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BILLIE H. HOY
Chief, Technical Systems Branch
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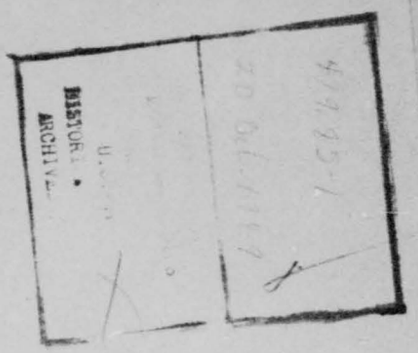

Report of Test of Army Field
Forces Board #1, Project
No. AB 749.

1949

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HEADQUARTERS
CONTINENTAL AIR COMMAND, MITCHEL AIR FORCE BASE, N Y
ARMY FIELD FORCES BOARD NO. 1, FT BRAGG, N C

20 October 1949

REPORT OF TEST OF

AFF BOARD NO. 1 - PROJECT NO AB 249

USAF FIELD STANDARDIZATION TRIALS - HASTINGS AND VALETTA AIRCRAFT

AFF SUITABILITY TEST - HASTINGS AND VALETTA AIRCRAFT

1. AUTHORITY:

a. Directive:

(1) Letter, Hq USAF, 11 March 1949, subject: "Exchange of Services Related to USAF, RAF, and RCAF Standardization Experiments" (Appendix A-1).

(2) Letter, OCAFF, 452.1 ATDEV-7, 17 February 1949, subject: "Tests of Hastings and Valetta Aircraft" (Appendix A-2).

(3) Letter, OCAFF, 452.1 ATDEV-7, 25 May 1949, subject: "Tests of Hastings and Valetta Aircraft" (Appendix A-3).

(4) TWX, OCAFF 3396 to President, AFF Board No. 1, 23 July 1949.

(5) Material received 1 April 1949.

b. Purpose:

(1) To determine through field standardization trials the suitability of the Hastings and Valetta Aircraft for use by USAF.

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(2) To determine the suitability of the Hastings and Valetta Aircraft for use as cargo and troop transports for Army Field Forces.

2. REFERENCES:

a. Air Publication 426A, Volume I, Valetta, C, MK-1; prepared under direction of the Minister of Supply; promulgated by order of the Air Council for the Air Ministry, Great Britain.

b. Air Publication 297A, Volume I, Hastings, C, MK-1; prepared under direction of the Minister of Supply; promulgated by order of the Air Council for the Air Ministry, Great Britain.

c. Minutes of the conference on Combat Loading and Droppings To Include Loading Aids; (Secret) held 19 July 1948, with members of the Standardization Committee for British, Canadian, and American Forces present.

d. Letter, DA, GSGID/F5, 15 March 1949, subject: "Standardization Agreements," Inclosure 1 of which states the temperature limitations agreement of the Armies of the United States, United Kingdom, and Canada.

e. Letter, OCAFF, GNDEV 415/23(Tng Aids)(7 May 48), 7 May 1948, subject: "Training Aids for New Equipment," as amended by letter, OCAFF, GNDEV-1 415/23(Tng Aids)(7 May 48), 12 May 1948, and letter, OCAFF, ATDEV-6 415/23(Tng Aids), 5 November 1948, which outlines procedures for determining training aids for new equipment.

f. Letter, OCAFF, ATDEV-4 400/99(27 Nov 48), 27 November 1948, subject: "Standardization Program - Comments by British and Canadian Liaison Officers at Army Field Forces Boards," which supersedes and restates instructions pertaining to coordination procedures with British and Canadian liaison officers with AFF boards.

3. DESCRIPTION OF MATERIEL:

a. The Valetta, C, MK-1 Airplane is a twin engine, all metal, mid-wing monoplane developed by Great Britain as an interim transport aircraft. It is equipped with facilities for towing gliders; dropping supplies and parachute troops; and transporting personnel, cargo, equipment, and litter patients (Appendices B-1 and F-1 through F-12).

b. The Hastings, C, MK-1 Airplane is a four engine, all metal, low-wing monoplane developed by Great Britain as an interim transport

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aircraft. It is equipped with facilities for towing gliders; dropping supplies, equipment, and parachute troops; and transporting personnel, cargo, equipment, and litter patients (Appendices B-2; F-13 through F-30).

4. BACKGROUND:

a. In furtherance of the Standardization program, set forth in the conference referred to in paragraph 2c above, transport aircraft with their allied equipment are being exchanged between the UK, Canada, and the US to determine their suitability for transporting items of equipment peculiar to each country's forces. This test of the Hastings and Valetta Airplanes was established by the USAF in accordance with this program and was conducted jointly by the Continental Air Command, representing United States Air Force; and by Army Field Forces Board No. 1, representing Army Field Forces and the Department of the Army.

b. The subject airplanes are being used by the British pending the development of airplanes meeting their military requirements. The Hastings and Valetta Airplanes have been and are currently undergoing extensive service tests at the British Army Airborne Transport Development Center. The Hastings Airplane is being fitted to facilitate dropping of heavy equipment.

5. SUMMARY OF TEST:

a. An inspection was made of the parachute provisions in the Valetta Airplane, which were found to be suitable for use by US parachute troops except for:

(1) The stowage position of the anchor line cable (Test No. 1, Appendix C).

(2) The position of the parachute jump lights (Test No. 1, Appendix C).

(3) The 19" high obstruction in the cargo compartment caused by passage of the main wing spar through the fuselage (Test No. 4, Appendix C).

b. Single and mass parachute jumps were made from the Valetta Airplane without difficulty except for rearward movement to the exit by personnel stationed forward of the wing spar projection (Test No. 4, Appendix C).

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c. An investigation was made of the parachute provisions in the Hastings Airplane. They were found to be suitable for use by US Parachute troops except for:

(1) The strop rail, which required minor modification (Test No. 2, Appendix C).

(2) The seat safety belts (Test No. 2, Appendix C).

(3) The position of the parachute jump lights (Test No. 2, Appendix C).

d. Single and mass parachute jumps were made from the Hastings Airplane without difficulty, except that the strop rail installation caused some confusion when hooking-up the parachute static lines (Tests Nos. 3 and 5, Appendix C).

e. An anchor line cable installation was devised to replace the strop rail in the Hastings Airplane. This change permits a considerable saving in weight and space (Test No. 6, Appendix C).

f. An investigation of the troop transport provision in and a flight test with troops loaded in the Valetta Airplane indicated that the airplane was suitable for transporting US troops (Test No. 7, Appendix C).

g. An investigation of the troop transport provisions in and a flight test with troops loaded in the Hastings Airplane indicated that the airplane was suitable for transporting US troops (Test No. 8, Appendix C).

h. An investigation of the litter provisions and a flight test with simulated patients and qualified medical personnel loaded in the Valetta Airplane indicated that the airplane could suitably perform its mission as an ambulance transport using US equipment (Test No. 9, Appendix C).

i. An investigation of the litter provisions and a flight test with simulated patients and qualified medical personnel loaded in the Hasting's Airplane indicated that the airplane could suitably perform its mission as an ambulance transport using US equipment, provided that:

(1) A collar is installed in the metal litter support brackets to insure a tight fit between the brackets and litter handles (Test No. 10, Appendix C).

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(2) Special precautions are taken while loading litter patients (Test No. 10, Appendix C).

j. The Valetta or Hasting Airplane suitably towed one G-18A Glider, one G-15A Glider, or two G-15A Gliders (gliders at gross weight). The intercommunication installation in these airplanes would not operate with the set installed in US gliders. The US Standard glider tow rope would not couple to the tow fittings on these aircraft, but were modified by removing the brass pulley from a British Standard connection and adding a US Standard connecting link and snap link (Tests Nos. 11 and 12, Appendix C).

k. The rigid type "M" Series Ordnance Department containers, and the type A-4, A-5, and A-6 USAF aerial delivery containers were satisfactorily delivered by parachute from the external aerial delivery systems of the Hastings and Valetta Airplanes, after the following changes were made:

(1) The suspension cradles altered as illustrated in Appendix F-29.

(2) Pack covers of the G-1 Cargo Parachutes laced with four turns of "5-cord" and securely fastened to the suspended containers.

(3) Static lines of the G-1 Cargo Parachutes shortened sufficiently to prevent fouling in wing flaps after release of containers (Tests Nos. 13 and 15, Appendix C).

l. US Standard aerial delivery containers not exceeding 48" overall length were satisfactorily delivered by parachute from the Hastings internal aerial delivery system. The containers were supported by a plywood base on the roller conveyors. A procedure was established for loading, lashing, and ejecting 24 type A-4, 30 type A-5, or 36 type A-6 USAF aerial delivery containers (Test No. 14, Appendix C).

m. Standard US aerial delivery containers could not be loaded and ejected satisfactorily from the Valetta internal aerial delivery system because of the configuration of the roller conveyors (Test No. 16, Appendix C).

n. Twenty-five items of Standard US equipment found in the "Type Field Army," which fall within the allowable weight and

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dimensional limitations of the Hastings Airplane, were loaded and lashed for flight. The required weight and balance data, loading methods, and safe-lashing diagrams are recorded in Appendix K-2 (Test No. 17, Appendix C).

o. An attempt was made to load into the Hastings Airplane eight additional items of US equipment found in the "Type Field Army." These items could not be loaded because of weight and dimensional limitations of the airplane, dimensional limitations induced by the side loading door, or physical characteristics of the equipment (Test No. 17, Appendix C).

p. Sixteen items of Standard US equipment found in the "Type Field Army," which fall within the allowable weight and dimensional limitations of the Valetta Airplane, were loaded and lashed for flight. The required weight and balance data, loading methods, and safe-lashing diagrams are recorded in Appendix K-1 (Test No. 18, Appendix C).

q. An attempt was made to load into the Valetta Airplane 14 additional items of Standard US equipment found in the "Type Field Army." These items could not be loaded because of weight and dimensional limitations of the airplane, dimensional limitations induced by the side loading door, or physical characteristics of the equipment (Test No. 18, Appendix C).

r. The purpose of this test precluded tests under extreme climatic conditions (par 2d).

s. Appendix "K" has been compiled as a source of data for training literature.

t. Accredited British and Canadian Liaison Officers with this board were consulted. Their comments and action thereon by this board are included in Appendix I.

6. CONCLUSIONS: It is concluded that:

a. The Valetta Airplane is suitable for use by US troops as a parachute troop transport.

b. The Hastings Airplane is suitable for use by US troops as a parachute troop transport if satisfactory seat safety belts are provided, and either minor modifications are made to the strop rail or the strop rail is replaced by the anchor line described in Test No. 6, Appendix C.

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c. The anchor line cable installation devised for the Hastings Airplane is an improvement over the strop rail and represents a considerable saving in weight and space.

d. The Hastings and Valetta Airplanes are suitable for use by US troops as troop transports.

e. The Valetta Airplane is suitable for use by US troops as an ambulance transport.

f. The Hastings Airplane is suitable for use by US troops as an ambulance transport if suitable collars are installed in the metal litter support brackets to prevent US type litter handles from slipping.

g. The Hastings and Valetta Airplanes are suitable for towing US gliders listed below at maximum allowable gross weights if suitably modified tow rope connections are provided and independent tug-glider communication systems are made available:

One G-15A Glider

Two G-15A Gliders

One G-18A Glider

h. The rigid type "M" Series Ordnance Department containers and the type A-4, A-5, and A-6 USAF aerial delivery containers can satisfactorily be delivered by parachute from the external aerial delivery systems of the Hastings and Valetta Airplanes if the modified equipment and procedures outlined in par 5k, above, are used.

i. The Hastings internal aerial delivery system is suitable for use to deliver by parachute any type of US Standard aerial delivery container not exceeding 48" in length if the equipment and procedures outlined in Test No. 14, Appendix C, are used.

j. The Valetta internal aerial delivery system is unsatisfactory for use with Standard US aerial delivery containers.

k. The Hastings and Valetta Airplanes are suitable for use as heavy equipment transports by US forces. However, the side loading door configuration, the low capacity tie down fittings, the center of gravity limitations, and the unsatisfactory characteristics of the loading ramps limit the utility of these airplanes in performing this role.

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7. RECOMMENDATIONS: It is recommended that:

a. The Hastings and Valetta Airplanes incorporating conversion features stated in par 6, above, be considered suitable for use by US forces for towing gliders; dropping supplies and parachute troops; and transporting personnel, cargo, equipment, and litter patients if Troop Carrier Aircraft conforming to approved US Military Characteristics are not available.

b. This report be used by the appropriate US agencies as a guide for conversion of the basic aircraft facilities to meet the special requirements necessary when towing US gliders, dropping US troops and equipment, and transporting US personnel, cargo, equipment, and litter patients.

c. Appendix "K" of this report be used by the appropriate agency of the Department of the Army for dissemination to US forces if the Hastings or Valetta Airplanes are made available for transporting US personnel or equipment.

d. The Air Standardization Coordinating Committee consider standardization of the following items:

(1) Glider tow rope connections

(2) Aircraft seat safety belts

(3) Litter support brackets

(4) Tie down devices

(5) Tie down fittings

(6) Intercommunication systems between tug aircraft and gliders

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(7) Aerial delivery containers

(8) Aircraft parachute provisions.

APPROVED

Continental Air Command

Louis Compton

LOUIS J. COMPTON
Colonel, Field Artillery
President
Army Field Forces Board No. 1

APPENDICES:

A - Copy of Directive.
B - Characteristics Sheet.
C - Details of Test.
D - Analysis of Test Results (Not Used).
E - Deficiencies and Suggested Modifications (Not Used).
F - Photographs.
G - Drawings (Charts).
H - Service Test Questionnaire (Not Used).
I - Coordination.
J - Training Aids (Not Used).
K - Data for Lashing and Loading Handbooks.

DISTRIBUTION:

30 - Chief, OCAFF (ATTN: ATDEV-7)
30 - CofS, USAF
1 - British Liaison Officer (AFF Bd No. 1)
1 - Canadian Liaison Officer (AFF Bd No. 1)
2 - Files

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HEADQUARTERS
CONTINENTAL AIR COMMAND, MITCHEL AIR FORCE BASE, N. Y.
ARMY FIELD FORCES BOARD NO. 1, FT BRAGG, N. C.

17 August 1949

APPENDIX A - COPIES OF DIRECTIVES

REPORT OF TEST - PROJECT NO. AB 249

A-1. Copy of Directive, letter, Department of the AF, Hq USAF, Washington 25, D C, 11 March 1949, subject: "Exchange of Services Related to USAF, RAF, and RCAF Standardization Experiments."

A-2. Copy of Directive, letter, OCAFF, Ft Monroe, Virginia, ATDEV-7, 452.1, 11 February 1949, subject: "Tests of Hastings and Valetta Aircraft."

A-3. Copy of Directive, letter, OCAFF, Ft Monroe, Virginia, ATDEV-7 452.1, 25 May 1949, subject: "Tests of Hastings and Valetta Aircraft."

A-4. Copy of Directive, OCAFF, Ft Monroe, Virginia, ATDEV-7, TWX 3396, 23 July 1949.

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HEADQUARTERS
CONTINENTAL AIR COMMAND, MITCHEL AIR FORCE BASE, N. Y.
ARMY FIELD FORCES BOARD NO. 1, FT BRAGG, N. C.

17 August 1949

A-1

APPENDIX A-1 - COPY OF DIRECTIVE

REPORT OF TEST - PROJECT NO. AB 249

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

11 March 1949

SUBJECT: Exchange of Service Related to USAF, RAF, and RCAF Standardization Experiments

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

1. Under the agreements reached by the Air Standardization Coordinating Committee, the USAF, RAF and RCAF are in the process of exchanging troop carrier type aircraft for the purpose of test and evaluation. This project has to date resulted in one C-82 aircraft being flown to the United Kingdom for field trials. However, during the month of April 1949 a C-82 aircraft will be flown to Canada, and a Valetta and a Hastings aircraft will be flown to the U. S. for field trials.

2. In this respect there is outlined below an agreed policy regarding the exchange of services related to these air standardization experiments. The term, "parent" government, as used herein, is construed to mean that government which furnishes equipment and/or its related services and personnel to another government for standardization experiments.

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The term, "host" government, as used herein, is construed to mean that government which receives equipment and/or its related services and personnel from the parent government.

a. The parent government will be responsible for fully equipping and maintaining aircraft and other equipment to meet requirements of the combined standardization experiments.

b. The host government will be reimbursed by the parent government when called upon to furnish to the parent government major component parts of aircraft and/or equipment. On the other hand, daily maintenance items required to keep aircraft and/or equipment operational shall be furnished by the host government free of charge.

c. The host government shall be reimbursed by the officers of the parent government for housing and messing furnished by the host government.

d. The host government will make no charge against the parent government for the following items:

1. The host government will provide messing and housing facilities for airmen of the parent government.

2. The host government will provide transportation for personnel and material of the parent government connected with the combined standardization experiments.

3. The host government will provide the facilities of hangars, landing fields and strips, maintenance shops and personnel required in the furtherance of such combined standardization experiments.

4. The host government will provide all POL required in flights authorized in furtherance of such combined standardization experiments. POL is to be provided by the host government for the aircraft of the parent government from port of entry to scene of experiments and from scene of experiments to the port of exit from the host country. POL will also be provided by the host government at the port of exit for the first leg of the return flight to the home station of the parent government.

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5. The host government will provide all host equipment used in tests and experiments.

3. The Valetta and Hastings aircraft will stage across the northern route from the United Kingdom to the United States, using Westover Air Force Base as the port of entry, and thence to Pope Air Force Base for a period of 60-90 days. After completion of field trials at Pope AFB these aircraft will fly to Canada for field trials, using Westover AFB as a port of exit from the United States.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ Kenneth P. McNaughton
/t/ KENNETH P. McNAUGHTON
Major General, USAF
Director of Training and
Requirements

Note: Same Ltr sent to: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.

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HEADQUARTERS
CONTINENTAL AIR COMMAND, MITCHEL AIR FORCE BASE, N. Y.
ARMY FIELD FORCES BOARD NO. 1, FT BRAGG, N. C.

17 August 1949

A-2

APPENDIX A-2 - COPY OF DIRECTIVE

REPORT OF TEST - PROJECT NO. AB 249

OFFICE, CHIEF, ARMY FIELD FORCES
FORT MONROE, VIRGINIA

ATDEV-7 452.1 17 February 1949

SUBJECT: Tests of Hastings and Valetta Aircraft

TO: President
Army Field Forces Board No. 1
Fort Bragg, North Carolina

1. In furtherance of the standardization program of the USAF, the RAF, and the RCAF, arrangements have been made for a Hastings and a Valetta Aircraft to visit the United States. It is planned that subject aircraft will leave England on or about 1 April 1949 and proceed to Pope Air Force Base where they will remain for a period of about sixty (60) days.

2. Joint tests of the subject aircraft by your Board and Tactical Air Command have been authorized by the Chief of Staff, USAF and this office. The primary purpose of these tests from an Army Field Forces point of view is the determination of types of U. S. Army Equipment, which, though within weight limitations, cannot be loaded into these aircraft because of size and location of the cargo doors and configuration of the aircraft.

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3. It is requested that, in conjunction with designated agencies of Tactical Air Command, your Board conduct appropriate tests to determine the suitability of the Hastings and Valetta aircraft for use as cargo and troop transports for Army Field Forces. Such tests should include but need not be limited to:

a. Loading tests of representative equipment used by a type field army.

b. Parachute tests and equipment dropping trials.

c. Tests of aerial resupply capabilities.

d. Glider tow trials to include the YG-18 glider.

e. Study and limited tests of tie-down fittings, devices, and other equipment with a view to standardization.

f. Study and limited tests of air evacuation equipment with a view to standardization.

4. It is further requested that:

a. You assist the project officer of Tactical Air Command within the limits of your capabilities in the conduct of those tests which are of particular interest only to the Air Forces.

b. One (1) copy each of the "plan of test" for this project be submitted to the Commanding General, Tactical Air Command, Langley Air Force Base and to this office, Attn: ATDEV-7 in addition to normal distribution. These two (2) copies of the "plan of test" plus the copies for the Department of the Army and Department of the Air Force should be submitted to the respective addressees prior to 1 March 1949.

5. You are authorized direct communication with the Commanding General 14th Air Forces, Orlando, Florida and the Tactical Air Command project officer (Major D. A. Clark of the 14th Air Force) in connection with this project.

6. Your attention is invited to the fact that these aircraft will be on loan from the British government. Particular care will be exercised to insure that no damage is done to the aircraft or their component parts as a result of the tests outlined in paragraph 3 above.

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7. This project will be accorded sufficient priority to insure that all necessary test data is collected and evaluated during the period that the aircraft are available at Pope Air Force Base.

8. Thirty (30) copies of the report of test will be submitted to this office.

FOR THE CHIEF, ARMY FIELD FORCES:

/s/ Frank W. Roberts
/t/ FRANK W. ROBERTS
Lt Col, A. G. D.
Asst. Adj. Gen.

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HEADQUARTERS
CONTINENTAL AIR COMMAND, MITCHEL AIR FORCE BASE, N. Y.
ARMY FIELD FORCES BOARD NO. 1, FT BRAGG, N. C.

17 August 1949

A-3

APPENDIX A-3 - COPY OF DIRECTIVE

REPORT OF TEST - PROJECT NO. AB 249

OFFICE, CHIEF, ARMY FIELD FORCES
FORT MONROE, VIRGINIA

ATDEV-7 452.1 25 May 1949

SUBJECT: Tests of Hastings and Valetta Aircraft

TO: President
Army Field Forces Board No. 1
Fort Bragg, North Carolina

1. Reference is made to Letter, this Office, ATDEV-7 452.1, 17 February 1949, "Tests of Hastings and Valetta Aircraft", to your Board.

2. It is requested that the Report of Test for Project No. AB 249, "Test of Hastings and Valetta Aircraft" be submitted as a joint report of your Board and the Tactical Air Command Project Officer on subject project.

3. Thirty (30) copies of the report of test are requested by this Office. Additionally, Headquarters, United States Air Force requests

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that they be furnished thirty (30) copies of subject report of test.

FOR THE CHIEF, ARMY FIELD FORCES:

/s/ Neil M. Matzger
/t/ NEIL M. MATZGER
Lt Col AGD
Asst. Adj. Gen.

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HEADQUARTERS
CONTINENTAL AIR COMMAND, MITCHEL AIR FORCE BASE, N. Y.
ARMY FIELD FORCES BOARD NO. 1, FT BRAGG, N. C.

17 August 1949

A-4

APPENDIX A-4 - COPY OF DIRECTIVE

REPORT OF TEST - PROJECT NO. AB 249

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TO UEAQ/PRES AFF BD ONE FT BRAGG NC

INFO JEPC/CS USAF WASH DC

WD GRNC

INFO FOR MAJ ROSS RM 5D875 PENTAGON WASH DC

REPHONE CONVERSATION BETWEEN LT COL HARDEN AND MAJ SCHWEITER CMA TWO TWO JUL FOUR NINE PERTAINING TO PROJECT AB TWO FOUR NINE PD MAJ ROSS REQUESTS ONE COPY OF DRAFT REPORT OF STUDY BE FURNISHED HIM FOR REVIEW PRIOR TO FINAL PUBLICATION PD THIS COPY SHOULD BE ADDRESSED DIRECT TO CS USAF AFORQ SLANT TA ATTN MAJ ROSS RM FIVE DOG EIGHT SEVEN FIVE CMA PENTAGON CMA WASHINGTON TWO FIVE DC PD UPON APPROVAL COPIES OF FINAL REPORT FOR USAF WILL BE FWD TO CG CONTINENTAL AIR COMMAND THRU CO THREE ONE SIX TROOP CARRIER GROUP PD COPIES OF FINAL REPORT FOR USA WILL BE PROCESSED AS NORMAL BOARD REPORT PD MAJ ROSS PLANS TO RETURN DRAFT REPORT TO YOUR BOARD IN PERSON PD OCAFF 3396 CFN OCAFF 3396 23/1544Z

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ARMY FIELD FORCES BOARD NO. 1, FT. BRAGG, N. C.

17 August 1949

APPENDIX B - CHARACTERISTICS SHEET

REPORT OF TEST - PROJECT NO. AB 249

B

B-1. Characteristics of Vickers Valetta C MK-1 Airplane

B-2. Characteristics of Hanley Page Hastings C MK-1 Airplane

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CONTINENTAL AIR COMMAND, MITCHEL AIR FORCE BASE, N. Y.
ARMY FIELD FORCES BOARD NO. 1, FT. BRAGG, N. C.

17 August 1949

B-1

APPENDIX B-1 - CHARACTERISTICS SHEET

REPORT OF TEST - PROJECT AB 249

VICKERS VALETTA C MK-1 AIRPLANE

1. GENERAL:

The Valetta Airplane is the British military transport version of the Vickers Viking, a civilian type transport. The Valetta has been modified to incorporate heavy duty flooring, high capacity tie down fittings, and a large side entrance door. Powered by two British-Hercules-230 engines, the aircraft cruises at 150 knots and has a maximum range of 1380 nautical miles with a 5460 lb. payload. Design features include conventional type gear, single rudder, and mid-wing. It is equipped with facilities for towing gliders; dropping supplies and parachute troops; and transporting personnel, cargo, equipment, and litter patients (Appendix F-1).

2. CARGO COMPARTMENT:

a. Configuration: The cargo compartment basically resembles that of the American C-47 Airplane, except for 19" high cross member on the floor where the main wing spar crosses the fuselage. The allowable longitudinal loading area is 132 inches forward and 276 inches aft of the spar. The sides and ceiling are curved. The allowable loading dimensions are 75 inches in height and 84 inches in width (Appendix F-2).

b. Access: Entrance to the cargo compartment for personnel is through the personnel entrance in the main cargo door located on the port side of the fuselage. Cargo or equipment is loaded through the main cargo door, which measures 103" wide, 66" high. British Dakota (C-47) type loading ramps are now used to load vehicles into the aircraft (Appendix F-3). A new lightweight ramp is under

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construction. An additional entrance for crew members is provided on the underside of the fuselage in the nose section.

c. Troop Transport: As a troop transport the airplane has accommodations for 36 fully equipped troops. The troop seats face rearward in banks of two with a central aisle, are equipped with adjustable safety belts, and are stressed for 25 G's. An overhead storage rack is provided for small items of equipment. Oxygen provisions are available at each seat location. Comfort, heating, lighting, and ventilation provisions are installed (Appendix F-4, F-5).

d. Parachute Troop Transport: As a parachute troop transport, the airplane accommodates 20 parachutists. Canvas seats facing inboard are attached to each side wall, four forward and six aft of the wing spar. The seats are equipped with a combination ditching support curtain and safety belt. An anchor line cable is attached to the forward bulkhead and runs rearward to a fitting in the floor at station 45.1 on the starboard side of the compartment. A parachute exit door, detachable during flight, is located in the forward portion of the cargo loading door. A guard is fitted beneath the lower surface of the port tail plane to prevent fouling of the static lines (Appendix F-6, F-7). A winch is provided in the compartment for retrieving static lines. Jump lights and intercommunication facilities are installed aft of the parachute exit. Prescribed drop speed is 105 knots and stalling speed is approximately 80 knots.

e. Supply Dropping: The airplane incorporates internal and external provisions for dropping supplies. The external provisions include fittings for attaching six cradles for the support of aerial delivery containers. Release of containers either singly or as a salvo is effected manually or electrically through operation of controls in the crew or cargo compartments. The internal aerial delivery system consists of two parallel roller conveyors, which extend along the cargo floor from the wing spar projection to station 38.0. A single curved section adjustable to each straight section extends either conveyor to the parachute exit. The conveyor is designed for use with the British pannier aerial delivery container. Safety barriers are incorporated in the system to provide restraint in the event of a crash landing. Web tie down devices secure the containers during flight. Capacity of the conveyor is sixteen 350 lb. pannier aerial delivery containers. Release of the containers is accomplished manually after the curved section of the conveyor is adjusted. Cargo parachute static lines are attached to an anchor line cable installed down the top centerline of the airplane (Appendix F-8, F-9).

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f. Ambulance Transport: When converted to the ambulance role, the airplane is fitted to carry 30 stretcher cases lying forward and aft in quadruple tier litters. Twelve litters are located on the starboard side, and eight litters, on the port side. In addition, facilities are provided for two additional sitting cases and two medical attendants. The litter supports are normally carried in the freight hold (Appendix F-10).

g. Freight Carrier: With the removal of interior fittings, the airplane can be utilized to transport vehicles or general cargo. When vehicles are transported, a runway is fitted over the main spar to provide a platform onto which vehicles can be loaded. Lashing points designed to accommodate loads up to 5000 pounds are provided in the cargo floor. Tie down devices are not carried in the airplane (Appendix F-2, F-11).

3. GLIDER TOWING: For the purpose of towing gliders, a conical structure with a tow hook is fitted at the rear end of the fuselage inside the tail cone. The glider release control is situated on the pilots control pedestal and is within easy reach of either pilot or co-pilot. The aircraft is capable of towing gliders of 19,000 pounds total gross weight. Intercommunication facilities between glider and airplane are provided (Appendix F-12).

4. FLIGHT COMPARTMENT:

a. Entrance to the flight deck is gained through a door in the forward bulkhead of the cargo compartment or through the hatch described in paragraph 2b above. The cockpit is arranged for a crew of four. Pilot and co-pilot sit side by side and have full dual flying controls. The engine control pedestal is located between the seats and is within reach of the pilot and co-pilot. The radio operator sits on the starboard side behind the co-pilot; the radio equipment is mounted on the starboard fuselage wall. The navigator is seated behind the pilot; with table and equipment mounted on the port fuselage wall.

b. The control pedestal contains controls for engines, propellers, trim tabs and landing gear. Light controls and various switches are located on the ceiling of the flight compartment.

5. FLIGHT CONTROLS:

a. A twin section metal-covered elevator, divided by the aft part of the fuselage, is provided. Inset trim tabs are incorporated in the elevators.

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b. The rudder is a light metal-covered structure secured to the top of the horizontal fin at four hinged attachment points. A trim tab is incorporated, which also acts as a balancing tab.

c. Balanced, metal-covered ailerons extend from the outboard end of the flaps to the wing tips. Trim tabs are incorporated in the ailerons.

6. FLIGHT CONTROL LOCKS: When the aircraft is parked on the ground the flying controls must be locked by an internal locking system operated by a lever on the control pedestal. The lever is so designed that when the flying controls are locked the throttle cannot be opened. No type of external lock is used on this airplane.

7. WING FLAPS:

a. Hydraulically operated split flaps extend along the underside of the trailing edge of each main plane from the wing root to the inboard end of the Frise-type ailerons.

b. A three way selector switch is provided in the flight compartment to lower, raise, and lock the flaps. Intermediate flap settings can be obtained by returning the selector switch to the locked position when the desired setting has been reached.

8. RESTRICTIONS:

All acrobatics are prohibited

Maximum diving speed	270 knots
Maximum speed for lowering gear	130 knots
Maximum speed for lowering flaps	130 knots
Maximum landing weight	35,500 lbs
Maximum take-off weight	36,500 lbs
Maximum glider tow	19,000 lbs

9. LANDING GEAR:

a. The airplane has a conventional type gear, hydraulically operated and completely retractable within the nacelles and tail.

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Hinged fairing doors operate simultaneously with the gear, opening fully when the gear is extended and closing completely upon retraction of the gear.

b. The landing gear lever is mounted on the port side of the control pedestal and has two positions, raise and lower. A spring-loaded catch must be released and the lever moved to the left when changing the position of the lever. The landing gear cannot be raised until 75 knots air speed has been reached. A visual red and green light is mounted in the center of the instrument panel to indicate gear position.

10. HYDRAULIC SYSTEM: The hydraulic system is supplied with pressure by two pumps, one on each engine, for the operation of the landing gear and wing flaps. For use in the event of engine pump failure a hand operated pump is located on the cockpit floor to port of the co-pilot seat.

11. PNEUMATIC SYSTEM: The pneumatic system is supplied with pressure by two compressors, one on each engine, which charge cylinders for the operation of the wheel brakes and air-intake-shutters.

12. VACUUM SYSTEM: Two vacuum pumps, one on each engine, provide suction for the flight instruments. The supply from either pump can be selected by means of a selector valve located on the starboard cockpit wall.

13. ELECTRICAL SYSTEM: Electric power is supplied by two 6-kilowatt generators, one on each engine, which charge two 12-volt batteries connected in series. The batteries supply current for the electrical system.

14. AUTOMATIC PILOT: The airplane is equipped with a "Mark 9" electric automatic pilot. The master switch is located on the cockpit ceiling in front of the pilot. The main control box is located on the port cockpit wall. An alternate control is mounted on the starboard cockpit wall to the right of the co-pilot seat.

15. DE-ICING SYSTEM: The wings, tail surfaces, and propellers are de-iced by pumping de-icer fluid onto the surface by means of two pumps located in the starboard inter-wing. A tank capacity of 62 gallons will give continuous operations for 2½ hours with one pump in operation. In severe icing, both pumps will give approximately 1¼ hours operation.

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16. OXYGEN SYSTEM: The airplane is equipped with two oxygen systems, crew and passenger. An oxygen supply is carried to meet the needs of the crew and a full passenger load for three hours at 18,000 feet.

17. HEATING SYSTEM: The cockpit and cargo compartment are heated by means of exhaust-heated air taken from the rear of each engine. The hot air is conducted from each nacelle by insulated ducts to a mixing valve in the inter-wing. From the mixing valve in the inter-wing, the hot air is conducted to openings in the cockpit and to outlets along each fuselage wall.

18. LIGHTING SYSTEM:

a. Flight Compartment:

(1) Six ultraviolet lamps controlled by individual dimmers, and six red lamps controlled in banks of three by a dimmer, are located under the windshield to provide instrument lighting.

(2) Three lamps with their control switches are located on the control pedestal.

(3) One lamp controlled by a rheostat is mounted on the magnetic compass.

(4) One lamp controlled by switches at the crew's entrance and at the navigator's station provides general illumination.

b. Cargo Compartment:

(1) A row of lamps is installed down the top centerline of the cargo compartment. The lamps are enclosed in a metal duct and are controlled from the flight compartment.

(2) A large, single floodlamp is installed in the main wing spar covering, just above floor level in the compartment, to facilitate loading and lashing operations. This lamp is controlled by a switch located opposite the main entrance door.

(3) The parachute jump lights are mounted above the cabin door and are controlled by selector switches mounted

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behind the co-pilot's seat and on the navigator's panel.

c. A landing light is installed in each wing and can be controlled for angle of beam and intensity of lighting.

d. A taxiing light, which also illuminates the propeller during ground operations at night, is mounted on each landing gear.

19. TYPICAL AIRCRAFT LOADS: The crew members report that the following typical loads can be transported as indicated:

a. Troop Transport:

(1) 36 men (maximum), for a range of 339 nautical miles at 139 knots

(2) 16 men, for a range of 928 nautical miles at 139 knots

b. Freight Transport:

(1) 7000 pounds, for a range of 495 nautical miles at 139 knots

(2) 5000 pounds, for a range of 928 nautical miles at 139 knots

c. Parachute Troop Transport:

(1) 20 men and six 350 pound containers, for a range of 608 nautical miles at 139 knots

(2) 10 men and six 350 pound containers, for a range of 928 nautical miles at 139 knots

d. Glider Towing:

Gliders up to 19,000 pounds total gross weight

e. Supply Dropping:

(1) Sixteen 350 pound containers carried internally, for a range of 664 nautical miles at 139 knots

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(2) Twelve 350 pound containers carried internally, plus six 350 pound containers mounted externally, for a range of 467 nautical miles at 139 knots

f. Air Evacuation:

20 stretcher cases, 2 sitting cases, and 2 orderlies, 928 nautical miles at 139 knots.

20. SPECIFICATIONS:

a. Airplane Weight:

Empty	24,604 pounds
Gross maximum	36,500 pounds
Landing maximum	35,500 pounds

b. Dimensions:

Overall length	62 feet 11 inches
Overall width	89 feet 5 inches
Tail span	33 feet 5 inches

c. Fuel Tanks:

Front wing tanks (2)	380 imperial gallons - total
Rear wing tanks (2)	344 imperial gallons - total
Total all tanks (4)	724 imperial gallons - total

d. Oil Tanks:

Engine Tanks (2)	32 imperial gallons - total

e. Areas:

Wing area total	882 square feet
Tail, Horizontal	97 square feet
Tail, Vertical	52.5 square feet

f. Cargo Compartment:

Minimum Width	84 inches
Minimum Height	75 inches
Minimum Length	132 inches forward of spar
	276 inches aft of spar
Capacity for cargo loading	1350 cubic feet (Approx)

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g. Power Plant:

Two Bristol-Hercules-230 engines, 1750 horsepower each

h. Landing Gear:

Conventional type, fully retractable, and hydraulic operated

i. Construction:

Aluminum alloy surface throughout the aircraft.

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HEADQUARTERS
CONTINENTAL AIR COMMAND, MITCHEL AIR FORCE BASE, N. Y.
ARMY FIELD FORCES BOARD NO. 1, FT. BRAGG, N. C.

17 August 1949

APPENDIX B-2 - CHARACTERISTICS SHEET

REPORT OF TEST - PROJECT AB 249

HANDLEY PAGE HASTINGS C MK-1 AIRPLANE

B-2

1. GENERAL:

The Hastings Airplane is the British military transport version of the Handly Page, Hermes, a civilian type transport. The Hastings has been modified to incorporate heavy duty flooring, high capacity tie down fittings, and a large side entrance door. Powered by four Bristol-Hercules-101 engines, the airplane cruises at 176 knots, and has a maximum range of 3000 nautical miles with a payload of 8,300 lbs. Design features include all metal construction, low wing, conventional type landing gear, and single fin with rudder (Appendix F-13). It is equipped with facilities for towing gliders; dropping supplies and parachute troops; and transporting personnel, cargo, equipment, and litter patients.

2. CARGO COMPARTMENT:

a. Configuration:

(1) The main cargo compartment basically resembles that of the American C-54 Airplane. The allowable longitudinal loading dimension is 510 inches. The sides and ceiling are curved. The allowable loading dimensions are 96 inches in width and 78 inches in height (Appendix F-14).

(2) Below the main cargo compartment are two holds for storing auxiliary equipment or luggage.

b. Access: Entrance to the cargo compartment for personnel is through the personnel entrance in the main cargo door on the port side of the fuselage. Cargo or equipment is loaded through the main cargo door,

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which measures 112 inches in width and 65 inches in height. A lightweight metal loading ramp with adjustable treadways and a removable hand rail is provided for loading vehicles (not over 5600 lb axle load) and personnel. A heavy duty air base type ramp (weight 3000 lbs) has been designed for loading heavy items of equipment. A parachute exit door is fitted within the forward section of the main cargo door on the port side, and a similar door is provided in the fuselage structure on the starboard side. Five hatches are incorporated in the under side of the fuselage: No. 1 is the crew entry hatch; Nos. 2, 4, and 5 are hatches giving access to the luggage holds; and No. 3 is an inspection hatch in the center section (Appendix F-14, F-15).

c. Troop Transport: The airplane has accommodations for 50 fully equipped troops. The troop transport seats are faced aft in banks of two, are equipped with adjustable safety belts, and are stressed for crash landing conditions. An overhead storage rack is provided for small items of equipment. Two cargo holds, located beneath the floor, are available for stowing equipment. Oxygen provisions are available at each seat location. Comfort, heating, lighting, and ventilation facilities are provided (Appendix F-16).

d. Parachute Troop Transport:

(1) The airplane accommodates 34 parachutists. Aluminum bucket type folding seats facing inboard are attached to each side wall. The seats are equipped with lap type adjustable safety belts (Appendix F-17).

(2) Static lines of troop parachutes in the test airplane are attached to a strop rail, which incorporates an electrical system for releasing containers loaded on the bottom of the fuselage. The strop rail consists of an aluminum I-Beam supported on its side and of 17 lightweight trolleys attached to each flange of the beam. The rail is installed down the center line of the compartment. The front end of the rail is raised to waist level. The rail gradually inclines down to floor level as it progresses aft to a terminal point just aft of the parachute exit (Appendix F-17). A container release is operated by one trolley which is equipped with a special stud for tripping the electrical release switch.

(3) A dual Anchor Line Cable Assembly which can be installed down the center line of the compartment, was devised

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during conduct of this test. Considerable weight saving is effected (Appendix G-1, G-2).

(4) A detachable parachute exit door is located in the forward portion of the main cargo door on the port side. A similar door is located in the fuselage structure on the starboard side (Appendix F-17).

(5) A static line retrieving winch is installed in the forward portion of the compartment.

(6) Jump lights and intercommunication equipment are installed adjacent to each parachute exit (Appendix F-17).

(7) Prescribed drop speed is 110 knots and stalling speed with power on is 80 knots.

e. Supply Dropping: The airplane incorporates internal and external provisions for dropping supplies. The external provisions include fittings for attaching 20 cradles for the support of aerial delivery containers. Release of the containers either singly or as a salvo can be accomplished by electrical or manual controls. The internal aerial delivery system consists of two parallel roller conveyors extending from the forward bulkhead to the main cargo door. The conveyors are banked at the curved portion leading to the exit and are designed for use with the British pannier aerial delivery containers. Safety barriers are incorporated in the system to provide restraint in the event of a crash landing. Web tie down devices are used to secure the containers during flight. Capacity of the conveyors is twenty-four 350 lb. pannier aerial delivery containers. Cargo parachute static lines are attached to two anchor line cables installed in the top centerline of the compartment (Appendix F-18, F-19).

f. Ambulance Transport: When converted to the ambulance role, the airplane is equipped to carry 32 stretcher cases and 28 sitting cases. Four banks of litters are provided on each side of the airplane centerline. The litters are mounted in tiers of four or less. The outboard handles of the litters fit into web support straps. The sitting cases are provided with parachute troop type seats installed longitudinally on each side of the fuselage. Medical and emergency equipment such as aid chest and oxygen equipment are carried in the airplane (Appendix F-20).

g. Freight Carrier: The entire space inside the fuselage between the bulkheads at station 20.0 and 62.5 can be cleared for loading

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supplies or equipment. An expendable plywood flooring covers this area to protect the basic flooring surface. Skirting boards are provided to protect the lower sides of the fuselage. Tie down fittings, with a rated strength of 2,500 lbs vertical, fore, or aft and 1,000 lbs side, are provided at frequent intervals in the floor and on both sides of the fuselage (Appendix F-21). Treadways are incorporated in the floor to withstand concentrated wheel loads. A one ton capacity winch mounted adjacent to station 20.0 and a loading pulley are provided to assist in loading operations. Tie down devices are not carried in the airplane (Appendix F-22).

3. GLIDER TOWING: For the purpose of towing gliders a towing hook is fitted at the extreme end of the fuselage. A detachable transparent fairing covers the tow hook when not in use. The fairing also serves as a cover for the tail lamp. The airplane is capable of towing gliders of 37,500 lbs total gross weight. Intercommunication facilities are installed (Appendix F-12).

4. FLIGHT COMPARTMENT:

a. Entrance to the flight deck is gained through a door in the forward bulkhead of the cargo compartment or through the hatch described in paragraph 2b, above. The flight deck is arranged to accommodate a crew of five: pilot, co-pilot, navigator, radio operator, and engineer. The pilot and co-pilot sit side by side in the forward part of the flight deck. The engine control pedestal is located between the seats and is within reach of the pilot and co-pilot. Just behind the pilot's compartment, separate stations are provided for the radio operator, engineer, and navigator. The radio operator occupies a position on the port side of the flight deck behind the pilot, facing rearward, with radios mounted on a bulkhead. The navigator is situated on the starboard side of the flight deck behind the co-pilot, facing forward, with equipment mounted on a bulkhead. The engineer is situated behind the navigator, facing aft, with instruments and engine controls mounted on a bulkhead. A lavatory and small wardroom separated by a central gangway, are also located on the flight deck.

b. The control pedestal contains controls for engines, propellers, trim tabs, landing gear, flaps and master fuel selectors, Light controls and various switches are located on top of the instrument panel and to port from the pilot's seat. This aircraft can be flown very easily with one pilot.

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5. FLIGHT CONTROLS:

a. The elevator is in two sections, divided by the center section of the tail assembly. Light aluminum alloy is used to cover the surface. Each half of the elevator is attached to the tail plane by four hinges and is bolted to a torque tube which passes through the fuselage. Trim tabs are inset in the trailing edge.

b. The rudder is covered with light aluminum alloy and is connected to the vertical fin by two hinges. Two tabs are fitted in the trailing edge, the upper being a pilot-operated trim tab and the lower a spring tab operated by the main rudder control.

c. The ailerons are covered by a light aluminum alloy and are attached by five hinges to the trailing edge of the outer wing sections. A spring tab is incorporated in each aileron. Trim tabs, ground set on the left side and pilot controlled on the right side, are located outboard from the spring tabs.

6. FLIGHT CONTROL LOCK: The flight control locking system is operated by a lever mounted on the pilot's control pedestal. The lever is moved to the rear to lock the controls, and is retained in the locked position by pushing the throttle forward. The control is unlocked by pulling the throttles toward the rear.

7. WING FLAPS: The wing flaps are hydraulically operated and are controlled by a selector lever mounted on the starboard side of the control pedestal. The flaps have four positions: up, intermediate, maximum lift, and down. Any flap position may be obtained by returning the lever to intermediate when the desired flap position is reached. For emergency operation a hand operated pump is installed.

8. RESTRICTIONS:

All acrobatics are prohibited

Maximum diving speed	295 knots
Maximum speed for lowering gear	175 knots
Maximum speed for lowering flaps	150 knots
Maximum landing weight	74,000 pounds
Maximum take-off weight	78,000 pounds
Maximum glider tow	37,500 pounds.

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9. LANDING GEAR: The airplane has a conventional type gear, hydraulically operated and completely retractable within the nacelles and tails section. The gear control lever is located on the port side of the control pedestal and has two positions, up and down. Normal safety devices, such as position indicator lights and warning horn, are incorporated in the landing gear system.

10. HYDRAULIC SYSTEM: Two pumps, one on each inboard engine, are fed with fluid from a 4 1/2 gallon tank to supply hydraulic power for operation of the landing gear and wing flaps. An emergency hand pump is mounted on the port side of the navigator's station, and can be used to supply pressure if the engine driven pumps are not in operation.

11. PNEUMATIC SYSTEM: The pneumatic system is supplied with pressure by compressors mounted on numbers one, two, and three engines. Storage bottles charged by compressors mounted on engines numbers one and two operate the tail wheel lock, wheel brakes, and fuel jettison system. The compressor driven by number three engine operates the automatic pilot. The storage bottles are mounted under the fuselage floor.

12. VACUUM SYSTEM: Three vacuum pumps mounted on numbers two, three, and four engines, provide suction for the flight instruments. The pumps run continuously during engine operation. Suction lines run to each set of flight instruments.

13. ELECTRICAL SYSTEM:

a. Electric power is supplied by four 6-kilowatt generators, one on each engine. The generators charge four 12-volt batteries connected in series-parallel. The batteries supply current for the electrical system.

b. A ground starter battery socket is installed on the starboard side of the fuselage at the rear of the wing.

14. AUTOMATIC PILOT: The airplane is equipped with a "Mark 8" automatic pilot. The clutch lever is mounted on the control pedestal. The directional control is mounted above the center of the instrument panel within reach of the pilot and co-pilot.

15. DE-ICING SYSTEM: To break up ice formation, de-icing fluid under pressure is forced through porous metal distributors inserted in the leading edge of the airfoils. De-icing fluid is fed to the propellers at the hub and thrown out on the blades by centrifugal force. De-icing tanks are mounted in the inner wing, one on each side of the

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fuselage. The tanks carry 16 3/4 gallons, enough for one hours emergency operation. A de-icing spray is also provided for the pilots windshield.

16. OXYGEN SYSTEM:

a. Oxygen supply for the crew is contained in 12, or when modified 14, "Mark 5C" bottles. The bottles are mounted below the floor in the forward section of the fuselage. Outlets are installed at each crew position. Portable oxygen sets are stowed at all crew stations.

b. Oxygen outlets for passenger use are provided along each side of the main cabin and in the rear lavatories. The cabin sockets are fitted adjacent to each seat position. The supply is obtained from 64 "Mark 5C" bottles. Twenty-four bottles are mounted below the floor in the forward section of the fuselage, and 40 are stowed in racks on the forward side of the forward bulkhead.

17. HEATING SYSTEM: The airplane is heated by means of hot air obtained from heat exchangers mounted forward of the fireproof bulkhead in each engine nacelle. The hot air is circulated through ducts into the crew and cargo compartments by two electrically driven fans.

18. LIGHTING SYSTEM:

a. Flight Compartment:

(1) Six ultraviolet lamps, controlled by individual dimmers, and six red lamps, controlled in banks of three by dimmers, are located under the windshield for instrument lighting.

(2) One red lamp is mounted at each trim tab indicator.

(3) One red lamp controlled by a rheostat is mounted on the magnetic compass.

(4) An emergency flood lamp is mounted in the ceiling. It may be used in any part of the cockpit.

b. Cargo Compartment:

(1) A row of flood lamps is installed down the top centerline of the cargo compartment. The lamps are installed in a metal duct and are controlled from the crew or cargo compartments.

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(2) Parachute jump lights are mounted above each parachute exit.

c. A landing light is mounted under each wing and when retracted fits flush with the under surface.

d. A taxiing light is located near each wing tip.

19. TYPICAL AIRCRAFT LOADS: The crew members report that the following typical loads can be transported as indicated:

a. Troop Transport:

50 men, for a range of 650 nautical miles at 185 knots

b. Freight Transport:

(1) 18,500 pounds, for a range of 650 nautical miles at 185 knots

(2) 10,000 pounds, for a range of 1650 nautical miles at 185 knots

c. Paratroop Dropping:

(1) 30 men and twenty 350 pound containers, for a range of 1225 nautical miles at 160 knots

(2) 30 men and twelve 350 pound containers, 1455 nautical miles at 160 knots

d. Glider Towing:

Gliders up to 37,500 pounds total gross weight

e. Supply Dropping:

44 containers, including 24 panniers inside and 20 equipment bundles on racks, at 350 pounds each; totaling 15,400 pounds, for a range of 925 nautical miles at 160 knots

f. Air Evacuation:

32 litter cases and 28 sitting cases plus 2 orderlies, for a range of 1450 nautical miles at 185 knots

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20. HEAVY EQUIPMENT DROPS: This airplane incorporates design features for transporting externally and dropping heavy equipment loads. The equipment to conduct this type operation was not available for this test. Tests conducted in Great Britain have indicated that the following items can be transported and dropped:

Two Trucks, ¼ ton, 4x4, Command Reconnaissance

One Truck, ¼ ton, 4x4, Command Reconnaissance and ¼-ton trailer

One Truck, ¼ ton, 4x4, Command Reconnaissance and one 6 pounder anti-tank gun

One Truck, ¼ ton, 4x4, Command Reconnaissance and one 75mm Howitzer, M2A1 on Carriage M8 (Pack)

21. SPECIFICATIONS:

a. Airplane Weight:

Empty	47,050 pounds
Gross (Maximum)	78,000 pounds
Landing (Maximum)	74,000 pounds

b. Dimensions:

Wing span	113 feet
Overall length	81 feet 8 inches
Height (top of rudder)	22 feet 6 inches

c. Fuel Tanks:

Inboard Group (tanks 2, 3 & 4)	596 imperial gallons total
Outboard Group (tanks 5, 6 & 7)	535 imperial gallons total
Replenishment (reserve tank 1)	150 imperial gallons total
Total (each wing)	1281 imperial gallons
Total (both wings)	2562 imperial gallons

d. Oil Tanks:

Normal (each engine)	28 imperial gallons and 11 imperial gallons air space
Long Range (each engine)	31 imperial gallons and 8 imperial gallons air space

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Total oil, normal	112 imperial gallons
Total oil, long range	124 imperial gallons

e. Areas:

Wing area, total	1408 square feet
Tail, horizontal	401 square feet
Tail, vertical	157 square feet
Flaps	108.60 square feet

f. Cargo Compartment:

Maximum Width	109 inches
Critical Width	96 inches
Maximum height	85 1/2 inches
Critical height	78 inches
Length	510 inches
Capacity for cargo loading	2510 cubic feet

g. Power Plant:

Four Bristol-Hercules-101 engines, 1675 horsepower each

h. Propellers:

DeHavilland 4-blade hydromatic, aluminum alloy, constant speed, full feathering

i. Landing Gear:

Conventional type, fully retractable backwards into engine nacelle, hydraulically operated

j. Construction:

Aluminum alloy surface throughout the airplane.

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HEADQUARTERS
CONTINENTAL AIR COMMAND, MITCHEL AIR FORCE BASE, N. Y.
ARMY FIELD FORCES BOARD NO. 1, FT BRAGG, N. C.

17 August 1949

APPENDIX C - DETAILS OF TEST

REPORT OF TEST - PROJECT NO. AB 249

C

1. The following personnel conducted these tests:

a. Test Officers

Lt Col	C. G. Shettle - AFF Bd #1
Major	D. E. Maul - 316th TC Wing
Capt	R. W. Maire - AFF Bd #1
Capt	H. M. Howard - AFF Bd #1
Lt	D. Zufelt - AFF Bd #1

b. British Crew Members

Wg. Cdr.	C. Scragg (O.C. Detachment) - GD (Pilot) RAF
Sqn. Ldr.	A. M. Patterson - (Technical) RAF
Major	M. J. Rolt - Royal Engineers - Army
Flt. Lt.	D. D. Pearce - GD (Pilot) RAF
Flt. Lt.	O. V. Brooks - GD (Pilot) RAF
Flt. Lt.	H. T. Murley - GD (Pilot) RAF
Flt. Lt.	A. R. Sturgeon - GD (Engineer) RAF
Flt. Lt.	D. P. Morrison - GD (Navigator) RAF
Flt. Lt.	J. F. Archer - GD (Navigator) RAF
Flt. Lt.	A. J. Webster - GD (Signaller) RAF
Flt. Lt.	W. Thackray - GD (Signaller) RAF
Sgt.	R. T. Davies - (Fitter 1) RAF
Sgt.	T. E. Smith - (Fitter 2A) RAF
Sgt.	G. W. Hartley - (Instrument Repairer) RAF
Cpl.	T. N. Bell - (Fitter 2A) RAF
Cpl.	S. J. Wheeler - (Electrician A) RAF
A. C.	R. Jackson - (Fitter 2E) RAF
L.A.C.	W. W. Stanners - (Fitter 2E) RAF
A.C.	W. C. Greig - (Wireless Fitter) RAF
A.C.	J. D. Edridge - (Radar Fitter) RAF
L.A.C.	R. Topham - (Fitter 2A) RAF

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c. Liaison Officer

Lt Col R. A. Gorle - Br. Ln. O. - AFF Bd #1

d. Assistants:

(1). One officer and 29 enlisted men from 82nd Abn Div

(2) 42 enlisted men from AFF Bd #1

(3) Maintenance personnel, Pope AF Base

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TEST NO. 1

1. PURPOSE: To determine the suitability of the parachute provisions in the Valetta Airplane for utilization by U S parachutists equipped with Standard U S equipment.

2. METHOD:

a. The parachute provisions of the Valetta Airplane were inspected with special attention given to the anchor line cables, seats, safety belts, parachute exit, parachute jump lights, and projections on the fuselage and horizontal stabilizer.

b. Six dummies equipped with Standard T-7 Parachutes were ejected from the parachute exit of the Valetta Airplane while flying at 1,000 ft altitude at 105 knots air speed (indicated).

3. RESULTS:

a. The anchor line cable was found to be satisfactory for use with the Standard U S snap fastener. The stowed position of the anchor line cable required unhooking the backs of the parachute seats before the anchor line cable could be used (Appendix F-7).

b. It was determined by inspection that the parachute seats were very comfortable and incorporated excellent safety provisions. The safety belt had sufficient length to encompass a fully equipped parachutist. The ditching support curtains provide a superior safeguard for personnel in event of ditching or crash landing conditions, and provide a comfortable headrest for the seated personnel during flight (Appendix F-7).

c. The parachute exit was found to be satisfactory for use by U S parachutists equipped with Standard U S equipment and to be devoid of any projections or features liable to interfere with a proper exit (Appendix F-7).

d. Parachute jump lights were so positioned as to cause some difficulty to the jumpmaster in observing them during operation (Appendix F-7).

e. There was no projection on the fuselage of the airplane which would interfere with the proper development of a parachute. Horizontal stabilizers were clear of projections in the critical areas.

f. Clearance between parachutes and tail surfaces during dummy drops was approximately five feet.

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TEST NO. 2

1. PURPOSE: To determine the suitability of the parachute provisions in the Hastings Airplane for utilization by U S parachutists equipped with Standard U S equipment.

2. METHOD:

a. The parachute provisions of the Hastings Airplane were inspected with special attention given to the strop rail (used for attaching static lines), seats and safety belts, parachute exits, parachute jump lights, and projections on the fuselage and horizontal stabilizer.

b. Six dummies equipped with Standard T-7 Parachutes were ejected from each parachute exit of the Hastings Airplane while flying at 1,000 ft at 110 knots.

3. RESULTS:

a. The strop rail could be satisfactorily utilized with Standard U S equipment when modified by installing an 8" length of doubled C-8 webbing fitted with a D ring on each strop trolley (Appendix F-23).

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b. It was determined by inspection that parachute seats were suitable but could be improved by increasing the width and substituting a fabric type seat. The safety belts were unsatisfactory for troops equipped with Standard U S troop type parachutes and combat equipment (Appendix F-17).

c. Parachute exits were satisfactory for use by parachutists equipped with Standard U S equipment and required no taping or modification (Appendix F-17).

d. Parachute jump lights were so positioned as to cause some difficulty to the jumpmaster in observing them during operation (Appendix F-17).

e. The marker beacon antenna was removed from the aft section of the bottom of the fuselage. The AYF aerial on the horizontal stabilizer did not present a hazard since it was covered by a smooth round plastic cover.

f. Clearance between parachutes and tail surfaces during dummy drops was approximately four feet.

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TEST NO. 3

1. PURPOSE: To familiarize the personnel participating in parachute jumps with the characteristics of the Valetta and Hastings Airplanes on the ground and during flight.

2. METHOD:

a. Both airplanes were inspected while grounded and all features pertaining to parachute jumping were explained to the personnel participating.

b. Orientation flights of 1 1/2 hours duration were conducted in both airplanes.

c. Single exit parachute jumps were executed from both airplanes at the termination of the orientation flights.

3. RESULTS:

a. The orientation flights, conducted during moderately rough weather, resulted in one airsickness casualty in each airplane.

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b. The seats in the Valetta Airplane were decidedly more comfortable than those of the Hastings Airplane (Appendix F-7, F-17).

c. No difficulties were encountered during single exit jumps from either airplane.

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TEST NO. 4

1. PURPOSE: To determine the suitability of the Valetta Airplane for mass parachute jumping when using Standard U S equipment.

2. METHOD: A stick of 20 parachutists equipped with Standard U S T-7 Parachute Assemblies and field equipment performed a mass jump following the prescribed U S parachuting technique. The airplane was flying at an altitude of 1,500 feet and at an IAS of 105 knots.

3. RESULTS:

a. Difficulty encountered during hooking up necessitated two men hooking up after the stick moved toward the exit.

b. The wing spar projection in the cargo compartment interfered with the rearward movement of the men stationed forward of it. This condition resulted in a slight gap in the stick.

c. Exit time for the stick was 16.5 seconds.

d. Approximately 30 minutes training was found to be necessary to familiarize experienced personnel with the jumping technique for this airplane.

e. The static line retrieving winch was not required when retrieving the pack covers of Standard U S troop type parachutes.

f. Opening shocks experienced during the personnel exits were similar to those received when jumping from a C-47 Airplane, and caused no unusual reaction to the equipment or personnel.

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TEST NO. 5

1. PURPOSE: To determine the suitability of the Hastings Airplane for mass parachute jumping when using Standard U S equipment.

2. METHOD:

a. Two sticks of 15 parachutists each equipped with Standard U S T-7 Parachute Assemblies and field equipment performed a mass jump following prescribed U S parachuting technique. The airplane was flying at an altitude of 1,500 feet and at an IAS of 110 knots.

b. The British strop rail was utilized during this jump.

3. RESULTS:

a. It was found that each man when hooking up must be careful to avoid using the wrong strop trolley.

b. The strop rail utilized too much space on the floor. Its use could possibly cause some tangling of static lines unless extreme care is exercised.

c. No particular difficulty was encountered during the movement to or out of the exits during this jump.

d. Time for the simultaneous exit of the two sticks was 18 seconds. This excessive exit time was caused by unfamiliarity with the British strop rail.

e. Opening shocks experienced by the personnel were similar to those received when jumping from a C-47 Airplane, and caused no unusual reactions to the equipment or personnel.

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TEST NO. 6

1. PURPOSE: To determine whether an anchor line cable will suitably replace the strop rail in the Hastings Airplane.

2. METHOD:

a. A system of anchor line cables consisting of the following components was installed in the Hastings Airplane:

Part No.	Description	Quantity
1.	Forward anchorage. HP Dwg No. 671904 L	1 Set
2.	Link	2
3.	Main cable, port side, 1/4" diameter flex steel	1
4.	Main cable, starboard side, 1/4" diameter flex steel	1
5.	Cable stop	2
6.	Balancing sheave	2
7.	Balancing bridle	2
8.	Bolts 3/8" x 1/2" with washer and nut	6

(Appendices F-24; G-1, G-2).

b. The anchor line cables were tested by actual drops of dummies and cargo containers during flight.

c. Two mass jumps were made by sticks of parachutists equipped with Standard U S equipment.

3. RESULTS:

a. The anchor line cables were a marked improvement over the strop rail and represent a considerable saving in weight and space.

b. No difficulty was noted during the ejection of dummies and cargo containers.

c. The anchor line cables could be installed as easily as the anchor line cables of the C-82A Airplane.

d. The anchor line cables, being more familiar to the U S personnel, seemed to impart more confidence in the equipment to the using troops, and caused less adverse comment than the strop rail.

e. No difficulties were encountered during hooking up and subsequent exit of the two 15-man sticks.

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TEST NO. 7

1. PURPOSE: To determine the suitability of the Valetta Airplane as a troop transport.

2. METHOD:

a. Troop seats, similar to the type used in commercial airplanes, were installed facing aft (Appendix F-5).

b. Twenty-four men embarked in the airplane and were seated in representative sections of the 36 available seats.

c. The Valetta Airplane with 24 passengers was flown during moderately rough weather for two hours.

3. RESULTS:

a. The troop seats, incorporating safety belts, were suitable for use by troops equipped with U S B-8 type parachutes.

b. Oxygen provisions were available in the airplane for the full crew and a full load of troops.

c. After 1.5 hours of flight one passenger became airsick. No additional airsickness was encountered during the remainder of the flight.

d. Weapons carried by troops seated in the cargo compartment were readily accessible.

e. Passenger comfort, including sanitary provisions, heating, lighting, and ventilation, was equal to that in commercial airplanes.

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TEST NO. 8

1. PURPOSE: To determine the suitability of the Hastings Airplane as a troop transport.

2. METHOD:

a. Troop seats of the padded canvas hammock type were installed in the airplane facing aft (Appendix F-16).

b. Twenty-five men embarked in the airplane and were seated in representative sections of the 50 available seats.

c. The Hastings Airplane with 25 men was flown during moderately rough weather for two hours.

3. RESULTS:

a. The troop seats and safety belts were satisfactory for use by troops equipped with U S B-8 type parachutes.

b. Oxygen provisions were available in the airplane for the full crew and a full load of troops.

c. After two hours flight there was one airsickness casualty.

d. Overall troop comfort compared favorably with that of the Valetta Airplane, described in Test No. 7, Appendix C.

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TEST NO. 9

1. PURPOSE: To determine the suitability of the Valetta Airplane as an ambulance transport.

2. METHOD:

a. Standard U S litters were installed in the cargo compartment of the Valetta Airplane equipped with litter provisions.

b. An orientation flight lasting approximately two hours was conducted under the supervision of the test officer and a qualified flight nurse.

c. Special attention was given to ascertain the comfort of and ease of caring for patients by qualified medical personnel.

3. RESULTS:

a. Standard U S litters were suitable for use in the Valetta Airplane and presented no difficulty during loading and unloading (Appendix F-10).

b. There was sufficient room for medical personnel to perform their functions in caring for the patients.

c. Oxygen outlets were available in the Airplane for the full crew and for the full allowable number of passengers.

d. Sufficient provisions were available for installing plasma bottle racks.

e. Heating outlets installed in the cargo compartment afforded sufficient heat during flight.

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TEST NO. 10

1. PURPOSE: To determine the suitability of the Hastings Airplane as an ambulance transport.

2. METHOD:

a. Standard U S litters were loaded in the cargo compartment of the Hastings Airplane equipped with litter provisions.

b. An orientation flight lasting approximately two hours was conducted under the supervision of the test officer and a qualified flight nurse.

c. Special attention was given to ascertain the comfort of and ease of caring for patients by qualified medical personnel.

3. RESULTS:

a. Standard U S litters were unsuitable for use in the Hastings Airplane equipped with the present litter provisions because of the loose fit of the metal brackets which allowed litters to slip out during take off (Appendix F-25).

b. Felt or rubber collars could be inserted into the metal brackets to secure the handles of Standard U S litters.

c. There was sufficient room for medical personnel to perform their functions in caring for patients (Appendix F-20).

d. Oxygen outlets were available in the airplane for the full crew and for the full allowable number of passengers.

e. Sufficient provisions were available for installing plasma bottle racks.

f. Heating outlets installed in the cargo compartment afforded sufficient heat during flight.

g. Loading and unloading litters presented some difficulty because of the narrowness and steepness of inclination of the loading ramp and the height of the cargo door (Appendix F-26).

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TEST NO. 11

1. PURPOSE: To determine the suitability of the Valetta Airplane as a glider tug for the G-15A and G-18A Gliders.

2. METHOD:

a. The glider provisions of the Valetta Airplane were inspected with special attention given to intercommunications, tow rope releases, and tow rope connections.

b. The following glider tows were accomplished:

G-15A Glider, 6,240 lbs; Airplane, 28,824 lbs
G-18A Glider, 9,160 lbs; Airplane, 28,608 lbs
G-15A Glider, 7,290 lbs; Airplane, 29,500 lbs
G-18A Glider, 15,807 lbs: Airplane, 30,076 lbs
Double tow G-15A Gliders, 14,580 lbs; Airplane, 30,000 lbs
Double tow G-15A Gliders, 14,580 lbs; Airplane, 29,341 lbs
Double tow G-15A Gliders, 14,580 lbs; Airplane, 29,010 lbs
G-18A Glider, 15,560 lbs; Airplane, 30,066 lbs

3. RESULTS:

a. The British and U S Standard glider tow rope connection assemblies were not interchangeable. To permit towing, the British Standard connection assembly was modified as indicated below, thus providing a Standard American tow rope with the necessary fitting for attachment to the British airplane.

(1) The brass pulley was removed from the British Standard Connection Assembly.

(2) A Standard U S tow rope was modified by adding a connecting link and a snap link to the tow rope terminal fitting at the airplane end.

(3) The added snap link was inserted in the fork of the British airplane-end tow connection which was designed to hold the brass pulley.

b. Intercommunication between the British airplane and American glider could not be effected because of basic differences in the systems. Many modifications would have been required before the intercommunication system could have been used. The British intercommunication amplifier

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TEST NO. 12

1. PURPOSE: To determine the suitability of the Hastings Airplane as a glider tug for the G-15A and the G-18A Gliders.

2. METHOD:

a. The glider provisions of the Hastings Airplane were inspected with special attention given to intercommunications, tow rope releases, and tow rope connections.

b. The following glider tows were accomplished:

G-18A Glider, 10,760 lbs; Airplane, 65,237 lbs
G-15A Glider, 6,240 lbs; Airplane, 64,503 lbs
G-15A Glider, 7,090 lbs; Airplane, 64,991 lbs
G-18A Glider, 15,807 lbs; Airplane, 64,271 lbs
Double tow G-15A Gliders, 14,580 lbs; Airplane, 64,375 lbs
Double tow G-15A Gliders, 14,580 lbs; Airplane, 63,511 lbs
Double tow G-15A Gliders, 14,580 lbs; Airplane, 62,863 lbs
G-18A Glider, 15,560 lbs; Airplane, 65,323 lbs.

3. RESULTS:

a. Modifications to glider tow rope connection assemblies were accomplished as outlined in Test No. 11 (Appendix F-12, F-27).

b. The intercommunication system between the British airplane and the American glider was not used for reasons as outlined in Test No. 11.

c. Successful flights were made towing one G-15A Glider, one G-18A Glider and two G-15A Gliders (double tow). Records were kept of airplane performance data (Appendices F-28; G-5, G-6, G-7).

d. The Hastings airplane was found to be an uneconomical airplane for towing the G-15A Glider since the glider is restricted to a towing speed of 130 knots.

e. An analysis of available horsepower indicated that the Hastings airplane could tow two G-18A Gliders at maximum allowable gross weights. This trial could not be conducted since only one G-18A Glider was available for these tests.

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operates with electromagnetic microphones, while the U S system operates with carbon microphones. If the gliders were modified to carry electromagnetic microphones, an amplifier would still be required in the glider, since the amplifiers in the British airplanes were not powerful enough to provide two-way intercommunication

c. Successful flights were made towing one G-15A Glider, two G-15A Gliders (double tow), and one C-13A Glider. Records were kept of airplane performance data (Appendices F-28; G-3, G-4).

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TEST NO. 13

1. PURPOSE: To determine the types of U S aerial delivery containers which may be successfully delivered by parachute from the external aerial delivery system of the Hastings Airplane.

2. METHOD:

a. By inspection and study of the external aerial delivery system of the Hastings Airplane and all available types of Standard US aerial delivery containers.

b. By flight and drop tests of selected U S aerial delivery containers.

3. RESULTS:

a. The rigid type "M" Series Ordnance Department containers, and the Type A-4, A-5, and A-6 USAF aerial delivery containers were satisfactorily delivered by parachute from the external aerial delivery system of the Hastings Airplane when alterations to the cradle (suspension system) illustrated in Appendix F-29 had been accomplished.

b. Flight characteristics of the Hastings Airplane were not materially affected by above mentioned U S containers suspended from the aerial delivery system.

c. Because of lack of protection against wind resistance, the G-1 cargo parachutes were securely fastened to the containers and laced with four turns of "5-cord" to prevent loss or premature opening in flight.

d. Static lines of G-1 cargo parachutes were shortened to prevent fouling in wing flaps of the airplane after release of containers (Appendix F-18).

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TEST NO. 14

1. PURPOSE: To determine the types of US aerial delivery containers which may be successfully delivered by parachute from the internal aerial delivery system of the Hastings Airplane.

2. METHOD:

a. By inspection and study of the internal aerial delivery system of the Hastings Airplane and all available types of US aerial delivery containers.

b. By drop tests of selected US aerial delivery containers from the internal aerial delivery system of the Hastings Airplane.

3. RESULTS:

a. US Standard aerial delivery containers not exceeding 48" in overall length were satisfactorily delivered by parachute from the internal aerial delivery system of the Hastings Airplane when containers were supported on the roller conveyors by a plywood base (Appendix F-30).

b. The most efficient results were obtained when US type containers were loaded on a 48 inch x 48 inch plywood skid board extending across both banks of the roller conveyor. Using this method of loading, the containers were ejected by gravity from the conveyors in approximately seven seconds. The containers were delivered to the ground using the following methods:

(1) Individual containers on one plywood skid board using single G-1 (24 foot) parachutes.

(2) All containers on one plywood skid board banded together and dropped as a unit utilizing a single G-5 (48 foot) parachute.

c. Using the methods described in paragraph 3b above no difficulty was experienced in loading, lashing, and ejecting during flight type A-4, A-5, and A-6 USAF aerial delivery containers.

d. A procedure for loading, lashing, and ejecting several types of Standard US aerial delivery containers was developed as follows:

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(1) Twenty-four Type A-4 USAF aerial delivery containers:

(a) Loading and Lashing:

1. Position four 48" x 48" x ½" plywood skid boards on the straight section of the conveyors.

2. Load six A-4 containers equipped with G-1 cargo parachutes on each skid board.

3. Lash each load with web tie down devices.

4. Secure load with "H-Board" restraining device and chocks.

5. Attach static lines of top container parachutes to anchor line cable.

6. Attach static lines of lower container parachutes to the top containers.

(b) Ejection:

1. Remove web tie down devices and "H-Board" restraining device at the four minute warning signal.

2. Remove chocks at drop signal.

3. Load is ejected by gravity.

(2) Thirty Type A-5 USAF aerial delivery containers loaded six to each skid board may be delivered utilizing the procedure outlined in paragraph (1) above.

(3) Thirty-six Type A-6 USAF aerial delivery containers loaded nine to each skid board may be delivered utilizing the procedure outlined in paragraph (1) above.

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TEST NO. 15

1. PURPOSE: To determine the types of US aerial delivery containers which may be successfully delivered by parachute from the external aerial delivery system of the Valetta Airplane.

2. METHOD:

a. By inspection and study of the external aerial delivery system of the Valetta Airplane and all available types of Standard US aerial delivery containers.

b. By flight and drop tests of selected US aerial delivery containers.

3. RESULTS:

a. The rigid type "M" Series Ordnance Department containers, and the type A-4, A-5, and A-6 USAF aerial delivery containers were satisfactorily delivered by parachute from the external aerial delivery system of the Valetta Airplane when alterations to the cradle (suspension system) illustrated in Appendix F-29 had been accomplished.

b. Drag created by US type containers reduced air speed of the airplane 10 to 12 knots more than that created by British type containers.

c. Because of lack of protection against wind resistance, the G-1 cargo parachutes were securely fastened to the containers and laced with four turns of "5-cord" to prevent loss or premature opening in flight.

d. Static lines of G-1 cargo parachutes were shortened to prevent fouling in wing flaps of the airplane after release of containers (Appendix F-8).

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TEST NO. 16

1. PURPOSE: To determine the types of US aerial delivery containers which may be successfully delivered by parachute from the internal aerial delivery system of the Valetta Airplane.

2. METHOD:

a. By inspection and study of the internal aerial delivery system of the Valetta Airplane and all available types of US aerial delivery containers.

b. By flight and drop tests of selected US aerial delivery containers.

3. RESULTS: Standard US aerial delivery containers could not be satisfactorily delivered by parachute from the internal aerial delivery system of the Valetta Airplane because:

a. The single swinging section of the conveyor required that the sections of the two section conveyor eject their loads at different times (Appendix F-9).

b. The single swinging section was curved but not banked, which necessitated manhandling of containers around the turn (Appendix F-9).

c. The cargo compartment of the airplane at drop speed sloped rearward at an angle of only 1° or 2° below the horizontal, which was not enough to permit a gravity drop.

d. The type A-4, A-5, and A-6 USAF aerial delivery containers, when placed on individual plywood skid boards, were not stable enough to manhandle on the conveyor system.

e. Ejection of US type containers during the test drops required approximately 20 seconds, which resulted in an excessively long ground pattern. Three men assisted in ejecting the containers.

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TEST NO. 17

1. PURPOSE: To determine the practicability of loading items and combinations of items of AFF equipment into the Hastings Airplane.

2. METHOD: An attempt was made to load into the Hastings Airplane selected items and combinations of items of AFF equipment.

3. RESULTS:

a. The following items and combinations were loaded in the Hastings Airplane. Weight and balance data, tie down requirements, and methods used in loading are recorded in Appendix K-2.

ITEM	DIAGRAM NO. (APPENDIX K-2)
(1) Bath Unit, Field, Mobile, 24 Showerhead	31
(2) Compressor, Air, Set No. 1, 55 CFM, Airborne	23
(3) Car, 5-passenger, 4x2, Light Sedan	46, 47
(4) Gun, 57mm, M1, on Carriage, Gun, 57mm, M1A3	40, 43
(5) Howitzer, Pack, 75mm, M1A1, on Carriage, M8	19
(6) Howitzer, 105mm. M2A1, on Carriage, Howitzer, 105mm, M2A2	36
(7) Launcher, Rocket, Multiple, 4.5", T-66E2	29, 41
(8) Motorcycle, Solo, Chain Driven	25
(9) Mount, Trailer, Multiple cal. .50, MG M55	21
(10) Trailer, 2W, Utility, Pole Type, 2½-ton, Infantry Raft Equipment (Type I)	42
(11) Trailer, 2-ton, 2W, Ammunition, M-10	39
(12) Trailer, 1/4-ton, 2W, Cargo	20, 22
(13) Trailer, 1-ton, 2W, Cargo	34, 37

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ITEM	DIAGRAM NO. (APPENDIX K-2)
(14) Trailer, 1-ton, 2W, Water Tank, 250-gals	35, 38
(15) Truck, 1/4-ton, 4x4	18, 19, 20, 21, 22, 23, 24, 25, 26, and 47
(16) Truck, 3/4-ton, 4x4, Ambulance (KD)	26
(17) Truck, 3/4-ton, 4x4, Weapons Carrier (Truck 3/4-ton, 4x4, Weapons Carrier, W/Wn, loaded in lieu thereof)	18
(18) Truck, 3/4-ton, 4x4, Weapons Carrier, W/Wn	28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44
(19) Trailer, 3/8-ton Payload, 2W, Telephone Cable Splicer, K-38A	44
(20) Trailer, 3½-ton Payload, 2W, Pole Hauling and Cargo, V/13 GT	30
(21) Tractor, Wheeled Type, Pneumatic Tired, Gasoline Driven, 3,600 to 3,600 lbs Drawbar Pull, Model D-1	45
(22) Welding Equipment, Set No. 1, Electric Arc, 300 Amp, Trailer Mounted	28
(23) Gun, 40mm, M1, on Carriage, Gun, 40mm (AA), M2A1	32
(24) Tractor, Crawler type, Diesel Driven, 8,600 to 12,000 lbs Drawbar Pull, w/Bulldozer, Tilting, Cable Operated; Power Control Unit, Cable Operating, Rear Mounted, 1 Drum; and Winch, Reversible, Rear Mounted, 1 Drum	48
(25) Truck, 3/4-ton, 4x4, Command Reconnaissance, W/Wn	27

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b. The following items could not be loaded into the Hastings Airplane for reasons indicated:

(1) Boat, Utility, Gasoline Powered, 25-ft, (Too long to effect entrance through cargo door)

(2) Boat, Utility, Gasoline Powered, 18-ft, (Too high when mounted on trailer and too heavy to man-handle (dismounted)

(3) Crane, Non-Revolving, Tractor Operating, Wheeled, Pneumatic Tired, 40,000 lbs Capacity at 3 ft 3 in Radius, 20-ft Boom, (Too wide for cargo compartment)

(4) Truck, 1 1/2-ton, 6x6, Personnel and Cargo, W/Wn, (Too long to effect entrance through cargo door)

(5) Trailer, 2W, Utility, Pole Type, 2½-ton, Type VIII-A; 25-ft Utility Boat (Trailer not loaded since Boat, Item I above, is too long to effect entrance)

(6) Trailer, 2-ton, 4W, Generator, M7: (Too high to effect entrance through cargo door)

(7) Trailer, 2W, Utility, Pole Type, 2½-Ton, 18-ft Utility Power Boat (Type IV); Trailer for 18-ft utility boat (Trailer not loaded since boat, Item 2 above, is too high when mounted on trailer)

(8) Tractor, Crawler Type, Diesel Driven, 12,100 to 17,000 lbs Drawbar Pull, w/Bulldozer, (LaPlant Choate, Hydraulic, Front Mounted Power Pump without Winch), (Too heavy for allowable cargo floor load even with load spreaders)

c. The following items were not available for test loading, but it is assumed that they could be loaded because of their weight, dimension, and configuration characteristics:

(1) Car, 5-passenger, Medium Sedan

(2) Carrier, Cargo, M29

(3) Roller, Road, Towed Type, Sheeps-foot, Two Drums in Line

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TEST NO. 18

1. PURPOSE: To determine the practicability of loading items and combinations of items of AFF equipment into the Valetta Airplane.

2. METHOD: An attempt was made to load selected items and combinations of items of AFF equipment into the Valetta Airplane.

3. RESULTS:

a. The following items and combinations were loaded in the Valetta Airplane. Weight and balance data, tie down requirements, and methods used in loading are recorded in Appendix K-1.

ITEM	DIAGRAM NO. (APPENDIX K-1)
(1) Bath, Unit, Field, Mobile, 24 Showerhead	15
(2) Compressor, Air, Set No. 1, 55 CFM, Airborne	1
(3) Gun, 57mm, M1, On Carriage, Gun, 57mm, M1A3	3
(4) Howitzer, 105mm, M2A1, on Carriage, Howitzer, 105mm, M2A2	16
(5) Howitzer, Pack, 75mm, M1A1, on Carriage, M8	13
(6) Launcher, Rocket, Multiple, 4.5", T-66E2	5
(7) Motorcycle, Solo, Chain Driven	8
(8) Mount, Trailer, Multiple Cal .50, MG, M55	14
(9) Trailer, 2W, Utility, Pole Type, 2 1/2-ton, Infantry Raft Equipment (Type I)	10
(10) Trailer, 1/4-ton, 2W, Cargo	17
(11) Trailer, 1-ton, 2W, Water Tank, 250-gals	11
(12) Trailer, 1-ton, 2W, Cargo	2
(13) Truck, 1/4-ton, 4x4	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, and 17

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ITEM	DIAGRAM NO. (APPENDIX K-1)
(14) Trailer, 3/8-ton payload, 2W, Telephone Cable Splicer, K-38A	4
(15) Tractor, Wheeled Type, Pneumatic Tired, Gasoline Driven, 3,000 to 3,600 lbs Drawbar Pull, Model D-1	9
(16) Lubricator, Trailer Mounted	6

b. The following items could not be loaded into the Valetta Airplane for reasons indicated:

(1) Boat, Utility, Gasoline Powered, 18-Ft (Too long to effect entrance through cargo door)

(2) Car, 5-passenger, Medium Sedan: (Too long to effect entrance through cargo door)

(3) Car, 5-passenger, Light Sedan: (Too long to effect entrance through cargo door)

(4) Truck, 3/4-ton, 4x4, Ambulance (KD): (Too long to effect entrance through cargo door)

(5) Truck, 3/4-ton, 4x4, Weapons Carrier: (Too long to effect entrance through cargo door)

(6) Truck, 3/4-ton, 4x4, Weapons Carrier, W/Wn: (Too long to effect entrance through cargo door)

(7) Trailer, 2-ton, 4W, Generator M7: (Too high to effect entrance through cargo door)

(8) Trailer, 2W, Utility, Pole Type, 2½-ton, 18-ft Utility Power Boat (Type IV): (Too long to effect entrance through cargo doors)

(9) Gun, 40mm, M1, on Carriage, Gun, 40mm (AA), M2A1: (Too long to effect entrance through cargo door)

(10) Truck, 1 1/2-ton, 6x6, Personnel and Cargo, W/Wn: (Too long to effect entrance through cargo door)

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(11) Truck, 3/4-ton, 4x4, Command and Reconnaissance: (Too long to effect entrance through cargo door)

(12) Truck, 3/4-ton, 4x4, Command and Reconnaissance, W/Wn: (Too long to effect entrance through cargo door)

(13) Tractor, Crawler Type, Diesel Driven, 12,100 to 17,000 lbs Drawbar Pull, w/Bulldozer (LaPlant Choate Hydraulic, Front Mounted Power Pump without Winch) (Too heavy, exceeds allowable cargo load of airplane for practical operating range)

(14) Tractor, Crawler Type, Diesel Driven, 8,600 to 12,000 lbs Drawbar Pull with Rigid Frame; Loader, Cable Operated, Front Mounted with 3/4-cu yd Bucket and Dozer Attachment; and Winch, Reversible, Rear Mounted, 1 Drum (Too heavy, exceeds allowable cargo load of airplane for practical operating range)

c. The following items were not available for test loading, but it is assumed that they could be loaded because of their weight, dimension, and configuration characteristics:

(1) Carrier, Cargo, M29

(2) Welding, Equipment, Set No. 1 Electric Arc, 300 Amp, Trailer Mounted

(3) Roller, Road, Towed Type, Sheeps-Foot, 2 Drums in Line

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HEADQUARTERS
CONTINENTAL AIR COMMAND, MITCHEL AIR FORCE BASE, N. Y.
ARMY FIELD FORCES BOARD NO. 1, FT. BRAGG, N. C.

APPENDIX F - PHOTOGRAPHS

REPORT OF TEST - PROJECT NO. AB 249

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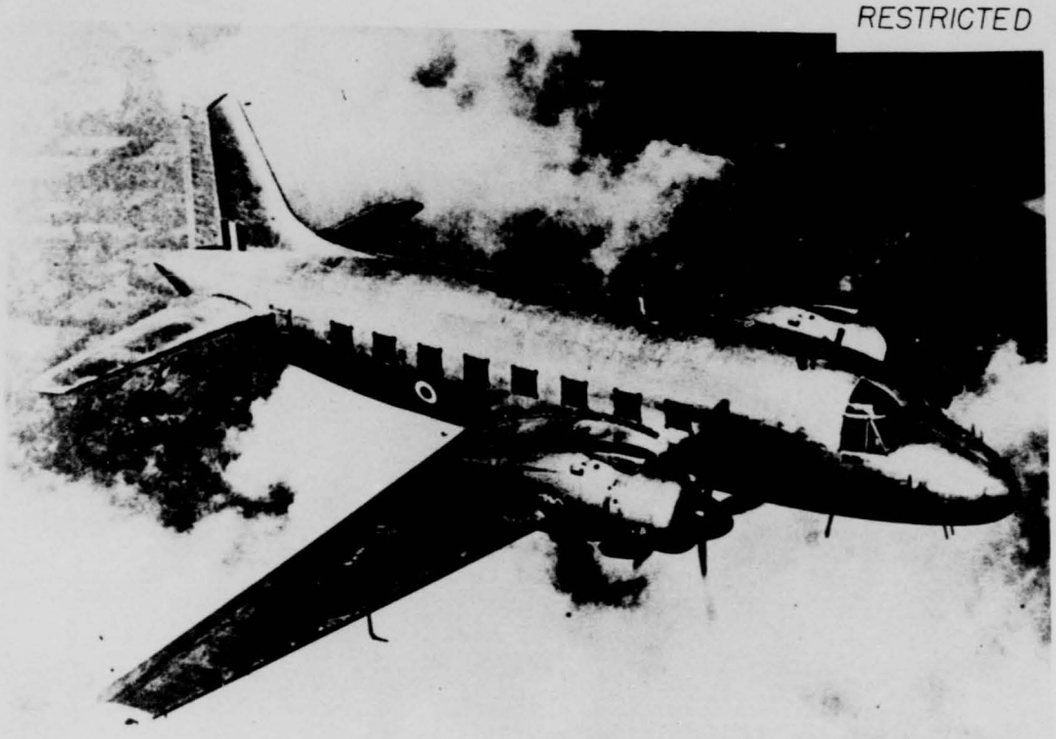

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Army Field Forces Board No. 1
Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-1

VICKERS VALETTA C MK 1 AIRPLANE

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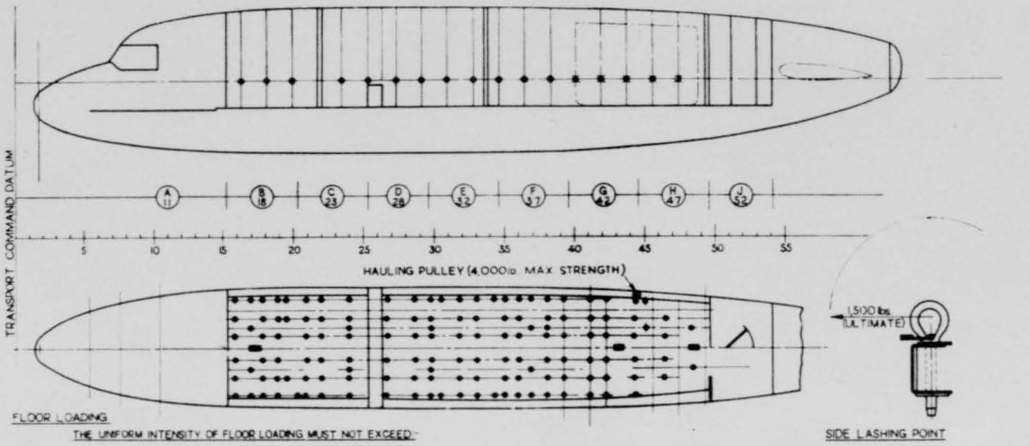


SIDE LASHING POINT

FLOOR LOADING

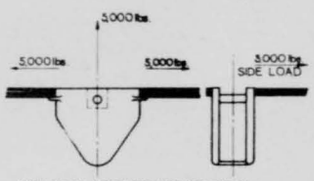
THE UNIFORM INTENSITY OF FLOOR LOADING MUST NOT EXCEED:-

DISTRIBUTED LOAD
① OVER ANY SECTION OF FLOOR = 75 lbs./sq.ft.
② OVER ANY OUTER THIRD OF FLOOR = 150 lbs./sq.ft.

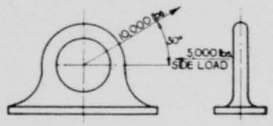
CONCENTRATED LOAD
③ OVER ANY ONE SQUARE FOOT ASSUMING NO LOAD ON THE REMAINDER OF THAT PANEL = 300 lbs.
④ WHEELED VEHICLES MAX. TYRE LOAD 1500 lbs. ON ONE WHEEL PROVIDED TYRE IS NOT SMALLER THAN 500 × 18

LASHING FITTINGS

STANDARD LASHING POINTS ARE SHOWN THUS ◆
HEAVY LASHING POINTS ARE PROVIDED AT ALL POINTS MARKED ■
SIDE LASHING POINTS ARE PROVIDED AT ALL POINTS MARKED ◆
SIDE LASHING POINTS MARKED ■ ARE ON STARBOARD SIDE ONLY



MAXIMUM STRENGTH OF STANDARD LASHING POINT



MAXIMUM STRENGTH OF HEAVY LASHING POINT

LASHING POINT AND MAXIMUM LOAD DIAGRAM
"VALETTA" C Mk.1

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Airborne Service Test Section — DATE 15 AUG 1949

NEG. NO. 28-1949 — PROJECT AB-249 — APPENDIX F-2

INTERIOR ARRANGEMENT VALETTA AIRPLANE

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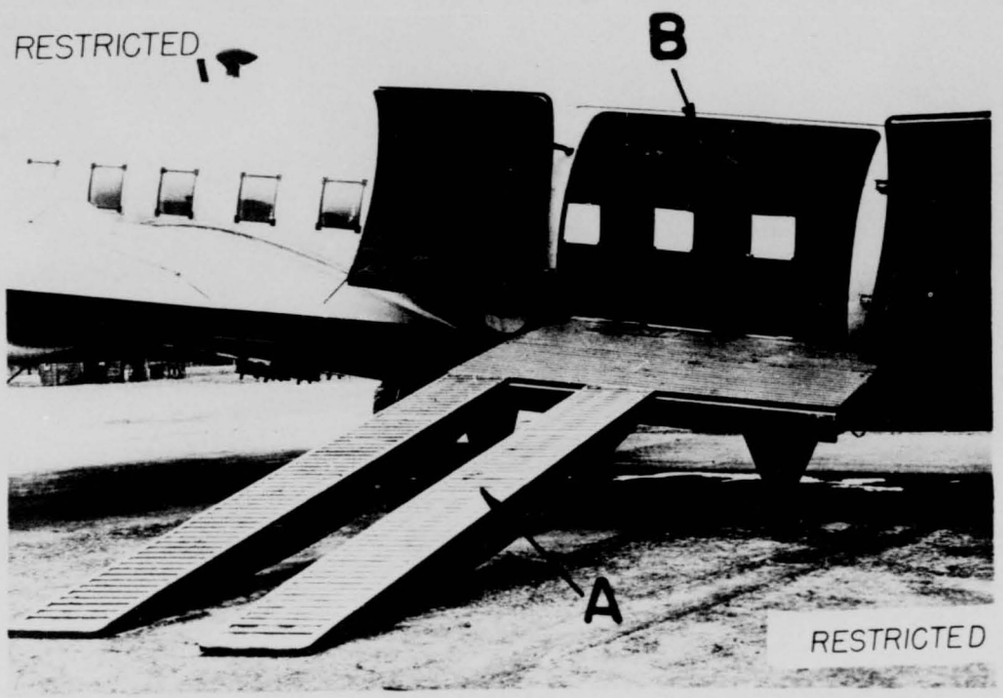

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Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-3

PORT SIDE VIEW VALETTA AIRPLANE

(A) BRITISH C-47 TYPE LOADING RAMPS
(B) CARGO LOADING ENTRANCE
(C) PARACHUTE EXIT DOOR

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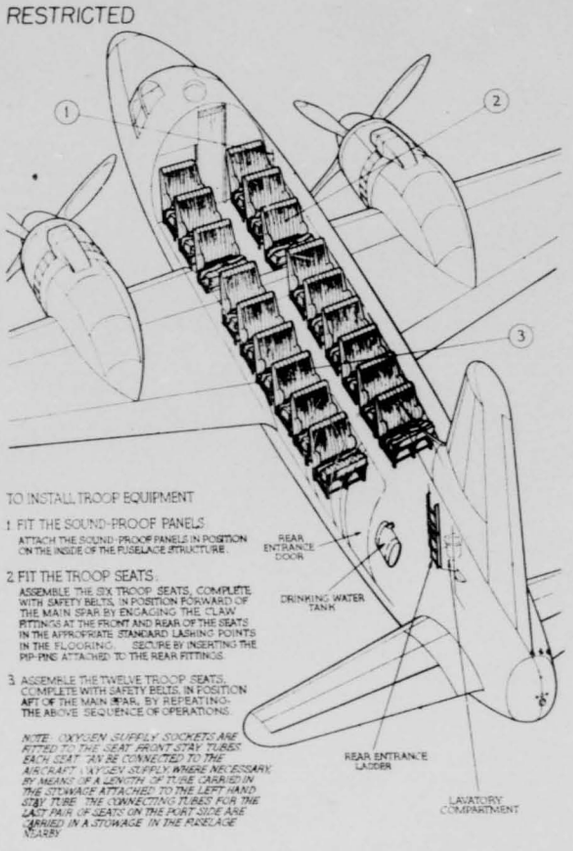

TO INSTALL TROOP EQUIPMENT

1. FIT THE SOUND-PROOF PANELS.
   ATTACH THE SOUND-PROOF PANELS IN POSITION ON THE INSIDE OF THE FUSELAGE STRUCTURE.

2. FIT THE TROOP SEATS.
   ASSEMBLE THE SIX TROOP SEATS, COMPLETE WITH SAFETY BELTS, IN POSITION FORWARD OF THE MAIN SPAR BY ENGAGING THE CLAW FITTINGS AT THE FRONT AND REAR OF THE SEATS IN THE APPROPRIATE STANDARD LASHING POINTS IN THE FLOORING. SECURE BY INSERTING THE PIP-PINS ATTACHED TO THE REAR FITTINGS.

3. ASSEMBLE THE TWELVE TROOP SEATS, COMPLETE WITH SAFETY BELTS, IN POSITION AFT OF THE MAIN SPAR, BY REPEATING THE ABOVE SEQUENCE OF OPERATIONS.

NOTE. OXYGEN SUPPLY SOCKETS ARE FITTED TO THE SEAT FRONT STAY TUBES. EACH SEAT CAN BE CONNECTED TO THE AIRCRAFT OXYGEN SUPPLY WHERE NECESSARY BY MEANS OF A LENGTH OF TUBE CARRIED IN THE STOWAGE ATTACHED TO THE LEFT HAND STAY TUBE. THE CONNECTING TUBES FOR THE LAST PAIR OF SEATS ON THE PORT SIDE ARE CARRIED IN A STOWAGE IN THE FUSELAGE NEARBY.

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NEG. NO. 28-1949 — **PROJECT** AB-249 — **APPENDIX** F-4

TROOP TRANSPORT ARRANGEMENT VALETTA AIRPLANE

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Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-5

TROOP SEATS VALETTA AIRPLANE

(A) OXYGEN PROVISIONS
(B) WING SPAR

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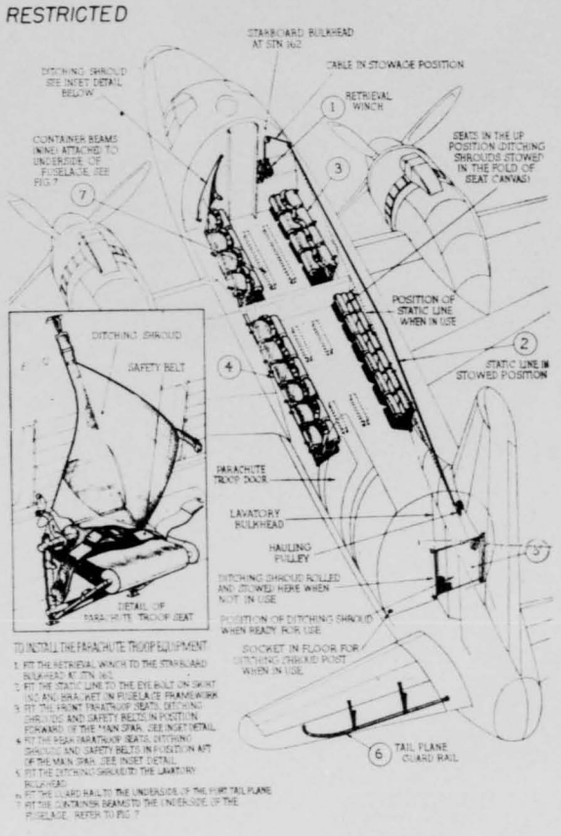

TO INSTALL THE PARACHUTE TROOP EQUIPMENT

1. FIT THE RETRIEVAL WINCH TO THE STARBOARD BULKHEAD AT STN 162.
2. FIT THE STATIC LINE TO THE EYE BOLT ON SKIRT NO. 4 AND BRACKET IN FUSELAGE FRAMEWORK.
3. FIT THE FRONT PARATROOP SEATS, DITCHING SHROUDS AND SAFETY BELTS IN POSITION FORWARD OF THE MAIN SPAR. (SEE INSET DETAIL.
4. FIT THE REAR PARATROOP SEATS, DITCHING SHROUDS AND SAFETY BELTS IN POSITION AFT OF THE MAIN SPAR. (SEE INSET DETAIL.
5. FIT THE DITCHING SHROUD TO THE LAVATORY BULKHEAD.
6. FIT THE GUARD RAIL TO THE UNDERSIDE OF THE FIXED TAIL PLANE.
7. FIT THE CONTAINER BEAMS TO THE UNDERSIDE OF THE FUSELAGE. REFER TO FIG 7.

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Army Field Forces Board No. 1
Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-6

VALETTA AIRPLANE PARACHUTE TRANSPORT ARRANGEMENT

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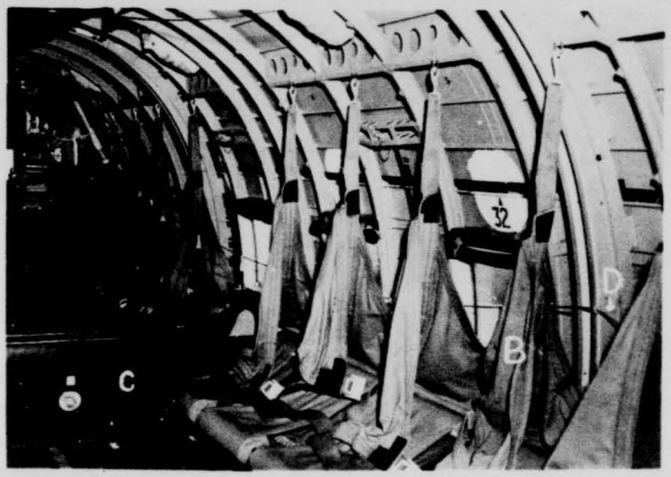

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Army Field Forces Board No. 1 **Fort Bragg, No. Car.**

Airborne Service Test Section **DATE** 15 AUG 1949

NEG. NO. 28-1949 **PROJECT** AB-249 **APPENDIX** F-7

VALETTA AIRPLANE AS PARACHUTE TROOP TRANSPORT

(A) FULLY EQUIPPED PARACHUTISTS LOADED IN AIRPLANE
(B) COMBINATION DITCHING SUPPORT CURTAIN AND SAFETY BELT
(C) MAIN WING SPAR
(D) ANCHOR LINE CABLE
(E) PARACHUTE JUMP LIGHTS
(F) PARACHUTE EXIT

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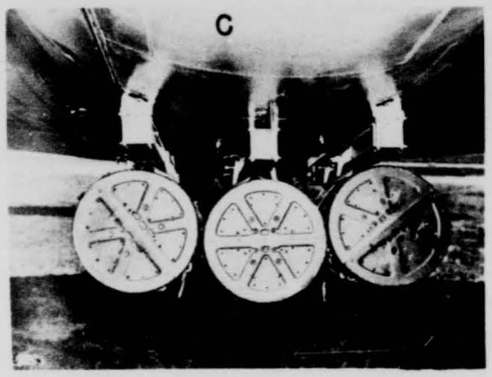

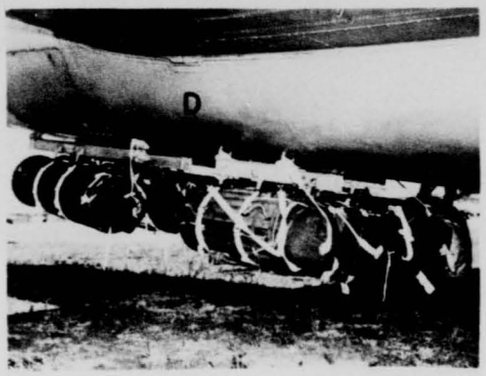

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Airborne Service Test Section DATE 15 AUG 1949

NEG. NO. 28-1949 PROJECT AB-249 APPENDIX F-8

VALETTA AIRPLANE. EXTERNAL AERIAL DELIVERY SYSTEM

(A) PREPARING TO WINCH CONTAINER INTO POSITION
(B) SECURING CONTAINER
(C) FRONT VIEW OF SUSPENDED AERIAL DELIVERY CONTAINERS
(D) 3/4 VIEW OF SUSPENDED AERIAL DELIVERY CONTAINERS

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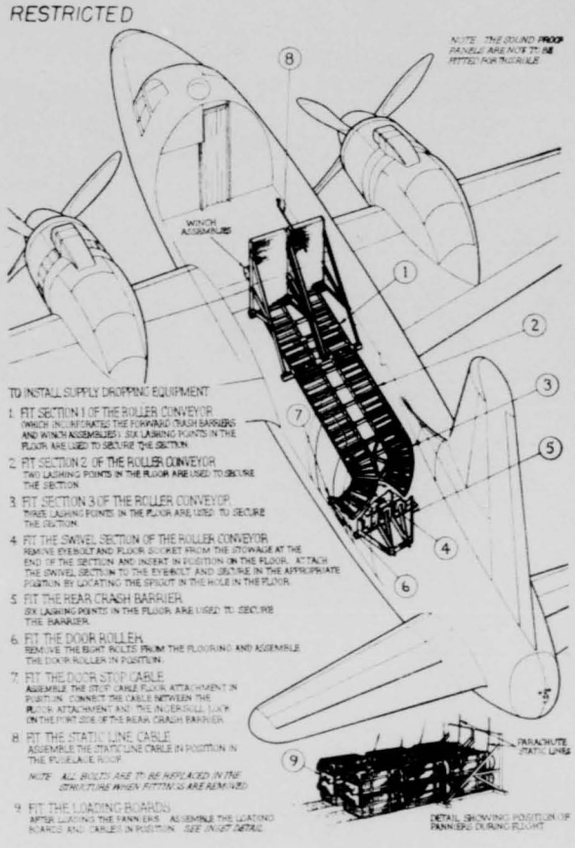

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Army Field Forces Board No. 1 — **Fort Bragg, No. Car.**

Airborne Service Test Section — DATE 15 AUG 1949

NEG. NO. 28-1949 — PROJECT AB-249 — APPENDIX F-9

VALETTA AIRPLANE. INTERNAL AERIAL DELIVERY SYSTEM

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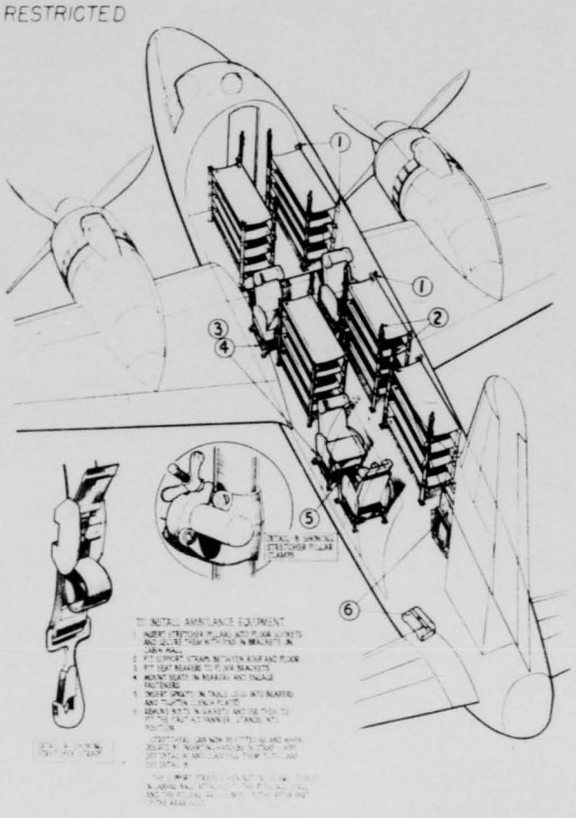

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Army Field Forces Board No. 1
Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-10

VALETTA AIRPLANE AS AMBULANCE TRANSPORT

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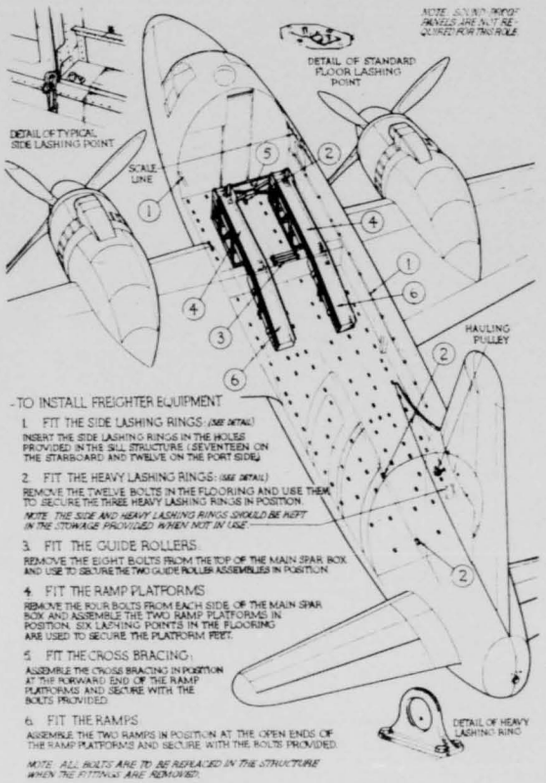

TO INSTALL FREIGHTER EQUIPMENT

1. FIT THE SIDE LASHING RINGS: (SEE DETAIL)
INSERT THE SIDE LASHING RINGS IN THE HOLES PROVIDED IN THE SILL STRUCTURE. (SEVENTEEN ON THE STARBOARD AND TWELVE ON THE PORT SIDE.)

2. FIT THE HEAVY LASHING RINGS: (SEE DETAIL)
REMOVE THE TWELVE BOLTS IN THE FLOORING AND USE THEM TO SECURE THE THREE HEAVY LASHING RINGS IN POSITION
NOTE: THE SIDE AND HEAVY LASHING RINGS SHOULD BE KEPT IN THE STOWAGE PROVIDED WHEN NOT IN USE.

3. FIT THE GUIDE ROLLERS:
REMOVE THE EIGHT BOLTS FROM THE TOP OF THE MAIN SPAR BOX AND USE TO SECURE THE TWO GUIDE ROLLER ASSEMBLIES IN POSITION.

4. FIT THE RAMP PLATFORMS:
REMOVE THE FOUR BOLTS FROM EACH SIDE OF THE MAIN SPAR BOX AND ASSEMBLE THE TWO RAMP PLATFORMS IN POSITION. SIX LASHING POINTS IN THE FLOORING ARE USED TO SECURE THE PLATFORM FEET.

5. FIT THE CROSS BRACING:
ASSEMBLE THE CROSS BRACING IN POSITION AT THE FORWARD END OF THE RAMP PLATFORMS AND SECURE WITH THE BOLTS PROVIDED.

6. FIT THE RAMPS:
ASSEMBLE THE TWO RAMPS IN POSITION AT THE OPEN ENDS OF THE RAMP PLATFORMS AND SECURE WITH THE BOLTS PROVIDED.

NOTE: ALL BOLTS ARE TO BE REPLACED IN THE STRUCTURE WHEN THE FITTINGS ARE REMOVED.

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Army Field Forces Board No. 1
Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-11

VALETTA AIRPLANE AS FREIGHT CARRIER

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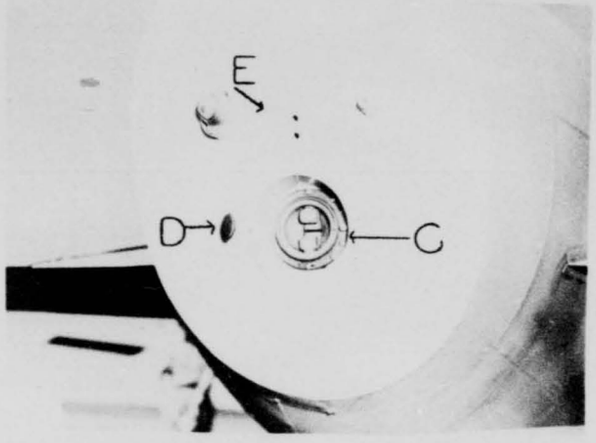

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Army Field Forces Board No. 1 **Fort Bragg, No. Car.**

Airborne Service Test Section **DATE** 15 AUG 1949

NEG. NO. 28-1949 **PROJECT** AB-249 **APPENDIX** F-12

HASTINGS AND VALETTA AIRPLANE GLIDER TOW INSTALLATIONS

(A) HASTINGS TOW ROPE CONNECTING ATTACHMENT
(B) PULL LEVER FOR OPENING CONNECTOR JAWS TO INSERT TOW ROPE END
(C) VALETTA TOW ROPE CONNECTING ATTACHMENT
(D) PULL LEVER FOR OPENING CONNECTOR JAWS TO INSERT TOW ROPE END
(E) INTERCOMMUNICATION CONNECTIONS

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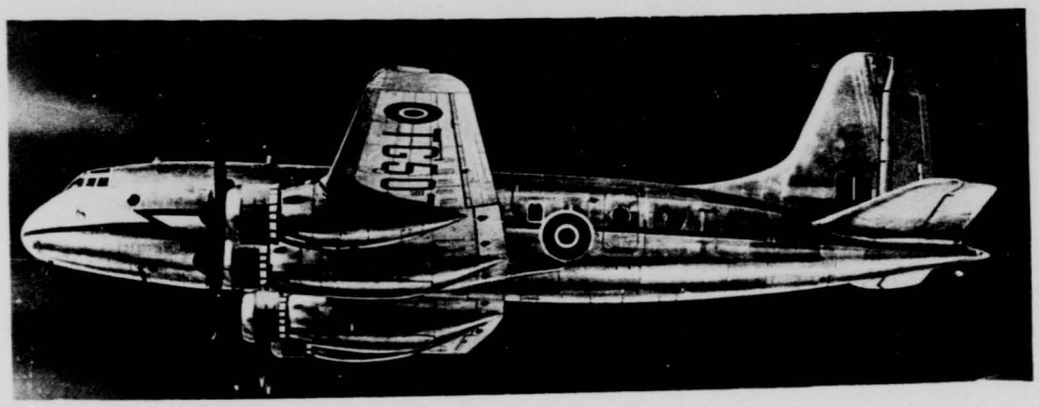

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Airborne Service Test Section — DATE 15 AUG 1949

NEG. NO. 28-1949 — PROJECT AB-249 — APPENDIX F-13

HANDLEY-PAGE HASTINGS C MK 1 AIRPLANE

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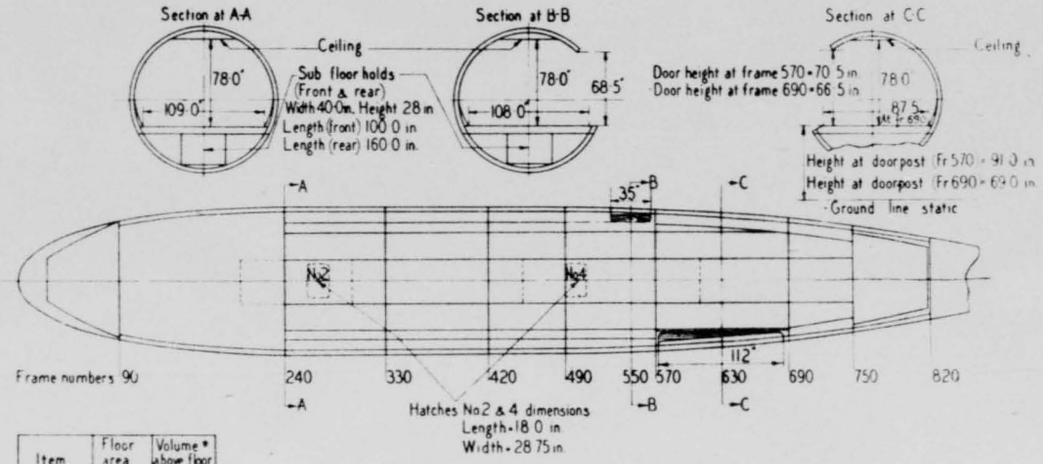
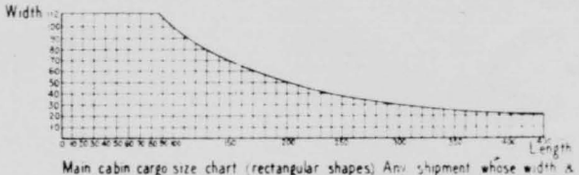


Item	Floor area (sq ft)	Volume* above floor (cu ft)
Crew cabin	121	828
Main cabin	348	2340
Aft toilets	34	160
Sub-floor hold (front)	21	50
Sub-floor hold (rear)	38	88
*Assumed 100% utilisation		

For floor loading see fig 6



Main cabin cargo size chart (rectangular shapes) Any shipment whose width & length intersects within the chart area may be stowed (Max depth 66.0 in

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Airborne Service Test Section
NEG. NO 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-14

INTERIOR DIMENSIONS HASTINGS AIRPLANE

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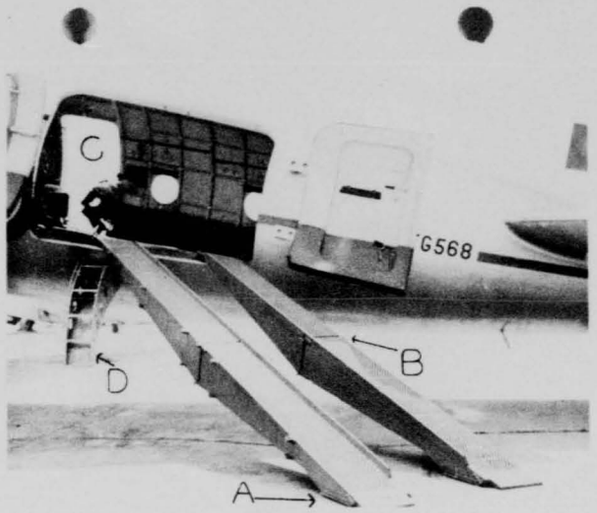

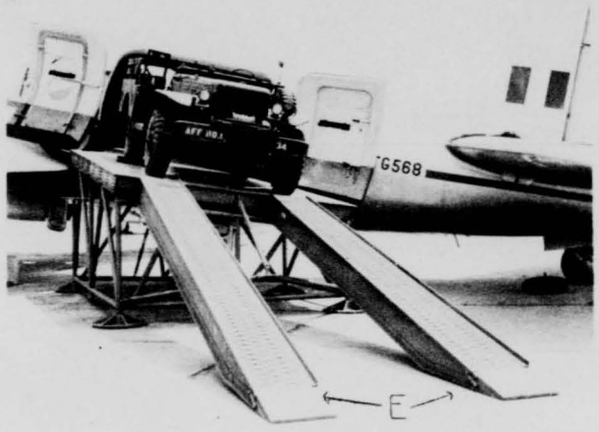

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Army Field Forces Board No. 1 **Fort Bragg, No. Car.**

Airborne Service Test Section **DATE** 15 AUG 1949

NEG. NO. 28-1949 **PROJECT** AB-249 **APPENDIX** F-15

PORT SIDE VIEW - HASTINGS AIRPLANE

(A) LIGHTWEIGHT METAL PERSONNEL AND VEHICLE LOADING RAMP
(B) HINGE POINT FOR LIGHT WEIGHT RAMP
(C) STARBOARD PARACHUTE EXIT
(D) ENTRANCE LADDER
(E) HEAVY DUTY AIR BASE TYPE EQUIPMENT LOADING RAMP

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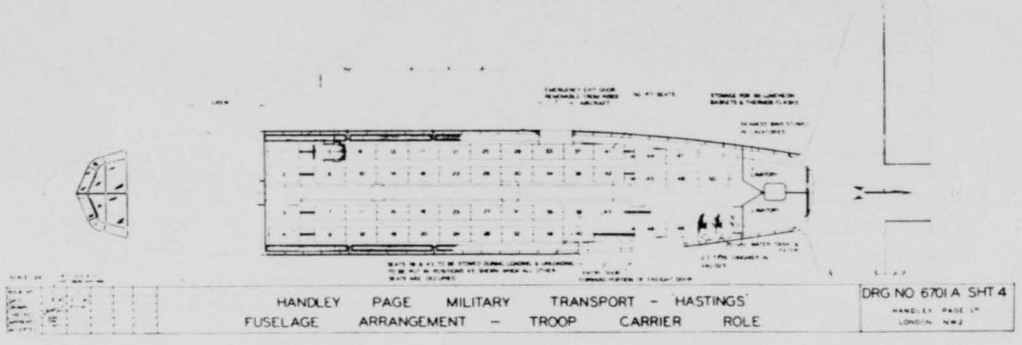

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Army Field Forces Board No. 1
Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-16

TROOP TRANSPORT ARRANGEMENT HASTINGS AIRPLANE

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Airborne Service Test Section DATE 15 AUG 1949

NEG. NO. 28-1949 PROJECT AB-249 APPENDIX F-17

ARRANGEMENT HASTINGS AIRPLANE PARACHUTE TRANSPORT

(A) FULLY EQUIPPED PARACHUTISTS LOADED IN HASTINGS AIRPLANE
(B) STROP RAIL FOR ATTACHING PARACHUTE STATIC LINES
(C) PARACHUTE TROOP SEATS AND SAFETY BELTS
(D) PORT PARACHUTE EXIT
(E) STARBOARD PARACHUTE EXIT
(F) PARACHUTE JUMP LIGHTS

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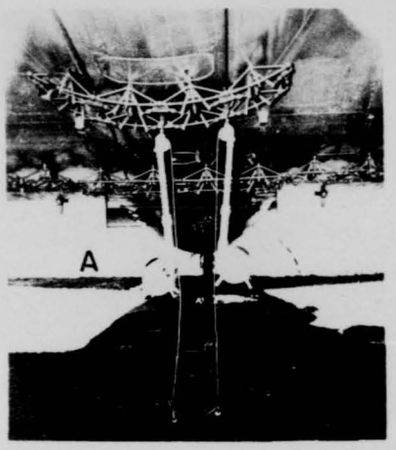

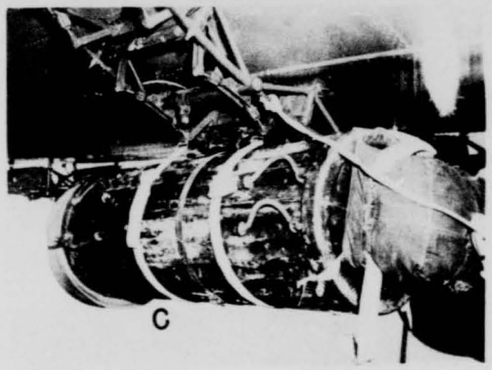

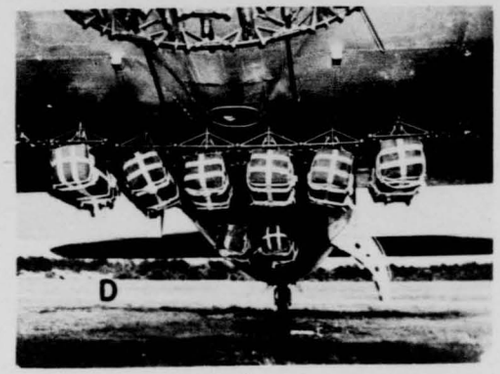

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Airborne Service Test Section DATE 15 AUG 1949

NEG. NO. 28-1949 PROJECT AB-249 APPENDIX F-18

HASTINGS AIRPLANE - EXTERNAL AERIAL DELIVERY SYSTEM

(A) CABLE HOIST AND LOADING CRADLE FOR POSITIONING CONTAINERS
(B) HOISTING M SERIES CONTAINER INTO POSITION
(C) 3/4 VIEW OF SUSPENDED M SERIES AERIAL DELIVERY CONTAINER
(D) VIEW OF A SERIES AERIAL DELIVERY CONTAINERS LOADED ON EIGHT OF THE 20 AVAILABLE EXTERNAL RACKS

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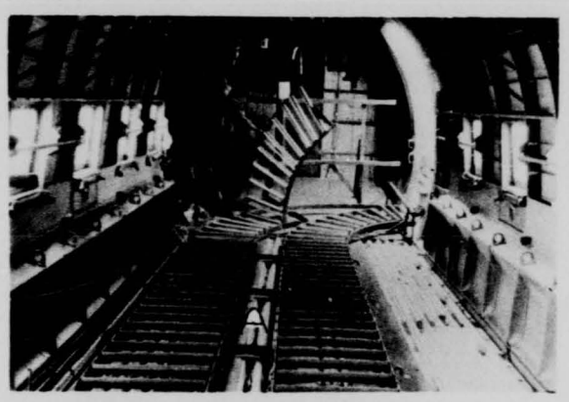

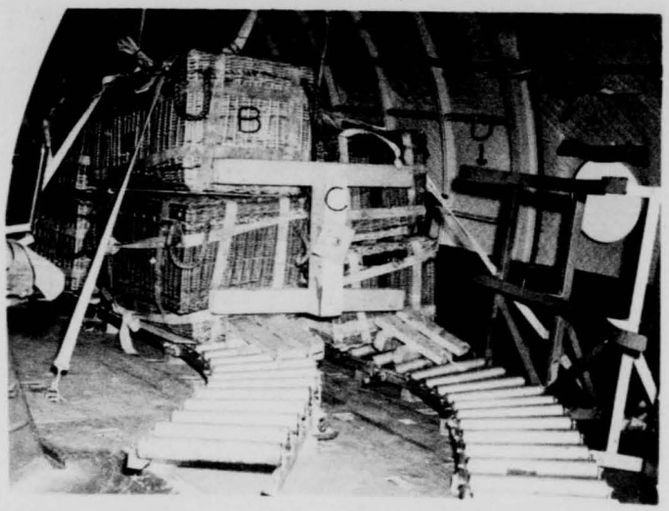

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Airborne Service Test Section — DATE 15 AUG 1949

NEG. NO. 28-1949 — PROJECT AB-249 — APPENDIX F-19

HASTINGS AIRPLANE - INTERNAL AERIAL DELIVERY SYSTEM

(A) VIEW OF GRAVITY ROLLER CONVEYOR SYSTEM LOOKING AFT
(B) BRITISH PANNIER AERIAL DELIVERY CONTAINERS LOADED ON CONVEYORS
(C) RETAINING QUICK RELEASE SYSTEM- H BOARD
(D) GUIDE BARRIER AT BANKED SECTION OF CONVEYOR

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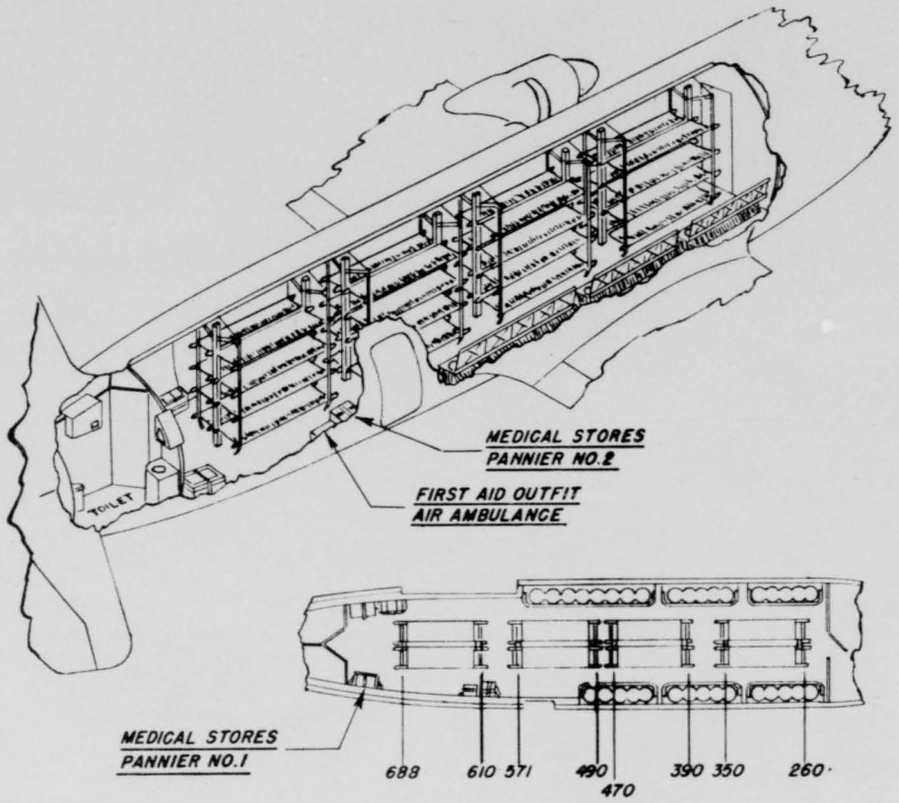

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NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-20

AMBULANCE PROVISIONS - HASTINGS AIRPLANE

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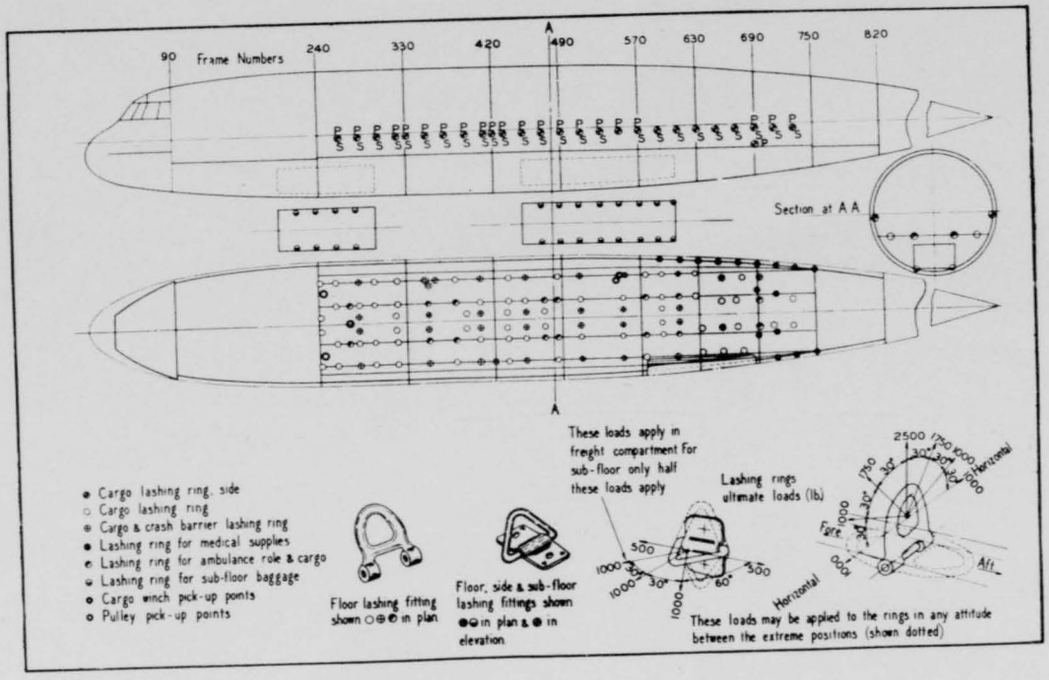

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Army Field Forces Board No. 1
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NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-21

LASHING POINTS - HASTINGS AIRCRAFT

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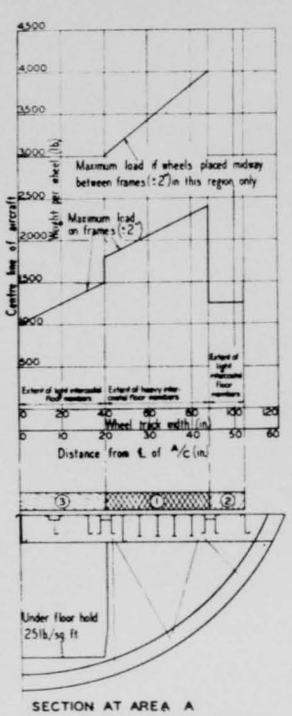

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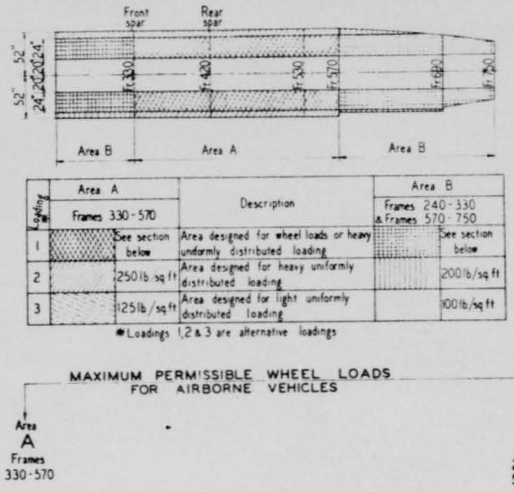

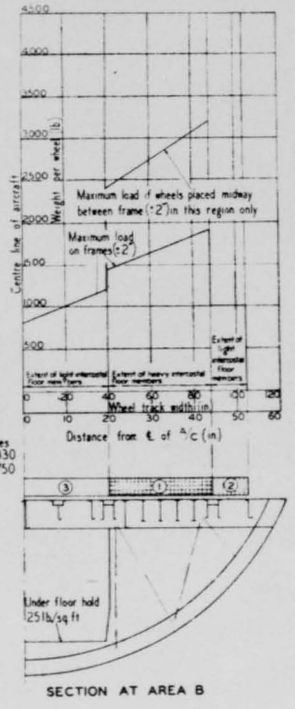

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Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-22

PERMISSIBLE FLOOR LOADINGS IN HASTINGS AIRPLANE

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Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-23

HASTINGS AIRPLANE MODIFIED STROP TROLLEYS

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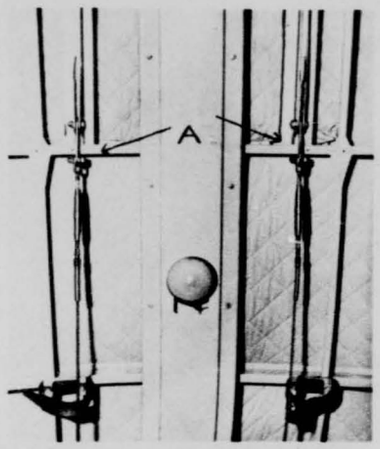

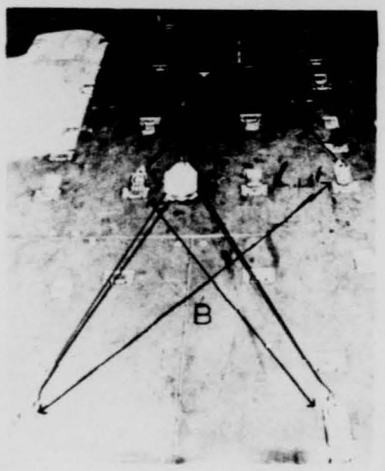

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Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-24

ANCHOR LINE CABLE INSTALLATIONS - HASTINGS AIRPLANE
(A) FORWARD ATTACHING POINTS
(B) AFT ATTACHING POINTS
(C) BALANCING SHEAVE

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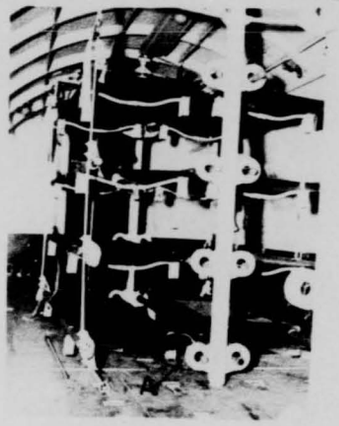

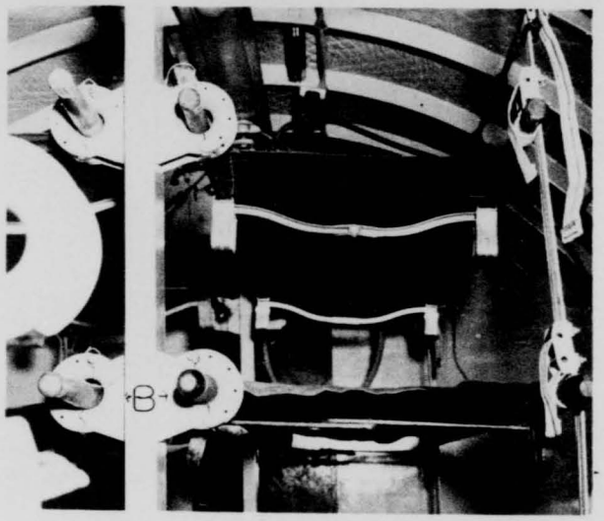

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Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 16 AUG 1949
APPENDIX F-25

LITTERS INSTALLED IN HASTINGS AIRPLANE
(A) LOOSE FIT OF US TYPE LITTER HANDLES
(B) SNUG FIT OF BRITISH TYPE LITTER HANDLES

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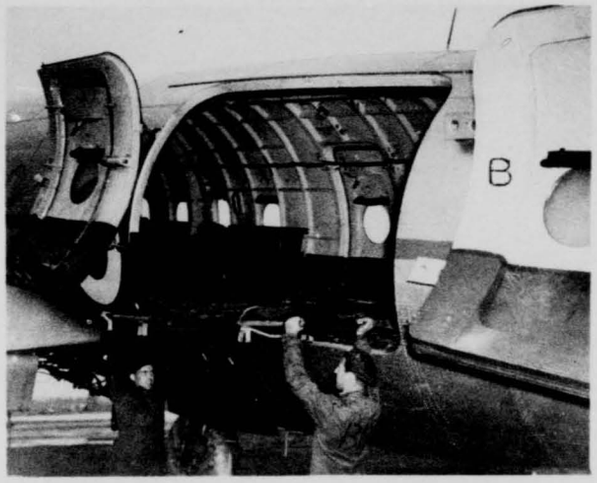

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Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-26

LOADING LITTER PATIENTS IN HASTINGS AIRPLANE
(A) CARGO AND PERSONNEL RAMP WITH HAND-RAIL INSTALLED
(B) LIFTING LITTER TO CARGO FLOOR LEVEL

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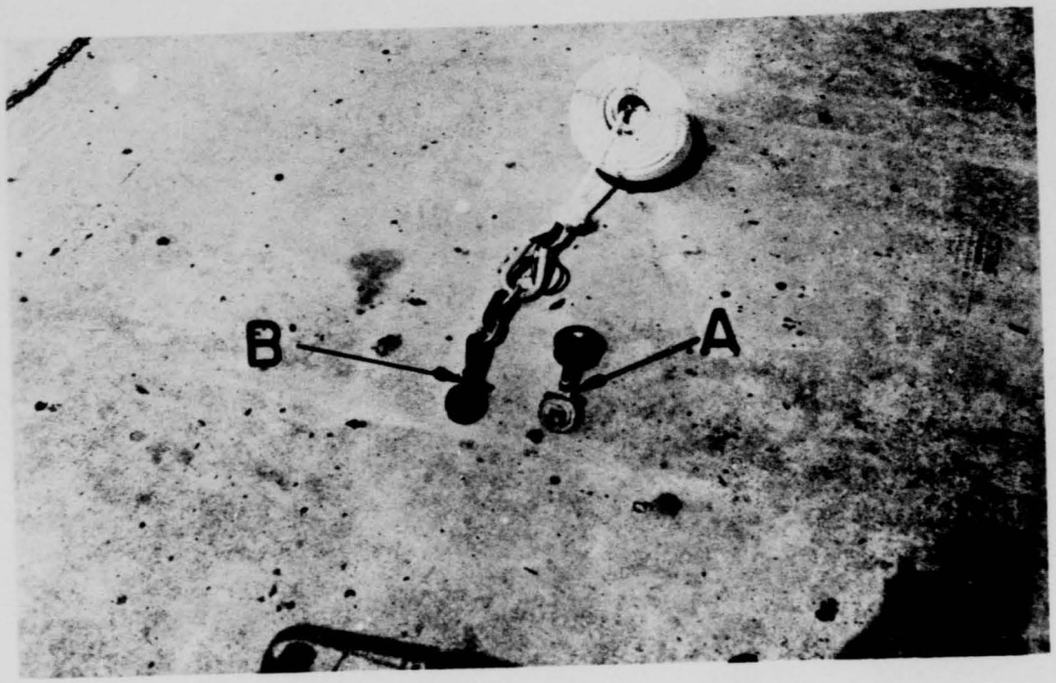

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Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-27

GLIDER TOW CONNECTION ASSEMBLIES

(A) BRITISH STANDARD CONNECTION ASSEMBLY
(B) MODIFFED CONNECTION ASSEMBLY

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NEG. NO. 28-1949

PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-28

GLIDER TOW TRAILS

(A) VALETTA TOWING TWO G-15 GLIDERS
(B) HASTINGS TOWING TWO G-15 GLIDERS

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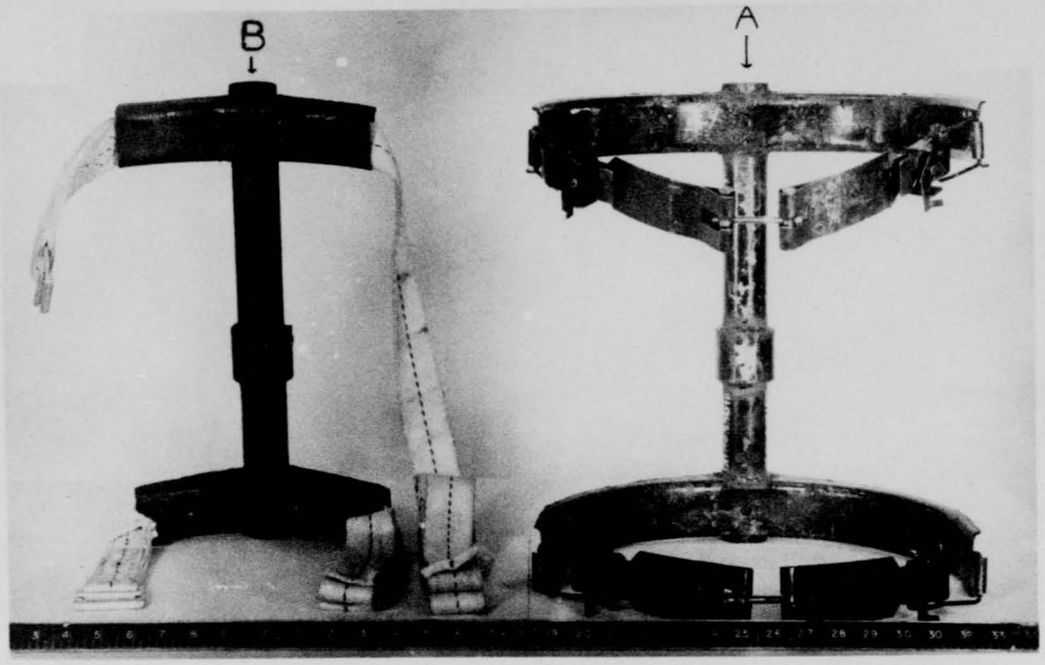

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Army Field Forces Board No. 1 **Fort Bragg, No. Car.**

Airborne Service Test Section DATE 15 AUG 1949

NEG. NO. 28-1949 PROJECT AB-249 APPENDIX F-29

AERIAL DELIVERY CONTAINER SUSPENSION CRADLES

(A) CRADLE AND RETAINING BAND FOR SUSPENSION OF BRITISH TYPE AERIAL DELIVERY CONTAINERS TO EXTERNAL AERIAL DELIVERY SYSTEMS OF HASTINGS AND VALETTA AIRCRAFT.

(B) MODIFIED CRADLE WITH C-8 WEBBING STRAP AND QUICK RELEASE ADAPTER.

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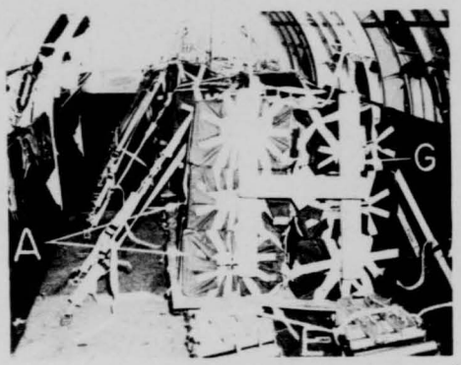

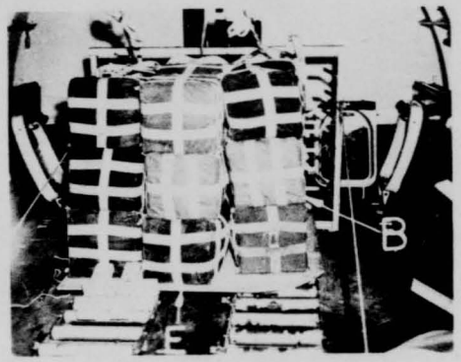

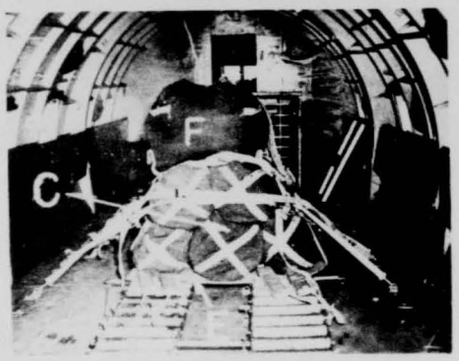

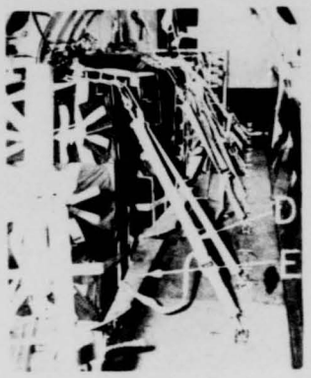

Army Field Forces Board No. 1
Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX F-30

(A) TYPE A-4 AERIAL DELIVERY CONTAINERS LOADED ON HASTINGS INTERNAL AERIAL DELIVERY SYSTEM.
(B) TYPE A-6 AERIAL DELIVERY CONTAINERS LOADED ON HASTINGS INTERNAL AERIAL DELIVERY SYSTEM.
(C) TYPE A-5 AERIAL DELIVERY CONTAINERS LOADED ON HASTINGS INTERNAL AERIAL DELIVERY SYSTEM.
(D) WEB TIE DOWN STRAPS USED TO LASH LOAD.
(E) PLYWOOD SKID-BOARD.
(F) 48' PARACHUTE.
(G) "H-BOARD" RESTRAINING DEVICE.

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CONTINENTAL AIR COMMAND, MITCHEL AIR FORCE BASE, N. Y.
ARMY FIELD FORCES BOARD NO. 1, FT. BRAGG, N. C.

APPENDIX G - DRAWINGS, MAPS, CHARTS

REPORT OF TEST - PROJECT NO. AB 249

G

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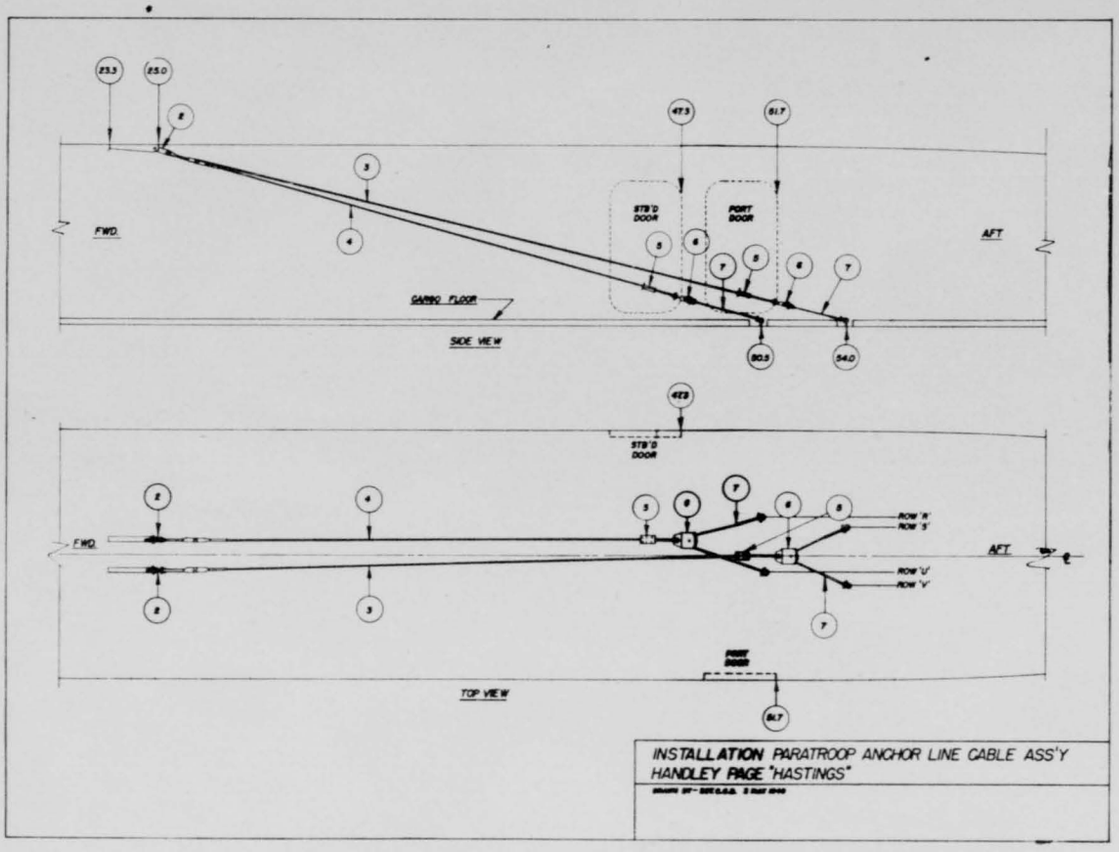

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Army Field Forces Board No. 1
Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX G-1

ANCHOR LINE CABLE ASSEMBLY FOR HASTINGS AIRPLANE

DESIGNED BY PERSONNEL FROM AFF BD#1 AND RAF DETACHMENT, HASTINGS-VALETTA PROJECT. (PART I)

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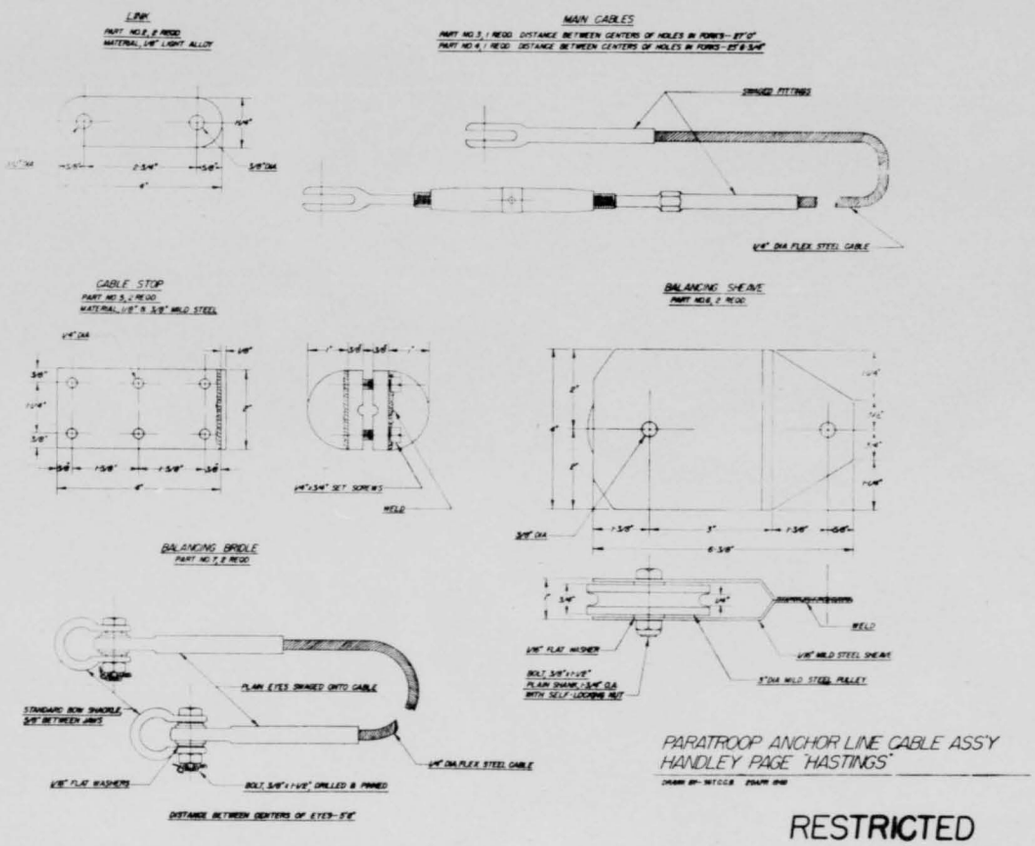

PARATROOP ANCHOR LINE CABLE ASS'Y
HANDLEY PAGE "HASTINGS"

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NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX G-2

DETAILS OF ANCHOR LINE CABLE ASSEMBLY FOR HASTINGS AIRCRAFT

DESIGNED BY PERSONNEL FROM AFF BD#1 AND RAF DETACHMENT, HASTINGS-VALETTA PROJECT. (PART II)

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VALETTA TAKE-OFF DATA

All take-offs were made using 11 1/2 pounds boost, 2300 R P M and 20% flaps at a speed of 90 knots. Cowl flaps and oil coolers were set at 40% open.

FLIGHT	GLIDER	WEIGHT OF GLIDER	AIRCRAFT WEIGHT	LENGTH OF GROUND RUN	WIND DIRECTION & VELOCITY
1	G-15A	6240	28,824	1950	Downwind 6 knots
2	G-18A	9160	28,608	2700	Downwind 6 knots
3	G-15A	7290	29,500	3150	Crosswind 10 knots
4	G-18A	15807	30,076	3600	Crosswind 10 knots
5	Double tow				
	G-15A	14580	30,000	3480	Crosswind 10 knots
6	Double tow				
	G-15A	14580	29,341	3600	Crosswind 10 knots
7	Double tow				
	G-15A	14580	29,010	3600	Crosswind 10 knots
8	G-18A	15560	30,066	3300	Crosswind 5 knots

VALETTA CLIMB DATA

All climbs were made using nine (9) pounds boost, 2400 RMP at 120 knots.

FLIGHT	GLIDER	RATE OF CLIMB	CYL TEMP 1	CYL TEMP 2	OIL TEMP 1	OIL TEMP 2	OIL SHUTTER OPEN	COWL FLAPS OPEN
1	G-15A	1000	220	205	55	50	50%	20%
2	G-18A	800	220	205	60	62	50	25
3	G-15A	800	230	205	60	62	50	50
4	G-15A	600	230	205	65	69	30	50
5	Double tow							
	G-15A	600	230	200	50	59	40	40
6	Double tow							
	G-15A	450	230	205	62	62	60	50
7	Double tow							
	G-15A	500	225	205	64	62	60	50
8	G-18A	750	220	205	53	57	40	40

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Army Field Forces Board No. 1 — **Fort Bragg, No. Car.**

Airborne Service Test Section — DATE 15 AUG 1949

NEG. NO. 28-1949 — PROJECT AB-249 — APPENDIX G-3

GLIDER TUG PERFORMANCE DATA-VALETTA AIRPLANE

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VALETTA CRUISE DATA

A fuel consumption check flight was made with the G-18A Glider loaded to 15,560 pounds. Over a period of one hour 125 imperial gallons of fuel were used, and 148 nautical miles were flown.

FLIGHT	GLIDER	IAS KNOTS	R.P.M	BOOST	CYL 1	CYL 2	OIL 1	OIL 2	ALTITUDE	OIL SHUTTER OPEN	COWL FLAPS OPEN
1	G-15A	- -	- -	- -	No	Data	AVAILABLE FOR THIS FLIGHT - -				- -
2	G-18A	- -	- -	- -	No	Data	AVAILABLE FOR THIS FLIGHT - -				- -
3	G-15A	118	1850	+1 1/2	178	180	66	69	5000	50%	50%
4	G-18A	125	1950	+4	203	200	74	74	5000	50	50
5	Double tow G-15A	118	2060	+4	200	200	50	52	1000	40	40
6	Double tow G-15A	118	2100	+4	205	200	65	65	1000	60	45
7	Double tow G-15A	118	2100	+4	205	200	60	67	1000	60	50
8	G-18A	140	2100	+4	180	185	60	66	4000	40	40

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Army Field Forces Board No. 1
Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX G-4

GLIDER TUG PERFORMANCE DATA-VALETTA AIRPLANE

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HASTINGS TAKE OFF DATA

All take-offs were made using 8 1/4 pounds boost, 2700, R P M, and 20 degrees flap at 105 knots.

FLIGHT	GLIDER	WEIGHT OF GLIDER	WEIGHT OF AIRCRAFT	LENGTH OF RUN	WIND DIRECTION & VELOCITY
1	G-15A	6240	64,503	3300	Downwind 6 knots
2	G-18A	10760	65,237	3300	Downwind 3 knots
3	G-15A	7090	64,991	3300	Crosswind 10 knots
4	G-18A	15807	64,271	3900	Crosswind 10 knots
5	Double tow G-15A	14580	64,375	3600	Crosswind 10 knots
6	Double tow G-15A	14580	63,511	3600	Crosswind 10 knots
7	Double tow G-15A	14580	62,863	3600	Crosswind 10 knots
8	G-18A	15560	65,323	3600	Nose wind 5 knots

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Army Field Forces Board No. 1
Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX G-5

GLIDER TUG PERFORMANCE DATA-HASTINGS AIRPLANE

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HASTINGS CLIMB DATA

All climbs were made at 6 pounds boost and 2400 RPM

FLIGHT	GLIDER	IAS KNOTS	RATE OF CLIMB	FLAPS	CYL TEMP 1	CYL TEMP 2	CYL TEMP 3	CYL TEMP 4	OIL TEMP 1	OIL TEMP 2	OIL TEMP 3	OIL TEMP 4
1	G-15A	118	1200	20°	220	220	210	240	50	58	60	56
2	G-18A	135	1000	- -	210	230	215	240	52	54	54	50
3	G-15A	118	950	20°	210	225	215	230	54	56	52	50
4	G-18A	138	750	- -	210	225	210	235	52	58	58	50
5	Double tow G-15A	118	700	20°	210	220	220	240	52	58	52	50
6	Double tow G-15A	118	700	20°	210	220	210	235	55	60	50	52
7	Double tow G-15A	118	700	20°	220	230	210	240	58	60	50	56
8	G-18A	130	750	- -	215	220	200	230	52	55	60	45

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Army Field Forces Board No. 1 — **Fort Bragg, No. Car.**

Airborne Service Test Section — DATE 15 AUG 1949

NEG. NO. 28-1949 — PROJECT AB-249 — APPENDIX G-6

GLIDER TUG PERFORMANCE DATA-HASTINGS AIRPLANE

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HASTINGS CRUISE DATA

A fuel consumption check flight was made with the G-18A Glider loaded to 15,560 pounds. Over a period of one hour 209 imperial gallons of fuel were used, and 150 nautical miles were flown.

On flight No. 5, Number 4 engine propellers were feathered on tug aircraft.

FLIGHT	GLIDER	IAS KNOTS	FLAPS	R P M	CYL TEMP 1	CYL TEMP 2	CYL TEMP 3	CYL TEMP 4	OIL TEMP 1	OIL TEMP 2	OIL TEMP 3	OIL TEMP 4	ALTITUDE
1	G-15A	118	20°	1800	200	200	200	210	52	54	52	48	1200
2	G-18A	160	- -	2000	200	200	200	210	50	54	56	50	1200
3	G-15A	126	20°	1800	215	210	215	230	52	56	45	50	5000
4	G-18A	140	- -	1800	200	200	210	215	50	54	45	50	5000
5	Double tow G-15A	115	20°	2200	210	220	215	- -	55	58	50	- -	1000
6	Double tow G-15A	120	20°	1950	210	220	215	230	54	58	50	52	1200
7	Double tow G-15A	120	20°	1950	220	210	215	230	54	60	49	54	1100
8	G-18A	150	- -	1800	190	190	190	210	50	52	60	58	2000

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Army Field Forces Board No. 1
Airborne Service Test Section
NEG. NO. 28-1949 PROJECT AB-249

Fort Bragg, No. Car.
DATE 15 AUG 1949
APPENDIX G-7

GLIDER TUG PERFORMANCE DATA-HASTINGS AIRPLANE

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HEADQUARTERS
CONTINENTAL AIR COMMAND, MITCHEL AIR FORCE BASE, N Y
ARMY FIELD FORCES BOARD NO. 1, FT BRAGG, N C

17 August 1949

APPENDIX I - COORDINATION

REPORT OF TEST - PROJECT NO. AB 249

1. A proposed plan of test for the Hastings and Valetta Airplanes was prepared and circulated to interested USAF, Department of the Army, British, and Canadian agencies for comments. Their replies and comments by this board are consolidated below.

a. The Ground General School Center, Fort Riley, Kansas stated:

"(1) To Test No. 1, add under b: Method: By study and inspection determine the following:

(a) Presence of obstructions which would tend to entagle static lines.

(b) Presence of sharp edges along exit doors which might prove hazardous to personnel.

(c) The case of removal of exit doors prior to jump."

COMMENTS: This board concurs. See paragraph 2d of Appendix B-1 and B-2 and Appendix C, Tests Nos. 1 and 2.

"(2) To Test No. 2, add under b. Method: Determine the following:

(a) Extent of chute impact as a result of the slip stream characteristic of the aircraft.

(b) Accessibility of jump personnel to the hook-up wire.

(c) The dropping speed in relation to the stalling speed of the aircraft in order to determine the factor of safety for continued operations."

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COMMENTS: This board concurs. See paragraph 2d of Appendix B-1 and B-2 and Appendix C, Tests Nos. 4, 5, and 6.

"(3) To Test No. 3, add under b. Method: Record time required to unload one stick of paratroopers and compare this time against that required for a US troop carrier aircraft of comparable size."

COMMENTS: This board concurs. A record of the time required during exit is outlined in Appendix C, Tests Nos. 4 and 5. The amount of time required for exit from the Valetta Airplane is greater than exit time from the C-74 Type Airplane because of the obstruction in the cargo compartment. The amount of time required for exit from the Hastings Airplane by personnel participating in these tests was greater than that from a C-82A Airplane because of unfamiliarity with the parachute provisions. Exit time could be reduced by additional training for the personnel involved.

"(4) To Test No. 4, add under b. Method: Determine the following:

(a) Is the aircraft equipped with individual oxygen outlets or can these outlets be easily installed?

(b) Are accompanying crew served weapons easily available to troops after the landing?"

COMMENTS: This board concurs. Information desired is outlined in Appendix C, Tests Nos. 7 and 8.

"(5) To Test No. 5, add under b. Method: By inspection and study determine the following:

(a) Are oxygen outlets available for patients?

(b) Are blood plasma bottle racks available or can they be installed?

(c) Are heating outlets available for patients or for connection to electric blankets?"

COMMENTS: This board concurs. See Tests Nos. 9 and 10, Appendix C. Heating outlets for connections to electric blankets are not available in the cargo compartment; however, heat is supplied.

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"(6) To Test No. 6, add under b. Method:

(a) Determine ease and time required to hook glider to tug aircraft.

(b) Examine and test type and dependability of communications between glider and tug aircraft."

COMMENTS:

a. This board concurs. No difficulty was experienced in hooking the gliders to the tug airplane when modifications to tow rope connection assemblies described in Appendix C, Test No. 11, were accomplished. Time required to perform this operation is equal to that required to attach the rope to a C-47 Airplane.

b. This board concurs. See Appendix C, Tests Nos. 11 and 12.

"(7) To Test No. 7, add under b. Method: Determine the following:

(a) What effect does the slip stream have on the drop of the containers?

(b) What percent of the containers fail to drop on release?

(c) Do the attached containers adversely affect the flight characteristics of the aircraft?"

COMMENTS: This board concurs. See Appendix C, Test No. 13. No failures occurred in the release mechanism during the test drops.

"(8) To Test No. 8, add to b. Method: A clarification of the method of dropping, i.e., free fall, in container, by parachute or a combination thereof."

COMMENTS: This board concurs. All drops were made with parachutes attached to the containers. See Appendix C, Test No. 14.

"(9) To Test No. 9, add under b. Method:

(a) Does the British aerial container or a portion thereof stay with the aircraft for reuse?

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(b) Determine by comparison, the degree of training required to satisfactorily pack each container.

(c) Can the release mechanism be maintained in the field?"

COMMENTS: This board concurs. However, comparative tests between American and British type containers were not conducted because of shortage of equipment necessary to conduct the test. Test reports published by British agencies will include information pertaining to use of British containers with these airplanes.

"(10) To Test No. 10, add under b. (1) Method:

(a) Determine by test if the tie down rings are adequately reinforced to permit a satisfactory safety factor during turbulent weather.

(b) Determine if the cargo compartment is so situated as to place this heavy equipment on or near the center of gravity of the aircraft."

COMMENTS: This board concurs. However, test No. 10 (Plan of Test) as written could not be conducted since the equipment necessary to conduct heavy equipment drops from this airplane was not available. Test reports published by British agencies will include information pertaining to methods used in heavy equipment dropping.

"(11) Test No. 11:

(See comments for Test No. 7)"

COMMENTS: This board concurs. See Appendix C, Test No. 15. No failures occurred in the release mechanism during the test drops.

"(12) Test No. 12:

(See comments for Test No. 8)"

COMMENTS: This board concurs. All drops were made with parachutes attached to the containers. See Appendix C, Test No. 16.

"(13) Test No. 13:

(See comments for Test No. 9)"

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COMMENTS: See comments contained in paragraph (9) above.

"(14) To test No. 14, add to b.(2)(c) Method:

(d) Time required for loading."

COMMENTS: This board concurs. By utilizing the loading and lashing instructions set forth in Appendix K, the time required for loading and lashing will be reduced considerably. Use of the diagrams and instructions eliminates the necessity for computing weight and balance data and lashing requirements. Side loading doors in this airplane require that many items of equipment be skidded on the loading ramp platform, which is a time consuming operation. An average time of 1 1/2 hours should be required for the average load if the loading and lashing diagrams outlined in Appendix K are used.

"(15) Test No. 15:

(See comments for Test No. 14)"

COMMENTS: See comments for paragraph "(14)" above.

b. The Armored School, Fort Knox, Kentucky stated:

". . . . . It is recommended that the following test be added, if practicable within the stated 60 day testing limit:

1. Purpose: To determine the landing and take-off characteristics of the subject aircraft in restricted and unimproved landing areas utilizing:

a. Jet Assisted Take-off (JATO)

b. Tracked Landing Gear.

2. Method:

a. Land aircraft, over 50' obstacle, from area 1500' in length.

b. Land and take aircraft off from inundated areas not normally passable to the aircraft on conventional gear.

c. Take aircraft off, clearing 50' obstacle, from area 1500' in length.

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d. Land and take aircraft off from areas containing obstacles in the form of logs up to 8" in diameter."

COMMENTS: This board does not concur. The tests requested by the Armored School were not feasible because:

a. Flight characteristic tests are a function of the RAF.

b. These airplanes are not designed as assault type airplanes.

c. The aircraft are not equipped with a track landing gear.

d. Jet assisted take-off aids were not available.

c. The British War Office through the British Liaison Officer, AFF Board No. 1, requested:

"(1) That tests be conducted to require towing of G-20 Glider by Hastings Airplane.

(2) Comparison be made between British and American lashing gear using Standard British type lashings and new web type which are supplied with the Valetta and Hastings Aircraft."

COMMENTS: This board concurs. However, the tests requested by the British War Office were not possible because:

a. The G-20 Glider has not been produced.

b. The new American 10,000-pound tie down device is not available for test.

2. The following agencies concurred in the plan of test:

USAF

The Artillery School

The Infantry School

82d Airborne Division

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11th Airborne Division

Army Field Forces Board No. 2

Army Field Forces Board No. 3

Army Field Forces Board No. 4

Canadian Army Headquarters, through the
Canadian Army Liaison Officer, AFF
Bd No. 1

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ARMY FIELD FORCES BOARD NO. 1, FT BRAGG, N C

17 August 1949

APPENDIX K - DATA FOR LOADING AND LASHING HANDBOOKS

REPORT OF TEST - PROJECT NO. AB 249

K-1. Data for Valetta Loading and Lashing Handbook
K-2. Data for Hastings Loading and Lashing Handbook

K

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ARMY FIELD FORCES BOARD NO. 1, FT BRAGG, N C

17 August 1949

APPENDIX K-1 - LOADING AND LASHING HANDBOOK

REPORT OF TEST - PROJECT NO. AB 249

VICKERS VALETTA C MK-1 AIRPLANE

K-1

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APPENDIX X-1
PROJECT AB-248

BRITISH VALETTA AIRPLANE

HANDBOOK FOR LOADING AND LASHING CARGO AND HEAVY EQUIPMENT

Prepared By AFF Board No. 1
Fort Bragg, N. C.

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SECTION I

GENERAL CHARACTERISTICS

1. GENERAL DESCRIPTION (Figure 1).

The Valetta airplane is the British military transport version of the Vickers Viking, a civilian type transport. The Valetta has been modified to incorporate heavy duty flooring, high capacity tie down fittings, and a large side entrance door. Powered by two Bristol-Hercules 230 engines, the aircraft cruises at 150 knots and has a maximum range of 1380 nautical miles with a 5460 lb payload. Design features include conventional type gear, single rudder and mid-wing. It is equipped with facilities for towing gliders; dropping supplies and parachute troops; and transporting personnel, cargo, equipment, and litter patients.

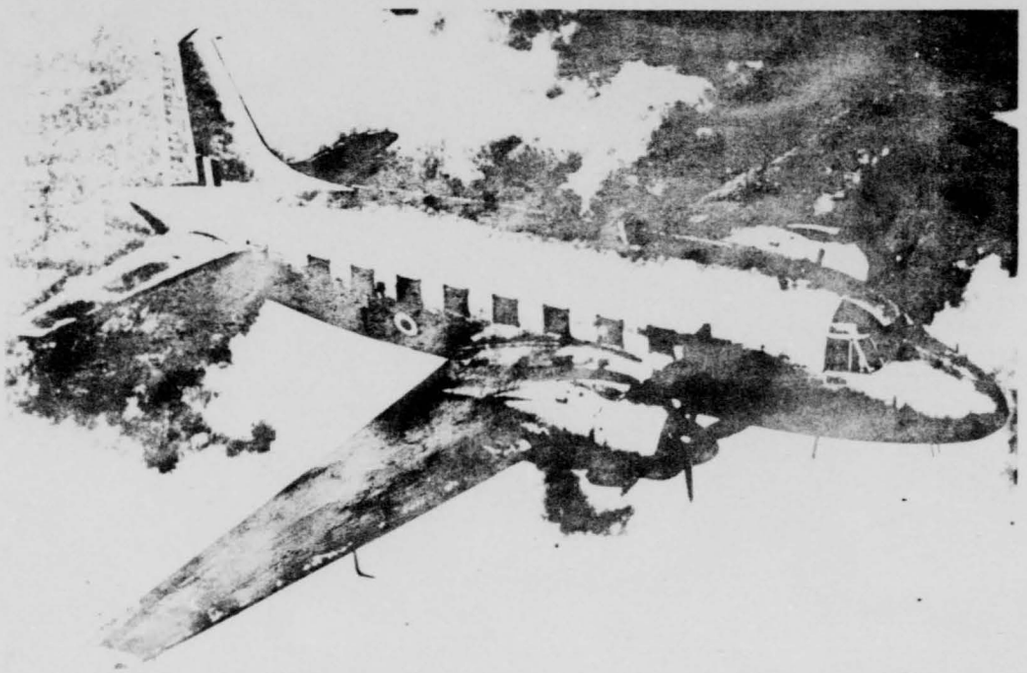

Figure 1. VICKERS VALETTA AIRPLANE.

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2. CARGO CARRYING PROVISIONS:

a. Cargo Compartment Dimensions (Figure 2).

(1) Length -	Overall -	430 in.
	Forward of Wing Spar -	132 in.
	Aft of Wing Spar -	276 in.
(2) Width - Minimum -		84 in.
(3) Height - Minimum -		75 in.

b. Cargo Loading Door Dimensions

(1) Width - Minimum -	103 in.
(2) Height - Minimum -	66 in.

c. Cargo Floor Strength (Figure 2).

(1) Treadway Loading:

Actual treadway areas are not incorporated in the flooring of the cargo compartment; however, the floor can withstand the following concentrated loadings.

(a) Maximum loading on two outer thirds of floor leaving a center aisle - 150 lbs per sq ft

(b) Maximum loading on any one square foot with no load on remainder of that particular floor panel - 300 lbs.

(c) Maximum single wheel load 1500 lbs provided tire is not smaller than 5.00 x 16.

(2) Overall Floor Loading:

When loaded at uniform intensity the distributed load must not exceed 75 lbs per sq ft

(3) Special Loading Platform (Figure 3).

Because the main wing spar crossing the fuselage creates an obstruction which prohibits straight forward loading to the forward portion of the cargo compartment, a special loading platform is provided. This platform, which consists of two treadways with supporting members and a ramp, is designed to support the weight of the Truck, 1/4-ton, 4x4 (2450 lbs.).

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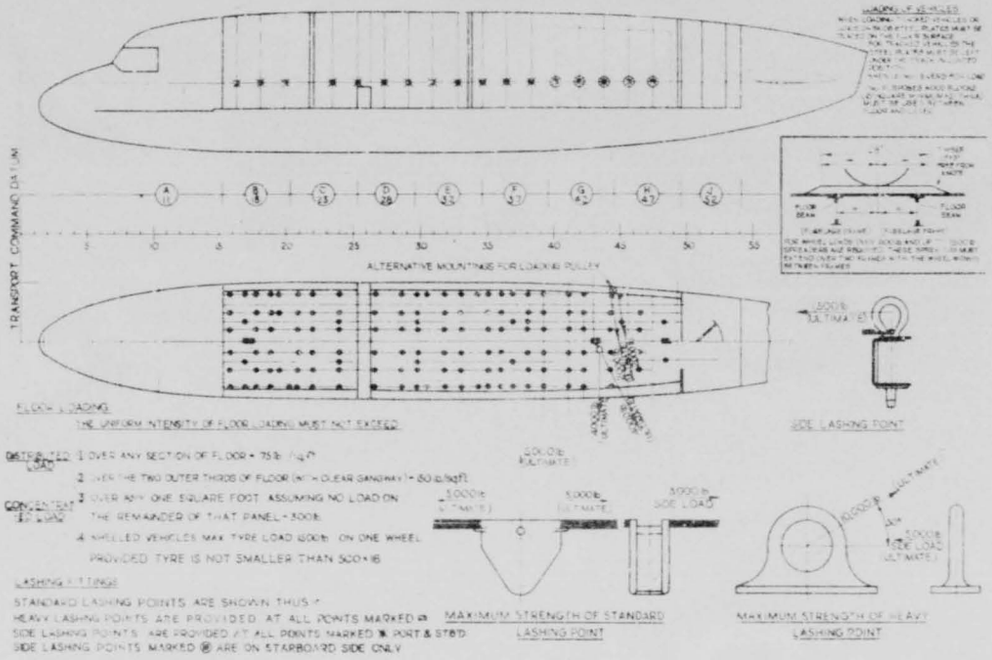

Figure 2. INTERIOR CARGO CARRYING PROVISIONS - VALETTA AIRPLANE.

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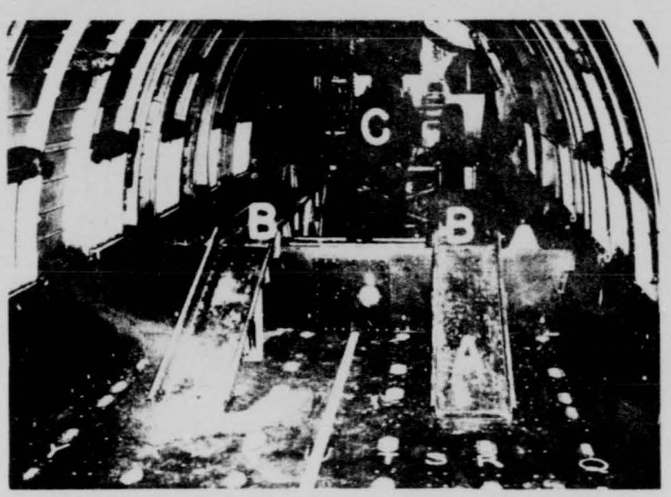

Figure 3. VALETTA SPECIAL PLATFORM LOADING.

A. Removable Ramps.
B. Treadways.
C. 75mm Pack Howitzer Loaded on Platform.

d. Loading Aids

(1) Loading Ramp Characteristics.

(a) Heavy Duty Ramp (Figure 4).

The heavy duty ramp used for loading equipment in the Valetta Airplane consists of a wooden platform and two wooden treadways. The platform attaches to the sill of the main cargo door and is supported from the ground by two large, adjustable metal jacks. The wooden treadways attach to the outboard edge of the platform, and can be adjusted to the desired tread width. The ramp angle is 12°. The ramp is covered with transverse slats to provide a suitable gripping surface. Weight of the ramp is approximately 500 lbs.

(b) Lightweight Ramp (Figure 5).

A metal lightweight ramp is presently being tested by the British. Weight of the new ramp is 140 lbs.

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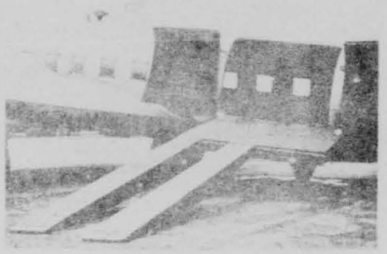

Figure 4. HEAVY DUTY RAMP FOR VALETTA AIRPLANE.

(2) Mechanical Assist Devices (Figure 5).

A loading pulley is fitted to the structure of the aircraft on the right side just above floor level at station number 44.0. The pulley is designed for a load of 4000 lbs.

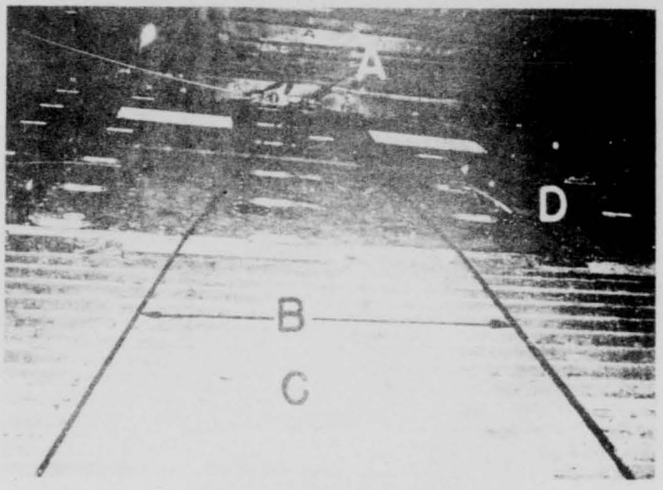

Figure 5. VALETTA LOADING PULLEY.

A. Loading Pulley.
B. Winch Cable.
C. Loading Platform.
D. Chain Device Securing Loading Platform.

(3) Loading Support.

A standard hydraulic aircraft jack is positioned at the tail wheel jacking point to prevent stress of the tail wheel during loading operations.

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3. TROOP PROVISIONS.

a. Troop Seats: (Figures 6 and 7).

Thirty-six aft facing troop seats equipped with adjustable safety belts are provided. The seats are installed in banks of two down each side of the compartment leaving a center aisle. Each bank may be installed separately.

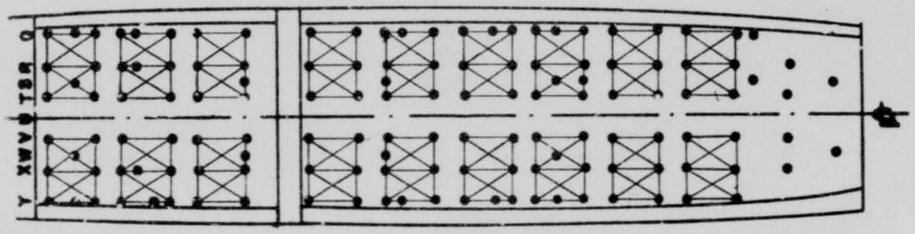

Figure 6. PLAN VIEW OF VALETTA TROOP SEAT INSTALLATION.

Figure 7. VALETTA TROOP SEAT.

b. Litter Installation (Figure 8).

The airplane is fitted to carry 20 litter patients lying forward and aft in quadruple tiers. Twelve litters are located on the starboard

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side and eight litters on the port side. Provisions are incorporated for two sitting patients and two medical attendants.

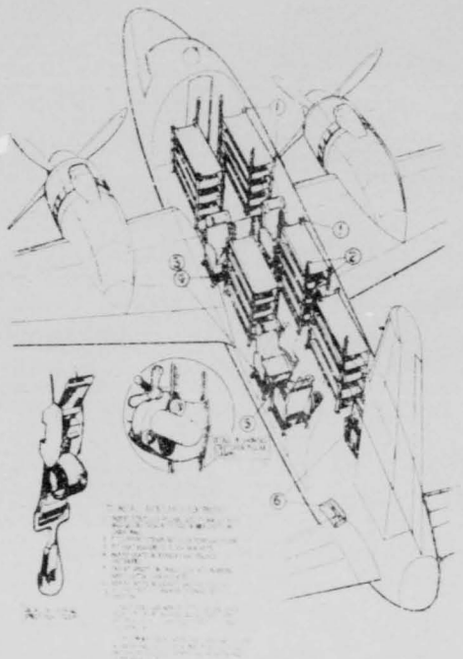

Figure 8. LITTER INSTALLATION - VALETTA AIRPLANE.

c. Safety Provisions.

(1) Emergency Exits:

(a) The main cargo door.

(b) The parachute exit in the main cargo door.

(c) All windows (Pull in).

(d) Astrodome.

(e) Crew entrance hatch.

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(2) Emergency Equipment:

(a) Crash axes:

One on forward bulkhead.
One on inside of main cargo door.

(b) Hand operated fire extinguishers:

One at each pilot's seat.
One on forward bulkhead.
One on cabin roof.
One on main cargo door.

(c) First aid kits:

One on main cargo door.
One at radio operator's seat.

(d) Dinghies:

One in each nacelle.

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SECTION II

WEIGHT, BALANCE, AND PERFORMANCE DATA - VALETTA AIRPLANE

1. CENTER OF GRAVITY LIMITATIONS.

   a. Most Forward C G - Station No. 24.6

   b. Most Aft C G - Station No. 26.1

   c. Desired C G - Station No. 25.3

2. WEIGHTS.

   a. Maximum Take Off - 36,500 lbs

   b. Maximum Landing 35,500 lbs

   c. Basic Empty - 24,604 lbs

3. PERFORMANCE.

   a. Radius of action with allowable payloads as indicated in Figure 9.

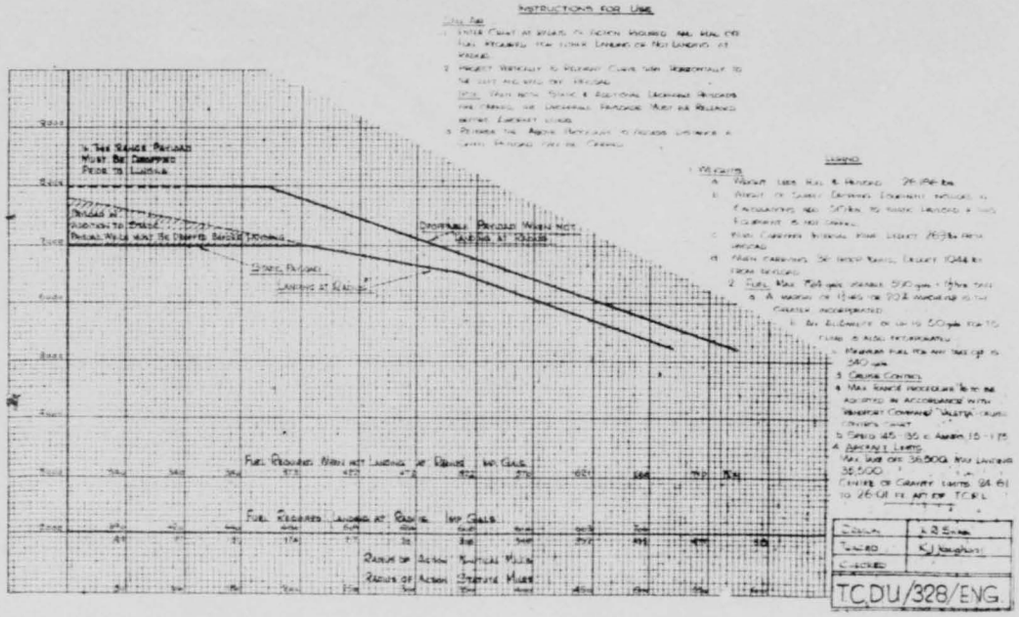

Figure 9. RADIUS OF ACTION - VALETTA AIRPLANE.

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SECTION III

TIE DOWN DATA

1. TIE DOWN FITTINGS (Figure 2).

a. Location and Characteristics (Figure 2):

(1) The tie down fitting pattern and rated strength of the fittings are as given on the interior arrangement diagram. Sufficient fittings are provided to securely restrain the maximum allowable cargo or equipment load. The side lashing fittings are very convenient for securing general cargo. The fittings also provide attachment points for the removable troop seats.

(2) Note that the standard lashing points (fittings) have a maximum strength of 5000 lbs (ultimate) in the fore and aft planes but drop off in strength to 3000 lbs (ultimate) for side loads. It is necessary therefore to compute the maximum strength of the fitting if the load is taken off in any plane other than straight forward, aft, or to the side. The maximum strenght at an angle of 30° from the fore and aft plane would be 4333 lbs (ultimate); at 45° - 4000 lbs (ultimate); and at 60° - 3667 lbs (ultimate). The vertical strength is not influenced since reduction of the vertical angle applies the load to the fore and aft strengths.

b. Limitation for Simultaneous Use of Tie Down Fittings: No restrictions are placed on the simultaneous use of tie down fittings necessary to restrain the maximum allowable cargo or equipment load.

c. Instruction for Installation: All floor and side fittings are permanently installed in the airplane except for the three high capacity fittings at station No's. 417.5, 443.0, and 468.0. The high capacity fittings can be installed by inserting a screw in each of the four corners of the fitting.

2. RESTRAINT CRITERIA.

The following restraint factors are used to secure cargo and equipment during take off, flight, and landing including a wheels-up landing on smooth terrain:

a. Forward: 4.0 x weight of item.

b. Sideward: 1.5 x weight of item.

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c. Upward: 2.0 x weight of item.

d. Rearward: 2.0 x weight of item.

3. TIE DOWN DEVICES.

a. Description:

(1) Two British type tie down devices were used in the loading trials. They are described as follows:

(a) Strop, Cotton, Web W/Snap Fasteners and Quick Release Device stressed to restrain 2240 lbs at a 90° angle. The maximum length is 69 inches, and minimum length is 22 inches (Figure No. 10).

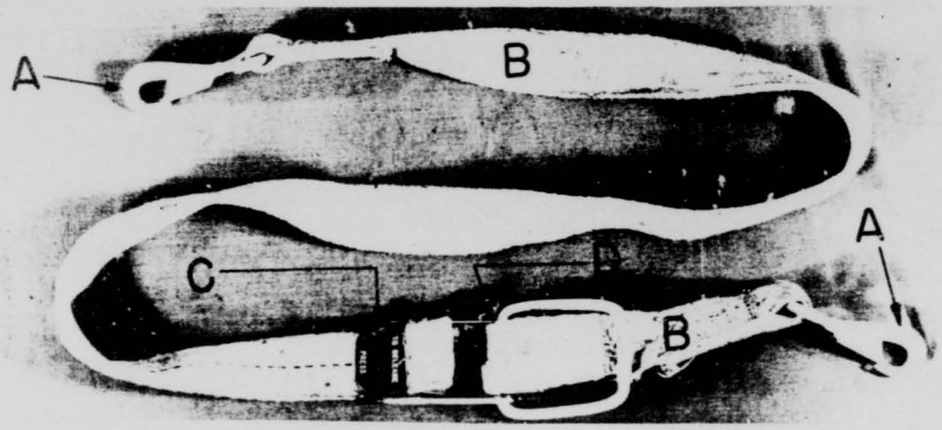

Figure No. 10. STROP, COTTON, WEB.

A. Snap Fasteners.
B. Strop, Cotton, Web.
C. Buckle.
D. Quick Release.

(b) The "Horsa" chain tie down device consisting of the parts illustrated in Figure 11. The device has a safe working strength of 2000 lbs. Minimum length is 24 inches and maximum length is determined by the number of chains used. Weight of the device is 6 lbs using one chain length.

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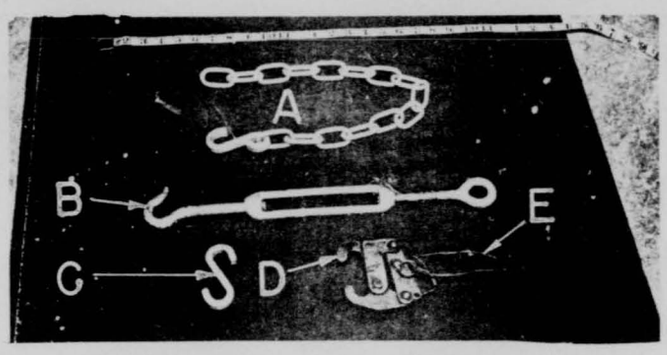

Figure No. 11. CHAIN TIE DOWN DEVICE (QUICK RELEASE CLOSED).

A. 24 inch chain ("S" Hook not a part of the chain. "S" Hook when used takes the place of "S" Hook C below).
B. Turnbuckle or Strainer.
C. S-Hook.
D. Quick Release.
E. Safety Key.

b. Instructions for Use:

(1) The Strop, Cotton, Web is used as follows (Figure 12):

(a) Attach snap fastener on the long portion of strop to tie down provision.

(b) Attach the snap fastener, on short portion of a strop, to the tie down fitting in the floor of the aircraft.

(c) Put as much tension on strop as possible by pulling strop through the buckle.

(d) Maintain tension with left hand and rotate quick release device upward with the right hand.

NOTE: Tension should be applied to fore and aft tie down devices simultaneously, to avoid moving vehicle as tension is applied.

(2) The strop, cotton, web may be used without the tie down provision by placing the longer portion of the strop around tie down point on the vehicle. Using the strop in this manner will reduce the effective working strength of the strop (Figure No. 13).

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(3) The chain tie down device is used as follows (Figure No. 14):

(a) Place chain portion around tie down point on vehicle.

(b) Secure chain with "S-hook".

(c) Place hook end of turnbuckle through tie down fitting on floor of aircraft.

(d) Join chain and turnbuckle eye with quick release device.

(e) Apply tension by rotating turnbuckle.

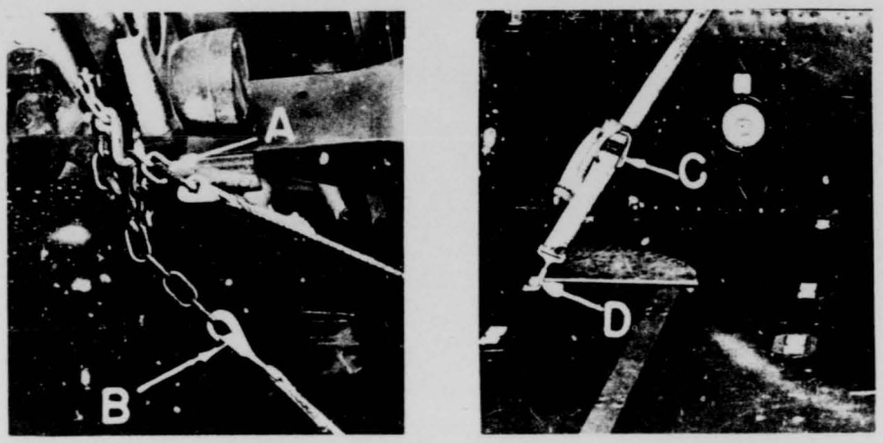

Figure No. 12. ILLUSTRATION OF USE OF STROP, COTTON, WEB, TIE DOWN DEVICE

A. Tie down Provision Expedient.
B. Snap Fastener Attached to Tie Down Provision Expedient.
C. Quick Release Device in Tensioned Position.
D. Snap Fastener at Tie Down Fitting on Aircraft Floor.

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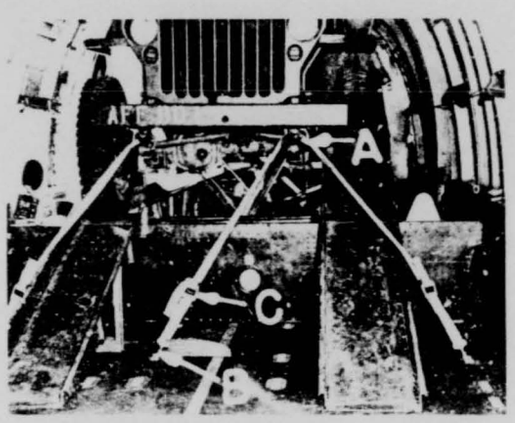

Figure No. 13. ILLUSTRATION OF USE OF STROP, COTTON, WEB, TIE DOWN DEVICE WITHOUT TIE DOWN PROVISION EXPEDIENT.

A. Snap Fastener w/Strop Around Tie Down Point on Vehicle.
B. Snap Fastener at Tie Down Fitting in Aircraft Floor.
C. Quick Release Device in Tensioned Position.

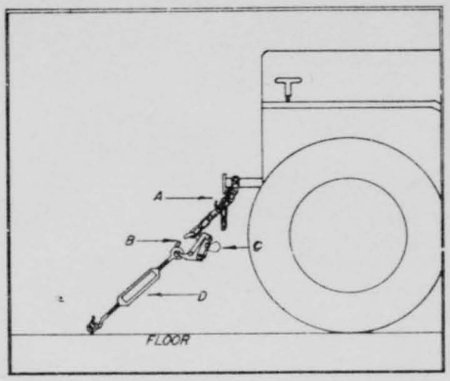

Figure No. 14. "HORSA" CHAIN TIE DOWN DEVICE ATTACHED TO VEHICLE.

A. Chain w/"S" Hook.
B. Quick Release Device.
C. Safety Key for Quick Release Device.
D. Turnbuckle or Strainer.

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4. PREPARATION OF EQUIPMENT FOR LOADING:

a. Tie Down Provisions:

(1) U S vehicles currently under development will be provided with swivel base eye rings in appropriate places on the vehicle frames for attachment of tie down devices. Until such time as these vehicles are placed in use an expedient method such as the one described in par(2) below may be used.

(2) Tie down provision expedients consisting of 2-foot lengths of 1/2-inch chain with attached "S-hooks" may be used. The chains are looped around the main longitudinal frames of the vehicles whenever possible, since axles and springs are not adequately stressed to withstand forward, aft, and vertical accelerations (Figure No. 12).

b. Spring Chocks:

(1) Spring chocks are used to eliminate the rebound action of vehicles subjected to positive and negative accelerations. Wooden blocks in sizes as indicated below are used as chocks (Figure No. 15).

2" x 4" x 8"

1" x 4" x 8"

½" x 4" x 8"

¼" x 4" x 8"

(2) Use of Spring Chocks (Figure No. 15).

(1) Wooden blocks of graduated thickness are positioned between the main longitudinal frames and axles of the equipment.

(2) Tensioning the tie down devices hold the chocks in place.

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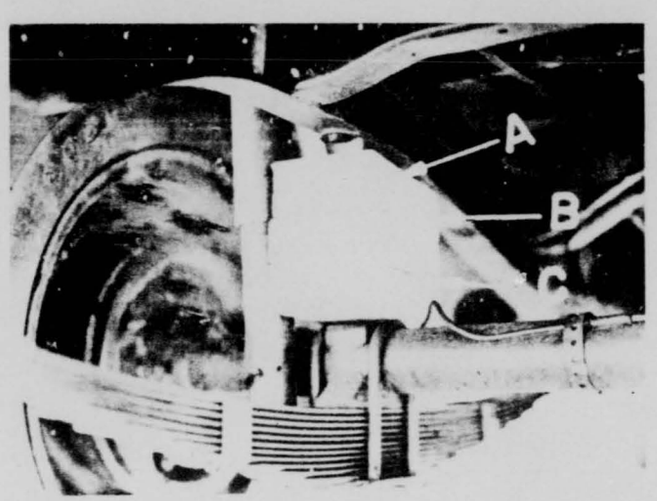

Figure No. 15. SPRING CHOCKS.

A. ½" x 4" x 8" Spring Chocks.
B. 1" x 4" x 8" Spring Chocks.
C. 2" x 4" x 8" Spring Chocks.

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SECTION IV

PROCEDURE FOR LASHING CARGO OR EQUIPMENT

1. EQUIPMENT OR CARGO CHARACTERISTICS:

Technical data for cargo and equipment must be assembled prior to loading the airplane. This data should include weight, dimensions, center of gravity locations, contact areas, and contact area ground pressures.

2. COMPUTATION OF LOAD POSITION IN AIRPLANE:

a. There are two types of load computation:

(1) Type I. The airplane is empty and ready for loading. Determine the position for the cargo load so the balance of the airplane will fall within the allowable balance or center of gravity (CG) limits.

(2) Type II. The airplane is loaded ready for flight. Determine if the airplane so loaded is safe for flight; i.e., that the airplane is balanced within the allowable center of gravity (CG) limits.

b. Solution of a Type I Problem Using a Valetta Airplane as an example: Where can 5000 lbs of equipment be placed in the Valetta Airplane to obtain a safe CG condition?

(1) Basic information pertaining to the Valetta Airplane used in this computation is as follows:

Basic weight	24,370 lbs
Gas (509 imperial gals at 7.2 lbs per gal)	3,665 lbs
Oil (31 imperial gals at 9.0 lbs per gal)	279 lbs
Crew (4 at 200 lbs per man)	800 lbs
Liquids & Miscellaneous equipment	1,026 lbs
Airplane ready for loading	30,140 lbs
CG of airplane ready for loading	25.12
CG of airplane loaded (desirable)	25.30
Forward CG limit of loaded airplane	25.01
Aft CG limit of loaded airplane	26.10

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(2) Using the weight times distance formula and getting a moment of force in foot-pounds, now solve for the placement of this load.

(a) Weight of airplane for loading 30,140 x 25.1257 (CG) = 757.289 foot-pounds.

(b) Cargo load 5000 pounds

(c) It is desired that the loaded airplane, weighing 35,140 pounds, balance at station 25.30, so:

1. Let X equal the station number of the 5,000 lb load.

2. Let Y equal the station number of the 5,000 pounds load, at station number X.

3. 35,140 x 25.30 = 889,042 foot pounds
757,289 plus Y = 889,042: (i.e. The moment of the airplane ready for loading, 757,289 foot-pounds plus the moment of the Cargo Y, must equal the total moment.)

$Y = 889{,}042 - 757{,}289$

$Y = 131{,}758$ ft lbs

$5{,}000 \times X = Y$

$5{,}000 \times X = 131{,}758$

$X = \frac{131{,}758}{5{,}000} = 26.35$

4. Put the 5,000 pound cargo load in position so that its CG is located at station 26.35.

. Solution of a Type II Problem Using the Valetta Airplane as an example:

(1) Assume a Valetta Airplane whose gas, oil and crew load are the same as in the previous problem; its weight ready for loading is then 30,140 pounds. A 3,500 lb vehicular load has been loaded with its center of gravity of the load over station number 36. Will the airplane, so loaded, cause the center of gravity of the loaded airplane to fall between the limits of safe center of gravity, 25.01 through 26.01? 25.30 is the desired center of gravity.

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Weight of airplane ready for loading 30,140 lbs.

CG of airplane ready for loading (Station No) 25.1257

Weight of load 3,500 lbs.

CG of load (Station No) 36.0

30,140 x 25.1257 = 757,289

$\frac{3,500 \times 36}{33,640 \text{ Gross Wt}} = \frac{126,000}{883,289 \text{ Total Moment}}$

(2) Now determine the center of gravity of the loaded airplane. Divide the total moment (883,289) by the total weight (33,640); 883,289 ÷ 33,640 = 26.25. 26.25 is a station number aft of the most aft center of gravity limit (26.10). Consequently the load at 26.25 is not safe for flight. The load must now be shifted forward to station number 28.0.

3. PREPARATION OF LOADS:

a. Using the technical data, par 1, Sec IV, above, and the methods explained in par 2, Sec IV, above, all loads should be computed prior to actual loading of the airplane.

b. All configuration characteristics of the load that are an obstruction to loading, and are removable by minor disassembly, should be removed or stowed prior to loading i.e., Truck, 1/4-ton, 4x4; stow cover and cover frame.

4. PREPARATION OF AIRPLANE:

a. The following steps are necessary to prepare the Valetta Airplane for loading:

(1) Assemble equipment for loading:

Vehicles

Tie down devices

Tie down provision expedients

Chocks for springs

Chocks for wheels

Skid pans

Loading ramps

Winch equipment

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(2) Position special spar loading platform (Figure No. 3)

(3) Position loading ramps (Figure No. 4)

(4) Position winch equipment

(a) Position pully for winch cable (Figure No. 5)

(b) Position a truck with winch near aircraft stabilizer (Figure No. 16)

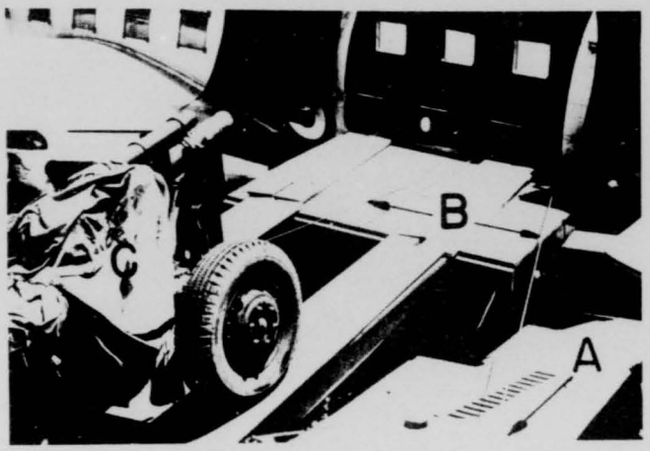

Figure No. 16. POSITION OF WINCH TRUCK FOR LOADING.

A. Winch Truck.
B. Winch Cable.
C. Load.

5. LOADING OPERATION:

a. General:

(1) Prepare the vehicle for loading, i.e., lower top or remove spare tire.

(2) Adjust ramp for correct tread width.

(3) Drive or back powered vehicles into airplane. Winch towed items into airplane.

(4) For vehicles that require man-handling or skidding through airplane door, skid pans should be positioned. Skid pans may be constructed of 1/8" x 2' x 2' sheet metal.

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A light coat of oil on the pan aids the skidding of heavy items. A snatch block may be attached to the vehicle from a tie down point in the airplane to aid in manhandling an item (Figure No. 17).

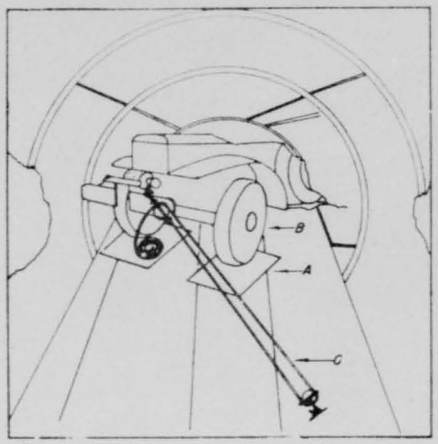

Figure No. 17. SKID PAN AND SNATCH BLOCK IN POSITION.

A. Skid Pan.
B. Vehicle Wheels.
C. Snatch Block w/Ropes.

(5) Position vehicle in airplane.

(a) Whenever vehicle contact area ground pressure exceeds the cargo floor strength, then load spreaders must be used to distribute the load over a greater area of the floor. Wooden planks are usually suited for this purpose (Diagram 16, Section V). The howitzer, 105mm, must have 2 planks 2" x 8" x 16" placed under each wheel.

(b) To position vehicles the CG location of the vehicle must be known in respect to some prominent feature of the vehicle, i.e., the CG location of the Truck, 1/4-ton, 4x4, is 3.3 feet aft of the front axle.

1. Vehicles are located in respect to prominent features as follows:

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a. Two axle vehicles are positioned in respect to their front axles.

b. Single axle vehicles are positioned in respect to the axle.

(6) Attach tie down provisions to vehicles (Sec III-4-a).

(7) Position and secure spring chocks (Sec III-4-b).

6. COMPUTATION OF LASHINGS:

a. Determine the tensile strength of the tie down device to be used.

b. Determine the strength of a single tie down device when applied to restrain a thrust to any one direction. The following rules of thumb may be applied:

(1) Rule 1. Attempt to attach all tie down devices at angles of 30° from the cargo floor in the direction of expected thrust (Figure 18) or at an angle of 30° from the cargo floor and from the longitudinal axis of the cargo compartment.

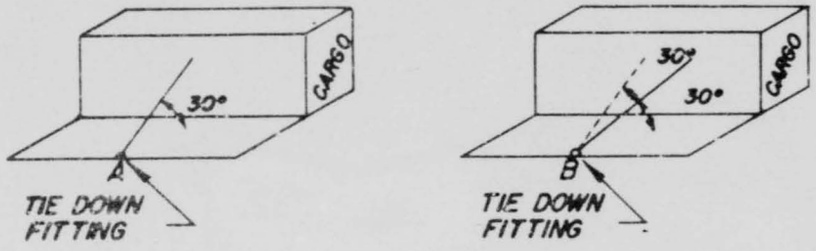

Figure No. 18. DESIRED ANGLES FOR ATTACHING TIE DOWN DEVICES.

A. 30° up from Cargo Floor in Direction of Thrust.
B. 30° up from Cargo Floor and 30° from the Longitudinal Axis of Cargo Compartment.

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(2) Rule 2. Tie down devices (flexible) attached at angles of 30° with the cargo floor and in the direction of expected thrust (Figure No. 19) have the following approximate strengths:

85% in a horizontal direction of thrust.

50% in a vertical direction of thrust.

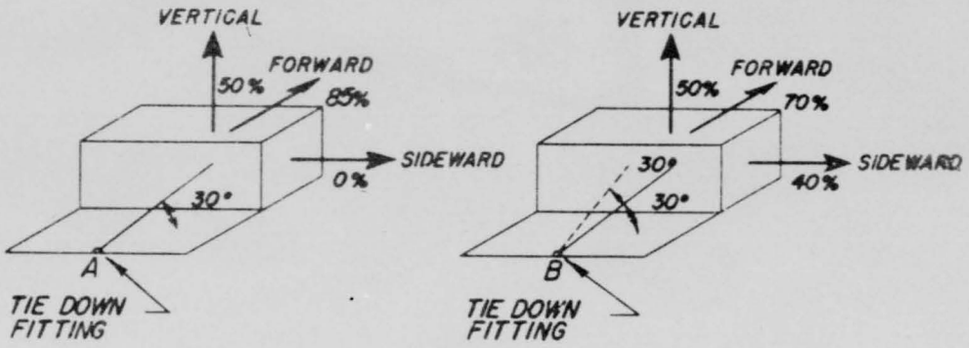

Figure No. 19. RESTRAINT VALUES AT DESIRED ANGLES FOR ATTACHING TIE DOWN DEVICES.

A. Vertical and Forward Thrust.
B. Vertical, Forward, and Sideward Thrust.

(3) Rule 3. Tie down devices (flexible) attached at angles of 30° from the cargo floor and from the longitudinal axis of the cargo compartment have the following approximate strengths:

70% in the forward or aft direction of thrust.

40% in the sideward direction of thrust.

50% in a vertical direction of thrust (Figure 19).

(4) Rule 4. The relationship between the tie down fitting and the tie down device must be kept in mind since a strong device attached to a weak fitting is no stronger than the fitting. It is important to note that regardless

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of the angle of tie of the device, the device when stressed to its breaking point is going to stress the tie down fitting to an amount equal to 100% of the tensile strength of the device.

(5) Rule 5. If all tie down devices for a cargo load are attached at 30° angles from the cargo floor and from the cargo compartment axis then only the lashings required for forward and rear thrusts must be computed. The holding forces for sideward and vertical thrust factors are derived from the lashings for forward and rearward thrusts already tied in.

c. Using the restraint criteria stated in paragraph 2, Section III, the following problem is given as an example of the application of the rules of the thumb stated in paragraph 6-b above:

(1) Compute the lashings necessary to properly restrain a 1/4-ton truck in the Valetta Airplane

Weight of truck	2450 pounds
Strength of tie down device	2240 pounds

Strength of tie down fitting
-5000 pounds - fore - aft - vertical
-3000 pounds - side

(2) Multiply restraint criteria factor for each direction of thrust x weight of vehicles:

4 x 2450 = 9800 pounds (4G forward thrust to be restrained)

2 x 2450 = 4900 pounds (2G aft thrust to be restrained)

1.5 x 2450 = 3675 pounds (1.5G sideward thrust to be restrained)

2 x 2450 = 4900 pounds (2G vertical thrust to be restrained)

3) Now applying the rules stated above (par 6b) we find that it is desirable to attach the tie down devices at an angle of 30° from the longitudinal axis of the airplane, and 30° from the cargo floor.

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(4) Tie down devices with 2240 lbs tensile strength attached at angles 30° from the cargo floor and from the longitudinal axis of the airplane have a restraint value of approximately 70% of their tensile strength in a forward or aft direction of thrust, so:
70% of 2240 = 1568 lbs.

(5) 9800 pounds (forward thrust of load) divided by 1568 (strength of device applied) equals 6.25 or 7 lashings required for the forward restraint.

(6) 4900 pounds (aft thrust of load) divided by 1568 (applied strength of device) equals 3.13 or 4 lashings required for aft restraint.

(7) Using this method (devices attached at 30° from the cargo floor and from the longitidunal axis of the airplane) of lashing, the forward and aft restraint also serve to hold the sideward and vertical thrusts.

(8) The maximum strength of the Valetta standard tie down fittings when the [illegible]lied 30° from the longitudinal axis of the [illegible] is [illegible]33 lbs (ultimate). Since the tie down device has a [illegible]e strength of 2240 lbs, this means that only one device can be attached to any one of the standard fittings for restraint in one direction (Par 1, Sec III; Rule 4, par 6-b-(4) above; and Figure 2).

7. ATTACHING AND CHECKING LASHINGS:

Once the number of devices has been computed then attach the tie down devices. Now check the total restraint in each device for each direction with the aids and procedures described below.

a. 90° Protractor (Figure No. 20).

(1) A plywood board marked in angles from 0° to 90° or any protractor may be used to measure the tie down device angles. Measure first the horizontal angle left or right from the longitudinal axis of the airplane. Then measure the vertical angle up from the floor of the airplane. These are the only two measurements necessary. Angles for side and vertical thrust may be determined from the first two measurements.

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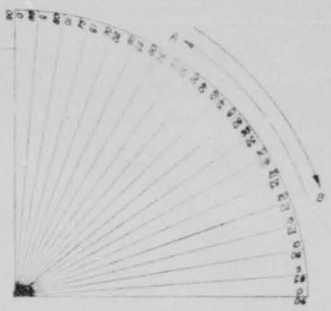

Figure No. 20. 90° PROTRACTOR.

A. Angles from 0° to 90°.
B. Angles from 0° to 90°.

b. Angles measured are then applied to a Cosine Table, to determine the device restraint value for each direction of thrust.

c. Cosine Table (Figure 21).

(1) The Cosine Table is computed for a device that has an ultimate strength expressed as a value of 1.0 and the figures are carried to the fourth decimal place. These figures give the restraint value of the device at various angles from the expected line of thrust, i.e., a device that has an ultimate strength of 2240 pounds when attached at an angle 30° up from the floor and 30° left or right from the longitudinal axis of the airplane will have a restraint value of:

.7499 x 2240 or 1679 lbs. forward or aft
.5000 x 2240 or 1120 lbs. vertical
.4330 x 2240 or 969 lbs. sideward

(2) The measured angles (par 7a(1)) are applied to the cosine table as follows:

(a) For forward and aft restraint (30° horizontal and vertical) read right along the horizontal angle column to 30°. Read down the vertical angle column to 30°. The lashing restraint value is then taken from the point where the two columns intersect (7499 x 2240 = 1679 pounds forward or aft restraint).

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(b) For vertical restraint: Reverse the angle read at 30° vertical for the forward and aft restraint (30° vertical from horizontal is 60° horizontal from vertical). Now read down the vertical column to 60° and 0° horizontal angle. The lashing restraint value is read at this point (.5000 x 2240 = 1120 pounds vertical restraint).

(c) For sideward restraint: The vertical angle of the lashing remains the same when computing a sideward thrust, but the horizontal angle must be reversed (30° vertical and 30° horizontal will then read 30° vertical and 60° horizontal). Now read right along the horizontal column to 60°. Read down the vertical column to 30°. The lashing restraint value is then taken from the point where the two columns intersect (4330 x 2240 = 969 pounds sideward restraint).

d. After determining the value of each device, add the values for all devices in each direction of thrust. In event the total restraint exceeds the value required, devices giving the least restraint may be removed. More devices must be added if additional restraint is required.

e. Tie down devices should be applied in pairs and all devices for one line of thrust must be as nearly equal in length as possible in order that all devices will assume an equal portion of the load.

8. STOWING LOADING AIDS:

Provisions are made in the airplane cargo hold for stowing the loading ramps and loading aids. Crew members of the airplane are familiar with these provisions.

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HORIZ ANGLE / VERT ANGLE	0°	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°	75°	80°	85°	90°
0°	1.0000	.9962	.9848	.9659	.9397	.9063	.8660	.8192	.7660	.7071	.6428	.5736	.5000	.4226	.3420	.2588	.1736	.0872	.0000
5°	.9962	.9924	.9810	.9622	.9361	.9028	.8627	.8160	.7630	.7044	.6403	.5714	.4981	.4209	.3407	.2578	.1729	.0868	
10°	.9848	.9810	.9698	.9512	.9254	.8925	.8528	.8067	.7543	.6963	.6330	.5648	.4924	.4161	.3368	.2548	.1709	.0858	
15°	.9659	.9622	.9512	.9329	.9076	.8753	.8364	.7912	.7398	.6829	.6209	.5540	.4829	.4081	.3303	.2499	.1676	.0842	
20°	.9397	.9361	.9254	.9076	.8830	.8516	.8137	.7697	.7198	.6644	.6040	.5390	.4698	.3971	.3213	.2431	.1631	.0819	
25°	.9063	.9028	.8925	.8753	.8516	.8213	.7848	.7424	.6942	.6408	.5825	.5198	.4531	.3830	.3099	.2345	.1573	.0790	
30°	.8660	.8627	.8528	.8364	.8137	.7848	.7500	.7094	.6633	.6123	.5566	.4967	.4330	.3659	.2961	.2241	.1503	.0755	
35°	.8192	.8160	.8067	.7912	.7698	.7424	.7094	.6710	.6274	.5792	.5266	.4698	.4096	.3461	.2801	.2120	.1422	.0714	
40°	.7660	.7630	.7543	.7398	.7198	.6942	.6633	.6274	.5867	.5416	.4923	.4393	.3830	.3237	.2619	.1982	.1329	.0667	
45°	.7071	.7044	.6963	.6829	.6644	.6408	.6123	.5792	.5416	.5000	.4544	.4054	.3535	.2988	.2418	.1830	.1227	.0616	
50°	.6428	.6403	.6330	.6209	.6040	.5825	.5566	.5266	.4923	.4544	.4131	.3687	.3214	.2716	.2198	.1663	.1114	.0560	
55°	.5736	.5714	.5648	.5540	.5390	.5198	.4967	.4698	.4393	.4054	.3687	.3290	.2868	.2424	.1961	.1484	.0995	.0500	
60°	.5000	.4981	.4924	.4829	.4698	.4531	.4330	.4096	.3830	.3535	.3214	.2868	.2500	.2113	.1710	.1294	.0868	.0436	
65°	.4226	.4209	.4161	.4081	.3971	.3830	.3659	.3461	.3237	.2988	.2716	.2424	.2113	.1785	.1446	.1093	.0733	.0368	
70°	.3420	.3407	.3368	.3303	.3213	.3099	.2961	.2801	.2619	.2418	.2198	.1961	.1710	.1446	.1170	.0885	.0593	.0298	
75°	.2588	.2578	.2548	.2499	.2431	.2345	.2241	.2120	.1982	.1830	.1663	.1484	.1294	.1093	.0885	.0669	.0449	.0225	
80°	.1736	.1729	.1709	.1676	.1631	.1573	.1503	.1422	.1329	.1227	.1114	.0995	.0868	.0733	.0593	.0449	.0301	.0151	
85°	.0872	.0868	.0858	.0842	.0819	.0790	.0755	.0714	.0667	.0616	.0560	.0500	.0436	.0368	.0298	.0225	.0151	.0076	
90°	0000																		

Figure No. 21. COSINE TABLE.

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SECTION V

DETAILED LOADING AND LASHING INSTRUCTIONS

1. INDEX OF TYPE LOADS:

Diagram 1	Truck, 1/4-ton, 4x4 (N) Compressor, Air, Set No. 1, 55 CFM, Airborne (G)
Diagram 2	Truck, 1/4-ton, 4x4 (N) Trailer, 1-ton, 2W, Cargo (G)
Diagram 3	Truck, 1/4-ton, 4x4 (N) Gun, 57mm, M1, on Carriage M1A2 (G)
Diagram 4	Truck, 1/4-ton, 4x4 (N) Trailer, 3/8-ton Payload, 2W, Telephone Cable Splicer, K38A (G)
Diagram 5	Truck, 1/4-ton, 4x4 (N) Launcher, Rocket, Multiple, 4.5", T66E2 (G)
Diagram 6	Truck, 1/4-ton, 4x4 (N) Lubricator, Trailer Mounted (G)
Diagram 7	Truck, 1/4-ton, 4x4 (N) Trailer, 2-ton, 2W, Ammunition M10 (N)
Diagram 8	Truck, 1/4-ton, 4x4 (N) Motorcycle, Solo, Chain Driven (N) Motorcycle, Solo, Chain Driven (N) Motorcycle, Solo, Chain Driven (N) Motorcycle, Solo, Chain Driven (N)
Diagram 9	Tractor, Wheeled, Rubber Tired, Gasoline Engine Driven, 30 DBHP, D1 (N)
Diagram 10	Truck, 1/4-ton, 4x4 (N) Trailer, 2W, Utility, Pole Type, 2½-ton, Type 1 (N)
Diagram 11	Truck, 1/4-ton, 4x4 (N) Trailer, 1-ton, 2W, Water Tank, 250 Gal (G)
Diagram 12	Truck, 1/4-ton, 4x4 (N) Truck, 1/4-ton, 4x4 (N)
Diagram 13	Howitzer, Pack, 75mm, M1A1 on Carriage M8 (G) Truck, 1/4-ton, 4x4 (N)

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Diagram 14	Truck, 1/4-ton, 4x4 (N) Mount, Trailer, Multiple, Cal .50 MG, M55 (G)
Diagram 15	Truck, 1/4-ton, 4x4 (N) Bath Unit, Field, 24 Shower Head (N)
Diagram 16	Truck, 1/4-ton, 4x4 (N) Howitzer, 105mm, M2A1, on Carriage M2A2 (G)
Diagram 17	Trailer, 1/4-ton, 2W, Cargo (G) Truck, 1/4-ton, 4x4 (N)

2. DIAGRAMS SETTING FORTH INSTRUCTIONS FOR LOADING AND LASHING SELECTED TYPE LOADS

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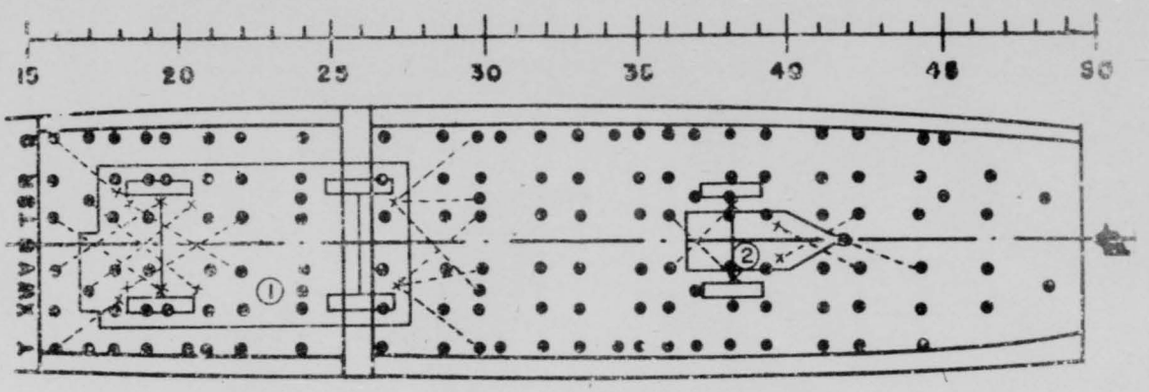

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	26	22.7	2450	55615
2	Compressor, Air, Set No. 1, 55 CFM,	Aft	Axle	38	38.3	780	29874
	Airborne (G)						

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position aircraft jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramp
(4) Stow 1/4-ton trk cover and cover frame
(5) Remove spare tire and stow
(6) Back 1/4-ton trk into position on spar platform
(7) Adjust loading ramp
(8) Back compressor into position (man power is sufficient)
(9) Chock 1/4-ton trk springs and set brakes (Sec VII)
(10) Place load spreader under front resting point of compressor (timber 1" x 2" x 4")
(11) Lash as indicated below (Sec III and Sec IV)
(12) Stow loading ramps and tail jack

Diagram 1

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	X 15.8	1	2240	Frame, left rear
	T 15.8	1	2240	Axle, right rear
	W 15.8	1	2240	Axle, left rear
	Y 15.8	1	2240	Frame, right rear
	W 17	1	2240	Frame cross member, left side, above forward portion of rear spring
	S 17	1	2240	Frame cross member, right side, above forward portion of rear spring
	V 22	1	2240	Frame, rear of shock absorber, left side
	T 22	1	2240	Frame, rear of shock absorber, right side
	V 23.8	1	2240	Frame, above forward portion of rear spring, left side
	T 23.8	1	2240	Frame, above forward portion of rear spring, right side
	Y 30	1	2240	Frame, at bumper, right side
	W 30	1	2240	Frame, at bumper, left side
	V 30	1	2240	Frame, at bumper, right side
	T 30	1	2240	Frame, at bumper, right side
	S 30	1	2240	Frame, at bumper, left side
	X 30	1	2240	Frame, at bumper, left side
2	V 44.8	1	2240	To lunette ring
	T 42.6	1	2240	Frame, right front
	V 42.6	1	2240	Frame, left front
	V 36.4	1	2240	Axle, left side
	T 36.4	1	2240	Axle, right side
				(Diagram 1)

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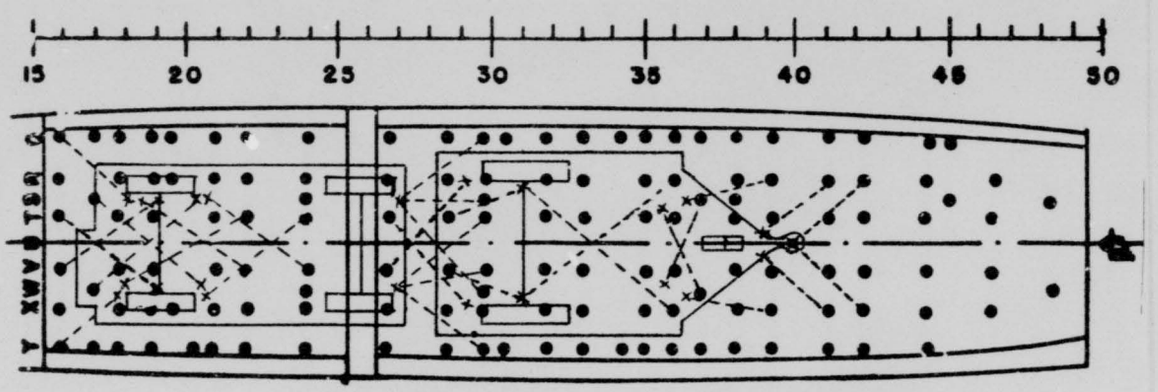

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	26	22.7	2450	55615
2	Trailer, 1-ton, 2W, Cargo (G)	Aft	Axle	31	31.6	3300	104280

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position aircraft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading platform
(4) Stow 1/4-ton truck cover and cover frame
(5) Remove spare tire and stow
(6) Back 1/4-ton truck into position on spar platform
(7) Remove 1-ton trailer cover and cover frame
(8) Adjust loading ramp
(9) Back trailer up ramp to aircraft door with 3/4-ton truck
(10) Chock trailer, disengage lunette and lower trail wheel (Sec III)
(11) Position 3/4-ton truck and prepare to winch trailer (Sec I)
(12) Winch trailer into position
(13) Position spring chocks and set brakes (Sec III)
(14) Lash as indicated above (Sec III and Sec IV)
(15) Stow loading ramps

Diagram 2

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	[illegible] 15.8	1	2240	Frame, left rear
	I 15.8	1	2240	Axle, right rear
	V 15.8	1	2240	Axle, left rear
	Y 15.8	1	2240	Frame, right rear
	A 17	1	2240	Frame cross member, left side, above forward portion of rear spring
	S 17	1	2240	Frame cross member, right side, above forward portion of rear spring
	V 22	1	2240	Frame, rear of shock absorber, left side
	I 22	1	2240	Frame, rear of shock absorber, right side
	V 23.8	1	2240	Frame, above forward portion of rear spring, left side
	T 23.8	1	2240	Frame, above forward portion of rear spring, right side
	Y 30	1	2240	Frame, at bumper, right side
	A 30	1	2240	Frame, at bumper, left side
	V 30	1	2240	Frame, at bumper, right side
	T 30	1	2240	Frame, at bumper, right side
	S 30	1	2240	Frame, at bumper, left side
	A 30	1	2240	Frame, at bumper, left side
2	X 42.6	1	2240	To lunette
	R 42.6	1	2240	To lunette
	R 41.2	1	2240	Frame, rear of lunette, left side
	X 41.2	1	2240	Frame, rear of lunette, right side
	X 39.5	1	2240	Frame, front edge of body, right side
	R 39.5	1	2240	Frame, front edge of body, left side
	S 37.1	1	2240	Frame, at first body crossmember, right side
	A 37.1	1	2240	Frame, at first body crossmember, left side
	X 35.2	1	2240	Axle, left side
	R 35.2	1	2240	Axle, right side
	T 28.6	1	2240	Axle, left side
	V 28.6	1	2240	Axle, right side (Diagram 2)

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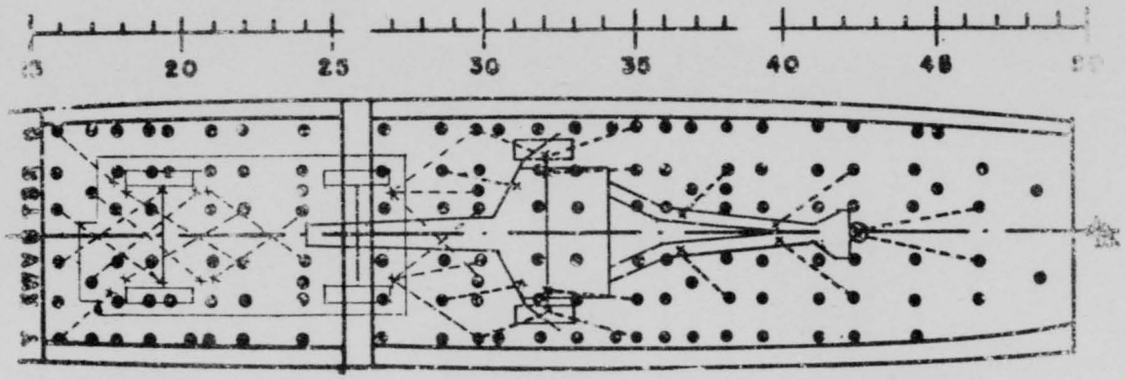

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft axle	26	22.7	2450	55615
2	Gun, 57mm, M1, On Carriage M1A3 (G)	Fwd	Axle	32	32.7	2850	906099

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position aircraft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramps
(4) Stow truck cover, cover frame and remove spare tire
(5) Back truck into position on spar platform
(6) Adjust loading ramps
(7) Position winch truck and prepare to winch gun (Sec I)
(8) Spread gun trails, depress tube for free traverse
(9) Winch gun into position (tube under truck axle)
(10) Set brakes on vehicles and check springs on truck (Sec III)
(11) Lash as indicated below (Sec III and IV)
(12) Stow loading ramps and tail jack

Diagram 3

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
2	T 26.8	1	2240	Spring connector, right side
	V 26.8	1	2240	Spring connector, left side
				(Diagram 2)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Q 15.8	1	2240	Frame, left rear
	T 15.8	1	2240	Axle, right rear
	V 15.8	1	2240	Axle, left rear
	Y 15.8	1	2240	Frame, right rear
	N 17	1	2240	Frame cross member, left side, above forward portion of rear spring
	S 17	1	2240	Frame cross member, right side, above forward portion of rear spring
	V 22	1	2240	Frame, rear of shock absorber, left side
	T 22	1	2240	Frame, rear of shock absorber, right side
	V 23.8	1	2240	Frame, above forward portion of rear spring, left side
	T 23.8	1	2240	Frame, above forward portion of rear spring, right side
	Y 30	1	2240	Frame, at bumper, right side
	N 30	1	2240	Frame, at bumper, left side
	V 30	1	2240	Frame, at bumper, right side
	T 30	1	2240	Frame, at bumper, right side
	S 30	1	2240	Frame, at bumper, left side
	Q 30	1	2240	Frame, at bumper, left side
2	Y 30	1	2240	Axle ring
	X 28.6	1	2240	Shield Brace, right side
	R 28.6	1	2240	Shield Brace, left side
	Q 30	1	2240	Axle ring, left side
	Q 35.2	1	2240	Axle ring, left side
	R 35.2	1	2240	Axle, at trail connection, left side
	X 35.2	1	2240	Axle, by trail connection, right side
	Y 35.2	1	2240	Axle ring, right side
	X 38.2	1	2240	Trail, at rear rammer staff bracket, right side
	R 38.2	1	2240	Trail, at rear rammer staff bracket, left side
	X 42.6	1	2240	Trail, rear of trail handle, right side
	R 42.6	1	2240	Trail, rear of trail handle, left side (Diagram 3)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach tc Vehicle.
		Quan	Size	
2	T 47	1	2240	To lunette
	V 47	1	2240	To lunette

(Diagram 3)

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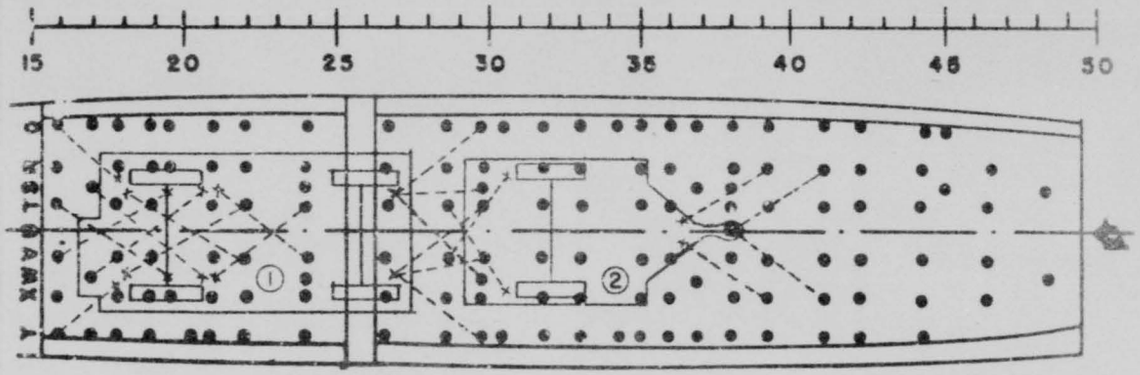

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	26	22.7	2450	55615
2	Trailer, 3/4-ton Payload, 2w,	Aft	Axle	32	32.5	1325	43062
	Telephone Cable Splicer, K38A (G)						

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position aircraft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramp
(4) Stow 1/4-ton trk cover and cover frame
(5) Remove spare tire and stow
(6) Back 1/4-ton trk into position on spar platform
(7) Remove and stow spar ramps
(8) Back trailer up ramp to door of aircraft with 3/4-ton truck
(9) Chock trailer wheels, disengage lunette
(10) Position 3/4-ton trk and prepare to winch trailer (Sec I)
(11) Winch trailer into position
(12) Chock springs on vehicles (Sec III)
(13) Lash as indicated below (Sec III and IV)
(14) Stow loading ramp and tail jack

Diagram 11

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Q 15.8	1	2240	Frame, left rear
	T 15.8	1	2240	Axle, right rear
	V 15.8	1	2240	Axle, left rear
	Y 15.8	1	2240	Frame, right rear
	W 17	1	2240	Frame cross member, left side, above forward portion of rear spring
	S 17	1	2240	Frame cross member, right side, above forward portion of rear spring
	V 22	1	2240	Frame, rear of shock absorber, left side
	T 22	1	2240	Frame, rear of shock absorber, left side
	V 23.8	1	2240	Frame, above forward portion of rear spring, left side
	T 23.8	1	2240	Frame, above forward portion of rear spring, right side
	Y 30	1	2240	Frame, at bumper, right side
	W 30	1	2240	Frame, at bumper, left side
	V 30	1	2240	Frame, at bumper, right side
	T 30	1	2240	Frame, at bumper, right side
	S 30	1	2240	Frame, at bumper, left side
	Q 30	1	2240	Frame, at bumper, left side
2	R 41.2	1	2240	To lunette
	X 41.2	1	2240	To lunette
	X 39.5	1	2240	Frame, rear of lunette
	R 39.5	1	2240	Frame, rear of lunette
	T 28.6	1	2240	Frame, at junction with spring, right side
	V 28.6	1	2240	Frame, at junction with spring, left side
				(Diagram 4)

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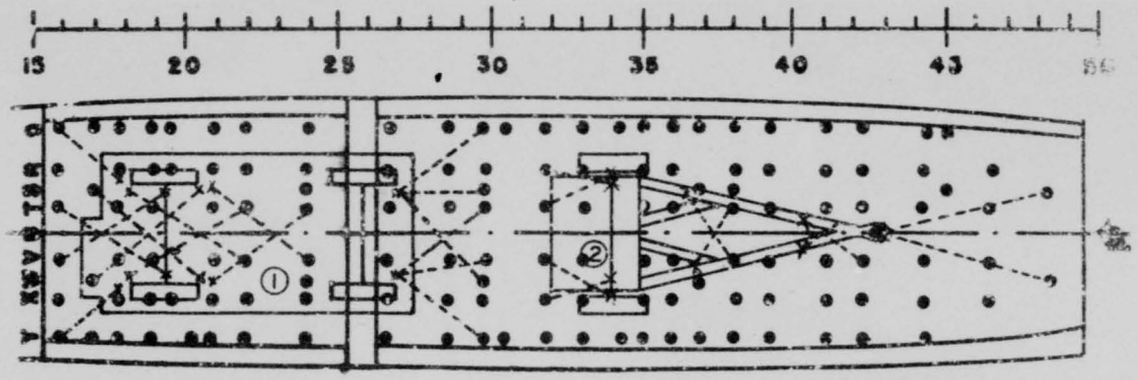

	Description of Vehicle	Vehicle Facing	Location of:			Weight	Moment
			R. P. *	Sta	C. G.		
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	26	22.7	2450	55615
2	Launcher, Rocket, Multiple 4.5", T66E2 (G)	Fwd	Axle	34	35.2	1270	44704

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (CLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramp
(4) Stow 1/4-ton trk cover and cover frame
(5) Remove spare tire and stow
(6) Back trk into position on spar platform
(7) Adjust loading ramp
(8) Back launcher up to aircraft door with 3/4-ton trk
(9) Chock launcher wheels and disengage lunette
(10) Position 3/4-ton trk and prepare to winch launcher (Sec I)
(11) Winch launcher into position
(12) Position springs chocks on 1/4-ton trk (Sec I)
(13) Lash vehicles as indicated (See III and IV)

Diagram 5

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Q 15.8	1	2240	Frame, left rear
	T 15.8	1	2240	Axle, right rear
	V 15.8	1	2240	Axle, left rear
	Y 15.8	1	2240	Frame, right rear portion
	R 17	1	2240	Frame cross member, left side, above forward portion of rear spring
	S 17	1	2240	Frame cross member, right side, above forward portion of rear spring
	V 22	1	2240	Frame, rear of shock absorber, left side
	T 22	1	2240	Frame, rear of shock absorber, right side
	V 23.8	1	2240	Frame, above forward portion of rear spring, left side
	T 23.8	1	2240	Frame, above forward portion of rear spring, right side
	Y 30	1	2240	Frame, at bumper, right side
	W 30	1	2240	Frame, at bumper, left side
	V 30	1	2240	Frame, at bumper, right side
	T 30	1	2240	Frame, at bumper, right side
	S 30	1	2240	Frame, at bumper, left side
	Q 30	1	2240	Frame, at bumper, left side
2	R 32.1	1	2240	Frame, above axle, left side
	T 32.1	1	2240	Axle hook, left side
	V 32.1	1	2240	Axle hook, right side
	X 32.1	1	2240	Frame, above axle, right side
	T 38.2	1	2240	Trail, right, forward of last brace
	V 38.2	1	2240	Trail, left, forward of last brace
	V 42.6	1	2240	Trail, left, first brace
	T 42.6	1	2240	Trail, right, first brace
	S 48.5	1	2240	To lunette
	W 48.5	1	2240	To lunette
				(Diagram 5)

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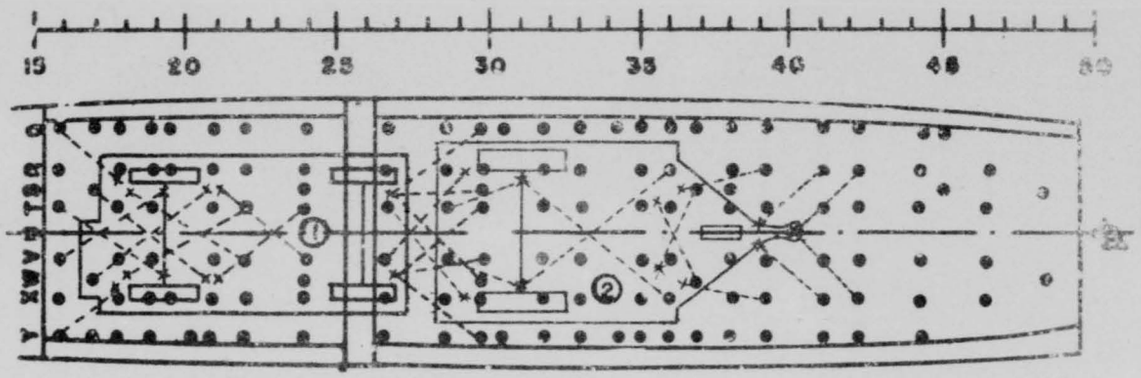

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	26	22.7	2450	55615
2	Lubricator, Trailer Mounted (G)	Aft	Axle	31	32	2900	92800

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position aircraft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramps
(4) Stow 1/4-ton truck cover and cover frame
(5) Remove spare tire and stow
(6) Back 1/4-ton truck into position on spar platform
(7) Remove and stow spar ramps
(8) Adjust loading ramp
(9) Remove lubricator cover
(10) Back lubricator up ramp to aircraft door with 3/4-ton truck
(11) Chock lubricator wheels, disengage lunette from truck and lower lubricator trail wheel
(12) Position 3/4-ton truck and prepare to winch lubricator (Sec I)
(13) Winch lubricator into position
(14) Chock springs on truck and lubricator (Sec III)
(15) Lash vehicles as indicated (Sec III and IV)
(16) Stow loading ramps and tail jack

Diagram 6

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Veh No	Tie Down Fitting No	Tie Down Device Quan	Tie Down Device Size	Attach to Vehicle
1	R 15.8	1	2240	Frame, left rear
	T 15.8	1	2240	Axle, right rear
	V 15.8	1	2240	Axle, left rear
	Y 15.8	1	2240	Frame, right rear
	W 17	1	2240	Frame cross member, left side, above forward portion of rear spring
	S 17	1	2240	Frame cross member, right side, above forward portion of rear spring
	V 22	1	2240	Frame, rear of shock absorber, left side
	T 22	1	2240	Frame, rear of shock absorber, right side
	V 23.8	1	2240	Frame, above forward portion of rear spring, left side
	T 23.8	1	2240	Frame, above forward portion of rear spring, right side
	Y 30	1	2240	Frame, at bumper, right side
	W 30	1	2240	Frame, at bumper, left side
	V 30	1	2240	Frame, at bumper, right side
	T 30	1	2240	Frame, at bumper, right side
	S 30	1	2240	Frame, at bumper, left side
	R 30	1	2240	Frame, at bumper, left side
2	X 42.6	1	2240	To lunette
	R 42.6	1	2240	To lunette
	R 41.2	1	2240	Frame, rear of lunette, left side
	X 41.2	1	2240	Frame, rear of lunette, right side
	X 39.5	1	2240	Frame, front edge of body, right side
	R 39.5	1	2240	Frame, front edge of body, left side
	S 37.1	1	2240	Frame, at first body crossmember, right side
	W 37.1	1	2240	Frame, at first body crossmember, left side
	X 35.2	1	2240	Axle, left side
	R 35.2	1	2240	Axle, right side
	T 28.6	1	2240	Axle, left side
	V 28.6	1	2240	Axle, right side (Diagram 6)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
2	T 26.8	1	2240	Spring connector, right side
	V 26.8	1	2240	Spring connector, left side

(Diagram 6)

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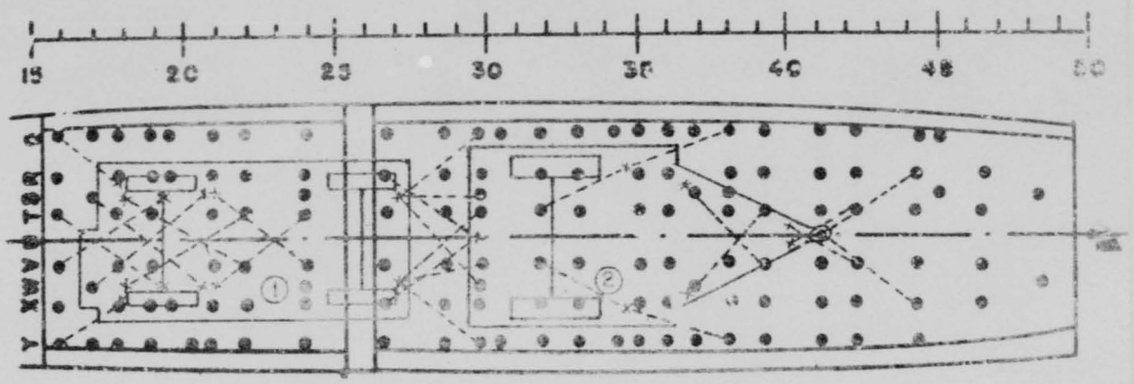

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	26	22.7	2450	55,615
2	Trailer, 2-ton, 2W, Ammunition M10 (N)	Aft	Axle	32.1	33	2185	72,105

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position aircraft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramps
(4) Stow 1/4-ton trk cover and cover frame
(5) Remove and stow spare tire
(6) Back 1/4-ton trk into acft and position on spar platform
(7) Remove and stow spar ramp
(8) Back trailer up ramp to acft door with 3/4-ton truck
(9) Unhitch trailer and lower trail wheel
(10) Position 3/4-ton trk and prepare to winch trailer (Sec I)
(11) Winch trailer into position
(12) Chock springs on vehicles (Sec III)
(13) Lash as indicated (Sec III and IV)
(14) Stow loading ramp and tail jack

Diagram 7

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	[illegible]15.8	1	2240	Frame, left rear
	T 15.8	1	2240	Axle, right rear
	V 15.8	1	2240	Axle, left rear
	Y 15.8	1	2240	Frame, right rear
	N 17	1	2240	Frame cross member, left side, above forward portion of rear spring
	S 17	1	2240	Frame cross member, right side, above forward portion of rear spring
	V 22	1	2240	Frame, rear of shock absorber, left side
	T 22	1	2240	Frame, rear of shock absorber, right side
	V 23.8	1	2240	Frame, above forward portion of rear spring, left side
	T 23.8	1	2240	Frame, above forward portion of rear spring, right side
	Y 30	1	2240	Frame, at junction with bumper, right side
	W 30	1	2240	Frame, at junction with bumper, left side
	V 30	1	2240	Frame, at junction with bumper, right side
	T 30	1	2240	Frame, at junction with bumper, right side
	S 30	1	2240	Frame, at junction with bumper, left side
	Q 30	1	2240	Frame, at junction with bumper, left side
2	X 44.8	1	2240	To lunette
	R 44.8	1	2240	To lunette
	T 42.6	1	2240	Frame, near lunette, right side
	V 42.6	1	2240	Frame, near lunette, left side
	T 39.5	1	2240	Frame, at end of fuse box, right side
	V 39.5	1	2240	Frame, at end of fuse box, left side
	[illegible] 38.2	1	2240	Brace, on frame, forward of left wheel
	Y 38.2	1	2240	Brace, on frame, forward of right wheel
	T 32.1	1	2240	Brace, on frame, forward of left wheel
	V 32.1	1	2240	Brace, on frame forward of right wheel
	R 26.8	1	2240	Trailer hitch
	X 26.8	1	2240	Trailer hitch (Diagram 7)

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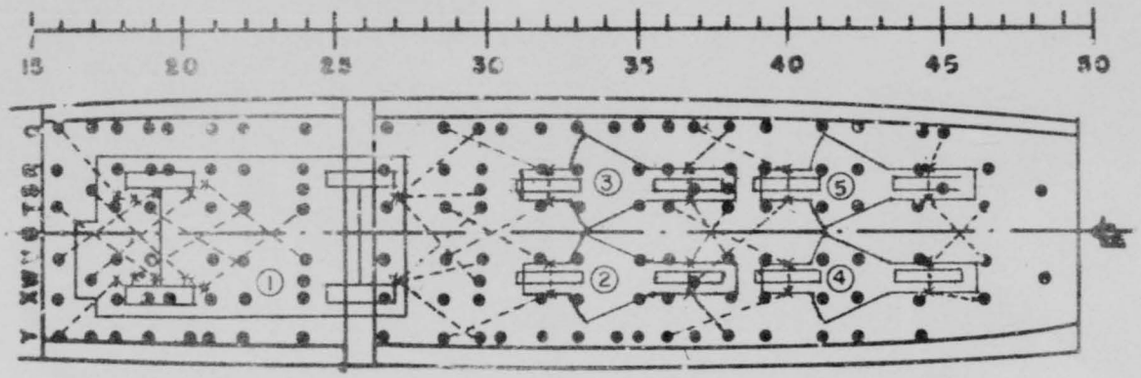

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)		Ft Axle	26	22.7	2450	55615
2	Motorcycle, Solo, Chain Driven (N)	Fwd	Ft Axle	32	34.3	576	19756
3	Motorcycle, Solo, Chain Driven (N)	Fwd	Ft Axle	32	34.3	576	19756
4	Motorcycle, Solo, Chain Driven (N)	Fwd	Ft Axle	40	42.3	576	24364
5	Motorcycle, Solo, Chain Driven (N)	Fwd	Ft Axle	40	42.3	576	24364

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position acft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramp
(4) Stow 1/4-ton trk cover and cover frame
(5) Remove spare tire and stow
(6) Back 1/4-ton trk into position on spar platform
(7) Push motorcycle into position in acft
(8) Position spring chocks on 1/4-ton trk (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow loading ramp and tail jack

Diagram 8

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Q 15.8	1	22L0	Frame, left rear
	T 15.8	1	22L0	Axle, right rear
	V 15.8	1	22L0	Axle, left rear
	Y 15.8	1	22L0	Frame, right rear
	W 17	1	22L0	Frame cross member, left side, above forward portion of rear spring
	S 17	1	22L0	Frame cross member, right side, above forward portion of rear spring
	V 22	1	22L0	Frame, rear of shock absorber, left side
	T 22	1	22L0	Frame, rear of shock absorber, right side
	V 23.8	1	22L0	Frame, above forward portion of rear spring, left side
	T 23.8	1	22L0	Right frame, above forward portion of rear spring
	T 30	1	22L0	Frame, at junction with bumper, right side
	W 30	1	22L0	Frame, at junction with bumper, left side
	V 30	1	22L0	Frame, at junction with bumper, right side
	T 30	1	22L0	Frame, at junction with bumper, right side
	S 30	1	22L0	Frame, at junction with bumper, left side
	Q 30	1	22L0	Frame, at junction with bumper, left side
2	T 28.6	1	22L0	Fork, right front
	Y 28.6	1	22L0	Fork, left front
	T 38.2	1	22L0	Fork, right rear
	Y 38.2	1	22L0	Fork, left rear
3	V 28.6	1	22L0	Fork, left front
	Q 28.6	1	22L0	Fork, right front
	V 38.2	1	22L0	Fork, left rear
	Q 38.2	1	22L0	Fork, right rear
4	Y 36.4	1	22L0	Fork, left front
	T 36.4	1	22L0	Fork, right front
	T 47	1	22L0	Fork, right rear (Diagram 8)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
4	X 47	1	22,0	Fork, left rear
	W 37.1	1	22,0	Fork, left front
	Q 37.1	1	22,0	Fork, right front
	Q 45.2	1	22,0	Fork, right rear
	V 47	1	22,0	Fork, left rear

(Diagram 8)

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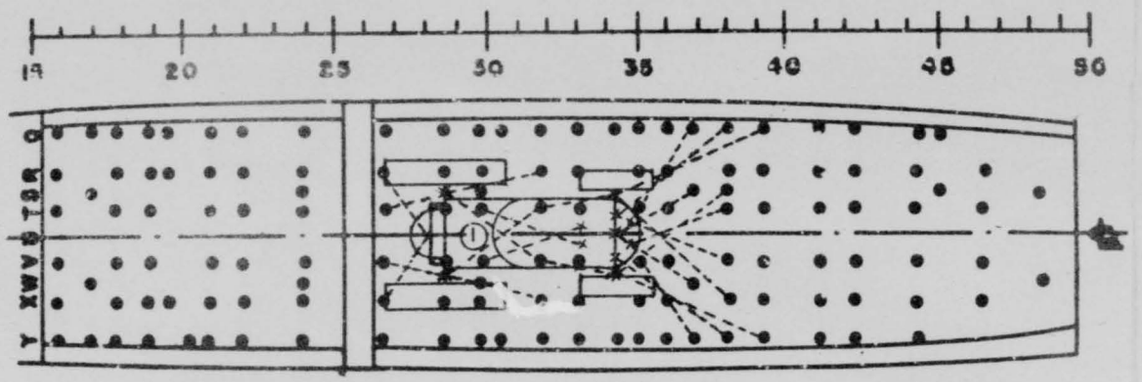

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Tractor, Wheeled, Rubber Tired, Gasoline Engine Driven 30, DBHP, D1 (N)	Aft	Ft Axle	34.2	30.5	5400	164700

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position aircraft tail jack (Sec I)
(2) Position loading ramps
(3) Remove exhaust pipe extension from tractor
(4) Back tractor up ramp into position
(5) Lash as indicated (Sec III & IV)
(6) Stow exhaust extension
(7) Stow ramps and tail jack

Diagram 9

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Q 39.5	1	22L0	Axle, left front
	Y 39.5	1	22L0	Axle, right front
	Y 38.2	1	22L0	Spring, right front
	X 38.2	1	22L0	Axle, left front
	V 38.2	1	22L0	Frame, left front, below radiator
	T 38.2	1	22L0	Frame, right front, below radiator
	S 38.2	1	22L0	Axle, right front
	Q 38.2	1	22L0	Spring, left front
	Q 37.1	1	22L0	Frame, left side of radiator 1/2 way up
	S 37.1	1	22L0	Axle, front center
	W 37.1	1	22L0	Axle, front center
	Y 37.1	1	22L0	Frame, right side of radiator 1/2 way up
	X 32.1	1	22L0	Axle, right rear
	V 32.1	1	22L0	Axle, left rear
	T 32.1	1	22L0	Axle, right rear
	R 32.1	1	22L0	Axle, left rear
	T 32.1	1	22L0	Axle, left front
	T 30	1	22L0	U Brace, front axle
	V 32.1	1	22L0	Axle, right front
	V 30	1	22L0	U Brace, front axle
	R 26.8	1	22L0	Trailer hitch
	T 26.8	1	22L0	Axle, left rear
	V 26.8	1	22L0	Axle, right rear
	X 26.8	1	22L0	Trailer hitch

(Diagram 9)

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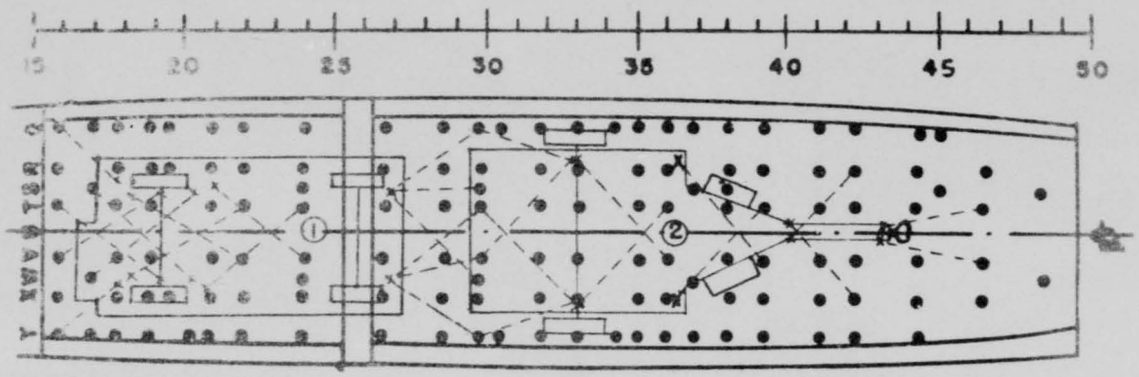

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	26	22.7	2450	55615
2	Trailer, 2W, Utility, Pole Type, 2 1/2-ton, Type 1 (N)	Aft	Axle	33	35	2260	79100

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position acft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramps
(4) Stow truck cover and cover frame
(5) Back truck into position on spar platform
(6) Adjust loading ramps
(7) Position 3/4-ton trk w/winch, prepare to winch trailer, (Sec I)
(8) Winch trailer into position in acft
(9) Set brakes and chock springs on vehicles (Sec III)
(10) Lash as indicated (Sec III and IV)
(11) Stow loading ramp and tail jack

Diagram 10

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Q 15.8	1	2240	Frame, left rear
	T 15.8	1	2240	Axle, right rear
	V 15.8	1	2240	Axle, left rear
	Y 15.8	1	2240	Frame, right rear
	W 17	1	2240	Frame cross member, left side, above forward portion of rear spring
	S 17	1	2240	Frame cross member, right side, above forward portion of rear spring
	V 22	1	2240	Frame, rear of shock absorber, left side
	T 22	1	2240	Frame, rear of shock absorber, right side
	V 23.8	1	2240	Frame, above forward portion of rear spring
	Y 30	1	2240	Frame, at bumper, right side
	W 30	1	2240	Frame, at bumper, left side
	V 30	1	2240	Frame, at bumper, right side
	T 30	1	2240	Frame, at bumper, right side
	S 30	1	2240	Frame, at bumper, left side
	Q 30	1	2240	Frame, at bumper, left side
2	T 46.5	1	2240	Trail handle, left side
	V 46.5	1	2240	Trail handle, right side
	X 42.3	1	2240	Trail, at frame, left side
	R 42.3	1	2240	Trail, at frame, right side
	T 39.7	1	2240	Frame, right front corner
	V 39.7	1	2240	Frame, left front corner
	Q 30.2	1	2240	Axle, left side
	T 29.7	1	2240	Axle, left side
	V 29.7	1	2240	Axle, right side
	Y 30.2	1	2240	Axle, left side
	T 36	1	2240	Axle, right side
				(Diagram 10)

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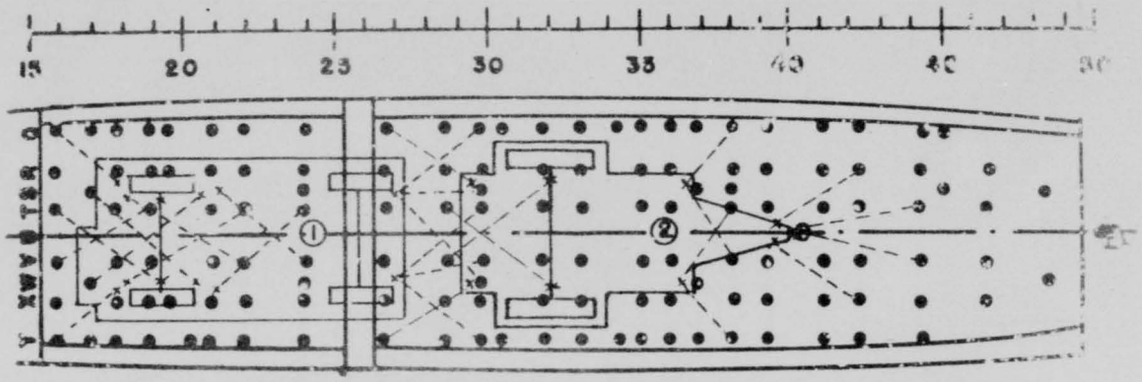

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4, (N)	Aft	Ft Axle	26	22.7	2450	55615
2	Trailer 1-ton, 2W, Water Tank, 250 Gal (G)	Aft	Axle	32	32.7	3500	114450

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position aircraft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramp
(4) Stow truck cover and cover frame
(5) Back truck into position on spar platform
(6) Adjust loading ramp
(7) Position 3/4-ton trk w/winch prepare to winch trailer
(8) Stow trailer cover and cover frame
(9) Winch trailer into position in aircraft
(10) Set brakes and chock all springs (Sec III)
(11) Lash as indicated (Sec II & IV)
(12) Stow loading ramp and tail jack

Diagram 11

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Veh No	Tie Down Fitting No	Tie Down Fittings Quan	Tie Down Fittings Size	Attach to Vehicle
1	Q 15.8	1	22,40	Frame, left rear
	T 15.8	1	22,40	Axle, right rear
	V 15.8	1	22,40	Axle, left rear
	Y 15.8	1	22,40	Frame, right rear
	W 17	1	22,40	Frame cross member, left side, above forward portion of rear spring
	S 17	1	22,40	Frame cross member, right side, above forward portion of rear spring
	V 22	1	22,40	Frame, rear of shock absorber, left side
	T 22	1	22,40	Frame, rear of shock absorber, right side
	V 23.8	1	22,40	Frame, above forward portion of rear spring, left side
	T 23.8	1	22,40	Frame, above forward portion of rear spring, right side
	Y 30	1	22,40	Frame, at bumper, right side
	W 30	1	22,40	Frame, at bumper, left side
	V 30	1	22,40	Frame, at bumper, right side
	T 30	1	22,40	Frame, at bumper, right side
	S 30	1	22,40	Frame, at bumper, left side
	Q 30	1	22,40	Frame, at bumper, left side
2	Q 26.8	1	22,40	Frame, left rear corner
	Y 26.8	1	22,40	Frame, right rear corner
	V 28.6	1	22,40	Axle, left rear
	T 28.6	1	22,40	Axle, right rear
	Q 38.2	1	22,40	Frame, left front corner
	V 38.2	1	22,40	Frame, left front corner
	Y 38.2	1	22,40	Frame, right front corner
	T 38.2	1	22,40	Frame, right front corner
	R 42.2	1	22,40	Frame, at trail wheel
	X 42.2	1	22,40	Frame, at trail wheel
	V 44.2	1	22,40	To lunette
	T 44.2	1	22,40	To lunette

(Diagram 11)

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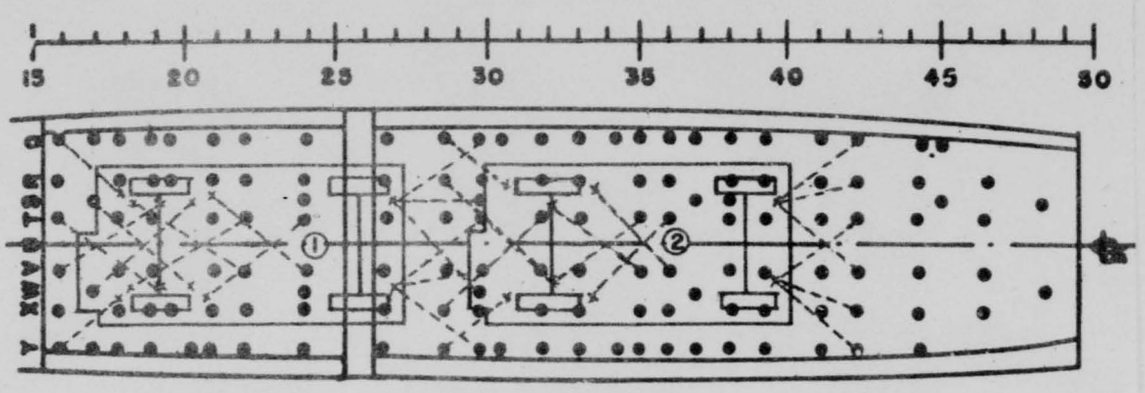

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	26	22.7	2450	55615
2	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	38.5	35.2	2450	86240

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position aircraft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramp
(4) Stow truck covers and cover frames
(5) Back truck (No. 1) into position on spar ramp
(6) Back truck (No. 2) into position in aircraft
(7) Set brakes and check all springs (Sec III)
(8) Lash as indicated (Sec III & IV)
(9) Stow loading ramp and tail jack

Diagram 12

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		1	22L0	Axle, left rear
		1	22L0	Frame, right rear
		1	22L0	Frame cross member, left side, above forward portion of rear spring
		1	22L0	Frame cross member, right side, above forward portion of rear spring
		1	22L0	Frame, rear of shock absorber, left side
		1	22L0	Frame, rear of shock absorber, right side
		1	22L0	Frame, above forward portion of rear spring, left side
		1	22L0	Frame, above forward portion of rear spring, right side
		1	22L0	Frame, at bumper, right side
		1	22L0	Frame, at bumper, left side
		1	22L0	Frame, at bumper, right side
		1	22L0	Frame, at bumper, right side
		1	22L0	Frame, at bumper, left side
		1	22L0	Frame, at bumper, left side
		1	22L0	Frame, left rear
		1	22L0	Frame, right rear
		1	22L0	Axle, right rear
		1	22L0	Axle, left rear
		1	22L0	Frame, left side, above rear axle
		1	22L0	Frame, right side, above rear axle
		1	22L0	Frame, left side, above rear spring
		1	22L0	Frame, right side, above rear spring
		1	22L0	Frame, left side, at bumper
		1	22L0	Frame, left side, at bumper
		1	22L0	Frame, left side, at bumper
		1	22L0	Frame, right side at bumper

(diagram 12)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
2	X 42.3	1	2240	Frame, right side, at bumper
	T 42.3	1	2240	Frame, right side, at bumper

(Diagram 12)

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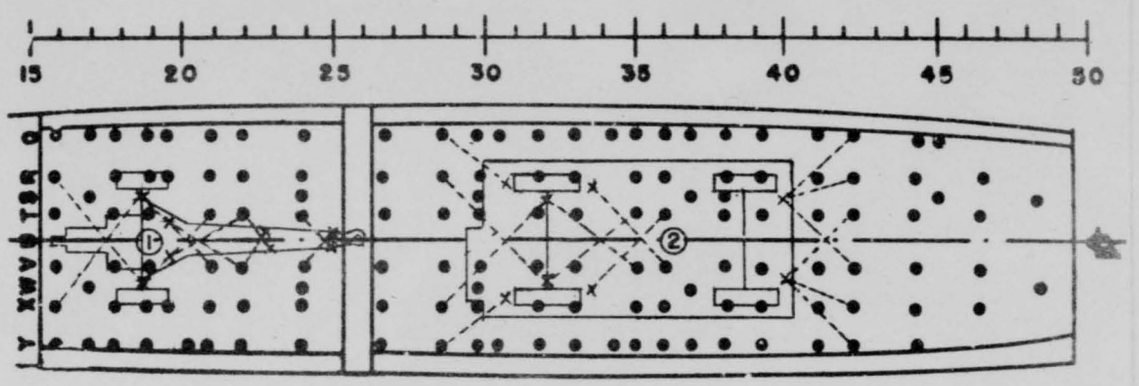

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Howitzer, Pack, 75MM M1A1, On Carriage M8 (G)	Aft	Axle	18.7	19.2	1480	28416
2	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	38.5	35.2	2450	86240

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position aircraft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading platform
(4) Back howitzer up into aircraft with 1/4-ton truck
(5) Disengage lunette and manha. ile howitzer into position on spar ramp
(6) Stow 1/4-ton cover and cover frame
(7) Back 1/4-ton into positon in aircraft
(8) Set brakes on vehicles and chock springs (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow loading ramps a d tail jack

Diagram 13

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	X 15.8	1	2240	Axle, left side
	R 15.8	1	2240	Axle, right side
	V 21	1	2240	Axle, left side
	T 21	1	2240	Axle, right side
	V 22	1	2240	Cradle, at third perforation
	T 22	1	2240	Cradle, at third perforation
	V 22	1	2240	Trail, left side, centerway
	T 22	1	2240	Trail, right side, centerway
	T 24	1	2240	Trail, at lunette, right side
	V 24	1	2240	Trail, at lunette, left side
2	Q 28.6	1	2240	Frame, left rear
	Y 28.6	1	2240	Frame, right rear
	R 28.6	1	2240	Axle, right rear
	X 28.6	1	2240	Axle, left rear
	V 35.3	1	2240	Frame, left side, above rear axle
	T 35.3	1	2240	Frame, right side, above rear axle
	V 36	1	2240	Frame, left side, above rear spring
	T 36	1	2240	Frame, right side, above rear spring
	Q 42.3	1	2240	Frame, left side, at the bumper
	R 42.3	1	2240	Frame, left side, at bumper
	V 42.3	1	2240	Frame, left side, at bumper
	Y 42.3	1	2240	Frame, right side, at bumper
	X 42.3	1	2240	Frame, right side, at bumper
	T 42.3	1	2240	Frame, right side, at bumper
				(Diagram 13)

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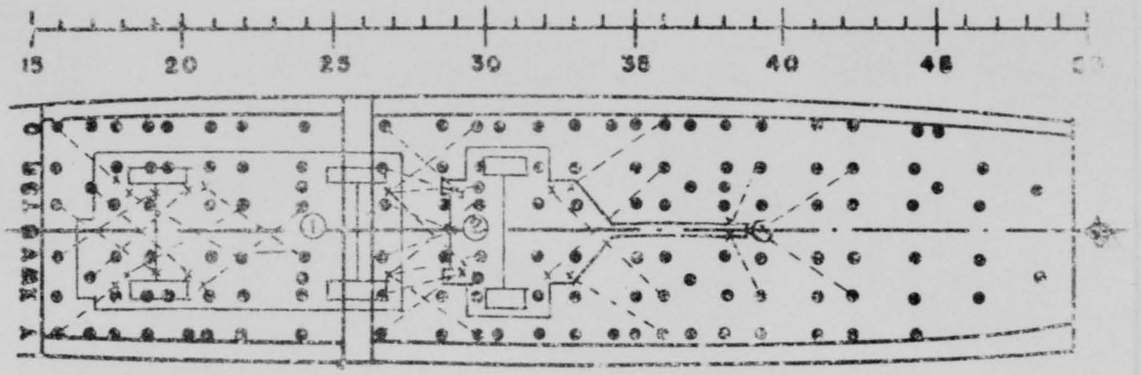

	Description of Vehicle	Vehicle Facing	Location of:			Weight	Moment
			R. P. *	Sta	C. G.		
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	26	22.7	2450	55615
2	Mount, Trailer, Multiple, Cal .50						
	MG, M55 (G)	Aft	Axle	30.7	31	2950	91450

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position aircraft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramp
(4) Stow truck cover, cover frame and remove spare tire
(5) Back truck into position on spar ramp
(6) Adjust loading ramp
(7) Position winch truck and prepare to winch mount (Sec I)
(8) Winch mount into position in aircraft
(9) Chock springs and set brakes on truck (Sec III)
(10) Lash vehicles as indicated (Sec III & IV)
(11) Stow loading ramps and tail jack

Diagram 14

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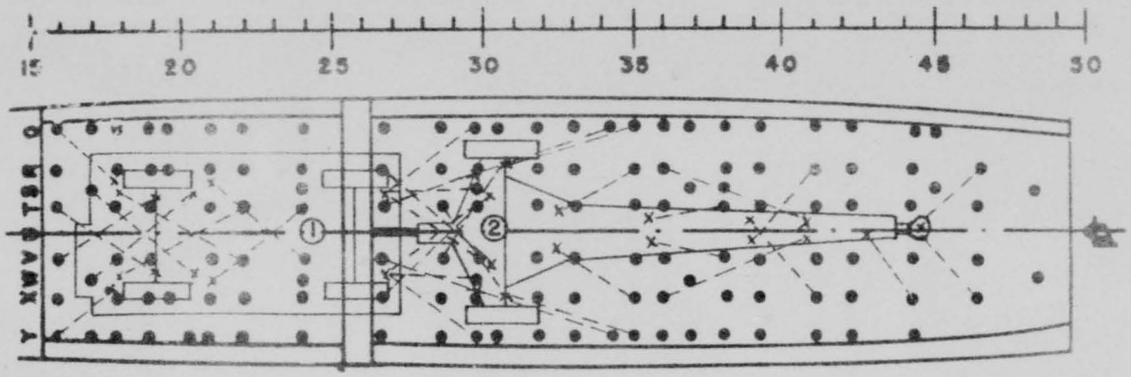

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	26	22.7	2450	55615
2	Howitzer, 105mm, M2A1, On Carriage M2A2 (G)	Fwd	Axle	30.8	31.3	5130	160569

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position aft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramp
(4) Stow 1/4-ton truck cover, cover frame and spare tire
(5) Back 1/4-ton truck into position on spar platform
(6) Adjust loading ramp and reinforce ramp with 2" x 10" plank (Sec I)
(7) Back howitzer up to ramp
(8) Disengage lunette and position 3/4-ton truck and prepare to winch (Sec I)
(9) Open trail and depress tube
(10) Close trail and winch howitzer up to aircraft door (place plank under trail spades to keep howitzer trails on same plane as ramp) (Sec I)
(11) Chock wheels, traverse tube full left, and change winch cable to snatch block forward in aircraft
(12) Position skid plates in front of howitzer wheels
(13) Attach block and tackle to center of howitzer axle and to tie down point Y 35.1
(14) (Continued)

Diagram 16

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Q 15.8	1	2240	Frame, left rear
	T 15.8	1	2240	Axle, right rear
	V 15.8	1	2240	Axle, left rear
	Y 15.8	1	2240	Frame, right rear
	W 17	1	2240	Frame, cross member, left side, above forward portion of rear spring
	S 17	1	2240	Frame cross member, right side, above forward portion of rear spring
	V 22	1	2240	Left Frame, rear of shock absorber
	T 22	1	2240	Frame, rear of shock absorber, right side
	V 23.8	1	2240	Frame, above forward portion of rear spring, left side
	T 23.8	1	2240	Frame, above forward portion of rear spring, right side
	Y 30	1	2240	Frame, at bumper, right side
	W 30	1	2240	Frame, at bumper, left side
	V 30	1	2240	Frame, at bumper, right side
	T 30	1	2240	Frame, at bumper, right side
	S 30	1	2240	Frame, at bumper, left side
	Q 30	1	2240	Frame, at bumper, left side
2	V 26.9	1	2240	Tow ring, rear
	T 26.9	1	2240	Tow ring, rear
	R 26.9	1	2240	Brace, turret, left rear corner
	Q 26.9	1	2240	Brace, turret, left rear corner
	X 26.9	1	2240	Brace, turret, right rear corner
	Y 26.9	1	2240	Brace, turret, right rear corner
	Y 36.2	1	2240	Brace, turret, right front corner
	X 36.2	1	2240	Ring, elevating drum, left side
	R 36.2	1	2240	Ring, elevating drum, right side
	Q 36.2	1	2240	Brace, turret, left front corner
	X 39.4	1	2240	Handle, lunette, left side
				(Diagram 14)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
2	R 39.4	1	2240	Handle, lunette, right side
	X 41.4	1	2240	To lunette ring
	R 41.4	1	2240	To lunette ring

(Diagram 14)

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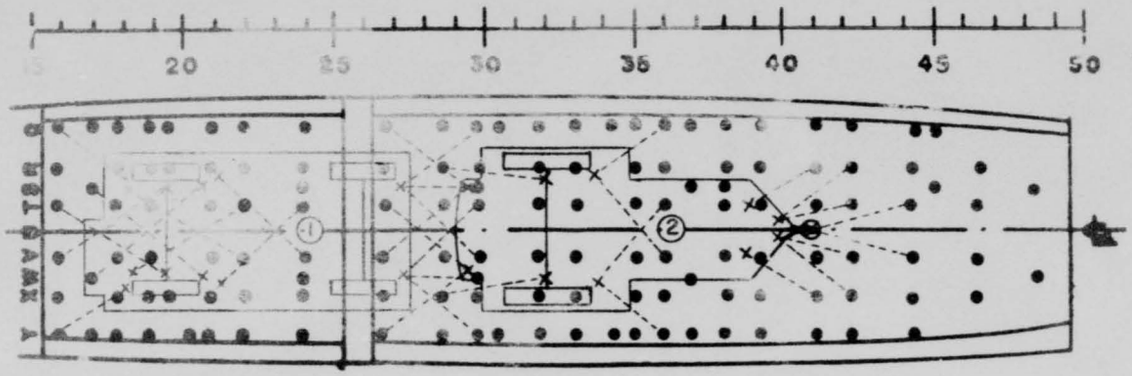

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	26	22.7	2450	55615
2	Bath Unit, Field, 24 Shower Head	Aft	Axle	32	32.2	3800	129960
	(N)						

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position acft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramps
(4) Stow truck cover, cover frame and spare tire
(5) Back truck into position on spar ramp
(6) Adjust loading ramp
(7) Stow trailer cover and cover frame
(8) Position winch truck and prepare to winch (Sec I)
(9) Winch trailer into position
(10) Set brakes and chock all springs (Sec III)
(11) Lash as indicated (Sec III & IV)
(12) Stow loading ramp and tail jack

Diagram 15

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Q 15.8	1	22L0	Frame, left rear
	T 15.8	1	22L0	Axle, right rear
	V 15.8	1	22L0	Axle, left rear
	Y 15.8	1	22L0	Frame, right rear
	W 17	1	22L0	Frame cross member, left side, above forward portion
				of rear spring
	S 17	1	22L0	Frame cross member, right side, above forward portion
				of rear spring
	V 22	1	22L0	Frame, rear of shock absorber, left side
	T 22	1	22L0	Frame, rear of shock absorber, right side
	V 23.8	1	22L0	Frame, above forward portion of rear spring, left
				side
	T 23.8	1	22L0	Frame, above forward portion of rear spring, right
				side
	Y 30	1	22L0	Frame, at bumper, right side
	V 30	1	22L0	Frame, at bumper, right side
	T 30	1	22L0	Frame, at bumper, right side
	S 30	1	22L0	Frame, at bumper, left side
	W 30	1	22L0	Frame, at bumper, left side
	Q 30	1	22L0	Frame, at bumper, left side
2	V 44.5	1	22L0	To lunette
	T 44.5	1	22L0	To lunette
	R 42.6	1	22L0	Frame, at lunette, left side
	X 42.6	1	22L0	Frame, at lunette, right side
	T 42.6	1	22L0	Frame, at lunette, left side
	V 42.6	1	22L0	Frame, at lunette, right side
	R 41.2	1	22L0	Frame, at trail stand connection
	X 41.2	1	22L0	Frame, at trail stand connection
	Q 36.2	1	22L0	Spring, left front
	V 36.2	1	22L0	Spring, right front
	Y 36.2	1	22L0	Spring, right front
				(DIAGRAM 15)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
2	X 28.6	1	2240	Axle, right side
	R 28.6	1	2240	Axle, left side
	Y 26.8	1	2240	Frame, at bumper, right side
	V 26.8	1	2240	Frame, at bumper, left side
	T 26.8	1	2240	Frame, at bumper, right side
	Q 26.8	1	2240	Frame, at bumper, left side

(Diagram 15)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
2	X 35.1	1	2240	Perforation in brace for recoil spring, right side
	R 35.1	1	2240	Perforation in brace for recoil spring, left side
	Q 35.1	1	2240	Axle hook, left front
	V 38	1	2240	Trail, at rear hand spike clamp, right side
	T 38	1	2240	Trail, at rear rammer staff clamp, left side
	R 41.2	1	2240	Trail, center, right side
	X 41.2	1	2240	Trail, center, left side
	X 44.7	1	2240	Trail handle, right side, fwd portion
	X 46.8	1	2240	To lunette ring
	R 46.8	1	2240	To lunette ring
	U 48.5	1	2240	To lunette ring
				ADDITIONAL INFORMATION (Cont'd)
				(14) Winch Howitzer into aircraft and onto skid plates (Sec I)
				(15) Use block and tackle to skid howitzer as it is winched into aircraft (Sec I)
				(16) Position load spreaders (Sec I)(2" x 8" x 10")
				(17) Winch and skid howitzer into aircraft
				(18) Open trail, traverse tube to center, elevate tube and close and lock trail
				(19) Remove block and tackle
				(20) Winch howitzer into position on load spreaders
				(21) Lash as indicated (Sec III & IV)
				(22) Stow ramp and aircraft jack
				(Diagram 16)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Number	Size	
1	Q 15.8	1	22L0	Frame, left rear
	T 15.8	1	22L0	Axle, right rear
	V 15.8	1	22L0	Axle, left rear
	Y 15.8	1	22L0	Frame, right rear
	W 17	1	22L0	Fram cross member, left side, above forward portion of rear spring
	S 17	1	22L0	ame cross member, right side, above forward portion of r spring
	V 22	1	22L0	rame, rear of shock absorber
	T 22	1	22L0	Frame of shock absorber, right side
	V 23.8	1	22L0	rame, ove forward portion of rear spring, left id
	T 23.8	1	22L0	rame, b rward portion of rear spring, right
	Y 30	1	22L0	Frame, a bum r, right side
	W 30	1	22L0	Frame, bumper, left side
	V 30	1	22L0	Fram t bumper, right side
	T 30	1	22L0	Frame, at bump , right side
	S 30	1	22L0	, at b p r, left side
	Q 30	1	22L0	Frame at bumpe , left side
2	X 26.8	1	22L0	Eleva g brace, left side
	V 26.8	1	22L0	hie brace, right side
	T 26.8	1	22L0	Shield , left side
	R 26.8	1	22L0	levating brace, right side
	V 28.6	1	22L0	Axle hook, ft rear
	T 28.6	1	22L0	Axle hook, r ar
	X 36.2	1	22L0	T il handle, right side
	R 36.2	1	22L0	Trail handle, left side
	Q 34.3	1	22L0	Frame, shield, left side
	Y 34.3	1	22L0	Frame, shield, right side
	Y 35.1	1	22L0	Axle hook, right front

(Diagram 16)

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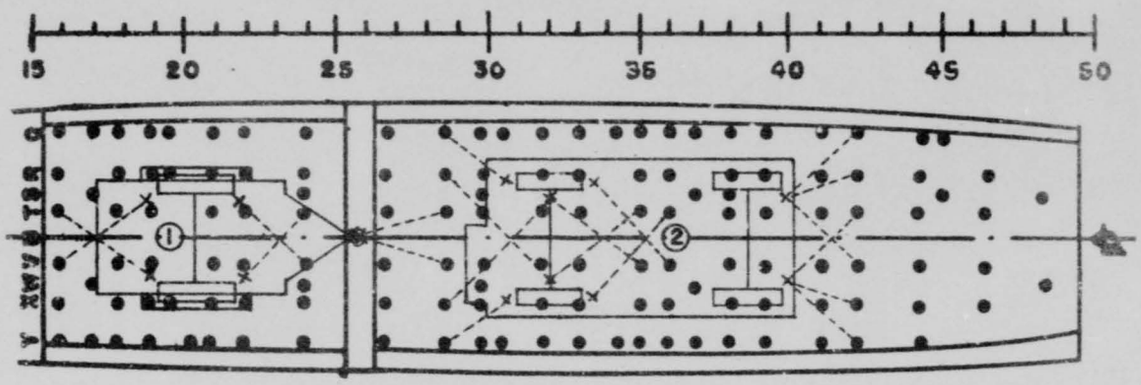

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Trailer, 1/4-ton, 2W, Cargo (G)	Aft	Ft Axle	38.5	35.2	2450	86240
2	Truck, 1/4-ton, 4x4 (N)	Aft	Axle	20.2	20.5	1050	21525

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position acft tail jack (Sec I)
(2) Position spar platform and ramp (Sec I)
(3) Position loading ramp
(4) Position winch truck and prepare to winch (Sec I)
(5) Winch trailer into acft and up onto spar ramp
(6) Stow truck cover and cover frame
(7) Back truck into position in acft
(8) Set brakes and chock all springs on vehicles (Sec III)
(9) Lash as indicated (Sec III and IV)
(10) Stow ramp and acft tail jack

Diagram 17

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	V 15.8	1	2240	Spring connector, left rear
	T 15.8	1	2240	Spring connector, right rear
	V 23.8	1	2240	Spring connector, left front
	T 23.8	1	2240	Spring connector, right front
	V 28.6	1	2240	To lunette
	T 28.6	1	2240	To lunette
2	Q 28.6	1	2240	Frame, left rear
	Y 28.6	1	2240	Frame, right rear
	R 28.6	1	2240	Axle, right rear
	X 28.6	1	2240	Axle, left rear
	V 35.3	1	2240	Frame, left side, above rear axle
	T 35.3	1	2240	Frame, right side, above rear axle
	V 36	1	2240	Frame, left side, above rear spring
	T 36	1	2240	Frame, right side, above rear spring
	Q 42.3	1	2240	Frame, left side, at bumper
	R 42.3	1	2240	Frame, left side, at bumper
	V 42.3	1	2240	Frame, left side, at bumper
	Y 42.3	1	2240	Frame, right side, at bumper
	X 42.3	1	2240	Frame, right side, at bumper
	T 42.3	1	2240	Frame, right side, at bumper
				(Diagram 17)

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APPENDIX K-2
PROJECT AB-249

BRITISH HASTINGS AIRPLANE

HANDBOOK FOR LOADING AND LASHING CARGO AND HEAVY EQUIPMENT

MICROFILMED

Prepared By AFF Board No. 1
Fort Bragg, N. C.

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SECTION I

GENERAL CHARACTERISTICS HASTINGS AIRPLANE

1. GENERAL DESCRIPTION (Figure 1).

The Hastings Airplane is the British military transport version of the Handley Page, Hermes, a civilian type transport. The Hastings has been modified to incorporate heavy duty flooring, high capacity tie down fittings, and a large side entrance door. Powered by four Bristol-Hercules-101 engines, the aircraft cruises at 176 knots, and has a maximum range of 3000 nautical miles with a payload of 8,300 lbs. Design features include all metal construction, low wing, conventional type landing gear, and single fin with rudder. It is equipped with facilities for towing gliders; dropping supplies and parachute troops; and transporting personnel, cargo equipment, and litter patients.

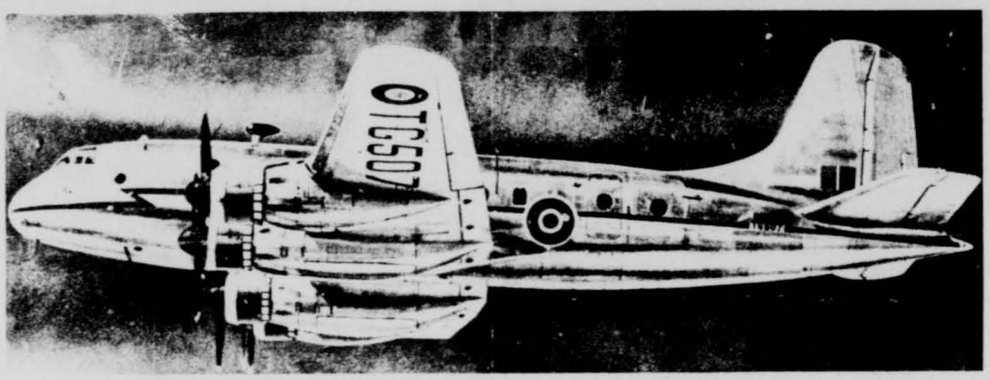

Figure 1. HANDLEY PAGE HASTINGS AIRPLANE.

2. CARGO CARRYING PROVISIONS.

a. Cargo Compartment Dimensions (Figure 2)

(1) Length - Overall - 510 in.

(2) Width - Minimum - 96 in.

(3) Height - Minimum - 78 in.

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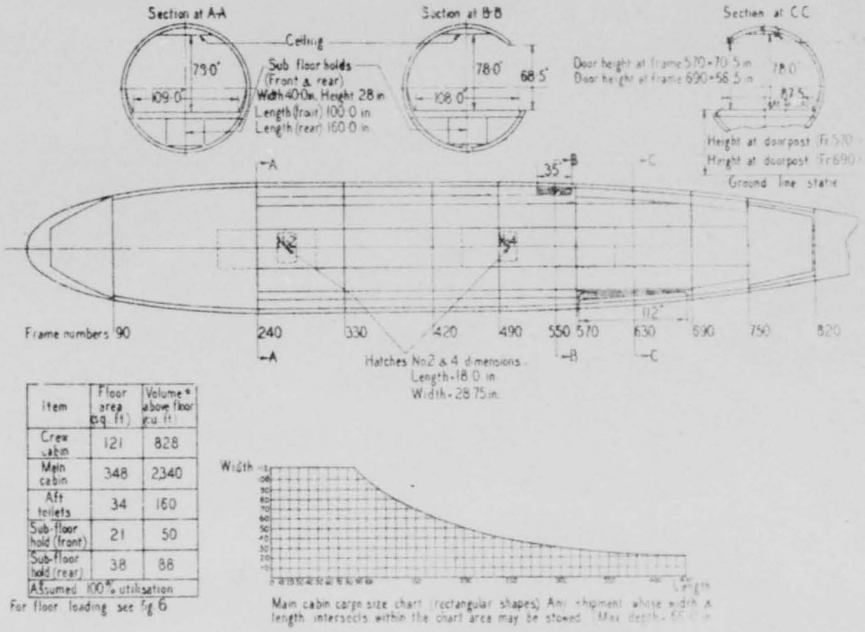
b. Cargo Loading Door Dimensions (Figure 2).

(1) Width - Minimum - 112 in.

(2) Height - Minimum - 65 in.



Item	Floor area sq ft	Volume above floor cu ft
Crew cabin	121	828
Main cabin	348	2340
Aft toilets	34	160
Sub-floor hold (front)	21	50
Sub-floor hold (rear)	38	88
Assumed 100% utilisation		

For floor loading see fig 6

Main cabin cargo size chart (rectangular shapes) Any shipment whose width & length intersects within the chart area may be stowed (Max depth - 65 in

Figure 2. INTERIOR ARRANGEMENT - HASTINGS AIRPLANE.

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c. Cargo Floor Strength (Figure 3).

(1) Treadway Loading: Tready areas designed for heavy wheel loads or heavy uniformly distributed loads are incorporated in the floor structure. Certain areas in the floor can withstand 3200 lbs. maximum wheel loads. Permissible treadway loadings are outlined in Figure 3.

(2) Overall Floor Loading: The permissible overall floor loading varies within the compartment, ranging from 100 lb/sq. ft. to 250 lb/sq. ft. Detailed floor loading information is outlined in Figure 3.

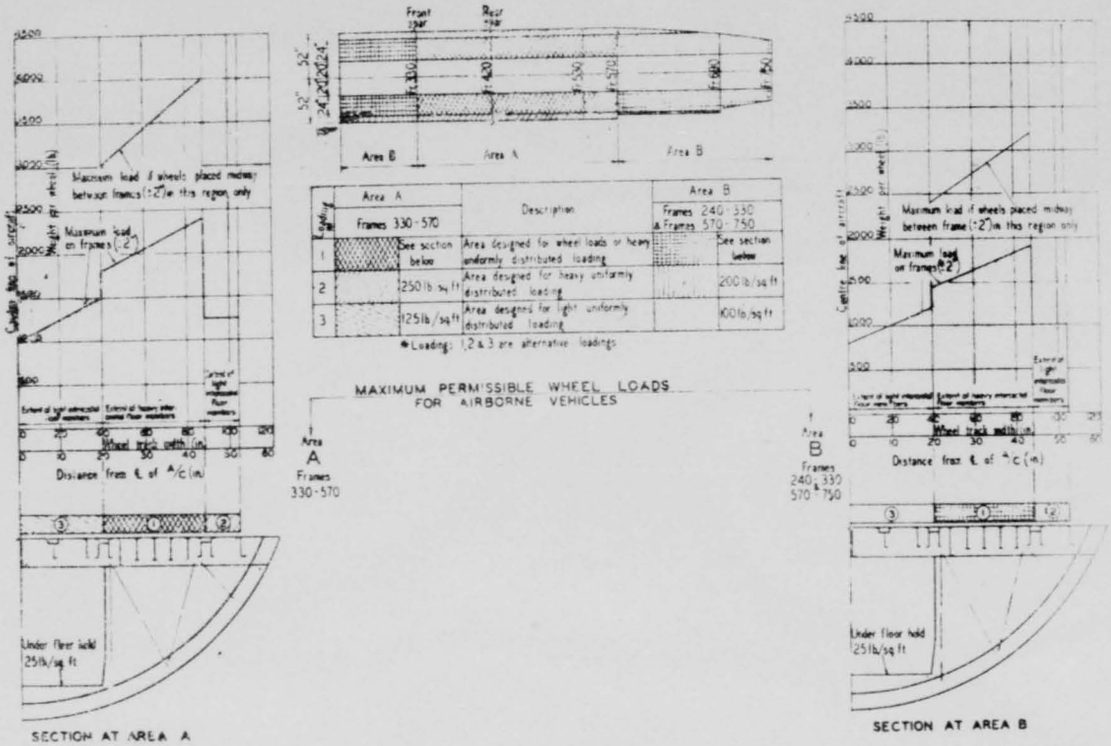

Figure 3. PERMISSIBLE FLOOR LOADS - HASTINGS AIRPLANE.

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(3) Compartment Loading (Figure 4).

The permissible compartment floor loading varies within the cargo area, ranging from 10,000 lbs. in compartment (Bay) "C" for heavy wheel loads to 2245 lbs. in compartment (Bay) "K". Detailed compartment (Bay) loading information is outlined in Figure 4.

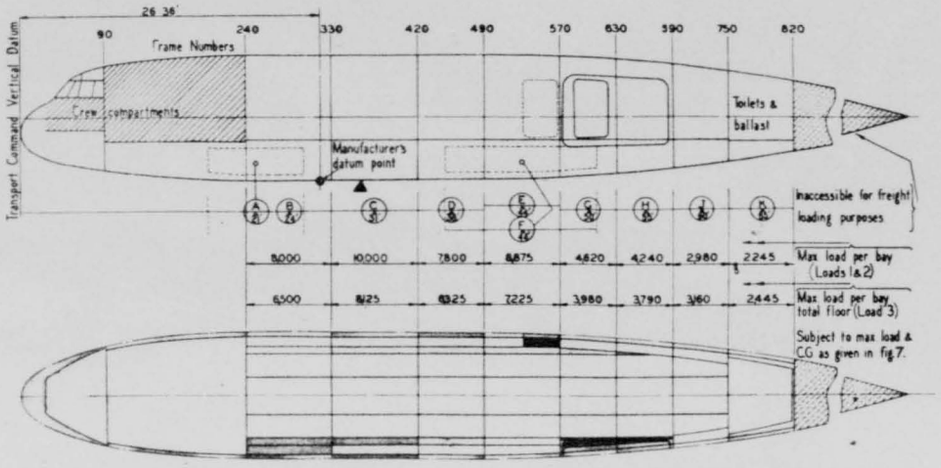

Figure 4. PERMISSIBLE COMPARTMENT LOADINGS -- HASTINGS AIRPLANE.

(Note: Loads 1, 2 and 3 referred to are set forth in Figure 3).

d. Loading Aids:

(1) Loading Ramp Characteristics:

(a) Heavy Duty Ramp (Figure 5).

The heavy duty ramp is used for loading at a base of operations. The ramp is constructed of steel

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tubes and wooden planks which weigh approximately 3,000 lbs. It consist of a platform 16 feet long and 10 feet wide which is equipped with wheels. The platform is positioned against the main cargo door. It incorporates adjustable steel supports, which are used to take up irregularaties in the ground. Two treadways, each 18 feet long and 18 inches wide, are attached to the outboard and of the platform. The treadways can be adjusted to the desired wheel width. The ramp angle is 17°. The entire unit may be towed by a prime mover or can be dismantled for air shipment.

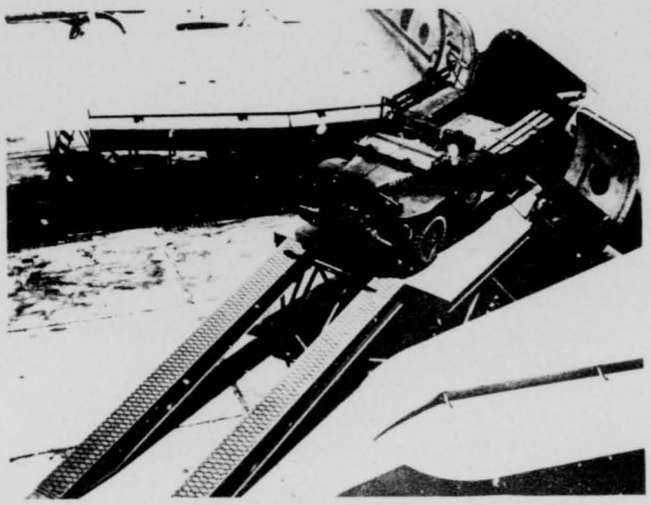

Figure 5. HASTINGS HEAVY DUTY RAMP.

(b) Lightweight Ramp (Figure 6).

A lightweight ramp is available for use with this aircraft. It has a safe capacity of 5600 lb. for one or more axle loads. The ramp consists of two separate treadways, 23 and 20 feet long respectively. The treadways are pinned to the side of the cargo door forming a ramp angle of 18°. Each treadway is 15 inches wide with a 2 inch curb on the inner side. The treadways are jointed at the center and may be disassembled for transport in the fuselage. Track width can be varied. The ramp unit weighs 530 lbs.

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Figure 6. HASTINGS LIGHTWEIGHT RAMP.

(2) Mechanical Assist Devices.

(a) A hand operated winch is provided to assist in loading and shifting light equipment. The winch weighs 147 lbs. and has a capacity of 2240 lbs. It is equipped with a 35 ft. cable and two extension cables. The winch is normally fitted at the forward end of the cargo compartment (Figure 7).

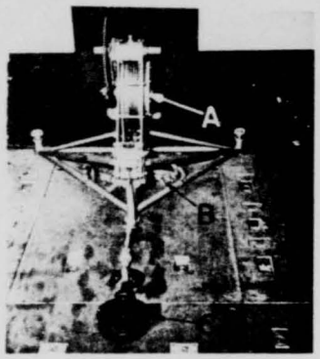

Figure 7. HASTINGS LOADING WINCH.

A. Winch
B. Hand Crank
C. Loading Pulley

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(b) A loading pulley is provided which can be attached to the floor in any one of four positions to assist in loading heavy equipment (Figure 8).

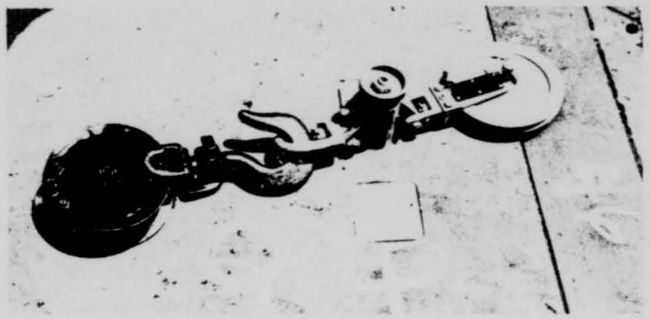

Figure 8. HASTINGS LOADING PULLEY.

3. TROOP PROVISIONS.

a. Troop Seats (Figure 9).

Fifty rearward facing troop seats equipped with adjustable safety belts are provided. The seats are installed in banks of two on each side of the compartment leaving a center aisle. Each bank may be installed separately.

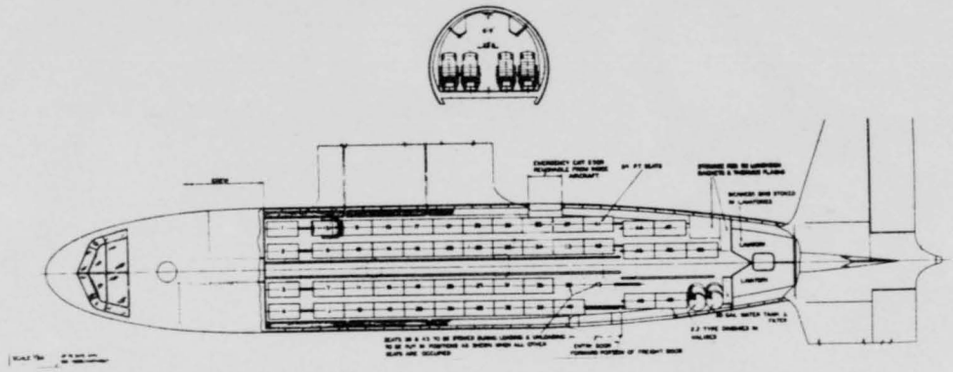

Figure 9. HASTINGS TROOP SEAT ARRANGEMENT.

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b. Litter installation (Figure 10) The airplane is equipped to transport 32 litter cases and 24 sitting cases. Litters are mounted in tiers of four or less on each side of supporting center columns.

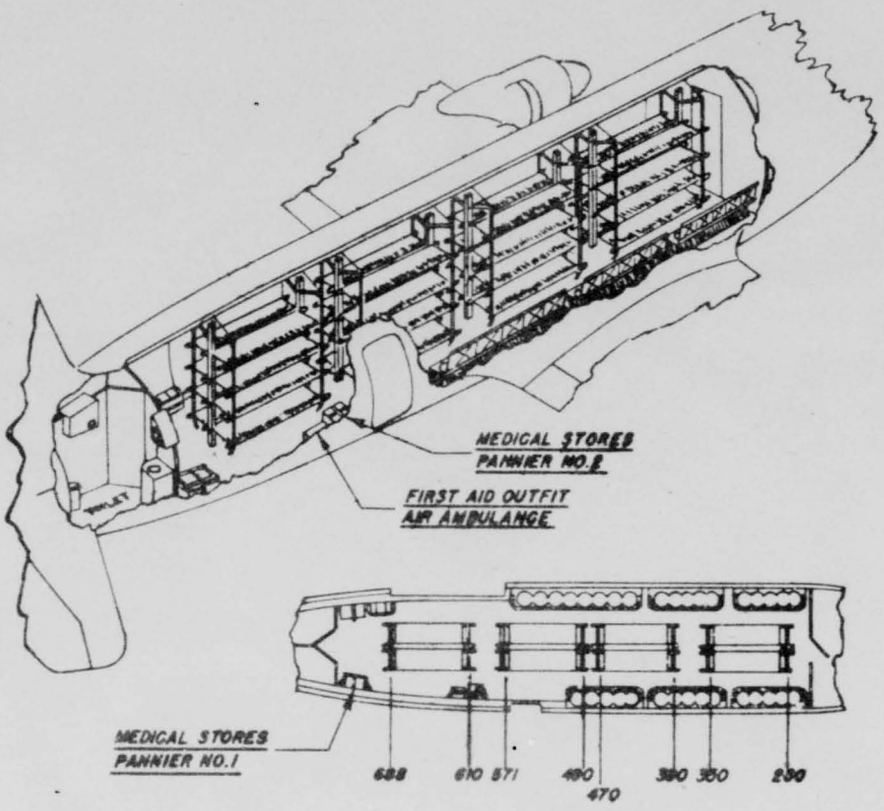

Figure 10. HASTINGS LITTER INSTALLATION.

c. Safety Provisions.

(1) Emergency Exits:

(a) The main cargo door (port side).

(b) The starboard parachute exit.

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(c) Exit panel between navigator's and engineer's station.

(d) The astrodome.

(e) All windows.

(2) Emergency Equipment:

(a) Crash axes:

One on step up to pilot's seat.

One on port side of main cabin.

One on starboard side of main cabin.

(b) Hand Operated Fire Extinguishers:

Four in crew compartment.

One on port side of main cabin.

One on starboard side of main cabin.

(c) First Aid Kits:

One above crew gangway.

One on port side of main cabin.

(d) Dinghies:

Four stowed in the wings.

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SECTION II

WEIGHT, BALANCE, AND PERFORMANCE DATA

1. CENTER OF GRAVITY LIMITATIONS:

   a. Most forward C G — Station No. 29.82

   b. Most aft C G — Station No. 30.95

   c. Desired C G — Station No. 30.6

2. WEIGHTS:

   a. Maximum take off — 78,000 lbs

   b. Maximum landing — 74,000 lbs

   c. Basic empty — 47,050 lbs

3. PERFORMANCE:

   a. Range with allowable payloads as indicated in Figure 11.

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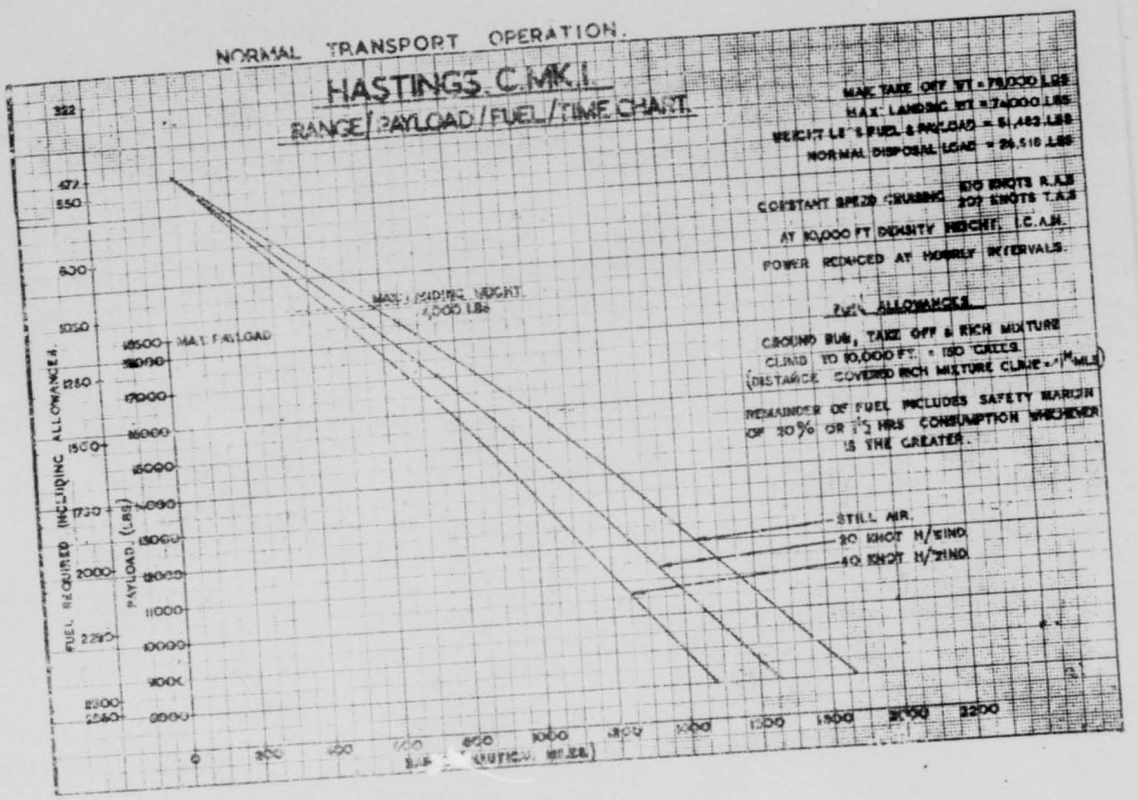

Figure 11. RANGE VS PAYLOAD DATA - HASTINGS AIRCRAFT.

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SECTION III

TIE DOWN DATA

1. TIE DOWN FITTINGS (Figure 12).

   a. Location and Characteristics (Figure 12).

      (1) The tie-down fitting pattern and rated strength of the fittings are as given on the tie down fitting diagram (Figure 12). Sufficient fittings are provided to securely restrain the maximum allowable cargo or equipment load. The side lashing fittings are very convenient for securing general cargo. The fittings also provide attachment points for the removable troop seats.

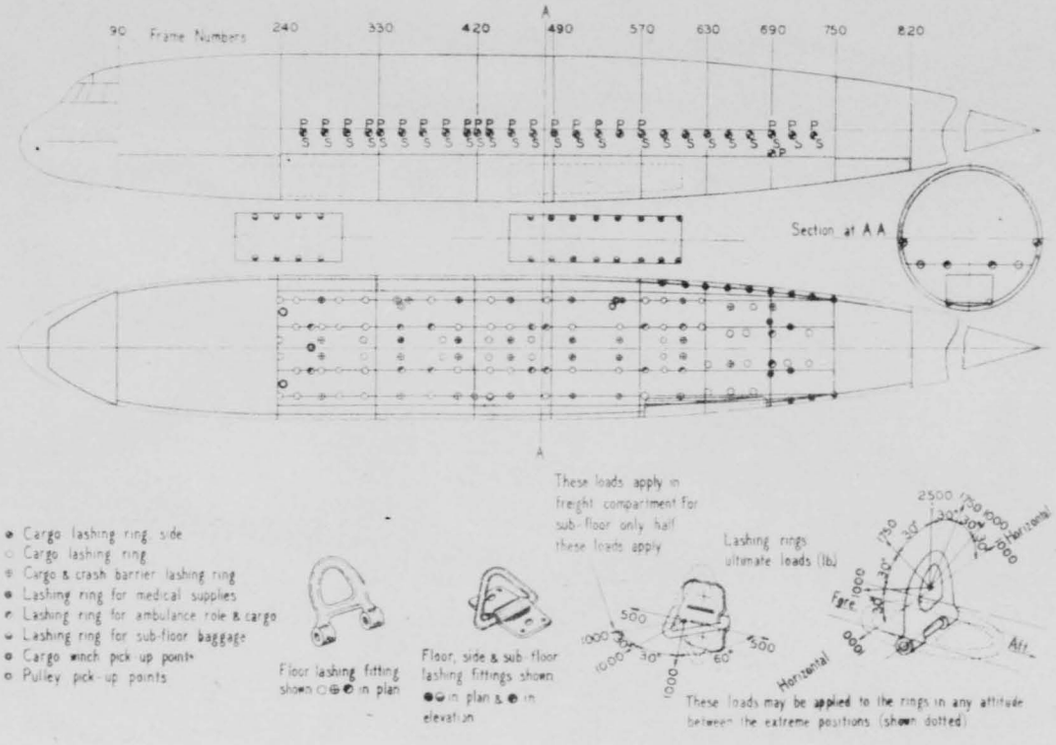

Figure 12. TIE DOWN FITTINGS - HASTINGS AIRPLANE.

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(2) Note that the tie down fittings (lashing rings) can be used at their maximum strength (2500 lbs ultimate) in the fore, aft, or vertical planes, but drop off in strength to 1,000 lbs (ultimate) for side loads. It is necessary therefore to consult the diagram (Figure 12) if loads are to be applied in any other plane.

b. Limitation for Simultaneous Use of Tie Down Fittings: No restrictions are placed on the simultaneous use of tie down fittings necessary to restrain the maximum allowable cargo or equipment load.

c. Instruction for Installation: All floor and side tie down fittings are permanently installed in the airplane.

2. RESTRAINT CRITERIA: The following restraint factors are used to secure cargo and equipment during take off, flight, and landing including a wheels-up landing on smooth terrain:

Forward: 4.0 x weight of item.

Sideward: 1.5 x weight of item.

Upward: 2.0 x weight of item.

Rearward: 2.0 x weight of item.

3. TIE DOWN DEVICES:

a. Description:

(1) Two British type tie down devices were used in the loading trials. They are described as follows:

(a) Strop, Cotton, Web W/Snap Fasteners and Quick Release Device stressed to restrain 2240 lbs at a 90° angle. Maximum length is 69 inches and minimum length is 22 inches (Figure No. 13).

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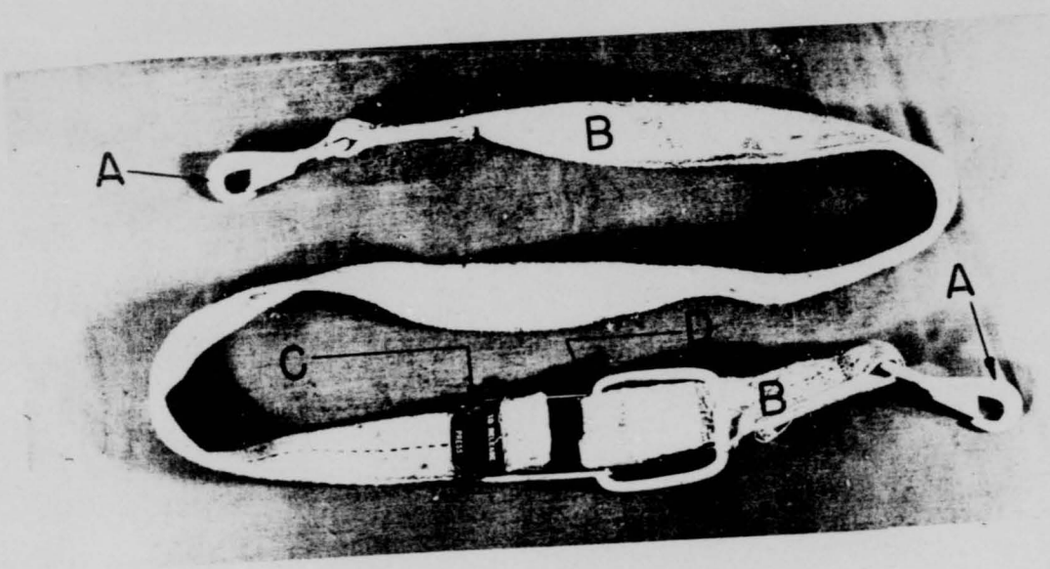

Figure No. 13. STROP, COTTON, WEB.
A. Snap Fastener.
B. Strop, Cotton, Web.
C. Buckle.
D. Quick Release.

(b) The "Horsa" chain tie down device consists of the parts illustrated in Figure 14. The device has a safe working strength of 2,000 lbs. Minimum length is 24 inches and maximum length is determined by the number of chains used. Weight of the device is 6 lbs using one chain length.

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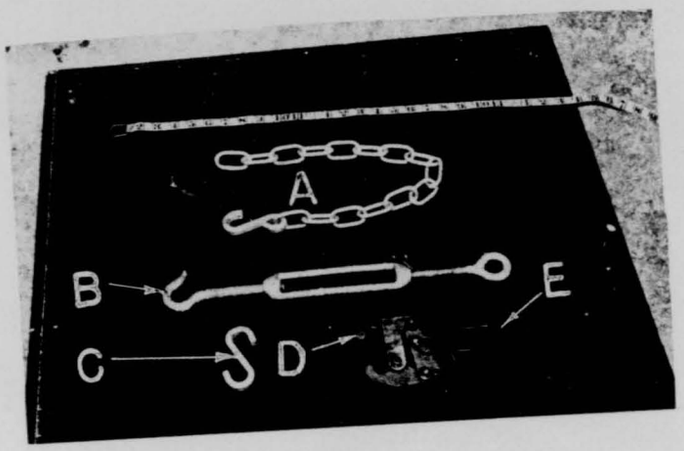

Figure No. 14. CHAIN TIE DOWN DEVICE (QUICK RELEASE CLOSED)
A. 24-inch Chain ("S" Hook not a part of the chain. When used takes the place of "S" Hook, C below)
B. Turnbuckle or Strainer.
C. S-Hook.
D. Quick Release.
E. Safety Key.

b. Instructions for Use:

(1) The Strop, Cotton, Web is used as follows (See Figure 15):

(a) Attach snap fastener on long portion of a strop, to tie down provision.

(b) Attach the snap fastener, on short portion of a strop, to the tie down fitting on the floor of the aircraft.

(c) Put as much tension on strop as possible by pulling strop through the buckle.

(d) Maintain tension with left hand and rotate quick release device upward with the right hand.

NOTE: Tension should be applied to fore and aft tie down devices simultaneously, to avoid moving vehicle as tension is applied.

(2) The Strop, Cotton, Web may be used without the tie down provision by placing the longer portion of the strop around tie down point on the vehicle. Using the strop in this manner will reduce the effective working strength of the strop (Figure No. 16).

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(3) The chain tie down device is used as follows (Figure No. 17):

(a) Place chain portion around tie down point on vehicle.

(b) Secure chain with "S Hook".

(c) Place hook end of turnbuckle through tie down fitting in floor of aircraft.

(d) Join chain and turnbuckle eye with quick release device.

(e) Apply tension by rotating turnbuckle.

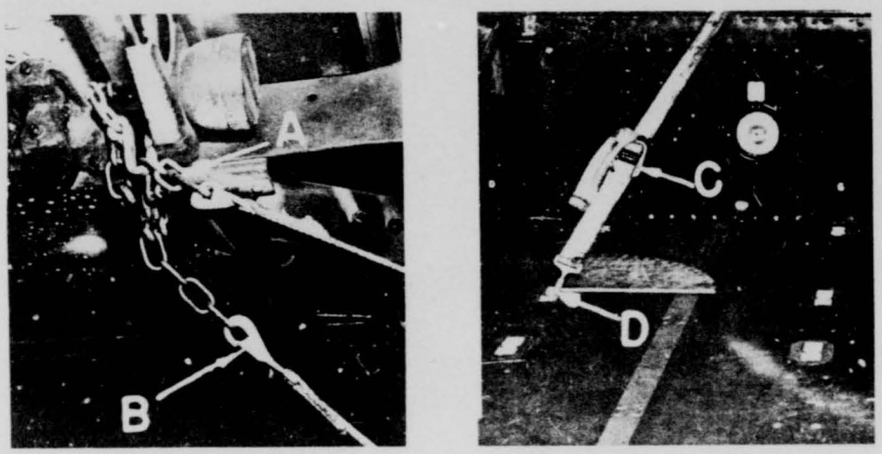

Figure No. 15. ILLUSTRATION OF USE OF STROP, COTTON, WEB TIE DOWN DEVICE.
A. Tie Down Provision Expedient.
B. Snap Fastener Attached to Tie Down Provision Expedient.
C. Quick Release Device in Tensioned Position.
D. Snap Fastener Attached to Tie Down Fitting in Aircraft.

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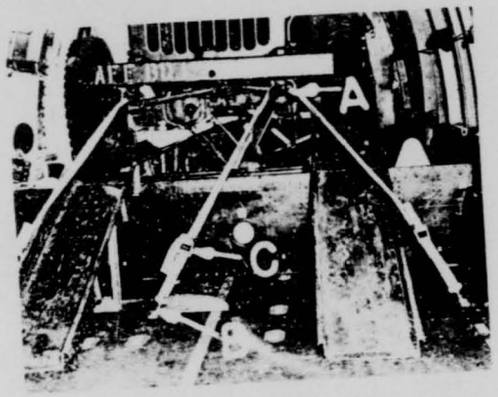

Figure No. 16. ILLUSTRATION OF USE OF STROP, COTTON, WEB TIE DOWN DEVICE WITHOUT TIE DOWN PROVISION EXPEDIENT.
A. Snap Fastener w/Strop Around Tie Down Point on Vehicle.
B. Snap Fastener at Tie Down Fitting on Aircraft Floor.
C. Quick Release Device in Tensioned Position.

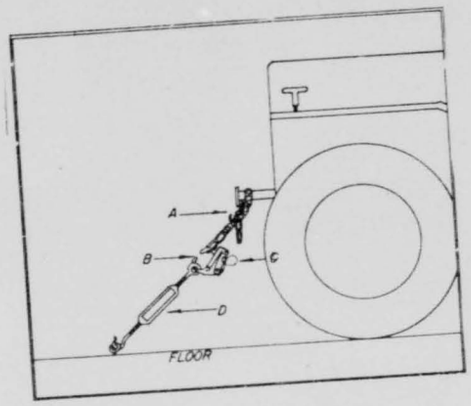

Figure No. 17. "HORSA" CHAIN TIE DOWN DEVICE ATTACHED TO VEHICLE
A. Chain w/"S Hook."
B. Quick Release Device.
C. Safety Key for Quick Release Device.
D. Turnbuckle or Strainer.

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4. PREPARATION OF EQUIPMENT FOR LOADING:

a. Tie Down Provisions:

(1) U S vehicles currently under development will be provided with swivel base eye rings in appropriate places on the vehicle frames for attachment of tie down devices. Until such time as these vehicles are placed in use an expedient method such as the one described in par (2) below may be used.

(2) Tie down provision expedients consisting of 2 foot lengths of 1/2-inch chain with attached "S-type hooks" may be used. The chains are looped around the main longitudinal frames of the vehicles whenever possible, since axles and springs are not adequately stressed to withstand forward, aft, and vertical accelerations (Figure No. 1).

b. Spring Chocks:

(1) Spring chocks are used to eliminate the rebound action of vehicles subjected to positive and negative accelerations. Wooden blocks in sizes as indicated below are used as chocks (Figure No. 18).

2" x 4" x 8"

1" x 4" x 8"

1/2" x 4" x 8"

1/4" x 4" x 8"

(2) Use of Spring Chocks (Figure No. 18):

(a) Wooden blocks of graduated thickness are positioned between the main longitudinal frames and axles of the equipment.

(b) Tensioning the tie down devices holds the chocks in place.

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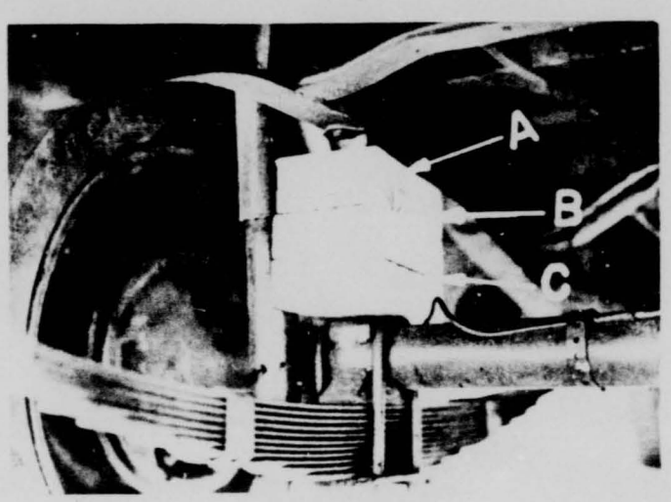

Figure No. 18. SPRING CHOCKS.
A. 1/2" x 4" x 8" Spring Chocks.
B. 1" x 4" x 8" Spring Chocks.
C. 2" x 4" x 8" Spring Chocks.

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SECTION IV

PROCEDURE FOR LASHING CARGO OR EQUIPMENT

1. VEHICLE AND CARGO CHARACTERISTICS: Technical data for cargo and equipment must be assembled prior to loading the airplane. This data should include weights, dimensions, center of gravity locations, contact areas, and contact area ground pressures.

2. COMPUTATION OF LOAD POSITION IN AIRPLANE:

a. There are two types of load computation:

(1) Type I. The airplane is empty and ready for loading. Determine [illegible] of the cargo load so that the balance of the airplane will fall within the allowable balance or center of gravity (CG) limits.

(2) Type II. The airplane is loaded ready for flight. Determine if the airplane so loaded is safe for flight; i.e., if the aircraft is balanced within the allowable center of gravity (CG) limits.

b. Solution of a Type I Problem using a Hastings Airplane as an example: Where can 5,000 pounds of equipment be placed in the Hastings Airplane to obtain a safe CG condition?

(1) Basic information pertaining to the Hastings Airplane used in this computation is as follows:

Basic weight	47,640 lbs
Gas (1666 Imperial gals at 7.2 lbs per gal)	12,000 lbs
Oil (127 Imperial gals at 9.0 lbs per gal)	1,143 lbs
Crew (4 men at 225 lbs per man)	900 lbs
Liquids	974 lbs
Airplane ready for loading	62,557 lbs
CG of airplane ready for loading	29.44
CG of airplane loaded (desirable CG)	30.2
Forward CG limit of loaded airplane	29.45
Aft CG limit of loaded airplane	30.98

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(2) Using the weight times distances formula and getting a moment of force in foot-pounds now solve for the placement of this load.

(a) Weight of airplane ready for loading 62,557 x (CG) 29.47 = 1,844,062 foot-pounds.

(b) Cargo load 5,000 pounds

(c) It is desired that the loaded airplane, weighing 67,557 pounds, balance at station 30.30 so:

1. Let X equal the station number of the 5,000 pound load.

2. Let Y equal the moment of force of the 5,000 pound load, at station number X.

3. 67,557 x 30.2 = 2,040,221
1,844,062 plus Y = 2,040,221: (i.e., The moment of the airplane ready for loading 1,844,062 plus the moment of the cargo Y, must equal the total moment).
Y = 2,040,221 - 1,844,062
Y = 196,159 foot pounds
5,000 x X = Y
5,000 x X = 196,159
$X = \frac{196,159}{5,000} = 39.29$

4. Put the 5,000 pound cargo load at station number 39.29.

c. Solution of a Type II Problem Using the Hastings Airplane as an example:

(1) Assume a Hastings Airplane whose gas, oil and crew load is the same as in the previous problem; its weight ready for loading is then 62,557 pounds. A 9,000 pound vehicular load has been loaded with its center of gravity over station number 27. Will the airplane, so loaded, cause the center of gravity of the loaded airplane to fall between the limits of safe center of gravity, 29.45 through 30.98? 30.2 is the desirable center of gravity.

Weight of airplane ready for loading 62,557

CG of airplane ready for loading (Station No) 29.44

Weight of load 9,000 lbs

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CG of load (Station Nol) 27

62,557 x 29.44 = 1,844,062

9,000 x 27 = 243,000

71,557 Gross Wt 2,087,062 Total Moment

(2) To determine the center of gravity of the loaded airplane, divide the total moment (2,087,062) by the total weight 71,557; 2,087,062 ÷ 71,557 = 29.16. 29.16 is a station forward of the most forward center of gravity location (29.45). Consequently the load at station 27 is not safe for flight. The load must now be shifted aft to station number 36.

3. CONSIDERATION OF LOADS:

a. Using the technical data, par 1 Sec IV above, and the methods explained in par 2, Sec IV above, all loads should be computed prior to actual loading of the airplane.

b. All configuration characteristics of the load that are an obstruction to loading, and are removable by minor disassembly must be removed or stowed prior to loading i.e., Truck, 1/4-ton, 4x4; stow cover and cover frame (Sec V).

4. PREPARATION OF AIRPLANE:

a. The following steps are necessary to prepare the Northrop Airplane for loading:

(1) Assemble equipment for loading:

Vehicles

Tie down devices

Tie down provisions

Chocks for wheels

Chocks for spring

Skid pans

Loading ramps

Winch equipment

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(2) Position loading ramps (Sec I-2-d).

(3) Position winch equipment:

(a) Position hand winch w/snatch block forward in cargo compartment (Figure No. 7).

(b) Position pully and snatch block at Station Number P 46 (Figure No. 8).

(c) Position a truck w/winch forward of loading platform as in Figure No. 19.

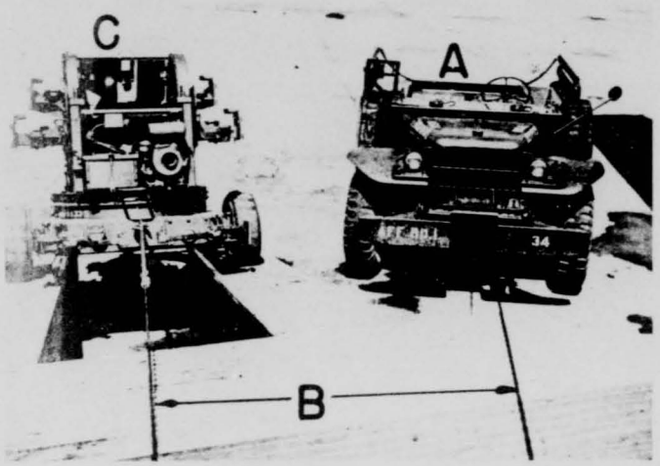

Figure No. 19. POSITION OF WINCH TRUCK FOR LOADING.
A. Winch Truck.
B. Winch Cable.
C. Load.

5. LOADING OPERATION:

a. General:

(1) Prepare the vehicle for loading i.e., lower top or remove spare tire.

(2) Adjust ramp for correct tread width.

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(3) Drive or back powered vehicles into airplane; winch towed items into aircraft.

(4) For vehicles that require man-handling or skidding through airplane door, skid pans should be positioned. Skid pans may be constructed of 1/8" x 2' x 2' sheet metal. A light coat of oil on the pan aids the skidding of heavy items. A snatch block may be attached to the vehicle from a tie down point to aid in man-handling an item (Figure 20).

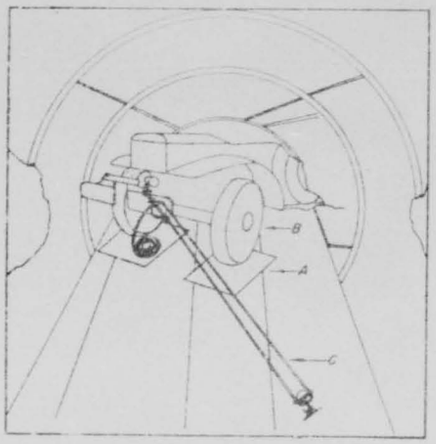

Figure No. 20. SKID PAN AND SNATCH BLOCK IN POSITION.
A. Skid Pan.
B. Vehicle Wheels.
C. Snatch Block w/rope.

(5) Position vehicle in airplane:

(a) Whenever vehicle contact area ground pressure exceeds the cargo floor strength, then load spreaders must be used to distribute the load over a greater area of the floor. Wooden planks are usually suited for this purpose (Type Load 19, Sec V). The tractor, crawler type, D-4 must have 16 planks 2" x 8" x 104" placed in such a manner as to make a load spreader 4" x 65" x 104" in overall dimensions.

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(c) To position vehicles the CG location of the vehicle must be known in respect to some prominent feature of the vehicle, i.e., the CG location of the truck, 1/4-ton, 4x4, is 3.3 feet aft of the front axle.

1. Vehicles are located in respect to prominent features as follows:

a. Two axle vehicles are positioned in respect to their front axle.

b. Single axle vehicles are positioned in respect to the axle.

c. Track type vehicles are positioned in respect to the front sprocket.

(6) Attach tie down provisions to vehicles (Sec III-4-a).

(7) Position and secure spring chocks (Sec III-4-b).

6. COMPUTATION OF LASHINGS:

a. Determine the tensile strength of the tie down device.

b. Determine the strength of a single tie down device when applied to restrain a thrust to any one direction. The following rules of thumb may be applied:

(1) Rule 1: Attempt to attach all tie down devices at angles of 30° from the cargo floor in the direction of expected thrust (Figure 21), or at an angle of 30° from the cargo floor and from the longitudinal axis of the cargo compartment.

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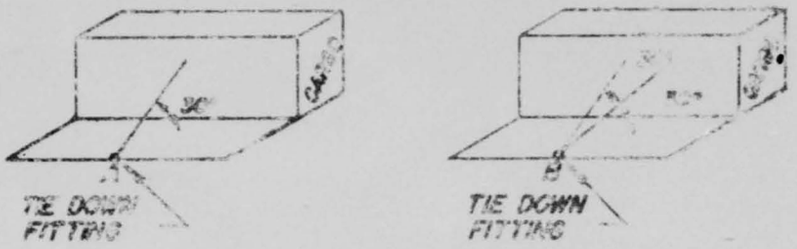

Figure No. 21. DESIRED ANGLES FOR ATTACHING TIE DOWN DEVICES.
A. 30° up from Cargo Floor in direction of thrust.
B. 30° up from Cargo Floor and 30° from the longitudinal axis or cargo compartment.

(2) Rule 2: tie down devices (flexible) attached at angles of 30° with the cargo floor and in the direction of expected thrust (Figure No. 22) have the following approximate strengths:

(a) 85% in a horizontal direction of thrust.

(b) 50% in a vertical direction of thrust.

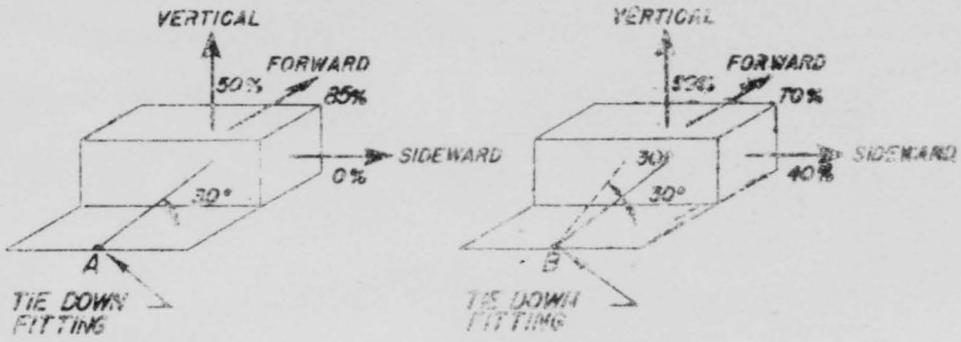

Figure No. 22. DESIRED ANGLES FOR ATTACHING TIE DOWN DEVICES.
A. Vertical and Forward Thrust.
B. Vertical, Forward and Sideward Thrust.

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(3) Rule 3: Tie down devices (flexible) attached at angles of 30° from the cargo floor and from the longitudinal axis of the cargo compartment have the following approximate strengths:

70% in the forward of aft direction of thrust.

[illegible]% in the sideward direction of thrust.

[illegible] in a vertical direction of thrust (Figure 22).

(4) Rule 4: The relationship between the tie down fitting and the tie down device must be kept in mind since a strong device attached to a weak fitting is no stronger than the fitting. It is important to note that regardless of the angle of tie of the device, the device when stressed to its breaking point is going to stress the tie down ring to an amount equal to 100% or all of the tensile strength of the device.

(5) Rule 5: If all tie down devices for a cargo load are attached at 30° angles from the cargo floor and from the cargo compartment axis then only the lashings required for forward and rear thrusts must be computed. The holding force for sideward and vertical thrust factors are derived from the lashings for forward and rearward thrusts already tied in.

c. Using the restraint criteria stated in par 2, Sec III, the following problem is given as an example of the application of the rules of thumb stated in par 6-b above:

(1) Compute the lashings necessary to properly restrain a 1/4-ton truck in the Hastings Airplane:

Weight of truck	2450 pounds
Strength of tie down device	2240 pounds

Strength of tie down fitting
-2500 pounds - fore, aft, vertical
-1000 pounds - side

(2) Multiply restraint criteria factor for each direction of thrust x weight of the vehicle:

4 x 2450 = 9800 pounds (4 G forward thrust to be restrained)

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2 x 2450 = 4900 pounds (2 G aft thrust to be restrained)

1.5 x 2450 = 3675 pounds (1.5 G sideward thrust to be restrained)

2 x 2450 = 4900 pounds (2 G vertical thrust to be restrained)

(3) Now applying the rules stated above (par 6, b) we find that it is desirable to attach the tie down devices at an angle of 30° from the longitudinal axis of the airplane, and 30° from the cargo floor. However, as stated in rule 4 above (par 6, b (4)) the relationship between the strengths of the tie down device and tie down fittings must be kept in mind. The tensile strength of the device is 2240 lbs. but the fitting is only good for 1750 lbs. when the load is applied 30° from the fore and aft plane. The computations listed below include the necessary steps to prevent overloading the fittings. This is done by using only 78% of the restraint value, which is equal to 1750 lbs. (maximum strength of fitting at 30°) divided by 2240 lbs. (tensile strength of device).

(4) Tie down devices with 2240 lbs tensile strength attached at angles 30° from the cargo floor and from the longitudinal axis of the airplane have a restraint value of approximately 70% of their tensile strength in a forward or aft direction of thrust, so:

70% of 2240 = 1568 lbs. (Tie down device)
78% of 1568 = 1223 lbs. (Tie down fitting)

(5) 9800 pounds (forward thrust of load) divided by 1223 (restraint value of device) equals eight devices required for the forward restraint.

(6) 4900 pounds (aft thrust of load) divided by 1223 (restraint value of device) equals four devices required for aft restraint.

(7) Using this method (devices attached at 30° from the cargo floor and from the longitudinal axis of the airplane) of lashing, the forward and aft restraint also serve to hold the sideward and vertical thrusts.

(8) One device is all that can be applied to one tie down fitting for restraint in any one direction (Rule 4, par 6-b-(4) above).

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7. ATTACHING AND CHECKING LASHINGS: Once the number of devices have been computed, then attach the tie down devices. Now check the total restraint in each device for each direction with the aids and procedures described below.

a. 90° Protractor (Figure No. 23).

(1) A plywood board marked in angles from 0° to 90° or any protractor may be used to measure the tie down device angles. Measure first the horizontal angle left or right from the longitudinal axis of the airplane. Then measure the vertical angle up from the floor of the airplane. These are the only two measurements necessary. Angles for side and vertical thrust may be determined from the first two measurements.

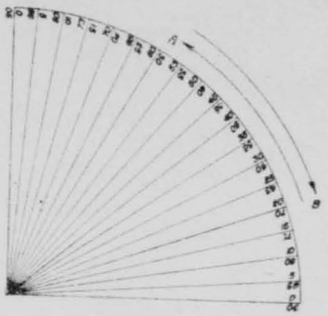

Figure No. 23. 90° PROTRACTOR.
A. Angles from 0° to 90°.
B. Angles from 0° to 90°.

b. Angles measured are then applied to a Cosine Table, to determine the device restraint value for each direction of thrust.

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c. Cosine Table (Figure 24).

(1) The Cosine Table is computed for a device that has an ultimate strength expressed as a value of 1.0 and the figures are carried to the fourth decimal place. These figures give the restraint value of the device at various angles from the expected line of thrust, i.e., a device that has an ultimate strength of 2240 pounds and is attached at an angle 30° up from the floor and 30° left or right from the longitudinal axis of the airplane will have a restraint value of:

.7499 x 2240 or 1679 lbs. forward or aft
.5000 x 2240 or 1120 lbs. vertical
.4330 x 2240 or 969 lbs. sideward

(2) The measured angles (par 7C(1)) are applied to the cosine table as follows:

(a) For forward and aft restraint (30° horizontal and 30° vertical) read right along the horizontal angle column to 30°. Read down the vertical angle column to 30°. The lashing restraint value is then taken from the point where the two columns intersect (.7499 x 2240 = 1679 pounds forward or aft restraint).

(b) For vertical restraint: Reverse the angle read at 30° vertical for the forward and aft restraint (30° vertical from horizontal is 60° horizontal from vertical). Now read down the vertical column to 60° and 0° horizontal angle. The lashing restraint value is read at this point (.5000 x 2240 = 1120 pounds vertical restraint).

(c) For sideward restraint: The vertical angle of the lashing remains the same when computing a sideward thrust, but the horizontal angle must be reversed (30° vertical and 30° horizontal will then read 30° vertical and 60° horizontal). Now read right along the horizontal column to 60°. Read down the vertical column to 30°. The lashing restraint value is then taken from the point where the two columns intersect (.4330 x 2240 = 969 pounds sideward restraint).

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d. After determining the value of each device, reduce the value by 22% to compensate for strength of fitting and add up the values for all devices in each direction of thrust. In event the total restraint exceeds the value required, devices giving the least restraint may be removed. More devices must be added if additional restraint is required.

e. Tie down devices should be applied in pairs and all devices for one line of thrust must be as nearly equal in length as possible in order that all devices will assume an equal portion of the load.

8. STOWING LOADING AIDS:

Provisions are made in the airplane cargo hold for stowing the loading ramps and loading aids. Crew members of the airplane are familiar with these provisions.

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PARA. ANGLE / CUT ANGLE	0°	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°	75°	80°	85°	90°
0°	1.0000	.9962	.9848	.9659	.9397	.9063	.8660	.8192	.7660	.7071	.6428	.5736	.5000	.4226	.3420	.2588	.1736	.0872	.0000
5°	.9962	.9924	.9810	.9622	.9361	.9028	.8627	.8160	.7630	.7044	.6403	.5714	.4981	.4209	.3407	.2578	.1729	.0868	
10°	.9848	.9810	.9698	.9512	.9254	.8925	.8528	.8067	.7543	.6963	.6330	.5648	.4924	.4161	.3368	.2548	.1709	.0858	
15°	.9659	.9622	.9512	.9329	.9076	.8753	.8364	.7912	.7398	.6829	.6208	.5540	.4829	.4081	.3303	.2499	.1676	.0842	
20°	.9397	.9361	.9254	.9076	.8830	.8516	.8137	.7698	.7198	.6644	.6040	.5390	.4698	.3971	.3213	.2431	.1631	.0819	
25°	.9063	.9028	.8925	.8753	.8516	.8213	.7848	.7424	.6942	.6408	.5825	.5198	.4531	.3830	.3099	.2345	.1573	.0790	
30°	.8660	.8627	.8528	.8364	.8137	.7848	.7499	.7094	.6633	.6123	.5566	.4967	.4330	.3659	.2961	.2241	.1503	.0755	
35°	.8192	.8160	.8067	.7912	.7698	.7424	.7094	.6710	.6275	.5792	.5266	.4698	.4096	.3461	.2801	.2120	.1422	.0714	
40°	.7660	.7630	.7543	.7398	.7198	.6942	.6633	.6275	.5867	.5416	.4923	.4393	.3830	.3237	.2619	.1983	.1329	.0667	
45°	.7071	.7044	.6963	.6829	.6644	.6408	.6123	.5792	.5416	.5000	.4545	.4055	.3535	.2988	.2418	.1829	.1227	.0616	
50°	.6428	.6403	.6330	.6208	.6040	.5825	.5566	.5266	.4923	.4545	.4131	.3687	.3214	.2716	.2198	.1663	.1115	.0560	
55°	.5736	.5714	.5648	.5540	.5390	.5198	.4967	.4698	.4393	.4055	.3687	.3290	.2868	.2424	.1961	.1484	.0995	.0500	
60°	.5000	.4981	.4924	.4829	.4698	.4531	.4330	.4096	.3830	.3535	.3214	.2868	.2500	.2113	.1710	.1294	.0868	.0436	
65°	.4226	.4209	.4161	.4081	.3971	.3830	.3659	.3461	.3237	.2988	.2716	.2424	.2113	.1786	.1444	.1093	.0733	.0368	
70°	.3420	.3407	.3368	.3303	.3213	.3099	.2961	.2801	.2619	.2418	.2198	.1961	.1710	.1444	.1169	.0885	.0593	.0298	
75°	.2588	.2578	.2548	.2499	.2431	.2345	.2241	.2120	.1983	.1829	.1663	.1484	.1294	.1093	.0885	.0669	.0449	.0225	
80°	.1736	.1729	.1709	.1676	.1631	.1573	.1503	.1422	.1329	.1227	.1115	.0995	.0868	.0733	.0593	.0449	.0301	.0151	
85°	.0872	.0868	.0858	.0842	.0819	.0790	.0755	.0714	.0667	.0616	.0560	.0500	.0436	.0368	.0298	.0225	.0151	.0076	
90°	.0000																		

Figure No. 24. COSINE TABLE.

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SECTION V

DETAILED LOADING AND LASHING INSTRUCTIONS

1. INDEX OF TYPE LOADS:

Diagram 18	Truck, 1/4-ton, 4x4 (N) Truck, 1/4-ton, 4x4 (N) Truck, 1/4-ton, 4x4 (N)
Diagram 19	Truck, 1/4-ton, 4x4 (N) Howitzer, 75mm, on Carriage M8 (G) Truck, 1/4-ton, 4x4 (N) Howitzer, 75mm, on Carriage M8 (G)
Diagram 20	Trailer, 1/4-ton, 2W, Cargo (G) Truck, 1/4-ton, 4x4 (N)
Diagram 21	Mount, Trailer, Multiple Cal .50, MG, M55 (G) Mount, Trailer, Multiple Cal .50, MG, M55 (G) Truck, 1/4-ton, 4x4 (N) Truck, 1/4-ton, 4x4 (N)
Diagram 22	Trailer, 1/4-ton, 2W, Cargo (G) Trailer, 1/4-ton, 2W, Cargo (G) Truck, 1/4-ton, 4x4 (N) Truck, 1/4-ton, 4x4 (N)
Diagram 23	Truck, 1/4-ton, 4x4 (N) Truck, 1/4-ton, 4x4 (N) Compressor, Air, 55 CFM, Airborne Set No. 1 (G) Compressor, Air, 55 CFM, Airborne Set No. 1 (G)
Diagram 24	Truck, 1/4-ton, 4x4 (N) Truck, 1/4-ton, 4x4 (N)
Diagram 25	Truck, 1/4-ton, 4x4 (N) Truck, 1/4-ton, 4x4 (N) Motorcycle, Solo, Chain Driven (N) Motorcycle, Solo, Chain Driven (N) Motorcycle, Solo, Chain Driven (N) Motorcycle, Solo, Chain Driven (N)
Diagram 26	Truck, 3/4-ton, 4x4, Ambulance, KD (N) Truck, 1/4-ton, 4x4 (N)
Diagram 27	Truck, 3/4-ton, 4x4, C&R, W/Wn (N) Truck, 3/4-ton, 4x4, C&R, W/Wn (N)

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Diagram 28	Truck, 3/4-ton, 4x4, W/C, W/Wn (G) Welding Equipment, Set No. 1, Electric Arc, 300 Amp., Trailer Mounted (G)
Diagram 29	Truck, 3/4-ton, 4x4, W/C, W/Wn (G) Launcher, Rocket, 4.5, Multiple T66 (G) Launcher, Rocket, 4.5, Multiple T66 (G)
Diagram 30	Truck, 3/4-ton, 4x4, W/C, W/Wn (G) Trailer, 3½-ton, Payload, 2W, Pole Hauling and Cargo, V/13 GT (N)
Diagram 31	Truck, 3/4-ton, 4x4, W/C, W/Wn (G) Bath, Unit, Field, 24 Showerhead (N)
Diagram 32	Gun, 40mm, M1, on Carriage M2A1 (G) Truck, 3/4-ton, 4x4, W/C, W/Wn (N)
Diagram 33	Truck, 3/4-ton, 4x4, W/C, W/Wn (G) Truck, 3/4-ton, 4x4, W/C, W/Wn (N)
Diagram 34	Truck, 3/4-ton, 4x4, W/C, W/Wn (G) Trailer, 1-ton, 2W, Cargo (G) Trailer, 1-ton, 2W, Cargo (N)
Diagram 35	Truck, 3/4-ton, 4x4, W/C, W/Wn (G) Trailer, 1-ton, 2W, Water Tank, 250 Gal (G)
Diagram 36	Truck, 3/4-ton, 4x4, W/C, W/Wn (G) Howitzer, 105mm, M2A1, on Carriage M2A2 (G)
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Diagram 40	Truck, 3/4-ton, 4x4, W/C, W/Wn (G) Gun, 57mm, M1, on Carriage M1A3 (G)
Diagram 41	Truck, 3/4-ton, 4x4, W/C, W/Wn (G) Launcher, Rocket, 4.5, Multiple, T66 (G)
Diagram 42	Truck, 3/4-ton, 4x4, W/C, W/Wn (G) Trailer, 2½-ton, 2W, Utility, Pole Type, Type I (N)

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Diagram 43	Truck, 3/4-ton, 4x4, W/C, W/Winch (G) Gun, 57mm, M1, Anti-tank, Towed on Carriage M1A3 (G) Gun, 57mm, M1, Anti-tank, Towed, on Carriage M1A3 (G)
Diagram 44	Truck, 3/4-ton, 4x4, W/C, W/Winch (G) Trailer, 2W, 3/8-ton Payload, Telephone Cable Splicer, K38A (G)
Diagram 45	Tractor, Wheeled, Rubber Tired, Gasoline, 30 DBHP D1 (N) Tractor, Wheeled, Rubber Tired, Gasoline, 30 DBHP D1 (N)
Diagram 46	Car, 5-passenger, 4x2, Light Sedan (N) Car, 5-Passenger, 4x2, Light Sedan (N)
Diagram 47	Car, 5-passenger, 4x2, Light Sedan (N) Truck, 1/4-ton, 4x4 (N)
Diagram 48	Tractor, Crawler Type, Diesel Driven, 8,600 to 12 000 lbs Drawbar Pull, W/Dozer (G) Load Spreaders

2. DIAGRAMS SETTING FORTH INSTRUCTIONS FOR LOADING AND LASHING SELECTED TYPE LOADS.

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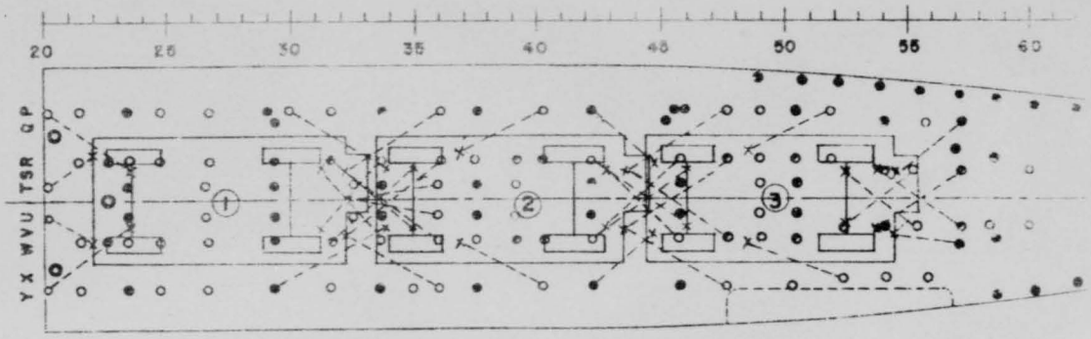

	Description of Vehicle	Vehicle Facing	Location of:			Weight	Moment
			R. P. *	Sta	C. G.		
1	Truck, 1/4-ton, 4x4 (N)	Fwd	Ft Axle	23.7	27	2450	66150
2	Truck, 1/4-ton, 4x4 (N)	Fwd	Ft Axle	35	38.3	2450	93835
3	Truck, 1/4-ton, 4x4 (N)	Fwd	Ft Axle	46	49.3	2450	120785

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Sec I)
(2) Stow covers and cover frames
(3) Drive trucks into position in aircraft
(4) Chock all springs and set brakes (Sec III)
(5) Lash as indicated (Sec III and IV)
(6) Stow loading ramps

Diagram 18

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Veh No	Tie Down Fitting No	Tie Down Device Quan	Tie Down Device Size	Attach to Vehicle
1	Y 20	1	22L0	Axle, left front
	P 20	1	22L0	Axle, right front
	T 20	1	22L0	Frame, at bumper, right side
	U 20	1	22L0	Frame, at bumper, left side
	[illegible] 35.9	1	22L0	Frame, rear, right center
	W 35.9	1	22L0	Frame, rear, right center
	Y 35.9	1	22L0	Frame, rear, left center
	R 35.9	1	22L0	Frame, rear, left center
	T 35.9	1	22L0	Eye for trailer hitch chain
	U 35.9	1	22L0	Eye for trailer hitch chain
	W 34	1	22L0	Frame, right rear
	R 34	1	22L0	Frame, left rear
2	Y 29.2	1	22L0	Frame, left front
	P 30	1	22L0	Frame, right front
	R 32.2	1	22L0	Axle, left front
	W 32.7	1	22L0	Axle, right front
	Y 40.6	1	22L0	Frame, left side, at clutch
	P 47.7	1	22L0	Frame, rear, right center
	R 47.7	1	22L0	Frame, rear, left center
	W 47.7	1	22L0	Frame, rear, right center
	Y 47.7	1	22L0	Frame, rear, left center
	W 46	1	22L0	Frame, right rear
	R 46	1	22L0	Frame, left rear
3	Y 42.2	1	22L0	Frame, left front, at bumper
	P 42.2	1	22L0	Frame, left front, at bumper
	W 42.2	1	22L0	Frame, right front
	R 42.2	1	22L0	Frame, right front
	X 52.2	1	22L0	Frame, left side, at clutch
	P 52.2	1	22L0	Frame, right side, above rear of front spring
	R 57.5	1	22L0	Frame, rear, right center

(Diagram 18)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
7	W 57.5	1	22L0	Frame, rear, left center
	V 57.5	1	22L0	Frame, right rear
	S 57.7	1	22L0	Frame, left rear
	S 55.5	1	22L0	Axle, left rear
	V 55.5	1	22L0	Axle, right rear

(Diagram 18)

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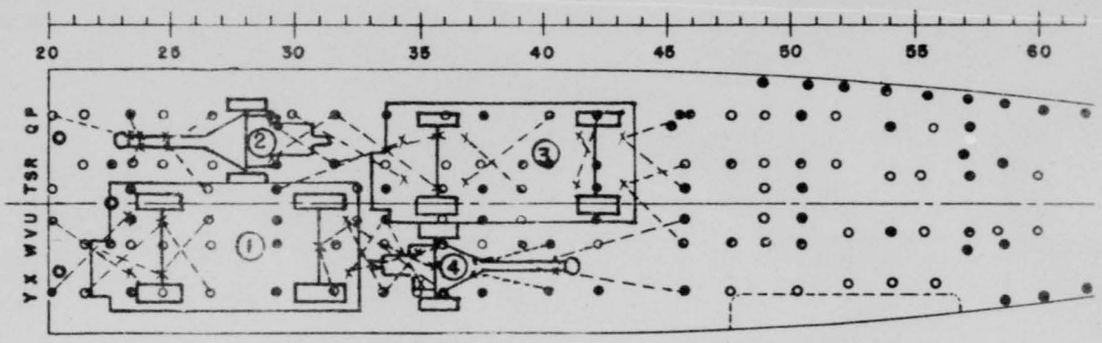

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	31	27.7	2450	67865
2	Howitzer, 75MM, On Carriage M8 (G)	Fwd	Axle	28	27.3	1480	40404
3	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	42.2	44.5	2450	109025
4	Howitzer, 75MM, On Carriage M8 (G)	Aft	Axle	35.8	35.1	1480	51948

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Sec I)
(2) Position winch equipment (Sec I)
(3) Position winch truck and prepare to winch (Sec I)
(4) Stow truck covers and cover frame
(5) Back truck into position (No 1)
(6) Winch howitzer (No 2) into position
(7) Back howitzer (No 4) into position
(8) Set brakes on truck and chock springs (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow loading ramp and winch equipment

Diagram 19

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	U 20	1	2240	Frame, right side of trailer hitch
	Y 20	1	2240	Frame, left side of trailer hitch
	Y 21.5	1	2240	Axle, left rear
	W 21.5	1	2240	Axle, right rear
	U 26.8	1	2240	Axle, right rear
	Y 26.8	1	2240	Axle, left rear
	U 32.5	1	2240	Axle, right front
	Y 32.2	1	2240	Axle, center front
	Y 34	1	2240	Frame, left front, at bumper connection
	U 34	1	2240	Frame, right front, at bumper connection
	Y 35.9	1	2240	Frame, left front, at bumper connection
	W 35.9	1	2240	Frame, right front, at bumper connection
2	P 32.2	1	2240	Carriage, left side
	R 32.2	1	2240	Carriage, right side
	P 26.8	1	2240	Trail, right side, third perforation
	T 26.8	1	2240	Trail, left side, third perforation
	P 23.3	1	2240	Carriage, left side, first perforation
	T 23.3	1	2240	Carriage, right side, first perforation
	P 20	1	2240	Trail, right side, above trail spade
3	W 46	1	2240	Frame, right side, at junction with bumper
	T 46	1	2240	Frame, left side, at junction with bumper
	R 46	1	2240	Frame, right side, at junction with bumper
	P 46	1	2240	Frame, left side, at junction with bumper
	P 42.2	1	2240	Frame, rearward right axle
	R 42.2	1	2240	Frame, rearward left axle
	T 39.2	1	2240	Frame, above left rear spring, forward connection
	P 40	1	2240	Frame, above right rear spring
	T 29.2	1	2240	Frame, left side of trailer hitch
	P 30	1	2240	Frame, right side of trailer hitch
	P 32.2	1	2240	Axle, right rear
	R 32.2	1	2240	Axle, left rear (Diagram 19)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
4	U 34	1	2240	Carriage, right rear
	W 34	1	2240	Axle, center
	Y 34	1	2240	Carriage, left rear
	Y 40.2	1	2240	Carriage, right side
	W 40.2	1	2240	Carriage, left side
	Y 46	1	2240	Trail, right side, above trail spade
	U 46	1	2240	Trail, left side, above trail spade

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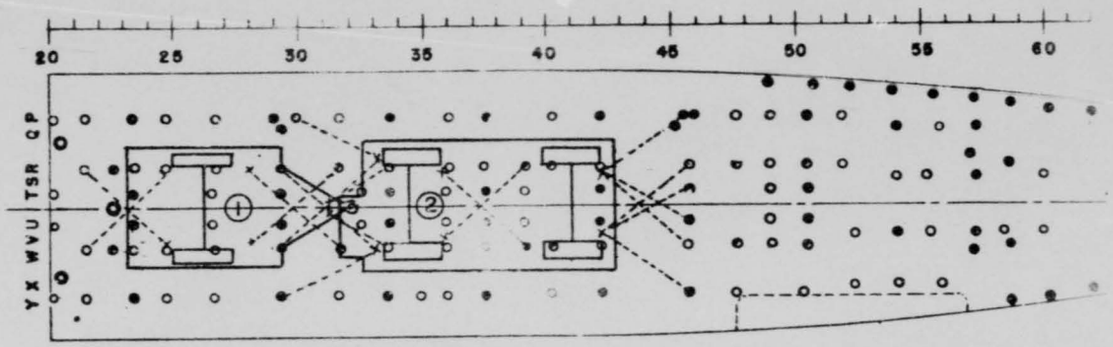

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Trailer, 1/4-ton, 2W, Cargo (G)	Aft	Axle	26.8	27.5	1050	28875
2	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	40	37.7	2450	92365

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Sec I)
(2) Install winch equipment (Sec I)
(3) Position winching truck and prepare to winch (Sec I)
(4) Winch trailer into position
(5) Stow truck cover and cover frame
(6) Back truck (No 2) into position
(7) Set brakes and chock springs on vehicles (Sec III)
(8) Lash as indicated (Sec III & IV)
(9) Stow ramp and winch equipment

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	W 34	1	2240	Frame, right side, at lunette
	R 34	1	2240	Frame, left side, at lunette
	W 32.2	1	2240	Spring Connector, left front
	R 32.2	1	2240	Spring Connector, right front
	W 21.5	1	2240	Spring Connector, left rear
	R 21.5	1	2240	Spring Connector, right rear
2	Y 46	1	2240	Frame, right side, at bumper
	T 46	1	2240	Frame, right side, at bumper
	R 46	1	2240	Frame, right side, at bumper
	W 46	1	2240	Frame, left side, at bumper
	U 46	1	2240	Frame, left side, at bumper
	P 46	1	2240	Frame, left side, at bumper
	W 39.2	1	2240	Frame, left side, above rear spring
	R 39.2	1	2240	Frame, right side, above rear spring
	Y 30	1	2240	Frame, right rear
	R 30	1	2240	Frame, right rear
	W 30	1	2240	Frame, left rear
	P 30	1	2240	Frame, left rear

(Diagram 20)

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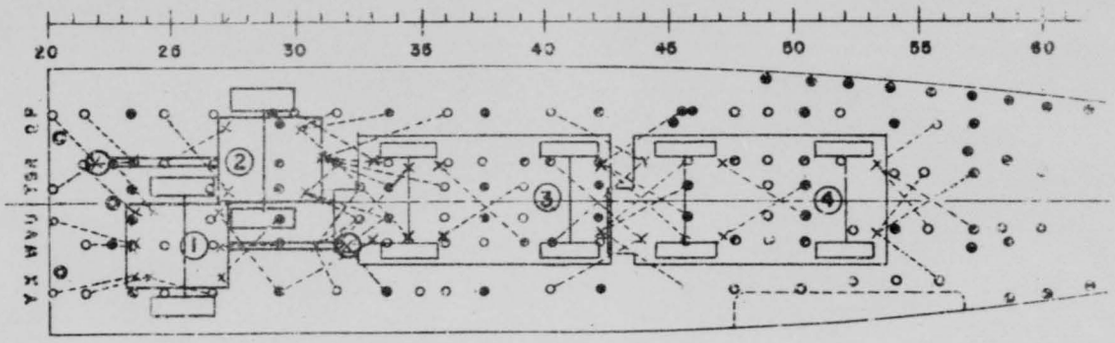

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Mount, Trailer, Multiple Cal .50, MG, M55 (G)	Aft	Axle	25.4	25.6	2950	75520
2	Mount, Trailer, Multiple Cal .50, MG, M55 (G)	Fwd	Axle	28.5	28.4	2950	83780
3	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	40	37.7	2450	92365
4	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	52	48.7	2450	119315

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Sec I)
(2) Position winch equipment (Sec I)
(3) Position winch truck (Sec I)
(4) Remove and stow guns
(5) Back mount up to ramps, disengage lunette and prepare to winch
(6) Winch mount into cargo doorway
(7) Change winch cable to block fwd in aircraft
(8) Winch mount into position in aircraft
(9) Repeat steps 5, 6, 7, & 8 for 2d mount
(10) Stow 1/4-ton trk covers & cover frames
(11) Adjust ramps
(12) Back 1/4-tons into position in aircraft
(13) Chock 1/4-ton springs and set brakes (Sec III)
(14) Lash the two mounts together from ring above shield to ring above shield
(15) Lash as indicated (Sec III and IV)
(16) Stow ramps and winch equipment

Diagram 21

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 34	1	22,40	To lunette
	W 34	1	22,40	To lunette
	U 34	1	22,40	To lunette
	Y 32.2	1	22,40	Handle, lunette
	U 32.5	1	22,40	Handle, lunette
	T 32.5	1	22,40	Handle, lunette
	Y 29.2	1	22,40	Shield, left side
	U 29.2	1	22,40	Shield, right side
	W 29.2	1	22,40	Shield top
	Y 26.8	1	22,40	Mount, right rear
	Y 20	1	22,40	Frame, right rear
	U 20	1	22,40	U Bolt on mount, center rear
	Y 21.5	1	22,40	Mount, right rear
	W 21.5	1	22,40	Tow ring
	R 21.5	1	22,40	Frame, left rear
	R 22.5	1	22,40	Mount, left rear
2	T 35.9	1	22,40	U Bolt on mount, center rear
	P 35.9	1	22,40	U Bolt on mount, Center rear
	P 34	1	22,40	Mount, right rear
	R 34	1	22,40	Tow ring
	T 34	1	22,40	Tow ring
	U 34	1	22,40	Mount, left rear
	U 32.5	1	22,40	Mount, left rear
	R 32.2	1	22,40	Mount, left rear
	R 32.2	1	22,40	Mount, right rear
	P 32.2	1	22,40	Mount, right rear
	P 20	1	22,40	To lunette
	T 20	1	22,40	To lunette
	P 21.5	1	22,40	Handle, lunette
	R 21.5	1	22,40	Handle, lunette
	R 24.7	1	22,40	Mount, right front
	P 24.7	1	22,40	Mount, left front (Diagram 21)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
3	Y 46	1	2240	Frame, right front, at bumper
	W 46	1	2240	Frame, left front, at bumper
	U 46	1	2240	Frame, left front, at bumper
	T 46	1	2240	Frame, right front, at bumper
	R 46	1	2240	Frame, right front, at bumper
	P 46	1	2240	Frame, left front, at bumper
	T 39.2	1	2240	Frame, right side, above rear spring
	W 39.2	1	2240	Frame, left side, above rear spring
	Y 30	1	2240	Frame, right rear
	P 30	1	2240	Frame, left rear
	R 32.5	1	2240	Axle, right rear
	W 32.5	1	2240	Axle, left rear
4	S 57	1	2240	Frame, right front, at bumper
	V 57	1	2240	Frame, left front, at bumper
	X 55.5	1	2240	Frame, right front, at bumper
	V 55.5	1	2240	Frame, left front, at bumper
	S 55.5	1	2240	Frame, right front, at bumper
	Q 55.5	1	2240	Frame, left front, at bumper
	T 50.5	1	2240	Frame, right side, above rear spring
	U 50.5	1	2240	Frame, left side, above rear spring
	Y 40.6	1	2240	Frame, right rear
	W 40.6	1	2240	Frame, left rear
	R 40.6	1	2240	Frame, right rear
	P 40.6	1	2240	Frame, left rear
				(Diagram 21)

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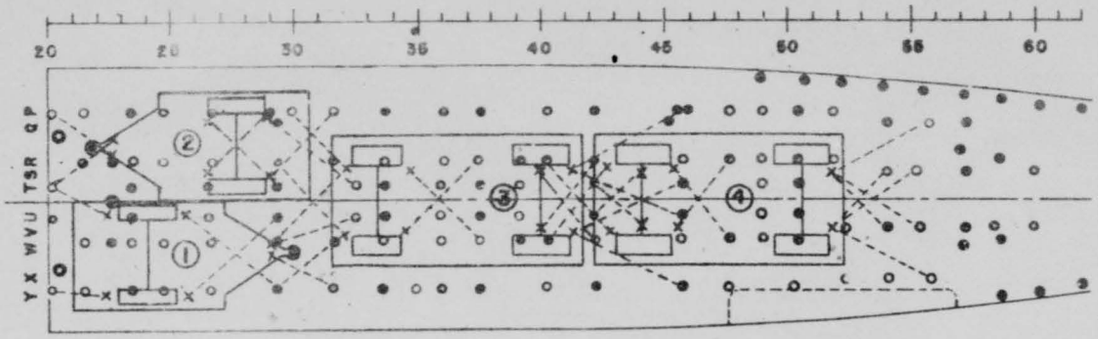

	Description of Vehicle	Vehicle Facing	Location of:			Weight	Moment
			R. P. *	Sta	C. G.		
1	Trailer, 1/4-ton, 2W, Cargo (G)	Aft	Axle	24	24.7	1050	25935
2	Trailer, 1/4-ton, 2W, Cargo (G)	Fwd	Axle	27.5	26.8	1050	28140
3	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	40	36.7	2450	89915
4	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	50.5	47.2	2450	115640

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Sec I)
(2) Install winch equipment (Sec I)
(3) Position winching truck and prepare to winch (Sec I)
(4) Winch trailer (No 1) into position
(5) Winch trailer (No 2) into position
(6) Stow truck covers and cover frames
(7) Back truck (No 3) into position
(8) Back truck (No 4) into position
(9) Set brakes and chock springs on all vehicles (Sec III)
(10) Lash as indicated (Sec III & IV)
(11) Stow loading ramp

Diagram 22

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 20	1	2240	Spring Connector, right rear
	T 20	1	2240	Spring Connector, left rear
	Y 29.2	1	2240	Spring Connector, left front
	U 29.2	1	2240	Spring Connector, right front
	U 32.5	1	2240	Frame, left front, at lunette
	Y 32.2	1	2240	Frame, right front, at lunette
2	P 20	1	2240	Frame, left front, at lunette
	T 20	1	2240	Frame, right front, at lunette
	P 32.5	1	2240	Spring Connector, left rear
	T 32.5	1	2240	Spring Connector, right rear
	T 29.2	1	2240	Spring Connector, right front
	P 29.2	1	2240	Spring Connector, left front
3	Y 29.2	1	2240	Frame, right rear
	R 29.2	1	2240	Frame, right rear
	W 29.2	1	2240	Frame, left rear
	P 30	1	2240	Frame, left rear
	W 37.7	1	2240	Frame, above left rear spring
	R 37.7	1	2240	Frame, above right rear spring
	Y 46	1	2240	Frame, right front, at bumper
	T 46	1	2240	Frame, right front, at bumper
	U 46	1	2240	Frame, left front, at bumper
	P 46	1	2240	Frame, left front, at bumper
	W 42.2	1	2240	Axle, left front
	R 42.2	1	2240	Axle, right front
4	T 42.2	1	2240	Axle, right rear
	U 42.2	1	2240	Axle, left rear
	W 40.6	1	2240	Frame, left rear
	R 40.6	1	2240	Frame, right rear
	W 47.8	1	2240	Frame, above left rear spring
	R 47.8	1	2240	Frame, above right rear spring (Diagram 22)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
4	X 55.5	1	2240	Frame, right front, at bumper
	S 55.5	1	2240	Frame, right front, at bumper
	S 54	1	2240	Frame, right front, at bumper
	Q 55.5	1	2240	Frame, left front, at bumper
	V 55.5	1	2240	Frame, left front, at bumper
	V 54	1	2240	Frame, left front, at bumper

(Diagram 22)

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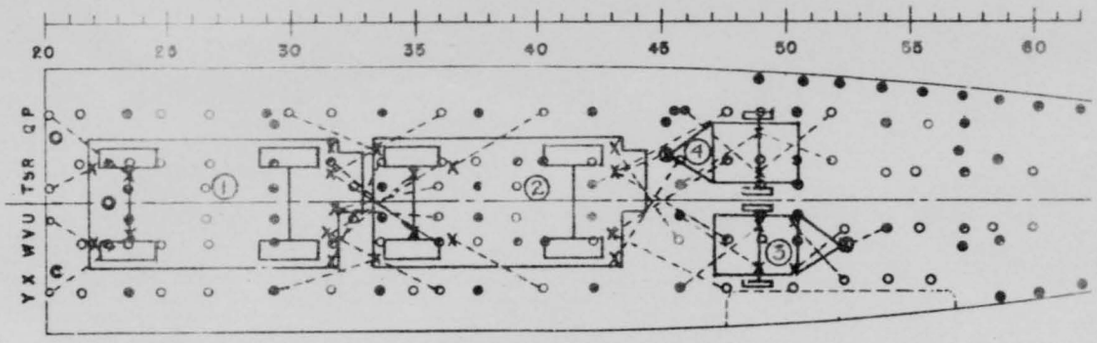

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta.	C. G.	Weight	Moment
1	Truck, 1/4-ton, 4x4 (N)	Fwd	Ft Axle	23.7	27	2450	66150
2	Truck, 1/4-ton, 4x4 (N)	Fwd	Ft Axle	35	38.3	2450	43835
3	Compressor, Air, 55 CFM, Airborne	Aft	Axle	49	49.3	780	38454
	Set No. 1 (G)						
4	Compressor, Air, 55 CFM, Airborne	Fwd	Axle	49	39.7	780	30966
	Set No. 1 (G)						

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramp (Sec I)
(2) Stow truck covers and cover frames
(3) Drive truck (No 1) into position in aircraft
(4) Drive truck (No 2) into position in aircraft
(5) Push compressor (No 3) into position in aircraft
(6) Push compressor (No 4) into position in aircraft
(7) Chock springs and set brakes on trucks (Sec III)
(8) Lash as indicated (Sec III & IV)
(9) Stow loading ramps

Diagram 23

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 20	1	2240	Axle, left front
	P 20	1	2240	Axle, right front
	T 20	1	2240	Frame, at bumper, right side
	U 20	1	2240	Frame, at bumper, left side
	P 35.9	1	2240	Frame, rear, right center
	W 35.9	1	2240	Frame, rear, right center
	Y 35.9	1	2240	Frame, rear, left center
	R 35.9	1	2240	Frame, rear, left center
	T 35.9	1	2240	Eye, trailer hitch chain
	U 35.9	1	2240	Eye, trailer hitch chain
	W 34	1	2240	Frame, right rear
	R 34	1	2240	Frame, left rear
2	Y 29.2	1	2240	Frame, left front
	P 30	1	2240	Frame, right front
	R 32.2	1	2240	Axle, left front
	W 32.7	1	2240	Axle, right front
	Y 40.6	1	2240	Frame, left side, at clutch
	P 40.6	1	2240	Frame, right side, at exhaust pipe
	P 47.7	1	2240	Frame, rear, right center
	R 47.7	1	2240	Frame, rear, left center
	W 47.7	1	2240	Frame, rear, right center
	Y 47.7	1	2240	Frame, rear, left center
	W 46	1	2240	Frame, right rear
	R 46	1	2240	Frame, left rear
3	Y 46	1	2240	Axle, left rear
	U 46	1	2240	Axle, right rear
	X 52.2	1	2240	Frame, left front
	V 52.2	1	2240	Frame, right front
	V 54	1	2240	To lunette
				(Diagram 23)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
4	A 42.6	1	2240	To lunette
	P 46	1	2240	Axle, left front
	T 46	1	2240	Axle, right front
	R 52.2	1	2240	Axle, right rear
	P 52.2	1	2240	Axle, left rear

(Diagram 23)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
L	L L2.6	1	22L0	To lunette
	P L6	1	22L0	Axle, left front
	T L6	1	22L0	Axle, right front
	R 52.2	1	22L0	Axle, right rear
	P 52.2	1	22L0	Axle, left rear

(Diagram 23)

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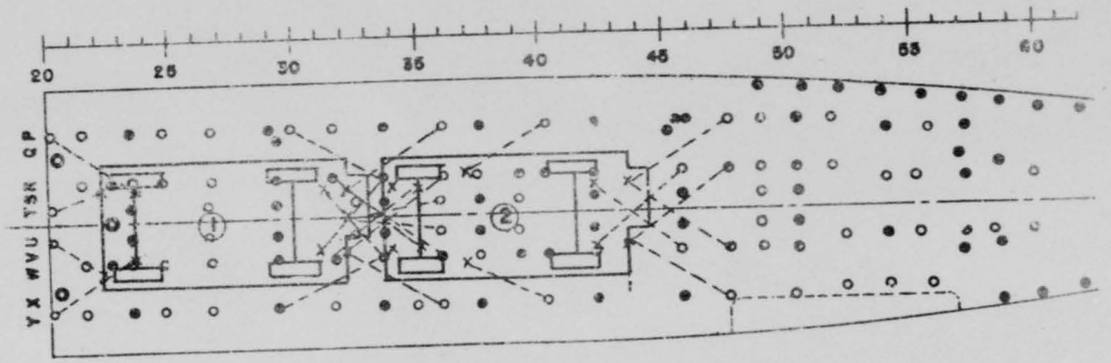

	Description of Vehicle	Vehicle Facing	Location of:			Weight	Moment
			R. P. *	Sta	C. G.		
1	Truck, 1/4-ton, 4x4 (N)	Fwd	Ft Axle	23.7	27	2450	66150
2	Truck, 1/4-ton, 4x4 (N)	Fwd	Ft Axle	35	38.3	2450	93835

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Sec I)
(2) Stow truck covers and cover frames
(3) Drive trucks into position in aircraft
(4) Set brakes and chock springs (Sec III)
(5) Lash as indicated (Sec III & IV)
(6) Stow loading ramps

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Veh No	Tie Down Fitting No	Tie Down Device Quan	Tie Down Device Size	Attach to Vehicle
1	Y 20	1	2240	Axle, left front
	P 20	1	2240	Axle, right front
	T 20	1	2240	Frame, at bumper, right side
	U 20	1	2240	Frame, at bumper, left side
	P 35.9	1	2240	Frame, rear, right center
	W 35.9	1	2240	Frame, rear, right center
	Y 35.9	1	2240	Frame, rear, left center
	R 35.9	1	2240	Frame, rear, left center
	T 35.9	1	2240	Eye, trailer hitch chain
	U 35.9	1	2240	Eye, trailer hitch chain
	W 34	1	2240	Frame, right rear
	R 34	1	2240	Frame, left rear
2	Y 29.2	1	2240	Frame, left front
	P 30	1	2240	Frame, right front
	R 32.2	1	2240	Axle, left front
	W 32.7	1	2240	Axle, right front
	Y 40.6	1	2240	Frame, left side, at clutch
	P 40.6	1	2240	Frame, right side, at exhaust pipe
	P 47.7	1	2240	Frame, rear, right center
	R 47.7	1	2240	Frame, rear, left center
	W 47.7	1	2240	Frame, rear, right center
	Y 47.7	1	2240	Frame, rear, left center
	W 46	1	2240	Frame, right rear
	R 46	1	2240	Frame, left rear

(Diagram 24)

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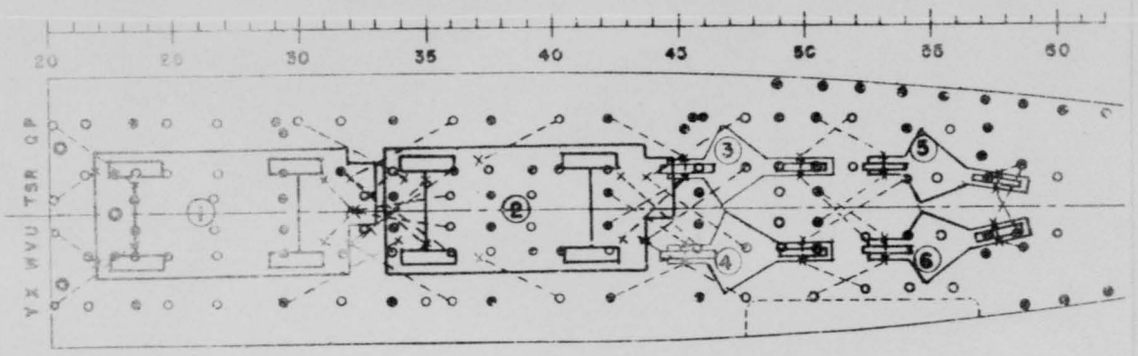

	Description of Vehicle	Vehicle Facing	Location of:			Weight	Moment
			R. P. *	Sta	C. G.		
1	Truck, 1/4-ton, 4x4 (N)	Fwd	Ft Axle	23.7	27	2450	66150
2	Truck, 1/4-ton, 4x4 (N)	Fwd	Ft Axle	35	38.3	2400	93835
3	Motorcycle, Solo, Chain Driven (N)	Fwd	Ft Axle	45.1	47.4	576	27302
4	Motorcycle, Solo, Chain Driven (N)	Fwd	Ft Axle	45.1	47.4	576	27302
5	Motorcycle, Solo, Chain Driven (N)	Fwd	Ft Axle	53.1	55.4	576	31910
6	Motorcycle, Solo, Chain Driven (N)	Fwd	Ft Axle	53.1	55.4	576	31910

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramp (Sec I)
(2) Stow truck covers and cover frames
(3) Drive trucks into position in aircraft
(4) Push motorcycles into position in aircraft
(5) Set brakes on all vehicles
(6) Chock springs on trucks (Sec III)
(7) Lash as indicated (Sec III & IV).
(8) Stow loading ramps

Diagram 45

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 20	1	2240	Axle, left front
	P 20	1	2240	Axle, right front
	T 20	1	2240	Frame, at bumper, right side
	U 20	1	2240	Frame, at bumper, left side
	P 35.9	1	2240	Frame, rear, right center
	W 35.9	1	2240	Frame, rear, right center
	Y 35.9	1	2240	Frame, rear, left center
	R 35.9	1	2240	Frame, rear, left center
	T 35.9	1	2240	Eye, trailer hitch chain
	U 35.9	1	2240	Eye, trailer hitch chain
	W 34	1	2240	Frame, right rear
	R 34	1	2240	Frame, left rear
2	Y 29.2	1	2240	Frame, left front
	P 30	1	2240	Frame, right front
	R 32.2	1	2240	Axle, left front
	W 32.7	1	2240	Axle, right front
	Y 40.6	1	2240	Frame, left side, at clutch
	P 40.6	1	2240	Frame, right side, at exhaust pipe
	P 47.7	1	2240	Frame, rear, right center
	R 47.7	1	2240	Frame, rear, left center
	W 47.7	1	2240	Frame, rear, right center
	Y 47.7	1	2240	Frame, rear, left center
	W 46	1	2240	Frame, right rear
	R 46	1	2240	Frame, left rear
3	U 42.2	1	2240	Fork, left front
	P 42.2	1	2240	Fork, right front
	P 52.2	1	2240	Fork, right rear
	V 52.2	1	2240	Fork, left rear
4	Y 42.2	1	2240	Fork, left front
	T 42.2	1	2240	Fork, right front (Diagram 25)

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Veh No	Tie Down Fitting No	Tie Down [illegible]	Size	Attach to Vehicle
	X 52.2	1	2240	Fork, left rear
	S 54	1	2240	Fork, right rear
5	U 50.2	1	2240	Fork, left front
	P 50.2	1	2240	Fork, right front
	V 58.6	1	2240	Fork, left rear
	R 58.6	1	2240	Fork, right rear
6	Y 50.2	1	2240	Fork, left front
	T 50.2	1	2240	Fork, right front
	W 58.6	1	2240	Fork, left rear
	R 58.6	1	2240	Fork, right rear

(Diagram 25)

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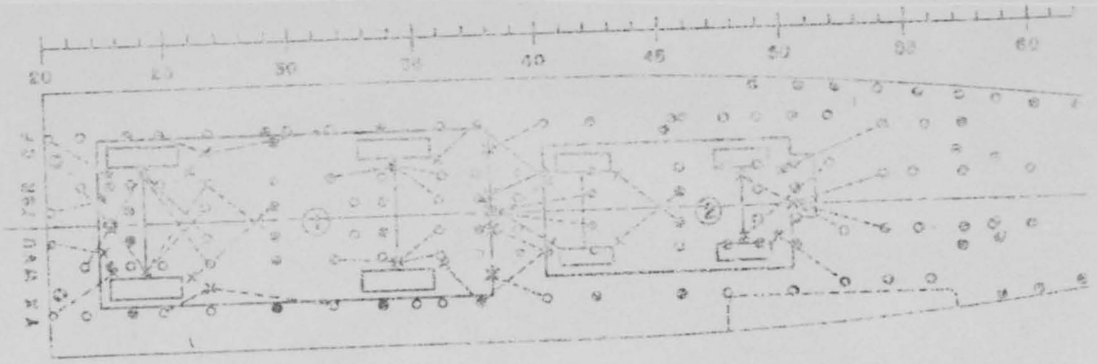

	Description of Vehicle	Vehicle Facing	Location of: R. P.*	Sta	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, Ambulance, KD (N)	Fwd	Ft Axle	24	30	7000	210000
2	Truck, 1/4-ton, 4x4 (N)	Fwd	Ft Axle	41.7	45	2450	110250

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (C.G.) indicates gross load cent.

ADDITIONAL INFORMATION

(1) Position loading ramp (Hv Duty)(Sec I)
(2) Remove and stow body top from ambulance
(3) Drive ambulance into position in aircraft
(4) Adjust loading ramp
(5) Stow 1/4-ton trk cover and cover frame
(6) Drive 1/4-ton trk into position in aircraft
(7) Set vehicle brake
(8) Chock all springs (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow loading ramp

Diagram 3

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 20	1	2240	Frame, above front spring, left front
	P 20	1	2240	Frame, above front spring, right front
	U 20	1	2240	Hook, tow rope, left front
	T 20	1	2240	Hook, tow rope, right front
	W 21.5	1	2240	Axle, right front
	R 21.5	1	2240	Axle, left front
	U 26.5	1	2240	Axle, right front
	T 26.5	1	2240	Axle, left front
	R 26.5	1	2240	Axle, left front
	W 26.5	1	2240	Axle, right front
	P 24.6	1	2240	Brace, fender, right side
	Y 24.6	1	2240	Brace, fender, left side
	Y 32.2	1	2240	Brace, fender, left side
	P 32.2	1	2240	Brace, fender, right side
	U 29.7	1	2240	Spring, right front
	T 29.7	1	2240	Spring, left front
	W 32.2	1	2240	Axle, left rear
	R 32.2	1	2240	Axle, right rear
	U 36.2	1	2240	Axle, left rear
	T 36.2	1	2240	Axle, right rear
	W 36.2	1	2240	Axle, left rear
	R 36.2	1	2240	Axle, right rear
	Y 37.5	1	2240	Spring, left rear
	P 37.5	1	2240	Spring, right rear
	Y 40.2	1	2240	Bumper, left rear
	P 40.2	1	2240	Bumper, right rear
	R 40.2	1	2240	Eye, tow chain, right rear
	W 40.2	1	2240	Eye, tow chain, left rear
	U 42.2	1	2240	Trailer hitch
	T 42.2	1	2240	Trailer hitch
2	Y 37.5	1	2240	Frame, at bumper, left front
	P 37.5	1	2240	Frame, at bumper, right front (Diagram 26)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
2	T 37.5	1	2240	Frame, at bumper, left front
	U 37.5	1	2240	Frame, at bumper, right front
	T 46	1	2240	Spring, left front
	U 46	1	2240	Spring, right front
	V 52.2	1	2240	Axle, right rear
	R 52.2	1	2240	Axle, left rear
	X 52.2	1	2240	Frame, left rear
	P 54	1	2240	Frame, right rear
	V 54	1	2240	Trailer hitch
	S 54	1	2240	Trailer hitch

(Diagram 26)

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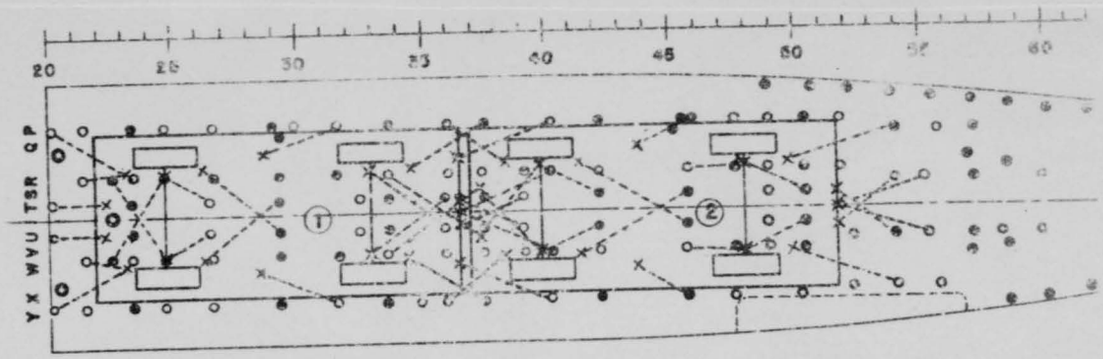

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, C&R, W/Wn (N)	Fwd	Ft Axle	24.7	28.7	5675	162872
2	Truck, 3/4-ton, 4x4, C&R, W/Wn (N)	Fwd	Ft Axle	39.7	43.7	5675	247997

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Sec I)
(2) Stow truck covers and cover frames
(3) Drive trucks into position in aircraft
(4) Set brakes and chock all springs (Sec III)
(5) Lash as indicated (Sec III & IV)
(6) Stow loading ramps

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 20	1	22½0	Frame, above bumper, left front
	W 21.5	1	22½0	Frame, above bumper, left front
	P 20	1	22½0	Frame, above bumper, right front
	R 21.5	1	22½0	Frame, above bumper, right front
	U 20	1	22½0	Winch hook, left front
	T 20	1	22½0	Winch hook, right front
	W 22.5	1	22½0	Axle, right front
	R 22.5	1	22½0	Axle, left front
	U 26.8	1	22½0	Axle, left front
	T 26.8	1	22½0	Axle, right front
	U 29.2	1	22½0	Spring, right front
	T 29.2	1	22½0	Spring, left front
	P 32.2	1	22½0	Brace, running board, right side
	Y 32.2	1	22½0	Brace, running board, left side
	T 35.9	1	22½0	Axle, left rear
	U 35.9	1	22½0	Axle, right rear
	P 37.7	1	22½0	Spring, right rear
	Y 37.7	1	22½0	Spring, left rear
	P 40.6	1	22½0	Bumper, right rear
	Y 40.6	1	22½0	Bumper, left rear
	R 40.6	1	22½0	Trailer hitch
	W 40.6	1	22½0	Trailer hitch
	U 39.2	1	22½0	Eye, trailer hook chain, right side
	T 39.2	1	22½0	Eye, trailer hook chain, left side
2	W 33.7	1	22½0	Winch hook, right front
	R 33.7	1	22½0	Winch hook, left front
	Y 36.2	1	22½0	Frame, left front, above spring.
	P 36.2	1	22½0	Frame, right front, above spring
	U 37.7	1	22½0	Axle, right front
	T 37.7	1	22½0	Axle, left front
	U 42.2	1	22½0	Axle, left front
	T 42.2	1	22½0	Axle, right front (Diagram 27)

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Tie Down Fitting No	Tie Down Device		Attach to Vehicle
	Quan	Size	
U 46	1	2240	Spring, right front
T 46	1	2240	Spring, left front
Y 46	1	2240	Brace, running board, left side
P 46	1	2240	Brace, running board, right side
W 46	1	2240	Axle, left rear
R 46	1	2240	Axle, right rear
Y 50.5	1	2240	Axle, left rear
T 50.5	1	2240	Axle, right rear
P 54	1	2240	Spring, right rear
X 54	1	2240	Spring, left rear
V 54	1	2240	Eye, trailer hook chain, right side
S 54	1	2240	Eye, trailer hook chain, left side
V 55	1	2240	Trailer hitch
S 55	1	2240	Trailer hitch

(Diagram 27)

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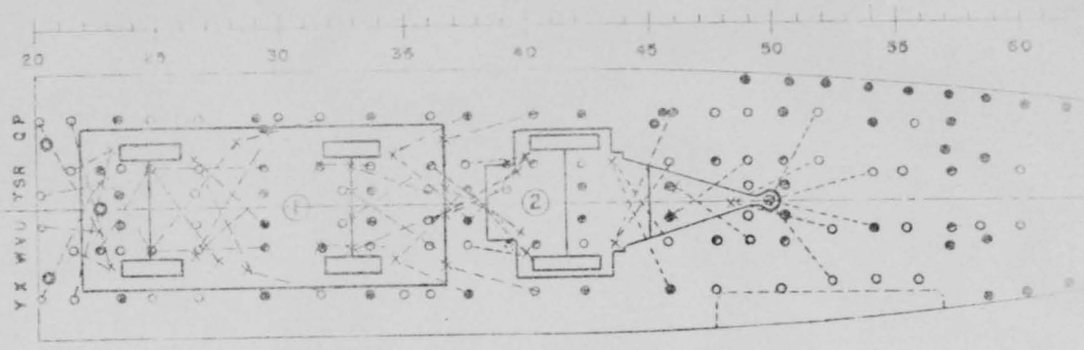

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.8	29.5	7400	218300
2	Welding Equipment, Set No. 1,						
	Electric Arc, 300 Amp., Trailer						
	Mounted (G)	Aft	Axle	41.5	42.8	3720	159216

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramp (Hv duty)(Sec I)
(2) Position winch equipment (Sec I)
(3) Stow truck cover and cover frame
(4) Drive truck into position in aircraft
(5) Position winch truck and prepare to winch (Sec I)
(6) Remove and stow welding equipment cover
(7) Winch welding equipment into position in aircraft
(8) Set brakes on vehicles and chock all springs
(9) Lash as indicated (Sec III & IV)
(10) Stow ramp and winch equipment

Diagram 28

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Veh No	Tie Down Fitting No	Tie Down Device Quan	Tie Down Device Size	Attach to Vehicle
1	Y 40.6	1	22L0	Bumper, left rear
	P 40.6	1	22L0	Bumper, right rear
	U 39.2	1	22L0	Eye, trailer hitch chain, right side
	T 39.2	1	22L0	Eye, trailer hitch chain, left side
	U 37.7	1	22L0	Spring, right rear
	T 37.7	1	22L0	Spring, left rear
	T 35.9	1	22L0	Axle, rear, right side
	U 35.9	1	22L0	Axle, rear, left side
	W 35.9	1	22L0	Axle, rear, right center
	R 35.9	1	22L0	Axle, rear, left center
	R 34	1	22L0	Frame, right side, above rear spring
	W 34	1	22L0	Frame, left side, above rear spring
	Y 37.7	1	22L0	Frame, left rear, above rear spring
	P 37.7	1	22L0	Frame, right rear, above rear spring
	P 32.2	1	22L0	Brace, running board, right rear
	Y 32.2	1	22L0	Brace, running board, left rear
	P 30	1	22L0	Spring, front, left side
	Y 30	1	22L0	Spring, front, right side
	T 29.2	1	22L0	Spring, front, left side
	U 29.2	1	22L0	Spring, front, right side
	R 29.2	1	22L0	Axle, right front
	W 29.2	1	22L0	Axle, left front
	W 24.7	1	22L0	Brace, running board, right side
	R 24.7	1	22L0	Brace, spare tire, left side
	R 22.5	1	22L0	Axle, left front
	W 22.5	1	22L0	Axle, right front
	W 21.5	1	22L0	Frame, left front, above spring
	R 21.5	1	22L0	Frame, right front, above spring
	Y 21.5	1	22L0	Frame, right front, above spring
	P 21.5	1	22L0	Frame, left front, above spring
	P 20	1	22L0	Winch hook, left front
	Y 20	1	22L0	Winch hook, right front
				(Diagram 28)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	U 20	1	22L0	Winch hook, left front
	T 20	1	22L0	Winch hook, right front
2	V 54	1	22L0	To lunette
	S 54	1	22L0	To lunette
	P 52.2	1	22L0	To lunette
	X 52.2	1	22L0	To lunette
	R 52.2	1	22L0	Frame, at trail wheel
	V 52.2	1	22L0	Frame, at trail wheel
	R 49.1	1	22L0	Frame, right side, at gasoline can rack
	W 49.1	1	22L0	Frame, left side, at gasoline can rack
	W 46	1	22L0	Spring, left front
	R 46	1	22L0	Spring, right front
	Y 46	1	22L0	Spring, left front
	P 46	1	22L0	Spring, right front
	R 35.9	1	22L0	Frame, at rear cross member, right side
	U 35.9	1	22L0	Frame, at rear cross member, left side
	R 37.7	1	L0	Spring, right side
	U 37.7	1	22L0	Spring, left side
	T 37.7	1	22L0	Spring, right side
	W 37.7	1	22L0	Spring, left side

(Diagram 26)

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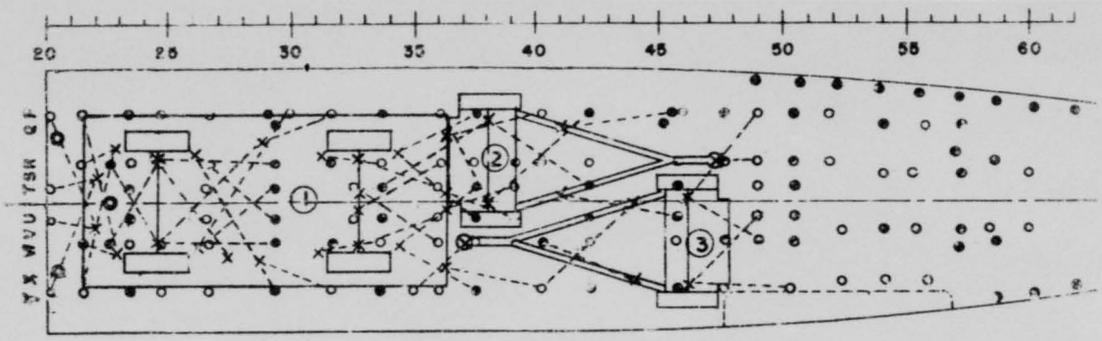

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.7	29.5	7400	182780
2	Launcher, Rocket, 4.5", Multiple	Aft	Axle	38	39.2	1270	49784
	T66E2 (G)						
3	Launcher, Rocket, 4.5", Multiple	Fwd	Axle	46	45.8	1270	58166
	T66E2 (G)						

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Hv duty)(Sec I)
(2) Position winching equipment (Sec I)
(3) Stow truck cover and cover frame
(4) Drive truck into position in aircraft
(5) Position winch trk and prepare to winch (Sec I)
(6) Winch launcher (No 1) into position
(7) Winch launcher (No 3) into position
(8) Set brakes on trk and chock springs (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow loading ramp and winch equipment

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	22½0	Bumper, left rear
	P 40.6	1	22½0	Bumper, right rear
	U 39.2	1	22½0	Eye, trailer hitch chain, right side
	T 39.2	1	22½0	Eye, trailer hitch chain, left side
	U 37.7	1	22½0	Spring, right rear
	T 37.7	1	22½0	Spring, left rear
	T 35.9	1	22½0	Axle, right side, rear
	U 35.9	1	22½0	Axle, left side, rear
	W 35.9	1	22½0	Axle, right center, rear
	R 35.9	1	22½0	Axle, left center, rear
	R 34	1	22½0	Frame, right side, above rear spring
	W 34	1	22½0	Frame, left side, above rear spring
	Y 37.7	1	22½0	Frame, left rear, above rear spring
	P 37.7	1	22½0	Frame, right rear, above rear spring
	P 32.2	1	22½0	Brace, running board, right rear
	Y 32.2	1	22½0	Brace, running board, left rear
	P 30	1	22½0	Spring, front, left side
	Y 30	1	22½0	Spring, front, right side
	T 29.2	1	22½0	Spring, front, left side
	U 29.2	1	22½0	Spring, front, right side
	R 29.2	1	22½0	Axle, right front
	W 29.2	1	22½0	Axle, left front
	W 24.7	1	22½0	Brace, running board, right side
	R 24.7	1	22½0	Brace, spare tire, left side
	R 22.5	1	22½0	Axle, left front
	W 22.5	1	22½0	Axle, right front
	W 21.5	1	22½0	Frame, left front, above spring
	R 21.5	1	22½0	Frame, right front, above spring
	Y 21.5	1	22½0	Frame, right front, above spring
	P 21.5	1	22½0	Frame, left front, above spring
	P 20	1	22½0	Winch hook, left front
	Y 20	1	22½0	Winch hook, right front
				(Diagram 29)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	U 20	1	2240	Winch hook, left front
	T 20	1	2240	Winch hook, right front
2	U 46	1	2240	Trail, right, center
	P 46	1	2240	Trail, left, center
	T 42.2	1	2240	Axle, left side
	P 42.2	1	2240	Axle, right side
	P 35.9	1	2240	Axle, right side
	T 34.9	1	2240	Axle, left side
	R 49.1	1	2240	To lunette
3	Y 50.5	1	2240	Axle, left side
	U 49.1	1	2240	Axle, left side
	W 49.1	1	2240	Axle, right side
	P 49.1	1	2240	Axle, right side
	Y 40.6	1	2240	Trail, right side, at retainer clamp
	W 40.6	1	2240	Trail, left side, at retainer clamp
	Y 35.0	1	2240	To lunette

(Diagram 29)

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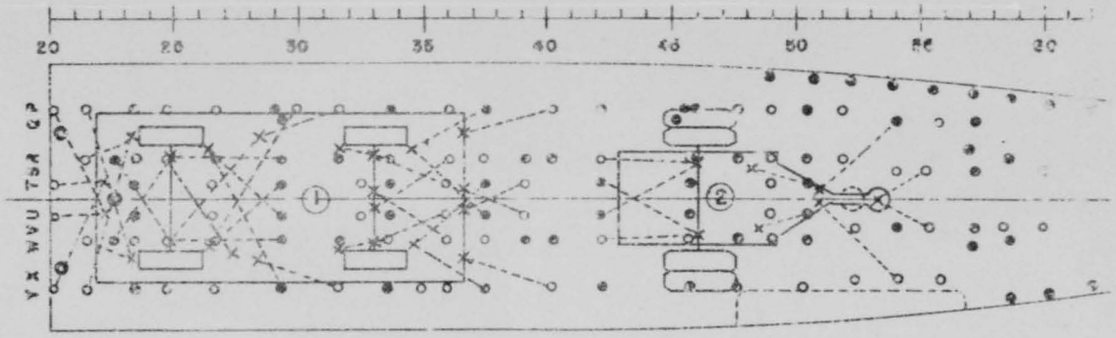

	Description of Vehicle	Vehicle Facing	Location of:				
			R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.8	29.5	7400	215300
2	Trailer, 3½-ton Payload, 2W, Pole	Aft	Axle	46	47.5	2400	111600
	Hauling and Cargo, V/13 GT (N)						

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLG) indicates gross load group.

ADDITIONAL INFORMATION

(1) Position loading ramp (Sec I)
(2) Position winch equipment (Sec I)
(3) Stow truck cover and cover frame
(4) Drive truck into position in aircraft
(5) Position winch truck and prepare to winch (Sec I)
(6) Telescope trailer hitch
(7) Winch trailer into position in aircraft
(8) Chock all springs and set brakes (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow ramps and winch equipment

Diagram 30

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Veh No	Tie Down Fitting No	Tie Down Device Quan	Tie Down Device Size	Attach to Vehicle
1	Y 40.6	1	2240	Bumper, left rear
	P 40.6	1	2240	Bumper, right rear
	U 39.2	1	2240	Eye, trailer hitch chain, right side
	T 39.2	1	2240	Eye, trailer hitch chain, left side
	U 37.7	1	2240	Spring, right rear
	T 37.7	1	2240	Spring, left rear
	T 35.9	1	2240	Axle, right side, rear
	U 35.9	1	2240	Axle, left side, rear
	W 35.9	1	2240	Axle, right center, rear
	R 35.9	1	2240	Axle, left center, rear
	R 34	1	2240	Frame, right side, above rear spring
	W 34	1	2240	Frame, left side, above rear spring
	Y 37.7	1	2240	Frame, left rear, above rear spring
	P 37.7	1	2240	Frame, right rear, above rear spring
	P 32.2	1	2240	Brace, running board, right rear
	Y 32.2	1	2240	Brace, running board, left rear
	P 30	1	2240	Spring, front, left side
	Y 30	1	2240	Spring, front, right side
	T 29.2	1	2240	Spring, front, left side
	U 29.2	1	2240	Spring, front, right side
	R 29.2	1	2240	Axle, right front
	W 29.2	1	2240	Axle, left front
	W 24.7	1	2240	Brace, running board, right side
	R 24.7	1	2240	Brace, spare tire, left side
	R 22.5	1	2240	Axle, left front
	W 22.5	1	2240	Axle, right front
	W 21.5	1	2240	Frame, left front, above spring
	R 21.5	1	2240	Frame, right front, above spring
	Y 21.5	1	2240	Frame, right front, above spring
	P 21.5	1	2240	Frame, left front, above spring
	P 20	1	2240	Winch hook, left front
	Y 20	1	2240	Winch hook, right front
	U 20	1	2240	Winch hook, left front (Diagram 30)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	T 20	1	22h0	Winch hook, right front
2	W 42.2	1	22h0	Axle, right rear
	R 42.2	1	22h0	Axle, left rear
	~~R~~ 42.2	1	22h0	Axle, right rear
	U 42.2	1	22h0	Axle, left rear
	S 55.5	1	22h0	To lunette
	V 55.5	1	22h0	To lunette
	Q 54	1	22h0	Frame, rear of 2d lunette
	X 54	1	22h0	Frame, rear of 2d lunette
	T 50.5	1	22h0	Spring, left front
	U 50.5	1	22h0	Spring, right front

(Diagram 30)

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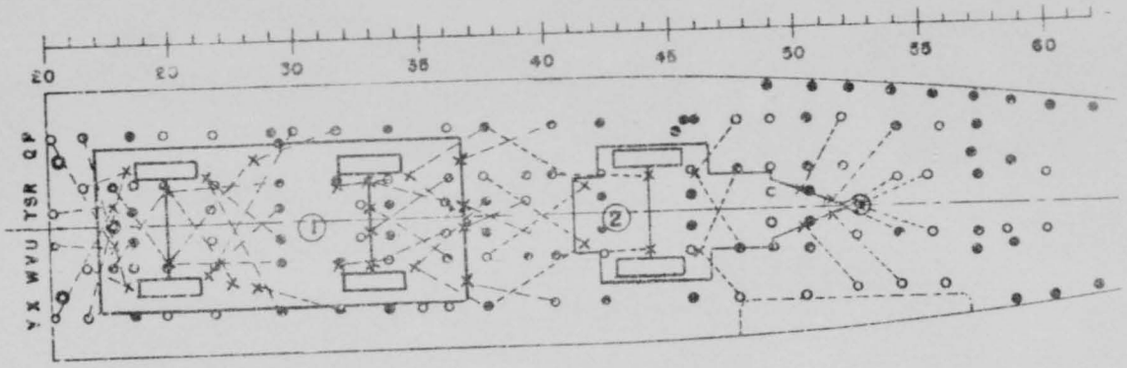

	Description of Vehicle	Vehicle Facing	Location of:			Weight	Moment
			R. P. *	Sta	C. G.		
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.8	29.5	7400	218300
2	Bath, Unit, Field, 24 Showerhead	Aft	Axle	44	44.7	3800	169860
	(N)						

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Sec I)
(2) Position winch equipment (Sec I)
(3) Stow truck cover and cover frame
(4) Drive truck into position in aircraft
(5) Position winch truck and prepare to winch
(6) Winch bath unit into position in aircraft
(7) Chock all springs and set brakes (Sec III)
(8) Lash as indicated (Sec III & IV)
(9) Stow ramp and winch equipment

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	2240	Bumper, left rear
	P 40.6	1	2240	Bumper, right rear
	U 39.2	1	2240	Eye, trailer hitch chain, right side
	T 39.2	1	2240	Eye, trailer hitch chain, left side
	U 37.7	1	2240	Spring, right rear
	T 37.7	1	2240	Spring, left rear
	T 35.9	1	2240	Axle, right side, rear
	U 35.9	1	2240	Axle, left side, rear
	W 35.9	1	2240	Axle, right center, rear
	R 35.9	1	2240	Axle, left center, rear
	R 34	1	2240	Frame, right side, above rear spring
	W 34	1	2240	Frame, left side, above rear spring
	Y 37.7	1	2240	Frame, left rear, above rear spring
	P 37.7	1	2240	Frame, right rear, above rear spring
	P 32.2	1	2240	Brace, running board, right rear
	Y 32.2	1	2240	Brace, running board, left rear
	P 30	1	2240	Spring front, left side
	Y 30	1	2240	Spring, front, right side
	T 29.2	1	2240	Spring, front, left side
	U 29.2	1	2240	Spring, front, right side
	R 29.2	1	2240	Axle, right front
	W 29.2	1	2240	Axle, left front
	W 24.7	1	2240	Brace, running board, right side
	R 24.7	1	2240	Brace, spare tire, left side
	R. 22.5	1	2240	Axle, left front
	W 22.5	1	2240	Axle, right front
	W 21.5	1	2240	Frame, left front, above spring
	R 21.5	1	2240	Frame, right front, above spring
	Y 21.5	1	2240	Frame, right front, above spring
	P 21.5	1	2240	Frame, left front, above spring
	P 20	1	2240	Winch hook, left front
	Y 20	1	2240	Winch hook, right front (Diagram 31)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
	U 20	1	2240	Winch hook, left front
	T 20	1	2240	Winch hook, right front
2	V 55.5	1	2240	To lunette
	S 55.5	1	2240	To lunette
	V 54	1	2240	Frame, at lunette, left side
	S 54	1	2240	Frame, at lunette, right side
	2 54	1	2240	Frame, at lunette, left side
	X 54	1	2240	Frame, at lunette, right side
	X 52.2	1	2240	Frame, at trail stand connection
	P 52.2	1	2240	Frame, at trail stand connection
	P 47.7	1	2240	Spring, left front
	W 47.7	1	2240	Spring, left front
	Y 47.7	1	2240	Spring, right front
	R 47.7	1	2240	Spring, right front
	W 40.6	1	2240	Axle, right side
	R 40.6	1	2240	Axle, left side
	Y 37.7	1	2240	Frame, at bumper, right side
	W 37.7	1	2240	Frame, at bumper, left side
	R 37.7	1	2240	Frame, at bumper, right side
	P 37.7	1	2240	Frame, at bumper, left side

(Diagram 31)

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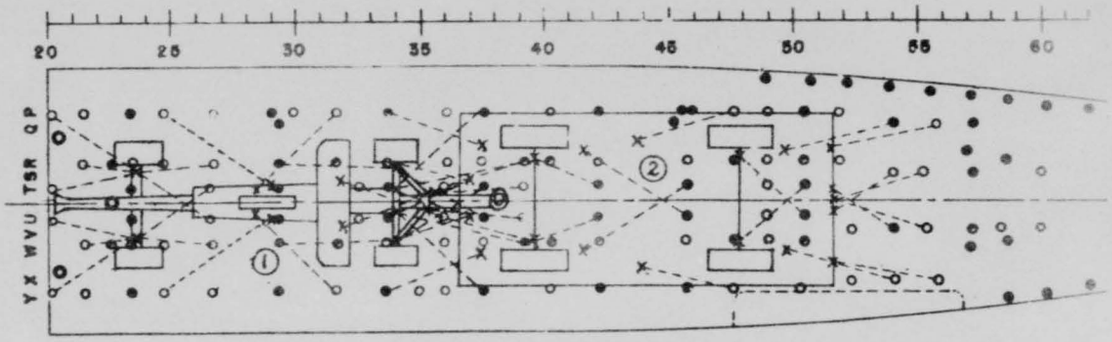

	Description of Vehicle	Vehicle Facing	Location of:			Weight	Moment
			R. P. *	Sta	C. G.		
1	Gun, 40mm, M1, On Carriage M2A1 (G)	Aft	Ft Axle	34	28.6	5850	167310
2	Truck, 3/4-ton, 4x4, W/C, W/Wn (N)	Fwd	Ft Axle	38.8	43.5	5550	241425

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (SecI)
(2) Position winch equipment (Sec I)
(3) Position winch truck and prepare to winch (Sec I)
(4) Remove automatic feed from 40mm
(5) Unlock travel lock and depress tube completely
(6) Winch 40mm into aircraft
(7) Stow truck cover and cover frame
(8) Drive truck into position in acft
(9) Set brakes on vehicles and chock truck springs (Sec III)
(10) Lash as indicated (Sec III & IV)
(11) Stow ramp and winch equipment

Diagram 32

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	W 39.2	1	2240	Axle, right front, center
	T 37.7	1	2240	Axle, right front, center
	U 37.7	1	2240	Axle, left front, center
	P 37.7	1	2240	Axle, left front, center
	Y 37.7	1	2240	Axle, right front, center
	R 39.2	1	2240	Axle, left front, center
	U 39.2	1	2240	Trailer hitch frame, right side
	T 39.2	1	2240	Trailer hitch frame, left side
	U 35.9	1	2240	Jack, firing stand, left side
	T 35.9	1	2240	Jack, firing stand, right side
	P 32.2	1	2240	Frame, firing stand, left side
	Y 32.2	1	2240	Frame, firing stand, right side
	R 29.2	1	2240	Axle, left front
	W 29.2	1	2240	Axle, right front
	P 24.7	1	2240	Frame, firing stand, left side
	Y 24.7	1	2240	Frame, firing stand, right side
	R 26.8	1	2240	Axle, left rear
	T 26.8	1	2240	Axle, right rear
	U 26.8	1	2240	Axle, left rear
	W 26.8	1	2240	Axle, right rear
	R 21.5	1	2240	Axle, left rear
	W 21.5	1	2240	Axle, right rear
	P 20	1	2240	Axle, left rear
	T 20	1	2240	Axle, left rear
	U 20	1	2240	Axle, right rear
	Y 20	1	2240	Axle, righr rear
2	Y 33.7	1	2240	Frame, left front, above spring
	P 33.7	1	2240	Frame, right front, above spring
	T 33.7	1	2240	Winch hook, left front
	W 33.7	1	2240	Winch hook, left front
	U 33.7	1	2240	Winch hook, right front (Diagram 32)
	R 33.7	1	2240	Winch hook, right front

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Veh No	Tie Down Fitting No	Tie Down Device		Attach tc Vehicle
		Quan	Size	
	U 35.9	1	2240	Axle, left front
	T 35.9	1	2240	Axle, right front
	T 42.2	1	2240	Axle, right front
	U 42.2	1	2240	Axle, left front
	T 46	1	2240	Spring, left front
	U 46	1	2240	Spring, right front
	P 47.8	1	2240	Brace, running board, right side
	Y 47.8	1	2240	Brace, running board, left side
	T 50.5	1	2240	Axle, left rear
	U 50.5	1	2240	Axle, right rear
	Q 54	1	2240	Spring, right rear
	S 54	1	2240	Eye, trailer hitch chain, left side
	V 54	1	2240	Eye, trailer hitch chain, right side
	X 54	1	2240	Spring, left rear
	Q 55.5	1	2240	Bumper, right rear
	S 55.5	1	2240	Trailer hitch
	V 55.5	1	2240	Trailer hitch
	X 55.5	1	2240	Bumper, left rear
				(Diagram 32)

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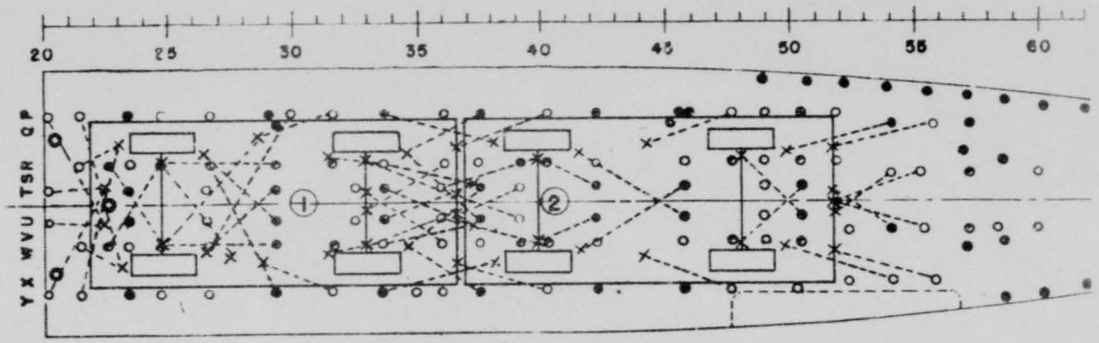

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Stn	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.7	29.4	7400	217560
2	Truck, 3/4-ton, 4x4, W/C, W/Wr. (N)	Fwd	Ft Axle	39.7	43.7	5550	240870

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramp (Hv duty)(Sec I)
(2) Stow truck covers and cover frames
(3) Drive trucks into position in aircraft
(4) Set brakes and chock all springs (Sec III)
(5) Lash as indicated (Sec III & IV)
(6) Stow loading ramp

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	2240	Bumper, left rear
	P 40.6	1	2240	Bumper, right rear
	U 39.2	1	2240	Eye, trailer hitch chain, right side
	T 39.2	1	2240	Eye, trailer hitch chain, left side
	U 37.7	1	2240	Spring, right rear
	T 37.7	1	2240	Spring, left rear
	T 35.9	1	2240	Axle, right side, rear
	U 35.9	1	2240	Axle, left side, rear
	W 35.9	1	2240	Axle, right center, rear
	R 35.9	1	2240	Axle, left center, rear
	R 34	1	2240	Frame, right side, above rear spring
	W 34	1	2240	Frame, left side, above rear spring
	Y 37.7	1	2240	Frame, left rear, above rear spring
	P 37.7	1	2240	Frame, right rear, above rear spring
	P 32.2	1	2240	Brace, running board, right rear
	Y 32.2	1	2240	Brace, running board, left rear
	P 30	1	2240	Spring, front, left side
	Y 30	1	2240	Spring, front, right side
	T 29.2	1	2240	Spring, front, left side
	U 29.2	1	2240	Spring, front, right side
	R 29.2	1	2240	Axle, right front
	W 29.2	1	2240	Axle, left front
	W 24.7	1	2240	Brace, running board, right side
	R 24.7	1	2240	Brace, spare tire, left side
	R. 22.5	1	2240	Axle, left front
	W 22.5	1	2240	Axle, right front
	W 21.5	1	2240	Frame, left front, above spring
	R 21.5	1	2240	Frame, right front, above spring
	Y 21.5	1	2240	Frame, right front, above spring
	P 21.5	1	2240	Frame, left front, above spring
	P 20	1	2240	Winch hook, left front
	Y 20	1	2240	Winch hook, right front (Diagram 33)

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Veh No	Tie Down Fitting No	Tie Down Chain Quan	Tie Down Chain Size	Attach to Vehicle
	U 20	1	2240	Winch hook, left front
	T 20	1	2240	Winch hook, right front
2	Y 33.7	1	2240	Frame, left front, above spring
	P 33.7	1	2240	Frame, right front, above spring
	T 33.7	1	2240	Winch hook, left front
	W 33.7	1	2240	Winch hook, left front
	U 33.7	1	2240	Winch hook, right front
	R 33.7	1	2240	Winch hook, right front
	U 35.9	1	2240	Axle, left front
	T 35.9	1	2240	Axle, right front
	T 42.2	1	2240	Axle, right front
	U 42.2	1	2240	Axle, left front
	T 46	1	2240	Spring, left front
	U 46	1	2240	Spring, right front
	P 47.8	1	2240	Brace, running board, right side
	Y 47.8	1	2240	Brace, running board, left side
	T 50.5	1	2240	Axle, left rear
	U 50.5	1	2240	Axle, right rear
	Q 54	1	2240	Spring, right rear
	S 54	1	2240	Eye, trailer hitch chain, left side
	V 54	1	2240	Eye, trailer hitch chain, right side
	X 54	1	2240	Spring, left rear
	Q 55.5	1	2240	Bumper, right rear
	S 55.5	1	2240	Trailer hitch
	V 55.5	1	2240	Trailer hitch
	X 55.5	1	2240	Bumper, left rear
				(Diagram 33)

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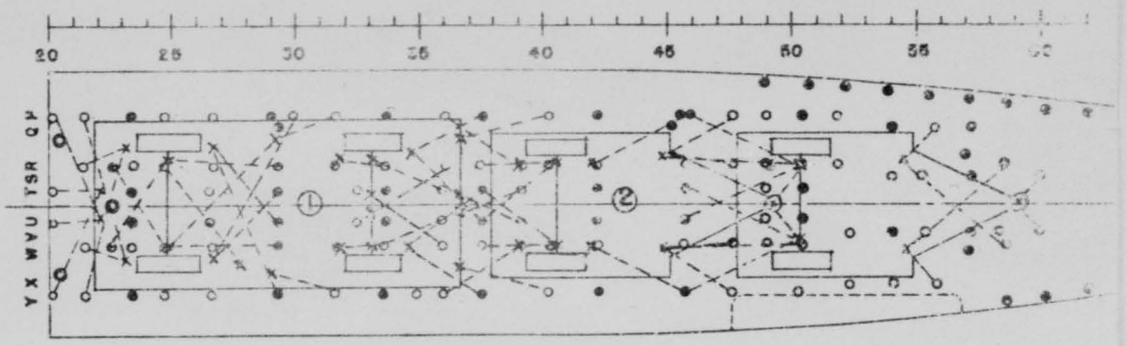

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.4	29.5	7400	218300
2	Trailer, 1-ton, 2W, Cargo (G)	Aft	Axle	40.8	41.5	3300	136950
3	Trailer, 1-ton, 2W, Cargo (N)	Aft	Axle	50.3	51.3	1300	66690

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramp (Hv duty)(Sec I)
(2) Position winch equipment (Sec I)
(3) Stow truck cover and cover frame
(4) Drive truck into position in aircraft
(5) Stow trailer covers and cover frames
(6) Position winch truck and prepare to winch (Sec I)
(7) Winch trailers into position in aircraft
(8) Chock all springs and set brakes (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow loading ramp and winch equipment

Diagram 3h

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Veh No	Tie Down Fitting No	Tie Down Device		-Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	2240	Bumper, left rear
	P 40.6	1	2240	Bumper, right rear
	U 39.2	1	2240	Eye, trailer hitch chain, right side
	T 39.2	1	2240	Eye, trailer hitch chain, left side
	U 37.7	1	2240	Spring, right rear
	T 37.7	1	2240	Spring, left rear
	T 35.9	1	2240	Axle, right side, rear
	U 35.9	1	2240	Axle, left side, rear
	W 35.9	1	2240	Axle, right center, rear
	R 35.9	1	2240	Axle, left center, rear
	R 34	1	2240	Frame, right side, above rear spring
	W 34	1	2240	Frame, left side, above rear spring
	Y 37.7	1	2240	Frame, left rear, above rear spring
	P 37.7	1	2240	Frame, right rear, above rear spring
	P 32.2	1	2240	Brace, running board, right rear
	Y 32.2	1	2240	Brace, running board, left rear
	P 30	1	2240	Spring, front, left side
	Y 30	1	2240	Spring, front, right side
	T 29.2	1	2240	Spring, front, left side
	U 29.2	1	2240	Spring, front, right side
	R 29.2	1	2240	Axle, right front
	W 29.2	1	2240	Axle, left front
	W 24.7	1	2240	Brace, running board, right side
	R 24.7	1	2240	Brace, spare tire, left side
	R 22.5	1	2240	Axle, left front
	W 22.5	1	2240	Axle, right front
	W 21.5	1	2240	Frame, left front, above spring
	R 21.5	1	2240	Frame, right front, above spring
	Y 21.5	1	2240	Frame, right front, above spring
	P 21.5	1	2240	Frame, left front, above spring
	P 20	1	2240	Winch hook, left front
	Y 20	1	2240	Winch hook, right front
				(Diagram 34)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	U 20	1	2240	Winch hook, left front
	T 20	1	2240	Winch hook, right front
2	R 50.5	1	2240	To lunette
	W 50.5	1	2240	To lunette
	R 49.1	1	2240	Frame, left front corner
	W 49.1	1	2240	Frame, right front corner
	P 47.7	1	2240	Frame, left front corner
	R 47.7	1	2240	Frame, left front corner
	W 47.7	1	2240	Frame, right front corner
	Y 47.7	1	2240	Frame, right front corner
	P 46	1	2240	Spring, left front
	Y 46	1	2240	Spring, right front
	R 37.7	1	2240	Axle, left side
	Y 37.7	1	2240	Axle, left side
	T 37.7	1	2240	Axle, right side
	W 37.7	1	2240	Axle, right side
	P 35.9	1	2240	Spring, left rear
	Y 35.9	1	2240	Spring, right rear
3	S 61	1	2240	To lunette
	V 61	1	2240	To lunette
	W 58.7	1	2240	Frame, left front
	X 55.5	1	2240	Frame, right front
	Q 55.5	1	2240	Frame, left front
	R 58.7	1	2240	Frame, right front
	Y 46	1	2240	Axle, right side
	T 46	1	2240	Axle, right side
	U 46	1	2240	Axle, left side
	P 46	1	2240	Axle, left side
				(Diagram 34)

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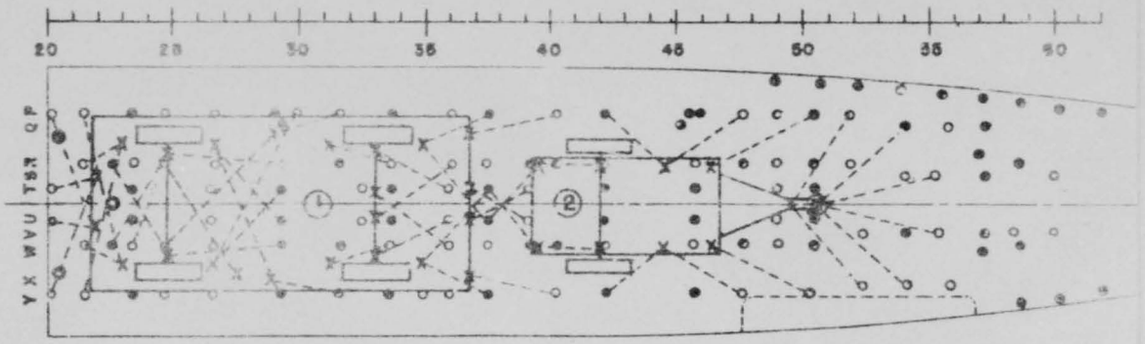

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.8	29.5	7400	218300
2	Trailer, 1-ton, 2W, Water Tank, 250 Gal (G)	Aft	Axle	42	42.6	3500	149100

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Hv duty)(Sec I)
(2) Position winch equipment (Sec I)
(3) Stow truck cover and cover frame
(4) Drive truck into position in aircraft
(5) Stow trailer cover and cover frame
(6) Position winch truck and prepare to winch (Sec I)
(7) Winch trailer into aircraft
(8) Set brakes on vehicles and chock springs (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow ramps and winch equipment

Diagram 35

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	2240	Bumper, left rear
	P 40.6	1	2240	Bumper, right rear
	U 39.2	1	2240	Eye, trailer hitch chain, right side
	T 39.2	1	2240	Eye, trailer hitch chain, left side
	U 37.7	1	2240	Spring, right rear
	T 37.7	1	2240	Spring, left rear
	T 35.9	1	2240	Axle, right side, rear
	U 35.9	1	2240	Axle, left side, rear
	W 35.9	1	2240	Axle, right center, rear
	R 35.9	1	2240	Axle, left center, rear
	R 34	1	2240	Frame, right side, above rear spring
	W 34	1	2240	Frame, left side, above rear spring
	Y 37.7	1	2240	Frame, left side above rear spring
	P 37.7	1	2240	Frame, right rear, above rear spring
	P 32.2	1	2240	Brace, running board, right rear
	Y 32.2	1	2240	Brace, running board, left rear
	P 30	1	2240	Spring, front, left side
	Y 30	1	2240	Spring, front, right side
	T 29.2	1	2240	Spring, front, left side
	U 29.2	1	2240	Spring, front, right side
	R 29.2	1	2240	Axle, right front
	W 29.2	1	2240	Axle, left front
	W 24.7	1	2240	Brace, running board, right side
	R 24.7	1	2240	Brace, spare tire, left side
	R 22.5	1	2240	Axle, left front
	W 22.5	1	2240	Axle, right front
	W 21.5	1	2240	Frame, left front, above spring
	R 21.5	1	2240	Frame, right front, above spring
	Y 21.5	1	2240	Frame, right front, above spring
	P 21.5	1	2240	Frame, left front, above spring
	P 20	1	2240	Winch hook, left front
	Y 20	1	2240	Winch hook, right front
				(Diagram 35)

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Veh No	Tie Down Fitting No	Tie Down Device Quan	Tie Down Device Size	Attach to Vehicle
1	U 20	1	22,0	Winch hook, left front
	T 20	1	22,0	Winch hook, right front
2	S 55.5	1	22,0	To lunette
	V 55.5	1	22,0	To lunette
	X 54	1	22,0	To lunette
	Q 54	1	22,0	To lunette
	P 52.2	1	22,0	Frame, left side, at trail wheel
	X 52.2	1	22,0	Frame, right side, at trail wheel
	Y 50.5	1	22,0	Frame, right front corner
	P 50.5	1	22,0	Frame, left front corner
	Y 47.6	1	22,0	Frame, right side, at tank front
	P 47.8	1	22,0	Frame, left side, at tank front
	Y 42.2	1	22,0	Frame, right side, at tank front
	P 42.2	1	22,0	Frame, left side, at tank front
	W 39.2	1	22,0	Axle, right side
	R 39.2	1	22,0	Axle, left side
	U 26.5	1	22,0	Frame, left rear corner
	T 26.5	1	22,0	Frame, right rear corner

(Diagram 35)

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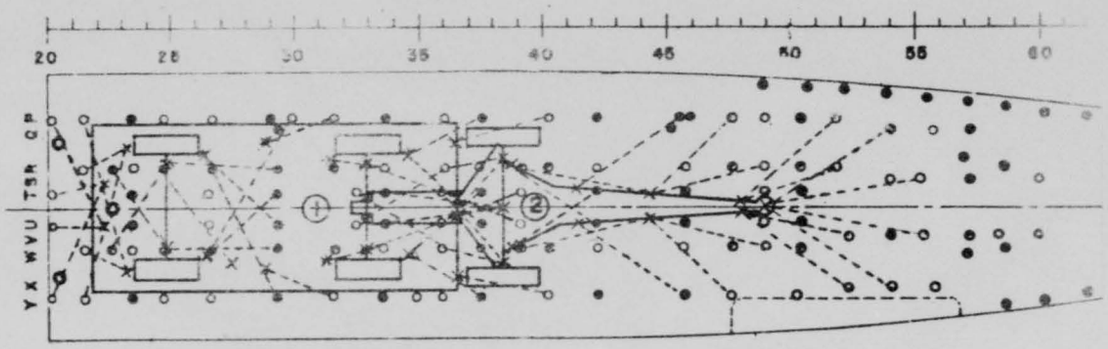

	Description of Vehicle	Vehicle Facing	Location of*			Weight	Moment
			R. P. *	Sta	C. G.		
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.7	29.4	7400	217560
2	Howitzer, 105mm, M2A1, On Carriage M2A2 (G)	Aft	Axle	38.5	39	5130	200070

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Hv duty)(Sec I)
(2) Position winch equipment (Sec I)
(3) Stow 3/4-ton cover and cover frame
(4) Drive 3/4-ton into position
(5) Adjust loading ramps
(6) Position winch truck and prepare to winch (Sec I)
(7) Open 105 trails and depress tube
(8) Close trails and traverse tube right
(9) Unwind 105 into position
(10) Close trails, lock 105 in travel position
(11) Set brakes and chock springs on vehicles
(12) Lash as indicated (Sec III & IV)
(13) Stow ramps and winch equipment

Diagram 36

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	22L0	Bumper, left rear
	P 40.6	1	22L0	Bumper, right rear
	U 39.2	1	22L0	Eye, trailer hitch chain, right side
	T 39.2	1	22L0	Eye, trailer hitch chain, left side
	U 37.7	1	22L0	Spring, right rear
	T 37.7	1	22L0	Spring, left rear
	T 35.9	1	22L0	Axle, right side, rear
	U 35.9	1	22L0	Axle, left side, rear
	W 35.9	1	22L0	Axle, right center, rear
	R 35.9	1	22L0	Axle, left center, rear
	R 34	1	22L0	Frame, right side, above rear spring
	W 34	1	22L0	Frame, left side, above rear spring
	Y 37.7	1	22L0	Frame, left rear, above rear spring
	P 37.7	1	22L0	Frame, right rear, above rear spring
	P 32.2	1	22L0	Brace, running board, right rear
	Y 32.2	1	22L0	Brace, running board, left rear
	P 30	1	22L0	Spring, front, left side
	Y 30	1	22L0	Spring, front, right side
	T 29.2	1	22L0	Spring, front, left side
	U 29.2	1	22L0	Spring, front, right side
	R 29.2	1	22L0	Axle, right front
	W 29.2	1	22L0	Axle, left front
	W 24.7	1	22L0	Brace, running board, right side
	R 24.7	1	22L0	Brace, spare tire, left side
	R 22.5	1	22L0	Axle, left front
	W 22.5	1	22L0	Axle, right front
	W 21.5	1	22L0	Frame, left front, above spring
	R 21.5	1	22L0	Frame, right front, above spring
	Y 21.5	1	22L0	Frame, right front, above spring
	P 21.5	1	22L0	Frame, left front, above spring
	P 20	1	22L0	Winch hook, left front
	P 20	1	22L0	Winch hook, right front
				(Diagram 36)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	U 20	1	22½0	Winch hook, left front
	T 20	1	22½0	Winch hook, right front
2	S 55.5	1	22½0	To lunette
	W 55.5	1	22½0	To lunette
	X 54	1	22½0	To lunette
	Q 54	1	22½0	To lunette
	P 52.2	1	22½0	Trail handle, left trail
	R 52.2	1	22½0	Trail handle, left trail
	V 52.2	1	22½0	Trail handle, right trail
	X 52.2	1	22½0	Trail handle, right trail
	W 49.1	1	22½0	Trail, by rammer staff bracket, right trail
	Y 47.8	1	22½0	Trail, by rammer staff bracket, right trail
	R 49.1	1	22½0	Trail, by aiming stake holder, left trail
	P 47.8	1	22½0	Trail, by aiming stake holder, left trail
	P 46	1	22½0	Trail, at traveling lug, left trail
	Y 46	1	22½0	Trail, at traveling lug, right trail
	U 42.2	1	22½0	Trail, at hinge, left trail
	T 42.2	1	22½0	Trail, at hinge, right trail
	W 35.9	1	22½0	Axle hook, right side
	T 35.9	1	22½0	Axle hook, right side
	U 35.9	1	22½0	Axle hook, left side
	R 35.9	1	22½0	Axle hook, left side
	R 39.2	1	22½0	Trail, at traveling lug, left trail
	W 39.2	1	22½0	Trail, at traveling lug, right trail
	T 34	1	22½0	Axle, center
	U 34	1	22½0	Axle, center
				(Diagram 36)

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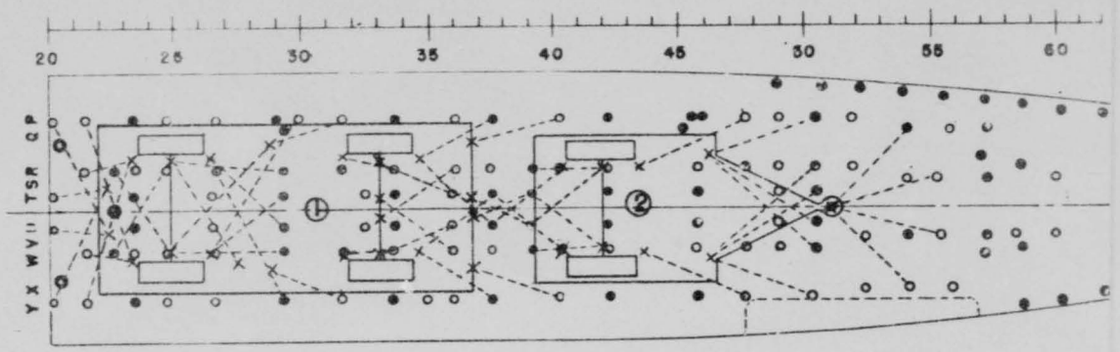

	Description of Vehicle	Vehicle Facing	Location of:			Weight	Moment
			R. P. *	Sta	C. G.		
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.8	29.5	7400	218300
2	Trailer, 1-ton, 2W, Cargo (G)	Aft	Axle	42	42.7	3300	140910

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Hv duty)(Sec I)
(2) Position winch equipment (Sec I)
(3) Stow truck cover and cover frame
(4) Drive truck into position in aircraft
(5) Position winch truck and prepare to winch (Sec I)
(6) Winch trailer into position in aircraft
(7) Set brakes on vehicles
(8) Chock all springs (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow loading ramps and winch equipment

Diagram 37

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	2240	Bumper, left rear
	P 40.6	1	2240	Bumper, right rear
	U 39.2	1	2240	Eye, trailer hitch chain, right side
	T 39.2	1	2240	Eye, trailer hitch chain, left side
	U 37.7	1	2240	Spring, right rear
	T 37.7	1	2240	Spring, left rear
	T 35.9	1	2240	Axle, right side, rear
	U 35.9	1	2240	Axle left side, rear
	W 35.9	1	2240	Axle, right center, rear
	R 35.9	1	2240	Axle, left center, rear
	R 34	1	2240	Frame, right side, above rear spring
	W 34	1	2240	Frame, left side, above rear spring
	Y 37.7	1	2240	Frame, left rear, above rear spring
	P 37.7	1	2240	Frame, right rear, above rear spring
	P 32.2	1	2240	Brace, running board, right rear
	Y 32.2	1	2240	Brace, running board, left rear
	P 30	1	2240	Spring, front, left side
	Y 30	1	2240	Spring, front, right side
	T 29.2	1	2240	Spring, front, left side
	U 29.2	1	2240	Spring, front, right side
	R 29.2	1	2240	Axle, right front
	W 29.2	1	2240	Axle, left front
	W 24.7	1	2240	Brace, running board, right side
	R 24.7	1	2240	Brace, spare tire, left side
	R 22.5	1	2240	Axle, left front
	W 22.5	1	2240	Axle, right front
	W 21.5	1	2240	Frame, left front, above spring
	R 21.5	1	2240	Frame, right front, above spring
	Y 21.5	1	2240	Frame, right front, above spring
	P 21.5	1	2240	Frame, left front, above spring
	P 20	1	2240	Winch hook, left front
	Y 20	1	2240	Winch hook, right front
				(Diagram 37)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	U 20	1	2240	Winch hook, left front
	T 20	1	2240	Winch hook, right front
2	V 55.5	1	2240	To lunette
	S 55.5	1	2240	To lunette
	X 54	1	2240	To lunette
	Q 54	1	2240	To lunette
	P 50.5	1	2240	Frame, left front corner
	U 49.1	1	2240	Frame, left front corner
	P 47.8	1	2240	Spring, left front
	V 50.5	1	2240	Frame, left front corner
	Y 50.5	1	2240	Frame, right front corner
	T 49.1	1	2240	Frame, right front corner
	R 50.5	1	2240	Frame, right front corner
	Y 47.8	1	2240	Spring, right front
	U 37.7	1	2240	Spring, left rear
	T 37.7	1	2240	Spring, right rear
	W 39.2	1	2240	Axle, right side
	T 39.2	1	2240	Axle, right side
	U 39.2	1	2240	Axle, left side
	R 39.2	1	2240	Axle, left side

(Diagram 37)

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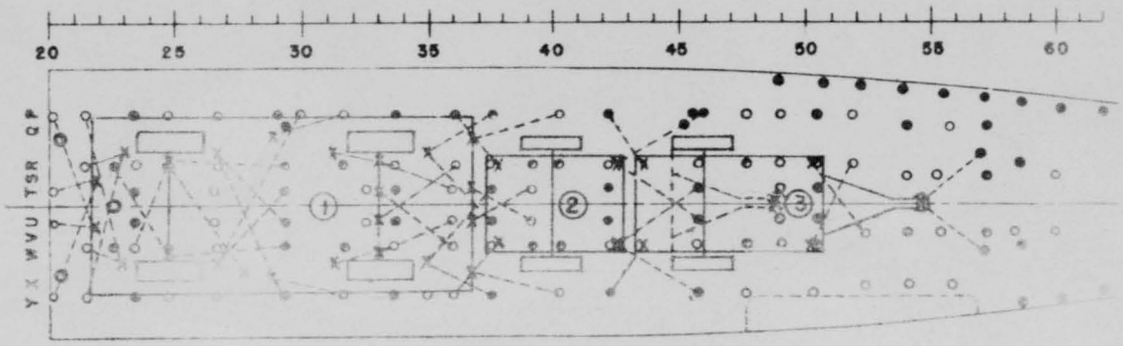

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.8	29.5	7400	218300
2	Trailer, 1-ton, 2W, Water Tank, 250 Gal Cap (N)	Aft	Axle	40	40.6	1500	60900
3	Trailer, 1-Ton, 2W, Water Tank, 250 Gal Cap (N)	Aft	Axle	46	46.6	1500	69900

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Hv duty)(Sec I)
(2) Position winch equipment (Sec I)
(3) Stow truck cover and cover frame
(4) Drive truck into position in aircraft
(5) Stow trailer covers and cover frames
(6) Position 3/4-ton trk and prepare to winch trailers
(7) Winch trailers into position in aircraft
(8) Set brakes and chock all springs (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow loading ramps and winch equipment

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Veh No	Tie Down Fitting No	Tie Down Devices		Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	22h0	Bumper, left rear
	P 40.6	1	22h0	Bumper, right rear
	U 39.2	1	22h0	Eye, trailer hitch chain, right side
	T 39.2	1	22h0	Eye, trailer hitch chain, left side
	U 37.7	1	22h0	Spring, right rear
	T 37.7	1	22h0	Spring, left rear
	I 35.9	1	22h0	Axle, right side, rear
	U 35.9	1	22h0	Axle, left side, rear
	W 35.9	1	22h0	Axle, right center, rear
	R 35.9	1	22h0	Axle, left center, rear
	R 34	1	22h0	Frame, right side, above rear spring
	W 34	1	22h0	Frame, left side, above rear spring
	Y 37.7	1	22h0	Frame, left rear, above rear spring
	P 37.7	1	22h0	Frame, right rear, above rear spring
	P 32.2	1	22h0	Brace, running board, right rear
	Y 32.2	1	22h0	Brace, running board, left rear
	P 30	1	22h0	Spring, front, left side
	I 29	1	22h0	Spring, front, right side
	Y 29.2	1	22h0	Spring, front, left side
	U 29.2	1	22h0	Spring, front, rear right side
	R 29.2	1	22h0	Axle, right front
	W 29.2	1	22h0	Axle, left front
	W 24.7	1	22h0	Brace, running board, right side
	R 24.7	1	22h0	Brace, spare tire, left side
	R 22.5	1	22h0	Axle, left front
	W 22.5	1	22h0	Axle, right front
	Y 21.5	1	22h0	Frame, left front, above spring
	R 21.5	1	22h0	Frame, right front, above spring
	Y 21.5	1	22h0	Frame, right front above spring
	P 21.5	1	22h0	Frame, left front, above spring
	P 20	1	22h0	Winch hook, left front
	I 20	1	22h0	Winch hook, right front
	U 20	1	22h0	Winch hook, left front (Diagram 38)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	T 20	1	2240	Winch hook, right front
2	Y 36.2	1	2240	Frame cross member, right rear
	P 36.2	1	2240	Frame cross member, left rear
	Y 46	1	2240	Frame, right front corner
	P 46	1	2240	Frame, left front corner
	T 46	1	2240	Frame, right front corner
	U 46	1	2240	Frame, left front corner
	T 49	1	2240	To lunette
3	Y 42.2	1	2240	Frame cross member, right rear
	P 42.2	1	2240	Frame cross member, left rear
	V 52.2	1	2240	Frame, left front corner
	R 52.2	1	2240	Frame, right front corner
	W 57	1	2240	To lunette
	R 57	1	2240	To lunette

(Diagram 38)

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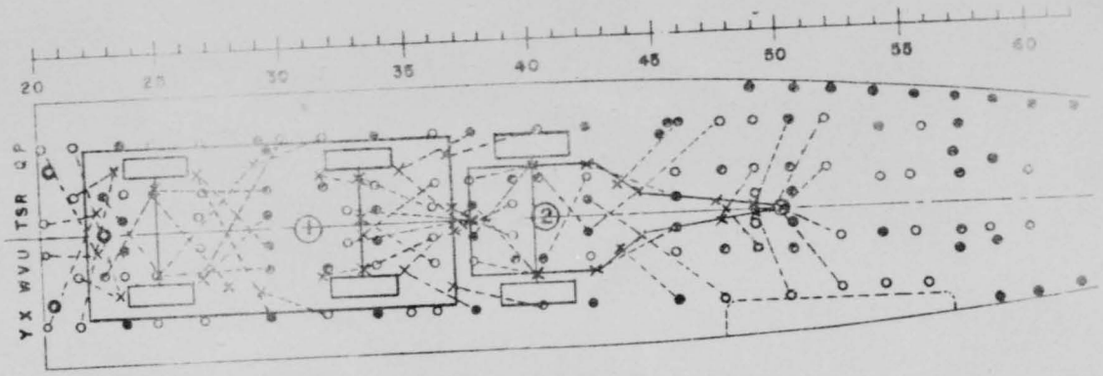

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.8	29.5	7400	218300
2	Trailer, 2-ton, 2W, Ammunition, M10 (G)	Aft	Axle	40	40.3	4835	194850

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Sec I)
(2) Position winch equipment (Sec I)
(3) Stow truck cover and cover frame
(4) Drive truck into position in aircraft
(5) Prepare to winch trailer
(6) Winch trailer into position in aircraft
(7) Set brakes on vehicles and chock truck springs (Sec III)
(8) Position load spreader under trail wheel on trailer (1" x 4" x 6")
(9) Lash as indicated (Sec III & IV)
(10) Stow loading ramps and winch equipment

Diagram 39

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
2	Y 40.6	1	2240	Bumper, left rear
	P 40.6	1	2240	Bumper, right rear
	U 39.2	1	2240	Eye, trailer hitch chain, right side
	T 39.2	1	2240	Eye, trailer hitch chain, left side
	U 37.7	1	2240	Spring, right rear
	T 37.7	1	2240	Spring, left rear
	T 35.9	1	2240	Axle, right side, rear
	U 35.9	1	2240	Axle, left side, rear
	W 35.9	1	2240	Axle, right center, rear
	R 35.9	1	2240	Axle, left center, rear
	R 34	1	2240	Frame, right side, above rear spring
	W 34	1	2240	Frame, left side, above rear spring
	Y 37.7	1	2240	Frame, left rear, above rear spring
	P 37.7	1	2240	Frame, right rear, above rear spring
	P 32.2	1	2240	Brace, running board, right rear
	Y 32.2	1	2240	Brace, running board, left rear
	P 30	1	2240	Spring, front, left side
	Y 30	1	2240	Spring, front, right side
	T 29.2	1	2240	Spring, front, left side
	U 29.2	1	2240	Spring, front, right side
	R 29.2	1	2240	Axle, right front
	W 29.2	1	2240	Axle, left front
	W 24.7	1	2240	Brace, running board, right side
	R 24.7	1	2240	Brace, spare tire, left side
	R 22.5	1	2240	Axle, left front
	W 22.5	1	2240	Axle, right front
	W 21.5	1	2240	Frame, left front, above spring
	R 21.5	1	2240	Frame, right front, above spring
	Y 21.5	1	2240	Frame, right front, above spring
	P 21.5	1	2240	Frame, left front, above spring
	P 20	1	2240	Winch hook, left front
	Y 20	1	2240	Winch hook, right front
	U 20	1	2240	Winch hook, left front (Diagram 39)

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Veh No	Tie Down Fitting No	Tie Down Device Quan	Tie Down Device Size	Attach to Vehicle
1	T 20	1	2240	Winch hook, right front
* 2	P 52.2	1	1750	To lunette
	R 52.2	1	1750	To lunette
	V 52.2	1	1750	To lunette
	X 52.2	1	1750	To lunette
	Y 50.5	1	1750	Frame, right side, at lunette
	P 50.5	1	1750	Frame, left side, at lunette
	R 49.1	1	1750	Frame, right side, rear of trail wheel
	W 49.1	1	1750	Frame, left side, rear of trail wheel
	Y 47.8	1	1750	Frame, right side, at fuse box
	Y 46	1	1750	Frame, right side, at hand brake
	U 46	1	1750	Frame, right side, at wheel guard
	P 47.8	1	1750	Frame, left side, at fuse box
	R 46	1	1750	Frame, left side, at hand brake
	P 46	1	1750	Frame, left side, at wheel guard
	R 42.2	1	1750	Axle, right side
	U 42.2	1	1750	Axle, left side
	T 42.2	1	1750	Frame, right side, at fuse box
	U 42.2	1	1750	Frame, left side, at fuse box
*	T 32.5	1	1750	Trailer hitch
	U 32.5	1	1750	Trailer hitch
	R 37.7	1	1750	Axle, left side
	U 37.7	1	1750	Axle, left side
	T 37.7	1	1750	Axle, right side
	W 37.7	1	1750	Axle, right side
				* (Diagram 39)

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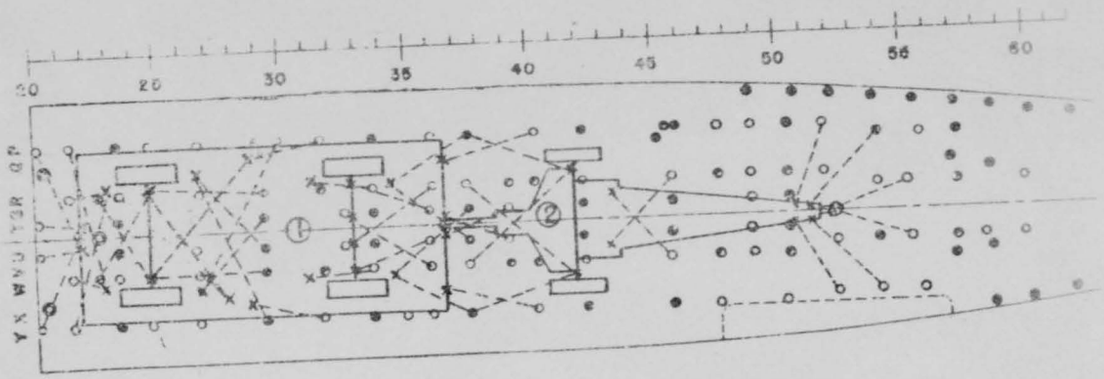

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.8	29.5	7400	218300
2	Gun, 57mm, M1, On Carriage M1A3 (G)	Aft	Axle	42	42.7	2850	121695

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramp (Sec I)
(2) Position winch equipment (Sec I)
(3) Stow truck cover and cover frame
(4) Drive truck into position in acft
(5) Open trail on gun, depress tube and close trail
(6) Winch gun into position in acft
(7) Open trail. Restore gun to travel position
(8) Set brakes on vehicles, chock springs on truck (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow ramp and winch equipment

Diagram 40

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	22h0	Bumper, left rear
	P 40.6	1	22h0	Bumper, right rear
	U 39.2	1	22h0	Eye, trailer hitch chain, right side
	T 39.2	1	22h0	Eye, trailer hitch chain, left side
	U 37.7	1	22h0	Spring, right rear
	T 37.7	1	22h0	Spring, left rear
	T 35.9	1	22h0	Axle, right side, rear
	U 35.9	1	22h0	Axle, left side, rear
	W 35.9	1	22h0	Axle, right center, rear
	R 35.9	1	22h0	Axle, left center, rear
	R 34	1	22h0	Frame, right side, above rear spring
	W 34	1	22h0	Frame, left side, above rear spring
	Y 37.7	1	22h0	Frame, left rear, above rear spring
	P 37.7	1	22h0	Frame, right rear, above rear spring
	P 32.2	1	22h0	Brace, running board, right rear
	Y 32.2	1	22h0	Brace, running board, left rear
	P 30	1	22h0	Spring, front, left side
	Y 30	1	22h0	Spring, front, right side
	T 29.2	1	22h0	Spring, front, left side
	U 29.2	1	22h0	Spring, front, right side
	R 29.2	1	22h0	Axle, right front
	W 29.2	1	22h0	Axle, left front
	W 24.7	1	22h0	Brace, running board, right side
	R 24.7	1	22h0	Brace, spare tire, left side
	R 22.5	1	22h0	Axle, left front
	W 22.5	1	22h0	Axle, right front
	W 21.5	1	22h0	Frame, left front, above spring
	R 21.5	1	22h0	Frame, right front, above spring
	Y 21.5	1	22h0	Frame, right front, above spring
	P 21.5	1	22h0	Frame, left front, above spring
	P 20	1	22h0	Winch hook, left front
	Y 20	1	22h0	Winch hook, right front
	U 20	1	22h0	Winch hook, left front (Diagram 40)

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Veh No	Tie Down Fitting No	Tie Down Device Quan	Tie Down Device Size	Attach to Vehicle
1	T 20	1	2240	Winch hook, right front
2	S 55.5	1	2240	To lunette
	V 55.5	1	2240	To lunette
	X 54	1	2240	Trail handle, right side
	" 54	1	2240	Trail handle, left side
	F 52.2	1	2240	Trail, at trail wheel, left side
	A 52.2	1	2240	Trail, at trail wheel, right side
	" 46	1	2240	Firing stand, right side
	" 46	1	2240	Firing stand, left side
	F 37.7	1	2240	Axle, left side
	Y 37.7	1	2240	Axle, right side
	R 37.7	1	2240	Axle, right side
	W 37.7	1	2240	Axle, left side

(Diagram 40)

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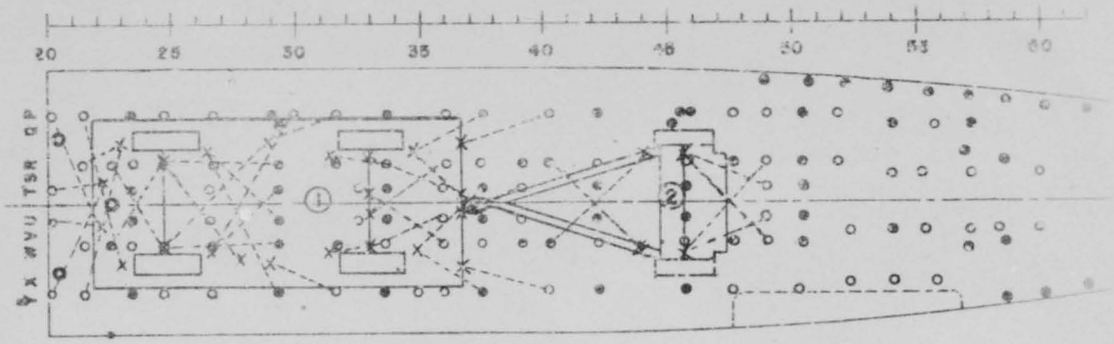

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, W/C, W/Winch (G)	Fwd	Ft Axle	24.7	29.4	7400	217500
2	Launcher, Rocket, 4.5", Multiple, T66E2	Fwd	Axle	45.5	44.3	1270	56261

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Hv duty)(Sec I)
(2) Position winch equipment (Sec I)
(3) Stow 3/4-ton cover and frames
(4) Drive 3/4-ton into position in aircraft
(5) Position loading ramp
(6) Position winch truck and prepare to winch
(7) Winch launcher into position (Engage lunette with trailer hitch)
(8) Set brakes and chock springs on 3/4-ton (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow ramps and winch equipment

Diagram

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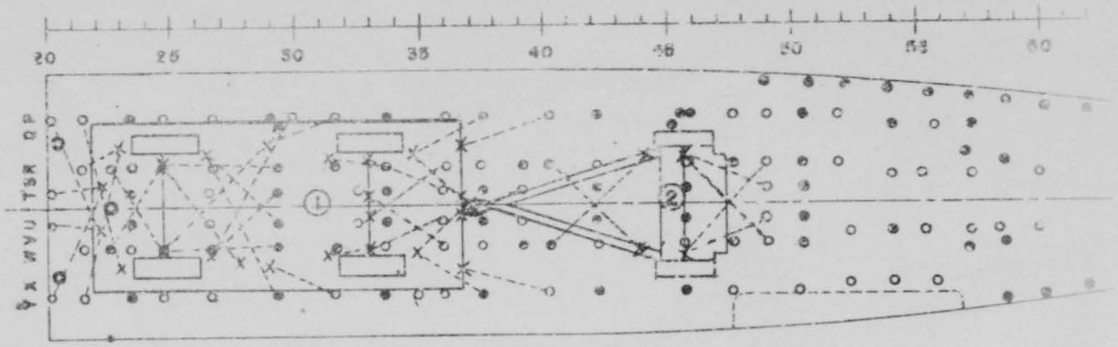

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Truck, 3/4-ton, 4x4, W/C, W/Winch (G)	Fwd	Ft Axle	24.7	29.4	7400	217500
2	Launcher, Rocket, 4.5", Multiple, T6652	Fwd	Axle	45.5	44.3	1270	56261

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramsp (Hv duty)(Sec I)
(2) Position winch equipment (Sec I)
(3) Stow 3/4-ton cover and frames
(4) Drive 3/4-ton into position in aircraft
(5) Position loading ramp
(6) Position winch truck and prepare to winch
(7) Winch launcher into position (Engage lunette with trailer hitch)
(8) Set brakes and chock springs on 3/4-ton (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow ramps and winch equipment

Diagram

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	2240	Bumper, left rear
	P 40.6	1	2240	Bumper, right rear
	U 39.2	1	2240	Eye, trailer hitch chain, right side
	T 39.2	1	2240	Eye, trailer hitch chain, left side
	U 37.7	1	2240	Spring, right rear
	T 37.7	1	2240	Spring, left rear
	T 35.9	1	2240	Axle, right side, rear
	U 35.9	1	2240	Axle, left side, rear
	W 35.9	1	2240	Axle, right center, rear
	R 35.9	1	2240	Axle, left center, rear
	R 34	1	2240	Frame, right side, above rear spring
	W 34	1	2240	Frame, left side, above rear spring
	Y 37.7	1	2240	Frame, left rear, above rear spring
	P 37.7	1	2240	Frame, right rear, above rear spring
	P 32.2	1	2240	Brace, running board, right rear
	Y 32.2	1	2240	Brace, running board, left rear
	P 30	1	2240	Spring, front, left side
	Y 30	1	2240	Spring, front, right side
	T 29.2	1	2240	Spring, front, left side
	U 29.2	1	2240	Spring, front, right side
	R 29.2	1	2240	Axle, right front
	W 29.2	1	2240	Axle, left front
	W 24.7	1	2240	Brace, running board, right side
	R 24.7	1	2240	Brace, spare tire, left side
	R 22.5	1	2240	Axle, left front
	W 22.5	1	2240	Axle, right front
	W 21.5	1	2240	Frame, left front, above spring
	P 21.5	1	2240	Frame, right front, above spring
	Y 21.5	1	2240	Frame, right front, above spring
	P 21.5	1	2240	Frame, left front, above spring
	P 20	1	2240	Winch hook, left front
	Y 20	1	2240	Winch hook, right front
	U 20	1	2240	Winch hook, left front (Diagram 41)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach tc Vehicle
		Quan	Size	
1	T 20	1	2240	Winch hook, right front
2	V 49.1	1	2240	Axle, right side
	T 49.1	1	2240	Axle, right side
	U 49.1	1	2240	Axle, left side
	R 49.1	1	2240	Axle, left side
	R 40.6	1	2240	Trail, left side, near firing tubes
	V 40.6	1	2240	Trail, right side, near firing tubes

(Diagram 41)

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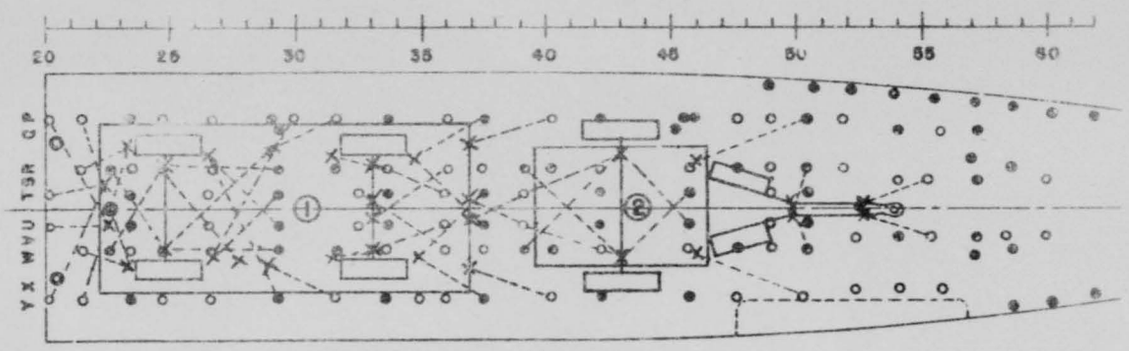

	Description of Vehicle	Vehicle Facing	Location of:			Weight	Moment
			R. P. *	Sta	C. G.		
1	Truck, 3/4-ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.8	29.5	7400	218300
2	Trailer, 2½-ton, 2W, Utility, Pole	Aft	Axle	43	45	2260	101700
	Type, Type I (N)						

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramp (Hv duty)(Sec I)
(2) Position winch equipment (Sec I)
(3) Stow truck cover and cover frame
(4) Drive truck into position in aircraft
(5) Position winch truck and prepare to winch (Sec I)
(6) Winch trailer into position in aircraft
(7) Set brakes on vehicles
(8) Chock springs (Sec III)
(9) Lash as indicated (Sec III & IV)
(10) Stow loading ramp and winch equipment

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	2240	Bumper, left rear
	P 40.6	1	2240	Bumper, right rear
	U 39.2	1	2240	Eye, trailer hitch chain, right side
	T 39.2	1	2240	Eye, trailer hitch chain, left side
	U 37.7	1	2240	Spring, right rear
	T 37.7	1	2240	Spring, left rear
	T 35.9	1	2240	Axle, right side, rear
	U 35.9	1	2240	Axle, left side, rear
	W 35.9	1	2240	Axle, right center, rear
	R 35.9	1	2240	Axle, left center, rear
	R 34	1	2240	Frame, right side, above rear spring
	W 34	1	2240	Frame, left side, above rear spring
	Y 37.7	1	2240	Frame, left rear, above rear spring
	P 37.7	1	2240	Frame, right rear, above rear spring
	P 32.2	1	2240	Brace, running board, right rear
	Y 32.2	1	2240	Brace, running board, left rear
	P 30	1	2240	Spring, front, left side
	Y 30	1	2240	Spring, front, right side
	T 29.2	1	2240	Spring, front, left side
	U 29.2	1	2240	Spring, front, right side
	R 29.2	1	2240	Axle, right front
	W 29.2	1	2240	Axle, left front
	U 24.7	1	2240	Brace, running board, right side
	R 24.7	1	2240	Brace, spare tire, left side
	R 22.5	1	2240	Axle, left front
	W 22.5	1	2240	Axle, right front
	W 21.5	1	2240	Frame, left front, above spring
	R 21.5	1	2240	Frame, right front, above spring
	Y 21.5	1	2240	Frame, right front, above spring
	P 21.5	1	2240	Frame, left front, above spring
	P 20	1	2240	Winch hook, left front
	Y 20	1	2240	Winch hook, right front
	U 20	1	2240	Winch hook, left front (Diagram 42)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	T 20	1	2240	Winch hook, right front
2	S 55.5	1	2240	Trail handle, left side
	V 55.5	1	2240	Trail handle, right side
	W 50.5	1	2240	Trail, at frame, left side
	R 50.5	1	2240	Trail, at frame, right side
	Y 50.5	1	2240	Frame, right front corner
	P 50.5	1	2240	Frame, left front corner
	U 46	1	2240	Axle, left side
	T 46	1	2240	Axle, right side
	T 39.2	1	2240	Axle, left side
	U 39.2	1	2240	Axle, right side
	W 39.2	1	2240	Axle, left side
	R 39.2	1	2240	Axle, right side

(Diagram 42)

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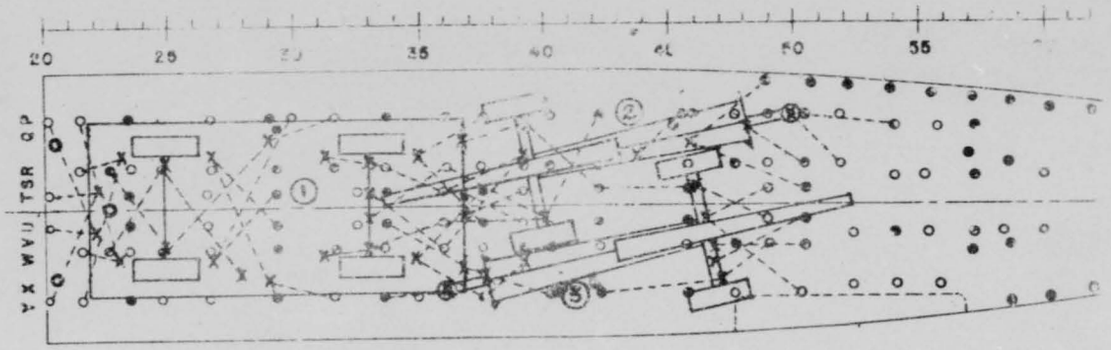

	Description of Vehicle	Vehicle Facing	Location of:			Weight	Moment
			R. P. *	Sta	C. G.		
1	Truck, 3/4-Ton, 4x4, W/C, W/Wn (G)	Fwd	Ft Axle	24.8	29.5	7400	218300
2	Gun, 57mm, Ml, Anti-Tank, Towed, On	Aft	Axle	40	40.7	2850	115995
	Carriage M1A3 (G)						
3	Gun, 57mm, Ml, Anti-Tank, Towed, On	Fwd	Axle	46	45.3	2850	129105
	Carriage M1A3 (G)						

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramp (Hv duty)(Sec I)
(2) Position winch equipment (Sec I)
(3) Stow truck cover and cover frame
(4) Drive truck into position in aircraft
(5) Position winch truck and prepare to winch guns
(6) Open gun trails, depress gun tube, lower trail wheel and close trails
(7) Winch gun (No. 2) into position
(8) Open trails, place gun in travel order with trail wheel down
(9) Repeat steps 6 through 8 for gun (No. 3)
(10) Set brakes on vehicles and chock trunk springs (Sec III)
(11) Lash as indicated (Sec III & IV)
(12) Stow loading ramps and winch equipment

Diagram 43

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Veh No	Tie Down Fitting No	Tie Down Lashing		Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	2240	Bumper, left rear
	P 40.6	1	2240	Bumper, right rear
	U 39.2	1	2240	Eye, trailer hitch chain, right side
	T 39.2	1	2240	Eye, trailer hitch chain, left side
	U 37.7	1	2240	Spring, right rear
	T 37.7	1	2240	Spring, left rear
	T 35.9	1	2240	Axle, right side, rear
	U 35.9	1	2240	Axle, left side, rear
	W 35.9	1	2240	Axle, right center, rear
	R 35.9	1	2240	Axle, left center, rear
	R 34	1	2240	Frame, right side, above rear spring
	W 34	1	2240	Frame, left side, above rear spring
	Y 37.7	1	2240	Frame, left rear, above rear spring
	P 37.7	1	2240	Frame, right rear, above rear spring
	P 32.2	1	2240	Brace, running board, right rear
	Y 32.2	1	2240	Brace, running board, left rear
	P 30	1	2240	Spring, front, left side
	Y 30	1	2240	Spring, front, right side
	T 29.2	1	2240	Spring, front, left side
	U 29.2	1	2240	Spring, front, right side
	R 29.2	1	2240	Axle, right front
	W 29.2	1	2240	Axle, left front
	W 24.7	1	2240	Brace, running board, right side
	R 24.7	1	2240	Brace, spare tire, left side
	R. 22.5	1	2240	Axle, left front
	W 22.5	1	2240	Axle, right front
	W 21.5	1	2240	Frame, left front, above spring
	R 21.5	1	2240	Frame, right front, above spring
	Y 21.5	1	2240	Frame, right front, above spring
	P 21.5	1	2240	Frame, left front, above spring
	P 20	1	2240	Winch hook, left front
	Y 20	1	2240	Winch hook, right front (Diagram 43)

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Veh No	Tie Down Fitting No	Tie Down Device Quan	Size	Attach to Vehicle
	U 20	1	2240	Hook, left front
	T 20	1	2240	Hook, right front
2	T 54	1	2240	To lunette
	R 52.2	1	2240	To lunette
	P 47.8	1	2240	Trail, right side, at trail wheel
	T 50.5	1	2240	Trail, right side, at trail wheel
	R 50.5	1	2240	Trail, right side, at trail spade
	P 46	1	2240	Trail, right side, at aiming stake bracket
	P 42.2	1	2240	Axle, right side, at firing stand
	T 42.2	1	2240	Axle, left side, at firing stand
	W 35.9	1	2240	Axle, left side, at trail connection
	R 35.9	1	2240	Axle, right side, at trail connection
	U 35.9	1	2240	Axle, right side, at firing stand
	T 35.9	1	2240	Axle, left side, at firing stand
3	Y 50.5	1	2240	Axle, right side, at trail connection
	U 50.5	1	2240	Axle, left side, at trail connection
	T 48.1	1	2240	Axle, right side, at trail connection
	W 50.5	1	2240	Tow bar
	U 49.1	1	2240	Axle, right side
	W 49.1	1	2240	Axle, left side
	Y 49.2	1	2240	Axle, left side
	T 4 .2	1	2240	Axle, right side
	Y 37.7	1	2240	Trail, right side, at trail wheel
	Y 34	1	2240	Trail handle, right side
	Y 32.2	1	2240	To lunette
				(Diagram 43)

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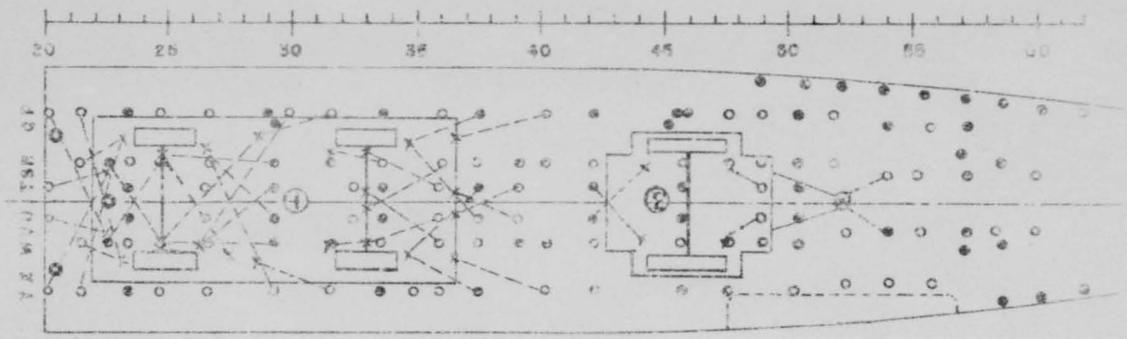

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Veh No	Tie Down Fitting No	Tie Down Devic		Attach to Vehicle
		Quan	Size	
1	Y 40.6	1	2240	Bumper, left rear
	P 40.6	1	2240	Bumper, right rear
	U 39.2	1	2240	Eye, trailer hitch chain, right side
	T 39.2	1	2240	Eye, trailer hitch chain, left side
	U 37.7	1	2240	Spring, right rear
	T 37.7	1	2240	Spring, left rear
	T 35.9	1	2240	Axle, right side, rear
	U 35.9	1	2240	Axle, left side, rear
	W 35.9	1	2240	Axle, right center, rear
	R 35.9	1	2240	Axle, left center, rear
	R 34	1	2240	Frame, right side, above rear spring
	W 34	1	2240	Frame, left side, above rear spring
	Y 37.7	1	2240	Frame, left rear, above rear spring
	P 37.7	1	2240	Frame, right rear, above rear spring
	P 32.2	1	2240	Brace, running board, right rear
	Y 32.2	1	2240	Brace, running board, left rear
	P 30	1	2240	Spring, front, left side
	Y 30	1	2240	Spring, front, right side
	T 29.2	1	2240	Spring, front, left side
	U 29.2	1	2240	Spring, front, right side
	R 29.2	1	2240	Axle, right front
	W 29.2	1	2240	Axle, left front
	W 24.7	1	2240	Brace, running board, right side
	R 24.7	1	2240	Brace, spare tire, left side
	R. 22.5	1	2240	Axle, left front
	W 22.5	1	2240	Axle, right front
	W 21.5	1	2240	Frame, left front, above spring
	R 21.5	1	2240	Frame, right front, above spring
	Y 21.5	1	2240	Frame, right front, above spring
	P 21.5	1	2240	Frame, left front, above spring
	P 20	1	2240	Winch hook, left front
	Y 20	1	2240	Winch hook, right front (Diagram 44)

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Veh No	Tie Down Fitting No	Tie Down Device No	Tie Down Device Size	Attach to Vehicle
	U 20		2240	Winch hook, left front
	T 20		2240	Winch hook, right front
2	S 54	1	2240	Tow lunette
	V 54	1	2240	Tow lunette
	T 49.1	1	2240	Spring, left front
	U 49.1	1	2240	Spring, right front
	U 42.2	1	2240	Spring, left rear
	T 42.2	1	2240	Spring, right rear

(Diagram 44)

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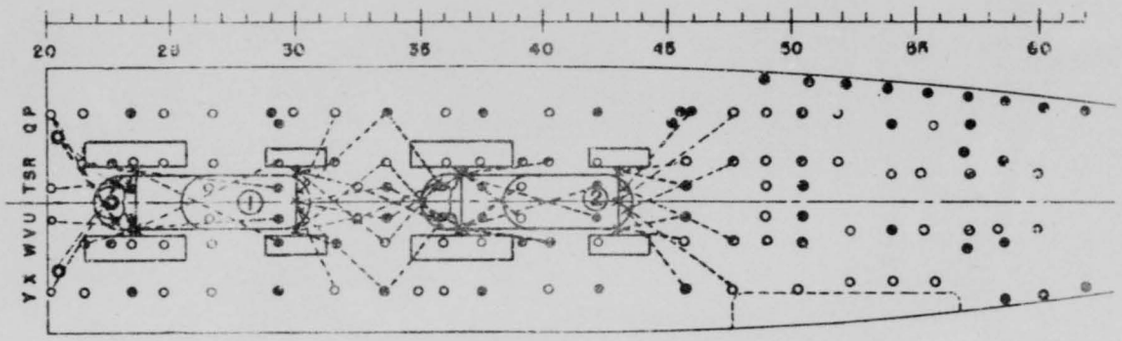

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Tractor, Wheeled, Rubber Tired,	Aft	Ft Axle	30	26.7	5217	139293
	Gasoline, 30 DBHP D1 (N)						
2	Tractor, Wheeled, Rubber Tired,	Aft	Ft Axle	43	39.7	5217	207114
	Gasoline, 30 DBHP D1 (N)						

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Sec I)
(2) Remove exhaust pipe extensions
(3) Back tractors into position in aircraft
(4) Set brakes
(5) Lash as indicated (Sec III & IV)
(6) Stow loading ramps

Diagram 45

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 20	1	2240	Frame, left rear
	P 20	1	2240	Frame, right rear
	W 20	1	2240	Frame, left rear
	U 20	1	2240	Frame, right rear
	T 20	1	2240	Frame, left rear
	R 20	1	2240	Frame, right rear
	W 21.5	1	2240	Axle, right rear
	R 21.5	1	2240	Axle, left rear
	R 30	1	2240	Axle, right rear
	U 30	1	2240	Axle, right rear
	T 30	1	2240	Axle, left rear
	W 30	1	2240	Axle, left rear
	Y 34	1	2240	Frame, at radiator, right side
	Y 32.5	1	2240	Frame, at radiator, right side
	P 34	1	2240	Frame, at radiator, left side
	P 32.5	1	2240	Frame, at radiator, left side
	W 34	1	2240	Axle, left front
	T 32.5	1	2240	Axle, left front
	R 32.5	1	2240	Axle, left front
	R 34	1	2240	Axle, right front
	U 32.5	1	2240	Axle, right front
	W 32.5	1	2240	Axle, right front
	T 34	1	2240	Axle, front center
	U 34	1	2240	Axle, front center
2	U 34	1	2240	Axle, left rear
	T 34	1	2240	Axle, right rear
	W 34	1	2240	Frame, left rear
	R 34	1	2240	Frame, right rear
	Y 34	1	2240	Frame, right rear
	P 34	1	2240	Frame, left rear
	U 32.2	1	2240	Frame, right rear (Diagram 45)
	T 32.2	1	2240	Frame, right rear

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
	U 39.2	1	2240	Axle, left rear
	T 39.2	1	2240	Axle, right rear
	R 40.6	1	2240	Axle, left rear
	U 42.2	1	2240	Axle, left rear
	T 42.2	1	2240	Axle, right rear
	W 40.6	1	2240	Axle, right rear
	P 46	1	2240	Frame, at radiator, left front
	W 47.7	1	2240	Frame, at radiator, left front.
	R 47.7	1	2240	Frame, at radiator, right front
	Y 46	1	2240	Frame, at radiator, right front
	Y 47.7	1	2240	Axle, center, front
	P 47.7	1	2240	Axle, center, front
	W 46	1	2240	Axle, right front
	U 46	1	2240	Axle, right front
	T 46	1	2240	Axle, left front
	R 46	1	2240	Axle, left front

(Diagram 45)

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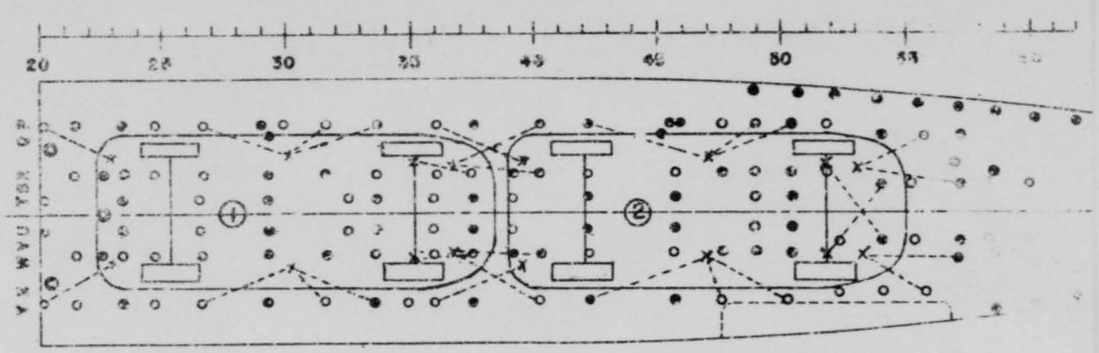

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta.	C. G.	Weight	Moment
1	Car, 5-Passenger, 4x2, Light Sedan (N)	Fwd	Ft Axle	42	46.6	3300	153780
2	Car, 5-Passenger, 4x2, Light Sedan (N)	Fwd	Ft Axle	42	46.6	3300	153780

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Hv duty)(Sec I)
(2) Drive car (No. 1) into position (Must skid through cargo door)
(3) Drive car (No. 2) into position as (No. 1)
(4) Set brakes and chock springs (Sec III)
(5) Lash as indicated (Sec III and IV)
(6) Stow loading ramp

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Veh No	Tie Down Fitting No	Tie Down Device Quan	Tie Down Device Str	Attach to Vehicle
1	Y 20	1	2240	Bumper, left front
	P 20	1	2240	Bumper, right front
	Y 26.8	1	2240	Frame, left side, center
	P 26.8	1	2240	Frame, right side, center
	Y 32.2	1	2240	Frame, left side, center
	P 32.2	1	2240	Frame, right side, center
	Y 34	1	2240	Frame, left side, center
	P 34	1	2240	Frame, right side, center
	P 40.6	1	2240	Frame cross member, right rear
	R 40.6	1	2240	Frame cross member, right rear
	W 40.6	1	2240	Frame cross member, left rear
	Y 40.6	1	2240	Frame cross member, left rear
	R 37.7	1	2240	Axle, right rear
	W 37.7	1	2240	Axle, left rear
2	P 35.9	1	2240	Bumper, right front
	Y 35.9	1	2240	Bumper, left front
	P 42.2	1	2240	Frame, right side, center
	P 49.1	1	2240	Frame, right side, center
	P 50.5	1	2240	Frame, right side, center
	Y 42.2	1	2240	Frame, left side, center
	Y 47.8	1	2240	Frame, left side, center
	Y 50.5	1	2240	Frame, left side, center
	X 55.5	1	2240	Frame cross member, left rear
	V 57	1	2240	Frame cross member, left rear
	S 57	1	2240	Frame cross member, right rear
	Q 55.5	1	2240	Frame cross member, right rear
	S 54	1	2240	Axle, left rear
	V 54	1	2240	Axle, right rear

(Diagram 46)

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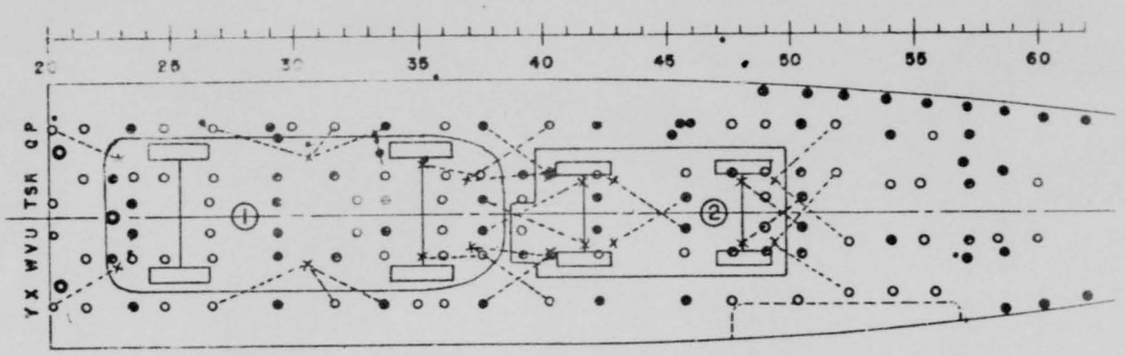

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. G.	Weight	Moment
1	Car, 5-Passenger, 4x2, Light Sedan (N)	Fwd	Ft Axle	25.4	29.6	3300	97680
2	Truck, 1/4-ton, 4x4 (N)	Aft	Ft Axle	48	44.7	2450	109515

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (Hv duty)(Sec I)
(2) Drive car (No. 1) into position (Must skid through door)
(3) Stow truck cover and cover frame
(4) Back truck into position
(5) Set brakes and chock all springs (Sec III)
(6) Lash as indicated (Sec III & IV)
(7) Stow loading ramp

Diagram 47

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	Y 20	1	2240	Bumper, left front
	P 20	1	2240	Bumper, right front
	Y 26.8	1	2240	Frame, left side, center
	P 26.8	1	2240	Frame, right side, center
	Y 32.2	1	2240	Frame, left side, center
	P 32.2	1	2240	Frame, right side, center
	Y 34	1	2240	Frame, left side, center
	P 34	1	2240	Frame, right side, center
	P 40.6	1	2240	Frame cross member, right rear
	R 40.6	1	2240	Frame cross member, right rear
	W 40.6	1	2240	Frame cross member, left rear
	Y 40.6	1	2240	Frame cross member, left rear
	R 37.7	1	2240	Axle, right rear
	W 37.7	1	2240	Axle, left rear
2	P 52.2	1	2240	Frame, left front, at bumper
	V 52.2	1	2240	Frame, left front, at bumper
	R 52.2	1	2240	Frame, right front, at bumper
	X 52.2	1	2240	Frame, right front, at bumper
	U 50.5	1	2240	Axle, left front
	T 50.5	1	2240	Axle, right front
	T 46	1	2240	Frame, right side, above rear spring
	U 46	1	2240	Frame, left side, above rear spring
	Y 37.7	1	2240	Frame, right rear
	P 37.7	1	2240	Frame, left rear
	U 37.7	1	2240	Axle, left rear
	T 37.7	1	2240	Axle, right rear
				(Diagram 47)

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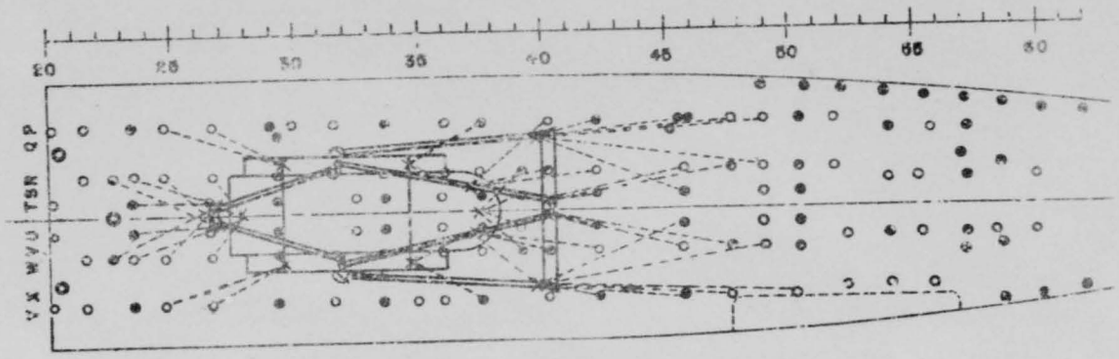

	Description of Vehicle	Vehicle Facing	Location of: R. P. *	Sta	C. L.	Weight	Moment
1	Tractor, Crawler Type, Diesel Driven, 8,600 To 12,000 Lbs Draw-bar Pull, W/Dozer (G)	Aft	Ft Axle	34.4	32	17370	536640
	Load Spreaders	(Under Tractor)			32	600	19200

* R. P., Distinctive Reference Point for spotting vehicle; (G) indicates vehicle at gross weight; (N) indicates net weight and (GLC) indicates gross less crew.

ADDITIONAL INFORMATION

(1) Position loading ramps (hy duty)(Sec I)
(2) Position planks (2" x 12" x 10') on loading ramp and aircraft floor to protect them from tractor lugs
(3) Remove bolts from tractor headlights and stow the head lights
(4) Remove center bar on dozer frame
(5) Lower fwd portion of dozer frame down onto dozer blade
(6) Lower aft portion of dozer frame down onto tractor winch
(7) Position load spreader in aircraft (Sec IV)
(8) Back tractor into position in aircraft (Dragg dozer blade)
(9) Lash as indicated (Sec III & IV)
(10) Stow dozer center bar frame under tractor
(11) Stow loading ramp

Diagram 48

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
1	P 49.1	1	2240	Frame, at dozer blade, left side
	P 46	1	2240	Frame, at dozer blade, left side
	P 42.2	1	2240	Frame, at dozer blade, left side
	R 49.1	1	2240	Frame, at dozer blade, left side
	T 46	1	2240	Frame, at dozer blade, left side
	P 47.7	1	2240	Frame, at dozer blade, left side
	Y 50.5	1	2240	Frame, at dozer blade, right side
	Y 47.7	1	2240	Frame, at dozer blade, right side
	Y 46	1	2240	Frame, at dozer blade, right side
	Y 42.2	1	2240	Frame, at dozer blade, right side
	W 49.1	1	2240	Frame, at dozer blade, right side
	U 46	1	2240	Frame, at dozer blade, right side
	W 47.7	1	2240	Frame, dozer lift, positioned on blade
	R 47.7	1	2240	Frame, dozer lift, positioned on blade
	W 46	1	2240	Frame, dozer lift, positioned on blade
	R 46	1	2240	Frame, dozer lift, positioned on blade
	U 42.2	1	2240	Frame, dozer lift, positioned on blade
	T 42.2	1	2240	Frame, dozer lift, positioned on blade
	R 42.2	1	2240	Frame, tractor, left front
	W 42.2	1	2240	Frame, tractor, right front
	P 40.2	1	2240	Frame, tractor, left front
	Y 40.2	1	2240	Frame, tractor, right front
	R 40.2	1	2240	Frame, tractor, left front
	W 40.2	1	2240	Frame, tractor, right front
	P 39.5	1	2240	Tow hook, front
	T 39.5	1	2240	Tow hook, front
	U 39.5	1	2240	Tow hook, front
	W 39.5	1	2240	Tow hook, front
	P 37.5	1	2240	Sprocket, left front
	T 37.5	1	2240	Sprocket, left front
	U 37.5	1	2240	Sprocket, right front
	Y 37.5	1	2240	Sprocket, right front (Diagram 48)

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Veh No	Tie Down Fitting No	Tie Down Device		Attach to Vehicle
		Quan	Size	
	R 22.5	1	2240	Winch, right side
	W 22.5	1	2240	Winch, left side
	W 23.5	1	2240	Winch, right side
	U 23.5	1	2240	Winch, right side
	T 23.5	1	2240	Winch, left side
	R 23.5	1	2240	Winch, left side
	Y 24.6	1	2240	Sprocket, right rear
	W 24.6	1	2240	Winch, left side
	R 24.6	1	2240	Winch, right side
	P 24.6	1	2240	Sprocket, left rear
	Y 26.5	1	2240	Sprocket, right rear
	P 26.5	1	2240	Sprocket, left rear
	W 26.5	1	2240	Draw Bar
	U 26.5	1	2240	Draw Bar
	T 26.5	1	2240	Draw Bar
	R 26.5	1	2240	Draw Bar

(Diagram 48)

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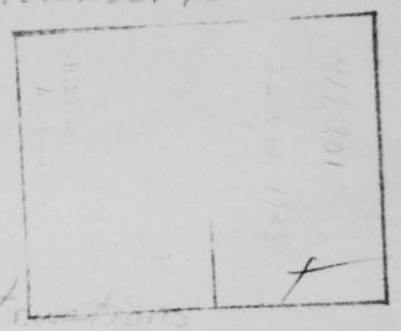

Communication Instructions

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Field, New York

CI Ø
1 Page
Page 1

25 November 1948

COMMUNICATIONS INSTRUCTIONS
NUMBER.....Ø

DESTRUCTION

All Communications Operation Instructions dated prior to 24 November 1948 are rescinded and will be removed from files and destroyed after effective date of attached COI. This includes CI Ø dated 25 November 1948.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

C.R. LANDON
Colonel, AGD
Adjutant General

OFFICIAL:

HOBART R. YEAGER
Colonel, USAF
Deputy for Communications
and Electronics

Superseded by COI dtd 10 JAN 49

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F O R E W A R D

Communication Operation Instructions and Standing Communication Instructions are issued for the technical control and coordination of communication agencies throughout the Air Defense Command.

General instructions and information pertaining to the use of Communication Operation Instructions and Standing Communication Instructions are contained in COI 3-1 and SCI 3-1 respectively.

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COMMUNICATION OPERATION INSTRUCTIONS

INDEX
NO. 1-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

ITEM NO.	TITLE	EFFECTIVE DATE	SUPERSEDES COI DATED
GENERAL (1 - 9 Inclusive)			
1-1	Index to COI	20 December 1948	Original
2-1	Distribution	20 December 1948	Original
3-1	General Instructions	20 December 1948	Original
CODES AND CIPHERS (10 - 19 Inclusive)			
10-1	Authentication Code	20 December 1948	Original
RADIO (20 - 35 Inclusive)			
20-1	LF, MF, and HF Universal and Common Frequencies	20 December 1948	Original
21-1	VHF Universal and Common Frequencies	20 December 1948	Original
22-1	Standard VHF Channel Assignments	20 December 1948	Original
23-1	HF Channel Assignments for AN/ARC-9	20 December 1948	Original
24-1	MF & HF Frequency Assignments	20 December 1948	Original
25-1	VHF Frequency Assignments	20 December 1948	Original
26-1	Tactical Voice Call Signs	20 December 1948	Original
27-1	Tactical Radio Call Signs	20 December 1948	Original
28-1	Aircraft Radio Call Signs	20 December 1948	Original

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ITEM NO	TITLE	EFFECTIVE DATE	SUPERSEDES COI DATED
WIRE (26 - 44 Inclusive)			
RECOGNITION AND NAVIGATIONAL AIDS (45 - 50 Inclusive)			
45-1	GCA Frequency Assignments	20 December 1948	Original
46-1	VHF/DF Homing Stations, Frequencies and Call Signs	20 December 1948	Original
COMMUNICATIONS SECURITY (51 - 60 Inclusive)			

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

C.R. LANDON
Colonel, AGD
Adjutant General

OFFICIAL:

HOBART R. YEAGER
Colonel, USAF
Deputy for Communications
and Electronics

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Original Issue

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Mitchel Air Force Base
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

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ORGANIZATION	COMPLETE SERIES COI NUMBER OF COPIES
Chief of Naval Operations, Navy Dept.	1
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CG Alaskan Air Command	2
CG USAFE	2
CG FEAF	2
Comdt. Air Communications & Electronics Officers School	2
CO 28th Communications Squadron	4
CO Unit Training Center, Orlando, Florida	2
CO Mitchel Air Force Base	1
Communications Officer Continental Air Command	25

NOTE: Notification of any change in number of copies required should be forwarded to this Headquarters.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

C.R. LANDON
Colonel, AGD
Adjutant General

OFFICIAL:

HOBART R. YEAGER
Colonel, USAF
Deputy for Communications
and Electronics

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R E S T R I C T E D

COMMUNICATION OPERATION INSTRUCTIONS

GENERAL INSTRUCTIONS
NO. 3-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

1. Communication Operation Instructions will be classified and safeguarded in accordance with AR 380-5.

2. COI will be used in conjunction with SCI, and will be superseded from time to time, or new items will be issued. A revised index will be issued frequently. Superseded items will be destroyed by burning not earlier than five days after the effective date of supersession. It is not required that reports of destruction of Headquarters Air Defense Command Communication Operation Instructions be submitted to this Headquarters.

3. a. Such portions of Hq ADC Communication Operation Instructions as are necessary may be extracted and reproduced if desired.

b. Only such extracts of Communication Operation Instructions as may be required for immediate tactical, simulated tactical or training operations will be carried by aircraft.

4. COI issued by Headquarters Air Defense Command normally are not issued as registered documents. These COI will not be accounted for in semiannual reports.

5. Complete Communication Operation Instructions when bound as a single document will bear the highest classification of items contained therein.

6. Loss or compromise of these COI, or an item or extract thereof, will be reported immediately by the most rapid means to the Deputy for Communication and Electronics, Air Defense Command.

7. All subordinate units issuing COI will submit copies to this headquarters prior to the effective date.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

C.R. LANDON
Colonel, AGD
Adjutant General

OFFICIAL:

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COI 10-1
2 Pages
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COMMUNICATION OPERATION INSTRUCTIONS

AUTHENTICATION CODE
NO. 10-1

Original Issue

Hq. Continental Air Cmd.
Mitchel Air Force Base
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

	1 2 3 4 5	6 7 8 9 0				
	A B C D E	F G H I J	K L M N O	P Q R S T	U V W X Y Z	
00	R T Y U C	Q X S D H	G K D L C	Y R X O P	M B V L U T	J
01	Z X C V B	N V M K L	Y T U W Q	C X Z G D	W E I C V B	I
02	I O U Y T	E W R T Z	C V B N M	G H Q W X	O I U Y T R	H
03	N P Q I H	H O A U B	Y I Z T N	U Y X G M	J Y C J E Q	K
04	I B Q C R	Y N W J T	T M A E F	H Q J C N	Q P K H F R	G
05	H I Q P N	Z U Y A P	R C S H G	T X D F D	J N J N S X	E
06	T R H R X	E I R O J	H J G H N	I J M J N	N Y F M A E	N
07	A I M C D	N R T Y W	X D T E Q	R Z T L M	M K E D Y R	M
08	W Z B O B	G B T Q L	O B D N M	C C Y T I	Z A L R T M	F
09	I U R C T	S R E I C	L I U T R	T R O I U	W J H G F T	O
10	F H K P Q	V J L O S	Z I O K B	I U I L G	M X T P U Y	E
11	O A J R Q	P S H E W	C D N T S	V F M Y A	Z B U G U D	P
12	X Z Y D J	Z X U F H	G H I C A	B H O V S	K N J P B D	D
13	N U L A H	V Y P Z U	B T O X I	C R I C Y	C T U E L K	Q
14	A B U T M	Q N I Y E	W M O H R	E V P G X	A S C H E T	C
15	H C B V N	J F G H U	R U T Y E	N B G H J	D F G H J K	R
16	I X O T B	Y C I R C	I T Y C G	A C H V H	R Y D E K M	T
17	T O P Y A	A S H S C	I U P S P	S R H T V	P D B V O V	S
18	X O U I Y	Y N W J T	T R F R U	N A E J Z	G S Q J C G	B
19	T U I W K	T M A E T	J T D J Y	U D W B E	Y D W K P O	U
20	B I H U G	L M E Y R	Q Z B M Q	M J S O I	K Y E B L U	A
21	H Z I P X	F X E X T	C N I F I	U X F K S	G S Q J C G	V
22	R S E B M	Y T R E X	C E W S A	Q I O P E	C V B N M R	Z
23	Y T G H E	Z I X G H	T H E W Q	B V N M O	I U Y T X S	W
	J H G E W	Q C V B M	Y H U I T	E W R C X	H G W E T O	X
	P I U Y T	E W Q A D	S A Z X C	V B N M Y	G E R I E W	Y

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BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

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COMMUNICATION OPERATION INSTRUCTIONS

LF, MF & HF UNIVERSAL AND COMMON FREQUENCIES
NO. 20-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

FREQ.	EMISSION	WATTS	UNIVERSAL AND COMMON ASSIGNMENT	APPLICATION AND REMARKS
333			All Government Agencies.	International, General calling in connection with transatlantic flights.
500			Normally used at sea.	International distress and calling.
536	A1,A2,A3	75	Used with SCR-287, SCR-188 or similar equipment and radio compass SCR-269.	Universal, emergency homing where other navigational aids are lacking. Training in homing procedure on secondary non-interference basis.
1742	A1,A2,A3	75	Same as 536.	Same as 536.
1850	Special		Army and Navy.	Navigational aid, Loran system.
1950	Special		Army and Navy.	Navigational aid, Loran system.
2670	A3		Coast Guard, USAF emergency liaison with Coast Guard.	For emergency use by authorized rescue boats.
2716	A3		All Naval Districts, USAF emergency liaison to Navy stations.	For emergency use by authorized rescue boats.
2738	A3		All Government Agencies.	For working non-government coastal, harbor, and ship-phone stations.

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FREQ.	EMISSION	WATTS	UNIVERSAL AND COMMON ASSIGNMENT	APPLICATION AND REMARKS
3000	A3		Combined "scene of action" contact or coordinating frequency. Also available to all aircraft, surface craft and shore stations for intercommunication during search and rescue operations for distressed aircraft, surface craft and survivors thereof in the North American Sea Frontiers and continguous Army areas.	To be used for tactical action as last resort when no coordinated communications plan exists.
3105	A3		All aircraft for operations within the continental limits of the U.S.	For calling and working ground stations.
3475	A3		GCA Search Control.	
3995	A3	5	Joint War, Navy and USMC.	For glider intercommunications.
4220	A3		Army aircraft, AACS stations and mobile rescue installations.	For calling and working airways stations.
4495	A3		All AF aircraft within the continental limits of the U.S.	For calling and working ground stations.
4595	A1		Common CW frequency for Air/ground stations belonging to USAF Military Flight Service Communications System.	Common CW frequency.
4765	A3		Common voice frequency for Air-Ground Stations belonging to USAF Military Flight Service Communications System.	Common HF frequency.
4890	A3		GCA Final Approach Control.	Primary
6210	A3		World-wide by all aircraft. To be used when 3105 or 4495 kc unsuitable.	For calling and working airways stations.
6640	A3		GCA Final Approach Control.	Secondary.

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FREQ.	EMISSION	WATTS	UNIVERSAL AND COMMON ASSIGNMENT	APPLICATION AND REMARKS
7165	A3	25	U.S. Bomb and Gun Ranges.	For domestic Air Forces and Commands.
8200	A1		Common CW frequency for air-ground stations belonging to USAF Military Flight Service Communications System.	Common CW frequency.
8280	A1		U.S. Emergency and safety frequency.	Gibson girl and lifeboat frequency.
11445	A1		Same as 8200.	Same as 8200.
75000	A2		Aeronautical marker.	Used on legs of ranges.

NOTE: For details on the frequencies for the continental U.S. Airways and Air Communications Service see AF Letter 100-3.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

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COMMUNICATION OPERATION INSTRUCTIONS

VHF UNIVERSAL AND COMMON FREQUENCIES
NO. 21-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

FREQUENCY (MCS)	EMISSION	UNIVERSAL AND COMMON ASSIGNMENT
116.10	A-3	CAA Airways. * AACS (Plan 62).
118.10	A-3	Interim international civil airport control tower and approach control.
126.18	A-3	U.S.A.F Common
132.84	A-3	Bomb Aircraft - Common, Radar Bomb Scoring.
133.20	A-3	Joint U.S.A.F. - Navy Operations.
134.10	A-3	GCA Final approach control.
136.80	A-3	Joint U.S.A.F. - Navy operations.
137.70	A-3	GCA Search Control.
137.86	A-3	AACS * All Control Towers * GCA Search Control.
138.42	A-3	D/F, Homing & Fixing "Training". Ftr/Bomber Liaison. Radar Bomb Scoring Secondary.
139.32	A-3	D/F Homing & Fixing "Primary". Restricted to Fighter Type Aircraft.
***140.58	A-3	Military Emergency. * GCA Final Approach Control.
**142.02	A-3	Joint U.S.A.F. - Navy operations.

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FREQUENCY (MCS)	EMISSION	UNIVERSAL AND COMMON ASSIGNMENT
149.58	A-3	U.S. Bomb and Gun.
151.74	A-3	U.S. Bomb and Gun.

* Available for service indicated on a secondary basis.

** Navy Department frequency. Authorized for USAF use on secondary non-interference basis only. Specific assignments must be coordinated with local Naval authority.

*** GCA practice landings will not be conducted on this frequency.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

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R E S T R I C T E D

COMMUNICATION OPERATION INSTRUCTIONS

COI 22-1
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STANDARD VHF CHANNEL ASSIGNMENTS
NO. 22-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base,
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

1. Channel assignments for Air Defense Command aircraft equipped with SCR-522:

CHANNEL	PURPOSE	FREQUENCY (MCS)
A	CAA Airways (Range Stations) AACS Airways (Plan 62) (S)	116.10
B	World-Wide airdrome control common.	126.18
C	AACS Airways (Plan 62) Alt. Control Towers (S) GCA Search Control (S)	* 137.88
D	Military Emergency. GCA Final Approach Control (S)	140.58

2. Channel assignments for Air Defense Command aircraft equipped with AN/ARC-3:

CHANNEL	PURPOSE	FREQUENCY (MCS)
A	CAA Airways (Range Stations) AACS Airways (Plan 62) (S)	116.10
B	World-Wide Airdrome Control Common.	126.18
C	AACS Airways (Plan 62). Alt. Control Towers (S) GCA Search Control (S)	137.88
D	Military Emergency	140.58
E	Training or Tactical as required.	*
F	D/F and Homing Common	* 139.32

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CHANNEL	PURPOSE	FREQUENCY (MCS)
C	GCA Search Control	137.70
H	GCA Final Approach Control	134.10

(S) Available for service indicated on a secondary basis.

* When tactical or training missions are being conducted, tactical frequencies listed in ADC COI 25-(series) may be substituted in these channels.

3. Any requirements for VHF tactical channels over and above those listed above may be obtained as provided in AF Letter 100-89 and attachment thereto.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

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COMMUNICATION OPERATION INSTRUCTIONS

HF CHANNEL ASSIGNMENTS FOR AN/ARC-9
NO. 23-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

1. All AN/ARC-9 Radio Sets installed in aircraft of the Air Defense Command will be crystallized on the following frequencies:

CHANNEL	FREQUENCY (kcs)	CHANNEL	FREQUENCY (kcs)
1	3105.0	6	6210.0
2	3475.0	7	6640.0
3	4495.0	8	*
4	4765.0	9	*
5	4890.0	10	*

* Reserved for future assignment.

2. Purposes and application of frequencies listed above are contained in ADC COI 20-(series).

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

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MF & HF FREQUENCY ASSIGNMENTS
NO. 24-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

1. The following HF frequencies are assigned for uses as indicated:

a. AIR DEFENSE COMMAND RTTY NETWORK

	DAY	NIGHT
USAF to Air Defense Command	6405 kc	2878 kc
Air Defense Command to Hq USAF	6655 kc	3052.5 kc
Air Defense Command to Fourth Air Force	15587.5kc	10205 kc
Fourth Air Force to Air Defense Command	17670 kc	10142.5kc
Air Defense Command to Tenth Air Force	12305 kc	7530 kc
Tenth Air Force to Air Defense Command	10756 kc	7330 kc
Air Defense Command to Fourteenth Air Force	10205 kc	4875 kc
Fourteenth Air Force to Air Defense Command	9730 kc	4907.5 kc

b. AIR FORCE - AFRTCs - REGULAR AF UNIT NETWORKS

UNIT	EMISSION	POWER	DAY	NIGHT
First Air Force	A1,A3	400W	7920 kc	3422.5kc
Fourth Air Force	A1,A3	400W	10142.5kc	5200 kc
Tenth Air Force	A1,A3	400W	6700 kc	2618 kc
Fourteenth Air Force	A1,A3	400W	10142.5kc	4560 kc

2. The following HF frequencies, A1,A3 emission are assigned to the Air Forces as indicated for further assignement to AC&W Units under their jurisdiction. These frequencies are to be used on a non-interference basis.

FIRST AIR FORCE

3312.5 kc	4357.5 kc	4487.5 kc	4875 kc	5200 kc	5742.5 kc
6230 kc	6385 kc	7540 kc			

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FOURTH AIR FORCE

3312.5 kc	* 4275 kc	4357.5 kc	4487.5 kc	4875 kc	5200 kc	
5742.5 kc	6230 kc	**6330 kc	6385 kc	7540 kc		

* Frequency also assigned North Atlantic Weather Service.
** Frequency also assigned Navy Liaison Service.

3. The following HF frequencies are assigned for use as indicated:

FREQUENCY	EMISSION	POWER	USE
3010 kc	A-3	50W	Point to Point, Hamilton Air Force Base to Crash Boats.
4317.5 kc	A-3		Air-air or Air-ground for Air Reserve Training.

4. a. The following MF and HF frequencies are assigned to the Air National Guard for use with CW and Voice emission for communications locally in exercises and drills, and for pt-to-pt training communications between stations as grouped.

b. Power output will be restricted to the minimum required to render reasonable communications service but in any event will not exceed 400 watts.

c. These assignments are provided for use on a secondary basis for intermittent radio operations and subject to causing no interference to services deemed to have prior operating rights. All operations will be conducted under the responsibility, supervision and control of the Air Instructor assigned to the respective units.

d. Operations on the frequences specified below are necessarily shared with other Air Force and Army acticities. Therefore, to prevent damaging interference, the using organizations will be required to monitor the frequencies and to effect any necessary coordination locally with Army and Air Force authorities in the area prior to beginning any communications service. Operating agencies will also be required to check frequency of transmitter with a standard frequency meter prior to going on the air and at two hour intervals thereafter.

FIRST AIR FORCE AREA

2082 kc - White Plains, N.Y. - Mitchel AFB, N.Y. - Newark, N.J.

2082 kc - Augusta, Me. - Manchester, N.H. - Burlington, Vt. - Bangor, Me.

2618 kc - Boston, Mass. - Westfield, Mass.

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FIRST AIR FORCE AREA (cont'd)

2618 kc - Newark, N.J. - Wilmington, Del.

2624 kc - Hartford, Conn. - Windsor Locks, Conn. - Hills Grove, R.I.

2764 kc - Boston, Mass. - Hartford, Conn. - Augusta, Me.

3312.5 kc - Mitchel AFB, N.Y. -- Syracuse, N. Y.

2618 kc - Romulus, Mich. - Battle Creek, Mich. - Milwaukee, Wisc.

2082 kc - Andrews AFB, - Baltimore, Md. - Richmond, Va.

2618 kc - Newark, N.J. - Wilmington, Del.

3017.5 kc - Louisville, Ky. - Charlestown, W. Va.

3312.5 kc - Columbus, Ohio - Cleveland, Ohio - Lockbourne, Ohio - Vandalia, O

3332.5 kc - Reading, Pa. - Pittsburgh, Pa.

4350 kc - Columbus, Ohio - Romulus, Mich.

4427.5 kc - Harrisburg, Pa. - Pittsburgh, Pa. - Andrews AFB, Md.

FOURTH AIR FORCE AREA

2082 kc - Van Nuys, Calif. - San Bernardino, Calif.

2764 kc - Seattle, Wash. - Portland, Ore.

4350 kc - Portland, Ore. - Spokane, Wash. - Boise, Idaho. - Great Falls, Montana.

4350 kc - Burbank, Calif. - Phoenix, Ariz.

6655 kc - Portland, Ore. - Great Falls, Mon.)Sec Basis).

6655 kc - Oakland, Calif. - Salt Lake City, Utah.

TENTH AIR FORCE AREA

2082 kc - Denver, Colo. - Cheyenne, Wyo.

2764 kc - Chicago, Ill. - Peoria, Ill.

3017.5 kc - Des Moines, Iowa - Sioux Falls, S.D. - Sioux City, Iowa

3312.5 kc - St. Paul, Minn. - Fargo, N.D.

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TENTH AIR FORCE AREA (cont'd)

3332.5 kc - St. Louis, Mo. - St. Joseph, Mo.

4350 kc - Denver, Colo. - Lincoln, Nebr. - Wichita, Kans.

4427.5 kc - St. Louis, Mo. - Minneapolis, Minn. - Des Moines, Iowa

4477.5 kc - Chicago, Ill. - Indianapolis, Ind. - Louisville, Ky.

2082 kc - Indianapolis, Ind. - Ft Wayne, Ind.

FOURTEENTH AIR FORCE AREA

2618 kc - Birmingham, Ala. - Meridian, Miss.

3312.5 kc - Marietta, Ga. - Birmingham, Ala. - Nashville, Tenn.

4350 kc - Nashville, Tenn. - Charlotte, N.C. - Memphis, Tenn.

4427.5 kc - Marietta, Ga. - Columbia, S.C. - Savannah, Ga. - Jacksonville, Fla.

2082 kc - Tulsa, Okla. - Norman, Okla.

4250 kc - Tulsa, Okla. - Little Rock, Ark. - Albuquerque, N.M. - Norman, Okl

4427.5 kc - Dallas, Tex. - Houston, Tex. - San Antonio, Tex. - New Orleans, L

4477.5 kc - Houston, Tex. - Dallas, Tex. - Tulsa, Okla.

6655 kc - Dallas, Tex. - New Orleans, La. (Sec Basis).

6655 kc - Tulsa, Okla. - Albuquerque, N.M. (Sec Basis).

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

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COMMUNICATION OPERATION INSTRUCTIONS

VHF FREQUENCY ASSIGNMENTS
NO. 25-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

1. The following VHF frequencies are assigned to all Air Forces of the Air Defense Command. These VHF frequencies may be reassigned to subordinate units and to Air National Guard at the descretion of the Air Force Commanders.

135.00 mcs	140.04 mcs	* 143.28 mcs	* 148.68 mcs	* 135.18 mcs
* 140.22 mcs	143.82 mcs	* 149.04 mcs	* 135.36 mcs	* 140.94 mcs
* 148.32 mcs	* 150.12 mcs	138.60 mcs	* 141.48 mcs	148.50 mcs

* Navy Department frequency. Authorized for USAF use on a secondary non-interference basis only. Specific assignments must be coordinated with local Naval authority prior to use.

2. Assignments will be made on a basis to avoid intolerable interference and to insure maximum use of each frequency, consideration being given to wave propagation characteristics as well as to other uses of the same or adjacent channels.

3. This Headquarters will be advised of all VHF frequency assignments made in accordance with this COI item, through the medium of Air Force COI's.

4. The following VHF frequencies are assigned for operation of duplex VHF point-to-point circuits between the Headquarters indicated:

Freq. (mc)	Emission	Power Output	Use
240.6	A1,A3	12 W.	FM pt-to-pt transmitting freq Hq ADC to Hq 1AF.
244.6	A1,A3	12 W.	FM pt-to-pt transmitting freq Hq. 1AF to Hq ADC.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

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TACTICAL VOICE CALL SIGNS
NO. 26-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base,
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

1. Air Defense Command Tactical Voice Call Sign allocations are made from JANAP 119, July 1947. These basic words may be expanded by suffixing ABLE to ZEBRA or by the addition of digit(s).

2. The following Tactical Voice Call Signs listed in JANAP 119, July 1947 are hereby allocated as follows:

AIR DEFENSE COMMAND

Satinwood	Castile	Hospital	Perish	Ashamed	System
Perturb	Clover	Tuba	Contraption	Spurn	

FIRST AIR FORCE

Abbreviate	Fiance	Manger	Tablespoon	Dike
Insert	Righteous	Bogus	Shaky	Accolade
Fierce	Marcel	Nitwit	Teal	Dingo
Instruct	Rolling Mill	Chestnut	Shapely	Duck Pin
Bushing	Creek	Steinmetz	Barium	Germinate
Vesicant	Epilogue	Lumpy	Serum	Divan
Torrent	Muscle	Conquer	Soap Suds	Stow Away
Cagney	Haunt	Panama Hat	Agape	Focus
Minimum	Toilet	Expend	Astrology	Politic
Promotion	Spawn	Suggest	Delicious	Imperil
Readable	Begrudge	Gross	Outfit	Angry
Monocle	Bough	Simpson	Slouch	Splurge
Swear Word	Elite	Knit	Scarce	Cattail
Housewife	Permeate	Birdcall	Petrel	Coagulate
Tuition	Coon Dog	Squash	Defy	Impatience
Prisoner	Spareribs	Sudden	Ourself	Adventure
Raspberry	Bedclothes	Grasp	Carbolic	Historian
Flay	Basinet	Gnat	Liar	Memorial
Diabolic	Indent	Endear	Dozen	Whelp
Theatrical	Shirt	Offish	Stronghold	Spindrift
Penguin	Snort	Infer	Bulb	Disown
Compress	Milady	Sousaphone	Misjudge	Refinery
Brittle	Channel	Count Basie	Litmus	Curse
Tiger	Payable	Await	Bewitch	Trot

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FIRST AIR FORCE (cont'd)

Reverie	Stalin	Secular	Cigarette	Warp
Stock	Transit	Altar	Sickbay	Hominy
Sprinkle	Blocade	Pitch	Fresh	Slab
Arrange	Syllable	Pinetree	Mucilage	Excellent
Precaution	Option	Surrender	Mortify.	Scrawl
Comedy				

FOURTH AIR FORCE

Lordwhip	Clark	Serbian	Torch Bearer	Mummy
Confirm	Cypher	Stool	Cabbage	Acrobat
Flake	Matinee	Tend	Discard	Intimate
Rude	Choir	Shilling	Motion	Commune
Cross Patch	Stick	Barren	Gland	Notch
Visible	Esau	Method	Shade	Domain
Trader	Muster	Continue	Socrates	Straw Man
Cancer	Hesitate	Pastor	Align	Founder
Onesided	Topple	Fumes	Autograph	Porthole
Protest	Spectator	Sunset	Denude	Incarnation
Redcoat	Bentley	Gum Plant	Pelt	Apparel
Morbid	Braille	Sizzle	Smokestack	Sprain
Swill	Eminence	Legume	Scoop	Centerpeice
Hyphen	Research	Blasphemy	Phrase	Collapse
Twang	Corn Pone	Stain		

TENTH AIR FORCE

Drowsy	Purly	Cow Puncher	Steeple	Banana
Geometry	Nibble	Variometer	Entrust	Accredit
Filter	Mate	Tedious	Dioxide	Interest
Rotate	Chime	Sheet	Dwindle	Byway
Croaker	Stepfather	Barrage	Giant	Nonmetal
Vintage	Equity	Lurk	Seventeen	Doctrine
Toxicant	Musician	Conspire	Sober Judge	Strain
Camera	Hemp	Partition	Ajar	Forage
Misdeed	Tomorrow	Fuel	Aunt	Polo
Prone	Spearfish	Sunday	Delve	Implore
Receive	Bellman	Guardian	Own	Antic
Monotype	Bowl	Single	Smear	Spool
Sweepstake	Embezzle	Knoll	Schooner	Cedar
Hummingbird	Parry	Biscuit	Philander	Coffin
Tunic	Cork Tip	Staff		

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FOURTEENTH AIR FORCE

Hangdog	Pagoda	Afloat	Fluke	Active
Toddle	Dress	Assets	Policy	Intuition
Flask	Medieval	Terminus	Dismay	Complain
Seamstress	Chrome	Shingle	Mournful	Novice
Culpepper	Stilts	Baseboard	Gleaner	Douglas
Vulnerable	Event	Migraine	Throb	Stroke
Tragic	Mystic	Poverty	Soup	Frame
Caprice	Hint	Paul Bunyan	Alley	Poster
Open Air	Welch	Fungus	Avoid	Inconvenient
Publish	Spicebush	Super Heat	Design	Arbor
Redfin	Bevel	Gutteral	Penance	Sprig
Morose	Bride	Skipper	Snake Eyes	Certain
Swizzle	Encamp	Letter	Scout	Column
Hyssop	Retard	Blindspot	Pigheaded	Adverse
Twill	Corrode	Staircase	Mindful	Logbook
Wisdom Tooth	Moderate	Bondservant	Simple	Concert
Splash	Swami	Eligible	Juice	Olden
Flog	Menu	Thirdly	Distance	Dread
Selectman	Clan	Shorthand	Mullock	Submerge
Cutlet	Stockyard	Bauxite	Gourd	Frock
Waterproof	Exertion	Milepost	Tincture	Sideline
Tribe	Planner	Preserve	Spanish	Indistinct
Carnival	Hives	Peach Fuzz	Ampere	Arrival
Ossify	Wiggle	Mitten	Awful	Spunk
Sleeper	Spinner	Swab	Diet	Cheek
Rental	Billboard	Hood	Peptone	Commodore
Moth	Brood	Trudge	Snowshoe	Syrup
Ensign	Liniment	Scroll	Initial	Rhinestone
Bluff	Pintail	Bullfrog	Coverlet	Stark
Slim				

3. Tactical Voice Call Signs will be reassigned to subordinate units at the discretion of the respective Commanders. Assignments by this Headquarters will not be rotated or changed periodically.

4. Ground stations maintaining air-ground radio-telephone communications for training missions will be assigned individual Voice Call Signs. Use of Call Signs in point-to-point communications will be limited to low power sets of one hundred (100) watts or less.

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BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

C.R. LANDON
Colonel, AGD
Adjutant General

OFFICIAL:

HOBART R. YEAGER
Colonel, USAF
Deputy for Communications
and Electronics

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3 Pages
Page 1

COMMUNICATION OPERATION INSTRUCTIONS

TACTICAL RADIO CALL SIGNS
NO. 27-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

1. All previous allocations of tactical call signs from OCSigO circular No. 8 and the Corps and Army Signal Officers' Call Sign Book (CASO) are cancelled.

2. Basic tactical radio call signs will be used in accordance with the instructions contained in FM 11-5 and FM 24-10.

3. The call signs contained in JANAP 110 and allocated hereby may be used as three-character call signs or may be expanded indefinitely by the addition of a suffix consisting of any desired letter or numeral or combination thereof, including the number Ø.

4. The following call signs are hereby allocated as follows:

AIR DEFENSE COMMAND

5KI XA1 GH2 Y74 ULØ ØUX 9KO 7B6 9QV

FIRST AIR FORCE

9Y9 4JF 7KR TV6 C62 X12 UP1 5NW XS2 510

8FV 6VW C24 67U 8RT YH9 JJ4 2AO E74 ØMY

Q38 3X6 SØ5 1A2 4BF J31 2DF IZ2 V2Ø 6UV

FOURTH AIR FORCE

B72 ØØT 603 OL6 WE6 2DZ 76W FE5 6NU 8D2

5VB ZCØ M79 K48 WSØ

TENTH AIR FORCE

IA3 8JD 24R 4DR UI5 2EZ D39 QQ8 K37 94I

LN4 Y72 9FO U77 3JC

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FOURTEENTH AIR FORCE

5S8	EE1	YE1	I63	P59	5PS	ØLD	8XU	2JH	Ø9D
6GF	XJ8	5WW	6CO	QJ3	NI7	ZV2	5QM	4ØM	5EQ
7GS	9AI	52U	2P8	6GY	66R	IR9	DR5	MO6	9BØ

5. Specific Assignments.

a. Specific call signs are assigned as follows for use by the Commanding Generals listed below:

COMMANDING GENERAL	CALL SIGN
Hq. Air Defense Command	5KI
Hq. First Air Force	XI2
Hq. Fourth Air Force	FE5
Hq. Tenth Air Force	2EZ
Hq. Fourteenth Air Force	52U

b. Specific call signs are assigned as follows for use by Air Defense Command and Air Forces point-to-point ground stations:

GROUND STATION	CALL SIGN
Net Call	13B
Hq. Air Defense Command	XA1
Hq. First Air Force	9Y9
Hq. Fourth Air Force	5VB
Hq. Tenth Air Force	IA3
Hq. Fourteenth Air Force	QV2

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BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

C.R. LANDON
Colonel, AGD
Adjutant General

OFFICIAL:

HOBART R. YEAGER
Colonel, USAF
Deputy for Communications
and Electronics

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COMMUNICATION OPERATION INSTRUCTIONS

AIRCRAFT RADIO CALL SIGNS
NO. 28-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base,
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

1. For tactical operations, tactical radio-telegraph and voice call signs as promulgated in COI 26-(series) and COI 27-(series) will be used.

2. For non-tactical operations, call signs will be used as follows:

a. Single aircraft will use the last four (4) digits of the aircraft serial number except when requested by ground stations to use the complete serial number.

b. Operations involving more than one aircraft may use a flight number to designate the entire flight for reports or orders affecting the flight as a whole. The flight number will be assigned to the flight leader by the Air Force originating the flight. The flight number will consist of a combination of three (3) digits followed by a letter. Single aircraft of such flights will use the last four (4) digits of the aircraft serial number when independent communications is required.

3. Aircraft Radio Call Signs will be used in accordance with AF Regulation 100-9. Tactical Voice Call Signs for fighter aircraft will be used in accordance with FM 1-46.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

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GCA FREQUENCY ASSIGNMENTS
NO. 45-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base,
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

1. HF COMMUNICATIONS

a. GCA Stations will transmit to aircraft as follows:

PURPOSE	FREQUENCY (Kcs)
Search Control	3475
Final Approach Control	4890 (Primary)
Final Approach Control	6640 (Secondary)

b. Aircraft will transmit to the GCA station on the same frequency used to transmit to the control tower throughout the landing operation.

b. GCA stations will be prepared to receive 4495 kc and 6210 kc and will be prepared to transmit on 6640 kc, 4890 kc, and 3475 kc continuously throughout the hours of operation of the GCA station. Normally 4890 kc will be used for final approach; however, 6640 kc may be used, upon concurrence of the pilot, when required for reasons of interference or equipment limitations.

d. The HF ground-to-air frequencies have been assigned jointly to USAF and Navy for the purpose indicated, consequently service on these frequencies may be expected from either USAF or Naval GCA stations.

2. VHF COMMUNICATIONS

a. GCA Station Operating Frequencies.

PURPOSE	FREQUENCY(Mcs)	BUTTON
Search Control	137.88	C
Final Approach Control	140.58	D
Search Control	137.70	G
Final Approach Control	134.10	H

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b. Buttons "G" and "H" are assigned for primary GCA communications. Service on buttons "C" and "D" will be provided, however, as an interim measure until all aircraft are equipped with AN/ARC-3.

c. To provide a means whereby USAF aircraft may receive assistance from Naval GCA stations and vice versa, the following agreement will govern:

(1) USAF GCA stations will operate on 140.58 mcs for Naval aircraft final approach control.

(2) Naval GCA stations will operate on 140.58 mcs for USAF aircraft final approach control.

(3) It will be the responsibility of the pilot concerned to establish communications with the respective USAF or Navy control tower for preliminary approach instructions. This applies regardless of whether HF or VHF is contemplated for let-down communications.

3. VHF is considered the primary means of communications and HF the secondary. It is to be understood that GCA service, when installed, is available to all USAF aircraft (subject to local operational instructions). Commanders, therefore, who anticipate use of GCA service by aircraft of their commands, will insure that such aircraft are equipped to communicate with GCA stations in accordance with the provisions of this COI.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

C.R. LANDON
Colonel, AGD
Adjutant General

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COI 46-1
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COMMUNICATION OPERATION INSTRUCTIONS

VHF/DF HOMING STATIONS, FREQUENCIES & CALL SIGNS
NO. 46-1

Original Issue

Hq. Continental Air Cmd
Mitchel Air Force Base
Mitchel Field, New York
25 November 1948

Effective 20 December 1948

Location, Call Sign, Operating frequencies and hours of operation of VHF/DF Homing Stations within the continental United States are contained in T.O. 08-15-1, United States Air Force and United States Navy Radio Facility Charts.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

C.R. LANDON
Colonel, AGD
Adjutant General

OFFICIAL:

HOBART R. YEAGER
Colonel, USAF
Deputy for Communications
and Electronics

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7th AF

Hq. Wg. Comm to CG. Report - -

Thermal Computations,

26 Jan 1948

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26 November 1948

SUBJECT: Report--Shoran Computations

TO: Commanding General
Ninth Air Force
Greenville, South Carolina
ATTN: Shoran Project Officer

Submitted herewith is report of Shoran computations as conducted at Eglin Air Force Base, Florida, from 15 September 1948 to 5 November 1948 inclusive. Reference Ninth Air Force letter, file 9AF 475, dated 17 August 1948, subject "Implementation of Project to Develop Shoran SOP for Tactical Air Command Use."

JOHN M. HARRIS
Captain, USAF

1 Incl:
Report: Shoran Computations
with Appendices

incl 9

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REPORT

SHORAN COMPUTATIONS

26 November 1945

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I. GENERAL:

1. Computation of Shoran distances involves all of the principles of Geodesy, with certain modifications and exceptions. With this fact in view, United States Coast and Geodetic Survey forms, formulae, and publications were borrowed from extensively for the purpose of completion of this project.

2. Certain physical characteristics of the Shoran system and equipment contribute to cumulative errors. Principal among these errors are those induced by variations in elevation and altitude of the transmitting antennae and the aircraft, refraction of radio waves of a given length, and delay errors in the Shoran equipment. Wherever possible, these errors have been eliminated, with the exceptions that in the computation of slant range, refraction is treated as zero (0), and delay errors are not included in this report.

II. LIMITATIONS:

1. Due to the curvature of the earth's surface, the service ceilings of present day aircraft, and the angular settings of Shoran bombing equipment, certain limitations are imposed on the Shoran system. These limitations are expressed in linear and angular distances from the aircraft to the beacon antennae.

III. CONDUCT OF PROJECT:

1. Project was conducted at EglinAir Force Base, Florida, utilizing aircraft and personnel of the 363rd Reconnaissance Wing, 2nd Shoran Beacon Unit, and 3rd Shoran Beacon Unit.

2. Special equipment used was Monroe Calculating Machine, United States Coast and Geodetic Survey Publications, and seven (7) place trigonometric functions and logarithms.

3. Approximately one half of the targets used were selected from Coast and Geodetic data acquired at Eglin Air Force Base, Florida, while the remainder were taken from area maps of 1-62,500 scale.

4. Clarkes Spheroid of 1866 was used in all computations involving the earth. Distances are given in meters with final slant range converted to miles.

5. Fifty-two (52) targets were computed for the purpose of compilation of data for this report.

6. Due to the fact that no previous knowledge of the Shoran System was had by any member of the computing team, and that no data was available during the period of this project, considerable time was expended in

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research and development of formulae. However, the efficiency and accuracy of the computing team at the termination of the assigned period was such that it is believed that the results and findings of this report are conclusive.

IV. COMPUTATIONS:

1. Preliminary computations:

a. In order to preclude the necessity of computing some of the various formulae for each target, certain preliminary computations can be made for each location of the Shoran transmitting stations which need be computed only once for each location. These computations are as follows:

(1) Maximum range and minimum altitude for Shoran radio reception which may be compiled and plotted graphically and shown in Appendix 1.

(2) Maximum efficient and maximum limit angular ranges as determined by the Shoran Type K-1 Bombing Computer may be compiled and plotted graphically as shown in Appendix 2.

(3) Calculation of constant k for a given latitude which may be computed using the forms or chart as shown in Appendix 3.

(4) Calculation of excess e for a given distance and altitude which may be compiled and plotted graphically as shown in Appendix 4.

2. Inverse Position Computation:

a. When two points on the earth's surface are known, the distance between them may be calculated using United States Coast and Geodetic Survey Form 582 or 582A. Inverse Position Computation for log arithms or calculating machine, depending on availability of equipment and convenience of the individual.

b. For the purpose of this report, simultaneous solutions were solved using both the logarithmic and calculating machine methods, and the results compared for accuracy. In the event of inaccuracies in either solution, both forms were resolved.

c. The derivation of formulae for the Inverse Position Computation are amply stated in USC and GS publicati ons and will not be restated herein.

d. Examples of Inverse Position Computations are shown in Appendix 5.

Reference: USC & GS Special Pub. No. 8, C-43.

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3. Slant Range Conversion.

a. In Geodesy and in Geodetic Computations, positions and distances are reduced to sea level. However, with variations in antenna elevation and aircraft altitude, these distances must be corrected for line of sight distance between the beacon antenna and the aircraft. Refraction excess was not considered in Slant Range Conversion.

b. Derivations of Slant Range Conversion formulae with computation forms are shown in Appendix 6.

4. Precomputed data:

a. Precomputed Data is the significant data obtained from Shoran Distance computations from which is computed additional data required for the Shoran Bombing Computer.

b. Precomputed Data may be forwarded to operational units on a form similar to that shown in Appendix 7.

5. Shoran Reconnaissance and Surveying:

a. Time limitations and inadequate equipment did not permit extensive research in Reconnaissance and Surveying. However, sufficient knowledge was obtained to establish a basis from which to proceed.

b. Conversion of slant range and altitude to curvilinear distance at sea level must first be accomplished before entering USC and GS forms for converting known information to geographic positions.

c. Computing a geographic position from Shoran information involves solution of several problems, Shoran information consisting of slant range in miles from the aircraft to two (2) known positions.

d. For the purpose of accurate plotting, it will be necessary to secure a photograph of the airborne equipment taken simultaneously with a photograph of the target, in addition to the altitude of the aircraft at the time the photograph was taken.

e. The services of a certified photographic interpreter will be required for this type work.

f. Formulae for solution of Reconnaissance and Survey are shown in Appendix 8.

V. CONCLUSIONS:

1. From the foregoing, the following conclusions are hereby presented:

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a. Shoran distance computations can be made to meet the requirements of large scale operations.

b. Topographic maps of a scale smaller than 1-25,000 are not sufficiently accurate for computations of problems requiring dropping of bombs, though maps of up to 1-50,000 scale may be used with sufficient accuracy for photographic requirements.

c. Not less than two (2) computers should work on any one problem, and a third computer should be available in order to allow occasional rest periods.

d. After seven (7) hours of continuous work, computing personnel become fatigued to the point of inefficiency.

e. Though computations can be checked by first order triangulation, the process requires so much time and affords so many opportunities for error that it is considered advisable to check solution by recomputing a complete inverse position computation, affording the same accuracy with greater speed.

f. Logarithms and trigonometric functions of seven (7) decimals are adequate for computation of Shoran distance.

g. Logarithms and trigonometric functions of not less than eight (8) decimals should be used in Reconnaissance and surveying computations.

h. Average time required for Shoran Distance computation by one computer with cross check is five (5) hours; and time required by two computers solving simultaneous solutions is one (1) hour and thirty (30) minutes.

i. Estimated time for computation of geographic coordinates from Shoran information is three (3) hours.

j. Shoran Reconnaissance and Surveying can be performed with sufficient accuracy to provide adequate information for air bombing, artillery, etc.

k. Close coordination with JOC for target designation and with A-2 for target information is necessary.

l. Shoran K-1 computer data may be computed by either the Computation Section or by the Operational Unit.

VI. RECOMMENDATIONS:

1. In the organization of any computation section, certain factors are paramount to its efficient operation.

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2. Recommendations coincident to the above are as follows:

a. That, in order to obtain most efficient operation of the computation section and to utilize to fullest advantage the aspects of the Shoran system, the Officer in Charge be a graduate Civil Engineer.

b. That personnel assigned as computers be well informed in mathematics to include plane and spherical trigonometry.

c. That computing teams be organized within the computation section in number sufficient to permit one team per six problems per day.

d. That computing team consist of at least two persons with sufficient extra qualified personnel to insure two (2) computers available for any one (1) problem.

e. That, in the event of Shoran Distance computations and Reconnaissance Survey Computations both being conducted in the same section, separate computing teams be assigned for each type problem.

f. That calculating machines of not less than ten (10) places and logarithm and trigonometric functi on tables of not less than eight (8) decimals, and special publications be provided in sufficient quantity to allow each computing team to have available one (1) complete set.

g. That the computation section be located as close as possible to the office assigning Shoran missions, and to Intelligence target and data files.

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Basic: Report--Shoran Computations

APPENDIX I

Maximum Range and Minimum Altitude for Shoran Radio Reception

1. The maximum range at which Shoran radio signals may be received from a given station, or the minimum altitude at which signals may be received from a given distance may be computed mathematically or close approximations may be ascertained by reference to a chart constructed in advance as shown herewith:

2. Formulae for computing distances and altitudes are:

$$s = 1.42 (\sqrt{H} + \sqrt{A})$$

$$A = \left(\frac{s}{1.42} - \sqrt{H}\right)^2$$

in which s is the maximum range in miles; 1.42 is a numerical constant derived from the radius of curvature of the earth's surface and the point of tangency from a given elevation; H is the elevation of the beacon antenna above the intermediate terrain in feet; A is the altitude of the aircraft above the mean terrain elevation given in feet.

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S

MINIMUM ALTITUDE

7000

6500

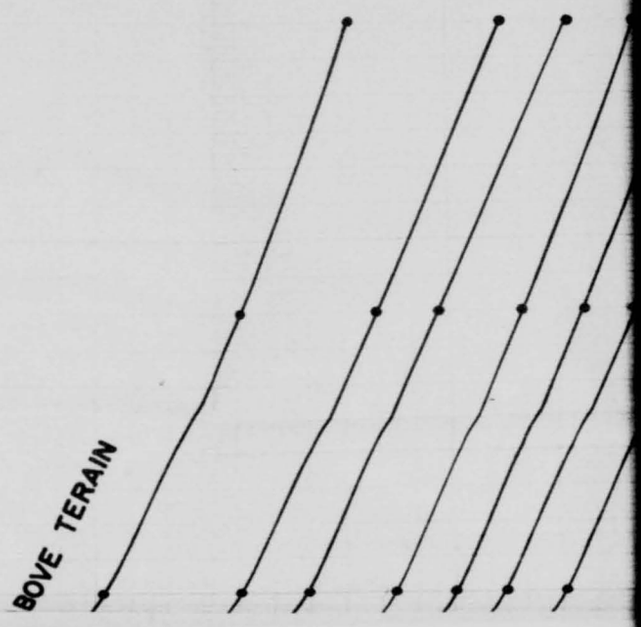
6000

5500

5000

$$A = 1.42\,(\sqrt{H} + \sqrt{A})$$

$$A = \left(\frac{S}{1.42} - \sqrt{H}\right)^2$$



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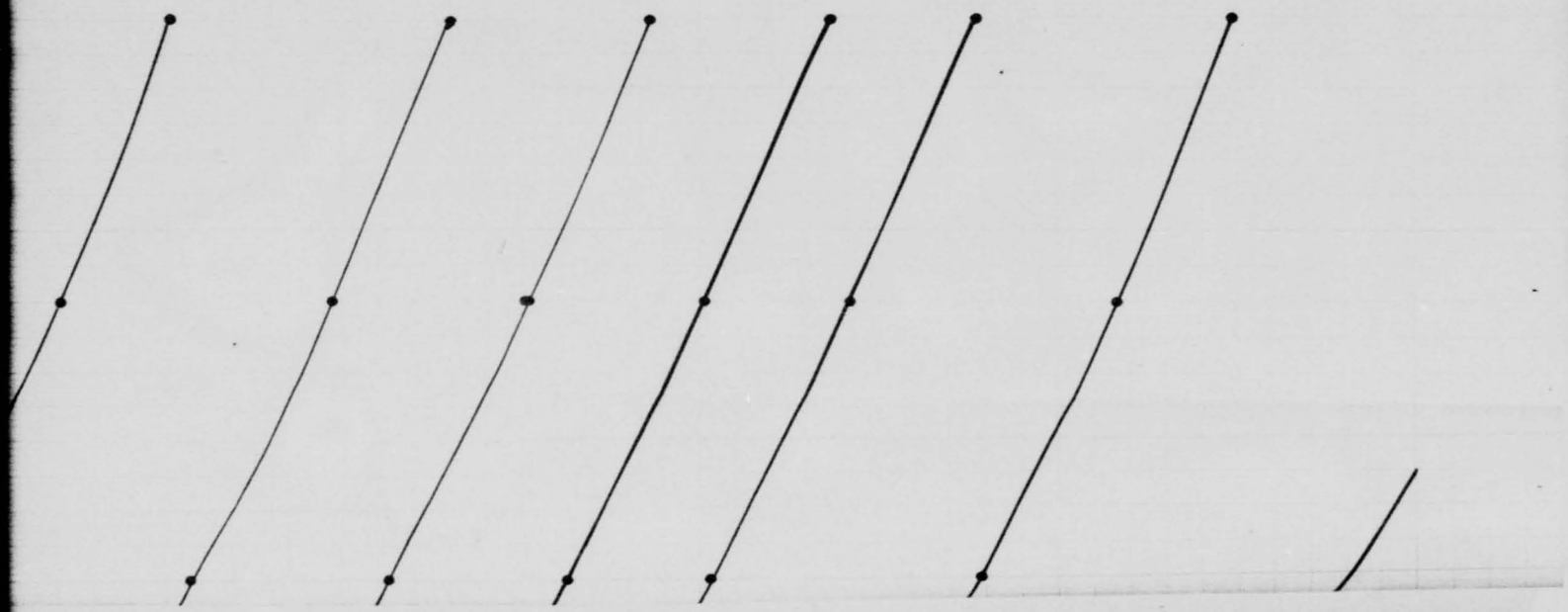
MUM RANGE CURVE



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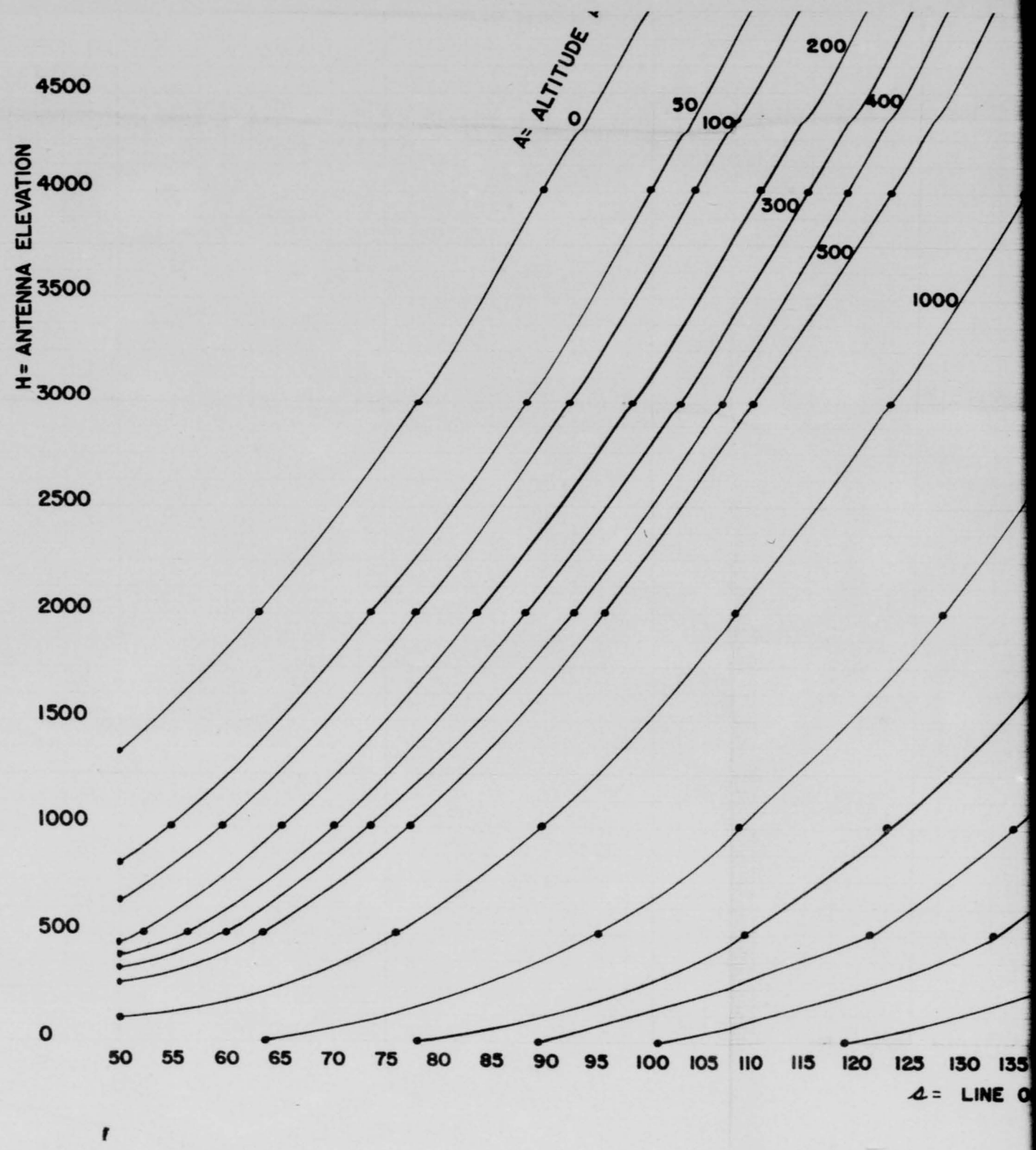

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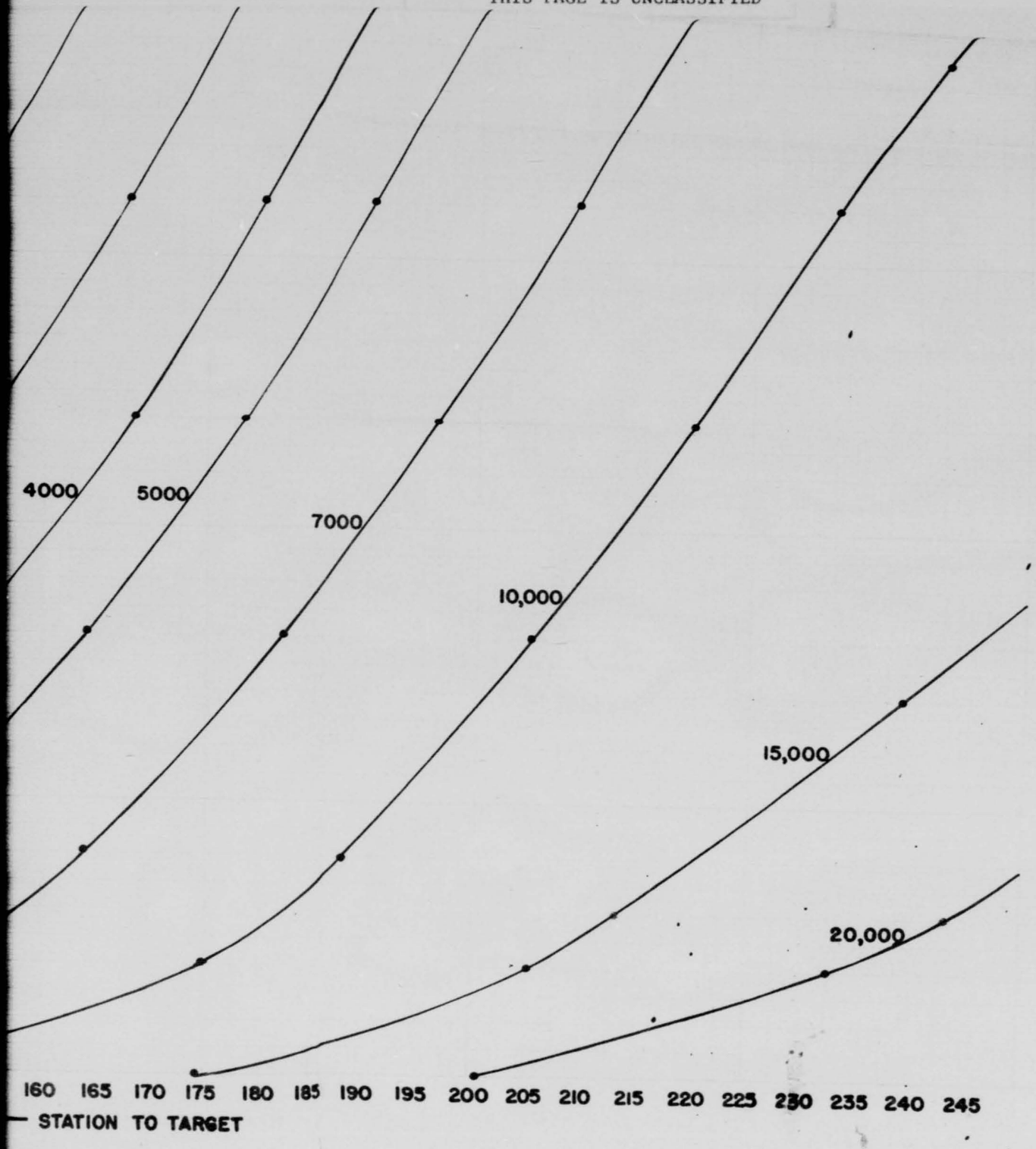

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Basic: Report—Shoran Computations

APPENDIX 2

Maximum Efficient and Maximum Limit Angular Range

1. Shoran coverage is that area within the setting limits of the airborne equipment which for efficient bombing is station angle setting of fifty (50) to one hundred thirty (130) degrees and for station angle setting limits of thirty (30) to one hundred fifty (150) degrees.

2. Shoran coverage chart may be constructed from the following:

a. For maximum efficient range

$$R = \frac{d}{2} \text{ (Cos 40°)}$$

b. For maximum range

$$R = d.$$

c. In the above formulae, d is the distance between the stations and R is the radius of a circle, the arc of which passes through both stations.

d. Two circles are constructed with the center ninety (90) degrees from a line between the stations.

e. Shoran coverage is that area enclosed by the circles, excepting those areas inclosed between the arcs of the circles between the intersections of the circles at the stations.

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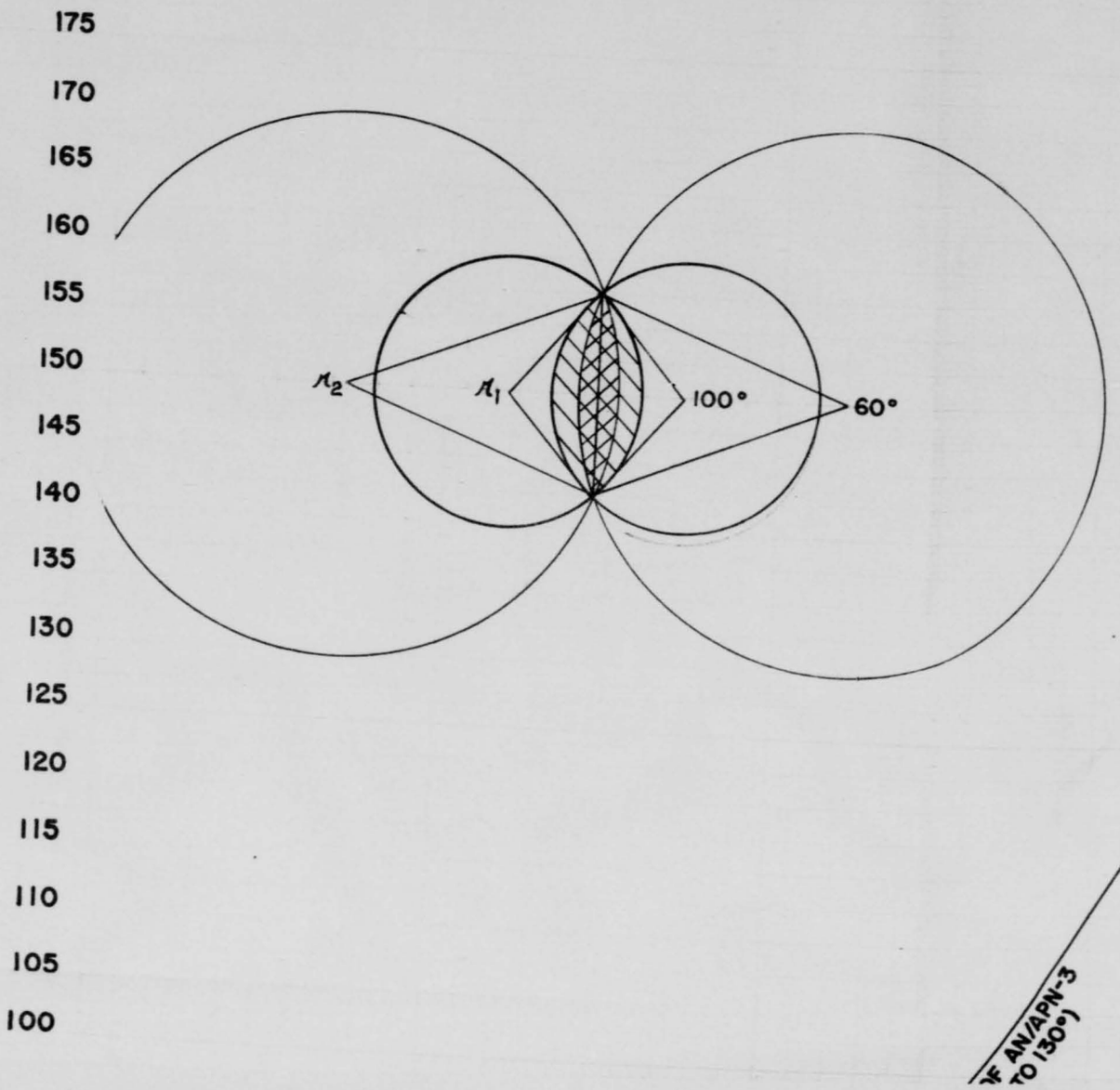
SHORAN COVER

(MAXIMUM EFFICIENCY — MA



F AN/APN-3
TO 130°)

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HORAN COVERAGE

EFFICIENCY — MAXIMUM RANGE)

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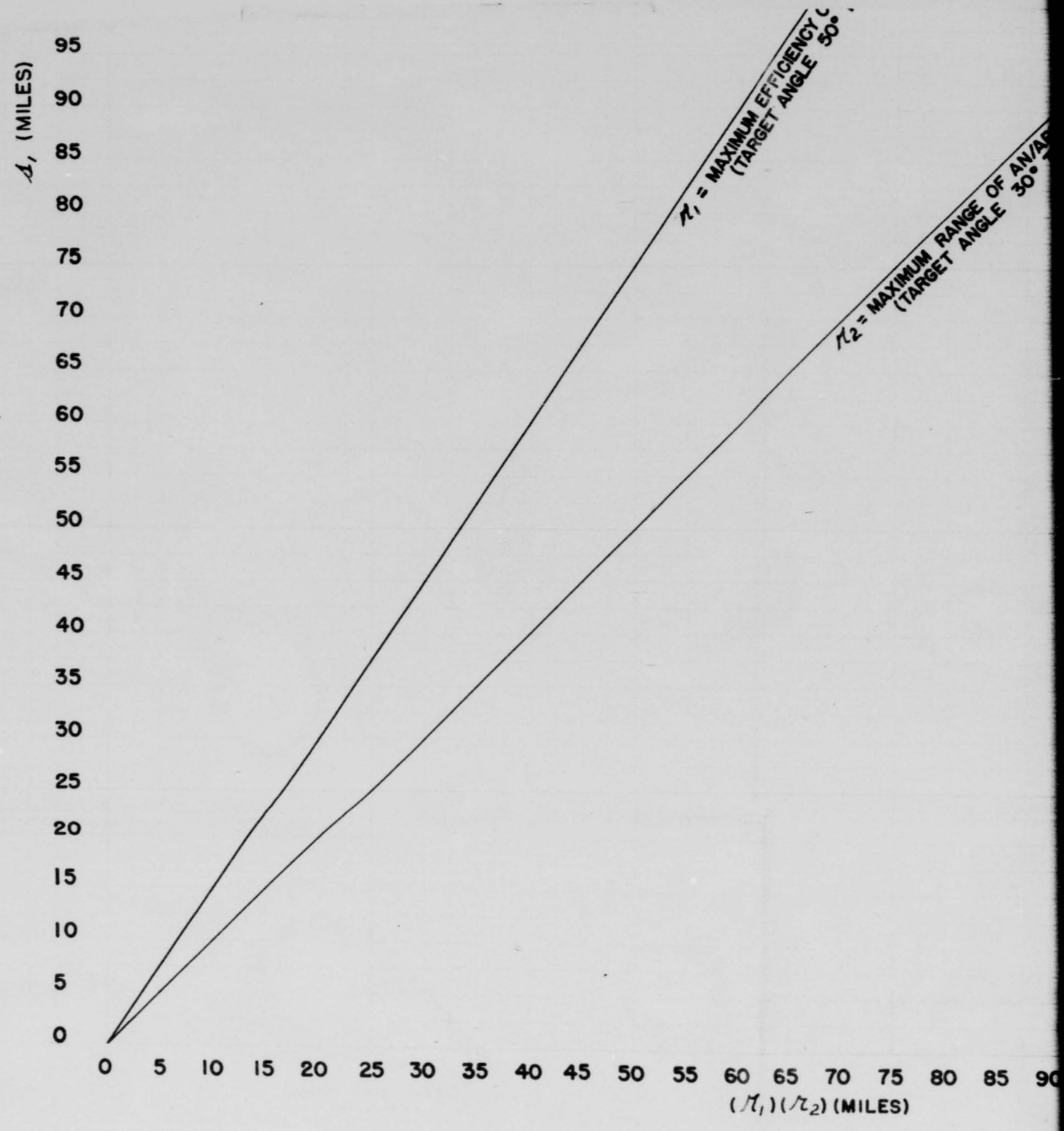

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MAXIMUM RANGE OF AN/APN-3
(TARGET ANGLE 30° TO 150°)

$$\pi_1 = \frac{\lambda\,(\text{MILES})}{1.5320888}$$

$$\pi_2 = \Delta_1\,(\text{MILES})$$

75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150
ES)

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Basic: Report--Shoran Computations

APPENDIX 3

Calculation of Constant k at a Given Altitude

1. The constant k is a numerical value, representing the radio of the radius of curvature of the earth to a given curvilinear distance at sea level.

2. Shoran computations are based on a sphere having a radius equal to the radius of curvature at the mean latitude.

3. The following formulae are used in calculation for constant k:

a. $e^2 = \frac{a^2 - b^2}{a^2}$; $R = \frac{a(1-e^2)}{(1-e^2 \sin^2 \phi_m)^{3/2}}$;

$c = 2 \pi R$; $k = \frac{180}{c}$,

in which a is the equatorial or major semiaxis; b is the polar or minor semiaxis; e is the ratio of the difference in the major and minor semiaxes to the major semiaxis; R is the radius of curvature; ϕ_m is the mean latitude of the transmitting stations; c is the circumference of the mean sphere, and k is the numerical constant.

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CALCULATION OF CONSTANT (k) AT ANY LATITUDE BY CALCULATING MACHINE

Mean Latitude (ϕm) = 30° 30' 0"

$\sin^2 \phi m$	.3575 961516	(1) ϕm = mean latitude
e^2	0.0067686579	(2)
	1.0000000000	(3)
$e^2 \sin^2 \phi m$ (-)	.0017435450	(4) (1) x (2)
$1-e^2 \sin^2 \phi m$	.9982564150	(5) (3) - (4)
$(1-e^2 \sin^2 \phi m)^3$	.9947753599	(6) (5) cubed
$a(1-e^2)$	6,335,034.5	(7)
$\sqrt{(1-e^2 \sin^2 \phi m)^3}$	.9973857624	(8) Square root (6)
R	6,351,639.19	(9) (7) ÷ (8) (meters)
2π	6.2831854	(10)
C	39,908,536.654	(11) (9) x (10)
	180	(12)
k	.0000045103	(13) (12) ÷ (11)

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CALCULATION OF CONSTANT (k) AT ANY LATITUDE BY LOGARITHMS

Mean Latitude (ϕm) 30 30"00

2 log sin ϕm	9.94109378	
log e^2	+ 7.8305026 -10	
log $e^2 \sin^2 \phi m$	7.2414404	
	1.0000000	
$e^2 \sin^2 \phi m$	- 0.0017438	
$1-e^2 \sin^2 \phi m$	9.9982562	
log a $(1-e^2)$	6.8017490	
3/2 log $(1-e^2 \sin^2 \phi m)$	- 9.998863	
log R	6.802886	R 6,351,639.19
log 2II	+ 0.7981799	
log C	7.601066	C 39,905,525.62
log 180	2.2552725	
log C	- 7.601066	
log k	4.654206	k .00000 45103

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90°

85

80

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TANT "k" FOR MEAN LATITUDE (ϕm)

$$k = \frac{180}{0}$$

$$C = 2\pi R$$

$$R = \frac{a(1-e^2)}{(1-e^2 \sin^2 \phi m)^{3/2}}$$

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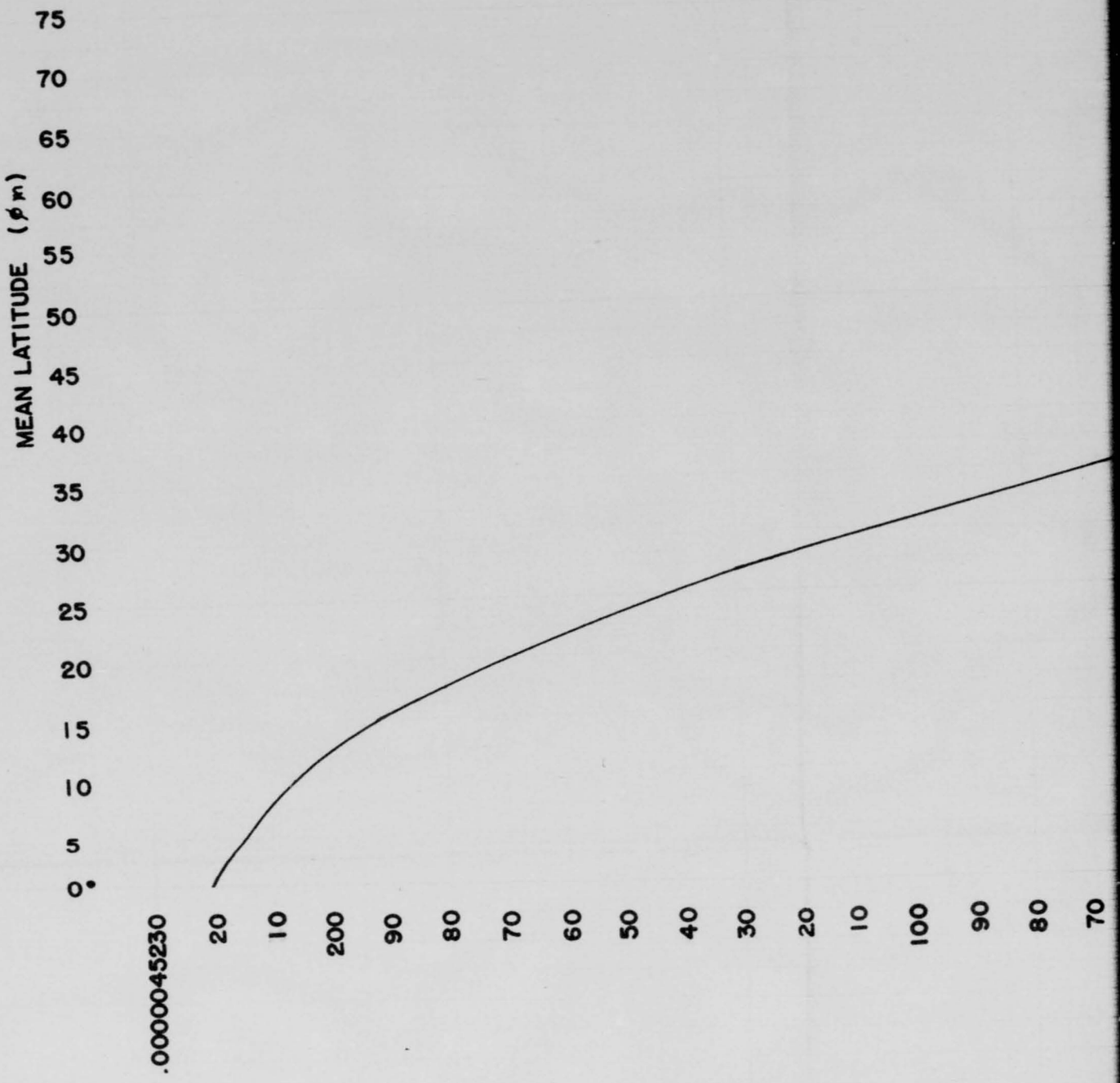

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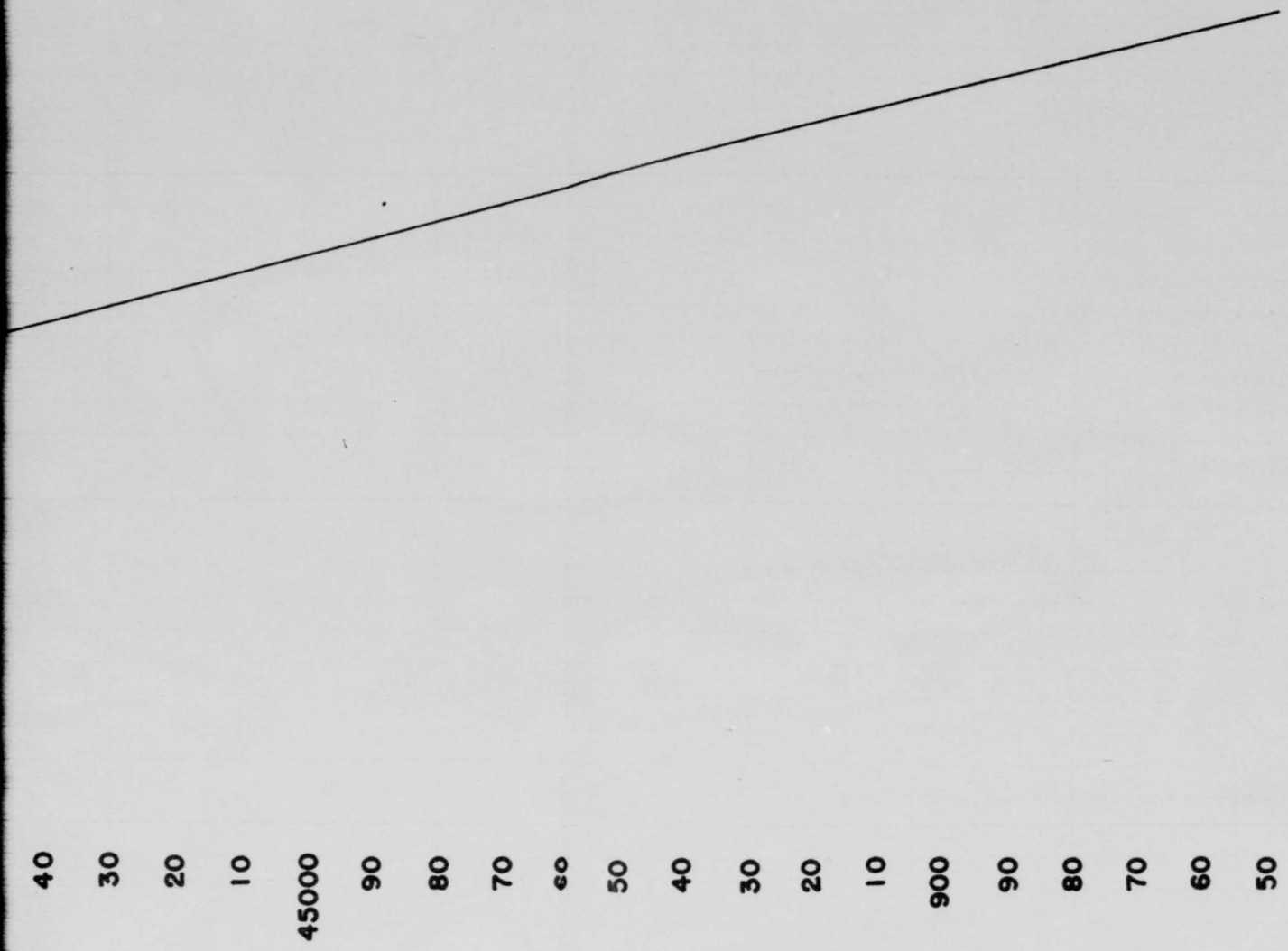

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Basic: Report--Shoran Computations

APPENDIX 4

Calculation of Excess e

1. e is the excess in length of the chord between station and target at antenna elevation and the chord between station and target at sea level.

2. Excess e may be computed directly on the Slant Range Conversion Form, or it may be plotted graphically for easy reference.

3. Excess e is calculated from the following:

a. $e = 2H \sin P$, in which H is the antenna elevation in meters, P is the angle formed by the earth's radius and a perpendicular to the chord between two points, and e is the excess distance in meters.

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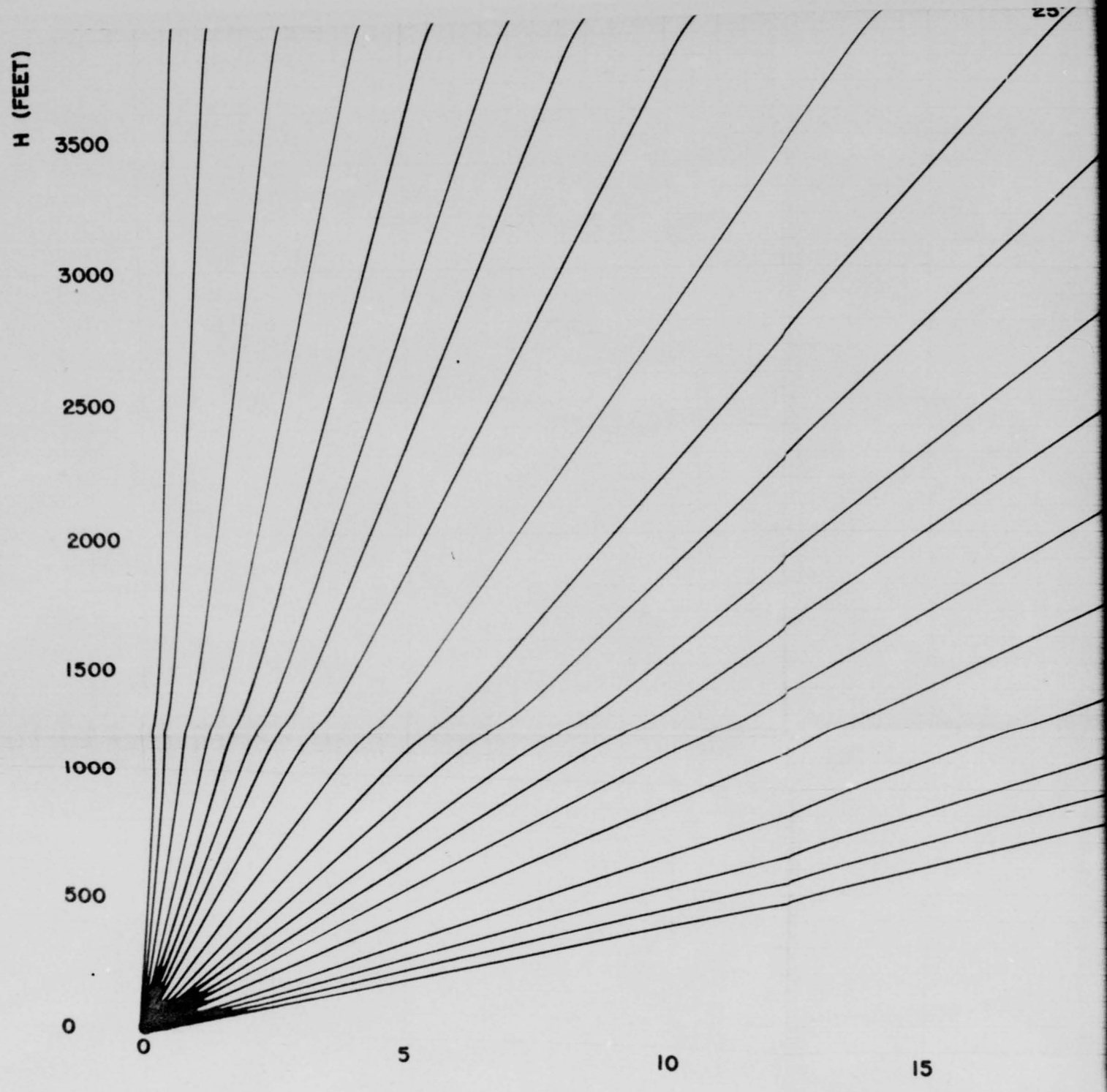

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$\mathcal{E} = 2H \sin P$

$\mathcal{E}$ (TO BE ADDED TO Δ, FROM INVERSE FOR α_c)

25 30 35 40

0 TO 20

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Basic: Report--Shoran Computations

APPENDIX 5

Inverse Position Computation

1. Inverse computations are made on United States Coast and Geodetic Survey Form 662 (Logarithm) or 662A (Machine Calculation). The machine computation form used in this report is an adaptation of U S Coast and Geodetic Survey Form 662A.

2. United States Coast and Geodetic Survey Special Publication No. 8 is necessary for the logarithmic computation and United States Coast and Geodetic Survey Publication G-43 is necessary for the machine computation.

3. Azimuths shown are great circle azimuths measured clockwise from South.

4. Distance s_1 is the chord distance at sea level measured from station to target.

5. Distance s is the curvilinear distance at sea level measured from station to target.

6. The formulae and their derivations for solution of the Inverse Position Computation are given in USC and GS publications No. 8 and No. G-43.

7. Discrepancies noted in the third decimal of seconds of azimuth and in the fourth decimal of distance in miles is attributable to the use of seven (7) place logarithms and eight (8) key calculating machine.

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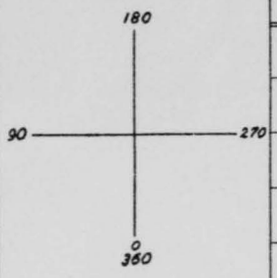
INVERSE POSITION COMPUTATION

(By Calculating machine)

ϕ	30 05 06.219	1.	Tyndall	λ	85 36 45.513
ϕ'	30 41 45.300	2.	Target # 6	λ'	86 54 23.600
$\Delta\phi$	36 39.081			$\Delta\lambda$	01 17 38.087
$\frac{\Delta\phi}{2}$	18 19.541			$\frac{\Delta\lambda}{2}$	
ϕm	30 23 25.760			$\Delta\lambda$ (secs)	4658.087
$\Delta\phi$ (secs)	2199.081"			Arc-sin. cor. $\Delta\lambda$	- 212.5
y	3,329,362.222			Hm	0.037,457,761
y'	3,397,078.730			s, sin A	124,353.08
Δy	67,716.508			s_1	141,593.08
Arc-sin. cor. $\Delta\phi$	- 47.4 - 684.9			sin A	0.87824230
$\cos\frac{\Delta\lambda}{2}$	- 637.5			cos A	0.4782147
s, cos A	67,711.870			A	61 15 52.089
$\Delta\lambda$ (secs)	4658.087			αm	118 34 07.911
sin ϕm	0.5058906			$\pm\frac{\Delta\alpha}{2}$	0 19 38.295
sec $\frac{\Delta\phi}{2}$	+ 142.1			α (1-2)	118 53 46.206
$\Delta\alpha$ appr.	2356.516"			α_1 (2-1)	298 14 29.616
$F(\Delta\lambda)^3$	+ .074			Sin.-arc cor. s_1	+ 204.7
$\Delta\alpha$	2356.590			s Meters	141,595.923
$\Delta\alpha$ ° ' "	1178.215			÷ 1609.347	
$\frac{\Delta\alpha}{2}$	0 19' 38.295"			s Miles	87.9835



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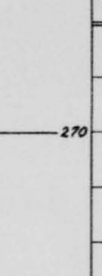
INVERSE POSITION COMPUTATION

(By Calculating machine)

ϕ	30 41 45.300	1.	Target #36	λ	86 54 23.600
ϕ'	31 14 23.439	2.	Dothan	λ'	85 26 16.906
$\Delta\phi$	32 38.139			$\Delta\lambda$	01 28 06.694
$\frac{\Delta\phi}{2}$	16 19.070			$\frac{\Delta\lambda}{2}$	
ϕm	30 58 04.370			$\Delta\lambda$ (secs)	5286.694
$\Delta\phi$ (secs)	1958.139"			Arc-sin. cor. $\Delta\lambda$	- 273.7
y	3,397,078.730			Hm	0.037681248
y'	3,457,381.312			s, sin A	140,296.55
Δy	60,302.582			s_1	152.705.26
Arc-sin. cor. $\Delta\phi$	- 37.6 - 858.7			sin A	0.9187407
cos $\frac{\Delta\lambda}{2}$	- 821.1			cos A	0.3948613
s, cos A	60,297.404			A	66 44 33.632
$\Delta\lambda$ (secs)	5286.694			αm	246 44 33.632
sin ϕm	0.5145575			$\pm \frac{\Delta\alpha}{2}$	0 22 40.232
sec $\frac{\Delta\phi}{2}$	+ 112.7			α (1-2)	246 21 53.400
$\Delta\alpha$ appr.	2720.339"			α_1 (2-1)	67 07 13.864
$F(\Delta\lambda)^3$	+ .124			Sin.-arc cor. s_1	+ 238.1
$\Delta\alpha$	2720.463			s Meters	152,708.894
$\Delta\alpha$ ° ' "	1360.232			÷ 1609.347	
$\frac{\Delta\alpha}{2}$	0 22 40.232			s Miles	94.8887



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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Form 662
Rev. Sept. 1942

INVERSE POSITION COMPUTATION

$$s_1 \sin\left(\alpha+\frac{\Delta\alpha}{2}\right)=\frac{\Delta\lambda_1 \cos\phi_m}{A_m}$$

$$s_1 \cos\left(\alpha+\frac{\Delta\alpha}{2}\right)=\frac{-\Delta\phi_1 \cos\frac{\Delta\lambda}{2}}{B_m}$$

$$-\Delta\alpha=\Delta\lambda \sin\phi_m \sec\frac{\Delta\phi}{2}+F(\Delta\lambda)^3$$

in which $\log \Delta\lambda_1=\log(\lambda'-\lambda)-$correction for arc to sin*; $\log \Delta\phi_1=\log(\phi'-\phi)-$correction for arc to sin*; and $\log s=\log s_1+$ correction for arc to sin*.

NAME OF STATION

1. ϕ	30° 05′ 06.219	Tyndall	λ	85° 36′ 45.513	
2. ϕ'	30 41 45.300	Target #36	λ'	86 54 23.600	
$\Delta\phi\ (=\phi'-\phi)$	00 36 39.081		$\Delta\lambda\ (=\lambda'-\lambda)$	01 17 38.087	
$\frac{\Delta\phi}{2}$	00 18 19.541		$\frac{\Delta\lambda}{2}$	00 38 49.044	
$\phi_m\left(=\phi+\frac{\Delta\phi}{2}\right)$	30 23 25.760				
$\Delta\phi$ (secs.)	2199.081"		$\Delta\lambda$ (secs.)	4658.087"	
log $\Delta\phi$	3.3422412		**log $\Delta\lambda$**	3.6682076	
cor. arc−sin	21		cor. arc−sin	92	
log $\Delta\phi_1$	3.3422391		log $\Delta\lambda_1$	3.6681984	
log cos $\frac{\Delta\lambda}{2}$	9.9999723		**log cos ϕ_m**	9.9358083	
colog B_m	1.4984533		**colog A_m**	1.4906500	
log $\left[s_1 \cos\left(\alpha+\frac{\Delta\alpha}{2}\right)\right]$	4.8306647	(opposite in sign to $\Delta\phi$)	**log $\left[s_1 \sin\left(\alpha+\frac{\Delta\alpha}{2}\right)\right]$**	5.0846447	
			log $\left[s_1 \cos\left(\alpha+\frac{\Delta\alpha}{2}\right)\right]$	4.8306647	
			log tan $\left(\alpha+\frac{\Delta\alpha}{2}\right)$	0.2539720	
log $\Delta\lambda$	3.6682076	3 log $\Delta\lambda$ 11.0046	$\alpha+\frac{\Delta\alpha}{2}$	28° 34′ 07.868	
log sin ϕ_m	9.7040566	log F 7.867	**log sin $\left(\alpha+\frac{\Delta\alpha}{2}\right)$**	9.9436148	
log sec $\frac{\Delta\phi}{2}$	0.0000062	log b 18.872	**log cos $\left(\alpha+\frac{\Delta\alpha}{2}\right)$**	9.6796228	
log a	3.3722704		**log s_1**	5.1510419	
a	2356.516		cor. arc−sin	89	
b	.074		log s	5.1510508	
$-\Delta\alpha$ (secs.)	2356.590			− 2.2066497	
$-\frac{\Delta\alpha}{2}$	1178.295"			1.9444011	
$\alpha+\frac{\Delta\alpha}{2}$	00° 19′ 38.295				
α (1 to 2)	118 34 07.868				
$\frac{\Delta\alpha}{2}$	118 53 46.163				
	3916.590				
	180				
α' (2 to 1)	298 14 29.573				

* Use the table on the back of this form for correction of arc to sin.

87.9823346

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Form 662
Rev. Sept. 1942

INVERSE POSITION COMPUTATION

$$s_1 \sin\left(\alpha+\frac{\Delta\alpha}{2}\right)=\frac{\Delta\lambda_1 \cos\phi_m}{A_m}$$

$$s_1 \cos\left(\alpha+\frac{\Delta\alpha}{2}\right)=\frac{-\Delta\phi_1 \cos\frac{\Delta\lambda}{2}}{B_m}$$

$$-\Delta\alpha=\Delta\lambda \sin\phi_m \sec\frac{\Delta\phi}{2}+F(\Delta\lambda)^3$$

in which $\log \Delta\lambda_1 = \log(\lambda'-\lambda)$ − correction for arc to sin*; $\log \Delta\phi_1 = \log(\phi'-\phi)$ − correction for arc to sin*; and $\log s = \log s_1$ + correction for arc to sin*.

NAME OF STATION

1. ϕ	30° 41′ 45.300	Target #36	λ	86° 54′ 23.600	
2. ϕ'	31 14 23.439	Dothan	λ'	85 26 16.906	
$\Delta\phi\ (=\phi'-\phi)$	00 32 38.139		$\Delta\lambda\ (=\lambda'-\lambda)$	01 28 06.694	
$\frac{\Delta\phi}{2}$	00 16 19.070		$\frac{\Delta\lambda}{2}$	00 44 03.347	
$\phi_m\left(=\phi+\frac{\Delta\phi}{2}\right)$	30 58 04.370				
$\Delta\phi$ (secs.)	1958.139″		$\Delta\lambda$ (secs.)	5286.694″	

log $\Delta\phi$	3.291 8435		**log** $\Delta\lambda$	3.723 1842	
cor. arc−sin	− 17		cor. arc−sin	− 119	
log $\Delta\phi_1$	3.291 8418		log $\Delta\lambda_1$	3.723 1723	
log cos $\frac{\Delta\lambda}{2}$	9.999 9643		**log cos** ϕ_m	9.933 2118	
colog B_m	1.488 4924		**colog** A_m	1.490 6629	
log $\left[s_1 \cos\left(\alpha+\frac{\Delta\alpha}{2}\right)\right]$	4.780 2985	(opposite in sign to $\Delta\phi$)	**log** $\left[s_1 \sin\left(\alpha+\frac{\Delta\alpha}{2}\right)\right]$	5.147 0470	
			log $\left[s_1 \cos\left(\alpha+\frac{\Delta\alpha}{2}\right)\right]$	4.780 2985	
			log tan $\left(\alpha+\frac{\Delta\alpha}{2}\right)$	0.366 7485	
log $\Delta\lambda$	3.723 1842	3 log $\Delta\lambda$ 11.169	$\alpha+\frac{\Delta\alpha}{2}$	66 44 33.649	
log sin ϕ_m	9.711 4339	log F 7.870	**log sin** $\left(\alpha+\frac{\Delta\alpha}{2}\right)$	9.963 1930	
log sec $\frac{\Delta\phi}{2}$	0.000 0049	log b 19.039	**log cos** $\left(\alpha+\frac{\Delta\alpha}{2}\right)$	9.596 4445	
log a	3.434 6230		**log** s_1	5.183 8540	
a	2720.339		cor. arc−sin	+ 103	
b	.124		log s	5.183 8643	
$-\Delta\alpha$ (secs.)	2720.463″			− 3.206 6497	
$-\frac{\Delta\alpha}{2}$	1360.232″			1.977 2146	
$\alpha+\frac{\Delta\alpha}{2}$	00° 22′ 40.232				
	246 44 33.649				
α (1 to 2)	246 21 53.417				
$\Delta\alpha$	45 20.464				
	180				
α' (2 to 1)	67 07 13.881				

* Use the table on the back of this form for correction of arc to sin.

94.889

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Basic: Report--Shoran Computations

APPENDIX 6

Slant Range Conversion

1. Slant Range as computed herein is the distance in miles from the transmitting antenna of AN/TPE-3 beacon to the aircraft at a prescribed altitude above the target.

2. Either the logarithmic or machine computation may be used with sufficient accuracy, depending on which is most convenient.

3. The following formulae are used in the slant range computation:

$$P = k\theta \; ; \; e = 2H\sin P \; ; \; e' = A_1 \sin P \; ;$$
$$A_1 = A - B \; ; \; a = A_1 \cos P \; ; \; \tan c = \frac{d_c + e'}{a} \; ;$$
$$d_s = \frac{d_c + e'}{\sin c}$$

in which P is the angle formed between the perpendicular to the chord and the earth's radius at either extremity e is the difference in length of the sea level chord and the chord at antenna elevation; e' is the distance from the elevated chord extremity to the intersection of a line from the aircraft altitude to the chord, perpendicular to the chord; d_c is the elevated chord distance plus e plus e'; A_1 is the altitude of the aircraft minus the elevation of the beacon antenna; a is the distance along the perpendicular from the elevated chord to the aircraft altitude; angle c is the angle formed between A_1 and a line from the beacon antenna to the aircraft.

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SLANT RANGE CONVERSION
(By Calculating Machine)

From Tyndall To Target #36

Station Elev. 21.336 (Meters) True Altitude 15-14.003 (Meters)

k	.00000451	(1)	From Graph
s	141,5-93.923	(2)	From Inverse
3600		(3)	"/o
P"	2298.95-1	(4)	(1) x (2) x (3) secs.
P	00° 38' 18.951"	(5)	Deg. min. secs.
sin P	0.0111482 3	(6)	
A_1	15-02.667	(7)	(A - H)
A_1 sin P	16.75-2	(8)	(6) x (7)
dc	141,593.496	(9)	(See bottom sheet)
dc / A_1 sin P	141,610.248	(10)	(8) / (9)
cos P	0.999937	(11)	
tan C	94.245	(12)	(10) ÷ (7) x (11)
C	89° 23' 31.080"	(13)	
sin C	.99994	(14)	
ds	141,618.745	(15)	(10) ÷ (14)
	89.9974		

s_1	141,593.02	(16)	From Inverse
e	.476	(17)	From Graph (2H sin P)
e'		(18)	(8)
dc	141,593.496	(19)	(16) / (17) / (18)

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SLANT RANGE CONVERSION
(By Calculating Machine)

From Dothan To Target #36

Station Elev. 117.348 (Meters) True Altitude 15524.003 (Meters)

k	.000004515	(1)	From Graph
s	152,708.894	(2)	From Inverse
3600		(3)	"/o
P"	2479.381	(4)	(1) x (2) x (3) secs.
P	00° 41' 19.381	(5)	Deg. min. secs.
sin P	0.0120193	(6)	
A_1	1406.655	(7)	(A - H)
A_1 sin P	16.907	(8)	(6) x (7)
dc	152,708.081	(9)	(See bottom sheet)
dc / A_1 sin P	152,724.988	(10)	(8) / (9)
cos P	.99993	(11)	
tan C	108.581	(12)	(10) ÷ (7) x (11)
C	89° 28' 19.768	(13)	
sin C	.99996	(14)	
ds	152,731.097	(15)	(10) ÷ (14)
	94.902		

s_1	152,705.26	(16)	From Inverse
e	2.821	(17)	From Graph (2H sin P)
e'		(18)	(8)
dc	152,708.081	(19)	(16) / (17) / (18)

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SLANT RANGE CONVERSION
(Logarithmic Computation)

From Tyndall To Target #36

Station Elevation 21.336 (Meters) True Altitude 1524.003 (Meters)

Log K	$\bar{4}.654177$	A	1524.003	s_1	141,593.02
Log (f)	3.5563025	H(-)	21.336	o (f)	.47
Log S (f)	5.151051	A_1	1502.667	e' (f)	16.74
Log P	$\bar{3}.361530$				
P Sec	2298.95^{-1}	Log A_1	3.176862	dc	141,610.23
P	$00^{\circ}\ 38'\ 18.951''$	Log Sin P (f)	$\bar{8}.047063$	Log dc	5.151095
Log Sin P	$\bar{8}.047063$	Log e'	1.223925	Log Sin C (-)	$\bar{9}.999975$
Log 2H (f)	1.630143	Log d	5.151095	Log ds	5.151120
Log e	$\bar{9}.677206$	Log a	3.176835 (-)	Log m/M	(-) 3.2066497
Log A_1	3.176862	Log Tan C	1.974260	Log ds'	1.944470
Log Cos P (f)	$\bar{9}.999973$			ds	87.9976
Log a	3.176835				

P = ks
e = (From Chart) 2H Sin P
e' = A_1 Sin P
dc = s_1 / e / e'
A_1 = A - H
a = A_1 Cos P

$$\text{TanC} = \frac{dc \,/\, A_1 \text{ Sin P}}{a}$$

$$ds = \frac{dc \,/\, A_1 \text{ Sin P}}{\text{Sin C}}$$

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SLANT RANGE CONVERSION
(Logarithmic Computation)

From Dothan To Target #36

Station Elevation 117.35 (Meters) True Altitude 15-24.003 (Meters)

Log K	4 654177	A	15-24.003	S_1	15-2,705.26
Log (/)	3.5563025	H(-)	117.350	e (/)	2.82
Log S (/)	5.183864	A_1	1406.653	e' (/)	16.91
Log P	3.394343				
P Sec	2479.377	Log A_1	3.148185-	dc	15-2,724.99
P	00° 41' 19.377"	Log Sin P (/)	8.079876	Log dc	5.183910
Log Sin P	8.079876	Log e'	1.228061	Log Sin C (-)	9.999981
Log 2H (/)	2.370513	Log d_c	5.183910	Log ds	5.183929
Log e	10.450389	Log a (-)	3.148154	Log m/M (-)	3.2066497
Log A_1	3.148185	Log Tan C	2.035756	Log ds'	1.977279
Log Cos P (/)	9.999969			ds	94.902
Log a	3.148154				

P = ks
e = (From Chart) 2H Sin P
e' = A_1 Sin P
dc = S_1 / e / e'
A_1 = A - H
a = A_1 Cos P

$$\text{TanC} = \frac{dc \,/\, A_1 \text{ Sin P}}{a}$$

$$ds = \frac{dc \,/\, A_1 \text{ Sin P}}{\text{Sin C}}$$

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Basic: Report--Shoran Computations

APPENDIX 7

Precomputed Data

Precomputed data is pertinent to Shoran Bombing Equipment condensed from Inverse Position and Slant Range computations, and may be submitted on form similar to that attached hereto.

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SHORAN TOPOGRAPHIC COMPUTATION UNIT

PRECOMPUTED DATA

Computed by 9th AF Topo Comp DATE: 28 October 1948

MISSION NO.		S-363 C	ITEM 1
TARGET DESIGNATION		#36	ITEM 2
TARGET DESCRIPTION		Intersection of two streams	ITEM 3
TARGET ELEVATION		10 feet	ITEM 4
TARGET LOCATION	LATITUDE	N 30°41'45.3"	ITEM 5
	LONGITUDE	W 86°24'23.6"	ITEM 6
"L" STATION TO TARGET	RANGE	87.997	ITEM 7
	AZIMUTH	298.2°	ITEM 8
"H" STATION TO TARGET	RANGE	94.903	ITEM 9
	AZIMUTH	246.4	ITEM 10
STATION ANGLE		51.8°	ITEM 11
REMARKS Station Distance		80.222	ITEM 12

Slant Range computed for 5,000 feet absolute altitude over target.

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Basic: Report--Shoran Computations

APPENDIX 8

Shoran Reconnaissance and Surveying

1. Shoran information consists of line of sight distance of the aircraft from the Shoran stations in miles. From this information, an approximation of the target location may be obtained by noting the point of intersection of the arcs of the circles of which the centers are at the stations and the radii are equal to the corresponding Shoran distances. For accurate plotting, however, the line of sight distances must be reduced to the sea level curvilinear distance and the geographic coordinates computed therefrom.

2. The sea level curvilinear distance may be computed using the following formulae:

a. $C = \frac{d_s^2 + (R+A_1)^2 - (R+H)^2}{2(d_s)(R+A_1)}$; $d_c = \sqrt{d_s^2 + A_1^2 - 2(d_s A_1 \cos C)}$

$\sin P = \frac{d_c^2 + A_1^2 - d_s^2}{2(d_c A_1)}$; $e = 2R \sin P$;

$s = d_c - e$; $s = s_1 + \text{sin - arc corr}$;

$\text{sin - arc corr} = \left(\frac{s_1}{10{,}000}\right)^2 / 0.9794$,

in which C is the angle formed at the aircraft between the radius of the earth and a line from the aircraft to the station; d_s is the slant range from the aircraft to the station; R is the radius of the earth at the target, for which the precomputed radius for the mean latitude of the stations may be used; A_1 is the altitude of the aircraft above the station elevation; d_c is the chord distance between station and target at station elevation called the elevated chord; P is the angle formed between the earth's radius and a perpendicular to the chord; e is the excess in length of the elevated chord to the sea level chord; s_1 is the sea level chord distance between station and target; s is the sea level curvilinear distance between station and target; arc-sin corr is the difference in distance of the sea level chord and the sea level curvilinear distance.

b. Either the logarithmic or calculating machine method may be used. Sample form attached hereto is for machine calculation.

c. In order to reduce the size of the numbers used in solving for angles, the number may be divided by 10^{10} and carried to eight decimals. However, in solving for distances, the complete number must be used.

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Basic: Report--Shoran Computations

3. In order to determine the azimuths of the target from the stations, it is necessary to determine the spheroidal angles of the triangle formed by the chords between station 1 and target, station 2 and target, and station 1 and station 2.

4. Since the locations of the stations are known, the azimuths from station to station and the intervening chord distance may be determined by Inverse Position Computation. This computation should be among the preliminary computations and referred to thereafter.

5. The included spheroidal angles may be determined by the following formulae:

a. $\cos A_p = \frac{b^2+c^2-a^2}{2bc}$; $\cos B_p = \frac{a^2+c^2-b^2}{2ac}$;

$\cos C_p = \frac{a^2+b^2-c^2}{2ab}$;

$e''_p = ab \sin C_p A_m B_m \times 0.000002424$;

$a' = \frac{a^2}{10^{12}}$; $b = \frac{b^2}{10^{12}}$; $c = \frac{c}{10^{12}}$;

$A - A_p = e''_p (1/3 + .0000648a' + .0047(b+c) + .0011281(\sin^2\phi_m - \sin^2\phi_A))$

$B - B_p = e''_p (1/3 + .0000648b' + .0004790(a'+c') + .0011281(\sin^2\phi_m - \sin^2\phi_B))$;

$C - C_p = e''_p (1/3 + .0000648c' + .0004790(a + b') + .0011281 (\sin^2\phi_m - \sin^2\phi_C))$;

$A = A_p + (A-A_p)$; $B = B_p + (B-B_p)$;

$C = C_p + (C-C_p)$,

in which A_p, B_p and C_p are the plane angles included within the triangle; a, b, and c are the sides opposite the lettered angles; e''_p is the spheroidal excess of the triangle transferred to the earth's surface; B_m is conversion factor seconds of latitude to meters; A_m is conversion factor seconds of longitude to meters at ϕ_m; A, B, and C are the spheroidal angles of the triangles; ϕ_A, ϕ_B, and ϕ_C are the respective latitudes of the stations and target; ϕ_m is the mean latitude of the three positions.

b. Either the logarithmic or machine computation may be used; the sample form attached hereto being a combination of both.

6. After the spherical angles have been determined, it is then necessary to solve a first order triangulation problem in order to determine the exact geographic position.

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7. First order triangulation formulae and their derivations are amply discussed in USC and GS publications Numbers 8 and C-43 and will not be further discussed herein.

8. Either the logarithmic or machine computation may be used for first order triangulation computation.

9. If so desired, two (2) simultaneous solutions may be solved, one from each station, as a cross check, one against the other.

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CONVERSION SLANT RANGE TO
CURVILINEAR DISTANCE

d_s	141,618.745	d_s^2	2.00558689
R	6,351,639.19	$R+A_1^2$	4,036.24114552
A_1	1502.667	SUM	4,038.24673241
H	21.336	$R+H^2(-)$	4034 .35914375
$R+A_1$	6,353,141.857	SUM	3.88758866
$R+H$	6,351,660.526	$2(d_s \mid R+A_1)$	17.99447953
		Cos C	.02160434
		C	88° 45' 43.448"
d_s^2	20,055,868,935.37	d_c^2	20,048,931,859.61
A_1^2	2,258,008.11	A^2	2,258,008.11
SUM	20,058,126,943.48	SUM	20,046,673,851.50
$2(d_s A_1$ CosC	9,195,058.35	d_s^2 (-)	20,055,868,935.37
d_c^2	20,048,931,885.13	SUM	9,195,083.87
D_c	141,594.2508	$2(d_c A_1)$	425,538,016.00
E (2H Sin P)	.9220	SinP	.02160814
s_1	141,593.3288		
Sin - Arc Cor	2.047		
s	141,595.375		

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TRIANGLE COMPUTATION

3 LONG SIDES

a 141,593.02	a^2 2.00485833	2ab 4.32439979	(1)= $b^2+c^2-a^2$	1.99385491
b 152,705.26	b^2 2.33189643	2ac 3.65608101	(2)= $a^2+c^2-b^2$	1.33977871
c 129,105.27	c^2 1.66681681	2bc 3.94301076	(3)= $a^2+b^2-c^2$	2.66993795

Cos A_p .5056681	ϕ_A 31° 14.4'	Sin ϕ_A .5186223
Cos B_p .3664521	ϕ_B 30° 05.1'	Sin ϕ_B .5012834
Cos C_p .6174124	ϕ_C 30° 41.75'	Sin ϕ_C .5104782
	ϕ_m 30° 40.42'	Sin ϕ_m .5101470

$\sin^2 \phi_A$ .26896	
$\sin^2 \phi_B$ .25128	
$\sin^2 \phi_C$ .26058	$\sin^2 \phi_A$ -0.00871
$\sin^2 \phi_m$ .26025	$\sin^2 \phi_B$ +0.00897
$\sin^2 \phi_m - \sin^2 \phi_C$ - 0.00023	

Log a	5.151041
Log b	5.183853
Log Sin C_p	9.895776
Log A_m	8.509343
Log B_m	8.511527
Log	4.384545
Log e''_{sp}	1.646085

PLANE ANGLE			SPHEROIDAL EXCESS		SPHEROIDAL ANGLE		
A_p	59° 37'	27.595"	A - A_p	14.755"	A	59° 37'	42.35"
B_p	68° 30'	11.289	B - B_p	14.755"	B	68° 30'	26.04"
C_p	51° 52'	21.116"	C - C_p	14.755	C	51° 52'	35.871"

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Form 26a
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE
(Ed. Sept. 1945)

POSITION COMPUTATION, FIRST-ORDER TRIANGULATION

(For calculating machine computation)

			°	′	″			°	′	″
α	2 to 3					α	3 Tyndall to 2 Dothan	187	24	12.246
24 ∠	&		+			34 ∠	&	− 68	30	26.04
α	2 to 1					α	3 Tyndall to 1 Target 36	118	53	46.206
$\Delta\alpha$						$\Delta\alpha$				
			180	00	00.00			180	00	00.00
α'	1 to 2					α'	1 to 3			

First Angle of Triangle

	°	′	″			°	′	″			°	′	″			°	′	″
ϕ				2	λ				ϕ	30	05	06.219	3 Tyndall	λ	85	36	45.513
				s =	$\Delta\lambda$								s = 141,593.345	$\Delta\lambda$	01	17	37.839
ϕ'				1	λ'				ϕ'	30	41	45.189	1 Target 36	λ'	86	54	23.342

$\Delta\phi$	(log s = $b = (y/10{,}000)^2$)	$\Delta\phi$	(log s = $b = (y/10{,}000)^2$ 46.8145)
$\sin\alpha$	x cor. $= -\frac{1}{2}$ fb	$\sin\alpha$ .870 796	x cor. $= -\frac{1}{2}$ fb 192.40
$\cos\alpha$	x′	$\cos\alpha$ −.492 223	x′ 123,962.022
$x = s \sin\alpha$	H	$x = s \sin\alpha$ + 123,964.407	H 0.037570786
$y = -s \cos\alpha$	Hx′ = (approx. $\Delta\lambda''$)	$y = -s \cos\alpha$ + 68,421.16	Hx′ = (approx. $\Delta\lambda''$) 4657.351
$a = (x'/10{,}000)^2$	Arc − sin cor $= +\frac{V\,(Va)}{15}$	$a = (x'/10{,}000)^2$ 1536.6658	Arc − sin cor $= +\frac{V\,(Va)}{15}$ 221.7
y cor. $= +fa$	$\Delta\lambda''$	y cor. $= +fa$ 1263.2865	$\Delta\lambda''$ 4657.839
y_o	$\sin\phi$	y_o 3,329,362.222	$\sin\phi$
y'	$\sin\phi'$	y' 68,429.803	$\sin\phi'$
y_1	$1 + \cos\Delta\phi$	y_1 3,397,792.025	$1 + \cos\Delta\phi$
Va −	$\frac{\sin\phi + \sin\phi'}{1 + \cos\Delta\phi}$	Va − 712.717	$\frac{\sin\phi + \sin\phi'}{1 + \cos\Delta\phi}$
y_2	$-\Delta\alpha''$ (approx.)	y_2 3,397,079.843	$-\Delta\alpha''$ (approx.)
V	$+ F\,(\Delta\lambda'')^3$	V 4.6381	$+ F\,(\Delta\lambda'')^3$
$K\,(Va/1{,}000)^2$ +	$-\Delta\alpha''$	K $(Va/1{,}000)^2$ + .537	$-\Delta\alpha''$

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HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base
Langley Field, Virginia

EL 360.31 8 August 1949

SUBJECT: Project to Develop Shoran SOP for Tactical Air Operations

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

1. Reference is made to letter, your headquarters, subject, "Shoran Beacon Units," 15 February 1949, directing the Tactical Air Command to initiate a project to develop a SOP for tactical employment of the Shoran system, and to conduct a study of the Shoran Beacon Unit T/O&E 1-1017.

2. A draft of the above referenced SOP is forwarded as inclosure 1, in accordance with paragraph 3d of letter, your headquarters, subject, "CHL-11 and CHL-18," 20 July 1949.

3. This SOP, developed during the course of Operation "Combine III" and Exercise "Tarheel," does not attempt to outline the detailed operation of the Shoran system. It is intended to be a guide for future tactical exercises involving Shoran operations, and it outlines the procedures required to integrate Shoran into the functional processes of the Joint Operations Center.

4. Recommendations concerning reorganization of the Shoran Beacon Unit under T/O&E 1-1017 were submitted by letter, this headquarters, subject, "Request for Reorganization of 1st Shoran Beacon Unit," 8 April 1949. Therefore, with the submission of the inclosed draft, TAC project CHL-14 is considered completed.

5. It is recommended that the attached SOP be reproduced as an official ConAC publication, with copies distributed to the Numbered Air Forces, Tactical Air Command, Tactical Air Force (Prov), and all Shoran equipped units.

FOR THE COMMANDING GENERAL:

1 Incl
Draft of Shoran SOP for
Tac Air Operations

s/st/ R. W. THOM
Lt. Colonel, USAF
Adjutant General

Incl #10

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Standing Operating Procedure for
Employment of Drones in Patrol
in Operation
30 Sept. 1969

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RESTRICTED

30 September 1949

H E A D Q U A R T E R S

CONTINENTAL AIR COMMAND

Mitchel Air Force Base, New York

STANDING OPERATING PROCEDURE FOR EMPLOYMENT OF SHORAN IN TACTICAL AIR OPERATIONS

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STANDING OPERATING PROCEDURE

FOR EMPLOYMENT OF SHORAN IN TACTICAL AIR OPERATIONS

1. General.--a. The Shoran Beacon Unit is organized to provide:

(1) Equipment and operating personnel for the ground components of the precision aircraft navigation system known as Shoran.

(2) Accurate topographic data concerning the location of each ground station.

(3) Shoran mileage distances and azimuths for any given target.

In addition to the above, Shoran Beacon Units will be maintained in such a manner as to be completely mobile at all times.

b. The Shoran Beacon Unit is divided into a number of smaller detachments; namely, Shoran Unit Headquarters, Topographical Computation Team and Shoran Beacon Teams. The number of Shoran Beacon Teams authorized will be determined by directives from higher headquarters.

c. The Senior Combat Operations Officer, Joint Operations Center, will assign one Combat Operations Officer of the Joint Operations Center an additional duty as "Shoran Liaison Officer" to coordinate Shoran operations with the Shoran Beacon Unit Topographic Computation Team.

2. Shoran Unit Headquarters.--a. The Shoran Unit Headquarters consisting of the Shoran Unit Commanding Officer and necessary administrative and communications personnel is responsible for the administration, operation, and training of the unit.

b. The Shoran Unit Headquarters will establish and maintain HF radio communications with the Shoran Beacon Teams. Call signs, radio and radar frequencies, cryptographic information, and operating procedures will be in accordance with the communications plan of the headquarters or task force to which the Shoran Beacon Unit is attached.

c. The hours of operation of the Shoran Beacon equipment will be determined by the Shoran Unit Commanding Officer in coordination with the Shoran Liaison Officer. Under certain tactical conditions, specific instructions regarding the periods of operation for this equipment will be contained in the Tactical Air Force Communications SOI.

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d. The Shoran Unit Headquarters will receive copies of all operational orders involving Shoran operations. The Unit Commanding Officer will then issue the necessary orders to the Shoran Beacon Teams, giving time each station will turn equipment on and off and antenna azimuths for each mission.

e. If for any reason the Shoran Unit Headquarters cannot contact the Shoran Beacon Teams to issue the necessary orders or if the beacon equipment is non operational and orders cannot be complied with, the Shoran Unit Commanding Officer will notify the Joint Operations Center Shoran Liaison Officer immediately.

3. Shoran Beacon Team.--a. Each Shoran Beacon Team is so organized and equipped as to enable it to operate one Shoran Ground Beacon and required HF radio communication facilities away from the parent unit for a sustained period of time.

b. Beacon sites will be established as directed by the Shoran Unit Commanding Officer. Sites will be carefully selected to attain the maximum Shoran coverage in the area required for the operation.

c. Each Shoran Beacon Team will maintain a complete operational log, including:

(1) The time equipment is operational.

(2) Antenna azimuth headings.

(3) Other pertinent data such as power interruptions or malfunctions of the equipment.

4. Shoran Unit Topographical Computation Teams.--a. The Topographical Computation Team consisting of topographic engineer, geodetic computer and surveyor personnel is responsible for the computation of all distances, azimuths and Shoran data required for Shoran operations.

b. The Topographical Computation Team will be located in the immediate vicinity of the Joint Operations Center to insure close cooperation and to expedite the delivery of target computation requests and pre-computed target data.

c. All target computation requests will be prepared in the Joint Operations Center and submitted to the Topographical Computation Team on Shoran Computation Request Form (See attachment 1). Target requests must be signed by the Shoran Liaison Officer or by other Joint Operations Center officers previously cleared by him.

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d. Each request received by the Topographical Computation Team will have been given a priority by the Shoran Liaison Officer. Highest priority targets will be completed first in the order received. Every effort will be made to complete target computations in the time requested by the Shoran Liaison Officer.

e. The Topographical Computation Team after completing the target computations will forward the computed data to the Shoran Liaison Officer using pre-computed Data Sheet, Precomputed Data Form (See attachment 2). A file copy of the computed data will be retained in the Topographical Computation Team files for future reference.

f. Surveyor personnel from the Topographical Computation Team will be responsible for the precise positioning of the Shoran Beacon Teams. When so directed by the Shoran Unit Commanding Officer, they will survey additional sites for possible future beacon locations.

g. When requested by the Shoran Liaison Officer, the Topographical Computation Team will furnish a Shoran coverage overlay on appropriate maps.

5. Shoran Liaison Officer.--a. The Shoran Liaison Officer assigned to the Joint Operations Center will advise the Senior Combat Operations Officer of the capabilities of the Shoran Beacon Teams, the areas of effective coverage and general potentialities of the established systems. He will insure that the required degree of cooperation between the Shoran Topographical Computation Team and the Combat Operations and Combat Intelligence personnel is maintained at all times.

b. When a target has been selected for a Shoran mission, the Shoran Liaison Officer will prepare a target computation request using Attachment 1.

c. Each request will be assigned a priority and a desired completion date and time, and delivered to the Topographical Computation Team.

d. Each request will contain as much information about the target as is available. This should include a complete description, grid coordinates or any other information that will aid the computation team in identifying the exact location of the target.

e. The Shoran Liaison Officer must be aware of the time required to complete the computations for each mission. Care should be exercised to insure that sufficient time is allowed for the computation of each target, taking into consideration the long tedious process involved and the capabilities of the assigned topographical computation personnel.

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f. The following system of priorities for target computations will be followed:

Priority I: Targets requiring immediate attention due to a change in the tactical situation or other extremely urgent reasons.

Priority II: Mission to be assigned within the next twelve hours, requiring expeditious handling by the Computation Team.

Priority III: Target information required for possible future strikes which will not be required within the next twelve hours.

g. Every effort will be made to assign as low a priority as possible to each request. Care will be exercised to keep the desired completion date and time consistent with the assigned priority.

h. When the Shoran Liaison Officer receives the completed Precomputed Data Form (Attachment 2) from the Topographical Computation Team, he will then prepare a Shoran Annex to the operational order. This annex will contain the data in the order listed; i.e., item 1, item 2, item 3, etc. When an item is omitted for any reason, the item number will be included in the proper order followed by the word "omitted". Item 1, item 2, and remarks will be completed by the Shoran Liaison Officer. The remarks will contain any additional information such as the Shoran approach to be used or data concerning the operation of the Shoran Beacon Stations.

i. The Shoran Liaison Officer may determine the approach path that the aircraft is to use on any mission. Selection of the approach will depend primarily upon tactical considerations such as flak areas, location of friendly troops, etc. These approach paths are described in detail in T.O. 11-5L-2, 1 Mar 1946. The approaches are numbered beginning at lower left and moving in a clockwise direction. These approaches are known as:

Approach No. 1: The rate station is behind and the drift station is to the right of the airplane.

Approach No. 2: The rate station is ahead and the drift station is to the right of the airplane.

Approach No. 3: The rate station is ahead and the drift station is to the left of the airplane.

Approach No. 4: The rate station is behind and the drift station is to the left of the airplane.

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6. Forms. Attached forms will be reproduced locally.

BY COMMAND OF MAJOR GENERAL WEBSTER:

V. E. MURPHY
Lt Col, USAF
Asst Adj Gen

2 Attachments
1. Shoran Computation Request Form
2. Precomputed Data Form

DISTRIBUTION:
Com.C Air Forces (10 cys ea)
Tactical Air Command (10 cys)
Tactical Air Force (Prov) (10 cys)
363d Tactical Recon Grp, Langley AFB, Va. (10 cys)
1st Shoran Beacon Unit, Langley AFB, Va. (10 cys)
84th Bomb Sq, Langley AFB, Va. (10 cys)
85th Bomb Sq, Langley AFB, Va. (10 cys)

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SHORAN COMPUTATION REQUEST

DATE_____ PRIORITY_____

REQUEST #_____

DESIRED DELIVERING DATE AND TIME_____

BOMBING ALTITUDE MSL_____

TARGET DESCRIPTION AND LOCATION_____

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TIMES RECEIVED_____ REQUESTED BY_____

RECEIVED BY_____

Attachment #1

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SHOR..N TOPOGR..PHIC COMPUT..TION UNIT

PRECOMPUTED D..T..

COMPUTED BY_____ D..TE_____

MISSION NO.		_____	ITEM 1
T..RGET DESIGN..TION		_____	ITEM 2
T..RGET DESCRIPTION		_____	ITEM 3
TRUE ..LTITUDE		_____	ITEM 4
T..RGET ELEV..TION		_____	ITEM 5
T..RGET LOC..TION	L..TITUDE	_____	ITEM 6
	LONGITUDE	_____	ITEM 7
"L" ST..TION TO T..RGET	R..NGE	_____	ITEM 8
	..ZIMUTH	_____	ITEM 9
"H" ST..TION TO T..RGET	R..NGE	_____	ITEM 10
	..ZIMUTH	_____	ITEM 11
ST..TION ..NGLE		_____	ITEM 12
DIST..NCE BETWEEN ST..		_____	ITEM 13

REM..RKS:

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CERTIFIED CORRECT:

..ttachment #2

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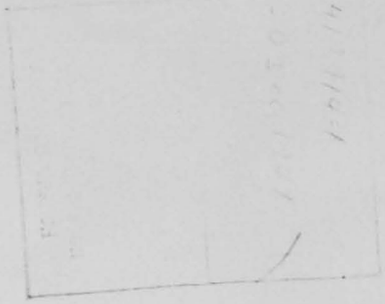

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DEPARTMENT OF THE AIR FORCE
Headquarters United States Air Force
Washington 25, D. C.

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
*Horshan 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, AMC, COMMATS, Subj: Delivery of F-84E 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 Bluie West 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 redesignate the above-mentioned fighter wing as a Fighter Wing, Jet. Personnel made surplus by this redesignation may be retained by CG, SAC until the accomplishment of this ferry mission.

b. CG, USAFE will:

(1) Place on TDY to SAC 40 airmen and 10 officers from the 36th and 86th Fighter Wings to include accountable representatives authorized to accept aircraft in accordance with USAF Supply Manual 67-1.

(2) Provide maintenance detachment at Keflavik of 30 airmen and 2 officers. Detachment will be returned to home stations during interval between delivery of first and second groups of aircraft.

(3) Provide maintenance support in England, if required.

c. CG, AMC will:

(1) Designate a project officer to monitor supply and maintenance requirements for this project.

(2) Assign supply priorities as necessary to accomplish the AMC responsibilities prescribed below.

(3) Establish a special supply procedure with Republic Aviation Corporation for the assembly of spare parts kits to be laid down by MATS, one each at Goose Bay, Bluie West 1, and Keflavik; and one in-flight technical supply kit to be furnished to the designated ferry wing if requested by CG, SAC.

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Ltr to CG, USAFE, CG, SAC, CG, ConAC, CG, AMC, COMMATS, 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, these twelve units to remain at above stations for future use.

(10) Inform the Chief of Staff, USAF, attention Chief of Transportation, D/MS&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.

3. Commander MATS will:

(1) Provide airlift as directed by Headquarters, USAF.

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Ltr to CG, USAFE, CG, SAC, CG, ConAC, CG, AMC, COMMATS, Subj: Delivery of F-84E 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 beacons upon which the ADF compass may home, and VHF homing adapter.

(b) Frequencies of beacons will be assigned so as to prevent interference between aircraft when the F-84's are using radio compass.

(3) Provide briefing crews as desired by CG, SAC.

(4) Provide navigational information concerning the North Atlantic route to include maps, handbooks, current communications information, etc.

(5) Provide B-29 weather reconnaissance aircraft to accompany ferry groups from Goose Bay to USAFE.

(6) Provide fuel and refueling facilities at Goose Bay, Bluie West 1 and Keflavik adequate to service 80 jet aircraft within an eight-hour period. Sufficient refueling facilities will be retained at these locations to service 50 jet aircraft within an eight-hour period.

(7) Provide messing, billeting, and station services normally provided transit aircraft along the North Atlantic route.

(8) Request CG, AMC to furnish shipping or disposition instructions for any excess property generated at MATS bases as a result of project Fox able #3.

c. CG, CONAC will:

(1) Furnish messing, billeting, refueling, oxygen, maintenance and station services at Turner and Otis Air Force Bases.

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Ltr to CG, USAFE, CG, SAC, CG, ConAC, CG, AMC, COMMATS, Subj: Delivery of F-84E Aircraft to USAFE

(2) Ferry F-84 aircraft provided by Republic Aviation Corporation to these stations designated by SAC.

(3) Provide emergency airlift for personnel or equipment as directed by Headquarters, USAF.

4. General Instructions:

a. Provisions of AFR 65-16 and AFR 60-12 will be waived for this mission.

b. Direct communication, with information this Headquarters, is authorized between all commands to facilitate accomplishment of this mission.

c. Security classification of this mission is RESTRICTED.

d. Col. Schilling and Lt. Col. Ritchie (telephone 72233, Room 4C1039 the Pentagon) of Headquarters USAF are designated special representatives to facilitate the coordination of this project.

e. Special reporting and funding procedure will be forwarded at a later date by separate directive.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/G. P. McGUIRE
Colonel, USAF
Chief, Operations Division
Directorate, Plans and Operations

cc: CO, 36th Fighter Wing
CO, 86th Fighter Wing
CO, 27th Fighter Wing
CO, 33rd Fighter Wing
CO, 31st Fighter Wing
CO, 1227th Air Base Group
CG, Greenland Base Command
Resident Contract Carrier Supervisor, Lockheed Aircraft Overseas Corp., Keflavik Airport, Keflavik, Iceland
CG, 3rd Air Division
U. S. Air Attache, American Embassy, London, England

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

O&T 452.1

29 March 1950

SUBJECT: Delivery of T-33 Aircraft to USAFE (Fox Able #3)

TO: - Commanding General, First Air Force, Mitchel AFB, New York
Commanding General, Fourth Air Force, Hamilton AFB, Hamilton, California
Commanding General, Tenth Air Force, Selfridge AFB, Michigan
Commanding General, Fourteenth Air Force, Robins AFB, Georgia

1. Reference is made to letter from Headquarters, United States Air Force, AFOOP-C 452, 20 December 1949, Subject: "Delivery of F-84E Aircraft to USAFE", copy attached, Inclosure #1. Concurrently with the delivery of F-84E aircraft to USAFE (project name - Fox Able #3) Headquarters, United States Air Force has directed Continental Air Command to flight-deliver eight (8) T-33 aircraft to USAFE as a part of Fox Able #3 under the operational control of Strategic Air Command.

2. Ferry route of T-33 aircraft will be:

Home Station - Selfridge AFB
Bangor, Maine
Goose Bay, Labrador
Bluie West 1, Greenland
Keflavik, Iceland
Kinloss, Scotland
Horshan St. Faith, England
Neubiberg Base or Furstenfeldbruck, Germany

3. Responsibilities of Continental Air Command Air Forces are:

a. Tenth Air Force

(1) Furnish Air Materiel Command 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 Air Materiel Command as soon as possible but not later than 1 April 1950 (This requirement has been covered by previous directives from this headquarters.)

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O&T 452.1, SUBJECT: Delivery of T-33 Aircraft to USAFE (Fox Able #3) (Cont)

(2) Furnish this headquarters with fuel and servicing requirements at Dow Air Force Base as soon as practicable but not later than 1 April 1950. (This requirement has been covered by previous directive from this headquarters.) This headquarters will notify Air National Guard of these requirements.

(3) Provide:

(a) Ten qualified T-33 pilots (2 of which will be spare pilots and will accompany flight in C-54 aircraft furnished by Fourth Air Force) to ferry the eight T-33 aircraft.

(b) Not more than eight qualified maintenance personnel to maintain the T-33A aircraft while enroute, including one line chief with rank of not less than Technical Sergeant and one power plant mechanic.

(c) One qualified radio mechanic.

(4) Appoint one of the ten 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 Air Force Base by Air Materiel Command 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) complete parts catalog for emergency use by the maintenance personnel accompanying this movement.

(7) Perform all inspections necessary to prepare the T-33A aircraft for overseas flight.

(8) Insure each member is equipped with a serviceable parachute, and necessary emergency equipment including a one man life raft.

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O&T 452.1, SUBJECT: Delivery of T-33 Aircraft to USAFE (Fox Able #3) (Cont)

b. Fourth Air Force

(1) Provide a C-54 aircraft and qualified crew (two first pilots, radio operator, navigator, crew chief and assistant 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 Air Force Base. 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 Air Force Base at least three (3) days prior to starting date of this movement.

c. Fourteenth Air Force

(1) Furnish Strategic Air Command with messing, billeting, refueling maintenance and servicing facilities at Turner Air Force Base as required to support F-84E movement through that base.

(2) Arrange for ordering, receiving and storage of fuel required to support the F-84E aircraft. Note: Fuel requirements will be determined and submitted by Strategic Air Command to Headquarters, Air Materiel Command.

(3) Provide emergency airlift for personnel or equipment required to support the T-33A and F-84E aircraft while enroute, as may be directed by this headquarters.

d. First Air Force

(1) Furnish Strategic Air Command with messing, billeting, refueling, maintenance and servicing facilities at

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O&T 452.1, SUBJECT: Delivery of T-33 Aircraft to USAFE (Fox Able #3) (Cont)

Otis Air Force Base as required to support F-84E movement through that base.

(2) Arrange for ordering, receiving and storage of fuel required to support the F-84E aircraft. Note: Fuel requirements will be determined and submitted by Strategic Air Command to Headquarters, Air Materiel Command.

4. Logistic Support.

a. Maintenance facilities and assistance will be available at each overseas enroute base. This includes C-22 power plants for starting aircraft. Information concerning command responsible for furnishing maintenance facilities at Kinloss, Scotland, and Hershan 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 T-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.

b. Crew members and passengers are permitted to have fifteen (15) packages of cigarettes 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.

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O&T 452.1, SUBJECT: Delivery of T-33 Aircraft to USAFE (Fox Able #3) (Cont)

h. Normal personal baggage allowance is sixty-five (65) pounds per person participating in the mission.

i. Upon completion of ferry mission in Europe, Ferry crew personnel will be airlifted to home station by Fourth Air Force C-54 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 United States Air Force aircraft is prohibited.

6. General Instructions

a. Provisions of Air Force Regulation 65-16 and Air Force Regulation 60-12 will be waived for this mission.

b. Direct communication, with information this headquarters and Headquarters, United States Air Force is authorized between Continental Air Command Air Forces and with Headquarters, Air Materiel Command, Headquarters, Military Air Transport Service and Headquarters, Strategic Air Command to facilitate accomplishment of this mission.

c. Security classification of this mission is restricted.

d. Major George L. Wells, Extension 7228 is Headquarters, Continental Air Command 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 WHITEHEAD:

W. L. MURPHY
Lt Col, USAF
Asst Air Adj Gen

1 Incl
Cy Ltr Hq USAF,
AFOOP-C 452, 20 Dec 50

Info cy to
Hq USAF(Plans & Ops)(5 cys)
CG, SAC (5 cys)
CG, AMC (5 cys)
CG, MATS (5 cys)

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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
*Hornchurch St. Faith, England
**Furstenfeldbruck or Neubiberg Base, Germany

*Will be by-passed if pylon racks and wingtip 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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(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 Bluie West 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 redesignate the above-mentioned fighter wing as a Fighter Wing, Jet. Personnel made surplus by this redesignation may be retained by CG, SAC until the accomplishment of this ferry mission.

b. CG, USAFE will:

(1) Place on TDY to SAC 40 airmen and 10 officers from the 36th and 86th Fighter Wings to include accountable representatives authorized to accept aircraft in accordance with USAF Supply Manual 67-1.

(2) Provide maintenance detachment at Keflavik of 30 airmen and 2 officers. Detachment will be returned to home stations during interval between delivery of first and second groups of aircraft.

(3) Provide maintenance support in England, if required.

c. CG, AMC will:

(1) Designate a project officer to monitor supply and maintenance requirements for this project.

(2) Assign supply priorities as necessary to accomplish the AMC responsibilities prescribed below.

(3) Establish a special supply procedure with Republic Aviation Corporation for the assembly of spare parts kits to be laid down by MATS, one each at Goose Bay, Bluie West 1, and Keflavik; and one in-flight technical supply kit to be furnished to the designated ferry wing if requested by CG, SAC.

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(4) Will indoctrinate USAFE TDY personnel in the F-84 aircraft.

(5) Will take action to redesignate the above-mentioned fighter wing as a Fighter Wing, Jet. Personnel made surplus by this redesignation may be retained by CG, SAC until the accomplishment of this ferry mission.

b. CG, USAFE will:

(1) Place on TDY to SAC 40 airmen and 10 officers from the 36th and 86th Fighter Wings to include accountable representatives authorized to accept aircraft in accordance with USAF Supply Manual 67-1.

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(1) Designate a project officer to monitor supply and maintenance requirements for this project.

(2) Assign supply priorities as necessary to accomplish the AMC responsibilities prescribed below.

(3) Establish a special supply procedure with Republic Aviation Corporation for the assembly of spare parts kits to be laid down by MATS, one each at Goose Bay, Bluie West 1, and Keflavik; and one in-flight technical supply kit to be furnished to the designated ferry wing if requested by CG, SAC.

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(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, these twelve units to remain at above stations for future use.

(10) Inform the Chief of Staff, USAF, attention Chief of Transportation, D/MS&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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(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 beacons upon which the ADF compass may home, and VHF homing adapter.

(b) Frequencies of beacons will be assigned so as to prevent interference between aircraft when the F-84's are using radio compass.

(3) Provide briefing crews as desired by CG, SAC.

(4) Provide navigational information concerning the North Atlantic route to include maps, handbooks, current communications information, etc.

(5) Provide B-29 weather reconnaissance aircraft to accompany ferry groups from Goose Bay to USAFE.

(6) Provide fuel and refueling facilities at Goose bay, Bluie West 1 and Keflavik adequate to service 80 jet aircraft within an eight-hour period. Sufficient refueling facilities will be retained at these locations to service 50 jet aircraft within an eight-hour period.

(7) Provide messing, billeting, and station services normally provided transit aircraft along the North Atlantic route.

(8) Request CG, AMC to furnish shipping or disposition instructions for any excess property generated at MATS bases as a result of project Fox Able #3.

e. CG, CONAC will:

(1) Furnish messing, billeting, refueling, oxygen, maintenance and station services at Turner and Otis Air Force Bases.

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Ltr to CG, USAFE, CG, SAC, CG, ConAC, CG, AMC, COMMATS, Subj: Delivery of F-84E Aircraft to USAFE

(2) Ferry F-84 aircraft provided by Republic Aviation Corporation to those stations designated by SAC.

(3) Provide emergency airlift for personnel or equipment as directed by Headquarters, USAF.

4. General Instructions:

a. Provisions of AFR 65-16 and AFR 60-12 will be waived for this mission.

b. Direct communication, with information this Headquarters, is authorized between all commands to facilitate accomplishment of this mission.

c. Security classification of this mission is RESTRICTED.

d. Col. Schilling and Lt. Col. Ritchie (telephone 72233, Room 4C1039 the Pentagon) of Headquarters USAF are designated special representatives to facilitate the coordination of this project.

e. Special reporting and funding procedure will be forwarded at a later date by separate directive.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/G. F. McGUIRE
Colonel, USAF
Chief, Operations Division
Directorate, Plans and Operations

cc: CO, 36th Fighter Wing
CO, 86th Fighter Wing
CO, 27th Fighter Wing
CO, 33rd Fighter Wing
CO, 31st Fighter Wing
CO, 1227th Air Base Group
CG, Greenland Base Command
Resident Contract Carrier Supervisor, Lockheed Aircraft Overseas Corp., Keflavik Airport, Keflavik, Iceland
CG, 3rd Air Division
U. S. Air Attache, American Embassy, London, England

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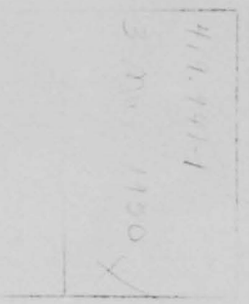

Specifications & Requirements for
Fighter Plane and Engine Service
for Water Cooling Purposes
(No. 1 of 2)

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SPACE ALLOWANCE REQUIRED FOR A FIGHTER WING
AND SUPPORTING SERVICE UNITS AT AIR FIELD PLANNING

1. The criteria given below has been developed as a guide for Master Planning purposes only. It is applicable for peacetime and wartime operations at permanent, semi-permanent installations, regardless of geographic location. The construction and development for peacetime and wartime operations will differ in type and quality of construction.

a. ALLOWED ACREAGE.

(1) AIR F. D, RUNWAYS, TAXI WAYS AND ENE STORAGE.

(a) Runway Length - 8,000 feet expansible to 10,000 feet (at sea level)

(b) Runway Width - 150 feet with 50 ft shoulders expansible to 300 feet

(c) Taxiway Width - 75 feet with 12.5' shoulders expansible to 100 feet

(d) Parking Area - Operational - 123,000 sq yds expansible to 170,000 sq yds (wartime)
Transient - 50,000 sq yds, no expansion
Alert - 50,000 sq yds expansible to 65,000 sq yds (wartime)

(e) Maximum Pavement Load - 140,000 lbs

(f) Aviation Fuel Storage - 1,200,000 gallons - 30 day supply, no wartime expansion unless otherwise noted; refueling to be accomplished direct from a series of refueling points located at strategic spots on the airfield proper.

(g) Oil Storage - 50,000 gallons

(2) The runway length required for elevations above sea level to accommodate jet aircraft will be determined as follows:

(a) The sea level length will be increased 10% for each 1,000 feet of elevation, except that no airfield located at 3,000 feet or more above sea level will be utilized for jet operations.

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(3) During peacetime operation, instrument approach facilities will be set up permanently on one runway only. If, at air defense bases, the scrambling time factor dictates the necessity for more than a 300 ft runway width, parallel runways will be considered, since it is believed that during future all-weather operations saturated conditions during landing periods will be more critical than at take-off periods. Parallel runways shall be located not less than 1,500 feet apart, measured between center lines of non-instrument runways and 2,000 feet on instrument runways.

(4) Taxiways shall be parallel to runways and shall be located not less than 750 feet from center line of non-instrument runway and 1,000 feet from instrument runway.

(5) Taxiway clearance strip shall be not less than 250 feet from its furthest edge to the fixed or movable obstacles.

(6) Taxiways shall be designed on the basis of providing 25% in excess of runway design capacity.

(7) Alert aprons shall be provided to accommodate two (2) flights of four (4) fighters each and shall be located adjacent to ends of runways in an offset position, so as to provide not less than a 750 foot clearance strip measured from the center line of the runway to the edge of the nearest obstacle. Alert aprons shall be equipped to provide power, heat, aircraft fuel and a demountable type shelter for alert pilots. The area of the alert apron shall be not less than 16,250 square yards.

(8) Aircraft parking apron of the tactical group shall preferably be located in the center of activity and shall provide, as nearly as possible, equal taxiing distances to all runways.

(9) The following visual aids will be provided:

(a) Runways and taxiways numbered and marked as specified in current USAF standards.

(b) The instrument runways will be provided with high intensity lighting. Other runways will be provided with medium intensity lighting.

(c) High intensity approach lights will be provided at the touch down end of the principal runway where meteorological data indicates the necessity for low visibility operations.

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(d) Taxiways will be provided with medium intensity lighting.

(e) Obstruction to aircraft operation on or in the immediate vicinity of the Air Base will be lighted and marked in accordance with USAF standards. Provision for horizon lights should be made in non-populated areas.

b. HANGARS

(1)	BASE AIRCRAFT (Span - 200 Ft - Ht - 25 Ft)	48,000 sq ft
(2)	OPERATIONAL (3 @ 30,000 sq ft, Span 150 ft, Ht 25 ft)	90,000 sq ft

c. FIELD MAINTENANCE

(1)	PROPELLER	1,000 sq ft
(2)	ENGINE OVERHAUL & PHOTO EQUIPMENT	2,000 sq ft
(3)	ELECTRICAL & INSTRUMENT	2,000 sq ft
(4)	RADIO	2,000 sq ft
(5)	AIRFRAME (incl 1,000 sq ft Lumber storage)	5,000 sq ft
(6)	ARMAMENT	3,000 sq ft
(7)	SHEET METAL & PLATING (incl 2,400 sq ft paint proofing & plating)	8,400 sq ft
(8)	TOOL CRIB & LOCAL ISSUE	1,500 sq ft
(9)	ENGINE MOUNT & STAND	6,000 sq ft
(10)	[illegible]	3,000 sq ft
(11)	[illegible]	4,000 sq ft
(12)	[illegible]	5,000 sq ft
(13)	[illegible] (incl life raft repair)	6,000 sq ft
(14)	[illegible]	4,000 sq ft
(15)	PHOTOGRAPHIC	2,000 sq ft
(16)	[illegible]	3,500 sq ft
(17)	[illegible] (incl snack bar, toilets, etc)	10,000 sq ft
(18)	AIRCRAFT [illegible] (to accommodate four fighter aircraft)	
(19)	SALVAGE YARD & OFFICE (incl reclamation)	75,000 sq ft

d. OPERATIONAL MAINTENANCE

(1)	COMMUNICATIONS & ELECTRONICS (3 @ 1,200 sq ft)	3,600 sq ft
(2)	ARMAMENT (3 @ 500 sq ft)	1,500 sq ft
(3)	SHEET METAL & WELDING (3 @ 1,000 sq ft)	3,000 sq ft

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(4)	ELECTRICAL & PAINT SHOP (3 @ 500 sq ft)	1,500 sq ft
(5)	TOOL CRIB & LOCAL ISSUE (3 @ 1,000 sq ft)	3,000 sq ft
(6)	TIRE SHOP (3 @ 500 sq ft)	1,500 sq ft
(7)	ADMINISTRATION	
	(a) Operations & Training (3 @ 1,800 sq ft)	5,400 sq ft
	(b) Personnel Equip. etc. Locker Room (3 @ 3,000 sq ft)	9,000 sq ft
	(c) Administration & Services (incl shower room, toilets, etc) (3 @ 2,500 sq ft)	7,500 sq ft

e. WAREHOUSE

(1)	AIR FORCE	40,000 sq ft
(2)	QM & ARMY AGENCY	30,000 sq ft
(3)	ORDNANCE & CHEMICAL WARFARE	20,000 sq ft
(4)	SIGNAL & CORPS OF ENGINEERS	4,000 sq ft
(5)	FIELD & ILI (Paint, Dope, etc.)	4,000 sq ft
(6)	CHEMICAL (AGO)	10,000 sq ft
(7)	MEDICAL	2,000 sq ft
(8)	CHEMICALS	1,500 sq ft
(9)	FOOD	5,000 sq ft
(10)	PACKING & CRATING	4,000 sq ft
(11)	SUPPLY FOR SHOOT AROUND SHOP (Motor)	4,000 sq ft
(12)	ADMINISTRATIVE SUPPLY OFFICE	6,000 sq ft
(13)	TOOL ROOM & STORAGE	3,000 sq ft
(14)	FINISHED ORD. STORAGE	50,000 sq ft
(15)	MISC. COVERED STORAGE (lumber, wing tip, canvas, etc)	2,500 sq ft

f. AIR INSTALLATIONS

(1)	[illegible]	2,200 sq ft
(2)	[illegible]	3,600 sq ft
(3)	[illegible]	12,000 sq ft
(4)	[illegible]	3,000 sq ft
(5)	STORAGE YARD (covered)	6,000 sq ft
(6)	YARD [illegible]	4.0 - 4.5 acres

g. MOTOR POOL

(1)	FIELD [illegible] SHOP	10,000 sq ft
(2)	FIELD [illegible] SHOP (incl work stand, grease rack, etc.)	9,600 sq ft
(3)	DISPATCH LIGHT [illegible]	1,200 sq ft
(4)	DISPATCHER'S OFFICE [illegible]	800 sq ft
(5)	OIL - FUEL ROOM	600 sq ft
(6)	[illegible]	1,200 sq ft
(7)	PARKING AREA (stabilized)	250,000 sq ft

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h.	LAUNDRY & DRYCLEANING PLANT	20,000 sq ft
i.	BAKERY	13,000 sq ft
j.	REFRIGERATION BUILDING (Including 12,000 cu ft cold storage)	6,000 sq ft
k.	ICE PLANT (5 tons)	1,000 sq ft
l.	CLOTHING & EQUIPAGE REPAIR	2,500 sq ft
m.	OPERATIONAL AREA	
(1)	WING OPERATIONS	10,000 sq ft
(2)	CONTROL TOWER	400 sq ft
(3)	RADIO TRANSMITTER BUILDING	500 sq ft
(4)	RADIO RECEIVER BUILDING	500 sq ft
(5)	CONTROL CLOCK & STRUCTURAL FIRE STATION (7-bells)	12,000 sq ft
n.	ADMINISTRATION & TRAINING	
(1)	ADMINISTRATION	
(a)	Wing Headquarters (incl training administration)	12,500 sq ft
(b)	Combat Group Headquarters (incl Operations & Briefing)	12,000 sq ft
(c)	Air Base Group Headquarters	15,000 sq ft
(d)	Protective Building (guard house, etc)	6,000 sq ft
(e)	Auditorium	6,000 sq ft
(2)	TRAINING	
(a)	Lecture Rooms	6,000 sq ft
(b)	Link Trainer	2,700 sq ft
(c)	Celestial Navigation	3,000 sq ft
(d)	Loran Navigation	1,600 sq ft
(e)	Supersonic Training	2,000 sq ft
(f)	Radio Training	2,000 sq ft
(g)	Flight Engineer	6,000 sq ft
(h)	Gunnery	6,000 sq ft
(i)	Bomb Training	20,000 sq ft
(j)	CQ-4 Glide Bomb	200 sq ft
o.	COMMUNAL FACILITIES	
(1)	MAIN POST EXCHANGE (to contain PX)	9,450 sq ft
(2)	BRANCH POST EXCHANGE (to be constructed when is needed)	2,400 sq ft
(3)	GOVERNMENT (incl warehousing 13,800 sq ft)	25,300 sq ft
(4)	CHAPEL	4,500 sq ft
(5)	POST OFFICE	2,000 sq ft

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(6)	BAR	1,000 sq ft
(7)	[illegible] & DELICATESSEN	1,000 sq ft
(8)	THEATER, Type V (800 seat w/stage)	
(9)	CHAPEL - 800 SEAT (Par Dept Dwg 58-01-04)	
(10)	LIBRARY	2,250 sq ft
(11)	DAY STATION, BASE & CHAPEL (incl 600 sq ft open area)	900 sq ft

f. AIR FORCE AREA

		Peacetime	Wartime
(1)	AB AGMS (Pfc) 72 sq ft/man	288	240
(2)	AB AGMS (lower NCO) 90 sq ft/man	880	918
(3)	AB AGMS (top NCO) 180 sq ft/man	223	222
(4)	AB AGMS (transient) Provision for 60 or 81 men @ 72 sq ft/man		
(5)	AIRMEN'S MESS		
	(a) Mess Hall - 12 sq ft/man		
	(b) Day Room - 12 sq ft/man		
	(c) Kitchen - 8 sq ft/man		
	Total 32 sq ft/man	1,920	1,714
(6)	CHAPEL HOUSE	22,000 sq ft	
(7)	STATION HOSPITAL	8,800 sq ft	

g. NCO AREA

(1)	FAMILY HOUSING (approx 3.5 to 4 units/acre	384 units
(2)	NCO CLUB	18,250 sq ft
(3)	OUTDOOR POOL & BATH HOUSE (for A use also)	8,800 sq ft

r. OFFICERS' AREA

		Peacetime	Wartime
(1)	BOQ - 425 sq ft/man	81 Off.	84 Off.
(2)	TRANSIENT BOQ - 120 sq ft/man	20 Off.	80 Off.
(3)	FAMILY HOUSING (approx 2.7 to 3 units/acre)	154 units	204 units
(4)	OFFICERS' CLUB	8,250 sq ft	11,000 sq ft
(5)	OUTDOOR POOL & BATH HOUSE	6,000 sq ft	

Officers' Housing Area to be sufficient to accommodate either family type units or BOQ for wartime expansion, depending upon established policy during wartime.

s. WORSHIP AREA - In accordance with Memorandum 210-46, 12 June 1949

t. GOLF COURSE (9 holes) 65 acres

u. HOSPITAL AREA

(1) Station Hospital Golf Course (incl Par quarters and Mess) 16 acres

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v. ORDNANCE AREA (exclusive of safety distances to be determined in accordance with TM 9-1900)

(1) BASED UPON SMALL ARMS, 3.0 & ROCKET STORAGE
- approx 50 acres (peacetime)
- approx 75 acres (wartime)

Above acreage may be reduced by utilizing igloos and barricades for above-ground magazines.

(2) BASED UPON SMALL ARMS STORAGE ONLY FOR BOMB TRAILER COMPANY — 2,000 sq ft

w. RANGES & BUTTS - In accordance with safety distances set forth in AFR 50-13.

x. UTILITIES - Space requirements to be determined as local conditions permit, except as noted.

(1) ELECTRIC POWER HOUSE & FUEL STORAGE (where required)
(2) AUXILIARY POWER (where required)
(3) WATER STORAGE (where required)
(4) HEATING PLANT & FUEL STORAGE (consideration will be given to central heating where economical factors warrant)
(5) SEWAGE DISPOSAL PLANT (500,000 gallons where required)
(6) IRRIGATION — 6,500 sq ft

y. MISCELLANEOUS - Provisions for necessary parking areas, railroad spurs, gate houses, fencing, etc., where required.

PREPARED BY PLANS DIVISION
DIRECTORATE OF INSTALLATIONS
HEADQUARTERS CONTINENTAL AIR COMMAND
14 FEBRUARY 1950

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FIGHTER - INTERCEPTOR WING

FOR MASTER PLANNING PURPOSES ONLY

PERSONNEL BREAKDOWN FOR FIGHTER INTERCEPTOR WING & SUPPORTING SERVICES
PEACETIME AND WARTIME BASIS

TYPE OF GROUP	T/O&E	NUMBER OF SQUADRONS P	W	OFFICERS P	W	AIRMEN TOP NCO P	W	LOWER NCO P	W	PRIVATES P	W	TOTAL T/O&E P	W	TOTAL TD's OFFICERS P	TOP NCO P	LOWER P	PVTS P	CIV P	TD's P	P	GRAND TOTAL W
Wing Hdqtrs	1-1011	None		30	39	32	44	29	41	2	3	93	127	1	6	5	2	16	32	125	127
Tactical Group Headquarters	1-1212 1-1233	3	3	101	155	176	249	176	262	15	42	468	708	None	None	None	None	None	None	468	708
M & S Group Headquarters	1-7012 1-7213 1-7914 1-8917	None 3	3	24	39	105	155	205	357	33	78	367	629	3	46	76	8	90	223	590	629
Air Base Gp Headquarters	1-8012 1-8013 1-8014 1-8015 1-8926 1-8018	5	5	26	39	109	108	205	258	104	117	444	522	9	60	91	54	97	311	755	522
Medical Group * Headquarters	1-9012	1	1	14	14	17	17	37	37	13	13	81	81	3	4	6	2	11	26	107	81
		TOTAL		195	286	439	573	652	955	167	253	1453	2067	16	118	178	66	214		2045	2067

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* Peacetime strength includes 5 Nurses under TO&E and 1 Nurse under T/D.
Wartime strength in excess of Peacetime strength not available

NOTE: All compilations above have been furnished by the Organization Division, Directorate of Plans, Organizations and Requirements, D/O Hq Continental Air Command

CHART PREPARED BY:
Plans Division
Directorate of Installations
Hq Continental Air Command
12 February 1950

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Space Allotment Requirements for
Continental Air Command Air Force
Headquarters for Master Planning Purposes

1. The criteria given below to be used for Master Planning Purposes only is expressed in unit space scales wherever possible together with the basis on which this criteria has been developed. Having established the strength and composition, and number and type of administrative aircraft assigned to a particular Headquarters Air Force, the unit space scale can be readily expanded to give the overall requirements for the activity.

2. Normally an Air Force Headquarters operates on a tenant basis sharing operational and maintenance facilities with the parent Air Force unit of a particular installation. In this instance the criteria recommended for these facilities represents the allocated space requirement for the Air Force Headquarters.

3. Criteria - Essential facilities required.

a. Aircraft Apron Space

Based on minimum clearance of 15 feet wing tip to wing tip when parked with clear taxi aisles between single rows of parked aircraft equal in width to the wing span plus 30 feet, (exclusive of perimeter taxiway system)

(1) C-47: 2300 sq yds x number of aircraft

(2) B-25: 1400 sq yds x number of aircraft

(3) C-45: 780 sq yds x number of aircraft

(4) T-6: 640 sq yds x number of aircraft

b. Hangar Space: Hangar space will be provided to accommodate approximately 25% of administrative aircraft assigned. A minimum hangar area of 20,000 sq ft is recommended.

c. Maintenance Shop (Aircraft). Recommend 30% or 6000 sq ft of hangar area be assigned to this activity.

d. Aircraft Fuel Storage. Provision should be made for 125,000 gallon storage available from base supply area. May be modified based upon number and type of aircraft assigned with due consideration given to local supply sources.

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e. Operations. A minimum of 1000 sq ft is recommended. This activity may be located in the lean-to of the headquarters hangar.

f. Communications. Recommend one (1) area (700 ft x 1400 ft) to accommodate two (2) Rhombic Receiving antennas required for radio back-up circuits to service the activities of an Air Force Headquarters and one (1) area (400 ft x 700 ft) for the location of one (1) Rhombic Transmitter Antenna. These areas will be located not less than ¼ mile or preferably ½ mile apart.

g. Administrative. Recommend 80% of personnel assigned be provided administrative space equivalent to 125 square feet of total floor area per person. This includes space for hallways, toilets, etc.

h. Air Force Storage. Recommend 10,000 sq ft be allocated to this activity.

i. Warehousing. Recommend 8000 sq ft be allocated to this activity (includes Class I and Class II storage).

j. Airmen's Housing.

(1) Barracks (Privates) - 72 sq ft/AM x number of AM (Privates)

(2) Barracks (Lower NCO) - 90 sq ft/AM x number of Lower NCO.

(3) Bachelor Quarters (Top NCO) - 180 sq ft/AM x 40% of Top NCO.

(4) Transient Bachelor Quarters - Provision for 30 AM @ 72 sq ft/AM should be included. May be omitted if this activity is provided by others.

k. Airmen's Mess.

(1) Mess Hall 12 sq ft/AM

(2) Day Room 12 sq ft/AM

(3) Kitchen 8 sq ft/AM

Total 32 sq ft/AM x total number of airmen (may be omitted if provided by others)

l. NCO Family Units. Provision for family units equivalent to 60% of Top NCO is recommended. Density to be 3.5 to 4.2 family units per acre.

m. Officer Housing.

(1) BOQ - 425 sq ft/man x 25% of officer personnel

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(2) Transient BOQ - Provision for 30 officers @ 120 sq ft/man. May be omitted if this activity is provided by others)

(3) Family Units - Provision for family units equivalent to 75% of officer personnel is recommended. Density to be 2.7 to 3.5 family units per acre.

n. Miscellaneous - Provision will be made for other related facilities such as officers' mess, motor vehicle parking, etc, unless provided by others.

Prepared by Plans Division
Directorate of Installations
HQ Continental Air Command
3 March 195-

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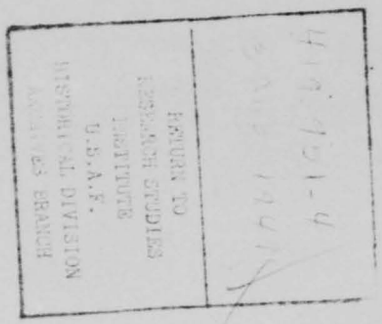

P S & K Case

Conduct of Lawyer, Col M. L.
Hurley, nominated for promotion
to Brig Gen.

Reg [illegible]

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PUBLIC INFORMATION OFFICE
HEADQUARTERS, CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York
Tel. - Fieldstone 7-1900
Ext. 1241, 1242, 1243

FOR RELEASE: UNCLASSIFIED August 3, 1949

CONAC'S AIR SURGEON
NOMINATED BRIG. GENERAL

Colonel Michael Gerard Healy, dean of Air Force Flight Surgeons and Air Surgeon of Continental Air Command Headquarters here, has been nominated for promotion to Brigadier General.

Veteran of over 31 years military service, Colonel Healy has served the United States Air Force over 30 years.

Assigned with the Continental Air Command for the past six months, the Colonel is one of eight officers recently nominated to Brigadier General by President Truman. Prior to his ConAC assignment, Colonel Healy was Air Surgeon of Tactical Air Command Headquarters at Langley Air Force Base, Virginia.

Originally from Northampton, Mass., Colonel Healy attended Harvard College and graduated from Georgetown University Medical School with a Medical Degree, class of 1916. He served his medical internships at St. Francis Hospital, Jersey City, N. J., for 13 months and at Ellis Island Hospital, N. Y., for seven months.

Later, the Colonel took post-graduate training at Army Medical School, Washington, D. C., and at the Medical Research Laboratory and School for Flight Surgeons at Mineola, N. Y.

Among his varied early assignments he was Station and Flight Surgeon at McCook Air Force Base, Fairfield Air Depot, and Wright-Patterson AFB, at Dayton, Ohio, from 1924 to 1931. He was also assigned as Aviation Medicine Department Director of the School of Aviation Medicine at Randolph AFB, Texas, 1931 to 1933.

The Colonel served as Station and Senior Flight Surgeon at Luke AFB, Oahu, for two years and as Flight Surgeon and Assistant Station Surgeon at Mitchel AFB

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for four-and-a-half years. Later he served as Station Surgeon and Senior Flight Surgeon at Westover AFB, Mass., where he supervised building of the station hospital - and in 1942 saw service as Station and Senior Flight Surgeon at Kelly AFB, Texas.

Prior to his overseas service, Colonel Healy served for nearly three years as Staff Surgeon of Western Flying Training Command, where he was responsible for complete medical service of 43 flying schools and 42 college training detachments.

During this period he assisted Dr. Charles E. Smith, a well known medical authority, in his research on cocoidioidomycosis, more familiarly known as San Joaquin Valley fever, in California and subsequently directed and supervised the resulting control program for this disease throughout the Western Flying Training Command.

He also supervised the Rheumatic fever research and control program that Western Flying Training Command conducted throughout its organization.

Assigned to the Mediterranean Theater of Operations in 1945, Colonel Healy headed the medical programs at all USAF bases in Italy. During this assignment he studied the myriad public health problems confronting the Air Force during tours of AF bases in Germany, France, Greece and North Africa.

Following service overseas, the Colonel was assigned Staff Surgeon of the Fourth Air Force at Hamilton AFB, Calif. Later he was appointed Staff Surgeon of Tactical Air Command Headquarters, assuming responsibility for medical service at TAC bases throughout the nation.

The Colonel is a rated Aircraft Observer Medical and holds a fellowship in the American College of Physicians.

His wife is the former Loretta Corcoran, of Dover, N. J. The Healy's have two children, James G., a Major in the Anti-Aircraft, presently studying

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at the University of Pennsylvania; and Margaret L., an English instructor in the University of Missouri.

The busy Colonel was obviously happy over his nomination to Brigadier General.

"My promotion is very gratifying after 31 years of service," he remarked.

Colonel and Mrs. Healy reside at Mitchel Air Force Base.

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Continental Air Command

Intelligence Staff Information Memo #688
1 #642

18 Oct 1949
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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

In Reply
Refer To:
PIO 008

1 November 1949

SUBJECT: JCS Memorandum for Information No. 688

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York. (Attention: Public Information Officer)

Inclosed herewith for your information is a copy of Joint Chiefs of Staff Memorandum for Information No. 688.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/s/ J. M. Bloss
J. M. BLOSS
Lt. Col., AGD, USAF
Asst. Adj. Gen.

1 Incl:
Cy JCS (MTI) No. 688.

I 008 1st Ind 2 November 1949

HEADQUARTERS FIRST AIR FORCE, Mitchel Air Force Base, N.Y., 1 Nov 49

TO: See Distribution

2 Incls:
1 - n/c
Added:
2. Cpy Joint C of S Memo No. 642,
29 Apr 49

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J. C. S. Info Memo 688

18 October 1949

JOINT CHIEF OF STAFF

MEMORANDUM FOR INFORMATION NO. 688

PUBLIC INFORMATION DIRECTIVE FOR JOINT OPERATIONS OTHER THAN COMBAT (INCLUDING JOINT TRAINING EXERCISES)
Reference: JCS Info Memo 642

Note by the Secretaries

The enclosed memorandum by the Office of the Secretary of Defense, dated 17 October 1949, with the Appendix thereto, is circulated for information.

W. G. LALOR,

J. H. IVES,

Joint Secretariat.

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ENCLOSURE

OFFICE OF THE SECRETARY OF DEFENSE

17 October 1949

MEMORANDUM FOR THE SECRETARY OF THE ARMY
THE SECRETARY OF THE NAVY
THE SECRETARY OF THE AIR FORCE
JOINT CHIEFS OF STAFF

SUBJECT: Public Information Directive for Joint Operations Other than Combat (Including Joint Training Exercises)

1. The common public relations policy for joint training exercises agreed to by the Army, Navy and Air Force and recognized by the Director of Public Information, Office, Secretary of Defense, in a Memorandum dated 13 September 1948,* is herein amplified and confirmed as the policy of the Department of Defense.

2. Public release of information and the general conduct of public information are the responsibility of the designated commander of a joint operation or training exercise.

3. In the exercise of this responsibility, the commander will be guided by existing security regulations, stated policies of the Department of Defense, and the requirements of public information objectives assigned for the operation.

4. The commander will establish a public information group representative of participating services to function under his direction and will assist subordinate commanders in obtaining appropriate public information assistance from their commands. He will publish, when appropriate, as a part of his operation orders or directives, a public information annex to include;

a. The scope of publicity desired and permitted.

b. General instructions on public information matters.

c. Specific instructions as to methods of handling publicity, prior briefing of observers, assignment of observers, press releases, motion pictures, photographs, radio broadcasts, television, and where practicable, critiques or resumes of the operation.

* Appendix.

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Enclosure

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5 The commander of a joint operation may invite representatives of local news media, local representatives of national news media, state and local public officials, and representatives of local civic organizations without reference to the Office of Public Information. Invitations to representatives of national news media and national civic organizations to cover or attend joint operations will be issued by the Office of Public Information in the name of the Joint Commander when he desires their presence. Secretary of Defense Memorandum of 28 April 1949* continues to govern the extension of invitations to certain Federal officials.

6. The commander of a joint operation or training exercise may request from the Office of Public Information, Department of Defense, such assistance and facilities as are required to insure proper public information coverage.

7. The Joint Chiefs of Staff will direct the appropriate executive agent to coordinate with the Office of Public Information, Department of Defense, in matters of public information on joint training exercises and joint operations other than combat.

/s/ LEMUEL C. SHEPHERD
Major General, USMC
Executive Secretary

* JCS Info Memo 642.

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OFFICE OF THE SECRETARY OF DEFENCE

13 September 1948

MEMORANDUM FOR: The Director of Public Relations
Department of the Air Force

The Army, Navy, and Air Force through the Public Relations Advisory Council have agreed upon the following policy for public information at joint training exercises:

1. The control of public information on military operations is a command responsibility exercised by the designated commander of a joint operation.

2. The designated commander of a joint operation in his operation orders or other directives will include a Public Relations Annex which will include appropriate instructions to his subordinates.

3. This Annex will include (a) the scope of publicity desired and permitted; (b) instructions to subordinate commanders relative to Public Relations matters; (c) detailed instructions as to the methods of handling publicity, prior briefing of observers, distribution of observers, press releases, motion pictures, photographs, radio broadcasts, television and, where practicable, critiques or resumes of the operation. Provision should be made for establishment of a joint information group, and adequate Public Information Officers on the staffs of the appropriate commanders and echelons of the commands.

4. In the case of Joint Training Exercises, or other joint operations, where a specific commander is not already responsible for public relations matters, the directive providing for such joint training operations will designate the officer responsible for public relations matters, and will provide for establishing a joint information group which will develop a public information plan.

/s/ HAROLD B. HINTON
Director

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J. C. S. Info Memo 642

29 April 1949

JOINT CHIEFS OF STAFF

MEMORANDUM FOR INFORMATION NO. 642

PROCEDURE FOR EXCLUDING DISTINGUISHED PERSONS TO ATTEND MILITARY MANEUVERS, PRESENTATIONS AND DEMONSTRATIONS

Note by the Secretaries

The enclosed memorandum by the Secretary of Defense, dated 28 April 1949, is circulated for information.

W. G. LYLE,

J. H. EYES,

Joint Secretariat.

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ENCLOSURE

THE SECRETARY OF DEFENSE

28 April 1949

MEMORANDUM FOR THE SECRETARY OF THE ARMY
THE SECRETARY OF THE NAVY
THE SECRETARY OF THE AIR FORCE
THE JOINT CHIEFS OF STAFF

As a matter of policy, I believe that invitations to Members of the Cabinet, Members of the Congress and heads of agencies of the Federal Government to attend presentations, demonstrations, military maneuvers or exercises ((of sufficient importance to warrant such attendance), should be extended by the Secretary of Defense.

In the future, therefore, it will be the responsibility of the Department or Departments concerned, or the Joint Chiefs of Staff for presentations, demonstrations, exercises or maneuvers conducted under their supervision, to submit recommendations of the number and, where appropriate, the names of distinguished guests, as described above, whom it is believed should be invited to attend together with letters of invitation prepared for my signature.

Recommendations should reach this office, marked attention of the Executive Secretary, not less than thirty days in advance of the contemplated presentations, demonstrations, exercises or maneuvers. The executive secretary will be responsible for the necessary coordination with the Office of Legislative Liaison, where members of the Congress are concerned, and will advise the Departments concerned of acceptances.

It is not intended, by means of this memorandum, to bring about cancellation of any presentations, etc. which have already been scheduled and to which invitations have already been issued.

/s/ LOUIS JOHNSON

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20 June 1949

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STANDING OPERATING PROCEDURE
FOR
THE PUBLIC INFORMATION OFFICERS
OF THE
CONTINENTAL AIR COMMAND
IN THE
EVENT OF
AIRCRAFT ACCIDENTS

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HEADQUARTERS CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N.Y., 20 June 1949

STANDING OPERATING PROCEDURE
for
PUBLIC INFORMATION OFFICERS

This Standing Operating Procedure will be used as a guide by Public Information Officers within the Continental Air Command in the event of an aircraft accident.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

Neal J. O'Brien

NEAL J. O'BRIEN
Colonel, USAF
Adjutant General

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STANDING OPERATING PROCEDURES FOR PIO'S IN THE EVENT OF AIRCRAFT ACCIDENTS

1. It will be the responsibility of the base commanding officer, through the PIO, in the event of any aircraft accident on or near his base, to provide newspapers, news services, and radio stations with complete releasable information, as quickly as possible, according to existing official directives.

2. The public information officer should be notified immediately by the base operations officer of any aircraft accident occurring on or in the vicinity of the base and of any aircraft assigned to or departing from the base which is declared missing (paragraphs 8, 9 and 10, AF Regulation 62-14, and AF Regulation 60-6).

a. The PIO and/or a member of his staff should proceed at once to the scene of the accident via Government transportation. Such transportation should be furnished without delay.

b. The PIO should have immediate access to a qualified military photographer and appropriate photographic equipment (AR 600-700).

c. The PIO should have full access to the scene of the accident.

d. The PIO should have immediate access to all facts, releasable and nonreleasable, pertaining to the accident.

(1) The PIO then should evaluate all facts in order to ascertain which may be released to the public (paragraph 4, AR 600-700).

3. The PIO will prepare material concerning aircraft accidents and missing aircraft for release to news media as follows:

a. Names and addresses of casualties will be released to the press immediately following telephonic notification or four hours after dispatch of telegraphic notification of the casualty to the next of kin if the wire is being sent to a city with twenty-four hour Western Union service. To destinations where twenty-four hour Western Union service is not available, the Public Information Officer will insure that telegraphic notification will reach its destination four hours prior to the release of names and addresses to the press. (See DA Memorandum 360-25-1, paragraph 2h(3), 7 January 1948.)

b. When there are no fatalities, the PIO will release information to news representatives as quickly as possible. (See paragraph 24a(7), AF Regulation 62-14.)

c. When circumstances permit, one-story coverage is desirable. Normally, information released will be substantially as follows:

(1) Statement that the accident has occurred.

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(2) Location of the accident and time.

(3) Names and addresses of casualties.

(4) In answer to a query on the cause of the accident, the customary reply will be that a board of officers will investigate and determine the exact cause. Unclassified information based upon approved findings of such boards may be made available to media, subject to the provisions of paragraph 29, AR 420-5, 20 May 1940, as amended.

4. The Public Information Officer will be the official liaison element between the commanding officer and the representatives of news media. (Paragraphs 4b(1), (2), (3) and (4), AR 600-700.)

5. a. It the accident occurs off a military reservation, necessary action will be taken promptly to safeguard items of Governmental property or projects classified "Top Secret," "Secret," or "Confidential." This responsibility should be discharged with minimum interference with reporters and photographers in the performance of their duties. Harmony and cooperation between public information officers and members of the press will promote fair and unsensational reporting of accident stories.

b. It is the responsibility of the Public Information Officer, in the event of any accident on his base, or any accident over which the base has jurisdiction by virtue of being nearest to the scene of the accident, to provide newspapers, news services, and radio stations with complete releasable information as soon as possible. (Reference P licy Book for Army Public Information Officers, June 1948.)

6. The Public Information Officer will conduct his relations with the representatives of news media, in connection with the handling of aircraft accidents, as follows:

a. The Public Information Officer will contact, at an early date, all local newspapers and managers of local radio stations. He will inform them of air force policies on the handling and reporting of aircraft accidents.

b. When practicable, the PIO may invite editors to send representatives to cover the story.

c. The PIO may release to local newspapers any pictures, in good taste, taken by his office.

d. The PIO will advise all department heads to caution military personnel under their jurisdiction against expressing opinions or giving out information concerning an aircraft accident to press representatives.

(1) Interviewing of civilian witnesses by the press will not be curtailed.

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(2) Press representatives and police officers will be requested to give the PIO the names and addresses of all witnesses interviewed.

7. Inclosed herein are aids for the Public Information Officer; an accident report form, a digest of directives pertinent to procedure in case of aircraft accident, and a list of directives with numbered blanks in which later directives may be entered.

3 Attachments
1. Accident Report Form
2. Digest of Directives
3. Pertinent Directives

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ACCIDENT REPORT FORM
Public Relations Office

Date of Crash	Time of Crash	Exact Location of Crash		

Type of Plane	Home Base of Plane	Departure Point	Destination	Local

Occupants' Name	Rank	Home Town	Street Address	Crew Position	Injury

Damage of Aircraft and Property

Remarks: Type of mission, statements of crew members, witnesses.

Attachment 1

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DIGEST OF DIRECTIVES PERTINENT

TO PROCEDURE IN CASE OF AIRCRAFT ACCIDENT

Paragraphs 8, 9, 10, AF REGULATION 62-14, 20 October 1944.

Paragraph 8. Aircraft accident: An event not directly caused by enemy action involving one or more Air Force aircraft which results in: (1) Death or major injury to persons, or major or extensive damage to aircraft; or, (2) Minor injuries to persons or minor damage to the aircraft.

Paragraph 9. Major accident: (AF Form 14) An aircraft accident which results in death or major injury to persons or major or more extensive damage to the aircraft.

Paragraph 10. Minor accident: (AF Form 14A) An aircraft accident which results in minor injury to persons or minor damage to aircraft.

Paragraph 4, AF REGULATION 60-6, 3 September 1948.

Paragraph 4. Procedures for aircraft overdue or missing on flights originating in the Continental United States: When a report of the arrival of an aircraft at its destination has not been received within one hour after the estimated time of arrival and neither a position report indicating the aircraft to be still en route nor a report of its landing at some other airfield has been received, the following action will be initiated immediately to determine the location of the aircraft:

a. The commanding officer of the base of departure will notify the appropriate Flight Service center commander and request initiation of preliminary communications search, except during periods when Flight Service exercises clearing authority for the base concerned.

b. The appropriate Flight Service center commander will initiate and conduct the preliminary communications search:

(1) For aircraft departing from non-Air Force bases, and

(2) For aircraft that departed from an Air Force base while Flight Service was clearing authority for that base.

c. The appropriate Flight Service center commander will conduct the preliminary communications search when requested by the commander of the base of departure.

d. When the preliminary communications search is unsuccessful, or after a period of time which would indicate exhaustion of the fuel supply, whichever occurs first, the Flight Service center commander will:

Attachment 2

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(1) Classify the aircraft as overdue and notify the commander of the base of departure of such classification.

(2) Request the appropriate Air Rescue Service flight commander to initiate the extended communications search.

(3) Advise the Air Rescue Service flight commander of all pertinent information on the aircraft including the names of the crew and passengers or the location where the crew and passenger list is filed.

e. The Air Rescue Service flight commander, upon receipt of notification from Flight Service that an aircraft is overdue, will:

(1) Conduct the extended communications search and any necessary form of physical search.

(2) When the extended communications search is unsuccessful, classify the aircraft as missing.

(3) Request from base commanders (in Continental United States or overseas) near the area of the incident any aid judged necessary.

(4) Notify the commanding officer of the base of departure, or if the airport of departure is a non-Air Force base, notify a base commander near the area of the incident and request that he assume the duties normally performed by the commander of the base of departure. The initial notification to the latter commander will include all information obtained so far on the missing airplane by the Air Rescue Service flight commander. The Air Rescue Service flight commander will make daily reports on the progress of the search to the officer performing the duties of the commander of the base of departure.

f. The commander of the base of departure, or if the airport of departure is a non-Air Force base, the officer called upon by the Air Rescue Service flight commander to assume the duties normally performed by the commander of the base of departure, upon notification that the aircraft is classified as missing, will:

(1) Immediately telegraph, teletype, or radio direct to the Chief of Staff, United States Air Force, Washington 25, D. C., and to the Air Inspector, First Region, Inspector General, Flying Safety Division, Langley Air Force Base, Virginia, giving names and grades of crew and passengers, type of aircraft, aircraft number, home base of aircraft, home base of the pilot, place of departure, time of departure, intended destination, route, mission, estimated time en route, position when last reported, weather over

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route, and any other pertinent information.

(2) Notify by telephone or the most expeditious means of communication the commanding officer of the home base of the pilot, the commanding officer of the base to which each individual in the aircraft is assigned, and the commanding office of the home base of the aircraft, and keep the commander of the home base of each individual advised of the progress of the search each day, or as often as new developments occur, by telegraph, teletype, or radio.

(3) Exercise exclusive control and be sole authority (except the Director of Public Relations, Department of the Air Force) for the release to news media of information concerning the aircraft or occupants of aircraft classified as overdue or missing. Release of such information will be in accord with current public information directives binding upon the Department of the Air Force.

g. Upon receipt of information that a member of his command is in a missing aircraft, the commanding officer of each base to which each individual is assigned will:

(1) Comply with pertinent directives relating to notification to Headquarters USAF.

(2) Notify the nearest relatives or emergency addressees of occupants of the aircraft, by telephone or telegraph, of the situation, including information that further details will be furnished as they become available.

(3) Follow up these messages to emergency addressees by additional messages as further information is obtained. Relatives or emergency addressees will be informed by telephone, telegraph, or radio each day, if facilities permit, or as often as new developments occur, as to the progress of search.

h. When the Commanding Officer, Air Rescue Service, after a search of such extent and duration as to indicate that no reasonable likelihood exists that the aircraft or survivors can be located by further search, makes a decision to abandon the search, he will forward a mission report to the Chief of Staff, United States Air Force, Washington 25, D. C., stating that the search has been abandoned and outlining the steps taken to locate the missing aircraft. Copies of this report will also be forwarded to the Air Inspector, First Region, Inspector General, Flying Safety Division, Langley Air Force Base, Virginia; to the base of departure of the aircraft; to the home base of the aircraft; and to the home base of each individual in the aircraft. If the aircraft casualties or survivors are subsequently located, these agencies will be so notified by the most expeditious means available. (NOTE: This report is in addition to the report required by AF Regulation 62-14.)

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1. The commanding officer of the base to which each individual in the aircraft is assigned, upon receipt of information that search has been abandoned, will:

(1) Inform the next of kin or emergency addressee (see TM 10-285, 28 July 1947) that organized search has been suspended, outlining the steps taken to locate the missing aircraft. The information given will include a statement that any future reports will be investigated.

(2) Arrange with the appropriate authority for payments of such pay and allowances or other funds as may be authorized to the dependents of missing personnel.

(3) If notified that the aircraft casualties or survivors are subsequently located, inform the emergency addressees and the local finance officer of such fact, giving full identifying information.

Paragraph 24a(7), AF REGULATION 62-14, 20 October 1944.

24. Action Required of Commanding Officer of Nearest AF Station. Whenever any commanding officer of an AF station becomes cognizant of an aircraft accident occurring at or nearer his station then any other AF station he will:

(7) Provide newspapers, newsservices, and radio stations with complete releasable information and photographs in accordance with WD and AF directives. When fatalities are involved, the names of the victims will not be released until information has been received that all emergency addresses have been notified.

Paragraph 4b(1), (2), (3), (4), AR 600-700.

b. Subject to the supervision of the commanding officer, and in consonance with approved security policy, the duties of a public relations officer include the following:

(1) Advice to the commanding officer on public relations matters, particularly on relations between the command and the nearby communities, but excluding functions of representatives of the Civil Affairs Division and other military Government agencies.

(2) Liaison with civilian groups, including the dissemination of information pertaining to the command to local information media.

(3) Review, under established policies, of material for dissemination to the public and of material for publication in unit and post newspapers.

(4) Reception of all representatives of local and national information media and assistance to them in obtaining desired material relating to the command.

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PERTINENT DIRECTIVES

1. Paragraph 8, 9, 10, AF Regulation 62-14, 20 October 1944, as amended.
2. Paragraph 4, AF Regulation 60-6, 3 September 1948.
3. Paragraph 24a(7), AF Regulation 62-14, 20 October 1944, as amended.
4. AR 600-700, 16 August 1946.
5. Page 2, Policy Book for Army PIO's, June 1948.
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Entries of later directives should be entered by number by the local Public Information Officer. Copies of all pertinent directives should be added to this kit when obtainable.

This kit is released pending the issuance of a new directive from Headquarters USAF.

Attachment 3

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General Orders

Air Force Eastern Defense Command

1943- 1944

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HEADQUARTERS
AIR FORCES, EASTERN DEFENSE COMMAND
and
FIRST AIR FORCE
Office of the Air Force Commander
Mitchel Field, New York

GENERAL ORDER)
: April 18, 1943
NUMBER 33)

By direction of the President the undersigned assumes command of Air Forces, Eastern Defense Command and First Air Force, effective this date.

11

RALPH POYCE
Major General, U. S. Army

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HEADQUARTERS
AIR FORCES, EASTERN DEFENSE COMMAND AND
FIRST AIR FORCE
Office of the Air Force Commander
Mitchel Field, New York

March 11, 1943.

GENERAL ORDER)

NUMBER 18)

LT. COLONEL RAYNOR GAREY, 09851, AGD, these headquarters is announced as Adjutant General, Hq. Air Forces, Eastern Defense Command and First Air Force.

By command of Major General CHANEY:

H. H. YOUNG,
Colonel, GSC,
Actg. Chief of Staff.

OFFICIAL:

RAYNOR GAREY,
Lt. Colonel, AGD,
Adjutant General.

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HEADQUARTERS
AIR FORCES, EASTERN DEFENSE COMMAND AND
FIRST AIR FORCE
Office of the Air Force Commander
Mitchel Field, New York

April 26, 1943.

CORRECTED COPY

GENERAL ORDER)

NUMBER 36)

Under authority contained in par. 5, AR 605-145, June 12, 1942, COLONEL RICHARD E. NUGENT, 015664, AC, is detailed as a member of the General Staff Corps, is asgd to the General Staff with Troops and detailed for duty as Chief of Staff, Headquarters Air Forces, E.D.C. and First Air Force, Mitchel Field, N.Y.

By command of Major General KOYCE:

R. E. NUGENT,
Colonel, GSC,
Chief of Staff.

OFFICIAL:

RAYMOND GAREY,
Colonel, AGD,
Adjutant General.

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HEADQUARTERS
FIRST AIR FORCE
Mitchel Field, New York

10 May 1944

GENERAL ORDER)
:
NUMBER 53)

TRANSFER AND REASSIGNMENT OF CERTAIN AAA UNITS.....SECTION I
TRANSFER AND REASSIGNMENT OF CERTAIN AAA UNITS.....SECTION II

SECTION I

Pursuant to authority contained in AG 370.5 (8 Apr 44) OB-S-E-AFROO-M, 10 April 1944, subject "Movement Orders, 392nd Antiaircraft Artillery Automatic Weapons Battalion (Semi-mobile) and 507th Antiaircraft Artillery Gun Battalion (Semi-mobile)", AG 370.5 (8 Apr 44) OB-S-E-AFROO-M, 10 April 1944, "Movement Orders, Headquarters and Headquarters Battery, 43rd Antiaircraft Artillery Group", AG 370.5 (11 Apr 44) OB-S-E-AFROO-M, 12 April 1944, subject "Movement Orders, Headquarters and Headquarters Battery, 30th Antiaircraft Artillery Group", AG 370.5 (15 Apr 44) OB-S-E-AFROO-M, 18 April 1944, subject "Movement Orders, Headquarters and Headquarters Batteries, 38th and 44th Antiaircraft Artillery Groups, 793rd and 794th Antiaircraft Artillery AWpns Bn (SM)" AG 370.5 (21 Apr 44) OB-S-E-AFROO-M, 23 April 1944, subject "Movement Orders, Headquarters and Headquarters Battery, 34th Antiaircraft Artillery Group", the following units having been transferred to the stations indicated for permanent change of station, and having arrived on the dates indicated, are relieved from assignment to the First Air Force and are assigned to Army Ground Forces, effective upon date of arrival at stations indicated:

UNIT	NEW PERMANENT STATION	DATE OF ARRIVAL
507th AAA Gun Bn (SM)	Camp Pickett, Va.	16 Apr 44
Hq & Hq Btry 43rd AAA Gp	Camp Stewart, Ga.	16 Apr 44
392nd AAA AWpns Bn (SM)	Camp Pickett, Va.	18 Apr 44
Hq & Hq Btry 30th AAA Gp	Camp Pickett, Va.	20 Apr 44
794th AAA AWpns Bn (SM)	Camp Davis, N.C.	25 Apr 44
793rd AAA AWpns Bn (SM)	Camp Davis, N.C.	26 Apr 44
Hq & Hq Btry 38th AAA Gp	Camp Davis, N.C.	27 Apr 44
Hq & Hq Btry 44th AAA Gp	Fort Bragg, N.C.	27 Apr 44
Hq & Hq Btry 34th AAA Gp	Camp Davis, N.C.	2 May 44

SECTION II

Pursuant to authority contained in AG 370.5 (10 Apr 44) OB-S-GNGCT-M, 12 April 1944, subject "Transfer of Hq & Hq Btry, 85th AAA Gp", AG 370.5 (18 Apr 44) OB-S-GNGCT-M, 19 April 1944, subject "Transfer of Hq & Hq Btry, 110th AAA Gp", and AG 370.5 (22 Apr 44) OB-S-GNGCT-M, 24 April 1944,

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G.O. # 53, HQ FAF, Mitchel Fld, NY, 10 May 1944, Cont'd.

Subject "Transfer of Hq & Hq Btry, 63d AAA Brigade", the following units having arrived on the dates and at the stations indicated, for permanent change of station, are relieved from previous assignment, are assigned to the First Air Force, and are attached to Combined Air Defense Training Center for combined air defense training, effective upon date of arrival at stations indicated:

UNIT	NEW PERMANENT STATION	DATE OF ARRIVAL
Hq & Hq Btry, 85th AAA Gp	AAB Suffolk Co AAFld Westhampton Beach, N.Y.	15 Apr 44
Hq & Hq Btry, 110th AAA Gp	AAB Farmingdale AAFld, Farmingdale, N.Y.	26 April 44
Hq & Hq Btry, 63d AAA Brig	AAB Mitchel Field, N.Y.	1 May 44

By command of Major General HUNTER:

C. H. CALDWELL
Colonel, G.S.C.
Chief of Staff

OFFICIAL:

CHARLES L. CARLSON
Lt. Colonel, A.G.D.
Actg. Adjutant General

DISTRIBUTION:

5 CG EDC Governors Island 4, NY
20 CG AAF: Att: Pub Br, Management Cont.Admin. Serv Div. Wash DC
5 CG Army Service Forces, Wash 25 DC
1 CG ASC, Patterson Fld, Fairfield, Ohio ATT: Liaison Br. Cont. Office
2 CG Rome ASC, Rome AAFld, Rome NY
2 CG Middletown ASC, Olmsted Fld, Middletown, Pa.
2 CG Fairfield ASC, Patterson Fld, Fairfield, Ohio
2 CG Warner Robins ASC, Robins Fld, Warner Robins, Ga.
3 CG 1st Serv Cmd, ASF, Boston 15, Mass.
3 CG 2nd Serv Cmd, ASF, Governors Island 4, N.Y.
3 CG 3rd Serv Cmd, ASF, Baltimore 2, Md.
3 CG 4th Serv Cmd, ASF, Atlanta 3, Ga.
1 CG 6th Serv Cmd, ASF, Chicago, Ill. Att: Operations Branch
2 CG 2nd AF, Colorado Springs, Colorado
2 CG 3rd AF, Nat'l Guard Armory, Tampa, Fla.
2 CG 4th AF, San Francisco, Calif.
5 CG I Bomber Cmd, Mitchel Fld NY
50 CG I Fighter Cmd, Mitchel Fld NY
8 CO AAB Mitchel Fld, N.Y.
6 CO AAB Camp Springs AAFld, Washington 20, D. C.
4 CO AAB Dover AAFld, Dover, Del.
8 CO AAB Bradley Field, Conn.
4 CO AAB Westover Field, Mass.
2 CO AAB Langley Field, Va.
6 CO AAB Seymour Johnson Fld, Goldsboro, NC
6 CO AAB Richmond, Va.
4 CO AAB Selfridge Fld, Michigan
2 CO AAB Charleston Army Air Fld, Charleston, S.C.
4 CO AAB Chatham Army Air Field, Savannah, Ga.

(Distribution Continued on Page 3)

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General Order No. 18. (3/11/43)

210.1 1st Ind. BAN/ebs

HQ I FIGHTER COMMAND, Mitchel Field, New York, March 12, 1943.

TO: CG's, New York, Boston, Philadelphia, Norfolk Wings.
CO's, Albany, Buffalo, Charleston, Jacksonville, Miami, Wilmington Regions.

For your information.

By command of Brigadier General TAYLOR:

A. A. DECCIO
2nd Lt., Air Corps,
Assistant Adjutant.

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G.O. # 53, HQ FAF, Mitchel Fld, NY, 10 May 1944, Cont'd.

DISTRIBUTION:
2 CO AAB Walterboro AFld, Walterboro, S.C.
2 CO AAB Godman Fld, Ft. Knox, Ky.
2 CO AAB Fort Dix, New Jersey
2 CO AAB Farmingdale AFld, Farmingdale, N.Y.
2 CO AAB Suffolk Co. AFld, Westhampton Beach, N.Y.
2 CO Engineer Depot, Granite City, Ill.
5 CG Army Ground Forces, Washington, D.C.
5 CG Combined Air Defense Training Center, Mitchel Field, New York
2 CO 507th AAA Gun Bn (SM), Camp Pickett, Va.
2 CO Hq & Hq Btry, 43rd AAA Gp, Camp Stewart, Ga.
2 CO 392nd AAA AWpns Bn (SM), Camp Pickett, Va.
2 CO Hq & Hq Btry 30th AAA Gp, Camp Pickett, Va.
2 CO 794th AAA AWpns Bn (SM), Camp Davis, N.C.
2 CO 793rd AAA AWpns Bn (SM), Camp Davis, N.C.
2 CO Hq & Hq Btry 38th AAA Gp, Camp Davis, N.C.
2 CO Hq & Hq Btry 44th AAA Gp, Fort Bragg, N.C.
2 CO Hq & Hq Btry 34th AAA Gp, Camp Davis, N.C.
2 CO Hq & Hq Btry, 85th AAA Gp, AAB Suffolk Co AFld, Westhampton Beach, N. Y.
2 CO Hq & Hq Btry, 110th AAA Gp, AAB Farmingdale AFld, Farmingdale, N.Y.
2 CG Hq & Hq Btry, 63d AAA Brig, AAB Mitchel Field, NY

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HEADQUARTERS
FIRST AIR FORCE
Mitchel Field, New York

19 December 1944

GENERAL ORDER)
:
NUMBER 127)

TRANSFER AND REASSIGNMENT OF CERTAIN AAA UNITS .....SECTION I
TRANSFER AND REASSIGNMENT OF CERTAIN AAA UNITS .....SECTION II
TRANSFER AND REASSIGNMENT OF CERTAIN SIGNAL RADAR MAINT UNITS.....SECTION III

SECTION I

Pursuant to authority contained in directives, The Adjutant General's Office, 11, 12 December 1944, the following units having been transferred to the stations indicated for permanent change of station, and having arrived on the dates indicated, are relieved from assignment to the First Air Force and are assigned to Army Ground Forces, effective upon date of arrival at stations indicated:

Unit	New Permanent Station	Date of Arrival
117th AAA Gun Bn (M) (Type A)	Ft. Jackson, S. C.	17 December 1944
Battery A, 71st AAA Gun Bn (M) (Type A)	Camp Gruber, Okla.	19 December 1944
Battery B, 71st AAA Gun Bn (M) (Type A)	Camp Gruber, Okla.	19 December 1944
Battery C, 71st AAA Gun Bn (M) (Type A)	Camp Gruber, Okla.	19 December 1944

SECTION II

Pursuant to authority contained in AAF, AFROO, 11 December 1944, subject "Movement Orders, Hq and Hq Battery and Battery D, 71st Antiaircraft Artillery Gun Battalion (Mobile) (Type A)", the following units having been transferred to AAF Tactical Center, Orlando, Florida for permanent change of station, and having arrived on the date indicated, are relieved from assignment to the First Air Force and are assigned to AAF Tactical Center, effective upon date of arrival.

Unit	Date of Arrival
Hq & Hq Battery, 71st AAA Gun Bn (M) (Type A)	19 December 1944
Battery D, 71st AAA Gun Bn (M) (Type A)	19 December 1944

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G.O. # 127, HQ FAF, Mitc l Field, NY, Cont'd.

SECTION III

Pursuant to authority contained in directive, The Adjutant General's Office, 13 December 1944, the following units having been transferred to Holabird Signal Depot, Baltimore, Maryland, for intermediate change of station and having arrived on the date indicated, are relieved from assignment to the First Air Force and are assigned to Army Ground Forces, effective upon date of arrival:

Unit	Date of Arrival
33d Sig Radar Maint Unit (Type A)	16 December 1944
285th Sig Radar Maint Unit (Type C)	16 December 1944

By command of Major General HUNTER:

C. H. CALDWELL
Brigadier General, G.S.C.
Chief of Staff

OFFICIAL:

RAYMOR GAREY
Colonel, A.G.D.
Adjutant General

DISTRIBUTION:
2-CG EDC Governors Island 4 NY
20-CG AAF: Att: Pub Br., Management Cont Admin Serv Div Wash DC
5-CG Army Service Forces, Wash 25 DC
1-Dir. Air Tech Serv Cmd, Wright Fld, Dayton, Ohio Area A. Att: Liaison Officer (TSISM)
2-CG Rome Air Tech Serv Cmd, Rome Army Air Field, Rome, New York
2-CG Middletown Air Tech Serv Cmd, Olmsted Fld, Middletown, Pa.
2-CG Fairfield Air Tech Serv Cmd, Patterson Fld, Ohio.
2-CG Warner Robins Air Tech Serv Cmd, Robins Fld 1, Ga.
3-CG 1st Serv Cmd, ASF, Boston 15, Mass.
3-CG 2nd Serv Cmd, ASF, Governors Island 4, N.Y.
3-CG 3rd Serv Cmd, ASF, Baltimore 2, Md.
3-CG 5th Serv Cmd, ASF, Ft. Hayes, Columbus, Ohio.
1-CG 6th Serv Cmd, ASF, Chicago, Illinois Att: Operations Branch

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G.O. #127, HQ AF, Mitchel Fld, NY, Cont'd.

DISTRIBUTION: (Cont'd)
2-CG 2nd AF, Colorado Springs, Colorado.
2-CG 3rd AF, Nat'l Guard Armory, Tampa, Fla.
2-CG 4th AF, San Francisco, Calif.
5-CG I Bomber Cmd, Mitchel Fld, N.Y.
5-CG I Fighter Cmd, Mitchel Fld, N.Y.
4-CO AAB Mitchel Fld NY
2-CO AAB Camp Springs AFld Wash 20 DC
2-CO AAB Millville AFld Millville NJ
2-CO AAB Dover AFld Dover Del.
2-CO AAB Bradley Fld Conn.
2-CO AAB Hillsgrove AFld Providence 2 RI
2-CO AAB Suffolk Co AFld Westhampton Beach New York
2-CO AAB Westover Fld Mass.
2-CO AAB Seymour Johnson Fld Goldsboro NC
4-CO AAB Bluethenthal Fld Wilmington NC
4-CO AAB Richmond Va
2-CO AAB Norfolk AFld Norfolk 1 Va.
2-CO AAB Selfridge Fld Mich.
2-CO AAB Oscoda AFld Oscoda Mich.
4-CO AAB Charleston AFld, Charleston SC
4-CO AAB Chatham AFld Savannah Ga.
2-CO AAB Walterboro AFld Walterboro SC
4-CO AAB Godman Fld Ft Knox Ky.
2-CO AAB Fort Dix NJ
2-CO 160th AAF BU Langley Fld Va
2-Engineer Central Stock Control Agency, Boatmen's Bank Bldg St Louis 2 Mo.
5-CG Army Ground Forces, Wash DC
5-CG AAF Tactical Center Orlando Fla.
2-CO Jersey City QM Depot, Exchange Place, Jersey City, NJ.
2-CO 117th AAA Gun Bn (M) (Type A), Ft Jackson, SC.
2-CO Battery A, 71st AAA Gun Bn (M) (Type A), Camp Gruber, Okla.
2-CO Battery B, 71st AAA Gun Bn (M) (Type A), Camp Gruber, Okla.
2-CO Battery C, 71st AAA Gun Bn (M) (Type A), Camp Gruber, Okla.
2-CO Hq & Hq Battery, 71st AAA Gun Bn (M) (Type A), AAF Tactical Center, Orlando, Florida.
2-CO Battery D, 71st AAA Gun Bn (M) (Type A), AAF Tactical Center, Orlando, Florida.
2-CO 33d Sig Radar Maint Unit (Type A), Holabird Signal Depot, Baltimore, Md.
2-CO 285th Sig Radar Maint Unit (Type C), Holabird Signal Depot, Baltimore Md.
2-CO Fort Jackson, South Carolina.
2-CO Camp Gruber, Oklahoma.
2-CO Holabird Signal Depot, Baltimore, Maryland.

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G-5 1st A. F.
Unit Histories - Northeast Air District

FILE NO.
420.01-1
1 Jan 1943
30 June 1943
TO BE RETURNED TO THE ARCHIVES OF THE AAF HISTORICAL

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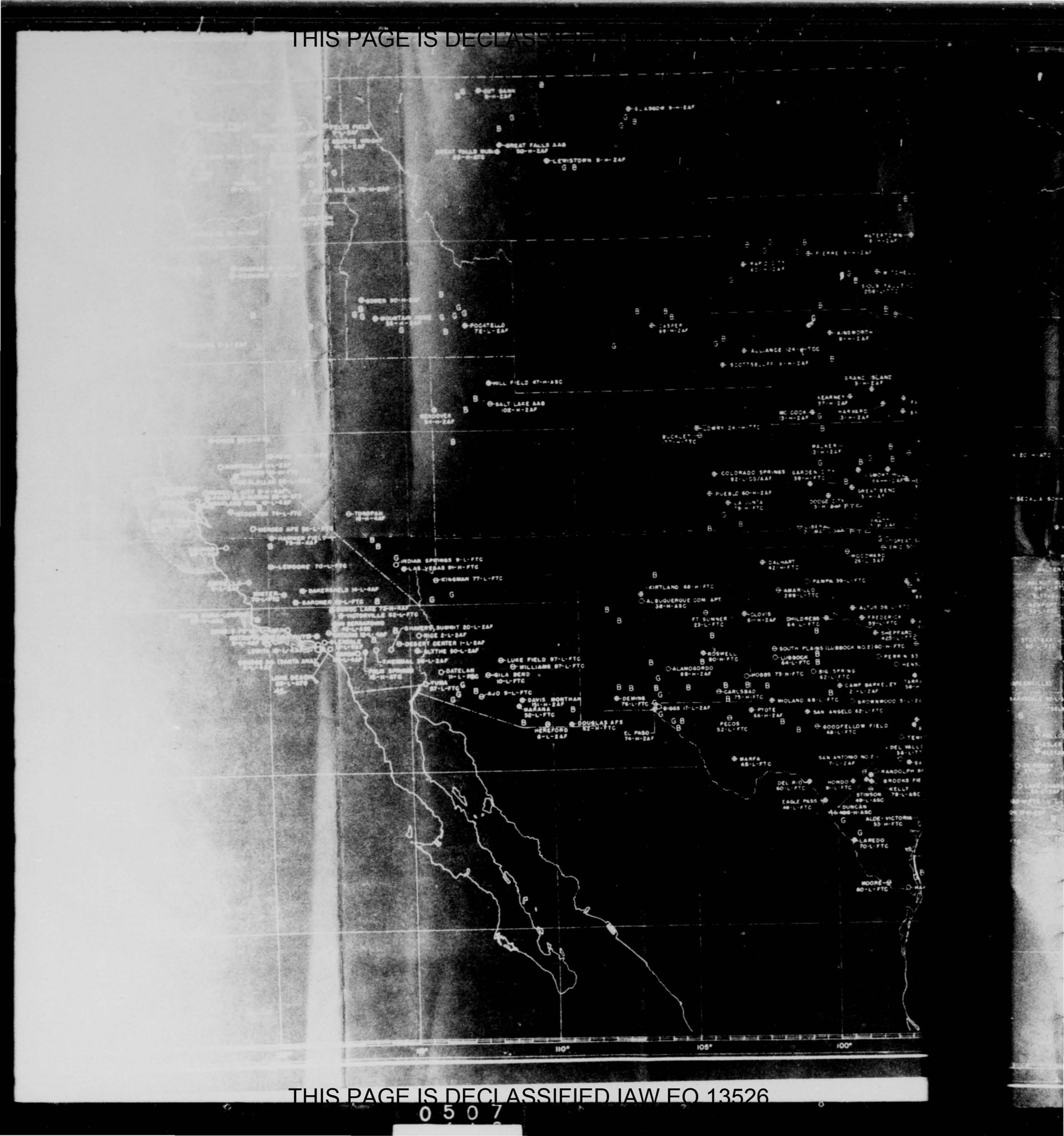

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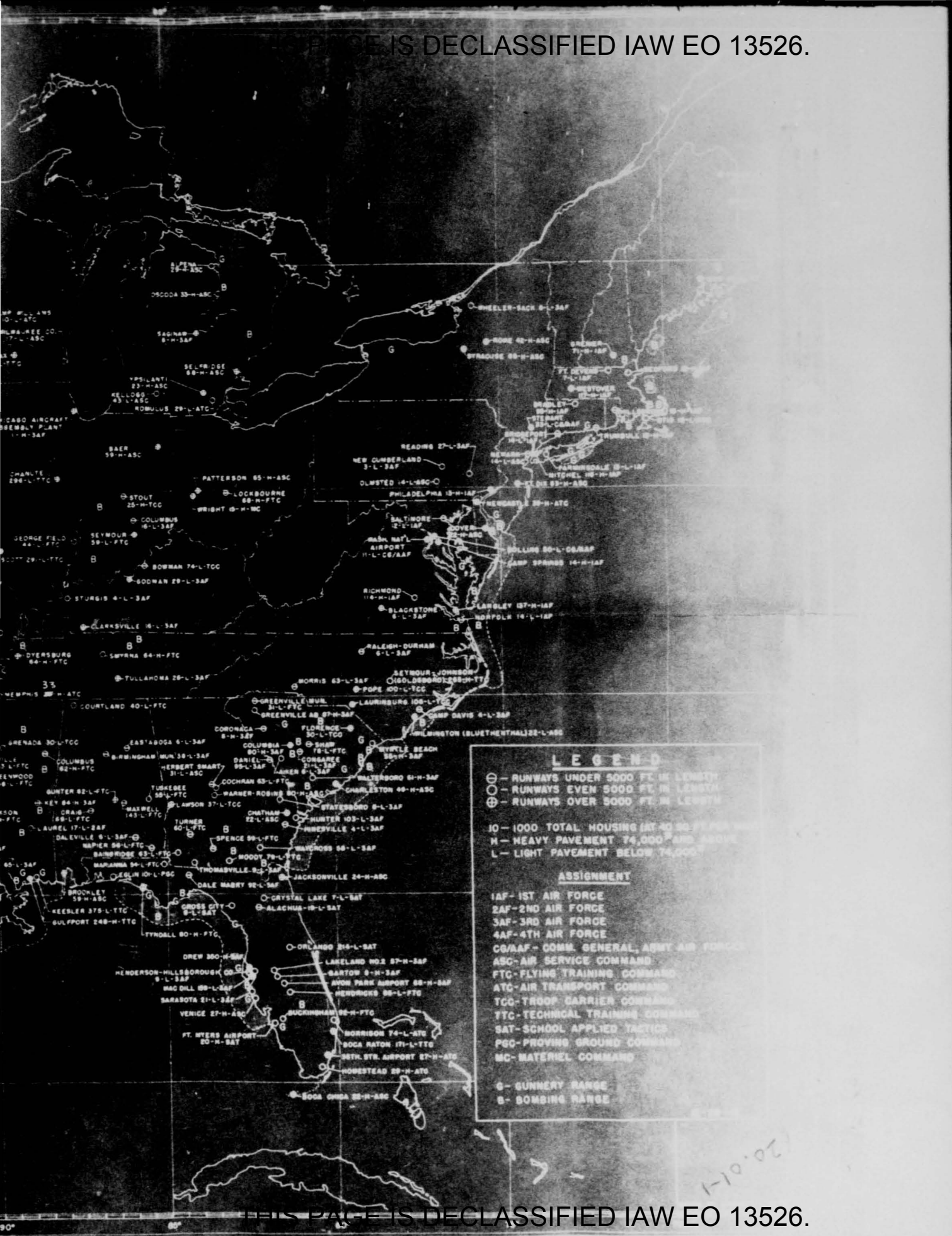

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430-01-
1941-1943

INITIAL ORGANIZATION

NORTH EAST AIR DISTRICT

January 16, 1941

ASSIGNED TACTICAL UNITS:

Hq. & Hq. Sq., N.E.A.D. (MITCHEL FIELD, N. Y.)	(2nd Bomb. Wing (LANGLEY FIELD, VA.)	(2nd Bomb. Group (H) (41st Recon Sq. (H) (22nd Bomb. Group (M) (18th Recon. Sq. (M)
	(6th Pursuit Wing (SELFRIDGE FIELD, MICH)	(1st Pur. Group (31st Pur. Group (52nd Pur. Group
	(7th Pursuit Wing (MITCHEL FIELD, N. Y.)	(8th Pur. Group (33rd Pur. Group

ASSIGNED ADMINISTRATIVE UNITS:

1st Air Base Group (R)	:	LANGLEY FIELD, VIRGINIA
2nd Air Base Group (R)	:	MITCHEL FIELD, NEW YORK
3rd Air Base Group (R)	:	SELFRIDGE FIELD, MICHIGAN

ATTACHED TACTICAL UNITS:

Hq. & Hq. Squadron, 4th Bomb. Wing	:	MITCHEL FIELD, N. Y.
Hq. & Hq. Squadron, 16th Bomb. Wing (L)	:	LANGLEY FIELD, VA.
34th Bomb. Group (H)	:	LANGLEY FIELD, VA.
1st Reconnaissance Squadron (H)	:	LANGLEY FIELD, VA.
43rd Bomb. Group (H)	:	LANGLEY FIELD, VA.
13th Reconnaissance Squadron (H)	:	LANGLEY FIELD, VA.
38th Bomb. Group (L)	:	LANGLEY FIELD, VA.
15th Reconnaissance Squadron	:	LANGLEY FIELD, VA.
13th Bomb. Group (L)	:	LANGLEY FIELD, VA.
3rd Reconnaissance Squadron (M)	:	LANGLEY FIELD, VA.
49th Pursuit Group	:	SELFRIDGE FIELD, MICH.
50th Pursuit Group	:	SELFRIDGE FIELD, MICH.
57th Pursuit Group	:	MITCHEL FIELD, N. Y.
58th Pursuit Group	:	SELFRIDGE FIELD, MICH.

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ATTACHED ADMINISTRATIVE UNITS:

Det. 26th Air Base Group	:	MITCHEL FIELD, N. Y.
8th Air Base Group	:	LANGLEY FIELD, VA.
28th Air Base Group	:	LANGLEY FIELD, VA.
30th Air Base Group	:	LANGLEY FIELD, VA.
33rd Air Base Group	:	MITCHEL FIELD, N. Y.
37th Air Base Group	:	LANGLEY FIELD, VA.
46th Air Base Group	:	SELFRIDGE FIELD, MICH.

GEOGRAPHICAL AREA

Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticuit, New York, Pennsylvania, New Jersey, Delaware, Maryland, District of Columbia, Virginia, that portion of North Carolina north and east of the line, South Boston, Va., - Cape Lookout, North Carolina, West Virginia, Ohio, Michigan, Indiana, Kentucky, Illinois, Missouri, Iowa, Wisconsin and Minnesota.

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COMMANDING GENERALS

NEAD and FAF

Name	Rank	Date
CHANEY, JAMES E.	Major General	January 16, 1941
KROGSTAD, ARNOLD N.	Brig. General	May 15, 1941
DARCUE, HERBERT A.	Major General	June 24, 1941
McDONNELL, JOHN C.	Brig. General	September 2, 1941
LOHMAN, EUGENE A.	Colonel	September 16, 1941
McDONNELL, JOHN C.	Brig. General	September 21, 1941
DARCUE, HERBERT A.	Major General	October 1, 1941
KROGSTAD, ARNOLD N.	Brig. General	December 10, 1941
CANNON, JOHN K.	Brig. General	March 4, 1942
BRADLEY FOLLETT	Major General	March 5, 1942
CANNON, JOHN K.	Brig. General	July 12, 1942
CHANEY, JAMES E.	Major General	July 23, 1942
ROYCE, RALPH	Major General	April 18, 1943

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CHIEFS OF STAFF

NEAD and FAF

Name	Rank	Date
KEPNER, WILLIAM E.	Colonel	January 16, 1941
HANLEY, THOMAS J.	Colonel	August 14, 1941
LACEY, ARTHUR T. *	Lt. Colonel	September 2, 1941
HANLEY, THOMAS J.	Colonel	October 1, 1941
KOENIG, EGMONT F. *	Colonel	November 18, 1941
CANNON, JOHN K.	Lt. Colonel	November 22, 1941
LACEY, ARTHUR T. *	Colonel	March 2, 1942
GLENN, EDGAR E.	Colonel	March 5, 1942
YOUNG, HARRY H. *	Colonel	March 8, 1943

* Acting Chiefs of Staff

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COMMANDING GENERALS

DATE OF ACTIVATION TO APRIL 15, 1943

I BOMBER COMMAND

Name	Rank	Date
KROGSTAD, ARNOLD N.	Brig. General	September 5, 1941
LARSON, WESTSIDE T.	Brig. General	March 7, 1941

I INTERCEPTOR (FIGHTER) COMMAND

MCDONNELL, JOHN C.	Brig. General	April 9, 1941
CANNON, JOHN K.	Brig. General	March 2, 1942
STEWART, MALCOLM M.	Colonel	September 22, 1942
QUESADA, ELWOOD R.	Colonel	September 24, 1942
GILKESON, A. H.	Brig. General	September 26, 1942
QUESADA, ELWOOD R.	Colonel	September 29, 1942
TAYLOR, WILLES R.	Brig. General	November 25, 1942
BARCUS, GLENN O.	Colonel	April 12, 1943

I AIR SUPPORT (GROUND AIR SUPPORT) COMMAND

KEPNER, WILLIAM E.	Colonel	September 1, 1941
REEVES, DACHE MCC.	Colonel	March 28, 1942

FIRST AIR FORCE SERVICE (BASE) COMMAND

COMMANDING GENERAL	First Air Force	October 9, 1941
BALLARD, RICHARD H.	Colonel	February 24, 1942

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HQ AIR FORCE E.D.C.
AND
FIRST AIR FORCE
BY AUTHORITY OF CG
DATE INITIALS

IN REPLY
REFER TO
320.2

HEADQUARTERS
AIR FORCES, EASTERN DEFENSE COMMAND
and
FIRST AIR FORCE
OFFICE OF THE AIR FORCE COMMANDER
MITCHEL FIELD, N. Y.

D/ATL/95

APR 19 1943

SUBJECT: Accomplishments, First Air Force.

TO : Commanding General, Army Air Forces, Washington, D. C.

In compliance with radiogram AAF PC 725, April 12, 1943, a record of the accomplishments of the First Air Force from date of activation to June 30, 1943 in draft form is inclosed.

For the Commanding General:

APR 21 1943

H. H. YOUNG,
Colonel, G.S.C.,
Actg Chief of Staff.

A131
83777 12

Incl:
Draft copy Accomplishments,
First Air Force, w/18 Incls.

Encl. 1-18, excepting
#12 filed by Lt. Col. Baldwin.
10/6/43. AHG

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D R A F T

Accomplishments - First Air Force

Jan. 1o, 1941 to June 30, 1943

The First Air Force, originally activated as the North East Air District on January 1o, 1941, was initially assigned the mission of responsibility "for the administration, training, and tactical operations of all elements of (its) command."

The tactical units assigned consisted of the 2nd Bombardment Wing and the 6th and 7th Pursuit Wings stationed at LANGLEY FIELD, MITCHEL FIELD, and SELFRIDGE FIELD respectively. The Air Base Groups at those stations were also assigned to the North East Air District. Newly activated units comprising cadres for the Hqs. and Hqs. Sqs. of the 4th and 1oth Bombardment Wings, four (4) Pursuit Groups, and six (6) Air Base Groups were attached. (See Incl. No. 1)

Six (6) new bases (WESTOVER FIELD, DOW FIELD, GREENER FIELD, BRADLEY FIELD, BOLMAN FIELD, and PAUL BAER FIELD) were in the process of construction or about to be built for occupancy of the attached units and units to be assigned from other districts.

The headquarters NEAD was immediately involved in the task of bringing newly activated units up to authorized strength, training and equipping them, and moving them into new bases. These missions were completed prior to December 6, 1941.

The desigration of the North East Air District was changed on March 28, 1941 to First Air Force.

The organization of First Air Force tactical units was also changed by the activation of the Interceptor Command (April 9, 1941) and the I Bomber Command (Sept. 5, 1941). The I Air Support Command

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was activated and assigned Sept. 1, 1941.

In September, 1941, units of the First Air Force participated in the Louisiana maneuvers of the Second and Third Armies. Although some units supported the opposing force, the majority of First Air Force units were included in the Third Task Force commanded by the Commanding General, First Air Force, in support of the Third Army. (See Incl. No. 2). Many valuable tactical and logistical lessons were learned by the units participating.

With the advent of war, the mission of the First Air Force became the defense of the Northeastern seaboard of the United States from air attack, and in January, 1942, the mission of anti-submarine warfare was added. On December 21, 1941, the First Air Force came under the command of the Eastern Theater of Operations and was designated the Air Forces, E.T.O. and First Air Force, and a geographical area including the following states was added: North Carolina, South Carolina, Georgia and Florida.

The E. T. O. became the Eastern Defense Command on March 20, 1942 and the Air Forces, Eastern Defense Command and First Air Force remained under that command.

On June 1, 1942, the First Air Force was given the additional mission of activating and training new Fighter units for assignment to other theaters.

The I Ground Air Support Command was transferred from the command of the First Air Force on August 17, 1942, and the I Bomber Command on October 15, 1942.

One of the outstanding accomplishments of the First Air Force has been the activation and training of new units. All the Pursuit Groups originally assigned have been transferred to other theaters. Since June,

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1942, fifteen (15) Fighter Groups, two (2) additional Squadrons, and nine (9) Fighter Control Squadrons have been activated from First Air Force units. Four (4) Hqs. & Hqs. Squadrons, Defense Wings have been activated for the First Air Force, and four (4) additional Hqs. & Hqs. Squadrons, Defense Wings have been activated for other theaters. Six (6) Hqs. & Hqs. Squadrons, Air Defense Regions, have also been activated for this Air Force. Of the above units, seven (7) Fighter Groups have completed their training and three (3) have departed for other theaters. Three (3) additional Fighter Groups, and six (6) Fighter Control Squadrons are to be activated prior to June 30, 1943. (See Incl. No. 3).

Twenty (20) Base Headquarters and Air Base Squadrons have been activated since February 10, 1942, and one (1) has departed from this area. Twenty four (24) Guard Squadrons were activated in the period May 1, 1942 - March 20, 1943. Seven (7) Aviation Squadrons have been activated and trained by the First Air Force. Seven (7) Army Air Force Bands and miscellaneous units including one (1) Bombing and Gunnery Range Squadron, and a Photo Intelligence Detachment have also been activated and trained. (See Incl. No. 4).

The 21st Engineer Aviation Regiment assigned to the NEAD on May 17, 1941, has been the parent unit for many offspring. The First Air Force pioneered in the training of Airborne Engineer Units, tests of its experimental equipment, and development of its doctrine. Eight (8) Airborne Engineer Battalions (Aviation) have been activated and trained by the First Air Force, and three (3) additional Battalions have been trained. Two (2) more Battalions are to be activated prior to June 30, 1943. Other Engineer units activated and trained within the First Air Force include the following:

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fifteen (15) Engineer Battalions (Aviation), four (4) Engineer Air Force Headquarters Companies, one (1) Engineer Aviation Regiment, two (2) Engineer Camouflage Battalions (Aviation), three (3) Engineer Topographical Companies (Aviation), and twenty (20) Engineer Fire Fighting Platoons (Aviation). Still to be activated before June 30, 1943 are an Engineer Aviation Regiment, and an Engineer Camouflage Battalion (Aviation). (See Incl. No. 5).

The Signal Units of the First Air Force have specialized in work allied to the Aircraft Warning Service but have also been engaged in all types of signal communication activities. Under First Air Force supervision the following units have been activated and trained: seven (7) Signal Platoons (Air Base), eleven (11) Signal Plotting Companies (AWF), ten (10) Signal Companies (AW) Regional, eight (8) Communication Squadrons (A.S.), five (5) Signal Operations Training Companies, one (1) Signal Company Heavy Construction (Aviation), eleven (11) Signal Construction Battalions (Aviation) five (5) Signal Companies, Wing, three (3) Signal Companies (Aviation), and several miscellaneous units. (See Incl. No. 6).

The organization of Quartermaster units has changed materially during the lifetime of the First Air Force, and many new units have been formed from units existing at the time of its activation. Recent activations are: four (4) Quartermaster Rescue Boat Crews (Aviation), and still to be activated before June 30, 1943 are three (3) Quartermaster Truck Companies and one (1) Quartermaster Platoon Transportation (Air Base). (See Incl. No. 7).

Where authorized by Tables of Organization, Medical detachments have been activated and furnished for appropriate units. Two (2) Altitude Training Units have also been activated by the First Air Force.

The Chemical Warfare Service has activated a Chemical Company (Depot Aviation), and a Chemical Storage Company. (See Incl. No. 8).

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Two (2) Tow Target Squadrons have also been activated and trained by the First Air Force. (See Incl. No. 9).

A large proportion of the personnel for the Indigo, Crystal, Bluie, Brown, Cherokee, Tuna and Quinze projects were furnished by the First Air Force and units for those projects were activated at bases of this command. In this period the Hqs. & Hqs. Squadrons of two (2) Fighter Wings and three (3) Bombardment Wings were also activated.

In addition to the above, and along similar lines of endeavor, the First Air Force Bases have been used as staging areas for units from other organizations. Currently, there are about 5,000 troops so situated. The Bolero unit, consisting of two (2) Bombardment Groups, two (2) Fighter Groups, and one Transport Group was staged on bases assigned to this command in the months of June, July and August, 1942. Material assistance was rendered the Commanding General, Bolero by the base commanders and the staff of these Headquarters in the final training, inspections prior to departure, and movement of these units.

To summarize the accomplishments of the First Air Force in the above endeavors from a unit and personnel tabulation, the records show that a total of 388 units comprising 7,142 officers, and 83,385 enlisted men have been activated or staged at First Air Force Stations. (See Incl. No. 10). (The above are minimum figures since the time limit imposed for the submission of this survey has not permitted exhaustive research and meticulous checks).

Training projects undertaken by these Headquarters in addition to the routine training involved in the above activities have been a thorough course in aircraft recognition training for all personnel and specialized training by the special services. Outstanding among these projects is the

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Eastern Signal Aviation Unit Training Center at Langley Field, Va. A staff of fifty five (55) officers and one hundred and fifty (150) enlisted men operate this school, and it is anticipated that over eleven (11) Signal Construction Battalions will be trained there graduating at the rate of two Battalions per month. Training of specialists has been a continuous operation.

When the NEAD was activated, the three assigned air bases had existing housing and base facilities for the accomodation of about 25,000 officers and enlisted men. From that date until the present, the First Air Force with a total of eight (8) main bases and twenty-seven (27) sub bases, has provided housing and base facilities for an additional 69,000 officers and enlisted men. (See Incl. No. 11). These additional facilities were provided by the construction or acquisition of 1,117 barracks and quarters, 277 mess halls, 11 chapels, 8 station hospitals, ten 10-bed infirmaries, 272 warehouses, 49 hangars, 272 recreation buildings, day rooms, guest houses, service clubs, etc., 786 miscellaneous technical and administrative buildings, such as motor repair shops, operations buildings, base, group and squadron administrative buildings, post offices, post exchanges, photographic laboratories, armament buildings, control towers, etc. In addition to the above buildings, 526,202 feet of runways, varying in width from 100 feet to 300 feet have been provided. Runway and field lighting equipment has been or is in the process of installation at all of these bases.

Railroad spurs, roads, fencing, water, and electrical systems, sewage disposal and drainage systems, small arms ranges, gasoline and oil storage, and camouflage treatment have been provided or are in the process of construction at all bases.

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In addition to furnishing facilities to the 35 bases assigned to the First Air Force, these Headquarters, upon request, provided facilities for Fighter Control, Radar and AWS sites, either through construction, purchases, or lease of the necessary facilities.

The main bases furnish all classes of supplies to organizations at their bases and sub-bases under their jurisdiction. In addition, supplies are furnished to detachments and organizations in outlying localities, other than at sub-bases.

Inspection teams were organized in July, 1942, for the purpose of inspecting training, adequacy and condition of personnel and individual and organizational equipment of alerted units prior to movement to staging areas and ports of embarkation.

I BOMBER COMMAND

The I Bomber Command, Hqs. and Hqs. Squadron was activated and assigned to the First Air Force at LANGLEY FIELD as of September 5, 1941, from the personnel of the 2nd Bombardment Wing. To it were assigned the units previously assigned to the 2nd, 4th, and 16th Bombardment Wings and the 1st Pursuit Group (F). It was chiefly occupied with training and maneuvers prior to the outbreak of war.

The I Bomber Command was, in January, 1942, ordered to co-operate with the Navy on anti-submarine patrol and operations. To secure better co-ordination with the Navy, the headquarters, I Bomber Command was transferred to 90 Church St., New York City on January 21, 1942, and a joint Army-Navy Center was established. Operational control of this organization passed to the Eastern Sea Frontier on March 28, 1942, but administrative responsibility remained with the First Air Force until October 15, 1942, when the assignment of the I Bomber Command to the First Air Force terminated.

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To facilitate control, a joint Army-Navy center was established at the Navy Yard, Charleston, South Carolina on January 25, 1942. The Gulf Task Force, I Bomber Command, with Headquarters at Miami, Florida was established June 6, 1942, when the Gulf of Mexico was added to the anti-submarine area of the First Air Force.

1941?

The Civil Air Patrol, which had been organized December 1, 1942, operated under the I Bomber Command for close inshore patrol. Initially the planes of the CAP carried no bombs and were utilized on reconnaissance missions only. However, on May 12, 1942, orders were received to install bomb racks and sights on all CAP planes operating under the control of the I Bomber Command; and thereafter the mission of this unit became anti-submarine warfare.

A tabulation of the activities of the I Bomber Command and the units allied with it in anti-submarine warfare for the period those units were under the control of the First Air Force shows that 59,266 sorties were made and 386 sightings of submarines reported. One hundred and ninety (190) attacks were made by aircraft of those units, seventeen (17) evaluated as probably having sunk submarines and thirty five (35) others as possibly having been successful. (See Incls. No. 12 & 13).

I GROUND AIR SUPPORT COMMAND

September 1, 1941, the I Air Support Command was activated at Mitchel Field and assigned to the First Air Force. (See Incl. No. 14). Elements of this unit participated in the Louisiana Maneuvers in September 1941, and the I Air Support Command as an integrated unit furnished air support to the First Army the following month in the Carolina maneuvers. It was the first time a unit of this type had functioned in the

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field with a U. S. Army under combat situations.

Following the declaration of war the I Air Support Command also operated to patrol the waters adjacent to their stations. Suitable types of aircraft were armed with bombs and actively co-operated with the other air elements engaged in anti-submarine warfare. Others operated as an inshore patrol reporting submarines sighted, friendly shipping, disasters at sea, locations of survivors and similar military or naval information. Its operations were coordinated with those of the I Bomber Command. It came under the operational control of the latter and remained in that status until transferred to the Third Air Force on August 17, 1942.

I FIGHTER COMMAND

On April 9, 1941, the Interceptor Command, First Air Force was constituted and activated to consist of the 6th and 7th Pursuit Wings, the 1st Aircraft Warning Co. and the 1st Operating Co. (A.W.). This command absorbed the Air Defense Command, and took over its duties of recruiting, organizing and training an effective Air Warning Service in addition to normal training duties. The Air Defense Command had previously established Information Centers in Boston, Mass., and New York City, and had tested fixed as well as portable radio locaters for the detection of aircraft. Additional Information Centers were installed in Philadelphia, Pa., and Norfolk, Va. Locations for radar stations were selected and equipment tested at the sites by assigned Signal Corps personnel.

October 9 - 16, 1941, a maneuver was held to test the facilities of the Air Warning Service over an area from Massachusetts to Virginia inclusive. Units of the I Bomber Command represented the "enemy" and the test included interception by units of the I Interceptor Command.

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From the end of the maneuvers until December 6, 1941, every effort was bent toward perfecting the training of Pursuit units and recruiting, organizing and training civilian volunteers to man information and filter centers, and observation posts.

Under the supervision of the First Air Force, the I Interceptor Command immediately upon receipt of news of the attack on Pearl Harbor, put into operation the Aircraft Warning Service planned and partially organized in time of peace. Information Centers were put on a twenty-four hour basis in BOSTON, MASS., NEW YORK CITY, PHILADELPHIA, PA., and NORFOLK, VA. in previously established locations. Radio locaters were moved to planned positions and manned. Civilian observers were alerted and commenced operating their observation posts on a round-the-clock basis. On December 8, 1941, the headquarters of the I Interceptor Command moved to New York City in close proximity to the Information Center, and operated from that location until June 11, 1942, when it returned to MITCHEL FIELD. New Information Centers were activated and the number of radar stations was increased. (See Incl. Nos. 15 & 16).

The Aircraft Warning Service, Third Air Force, was transferred to the Interceptor Command on January 5, 1942. In January, 1942, an order to transfer fifteen (15) radar crew cadres to the Pacific Coast depleted the trained crews of these installations to a dangerously low force, and the training of new personnel for this highly technical detail was undertaken.

Pursuit Squadrons were transferred promptly upon the declaration of war to satellite fields and locations from which they could undertake expeditiously the protection of the vital industrial area of the northeastern United States, and the areas surrounding the national Capitol and naval

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installations at Norfolk. Shortage of units prevented manning a protective area further to the south, and a transfer of one hundred twenty three (123) pursuit pilots to combat theaters in the month of December, 1941, reduced combat strength below minimum operational requirements. (See Incl. No. 17).

To man information and filter centers and observation posts of Aircraft Warning Service requires about 500,000 volunteer men and women. In September, 1942, it was decided to replace the volunteers at information and filter centers with W.A.A.C.s. Nine (9) Operations Centers (AWS) and eighteen (18) Filter Centers (AWS) were activated and took over these assignments. Orders were received in December, 1942, to relieve the W.A.A.C. companies as expeditiously as they could be replaced by volunteers. By April 15, 1943, all W.A.A.C. companies had been reported available for other assignments and the services manned by volunteers. As the demands of warfare make manpower more scarce it is becoming increasingly difficult to secure volunteers for these vitally important duties.

FIRST AIR FORCE BASE COMMAND

The First Air Force Service Command was activated at WESTOVER FIELD for station at MITCHEL FIELD on October 9, 1941. Its mission was to administer the bases of the First Air Force. Its name was changed to I Base Command on November 25, 1941, and it was disbanded on May 14, 1942. During the period of its existence, it handled the administration details of all bases assigned and attached to the First Air Force under the supervision of the latter headquarters.

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SUMMARY OF FIRST AIR FORCE ANTI-SUBMARINE ACTIVITIES

Month	Sorties	Sightings	Attacks and Results		
			Probable	Possible	Negative
January	*	7		1	6
February	* 1079	12	1	2	9
March	4986	27	2	5	14
April	6208	51	2	7	23
May	6702	55	5	7	25
June	7575	96	2	6	35
July	10,083	77	4	5	10
August	11,107	32		2	10
September	11,526	29	1		6
TOTAL	59,266	386	17	35	138

All Anti-Submarine activities transferred to the Anti-Submarine Command, in September, 1942.

* No accurate record of individual missions kept until February 26th.

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Historical Data

314.7 1st Ind. GM/CLC-89

HQ AIR FORCES E.D.C. AND FIRST AIR FORCE, Mitchel Field, N.Y. Feb. 19, 1943.

TO: Commanding General, Army Air Forces, Washington, D.C.

1. Geographical locations of operating elements are as indicated in inclosure #4, Tab "D".

2. Operating elements of First Air Force from date of activation up to and including December 31, 1942, are shown in inclosures #1, #2, and #3, Tabs "A", "B" and "C".

3. Locations of tactical units by month are as indicated in inclosures #5 and #6, Tabs "E" and "F". Geographical locations of tactical units are shown in inclosure #4, Tab "D".

For the Commanding General:

CHARLES L. CARLSON,
Major, AGD,
Asst Adj General.

6 Incls.-
#1 Tab A - FAF Station List 6/30/41.
#2 Tab B - FAF Station List 6/30/42.
#3 Tab C - FAF Station List 12/31/42.
#4 Tab D - Geographical Location of Operating Elements and Tactical Units.
#5 Tab E - Location of Tactical Units by month during 1941.
#6 Tab F - Location of Tactical Units by month during 1942.

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ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCE
WAR DEPARTMENT
WASHINGTON, D. C.

314.7

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

SUBJECT: Historical Data

NOV 2 1942.

TO: Commanding General
First Air Force
Mitchel Field, New York

1. A report is desired showing the geographic location of the various operating elements of the First Air Force as of the end of each fiscal year since the organization of your command.

2. The report of each activity should show the designation of the activity, the field name, and should be considered as of the date of activation of each activity.

3. It is further desired that the geographic location of tactical units be shown as of each month together with the types of duties such as, anti-submarine patrol, intercepter fighter activities, and in the latter case, the location of the regional control commands.

For the Commanding General, Army Air Forces:

Edgar P. Sorensen

EDGAR P. SORENSEN,
Colonel, G. S. C.
Assistant Chief of the Air Staff, A-2

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

SUBJECT: Historical Data Nov 25 1942

TO: Commanding General
First Air Force
Mitchel Field, New York

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For the Commanding General, Army Air Forces:

(sgd) Edgar P. Sorensen,

EDGAR P. SORENSEN,
Colonel, G. S. C.
Assistant Chief of the Air Staff, A-2

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I BOMBER COMMAND

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activation Date	Departed Date
Hq. 2nd Wing Redesignated:		
Hq. I Bomber Command	September 1941	September 1942
2nd Bomb Gp (H)	January 1941	September 1942
13th Bomb Gp (M)	January 1941	September 1942
22nd Bomb Gp (M)	January 1941	December 1941
34th Bomb Gp (H)	January 1941	December 1941
38th Bomb Gp (M)	January 1941	June 1941
43rd Bomb Gp (H)	January 1941	December 1941
45th Bomb Gp (L)	June 1941	September 1942
46th Bomb Gp (L)	May 1941	December 1941

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FIGHTER GROUPS

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activation Date	Departed Date
1st Pur. Gp.	January 1941	November 1941
8th Pur. Gp.	January 1941	December 1941
31st Pur. Gp.	January 1941	December 1941
33rd Pur. Gp.	January 1941	September 1942
49th Pur. Gp.	January 1941	April 1941
50th Pur. Gp.	January 1941	August 1941
52nd Pur. Gp.	January 1941	August 1941
57th Pur. Gp.	January 1941	May 1942
58th Pur. Gp.	January 1941	August 1941
56th Pur. Gp.	January 1942	November 1942
58th Ftr. Gp.	October 1942	
79th Ftr. Gp.	June 1942	September 1942
80th Ftr. Gp.	June 1942	
324th Ftr. Gp.	June 1942	September 1942
325th Ftr. Gp.	August 1942	December 1942
326th Ftr. Gp.	August 1942	
327th Ftr. Gp.	August 1942	
348th Ftr. Gp.	August 1942	
352nd Ftr. Gp.	October 1942	
353rd Ftr. Gp.	October 1942	
355th Ftr. Gp.	February 1943	
356th Ftr. Gp.	December 1942	
358th Ftr. Gp.	January 1943	
359th Ftr. Gp.	January 1943	
361st Ftr. Gp.	February 1943	
362nd Ftr. Gp.	March 1943	
442nd Ftr. Sq. (Asgd. to 326th Ftr. Gp.)	February 1943	
443rd Ftr. Sq. (Asgd. to 327th Ftr. Gp.)	February 1943	

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FIGHTER GROUPS

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activation Date	Departed Date
UNITS TO BE ACTIVATED		
365th Fighter Gp.	May 1, 1943	
366th Fighter Gp.	June 1, 1943	
368th Fighter Gp.	June 1, 1943	
306th Fighter Control Sq.	May 1, 1943	
309th Fighter Control Sq.	May 1, 1943	
321st Fighter Control Sq.	May 1, 1943	
307th Fighter Control Sq.	June 1, 1943	
308th Fighter Control Sq.	June 1, 1943	
323rd Fighter Control Sq.	June 1, 1943	

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I FIGHTER COMMAND

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activated Date	Departed Date
90th Ftr Control Sq.	March 15, 1943.	
91st Ftr Control Sq.	March 21, 1943.	
92nd Ftr Control Sq.	April 1, 1943.	
93rd Ftr Control Sq.	March 20, 1943.	
94th Ftr Control Sq.	April 1, 1943.	
95th Ftr Control Sq.	April 1, 1943.	
305th Ftr Control Sq.	April 1, 1943.	
322nd Ftr Control Sq.	April 1, 1943.	
325th Ftr Control Sq.	April 1, 1943.	
Hq. Boston Air Defense Wg.	August 11, 1942	
Hq. New York Air Defense Wg.	August 11, 1942	
Hq. Phila. Air Defense Wg.	August 11, 1942	
Hq. Norfolk Air Defense Wg.	August 11, 1942	
Hq & Hq Sq 1st Air Defense Wg	December 12, 1942	December 26, 1942
Hq & Hq Sq 2nd Air Defense Wg	December 12, 1942	December 26, 1942
Hq & Hq Sq 3rd Air Defense Wg	December 12, 1942	January 15, 1943
Hq & Hq Sq 5th Air Defense Wg	March 27, 1943	May 2, 1943
Hq & Hq Sq Albany Air Defense Region	January 1, 1943	
Hq & Hq Sq Buffalo Air Defense Region	January 1, 1943	
Hq & Hq Sq Charleston Air Defense Region	January 1, 1943	
Hq & Hq Sq Jacksonville Air Defense Region	January 1, 1943	
Hq & Hq Sq Miami Air Defense Region	January 1, 1943	
Hq & Hq Sq Wilmington Air Defense Region	January 1, 1943	

WOMEN'S ARMY AUXILIARY CORPS UNITS

3rd WAAC Operations Co AWS	September 20, 1942	
4th WAAC Operations Co AWS	September 20, 1942	
5th WAAC Operations Co AWS	September 20, 1942	
6th WAAC Operations Co AWS	September 21, 1942	April 14, 1943
7th WAAC Filter Co AWS	September 21, 1942	
8th WAAC Filter Co AWS	September 20, 1942	
9th WAAC Filter Co AWS	September 21, 1942	April 5, 1943

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I FIGHTER COMMAND

Organizations Staged and/or Trained by the First Air Force (Cont.)

Organization	Joined or Activated Date	Departed Date
10th WAAC Operations Co AWS	September 30, 1942	
11th WAAC Filter Co AWS	September 20, 1942	
12th WAAC Filter Co AWS	September 21, 1942	
13th WAAC Filter Co AWS	September 21, 1942	February 14, 1943
14th WAAC Filter Co AWS	September 20, 1942	
15th WAAC Filter Co AWS	September 21, 1942	
16th WAAC Operations Co AWS	September 30, 1942	
17th WAAC Operations Co AWS	September 21, 1942	
18th WAAC Filter Co AWS	September 21, 1942	
19th WAAC Operations Co AWS	September 21, 1942	
20th WAAC Operations Co AWS	September 21, 1942	
21st WAAC Filter Co AWS	September 21, 1942	April 9, 1943
22nd WAAC Filter Co AWS	September 21, 1942	
23rd WAAC Filter Co AWS	September 20, 1942	
24th WAAC Filter Co AWS	September 21, 1942	
25th WAAC Filter Co AWS	September 21, 1942	
26th WAAC Filter Co AWS	September 20, 1942	
27th WAAC Filter Co AWS	September 21, 1942	
60th WAAC Filter Co AWS	September 20, 1942	
61st WAAC Filter Co AWS	September 20, 1942	March 6, 1943

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ENGINEER CORPS

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activated Date	Departed Date
21st Engr Avn Regt	May 17, 1941	November 4, 1942
809th Engr Bn (Avn)	November 15, 1941	May 10, 1942
811th Engr Bn (Avn)	December 1, 1941	
812th Engr Bn (Avn)	December 15, 1941	February 24, 1942
815th Engr Bn (Avn)	January 21, 1942	
816th Engr Bn (Avn)	February 15, 1942	July 21, 1942
817th Engr Bn (Avn)	February 15, 1942	May 25, 1942
822nd Engr Bn (Avn)	February 15, 1942	February 26, 1942
825th Engr Bn (Avn)	May 20, 1942	August 13, 1942
834th Engr Bn (Avn)	April 15, 1942	July 20, 1942
835th Engr Bn (Avn)	April 16, 1942	June 11, 1942
840th Engr Bn (Avn)	September 1, 1942	
861st Engr Avn Bn	October 1, 1942	
862nd Engr Avn Bn	October 1, 1942	
871st A/B Engr Bn (Avn)	September 1, 1942	
872nd A/B Engr Bn (Avn)	October 11, 1942	
873rd A/B Engr Bn (Avn)	October 11, 1942	
874th A/B Engr Bn (Avn)	November 15, 1942	
875th A/B Engr Bn (Avn)	November 15, 1942	
876th A/B Engr Bn (Avn)	November 15, 1942	
877th A/B Engr Bn (Avn)	January 1, 1943	
878th A/B Engr Bn (Avn)	February 1, 1943	
879th A/B Engr Bn (Avn)	March 1, 1943	
880th A/B Engr Bn (Avn)	March 1, 1943	
881st A/B Engr Bn (Avn)	March 1, 1943	
902nd Engr AF Hq Co	April 21, 1942	
906th Engr AF Hq Co	February 1, 1943	
909th Engr AF Hq Co	September 1, 1942	
913th Engr AF Hq Co	November 1, 1942	November 19, 1942
924th Engr Avn Regt	October 1, 1942	
925th Prov A/B Engr Regt. (Avn)	November 3, 1942	Disbanded 4-6-43 and 1st Airborne Engr.Avn Unit Training Center organized
936th Engr Gem Bn (Avn)	August 1, 1942	

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ENGINEER CORPS

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE (Cont.)

Organization	Joined or Activated Date	Departed Date
939th Engr Cam Bn (Avn)	February 1, 1943	
951st Engr Top. Co (Avn)	March 10, 1942	May 15, 1942
952nd Engr Top. Co (Avn)	April 18, 1942	May 15, 1942
950th Engr Top. Co	July 7, 1942	March 8, 1943
1978th Engr Avn Bn	March 1, 1943	
20 Engr. Fire Fighting Platoons (Avn) 1980th-1999th incl.	April 1, 1943	
926th Engr. Avn. Regt.	April 10, 1943	
Engr.Sect. HIAD*** ***Redesignated Hq. IAF March 28, 1941	January 16, 1941	
805th Engr. Bn (Avn)	April, 1943	

UNITS TO BE ACTIVATED

(1) Airborne Engr Bn (Avn)	April, 1943
(1) Airborne Engr Bn (Avn)	May, 1943
(1) Engr Avn Regt	June, 1943
(1) Engr Com Bn Avn	June, 1943

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SIGNAL CORPS

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activated Date	Departed Date
22nd Sig. Plat., AB	February 15, 1941	
15th Sig. Plat., AB	February 15, 1941	
16th Sig. Plat., AB	February 15, 1941	
26th Sig. Plat., AB	February 15, 1941	
30th Sig. Plat., AB	February 15, 1941	October 24, 1942
38th Sig. Plat., AB	February 15, 1941	
42nd Sig. Plat., AB	February 15, 1941	
601 Sig. Plot CoAWF	December 15, 1941	
603 Sig. Plot CoAWF	December 15, 1941	
607 Sig. Plot CoAWF	January 14, 1942	August 28, 1942
608 Sig. Plot CoAWF	January 14, 1942	
609 Sig. Plot CoAWF	January 14, 1942	
610 Sig. Plot CoAWF	January 14, 1942	
611 Sig. Plot CoAWF	January 14, 1942	
612 Sig. Plot CoAWF	December 15, 1941	
613 Sig. Plot CoAWF	December 15, 1941	
615 Sig. Plot CoAWF	December 15, 1941	
651 Sig Rep Co AWF	January 14, 1942	
653 Sig Rep Co AWF	January 14, 1942	
657 Sig Rep Co AWF	January 14, 1942	August 28, 1942
658 Sig Rep Co AWF	January 14, 1942	
659 Sig Rep Co AWF	January 14, 1942	
660 Sig Rep Co AWF	January 14, 1942	
661 Sig Rep Co AWF	January 14, 1942	
662 Sig Rep Co AWF	January 14, 1942	
663 Sig Rep Co AWF	January 14, 1942	
601 Sig Co AW Reg	September 15, 1942	
603 Sig Co AW Reg	September 15, 1942	
607 Sig Co AW Reg	September 15, 1942	
608 Sig Co AW Reg	September 15, 1942	
609 Sig Co AW Reg	September 15, 1942	
610 Sig Co AW Reg	September 15, 1942	
611 Sig Co AW Reg	September 15, 1942	
612 Sig Co AW Reg	September 15, 1942	
613 Sig Co AW Reg	September 15, 1942	
615 Sig Co AW Reg	September 15, 1942	
614 Sig Plot Co AWF	September 15, 1942	
6th Comm Sq. A.S.	August 20, 1942	November 23, 1942
8th Comm Sq. A.S.	August 20, 1942	November 23, 1942
9th Comm Sq. A.S.		October 21, 1942
5th Comm Sq. A.S		October 21, 1942

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ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE (Cont.)

Organization	Joined or Activated Date	Departed Date
24th Comm Sq. A.S.	February 15, 1941	
31st Comm Sq. A.S.	February 15, 1941	
40th Comm Sq. A.S.	February 15, 1941	February 15, 1942
21st Comm Sq. A.S.	February 15, 1941	
1301st Sig Op Tng Co	September 17, 1942	April 2, 1943
1321st Sig Op Tng Co	February 19, 1943	
1323rd Sig Op Tng Co	February 19, 1943	
1324th Sig Op Tng Co	February 19, 1943	
1303rd Sig Op Tng Co	January 24, 1943	
430th Sig Co Hvy Con, Avn	September 21, 1942	
263rd Sig ConsBn,Avn	January 5, 1943	
426th Sig ConsBn,AVn	March 16, 1943	
428th Sig ConsBn, Avn	March 16, 1943	
446th Sig ConsBn,Avn	October 1, 1942	
447th Sig ConsBn,Avn	April 1, 1943	
448th Sig ConsBn,Avn	April 1, 1943	
450th Sig ConsBn, Avn	April 23, 1943	
459th Sig ConsBn,Avn	April 11, 1943	
460th Sig ConsBn,Avn	September 1, 1942	
461st Sig ConsBn,Avn	Feb. 1, 1942	
420th Sig ConsBn,Avn (less Co. B)	August 1, 1942	February 15, 1943
551st Sig Bn, Sep AW		September 21, 1942
Sig Hq&HqCo, AWS		
671st Sig AW RepCoSpec.	July 2, 1943	July 24, 1943
685th Sig AW Co, Spec.	October 21, 1942	November 27, 1942
403rd Sig Co, Avn	September 20, 1942	
416th Sig Co, Avn	October 23, 1941	June 30, 1942
413th Sig Co, Avn	October 23, 1941	
851st SigServCo,Avn		
137th Sig RadIntCo		
435th Sig Maint CoAvn	September 30, 1942	January 26, 1942
432nd Sig Maint CoAvn	June 23, 1941	January 26, 1942
437th SigCons BnAvn	January 29, 1942	August 26, 1942
830th SigBnAir Supp	June 10, 1942	December 4, 1942
928th Bn Air Supp	May 27, 1943	August 27, 1942

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ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE (Cont.)

Organization	Joined or Activated Date	Departed Date
315th Sig Co, Wing	July 16, 1942	December 7, 1942
304th Sig Co, Wing	August 1, 1942	November 30, 1942
311th Sig Co, Wing	August 15, 1943	November 30, 1942
323rdSigCo, Wing	September 1, 1942	
313th Sig Co, Wing		February 8, 1942

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QUARTERMASTER

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activated Date	Departed Date
901st QM Co. Avn (Serv)	April 16, 1942	
632nd QM Plat LM (Avn)	April 16, 1942	June 22, 1942
633rd QM Plat LM (Avn)	April 10, 1942	June 22, 1942
351st QM Plat Dept. Subsist. (Avn)	September 12, 1942	October 3, 1942
101st QM Plat Sup Base (Avn)	July 22, 1942	July 2, 1942.
376th QM Plat Dep. Class III	April 18, 1942	October 3, 1942
763rd QM Co. Trk	April 18, 1942	June 22, 1942
620th QM Plat LM (Avn)	April 18, 1942	June 22, 1942
152nd QM Plat Serv Ctr (Avn)	April 18, 1942	June 22, 1942
719th QM Co. Trk	April 18, 1942	June 22, 1942
631st QM Plat LM (Avn)	April 18, 1942	June 22, 1942
153rd QM Plat Serv Ctr (Avn)	April 18, 1942	June 22, 1942
629th QM Plat LM (Avn)	April 18, 1942	July 13, 1942
630th QM Plat LM (Avn)	April 18, 1942	June 22, 1942
154th QM Plat Serv Ctr (Avn)	April 18, 1942	June 22, 1942
151st QM Plat Serv Ctr (Avn)	April 18, 1942	June 22, 1942
921st QM Co BOAT (Avn)	May 26, 1942	
QM Plat "T" Air Base	August 19, 1942	
901st	August 19, 1942	
902nd	August 19, 1942	
QM Plat "T" Airbase	August 19, 1942	
903rd	August 19, 1942	
904th	August 19, 1942	
905th	August 19, 1942	
704th QM Co. Trk	August 19, 1942	January, 1942
733rd QM Co. Trk	January 28, 1942	January, 1942
701st QM Co. Trk		January, 1942
637th QM Plat LM	April 10, 1942	May 17, 1942
742nd QM Co. Trk	May 10, 1942	August 8, 1942

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ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activated Date	Departed Date	6
1527th QM Rescue Boat Crew (Avn)	April 2, 1943		
1531st QM Rescue Boat Crew (Avn)	April 2, 1943		
1532nd QM Rescue Boat Crew (Avn)	April 2, 1943		
1534th QM Rescue Boat Crew (Avn)	April 2, 1943		

UNITS TO BE ACTIVATED

(3) QM Truck Co.	April 1943
(1) QM Platoon Trans. A.B.	April 1943

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CHEMICAL WARFARE SERVICE

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activation Date	Departed Date
751st Cml Co. (Depot Avn)	May 1, 1942	July 20, 1942
501st Cml Storage	Sept. 5, 1942	

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TOW TARGET SQUADRONS

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activation Date	Departed Date
2nd Tow Target Sq.	June 1, 1941	
13th Tow Target Sq.	July 27, 1942	

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SUMMARY OF PERSONNEL ACCOMPLISHMENTS--NUMBER OF UNITS ACTIVATED OR STAGED

A-1, 1AF
16 April 1943

Date		Air Corps			CWS			C of Engrs			Med Dept			Ord Dept			QMC			Sig Corps			Total AC and ASWAAF		
Year	Month	No.	Offs	EM	No.	Offs	EM	No.	Offs	EM	No.	Offs	EM	No.	Offs	EM	No.	Offs	EM	No.	Offs	EM	No.	Offs	EM
1941	TOTAL	10	741	6396				4	184	4833										19	157	1474	33	1082	12703
1942	Jan	1	87	718				1	24	712				17	89	2118	2	6	220	16	222	2527	37	428	6295
	Feb	1	6	100				3	36	2136													4	42	2236
	Mar							1	8	147	3		36										4	8	183
	Apr							3	82	1974							15	165	2425				18	247	4399
	May	9	33	2174	1	3	60	1	31	807							2	6	200				13	73	3241
	June	4	495	3115							11	13	76										15	508	3191
	July	2	84	610				1	8	21	1	1	11				1	5	104	4	48	1148	9	146	1894
	Aug	19	870	5240				1	31	445	7	17	61	1	4	60	6	8	410	7	59	805	41	989	7021
	Sept	1	4	100	1	2	50	3	72	1521	13	18	163				1	3	59	17	376	4335	36	475	6228
	Oct	19	618	4820				5	232	5313	4	14	86							2	40	740	30	904	10959
	Nov	1	11	18				5	149	2007	3	12	87										9	172	2112
	Dec	5	275	1543							3	6	21	8	45	1153							16	326	2717
1942	TOTAL	62	2483	18498	2	5	110	24	673	15083	45	81	541	26	138	3331	27	193	3418	46	745	9555	232	4318	50536
1943	Jan	13	508	2750				3	52	740	11	21	98							2	31	495	29	612	4083
	Feb	9	230	1739				2	60	946	5	8	55							4	43	535	20	341	3275
	Mar	13	344	4165				4	118	2310	7	14	66	1	1	488				2	34	816	27	511	7845
	Apr	6	146	1666				21	132	3277													27	278	4943
1943	TOTAL	41	1228	10320	-	-	-	30	362	7273	23	43	219	1	1	488	-	-	-	8	108	1846	103	1742	20146
GRAND	TOTAL	113	4452	35214	2	5	110	58	1219	27189	68	124	760	27	139	3819	27	193	3418	73	1010	12875	368	7142	83385

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Assignment of Airdromes and Installations

	Date Assigned	Authority	Date Relieved	Authority
Mitchel Field, N.Y.	Originally			
Langley Field, Va.	Originally			
Selfridge Field, Mich.	Originally		Feb. 1, 1942	Radio AFCC, #ACCJ769E Jan. 25, 1942
Paul Baer Field, Indiana	June 4, 1941	AG 680.2 GHQ AF (5-5-41) MR-M-C June 4, 1941	Feb. 1, 1942	Radio AFCC, #ACCJ769E Jan. 25, 1942
Bowman Field, Kentucky	June 4, 1941	AG 680.2 GHQ AF (5-5-41) MR-M-C June 4, 1941	Feb. 1, 1942	Radio AFCC, #ACCJ769E Jan. 25, 1942
Westover Field, Mass.	June 4, 1941	AG 680.2 GHQ AF (5-5-41) MR-M-C June 4, 1941		
Grenier Field, N. H.	June 4, 1941	AG 680.2 GHQ AF (5-5-41) MR-M-C June 4, 1941		
Bradley Field, Conn.	June 4, 1941	AG 680.2 GHQ AF (5-5-41) MR-M-C June 4, 1941		
Dow Field, Maine	June 4, 1941	AG 680.2 GHQ AF (5-5-41) MR-M-C June 4, 1941		
Baltimore, Md.	April 24, 1942	AAF Ltr, Apr. 24, 1942		
Ft. Pierce, Fla.	June 8, 1942	AG 580.82 (6-8-42) MR-M-AF, June 8, 1942	Oct. 13, 1942	Memo W95-22-42, Oct. 13, 1942
Municipal Airport, Savannah, Georgia	June 9, 1942	AG 580.82 (6-5-42) MR-M-AF, June 9, 1942	Dec. 19, 1942	C-3, W95-22-42, Dec. 19, 1942
Charleston, S. C.	June 9, 1942	AG 580.82 (6-4-42) MR-M-AF, June 9, 1942	Dec. 19, 1942	C-3, W95-22-42, Dec. 19, 1942

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	Date Assigned	Authority	Date Relieved	Authority
Richmond, Virginia	June 12, 1942	AG 580.82 (6-8-42) MR-M-AF-TS, June 12, 1942		
Boca Chica, Florida	June 12, 1942	Ltr AAF June 12, 1942	Dec. 19, 1942	C-3, W95-22-42, Dec. 19, 1942
36th Street Airport Miami, Florida	June 18, 1942	Ltr AAF June 18, 1942	Sep. 30, 1942	Memo W95-20-42, Sep. 30, 1942
Wheeler-Sack Field Pine Camp, N.Y.	June 26, 1942	AG 580.82 (6-24-42) MR-AF-TS-M, June 26, 1942	Oct. 13, 1942	Memo W95-22-42 Oct. 13, 1942
Bedford, Mass.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3,1942		
Bridgeport, Conn.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942		
Republic Field, Farmingdale, N.Y.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942		
Groton, Connecticut	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942		
Hillsgrove, R.I.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942		
Hyannis, Mass.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942		
Jacksonville, Fla.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Dec. 19, 1942	C-3, W95-22-42, Dec. 19, 1942
Port Devens, Mass.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942		
Millville, N. J.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942		
New Bedford, Mass.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942		
New Haven, Conn.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942		

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	Date Assigned	Authority	Date Relieved	Authority
La Guardia Field, N.Y.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942		
Pope Field, N.C.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Aug. 8, 1942	AG 580.82 (8-4-42) MR-PS-M, Aug. 8, 1942
Detrick Field, Md.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Aug. 8, 1942	AG 580.82 (8-4-42) MR-PS-M, Aug. 8, 1942
New Cumberland Field, Pa.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Sep. 15, 1942	Memo W95-17-42, Sep. 1942
Fort Dix, N. J.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Oct. 13, 1942	Memo W95-22-42, Oct. 13, 1942
Newark, N. J.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Oct. 13, 1942	Memo W95-22-42, Oct. 13, 1942
Commonwealth Airport, Boston, Mass.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Jan. 9, 1943	C-5, W95-22-42, Jan. 9, 1943
Suffolk, N. Y.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942		
Philadelphia, Pa.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942		
Brainard Field, Conn.	July 30, 1942	AG 580.82 (7-27-42) MR-AF-PS-M, July 30, 1942		
Salisbury, Md.	Oct. 13, 1942	Memo W95-22-42, Oct. 13, 1942		
Norfolk, Virginia	Oct. 13, 1942	W95-22-42, Oct. 13, 1942		
Camp Springs, Md.	Oct. 13, 1942	W95-22-42, Oct. 13, 1942		
Portsmouth, N.H.	Oct. 13, 1942	W95-22-42, Oct. 13, 1942		
Reading, Pa.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Oct. 13, 1942	Memo W95-22-42, Oct. 13, 1942
Beltsville, Md.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Oct. 13, 1942	Memo W95-22-42, Oct. 13, 1942
Rocky Mount, N.C.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Oct. 13, 1942	Memo W95-22-42, Oct. 13, 1942
Georgetown, S. C.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Oct. 13, 1942	Memo W95-22-42, Oct. 13, 1942

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Bendix Airport, N.J.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Oct. 13, 1942	Memo W95-22-42, Oct. 13, 1942
Rye Lake Airport, N.Y.	Oct. 23, 1942	1st Ind. from AAF		
Idlewild Airport, N.Y.	Oct. 23, 1942	1st Ind. from AAF		
Hartford, Conn.	Nov. 13, 1942	Memo W95-23-42, Nov. 13, 1942		
Dover, Delaware	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Dec. 19, 1942	C-3, W95-22-42, Dec. 1 1942
Dover, Delaware	Mar. 17, 1943	C-4, W95-3-43, Mar. 17, 1943		
Otis Field, Mass.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Dec. 19, 1942	C-3, W95-22-42, Dec. 19, 1942
Otis Field, Mass.	Mar. 17, 1943	C-4, W95-3-43, Mar. 17, 1943		
Wilmington, N. C.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Dec. 19, 1942	C-3, W95-22-42, Dec. 19, 1942
Wilmington, N. C.	Mar. 17, 1943	C-4, W95-3-43, Mar. 17, 1943		
Blackstone, Va.	July 3, 1942	AG 580.82 (6-29-42) MR-AF-PS-M, July 3, 1942	Dec. 19, 1942	C-3, W95-22-42, Dec. 19, 1942
Blackstone, Va.	Apr. 2, 1943	C-5, W95-3-43, Apr. 2, 1943		

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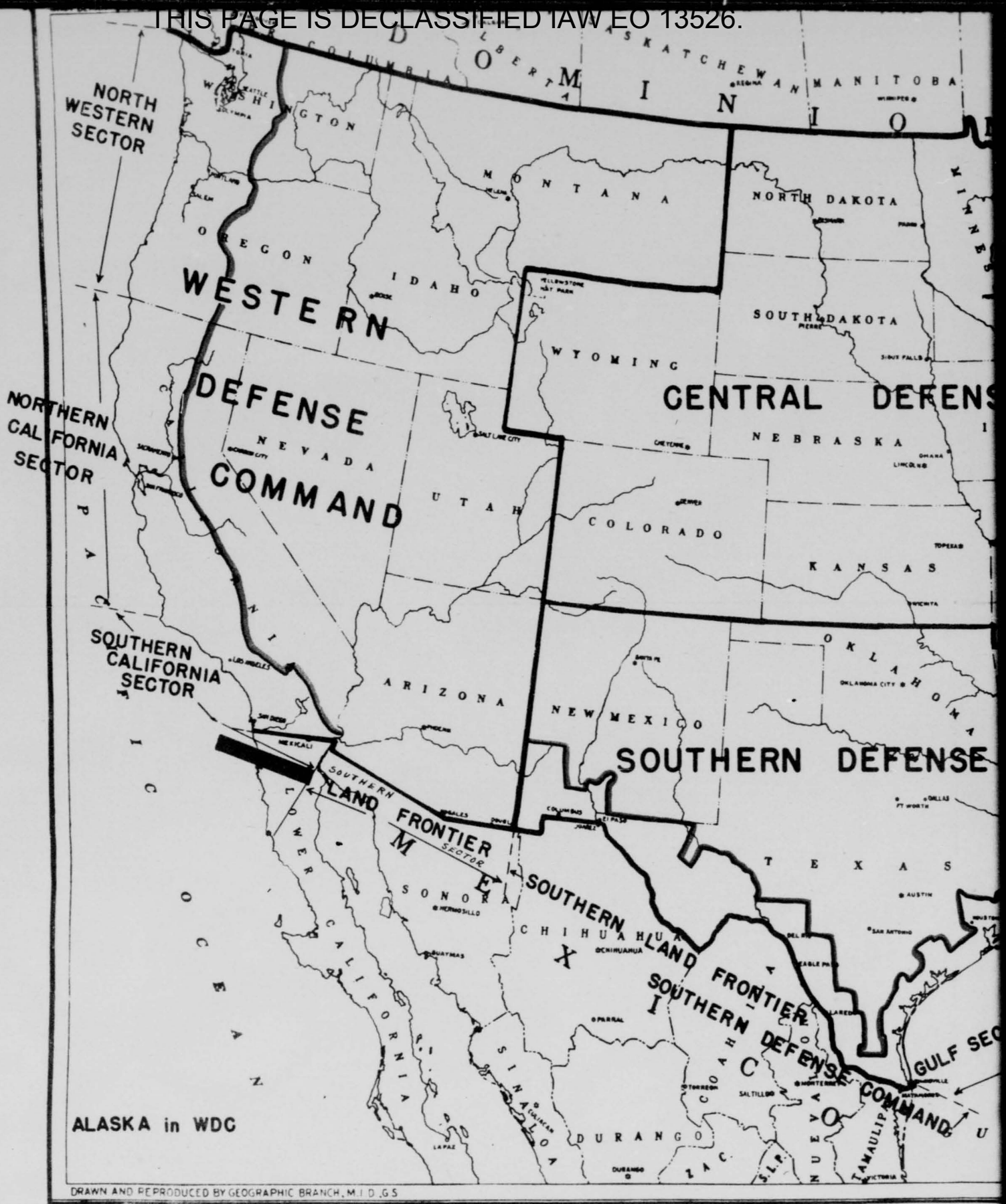

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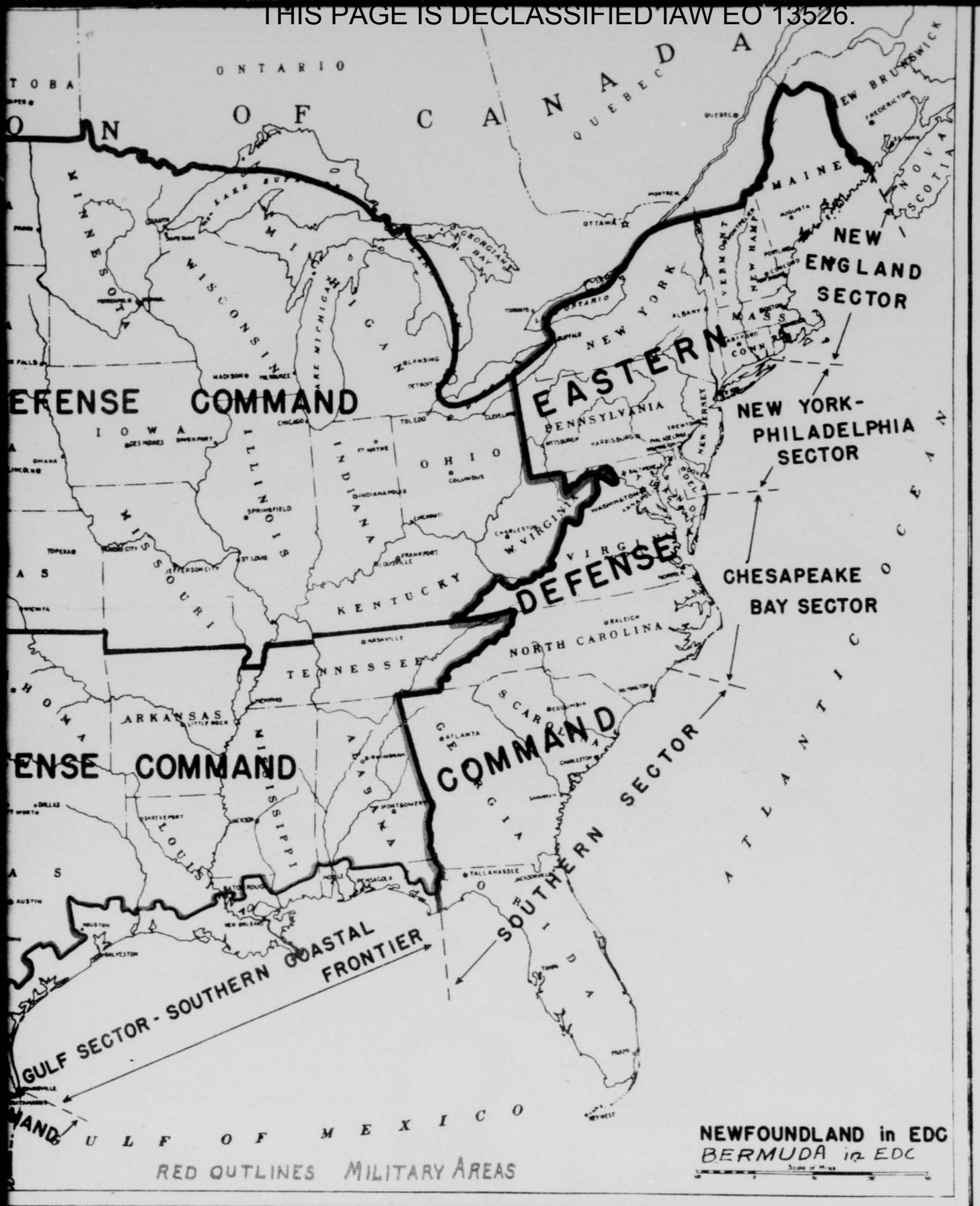

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FIRST AIR FORCE UNITS PARTICIPATING IN LOUISIANA MANEUVERS IN SEPTEMBER, 1941.

Maneuver Station & Units	Home Stations
Lake Charles	
First AF Headquarters	Mitchel Field, N.Y.
308th Signal Co.	Mitchel Field, N.Y.
21st Signal Platoon	Bowman Field, Kentucky
New Orleans	
1st Pursuit Gp (less 27th Pursuit Squadron)	Selfridge Field, Mich.
94th Pursuit Squadron	Selfridge Field, Mich.
71st Pursuit Squadron	Selfridge Field, Mich.
Det. 42nd Signal Platoon	Westover Field, Mass.
Det. AB Med. Sec.	
Camp Beauregard	
3rd AB Gp. (less 1st Mat Sq)	Selfridge Field, Mich.
38th Sig. Platoon	Selfridge Field, Mich.
2nd Platoon Co "C" 68th Qm, Bn LM (LD)	Langley Field, Virginia
Co 21st Engrs (Plus camouflage detachment)	Langley Field, Virginia
Beaumont	
27th Pursuit Squadron	Selfridge Field, Mich.
69th QM, Co. "C" Bm LM (LD)	Mitchel Field, N. Y.
Ellington Field, Texas	
Headquarters Sq, 2nd Bomb Wg	Langley Field, Virginia
303rd Sig. Co,	Langley Field, Virginia
22nd Bombardment Group, (M)	Langley Field, Virginia
2nd Bomb Sq (M)	Langley Field, Virginia
19th Bomb Sq (M)(See 22d Bombardment Group, (M))	Langley Field, Virginia
33rd Bombardment Sq. Med	Langley Field, Virginia
18th Recon. Sq	Langley Field, Virginia
6th Mat. Sq.	Langley Field, Virginia

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Maneuver Station & Units	Home Stations
Natchitoches	
30th Sig Plat.	Manchester, N. H.
6th Pur Wing Hqs.	Selfridge Field, Mich.
31st Sig. Co.	Selfridge Field, Mich.
31st Pur. Gp.	Selfridge Field, Mich.
30th Sq.	Selfridge Field, Mich.
40th Sq.	Selfridge Field, Mich.
41st Sq.	Selfridge Field, Mich.
AW Co.	Mitchel Field, N. Y.
46th AB Gp. (less AB Sq, & DP section)	Ft. Wayne, Indiana
24th Signal Platoon	Ft. Wayne, Indiana
Jackson	
Det. AB Med. Sec.	Selfridge Field, Mich.
3rd Materiel Sq.	Mitchel Field, N.Y.
Det. 21st Engrs.	Langley Field, Virginia
Barksdale	
8th Pur. Gp. Hqrs.	Mitchel Field, N.Y.
35th Sq.	Mitchel Field, N. Y.
36th Sq.	Mitchel Field, N.Y.
58th Sq.	Mitchel Field, N.Y.
Monroe	
DP Sec. 46th AB Gp.	Ft. Wayne, Indiana

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BASE HQ & AB SQUADRONS

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activation Date	Departed Date
1st Base Hq & AB Sq	Jan. 16, 1941	
2nd Base Hq & AB Sq	Jan. 16, 1941	
7th Base Hq & AB Sq	Jan. 16, 1941	
25th Base Hq & AB Sq	Jan. 17, 1941	
29th Base Hq & AB Sq	Jan. 15, 1941	
34th Base Hq & AB Sq	Apr. 1, 1941	
307th Base Hq & AB Sq (R)	Feb. 10, 1942	
308th Base Hq & AB Sq (R)	Mar. 17, 1943	
312th Base Hq & AB Sq (R)	Mar. 17, 1943	
390th Base Hq & AB Sq	July 14, 1942	
394th Base Hq & AB Sq	July 31, 1942	
422nd Base Hq & AB Sq	Oct. 1, 1942	Dec. 30, 1942
423rd Base Hq & AB Sq (R)	Mar. 17, 1943	
428th Base Hq & AB Sq (R)	Oct. 1, 1942	
429th Base Hq & AB Sq (R)	Oct. 1, 1942	
430th Base Hq & AB Sq (R)	Oct. 1, 1942	
431st Base Hq & AB Sq (R)	Oct. 1, 1942	
432nd Base Hq & AB Sq (R)	Oct. 1, 1942	
433rd Base Hq & AB Sq (R)	Oct. 1, 1942	
434th Base Hq & AB Sq (R)	Oct. 1, 1942	
435th Base Hq & AB Sq (R)	Oct. 1, 1942	
436th Base Hq & AB Sq (R)	Oct. 1, 1942	
437th Base Hq & AB Sq (R)	Oct. 1, 1942	
440th Base Hq & AB Sq (R)	Oct. 1, 1942	
441st Base Hq & AB Sq (R)	Oct. 1, 1942	
463rd Base Hq & AB Sq (R)	Oct. 21, 1942	

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GUARD SQUADRONS

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activation Date	Departed Date
826th Guard Sq.	May 1, 1942	
837th Guard Sq.	August 1, 1942	
838th Guard Sq.	May 2, 1942	
839th Guard Sq.	May 29, 1942	
840th Guard Sq.	May 1, 1942	
841st Guard Sq.	May 2, 1942	
945th Guard Sq.	August 6, 1942	
965th Guard Sq.	April 17, 1943	
974th Guard Sq.	August 6, 1942	
1004th Guard Sq.	April 17, 1943	
1010th Guard Sq.	August 5, 1942	
1036th Guard Sq.	August 5, 1942	
1037th Guard Sq.	April 17, 1943	
1073rd Guard Sq.	September 9, 1942	March 6, 1943
1107th Guard Sq.	January 7, 1943	
1146th Guard Sq. (R)	January 20, 1943	
1147th Guard Sq. (R)	January 20, 1943	
1162nd Guard Sq. (R)	February 1, 1943	
1166th Guard Sq. (R)	February 1, 1943	
1167th Guard Sq. (R)	February 1, 1943	
1168th Guard Sq. (R)	February 1, 1943	
1169th Guard Sq. (R)	February 1, 1943	
1170th Guard Sq. (R)	February 1, 1943	
1266th Guard Sq. (R)	March 20, 1943	

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AIR BASE UNITS

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activation Date	Departed Date
86th WAAC Post HQ Co.	April 9, 1943	
87th WAAC Post HQ Co.	April 9, 1943	
88th WAAC Post HQ Co.	April 10, 1943	
90th WAAC Post HQ Co.	April 10, 1943	
91st WAAC Post HQ Co.	To arrive in April, 1943	
92nd WAAC Post HQ Co.	April 9, 1943	
93rd WAAC Post HQ Co.	To arrive in April, 1943	
1st Aviation Sq.	June 10, 1941	
34th Aviation Sq.	May 20, 1942	
35th Aviation Sq.	May 27, 1942	
36th Aviation Sq.	May 23, 1942	
37th Aviation Sq.	June 23, 1942	
38th Aviation Sq.	May 16, 1942	
316th Aviation Sq.	October 4, 1942	
63rd Army Air Force Band	August 24, 1942	
75th Army Air Force Band	August 24, 1942	
78th Army Air Force Band	August 24, 1942	
81st Army Air Force Band	August 24, 1942	
94th Army Air Force Band	August 24, 1942	
96th Army Air Force Band	August 24, 1942	
362nd Army Air Force Band	October 7, 1942	
915th Air Base Security Bn.	March 15, 1943	
916th Air Base Security Bn.	March 8, 1943	
917th Air Base Security Bn.	March 13, 1943	
918th Air Base Security Bn.	March 25, 1943	
919th Air Base Security Bn.	March 17, 1943	
4th AAF Bombing & Gunnery Range Sq.	December 1, 1942	
1st Altitude Training Unit		
2nd Altitude Training Unit		
1st AAF Combat Camera Unit	February 12, 1943	
5th AAF Photo Intelligence Det.	November 1, 1942	

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ORGANIZATION
1st AIR SUPPORT COMMAND

September 1, 1941

Hq & Hq Sq., 1st Air Support Command
- 119th Obsn Sq., FT. DIX, N. J.
- 3d Obsn Sq., LANGLEY FIELD, VA.

Hq & Hq Sq., 26th Obsn Gp., PROVIDENCE, R. I.
- 101st Obsn Sq., CAMP EDWARDS, MASS.
- 152d Obsn Sq., FT. DEVENS, MASS.

Hq & Hq Sq., 59th Obsn Gp., FT. DIX, N. J.
- 103d Obsn Sq., HARRISBURG, PA.
- 104th Obsn Sq., FREDERICK, MD.
- 126th Obsn Sq., FT. DIX, N. J.

Hq & Hq Sq., 65th Obsn Gp., COLUMBIA, S. C.
- 105th Obsn Sq., COLUMBIA, S. C.
- 112th Obsn Sq., FT. BRAGG, N. C.
- 121st Obsn Sq., COLUMBIA, S. C. (when inducted)

Tow Target Detachment, MANCHESTER, N. H.
Tow Target Detachment, POPE FIELD, N. C.
Tow Target Detachment, MITCHEL FIELD, N. Y.
2d Balloon Sq., POPE FIELD, N. C.
45th Bombardment Gp (L), MANCHESTER, N. H.
316th Signal Co., Air Wing, MITCHEL FIELD, N. Y.

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AIR SUPPORT COMMAND

ORGANIZATIONS STAGED and/or TRAINED by the FIRST AIR FORCE

Organization	Joined or Activation Date	Departed Date
1st Air Support Cmd.		
Hq. & Hq. Sq.	Sept. 1, 1941	Aug. 17, 1942
26th Obsn. Gp.	Sept. 1, 1941	Aug. 1942
59th Obsn. Gp.	Sept. 1, 1941	Aug.,1942
65th Obsn. Gp.	Sept. 1, 1941	Aug. 1942
66th Obsn. Gp.	Sept. 1, 1941	Aug. 1942

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FIRST AIR FORCE

RADAR STATIONS

STATION	DATE IN OPERATION
Martha's Vineyard, Mass.	September 15, 1941
Cadillac Mt., Maine	December 5, 1941
Twin Lights, Highlands, N.J.	December 6, 1941
Montauk, Long Island	December 8, 1941
Mt. Agamenticus, Maine	December 9, 1941
East Manor, Long Island	December 10, 1941
Palermo, N.J.	December 10, 1941
Bethany Beach, Delaware	December 10, 1941
Accomac, Va.	December 10, 1941
Ft. Moultrie, S.C.	December 10, 1941
Ft. Fisher, N.C.	December 11, 1941
Truro, Mass.	January 15, 1942
Virginia Beach, Va.	February 1, 1942
Kitty Hawk, N.C.	May 1, 1942
Bath, Maine	July 11, 1942
Chatham, Mass.	August 20, 1942
Oakhurst, N.J.	August 21, 1942
Davis, N.C.	October 4, 1942
Miami Beach, Florida	November 30, 1942
Mayport, Florida	December 10, 1942
Jensen, Florida	December 11, 1942
Flagler Beach, Florida	December 16, 1942
Cape Canaveral	February 19, 1943

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FIRST AIR FORCE

INFORMATION AND FILTER CENTERS

CENTER	INSTALLATION DATE
BOSTON INFORMATION CENTER	Sept. 15, 1941 - Alternate Center - Mar. 26, 1943
HARRISBURG FILTER CENTER	Sept. 16, 1941
NORFOLK INFORMATION CENTER (OLD)	Oct. 1, 1941
ROANOKE FILTER CENTER	Oct. 1, 1941
NEW YORK INFORMATION CENTER	Oct. 6, 1941 - Alternate Center - April 5, 1943
PHILADELPHIA INFORMATION CENTER	Oct. 8, 1941
BALTIMORE FILTER CENTER	Oct. 9, 1941
ALBANY INFORMATION CENTER	Feb. 1, 1942
BUFFALO INFORMATION CENTER	Feb. 27, 1942
PORTLAND FILTER CENTER	April 15, 1942
SYRACUSE FILTER CENTER	May 8, 1942
BANGOR FILTER CENTER	May 9, 1942
RICHMOND FILTER CENTER	May 11, 1942
PITTSBURGH FILTER CENTER	July 13, 1942
SCRANTON FILTER CENTER	Sept. 25, 1942
NORFOLK INFORMATION CENTER (NEW)	March 22, 1942
WILMINGTON INFORMATION CENTER*	Oct. 6, 1941
RALEIGH FILTER CENTER*	Oct. 6, 1941
CHARLOTTE FILTER CENTER*	Oct. 6, 1941
CHARLESTON INFORMATION CENTER* (OLD)	Oct. 6, 1941
CHARLESTON INFORMATION CENTER* (NEW)	Feb. 1, 1942
SAVANNAH FILTER CENTER*	Oct. 6, 1941
COLUMBIA FILTER CENTER*	Oct. 6, 1941
JACKSONVILLE FILTER CENTER*	Dec. 17, 1941
TAMPA INFORMATION CENTER (FILTER)*	Dec. 17, 1941
MIAMI INFORMATION CENTER*	Dec. 22, 1941
THOMASVILLE FILTER CENTER*	Jan. 6, 1942
ATLANTA FILTER CENTER*	Jan. 10, 1942
NEW HAVEN FILTER CENTER**	June 15, 1943
NEW YORK - WAR ROOM	Sept. 25, 1941
MITCHEL FIELD - WAR ROOM	May 6, 1942

* Installed by Third Interceptor Command, taken over by the First Interceptor Command on January 5, 1942.

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TACTICAL ORGANIZATIONS

FIRST AIR FORCE

Unit	Station on Dec. 1, 1941	Station on Jan. 1, 1942
Hq 1st Air Force	Mitchel Field, N.Y.	Mitchel Field, N.Y.
1 Bomber Command	Langley Field, Va.	New York, N.Y.
Hq & Hq Sq 2nd Bomb Gp (H)	Langley Field, Va.	Langley Field, Va.
20th Bomb Sq (H)	Langley Field, Va.	Langley Field, Va.
49th Bomb Sq (H)	Langley Field, Va.	Newfoundland AB
96th Bomb Sq (H)	Langley Field, Va.	Langley Field, Va.
41st Recon Sq (H)	Newfoundland AB	Newfoundland AB
Hq & Hq Sq 13th Bomb Gp (M)	Westover Field, Mass.	Westover Field, Mass.
39th Bomb Sq (M)	Westover Field, Mass.	Westover Field, Mass.
40th Bomb Sq (M)	Westover Field, Mass.	Westover Field, Mass.
41st Bomb Sq (M)	Westover Field, Mass.	Westover Field, Mass.
3rd Recon Sq (H)	Westover Field, Mass.	Westover Field, Mass.
Hq & Hq Sq 22nd Bomb Gp (M)	Langley Field, Va.	Langley Field, Va.
2nd Bomb Sq (M)	Langley Field, Va.	Langley Field, Va.
19th Bomb Sq (M)	Langley Field, Va.	Langley Field, Va.
33rd Bomb Sq (M)	Langley Field, Va.	Langley Field, Va.
Hq & Hq Sq 34th Bomb Gp (H)	Westover Field, Mass.	Westover Field, Mass.
4th Bomb Sq (H)	Westover Field, Mass.	Westover Field, Mass.
7th Bomb Sq (H)	Westover Field, Mass.	Westover Field, Mass.
34th Bomb Sq (H)	Westover Field, Mass.	Westover Field, Mass.
1st Recon Sq (H)	Westover Field, Mass.	Westover Field, Mass.
Hq & Hq Sq 43rd Bomb Gp (H)	Dow Field, Maine	Dow Field, Maine
63rd Bomb Sq (H)	Dow Field, Maine	Dow Field, Maine
64th Bomb Sq (H)	Dow Field, Maine	Dow Field, Maine
65th Bomb Sq (H)	Dow Field, Maine	Dow Field, Maine
13th Recon Sq (H)	Dow Field, Maine	Dow Field, Maine
Hq & Hq Sq 45th Bomb Gp (L)	Grenier Field, N.H.	Grenier Field, N.H.
73th Bomb Sq (L)	Grenier Field, N.H.	Grenier Field, N.H.
79th Bomb Sq (L)	Grenier Field, N.H.	Grenier Field, N.H.
80th Bomb Sq (L)	Grenier Field, N.H.	Grenier Field, N.H.
82nd Bomb Sq (L)	Grenier Field, N.H.	Grenier Field, N.H.

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Unit	Station on Dec. 1, 1941	Station on Jan. 1, 1942
Hq & Hq Sq I Interceptor Command	Mitchel Field, N.Y.	New York, N.Y.
Hq & Hq Sq 1st Pur Gp	Selfridge Field, Mich.	Left FAF jurisdiction
27th Pursuit Sq	Selfridge Field, Mich.	Left FAF jurisdiction
71st Pursuit Sq	Selfridge Field, Mich.	Left FAF jurisdiction
94th Pursuit Sq	Selfridge Field, Mich.	Left FAF jurisdiction
Hq & Hq Sq 8th Pur Gp	Mitchel Field, N.Y.	Mitchel Field, N.Y.
33rd Pursuit Sq	Mitchel Field, N.Y.	Mitchel Field, N.Y.
35th Pursuit Sq	Mitchel Field, N.Y.	Bendix, N.J.
36th Pursuit Sq	Mitchel Field, N.Y.	Bridgeport, Conn.
Hq & Hq Sq 31st Pur Gp	Pope Field, N.C.	Left FAF jurisdiction
39th Pursuit Sq	Pope Field, N.C.	Left FAF jurisdiction
40th Pursuit Sq	Pope Field, N.C.	Left FAF jurisdiction
41st Pursuit Sq	Pope Field, N.C.	Left FAF jurisdiction
Hq & Hq Sq 33rd Pur Gp	Mitchel Field, N.Y.	Philadelphia, Pa.
58th Pursuit Sq	Mitchel Field, N.Y.	Farmingdale, N.Y.
59th Pursuit Sq	Mitchel Field, N.Y.	Glen Martin, Maryland
60th Pursuit Sq	Mitchel Field, N.Y.	Bolling Field, D.C.
Hq & Hq Sq 57th Pur Gp	Bradley Field, Conn.	Boston, Mass.
64th Pursuit Sq	Bradley Field, Conn.	Boston, Mass.
65th Pursuit Sq	Bradley Field, Conn.	Trumbull Field, Conn.
66th Pursuit Sq	Bradley Field, Conn.	Farmingdale, N.Y.
Hq & Hq Sq 52nd Pur Gp (I)	Not FAF jurisdiction	Norfolk, Va.
2nd Pursuit Sq	Not FAF jurisdiction	Norfolk, Va.
4th Pursuit Sq	Not FAF jurisdiction	Langley Field, Va.
5th Pursuit Sq	Not FAF jurisdiction	Floyd Bennett Field, N.Y.

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Unit	Station on Dec. 1, 1941	Station on Jan. 1, 1942
Hq & Hq I Support Command	Mitchel Field, N.Y.	Mitchel Field, N.Y.
Hq & Hq Sq 26th Obsn Gp	Providence, R.I.	Providence, R.I.
101st Obsn Sq	Camp Edwards, Mass.	Camp Edwards, Mass.
103rd Obsn Sq (atchd)	Pope Field, N.C.	Hillsgrove, R.I.
152nd Obsn Sq	Fort Devens, Mass.	Fort Devens, Mass.
Hq & Hq Sq 69th Obsn Gp	Pope Field, N.C.	Fort Dix, N.J.
104th Obsn Sq	Pope Field, N.C.	Atlantic City, N.J.
119th Obsn Sq (atchd)	Fort Dix, N.J.	Newark, N.J.
126th Obsn Sq	Pope Field, N.C.	Fort Dix, N.J.
Hq & Hq Sq 65th Obsn Gp	Columbia, S.C.	Columbia, S.C.
105th Obsn Sq	Pope Field, N.C.	Langley Field, Va.
112th Obsn Sq	Dover, Delaware	Dover, Delaware
121st Obsn Sq	Langley Field, Va.	Langley Field, Va.

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June 1, 1943 (Estimated)

	Officers	Enlisted Men	Totals
Air Corps	2700	27015	29715
Adjutant General's Department	24	0	24
Warrant Officers	131	0	131
Antiaircraft Artillery	2	0	2
Corps of Engineers	600	9370	9970
Chaplains	45	0	45
Chemical Warfare Service	46	230	276
Finance Department	26	240	266
Inspector General's Department	3	0	3
Judge Advocate General's Department	3	0	3
Medical Department	642	2659	3301
Ordnance Department	80	1020	1100
Quartermaster Corps	102	1815	1917
Signal Corps	499	5173	5672
TOTALS	4903	47522	52425

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May 1, 1943 (Estimated)

	Officers	Enlisted Men	Total
Air Corps	2667	26830	29497
Adjutant General's Department	24	0	24
Warrant Officers	118	0	118
Antiaircraft Artillery	2	0	2
Corps of Engineers	591	9360	9951
Chaplains	45	0	45
Chemical Warfare Service	46	230	276
Finance Department	24	234	258
Inspector General's Department	3	0	3
Judge Advocate General's Department	3	0	3
Medical Department	642	2659	3301
Ordnance Department	80	1016	1096
Quartermaster Corps	102	1812	1914
Signal Corps	499	5173	5672
TOTALS	4846	47314	52160

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March 31, 1943.

	Officers	Enlisted Men	Total
Air Corps	2631	26721	29352
Adjutant General's Department	22	0	22
Warrant Officers	115	0	115
Coast Artillery (AA)	2	0	2
Corps of Engineers	584	9312	9896
Corps of Chaplains	42	0	42
Chemical Warfare Service	46	230	276
Finance Department	24	234	258
Inspector General's Department	2	0	2
Judge Advocate General's Department	2	0	2
Medical Administrative Corps	64	0	64
Dental Corps	125	0	125
Medical Corps	274	2625	2899
Sanitary Corps	6	0	6
Army Nurse Corps	160	0	160
Vetinary Corps	13	34	47
Ordnance Department	80	1016	1096
Quartermaster Corps	102	1812	1914
Signal Corps	499	5173	5672
TOTALS	4793	47157	51950

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February 28, 1943.

	Officers	Enlisted Men	Totals
Air Corps	2337	20730	23067
Adjutant General's Department	24	0	24
Inspector General's Department	3	0	3
Judge Advocate General's Department	3	0	3
Antiaircraft Artillery	2	0	2
Chaplains Corps	49	0	49
Chemical Warfare Service	46	251	297
Corps of Engineers	641	9630	10271
Finance Department	23	251	274
Medical Department	679	2420	3099
Ordnance Department	80	1179	1259
Quartermaster Corps	108	1753	1861
Signal Corps	531	5174	5705
Warrant Officers	113	0	113
TOTALS	4639	41388	46027

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January 31, 1943.

	Officers	Enlisted Men	Total
Air Corps	2116	18191	20307
Adjutant General's Department	24	0	24
Inspector General's Department	2	0	2
Judge Advocate General's Dept.	3	0	3
Anti Aircraft Artillery	2	0	2
Chaplains Corps	41	0	41
Chemical Warfare Service	46	249	295
Corps of Engineers	644	9619	10263
Finance Department	24	251	275
Medical Corps	677	2411	3088
Ordnance Department	80	1180	1260
Quartermaster Corps	106	1741	1847
Signal Corps	519	5154	5673
Warrant Officers	108	0	108
TOTALS	4392	38796	43188

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December 31, 1942.

	Officers	Enlisted Men	Total
Air Corps	2056	17463	19519
Adjutant General's Department	22	0	22
Judge Advocate General's Dept.	3	0	3
Anti Aircraft Artillery	3	2	5
Inspector General's Department	1	0	1
Chaplains Corps	35	0	35
Chemical Warfare Service	27	108	135
Corps of Engineers	355	5479	5834
Finance Department	22	271	293
Medical Department	681	2893	3574
Ordnance Department	85	868	953
Quartermaster Corps	58	1461	1519
Signal Corps	440	4178	4618
Warrant Officers	78	0	78
Women's Army Auxiliary Corps	110	1128	1238
TOTALS	3976	33851	37827

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November 30, 1942.

	Officers	Enlisted Men	Total
Air Corps	1923	14240	16163
Adjutant General's Department	20	0	20
Judge Advocate General's Dept.	3	0	3
Anti Aircraft Artillery	2	0	2
Inspector General's Department	1	0	1
Chaplains Corps	35	0	35
Chemical Warfare Service	24	78	102
Corps of Engineers	323	4500	4823
Finance Department	18	229	247
Medical Department	704	2884	3588
Ordnance Department	69	800	869
Quartermaster Corps	63	1502	1565
Signal Corps	421	4516	4937
Warrant Officers	65	0	65
Women's Army Auxiliary Corps	93	880	973
TOTALS	3764	29629	33393

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October 31, 1942.

	Officers	Enlisted Men	Total
Air Corps	2147	16916	19063
Adjutant General's Department	10	0	10
Judge Advocate General's Dept.	3	0	3
Inspector General's Department	2	0	2
Chaplains Corps	31	0	31
Chemical Warfare Service	20	212	232
Corps of Engineers	170	3336	3506
Finance Department	19	110	129
Medical Department	823	2497	3320
Ordnance Department	101	1665	1766
Quartermaster Corps	105	1886	1991
Signal Corps	190	4359	4549
Warrant Officers	89	0	89
TOTALS	3710	30981	34691

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September 30, 1942.

	Officers	Enlisted Men	Total
Air Corps	2122	15990	18112
Adjutant General's Department	10	0	10
Judge Advocate General's Dept.	3	0	3
Inspector General's Department	1	0	1
Chaplains Corps	28	0	28
Chemical Warfare Service	19	203	222
Corps of Engineers	167	3333	3500
Finance Department	18	108	126
Medical Department	809	2451	3260
Ordnance Department	95	1639	1734
Quartermaster Corps	104	1879	1983
Signal Corps	194	4361	4555
Warrant Officers	89	0	89
TOTALS	3659	29964	33623

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August 31, 1942.

	Officers	Enlisted Men	Total
Air Corps	2537	21363	23900
Adjutant General's Department	10	0	10
Judge Advocate General's Dept.	3	0	3
Inspector General's Department	1	0	1
Chaplains Corps	25	0	25
Chemical Warfare Service	20	201	221
Corps of Engineers	118	2288	2406
Finance Department	14	102	116
Medical Department	782	2410	3192
Ordnance Department	65	1179	1244
Quartermaster Corps	95	1529	1624
Signal Corps	226	4179	4405
Warrant Officers	81	0	81
TOTALS	3977	33251	37228

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July 31, 1942.

	Officers	Enlisted Men	Total
Air Corps	2436	20353	22789
Adjutant General's Department	9	11	20
Warrant Officers	83	0	83
Inspector General's Department	1	1	2
Judge Advocate General's Department	3	3	6
Chaplain Corps	23	6	29
Chemical Warfare Service	18	232	250
Corps of Engineers	43	808	851
Finance Department	16	112	128
Medical Corps	533	2947	3480
Veterinary Corps	9	17	26
Military Police	13	357	370
Ordnance Department	45	1528	1573
Quartermaster Corps	116	2590	2706
Signal Corps	214	5781	5995
Totals	3562	34746	38308

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June 30, 1942.

	Officers	Enlisted Men	Total
Air Corps	2460	26189	28649
Quartermaster Corps	91	2407	2498
Medical Corps	272	2777	3049
Dental Corps	45	0	45
Veterinary Corps	9	11	20
Medical Administrative Corps	13	0	13
Finance Department	23	133	156
Corps of Engineers	132	2337	2469
Ordnance Department	50	1616	1666
Signal Corps	170	5057	5227
Chemical Warfare Service	11	340	351
Chaplains Corps	29	0	29
Cavalry	32	0	32
Field Artillery	22	0	22
Coast Artillery Corps	18	0	18
Infantry	82	0	82
Sanitary Corps	1	0	1
Detached Enlisted Men's List	0	1	1
General Staff Corps	3	0	3
Specialist Reserve	1	0	1
Inspector General's Dept.	1	0	1
Adjutant General's Dept.	8	0	8
Judge Advocate General's Dept.	3	0	3
Military Intelligence	2	0	2
Army Nurse Corps	114	0	114
Warrant Officers	108	0	108
TOTALS	3700	40868	44568

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May 31, 1 2.

	Officers	Enlisted Men	Total
Air Corps	2200	23218	25418
Coast Artillery Corps	16	0	16
Quartermaster Corps	109	2444	2553
Signal Corps	163	5792	5955
Dental Corps	42	0	42
Medical Adm Corps	10	0	10
Ordnance Department	47	1416	1463
Corps of Engineers	137	2742	2879
Cavalry	50	0	50
Medical Corps	179	2947	3126
Finance Department	20	132	152
Veterinary Corps	6	13	19
Chaplain Corps	24	0	24
Field Artillery	22	0	22
Infantry	97	0	97
Adjutant General's Department	6	0	6
Military Police	6	67	73
General Staff Corps	4	0	4
Specialist Reserve	1	0	1
Inspector General's Dept	1	0	1
Judge Advocate Gen's Dept	2	0	2
Army Nurse Corps	113	0	113
Military Intelligence	1	0	1
Chemical Warfare Service	12	323	335
Warrant Officers	88	0	88
Detached Enlisted Men's List	0	01	1
Totals	3356	39095	42451

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April 30, 1942.

	Officers	Enlisted Men	Total
General Staff Corps	5	0	5
Air Corps	1659	20809	22468
Quartermaster Corps	91	1711	1802
Medical Corps	176	2340	2516
Dental Corps	33	0	33
Veterinary Corps	11	10	21
Medical Administrative Corps	10	0	10
Finance Department	16	155	171
Corps of Engineers	122	987	1109
Ordnance Department	56	1128	1184
Signal Corps	162	3221	3383
Chemical Warfare Service	14	298	312
Chaplains Corps	17	0	17
Cavalry	40	0	40
Field Artillery	33	0	33
Coast Artillery Corps	18	0	18
Infantry	96	0	96
Judge Advocate General's Dept.	1	0	1
Adjutant General's Dept.	8	0	8
Army Nurse Corps	114	0	114
Military Intelligence	2	0	2
Inspector General's Department	1	0	1
Warrant Officers	12	0	12
TOTALS	2697	30659	33356

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March 31, 1942.

	Officers	Enlisted Men	Total
Air Corps	903	12200	13103
Quartermaster Corps	71	1874	1945
Medical Corps	126	1930	2056
Dental Corps	22	0	22
Veterinary Corps	5	13	18
Medical Administrative Corps	4	0	4
Finance Department	9	61	70
Corps of Engineers	106	1894	2000
Ordnance Department	30	808	838
Signal Corps	99	2259	2358
Chemical Warfare Service	22	478	500
Chaplains Corps	15	0	15
Cavalry	43	0	43
Field Artillery	76	0	76
Coast Artillery Corps	26	0	26
Infantry	183	0	183
Judge Advocate General's Dept.	3	0	3
Adjutant General's Dept.	4	0	4
Army Nurse Corps	57	0	57
Warrant Officers	18	0	18
Retired Officers	1	0	1
Inspector General's Department	2	0	2
Flying Cadets	0	1	1
TOTALS	1825	21518	23343

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February 28, 1942.

	Officers	Enlisted Men	Total
General Staff Corps	5	0	5
Air Corps	1464	15078	16542
Quartermaster Corps	73	1868	1941
Medical Corps	138	1657	1795
Dental Corps	25	0	25
Veterinary Corps	5	7	12
Medical Administrative Corps	6	0	6
Finance Department	9	83	92
Corps of Engineers	79	1688	1767
Ordinance Department	27	1208	1235
Signal Corps	123	2025	2148
Chemical Warfare Service	13	252	265
Chaplains Corps	16	0	16
Cavalry	55	0	55
Field Artillery	74	0	74
Coast Artillery Corps	38	0	38
Infantry	198	0	198
Judge Advocate General's Dept.	2	0	2
Adjutant General's Dept.	6	0	6
Army Nurse Corps	65	0	65
Warrant Officers	16	0	16
Military Intelligence Reserve	1	0	1
Retired Officers	1	0	1
Flying Cadets	0	2	2
TOTALS	2439	23868	26307

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January 31, 1942.

	Officers	Enlisted Men	Total
General Staff Corps			
Air Corps	1409	18519	19928
Quartermaster Corps	126	2946	3072
Medical Corps	154	2022	2176
Dental Corps	30	0	30
Veterinary Corps	10	13	23
Medical Administrative Corps	10	0	10
Finance Department	15	97	112
Corps of Engineers	87	1529	1616
Ordnance Department	45	1730	1775
Signal Corps	101	1539	1640
Chemical Warfare Service	24	350	374
Chaplains Corps	20	0	20
Cavalry	88	0	88
Field Artillery	96	0	96
Coast Artillery Corps	38	0	38
Infantry	300	0	300
Judge Advocate General's Dept.	2	0	2
Adjutant General's Dept.	4	0	4
Army Nurse Corps	78	0	78
Warrant Officers	18	0	18
Military Intelligence Reserve	4	0	4
Specialist Reserve			
Retired Officers	4	0	4
Flying Cadets	0	10	10
TOTALS	2663	28755	31418

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December 31, 1941.

	Officers	Enlisted Men	Total
General Staff Corps	5	0	5
Air Corps	1156	15586	16742
Quartermaster Corps	115	1948	2063
Medical Corps	147	1320	1467
Dental Corps	31	0	31
Veterinary Corps	11	10	21
Medical Administrative Corps	8	0	8
Finance Department	17	105	122
Corps of Engineers	133	2578	2711
Ordnance Department	44	1520	1564
Signal Corps	52	819	871
Chemical Warfare Service	20	363	383
Chaplains Corps	21	0	21
Cavalry	93	0	93
Field Artillery	96	0	96
Coast Artillery Corps	55	0	55
Infantry	310	0	310
Judge Advocate General's Dept.	2	0	2
Adjutant General's Dept.	5	0	5
Army Nurse Corps	94	0	94
Warrant Officers	19	0	19
Military Intelligence Reserve	6	0	6
Specialist Reserve	1	0	1
Retired Officers	2	0	2
Flying Cadets	0	49	49
TOTALS	2443	24298	26741

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November 30, 1941.

	Officers	Enlisted Men	Total
General Staff Corps	5	0	5
Air Corps	1260	16016	17276
Quartermaster Corps	114	1915	2029
Medical Corps	146	1280	1426
Dental Corps	29	0	29
Veterinary Corps	12	8	20
Medical Administrative Corps	9	0	9
Finance Department	16	104	120
Corps of Engineers	121	2316	2437
Ordnance Department	52	1501	1553
Signal Corps	68	1160	1228
Chemical Warfare Service	18	370	388
Chaplains Corps	24	0	24
Cavalry	71	0	71
Field Artillery	88	0	88
Coast Artillery Corps	52	0	52
Infantry	280	0	280
Judge Advocate General's Dept.	2	0	2
Adjutant General's Department	4	0	4
Army Nurse Corps	96	0	96
Warrant Officers	17	0	17
Retired Officers	2	0	2
Military Intelligence	6	0	6
Flying Cadets	52	0	52
	2544	24670	27214

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October 31, 1941.

	Officers	Enlisted Men	Total
General Staff Corps	5	0	5
Air Corps	1315	17504	18819
Quartermaster Corps	113	1827	1940
Medical Corps	144	964	1108
Dental Corps	27	0	27
Veterinary Corps	13	4	17
Medical Administrative Corps	11	0	11
Finance Department	14	104	118
Corps of Engineers	104	2049	2153
Ordnance Department	57	1503	1560
Signal Corps	71	1364	1435
Chemical Warfare Service	18	441	459
Chaplains	25	0	25
Cavalry	67	0	67
Field Artillery	87	2	89
Coast Artillery Corps	50	2	52
Infantry	254	1	255
Judge Advocate General's Dept.	3	0	3
Adjutant General's Dept.	4	0	4
Army Nurse Corps	102	0	102
Warrant Officers	17	0	17
Retired Officers	2	0	2
Flying Cadets	0	66	66
Military Intelligence	6	0	6
Specialist Reserve	1	0	1
TOTALS	2510	25831	28341

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September 30, 1941.

	Officers	Enlisted Men	Total
General Staff Corps	6	0	6
Air Corps	963	15559	16522
Quartermaster Corps	127	1529	1656
Medical Corps	134	878	1012
Dental Corps	22	0	22
Veterinary Corps	11	3	14
Medical Administrative Corps	11	0	11
Finance Department	15	95	110
Corps of Engineers	97	2054	2151
Ordnance Department	57	1450	1507
Signal Corps	67	1393	1460
Chemical Warfare Service	19	310	329
Chaplains Corps	22	0	22
Cavalry	62	0	62
Field Artillery	67	0	67
Coast Artillery Corps	44	3	47
Infantry	235	0	235
Judge Advocate General's Dept.	1	0	1
Adjutant General's Dept.	3	0	3
Army Nurse Corps	107	0	107
Warrant Officers	15	0	15
Retired Officers	2	0	2
Flying Cadets	0	70	70
Specialist Reserve	2	0	2
Military Intelligence	5	0	5
TOTALS	2094	23344	25438

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August 31, 1941.

	Officers	Enlisted Men	Total
General Staff Corps	6	0	6
Air Corps	901	17208	18109
Quartermaster Corps	129	1472	1601
Medical Corps	146	904	1050
Dental Corps	24	0	24
Veterinary Corps	11	3	14
Medical Administrative Corps	11	0	11
Finance Department	14	99	113
Corps of Engineers	102	2408	2510
Ordnance Department	58	1541	1599
Signal Corps	67	1248	1315
Chemical Warfare Service	21	261	282
Chaplains Corps	21	0	21
Cavalry	43	0	43
Field Artillery	51	0	51
Coast Artillery Corps	38	0	38
Infantry	208	0	208
Judge Advocate General's Dept.	1	0	1
Adjutant General's Dept.	3	0	3
Army Nurse Corps	97	0	97
Warrant Officers	14	0	14
Retired Officers	3	0	3
Flying Cadets	0	88	88
Military Intelligence	5	0	5
Specialist Reserve	2	0	2
TOTALS	1976	25232	27208

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July 31, 1941.

	Officers	Enlisted Men	Total
General Staff Corps	6	0	6
Air Corps	957	16953	17910
Quartermaster Corps	128	1615	1743
Medical Corps	141	946	1087
Dental Corps	23	0	23
Veterinary Corps	10	2	12
Medical Administrative Corps	9	0	9
Finance Department	13	104	117
Corps of Engineers	100	2248	2348
Ordnance Department	60	1119	1179
Signal Corps	72	1605	1677
Chemical Warfare Service	21	223	244
Chaplains Corps	20	0	20
Cavalry	39	0	39
Field Artillery	65	0	65
Coast Artillery Corps	34	0	34
Infantry	180	0	180
Judge Advocate General's Dept.	2	0	2
Adjutant General's Dept.	3	0	3
Army Nurse Corps	95	0	95
Warrant Officers	15	0	15
Retired Officers	2	0	2
Flying Cadets	0	81	81
Military Intelligence	4	0	4
TOTALS	1999	24896	26895

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June 30, 1941.

	Officers	Enlisted Men	Total
General Staff Corps			
Air Corps	777	15809	16586
Quartermaster Corps	127	1529	1656
Medical Corps	202	989	1191
Dental Corps	21	0	21
Veterinary Corps	9	3	12
Medical Administrative Corps	9	0	9
Finance Department	13	73	86
Corps of Engineers	97	2132	2229
Ordnance Department	61	800	861
Signal Corps	81	1724	1805
Chemical Warfare Service	25	366	391
Chaplains Corps	19	0	19
Cavalry	44	0	44
Field Artillery	50	0	50
Coast Artillery Corps	31	0	31
Infantry	147	0	147
Judge Advocate General's Dept.	2	0	2
Adjutant General's Dept.	3	0	3
Army Nurse Corps	76	0	76
Warrant Officers	12	0	12
Retired Officers	2	0	2
Flying Cadets	0	134	134
Military Intelligence	4	0	4
TOTALS	1812	23559	25371

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May 31, 1941.

	Officers	Enlisted Men	Total
Air Corps	759	14813	15572
Quartermaster Corps	110	1576	1686
Medical C orps	90	665	755
Dental C orps	21	0	21
Veterinary Corps	8	3	11
Medical Administrative Corps	7	0	7
Finance Department	13	49	62
Corps of Engineers	77	941	1018
Ordnance Department	66	538	604
Signal Corps	78	1285	1363
Chemical Warfare Service	23	183	206
Chaplains Corps	17	0	17
Cavalry	28	0	28
Field Artillery	39	0	39
Coast Artillery Corps	22	0	22
Infantry	111	0	111
Judge Advocate General's Dept.	2	0	2
Adjutant General's Dept.	6	0	6
Army Nurse Corps	53	0	53
Warrant Officers	12	0	12
Retired Officers	2	0	2
Military Intelligence	0	0	0
Flying Cadets	0	76	76
TOTALS	1544	20129	21673

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April 30, 1941.

	Officers	Enlisted Men	Total
General Staff Corps	4	0	4
Air Corps	759	13200	13959
Quartermaster Corps	100	1348	1448
Medical Corps	90	693	783
Dental Corps	9	0	9
Veterinary Corps	2	3	5
Medical Administrative Corps	1	0	1
Finance Department	9	36	45
Corps of Engineers	74	909	983
Ordnance Department	56	456	512
Signal Corps	73	1238	1311
Chemical Warfare Service	15	186	201
Chaplains Corps	16	0	16
Cavalry	18	0	18
Field Artillery	36	0	36
Coast Artillery Corps	28	0	28
Infantry	66	0	66
Judge Advocate Generals Dept.	1	0	1
Adjutant General's Department	3	0	3
Army Nurse Corps	50	0	50
Military Intelligence	2	0	2
Inspector General's Department	1	0	1
TOTALS	1413	18069	19482

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March 31, 1941.

	Officers	Enlisted Men	Totals
General Staff Corps	4	0	4
Air Corps	750	13016	13766
Quartermaster Corps	98	1317	1415
Medical Corps	88	685	773
Dental Corps	7	0	7
Veterinary Corps	2	3	5
Medical Administrative Corps	1	0	1
Finance Department	7	35	42
Corps of Engineers	72	901	973
Ordnance Department	55	451	506
Signal Corps	72	1219	1291
Chemical Warfare Service	14	181	195
Chaplains Corps	14	0	14
Cavalry	17	0	17
Field Artillery	33	0	33
Coast Artillery Corps	27	0	27
Infantry	65	0	65
Judge Advocate General's Dept.	1	0	1
Adjutant General's Department	3	0	3
Army Nurse Corps	45	0	45
Military Intelligence	2	0	2
Inspector General's Department	1	0	1
TOTALS	1374	17808	19182

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Feb. 28, 1941.

	Officers	Enlisted Men	Totals
General Staff Corps	4	0	4
Air Corps	749	12997	13746
Quartermaster Corps	98	1316	1414
Medical Corps	87	681	768
Dental Corps	7	0	7
Veterinary Corps	2	3	5
Medical Administrative Corps	1	0	1
Finance Department	7	34	41
Corps of Engineers	72	899	971
Ordnance Department	54	450	504
Signal Corps	70	1216	1286
Chemical Warfare Service	14	180	194
Chaplains Corps	12	0	12
Cavalry	17	0	17
Field Artillery	32	0	32
Coast Artillery Corps	27	0	27
Infantry	64	0	64
Judge Advocate General's Dept.	1	0	1
Adjutant General's Department	3	0	3
Army Nurse Corps	40	0	40
Military Intelligence	2	0	2
Inspector General's Department	1	0	1
TOTALS	1364	17776	19140

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January 31, 1941.

	Officers	Enlisted Men	Totals
General Staff Corps	4	0	4
Air Corps	741	12801	13542
Quartermaster Corps	90	1300	1390
Medical Corps	85	673	758
Dental Corps	6	0	6
Veterinary Corps	2	3	5
Medical Administrative Corps	1	0	1
Finance Department	6	30	36
Corps of Engineers	69	893	962
Ordnance Department	53	446	499
Signal Corps	69	1198	1267
Chemical Warfare Service	10	175	185
Chaplains Corps	11	0	11
Cavalry	16	0	16
Field Artillery	29	0	29
Coast Artillery Corps	27	0	27
Infantry	59	0	59
Judge Advocate General's Dept.	1	0	1
Adjutant General's Department	3	0	3
Army Nurse Corps	39	0	39
Military Intelligence	2	0	2
Inspector General's Department	1	0	1
TOTALS	1324	17519	18843

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C.M/lm-73435-

1st Ind

Hq, Army Air Forces, Washington 25, D. C. 18 December 1944

To: Director, Air Technical Service Command, Wright Field, Dayton, Ohio.

1. Attached are notes from the files of the Supply and Transport Branch, Organizational Planning Division, Management Control, and duplicate copies of proposed "Statement of Functions of principal Offices and Divisions, Headquarters, Air Service Command."

2. The visit referred to in par. 2 above was made in January 1943 and extended into February. It was composed of members of several branches of Organizational Planning. Lt. Col. J. S. Kaufman, Chief, of the Training and Operations Branch, AFMOP, was a member of the committee and the information in par. 3 below is based on a conversation with him.

3. The committee made their studies and discussed them with General Frank and his three chief assistants. The results of the discussion did not seem as fruitful as expected in view of the fact that General Frank had requested the committee to make the survey. Members of the committee do not claim to have initiated many of the ideas but do feel that they helped, at least, to crystallize much of the thinking on the organization. It appears that the ASC manual issued subsequent to the visit was very similar to the proposed statement of functions which is attached. This has no date, but the information is that it was drawn up by the committee during the survey. It is believed that the greatest influence on the realignment of the Control Office came about as a result of the conversations between Lt. Col. Clark and Colonel Hugh Knerr who was then control officer.

4. The statements referred to in par. 3 of basic communication have been revised in accordance with the additional information.

By command of General ARNOLD:

CLANTON W. WILLIAMS
Lt. Colonel, Air Corps
Chief, Historical Division
Assistant Chief of Air Staff,
Intelligence

2 Incls
Incl 1 - Notes fr S&T Br.
Incl 2 - Proposed Statement of Functions

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ARMY AIR FORCES
Headquarters
Air Technical Service Command

TSCHI-2

Wright Field, Dayton, Ohio
31 October 1944

Subject: Historical Data on ASC Reorganization

To: Commanding General, Headquarters, Army Air Forces,
AC/AS, Intelligence, Washington 25, D. C.
Attention: Chief, Administrative History Branch

1. Reference is made to conversation between Dr. Chase Mooney and Captain F. D. Walker during the latter's recent visit to Headquarters, AAF, on an item in the 1943 annual report of the Supply and Transport Branch of Organizational Planning, Management Control, which read: "Reorganization of Headquarters, ASC. A staff from Supply and Transport Branch spent three weeks at Headquarters, ASC, assisting in the functional reorganization which resulted in three major divisions being developed in ASC - Supply Division, Maintenance Division, and Personnel and Training Division. Included in this reorganization was the realignment of a strong Control Office to monitor the total activities of the Command."

2. Further information on the activities of the staff which visited ASC is requested. It is understood that a committee from the Supply and Transport Branch, headed by Lt Colonel Joseph S. Clark, Jr., made the visit in January 1943. No copies of the report or reports made by this committee to General Frank have been located here. Specifically, information on recommendations concerning a) reorganization of Headquarters, ASC, and b) realignment of the Control Office are requested.

3. It is Captain Walker's opinion that the references concerning this matter on pp. 41 and 57 of the rough draft of the monograph: "Evolution of Administrative Planning, AAF" being prepared by the Administrative History Branch are too sweeping. Indications are that the major steps in reorganization of ASC and the establishment of an effective control office had been taken before the visit of the Committee from the Supply and Transport Branch.

For the Director:

E. E. ADLER,
Brigadier General, USA,
Chief, Management Control.

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Notes from the files of the Supply and Transport Branch, Organizational Planning Division, Management Control.

Memo for CG, Air Service Command by Col. B. E. Gates, AC/AS, Management Control, 7 Jan. 1943

Studies by this office show that functions of Management Services Branch of B&F, Air Service Command, are "wide in scope and relate to several other divisions of the Command." This branch is providing the Supply, Maintenance, and Personnel and Training divisions, and sections of the B&F office with machine records and reports. It is also doing other things and "in a few instances, due to a keen interest in a completed job, it has determined policies and administrative functions that relate to the kind and type of data required for the effective operations of such Divisions."

"It is recommended that the attached proposed Air Service Command Headquarters Office Instruction be approved, transferring the Management Service Branch from the Budget and Fiscal Office to the Control Division."

Memo for CG, ASC, by Lt. Col. J. S. Clark, Jr., 12 Jan. 1943

Recommends "transfer of the operating functions of the several S.O.S. Service Sections to the Chiefs, Supply, Maintenance and Personnel and Training Division in the manner discussed, be approved."

"This step would make Air Force Officers responsible for the entire supply maintenance and personnel and training responsibilities of the Commanding General, Air Service Command. Appropriate branches would be created in each of the sections of those divisions which deal with activities of Other Arms and Services with the Army Air Forces."

Memo for CG, ASC, by Lt. Col. J. S. Clark, Jr., 15 Jan. 1943

Studies of duties which should be performed by Control Office, ASC, indicate it should be organized in 5 sections. Since each has considerable responsibility for an important segment of the activities of the command, it is believed that the Control Office should be redesignated the Control Division.

"The guiding principle in organizing the Control Division has been to provide it with the necessary tools to keep the Commanding General advised as to the status of the Air Service Command program; and to supervise for him the functioning of the organization from an administrative point of view. Performance of the first duty necessarily results in acquisition of knowledge concerning all aspects of the second function. It is therefore, logical to combine the two functions under one head."

Recommends approval of attached chart. (See next page for chart)

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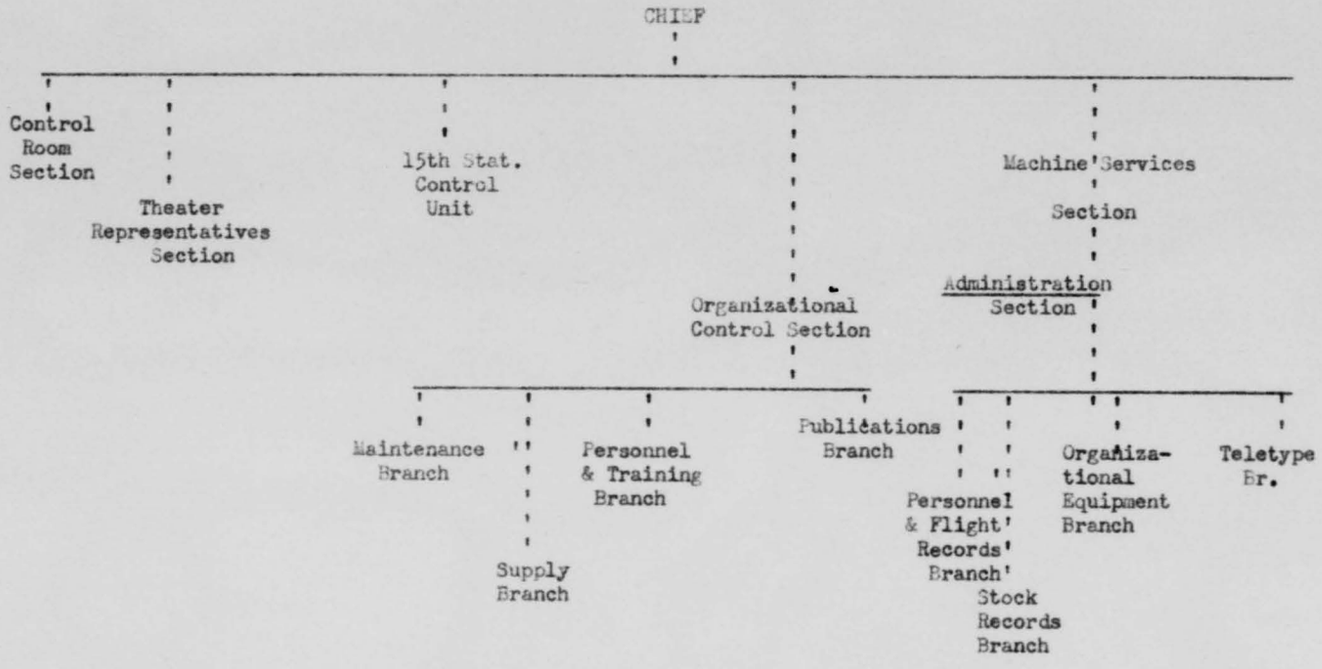
CONTROL DIVISION



/Details of functions on this Division were not taken down. This outline chart is simply to enable you to compare the organization proposed by this Hq. with the one actually put into operation./

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Memo for CG, ASC, by Clark, 15 Jan. 1943

Vs. eliminating Administrative Executive and dividing the functions among the AG, Hq. Commandant and Signal Section. Recommends that the Administrative Executive be retained.

There are memos and/or charts on Personnel and Training Division, Intelligence offices, Judge Advocate, procedures for communications throughout ASC, functions of AG, reorganization of Mail Services, manual for publications branch and recommending plan on control and publications that has "been working successfully in Headquarters, Army Air Forces for the last nine months"; establishment of stenographic pools; Budget and Fiscal Office; and recommending that the reporting function (on United Nations Lend Lease Report) be transferred from Budget and Fiscal to the Overseas Supply Section.

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DRAFT

24 November 1944

1st Ind.

Ltr. Hq. A.T.S.C. 31 October 1944
Hq, AAF, Washington 25, D.C. AFIHI
TO: Director, Air Technical Service Command, Wright Field, Dayton, Ohio

1. Attached are notes from the files of the Supply and Transport Branch, Organizational Planning Division, Management Control, and duplicate copies of proposed "Statement of Functions of principal Offices and Divisions, Headquarters, Air Service Command."

2. The visit referred to in par. 2 above was made in January 1943 and extended into February. It was composed of members of several branches of Organizational Planning. Lt. Col. J. S. Kaufman, Chief of the Training and Operations Branch, AFMOP, was a member of the committee and the information in par. 3 below is based on a conversation with him.

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4. The statements referred to in par. 3 of basic communication have been revised in accordance with the additional information.

By command of General ARNOLD:

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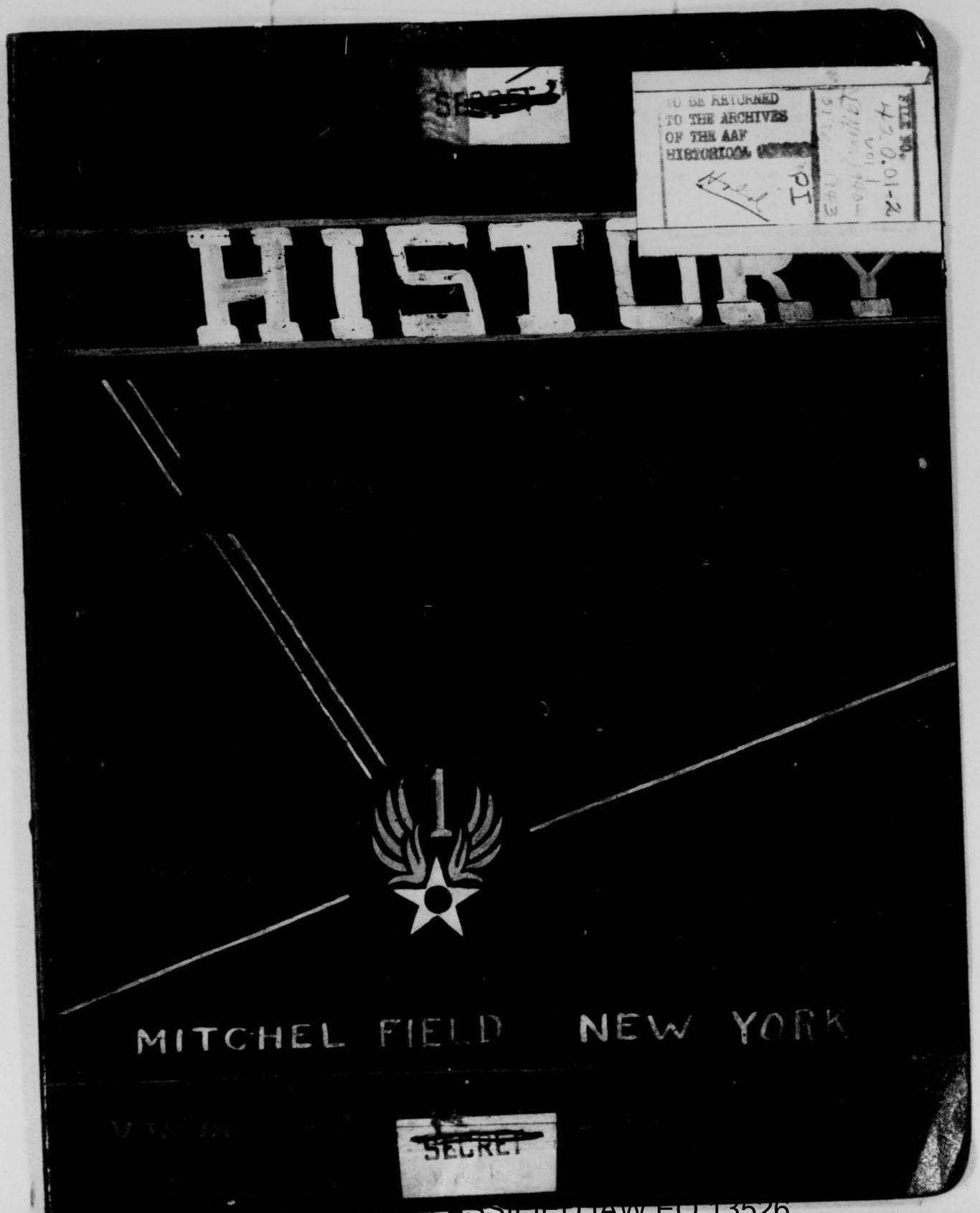

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CHRONOLOGY

1940

19 Nov. - NEAD constituted.

29 Nov. - Maj. Gen. J. E. Chaney assumed command of NEAD.

6 Dec. - 306th Signal Aviation Co. attached to NEAD.

17 Dec. - Hq & Hq Sq NEAD activated.

1941

16 Jan. - NEAD activated.

16 Jan. - Staff of NEAD announced.

17 Mar. - NEAD designated FAF.

17 Mar. - Northeast Defense Command.

9 Apr. - I Interceptor Command activated.
Air Defense Command inactivated.

15 May - Brig. Gen. Arnold N. Krogstad assumed command FAF.

17 May - 21st Engineer Regiment (Aviation) assigned to FAF.

4 June - Baer, Westover, Bowman, Grenier, Bradley, Dow assigned FAF.

20 June - Air Force Combat Command created.

24 June - Maj. Gen. Herbert A. Dargue assumed command FAF.

4 July - 803rd Engineer Bn (Av) activated (UTC).

1 Sept. - I Air Support Command (I Ground Air Support Command) activated.

5 Sept. - I Bomber Command activated.

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CHRONOLOGY

1941 (continued)

9 Oct. - I Base Command (FAF Service Command) activated.

10 Dec. - Brig. Gen. Arnold N. Krogstad assumed command FAF.

20 Dec. - WTC created.

1942

23 Jan. - I Bomber Command Post closed at Langley, opened at 90 Church Street, New York City.

2 Mar. - AFCC abolished.

5 Mar. - Maj. Gen. Follett Bradley assumed command FAF.

11 Mar. - Eastern Air Defense Zone established.

20 Mar. - Eastern Defense Command created. Eastern Theater of Operations abolished.

15 May - I Base Command inactivated.

23 July - Maj. Gen. James E. Chaney assumed command FAF.

11 Aug. - I Air Support Command transferred out.

12 Aug. - 1st Provisional Eng. Bn. (Av) (Airborne) activated ETC.

15 Oct. - I Bomber Inactivated.

2 Dec. - Eastern Signal Aviation Unit Training Center established.

1943

18 Apr. - Maj. Gen. Ralph Royce assumed command FAF.

4 Aug. - CADTC established.

24 Aug. - I Bomber returned (Anti-Sub Command redesignated I Bomber Command, assigned to FAF).

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CHRONOLOGY

1943 (continued)

17 Sept. - Gen. Frank O'D. Hunter assumed command FAF.

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ABBREVIATIONS

AAG	Air Adjutant General
AFCC	Air Force Combat Command
AGCT	Army General Classification Test
CAC	Chief of the Air Corps
CADTC	Combined Air Defense Training Center
EDC	Eastern Defense Command
ETO	Eastern Theater of Operations
FA	First Army
FAF	First Air Force
NEAD	Northeast Air District
NEDC	Northeast Defense Command
OCAC	Office, Chief of the Air Corps
OTU	Operational Training Unit
POM	Preparation for Overseas Movement
PRO	Public Relations Officer
RTU	Replacement Training Unit
T/O	Table of Organization
TBA	Table of Basic Allowances
UTC	Unit Training Center

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I.

CONSTITUTION AND ACTIVATION OF THE NORTHEAST AIR DISTRICT

Plans for decentralising the training and tactical control of the General Headquarters Air Force as the Air Corps Expansion Program increased its size were under consideration in the spring of 1940. In June, 1940, General Arnold forwarded a tentative station list of GHQ AF units arranged in four "Air Divisions" including Alaska to the Adjutant General, asking early approval.[1] On August 20, 1940, the principle of "Air Divisions" was approved. They were redesignated Air Districts, and the Chief of the Air Corps was requested to recommend boundaries, detailed functions, and command channels. The final form of Air District organization begins to appear in this letter, which states that the primary purpose of Air Districts is to decentralize the training duties of the Commanding General, GHQ AF, on a territorial basis, and to develop command and staff within Air District staffs for such task forces as may be organized for eventual tactical operations beyond the scope of a single wing.[2]

The Chief of the Air Corps referred the request to the GHQ AF commander, who in a memorandum advocated organizing Air Districts as potential theaters of operation, with a bombing and air defense command in each. The three phases of creating such an organization are indicated in the first indorsement by the Chief of the Air Corps:

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1. AAG 321.9D n.d. Organization of GHQ AF.

2. AAG 320.2 (8-20-40) (Tab A) CG, GHQ AF to CAC.

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(1) organization of command and administration of air districts; (2) organization of all GHQ AF bombardment aviation in each air district, with command and staff, into a Bomber Command; (3) organization of all GHQ AF pursuit aviation in each air district, with command and staff, into an Air Defense Command. The one existing Air Defense Command, in the area of the Northeast Air District, was to go at once under the direct control of the Commanding General, GHQ AF.[3]

The War Department announced the projected Air Districts in a press release, October 24, 1940. On November 19, 1940, the four Air Districts were constituted, with the following Headquarters:[4]

Northeast Air District	Mitchel Field, N. Y. (To be moved to Hartford, Conn. when facilities there have been provided.)
Southeast Air District	Tampa, Fla.
Southwest Air District	Riverside, Calif.
Northwest Air District	Fort George Wright, Spokane, Wash.

Major General J. E. Chaney assumed command of the Northeast Air District on November 29, 1940,[5] coming over from the Air Defense Command, already at Mitchel Field. Before that he had commanded the Air Corps Training Center at Randolph. He exercised dual

---

3. AAG 320.2 (11-14-40) M-C-M (Tab. B) CAC to C/S. Also in memo for C/S, WDGS, Op. & Tr. Div., G3,40679, Tactical Organizations of GHQ, Aviation .... 27 Nov. 1940.

4. Letter, AG to CG.... GHQ AF, AG 320.082 (11-14-40) M-C-M, Org.... GHQ AF. Appendix Item 1.

5. AG 322.082, 29 Nov. 1940. Organization ....WAF.

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command, and "wrote letters to himself" until April 9, 1941, when the Air Defense Command was absorbed into I Interceptor Command.

Colonel William E. Kepner, the first Chief of Staff, had been General Chaney's executive officer in the Air Defense Command, and previous to that, Commander of the 8th Pursuit Group at Langley Field. He had had wide aeronautical experience in observation work, having commanded the 32nd Balloon Company and the 10th and 18th Airship Companies, studied rigid airships at the Naval Air Station, Lakehurst, N. J., commanded the semi-rigid RS-1, and served as pilot and commander of the National Geographic Society-Army Corps stratosphere balloon flight, for which he had received the Distinguished Flying Cross.

However, on December 5, 1940 the Commanding General, GHQ AF notified General Chaney that it was contemplated to establish all four air districts simultaneously at a date at which effective administration of the districts had been made possible by securing adequate staff and facilities.[6] Finally, on January 3, 1941, the Northeast Air District was activated, effective midnight 15-16 January.[7]

The original units of the NEAD were:

---

6. AG 322.082, 5 Dec. 1940. Organization ....NEAD.

7. Letter, Hq, GHQ AF to CG, NEAD, 3 Jan. 1941. AG 322.082 Organization of NEAD, Appendix Item 2. Also G. O. 1 NEAD, 16 Jan. 1941, Appendix Item 3.

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ASSIGNED TACTICAL UNITS:

Hq & Hq Sq, WHAD MITCHEL FIELD, N.Y.	2nd Bomb Wing (LANGLEY FIELD, VA.)	2nd Bomb Group (H)
		41st Recon Sq (H)
		22nd Bomb Group (M)
		16th Recon Sq (M)
	6th Pursuit Wing (SELFRIDGE FIELD, MICH.)	1st Pur Group
		31st Pur Group
		52nd Pur Group
	7th Pursuit Wing (MITCHEL FIELD, N. Y.)	8th Pur Group
		33rd Pur Group

ASSIGNED ADMINISTRATIVE UNITS:

1st Air Base Group (R)	LANGLEY FIELD, VIRGINIA
2nd Air Base Group (R)	MITCHEL FIELD, NEW YORK
3rd Air Base Group (R)	SELFRIDGE FIELD, MICHIGAN

ATTACHED TACTICAL UNITS:

Hq & Hq Squadron, 4th Bomb Wing	MITCHEL FIELD, N. Y.
Hq & Hq Squadron, 16th Bomb Wing (L)	LANGLEY FIELD, VA.
34th Bomb Group (H)	LANGLEY FIELD, VA.
1st Reconnaissance Squadron (H)	LANGLEY FIELD, VA.
43rd Bomb Group (H)	LANGLEY FIELD, VA.
13th Reconnaissance Squadron (H)	LANGLEY FIELD, VA.
38th Bomb Group (M)	LANGLEY FIELD, VA.
15th Reconnaissance Squadron	LANGLEY FIELD, VA.
13th Bomb Group (M)	LANGLEY FIELD, VA.
3rd Reconnaissance Squadron (M)	LANGLEY FIELD, VA.
49th Pursuit Group	SELFRIDGE FIELD, MICH.
50th Pursuit Group	SELFRIDGE FIELD, MICH.
57th Pursuit Group	MITCHEL FIELD, N. Y.
58th Pursuit Group	SELFRIDGE FIELD, MICH.

ATTACHED ADMINISTRATIVE UNITS:

Det. 26th Air Base Group	MITCHEL FIELD, N. Y.
8th Air Base Group	LANGLEY FIELD, VA.
26th AIR BASE GROUP	LANGLEY FIELD, VA.
30th Air Base Group	LANGLEY FIELD, VA.
33rd Air Base Group	MITCHEL FIELD, N. Y.
37th Air Base Group	LANGLEY FIELD, VA.
46th Air Base Group	SELFRIDGE FIELD, MICH.

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The original bases, Langley, Selfridge, Mitchel and the original parent units of the NEAD were taken over from the Second Wing of the old GHQ AF. The Second Wing was redesignated the 2nd Bombardment Wing, on January 16, 1940. As of the same date, Brig. Gen. H. B. Claggett assumed command of the 6th Pursuit Wing, and Brig. Gen. J. C. McDonnell assumed command of the 7th Pursuit Wing. Six additional fields were already in view for the new air district (assigned June 4, 1941):

Paul Baer Field, Fort Wayne, Indiana
Westover Field, Chicopee Falls, Mass.
Bowman Field, Louisville, Ky.
Grenier Field, Manchester, N. H.
Bradley Field, Windsor Locks, Conn.
Dow Field, Bangor, Maine

These fields were not planned originally for coordination into an Air District, nor for air defense of an area, but were conceived as separate bases to keep up with the expansion of the Air Corps.[8] They were adapted to decentralizing training and tactical control and for extending the territorial administrative principle. To activate and train the new units and move them out to the six new bases was the immediate task confronting the NEAD.

The area of the NEAD consisted of the states of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania, New Jersey, Delaware, Maryland, Virginia, Ohio, Michigan, Indiana, Kentucky, Illinois, Missouri, Iowa, Wisconsin, Minnesota, West Virginia, that part of North Carolina north and east

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8. Interview with Col. A. T. Lacey, Appendix Item 4.

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of a line from South Boston, Virginia, to Cape Lookout, North Carolina, and the District of Columbia.

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II.

RELATIONS OF THE WDAD AND WAT WITH HIGHER AUTHORITY

Two converging lines of influence operated to define and modify the relation of the WDAD to higher authority. One was the influence of successive War Department reorganizations of the Army and Air Corps, in an attempt to give the Air Corps sufficient autonomy to develop its organization and tactics. The other is the military situation - first the threat, and then the reality, of the second World War. Air Corps stations had been made exempt from Corps Area jurisdiction, except court-martial, on May 6, 1936.[9] On March 1, 1939, the Office, Chief of the Air Corps, the GHQ AF, the Materiel Division, the Air Corps Technical School, the Air Corps Training Center, the Air Corps Tactical School, and Bolling Field were all placed under the Chief of the Air Corps.[10] The Commanding General, GHQ AF continued to command all elements of the force, wherever located, under the Chief of the Air Corps in peace and "the appropriate commander" in war.[11]

However, when the Air Districts were activated on November 19, 1940, the GHQ AF was placed under the Command of the General Commanding the Field Forces, to operate under the direct control of GHQ. This removed the GHQ AF from control of the Chief of the Air Corps,

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9. AG 320.2 (5-5-36) Misc. (Ret.) MC, 6 May 1936.

10. AG 320.2 (2-15-39) Misc. C-M, 1 March, 1939.

11. Memo for AC/SC 1, by Maj. C. E. Duncan, OCAC (Executive) 3 March 1939. AAG 321.9 C, GHQ AF....AC.

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but lost some of the autonomy gained by the reorganization of March 1, 1939. The danger of upsetting the Air Corps Expansion Program by disturbing the coordination between GHQ AF and Chief of the Air Corps through the change in command relationship was strongly presented to the War Department by the Air Corps.[12]

The exempted status of all stations of the GHQ AF was removed. They became subject to the provisions applicable to all elements of the Field Forces, under the program for separating the field forces from the Command of Corps Area Commanders.[13] Strong objection was made to the restoration of Corps Area control over station complements at air corps stations, since this arrangement had been tried and discarded after the GHQ AF had reported on the first two years of its experience.[14]

The next change in command relationship of the HEAD followed the creation of four defense commands by the War Department on 17 March 1941.[15] Defense commands were defined as strategic areas for preparing, coordinating, and initiating the execution of all plans for the use of the armed forces in defense against enemy action. The

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12. Unsigned letter to General Arnold, 31 July 1940, and his indorsement n. d., AAG 321.9B, GHQ AF ...AC. Also monograph "Army Air Forces Organization," Historical Division, AAF.

13. AG 320.2 (9-27-40) M-C, 3 Oct. 1940.

14. Memo for C/S, by Brig. Gen. Wade Haislip, AC/S, G1, 15 March 1941: first indorsement Brig. Gen. Carl Spaatz, Asst. C/AC, Plans, to AG, 12 March 1941, AG 320.2 M-C-M (11-14-40).

15. AG 320.2 (2-28-41) M-WPD-M, 17 Mar. 1941.

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four air districts were made air forces, and one was assigned to each defense command.[16] The Northeast Air District became the First Air Force. The Commanding General of the First Army was made Commander of the Northeast Defense Command, responsible for the peacetime planning for all measures of defense in the area of his command. The Commanding General of the GHQ AF was responsible for the peacetime planning, organization and training for air operations, and air defense portions of defense plans for defense commands. The Commanding General GHQ AF assigned this responsibility for defense and planning within the Northeast Defense Command to the First Air Force. The First Air Force now came under the authority of the Commanding General, First Army and Northeast Defense Command, Lt. Gen. Hugh A. Drum for air operations and air defense portions of defense plans in the Northeast Defense Command, whose area was smaller than that of the First Air Force by the states of Minnesota, Iowa, and Missouri. Boundaries of the Air Forces for the purpose of ground organization for air defense and the allocation of additional responsibilities to Air Force Commanders did not conform to the boundaries of the Defense Command.[17] The Northeast Defense Command lasted only nine months, being succeeded by the Eastern Theater of Operations, with General Drum still Commander. The experiences of the First Air Force with General Drum and the First

---

16. The designation varied between 1st Air Force and First Air Force. Considerable "paper" was consumed in establishing First Air Force as the official designation of the Command, the headquarters, and Hq and Hq Sq First Air Force. Minor variations in designation are omitted in this history.

17. AG 320.2 (3-24-41) M-WPD-M, 25 March 1941, Defense .....U. S.

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Army are discussed under Eastern Theater of Operations, above.

The next reorganization influencing the First Air Force was brought about by AR 95-5, on June 20, 1941, whereby the aviation units of the army, both service and combat, were integrated into the Army Air Forces, under Maj. Gen. Henry H. Arnold. The GHQ AF, including the four air forces, became the Air Force Combat Command under Lt. Gen. Delos E. Emmons - a subdivision of the Army Air Forces. The AFCC was given complete control (including court-martial jurisdiction) of all elements of the Command, including bases, fields, and stations. Corps area service command personnel then allotted to such stations were transferred to the control of the Chief of the Army Air Forces. Some of the autonomy lost in November of 1940 was thus regained in June of 1941.

The next shift in the relation of the FAF to its higher echelon was caused by the second influence which has continued to modify its structure - the War. On December 20, 1941 the War Department created the Eastern Theater of Operations, effective 12 noon, EST, December 24, 1941.[15] This move follows a decision reached on June 20, 1940 that the Chief of the Army Air Forces is responsible for the active air defense of the United States except when invasion is threatened, in which event a theater of operations is created for the combined employment of air and ground forces. A later clarification notes that when the Eastern and Western Theaters of Operation were created "it was felt desirable to relieve formally the Chief of the Army Air Forces

15. Secret immediate action letter, WD, 20 Dec. 1941 AG 322.082; Also G. O. 1, ETO, 21 Dec. 1941 AG 322.082, Appendix Item 5.

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of responsibility for planning and execution of air defense measures within the continental United States.[19]

The troops initially assigned to the Eastern Theater of Operations, under Lt. Gen. Hugh A. Drum, with Headquarters at Governor's Island, N. Y., included the First Army and the First and Third Air Forces. The First Air Force became Air Forces, Eastern Theater of Operations and First Air Force.[20] The intrusion of a Theater Commander over the units of the First Air Force raised many perplexing questions of responsibility, jurisdiction, and unity of purpose. In general, careful effort was made to supply the Commander of Eastern Theater of Operations with tactical air forces located within his theater and available for theater operations, without disturbing the already planned expansion, training, and development of tactics program of the Army Air Force. The following stipulations from the order establishing the Eastern Theater of Operations affords glimpses of the dangers to the Air Force of the change in relationship to higher headquarters.

"c. In this critical emergency, measures now being taken to create new air units will necessitate frequent and embarrassing transfers of personnel and materiel. It is desired that commanders concerned facilitate and expedite such transfers.

"d. In order that the War Department may not be embarrassed in the air reinforcement of overseas garrisons, the heavy and medium bombardment groups in the Eastern Theater of Operations will not be given permanent changes of stations without authority of the War Department.

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19. Memo for AG by Lt. Gen. H. H. Arnold, 19 June 1941. AG 381 (1-19-42) pt. 2.

20. Secret immediate action letter, WD, 20 Dec. 1941 AG 322.082; Also G. O. 1, ETO, 21 Dec. 1941 AG 322.082, Appendix Item 5.

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"g. The integrity of the present interceptor command set-up, including its communication system, will be preserved.

"f. For airdrome defense, ground troops should be used. Air Troops will not be employed for this purpose except in cases of sudden emergencies.

"g. Air Force units must be afforded every possible opportunity for combat training, including ammunition, consistent with other requirements. Ground units of the Eastern Theater of Operations also must be given every opportunity to continue their training under the Theater Commander.

"h. Insofar as possible, air force organizations should be kept intact, prepared for prompt movement to other theaters.

"i. Transit airplanes destined for other theaters and for delivery from factories will be under the direction of the Chief of the Army Air Forces. The Theater Commander will be informed of such movements through Air Force Commanders. The urgency for immediate action in connection with the movement of such planes necessitates certain operational instructions being issued directly by the Chief of the Army Air Forces to the Air Force Commander."

The area and boundaries of the Eastern Theater of Operations did not coincide with those of the Northeast Air District or with those of the former Northeast Defense Command. The basis for area responsibility was as follows:

"2. Extent: The Eastern Theater of Operations will include the United States bases in Newfoundland and that portion of the continental United States east of a rear boundary as follows:

> "The line: Ohio-Pennsylvania boundary; Ohio-West Virginia boundary; Kentucky-West Virginia boundary; Kentucky-Virginia boundary; thence L and N Railroad to Knoxville; Thence along Southern Railroad via Chattanooga to Birmingham; thence via Selma (Alabama) to the Northwest corner of Florida; thence south along the Alabama-Florida boundary to the Gulf Coast (all to Eastern Theater of Operations)."

"b. Transfer of Responsibilities:

"a. The Commanding General, Central Defense Command,

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will take over the responsibilities of the former Northeast Defense Command in the area west of the rear boundary of the Eastern Theater and north of the present boundary between the Northeast Defense Command and the Southern Defense Command.

"b. The Commanding General, Eastern Theater will take over the responsibilities of the Southern Defense Command in the area east of the rear boundary of the Theater.

"c. Transfer of responsibilities will be arranged directly between the Commanding Generals concerned."

A detailed allocation of Army Air Force units and associated services, together with an assignment of air bases and observation airdromes was issued on December 30, 1941. It divides the Army Air Force units between the Eastern Theater of Operations and the Air Force Combat Command, with the general effect of transferring the tactical units of the FAF to the command of the Eastern Theater Commander.[21] The Headquarters, Eastern Theater of Operations and First Army prescribed the role to be played by the air forces in assisting the Theater Commander in his mission of air and ground defense.[22] "Execution of these missions will be based upon a highly mobile defense with the offensive spirit predominant in all operations, utilizing to the fullest extent the striking power, range and mobility of available air forces and mobile ground forces. The existing harbor defenses, with the air warning service and antiaircraft defenses, linked with the Naval Coast Defense System, form the framework and centers of resistance about which the mobile ground forces may operate." The same order defines the duty of the Air Force Commander, WTO as to command

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21. AG 320.2 (12-30-41) MSC-3-M. Appendix Item 6.

22. G. O. 6, Hq, ETO and FA, 12 Jan. 1942. Appendix Item 7.

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the air forces in the continental limits of the ETO, coordinate the employment of all air forces in the ETO, supervise all ETO Air Force Operations, training, maintenance and Air Corps supply . . . ."

General Krogstadt, then Commanding General FAF, was made Air Force Commander, ETO.[23] Successive Commanding Generals held the same dual functions. Command channels were prescribed in Inclosure 1 to G. O. 6 (see opposite page).

By this change in command the FAF was confronted with the usual uncertainty and confusion attendant on such a realignment of its units and functions, and the administrative detail accompanying it. The worst fears of the young First Air Force were not realized, since the Northeast Defense Command, the Eastern Theater of Operations, and later the Eastern Defense Command left the Commanding General of the First Air Force a rather free hand in personnel, policies and training techniques. The First Air Force Headquarters continued to go "direct to Washington" on many matters.[24]

By going under a Theater of Operations the Air Districts lost tactical autonomy, and except for certain combat units became virtually training agencies. Opposition was expressed in many quarters in the Air Forces, as by Major General Millard F. Harmon, acting Commanding General, Air Force Combat Command, in a letter to General

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23. G. O. 2, ETO and FA, 27 Dec. 1941.

24. Interview with Col. Arthur T. Lacey, Appendix Item 4, and Interview with Col. Malcolm Stewart, Appendix Item 16.

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Arnold. "It impresses me as a dangerous experiment. When conceived as it has been under the stress of initial war reverses, it negatives the policy developed with careful thought and deliberate consideration through the years . . . . completely destroys the AFCC as such . . . . relegates it to the status of a training activity . . . . nullifies a large proportion of the output of the Air Force for the past six years in preparation for war.[25]

War Department Circular 59, of March 2, 1942, which reorganized the army into Army Ground Forces, Army Air Forces, and Army Service Forces, eliminated the Office, Chief of the Air Corps, and the Air Force Combat Command "as unnecessary links between the Commanding General, Army Air Forces and Aviation units." Between December 20, 1941 and this date the AFCC had virtually ceased to exist as a combat agency, since the First and Fourth Air Forces had been placed under Eastern and Western Theaters of Operation, respectively, and the Second and Third Air Forces had been largely confined to training. The First Air Force continued under the Eastern Theater of Operations (Eastern Defense Command after March 20, 1942) until September 20, 1943, when subject to certain stipulations, it was placed directly under CG, AAF,[26] where it has since remained.

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25. Memo for Gen. Arnold by Gen. Harmon, 23 Dec. 1941, AAG 321.9E. Reorganization of Air Corps.

26. G. O. 119, AF HDC and FAF, 17 Sept. 1943, AG 323 HDC.

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In summary, the main changes in the relation of the WDAD and FAF to next higher echelons are:

15 Jan. 1941	WDAD	- GHQ AF	- GHQ
17 March 1941	FAF	- GHQ AF WDDC	- GHQ
20 Jun. 1941	FAF	- AFCC WDDC	- AAF
20 Dec. 1941	FAF	- ETO	
2 Mar. 1942	FAF	- EDC - AAF	
10 Sept. 1943	FAF	- AAF	

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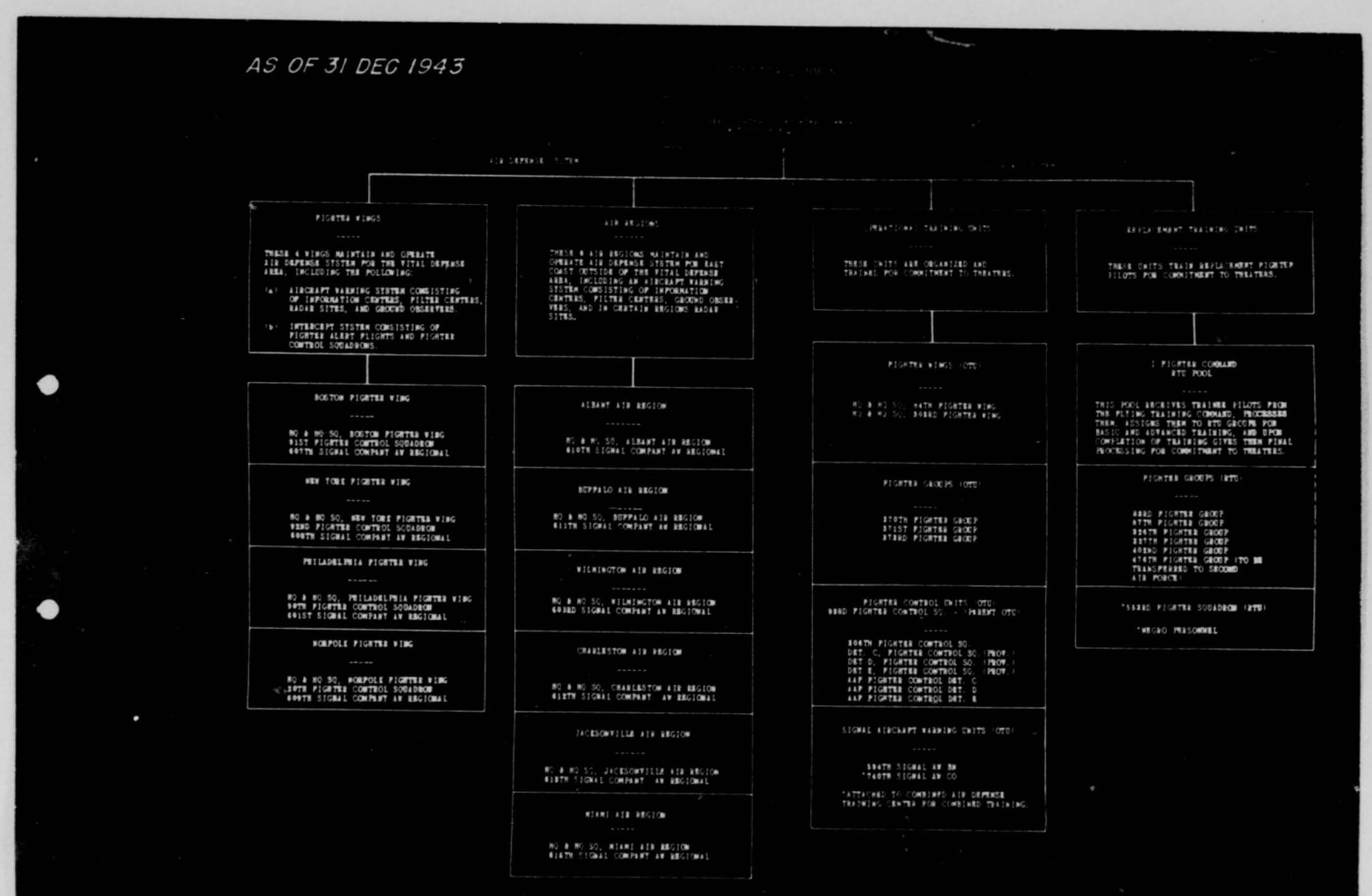
AS OF 31 DEC 1943



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III.

RELATIONS OF NEAD AND FAF WITH SUBORDINATE COMMANDS

The impact of army reorganization and of war has also necessitated many changes in the relationship of the NEAD and FAF to its subordinate commands. When the four continental air forces were constituted, as air districts, in November 1940, it was intended to organize a bombing and air defense command in each. However, the threat of U. S. involvement in the war in Europe had already led to the creation of an air defense command in the area of the NEAD, under Maj. Gen. James E. Chaney, who also became Commanding General of the NEAD. The plan to place his air defense command under the Commanding General, GHQ AF, to remain at Mitchel Field until further orders had been "coordinated with, and concurred in, by General Chaney" by August 20, 1940.[27] So it was not until April 9, 1941 that the I Interceptor Command was activated out of the old Air Defense Command, and assigned to the FAF.[28] The I Interceptor Command (designated I Fighter Command, March 15, 1942) has continued under the FAF since that date.

Following the placing of the FAF under the Air Force Combat Command, with its four divisions of Bomber, Interceptor, Air Support, and Service(Base) Commands, the FAF established further subordinate commands

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27. Memo for C/S WDGS, Op and Tr Div., G 3,40679, Tactical Org. of GHQ Aviation . . . . 27 Nov. 1940.

28. The chart on the opposite page shows the organization of I Fighter Command as of 31 Dec. 1943. For detailed treatment, see History I Fighter Command, Historical Div. AAF.

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as follows:

I Air Support Command, September 1, 1941[29]

I Bomber Command, September 5, 1941[30]

I Base Command (designated FAF Service Command until November 25, 1941) October 9, 1941[31]

The division of the FAF into Interceptor, Bomber, Air Support, and Base Commands was a symmetrical organization, in line with the experience of the Air arm in developing the organization of an Air Force. However, the entrance of the United States into war, followed by the threat of air attack and invasion along the Atlantic Coast, and the appearance of submarines in our coastal waters caused a series of interruptions and shifts in the relationship of the FAF to its own subordinate commands. All of the original commands except I Fighter were inactivated or transferred. Several other organizations were added to the direct responsibility of FAF headquarters, such as the Engineer and Signal Unit Training Centers, the Tow Target Squadrons, and the Combined Air Defense Training Center. Some of these, in turn, have undergone changes in relationship to headquarters or have been disbanded.

In the remainder of this chapter, the succession of subordinate commands in the FAF is described briefly, to complete the framework within which the FAF carried out its mission. A historical table of subordinate commands concludes the chapter.

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29. AG 320.2, 21 Aug. 1941, Activation of Air Corps Units.

30. G. O. 24, FAF, 8 Sept. 1941, Appendix Item 8; also G. O. 1, IBC, 24 Sept. 1941.

31. G. O. 48, Hq, AFCC, 8 Oct. 1941.

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I GROUND AIR SUPPORT COMMAND

The War Department assigned the Chief, Army Air Forces the additional responsibility for developing the tactics and techniques of air support of ground units, the development of aircraft and equipment for the same, and the command of all support aviation not assigned or attached to other commanders.[32] As a result, the I Air Support Command was activated at Mitchel Field, September 1, 1941. The initial personnel were from the 7th Pursuit Wing, which was inactivated at that date.[33] Methods of control of observation units assigned to Air Support Commands were outlined in a letter of October 14, 1941.[34]

Colonel Kepner, FAF Chief of Staff, was commanding officer until March 28, 1942, when Colonel Dache M. Reed took command. Units and stations of the new command were as follows:

Hq & Hq Sq, 1st Air Support Command

119th Obsn Sq, FT. DIX, N. J.
3d Obsn Sq, LANGLEY FIELD, VA.

Hq & Hq Sq, 26th Obsn Gp, PROVIDENCE, R. I.

101st Obsn Sq, CAMP EDWARDS, MASS.
152nd Obsn Sq, FT. DEVENS, MASS.

Hq & Hq Sq, 50th Obsn Gp, FORT DIX, N. J.

103rd Obsn Sq, HARRISBURG, PA.
104th Obsn Sq, FREDERICK, MD.
126th Obsn Sq, FT. DIX, N. J.

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32. Ltr., WD AGO, File AG 320.2 MR-M-AAF (7-17-41) Air Support Aviation, 25 July 1941.
33. AG 320.2, 21 Aug. 1941, Activation of Air Corps Units.
34. AGO 320.2 (10-14-41) MO-AAF-M, Control of Obsn Units, 27 Oct. 1941.

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Hq & Hq Sq, 65th Obsn Gp, COLUMBIA, S. C.

105th Obsn Sq, COLUMBIA, S. C.
112th Obsn Sq, FT. BRAGG, N. C.
121st Obsn Sq, COLUMBIA, S. C. (when inducted)

Tow Target Detachment, MANCHESTER, N. H.

Tow Target Detachment, POPE FIELD, N. C.

Tow Target Detachment, MITCHEL FIELD, N. Y.

2nd Balloon Sq, POPE FIELD, N. C.

45th Bombardment Gp (L) MANCHESTER, N. H.

316th Signal Co., Air Wing, MITCHEL FIELD, N. Y.

The Air Support Commandwas very active in the FAF. Some units of the command participated in the Louisiana Maneuvers in September, 1941. The first maneuver test of the special tactical function of this command came in the Carolina Maneuvers of November, 1941. There it functioned as an organized air support arm to General Drum's First Army with its operations integrated with the ground forces. This was the first field test of an air command for the close ground support function, and showed good progress in attaining the mission entrusted to it by the War Department.

However, the war emergency pressed the I Air Support Command into operations of other kinds. Some types of planes were equipped with bombs and joined bomber elements in anti-submarine warfare, in coordination with I Bomber Command for operational control. Other types of planes joined the inshore patrol, reported submarines sighted, disasters at sea, locations of survivors, etc.

On August 11, 1942, the command was transferred to the Third

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Air Force.[35] By that date the military functions to which the command had given its energies were coming under a more stable control with I Bomber and I Fighter carrying out air defense and anti-submarine measures while training satellite groups. The Third Air Force was more completely a training air force and afforded the Ground Air Support Command an opportunity to return to its original mission of developing ground support tactics.

I BOMBER COMMAND

The I Bomber Command was activated (after a premature start in June) by authority of a War Department letter of September 4, 1941[36] to the Commanding General, Air Force Combat Command, which announced that bomber commands for the four continental air forces were constituted and would be activated on September 5th. Headquarters was at Langley Field. This was followed promptly by G. O. 37 of AFCC,[37] which set up the I Bomber Command as follows:

Hq & Hq Sq 1st Bomber Command, Langley Field, Va.

34th Bombardment Group (H), Westover Field, Mass.
1st Reconnaissance Squadron (H), Westover Field, Mass.

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35. G. O. 292, Hq, Third Air Force, 30 Sept., 1942. Also interview with Col. Malcolm Stewart, Appendix Item 16.

36. AG 320.2 (8-29-41) MR-M-AAF Activation of Air Corps Units, 4 Sept. 1941. Appendix Item 9.

37. G. O. 37, AFCC, 5 Sept. 1941.

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43rd Bombardment Group (H), Bangor, Me.
13th Reconnaissance Squadron (H), Bangor, Me.

2d Bombardment Group (H), Langley Field, Va.
41st Reconnaissance Squadron (H), Langley Field, Va.

22d Bombardment Group (H), Langley Field, Va.
16th Reconnaissance Squadron (H), Langley Field, Va.

1st Pursuit Group (F), Selfridge Field, Mich.

The FAF activated the I Bomber Command as of September 5, 1941.[38] Actually, the move had been carefully planned for its own bomber command by the FAF with the same units involved, and initiated in June of 1941, with the Second Wing Commander and the Wing Staff serving as a bomber command staff. Authority for this was a letter from the Commanding General, GHQ AF dated April 1, 1941.[39] But in the meantime, the AFCC had superseded the GHQ AF and the move was rescinded[40] following a letter from General Emmons.

However, the preliminary planning enabled the I Bomber Command to go promptly at its mission, "to organize and train a mobile headquarters for an aviation task force prepared to conduct offensive operations in any area and to supervise the training and operation of all troops assigned or attached thereto."[41]

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38. G. O. 24, FAF, 8 Sept. 1941. Appendix Item 8.

39. AG 322.082 (4-1-41) 1 April, 1941. Organization. . . . FAF.

40. G. O. 16, FAF, 25 June, 1941.

41. G. O. 14, Hq, FAF, 12 June, 1941.

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The I Bomber Command was not responsible for administrative or technical matters except as related to the tactical training of units of its command. The 303d Signal Company, Air Wing (redesignated 413th) and the 809th Eng. Bn. were attached.

The bomber command engaged in anti-submarine warfare in liaison with the Navy, beginning December 8, 1941. Moving the headquarters from Langley to Westover had reached the "request that orders be issued" stage when the submarine and the Navy conspired together to produce a change. The Headquarters, I Bomber Command moved to 90 Church Street, New York City, the Headquarters Squadron and the 413th Signal Company moved to Mitchel Field. The Command Post closed at Langley and opened at 90 Church Street at 1800, January 23, 1942.[42]

Operational control of I Bomber Command passed to the Eastern Sea Frontier (Naval) on March 26, 1942. Administrative control remained with the FAF until October 15, 1942, when I Bomber was inactivated,[43] and the Army Air Forces Anti-Submarine Command was activated.

The bomber command remained out of the FAF for eleven months. During that interval, the FAF, originally a strong bombing air force, with much of its energies concentrated on the experimental development of offensive bombing tactics by the Second Bomb Group, had be-

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42. TWX, IBC to COMAF ONE, J 4635, 23 Jan. 1942, in AG 322 Bomber Command, Appendix Item 10.

43. G. O. 84, AF HDQ and FAF, 15 Oct. 1942.

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come transformed into a Fighter Air Force. Air defense had led to the addition of many small fighter bases and the Fighter OTU program had been operating full blast for several months. The Bomber units, meanwhile, had been pinned down by the Navy and the Anti-Submarine Command to a steady patrol grind, with little chance to improve their own equipment or personnel, practice high altitude bombing, or train new units. The Second Group, one of the most finished striking forces of the Air Corps at the outbreak of the war, had been largely dissipated by transfer, supplying replacements, and dispersal of units.

I Bomber came back into I Air Force on August 24, 1943, when the Headquarters and Headquarters Squadron, Army Air Forces Anti-Submarine Command, was redesignated Headquarters and Headquarters Squadron, I Bomber Command, relieved from its assignment, and assigned to the First Air Force without change of station.[44]

When I Bomber Command returned, with an OTU commitment, the FAF drove hard to secure and improve bomber bases, build up the bombardment A-3 section, and plan and supervise what was in many ways a new activity. Bomber OTU and RTU continued as one of the major missions of the FAF after August 24, 1943.

The same order similarly assigned a long list of Anti-Submarine units to the FAF, and further to the I Bomber Command.

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[44] G. O. 104, Hq, AF EDC and FAF, 31 Aug. 1943, pursuant AG 322 (23 Aug. 1943) OC-I-AFTC-M. Redesignation . . . . Air Corps Units.

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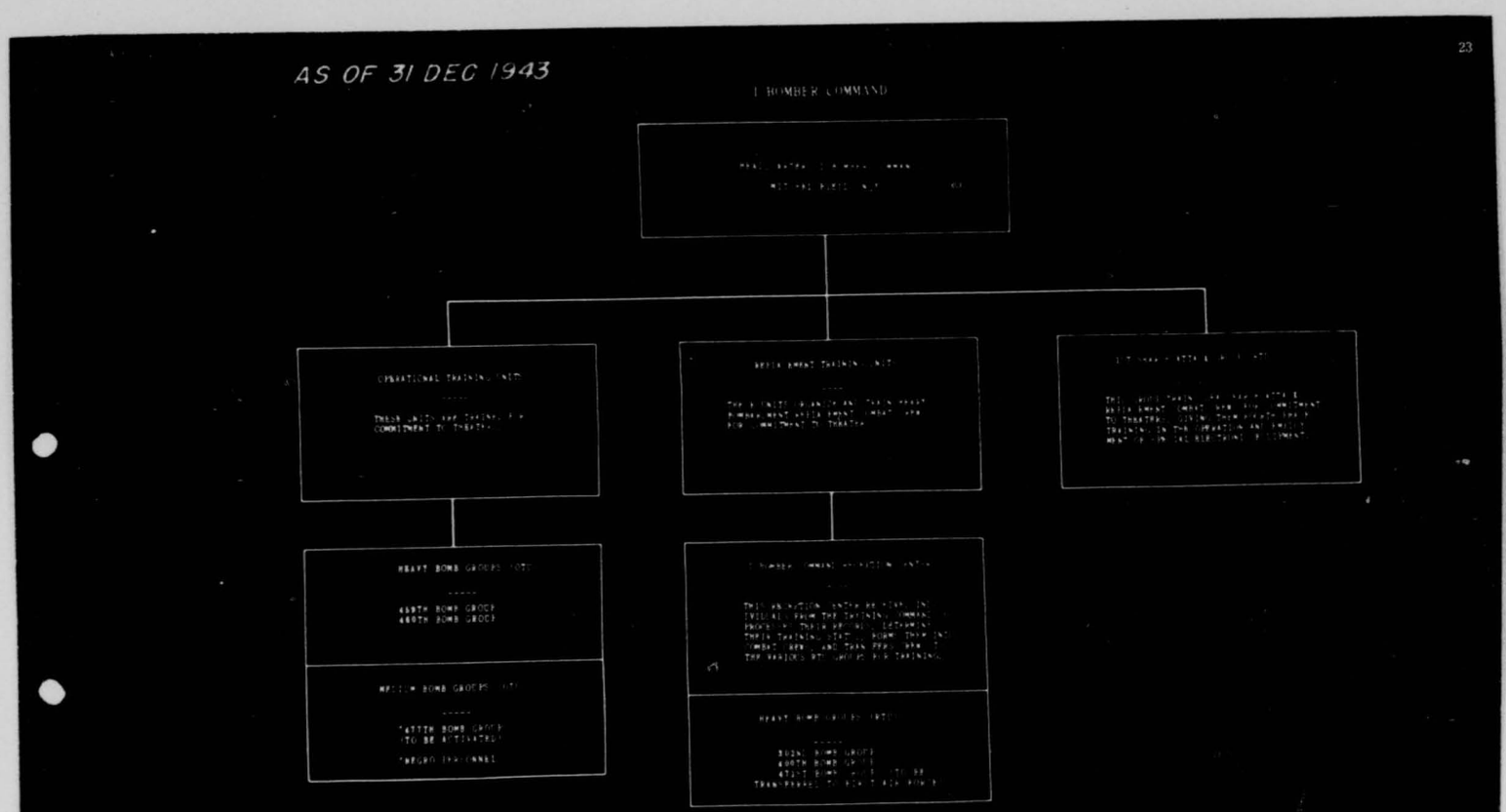
AS OF 31 DEC 1943



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Most of these units were veteran tactical outfits which were soon ordered out. As they moved, a succession of Bomber Groups was assigned to the Bomber Command for final phase OTU training. This program gradually changed into RTU, and is continuing.

As of December 31, 1943, the main units and stations of the command were:

Hq & Hq Sq I Bomber Command	Mitchel Field, N. Y.
30th Anti-Submarine Communications Sq	Mitchel Field, N. Y.
413th Signal Co.	Mitchel Field, N. Y.
1st Search Attack Group	Langley Field, Va.
302nd Bomb Group (M)	Langley Field, Va.
459th Bomb Group (M)	Westover Field, Mass.
460th Bomb Group (M)	Chatham AAB, Ga.
400th Bomb Group (M)	Charleston AAB, S. C.

A chart of I Bomber as of December 31, 1943 is on the opposite page.

I BASE COMMAND

As far back as May, 1941, the Inspector General had pointed to the necessity of relieving the Headquarters of administrative detail connected with activating units, moving personnel, and administering bases, in order to leave it free for its planning functions. The FAF came under the Air Force Combat Command on June

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20, 1941, with attendant throes of redesignations and reorganization. The AFCC initiated the Air Force Service Command on October 1, 1941.[45]

It was redesignated Air Force Base Command before it began to function.[46] The purpose of the Base Command was:

(1) to relieve the Air Force Commander of as much administrative work as possible; and

(2) the General and special staffs from as much current operating detail as possible - so they could plan and supervise the training of tactical units;

(3) to create a service organization in peace which would function in war;

(4) to fix responsibility for training and equipment of service units, and integrate the training of the arms and services assigned to the AFCC.

No uniform pattern for Base Commands was issued. The FAF, which sorely needed the assistance of such an organization for lifting the administrative load from the general staff, took vigorous action to implement it.

Hq and Hq Sq, FAF Service (Base) Command was activated October 9, 1941 at Westover Field, for station at Mitchel Field. Col. Thomas J. Hanley was made Commander, with Colonel Malcolm Stewart as executive. The command took over one wing of Headquarters, which it later outgrew. It took over, in effect, the entire special staff, and all the details of activating units and issuing special

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45. G. O. 43, Hq, AFCC, 5 Oct. 1941.

46. Ltr., Hq, AFCC, 22 Oct. 1941, File ACC 322.082 (10-22-41). Organization . . . . FAF.

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orders, moving troops to bases, and administering bases. During the operating life of I Base Command, approximately from November 1, 1941 until March 1, 1942, the FAF headquarters was a general staff, engaged in planning and supervising tactical units, and in preparing plans for air defense of the air district and offensive tactics in cooperation with ground forces and the Navy. The I Base Command was inactivated as of midnight May 15-16, 1942,[47] as part of the reorganization following the War Department's separation of Army Air Forces, Ground Forces, and Service Forces. Presumably a saving in manpower was to result from this inactivation, but since the personnel of I Base Command had been largely drawn from previously existing FAF strength, and was reabsorbed into FAF with all its functions still to be carried on, no saving is apparent. Operations such as those handled by I Base Command went on at an even accelerated rate, though distributed through the various staff sections. In effect, the special staff sections which had been separated from FAF Hq to form the I Base Command returned to their previous relationship to Headquarters.[48]

ENGINEER UNIT TRAINING CENTERS

The training of Engineer aviation units was an early, original,

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47. G. O. 11, Hq, AF HDC and FAF, 15 May 1942.

48. Interview with Col. Malcolm Stewart, former Executive officer, I Base Command, Appendix Item 16.

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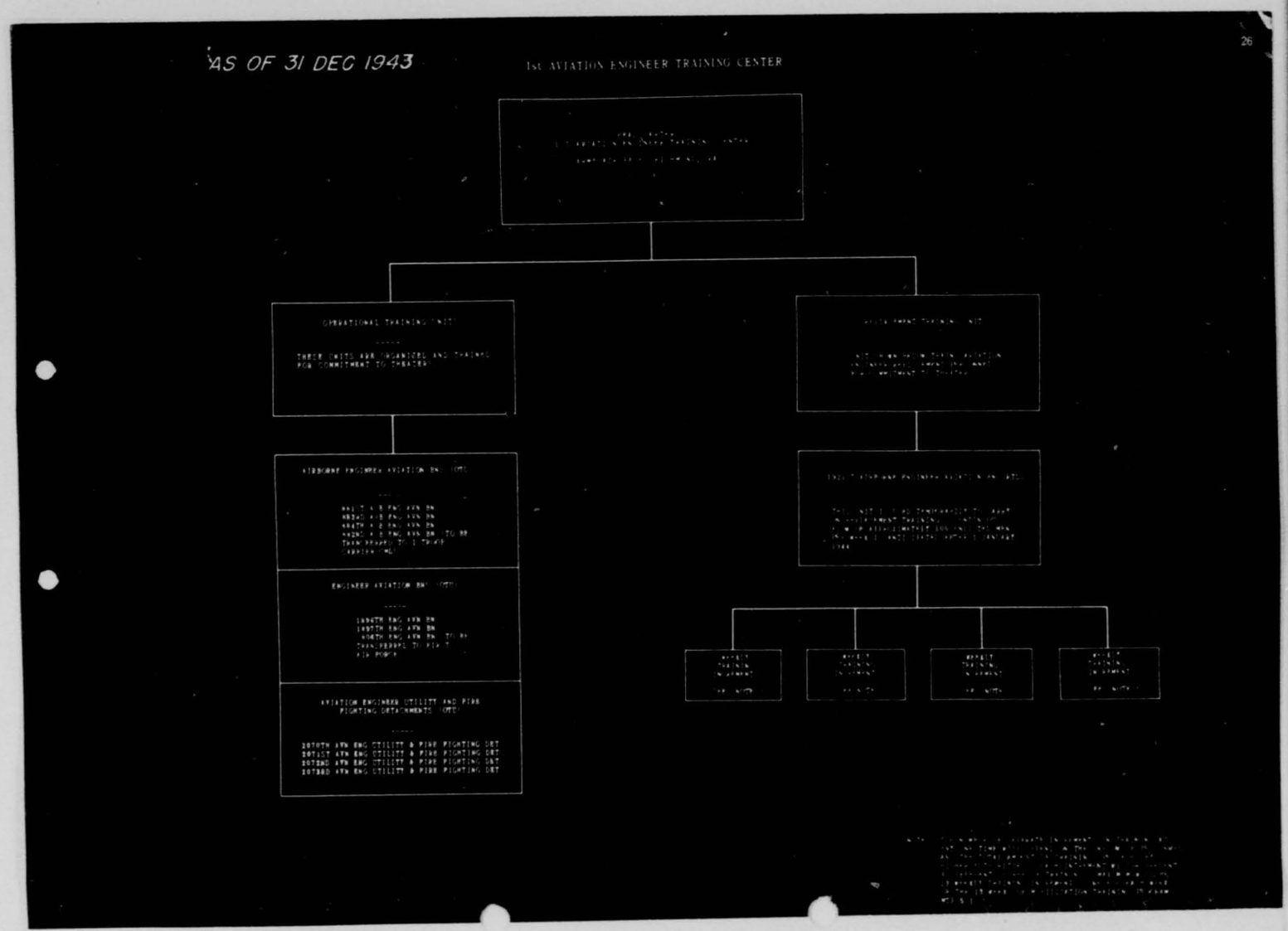

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and extensive responsibility of the FAF. As the Air Force became a more powerful combat arm, the engineer mission of assisting the other arms in performing this combat mission led to the development of equipment, training, and unit organization for engineer units closely integrated with the air force. The responsibility for training engineer aviation units began in the FAF when the 21st Engineer Regiment (Aviation), which had been assigned to the GHQ AF at Langley Field, was assigned to the FAF and attached to the Second Bombardment Wing for training, May 17, 1941.[49] The 21st was the first engineer regiment to be made an engineer regiment (aviation). With its assignment, the FAF, through the engineer section of its staff, became a pioneer in exploring and developing engineer aviation units. Two battalions of the 21st went overseas in the fall of 1941; however, the regiment was returned to full strength, moved to Richmond AAB, and continued to experiment with equipment and training adopted to enable engineer units to aid the air force in performing their combat mission.

On July 4, 1941, the 803rd Engineer Battalion (Aviation) was activated at Westover Field by the FAF.[50] The 803rd was the first engineer aviation unit to be activated solely for serving the Army Air Forces.

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49. G. O. 11, Hq, FAF, 17 May 1941, pursuant letter Hq GHQ AF 6 Mar. 1941, AG 322.9 (3-6-41) Assignment . . . . Engineer Units, Appendix Item 11.

50. 1st Ind. Hq, AAF, 25 June 1941, to Ltr. AG 320.2 (6-6-41) MR-M-C, 20 June 1941.

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Aviation engineer training in the FAF received an enormous impetus from the war. On January 30, 1942, the Air Force Combat Command notified the FAF that three more engineer battalions (Aviation) were to be activated at Langley Field prior to February 28, 1942.[51]

Faced with accomplishing an original and extensive training mission in the FAF, the Engineer Section of the staff expanded rapidly, procured equipment and specialized personnel vigorously, and organized a "troops, operations, and supply" sub-section "to supervise personnel procurement, operational training, and supply matters." Operational Unit Training centers were established at Westover, Bradley, Richmond, and Dow.

The first units trained were "standard" or "heavy construction" battalions, capable of executing complete construction of an airdrome, working simultaneously on all phases of construction. Each company had considerable earth moving and other heavy construction equipment.

The training centers operated, in general, through a regimental headquarters less battalion set-up at each center to conduct the program worked out by the Engineer Section of FAF, which served as a directing, coordinating, and inspecting staff. The whole was a projection of the A-3 function.

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51. Ltr., Hq, AFCC, 13 Nov. 1941 . . . . Augmentation of Aviation Engineer Units.

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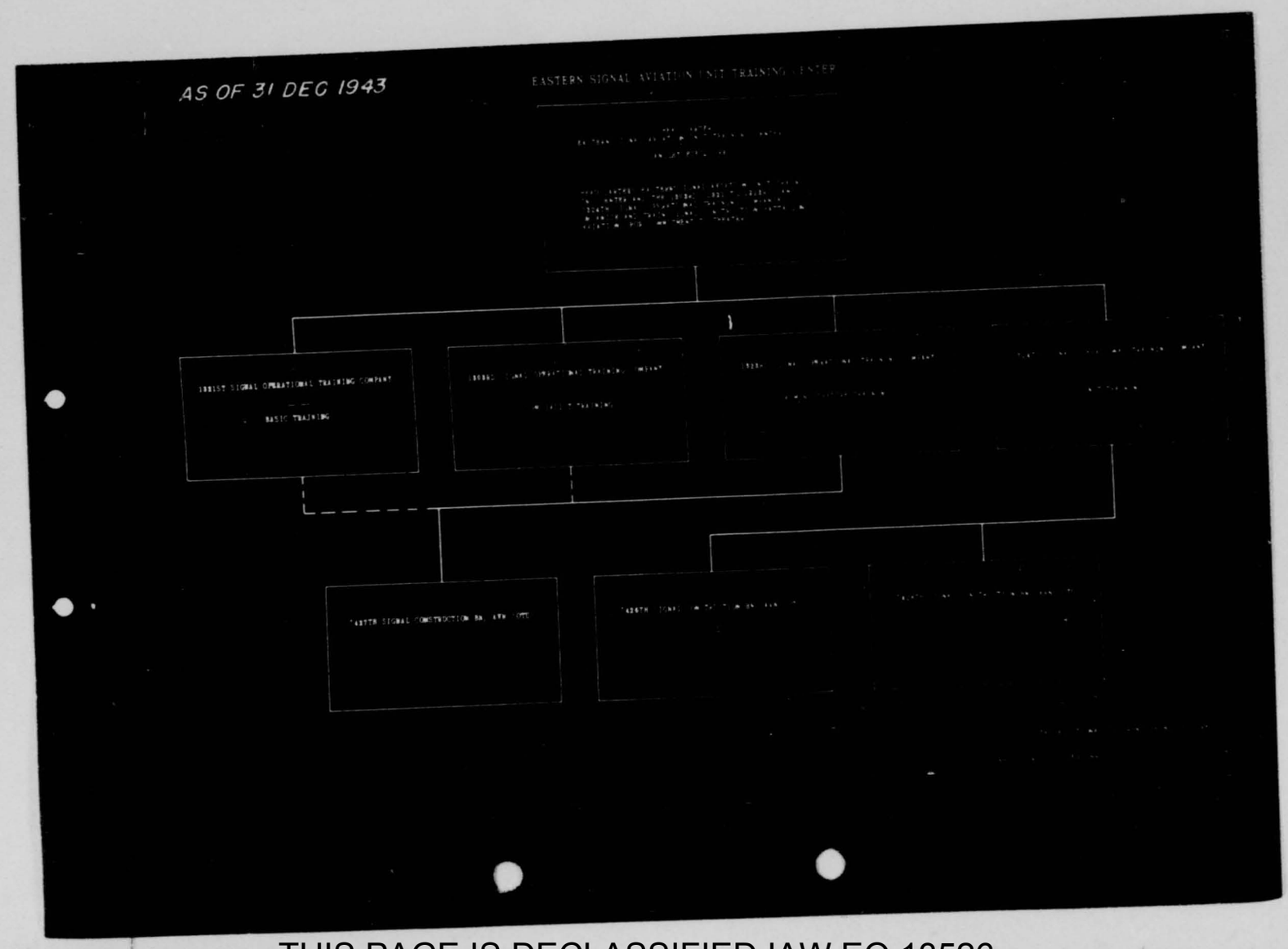

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On August 12, 1942 the 1st Provisional Engineer Battalion (Aviation) (Airborne) was activated by the FAF at Westover Field.[52] This step was the outcome of a long planning and experimenting campaign pressed by the Air Engineer, Brigadier General B. C. Godfrey. Equipment light enough to be airborne was ready to be tested.

The 1st Airborne Engineer Aviation Unit Training Center handled the Airborne units, at Westover, until November, 1943; thereafter a provisional detachment began to set up a U. T. C. at Richmond AAB. The headquarters moved in December, 1943.

SIGNAL AVIATION UNIT TRAINING CENTERS

The Eastern Signal Aviation Unit Training Center was established in the FAF after arrangements had been made by Headquarters of the Army Air Forces with the Eastern Defense Command.[53] The plan of establishment was modelled after the Unit Training Center at Pinedale, California. On December 28, 1942 a directive covering in detail the relationships between Hq, AAF, FAF and the Commanding Officer, Unit Training Center was put out by Hq AAF.[54]

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52. AG 320.2 (3-29-43) OB-I-AFTPU-M, 31 Mar. 1943. Establishment . . . .Airborne Aviation Units. Appendix Item 21.

53. Ltr., Hq, AAF to EDC, "Plan for Team and Unit Training of Signal Aviation Units," 2 Dec. 1942; Concurrence, CG, EDC, 1st Ind.; Concurrence CG, FAF 2d Ind.

54. Ltr. Directive, Hq, AAF, East. Signal Aviation Unit Trng Center to CG, FAF, AFTSC-X-4, 28 Dec. 1942. Appendix Item 12.

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By it, "the responsibility for the operation and success of the U. T. C. at Langley Field will rest with the Commanding General, First Air Force." This responsibility was discharged for the Commanding General by the Communications Section of the FAF special staff, which set up a Unit Training Center in the Shellbank farm area of Langley Field. There, each of four operational training companies conducted successive phases of the unit training program, which ended with extended field training at Camp Cumberland, Maryland, and a final POM inspection. Colonel E. A. Lohman, Commanding Officer of Langley Field, served also as Commanding Officer, Eastern Signal Aviation Training Unit Center. Colonel Carroll S. Miller, under Colonel Lohman, was charged with the direct supervision and operation of the training center. One Signal Construction Company and eight Signal Construction Battalions (all colored) were trained and prepared for overseas movement by the center, which was discontinued early in 1944.

The entire operation was largely a Signal Corps show, whereby the AAF directed, through FAF, the production of colored signal construction battalions for overseas service with the Air Forces, and the Signal section of FAF special staff took over the difficult job. General Hunter commended the Training Center at the conclusion of its task, in an informative letter.[55]

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55. Commendation, AG 201.22, 16 Feb. 1944.

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HEADQUARTERS
FIRST AIR FORCE
Office of the Commanding General
Mitchel Field, N. Y.

J/AER/58

In reply
refer to
201.22

SUBJECT: Commendation

TO : Commanding Officer, Army Air Base, Langley Field, Virginia.

1. The Eastern Signal Aviation Unit Training Center has trained and prepared for overseas operations one (1) Signal Construction Company and eight (8) Signal Construction Battalions, under the supervision of the Commanding Officer, Langley Field, Virginia. It is with pleasure that I commend the Eastern Signal Aviation Unit Training Center for the outstanding work accomplished.

2. Special mention is made of Colonel E. A. Lohman, who as Commanding Officer of the Army Air Base, Langley Field, Virginia and Commanding Officer of the Eastern Signal Aviation Unit Training Center, so ably supervised the general administrative operation of the Training Center.

3. Special mention is made of Colonel Carroll S. Miller, who under Colonel Lohman, was charged with the direct supervision and operation of the Training Center. It is felt that the success of the Eastern Signal Aviation Unit Training Center was due largely to the initiative and diplomacy of Colonel Carroll S. Miller. The outstanding manner in which the training and handling of the negro troops was managed reflects great credit on Colonel Miller and the Eastern Signal Aviation Unit Training Center Staff.

4. It is requested that this letter be transmitted to Colonel Miller, and that he in turn transmit copies, with appropriate comments, to the key officers who have so ably assisted in the program. This correspondence should then be made a part of the permanent record of each officer concerned.

F. O'D. HUNTER,
Major General, U. S. Army
Commanding.

A Radar Calibration School to conduct the training of eight Radar Calibration Detachments for overseas commitment was a similar

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responsibility discharged by Communications Section on a Unit Training Center basis. The program was initiated at Fort Dix Army Air Base, in the fall of 1943, and was practically completed by December 31, 1943.

TOW TARGET SQUADRONS

Two Target Squadrons were made a direct responsibility of FAF Headquarters on August 12, 1942. Before that date the Tow Target Detachments had bounced around from one jurisdiction to another. An early plan to organize tow target squadrons had been "not favorably considered" by the War Department.[56] Instead, equipment and personnel for towing target missions for antiaircraft artillery was assigned to stations. Admittedly, both personnel and equipment available was insufficient. Corps Area Air Corps Detachments were to furnish personnel where available. The detachments assigned or attached to the First Army, with their (purely theoretical) planes were:

Detachment	Tow Target No. of Airplanes	No. of Radio Controlled planes
Tow Target Det, Mitchel Fld	10	5
Tow Target Det, Manchester, N. H. (initially M. F.)	15	-
Tow Target Det, Savannah, Ga.	10	5
Tow Target Det, Pope Field, N. C.	30	5

56. WD AGO 353 (12-19-40) M-C-M, 29 March, 1941.

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On June 1, 1941, the Tow Target Detachment, Mitchel Field, was activated, with cadre from Air Corps Detachment, Second Corps Area, at Mitchel Field.[57]

The new Tow Target Detachments varied in size, and no definite organization was prescribed. No TBA was issued. The detachments were placed under the control and jurisdiction of the Base Commander concerned. The sole mission was to be towing missions for anti-aircraft artillery. The Army Commander was to notify the Base Commander of the missions required and the priority desired.[58]

Each successive reorganization of the Air Corps made some slight change in the status of Tow Target Detachments without contributing very much to their development or function. The Air Force Combat Command received the Tow Target Detachments, and assigned those at Mitchel, Manchester, and Pope to the 1st Air Support Command.[59]

Later, the I Base Command inherited jurisdiction and attached them for administration to the bases at which they were stationed.[60]

The First Air Force assumed operational control of the Manchester and Mitchel detachments when the I Base Command was disbanded,[61] but delegated it to the I Ground Air Support Command on July 2, 1942.[62] At this time the detachments were numbered and designated squadrons, as follows:

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57. G.O. 18, Hq, Second Corps Area, Governor's Island, N.Y., 6 June 1941.
58. W.D. AGO, AG 320.2 (7-7-41) MO-M n.d. (1st Ind. 25 July 1941).
59. G.O. 34, par. 5, Hq, AFCC, 30 Aug. 1941.
60. G.O. 22, Hq, First Air Force Base Command, 29 Jan. 1942.
61. G.O. 16, Hq, AF EDC and FAF, 15 May 1942 pursuant Radio AAF M 290 A.
62. G.O. 31, Hq, AF EDC and FAF, 2 July 1942.

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1st Tow Target Squadron, Hyannis (moved from Manchester, N.H.)
2nd Tow Target Squadron, Mitchel Field.

When the I Ground Air Support Command was transferred into the Third Air Force and relieved from the Eastern Defense Command, a thoroughly confused situation in regard to the Tow Target Squadrons was produced. They were performing missions for ground units of the First Army and AAA units of the EDC. After several conferences and much agitation over the proper headquarters to assume jurisdiction, the 2d Tow Target Squadron, at Mitchel, and the 13th, at Langley, were assigned to Air Forces, EDC and FAF.[63]

Up to this point the Tow Target history is a story of uncertain command relationship, inadequate planes and personnel, and a general "run-around" in the midst of war excitement and expansion. Lack of a T/O and TBA had made it difficult to obtain equipment. An inadequate number of obsolete planes (sometimes of non-existent planes) is the common story.

With two squadrons now a definite responsibility of FAF, a sub-section of A-3 was organized to plan, direct, and supervise the squadrons and to improve their ability to carry out their mission. The remainder of the story is one of growth and improvement.

A Tow Target Flight was set up in the Headquarters Squadron of I Fighter Command to do towing for aerial gunnery. In the spring of 1943, this flight broke up, and was assigned into the 2nd and 13th Squadrons. This marks the beginning of Tow Target Squadron service to the Air Corps. Hitherto, the I Fighter had been doing

63. G. O. 57, Hq, AF EDC and FAF, 12 Aug. 1942.

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its own towing. The success of the new venture in relieving I Fighter from the necessity of using its own fighter aircraft for its towing, so that it could concentrate on improving its training and meeting its commitments, led to a rapid expansion of Tow Target Squadrons in the FAF.

The 2d moved from Mitchel to Bradley Field; the 13th from Langley to Baltimore AAB. On November 6, 1943, five squadrons were transferred from the Third to the First Air Force, with stations as follows:[64]

Squadron	Station
1st Tow Target Sq	Otis Field
3rd Tow Target Sq	Camp Davis
14th Tow Target Sq	Camp Davis
10th Tow Target Sq	Langley Field
4th Tow Target Sq	Camp Stewart

Also in November, the 2d and 13th were relieved temporarily from towing responsibility for the EDC to concentrate on Fighter missions. Negotiations were begun to add five additional squadrons, each equipped with 18 twin-engine planes for towing above 20,000 feet, and two four-engine planes for towing above 30,000 feet. Of the projected five, two have been activated; the 24th (cadre from the 2d) at Bradley Field, and the 25th (cadre from the 13th) at Millville AAB.

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64. G. O. 143, Hq, FAF, 8 Nov. 1943. Pursuant AG 322 (3 Nov. 1943).

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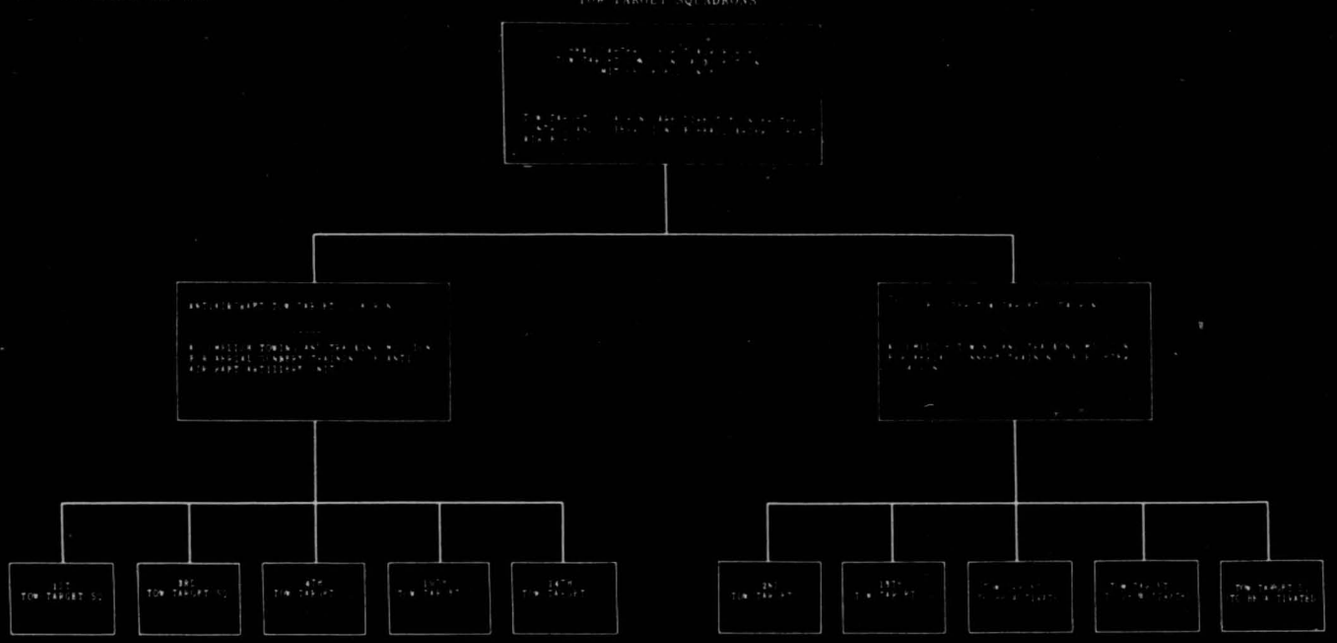

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The Civil Air Patrol also does tracking missions. It is attached to the FAF for operational control only. Its elements are generally used in conjunction with those of a regular Tow Target Squadron.

In addition to furnishing towing and tracking missions for AAA and Fighter training, the Tow Target Squadrons furnish replacement personnel for overseas commitment. The organization of the Tow Target Squadrons as of December 31, 1943 is given on the chart opposite this page. Supervision is exercised through the Tow Target Division of the A-3 Section, FAF Hq.

CADTC

A Combined Air Defense Training Center was established at Mitchel Field by the FAF on August 4, 1943[65] pursuant to instructions in a directive for Combined Air Defense.[66] Brigadier General S. L. McCroskey, the Commanding General of the 55th Antiaircraft Artillery Command, was designated Commander of the Combined Air Defense Training Center. The general plan was for successive brigades to assume command of the training center.[67] Training

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65. G. O. 82, AF HDC and FAF, 4 Aug. 1943. Appendix Item 13.

66. AG 353 (14 July 1943) OB-S-C-M, 19 July 1943. Directive for Combined Air Defense Training.

67. 55th Brigade in charge of CADTC from 4 Aug. to 22 Oct. 1943.
56th Brigade in charge of CADTC from 22 Oct. to 26 Jan. 1944.
74th Brigade in charge of CADTC from 26 Jan. 1944 to 15 May 1944.

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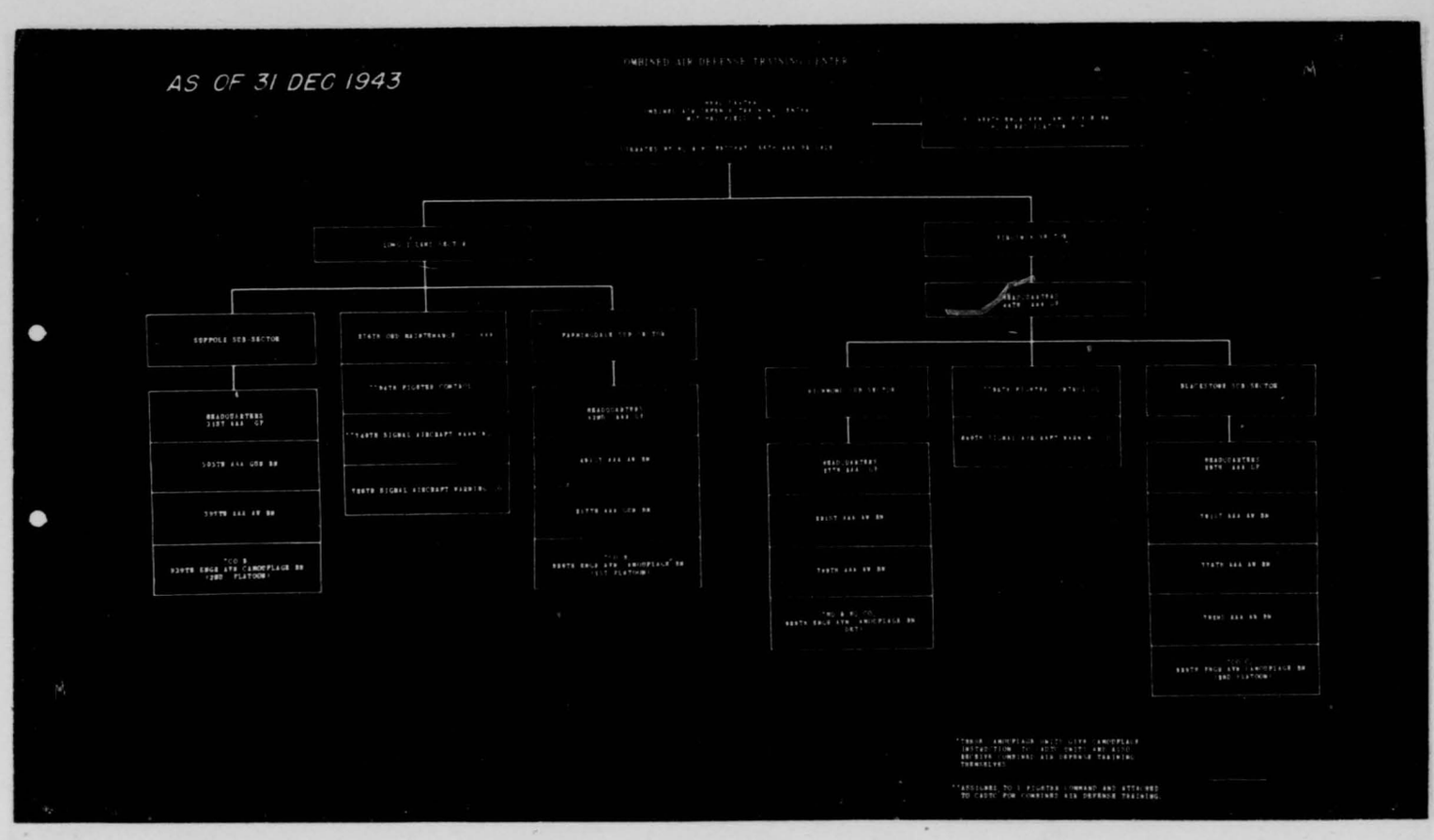

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plans and supervision of the CADTC were added to the Fighter Training section of FAF A-3, under Lieutenant Colonel J. C. Pitchford.

The objective was to provide overseas theater commanders with units capable of effective combined operations in air defense, and with units capable of effective combined operations in airdrome defense. In brief,[68] units drawn from Army Ground Forces and from Army Air Forces, at the conclusion of their separate training, are trained in cooperative action through the CADTC. Training was to occupy at least one month, accomplished as far as practicable under field conditions. Fighter Control units, AAA units, Signal Air Warning (SAW) Units, and Air Base Security Battalions are included.

By December 22, 1943, the following units had completed Combined Training in CADTC:

AAA Brigades

55th

AAA Groups

19th
114th
207th

AAA Auto Wpns. Bns.

7th
204th
440th
447th
448th
531st

Avn. Engr. Com. Cos.

Co. "C", 939th

AAA Gun Bns.

503rd
504th
736th
771st

Signal AW Cos.

630th
726th

Fighter Control Sqds.

305th
325th

Ord. Maint. Cos. AA

278th

68. For detailed treatment, see Sect. III, "Training," FAF Hist. & Unit Hist., 74th AA Brigade.

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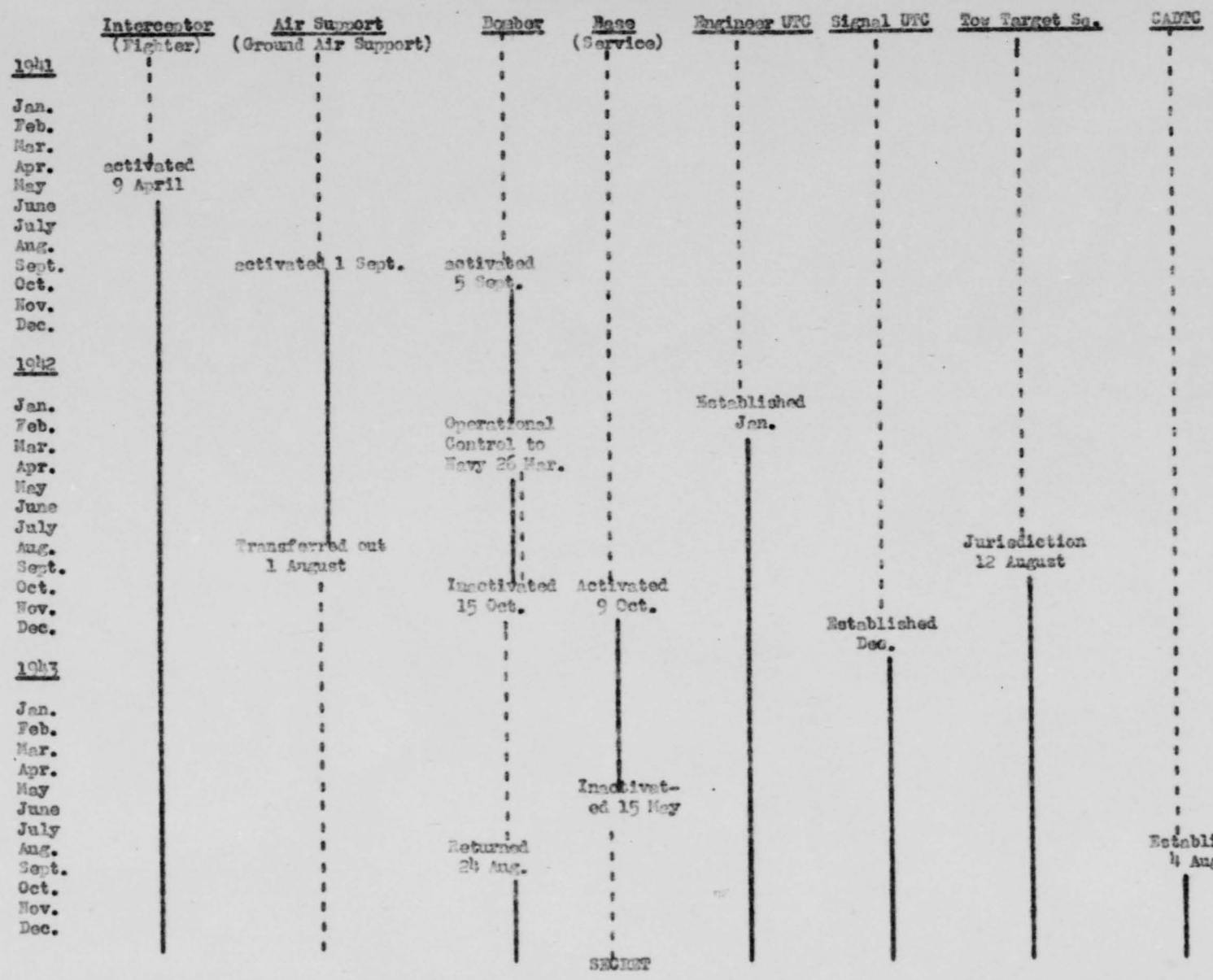
FIRST AIR FORCE HEADQUARTERS

SUBORDINATE COMMANDS



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SUMMARY

The administrative history of the NEAD and FAF, which will be told in detail in the remainder of this chapter, was worked out within the command relationships which have been indicated in the foregoing preview. The changes are frequent, the continuity often broken, the channels of command not always clear, and not always suited to the mission. A rapidly changing military situation and a rapidly evolving Air Force have combined to necessitate experiment and compromise. More than in any other of the Continental Air Forces, the organizational history of the FAF shows the intrusion of war emergency measures into the normal structure of an Air Force, with attendant reorganizations, shifting and regrouping of units, redesignations of units, and the accompanying "paper." In its most complex stage, the FAF was operating an Air District for administrative purposes, with part of its tactical units operating in a Theater of Operations, part of them with the Navy, while it had a Task Force of its own operating outside the area of the Eastern Theater of Operations, and a training mission involving both air corps and ground arms and services.

The I Fighter Command, activated while the FAF was still under the GHQ AF, is the only subordinate command which has been constantly within the FAF. The Air Force Combat Command conducted the most expansive reorganization, setting up the I Air Support Command, I Bomber Command and I Base Command within a month. How-

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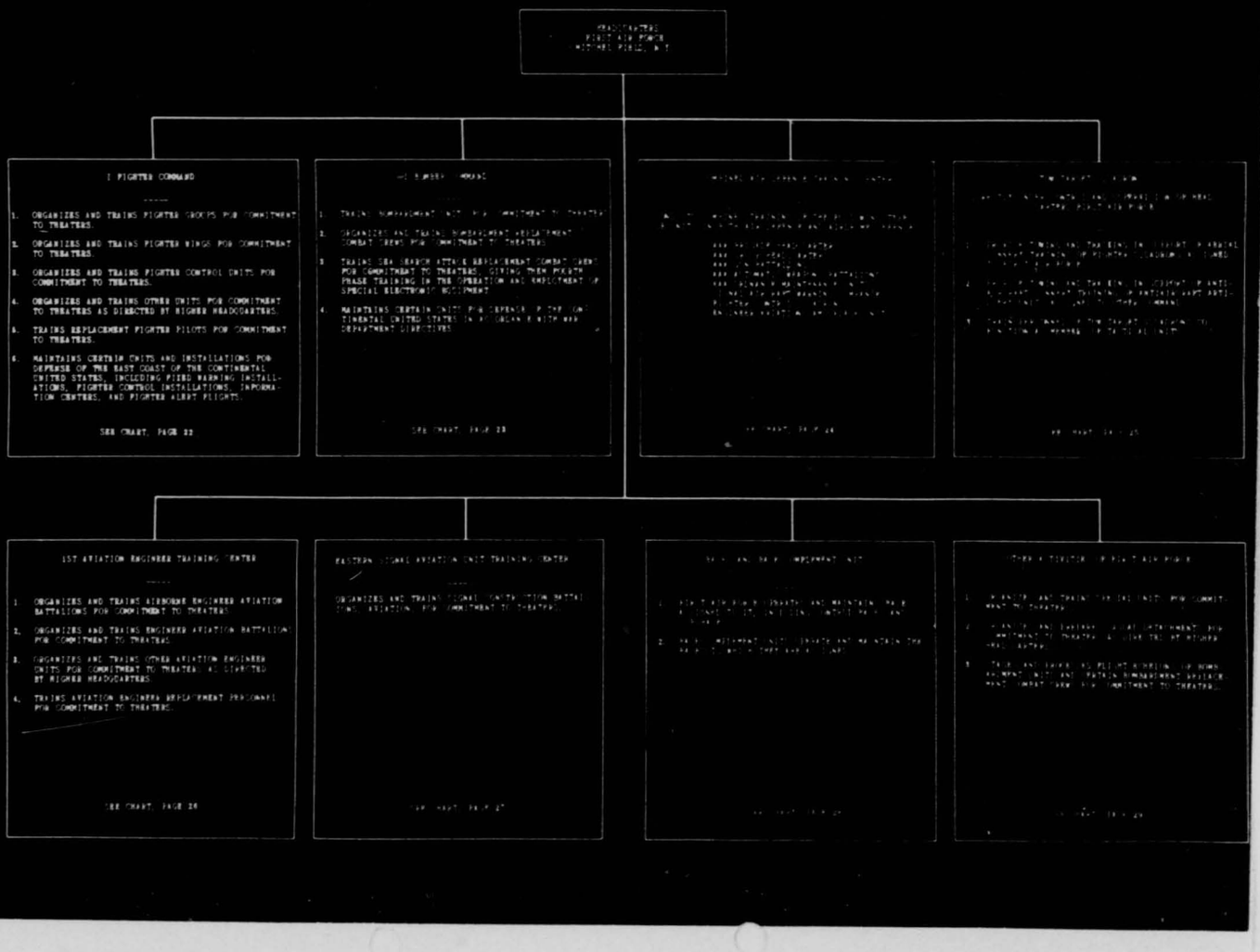
AS OF 31 DEC 1943

FUNCTIONAL ORGANIZATION OF THE FIRST AIR FORCE



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ever, the I Air Support, I Bomber, and I Base Commands were within the FAF only briefly. Under the Eastern Defense Command, from 15 October, 1942, until August 24, 1943, the FAF was "thinnest," having only the I Fighter Command as a major tactical subdivision. The I Base Command, which existed during part of that interval, was doing part of the work of headquarters. Some older members of FAF felt that they were "sitting up there on top of Fighter, which was doing all right." On the other hand, Engineer and Signal Unit Training Centers reached their peak during that period, and the activities attendant on activating and training units and acquiring and improving bases were heavy, as were the overseas commitments. The FAF begins to be "fat" again at about the time it is removed from the Eastern Defense Command and placed under AAF. I Bomber returns, and the assumption (never warranted) that the FAF is "only a Fighter Air Force" has no further basis. At about the same time CADTC is established, the Tow Target Squadrons increase, although Engineer and Signal activity begins to taper off. The charts on the opposite page show the make-up as of December 30, 1943.

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IV.

MISSIONS OF THE NEAD AND FAF

The announced purpose of constituting and activating the NEAD was to decentralize the training and tactical control of the GHQ AF, which was to operate under the direct control of General Headquarters, under the command of the general commanding the Field Forces. Air District commanders were to command all personnel and units, including services and activities of the GHQ AF, not specifically detached or exempted, in their districts. They were responsible for the administration, training, and tactical operations of all elements of their commands except those charged to Corps Area Commanders (medical establishment and personnel at GHQ AF stations). District commanders were charged with developing and training task force commanders and staffs, since it was not intended that the units within an air district would constitute a balanced tactical force. Therefore a portion or all of the staff of an air district might be assigned to a special task force formed from the units of one or more air districts.

Under the terms of the original NEAD directive, the NEAD continued the extensive training andtactical program of the expanding GHQ AF, including the continued activation of new units, training them, and moving them out as fast as the bases then under construction were completed. The war greatly accelerated the activating and training program, and multiplied the bases. The ad-

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ministrative and supply operations increased in volume. The construction program and procurement of facilities increased in proportion. At the height of its operations, the FAF was operating on more than forty bases, scattered over an area of 800,000 square miles.

Upon the outbreak of war, the tactical units of the First Air Force were called upon for air defense, and continued to be so engaged after the Eastern Theater of Operations was established on 21 December 1941, and the Commanding General, FAF, became Air Commander, ETO. At that time North Carolina, Georgia, and Florida were added to the area of defense responsibility for the First Air Force, but not to that of the First Army. Plans for air warfare became a more pressing responsibility of the staff, at a time when drafts upon its slender resources of planes and experienced personnel were being made to supply tactical forces as far apart as Newfoundland and the Gulf of Mexico, with attendant base administration. Units have been sent overseas from the First Air Force since the outbreak of war. Undoubtedly the First Air Force was over-committed in terms of its resources for a year after the outbreak of hostilities.

When the I Interceptor Command absorbed the Air Defense Command, 9 April 1941, the FAF assumed the responsibility for recruiting, organizing, and training the Aircraft Warning System, with attendant planning and administrative details. The system was in

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active operation after 7 December 1941. Anti-submarine operations, inshore and off-shore patrol, and a formal air and surface vessel convoy system for east coastal shipping were added missions brought about by the war, carried out through I Bomber Command, I Air Support Command, and the Civilian Patrol.

The activating and training of new fighter OTU units --- fighter groups and fighter control squadrons was added to the responsibility of the FAF 1 June 1942. This mission is of far-reaching importance, laying the ground work for a gradual transition from an active combat air force to a training air force, and changing the type and location of bases. Responsibility for training plans and administration was a growing load on the Headquarters after this date.

Added responsibilities were attendant on activating Signal, Engineer, and Quartermaster units for service with the Air Forces.

Since July of 1942, when inspection teams for checking the condition of personnel and equipment for overseas movement were established, staging of airborne units has been a FAF mission (assumed by First Concentration Command between July and November 1942).

Tow Target Squadrons have been operated directly under the jurisdiction of this Headquarters since August 1942. The CADTC was added in August 1943.

Changes in the missions assigned the FAF are the underlying causes for many of the changes in its bases, personnel, composition, organizational and equipment needs. These changes arose from the war situation, and follow a general course of combat to training, ac-

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companied by a change from planning for air defense and airdrome defense, bombardment and anti-submarine operations, to planning for training, establishing staff sections and sub-sections for the various schools, and training centers. Bases shifted from north to south. The northern bases, such as Dow and Grenier, which were stepping stones to Newfoundland, were not desirable training bases because of weather conditions, and they were given up in favor of bases farther south, such as Chatham Army Air Base and Richmond Army Air Base.

Fighter Operations, and later the Fighter OTU and RTU programs called for many small bases. The bomber program called for changes in the size and type of airdromes and fields. The struggle to secure, construct, and administer bases and base services, to improve equipment and facilities to a point where the bases could effectively support their tactical or training groups has been an ever-present function of First Air Force.

It is difficult to summarize the missions of the FAF or the responsibilities of its commanding generals in any chronological way, since most of them are continuing, and inherent in the size and seniority of the Command. Specific directions from higher authority vary from time to time, but the main responsibilities fall within these broad divisions:

1. Training and tactical control of all elements of the command.

2. Developing and training task forces, and task force commanders and staffs.

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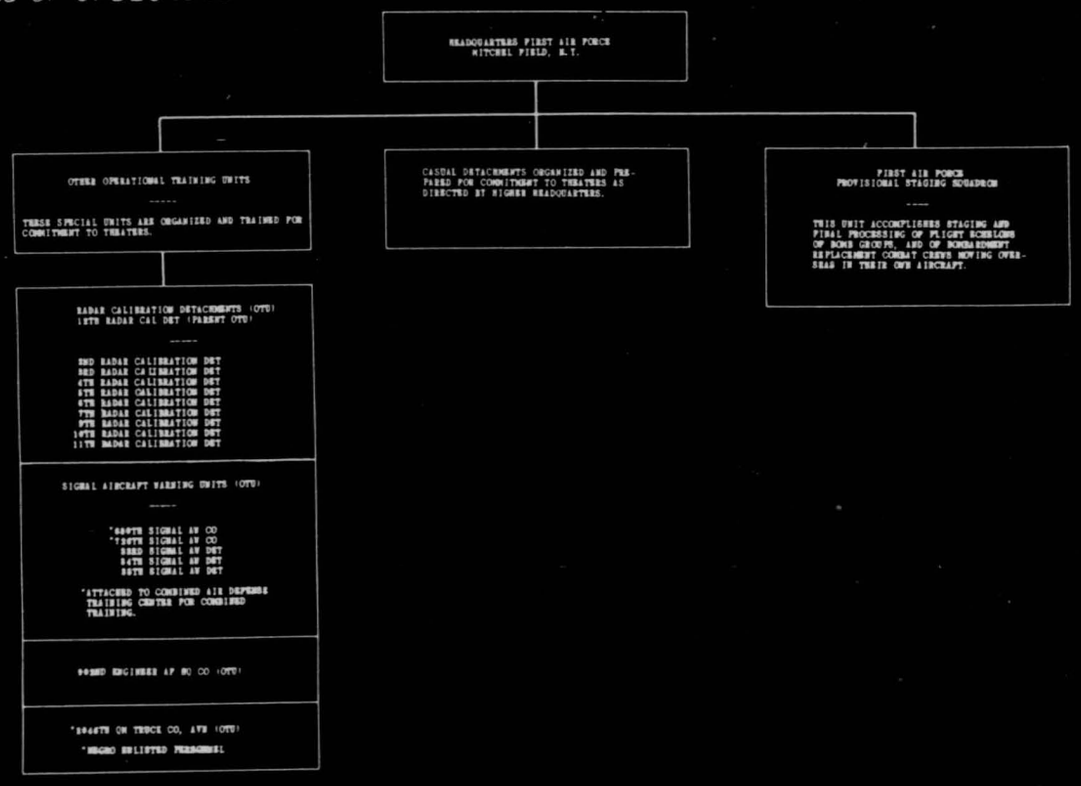
AS OF 31 DEC 1943

OTHER ACTIVITIES OF THE FIRST AIR FORCE



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AS OF 31 DEC 1943

FOREWORD

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3. Activating new units as directed by higher authority.

4. Administering and supplying bases.

5. Securing installations from enemy action.

6. Active air defense of the United States.

7. Anti-submarine and other offensive operations.

8. Supplying units and individual replacements to meet commitments for other theaters, as directed by higher authority.

The station and duty of the tactical units of FAF for each month of 1941 and 1942 was reported to AAF Hq by EDC and FAF on February 19, 1943.[69] This document is of substantial value in surveying the variety of duties undertaken and the wide-spread area covered during these years.

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69. 1st Ind. Hq AF EDC and FAF to CG, AAF, 19 Feb. 1943, AG 314.7, Appendix Item 14.

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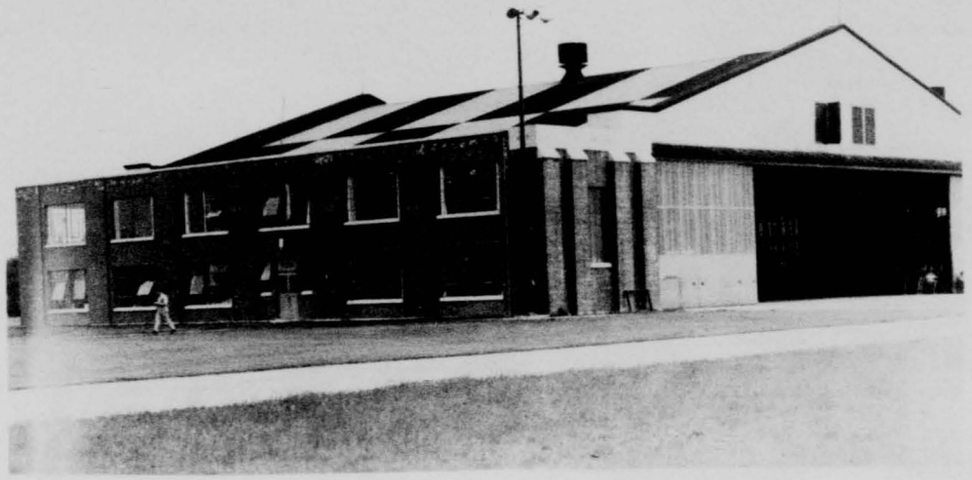

LEAN-TO ON HANGAR 5, MITCHEL FIELD

Original headquarters of the Northeast Air District.

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V.

THE LOCATION OF FIRST AIR FORCE HEADQUARTERS

SELECTION OF THE SITE

The headquarters of the NEAD was announced in the order constituting it as Mitchel Field (to be moved to Hartford, Conn., when facilities are available). Mitchel Field was only a command post of the old GHQ AF, with permanent buildings adequate for housing one group. The belief that the location was unsuitable for the headquarters was expressed by successive commanders for more than a year, and several surveys to find a better site were conducted. The strongest objections were those made on the grounds of military security and tactical effectiveness, which are summarized from a large volume of file and interview material as follows:[70]

1. Being on an island and within range of naval gunfire and landing parties made Mitchel Field too vulnerable.
2. Being a well-known and long-established field made it too late to keep its location secret or to camouflage it.
3. It was not in a dense enough communications net.
4. It was too far from other headquarters for prompt coordination of force.
5. It was not mobile enough.

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70. Ltr., Gen. Chaney to CG, GHQ AF, 6 Mar. 1941. AG 322.082 Organization . . . .Army.
Ltr., AF Comdr., Mitchel Field, to Hq AF EDC and FAF, 3 July 1942, AG 322.082, Organization . . . Army
AG 600.1 Jan. 1942-May 1943 Construction. . .Mitchel Fld
AG 322.082, Feb-Aug. 1941 Organization . . .Army.

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A new location for the headquarters was called a military necessity. The vicinity of Manhattan was favored because of its dense communications net and proximity to other military headquarters. Bendix Airport, Bendix, N. J., Stamford, Conn., and Newark, N. J. each had something in its favor. For security from enemy air attack, Buffalo and Albany were suggested. Hartford, Conn. continued to be the most persistently mentioned future location, and was carried on various station lists and orders as such. The most widely circulated of many stories concerning the confusion caused by the mention of Hartford as Headquarters, and a true one,[71] concerns the arrival of seven enlisted men of the Corps of Engineers at Hartford, late in June, 1941, to report to Hq. FAF. Hartford was the station named on the transfer order from Fort Leonard Wood. The men found no headquarters, made their way to Windsor Locks, and reported in to the Commanding Officer. He transferred them to Westover Field, to await transportation, and Technical Sergeant William Roberts, Engineer Section FAF finally transported them to Mitchel in his private automobile. As late as August 26,1941 a letter from the U. S. Engineer, Providence, R. I., to the Commanding General, First Air Force notes "an apparent discrepancy regarding the location of the proposed First Air Force Headquarters Building. The letter from the Chief of the Air Corps places the building in Hartford,

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71. Letter, Hq FAF to CO Air Base, Westover Field, 3 July 1941, Appendix Item 15.

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Conn., the letter from the Chief of Engineers places the building at Windsor Locks Airfield."[72] All surveys of Hartford had reported unfavorably on the housing situ tion there, and Hartford was withdrawn from consideration July 31, 1941 in a letter which states that Albany, Harrisburg, and Reading are being considered.[73]

No order directing that Headquarters First Air Force remain at Mitchel Field was ever issued. It was simply not moved. The general result of the widespread belief that a new headquarters building would be built at a site other than Mitchel Field was to produce rumor, uncertainty, and a feeling of instability.[74]

LOCATION OF FIRST AIR FORCE HEADQUARTERS ON MITCHEL FIELD

The original location of NEAD headquarters on Mitchel Field was the lean-to on Hangar 5. Even in its early days the headquarters was cramped and unsatisfactory. A lively body of legend centers around the lean-to period, as that the only painted table and chair were furnished to General Chaney, and that when the man nearest the window had to get out, four other men had to get out

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72. AG 600.1, Jan. 1942-May 1943. Construction . . .Mitchel Field.

73. Letter, 2nd Ind., CG FAF to CG AAFCC, 31 Jul. 1941, AG 322.082.

74. Interview with Col. A. T. Lacey, Appendix Item 4.

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first, to make room for a clamber over the box desks.

General Chaney directed that local facilities be surveyed for additional office space, and a lease of the Salisbury Country Club was projected. A floor plan was drawn up, interior photographs prepared, and telephone installation was approved by the Second Corps Area Signal Officer "for order as soon as First Air Force Headquarters moves in."[75] However, a projected new headquarters building at Windsor Locks was a very live rumor, or project, and both the lease of the Salisbury Country Club and a later plan to convert a permanent barrack building on Mitchel Field to a headquarters building were returned without approval because the move to Windsor Locks was impending.[76]

After various wanderings in temporary barracks hastily converted to staff purposes, most of the headquarters moved into Building 102, a permanent barracks, on May 28, 1941, where it has since remained. The porches were enclosed during the fall of 1942 to provide additional space, at a cost of about $12,000.[77] A temporary additional wing was added, at a cost of about $30,000. Other alterations have been necessary in an attempt to convert a barracks

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75. Memo for C/S by Lt. Col. H. B. Sepulveda, 31 May 1941. AG 322.082. Organization . . . .Army.
Letter, Second Corps Area to CG FAF, 3 June 1941. AG 322.082 Organization . . . .Army.

76. Letter, Hq GHQ AF to CG FAF, 5 June 1941.
Letter, Chief, AAF to CG AFCC, 2nd and 4th Ind.,25 Jul and 15 Aug. 1941.

77. Project Estimate No. 15,Porch Enclosure, on WD QMC,Form 105, 25 Aug. 1942, AG 600.1.

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building to Headquarters purposes, and sections of the staff are now located in at least six additional buildings. The Chemical Warfare section claims the record for moves, with six in three years.

I Bomber and I Fighter Commands have made the same compromise, and after a nomadic existence in various temporary quarters, have settled in two other permanent barracks on Mitchel Field. Lack of a unified administrative building remains a handicap to date.[78]

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78. Interview with Col. A. T. Lacey, Appendix Item 4.

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VI.

ORGANIZATION OF HEADQUARTERS, WITH COMMAND AND STAFF TO DECEMBER 7, 1941.

Between the constituting of the Northeast Air District on November 19, 1940, and its activation on January 1, 1941, some preliminary progress had been made. General Chaney assumed command on November 29, 1940. Headquarters and Headquarters Squadron was activated December 17, 1940, with a total strength of 234 on January 1, 1941.[79] Some staff members had arrived, notably Colonel Sepulveda, AC, Colonel Black, QM, and Colonel Eliot, Signal. A sketchy headquarters had been established, first in a basement room of Post Headquarters, and later in the lean-to on Hangar 5. A few supplies had been requisitioned - some by daylight, and a few by "moonlight." General Chaney looked in two or three times a week. Plans directed toward carrying out the mission of the NEAD as indicated in November were being matured, and pushed as rapidly as circumstances permitted. The 308th Signal Aviation Company was attached December 6, 1940.[80] Effective midnight, January 15-16, the NEAD was activated, and announced as ready to function.

THE FIRST STAFF

The directive constituting the NEAD[81] specified the personal

79. S.O. 291, AAB, Mitchel Fld, 17 Dec. 1940 in AG 322.Org....Air Corps.
80. WD to Gen. Chaney in AG 322.082 Org ....NEAD.
81. AG 320.2 (11-14-40) M-COM, 19 Nov. 1940, Org. GHQ....Air Force.

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staff, general staff, and special staff of the Air District Commander (par. 4 a, b, c,). The constitution of the special staff was changed on January 10, 1941 by the addition of another Assistant Adjutant General (Morale Officer). The corrected list, with the personnel detailed to duty for each was published in General Order 1 as follows:[82]

PERSONAL STAFF

Captain Felix L. Vidal, AC	Aide de Camp

GENERAL STAFF

Colonel William E. Kepner, AC	Acting Chief of Staff
Lt. Colonel Egmont F. Koenig (Inf) GSC	AC of S for military intelligence.

SPECIAL STAFF

Lt. Colonel Harry B. Sevulveda, AGD	Adjutant General
Captain Charles O. Baird, AC,	Acting Assistant Adjutant General
Lt. Colonel Frederick L. Black, QMC	Quartermaster
Major Harry E. Fisher, CE	Engineer
Lt. Colonel Frank T. Reed, OD	Ordnance Officer
Lt. Colonel Amory V. Eliot, SC	Signal Officer
Lt. Colonel March H. Houser, CWS	Chemical Officer
Lt. Colonel Cadmus J. Baker, MC	Surgeon

The duties of G-1 were performed by Colonel Sevulveda until the arrival of Col. Arthur T. Lacey, January 24, 1941. On February 26, 1941 Col. Henry L. Barrett was detailed to duty as G-1, and Colonel Lacey became G-2. By the same date, Maj. E. E. Glenn had become G-3, and Col. Robert Zane, G-4. That completed the original staff, which together with the 217 EM of the Hq & Hq

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82. G. O. 1 NEAD, 16 Jan. 1941, Appendix Item 3.

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Squadron opened the HSAD in the lean-to to Hangar 5 on January 16, 1941, with less than one chair per man and less than one typewriter per section.

General Chaney's task was to create a staff and an organization where none had existed before, to create supply and tactical services and to get under way the huge construction projects such as Paul Baer Field in Fort Wayne, Indiana, Bradley Field at Windsor Locks, Conn., Westover Field at Chicopee Falls, Mass., Dow Field at Bangor, Maine, and Grenier Field at Manchester, N. H.

Obviously, additions to the staff and equipment were in order. The strength of the Headquarters increased slowly, with a general tendency to increase the size of each section, and to add new sections. By the end of May, 1941, when the first Annual General Inspection was held by the Inspector General,[83] the strength had increased to 301, while the strength of the Command was 15,025. The Headquarters had just moved into the remodelled permanent Barracks Building 102. By this date the activating and training of the units originally in view under the Air Corps Expansion plan of 1938 was in full swing. On June 14, 1941 the first six bases added to the original three were assigned, with an accompanying strain to accomplish the staff planning necessary. The Inspector General's report described the functional organization of headquarters and as-

83. Report, Annual General Inspection of 1st Air Force Hq, 20 Aug. 1941 in AGC 333 (Hq 1st AF) National Archives.

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signment of General and Special Staff groups as "conforming to the conventional War Department Table of Organization. The internal functioning is sound and efficient." Two further observations from the report point to the key problems of that period: (1) "All administrative deficiencies observed were the direct result of an overlapping of the administrative functions of this Headquarters and the several Corps Area headquarters serving the stations and organizations of this command." (2) "The Air Forces Commander and staff groups are so engaged in administrative details over bases that they have not had time for the primary function of supervising training and planning for war. WD letter 26 June, 1941, file AG 322.2 AAF will add administrative burden by exempting Air Corps stations." The report concludes with a recommendation for a Service Command to head up Air Base administration, on a line of authority comparable to Bomber, Air Defense, and Air Support Commands. FAF Service Command (I Base Command) is a later outgrowth of the necessity for separating planning from administrative detail.

Only a few major changes occurred before the outbreak of war. Col. Gynther Storaasli established the Chaplain Section on March 3rd. On May 15th, Brig. Gen. Arnold N. Krogstad relieved General Chaney in command. General Krogstad was brought up temporarily from Langley Field, Virginia, where he was Wing Commander, Second Bombardment Wing. Maj. Gen. Herbert A. Dargue relieved General Krogstad of command on June 24, 1941. General Dargue was a

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Second Wing veteran who had commanded the "New Yorker" on the good-will flight to South America. He came to the FAF from a tour as Assistant Chief of the Air Corps. General Dargue was a hard driver who concentrated his policy on driving forward air base construction and combat training. He assumed tactical command of air force units in the Louisiana Maneuvers, the Air Defense Maneuvers on the Atlantic Coast, and the joint Air Support Command and First Army Maneuvers in North Carolina. During his absence from the FAF, command was exercised by Brig. Gen. John C. McDonnell from the 7th Pursuit Wing and Col. Eugene Lohman. General Dargue resumed command on October 1, and remained until December 10, 1941, when he left for the Pacific. His plane crashed near Bishop, California, on December 12th and General Dargue was killed. General Krogstad came up from Langley again. Col. Kepner, the original Chief of Staff, left on August 14th and after a succession of short-time acting chiefs, Lt. Col. John K. Cannon took over on November 22, 1941 and remained until March 2, 1942.

Changes in section heads were beginning to be made, though they were only a suggestion of the rapid turn-over of the staff later. Lt. Col. Robert L. Queisser succeeded Lt. Col. Frederick L. Black as Quartermaster on February 6th. Captain Alden P. Taber succeeded Col. Frank P. Reed as Ordnance Officer, October 21st.

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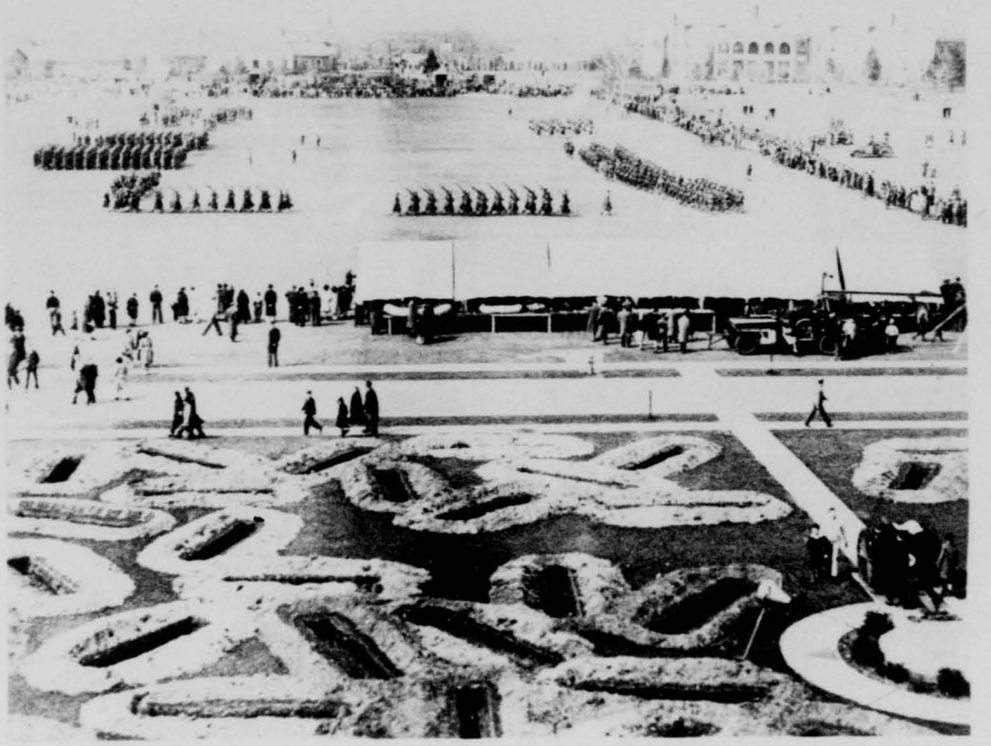

ARMY DAY, APRIL 6, 1942

Parade ground, Mitchel Field. Recently constructed slit trenches in front of Post Headquarters in foreground.

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VII.

INVASION FEVER

The temporary adequacy of building 102 was soon overtaken by the growth of the headquarters. By November 30, 1941 (a week before Pearl Harbor) the strength of headquarters had increased to 386, of the command to 27,214. With the outbreak of war came the period still fresh in the memories of veterans of the PAF, when the accelerated load of staff work had to be performed under the conditions of an armed camp. The growing pains of the expansion had produced an Interceptor, Bomber, Air Support and Base Command, each of which, though still handicapped by equipment and personnel shortages, was getting into the clear and on top of its own particular functions, when chaos came again. In rapid succession, the complications attendant on planning air defense, conducting anti-submarine operations, operating the fighter command, adding twenty radar stations, operating aircraft warning service, developing offensive strength and supplying task forces piled up. More disconcerting still was the subordination of the PAF to the Eastern Theater of Operations, which struck within three weeks.

All this increase in load came at a time when invasion was regarded as from imminent to reasonably probable, and a wave of excitement had gripped the entire region. "Invasion jitters," "trigger-fever," "dash-madly" are all used to describe a state

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running from zeal to hysteria, which produced a comedy of errors and terrors between December and June, 1941.[84]

Mitchel Field had long been thought of as particularly accessible to the enemy; so its precautions were elaborate. Headquarters went on a 24-hour basis; officers wore side-arms and carried gas masks, in which they spent many hours during gas alerts. An absolute blackout was enforced - unmistakably locating Mitchel to incoming planes as the black square, beautifully contrasted by the bright lights of Hempstead and Garden City. The PX sold hundreds of pencil-type flashlights - the M. P.'s picked them up. Weary officers and men stumbled into the slit trenches, barked their shins on the white blackout knobs, brought their full field kits to headquarters in preparation for immediate departure, stopped work constantly to cooperate with drills for airdrome defense, bombing raids, gas alerts, defense of headquarters, etc. Over-zealous security classification, inadequate aircraft identification, demands from everywhere for more planes and equipment than were available, conflicting orders from all sides were added to the mixture. Despite all stipulations to the contrary, units were broken up, personnel drawn on and scattered. The direct line to Washington was kept hot, and "worked both ways" since the Army Air Force was deeply concerned in the fate of its eldest child, orphaned to Governor's Island on

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84. Interview with Col. Stewart. Appendix Item 16, contains a lively personal recollection of this period. A large body of anecdote and reminiscence has been compressed into this section of the history.

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the eve of its coming-out. Incredible pressure was put on the Headquarters, and incredible results achieved in the way of meeting the situation, as will be told in later chapters. Here, the point is that the TAF had a heavy commitment of responsibility to training and administrative tasks as well as to defense, which was made more difficult by transforming headquarters into a command outpost.

No agreed date can be found for a return to normal and organised military alertness. Things "cooled off" gradually. The side-arms gravitated to desk drawers, the gas masks to coat-racks. Twenty-four hour duty was skeletonized, Sunday duty staggered, and a pace and a system which could be maintained over the long course ahead was established. The elaborate underground bomb-proof command post at Mitchel became disused, and late-comers were unable to guess what it had been. When a sign appeared over it one morning saying "For the information of all concerned: This is a booby-hatch," "invasion jitters" were over. This was shortly after the I Ground Air Support Command was transferred into the Third Air Force, in August 1942.

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VIII.

ORGANIZATION OF HEADQUARTERS, WITH COMMAND AND STAFF, DECEMBER 7, 1941 TO JANUARY 1, 1944.

During the war years several major changes were made in staff and command and staff, and in general the turn-over of officers in all staff sections greatly increased. One of the planned contributions of the Air Districts was to be the development of staff officers, from which staffs of task forces could be drawn. The time had now arrived when both entire staffs of new commands and task forces, as well as individual positions were filled from the experienced personnel of FAF, just as experienced personnel were drawn from combat units to form others. The subsequent turnover has reached far beyond 100%.

Col. Edgar E. Glenn, A-3, succeeded Colonel Cannon as Chief of Staff, March 5, 1942.

Maj. Gen. Follett Bradley succeeded General Krogstad on March 1, 1942, and remained until July 23, 1943. General Bradley came from the 3rd Bomber Command with a long background of experience in air tactics and planning with emphasis on bombing. His recent assignments had included: Air Officer to the Puerto Rican Department, Assistant Chief of Staff, G-2, GHQ AF, commanding officer of the 9th Observation Group.

When General Bradley was chosen to head the U. S. military mission to Russia, General Chaney returned as C. G. July 23, 1942. Since his previous tour of command here he had been, successively,

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with the Chief of Staff, working on the establishment of the Eastern Theater of Operations, and in Iceland, Ireland, and Great Britain, where he had headed the Special Army Observer's Group. General Chaney had long been concerned with Interceptor, Fighter, and Aircraft Warning work.

Maj. Gen. Ralph Royce assumed command on April 18, 1943, relieving General Chaney, who went to Shepherd Field, Texas. General Royce came from the AAF Southeastern Training Center, Maxwell Field, Alabama. His bomber background stretched far back. In Australia, he had received the DSC and DFC, leading a flight of bombers over the Philippines in the longest round-trip raid up to that date, and had served as Chief of Staff to General Brett. Before that he had commanded the 7th Bomb Group and 1st Pursuit Group. He had brought up-to-date combat experiences back to the Training Center at Maxwell, and drove hard on the Bomber training program of FAF. The "cash-in-advance" policy on meals and minor services, still adhered to in the FAF, was introduced by General Royce.

He brought Col. Richard E. Nugent as Chief of Staff, from the War Department Air Staff. Col. Nugent was an experienced staff officer, a graduate of both the Air Corps Tactical School and the Command and General Staff school. He held the Mackay Trophy for 1936 for a night bombing mission, and had been an observer with the RAF for several months in 1941.

In September of 1943, General Royce was sent on a mission to the Near East, and Brig. Gen. Frank O'D. Hunter assumed command

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of the First Air Force. General Hunter had been in the thick of the European air war since the outbreak of hostilities between Germany and France. He had been Military Attache at the United States Embassy in Paris, in 1940, and had been an observer of the RAF-Luftwaffe duel in England. Later he took the Eighth Fighter Command to England, by air, and commanded it. He was active in fighter training, especially in introducing the P-47 into the FAF, and has successfully guided the FAF through several fundamental changes in its organization and mission since. It was under his command that the FAF was released from the ZDC, in September, 1943. General Hunter was promoted to Major General, November 30, 1943, and is the present Commanding General.

Brig. Gen. George F. Schulgen became Chief of Staff under General Hunter on October 18, 1943, when General Nugent (promoted) departed to be Deputy Chief of Staff of the 9th Air Force. General Schulgen came from the Philadelphia Air Defense Wing, with a varied background including service in the G-3 Division, War Department General Staff; Inspector's Section, Air Corps Materiel Division; and flying experience in pursuit squadrons at Selfridge and in the Philippines.

In summary, it is evident from the long list of commanding generals and chiefs of staff which the FAF has had in four years that it continued to be a function of the continental air forces to "develop command and staff for tactical operations outside the continental United States." Experienced commanders and staff officers

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were scarce in the GHQ AF to start with,[85] and those available were thinly distributed over the widening field, while a reserve was trained under their direction. Eventually the newly-trained ones were supplied as command and staff to the new commands being activated, to the new bases, and to the new units being trained and sent into combat. The same tendency runs through the entire staff. Section heads changed rapidly, and staff officers "turned over" several hundred percent. General Hunter announced as a policy that officers would be allowed to go overseas as occasion arose, and that policy is still adhered to in the FAF.

No attempt will be made to trace the endless succession of personnel through the headquarters. However, the chronologies of Commanding Generals, Chiefs of Staff, and staff section heads are fairly indicative.

COMMANDING GENERALS
NBAD and FAF
to January 1, 1944.

Name	Rank	Date
Chaney, James E.	Major General	January 16, 1941
Krogstad, Arnold N.	Brig. General	May 15, 1941
Dargue, Herbert A.	Major General	June 24, 1941
McDonnell, John C.	Brig. General	September 2, 1941

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85. Interview with Col. A. T. Lacey, Appendix Item 4.

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Name	Rank	Date
Lehman, Eugene A.	Colonel	September 16, 1941
McDonnell, John C.	Brig. General	September 21, 1941
Dargue, Herbert A.	Major General	October 1, 1941
Krogstad, Arnold N.	Brig. General	December 10, 1941
Cannon, John K.	Brig. General	March 4, 1942
Bradley, Follett	Major General	March 5, 1942
Cannon, John K.	Brig. General	July 12, 1942
Chaney, James E.	Major General	July 23, 1942
Royce, Ralph	Major General	April 18, 1943
Larson, Westside T.	Brig. General	September 2, 1943
Barcus, G. O.	Brig. General	September 10, 1943
Hunter, Frank O'D.	Brig. General	September 17, 1943

CHIEFS OF STAFF
HEAD and FAF to January 1, 1944.

Kepner, William E.	Colonel	January 16, 1941
Hanley, Thomas J.	Colonel	August 14, 1941
Lacey, Arthur T.*	Lt. Colonel	September 2, 1941
Hanley, Thomas J.	Colonel	October 1, 1941
Koenig, Egmont F.*	Colonel	November 18, 1941
Cannon, John K.	Lt. Colonel	November 22, 1941
Lacey, Arthur T.*	Colonel	March 2, 1942
Glenn, Edgar E.	Colonel (B. G.)	March 5, 1942

*Acting chiefs.

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Name	Rank	Date
Young, Harry H.*	Colonel	March 8, 1943
Nugent, Richard E.	Colonel (B. G.)	April 26, 1943
Schulgen, George F.	Brig. General	October 18, 1943

Section	Head[86]	Date
A-1	Col. Arthur T. Lacey	January 24, 1941
	Col. Henry L. Barrett	February 26, 1942
	Lt. Col. Carl J. Martin	October 22, 1943
A-2	Lt. Col. Egmont F. Koenig	January 16, 1941
	Col. A. T. Lacey	February 26, 1942
A-3	Major E. E. Glenn	January 31, 1941
	Lt. Col. J. C. A. Denniston	April 21, 1942
A-4	Col. Robert Zane	January 16, 1941
	Col. Harry H. Young	June, 1942
	Col. Ralph Lipkin	March, 1943
Adjutant General	Col. H. B. Sepulveda	January 16, 1941
	Col. Raynor Garey	February 28, 1943
Quartermaster	Lt. Col. Frederick L. Black	January 16, 1941
	Lt. Col. Robert L. Queisser	February 6, 1941
	Col. Ralph Richards	February 8, 1942
	Col. Charles N. House	November 3, 1943
Ordnance	Col. Frank F. Reed	January 16, 1941
	Capt. Alden P. Taber	October 4, 1941
	Lt. Col. Wiley T. Moore	June 18, 1942
	Lt. Col. L. M. O'Brien	October 6, 1942
Signal (Communications)	Col. Amory V. Eliot	January 16, 1941
	Col. James F. McGraw	October 21, 1942
	Col. Paul S. Edwards	July 22, 1943
Surgeon	Lt. Col. Cadmus J. Baker	January 16, 1941

* Acting chief.

86. Acting or short term heads not included. A few section heads were on duty before 16 Jan. 1941.

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Section	Head[87]	Date
Finance	Maj. William F. Nye	July 15, 1941
	Col. Ernest W. Wilson	April, 1943
Chaplain	Col. Gynther Storaasli	March 3, 1941
	Maj. Roy C. Davis	November 30, 1942
	Lt. Col. John C. W. Linsley	August 13, 1943
Public Relations	Capt. Lynn Farnol	July 1941
	Capt. Thomas D. Yutzy	August 1942
Budget and Fiscal	Maj. John S. Kinze	January 1943
Provost Marshal	Lt. Col. E. E. Schaefer	November 18, 1943
Engineer	Maj. Harry E. Fisher	January 16, 1941
	Col. Manuel J. Osensio	August 1943
	Lt. Col. Robert B. Batte	December 1943
Chemical	Lt. Col. Marsh H. Houser	January 16, 1941
	Maj. Everett G. Finnell	April 15, 1942
	Lt. Col. Theodore Barnes	May 14, 1942
Statistical Control	Maj. John V. Brown	March 2, 1942
Traffic	Capt. C. F. Snyder	October 18, 1943
Air Inspector	Col. Malcolm Stewart	May 25, 1943
Judge Advocate	Col. Henry Harmeling	January 16, 1941

The 1st Statistical Control Unit was established on March 2, 1942. Its assistance in collecting, processing, and transmitting reports to Hq AAF was also available to FAF Hq. International Business Machines were installed by November. Increasing use of "Stat" has assisted the headquarters ever since. It is now preparing 170 reports monthly for AAF and FAF, 25 of them daily.

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87. Acting or short term heads not included. A few section heads were on duty before 16 Jan. 1941.

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A reassignment of jurisdiction over certain automotive functions was brought about by WD Cir. 245, July 25, 1942. Third and Fourth Echelon Maintenance were transferred from Quartermaster to Ordnance. On November 25, 1942 the Base Motor Pools were consolidated with Base Motor Repair Shops, and the entire organization was placed under the jurisdiction of the Ordnance officer.

The Communications section added a Flight Communications sub-section April 1, 1943. Radar and electronics developments were so extensive that in August, 1943 a Radar sub-section was added.

No new staff sections were added until January, 1943, when the Budget and Fiscal Section was created, first as a sub-section of Finance, and after April 15, 1943 as a special staff section.[88] It took over the control of all funds appropriated to the CG, FAF, of budget estimates, and through its Base Budget & Fiscal officers coordinates and passes on requests for funds.

The PRO sub-section of A-2 was reduced in size after the "hoax" photographs of purported markers to air fields were published August 14, 1942.[89] It became a special staff section in April, 1943, and was put under "policy supervision" of A-2 in 1944.

The provost Marshal section was established November 18, 1943, as an advisory and inspection agency for security on the bases.[90]

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88. AAF Reg 20-3, 16 March 1943.

89. Letter, AG, 020-4 For account of the "Hoax" see Appendix Item 17.

90. AAF Reg. 46-1, 31 July 1943, "Security."

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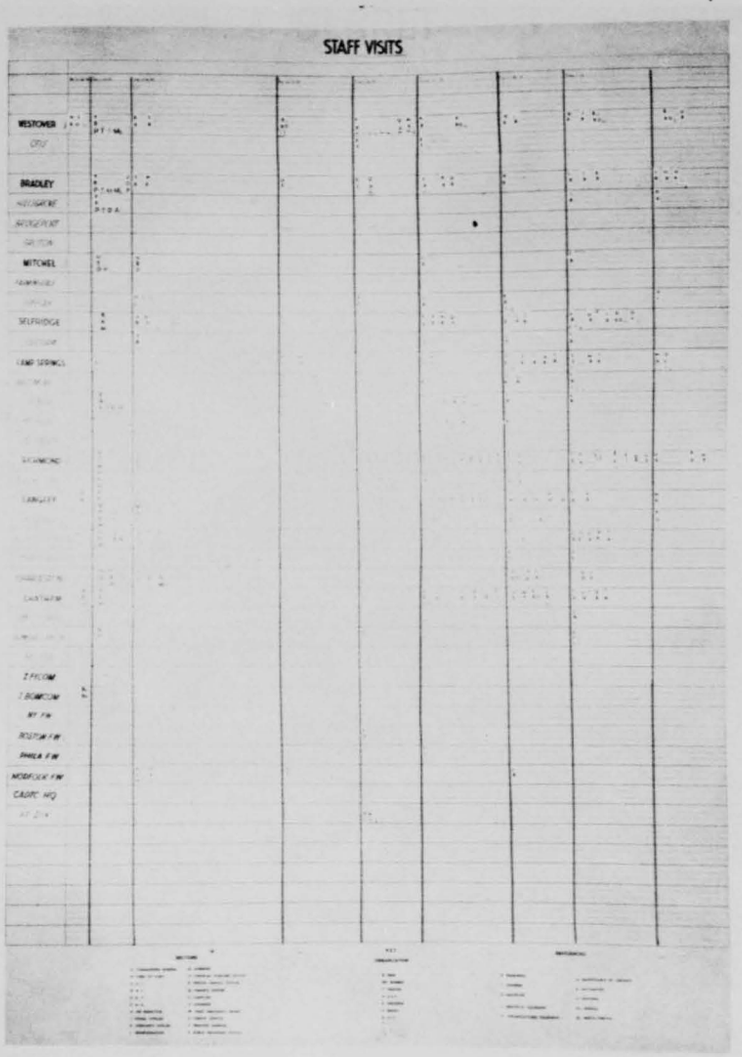

STAFF VISITS BOARD, PAF HEADQUARTERS

Bases on left, time across top. Staff sections visits and deficiencies reported read left to right from bases.

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Last additions were the Counter Intelligence Corps, and the Historical section, under the supervision of A-2, which were not effectively established until after January 1, 1944.

On the whole, the operation of FAF through its commands and general and special staffs has remained conventional, with the sections discharging the functions prescribed by pertinent authorities through normal staff procedures. The headquarters is characterized by meticulous precision in administrative procedure; active supervision and inspection of planned activities on the bases; conferences and other direct and personal liaison methods. Physical separation of the sections of the staff over a number of detached buildings, and of the command headquarters from FAF headquarters has sometimes been an obstacle to close integration, particularly when continuity had been broken by re-moves to New York City or to naval jurisdiction.

A more awkward obstacle to integration has been the interposition of such headquarters as Eastern Theater of Operations and Eastern Defense Command between the FAF and AAF Hq. On many technical and personnel matters the relation between any one Air Force and the entire Air Arm is necessarily close, "going to Washington" not via Governor's Island has been indulged in fairly consistently, and in times of stress the direct telephone connection has solved many technical and personnel matters. In August 1942, when command confusion was at its worst because of the many and shifting authorities involved in defense measures, the following extract

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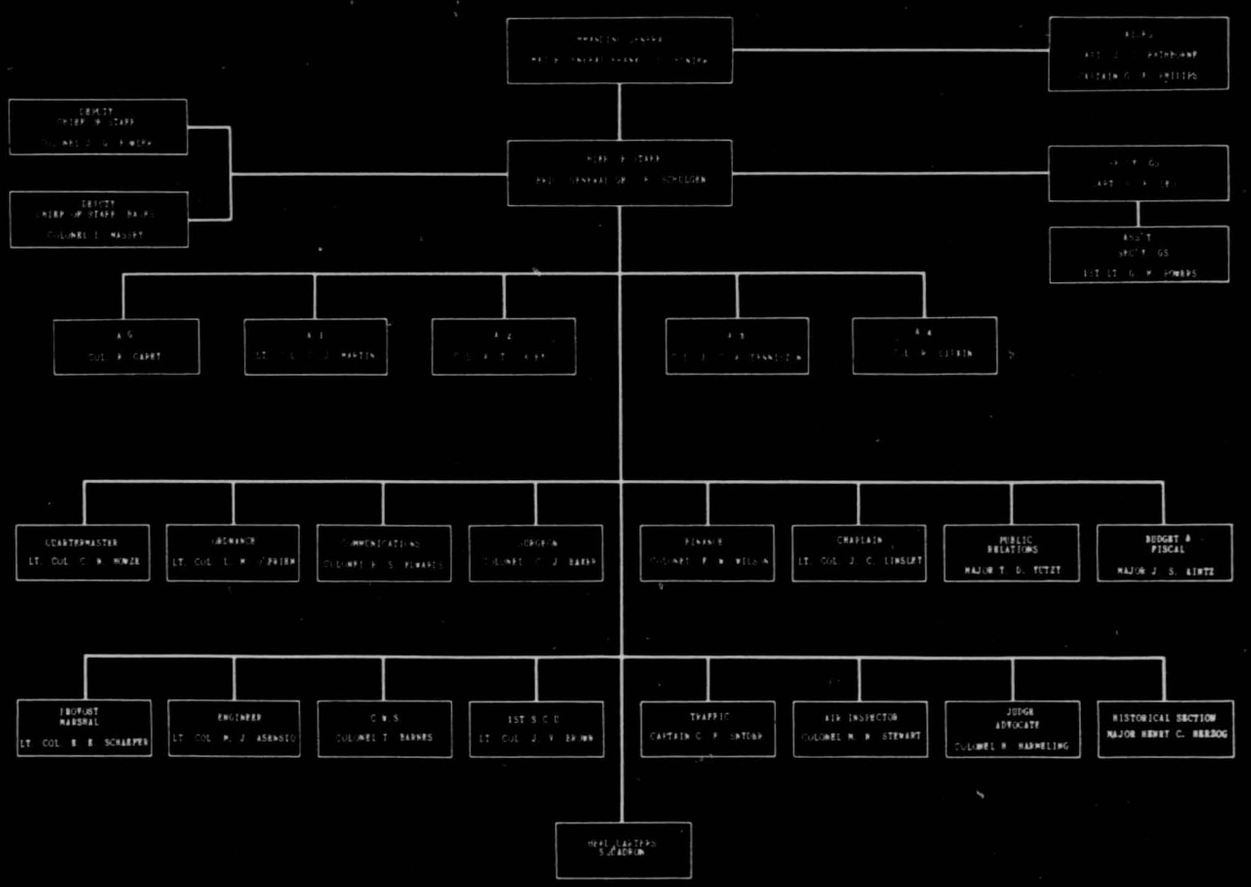
AS OF 31 DEC 1943

HEADQUARTERS FIRST AIR FORCE



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from a first indorsement from the Commanding General, AAF, was published as a staff memo "for information and guidance" by Hq EDC and FAF.[91]

"2. The First Air Force is under the jurisdiction of the Commanding Generals, Eastern Defense Command, and not of the Commanding General, Army Air Forces.

"3. The Eastern Defense Command operates directly under the War Department General Staff (WD Cir. 59, 2 March 1942).

"4. This information is published at this time as there appears to be a misconception as to the channels of command."

There is no evidence that compliance with the suggestion in the memorandum ever reached 100%.

The accompanying chart shows the functioning of FAF as of a particular date, January 1, 1944. Section break-downs for the same date are enclosed in the appendix. In most cases these charts represent the main functional organization of the section for the period of its existence.[92]

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91. Staff memo, EDC and FAF, 18 Aug. 1942 in AG 300.6 Staff . . . . Memos, April 1941 - April 1943.

92. Staff sections, FAF, 31 Dec. 1943, Appendix Item 18.

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IX.

PERSONNEL AND STRENGTH

The personnel of the NEAD when it was activated was the veterans of the old Second Wing of the GHQ AF plus the small increase of the Air Corps Expansion Program of 1938. The second wing was a proud pioneering outfit, whose bombers were seldom piloted by anyone below the rank of Major. The wings of the bombers were wiped by experienced air corps men - and experience meant ten years. Under the expansion program, recruits, having passed the peace-time standards, were taken directly into the Air Corps Detachment, where they were given basic training and school of the soldier. At Mitchel Field, for example, the Expansion Program got ahead of the construction program, and a period of crowding well remembered by the veteran members of headquarters resulted, until the construction of "Boomtown" and "Shantytown" (two groups of temporary barracks) were completed.[93]

The recruits who came in by voluntary enlistments in the years immediately preceding the war were good stuff, in the main, actuated either by a conviction that war was coming, or that air power was at last developing. After their basic training, they were "trade-tested" and sent to the Air Corps Technical School or into "on-the-job" training.

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93. Several enlisted men andofficers whose experience with the EAF dates back to the AirCorps Detachment period have contributed to this section of the history. For a detailed account see Interview with Captain Fritchley, Appendix Item 19.

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"Not all of these geese were swans" - but many had trade skills or mechanical aptitude. Many had administrative or command ability. A group of officers, non-commissioned officers and technicians who were to be very valuable later, and destined to go up with the Air Corps, came from this program.

A small number of young pilots (lieutenants), recently graduated from Randolph, were the officer equivalent of the Air Corps Detachment recruits, and arrived in proportion.

The planned increase in the number of units in the Air Corps, correlated with the construction of six additional bases in the NEAD area, was very carefully conducted under the money and man economy of the pre-war years. Each man was carefully developed, trained, returned, and put into a slot planned for him in advance. The new units were developed in standard army fashion, with a cadre of experienced men and a filler of recruits. In the beginning, it was considered risky to form new units on a basis of 43 percent experienced and 57 percent inexperienced. The units thus formed and moved to the bases before the war constitute a tremendously important preparation, inadequate though it was, for the vast expansion after December 7, 1941.

By December 7, 1941, on the whole, the originally planned additional units of the NEAD had been activated, trained, at least basically, and moved out to Dow, Grenier, Westover, Bradley, Bowman and Baer fields. The percent of experience was relatively low, compared to the old GHQ AF standard - but relatively high compared

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to what was to come.

In February of 1942 the FAF stopped taking in recruits, and began to receive Basic Training Center selectees. Throughout 1942 the quality of the selectees was high, since the Air Corps had been granted restrictive standards. All selectees had to have AGCT scores of 100; many of them had mechanical or other specialized skills. Proper utilization of these men was hedged round by many difficulties, all stemming from the great bulk to be handled, the speed required, and the frail sub-structure of facilities, schools, equipment, and experience. It was here that every scrap of pre-war preparation paid its usual high dividend.

Colonel Godfrey, the Base Classification Officer, tackled the job of "screening" the selectees, using batteries of tests. However, time was short, school quotas were high, and a hundred men had to be dispatched to this school and to that with no more care than had been given to the selection of a single non-com in 1938. Throughout 1941 and 1942, three out of five of the men went to specialist schools. Of all the elements of the army, the Air Corps had the highest percentage of men attending schools. At Mitchel Field, for example, every enlisted man on the line is a graduate of at least two technical schools.[94]

Technical training was done throughout 1942 and 1943 by the Technical Training Command, flying training by the Flying Training Command. Enlisted men transferred from the Ground and Service

94. Interview with Lt. G.L. Murphy, A-1 section, FAF Hq.

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forces to the Air Forces, or assigned to the Air Forces by the Army or Service concerned, were a further source of personnel in 1941 and 1942. Reclassifications and adjustments were necessary to utilize this personnel to the best advantage. In addition to promoting "on-the-job" training and detailing individuals to various army and civilian schools, many of the special staff sections of the FAF organized and operated specialized schools within the First Air Force, to increase the number of specialist personnel to meet FAF commitments when the service schools could not provide sufficient quotas. Much of this training was recognized by the AAF. For example: the Personnel and Plans and Training sub-section of the Communications Section conducted the FAF Communications School, activated as the 1301st Signal Operational Training Company, Aviation.[95] Specialist training in telephone, teletypewriter, radio, message center, and cryptographic subjects was given to qualified filler personnel to complete units formed with experienced cadres.

The Ordnance Technical Schools are another example of training, conducted directly by the FAF to supplement the supply of specialists needed to complete OTU personnel requirements. The ordnance section established these at Westover and Richmond, February 22, 1943, to give four weeks of concentrated training. These were consolidated at Westover in September, and transferred to Selfridge April 15, 1944 to give the same training to Ordnance personnel of

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95. G. O. 53, Hq, AAB, MF, N. Y., 17 Sept. 1942.

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the 477th Bomb Group (Colored). About 550 specialists have completed this training.

Considering that inflow of selectees was at the flood during the distracting "invasion fever" period, when air defense and the "pinning down" of I Fighter by the Eastern Defense Command and of I Bomber by the Navy reduced resources, it is evident that the commanding generals continuing "responsibility for the administration, training and operations of all elements of the command" could be met only by heroic measures.

By the middle of 1942, parent units were spawning three experienced cadres instead of one, and the cadre was five percent of the new unit, instead of 43 percent. Experience came to mean six months instead of ten years. Furthermore, experienced cadres from FAF units were continually broken off to form the nucleus of units activated for overseas commitment, and individual replacements were constantly supplied for the same purpose. Most of the permanent units of the FAF have been screened several times for prospective overseas quotas. By these transfers the reservoir of experienced men, indispensable in training the continued influx of untrained ones, was kept depleted. FAF personnel served as a blood-bank from which repeated transfusions were injected into the anemic new units, to make them lusty. Occasionally the FAF has been bled white in the process. In fact, the phrases "personnel" or "strength" of the FAF is never descriptive of a static or permanent party body of troops - all are in training - all are in transit.

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In May, 1942, and increasingly for a year, officer personnel began coming in from the officer candidate schools of the arms and services comprising the TAF. A heavy influx of officers from the Air Corps Officer Training School and equivalent "direct commission" schools came at the same time. The experience of the TAF with officer personnel seems to correspond with that of the rest of the Air Forces. In general, although with many exceptions, the earlier standards of officer selection and training were low (except for flying officers), and implemented hastily to keep up with the influx of troops. A narrow basis of "civilian specialization" hastily converted to its corresponding military use was employed in procurement. Elimination of surplus officers for whom no suitable assignment in grade existed became one of the officer personnel problems by 1944. The quality and serviceability of officers improved after the first hurried procurements, and has been increased by subsequent special schools and by "on-the-job" experience. The "returnee" officers do not become much of a factor in officer personnel until after January 1, 1944.

Malclassification of both men and officers in the early days is the subject of lively anecdotes in the TAF as elsewhere. Colonel Cassidy, TAF Special Services officer, overdue for an assignment of sixty Special Services officers early in 1942, found twenty-six anthropologists in the group when it arrived. Instances could be multiplied - but in general malclassification has been rare since the early rush periods.

No one claims that smooth, judicious, careful synchronizing

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of exactly the right man for each job, at exactly the right time and place, with exactly the right amount and kind of training and equipment took place. The small increase in appropriation for the Air Forces in 1938 had been long in coming; it had been judiciously invested; it did provide a tough foundation upon which the enormous structure of the AAF could be erected. That structure was erected in a time race with the Germans and Japanese - who were in a big hurry. The AAF hurried also, along with the rest of the American army. On the whole, the First Air Force was built of good calibre men, trained rapidly for their special functions, matured on-the-job, detailed to special schools, if possible, and committed overseas continuously. Personnel and strength figures both of the Headquarters and of the command represent merely the number out of an enormous total who are fixed within the AAF at the particular date of the return.

The AAF benefitted, along with the rest of the army, from the over-all "catching-up" and improvement in the procedure for selecting, training, and distributing personnel. By the end of 1942 the classification system had been tightened up and extended, the service schools expanded and matured, and the whole program coordinated. This gain was offset somewhat by the lowered quality of the manpower remaining available. Limited service personnel, older personnel, and personnel without technical specialties increased in 1943.

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The WAAC supplied their first personnel to the FAF on April 9, 1943, when the 66th Post Hq Co., of 59 EM and 1 officer arrived at Mitchel Field. Two additional detachments were later consolidated with the original one, with a total strength of 311 on December 1, 1943. An additional 18 WAC officers were carried on the strength return of Hq and Hq Squadron, FAF as of 31 December, 1943. In the entire command there were 92 officers and 1383 EM on December 31, 1943.

STRENGTH REPORTS

The strength reports which follow are selected to indicate the strength of FAF Headquarters, and FAF. The former are from the Consolidated Morning Reports of the Hq and Hq Squadron; the latter are from the Statistical Control Unit. Occasional detailed breakdowns of the entire command are supplied to show the varying distribution over the arms and services. The Air Corps consistently has between 50 and 60% of the strength, with Engineering and Signal strongly represented, usually with 20 to 30%. Quartermaster and Ordnance follow, with the usual small representations from the other arms and services. A feature of the arms and services distribution of FAF strength is the high percentage of Engineer and Signal troops, which is reflected in the unit training center programs of the two, and in the large number of pioneering engineer and signal aviation units provided by the FAF, such as the Airborne

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Aviation Engineer units and the Radar Calibration Detachments. The Engineer and Communications (Signal) sections of the headquarters are correspondingly large, the engineering section at some times having been the largest section of the staff.

STRENGTH, HQ AND HQ SQUADRON[96]
FIRST AIR FORCE

1941

Month	Enlisted Men	Officers	Total
January	217	17	234
February	228	20	248
March	251	27	278
April	262	34	296
May	267	34	301
June	287	44	331
July	292	46	338
August	352	43	395
September	197	29	226
October	312	52	364
November	329	57	386
December	385	66	451

1942

January	308	45	353
February	289	48	337
March	283	49	332
April	296	50	346
May	309	53	362
June	453	102	555
July	499	110	609
August	506	133	639
September	529	148	677
October	470	152	622
November	458	148	606
December	467	157	624

96. From the Consolidated Morning Report, Hq & Hq Squadron, FAF.

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1943

Month	Enlisted men	Officers	Total
January	455	180	635
February	503	196	699
March	484	211	695
April	480	212	692
May	512	214	726
June	536	192	728
July	694	364	1058
August	1427	381	1808
September	1035	240	1275
October	981	247	1228
November	2700	263	2963
December	-	-	-

STRENGTH TOTALS OF TAF AND HQ, TAF FORM 127[97]

YEAR	MONTH	TAF		HQ TAF	
		OFF	NM	OFF	NM
1942	Sept.	3970	31679	148	535
	Oct.	2990	27973	154	459
	Nov.			167	457
	Dec.			152	465
1943	Jan.	3857	33416	176	459
	Feb.	4426	40292	167	482
	Mar.	4933	47499	233	472
	Apr.	5358	51360	207	460
	May	5507	52623	194	493
	June	5663	55275	178	492
	July	6474	58767	188	606
	Aug.	8483	73228	181	622
	Sept.	7902	65404	187	663
	Oct.	8131	63281	210	651
	Nov.	8457	60452	225	759
	Dec.	8855	56759	218	708

97. Prepared by First Statistical Control Unit, Mitchel Field, N. Y.

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PAF STRENGTH
January 31, 1941

Arm or Service Distribution	Officers	Enlisted Men	Totals
General Staff Corps	4	0	4
Air Corps	741	12801	13542
Quartermaster Corps	90	1300	1390
Medical Corps	85	673	758
Dental Corps	6	0	6
Veterinary Corps	2	3	5
Medical Administrative Corps	1	0	1
Finance Department	6	30	36
Corps of Engineers	69	893	962
Ordnance Department	53	446	499
Signal Corps	69	1198	1267
Chemical Warfare Service	10	175	185
Chaplains Corps	11	0	11
Cavalry	16	0	16
Field Artillery	29	0	29
Coast Artillery Corps	27	0	27
Infantry	59	0	59
Judge Advocate General's Dept.	1	0	1
Adjutant General's Department	3	0	3
Army Nurse Corps	39	0	39
Military Intelligence	2	0	2
Inspector General's Department	1	0	1
TOTALS	1324	17519	18843

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PAY STRENGTH
June 30, 1941

Arm or Service Distribution	Officers	Enlisted Men	Totals
General Staff Corps	5	0	5
Air Corps	777	15809	16586
Quartermaster Corps	127	1529	1656
Medical Corps	202	989	1191
Dental Corps	21	0	21
Veterinary Corps	9	3	12
Medical Administrative Corps	9	0	9
Finance Department	13	73	86
Corps of Engineers	97	2132	2229
Ordnance Department	61	800	861
Signal Corps	81	1724	1805
Chemical Warfare Service	25	366	391
Chaplains Corps	19	0	19
Cavalry	44	0	44
Field Artillery	50	0	50
Coast Artillery Corps	31	0	31
Infantry	147	0	147
Judge Advocate General's Dept.	2	0	2
Adjutant General's Department	3	0	3
Army Nurse Corps	76	0	76
Warrant Officers	12	0	12
Retired Officers	2	0	2
Flying Cadets	0	134	134
Military Intelligence	4	0	4
TOTALS	1612	23559	25371

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FAF STRENGTH
January 31, 1942

Arm or Service Distribution	Officers	Enlisted Men	Totals
General Staff Corps			
Air Corps	1409	18519	19928
Quartermaster Corps	126	2946	3072
Medical Corps	154	2022	2176
Dental Corps	30	0	30
Veterinary Corps	10	13	23
Medical Administrative Corps	10	0	10
Finance Department	15	97	112
Corps of Engineers	87	1529	1616
Ordnance Department	45	1730	1775
Signal Corps	101	1539	1640
Chemical Warfare Service	24	350	374
Chaplains Corps	20	0	20
Cavalry	88	0	88
Field Artillery	96	0	96
Coast Artillery Corps	38	0	38
Infantry	300	0	300
Judge Advocate General's Dept.	2	0	2
Adjutant General's Department	4	0	4
Army Nurse Corps	78	0	78
Warrant Officers	18	0	18
Military Intelligence Reserve	4	0	4
Specialist Reserve			
Retired Officers	4	0	4
Flying Cadets	0	10	10
TOTALS	2663	28755	31418

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PAY STRENGTH
June 30, 1942

Arm or Service Distribution	Officers	Enlisted Men	Total
Air Corps	2460	26189	28649
Quartermaster Corps	91	2407	2498
Medical Corps	272	2777	3049
Dental Corps	45	0	45
Veterinary Corps	9	11	20
Medical Administrative Corps	13	0	13
Finance Department	23	133	156
Corps of Engineers	132	2337	2469
Ordnance Department	50	1616	1666
Signal Corps	170	5057	5227
Chemical Warfare Service	11	340	351
Chaplains Corps	29	0	29
Cavalry	32	0	32
Field Artillery	22	0	22
Coast Artillery Corps	18	0	18
Infantry	82	0	82
Sanitary Corps	1	0	1
Detached Enlisted Men's List	0	1	1
General Staff Corps	3	0	3
Specialist Reserve	1	0	1
Inspector General's Dept.	1	0	1
Adjutant General's Dept.	8	0	8
Judge Advocate General's Dept.	3	0	3
Military Intelligence	2	0	2
Army Nurse Corps	114	0	114
Warrant Officers	108	0	108
TOTALS	3700	40868	44568

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FAF STRENGTH
January 31, 1943

Arm or Service Distribution	Officers	Enlisted Men	Total
Air Corps	2116	18191	20307
Adjutant General's Department	24	0	24
Inspector General's Department	2	0	2
Judge Advocate General's Dept.	3	0	3
Anti-Aircraft Artillery	2	0	2
Chaplains Corps	41	0	41
Chemical Warfare Service	46	249	295
Corps of Engineers	644	9619	10263
Finance Department	24	251	275
Medical Corps	677	2411	3088
Ordnance Department	80	1180	1260
Quartermaster Corps	106	1741	1847
Signal Corps	519	5154	5673
Warrant Officers	108	0	108
TOTALS	4392	38796	43188

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In addition to its military strength, the FAF employs about 12,000 civilians. The securing, training, and placement of these employees is entrusted to the Civilian Personnel Division of the Army Air Forces, which operates as a sub-section of A-1. The headquarters section exercises full supervision over the consolidated Personnel Offices on the bases and maintains liaison with the governmental agencies involved.

Requests for personnel are initiated by the employing section and forwarded to the Central Base Civilian Personnel Office for necessary action. Funds are appropriated quarterly by the Base Budget and Fiscal Officer to cover existing position authorization.

Each Base Civilian Personnel Office conducts an open recruitment program in conjunction with the nearest United States Employment Service office. When an applicant is found qualified for an existing vacancy, he is sent to the employing agency for final approval, and assigned to duty.

In the FAF there has been very little difficulty in obtaining any type of employee except in the ungraded class, i. e., manual laborers or highly skilled technicians. Manpower is further conserved and employed economically by various types of training, developed and directed by AC of AS, Personnel, Hq, AAF, through the Civilian Personnel Division. Such training includes (a) pre-service training, to fit an employee for productive work; (b) up-grade training, to fit an employee for a higher skill; (c) supervisory training.

The Civilian Personnel Office also conducts an Employee Relations Program at each Base (AAF Reg. 30-5), to decrease personnel

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turnover.

Under this careful program, the FAF has employed a peak of more than 12,000 civilians, to conserve manpower and replace soldier personnel.

Civilian Personnel Strength, FAF as of September 1943

AC	Sub-depot	ASF	Misc.	Total
1183	5306	5423	83	11999

Civilian Personnel Strength, FAF June 7, 1944

	AC	ASF	Total
Bluethenthal	232	225	475
Bradley	549	368	917
Camp Springs	237	276	513
Charleston	145	337	482
Chatham	341	212	553
Dover	13	180	193
Fort Dix	23	15	38
Godman	208	113	321
Langley	886	621	1507
Mitchel FAF	81	33	114
IFC	36	1	37
IBC	7	5	12
Mitchel	982	771	1753
Richmond	676	554	1230
Selfridge	382	344	726
Seymour Johnson	694	768	1462
Walterboro	16	147	163
Westover	630	421	1051
	6401	5947	12348
		Male	7873
		Female	4475

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X.

AREA AND BOUNDARIES

When the air districts were established, to decentralize the training and tactical control of units of the GHQ AF, on a territorial basis, the boundaries were fixed on an ambitious scale. Considering the mobile character of air forces, and the long-range expansion plans, the territory assigned to each air force was not unreasonable. Considering the actual strength and number of stations, the territory assigned was obviously more theoretical than real at the outset.

The boundaries of the NEAD were the Atlantic Coastline, the Canadian border, the western boundaries of Minnesota, Iowa, and Missouri, the southern boundaries of Missouri, Kentucky, and Virginia, and a line from South Boston, Va. to Cape Lookout, N. C. The area thus defined contained twenty-two states and the District of Columbia, roughly definable as the northeastern United States - plenty of room for an air force of three fields, fifteen thousand men, and 370 planes to rattle around in.[98]

The NEAD area contained approximately 760,000 square miles, with a population of 83,000,000.[99]

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98. Figures from first annual general inspection, by Inspector General, AFCC, 26-27 May, 1941. "Latest aircraft strength assigned 285 Combat type, 10 Transport, 77 Auxiliary or Training. Of the 285 tactical airplanes, 100 are "out of commission" on a day-to-day basis. B 17s, B 26s, and P 39s are the only modern planes assigned. The others are obsolescent."

99. Compiled from 1940 Census Reports. Includes the 27 counties in North Carolina included above the line, So. Boston, Va., to Cape Lookout, N. C. Some estimating has been necessary.

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It contained only twenty-five percent of the area of the United States, but sixty-two percent of the population with the accompanying high percentage of the transportation, manufacturing and communications systems. The area lies between 35 degrees and 45 degrees latitude, and 65 degrees to 95 degrees longitude. The climatic variations are extreme. At Dow and Grenier fields the yearly average annual temperature for the past seventy-one years had averaged 45.8°, with average temperatures of 25.8°, 21.2° and 22.6° for the months of December, January and February, respectively. Within the same three months minimum temperatures of -35 have been recorded, with minimum of -15 not uncommon.

This contrasts, for the southern bases, of a yearly annual temperature of 66.1°, with averages of 51.6°, 50.0°, and 52.3° for December, January and February. The terrain is various also, consisting of prairie on the west, an east-west mountain chain on the south, a rolling and hilly section on the east, ending in a north-south mountain chain and a coastal plateau.

A great variety of flying conditions effecting equipment, planes, and personnel (temperature, wind velocity and direction, fog, snow-fall, etc.) could be encountered in a flight across the area, as from Langley to Selfridge, or from Bowman to Grenier.

Insofar as the original conception of an air district or continental air force continues to be that of a decentralizing agency for the administration and training of air forces, the boundaries of the FAF continue to be those fixed for the NEAD. In

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actual practice, the FAF has never operated over more than a small fraction of its territory. Selfridge Field, near Detroit, Michigan, Bowman Field, near Louisville, Kentucky, and Paul Baer Field, near Fort Wayne, Indiana are almost the only fields the FAF has ever had west of Buffalo, N. Y. All three of these were given up on February 1, 1942, eight months after their assignment. Selfridge has been back in the FAF at intervals since, but the FAF has concentrated its activity along the Atlantic seaboard.

The danger of air attack and invasion is the main reason for the eastern concentration. The region east of the Appalachians is the most accessible both to air and ground attack. The adjacent waters are at times infested with submarines. Probably even if left with its original degree of autonomy the FAF would have postponed expansion west of the Appalachians until the eastern seaboard was provided with a secure air defense. However, a succession of war department reorganizations of defense authorities implemented the pressures of the military situation, and legalized several changes in operating areas for the FAF. The most important changes were those brought about by the Northeast Defense Command, the Eastern Theater of Operations and the Eastern Defense Command.

The war department created four defense commands on March 17, 1941[100] as strategic areas for preparing, coordinating, and initiating the execution of all plans for the employment of the armed forces in defense against enemy action. By this order, the four

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100. A. G. 320.2 (2-28-41) M-WPD-M Defense . . . .U. S. 17 Mar. 1941.

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air districts were made air forces. The Northeast Air District became the First Air Force. The Commanding General of the First Army was made Commanding General of the Northeast Defense Command, responsible for the peacetime planning for all measures of defense in the area of his command. The Commanding General of the GHQ Air Force was responsible for the peacetime organization and training for air operations and air defense portions of defense plans for defense commands. The Commanding General of the GHQ AF assigned this responsibility for defense and planning within the Northeast Defense Command to the First Air Force.

The boundary of the Northeast Defense Command as established by this order excluded the states of Minnesota, Iowa, and Missouri of the Northeast Air District.[101]

On March 25, 1941 a further communication from the War Department stated that "For the purpose of ground organization for Air Defense and the allocation of additional responsibilities to Air Force Commanders, boundaries will be as prescribed by the Commanding General, GHQ AF. These boundaries will not necessarily conform to the boundaries of the Defense Command."[102]

No further prescription of boundaries for the FAF was made. The FAF had never had any elements of its command in Minnesota, Iowa, or Missouri; the pressure not only of the Northeast Defense Command but of the worsening war situation naturally caused the FAF to concentrate its units within the eastern portion of its area.

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101. See map opposite page 95

102. W.D. AGO 320.2 (3-24-41) M-WPD-M, 25 Mar. 1941, Defense . . US.

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A more far-reaching redefinition of boundaries came when the short-lived Northeast Defense Command was succeeded by the Eastern Theater of Operations, on December 20, 1941.[103]

The FAF became Air Forces, Eastern Theater of Operations and First Air Force. The duality of its new role is reflected in that title, and in "these headquarters" as a form of address. The Commanding General, First Air Force became also Air Commander, Eastern Theater of Operations. Disposition of FAF tactical units was coordinated with the joint ground-air defense plans of the First Army, whose Commanding General was also Commanding General of the Eastern Theater of Operations.

The Eastern Theater of Operations had as its western extremity the Ohio-Pennsylvania, Ohio-West Virginia, Kentucky-Virginia boundaries, the L and N Railroad to Knoxville, the Southern Railroad via Chattanooga to Birmingham, thence via Selma (Alabama) to the northwest corner of Florida, thence south along the Alabama-Florida boundary to the Gulf Coast.[104]

As with the Northeast Defense Command, the new theater merely superimposed upon the original boundaries an area in which a senior tactical command exercised control over the tactical employment of the Air Force units necessary for operations in the theater. However, the commitments of the FAF to planning and participating in the defense of the area, as centered in the various coastal defense sectors, air regions, etc. was heavier than they had been under the

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103. See above, page 10 ff.
104. See map opposite page 95.

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Northeast Defense Command (invasion being considered a daily possibility). The operating tactical area was narrowed by the exclusion of the states of Wisconsin, Michigan, Ohio, Indiana, and Illinois, but extended southward by the addition of the remainder of North Carolina, South Carolina, Georgia, Florida, and part of Alabama.

The Eastern Theater of Operations land area covered 780,000 square miles, or fifteen percent of the area of the United States, which contained a population of 56,197,000, or forty-three percent of the population of the United States.[105]

It was a decidedly smaller area than that of the NEAD - smaller by 277,878 square miles, and containing twenty-six million fewer people.

The First Air Force retained administrative and training responsibility for all units of the command, which might presumably still have been stationed in Minnesota. But practically speaking, from this date forward, geographical boundaries meant little, and military necessity meant everything. Commanding Generals of the First and Third Air Forces were authorized to arrange the transfers of stations and units necessary directly. A paragraph of General Order 6, Hq, ETO,[106] lays the basis for an almost complete disregard of territorial boundaries during the war period.

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105. Compiled from 1940 census. Includes 18 counties in Tennessee and parts of 7 others; 31 counties in Ala. and parts of 7 others. Some estimating has been necessary.

106. G.O. 6, Hq, ETO & FA, Governor's Is., N. Y., 12 Jan. 1942; Appendix Item 7.

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3. "The conditions associated with the organization of this Theater prompt a departure from prescribed forms and the adoption of practical steps suitable to existing conditions and circumstances. Territorial subdivision jurisdiction will be based primarily on functional tasks. The various agencies in the Theater will be utilized with as little disturbance as possible to established systems of responsibility."

Under the Eastern Theater of Operations the FAF arranged some transfers with the Third Air Force; the Eastern Theater and Army Air Forces Hq arranged others. All available facilities and rapidly added new ones came with the rush of expansion and intensified anti-submarine convoy, patrol, and interceptor activity. The FAF soon had bases along the entire Carolina-Georgia-Florida coast, in what was Third Air Force territory.[107]

No change in boundaries accompanied the change from Eastern Theater of Operations to Eastern Defense Command. General Order 1, EDC[108] states that boundaries are the same as those in General Order 1, ETO. However, by 6 August 1943, when the basic Field Order No. 1[109] was revised, boundary adjustments had been made to conform with the state boundaries of Tennessee-North Carolina, Tennessee-Georgia, Alabama-Georgia to junction with Florida. This eliminates the odd counties in Tennessee and Alabama. Both lines are shown on

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107. See above, "Bases", page 100, ff. and interview with Col. Lacey, Appendix Item 4.

108. G. O. 1, Hq, EDC and FA, 20 March 1942. Appendix Item 20.

109. Field Order 1, Hq AF EDC and FAF, Revised 6 Aug. 1943 (Secret) in AG (Classified) 300.4 Defense Operations.

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the boundary map opposite page 94 - the original EDC boundary as ETO-EDC, and the revised one simply as EDC.

A few operational or extra-territorial arrangements were arranged for the First Air Force by higher authority. One was the military District of Sault Ste. Marie, established by Presidential order March 17, 1941.[110] The District of Sault Ste. Marie was coterminus with Chippewa County, Michigan, "for the better protection of the St. Mary's Falls Canal and locks and that part of the waterway between Lakes Superior and Huron." The area was that of the Central Defense Command, but the I Interceptor Command supplied the Aircraft Warning plans, and plotted the location of ground observer posts. The Commanding General, First Air Force, was responsible for providing one fighter squadron upon call from the Central Defense Command.[111]

Operationally, also, units of the First Air Force had concurrent use at times of such Caribbean bases as Batista Field, Cuba, and Kindley Field, Bermuda. As Defense Command plans matured, the WAF narrowed its attention still further to the coastal section of the already narrowed area. The various coastal defense sectors around which combined ground and air support was grouped[112] were

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110. Secret letter, White House, Wash., D. C., 17 Mar. 1941, AG 320.2 (3-17-41)M.

111. AGO 320 (1-6-43) OR-S-E, 8 Jan. 1943 Fighter ....Locks.

112. See above page 90.

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centered on key water approaches to vital target areas: Boston, New York, Philadelphia, Norfolk. An Eastern Air Defense Zone, defined as the air space from Canada to Key West, two hundred miles seaward and one hundred fifty miles inland was proclaimed.[113] Regulations curbing civilian and observation flying were stringent and extra precautions were taken to protect this zone from aerial observation, because the defense resources of the Command were concentrated in it. The large number of FAF bases added in 1942 were practically all within the area covered by this air zone.

Finally, a vital defense zone comprising the land portion of the Eastern Air Defense Zone lying between Weston, Maine and Corolla, N. C. was defined. Within this vulnerable belt, from Boston south to Washington, transportation, communication, vital war industry, shipping, armaments, arms and explosives plants, ship-yards, and population and government are congested and inter-related to such a degree that national security could be shaken if they were disrupted. And so the attention of the FAF followed the dictates of military necessity once more, and drew in from the north and south of its already narrowed area.

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113. WD Circ. 11, National Policy of Air Defense Regulations, 11 March 1942.

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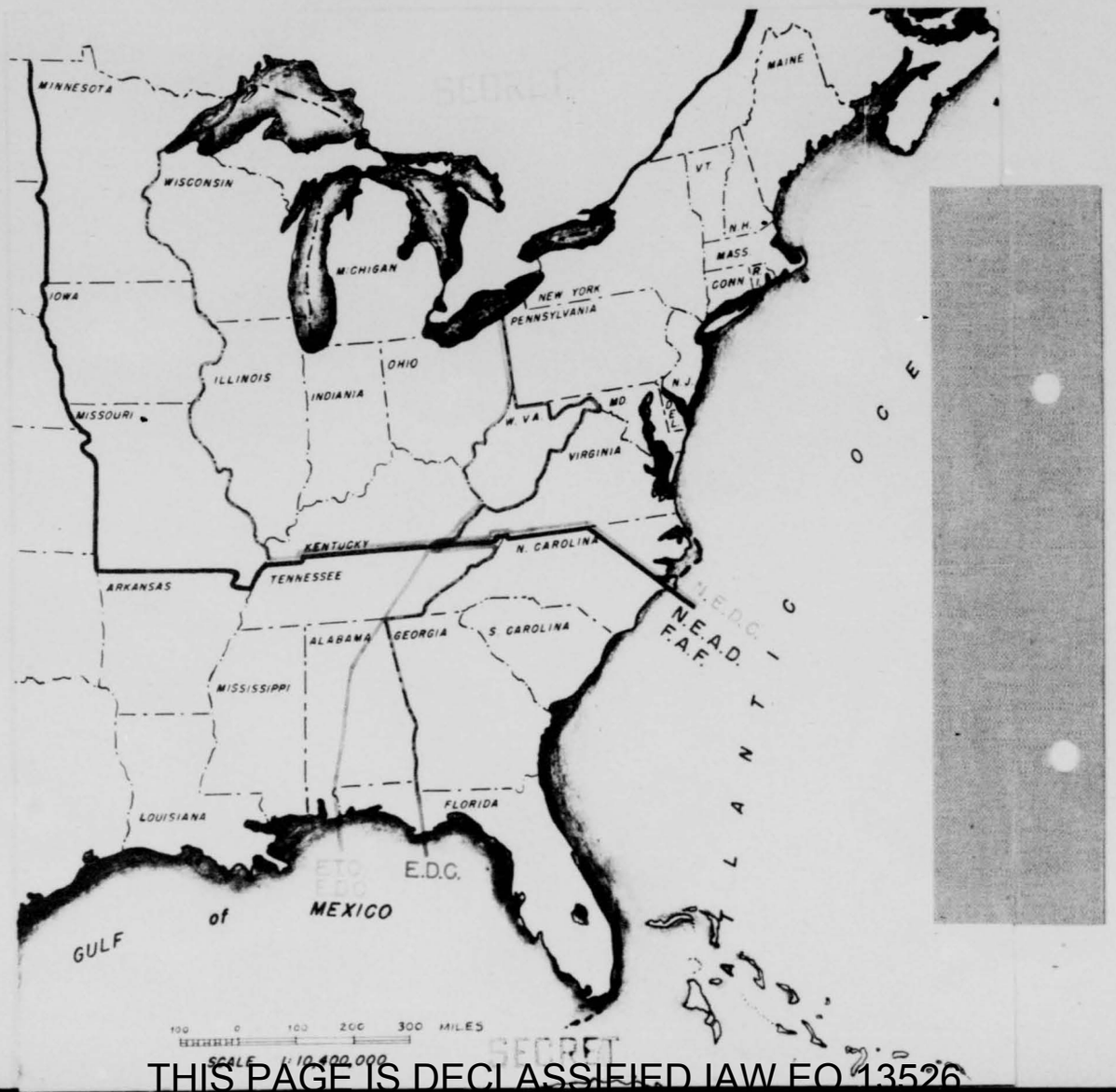

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SUMMARY

The original extensive boundaries of the NEAD have been successively contracted by the effect of war and of succeeding defense commands. Measured in terms of bases, the FAF moved eastward, first out of Kentucky, Michigan, and Indiana, leaving an Atlantic coastal area only; then southward, to the gulf coast, then down from Grenier to Boston and up from Tampa, Florida, to Savannah, Georgia.

New boundary authorities superimposed on but not cancelling preceding ones, have been:

January 16, 1941	NEAD
March 17, 1941	Northeast Defense Command
December 20, 1941	Eastern Theater of Operations
March 20, 1942	Eastern Defense Command

The map on the opposite page shows the boundary lines.

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XI.

THE BASING OF NEAD AND FAF[114]

As originally constituted, the NEAD was assigned three bases: Mitchel Field, N. Y., Langley Field, Va., and Selfridge Field, Michigan. These were all old, established Fields, dating back to World War I. Langley was the headquarters of the GHQ AF and the site of the National Committee for the Advancement of Aeronautics. Mitchel had been greatly enlarged in 1933-35. More important in preparing them for their part in World War II had been their assignment to the 2d Wing of the GHQ AF in 1935. Under the impetus of that move, Langley and Mitchel had been enlarged, modernized, and were rather complete, permanent Air Corps posts, with run-ways, hangars, housing, etc. for about one bomber group each, when they were assigned to the NEAD. Langley Field, in particular, as the Headquarters of the GHQ AF and of the 2d Wing, was a well-developed, mature air base, with a large amount of permanent construction. Selfridge had been less completely modernized.

The three fields had housing facilities for about twenty-five thousand officers and enlisted men.

An additional six bases were already in view when the NEAD was activated:

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114. For a detailed treatment, see Part II, "Physical Expansion," history of FAF, and the Base Histories.

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Bradley Field	Windsor Locks, Conn.
Westover Field	Chicopee Falls, Mass.
Dow Field	Bangor, Maine
Grenier Field	Manchester, N. H.
Bowman Field	Louisville, Ky.
Paul Baer Field	Fort Wayne, Ind.

A very carefully coordinated advance plan for the Air Corps Expansion Program of 1938 had worked out the timing of the construction of these bases with the activating and training of new units. For the most part, the six new bases were on locations not hitherto army stations, and were constructed "from the ground up," with hangars and run-ways somewhat in advance of the planes of that date. They were assigned to the FAF on June 4, 1941,[115] six months after its activation as the NEAD. The Expansion Program of which they were a part was a precautionary measure against the worsening European situation. War had broken into the open during their construction; the United States passed the Selective Service Act and a second Air Corps expansion appropriation before their completion. Yet the role of the FAF with these bases was to carry out the original plan - to move the recently activated and trained units onto them; so they could advance their training by the use of the new fields and equipment. This program went on at a driving pace through the summer and fall of 1941.

No extensive changes were made in FAF bases during the year from June 1941 to June 1942. Then, within two months, the FAF picked up forty bases. Almost all of these were fighter bases assigned to implement the dual mission of the I Fighter Command, whose

115. AG 680.2 (HQ AF (5-5-41) MR-M-C. 4 June 1941.

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veteran units were ready to repel enemy air attacks while continuing their own training and assisting with that of "satellite" or less-well trained units. The Station List of September 30, 1942 shows an increase to forty-three, from the original nine.

HEADQUARTERS

AIR FORCES, EASTERN DEFENSE COMMAND
and
FIRST AIR FORCE

(Headquarters at Mitchel Field, N. Y.)

As of Midnight September 30, 1942.

S T A T I O N L I S T

BY UNITS

The following airdromes and their installations are assigned to the First Air Force:

Bradley Field, Windsor Locks, Conn.
Dow Field, Bangor, Maine
Grenier Field, Manchester, N. H.
Langley Field, Virginia
Mitchel Field, New York
Westover Field, Chicopee Falls, Mass.
Municipal Airport, Dover, Delaware
**Bluethenthal Field, Wilmington, N. C.
Municipal Airport, Charleston, S. C.
Municipal Airport, West of Savannah, Ga.
Municipal Airport, Jacksonville, Fla.
**Ft. Pierce Airport, Ft. Pierce, Fla.
36th Street Airport, Miami, Fla.
Boca Chica Airport, Key West, Fla.
Municipal Airport, Bedford, Mass.
Ft. Devens Airport, Ft. Devens, Mass.
Otis Field, Camp Edwards, Mass.
Municipal Airport, Hyannis, Mass.
Ft. Dix Airport, Ft. Dix, N. J.
**Municipal Airport, Reading, Pa.
**Beltsville Airport, Beltsville, Md.
**Municipal Airport, Blackstone, Va.
**Municipal Airport, Rocky Mount, N. C.

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Municipal Airport, Newark, N. J.
Municipal Airport, Georgetown, S. C.
Municipal Airport, Boston, Mass.
Municipal Airport, New Bedford, Mass.
T. F. Green Airport, Hillagrove, R. I.
Rentschler Airle, Hartford, Conn.
**Municipal Airport, New Haven, Conn.
Municipal Airport, Bridgeport, Conn.
Trumbull Field, Groton, Conn.
Republic Field, Farmingdale, N. Y.
Bendix Airport, Newark, N. J.
** Millville Airport, Millville, N. J.
LaGuardia Field, New York, N. Y.
Municipal Airport, Philadelphia, Pa.
Municipal Airport, Baltimore, Md.
Brainard Field, Hartford, Conn.
Richmond, Virginia
New Cumberland Field, Harrisburg, Pa.
Palm Beach Country Park Airport, Lantana, Fla.
Salisbury, Maryland.

NOTE: Where the Stations listed are municipal and not entirely controlled by the Army, such assignment will apply only to the military installations thereon.

** No Troops assigned to these bases.

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The new bases so rapidly acquired in the hey-day of Fighter activity in the EAF (the Bomber Command being tied down by the Navy during this period) were for the most part small municipal fields located near the Atlantic. Many of them were rudimentary "cow pasture" landing fields, undeveloped beyond a name and a little grading. This was the period when individuals, firms, and cities offered the use of fields of all kinds to the government. An extensive survey of existing and potential landing fields, ideal sites for constructing fields, and even of landing strips had been made by the engineer officer of First Air Force, starting with the activation of the NEAD. This Airfield Survey had been given first priority by the Air District Commander, and was an amazingly complete listing of possibilities.[116] However, the shift in emphasis to active air defense and offense along an embattled coast-line precluded selection of sites from the Airport Survey except in a small portion of the area covered by it. The added forty bases came in all kinds of ways, and the immediate construction done on them sometimes preceded approval. In many cases, a half squadron of interceptors merely occupied a municipal or private field for operating purposes, and the field was later acquired and assigned to EAF. All kinds of pressures played back and forth over the situation: the desire of cities or industries for an army air station nearby, the desire of the Eastern Theater of Operations for air support within

116. "Office of the Engineer," staff section history, p. 5.

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FIRST AIR FORCE

LEGEND

⊖ – RUNWAYS UNDER 5000 FT. IN LENGTH
○ – RUNWAYS EVEN 5000 FT. IN LENGTH
⊕ – RUNWAYS OVER 5000 FT. IN LENGTH

10 – 1000 TOTAL HOUSING (AT 40 SQ. FT. PER MAN)
H – HEAVY PAVEMENT 74,000# AND ABOVE
L – LIGHT PAVEMENT BELOW 74,000#

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a certain distance of ground military installations, the tactical necessities of the I Air Support Command and I Bomber Command in arranging patrol routes, for example.

The added bases tended to be more numerous in the coastal area between Weston, Maine, and Corolla, N. C. This area had been defined as the Vital Defense Zone, and interception activity was concentrated in it. It covered the important harbors, the coastal shipping lanes, the Chesapeake water-ways, the National Capitol and our concentrated eastern industrial and transportation system, judged to be both essential to our war effort and vulnerable to enemy attack.

The fighter bases hugged the coast line, to increase the range of fighter planes over-water, and hugged the Vital Defense Zone to be nearest the area of anticipated attack. Most of these fields were small, many of them suited only to a single squadron. Dispersal of squadrons for the interception of enemy bombers headed for particular targets in the Vital Defense Zone was part of the current tactical theory. Twenty-five of these bases were relieved from the FAF within six months. Some were relieved when the Ground Air Support Command was transferred into the Third Air Forces in August 1942, others were abandoned in favor of enlarging other fields. Many of them had had only half a squadron on them; some had been merely ready for use. By December 31, 1942 the Station List was reduced to twenty-nine bases. The map on the opposite page shows location, capacity, runway length, and pavement strength.

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HEADQUARTERS
AIR FORCES, EASTERN DEFENSE COMMAND
and
FIRST AIR FORCE

(Headquarters at Mitchel Field, N. Y.)

(As of Midnight, December 31, 1942)

STATION LIST

BY UNITS

The following Airdromes and their installations are assigned to the First Air Force:

Ayer, Mass.	Ft. Devans Army Airfield
Baltimore, Md.	Municipal
Bangor, Maine	Dow Field
Bedford, Mass.	Municipal
Bridgeport, Conn.	Municipal
Camp Springs, Md.	Municipal
Chicopee Falls, Mass.	Westover Field
Farmingdale, N. Y.	Republic Field
Groton, Conn.	Trumbull Field
Hartford, Conn.	Rentschler Field
Hartford, Conn.	Brainard Field
Hillsgrove, R. I.	T. F. Green Field
Hyannis, Mass.	Municipal
Idlewild Airport	Boro of Queens, N. Y.
Langley Field, Va.	Langley Field
Manchester, N. H.	Grenier Field
Millville, N. J.	Municipal
Mitchel Field, N. Y.	Mitchel Field
New Bedford, Mass.	Municipal
New Haven, Conn.	Municipal
New York, N. Y.	LaGuardia
Norfolk, Va.	Municipal
Philadelphia, Pa.	Municipal
Portsmouth, N. H.	Municipal
Richmond, Va.	Richmond, AAB
Salisbury, Md.	Municipal
Suffolk, N. Y.	Municipal
Westchester County Airport (Rye Lake)	White Plains, N. Y.
Windsor Locks, Conn.	Bradley Field

NOTE: When the Stations listed are municipal and not entirely controlled by the Army, such assignment will apply only to the military installations thereon.

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The increasing range of fighter planes, and the changes in interception tactics, were factors in reducing the station list, as well as a gradual recovery from the pressures which had led to agitation for "a fighter base every five miles."

While the FAF was acquiring bases along its eastern boundary it was being relieved of bases in the west. Bowman Field, Ky., Selfridge Field, Mich. and Paul Baer Field, Ind., went out on February 1, 1942, only eight months after they had been assigned. The Northeast Defense Command and the Eastern Theater of Operations had successively influenced the disposition of FAF tactical units eastward, and these bases could not profitably be used by the FAF. They were assigned elsewhere by AAF headquarters.[117] Selfridge returned on July 26, 1942.

Dow and Grenier were relieved January 1, 1944. By this date, the Bomber Command had an OTU program and the FAF was more exclusively a training air force. A shift of bases from north to south took place in response to the shift from combat to training. Dow and Grenier, which had served as stepping stones to Newfoundland during the period when the first offensive power of the Air Force was being sent overseas ("borrowed" from FAF by First Concentration Command, for staging, July to November, 1942) were taken over by the Air Transport Command. The FAF, whose territory had been extended southward under EDC and EDC, went south, for training bases, where there are more hours of flying weather.

117. Interview with Col. Lacey, Appendix Item 4, and with Col. Stewart, Appendix Item 16.

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At Grenier and Dow freezing temperatures begin to be of common occurrence about October 20 and continue until April 15, with an average of 160 days of freezing temperature. The cumulative depth of snow reaches nine feet by March 1st. Snow falls on between fifty and sixty days of the year. Minimum temperatures of -15° or lower occur in five months of the year.[118]

All these adverse climatic conditions were backed stoutly to make tactical use of the northern fields but when training commitments became the main function, and the number of hours of flying weather was the main consideration in the suitability of a base, southern bases were preferable.

At Chatham the yearly average annual temperature was 66.1°, as contrasted with 22.6° at Dow and Grenier. Servicing and maintaining airplanes in the field when hangar space is insufficient is more feasible in the south, and maintenance is an important factor in carrying out a flying training program.

So, by assignment or transfer, the FAF acquired or retained several bases in Third Air Force territory. The original "invasion" of Third Air Force territory had been made possible by the authority of the Eastern Theater of Operations and Eastern Defense Command.[119] By arrangement with the Third Air Force

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118. Report, "Climate Summary," Capt. George F. Bender, Air Corps, Weather Officer, to CG, AAF, 4 Oct. 1943 in AG 373 Aerial Operations.

119. See above, "Area and Boundaries," p. 2.

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through AAF headquarters, the FAF retained Chatham, Richmond and Charleston, with their sub-bases. These three fields were enlarged and improved.

The number of main bases has never been large, and in general the sub-bases have been attached to main bases for administration and supply. The grouping of sub-bases around main bases, with the strength of the sub-bases as of April 30, 1943, is shown on the opposite page.[120] The list for December 31, 1943 follows.

The FAF also, upon request, provided facilities for fighter control, Radar, and AWS sites, either through construction, purchase or lease. A continuously large volume of administrative effort has been exerted by FAF to acquire, exchange, improve, extend and supply the bases and stations of the entire command. By April 8, 1943, the 8 main bases and 27 sub-bases and housing and base facilities for 98,000 troops - an increase of almost 100% over the capacity of the original bases.

In the historical index of bases which follows, each base has been entered only once, and its relations with the FAF have been tabulated to show date of assignment, date relieved, date reassigned, etc.[121]

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120. From Statistical Data and Rosters, Finance Section, FAF, 30 April, 1944 (Vol. XIV).

121. Appendix Item 22.

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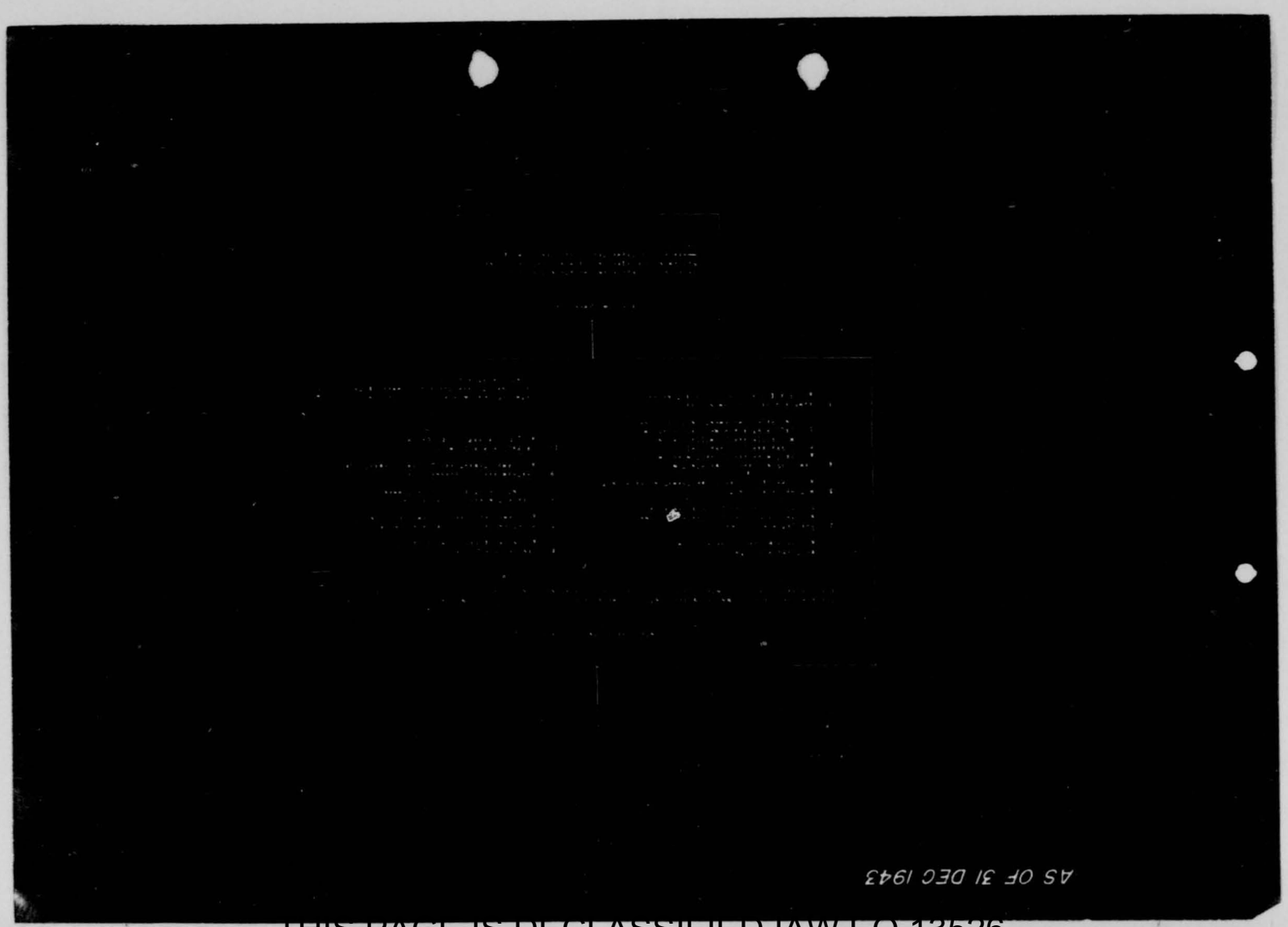

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BIBLIOGRAPHY

Many sources other than the printed materials given below have been consulted in preparing Part I of the FAF history. Each section of the staff prepared a short history of its organization, operational changes and personnel. Some of these, notably Engineer, Quartermaster, Finance, Signal, and Special Services, reached the proportions of unit histories. Two earlier histories of the FAF have been preserved, and were consulted. Eventually these materials will be forwarded to the Historical Division as Historical Data.

The Adjutant General's section, with whose materials Part I deals particularly, had already prepared various chronologies and functional charts, which have been incorporated. Pertinent pages of an unusually clear and comprehensive administrative break-down of the FAF as of December 31, 1943, entitled "First Air Force, Organization and Functions" have been reproduced throughout Part I. The original will be forwarded to the Historical Division.

Many interviews, formal and informal, have been conducted, particularly with those whose experiences with the FAF reach back to 1940. Interviews with Colonel Malcolm Stewart, Colonel Arthur T. Lacey, and Captain Richard Pritchley are appended.

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Cooperation from dozens of individuals and sections for specific aid is acknowledged. The Statistical Control Unit, the Hq and Hq Sq, the A-1 Section, and the Finance Section haveprepared various records. The A-3 Section has assisted with the maps, the Base Photo Lab with photographs.

The "paper" sources are as follows:

I Files (1 Nov. 1940 - 1 Jan. 1944)

A. AAF Central Files (Classified)

1. 300.3 Regulations
2. 321.9 Air Staffs . . . AAF
3. 321.9A Organization . . . AAF
4. 321.9B GHQ AF . . . AC
5. 321.9C GHQ AF . . . AC
6. 321.9D GHQ AF . . . AC
7. 321.9D1 GHQ AF . . . AC
8. 321.9E Reorganization . . . AC
9. 322.082 Air Districts
10. 326.6 Air Districts
11. 321.9 Mitchel Field
12. 321.9-3D Groups
13. 321.9-3-73 Groups
14. 337 (Special) Staff Meetings
15. 360.01B Policy toward Aviation

B. AC Files (WAF)

1. General Orders: ETO and FA; AF ETO and WAF; AF MDC and WAF; HQ WAF; MHAD.

2. 320 to 323 inclusive. Organization of Army, Air Forces, etc. (These files have been most completely examined).

3. 353 Combined . . . Training
4. 373 Aerial Operations
5. 600.1 Construction . . . Mitchel
6. Section files of Signal & Engineer, especially those dealing with organization.

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C. AFCC Files (National Archives) (Classified)

1. ACC 333 Hq 1st Air Force
2. 354.2 First Army
3. 322.082 GHQ AF
4. 300.4 General Orders
5. 371 Theater of Operations
6. Confidential Envelope Files: 53, 56, 30, 61, 71.
7. 322.082 Air Defense Command

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HEADQUARTERS FIRST AIR FORCE
Office of the Air Force Commander
Mitchel Field, New York

September 8, 1941.

CORRECTED COPY

GENERAL ORDER)
:
NUMBER 24)

* *

SECTION IV.

1. Pursuant to authority contained in Section II, General Order No. 37, Headquarters Air Force Combat Command, September 5, 1941, the following unit is activated as of September 5, 1941.

UNIT	STATION OF ACTIVATION	UNIT RESPONSIBLE FOR ACTIVATION	PERMANENT STATION
1st Bomber Cmd Hq & Hq Sq	Langley Fld Virginia	2nd Bomb Wing Hq & Hq Sq	Langley Field, Virginia

8

2. Concurrently with the activation of the 1st Bomber Command, the 2d Bombardment Wing, Headquarters and Headquarters Squadron, will be inactivated.

3. All personnel and equipment now assigned to the 2d Bombardment Wing, Headquarters and Headquarters Squadron, will be transferred to Headquarters and Headquarters Squadron, 1st Bomber Command.

4. Grades and ratings for the 1st Bomber Command, Headquarters and Headquarters Squadron, will be published separately.

5. The following units are assigned to the 1st BOMBER COMMAND:

1st Bomber Command:
Hq & Hq Sq, 1st Bomber Command, Langley Field, Va.
34th Bombardment Group (H), Westover Field, Mass.
1st Reconnaissance Squadron (H), Westover Field, Mass.
43rd Bombardment Group (H), Bangor, Me.
13th Reconnaissance Squadron (H), Bangor, Me.
2d Bombardment Group (H), Langley Field, Va.
41st Reconnaissance Squadron (H), Langley Field, Va.
22d Bombardment Group (H), Langley Field, Va.
15th Reconnaissance Squadron (H), Langley Field, Va.
1st Pursuit Group (F), Selfridge Field, Mich.

6. The 1st Bomber Command is assigned to the 1st Air Force.
By command of Brigadier General McDONNELL:

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/t/ A. T. LACEY,
Lt. Colonel, G. S. C.,
Acting Chief of Staff.

OFFICIAL:

/s/ O. C. Van Hoesen,
/t/ O. C. VAN HOESEN,
Captain, A. G. D.,
Acting Adjutant Gener

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Leslie L. ...

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HEADQUARTERS FIRST AIR FORCE
Office of the Air Force Commander
Mitchel Field, N.Y.

(K-44)

July 3, 1941

SUBJECT: Engineer Personnel for Engineer Section, Headquarters First Air Force.

MEMO TO: Commanding General, Air Base, Westover Field, Chicopee Falls, Mass.

1. Letter AGO, June 20, 1941, subject, "Personnel for Engineer Headquarters GHQ Air Force, 1st, 2nd, 3rd, and 4th Air Forces", file AG 320.2 (6-9-41) EA-C, contained the directive for the transfer of 7 enlisted men from 6th Engineer Battalion, Fort Leonard Wood, to Engineer Section, Headquarters First Air Force. The directive erroneously showed new station for the transferees as Hartford, Conn. instead of Mitchel Field, N.J., and corrective measures were not completed prior to the departure of the enlisted personnel for Hartford, Conn. Four of these Engineer enlisted men have reported to Commanding Officer, Air Base, Windsor Locks, Conn. who advises that he has transferred them to your station to await arrival of motor transportation from this Headquarters to return them to Mitchel Field.

2. Technical Sergeant William Roberts, Engineer Section, Headquarters First Air Force has volunteered to use his private automobile to return the Engineer personnel, mentioned above, to this station, and you are authorized to permit Sergeant Roberts to receive this personnel upon his arrival at your station, or as many of the men as can be accommodated in his private transportation.

For the Commanding General:

H. B. SEPULVEDA
Lt. Col., AGD,
Adjutant General.

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Captain Richard G. Fritchley
22 February 1944

What was life like as an enlisted man during the Air Corps Expansion Program of 1-40?	Living conditions were not the best I've seen. In October and November, 1939, I lived in the old C.C.C. camp to the left of the present West Gate. It was crowded. The roof leaked. We had an outdoor "country-style" latrine, and little or no hot water. We messed in present Base Squadron barracks, half a mile away. The mess line and the waits were long and cold. The C.C.C. camp was merely an extra housing facility for the Station Complement, which received recruits directly. Our training was School of the Soldier, given by a hard-pressed staff, chiefly non-commissioned officers. The formation of the Air Corps Detachment did not immediately change the situation---they were also rushed and crowded.
When did conditions improve?	The construction of temporary barracks north of present First Air Force Headquarters, the departure of the 9th Bomb Group and 18th Recon. Sq., and housing construction at Boomtown all helped.
How was the Hq. & Hq. Sq., N.E.D. constituted?	The cadre was drawn from experienced men in the Air Corps Detachment. The filler was of recruits, some with basic training and some green. The non-coms of the first four grades knew their business, being familiar with the organization and operation of the Air Corps. Morale was high, everybody pitched in, and the Hq. of N.E.A.D. was soon working smoothly.
How did subsequent changes in command, as from N.E.D. to First Air Force to ETO and NAF, affect the working of Hq. Sq. or Hq.?	The changes at the top did not reach down into routines and operations. Changes in mission, or in size, caused readjustment, but I should say that the operating routine of Hq. was clearly established and functioning smoothly by March, 1940.

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RICHARD G. FRITCHLEY
Captain, A.G.D.
Ass't Adjutant General

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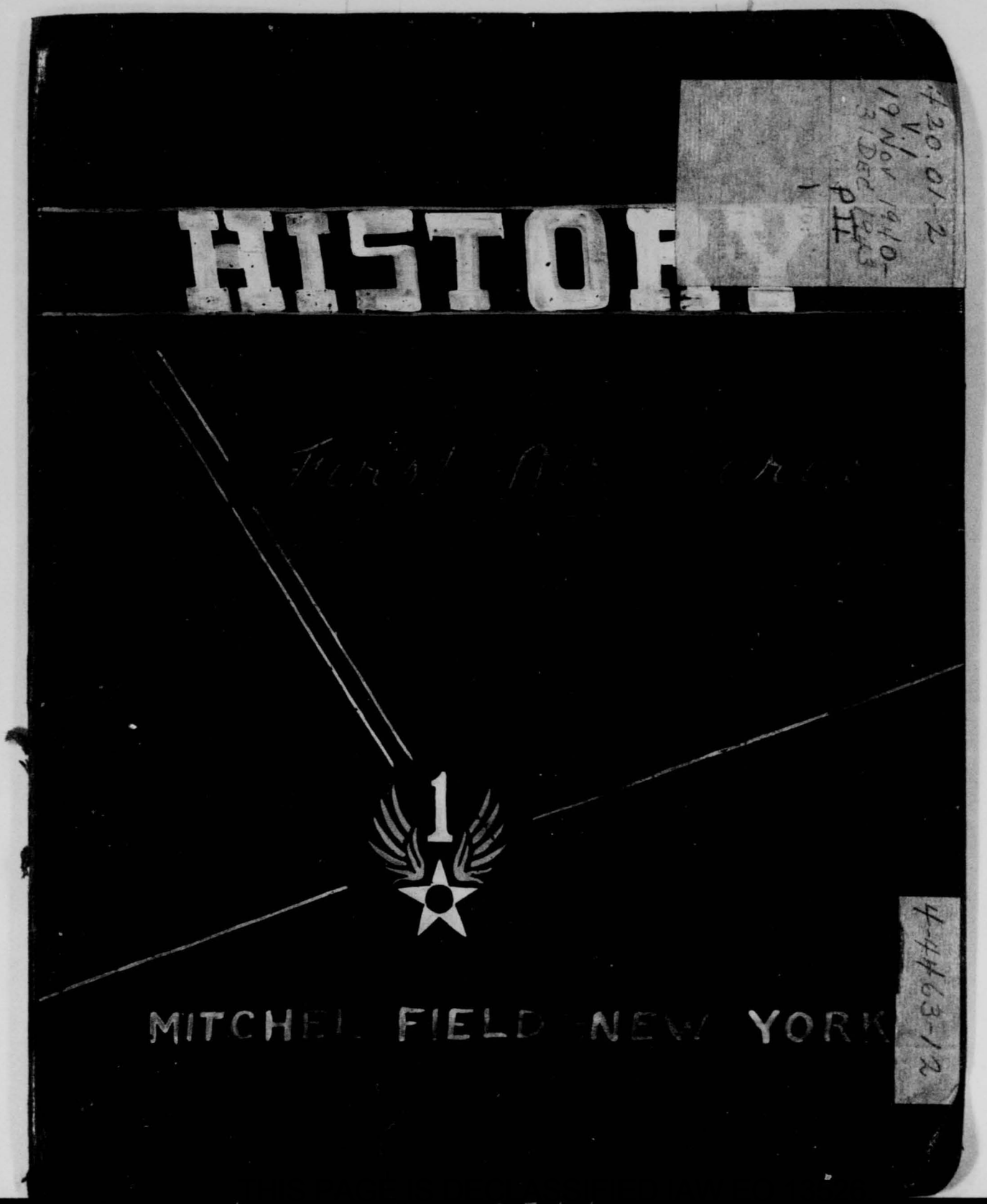

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ORGANIZATIONAL DEVELOPMENT, NORTHEAST AIR DISTRICT AND FIRST AIR FORCE 19 NOVEMBER 1940 TO 31 DECEMBER 1943

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INTRODUCTION

The history of the First Air Force from 19 November 1940 to 31 December 1943 is presented under three subdivisions: (1) The Organization (2) The Tactical Mission (3) The Training Mission. These subdivisions are supplemented throughout by the histories of the I Bomber Command and of the I Fighter Command, which contain detailed treatments of the organization, tactical operations, and training activities which were made the responsibilities of those commands by First Air Force Headquarters. In a continuation for 1944, the history of the two commands is unified with that of the First Air Force, to correspond with the closer integration of the three which took place during that year. The entire plan is:

Part I

Organizational Development, Northeast Air District and First Air Force, 19 November 1940 - 31 December 1943.

Part II

The Tactical Mission, Northeast Air District and First Air Force, 19 November 1940 - 31 December 1943.

Part III

The Training Mission, Northeast Air District and First Air Force, 19 November 1940 - 31 December 1943.

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Part IV

History of I Fighter Command

Installment 1 - Air Defense Command, 26 February 1940 - 2 June 1941.

Installment 2 - Interceptor Command, 3 June 1941 - 7 December 1941.

Installment 3 - I Fighter Command, 8 December 1941 - 31 December 1943.

Part V

History of I Bomber Command

Installment 1 - The Second Wing, 1 January 1939 - 7 December 1941.

Installment 2 - Antisubmarine Command, 8 December 1941 - 24 November 1943.

Part VI

History of the First Air Force, 1944 continuation

The present work is Volume I of the outline above, "The Organizational Development of the First Air Force, 19 November 1940 to 31 December 1943." Its purpose is to trace the growth of the First Air Force, and the effects upon its organization of the changes in mission within the period covered. All experiences at the First Air Force level which are organizational in nature are brought together for clearness of presentation and analysis. Each chapter of this volume treats a separate phase of the organizational story. Chapter I, "The Organization of the Northeast Air District and First Air Force," centers around the evolution of the

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First Air Force from a unified command into one with eight functional subdivisions. It contains a brief account of the organization of each subdivision, and of each position which the First Air Force has occupied in the chain of command. Chapter II, "Boundaries, Operating Areas, and Bases of the Northeast Air District and First Air Force" deals with the changing administrative and tactical areas, and the relation between these and the changing higher echelons and the changing station lists. Chapter III, "The Organizational Development of NEAD and First Air Force Headquarters," deals with the growth of the staff and staff sections, and the problems of personnel, strength, channels, and base administration connected with organizing and operating a headquarters which was faced with the conditions covered in the first two chapters. The whole is a study in the adaptation of administrative means to military ends.

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CHRONOLOGY

1940

19 Nov. - NEAD constituted.

29 Nov. - Maj. Gen. J. E. Chaney assumed command of NEAD.

6 Dec. - 308th Signal Aviation Co. attached to NEAD.

17 Dec. - Hq & Hq Sq NEAD activated.

1941

16 Jan. - NEAD activated.

16 Jan. - Staff of NEAD announced.

17 Mar. - NEAD designated FAF.

17 Mar. - Northeast Defense Command created.

9 Apr. - I Interceptor Command constituted.
Air Defense Command inactivated.

15 May - Brig. Gen. Arnold N. Krogstad assumed command FAF.

17 May - 21st Engineer Regiment (Aviation) assigned to FAF.

4 June - Baer, Westover, Bowman, Grenier, Bradley, Dow assigned FAF.

20 June - Air Force Combat Command created.

24 June - Maj. Gen. Herbert A. Dargue assumed command FAF.

4 July - 803rd Engineer Bn (Av) activated (UTC).

1 Sept. - I Air Support Command (I Ground Air Support Command) activated.

5 Sept. - I Bomber Command activated.

9 Oct. - I Base Command (FAF Service Command) activated.

10 Dec. - Brig. Gen. Arnold N. Krogstad assumed command FAF.

24 Dec. - FTO created.

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CHRONOLOGY

1942

23 Jan. - I Bomber Command Post closed at Langley, opened at 90 Church Street, New York City.

5 Mar. - Maj. Gen. Follett Bradley assumed command FAF.

9 Mar. - AFCC abolished.

11 Mar. - Eastern Air Defense Zone established.

20 Mar. - Eastern Defense Command created. Eastern Theater of Operations abolished.

15 May - I Base Command inactivated.

23 July - Maj. Gen. James E. Chaney assumed command FAF.

11 Aug. - I Air Support Command transferred out.

12 Aug. - 1st Provisional Eng. Bn. (Av) (Airborne) activated UTC.

15 Oct. - I Bomber Command inactivated.

2 Dec. - Eastern Signal Aviation Unit Training Center established.

1943

18 Apr. - Maj. Gen. Ralph Royce assumed command FAF.

4 Aug. - CADTC established.

24 Aug. - I Bomber Command returned (Antisubmarine Command redesignated I Bomber Command, assigned to FAF).

17 Sept. - Maj. Gen. Frank O'D. Hunter assumed command FAF.

20 Sept. - FAF relieved of assignment to FDC.

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ABBREVIATIONS

AAA	Antiaircraft Artillery
AAG	Air Adjutant General
AFCC	Air Force Combat Command
AGCT	Army General Classification Test
AWS	Aircraft Warning Service
C/AC	Chief of the Air Corps
CADTC	Combined Air Defense Training Center
EDC	Eastern Defense Command
ETO	Eastern Theater of Operations
FAF	First Air Force
NEAD	Northeast Air District
NEDC	Northeast Defense Command
OCAC	Office, Chief of the Air Corps
ORGN	Organization
OTU	Operational Training Unit
POM	Preparation for Overseas Movement
PRO	Public Relations Officer
RTU	Replacement Training Unit
T/O	Table of Organization
T/BA	Table of Basic Allowances
UTC	Unit Training Center

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I. THE ORGANIZATION OF THE NEAD AND FIRST AIR FORCE, 19 NOVEMBER 1940 TO 31 DECEMBER 1943

On 19 November 1940 the Northeast Air District was constituted, with headquarters at Mitchel Field, N. Y.[1] Maj. Gen. J. E. Chaney assumed command of the NEAD on 29 November 1940,[2] and he also continued as CG of the Air Defense Command, already at Mitchel Field. On 5 December 1940 the CG, GHQ AF, notified General Chaney that it was contemplated to establish all four air districts simultaneously, when adequate staff and facilities for effective administration had been secured.[3] Finally, on 3 January 1941 the NEAD was activated, effective midnight 15-16 January 1941.[4]

The area of the NEAD consisted approximately of the twenty-two northeastern states and the District of Columbia.[5] The original bases, Langley, Selfridge, and Mitchel, and the original parent units of the NEAD were taken over from the Second Wing of the GHQ AF.[6] Six additional fields, planned as separate bases to decentralize the

---

1. AG 320.2 (11-14-40) M-C-M, 19 Nov. 1940, in AG 320.082, Orgn GHQ AF, Appendix Item 1.

2. G. O. 1, NEAD, 29 Nov. 1940.

3. AF 322.082 (11-29-40), 5 Dec. 1940, in AG 322.082, Orgn NEAD.

4. AF 320.082 (1-3-41), 3 Jan. 1941, in AG 322.082, Orgn NEAD, Appendix Item 2. Also G. O. 1, NEAD, 16 Jan. 1941, Appendix Item 3.

5. For a list of the states, see Appendix Item 2.

6. For a detailed account of the Second Wing, including the expansion of the GHQ AF up to the constitution of the Air Districts, see History, I Bomber Command, Historical Div., AAF. For a list of the units of the NEAD, see Appendix Item 2.

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training or tactical control of the GHQ AF, were already in view for the new air district:[7]

Paul Baer Field, Fort Wayne, Ind.
Westover Field, Chicopee Falls, Mass.
Bowman Field, Louisville, Ky.
Grenier Field, Manchester, N. H.
Bradley Field, Windsor Locks, Conn.
Dow Field, Bangor, Me.

The announced purpose of constituting and activating the NEAD was to decentralize the training and tactical control of the GHQ AF, which was to operate under the direct control of General Headquarters, under the command of the general commanding the Field Forces. Air District commanders were to command all personnel and units in their districts, including services and activities of the GHQ AF not specifically detached or exempted. They were responsible for the administration, training, and tactical operations of all elements of their commands except those charged to Corps Area Commanders (medical establishment and personnel at GHQ AF stations). District commanders were charged with developing and training task force commanders and staffs, since it was not intended that the units within an air district would constitute a balanced tactical force. Therefore, a portion or all of the staff of an air district might be assigned to a special task force formed from the units of one or more air districts. Under the terms of this directive, the NEAD continued the extensive training and tactical mission of the expanding

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7. Interview with Col. A. T. Lacey, 28 Feb. 1944, Appendix Item 4.

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GHQ AF, including the continued activation of new units, training them, and moving them out as fast as the bases then under construction were completed.

Two months after the NEAD was activated, and before the new organization was functioning smoothly, the first of a series of changed relations between the NEAD and higher echelons was brought about. On 17 March 1941 the War Department created four defense commands.[8] Defense commands were defined as strategic areas for preparing, coordinating, and initiating the execution of all plans for the use of the armed forces in defense against enemy action. The four air districts were made air forces, and one was assigned to each defense command. The NEAD became the First Air Force.[9] The CG of the First Army, Lt. Gen. Hugh A. Drum, was made Commander of the Northeast Defense Command, and responsible for the peacetime planning for all measures of defense in the area of his command. The CG of the GHQ AF was responsible for the peacetime planning, organization, and training for air operations, and for air defense portions of defense plans for defense commands. The CG, GHQ AF, assigned this responsibility for defense and planning within the NEDC to the First Air Force.[10]

---

8. AG 320.2 (2-28-41) M-WPD-M, 17 March 1941, in AG 322.082, Orgn NEAD.

9. The designation varied between 1st Air Force and First Air Force. Considerable "paper" was consumed in establishing First Air Force as the official designation of the Command, the headquarters, and Hq and Hq Sq First Air Force. Minor variations in designation are omitted in this history.

10. See chart "Peace Time Organization of the Field Forces," Apperdix Item 5.

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The administrative adjustments of the FAF to coordinate with the NEDC on defense planning were of the standard military type. The A-3 section of the FAF headquarters set up an air defense sub-section, which directed and coordinated plans and training for defense against enemy air attack and for air support of ground troops. An officer from the FAF was appointed by the GHQ AF to serve on the joint local defense planning committee for each of the sub-sectors of the NEDC: New England, New York-Philadelphia, and Chesapeake Bay.[11] A staff officer of the FAF attended all defense planning conferences at NEDC headquarters, and served as liaison officer.

In practice, the Northeast Defense Command interfered very little with the previous missions of the First Air Force. The long-range training and administration program of the GHQ AF continued without interruption. Tactical operations were directed more toward aircraft warning, interception, and air support of ground troops. However, such air defense activities were already underway in the GHQ AF, especially in the Air Defense Command under General Chaney. The Air Defense Command, as part of the I Interceptor Command, became part of the First Air Force less than a month after the creation of the Northeast Defense Command.

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11. AG 320.2 - C, 10 April 1941, in AG 320.2, Orgn . . . Army (Classified).

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I INTERCEPTOR COMMAND[12]

When the four continental air forces were constituted as air districts in November 1940, it was intended to organize a bombing and air defense command in each. However, the threat of U. S. involvement in the war in Europe had already led to the creation in the area of the NEAD of an air defense command, under Maj. Gen. James E. Chaney, who also became the CG, NEAD. The plan to place General Chaney's air defense command under the CG, GHQ AF -- to remain at Mitchel Field until further orders -- was concurred in by General Chaney on 20 August 1940.[13] It was not until 9 April 1941 that the I Interceptor Command was constituted out of the Air Defense Command, and assigned to the FAF.[14] By absorbing the Air Defense Command into the I Interceptor Command, the FAF assumed the responsibility for recruiting, organizing,

---

12. The Air Defense Command was absorbed into I Interceptor Command, which was later designated I Fighter Command. For a detailed treatment, see History, Air Defense Command, and History, I Fighter Command, Historical Division, AAF Hq. The chart on the opposite page shows the organization of I Fighter Command, with units and stations, as of 31 Dec. 1943. Pages 5 - 28 of this chapter contain summary accounts of the successive subordinate commands organized within the FAF from the first one (I Interceptor, 9 April 1941) until 31 Dec. 1943. A historical table of subordinate commands follows p. 28. An organizational chart of FAF as of 31 Dec. 1943 is given following p. 33.

13. Memo for C/S, G3, 40679, 27 Nov. 1940, Tactical Orgn of GHQ Aviation.

14. G. O. 6, FAF, 9 April 1941, by authority of G. O. 11, GHQ AF, 26 March 1941.

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and training the personnel of the Aircraft Warning Service, which went into active operation on 7 December 1941. The FAF delegated this mission chiefly to the I Interceptor Command. The I Interceptor Command (designated I Fighter on 15 March 1942) was also the subordinate command chiefly responsible for discharging the responsibilities of the FAF for air defense portions of defense plans for the NEDC and War Department defense authorities, and for interceptor and fighter training and operations. A fighter training and operations sub-section of the A-3 section of the FAF staff directed and supervised the mission of the I Fighter Command. This arrangement continued without change throughout the changing emphasis on fighter missions assigned through the FAF to the I Fighter Command, which was the earliest, most continuous, and most stable of the FAF subordinate commands.

An internal reorganization of army aviation was brought about by AR 95-5, on 20 June 1941, whereby the GHQ AF, including the four air forces, became the Air Force Combat Command. The AFCC was given complete control (including court-martial jurisdiction) of all elements of the Command, including bases, fields, and stations. Pursuant to authority from the AFCC, the FAF established the I Ground Air Support Command, the I Bomber Command, and the I Base Command in rapid succession during the fall of 1941.

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I GROUND AIR SUPPORT COMMAND

On 25 July 1941 the War Department assigned to the Chief, Army Air Forces the additional responsibility for developing the tactics and techniques of air support of ground units, developing aircraft and equipment for the same, and commanding all support aviation not assigned or attached to other commanders.[15] As a result, the I Ground Air Support Command was activated at Mitchel Field, 1 September 1941.[16] The initial personnel were from the 7th Pursuit Wing, which was inactivated at that date.[17]

The I Ground Air Support Command was very active in the FAF. Some units of the command participated in the Louisiana maneuvers in September 1941. The first maneuver test of the special tactical function of this command came in the Carolina maneuvers of November 1941. There it functioned as an organized air support arm to General Drum's First Army with its operations integrated with the ground forces. This was a field test of an air command for the close ground support function and showed good progress in attaining the mission entrusted to it by the War Department.

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15. AG 320.2 MR-M-AAF (7-17-41) Air Support Aviation, 25 July 1941, in AG 381 Plans . . . War (Classified).

16. For units and stations of the I Ground Air Support Command, see Appendix Item 6. For a detailed treatment, see History, I Ground Air Support Command, Historical Division, AAF Hq.

17. AG 320.2, 21 Aug. 1941, Activation of Air Corps Units, in AG 381 Plans . . . War (Classified).

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However, the war emergency pressed the I Ground Air Support Command into operations of other kinds. Some types of planes were equipped with bombs and joined bomber elements in antisubmarine warfare, in coordination with I Bomber Command for operational control. Other types of planes joined the inshore patrol, reported submarines sighted, disasters at sea, locations of survivors, etc.

On 11 August 1942, the command was transferred to the Third Air Force.[18] By that date the military functions to which the command had given its energies were coming under a more stable control with I Bomber and I Fighter carrying out air defense and antisubmarine measures while training satellite groups. The Third Air Force was more completely a training air force and afforded the I Ground Air Support Command an opportunity to return to its original mission of developing ground support tactics.

I BOMBER COMMAND

The I Bomber Command was activated by authority of a War Department letter of 4 September 1941[19] to the CG, AFCC, which announced that bomber commands for the four continental air forces

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18. G. O. 252, Third Air Force, 20 Sep. 1942. Designation was changed to Air Support Command by this order. See also interview with Col. Malcolm Stewart, 1 June 1944, Appendix Item 7.

19. AG 320.2 (8-24-41) MR-M-AAF, Activation of Air Corps Units, 4 Sep. 1941, in AG 320.2 Orgn . . . Army (Classified), Appendix Item 8.

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were constituted and would be activated on 5 September. This was followed promptly by G. O. 37 of AFCC,[20] which constituted the I Bomber Command, with headquarters at Langley Field.[21]

The FAF activated the I Bomber Command as of 5 September 1941.[22] Actually, the move had been carefully planned by the FAF, with the same units involved, and initiated in June of 1941, with the Second Wing Commander and the Wing Staff serving as a bomber command staff. Authority was a letter from the CG, GHQ AF dated 1 April 1941.[23] But in the meantime, the AFCC had superseded the GHQ AF and the move was rescinded.[24] However, the preliminary planning gave the I Bomber Command a fast start on its mission: "to organize and train a mobile headquarters for an aviation task force prepared to conduct offensive operations in any area and to supervise the training and operation of all troops assigned or attached thereto."[25] The I Bomber Command was directed and supervised by a bombardment operations and training sub-section of the First Air Force A-3.

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20. G. O. 37, AFCC, 5 Sep. 1941.

21. For units and stations of I Bomber Command as of 5 Sep. 1941, see Appendix Item 6.

22. G. O. 24, FAF, 8 Sep. 1941.

23. AG 322.082 (4-1-44) 1 April 1941, in AG 322.082 Orgn . . . FAF.

24. G. O. 16, FAF, 25 June 1941.

25. G. O. 14, FAF, 12 June 1941.

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The I Bomber Command engaged in antisubmarine warfare in liaison with the Navy, beginning 8 December 1941. Moving headquarters from Langley to Westover had reached the "request that orders be issued" stage when the German submarine menace caused a change. The Headquarters, I Bomber Command moved to 90 Church Street, New York City, the Headquarters Squadron and the 413th Signal Company moved to Mitchel Field. The Command Post closed at Langley and opened at 90 Church Street at 1800, 23 January 1942.[26]

Operational control of I Bomber Command passed to the Eastern Sea Frontier (Naval) on 26 March 1942. Administrative control remained with the FAF until 15 October 1942, when I Bomber was inactivated.[27] The Bomber Command remained out of the FAF for eleven months. During that interval, the FAF, originally a strong bombing air force, with much of its energies concentrated on the experimental development of offensive bombing tactics by the Second Bombardment Group, had become transformed into a fighter Air Force. Air Defense had led to the addition of many small fighter bases and the fighter OTU program had been operating for several months. I Bomber Command units, meanwhile, had been pinned down by the Navy and the Antisubmarine Command to a steady patrol grind, with little chance to improve their

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26. TWX, IBC to COMAF ONE, J 463E, 23 Jan. 1942, in AG 322 Bomber Command, Appendix Item 9.

27. G. O. 84, AF FDC and FAF, 15 Oct. 1942.

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own equipment or personnel, practice high altitude bombing, or train new units. The Second Bombardment Group, one of the most finished striking forces of the Air Corps at the outbreak of the war, had been largely dissipated by transfer, supplying replacements, and dispersal of units.[28] The earlier tactical planning of the First Air Force, directed toward developing an offensive striking force, a mobile headquarters, and the formation of task forces was rendered ineffective by the loss of the bomber elements to the Eastern Sea Frontier within four months after 7 December 1941.

I Bomber came back into First Air Force on 24 August 1943, when the Headquarters and Headquarters Squadron, Army Air Forces Antisubmarine Command, was redesignated Headquarters and Headquarters Squadron, I Bomber Command, relieved from its assignment, and assigned to the First Air Force without change of station.[29] The return of I Bomber Command, with an OTU commitment, greatly changed the direction of FAF activity. Headquarters FAF secured and improved bomber bases, re-established the bombardment A-3 section with emphasis on the training phase, and planned and supervised what was in many ways a new activity. Bomber OTU and RTU continued as one of the major missions of the FAF after 24 August 1943.

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28. See History of I Bomber Command, Historical Div. AAF.

29. G. O. 104, AF FDC and FAF, 31 Aug. 1943.

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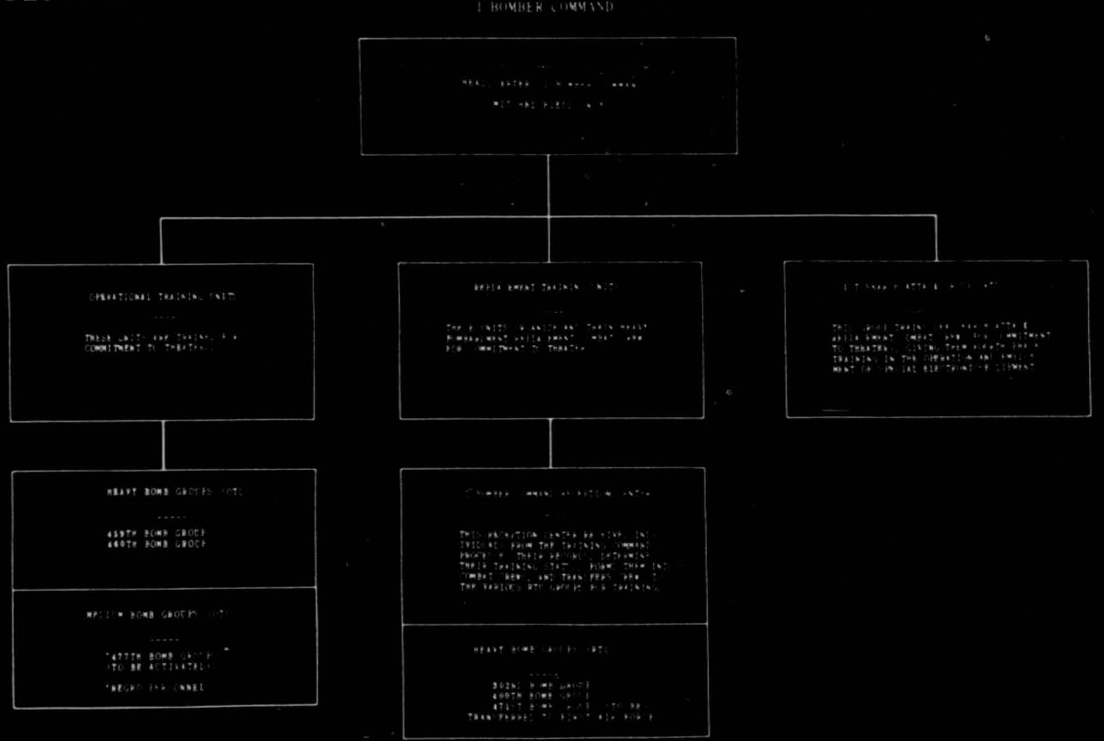

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The same order similarly assigned a long list of Antisubmarine units to the FAF, and further to the I Bomber Command. Most of these units were veteran tactical outfits which were soon ordered out. As they moved, a succession of bomber groups was assigned to the I Bomber Command for final phase OTU training.[30]

I BASE COMMAND

As far back as May 1941, the Inspector General pointed to the necessity of relieving the Headquarters of administrative detail connected with activating units, moving personnel, and administering bases, in order to leave it free for its planning functions. The AFCC initiated the Air Force Service Command on 1 October 1941.[31]

It was redesignated Air Force Base Command before it began to function. The purpose of the Base Command was[32] to relieve the Air Force Commander of as much administrative work as possible; to relieve the general and special staffs from as much current operating detail as possible; to create a service organization in peace which would function in war; and to fix responsibility for training and equipment of service units. No uniform pattern for base commands

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30. The chart on the opposite page shows the organization of I Bomber Command as of 31 Dec. 1943. For units and stations of I Bomber Command as of 31 Dec. 1943, see Appendix Item 6.

31. G. O. 48, AFCC, 8 Oct. 1941.

32. ACC 322.082 (10-22-41), 22 Oct. 1941, in AG 320.2 Orgn . . . Army (Classified).

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was issued. The FAF, which sorely needed the assistance of such an organization for lifting the administrative load from the general staff, took vigorous action to establish the I Base Command.

Headquarters and Headquarters Squadron, FAF Service (Base) Command was activated 9 October 1941 at Westover Field, for station at Mitchel Field.[33] The command took over the entire special staff, and all the details of activating units and issuing special orders, moving troops to bases, and administering bases. During the operating life of I Base Command, approximately from 1 November 1941 until 1 March 1942, the FAF headquarters was a general staff, engaged in planning and supervising tactical units, and in preparing plans for air defense and offensive tactics in cooperation with ground forces and the Navy. However, since many members of the I Base Command staff also remained on the special staff of FAF, and performed dual functions, the result was not a clear-cut separation of planning and administrative functions. The I Base Command was inactivated as of midnight 15-16 May 1942,[34] as part of the reorganization following the War Department's ~~separation~~ creation of Army Air Forces, Ground Forces, and Services of Supply. Presumably a saving in manpower was to result from this inactivation, but since the personnel of I Base Command had been largely drawn from previously existing FAF strength, and was reabsorbed into FAF with all its functions still to be carried on, no saving was apparent. Operations such as those handled by I Base Command went on at an even accelerated rate, though distributed through the various staff sections.

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33. G. O. 32, FAF, 9 Oct. 1941. For units and stations of I Base Command, see Appendix Item 6.

34. G.O. 11, AF HQ and FAF, 15 May 1942. See also interview with Col. Malcolm Stewart, former Executive Officer, I Base Command, Appendix Item 7.

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In effect, the special staff sections which had been separated from FAF Headquarters to form the I Base Command returned to their previous relationship to Headquarters. The I Base Command was an unsuccessful experiment with the problem of separating administration from operations.

By 7 December 1941 the organization of the FAF into I Fighter, I Bomber, I Ground Air Support and I Base Commands was complete and functioning. The original missions of decentralizing the training and tactical control of the air force, of activating and training the new units of the expansion program, and of moving them out to the new bases completed. Plans for air defense in co-ordination with the Northeast Defense Command were being carried out, chiefly through the I Interceptor Command. Plans were far advanced for a mobile headquarters,[35] and for the development of command and staff for task forces of an offensive nature, built around the I Bomber units, as planned under the Northeast Air District. However, the entrance of the United States into the war, followed by the threat of air attack and invasion along the Atlantic coast and the appearance of German submarines in adjacent waters caused a drastic reorgan-

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35. Each staff section of FAF Hq. had a plan for dividing the section into a mobile and a fixed echelon, in readiness for the use of FAF as a tactical whole. Such plans were constantly revised, and skeletonized files, transfer and division of duties, etc. were rehearsed. Opinion varied as to the practicability of suddenly converting a complicated administrative headquarters into a field combat headquarters, but the consensus was that it was fortunate that the plans for mobility were never put into effect.

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ization. The Northeast Defense Command was succeeded by the Eastern Theater of Operations, and control of the tactical elements of First Air Force was transferred from the Air Force Combat Command to the Eastern Theater of Operations.

On 20 December 1941 the War Department created the Eastern Theater of Operations, effective 12 noon, EST, 24 December 1941.[36] The Chief of the Army Air Forces was relieved of responsibility for the planning and execution of air defense measures within the continental United States.[37] A detailed allocation of Army Air Force units and associated services, together with an assignment of air bases and observation airdromes was issued on 30 December 1941.[38] It divided the Army Air Force units between the Eastern Theater of Operations and the Air Force Combat Command, with the general effect of transferring the tactical units of the AFCC in the First and Third Air Forces to the command of the Eastern Theater Commander. The loss of control over FAF tactical units, with the attendant loss of freedom to continue Air Corps tactical theory and mobility, and the intervening of a theater of operations

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36. AG 371 (12-19-41)MSC-E-M, 20 Dec. 1941 in AG 322.082 Orgn. . . ETO. Also G. O. 1, ETO, 21 Dec. 1941, Appendix Item 10.

37. The Chief of the Army Air Forces had delegated his responsibility for the preparation and execution of air defense plans for the defense of the continental United States to the CG, AFCC, on 8 Dec. 1941. (Hq. AAF to CG AFCC, JBMP--R5-A) (Secret) in AG 381 Plans . . . War (Classified).

38. AG 320.2 (12-30-41) MSC-G-M, 30 Dec. 1941, in AG 320.2 Orgn . . . Army (Classified), Appendix Item 11. Although the AFCC was not eliminated until 9 March 1942, it has little effect on the activities of FAF after this transfer of units on 30 Dec. 1941.

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headquarters between the FAF and AAF were the basic differences to the FAF between relations with the NEDC and relations with the PTO.

The troops initially assigned to the PTO, under Lt. Gen. Hugh A. Drum, with Headquarters at Governor's Island, N. Y., included the First Army and the First and Third Air Forces. The First Air Force became Air Forces, Eastern Theater of Operations and First Air Force.[39] The intrusion of a Theater Commander over the units of the FAF raised many perplexing questions of responsibility, jurisdiction, and unity of purpose. In general, careful effort was made to supply the Commander of the Eastern Theater of Operations with tactical air forces located within his theater and available for theater operations, without disturbing the already planned expansion, training, and development of tactics program of the Army Air Force. Several stipulations from the order establishing the PTO indicated that the War Department was aware of the dangers to the Air Force program in the change in relationship to higher headquarters. For example, commanders were requested to facilitate and expedite frequent and embarassing transfers of personnel and materiel; War Department authority was necessary before heavy and medium bombardment groups were given change of station; the integrity of the interceptor command set-up was preserved; Air Force units were protected from too much interference with their training. These stipulations accurately predicted the sources of friction, and of

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39. AG 371 (12-19-41) MSC-E-M, 20 Dec. 1941 in AG 322.082 Orgn PTO. Also G. O. 1, PTO, 21 Dec. 1941, Appendix Item 10.

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confusion over command and jurisdiction, between the FAF and the ETO.

The Headquarters, Eastern Theater of Operations and First Army prescribed the role to be played by the air forces in assisting the Theater Commander in his mission of air and ground defense.[40]

> Execution of these missions will be based upon a highly mobile defense with the offensive spirit predominant in all operations, utilizing to the fullest extent the striking power, range and mobility of available air forces and mobile ground forces. The existing harbor defenses, with the air warning service and antiaircraft defenses, linked with the Naval Coast Defense System, form the framework and centers of resistance about which the mobile ground forces may operate.

The same order defined the duty of the Air Force Commander, ETO as "to command the air forces in the continental limits of the ETO, coordinate the employment of all air forces in the ETO, supervise all ETO Air Force operations, training, maintenance and Air Corps supply . . . ."[41] General Krogstad, then CG, FAF, was made Air Force Commander, ETO, also.[42] Successive Commanding Generals of the FAF held the same dual functions under the Eastern Theater of Operations and the Eastern Defense Command, and felt that "they were answerable to two bosses," General Drum and General Arnold.[43]

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40. G. O. 6, ETO and First Army, 12 Jan. 1942, Appendix Item 12.

41. Ibid.

42. G. O. 2, ETO and First Army, 27 Dec. 1941.

43. Interview with Col. A. T. Lacey, Appendix Item 4.

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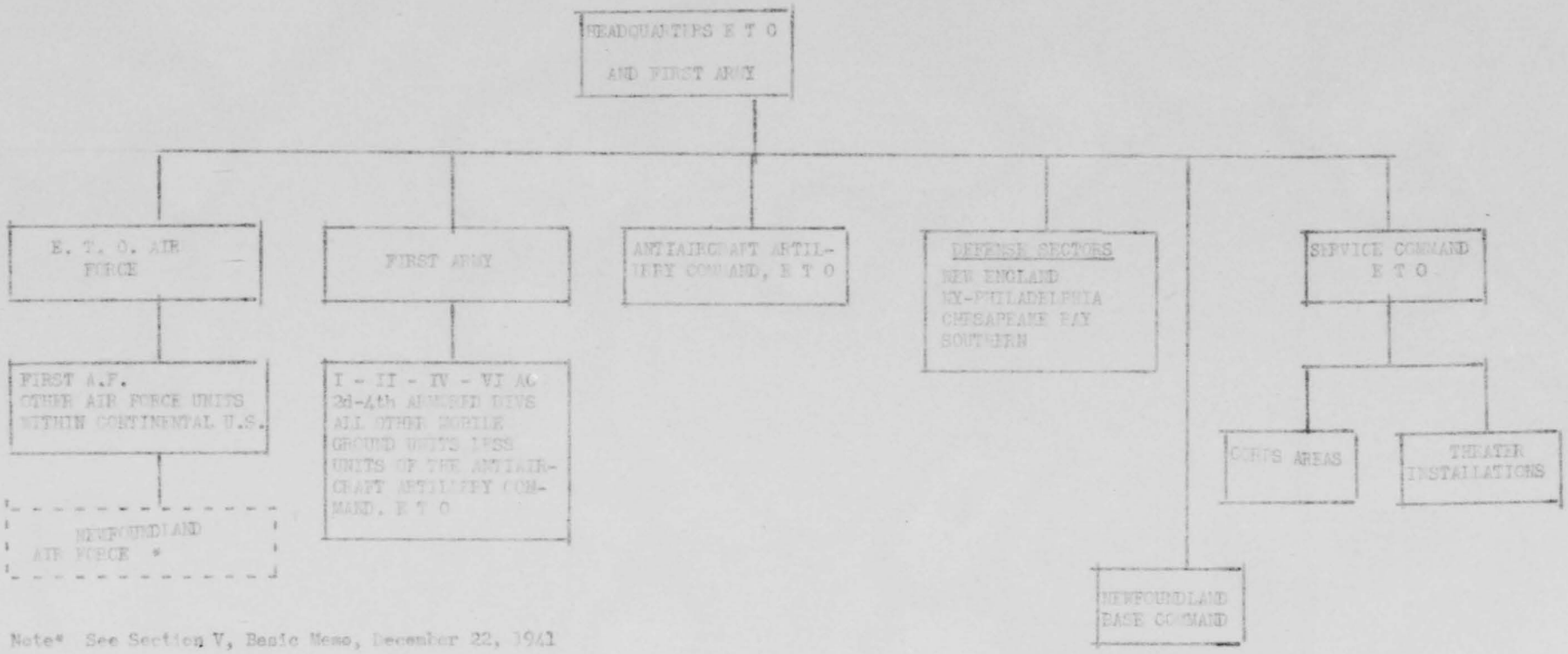
ORGANIZATION EASTERN THEATRE OF OPERATIONS



Note* See Section V, Basic Memo, December 22, 1941

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It was intended that the ETO disrupt the existing military organizations as little as was necessary to coordinate the tactical forces. Air Depots and Training Units of the Air Corps were not to be disturbed except as necessary.[44] Base administration remained with the Air Force Combat Command.[45] Channels of communication were the same as those of command, except that AFCC channels were continued for supply, personnel, and technical matters.[46] This channel passed from First Air Force through the ETO, and thence to the War Department, then down to Army Air Corps headquarters.[47] The "technical channels" through which the Arms and Services section of the First Air Force special staff remained in direct contact with their respective arm or service on matters relating only to that component (as Engineer Section, FAF special staff to Chief, U. S. Army Engineers, direct) were continued.

By this change in command the First Air Force was con-

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44. G. O. 6, ETO and First Army, 12 Jan. 1942, Appendix Item 12.

45. Ibid.

46. AG 320.2 (12-30-41) MSC-G-M, 30 Dec. 1941, par. 6, in AG 320.2 Orgn . . . Army (Classified). The AFCC was eliminated 9 March 1942.

47. See chart opposite ~~p. 18~~ page. Reproduced from Inclosure #1 to G. O. 6, ETO and First Army, 12 Jan. 1942, Appendix Item 12.

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fronted with the usual uncertainty and confusion attendant on such a realignment of its units and functions and the administrative detail accompanying it. The worst fears of the young FAF were not realized, since the ETO, and later the Eastern Defense Command, left the CG of the FAF a rather free hand in personnel, policies, and training. All such matters had to go to ETO, causing a delay and additional paper work, but they were not interfered with. The First Air Force staff headquarters continued to go "direct to Washington," especially on personnel and technical matters. The Army Air Forces were reluctant to give up control of any unit, and the ties between the personnel of FAF and the personnel of Hq. AAF were close.[48] Furthermore, the CG of the FAF retained responsibility for the existing missions, most of which had been planned and initiated by air force agencies rather than by combined ground-air defense agencies.

Most of the tactical missions which occupied the First Air Force under the ETO were carried out by the already existing sub-divisions of the First Air Force. The Aircraft Warning System was operated under I Interceptor (Fighter) Command. Antisubmarine operations, inshore and off-shore patrol, and a formal air and surface vessel convoy system for east coastal shipping were carried out through the I Bomber Command and the I Ground Air Support Com-

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48. Interview with Col. Arthur T. Lacey, Appendix Item 4, and interview with Col. Malcolm Stewart, Appendix Item 7. See also p. 56.

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mand.[49]

War Department Circular 59, of 2 March 1942 eliminated the Office, Chief of the Air Corps, and the Air Force Combat Command, effective 9 March 1942. All communications which had been directed to or through the Air Force Combat Command were routed direct from First Air Force to CG, AAF. In addition, the FAF was assigned the court-martial and base administrative functions of the former AFCC over units and stations of the FAF. The First Air Force continued under the ETO (Eastern Defense Command after 20 March 1942)[50] until 20 September 1943, when subject to certain stipulations, it was placed directly under the CG, AAF.[51]

The shift from the ETO to the EDC did not greatly effect the organization of the First Air Force. The mission of the EDC was the same as that of the ETO. Common report in the FAF was that no one knew the difference when the change was made. Working relations of the FAF with the EDC were the same as they had been with the ETO and with the Northeast Defense Command. General Drum had commanded all three, and had kept his headquarters at Governor's Island, New York, throughout. All stations and units of the EDC were available to the CG, EDC, in an emergency, but an emergency did

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49. For detailed treatment, see History FAF, Part VI, "Operational Missions," and History, I Bomber Command, Historical Division, AAF Hq. For geographical location and duty of all FAF tactical units 1941-1942, see Appendix Item 6.

50. G. O. 1, EDC and First Army, 20 March 1942.

51. G. O. 119, AF EDC and FAF, 17 Sep. 1943, ~~in AG 323 EDC.~~

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not occur. The change from the defensive to the offensive phase of air operations gradually caused most of the tactical units of the First Air Force to be sent overseas,[52] and the defensive measures for the Atlantic coast to be reduced and stabilized. The withdrawal of the I Bomber Command from the FAF further obviated the friction between FAF and EDC over the command of tactical units, since both of these organizations lost such command to the Navy and the Antisubmarine Command. Further changes in the organization of the FAF were the result more of changing training requirements to complete an offensive air force than of the policy or authority of the Eastern Defense Command. After coming under the Eastern Defense Command, the First Air Force had several additional training and administrative missions assigned to it by higher authorities. Several of these were made "direct responsibilities of the Commanding General, First Air Force," and were large enough to necessitate the creation of new functional subdivisions, which overlapped with, and finally succeeded, several of the earlier commands. These new subdivisions were the Engineering Unit Training Center, the Eastern Signal Aviation Unit Training Center, the Combined Air Defense Training Center (CADTC) and the Tow Target Squadrons.

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52. For detailed treatment, see History of First Air Force, Part X, "Movements to Combat," Historical Division, AAF Hq.

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ENGINEER UNIT TRAINING CENTERS

The training of engineer aviation units was an early and extensive mission of the FAF. As the Air Force became a more powerful combat arm, the engineer mission of assisting the other arms in combat performance led to the development of equipment, training, and unit organization for engineer units closely integrated with the Air Force. The responsibility for training engineer aviation units began in the FAF when the 21st Engineer Regiment, which had been assigned to the GHQ AF at Langley Field, was assigned to the FAF and attached to the Second Bombardment Wing for training, 17 May 1941.[53] The 21st was the first engineer regiment to be made an engineer regiment (Aviation). With its assignment, the FAF, through the engineer section of its staff, became a pioneer in exploring and developing engineer aviation units. Two battalions of the 21st went overseas in the fall of 1941; however, the regiment was returned to full strength, moved to Richmond AAB, and continued to experiment with equipment and training adopted to enable engineer units to aid the Air Force in performing their combat mission.

On 4 July 1941 the 803d Engineer Battalion (Aviation) was activated at Westover Field by the FAF.[54] The 803d was the first

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53. G. O. 11, FAF, 17 May 1941, pursuant AF 322.4 (3-6-41), in AG 320.2 Orgn . . . Army, Appendix Item 13.

54. AG 320.2 (6-6-41) MR-M-C, 20 June 1941, Hq. AAF, 25 June 1941, in AG 320.2 Orgn . . . Army. For detailed treatment of engineer training in the FAF, see FAF Engineer, Historical Division, AAF.

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engineer aviation unit to be activated solely for serving the Army Air Forces. Aviation engineer training in the FAF received an enormous impetus from the war. On 30 January 1942, the Air Force Combat Command notified the FAF that three more engineer battalions (Aviation) were to be activated at Langley Field prior to 28 February 1942.[55]

Faced with accomplishing an extensive training mission in the FAF, the Engineer Section of the First Air Force staff expanded rapidly, procured equipment and specialized personnel, vigorously, and organized a "troops, operations, and supply" subsection "to supervise personnel procurement, operational training, and supply matters." Operational Unit Training centers were established at Westover, Bradley, Richmond, and Dow in the spring of 1942. The first units trained were "standard" or "heavy construction" battalions, capable of executing complete construction of an airdrome, working simultaneously on all phases of construction equipment. Each training center operated, in general, through a regimental headquarters less battalion set-up to conduct the program worked out by the Engineer Section of FAF, which served as directing, co-ordinating, and inspecting staff. The whole was a projection of the A-3 function.

On 12 August 1942 the 1st Provisional Engineer Battalion

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55. Hq. AFCC, 13 Nov. 1941, Augmentation of Aviation Engineer Units, in AG 322.082 Orgn . . . Army.

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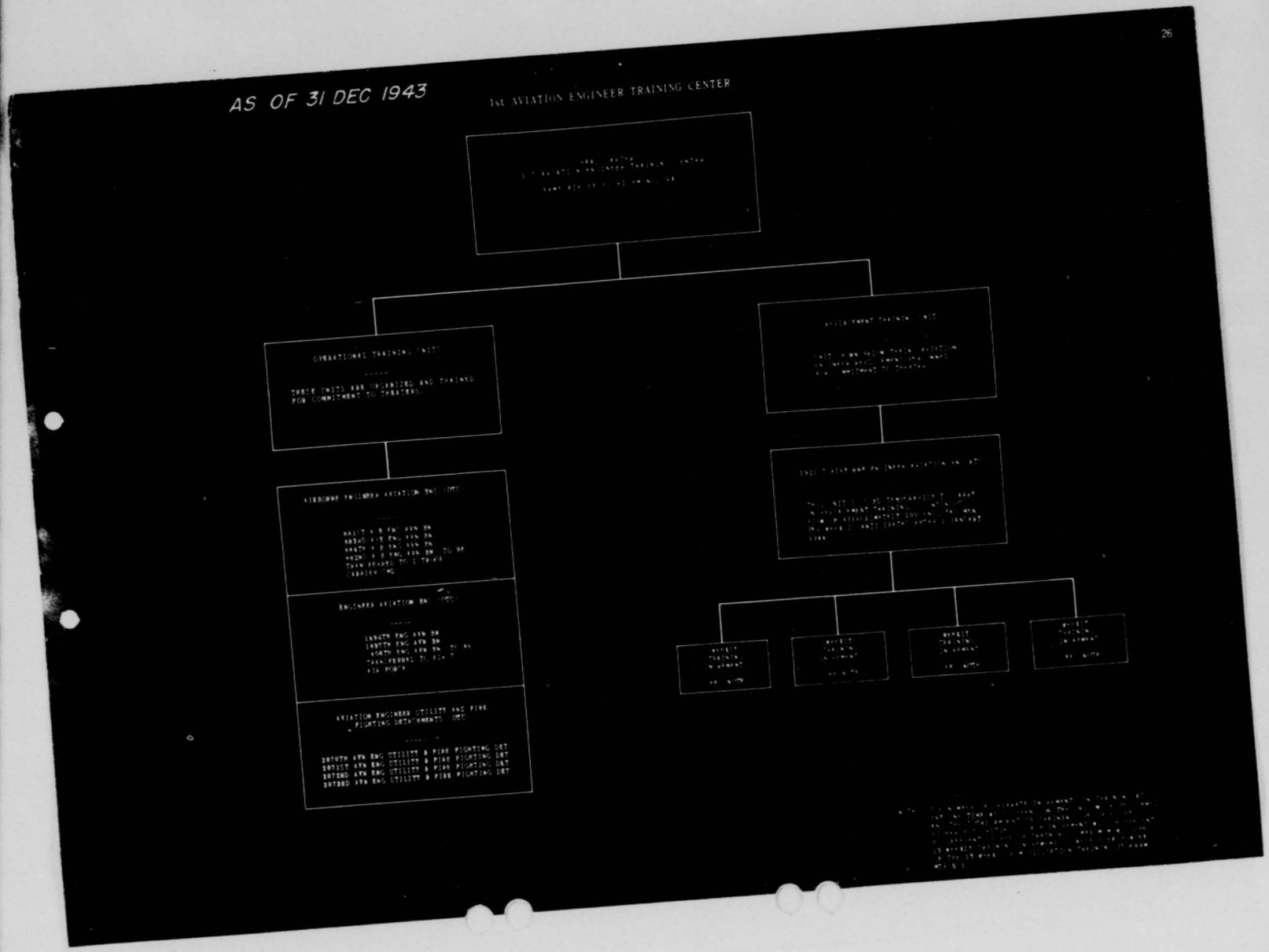

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(Aviation) (Airborne) was activated by the FAF at Westover Field.[56] This step was the outcome of a long planning and experimenting campaign conducted by theAir Engineer, Brigadier General S. C. Godfrey. Equipment light enough to be airborne was ready to be tested. The 1st Airborne Engineer Aviation Unit Training Center handled the airborne units at Westover until November 1943; thereafter a provisional detachment began to establish a U. T. C. at Richmond AAB. The headquarters moved in December 1943.

SIGNAL AVIATION UNIT TRAINING CENTERS

The Eastern Signal Aviation Unit Training Center was established in the FAF after arrangements had been made by Headquarters of the Army Air Forces with the Eastern Defense Command.[57] The plan of establishment was modeled after the Unit Training Center at Pinedale, California. On 28 December 1942 a directive covering in detail the relationships between the Hq AAF, the FAF, and the Commanding Officer, Unit Training Center was sent out by Hq AAF.[58]

By this directive the responsibility for the operation and success of the Unit Training Center at Langley Field rested with

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56. AG 320.2 (3-29-43) OB-I-AFDPU-M, 31 March 1943, in AG 320.2 Orgn . . . Army, Appendix Item 14. The chart on the opposite page shows the organization of the 1st Aviation Engineer Training Center as of 31 Dec. 1943.

57. Hq. AAF to EDC, "Plan for Team and Unit Training of Signal Aviation Units," 2 Dec. 1942, in AG 320.2 Orgn . . . Army.

58. Directive, Hq. AAF to CG, FAF, AFTSC-X-4, Eastern Sig. Aviation Unit Trng Center, 28 Dec. 1942, Appendix Item 15. A chart showing the organization of the Eastern Signal Aviation Unit Training Center is given on the following page.

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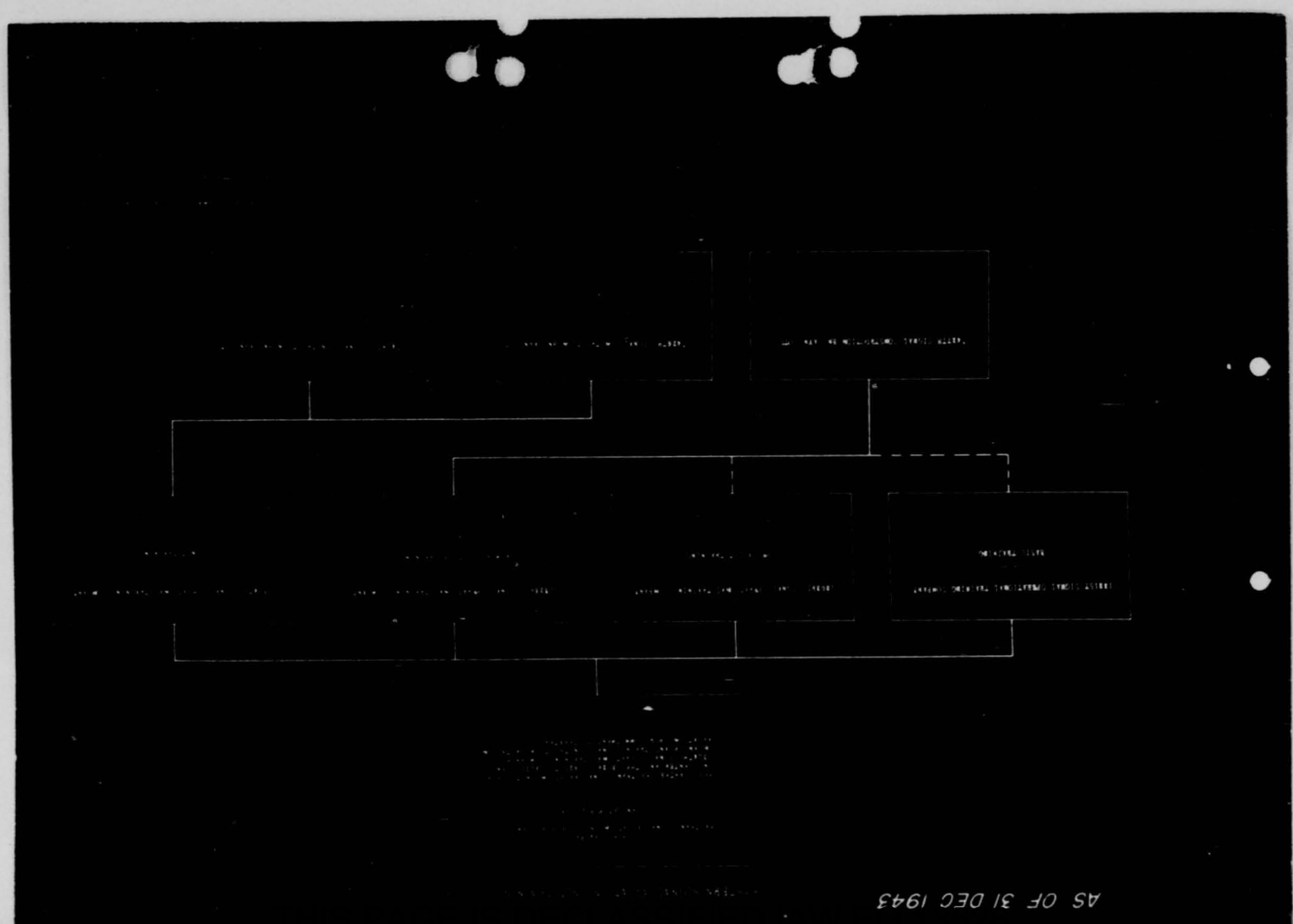

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the CG, FAF. This new training mission was discharged for the Commanding General by the Communications Section of the FAF special staff, which established a Unit Training Center in the Shellbank farm area of Langley Field. There, each of four operational training companies conducted successive phases of the unit training program, which ended with extended field training at Camp Cumberland, Maryland. The commanding officer of Langley Field served also as commanding officer, Eastern Signal Aviation Unit Training Center. One Signal Construction Company and eight Signal Construction Battalions (all colored) were trained and prepared for overseas movement by the center, which was discontinued early in 1944. The entire operation was largely a Signal Corps show, whereby the AAF directed, through FAF, the production of colored signal construction battalions for overseas service with the Air Forces, and the Signal section of FAF special staff took over the difficult job.

A Radar Calibration School to conduct the training of eight Radar Calibration Detachments for overseas commitment was a similar responsibility discharged by the Communications Section on a Unit Training Center basis. The program was initiated at Fort Dix Army Air Base, in the fall of 1943, and was practically completed by 31 December 1943.

TOW TARGET SQUADRONS

When the I Ground Air Support Command was transferred into the Third Air Force and relieved from the Eastern Defense Command,

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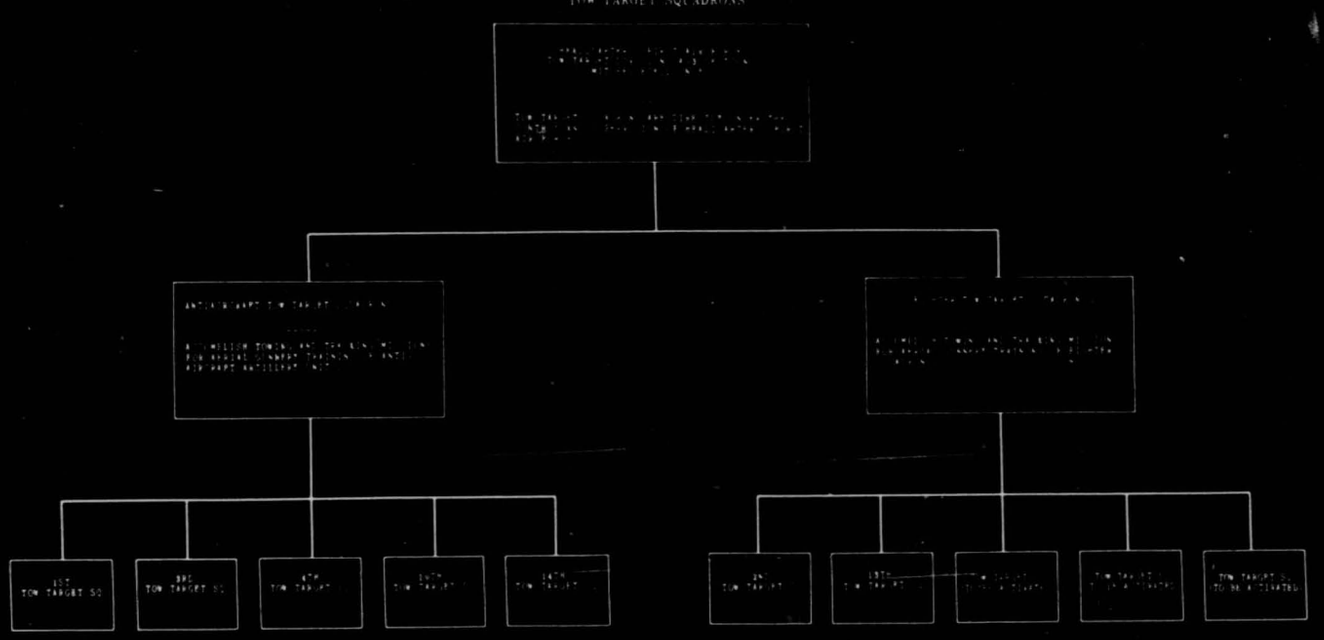
AS OF 31 DEC 1943

TOW TARGET SQUADRONS



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a thoroughly confused situation in regard to the Tow Target Squadrons was produced. They were performing missions for the ground units of the First Army and AAA units of the EDC. After several conferences and much agitation over the proper headquarters to assume jurisdiction, the 2d Tow Target Squadron, at Mitchel, and the 13th, at Langley, were assigned to Air Forces, EDC and FAF, effective 12 August 1942.[59]

Up to this point the Tow Target history was a story of uncertain command relationship, inadequate planes and personnel, and a general "run-around" in the midst of war excitement and expansion. Lack of a T/O and T/BA had made it difficult to obtain equipment. An inadequate number of obsolete planes (sometimes of non-existent planes) was the common story. With two squadrons now a definite responsibility of FAF, a Tow Target sub-section of the FAF A-3 section was organized with the mission of planning, directing, and supervising the squadrons.[60] The remainder of the story was one of growth and improvement.

A Tow Target Flight was set up in the Headquarters Squadron of I Fighter Command to do towing for aerial gunnery. In the spring of 1943, this flight broke up, and was assigned into the 2nd and 13th Squadrons. This marks the beginning of Tow Target Squadron ser-

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59. G. O. 57, AF EDC and FAF, 12 Aug. 1942.

60. The chart on the opposite page shows the organization of the Tow Target sub-section as of 31 Dec. 1943.

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vice to the Air Corps. Hitherto, the I Fighter Command had been doing its own towing. The success of the new venture in relieving the I Fighter Command from the necessity of using its own fighter aircraft for its towing, so that it could concentrate on improving its training and meeting its commitments, led to a rapid expansion of Tow Target Squadrons in the FAF.

In November 1943 the 2d and 13th were relieved temporarily from towing responsibility for the FDC to concentrate on fighter missions. Negotiations were begun to add five additional squadrons, each equipped with 18 twin-engine planes for towing above 20,000 feet, and two four-engine planes for towing above 30,000 feet. Of the projected five, two were activated.[61]

CADTC

A Combined Air Defense Training Center was established at Mitchel Field by the FAF on 4 August 1943,[62] pursuant to instructions in a directive for Combined Air Defense.[63] Brig. Gen. S. L. McCroskey, the Commanding General of the 55th Antiaircraft

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61. For a list of Tow Target Squadrons under FAF jurisdiction 31 Dec. 1943, see Appendix Item 6.

62. G. O. 82, AF FDC and FAF, 4 Aug. 1943, Appendix Item 16.

63. AG 353 (14 July 1943) OB-S-C-M, 19 July 1943, in AG 353 Training for Air Defense (Classified).

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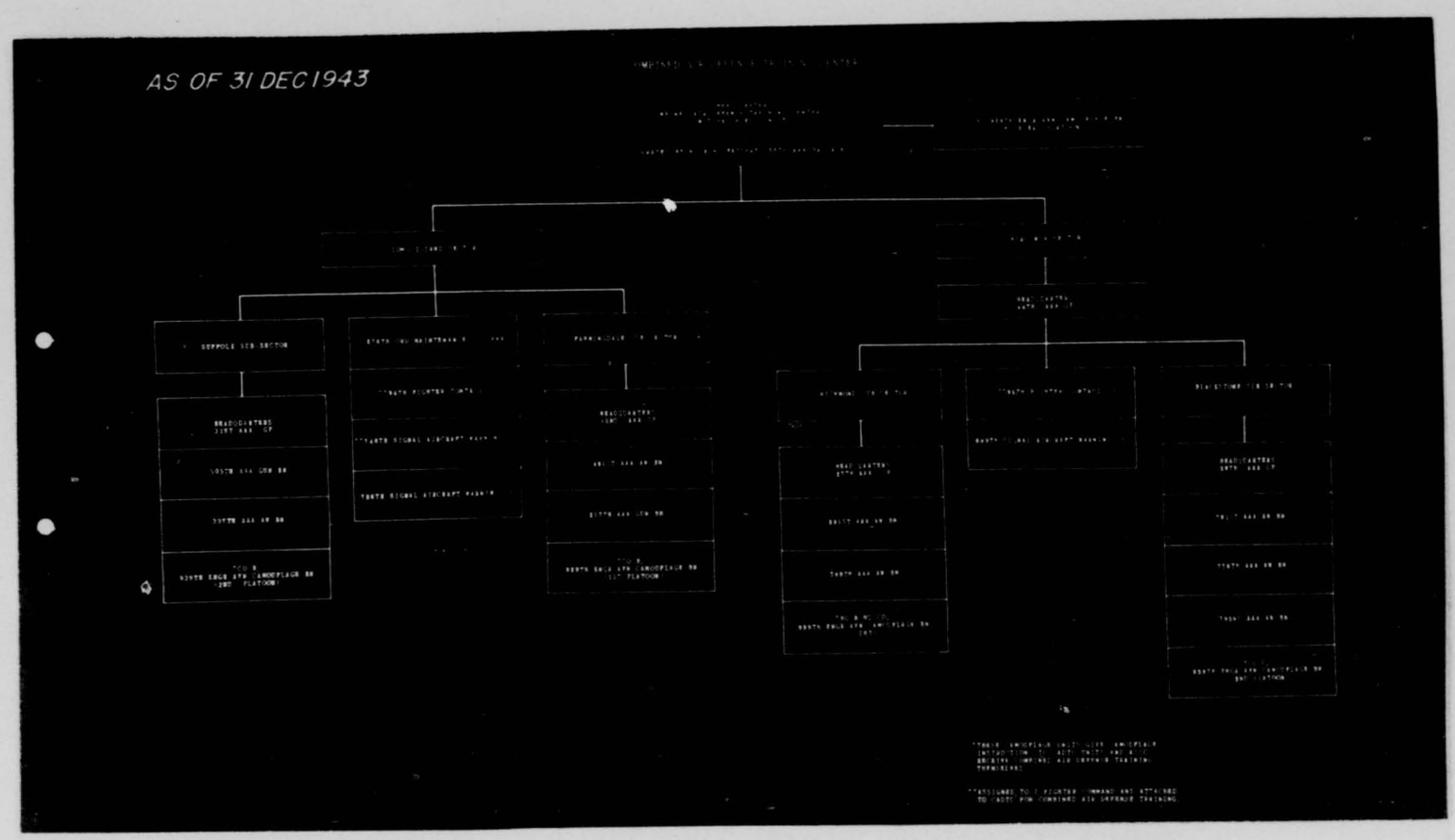

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Artillery ~~Command~~ Brigade, was designated Commander of the Combined Air Defense Training Center. The general plan was for successive brigades to assume command of the training center. Training plans and supervision of the CADTC were added to the Fighter Training and Operations section of the FAF A-3, under Lieutenant Colonel J. C. Pitchford.[64]

The mission was to provide overseas theater commanders with units capable of effective combined operations in air defense, and with units capable of effective combined operations in airdrome defense. In brief,[65] units drawn from Army Ground Forces and from Army Air Forces at the conclusion of their separate training were trained in cooperative action through the CADTC. Training occupied at least one month, accomplished as far as practicable under field conditions. Fighter Control units, AAA units, Signal Air Warning (SAW) Units, and Air Base Security Battalions were included.

As shown in the "Table of Subordinate Commands" on the following page, the First Air Force established eight subordinate commands between April 1941 and August 1943. Army and air corps reorganizations and the changing military situation were the underlying causes for the rapid changes, rather than any sudden inter-

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64. 55th Brigade in charge of CADTC from 4 Aug. to 22 Oct. 1943. 56th Brigade in charge of CADTC from 22 Oct. to 26 Jan. 1944. The chart on the opposite page shows the organization of the CADTC as of 31 Dec. 1943.

65. For detailed treatment, see Unit Hist., 74th AA Brigade, Historical Division AAF. For units which had completed CADTC training, 30 Dec. 1943, see Appendix Item 6.

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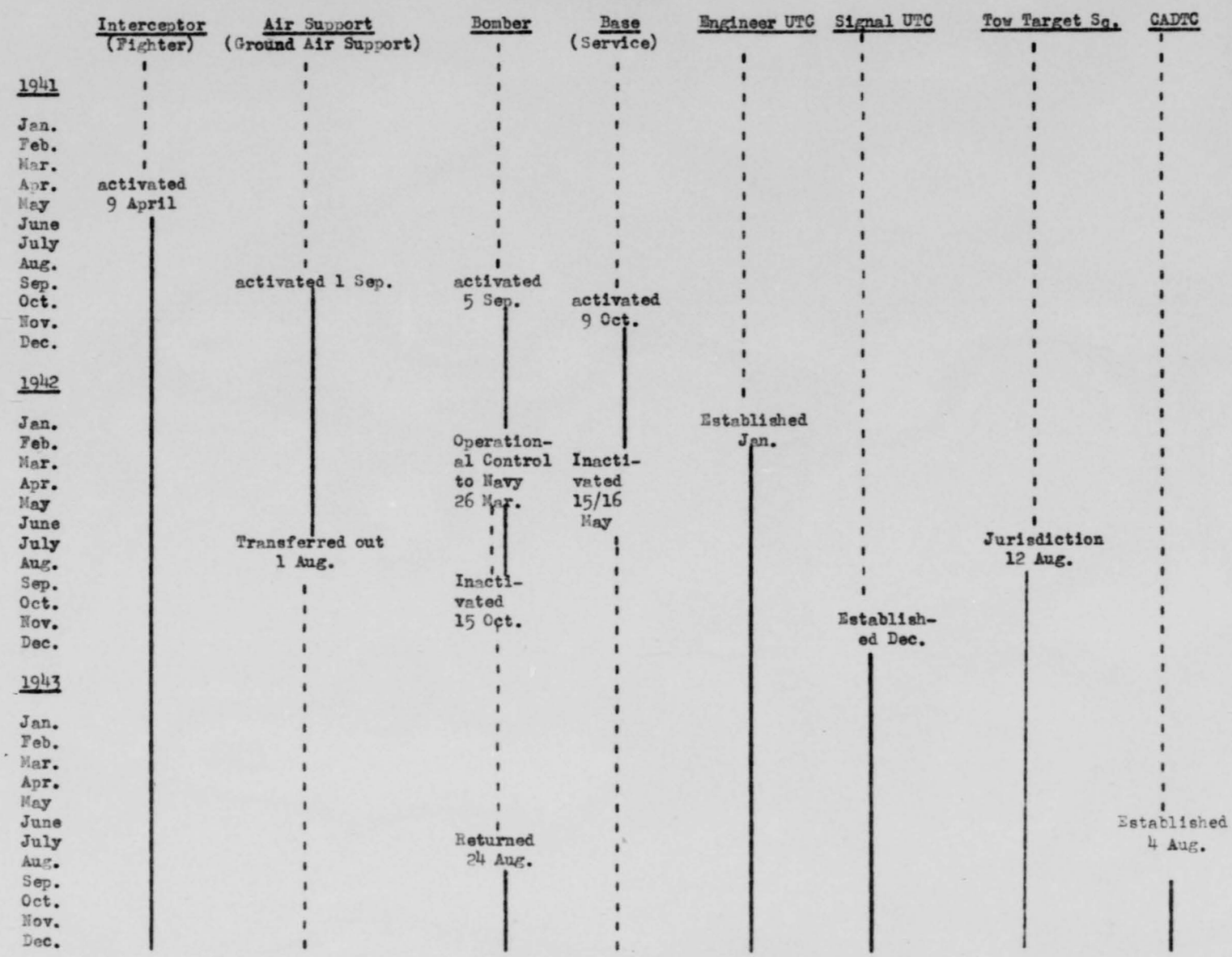
FIRST AIR FORCE HEADQUARTERS

SUBORDINATE COMMANDS



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vention into the internal organization of First Air Force by such authorities as the Northeast Defense Command, the Eastern Theater of Operations, or the Eastern Defense Command. The I Fighter Command was activated earliest and has remained in the I Air Force continuously since its activation. The Air Force Combat Command authorized the most expansive reorganization, establishing the I Air Support Command, I Bomber Command, and I Base Command. Of these, the I Air Support Command and the I Base Command were small, experimental, and remained in the First Air Force only briefly. The loss of I Bomber Command to the navy and to the Antisubmarine Command was the most serious of the changes in the functional organization of the First Air Force. The planes, bases, and personnel had been concentrated on developing bombardment, and the sudden loss of the bombardment elements left the First Air Force temporarily empty.

The outbreak of war, and the creation of the Eastern Theater of Operations did not directly cause any internal reorganization of the First Air Force. The administrative load was increased suddenly by the shifting, regrouping, and redesignating units and by the increase in the number of bases. At the same time, the tactical load was increased by the danger of invasion, the appearance of the submarine, and the demand for task forces as far apart as Newfoundland and the Gulf of Mexico. Confusion over command and jurisdiction, both as between AAF Headquarters and the ETO Headquarters, and between the First and Third Air Forces was inevitable, since

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changes came too rapidly for prompt adjustment. Undoubtedly the First Air Force was over-committed in terms of its resources and badly strained in its administrative functioning for the first half of 1942.

From 15 October 1942 until 24 August 1943, the First Air Force was "thinnest," having only the I Fighter Command as a major tactical subdivision. Some older members of First Air Force headquarters felt that they were "sitting up there on top of Fighter, which was doing all right." On the other hand, the Army Air Forces were straightening out their program for building an offensive air force, and the Engineer and Signal Unit Training centers reached their peak during that period. The activities attendant on activating and training units and acquiring and improving bases were heavy, as were the overseas commitments and the staging.[66] Organizationally, the First Air Force returned to a more balanced and assured form when it was removed from the Eastern Defense Command and placed under Army Air Forces. On 10 September 1943 the War

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66. Units proceeding overseas over the Bolero route were processed from the OTU's through the FAF, at FAF bases. This processing became the responsibility of the AAF First Concentration Command on 9 July 1942. The FAF continued to "carry the load" until 2 Aug. 1942, when the AAFFCC had its staff complete and began operations at Dow, Grenier, and Westover Fields, which were "borrowed" from the FAF. Staging was made a responsibility of the FAF again on 20 Nov. 1942 ("functions established by secret letter AG 320.2, 1 Aug. 1942, Establishment of agency for final preparation of Air Force units for foreign service are hereby made the responsibility of the First, Second, Third, and Fourth Air Forces . . . .") The Air Inspector's section of FAF headquarters was made responsible for final readiness inspections, and the FAF Provisional Staging Squadron was organized at Mitchel Field, 17 Nov. 1943 (G. O. 151, FAF, 17 Nov. 1943) to carry out the work.

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Department relieved the First Air Force from the command of the Commanding General, Eastern Defense Command, and placed it directly under the command of the Commanding General, Army Air Forces.[67] The First Air Force had long advocated such a step, and stipulations for providing sufficient units for an active air defense of the Eastern seaboard had been agreed on. The danger of invasion or mass bombardment by Germany had greatly lessened, and the main mission of the Army Air Forces had become the building up of offensive air power in overseas theaters. It was no longer necessary to immobilize extensive air forces for continental defense, and to retard training by maintaining a tactical status. A plan whereby four fighter squadrons in training (OTU or RTU) were to be stationed at selected stations on alert status for active air defense was approved by the Eastern Defense Command.[68] The result of relieving the First Air Force from the Eastern Defense Command was to release many fighter, fighter control, and aircraft warning units for overseas duty, and to enable the First Air Force to concentrate on the OTU and RTU programs.[69]

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67. AG 381 (25 June 1943) OB-S-E-M, 10 Sep. 1943, in AG 381, Air Defense (Classified), Appendix Item 17.

68. Plan for Employment of Fighter Units for Air Defense of Vital Defense Area - Eastern Defense Command, 29 Sep. 1943, in AG 381, Air Defense (Classified), Appendix Item 18.

69. RTU training began in the AAF on 28 Dec. 1943, with 121 RTU combat crews at Richmond AAB. Thereafter, as OTU units were staged, RTU units took their place, in accordance with an RTU plan of 18 Nov. 1943.

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Administratively, confusion as to channels and jurisdiction were removed, and it became clear to all concerned that the First Air Force was a training and not a tactical air force. On 24 August 1943, the I Bomber Command returned, with an OTU commitment, and the assumption (never warranted) that the First Air Force was "only a fighter air force" had no further basis. At about the same time the CADTC was established, the Tow Target squadrons increased, and Engineer and Signal activity began to taper off.

From 16 January 1941 to 31 December 1943 emphasis fluctuated between the training and tactical missions of the FAF. Both were continuing missions throughout the period. The trend was obviously from training, before 7 December 1941, to tactical, throughout most of 1942, to training again in 1943. However, training was a continuing mission, unchanged throughout except for varying emphasis on the number and kind of units to be produced. Tactical operations directed by the ETO and HDC obscured the training mission during 1942, but training went on. Fighter and bomber squadrons had "satellite" units in training with them, even at their tactical stations. Primary interest, supervision, and administrative channels of communication for the First Air Force were assigned to training by AAF Hq. on 29 March 1943, but the FAF had extensive training programs under way before that date. On the other hand, the FAF was not released from the EDC until September of 1943, and as long as it remained in the EDC its tactical obligations, especially for aircraft warning and interception activities, had to be met.

Between 20 September 1943 and 31 December 1943 the First Air

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Force adjusted its strength, equipment, and base administration to its new status of a zone of the interior air force with a replacement training mission. At a conference held by General Hunter at Mitchel Field for all FAF base commanders and chiefs of staff sections, the main points of the new policy "for going into a static mission state and into the RTU replacement business" were outlined by General Hunter and General Schulgen.[70] The FAF was not going to leave the country; it eliminated its field equipment, tactical units, and plans for mobility. It gave training first priority, and built up the authority of the base commanders so that all the facilities of the bases served the training activity. What remained of the defense mission was separated from the training activity and confined to the Wings and Air Regions. Manpower was reduced drastically, with a permanent party personnel of about 25,000 as the goal. Even at the November conference General Hunter announced that as part of the plan to save manpower in the United States in order to build up larger overseas forces he had already notified General Giles that "we had reached the bottom of the bag, and would break down if any more personnel were taken without replacements." The outlook for 1944 was for a period of economy in manpower, simplification of organization, and concentration on the RTU training mission.[71]

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70. Conference Report, CO's all FAF bases, Chiefs of FAF staff sections, Hq FAF, 29 Nov. 1943.

71. The three charts which follow summarize the organization of the FAF as of 31 Dec. 1943. The first two show the missions, and the third the functional organization.

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AS OF 31 DEC 1943

FOREWORD

[redacted] OF THE AIR FORCE

[redacted] FOR THE OPERATIONAL TRAINING [redacted] AND UNIT AND REPLACEMENT CREWS, AND OTHER [redacted] TO MEET THE PROFICIENCY STANDARDS PRESCRIBED BY THE [redacted] ARMY AIR FORCES. FOR ASSEMBLING SUCH UNITS AND CREWS, [redacted] FOR DISPATCH TO THEATRES OF OPERATION, AND FOR INSURING [redacted] OF COMBAT UNITS FOR DEFENSE OF THE CONTINENTAL UNITED STATES [redacted] AS DIRECTED BY THE WAR DEPARTMENT. AAF REGULATION NO. 20-1, 1 [redacted] 1943.

TO ASSIST IN THEIR RESPONSIBILITIES THIS AIR FORCE IS ORGANIZED [redacted] TO CONSIST OF HEADQUARTERS, FIRST AIR FORCE, I FIGHTER COMMAND, I BOMBER COMMAND, TRAINING CENTERS, BASES, AND OTHER FIELD ACTIVITIES. THE ORGANIZATION AND FUNCTIONS OF THESE VARIOUS AGENCIES OF THE FIRST AIR FORCE ARE CLEARLY SHOWN IN THE CHART THAT FOLLOWS IN THIS BOOK.

IN THIS CONNECTION IT IS WELL TO POINT OUT THAT THE ACTIVITIES [redacted] OF THE AIR FORCE AS NOW IN AN IMPORTANT TRANSITIONAL STAGE. OPERATIONAL TRAINING OF UNITS FOR COMMITMENT TO THEATRES IS BEING TAPERED OFF, AND AN EXTENSIVE PROGRAM IS BEING DEVELOPED FOR TRAINING REPLACEMENT FIGHTER AND BOMBER CREWS AND OTHER PERSONNEL. IN ADDITION TO THIS TRANSITION FROM OPERATIONAL UNIT TRAINING TO REPLACEMENT TRAINING, FUNDAMENTAL CHANGES ARE ANTICIPATED IN THE NEAR FUTURE IN THE AIR DEFENSE SYSTEM OF I FIGHTER COMMAND.

ACCORDINGLY, THE CHARTS IN THIS BOOK SHOULD BE STUDIED WITH THE UNDERSTANDING THAT THEY PICTURE THE ORGANIZATION AND FUNCTIONS OF THE FIRST AIR FORCE AS OF A DEFINITE DATE, 31 DECEMBER 1943, AND THAT BASIC CHANGES ARE INEVITABLE AS WE MOVE CLOSER TOWARD THE COMPLETION OF OUR DEFINITE PROGRAMS.

F. O'D. HUNTER,
MAJOR GENERAL, U. S. ARMY
COMMANDING

31 DECEMBER 1943

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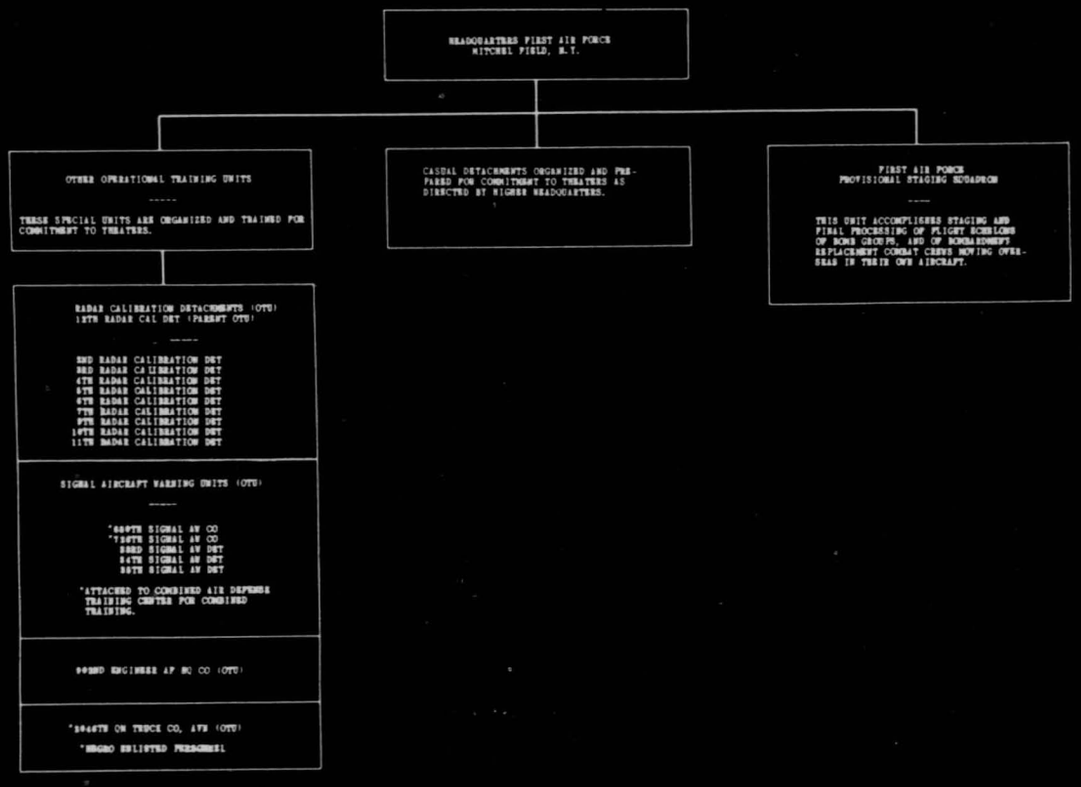
AS OF 31 DEC 1943

OTHER ACTIVITIES OF THE FIRST AIR FORCE



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AS OF 31 DEC 1943

FUNCTIONAL ORGANIZATION OF THE FIRST AIR FORCE

HEADQUARTERS
FIRST AIR FORCE
MITCHEL FIELD, N.Y.

I FIGHTER COMMAND

1. ORGANIZES AND TRAINS FIGHTER GROUPS FOR COMMITMENT TO THEATERS.
2. ORGANIZES AND TRAINS FIGHTER WINGS FOR COMMITMENT TO THEATERS.
3. ORGANIZES AND TRAINS FIGHTER CONTROL UNITS FOR COMMITMENT TO THEATERS.
4. ORGANIZES AND TRAINS OTHER UNITS FOR COMMITMENT TO THEATERS AS DIRECTED BY HIGHER HEADQUARTERS.
5. TRAINS REPLACEMENT FIGHTER PILOTS FOR COMMITMENT TO THEATERS.
6. MAINTAINS CERTAIN UNITS AND INSTALLATIONS FOR DEFENSE OF THE EAST COAST OF THE CONTINENTAL UNITED STATES, INCLUDING FIXED WARNING INSTALLATIONS, FIGHTER CONTROL INSTALLATIONS, INFORMATION CENTERS, AND FIGHTER ALERT FLIGHTS.

SEE CHART, PAGE 22

I BOMBER COMMAND

1. TRAINS BOMBARDMENT UNITS FOR COMMITMENT TO THEATERS.
2. ORGANIZES AND TRAINS BOMBARDMENT REPLACEMENT COMBAT CREWS FOR COMMITMENT TO THEATERS.
3. TRAINS SEA SEARCH ATTACK REPLACEMENT COMBAT CREWS FOR COMMITMENT TO THEATERS, GIVING THEM FOURTH PHASE TRAINING IN THE OPERATION AND EMPLOYMENT OF SPECIAL ELECTRONIC EQUIPMENT.
4. MAINTAINS CERTAIN UNITS FOR DEFENSE OF THE CONTINENTAL UNITED STATES IN ACCORDANCE WITH WAR DEPARTMENT DIRECTIVES.

SEE CHART, PAGE 23

[illegible] AIR DEFENSE TRAINING [illegible]

[illegible] TRAINING OF THE PERSONNEL [illegible] IN WITH AIR DEFENSE AND BASE AVIATION

[illegible] HEADQUARTERS
[illegible] HEADQUARTERS
[illegible] [illegible] BATTALIONS
[illegible] COAST ARTILLERY BATTALIONS
[illegible] MAINTENANCE UNITS
[illegible] AIR ALERT SQUADRONS
[illegible] METRO WINGS
[illegible] AVIATION [illegible] UNITS

SEE CHART, PAGE 24

[illegible] TARGET SQUADRONS

[illegible] CONTROL AND SUPERVISION OF HEADQUARTERS, FIRST AIR FORCE

1. [illegible] TOWING, AND TRAINING IN SUPPORT OF AERIAL GUNNERY TRAINING OF FOURTH SUCCESSIVE ASSIGNED [illegible] AIR FORCES.
2. [illegible] TOWING, AND TRAINING IN SUPPORT OF ANTI-AIRCRAFT GUNNERY TRAINING OF ANTI-AIRCRAFT ARTILLERY UNITS ASSIGNED TO OTHER COMMANDS.
3. TRAINING PERSONNEL IN TOW TARGET OPERATIONS TO [illegible] MEMBERS OF TACTICAL UNITS.

SEE CHART, PAGE 25

1ST AVIATION ENGINEER TRAINING CENTER

1. ORGANIZES AND TRAINS AIRBORNE ENGINEER AVIATION BATTALIONS FOR COMMITMENT TO THEATERS.
2. ORGANIZES AND TRAINS ENGINEER AVIATION BATTALIONS FOR COMMITMENT TO THEATERS.
3. ORGANIZES AND TRAINS OTHER AVIATION ENGINEER UNITS FOR COMMITMENT TO THEATERS AS DIRECTED BY HIGHER HEADQUARTERS.
4. TRAINS AVIATION ENGINEER REPLACEMENT PERSONNEL FOR COMMITMENT TO THEATERS.

SEE CHART, PAGE 26

EASTERN SIGNAL AVIATION UNIT TRAINING CENTER

ORGANIZES AND TRAINS SIGNAL CONSTRUCTION BATTALIONS, AVIATION, FOR COMMITMENT TO THEATERS.

SEE CHART, PAGE 27

[illegible] AND BASE COMPLEMENT UNITS

1. EIGHT AIR FORCE OPERATIONAL AND MAINTENANCE BASES ASSIGNED TO IT, ENTIRELY WITHIN THE U.S. AND [illegible]
2. [illegible] INTERNAL SECURITY AND MAINTAIN THE BASES IT HOLDS AND THEIR AUXILIARIES.

SEE CHART, PAGE 28

OTHER ACTIVITIES OF EIGHT AIR FORCE

1. ORGANIZES AND TRAINS SPECIAL UNITS FOR COMMITMENT TO THEATERS.
2. [illegible] AND EQUIPS SPECIAL DETACHMENTS FOR COMMITMENT TO THEATERS AS DIRECTED BY HIGHER HEADQUARTERS.
3. TRAINS AND EQUIPS AS PILOT SQUADRONS OF BOMBARDMENT UNITS AND CERTAIN BOMBARDMENT AVIATION [illegible] COMBAT CREW [illegible] FOR COMMITMENT TO THEATERS.

SEE CHART, PAGE 29

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II. BOUNDARIES, OPERATING AREAS, AND BASES OF THE NEAD AND FIRST AIR FORCE

~~16 January 1941~~ to 31 December 1943
19 November 1940

From its activation on 15/ 6 January 1940, one of the continuing missions of the First Air Force was the administration of the units and stations of the command. This involved securing bases properly located for the changing training and tactical missions. The chief factor influencing the location of First Air Force bases was the boundaries prescribed by the successive higher authorities, which in turn were influenced by the military situation. A series of shifts in boundaries and operating areas, related to the main changes in mission and in higher echelon, caused a series of shifts in the number, location, and kind of bases needed by the First Air Force.

In 1940, when the air districts were planned to decentralize the training and tactical control of units of the GHQ AF on a territorial basis, the boundaries were fixed on an ambitious scale. Considering the mobile character of air forces, and the long-range expansion plans, the territory assigned to each air force was not unreasonable. Considering the actual strength and number of stations, the territory assigned was obviously too extensive. The boundaries of the NEAD were the Atlantic coastline, the Canadian border, the western boundaries of Minnesota, Iowa, and Missouri, the southern boundaries of Missouri, Kentucky, and Virginia, and a line from South Boston, Va. to CapteLookout, N. C. The area thus defined contained twenty-two

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states and the District of Columbia,[1] roughly definable as the northeastern United States -- plenty of room for an air force of three fields, fifteen thousand men, and 370 planes.[2]

The NEAD area contained approximately 760,000 square miles, with a population of 83,000,000.[3] It contained only twenty-five percent of the area of the United States, but sixty-two percent of the population, with the accompanying high percentage of the transportation, manufacturing and communications systems. The area lay between 35 degrees and 45 degrees latitude, and 65 degrees to 95 degrees longitude. The climatic variations were extreme.

Within its area, the NEAD was assigned three bases: Mitchel Field, N. Y., Langley Field, Va., and Selfridge Field, Mich. These were all old, established fields, dating back to World War I. Langley was the headquarters of the GHQ AF and the site of the National Advisory Council for Aeronautics. Mitchel

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1. For a list of the states, see Appendix Item 2.

2. Figures from first annual general inspection, by Inspector General, AFCC, 26-27 May 1941. "Latest aircraft strength assigned 285 Combat type, 10 Transport, 77 Auxiliary or Training. Of the 285 tactical airplanes, 100 are 'out of commission' on a day-to-day basis. B-17s, B-26s, and P-39s are the only modern planes assigned. The others are obsolescent." "Report, Annual General Inspection of 1st Air Force Hq," 20 Aug. 1941, in ACC 333 (Hq 1st AF), National Archives.

3. Compiled from 1940 Census Reports. Includes the 27 counties in North Carolina included above the line So. Boston, Va. to Cape Lookout, N. C. Some estimating has been necessary.

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had been greatly enlarged in 1933-35. More important in preparing them for their part in World War II had been their assignment to the 2d Wing of the GHQ AF in 1935. Under the impetus of that move, Langley and Mitchel had been enlarged, modernized, and were rather complete, permanent Air Corps posts, with runways, hangars, housing, etc. for about one bomber group each, when they were assigned to the NEAD. Langley Field, in particular, as the Headquarters of the GHQ AF and of the 2d Wing, was a well-developed, mature air base, with a large amount of permanent construction. Selfridge had been less completely modernized. The three fields had housing facilities for about twenty-five thousand officers and enlisted men.

An additional six bases were already in view when the NEAD was activated:

Bradley Field	Windsor Locks, Conn.
Westover Field	Chicopee Falls, Mass.
Dow Field	Bangor, Me.
Grenier Field	Manchester, N. H.
Bowman Field	Louisville, Ky.
Paul Baer Field	Fort Wayne, Ind.

A very carefully coordinated advance plan for the Air Corps expansion program had worked out the timing of the construction of these bases with the activating and training of new units. The six new bases were on locations not hitherto army stations, and were constructed "from the ground up," with hangars and runways somewhat in advance of the planes of that date. They were assigned to the FAF on 4 June 1941,[4] six months after its activation as the NFAD. The

4. AG 680.2 GHQ (5-5-41) MR-M-C, 4 June 1941, in AG 686 Assignment of Airdromes.

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expansion program of which they were a part was a precautionary measure against the European war situation. War had broken into the open during their construction; the United States passed the Selective Service Act and a second Air Corps expansion appropriation before their completion. Yet the role of the PAF with these bases was to carry out the original plan to move the recently activated and trained units onto them, so that they could advance their training by the use of the new fields and equipment. This program went on at a driving pace through the summer and fall of 1941.

An area of responsibility for air defense planning was superimposed upon the total area of the Northeast Air District by the creation of the Northeast Defense Command in March 1941.[5] The boundary of the Northeast Defense Command excluded the states of Minnesota, Iowa, and Missouri of the Northeast Air District.[6] On 25 March 1941 a further communication from the War Department stated that "for the purpose of ground organization for Air Defense and the allocation of additional responsibilities to Air Force Commanders, boundaries will be prescribed by the Commanding General, GHQ AF. These boundaries will not necessarily conform to the boundaries of the Defense Command."[7]

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5. AG 320.2 (2-28-41) M-WPD-M, 17 March 1941, in AG 322.082 Orgn MEAD. See page 3.

6. See map opposite page .

7. AG 320.2 (3-24-41) M-WPD-M, 25 March 1941, in AG 320.2 Plans . . . War (Classified).

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No further prescription of administrative boundaries for the FAF was made. The FAF never had any elements of its command in Minnesota, Iowa, or Missouri. Selfridge Field, near Detroit, Michigan, Bowman Field, near Louisville, Kentucky, and Paul Baer Field, near Fort Wayne, Indiana, are almost the only fields the FAF has ever had west of Buffalo, N. Y. All three of these were given up on 1 February 1942, eight months after their assignment. The pressure not only of the Northeast Defense Command but of the war situation naturally caused the FAF to concentrate its bases within the eastern portion of its area.

A more far-reaching redefinition of the area of FAF tactical responsibility came when the short-lived Northeast Defense Command was succeeded by the Eastern Theater of Operations, on 24 December 1941.[8] The command of the First Army and of the First and Third Air Forces was transferred to the Eastern Theater Commander. The FAF became Air Forces, Eastern Theater of Operations and First Air Force. Disposition of FAF tactical units was coordinated with the joint ground-air defense plans of the First Army, whose Commanding General was also Commanding General of the Eastern Theater of Operations. This meant a drastic change in the location of First Air Force bases, since the tactical operations of the theater extended to Cuba and Bermuda.

The Eastern Theater of Operations had as its western ex-

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8. AG 320.082, 20 Dec. 1941, in AG 322.082 Orgn ETO. Also G. O. 1, ETO, 21 Dec. 1941, Appendix Item 6. See p. 15.

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tremity the Ohio-Pennsylvania, Ohio-West Virginia, Kentucky-Virginia boundaries, the L and N Railroad to Knoxville, the Southern Railroad via Chattanooga to Birmingham, thence via Selma (Alabama) to the northwest corner of Florida, thence south along the Alabama-Florida boundary to the Gulf Coast.[9]

As with the Northeast Defense Command, the new theater merely superimposed upon the original administrative boundaries an area in which a senior tactical command exercised control over the tactical employment of the Air Force units necessary for operations in the theater. However, the commitments of the FAF to planning and participating in the defense of the area, as centered in the various coastal defense sectors, air regions, etc. were heavier than they had been under the Northeast Defense Command (invasion being considered a daily possibility). The operating tactical area was narrowed by the exclusion of the states of Wisconsin, Michigan, Ohio, Indiana, and Illinois of the Northeast Air District and Northeast Defense Command area, but was extended southward by the addition of the remainder of North Carolina, South Carolina, Georgia, Florida, and part of Alabama. These four southern states remained in the administrative area of the Third Air Force.

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9. G. O. 1, ETO, 21 Dec. 1941, Appendix Item 5. The CG, Central Defense Command took over the responsibilities of the former Northeast Defense Command in the area west of the rear boundary of the ETO and north of the boundary between the Northeast Defense Command and the Southern Defense Command. The CG, ETO took over the responsibility of the Southern Defense Command in the area east of the rear boundary of the ETO. See map opposite p. 37.

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The Eastern Theater of Operations land area covered 780,000 square miles, or fifteen percent of the area of the United States, which contained a population of 56,197,000, or forty-three percent of the population of the United States.[10] It was smaller than the area of the NEAD by 277,878 square miles, and contained twenty-six million fewer people, but its north-south length extended from Canada to Key West.

The First Air Force retained administrative and training responsibility for all units of the command, which might presumably still have been stationed in Minnesota. But practically speaking, from this date forward, geographical boundaries meant little, and military necessity meant everything. Commanding Generals of the First and Third Air Forces were authorized to arrange the transfers of stations and units necessary directly. An important paragraph of General Order 6, Hq. ETO,[11] laid the basis for an almost complete disregard of territorial boundaries during the war period:

> 3. The conditions associated with the organization of this Theater prompt a deparature from prescribed forms and the adoption of practical steps suitable to existing conditions and circumstances. Territorial subdivisions jurisdiction will be based primarily on functional tasks. The various agencies in the Theater will be utilized with as little disturbance as possible to established systems of responsibility.

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10. Compiled from 1940 census. Includes 18 counties in Tennessee and parts of 7 others; 31 counties in Ala. and parts of 7 others. Some estimating has been necessary.

11. G. O. 6, ETO & First Army, 12 Jan. 1942, Appendix Item 12.

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Under the Eastern Theater of Operations the FAF arranged some transfers of bases with the Third Air Force; the Eastern Theater of Operations Headquarters and Army Air Forces Headquarters made others available to the FAF as the military situation required. All available facilities and rapidly added new ones became necessary with the rush of expansion plus intensified antisubmarine, convoy, patrol, and interceptor activity. The FAF soon had bases along the entire Carolina-Georgia-Florida coast, in what was Third Air Force territory.[12] Almost all of these were fighter bases assigned to implement the dual mission of the I Fighter Command, whose veteran units were ready to repel enemy air attacks while continuing their own training and assisting with that of "satellite" or less well-trained units. The Station List of 30 September 1942 shows an increase of from nine to forty-three bases.[13]

The new bases were for the most part small municipal fields located near the Atlantic. Many of them were rudimentary "cow pasture" landing fields, undeveloped beyond a name and a little grading. The immediate construction done on them sometimes preceded approval. In many cases, a half squadron of interceptors merely occupied a municipal or private field for operating purposes, and the field was later acquired and assigned to FAF. All kinds of pressures played back and forth over the situation: the desire of

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12. For location and mission of all FAF tactical units, 1941-1942, see Appendix Item 6.

13. For a historical table of FAF bases, see Appendix Item 19. For Station List as of 30 Sep. 1942, see Appendix Item 20.

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cities or industries for an army air station nearby, the desire of the Eastern Theater of Operations for air support within a short distance of ground military installations, and the tactical necessities of the I Air Support Command and I Bomber Command in arranging patrol routes. Dispersal of squadrons for the interception of enemy bombers headed for particular targets was part of the then current tactical theory.

No change in boundaries accompanied the change from Eastern Theater of Operations to Eastern Defense Command. General Order 1, EDC[14] stated that boundaries were the same as those in General Order 1, ETO. However, by 6 August 1943, when the basic Field Order No. 1[15] was revised, boundary adjustments had been made to conform with the state boundaries of Tennessee-North Carolina, Tennessee-Georgia, Alabama-Georgia to junction with Florida. This eliminated the odd counties in Tennessee and Alabama.[16]

A few operational or extra-territorial arrangements were arranged for the First Air Force by higher authority. One was the military District of Sault Ste. Marie, established by Presidential order 17 March 1941.[17] The District of Sault Ste. Marie was coterminus with Chippewa County, Michigan, "for the better protection of the St. Mary's Falls Canal and locks and that part of the water-

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14. G. O. 1, EDC and First Army, 20 March 1942, Appendix Item 21.

15. Field Order 1, AF EDC and FAF, Revised 6 Aug. 1943 (Secret) in AG 300.4 Defense Operations (Classified).

16. Both lines are shown on the boundary map opposite page 27 -- the original EDC boundary as ETO-EDC, and the revised one simply as EDC.

17. Secret letter, White House, Wash., D. C., 17 March 1941, AG 320.2 (3-17-41)M, in AG 320.2 Plans . . . War (Classified).

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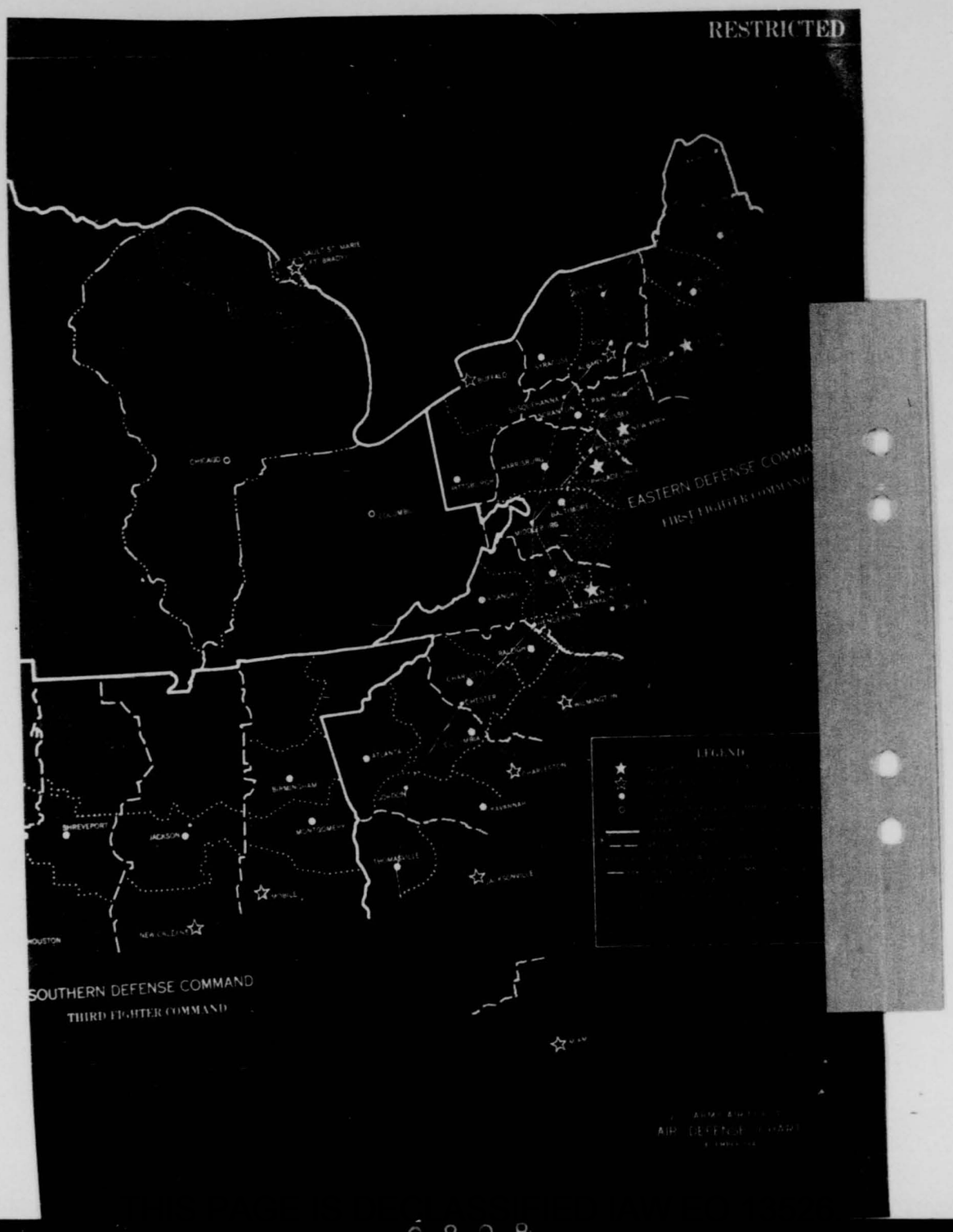

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way between Lakes Superior and Huron." The area was that of the Central Defense Command, but the I Interceptor Command supplied the aircraft warning plans, and plotted the location of ground observer posts. The CG FAF was responsible for providing one fighter squadron upon call from the Central Defense Command.[18]

Operationally, also, units of the First Air Force had concurrent use at time of such Carribbean bases as Batista Field, Cuba, and Kindley Field, Bermuda. As Defense Command plans matured, the FAF narrowed its attention still further to the coastal section of the already narrowed area. The various coastal defense sectors around which combined ground and air support was grouped[19] were centered on key water approaches to vital target areas: Boston, New York, Philadelphia, Norfolk. An Eastern Air Defense Zone, defined as the air space from Canada to Key West, two hundred miles seaward and one hundred fifty miles inland was proclaimed.[20] Regulations curbing civilian and observation flying were stringent and extra precautions were taken to protect this zone from aerial observation, because the defense resources of the Command were concentrated in it. The large number of FAF bases added in 1942 were practically all within the area covered by this air zone.

Finally, a Vital Defense Zone comprising the land portion of the Eastern Air Defense Zone lying between Weston, Me. and Corolla, N. C. was defined.[21] Within this vulnerable belt, from Boston south to

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18. AG 320 (1-6-43) OB-S-E, 8 Jan. 1943, in AG 320.2 Plans . . . War (Classified).

19. See map, page .

20. WD Cir. 11, National Policy of Air Defense Regulations, 11 March 1942.

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Washington, transportation, communication, vital war industry, shipping, armaments, arms and explosives plants, ship-yards, and population and government were congested and inter-related to such a degree that national security could be shaken if they were disrupted. And so the attention of the FAF followed the dictates of military necessity once more, and drew in from the north and south of its already narrowed area.

By 31 December 1942 the FAF station list was reduced to twenty-nine bases.[22] Twenty-five of the small fighter bases acquired so rapidly early in 1942 were relieved. Some went out when the Ground Air Support Command was transferred to the Third Air Force in August 1942, some were abandoned in favor of enlarging other fields. The increased range of fighter planes and changes in interception tactics were factors in reducing the number of bases, as well as a gradual recovery from the pressures which ahd led to agitation for "a fighter base every five miles."

A further shifting of bases took place in response to the shift from combat to training mission. Dow and Grenier, which had served as stepping stones to Newfoundland when the first offensive power of the Air Force was being sent overseas, were taken over from First Air Force by the Air Transport Command 31 December 1943. By this date the I Fighter Command and the I Bomber Command had OTU programs and the First Air Force was almost exclusively a training air force. The First Air Force went south for training bases, to

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22. For Station List as of 31 December 1942, see Appendix Item 22.

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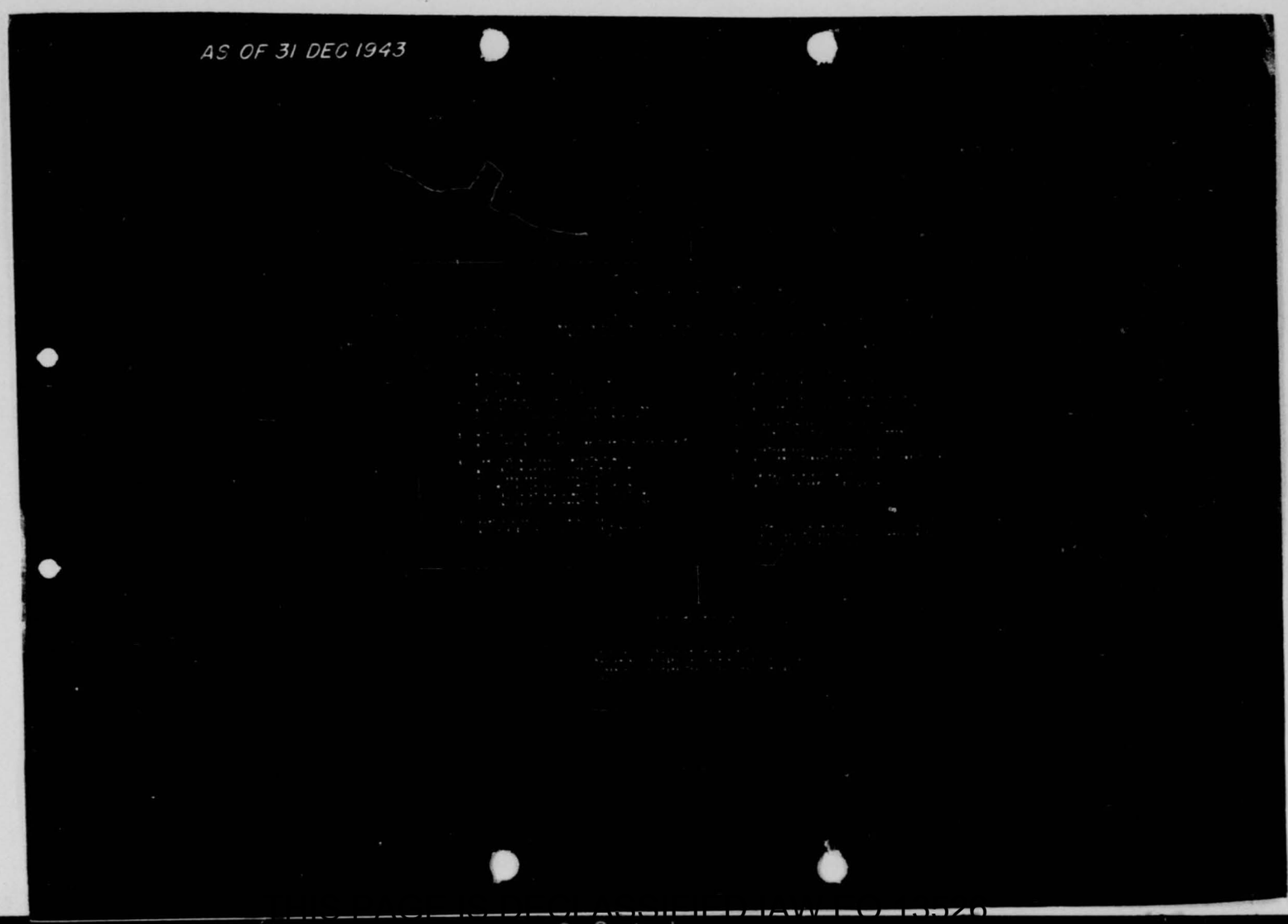

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secure more hours of flying weather.

At Grenier and Dow freezing temperatures began to be of common occurrence about 20 October and continued until 15 April, with an average of 160 days of freezing temperature. Snow fell only from fifty to sixty days per year. The cumulative depth of snow reached nine feet. Minimum temperature of -15° or lower occurred in five months of the year.[23] At Chatham, on the other hand, the yearly average annual temperature was 66.1°, as contrasted with 22.6° at Dow and Grenier. Servicing and maintaining airplanes in the field when hangar space was insufficient was more feasible in the south, and maintenance was an important factor in carrying out a flying training program. So, by assignment or transfer, the FAF acquired or retained several bases in Third Air Force territory. The original "invasion" of Third Air Force territory had been made possible by the authority of the Eastern Theater of Operations and Eastern Defense Command. By arrangement with the Third Air Force through AAF headquarters, the FAF retained Chatham, Richmond, and Charleston, with their sub-bases. These three fields were enlarged and improved. The number of main bases in the FAF was never large, and in general the sub-bases were attached to main bases for administration and supply.[24]

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23. Report, "Climate Summary," Capt. George F. Bender, Air Corps, Weather Officer, to CG, AAF, 4 Oct. 1943, in AG 373 Aerial Operations.

24. For grouping of sub-bases around main bases and strength of sub-bases, for 30 April 1943 and 31 Dec. 1943, see Appendix Item .

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The FAF also, upon request, provided facilities for fighter control, radar, and AWS sites, either through construction, purchase, or lease. A continuously large volume of administrative effort was exerted by FAF to acquire, exchange, improve, extend, and supply the bases and stations of the entire command. By 8 April 1943, the eight main bases and twenty-seven sub-bases had housing and base facilities for 94,000 troops -- an increase of almost 300% over the capacity of the three original bases.[25]

The original extensive boundaries of the NEAD were successively contracted by the effect of war and of succeeding defense commands. Measured in terms of bases, the FAF moved eastward first, out of Kentucky, Michigan, and Indiana, leaving an Atlantic coastal area only; then southward, to the gulf coast, then down from Bangor, Maine, to Boston, and up from Tampa, Florida, to Savannah, Georgia.

Successive boundary authorities were:

16 January 1941	NEAD
17 March 1941	Northeast Defense Command
24 December 1941	Eastern Theater of Operations
20 March 1942	Eastern Defense Command

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25. For a historical index of FAF bases, see Appendix Item 19.

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III. THE ORGANIZATIONAL DEVELOPMENT OF FIRST AIR FORCE HEADQUARTERS

19 November 1940 to 31 December 1943

Between 16 January 1940 and 31 December 1943 the same pressures of army reorganization and of war which changed the organization of the First Air Force and shifted its area and bases also influenced the organization of First Air Force Headquarters. The accomplishment of the mission of a headquarters, "to plan and supervise the execution of the responsibilities of the commanding general" required many changes in strength, command and staff, and sections. Between the constituting of the Northeast Air District on 19 November 1940, and its activation on 15/16 January 1941, some preliminary progress toward the organization of headquarters was made. General Chaney assumed command on 29 November 1940. Headquarters and Headquarters Squadron was activated 17 December 1940, with a total strength of 234 on 1 January 1941.[1] Some staff members arrived. A sketchy headquarters was established, first in Post Headquarters, and later in the lean-to on Hangar 5. A few supplies were requisitioned. General Chaney looked in from his Air Defense Command two or three times a week. Plans directed toward carrying out the mission of the NEAD as indicated in November were matured, and pushed as rapidly as circumstances permitted. The 308th Signal Aviation Company was attached 6 December 1940.[2]

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1. S. O. 291, AAB, Mitchel Fld, 17 Dec. 1940, in AG 322.082, Orgn 1 . . Air Corps.

2. TAG to CG, NEAD, in AG 322.082 Orgn . . . NEAD.

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The directive constituting the NEAD[3] specified the personal staff, general staff, and special staff of the Air District Commander. The constitution of the special staff was changed on 10 January 1941 by the addition of another Assistant Adjutant General (Morale Officer). The corrected list, with the personnel detailed to duty for each was published in General Order 1.[4] The original staff, together with 217 EM of the Hq & Hq Sq opened the NEAD in the lean-to to Hangar 5 on 16 January 1941, with less than one chair per man and less than one typewriter per section. General Chaney's task was to create a staff and an organization where none had existed before, to create supply and tactical services and to get under way the huge construction projects such as Paul Baer Field in Fort Wayne, Ind., Bradley Field at Windsor Locks, Conn., Westover Field at Chicopee Falls, Mass., Dow Field at Bangor, Me., and Grenier Field at Manchester, N. H.

Obviously, additions to the staff and equipment were in order. The strength of the Headquarters increased slowly, with a general tendency to increase the size of each section, and to add new sections. By the end of May 1941, when the first annual general inspection was held by the Inspector General,[5] the strength had increased to 301, while the strength of the Command was 15,025.[6] By

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3. AG 320.2 (11-14-40) M-C-M, 19 Nov. 1940, in AG 320.082, Orgn GHQ AF, Appendix Item 1.

4. G. O. 1, NEAD, 16 Jan. 1941, Appendix Item 3.

5. Report, "Annual General Inspection of 1st Air Force Hq," 20 Aug. 1941, in ACC 333 (Hq 1st AF), National Archives.

6. For strength reports, see Appendix Item 24.

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this date the activating and training of the units originally in view under the Air Corps expansion plan was in full swing. On 14 June 1941 the first six bases added to the original three were assigned, with an accompanying strain to accomplish the staff planning necessary. The Inspector General's report described the functional organization of headquarters and assignment of general and special staff groups as conforming to the conventional War Department Table of Organization, with internal functioning sound and efficient. Two further observations from the report pointed to the key problems of that period:

> (1) "All administrative deficiencies observed were the direct result of an overlapping of the administrative functions of this Headquarters and the several Corps Area headquarters serving the stations and organizations of this command."
>
> (2) "The Air Force Commander and staff groups are so engaged in administrative details over bases that they have not had time for the primary function of supervising training and planning for war. WD letter 28 June 1941, file AC 322.2 A/F will add administrative burden by exempting Air Corps stations."

The report concluded with a recommendation for a Service Command to head up Air Base administration, on a line of authority comparable to Bomber, Air Defense, and Air Support Commands. AAF Service Command (I Base Command) was a later outgrowth of the necessity for separating planning from administrative detail.[7]

The location of Headquarters was a distracting issue. Mitchel Field was only a command post of the old GHQ AF, with permanent buildings adequate for housing one group. The belief that the location

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7. See pp. 43-44.

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was unsuitable for the headquarters was expressed by successive commanders for more than a year, and several surveys to find a better site were conducted. The strongest objections were those made on the grounds of military security and tactical effectiveness.[8]

1. Being on an island and within range of naval gunfire and landing parties made Mitchel Field too vulnerable.
2. Being a well-known and long-established field made it too late to keep its location secret or to camouflage it.
3. It was not in a dense enough communications net.
4. It was too far from other headquarters for prompt coordination of force.
5. It was not mobile enough.

A new location for the headquarters was called a military necessity. The vicinity of Manhattan was favored because of its dense communications nets and proximity to other military headquarters. Bendix Airport, Bendix, N. J., Stamford, Conn., and Newark, N. J. each had something in its favor. For security from enemy air attack, Buffalo and Albany were suggested. Hartford, Conn. continued to be the most persistently mentioned future location, and was carried on various station lists and orders as such. All surveys of Hartford reported unfavorably on the housing situation

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8. Compressed from a large volume of material in AG 600.1 Construction . . . Mitchel Fld, Jan. 1942 - May 1943, and AG 322.082, Orgn . . . Army, Feb. - Aug. 1942.

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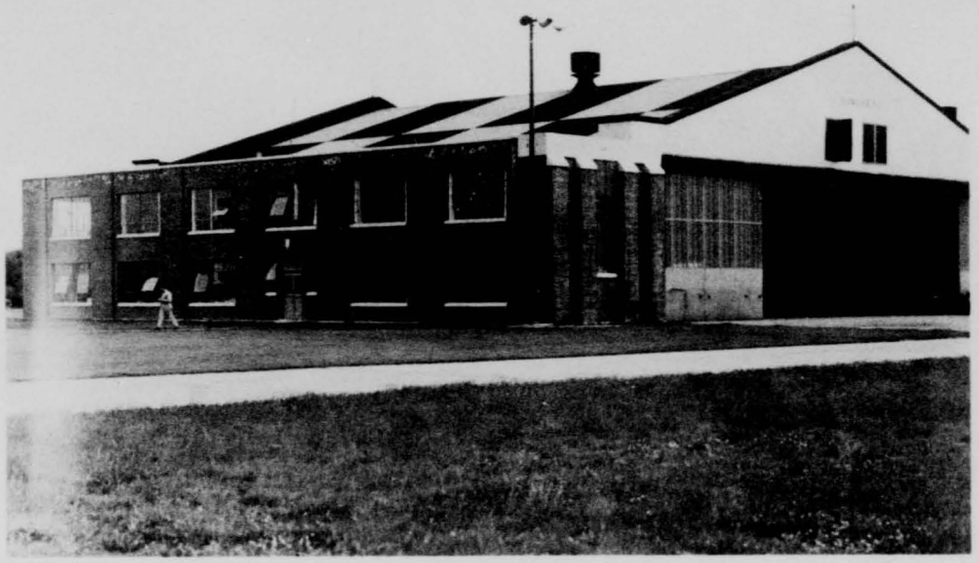

LEAN-TO ON HANGAR 5, MITCHEL FIELD

Original headquarters of the Northeast Air District.

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there, and Hartford was withdrawn from consideration on 31 July 1941 in a letter which stated that Albany, Harrisburg, and Reading were being considered.[9]

No order directing that Headquarters First Air Force remain at Mitchel Field was ever issued. It simply was not moved. The general result of the widespread belief that a new headquarters building would be built at a site other than Mitchel Field was to produce rumor, uncertainty, and a feeling of instability.[10]

The original location of NEAD headquarters on Mitchel Field was the lean-to on Hanger 5. Even in its early days the headquarters was cramped and unsatisfactory. After various wanderings in temporary barracks hastily converted to staff purposes, most of the headquarters moved into Building 102, a permanent barracks, on 28 May 1941, where it remained. The porches were enclosed during the fall of 1942 to provide additional space, at a cost of about $12,000.[11] A temporary additional wing was added at a cost of about $30,000.[12] Other alterations were necessary in an attempt to convert a barracks building to Headquarters purposes, and section of the staff were located in at least six

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9. AG 322.082, 31 July 1941, in AG 322.082, Orgn . . . Army

10. Interview with Col. A. T. Lacey, Appendix Item 4.

11. Project Estimate No. 15, Porch Enclosure, on WD QMC Form 105, 25 Aug. 1942, in AG 600.1 Cst . . . Mitchel Field.

12. In AG 600.1 Cst . . . Mitchel Field.

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additional buildings. The Chemical Warfare section claims the record for moves, with six in three years. I Bomber and I Fighter commands made the same compromise, and after a nomadic existence in various temporary quarters, settled in two other permanent barracks on Mitchel Field. Lack of a unified administrative building remained a handicap.[13]

With the outbreak of war came the period when the accelerated load of staff work had to be performed under the conditions of an armed camp. Expansion had produced an Interceptor, Bomber, Air Support and Base Command, each of which, though still handicapped by equipment and personnel shortages, was getting under way, when chaos came again. In rapid succession, the complications attendent on planning air defense, conducting antisubmarine operations, operating the fighter command, adding twenty radar stations, operating aircraft warning service, developing offensive strength and supplying task forces piled up. More disconcerting still was the subordination of the FAF to the Eastern Theater of Operations, which struck within three weeks.

All this increase in load came at a time when invasion was regarded as probable, and a wave of excitement had gripped the entire region. "Invasion jitters," "trigger-fever," "dash-madly" were all used to describe a state running from zeal to hysteria, which produced a comedy of errors and terrors between

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13. Interview with Col. A. T. Lacey, Appendix Item 4.

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December 1941 and June 1942.[14] Mitchel Field had long been thought of as particularly accessible to the enemy; so its precautions were elaborate. Headquarters went on a 24-hour basis; officers wore side-arms and carried gas masks, in which they spent many hours during gas alerts. An absolute blackout was enforced - unmistakably locating Mitchel to incoming planes as the black square, beautifully contrasted by the bright lights of Hempstead and Garden City. Weary officers and men brought their full field kits to headquarters in preparation for immediate departure, stopped work constantly to cooperate with drills for airdrome defense, bombing raids, gas alerts, defense of headquarters, etc. Over-zealous security classification, inadequate aircraft identification, demands from everywhere for more planes and equipment than were available, conflicting orders from all sides were added to the mixture. Despite all stipulations to the contrary, units were broken up, personnel drawn on and scattered. The direct line to Washington was kept hot, and "worked both ways" since the Army Air Force was deeply concerned. The FAF had a heavy commitment of responsibility to training and administrative tasks as well as to defense, which was made more difficult by transforming headquarters into a command outpost. No agreed date can be found for a return to normal and organized military alertness. Things "cooled off" gradually.

During the war years several major changes were made in command and staff, and in general the turnover of officers in all staff sections greatly increased. One of the planned contributions

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14. Interview with Col. Stewart, Appendix Item 7, contains a lively personal recollection of this period. A large body of anecdote and reminiscence has been compressed into this section of the history.

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of the Air Districts was to be the development of staff officers, from whom staffs of task forces could be drawn. It is evident from the long list of commanding generals and chiefs of staff which the FAF had in four years[15] that it continued to be a function of the continental air forces to "develop command and staff for tactical operations outside the continental United States." Experienced commanders and staff officers were scarce in the CHQ AF to start with,[16] and those available were thinly distributed over the widening field, while a reserve was trained under their direction. Eventually the newly-trained ones were supplied as command and staff to the new commands being activated, to the new bases, and to the new units being trained and sent into combat. The same tendency runs through the entire staff. Section heads and staff officers changed rapidly.[17] General Hunter announced the policy that officers would be allowed to go overseas as occasion arose, and the practice of drawing officers from FAF commands and bases into the headquarters staff and of releasing experienced staff officers for overseas assignment continued.

Several staff sections were added to the FAF after the beginning of war, in accordance with AAF policies. The 1st Statistical Control Unit was established on 2 March 1942. Its assistance in collecting, processing, and transmitting reports to Hq. AAF was

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15. For a list of commanding generals and chiefs of staff of NEAD and FAF, see Appendix Item 25.

16. Interview with Col. A. T. Lacey, Appendix Item 4.

17. For a list of staff section heads, see Appendix Item 26.

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also available to FAF Hq. International Business Machines were installed by November. Increasing use of "Stat" has assisted the headquarters ever since. It is now preparing 170 reports monthly for AAF and FAF, 25 of them daily.

A reassignment of jurisdiction over certain automotive functions was brought about by WD Cir. 245, 25 July 1942. Third and fourth echelon maintenance were transferred from Quartermaster to Ordnance. On 25 November 1942 the Base motor pools were consolidated with Base motor repair shops, and the entire organization was placed under the jurisdiction of the Ordnance officer. The Communications section added a Flight Communications sub-section 1 April 1943. Radar and electronics developments were so extensive that in August 1943 a Radar sub-section was also added to the Communications section.

No new staff sections were added until January 1943, when the Budget and Fiscal section was created, first as a sub-section of Finance, and after 15 April 1943 as a special staff section.[18] It took over the control of all funds appropriated to the CG, FAF, of budget estimates, and through its Base Budget & Fiscal officers coordinated and passed on requests for funds. The PRO sub-section of A-2 was reduced in size after the "hoax" photographs of purported markers to air fields were published 14 August 1942.[19] It became a special staff section in April 1943, and was put under "policy supervision" of A-2 in 1944. The Provost Marshal section was

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18. AAF Reg. 20-3, 16 March 1943.

19. For an account of the "Hoax," see Appendix Item 27.

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established 18 November 1943, as an advisory and inspection agency for security on the bases.[20] Last additions were the Counter Intelligence Corps, and the Historical section, under the supervision of A-2, which were not effectively established until after 1 January 1944.[21]

On the whole, the operation of FAF through its commands and general and special staffs remained conventional, with the sections discharging the functions prescribed by pertinent authorities through normal staff procedures. The headquarters was characterized by meticulous precision in administrative procedure; active supervision and inspection of planned activities on the bases; conferences and other direct and personal liaison methods. Physical separation of the sections of the staff in a number of detached buildings and of the bomber and fighter command headquarters from FAF headquarters was sometimes an obstacle to close integration, particularly when the command headquarters were in New York City or under naval jurisdiction.

A more awkward obstacle to integration was the interposition of such headquarters as Eastern Theater of Operations and Eastern Defense Command between the FAF and AAF Hq. On many technical and personnel matters the relation between any one Air Force and the entire Air Arm was necessarily close. "Going to Washington" not

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20. AAF Reg. 46-1, 31 July 1943.

21. For the organization of each section of the FAF staff as of 31 Dec. 1943, see Appendix Item 28.

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via Governor's Island was indulged in fairly consistently, and in times of stress the direct telephone connection solved many technical and personnel matters. In August 1942, when command confusion was at its worst because of the many and shifting authorities involved in defense measures, the following extract from a first indorsement from the Commanding General, AAF, was published as a staff memo "for information and guidance" by Hq EDC and FAF.[22]

> "2. The First Air Force is under the jurisdiction of the Commanding General, Eastern Defense Command, and not of the Commanding General, Army Air Forces.
>
> "3. The Eastern Defense Command operates directly under the War Department General Staff (WD Cir. 59, 2 March 1942).
>
> "4. This information is published at this time as there appears to be a misconception as to the channels of command."

There was no evidence that compliance with the suggestion in the memorandum reached 100%. The problem was solved when the FAF was relieved of assignment to the EDC and placed under the command of the CG, AAF, on 10 September 1943.[23] Thereafter the headquarters devoted its attention to economy of organization, to training and the administration of bases to serve the new RTU training mission, and to the training and supplying of staff officers for overseas assignment.

---

22. Staff memo, EDC and FAF, 18 Aug. 1942, in AG 300.6 Staff Memos, April 1941 - April 1943.

23. AG 381 (25 June 1943) OB-S-E-M, 10 Sep. 1943, in AG 381, Air Defense (Classified), Appendix Item 17.

24. For chart showing functional organization of FAF as of 31 Dec. 1943, see opposite page.

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1. 300.3 Regulations
2. 321.9 Air Staffs . . . AAF
3. 321.9A Organization . . . AAF
4. 321.9B GHQ AF . . . AC
5. 321.9C GHQ AF . . . AC
6. 321.9D GHQ AF . . . AC
7. 321.9D1 GHQ AF . . . AC
8. 321.9E Reorganization . . . AC
9. 322.082 Air Districts
10. 326.6 Air Districts
11. 321.9 Mitchel Field
12. 321.9-3D Groups
13. 321.9-3-73 Groups
14. 337 (Special) Staff Meetings
15. 360.01B Policy toward Aviation

B. AFCC Files (National Archives) (Classified)

1. ACC 333 Hq. First Air Force
2. 354.2 First Army
3. 322.082 GHQ AF
4. 300.4 General Orders
5. 371 Theater of Operations
6. Confidential Envelope Files: 53, 56, 30, 61, 71
7. 322.082 Air Defense Command

C. AG Files (FAF)

1. General Orders: ETO and First Army; AF ETO and FAF; AF EDC and FAF; HQ FAF; NEAD
2. 320 to 323 inclusive. Organization of Army, Air Forces, etc. (These fileshave been most completely examined).
3. 353 Combined . . . Training
4. 373 Aerial Operations
5. 600.1 Construction . . . Mitchel
6. Section files of Signal & Engineer, especially those dealing with organization

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4. 321.9B GHQ AF . . . AC
5. 321.9C GHQ AF . . . AC
6. 321.9D GHQ AF . . . AC
7. 321.9D1 GHQ AF . . . AC
8. 321.9E Reorganization . . . AC
9. 322.082 Air Districts
10. 326.6 Air Districts
11. 321.9 Mitchel Field
12. 321.9-3D Groups
13. 321.9-3-73 Groups
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3. 322.082 GHQ AF
4. 300.4 General Orders
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6. Confidential Envelope Files: 53, 56, 30, 61, 71
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2. 320 to 323 inclusive. Organization of Army, Air Forces, etc. (These fileshave been most completely examined).
3. 353 Combined . . . Training
4. 373 Aerial Operations
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2. History, I Bomber Command (in preparation)

3. Office of the Engineer, FAF

4. Interviews: Col. Arthur T. Lacey;
Col. Malcolm N. Stewart

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2. History, I Bomber Command (in preparation)

3. Office of the Engineer, PAF

4. Interviews: Col. Arthur T. Lacey;
Col. Malcolm N. Stewart

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WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 320.2 (11-14-40) M-C-M

November 19, 1940.

SUBJECT: Organization, Training and Administration of GHQ Air Force.

TO: Commanding Generals of Armies, Corps Areas and GHQ Air Force;
Chief of Staff, GHQ;
Chief of Divisions, War Department General Staff;
Chief of Arms and Services;
Commandants, General and Special Service Schools;
Commanding Officers of Exempted Stations.

1. Letter this office AG 320.2 (2-15-39) (Misc) C-M, March 1, 1939, Subject, Organization of the Air Corps, is rescinded. Effective on the publication of these instructions the GHQ Air Force as an element of the field forces is placed under the command of the General commanding the Field Forces and will operate under the direct control of General Headquarters.

2. For purposes of decentralizing the training and tactical control of the GHQ Air Force, the following Air Districts are constituted:

Designation	States or other territory embraced and attached	Headquarters
Northeast Air District	Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania, New Jersey, Delaware, Maryland, District of Columbia, Virginia, that portion of N. Caroline north and east of the line: South Boston, Va. - Cape Lookout, N. C.: West Virginia, Ohio, Michigan, Indiana, Kentucky, Illinois, Missouri, Iowa, Wisconsin, and Minnesota.	Mitchel Field, N. Y. (To be moved to Hartford, Conn. when Facilities there have been provided)

IMMEDIATE ACTION

APPENDIX ITEM #1.

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* *

3. Assignment to the command of Air Districts will be announced by the War Department in general orders. In the event of the death or disability of the permanent commander of an Air District or his temporary absence from the limits of his command, the Senior Air Corps Flying officer as defined in AR 95-60, present and on duty other than temporary, with the GHQ Air Force within the territorial limits of the Air District will assume command.

4. Under authority of this directive, Air District Headquarters will be established as soon as practicable, the date to be announced in appropriate orders by the Air District Commander concerned. Initially the staff of the Air District Commander will consist of the following:

a. Personal Staff
   - Authorized Aides

b. General Staff
   - Chief of Staff
   - AC of S for personnel
   - AC of S for military intelligence
   - AC of S for operations and training
   - AC of S for supply

c. Special Staff**
   - Adjutant General
   - Assistant Adjutant General
   - Inspector General
   - Judge Advocate
   - Quartermaster
   - Surgeon
   - Engineer
   - Ordnance Officer
   - Signal Officer
   - Chemical Officer
   - Finance Officer

5. Under the Commanding General, GHQ Air Force, Air District Commanders will command all personnel, units including services and activities of the GHQ Air Force within their respective districts not specifically detached or exempted. They are responsible for the administration (except for those functions charged to Corps Area Commanders in paragraph 7 below), training and tactical operations of all elements of their commands. Command channels in all matters affecting discipline, training and tactical operations will include Wing Commanders. On other matters the command channel will be direct from Air District to station (air base) commanders.

**See changes contained in letter, dated 1/10/41.

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6. It is not intended that the units within an air district will constitute a balanced tactical force. It is contemplated that special task force(s) for specific missions will be formed as and when required from units of one or more air districts, and that a portion or all of the staff of an air district, including the Commander when appropriate, will be assigned to the command of such mission or expedition. District Commanders are charged with the development and training of such task force commanders and staffs.

7. The exempted status of all stations of the GHQ AF is removed and the provisions and policies prescribed in circular letter AG 320.2 (9-27-40) (M-C), October 3, 1940, subject: "Organization, Training and Administration of the Army," will apply to units and stations of the GHQ AF as for other elements of the field forces, except as follows:

a. Pending attachment of medical personnel of the GHQ AF, there will be no change in existing control of medical establishments and personnel at stations of the GHQ AF.

b. Announcement will be made in the near future with respect to the exercise of General Court-Martial jurisdiction by GHQ AF and Air District Commanders. The policies with respect to courts-martial enunciated in circular letter of October 3, 1940, referred to above, will thereby be made fully applicable to the command echelons of the GHQ AF.

c. Pending the necessary revision of Army Regulations, direct correspondence is authorized between Air District and Corps Area Commanders concerning matters covered in circular letter of October 3, 1940, referred to above, coming under their respective jurisdictions.

8. Direct correspondence between GHQ AF and Air District Commanders, and Army Commanders is authorized in connection with joint training, exercises and maneuvers.

9. The assignment of groups, separate squadrons and service units to Wings and other GHQ AF echelons to Air Districts will be announced at a later date.

10. Regulations and orders in conflict with procedure prescribed herein are suspended.

By order of the Secretary of War:

/s/ ES ADAMS

Major General,
The Adjutant General.

THIS IS A TRUE COPY.

Leslie L. Lemon
Capt. A.C.

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HEADQUARTERS GHQ AIR FORCE (E-40)
Office of the Commanding General

AF 322.082 (1-3-40)

Langley Field, Virginia
January 3, 1941.

SUBJECT: Organization of Northeast Air District

TO: Commanding General, Northeast Air District,
Mitchel Field, New York.

1. Effective midnight 15-16 January 1941, the Northeast Air District is organized, begins functioning, and you will comply with instructions contained in AG 320.2 (11-14-40) M-C-M, The Adjutant's General's Office, November 19, 1940, Subject "Organization, Training and Administration of GHQ Air Force" insofar as such instructions apply to the Northeast Air District. All previous instructions in conflict with the above are hereby rescinded.

2. Initially, the Northeast Air District will consist of:

Hq & Hq Sq NEAD

2nd Bomb Wg
Hq & Hq Sq 2nd Wg
2nd Bomb Gp (H)
41st Rec Sq (H)
22nd Bomb Gp (M)
18th Rec Sq (M)

1st Air Base Group (H)

Attached troops as follows:
Hq & Hq Sq 16th Bomb Wg (L)
28th Air Base Gp
8th Air Base Gp
37th Air Base Gp
30th Air Base Gp
34th Bomb Gp (H)
1st Rec Sq (H)
43rd Bomb Gp (H)
13th Rec Sq (H)
38th Bomb Gp (M)
15th Rec Sq (M)
13th Bomb Gp (M)
3rd Rec Sq (M)
(See AF 322.082 (12-5-40),
this headquarters, 12-5-40,
Subj "Activation of Air Corps
Units")

APPENDIX ITEM #2.

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7th Pur Wg
Hq & Hq Sq 7th Pur Wg
8th Pur Gp (F)
33rd Pur Gp (I)

2nd Air Base Gp (R)

Attached troops as follows:
Hq & Hq Sq 4th Bomb Wg -
Detachment, 36th Air Base Gp
(Note: Orders have been requested for movement of these units from Mitchel Field to Westover Field.)
33rd Air Base Gp
57th Pur Gp
(See AF 322.082 (12-5-40), This headquarters, 12-5-40, Subj "Activation of Air Corps Units")

6th Pur Wg
Hq & Hq Sq 6th Pur Wg
1st Pur Gp
52nd Pur Gp

3rd Air Base Gp (R)

Attached troops as follows:
31st Pur Gp
49th Pur Gp
50th Pur Gp
58th Pur Gp
46th Air Base Gp
(See AF 322.082 (12-5-40) this headquarters, 12-5-40, Subj "Activation of Air Corps Units")

Other miscellaneous Air Corps units activated at Mitchel, Langley, and Selfridge on January 16, 1941, will be attached as you see fit pending further instructions.

3. The present 2nd Wing is redesignated the 2nd Bombardment Wing as of 16 January 1941.

4. Effective 16 January 1941, Brigadier General H. B. Claggett will assume command of the 6th Pursuit Wing, and Brigadier General J. C. McDonnell will assume command of the 7th Pursuit Wing.

5. Further information and instructions relative to reports, airplane assignments, supply, signal communications, funds, etc., will be forwarded as soon as possible.

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AF 322.082 (1-3-41), Hq, GHQ AF, January 3, 1941 Continued.

6. Complete information on the ultimate organization and composition of the Northeast Air District will be furnished as soon as available.

7. Inclosed herewith is one copy each of Army Regulations No. 210-10 and 600-20 for your information and guidance.

By command of Lieutenant General EMMONS:

/s/ P. M. Whitney
/t/ P. M. WHITNEY,
Major, A. G. D.
Asst. Adjutant General.

2 Incls.
Incl. #1 - AR 210-10
Incl. #2 - AR 600-20.

THIS IS A TRUE COPY.

Isabel L. Ferris
Capt. A.C.

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HEADQUARTERS, NORTHEAST AIR DISTRICT
Mitchel Field, New York

January 16, 1941.

GENERAL ORDER)
:
NUMBER 1)

	Section
Activation of the Northeast Air District	I
Announcement of Staff, Northeast Air District	II

SECTION I

1. In accordance with instructions contained in letter AG 320.2 (11-14-40), November 19, 1940, Subject "Organization, Training and Administration of GHQ Air Force" and letter AF 322.082 (1-3-41), January 3, 1941, Subject "Organization of Northeast Air District", the Northeast Air District is activated as of midnight January 15-16, 1941.

2. Initially this district will consist of :

Headquarters & Headquarters Squadron,
Northeast Air District.

2nd Bombardment Wing
Headquarters & Headquarters Squadron,
2nd Bombardment Wing
2nd Bombardment Group (H)
41st Reconnaissance Squadron (H)
22nd Bombardment Group (M)
18th Reconnaissance Squadron (M)

1st Air Base Group (R)

Attached troops as follows:
Headquarters & Headquarters Squadron,
16th Bombardment Wing (L)
28th Air Base Group
8th Air Base Group
37th Air Base Group
30th Air Base Group
34th Bombardment Group (H)
1st Reconnaissance Squadron (H)
43rd Bombardment Group (H)
13th Reconnaissance Squadron (H)
38th Bombardment Group (M)
15th Reconnaissance Squadron (M)
13th Bombardment Group (M)
3rd Reconnaissance Squadron (M)

7th Pursuit Wing
Headquarters & Headquarters Squadron,
7th Pursuit Wing.
8th Pursuit Group (P)
33rd Pursuit Group (I)

APPENDIX ITEM #3.

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2rd Air Base Group (R)

Attached troops as follows:
Headquarters & Headquarters Squadron,
4th Bombardment Wing
Detachment, 36th Air Base Group
33rd Air Base Group
57th Pursuit Group

6th Pursuit Wing
Headquarters & Headquarters Squadron,
6th Pursuit Wing
1st Pursuit Group
52rd Pursuit Group

3rd Air Base Group (R)

Attached troops as follows:
31st Pursuit Group
49th Pursuit Group
50th Pursuit Group
58th Pursuit Group
46th Air Base Group

3. The Headquarters & Headquarters Squadron, Northeast Air District will remain at Mitchel Field until such time as a permanent headquarters is selected and facilities are available thereat.

SECTION II

1. The following officers having reported for duty on the staff of this headquarters, their duties are announced as follows:

PERSONAL STAFF

Captain Felix L. Vidal, AC, — Aide de Camp

GENERAL STAFF

Colonel William E. Kepner, AC, — Acting Chief of Staff
Lieutenant Colonel Egmont F. Koenig, (Inf) GSC, — AC of S for military intelligence.

SPECIAL STAFF

Lieutenant Colonel Harry B. Sepulveda, AGD, — Adjutant General
Captain Charles O. Baird, AC, — Acting Assistant Adjutant General

Lieutenant Colonel Frederick L. Black, QMC, — Quartermaster
Major Harry E. Fisher, CE, — Engineer
Lieutenant Colonel Frank F. Reed, OD, — Ordnance Officer
Lieutenant Colonel Amory V. Eliot, SC, — Signal Officer

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Lieutenant Colonel March H. Houser, CWS, Chemical Officer
Lieutenant Colonel Cadmus J. Baker, MC, Surgeon

/s/J. E. CHANEY
/t/J. E. CHANEY,
Major General, U. S. Army,
Commanding.

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Leslie L. Lewis
Capt A.C.

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Interview

Colonel Arthur T. Lacey
A-2, First Air Force
28 February 1944

What changes in Air Corps policy led to the creation of the Air Districts?	It was not a change of policy. It was a necessity for decentralization caused by an expanding Air Force. The Air Force was growing too rapidly---and had already attained too large a size---to be controlled and administered by one headquarters (the GHQ Air Force) with no subordinate sub-divisions other than Wings. I assume the original conception of "Districts" was based on War Department experience which had achieved a similar end through "Corps Areas." However, "Districts" were tactical as well as administrative units in their original conception.
Were the main bases of the NEAD designed originally to fit into a pattern for the defense of the NEAD area?	No. The main bases assigned or to be constructed within NEAD had been planned as a part of the overall base construction plan for the entire continental U.S. prior to the activation of NEAD. Like all peace time construction, there were undoubtedly political reasons for the location of some of the bases. They were designed to house and train the expanding Air Force, and tactical considerations appear to have been given little weight in the selection of sites.
What are the reasons for the constant shifting of fields in and out of the FAF?	After "Pearl Harbor" satellite fields or sub-bases, were selected with a view to defending important cities and installations within the vital defense area along the North Atlantic seaboard from air attack, and to dispersing Fighter Squadrons. The First Air Force area was not officially redesignated, but bases west of the Appalachian Mountains were assigned to other Air Forces, and bases previously assigned to the Third Air Force as far south as Florida were assigned to the First for use of

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anti-submarine patrols, etc.
As the mission of the First Air Force gradually changed to place more emphasis on training, attempts were made to secure bases further south where weather was more propitious for year-round flying. Dow and Grenier were released to other commands; bases in the Carolinas, Georgia and Florida were acquired.

Were the successive changes in the relations of FAF to the rest of the army, through NEAD, EDC and ETO, successive steps toward more <u>independent action</u> for the FAF?

That question must be qualified! NEAD and FAF initially were directly under GHQ Air Force. After war was declared ETO was created and given responsibility for defense of the Eastern Seaboard. However, the Army Air Forces were reluctant to relinquish command of any Air Force unit and therefore dealt directly with FAF in requisitions for and replacement of personnel; in training, and in many other functions. ETO and later EDC contended FAF should be directly under its command since control of FAF units, personnel and installations was essential to effective defense in the event of attack. Eventually FAF was assigned to EDC and remained under its command until relieved and returned to AAF a few months ago.

Did ETO or EDC authority extend to determining the personnel or policies of the FAF?

Only to a limited extent. During the period EDC was in command all written communications on such subjects passed through EDC but Gen. Drum and the staff of that hq. interested themselves chiefly in defense and operations, and permitted the CG, FAF a rather free hand in training and the technique of handling air problems. Gen. Drum made many inspections of FAF fields, bases, and other installations to determine conditions and to satisfy himself that proper procedure was followed, particularly in respect to maintenance of aircraft. The CG's, FAF, during that period undoubtedly felt at times they were answerable to two "bosses," Generals Arnold and Drum, as many technical

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matters were handled directly from Hq. AAF by TWX and telephone. Personnel continued to be supplied by AAF but no personnel could be withdrawn without HIC approval. In such action, however, I know of no non-concurrence by HIC when release of personnel was approved by FAF. The same held true for aircraft and technical supply

What were the main difficulties in getting the FAF staff organized and running smoothly?

The main difficulty was inexperience in staff work of the kind necessary for the type of organization created ---not only in NEAD but also in GHQ AF. Initially all members of the staff were plunged into the details of moving newly-activated cadres to new bases; filling those units with personnel and supplying them; and training. There was little time to plan, and all staff sections were "operating sections." By July, 1941 some semblance of a smoothly functioning staff was achieved and teamwork has improved notably since then. One of the handicaps was---and still is---the working conditions in a building planned for a barracks and remodeled into only a partially satisfactory headquarters.

How did the uncertainty over the location of Hq. affect the situation?

There was argument about the proper location; rumors as to which has been chosen; and a general feeling of uncertainty. Much time was lost in reconnoitering sites considered suitable and available. The desire to move the Hq.. from Long Island was a tactical one, influenced by the communications net, although all kinds of arguments were used in making a case for the move. Hartford, Newark, even Albany, were really not much safer from air attack than Long Island---only a site behind the Appalachians would have been. There was no official order issued contin-

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uing the Hq. here---it simply was
not moved.

TR

ARTHUR T. LACEY
Colonel, Air Corps
Asst. Chief of Staff, A-2

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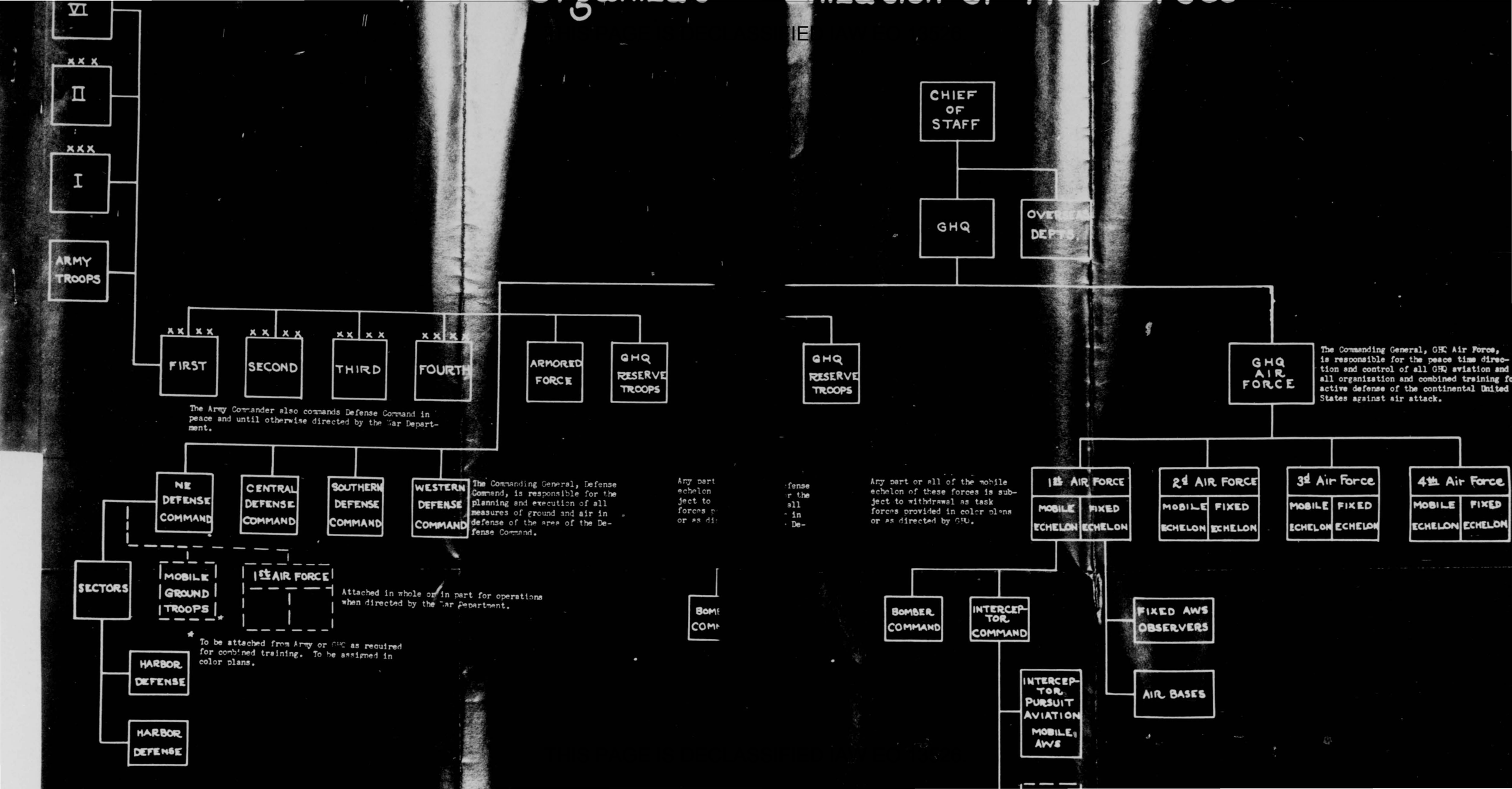
VI
XXX
II
XXX
I
ARMY TROOPS
XX XX
FIRST
XX XX
SECOND
XX XX
THIRD
XX XX
FOURTH
ARMORED FORCE
GHQ RESERVE TROOPS
The Army Commander also commands Defense Command in peace and until otherwise directed by the War Department.
NE DEFENSE COMMAND
CENTRAL DEFENSE COMMAND
SOUTHERN DEFENSE COMMAND
WESTERN DEFENSE COMMAND
The Commanding General, Defense Command, is responsible for the planning and execution of all measures of ground and air in defense of the area of the Defense Command.
SECTORS
MOBILE GROUND TROOPS *
1st AIR FORCE
Attached in whole or in part for operations when directed by the War Department.
* To be attached from Army or GHQ as required for combined training. To be assigned in color plans.
HARBOR DEFENSE
HARBOR DEFENSE
CHIEF OF STAFF
GHQ
GHQ RESERVE TROOPS
GHQ AIR FORCE
The Commanding General, GHQ Air Force, is responsible for the peace time direction and control of all GHQ aviation and all organization and combined training for active defense of the continental United States against air attack.
Any part or all of the mobile echelon of these forces is subject to withdrawal as task forces provided in color plans or as directed by GHQ.
1st AIR FORCE
MOBILE ECHELON
FIXED ECHELON
2d AIR FORCE
MOBILE ECHELON
FIXED ECHELON
3d Air Force
MOBILE ECHELON
FIXED ECHELON
4th Air Force
MOBILE ECHELON
FIXED ECHELON
BOMBER COMMAND
INTERCEPTOR COMMAND
FIXED AWS OBSERVERS
AIR BASES
INTERCEPTOR, PURSUIT AVIATION MOBILE, AWS

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UNITS AND STATIONS OF FIRST AIR FORCE COMMANDS

APPENDIX ITEM #6.

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UNITS AND STATIONS OF THE I GROUND AIR
SUPPORT COMMAND, AS OF 1 SEP 1941

Hq & Hq Sq, 1st Air Support Command

119th Obsn Sq, FT. DIX, N. J.
3d Obsn Sq, LANGLEY FIELD, VA.

Hq & Hq Sq, 26th Obsn Gp, PROVIDENCE, R. I.

101st Obsn Sq, CAMP EDWARDS, MASS.
152nd Obsn Sq, FT. DEVENS, MASS.

Hq & Hq Sq, 59th Obsn Gp, FT. DIX, N. J.

103rd Obsn Sq, HARRISBURG, PA.
104th Obsn Sq, FREDERICK, MD.
126th Obsn Sq, FT. DIX, N. J.

Hq & Hq Sq, 65th Obsn Gp, COLUMBIA, S. C.

105th Obsn Sq, COLUMBIA, S. C.
112th Obsn Sq, FT. BRAGG, N. C.
121st Obsn Sq, COLUMBIA, S. C. (when inducted)

Tow Target Detachment, MANCHESTER, N. H.

Tow Target Detachment, POPE FIELD, N. C.

Tow Target Detachment, MITCHEL FIELD, N. Y.

2nd Balloon Sq, POPE FIELD, N. C.

45th Bombardment Gp (L) MANCHESTER, N. H.

316th Signal Co, Air Wing, MITCHEL FIELD, N. Y.

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UNITS AND STATIONS OF I BOMBER COMMAND
As of 5 September 1941

From G. O. 24 (Corrected Copy), FAF, 8 Sep. 1941.

Hq & Hq Sq, 1st Bomber Command, Langley Field, Va.
34th Bombardment Group (M), Westover Field, Mass.
1st Reconnaissance Squadron (M), Westover Field, Mass.
43rd Bombardment Group (H), Bangor, Me.
13th Reconnaissance Squadron (H), Bangor, Me.
2d Bombardment Group (H), Langley Field, Va.
41st Reconnaissance Squadron (H), Langley Field, Va.
22d Bombardment Group (M), Langley Field, Va.
18th Reconnaissance Squadron (H), Langley Field, Va.
1st Pursuit Group (F), Selfridge Field, Mich.

UNITS AND STATIONS OF I BOMBER COMMAND
As of 31 December 1943

Hq & Hq Sq I Bomber Command	Mitchel Field, N. Y.
30th Antisubmarine Communications Sq	Mitchel Field, N. Y.
413th Signal Co.	Mitchel Field, N. Y.
1st Search Attack Group	Langley Field, Va.
302nd Bomb Group (H)	Langley Field, Va.
459th Bomb Group (H)	Westover Field, Mass.
460th Bomb Group (H)	Chatham AAB, Ga.
40[illegible]th Bomb Group (H)	Charleston AAB, S. C.

APPENDIX ITEM #6.

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UNITS AND STATIONS OF THE I BASE COMMAND

From G. O. 38, FAF, 6 Nov. 1941.

All Air Base Detachments, Finance Department
All Medical Department troops other than those attached to tactical units
All Station Complement Detachments, Ordnance Department
All Quartermaster Detachments, (Aviation)
703rd Ordnance Company, Aviation, Air Base.
706th Ordnance Company, Aviation, Air Base
709th Ordnance Company, Aviation, Air Base
712th Ordnance Company, Aviation, Air Base
714th Ordnance Company, Aviation, Air Base
717th Ordnance Company, Aviation, Air Base
719th Ordnance Company, Aviation, Air Base
726th Ordnance Company, Aviation, Air Base
730th Ordnance Company, Aviation, Air Base
679th Ordnance Company, Aviation, Pursuit
681st Ordnance Company, Aviation, Pursuit
683rd Ordnance Company, Aviation, Pursuit
685th Ordnance Company, Aviation, Pursuit
694th Ordnance Company, Aviation, Pursuit
695th Ordnance Company, Aviation, Pursuit
441st Ordnance Company, Aviation, Bombardment
443rd Ordnance Company, Aviation, Bombardment
446th Ordnance Company, Aviation, Bombardment
449th Ordnance Company, Aviation, Bombardment
457th Ordnance Company, Aviation, Bombardment
462nd Ordnance Company, Aviation, Bombardment
15th Signal Platoon
21st Signal Platoon
24th Signal Platoon
26th Signal Platoon
30th Signal Platoon
38th Signal Platoon
42nd Signal Platoon
851st Signal Service Company, Aviation
432nd Signal Company, Maintenance, Aviation
313th Signal Company, Air Wing
1st Chemical Company, Service, Aviation
1st Quartermaster Company, Aviation (Supply)
Company A, 31st Quartermaster Regiment, Truck
Company C, 31st Quartermaster Regiment, Truck
Detachment Headquarters and 2nd Platoon, Company B, 31st Quartermaster Regiment, Truck
Company A, 88th Quartermaster Battalion, Light Maintenance
Company B, 88th Quartermaster Battalion, Light Maintenance
Company C, 88th Quartermaster Battalion, Light Maintenance
Company A, 30th Quartermaster Regiment, Truck, Less 2nd Platoon
Company B, 30th Quartermaster Regiment, Truck, Less 2nd Platoon
Company C, 30th Quartermaster Regiment, Truck, Less 2nd Platoon
Company D, 30th Quartermaster Regiment, Truck, Less 2nd Platoon
Company G, 30th Quartermaster Regiment, Truck

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Attached for Administration and Training Only

435th Signal Company, Maintenance, (Aviation)
21st Engineer Regiment, (Aviation)

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TOW TARGET SQUADRONS AND STATIONS,
AS OF 31 DECEMBER 1943

Squadron	Station
1st Tow Target Sq	Otis Field, Mass.
2nd Tow Target Sq	Bradley Field, Conn.
3rd Tow Target Sq	Camp Davis, N. C.
4th Tow Target Sq	Camp Stewart, Ga.
10th Tow Target Sq	Baltimore, Md.
13th Tow Target Sq	Baltimore, Md.
14th Tow Target Sq	Camp Davis, N. C.

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UNITS WHICH HAD COMPLETED CADTC
TRAINING, AS OF 31 DECEMBER 1943

AAA Brigades

55th

AAA Groups

19th
114th
207th

AAA Auto Wpns. Bns.

7th
204th
440th
447th
448th
531st

Avn. Eng. Com. Cos.

Co. "C", 939th

AAA Gun Bns.

503rd
504th
738th
771st

Signal AW Cos.

680th
726th

Fighter Control Sqs.

305th
325th

Ord. Maint. Cos. AA

278th

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Historical Data

314.7 1st Ind. GM/CIC-89

HQ AIR FORCES E.D.C. AND FIRST AIR FORCE, Mitchel Field, N.Y. Feb. 19, 1943.

TO: Commanding General, Army Air Forces, Washington, D.C.

1. Geographical locations of operating elements are as indicated in Inclosure #4, Tab "D".

2. Operating elements of First Air Force from date of activation up to and including December 31, 1942, are shown in inclosures #1, #2, and #3, Tabs "A", "B" and "C".

3. Locations of tactical units by month are as indicated in inclosures #5 and #6, Tabs "E" and "F". Geographical locations of tactical units are shown in inclosure #4, Tab "D".

For the Commanding General:

CHARLES L. CARLSON,
Major, AGD,
Asst Adj General.

6 Incls.-
#1 Tab A - FAF Station List 6/30/41.
#2 Tab B - FAF Station List 6/30/42.
#3 Tab C - FAF Station List 12/31/42.
#4 Tab D - Geographical Location of Operating Elements and Tactical Units.
#5 Tab E - Location of Tactical Units by month during 1941.
#6 Tab F - Location of Tactical Units by month during 1942.

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Leslie L. Lewis
Capt AC

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GEOGRAPHICAL LOCATION OF OPERATING ELEMENTS OF AIR FORCES IN EASTERN DEFENSE COMMAND AND FIRST AIR FORCE

STATION	ADDRESS	GEOGRAPHICAL LOCATION	CO-ORDINATES
CONNECTICUT			
Bridgeport	Bridgeport	3½ mi. E.	41°10' 73°7'30"
Trumbell Field	Groton	2 mi. S.E.	41°20' 72°2'30"
Brainard Field	Hartford	2 mi. S.E.	41°44' 72°39'
Rentschler Field	Hartford	3 mi. S.E.	41°45' 72°38'
New Haven	New Haven	3½ mi. S.E.	41°16' 72°53'
Bradley Field	Windsor Locks	2 mi. W.	41°56' 72°40'
DELAWARE			
Dover	Dover	6 mi. E.	39°09' 75°31'
FLORIDA			
Ft Pierce	Ft Pierce	2½ mi. S.	27°25' 82°20'
Jacksonville	Jacksonville	7½ mi. N.	30°25' 81°20'
Boca Chica	Key West	7 mi. E.	24°36' 81°42'
GEORGIA			
Chatham Field	Savannah	7 mi. W.	32°08' 81°12'
Savannah	Savannah	5 mi. S.W.	32°01' 81°08'
INDIANA			
Baer Field	Ft Wayne	6 mi. S.S.W.	41°00'30" 85°10'35"
KENTUCKY			
Bowman Field	Louisville	4.5 mi. E.S.E.	38°14' 85°40'
MAINE			
Dow Field	Bangor	2.4 mi. W.	44°48' 68°50'
MARYLAND			
Baltimore	Baltimore	5.2 mi. S.E.	39°15" 76°32"
Beltsville	Beltsville	12 mi. N.W. of Washington	39°04' 76°50'
Camp Springs	Camp Springs	9 mi. S.E. of Washington	38°48' 76°53'
Detrick Field	Frederick	1½ mi. N.	39°26' 77°26'
Salisbury	Salisbury	5 mi. E.S.E.	38°20' 75°30'
MASSACHUSETTS			
Fort Devens	Ayer	1 mi. W.	42°34' 71°36'
Bedford	Bedford	1½ mi. S.E.	42°27'40" 71°17'30"
Boston	Boston	2 mi. N.E.	42°22' 71°01'25"
Westover Field	Chicopee Falls	4.3 mi. N.E.	42°12' 72°23'
Otis Field	Falmouth	8 mi. N.E.	41°39'15" 70°31'50"
Hyannis	Hyannis	3/4 mi. N.	41°39'50" 70°16'50"
New Bedford	New Bedford	3½ mi. N.E.	41°41' 70°54'

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STATION	ADDRESS	GEOGRAPHICAL LOCATION	CO-ORDINATES
MICHIGAN			
Selfridge Field	Mt. Clemens	3 mi. E.	42°36' 82°49'
NEW HAMPSHIRE			
Grenier Field	Manchester	4 mi. S.	43°56' 71°26'
Portsmouth	Portsmouth	3 mi. W.	43°04'21" 70°48'50"
NEW JERSEY			
Bendix Airport	Bendix	½ mi. S.W.	40°51' 74°04'
Fort Dix	Wrightstown	1 mi. S.	47°01' 74°36'
Bridgeton	Millville	2 mi. S.W.	39°22' 75°06'
Newark	Newark	2.4 mi. S.	40°42'07" 74°09'44"
NEW YORK			
Republic Flying Fld	Farmingdale	1½ mi. E.	40°44' 73°25'
Mitchel Field	Hempstead	½ mi. N.E.	40°44' 73°35'
LaGuardia Airport	New York	5 mi. E.	40°48' 73°53'
Suffolk	Suffolk	4 mi. N.	40°51' 72°38'
Westchester(Rye L.)	White Plains	4 mi. N.E.	41°04'30" 73°43'
Idlewild	New York	12 mi. S.E.	40°39' 73°46'30"
NORTH CAROLINA			
Pope Field	Fort Bragg	2 mi. N.W.	35°10' 79°01'
Rocky Mount	Rocky Mount	1 mi. N.	35°57' 77°47'
Bluethenthal	Wilmington	2½ mi. N.E.	34°16' 77°53'50"
PENNSYLVANIA			
New Cumberland	Harrisburg	4 mi. S.	40°13' 76°51'
Philadelphia	Philadelphia	6.3 mi. S.W.	39°2'30" 75°13'30"
Reading	Reading	3 mi. S.W.	40°23' 75°58'
RHODE ISLAND			
T.F. Green	Hillsgrove	6 mi. S.W. of Providence	41°43'45" 71°25'55"
SOUTH CAROLINA			
Charleston	Charleston	10 mi. N.N.W.	32°54' 80°02'
Georgetown	Georgetown	3/4 mi. N.W.	33°24' 79°18'
VIRGINIA			
Blackstone	Blackstone	2½ mi. E.S.E.	37°04' 77°58'
Langley Field	Langley Field	3 mi. N. Hampton	37°06' 76°22'
Norfolk	Norfolk	5 mi. N.E.	36°54' 76°12'
Richmond	Richmond	6.3 mi. S.E.	37°30' 77°20'

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TACTICAL UNITS 1941

UNIT	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	DUTY
Hqs 1st Air Force	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	Defense of East Coast.
Hqs I Bomber Cmd			LF	LF	LF	LF	LF	LF	LF	LF	LF	NYC	Hqs. and Cmd Admins.
Hqs I Fighter Cmd			MF	MF	MF	MF	MF	MF	MF	MF	MF	NYC	Defense of East Coast.
Hqs I Support Cmd									MF	MF	MF	MF	Oban. and Support of Ground Units.
Hq & Hq Sq 2nd Bomb Gp (H)	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	Tactical training and operation; Bombardment defense of E. Coast.
20th Bomb Sq (H)	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	
49th Bomb Sq (H)	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	NF	
96th Bomb Sq (H)	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	
41st Recon. Sq (H)	LF	LF	LF	LF	LF	LF	LF	NF	NF	NF	NF	NF	Long Range Recon. and training.
Hq & Hq Sq 13th Bomb Gp (M)	LF	LF	LF	LF	LF	LF	MF	MF	MF	MF	MF	MF	Activation and training.
39th Bomb Sq (M)	LF	LF	LF	LF	LF	LF	MF	MF	MF	MF	MF	MF	
40th Bomb Sq (M)	LF	LF	LF	LF	LF	LF	MF	MF	MF	MF	MF	MF	
41st Bomb Sq (M)	LF	LF	LF	LF	LF	LF	MF	MF	MF	MF	MF	MF	
3rd Recon Sq (M)	LF	LF	LF	LF	LF	LF	MF	MF	MF	MF	MF	MF	
Hq & Hq Sq 22nd Bomb Gp (M)	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	Tactical training and operation; Bombardment defense of E. Coast.
2nd Bomb Sq (M)	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	
19th Bomb Sq (M)	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	
33rd Bomb Sq (M)	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	

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TACTICAL UNITS 1941

UNIT	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	DUTY
Hq & Hq Sq 34th Bomb Gp (H)	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	Training for proper performance of tactical mission
4th Bomb Sq (H)	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	
7th Bomb Sq (H)	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	
34th Bomb Sq (H)					LF	LF	LF	LF	LF	LF	LF	LF	
1st Reconn. Sq (H)	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	
18th Bomb Sq (H)	LF	LF	LF	LF									
Hq & Hq Sq 38th Bomb Gp (M)	LF	LF	LF	LF	LF	LF							Activation and training.
69th Bomb Sq (M)	LF	LF	LF	LF	LF	LF							
70th Bomb Sq (M)	LF	LF	LF	LF	LF	LF							
71st Bomb Sq (M)	LF	LF	LF	LF	LF	LF							
Hq & Hq Sq 43rd Bomb Gp (H)	LF	LF	LF	LF	LF	LF	LF	LF	Dow Field	Dow Field	Dow Field	Dow Field	Training.
63rd Bomb Sq (H)	LF	LF	LF	LF	LF	LF	LF	LF	Dow Field	Dow Field	Dow Field	Dow Field	
64th Bomb Sq (H)	LF	LF	LF	LF	LF	LF	LF	LF	Dow Field	Dow Field	Dow Field	Dow Field	
65th Bomb Sq (H)	LF	LF	LF	LF	LF	LF	LF	LF	Dow Field	Dow Field	Dow Field	Dow Field	
13th Reconn Sq (M)	LF	LF	LF	LF	LF	LF	LF	LF	Dow Field	Dow Field	Dow Field	Dow Field	

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TACTICAL UNITS 1942

UNIT	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	DUTY
Hq & Hq Sq 45th Bomb Gp (L)						GF	GF	GF	GF	GF	GF	GF	Training and Operations.
78th Bomb Sq (L)						GF	GF	GF	GF	GF	GF	GF	Anti-Sub Patrol
79th Bomb Sq (L)						GF	GF	GF	GF	GF	GF	GF	
80th Bomb Sq (L)						GF	GF	GF	GF	GF	GF	GF	
17th Recon Sq (L)								CF	CF	CF	CF	CF	
92nd Bomb Sq (L)													
Hq & Hq Sq 46th Bomb Gp (L)						Bowman Field	Bowman Field	Bowman Field	BowmanField	Bowman Field	Bowman Field	Bowman Field	Undergoing training.
50th Bomb Sq (L)						Bowman Field	Bowman Field	Bowman Field	BowmanField	Bowman Field	Bowman Field	Bowman Field	
51st Bomb Sq (L)						Bowman Field	Bowman Field	Bowman Field	BowmanField	Bowman Field	Bowman Field	Bowman Field	
53rd Bomb Sq (L)						Bowman Field	Bowman Field	Bowman Field	BowmanField	Bowman Field	Bowman Field	Bowman Field	
87th Bomb Sq (L)						Bowman Field	Bowman Field	Bowman Field	BowmanField	Bowman Field	Bowman Field	Bowman Field	
Hq & Hq Sq 1st Purs Gp						Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Training.
27th Purs Sq						Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	
71st Purs Sq						Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	
94th Purs Sq						Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	

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TACTICAL UNITS 1941

UNIT	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	DUTY
Hq & Hq Sq 8th Purs Gp	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	Fighter control and defense of East Coast.
33rd Purs Sq	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	
35th Purs Sq	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	
36th Purs Sq	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	
Hq & Hq Sq 31st Purs Gp	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Baer Field	Pope Field	Pope Field	Baer Field	Defense of area. Maneuvers at Pope Field.
39th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Baer Field	Pope Field	Pope Field	Baer Field	
40th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Baer Field	Pope Field	Pope Field	Baer Field	
41st Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Baer Field	Pope Field	Pope Field	Baer Field	
Hq & Hq Sq 32nd Purs Gp	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	Philadelphia	Fighter control and defense of East Coast.
58th Purs Sq	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	Philadelphia	
59th Purs Sq	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	Glenn Martin	
60th Purs Sq	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	Bolling Field, D. C.	
Hq & Hq Sq 4th Purs Gp	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge									Defense of area.
7th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge									
8th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge									
9th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge									

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TACTICAL UNITS 1941

UNIT	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	DUTY
Hq & Hq Sq 50th Purs Gp	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge					Training
10th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge					
11th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge					
12th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge					
Hq & Hq Sq 52nd Purs Gp	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge					Training
2nd Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge					
4th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge					
5th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge					
Hq & Hq Sq 57th Purs Gp	HF	HF	HF	HF	HF	HF	HF	HF	HF	HF	HF	HF	Fighter control and defense of East Coast.
64th Purs Sq	HF	HF	HF	HF	HF	HF	HF	HF	HF	HF	HF	HF	
65th Purs Sq	HF	HF	HF	HF	HF	HF	HF	HF	HF	HF	HF	HF	
66th Purs Sq	HF	HF	HF	HF	HF	HF	HF	HF	HF	HF	HF	HF	
Hq & Hq Sq 58th Purs Gp	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge					Training.
67th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge					
68th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge					
69th Purs Sq	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge	Sel-fridge					

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TACTICAL UNITS 1941

UNIT	JAN FEB MAR APR MAY JUNE JULY AUG SEPT OCT NOV DEC	DUTY
Hq & Hq Sq 24th Chan Gp 101st Chan Sq. 103rd Chan Sq. (atchd) 152nd Chan Sq.	Provi- Provi- Provi- dence dence dence Camp Camp Camp EdwardsEdwardsEdwards Pope Pope Hillsgrove Field Field Fort Fort Fort Devens Devens Devens	Training.
Hq & Hq Sq 59th Chan Gp 104th Chan Sq 119th Chan Sq (atchd) 126th Chan Sq	Pope Pope Ft Dix Field Field Pope Pope Atlantic Field Field City Fort Fort Newark Dix Dix N.J. Pope Pope Fort Field Field Dix	Training.
Hq & Hq Sq 66th Chan Gp 105th Chan Sq 112th Chan Sq 121st Chan Sq	Colum- Colum- Colum- bia SC bia SC bia SC Pope Pope Langley Field Field Field Dover Dover Dover Del. Del. Del. Pope LangleyLangley Field Field Field	Training.

NOTE: ABBREVIATIONS

BF	Bradley Field	LF	Langley Field
GF	Grenier Field	MF	Mitchel Field
NF	Newfoundland AB	NYC	New York City
		WF	Westover Field

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TACTICAL UNITS 1942

UNIT	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	DUTY	REGION
Hqs 1st Air Force	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	MF	Defense of E. Coast	
Hqs I Bomber Command	NYC	NYC	NYC	NYC	NYC	NYC	NYC	NYC	NYC				Anti-Sub Duty	
Hqs I Fighter Command	NYC	NYC	NYC	NYC	NYC	MF	MF	MF	MF	MF	MF	MF	Defense of E. Coast	
Hqs I Support Command	MF	MF	MF	MF	MF	MF	MF						Observ. & Support Ground Units	
Hq & Hq Sq 2nd Bomb Gp (H)	LF	LF	LF	LF	LF	LF	LF	LF	LF				Anti-Sub Duty	
20th Bomb Sq (H)	LF	LF	LF	LF	LF	LF	LF	LF	LF				Hq Sq disbanded	
49th Bomb Sq (H)	MF	MF	MF	MF	MF	MF	LF	LF	LF				July, 1942.	
96th Bomb Sq (H)	LF	LF	LF	LF	LF	LF	LF	LF	LF					
41st Recon Sq (H)	MF	MF	MF											
429th Bomb Sq (H)				MF	MF	MF	MF	MF	MF					
Hq & Hq Sq 13th Bomb Gp (M)	MF	MF	MF	MF	MF	MF	MF	MF	MF				Anti-Sub Duty	
39th Bomb Sq (M)	MF	MF	MF	MF	MF	MF	Dover Del.	Dover Del.	Dover Del.				Hq Sq disbanded	
40th Bomb Sq (M)	MF	MF	MF	MF	MF	MF	MF	MF	MF				July, 1942.	
41st Bomb Sq (M)	MF	MF	MF	MF	MF	MF	MF	MF	MF					
3rd Recon Sq (M)	MF	MF	MF											
393rd Bomb Sq (M)				MF	MF	MF	MF	MF	MF					

Note: ABBREVIATIONS:

BF	Bradley Field	NF	Newfoundland AB
GF	Grenier Field	NYC	New York City
LF	Langley Field	RF	Restover Field
MF	Mitchel Field		

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UNIT	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	DUTY	REGION
Hq & Hq Sq 45th Bomb Gp (I)	GF	GF	GF	GF	Lower Del.	Dover Del.	Miami Fla.	Miami Fla.	Miami Fla.				Anti-Sub Duty	
78th Bomb Sq (I)	GF	GF	GF	GF	Jacksonville Fla.	Jacksonville Fla.	Jacksonville Fla.	Jacksonville Fla.	Jacksonville Fla.				Hq Sq disbanded July, 1942.	
79th Bomb Sq (I)	GF	GF	GF	LF	Cherry Pt.	Cherry Pt.	Cherry Pt.	Cherry Pt.	Miami Fla.					
80th Bomb Sq (I)	GF	GF	GF	Dover Del.	Dover Del.	Dover Del.	Miami Fla.	Miami Fla.	Miami Fla.					
82nd Recon Sq (I)	GF	Bangor Me.	Bangor Me.											
433rd Bomb Sq (I)				MF	Miami Fla.	Miami Fla.	Miami Fla.	Galveston, Tex	Galveston, Tex					
47th Bomb Sq (Air Esch. atchd)					Cherry Pt.	Jacksonville Fla.								
48th Bomb Sq (Air Esch. atchd)					Cherry Pt.	Jacksonville Fla.								
76th Bomb Sq (Air Esch. at hd)							Jacksonville Fla.	Drew Fld.	Drew Fld.					
396th Bomb Sq (Air Esch. atchd)							Cherry Pt.	Cherry Pt.	Cherry Pt.					
Hq & Hq Sq 33rd Purs. Gp (I)	Phila. Pa.	Phila. Pa.	Phila. Pa.	Phila. Pa.	Phila. Pa.	Phila. Pa.	Phila. Pa.	Phila. Pa.	Phila. Pa.				Interceptor and Defense of East Coast. Redesignated Fighter Gp, May, 1942. Hq Sq disbanded July, 1942.	Philadelphia, Pennsylvania.
58th Purs. Sq (I)	Norfolk Va.	Norfolk Va.	Phila. Pa.	Norfolk Va.	Norfolk Va.	Norfolk Va.	Norfolk Va.	Norfolk Va.	Norfolk Va.					
59th Purs. Sq (I)	Glen Martin N.Y.	Glen Martin N.Y.	Glen Martin N.Y.	Glen Martin N.Y.	Phila. Pa.	Phila. Pa.	Phila. Pa.	Phila. Pa.	Phila. Pa.					
60th Purs. Sq (I)	Bolling Fld, DC	Bolling Fld, DC	Bolling Fld, DC	Bolling Fld, DC	Bolling Fld, DC	Bolling Fld, DC	Bolling Fld, DC	Bolling Fld, DC	Bolling Fld, DC					

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TACTICAL UNITS 1942

UNIT	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	DUTY	REGION
& Hq Sq 56th Purs. Gp (I)	Bendix N.J.	Bendix N.J.	Bendix N.J.	Bendix N.J.	Bendix N.J.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.		Interceptor and defense of East Coast. Redesignated Fighter Gp May, 1942. Hq Sq disbanded July, 1942.	New York, New York.
61st Purs Sq (I)	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.		
62nd Purs Sq (I)	Bendix N.J.	Bendix N.J.	Bendix N.J.	Bendix N.J.	Bendix N.J.	Newark N.J.	Newark N.J.	Bradley Field	Bradley Field	Bradley Field	Bradley Field	Bradley Field		
63rd Purs Sq (I)	Farm'-daleNY	Farm'-daleNY	Farm'-daleNY	Farm'-daleNY	Farm'-daleNY	Farm'-daleNY	Farm'-daleNY	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.	Bridge port, Conn.			
& Hq Sq 57th Purs. Gp (I)	Boston Mass.	Boston Mass.	Boston Mass.	Boston Mass.	Boston Mass.								Interceptor and defense of East Coast. Redesignated Fighter Gp May, 1942. Hq Sq disbanded July, 1942.	
64th Purs Sq (I)	Boston Mass.	Boston Mass.	Boston Mass.	Boston Mass.	Boston Mass.									
65th Purs Sq (I)	Groton Conn.	Groton Conn.	Groton Conn.	Groton Conn.	Groton Conn.									
66th Purs Sq (I)	LF	Quonset Pt	Quonset Pt	Quonset Pt	Quonset Pt									
58th Fighter Gp									Phila. Pa.	Phila. Pa.	Phila. Pa.			Philadelphia, Pennsylvania.
69th Fighter Sq									Richmond	Phila. Pa.	Phila. Pa.			
310th Fighter Sq									Phila. Pa.	Phila. Pa.	Phila. Pa.			
311th Fighter Sq									Bolling Fld,DC	Bolling Fld,DC	Bolling FldDC			

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TACTICAL UNITS 1942

UNIT	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	DUTY	REGION
79th Fighter Gp	Bedford Mass.	Bedford Mass.	Bedford Mass.	Bedford Mass.									Interceptor and	Boston,
85th Fighter Sq	Bedford Mass.	Bedford Mass.	Bedford Mass.	Bedford Mass.									defense of East	Mass.
86th Fighter Sq	Hills-grove, R.I.	Hills-grove, R.I.	Hills-grove, R.I.	Hills-grove, R.I.									Coast.	
87th Fighter Sq	Hart-ford, Conn.	Hart-ford, Conn.	Hart-ford, Conn.	Hart-ford, Conn.										
80th Fighter Gp	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Interceptor and	New York,
88th Fighter Sq	Bridge-port, Conn.	Bridge-port, Conn.	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	defense of East Coast.	New York.
89th Fighter Sq	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	Farm'-dale NY	MF							
90th Fighter Sq	Newark N.J.	Newark N.J.	Newark N.J.	LaGuar-dia, NY	LaGuar-dia, NY	LaGuar-dia, NY	LaGuar-dia, NY							
324th Fighter Gp	Balti-more Md	Balti-more Md	Balti-more Md	Balti-more Md									Interceptor and	Philadelphia,
314th Fighter Sq	Balti-more Md	Balti-more Md	Balti-more Md	Balti-more Md									defense of East	Pennsylvania.
315th Fighter Sq	Phila. Pa.	Phila. Pa.	Phila. Pa.										Coast.	
316th Fighter Sq	Norfolk Va.	Norfolk Va.	Norfolk Va.											
135th Fighter Sq				Phila. Pa.	Phila. Pa.									

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UNIT	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	DUTY	REGION
325th Fighter Group								Hills- grove, R.I.	Hills- grove, R.I.	Hills- grove, R.I.	Hills- grove, R.I.	Hills- grove, R.I.	Interceptor and defence of East Coast. OTU.	Boston, Massachusetts.
317th Fighter Sq								Hills- grove, R.I.	Hills- grove, R.I.	Hills- grove, R.I.	Hills- grove, R.I.	Hills- grove, R.I.		
318th Fighter Sq								Bedford Mass.	Bedford Mass.	GF	GF	GF		
319th Fighter Sq								Hart- ford, Conn.	Hart- ford, Conn.	Hills- grove, R.I. GF	Hills- grove, R.I. GF	Hills- grove, R.I. GF		
315th Fighter Sq														
Hq 326th Fighter Group								PF	PF	WF	WF	WF	Interceptor and defence of East Coast. OTU.	Boston. Massachusetts
320th Fighter Sq								PF	PF	WF	WF	WF		
321st Fighter Sq								PF	PF	WF	WF	WF		
322nd Fighter Sq								PF	PF	WF	WF	WF		
Hq 327th Fighter Group								Phila. Pa.	Phila. Pa.	Rich- mond	Rich- mond	Rich- mond	Interceptor and defense of East Coast.	Philadelphia, Pennsylvania.
323rd Fighter Sq								Phila. Pa.	Phila. Pa.	Rich- mond	Rich- mond	Rich- mond		
324th Fighter Sq								Bolling Fld, DC	Bolling Fld, DC	Rich- mond	Rich- mond	Rich- mond		
325th Fighter Sq								Rich- mond	Rich- mond	Rich- mond	Rich- mond	Rich- mond		
Hq 348th Fighter Group										WF	WF	WF	Interceptor and defence of East Coast.	Boston, Massachusetts
340th Fighter Sq										WF	WF	WF		
341st Fighter Sq										WF	WF	WF		
342nd Fighter Sq														

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UNIT	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	DUTY	DIVISION
Hq 352nd Fighter Group										HF	HF	HF	Interceptor and	Boston,
21st Fighter Sq										HF	HF	HF	defense of East	Massachusetts.
34th Fighter Sq										HF	HF	HF	Coast. OTU.	
328th Fighter Sq										HF	HF	HF		
Hq 353rd Fighter Group										Balti-more Md	Balti-more Md	Balti-more Md	Interceptor and	Philadelphia,
350th Fighter Sq										Balti-more Md	Balti-more Md	Balti-more Md	defense of East	Pennsylvania.
351st Fighter Sq										Norfolk Va.	Norfolk Va.	Norfolk Va.	Coast. OTU.	
352nd Fighter Sq										HF	HF	HF		
Hq 356th Fighter Group												HF	Interceptor and	Boston,
359th Fighter Sq												HF	defense of East	Massachusetts.
360th Fighter Sq												HF	Coast.	
361st Fighter Sq												HF		
Hq & Hq Sq 26th Obsn Gp	Hills-grove, Camp Edwards	Hills-grove, Camp Edwards	Hills-grove, Camp Edwards	Hills-grove, Camp Edwards	Hills-grove, Otis Field	Quonset Pt, NJ	Hyannis, Mass.						Support of ground	
101st Obsn Sq	Hills-grove Fort Devens	Hills-grove Fort Devens	Hills-grove Fort Devens	Hills-grove Fort Devens	Hills-grove Fort Devens	Otis Field Hyannis Mass.	Otis Field Hyannis Mass.						Units and observation of East Coast.	
103rd Obsn Sq (atchd)														
152nd Obsn Sq														
104th Obsn Sq														

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TACTICAL UNITS 1942

UNIT	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	DUTY	REGION
& Hq Sq 59th Obsn Gp	FtDix N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.						Support of ground units and observation of East Coast.	
104th Obsn Sq	Atlantic C.	Atlantic C.	Atlantic C.	Atlantic C.	Atlantic C.	Atlantic C.	Atlantic C.							
119th Obsn Sq (atchd)	Newark N.J.	Newark N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.							
126th Obsn Sq	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.							
9th Obsn Sq (M)			Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.	Ft Dix N.J.							
& Hq Sq 65th Obsn Gp	LF	LF	LF	LF	LF	LF	LF						Support of ground units and observation of East Coast.	
105th Obsn Sq	LF	LF	LF	Cherry Pt,NC	George town,SC	George-town SC	George-town SC							
112th Obsn Sq	Dover Del.	Dover Del.	Dover Del.	Dover Del.	George town SC	George town SC	George town SC							
18th Obsn Sq (I)			LF	LF	LF	Pope Field	Pope Field							
121st Obsn Sq	LF	LF	LF	Cherry Pt,NC	LF	LF	LF							
& Hq Sq 66th Obsn Gp	Charle-ston SC	Charle-ston SC	Jacks-onville Fla.	Jacks-onville Fla.	Pope Fld	Pope Fld	Pope Fld						support of ground units and observation of East Coast.	
19th Obsn Sq (I)			Jacks-onville	Jacks-onville	Pope Fld	Pope Fld	Pope Fld							
27th Obsn Sq	Miami Fla.	Miami Fla.	Miami Fla.	Miami Fla.	Miami Fla.	Miami Fla.	Miami Fla.							
106th Obsn Sq	Miami Fla.	Miami Fla.	Jacks-onville	Jacks-onville	Savannah,Ga	Savannah, Ga	Savannah, Ga							
118th Obsn Sq	Charle-ston SC	Jacks-ville	Charle-ston SC	Charle-ston SC	Charle-ston SC	Charle-ston SC	Charle-ston SC							

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INTERVIEW WITH COL. MALCOLM N. STEWART,
AIR INSPECTOR, FIRST AIR FORCE
FORMERLY EXECUTIVE OFFICER, X BASE COMMAND

1 June 1944

Col. M. N. Stewart:

On December 7, 1941, the First Air Force, as such, was pursuing the even tenor of its ways amid normal peacetime activities. The more senior personnel believed that the chances of being embroiled in hostile action were very good, but the actual events of Pearl Harbor struck everyone by complete surprise.

The Commanding General of the First Air Force was Brigadier General Arnold N. Krogstad, who was also the Commanding General of the I Bomber Command, located at Langley Field. For some time General Krogstad had been commuting back and forth between Mitchel Field and Langley, attempting to carry on his two jobs, and doing very well indeed. However, on December 7th he was called to New York, where he remained in command of the First Air Force, leaving his staff of the Bomber Command to fend for itself at Langley Field.

The first idea in the minds of the senior staff after December 7 was the danger of immediate invasion from the East, following closely upon the declaration of war against the United States by the central powers. Some progress had been made through the Carolina maneuvers to institute what was then called the Interceptor Command, and immediately upon the declaration of war the Interceptor Command sprang into frenzied activity. Although the available defense mechanism was woefully weak, elaborate plans were made and information centers, filter centers, etc. sprang into being almost over night. The activities of these were greatly handicapped by lack of trained

APPENDIX ITEM #7.

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civilian personnel to man them, but under the guidance of the Commanding General of the I Interceptor Command, Brigadier General McDonald, order began to fashion itself and a semblance of defense was set up. All available fighter planes in the east were rushed to strategic airfields up and down the East Coast and the training of additional groups was immediately undertaken. At the same time the defense of the East Coast was of primary importance.

Many humorous incidents occurred about this time, since because of the jittery condition of everyone concerned and the over-enthusiasm of the young officer personnel manning the Interceptor Command, every airplane in the sky was looked at with the greatest suspicion whether it was a Taylor cub or a flight of B-17 bombers on a training mission. Scrambles from the isolated fields were the rule and not the exception, and the Bell Telephone Company tore out vast handfuls of hair in attempting to supply the demand of the Interceptor Command with communications of a direct nature to the then all-important defense airdromes, at which were located the pitifully few fighter planes available for defense purposes.

One particularly humorous occasion placed the whole East Coast in a state of petrified fear. Someone (who has never been determined exactly) conceived the idea of a drill or practice alarm, and as a result, telegraphic information was sent to all posts that a formation of at least thirty planes had been reported by the Navy Inshore Patrol, flying in the direction of New York City at a distance of approximately two hours flight from that city.

Radio station WOR-materially assisted through the zealousness of its personnel by broadcasting two or three minute bulletins to the effect that all women and children were being evacuated from Mitchel Field; that all fighter planes were in the air; that everyone was running to a cyclone

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cellar, and that the war was, in truth, very close to Manhattan. The personnel at Langley Field, where I was stationed at the time, became particularly alarmed over this message which occurred at approximately noon on the day in question. The stenographers were measuring themselves to see if they would fit in slit trenches, and debating which trenches they would occupy just in case the bombers should decide to skip New York and come down to Langley Field for a reason which was not ever understood by some of the senior personnel at Langley Field. I was engaged in eating my lunch in my quarters when the telephone rang. The Adjutant being on the phone requested that I bestir myself and come to post headquarters immediately. I was acting Executive Officer.

Since I did not have my radio turned on at the time I was not aware of the message that had been received, and the Adjutant for some unknown reason had determined that it was secret and could not be read over the telephone. As my dinner that day was particularly good, I was in no mood to miss it. I told the Adjutant that I would arrive as soon as I had finished my lunch. This answer proved to be very unsatisfactory to the Commanding General, who was very unhappy. I was finally prevailed upon to come to post headquarters. The blackout curtains were all drawn and the electric lights going full blast at headquarters. Being somewhat at a loss for this precaution, I asked the reason for it and was advised that existing instructions issued by the First Air Force stated that in the event of an air raid blackout curtains must be drawn even though the sun itself had failed to blackout. To make matters much worse, a message was received to the effect that at a distance of approximately one hour's flying time from New York the thirty "hostile" planes had veered to the southwest and were heading toward Norfolk. This further convinced all concerned at Langley Field that we were about to be bombed.

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Langley Field had absolutely no protection against planes. No machine guns were available to shoot back at them, since all available machine guns had been mounted on airplanes and carted away from Langley Field the day before. A hurry-up call to Fort Monroe disclosed that the Navy had beaten us to it. The Fort Monroe guns were grouped about the Naval Operating Base. Insofar as the personnel at Langley Field was concerned this was a very unhappy predicament which was told to the Commanding General of the Antiaircraft Units at Fort Monroe in very unmistakable terms. As a result, a full battalion of 3-inch guns was hastily rushed to outlying posts from Fort Eustis, and the Colonel in command of the full regiment reported for duty prepared to do his utmost to defend Langley Field against "hostile" bombers. At about this time the lessons learned from frequent and numerous Army and Navy joint maneuvers were brought into play by the commanding officer and his executive, and a careful study was made of the telegram. The wording was to the effect that the Inshore Patrol had reported that 30 hostile bombers at a distance of 2 hours flying time from New York City had been reported. Since the normal position of the Inshore Patrol was a semicircle extending approximately 100 miles, the estimated speed of the bombers was 50 miles an hour, which seemed rather slow to those of us who were acquainted with modern aircraft. Communication with the Naval Operating Base was obtained. The Navy had also suspected something wrong and was inclined to be exceedingly profane about the whole matter. They had untied all shipping and rushed it madly to the open sea for dispersal purposes and had made every effort to get available aircraft into the air and away from the area. This had resulted in a great amount of confusion and congestion at the naval airdromes, not to mention one or two collisions on the ground, and as a result naval personnel were very unhappy.

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The scare suddenly was terminated by the words that the whole thing had amounted to a drill. Consequently it was all over except for the inevitable paper work which was bound to come and did occur. As a result of this action no further drills were ordered by the Interceptor Command without prior notice that they were drills, and radio stations were muzzled so that no information which would tend to alarm the population could be given out.

Upon the opening of actual hostilities the defense of the East Coast as far as air was concerned was the responsibility of the First Air Force which was the tactical senior unit. At the same time conjecture was rife as to the possibility of an invasion of the East Coast through Canada, through the swamps from Savannah, or by assault upon Montauk Point. Wherever beaches were available it was believed that the enemy would undoubtedly stop all his activities in Europe and send large forces of troops to attack the United States. The ground defense was in a state of flux, as well as the air defense, and out of this confusion was born the Eastern Defense Command. This, however, came after sober second thought had decided the territorial boundaries and the actual units to participate in such a defense command. The mobilization tables were frantically dusted off. The Base Command was born, under the First Air Force. The First Air Force at that time consisted of I Bomber Command, I Interceptor Command, I Ground Air Support Command, and I Base Command, together with the headquarters of the First Air Force. The Base Command was hastily set up in one wing of the Headquarters Building under the command of the then Col. Thomas J. Hanley. Its function was to take over all actual execution of the plans evolved by the general staff of the First Air Force. All special orders for the First Air Force were written by the Base Command, although authority was hastily delegated to the bases to

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permit them to issue certain orders of travel. The complete special staff of the First Air Force was turned over to the Base Command, leaving the First Air Force a completely skeletonized planning staff, ready to take the field at a moment's notice. All officers were required to draw complete field equipment, including gas masks. Gongs were set up throughout the quarters, which when rung resulted in asphyxiation of the complete command who were required to work in their gas masks. Happily, this died a natural death. Side arms were procured and were worn openly and brazenly for a couple of weeks, after which they gravitated to the lower right hand desk drawer and eventually back to the quarters. Complete blackout regulations were observed at Mitchel Field. An excellent example of the efficiency of this blackout was witnessed by the writer upon the occasion of his reporting for duty at Mitchel Field. As a result of instructions from the Commanding General, First Air Force, the writer entered an airplane at Langley Field at about 8:30 p.m. en route for Mitchel Field. The trip north was uneventful, although we were not quite sure the Interceptor Command would accept us as friendly. We reached Sandy Hook at an altitude of 3000 feet. The night being exceptionally clear, the brilliant lights of Rockaway, Coney Island, Brooklyn, New York, Jamaica, and all of Long Island were reflected against the darkened sky. As the plane passed over Rockaway Beach, a large black square was noted in the middle of this brilliant illumination. This square of darkness contrasting so noticeably with the brilliance of the lights was Mitchel Field, rigidly observing its blackout. It could not have been missed even by a stranger. As a result of this observation, a camouflaged lighting system was eventually set up for Mitchel Field which permitted the personnel to walk around without falling off curbstones or bumping into each other. The Post Exchange did

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a rushing business in pencil-type flashlights and the M.P.'s at Mitchel Field did a rushing business in attempting to keep people from using them. An excellent time was had by all.

The Base Command having been formed quickly outgrew the wing of headquarters building and, as is the habit of all senior headquarters, took over a nice permenent barracks building for its own headquarters, installing therein necessary lighting and blackout arrangements. Immediately upon getting settled, the Eastern Defense Command came into being and the First Air Force became an integral part of this command. Boundary zones were set up along the East Coast within which all flying was prohibited unless controlled by the Interceptor Command, which remained a part of the First Air Force. General Drum was the Commanding General of the Eastern Defense Command and the senior commander of all troops including air on the Eastern Coast.

After a short and meteorlike career of approximately two and one-half months for the I Base Command, the first big reorganization of the armed forces went into effect, namely, the separation into the components of the Army Air Forces, the Army Ground Forces, and the Army Service Forces, each with its own senior commander. Even in wartime economy in manpower was required, and the reorganization completely eliminated the Base Com and after it had hit its stride and was actually performing in an excellent manner. The special staff thereupon packed up their desks and moved back to First Air Force and the executive personnel of the Base Command were absorbed in the other commands, namely, the Fighter and Bomber Commands. The complete functions of the Base Command automatically reverted to the First Air Force which, therefore, was required to expand in order to absorb the personnel. As a matter of fact, upon its absorption by the First Air Force the special staff which had been under the Base Command immediately

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expanded and the saving in personnel was not so great.

As the war progressed sanity gradually came to the eastern seaboard and the First Air Force became deeply involved in its primary mission of organizing, equipping and training overseas units for war. The Fighter Command continued its function of the air defense of the eastern sea coast, which function it still holds. The mobility of the First Air Force was at that time about what it is today. It could not have moved anywhere without the utmost confusion, and although great plans were studied and proposed by various staff personnel for skeletonizing files, the paper mill continued to grind and the AG continued to add personnel. It was early decided that the First Air Force would not be committed to overseas action, but would remain a static unit in the United States, training its individual personnel to fit corresponding jobs in other air forces to be formed. This function has been carried out completely within the First Air Force, resulting in very nearly 100% turnover in personnel in the two years of war.

The Ground Air Support Command, of course, was what its name implied, a close support of ground troops, and as such, it was in a constant state of turmoil over its duties. The question continually arose as to who exercised command jurisdiction. The Ground Air Support Command participated in close-in patrol for submarines, the personnel flying in single-seater airplanes as far as 100 miles off shore. Its activities, while not receiving as much advertising as the activities of the Fighter Command, were nevertheless important and its worth was realized by the First Air Force. At the time of the birth of the Eastern Defense Command, the Navy, not to be outdone, created the Eastern Sea Frontier Defense and very close coordination between the I Bomber Command and the ESFD was created. As a matter of fact, both headquarters were established in the same building and at the outset

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practically all of the naval ESFD was operated by Army Air personnel of the I Bomber Command. This made strange bedfellows and considerable speculation as to the proper uniform was indulged in. However, from the I Bomber Command was born the Antisubmarine Command which was the Army portion of the Eastern Sea Frontier Defense. It gradually evoluted into the Antisubmarine Command. Because of the patrol activity of the I Ground Air Support Command and because of a lack of opportunity to fully utilize it for ground support, its headquarters were eventually moved to the south, taking it completely from the jurisdiction of the First Air Force, where it was not needed.

Answer to questions about acquiring fighter bases in 1942:

We had a direct line to Washington. If we wanted to get something done, we paid no attention to the NDC. We would get Washington on the phone and say this is absolutely necessary. Nobody knew where their responsibility ended or began. The base commander acquired the base. The A-4 would o.k. the plans and turn it over to us and we would turn it over to the engineer who was under us. We would acquire the land and then we had a base.

We wanted an airport at Rye. There were two political factions fighting about it. Finally representatives of the two factions came over to see General Krogstad, who turned them over to me. I listened to both of them. The Westchester group were ladies who had the backing of Senator Wagner, and the Rye group were men, over whom the "Little Flower" had some influence. I made what I considered a solemn decision. I said the Army needs an airport over there, but the Army will not put one in. It will have to be done by the CAA with and at the request of the local community. If you six people cannot get together, you report back to your

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groups that a committee be appointed, representing both groups, to meet with the CAA and decide. As the group left, one of the women turned around, smiling, and said "By that time, Colonel, the war will be over, and we won't need one." As a result of my role of Solomon, there is now an airport there, one-half in Westchester, and the other half of it in Rye. However, we have never used it, never put a plane there.

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WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 320.2 (8-28-41)
MR-M-AAF

September 4, 1941

SUBJECT: Activation of Certain Air Corps Units.

TO: The Commanding General,
Air Force Combat Command,
Bolling Field, D. C.

1. The following units are constituted and will be activated September 5, 1941, by the Commanding General, Air Force Combat Command, at stations indicated:

UNIT	STATION OF ACTIVATION	SOURCE OF PERSONNEL
1st Bomber Command, Hq & Hq Sq	Langley Field, Va.	2d Bombardment Wing, Hq & Hq Sq
2d Bomber Command, Hq & Hq Sq	Ft. Geo. Wright, Wash.	5th Bombardment Wing, Hq & Hq Sq
3d Bomber Command, Hq & Hq Sq	Drew Field, Fla.	3d Bombardment, Wing, Hq & Hq Sq
4th Bomber Command Hq & Hq Sq	Tucson, Ariz.	1st Bombardment, Wing, Hq & Hq Sq

2. Concurrently with the constitution and activation of the Bomber Commands the following Wing, Headquarters and Headquarters Squadrons, will be inactivated:

2d Bombardment Wing, Hq & Hq Sq
5th Bombardment Wing, Hq & Hq Sq,
3d Bombardment Wing, Hq & Hq Sq.

3. All personnel and equipment now assigned to the Wing, Headquarters and Headquarters Squadrons, listed in the preceding paragraph will be reassigned to the Headquarters and Headquarters Squadrons, Bomber Command as follows:

FROM	TO
2d Bombardment Wing, Hq & Hq Sq	1st Bomber Command, Hq & Hq Sq

* * * * * * * * * * * * * * * * * *

APPENDIX ITEM #8.

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COPY

Friday (in pencil)
FIRST BOMBER COMMAND NYC JAN 23 1703

TO COMAF ONE MITCHEL

1 BC J 463 E PERIOD COMMAND POST BOMCOM ONE CLOSES LANGLEY 1800 THIS DATE HAD OPENS FEDERAL OFFICE BUILDING COMMA 90 CHURCH STREET COMMA SAME TIME PERIOD

COMBOMCOM ONE NYC

THIS IS A TRUE COPY:

Leslie L. Lewis
Capt AC

APPENDIX ITEM #9.

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CONFIDENTIAL
HEADQUARTERS
EASTERN THEATER OF OPERATIONS AND FIRST ARMY
Governors Island, New York

December 21, 1941.

GENERAL ORDERS)
)
NUMBER 1)

1. Secret immediate action letter, W. D., 20 December 1941 creates the Eastern Theater of Operations embracing the U. S. bases in Newfoundland and that portion of continental U. S. east of the following rear boundary: Ohio - Pennsylvania boundary; Ohio - West Virginia boundary; Kentucky - West Virginia boundary; Kentucky - Virginia boundary; thence L & N Railroad to Knoxville; thence along Southern Railroad via Chattanooga to Birmingham; thence via Selma (Alabama) to the northwest corner of Florida; thence south along the Alabama - Florida boundary to the Gulf Coast (all to the Eastern Theater of Operations).

2. a. Pursuant to authority contained in the aforementioned letter, the undersigned assumes command of the Eastern Theater of Operations and of the First Army, First and Third Air Forces, units of the First, Second and Third Corps Areas, including attached units, activities and units of the Fourth and Fifth Corps Areas located within the boundaries of the Eastern Theater, Forces of the Newfoundland Base Command, and all other units now stationed in the Eastern Theater of Operations, as of 12 Noon, EST, 24 December, 1941.

b. General Depots, Air Depots, Schools, Training Units and facilities of the Air Corps, and other establishments under War Department control will continue to function as at present and will not be disturbed in their functions by Eastern Theater of Operations Commander except as necessary to meet sudden critical emergencies.

c. That part of the former Northeast Defense Command lying within the boundaries of the Eastern Theater of Operations is absorbed therein, while that portion of the area west of the said boundary is transferred to the Central Defense Command as of the date and hour indicated in the preceding paragraph.

d. Headquarters, Eastern Theater of Operations, is established at Governors Island, N. Y.

3. Headquarters, units, coastal frontiers and other activities passing to this command under these instructions will continue their functions under current plans and schedules until otherwise directed by this headquarters.

/s/ H. A. Drum
/t/ H. A. DRUM,
Lieutenant General, U. S. Army,
Commanding.

CONFIDENTIAL

(Over)

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DISTRIBUTION "A" plus
CG Newfoundland Base Command
CGs First, Second, Third, Fourth and Fifth Corps Areas
CG First and Third Air Forces
CG New England, New York - Philadelphia, Chesapeake Bay Sectors
CG Southern Defense Command
CG Central Defense Command
Commandants, Third and Sixth Naval Districts
CGs First, Second, Third and Fourth Armies
WD, GHQ: Chief of Army Air Forces
CG I Army Corps
CG II " "
CG IV " "
CG VI " "
CG Armored Force
CG 1st Armored Corps
CG 2d Armored Division
CG 4th Armored Division

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Leslie L. Lewis
Capt. a.c.

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WAR DEPARTMENT
The Adjutant General's Office
Washington

AG 320.2 (12-30-41) MSC-G-M December 30, 1941.

SUBJECT: Allocation of Army Air Force Units and Associated Services, and the Assignment of Air Bases and Observation Airdromes.

TO: The Commanding Generals,
Eastern Theater of Operations,
Western Theater of Operations,
Field Forces, andAir Force
Combat Command.

1. The following Air Force Units and Associated Services are relieved from present assignments effective January 5, 1942 and are assigned to Theaters of Operation and the Air Force Combat Command as listed below.

Army Air Bases and Observation Airdromes are placed under the control of the Theater Commands and the Air Force Combat Command as shown below effective January 5, 1942.

a. Eastern Theater of Operations

Combat Units

57th Pursuit Group
56th Pursuit Group
33rd Pursuit Group (less 1 Squadron)

13th Bombardment Group (M)
45th Bombardment Group (M) (Converted from Light Bombardment Group)
2nd Bombardment Group (H)

Associated Services

45th Materiel Sq.
41st Materiel Sq.
36th Materiel Sq.
3rd Materiel Sq.
306th Materiel Sq.
5th Materiel Sq.

Hq. & Hq. Sq. 33rd Air Base Group
Hq. & Hq. Sq. 30th Air Base Group
Hq. & Hq. Sq. 26th Air Base Group
Hq. & Hq. Sq. 91st Air Base Group
Hq. & Hq. Sq. 1st Air Base Group

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30th Signal Platoon, Air Base
26th Signal Platoon, Air Base
42nd Signal Platoon, Air Base
22nd Signal Platoon, Air Base
40th Signal Platoon, Air Base

717th Ordnance Co. Aviation, Air Base
712th Ordnance Co. Aviation, Air Base
730th Ordnance Co. Aviation, Air Base
719th Ordnance Co. Aviation, Air Base
714th Ordnance Co. Aviation, Air Base
446th Ordnance Co. Aviation, Bombardment
463rd Ordnance Co. Aviation Bombardment
449th Ordnance Co. Aviation Bombardment
457th Ordnance Co. Aviation Bombardment

1st Plat. 681st Ordnance Co. Aviation Pursuit
694th Ordnance Co. Aviation Pursuit
677th Ordnance Co. Aviation Pursuit
695th Ordnance Co. Aviation Pursuit

Co. F 31st QM Regt. (Trk)
Co. C 31st QM Regt. (Trk)
Co. A 31st QM Regt. (Trk)

Co. C 88th QM Bn (LM)
Co. A 89th QM Bn (LM)

QM Companies, Supply Aviation

1st QM Co. Supply, Aviation (Less Dets at Selfridge Field, Mich., Baer Field, Ft. Wayne, Ind., and Bowman Field, Ky.)

Chemical Warfare Services

1st Chemical Co. Service, Aviation (Less 1st Chemical Plat., and Dets at Selfridge Field, Mich., Baer Field, Ft. Wayne, Ind., and Bowman Field, Ky.

Engineer Corps

809th Engineer Bn (Avn)
810th Engineer Bn (Avn)
812th Engineer Bn (Avn)

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Station Complement Troops (Includes Air Base Sqns) At:

Bangor Air Base, Maine
Manchester Air Base, N. H.
Windsor Locks Air Base, Conn.
Westover Field, Mass.
Mitchel Field, N. Y.
Langley Field, Va.
Newfoundland

Signal Corps

Hq. & Hq. Sq. 1st Interceptor Command
Sig. Hq. & Hq. Co. AWS 1st Interceptor Command
55lst Sig. Bn Sep. AW
and all Frontier, Plotting & Reporting Companies
pertaining to the Atlantic Coastal Frontier.

Support Command Units

Hq. & Hq. Sq. 1st Air Support Command
416th Sig. Co. Avn.
2nd Balloon Sq.
119th OBS. Sq.

26th Observation Group
Hq. & Hq. Sq.
152nd OBS Sq.
101st OBS Sq.

59th Observation Group
Hq. & Hq. Sq.
103rd OBS Sq.
104th OBS Sq.
126th OBS Sq.

65th Observation Group
Hq. & Hq. Sq.
105th OBS Sq.
112th OBS Sq.
121st OBS Sq.

66th Observation Group
Hq. & Hq. Sq.
97th OBS Sq.
118th OBS Sq.
106th OBS Sq.

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AIR BASES

Newfoundland Airport
Bangor, Maine
Manchester, N. H.
Windsor Locks, Conn.
Westover Field, Mass.
Mitchel Field, L. I.
Langley Field, Va.

OBSERVATION AIRDROMES

Army Air Base, Fort Devens, Mass.
Otis Field, Camp Edwards, Mass.
Army Air Base, Providence, R. I.
Army Air Base, Fort Dix, N. J.
Army Air Base, Newark, N. J.
Army Air Base, New Cumberland, Pa.
Detrick Field, Frederick, Md.
Pope Field, Fort Bragg, N. C.
Army Air Base, Jacksonville, Fla.
Lexington Country Airport, Columbia, S. C.

* *

4. Air Bases which remain within the Eastern and Western Theaters and which are under the control of the Air Force Combat Command will be available for emergency or tactical use by units under control of the Theater Commanders by arrangement through conference between the Commanding General, Air Force Combat Command and the Commanding General of the Theater concerned. The administration of these bases will remain under the control of the Air Force Combat Command.

5. Army Air Force Service Areas will continue to serve Army Air Force Units in their Service Areas, whether the latter are assigned to the Theaters of Operations, the Air Force Combat Command, or the Air Corps.

6. To relieve Theater Commanders of certain details relative to supply, personnel, and technical matters, and to meet the equipment and personnel demands incident to creation of new units and task forces; technical, personnel and supply functions heretofore assigned by the Air Force Combat Command will be continued in regard to the 1st and 4th Air Force. This with a view to avoidance of destruction of present channels of supply and personnel follow-up; but that the exercise of such control shall not operate to change personnel assignment without War Department authority nor to interfere with responsibilities of the Theater Commanders.

7. The Commanding Generals, Eastern Theater of Operations, Western Theater of Operations and Air Force Combat Command will immediately furnish the Chief of the Army Air Forces with a report listing the assignment and location of all major Army Air Force units to include separate Squadrons under their control. A daily report will be submitted to the Chief of the

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Army Air Forces covering the following:

Army Air Force units, their location, type, designation and number of airplanes assigned, number of airplanes in service (including those out for 1st Echelon Maintenance.)

By order of the Secretary of War:

/S/ E. S. Adams

Major General,
The Adjutant General.

COPIES FURNISHED:
The Commanding Generals,
All Armies, Corps Areas;
Chiefs of Arms and Services;
Divisions of the War Department
General Staff.

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Lubie L. Lewis
Capt AC

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C O N F I D E N T I A L

HEADQUARTERS
EASTERN THEATER OF OPERATIONS AND FIRST ARMY
GOVERNORS ISLAND, NEW YORK

January 12, 1942

GENERAL ORDERS)
)
NUMBER 6.)

1. General Orders Number 1, this headquarters, December 21, 1941, establishes the Eastern Theater of Operations (ETO). The Commander of the Theater is charged with its air and ground defense and supporting missions to be announced in war plans. Execution of these missions will be based upon a highly mobile defense with the offensive spirit predominant in all operations, utilizing to the fullest extent the striking power, range and mobility of available air forces and mobile ground forces. The existing harbor defenses, with the air warning service and antiaircraft defenses, linked with the Naval Coast Defense System, formthe framework and centers of resistance about which the mobile ground forces may operate.

2. The Theater of Operations embraces an area in which exist organizations such as Corps Areas with their service commands, War Department depots and installations, Engineer Districts, Air Force supply, maintenance and service elements. To execute the mission assigned and to coordinate activities of the various agencies, the organization of the Eastern Theater of Operations will comprise:

a. A Theater of Operations Headquarters.

b. Defense Sectors and Newfoundland Base Command.

c. First Army, and units attached thereto.

d. Air Force, ETO.

e. Antiaircraft Artillery Command, ETO.

f. A Service Command, ETO.

Channels of command will be as indicated in the accompanying chart (Incl. #1).

3. The conditions associated with the organization of this Theater prompt a departure from prescribed forms and the adoption of practical steps suitable to existing conditions and circumstances. Territorial subdivision jurisdiction will be based primarily on functional tasks. The various agencies in the Theater will be utilized with as little disturbance as possible to established systems of responsibility.

a. Headquarters, Eastern Theater of Operations will consist of the commander of the Theater and such staff as may be necessary to act on major questions of plans, policies and directives, and supervision of the execution thereof. To insure continuity of command and staff operations, the staff

APPENDIX ITEM #12.

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groups of the Eastern Theater of Operations and the First Army will function jointly under the Chief of Staff, First Army.

b. The present system of coastal defense, comprising the New England, New York-Philadelphia, and Chesapeake Bay Sectors, is extended to include the Southern Sector (Fourth Coast Artillery District) and the Newfoundland Base Command. Commanders of these sectors and of the Newfoundland Base Command will report direct to the Commander, ETO.

c. The First Army as now organized (less designated antiaircraft artillery units) and with such additional units as may be later attached will constitute the mobile ground forces. The mission of the First Army is to support the defense sectors and to carry out such other tasks as may be assigned in war plans.

d. (1) The Air Forces in the Eastern Theater of Operations will comprise the First Air Force, the Newfoundland Air Force and such other air forces as may be assigned to the Theater. The commanders of these forces will command all units, stations, districts, and installations now under their control and will be responsible for existing missions, and such other tasks as may be assigned. The Newfoundland Air Force will remain under the Newfoundland Base Commander.

(2) The Air Force Commander, ETO, reporting directly to the Commander, ETO, will command the air forces in the continental limits of the ETO, coordinate the employment of all air forces in the ETO, supervise all ETO Air Force operations, training, maintenance and Air Corps supply, and within the authorities granted by the War Department issue such instructions as will accomplish the desired results.

e. The Antiaircraft Artillery Command, ETO, will consist of all antiaircraft units specifically assigned or attached thereto.

f. (1) The Service Command, ETO, is established with headquarters temporarily at Governors Island, N. Y. Its mission is to serve the frontier defense sectors, overseas bases, air forces, antiaircraft artillery Command ETO and mobile ground forces. It comprises:

The Commander and Headquarters, Service Command, ETO.

The Corps Areas and parts thereof included in the area of the ETO.

Such ETO depots, services and installations as may hereafter be established.

(2) Zone of the Interior functions of the Corps Areas, such as those pertaining to ROTC, CMTC, CCC, Recruiting, Induction of Selectees, Schools, etc., will continue to be exercised directly under the War Department. All other functions of the Corps Areas will be supervised, coordinated and directed by the Commander, Service Command, ETO. Corps Areas will continue their existing functions except in emergencies and as changed conditions associated with the establishment of a theater of operations may require coordination.

(3) The Commander, Service Command, in addition is

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General Orders No. 6, dated January 12, 1942 - (Continued)
charged specifically with general supervision of functions relating to supplies, transportation, construction, storage, hospitalization, fortifications maintenance, civil affairs and defense, and all functions normally performed by a Communications Zone, and with preparation of plans for the exercise of these functions in an emergency. He will command such installations established for a communications zone as are not placed under the control of Corps Area Commanders. He will represent the Commander, Eastern Theater of Operations, in all transactions with War Department agencies in relation to War Department depots and regulating stations.

(4) Channels of communication will be as now prescribed for functions exercised directly under the War Department.

(5) The Commanding General, Eastern Theater of Operations, assumes command of the Service Command.

4. General Depots, Air Depots, Schools, Training Units and facilities of the Air Corps, and other establishments under War Department control will continue to function as at present and will not be disturbed in their functions by the Commander, ETO, except when necessary to meet sudden critical emergencies.

5. Channels of communication are identical with those of command except as indicated other wise herein or as may be indicated for personnel and supply in Administrative Order to be issued by this headquarters.

6. See Administrative Order Number 1, this headquarters, for supply, personnel and finance matters.

By command of Lieutenant General DRUM:

KENNETH P. LORD,
Brigadier General, U. S. A.
Chief of Staff.

OFFICIAL:

/s/ C. N. Danielsen
C. N. DANIELSEN, F
Colonel, A.G.D.
Adjutant General.

1 Incl. (Chart)

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Leslie L. Lewis
Capt AC

DISTRIBUTION:
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Commanding General, GHQ
The Adjutant General
1, 2, 3, 4 and 5th Corps Areas
First Air Force
Antiaircraft Artillery Command
New England Sector
New York-Phila. Sector
Chesapeake Bay "
Southern "
Newfoundland Base Command
I, II, IV and VI Army Corps.

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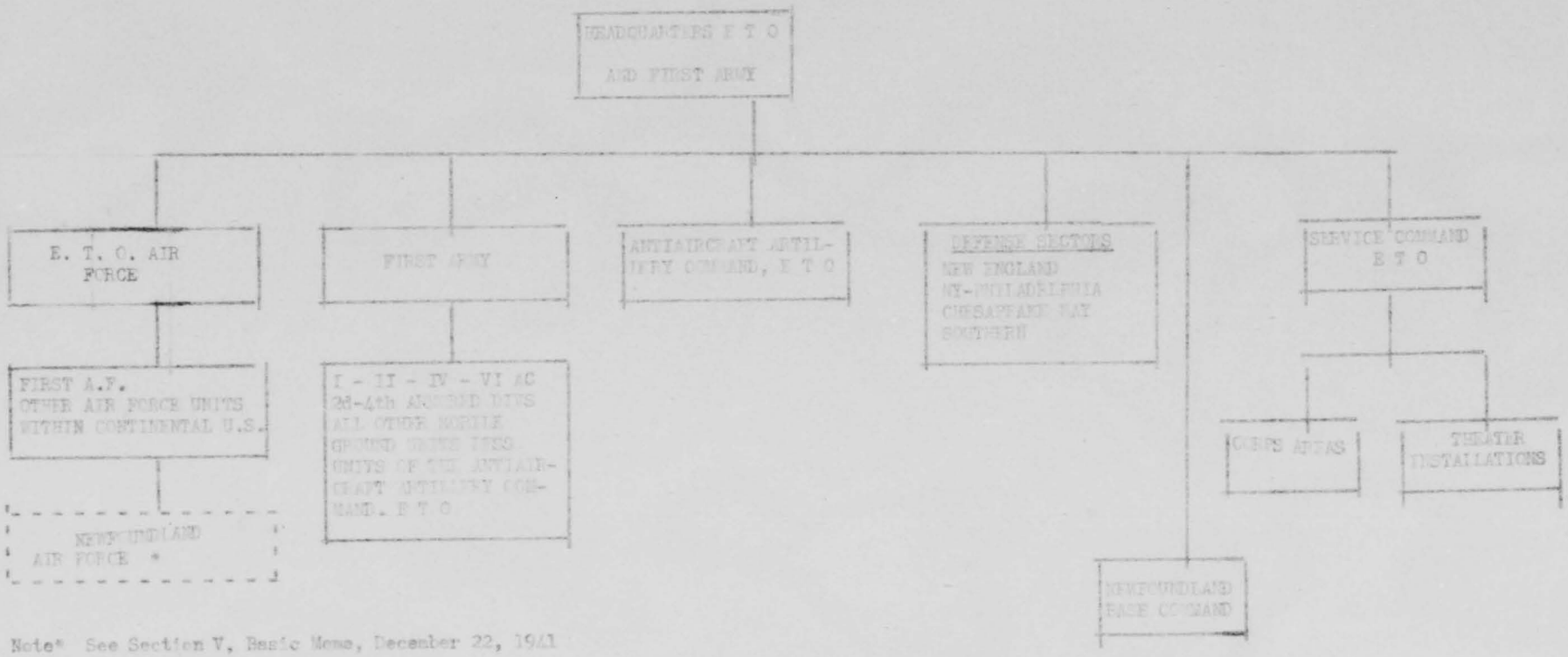
ORGANIZATION EASTERN THEATRE OF OPERATIONS



Note* See Section V, Basic Memo, December 22, 1941

Encl. No. 1

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HEADQUARTERS GHQ AIR FORCE
Langley Field, Va.

March 6, 1941.

AF 322.4 (3-6-41)

SUBJECT: Assignment 21st Engineer Regiment (Aviation)

TO : Commanding General, Northeast Air District,
Mitchel Field, N. Y.

Effective March 15, 1941, the 21st Engineer Regiment (Avn) with station at Langley Field, Virginia, is assigned to the Northeast Air District. You are authorized to delegate the supervision of its training to the Commanding General, Langley Field. Administrative matters will be conducted in the same manner and through the same channels as for an Air Base Group.

By command of Lieutenant General EMMONS:

s/ C. W. RUSSELL
Brigadier General, G. S. C.,
Chief of Staff.

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Leslie L. Lewis
Capt. AC

APPENDIX ITEM #13.

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WAR DEPARTMENT
The Adjutant General's Office

RESTRICTED
AIR MAIL
SPECIAL DELIVERY

March 31, 1943.

AG 320.2 (3-29-43)
OB-I-AFDPU-M

SUBJECT: Establishment and disbandment of certain Engineer Airborne Aviation Units.

TO: Commanding General,
First Air Force.

1. The 1st Airborne Engineer Aviation Unit Training Center is established at Westover Field, Massachusetts, assigned to the First Air Force, and will be organized by the Commanding General thereof on April 1, 1943, in accordance with T/O 5-1010-4, March 19, 1943, with an authorized strength of thirty-eight (38) officers, two (2) warrant officers and two hundred ninety-one (291) enlisted men.

2. Concurently with the above action, the 925th Provisional Engineer Airborne Regiment (Avn) will be disbanded and the personnel and equipment thereof, less the elements referred to in paragraph 6 below, transferred to the 1st Airborn Engineer Aviation Unit Training Center. This action will not result in loss of grade to any individual involved. Specific authorization of enlisted grades will be published in a separate communication.

3. The 1st Airborne Engineer Aviation Unit Training Center is assigned the same priority rating of A-5 (d)-83 previously assigned to the 925th Provisional Engineer Airborne Regiment (Avn.).

4. Additional personnel required will be furnished from units under your control. Personnel replacement will be accomplished in the usual manner by submission of AF Form 126 (Personnel Status Report).

5. A report will be submitted without delay to the Service Commander concerned and this office by letter, giving dates of organization and disbandment.

6. The following elements of the present 925th Provisional Engineer Airborne Regiment (Avn.), upon disbandment of the Regiment, will be attached to the 1st Airborne Engineer Aviation Unit Training Center for training, coordination or supervision:

APPENDIX ITEM #14.

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UNIT

871st Airborne Engineer Aviation Battalion
874th Airborne Engineer Aviation Battalion
875th Airborne Engineer Aviation Battalion
876th Airborne Engineer Aviation Battalion
877th Airborne Engineer Aviation Battalion
878th Airborne Engineer Aviation Battalion
879th Airborne Engineer Aviation Battalion
880th Airborne Engineer Aviation Battalion
881st Airborne Engineer Aviation Battalion

7. Twenty(20) copies of orders issued pursuant to this letter to effect the organization and disbandment directed herein, will be forwarded without delay to the Commanding General, Army Air Forces (Attention: Publications Section, Air Adjutant General's Office). No other distribution will be made to offices of Headquarters, Army Air Forces.

8. Army Air Forces Regulations 15-107, December 12, 15-108, December 15, 1942, and Technical Order 00-25-3A will be complied with immediately.

9. Obligate the appropriate allotments published in Section II, Circular No. 206, WD 1942, to the extent necessary.

By oder of the Secretary of War:

/s/ J. T. Sapp

Adjutant General.

Copies furnished:

Commanding Generals,
Army Air Forces
Army Service Forces
Deputy Chief of Ordnance, Tank Automotive Center, Detroit, Michigan.
Technical Services Division, Holabird Quartermaster Depot, Maryland,
Eastern Defense Command
First Service Command
Divisions of the War Department General Staff.
Commanding Officer, Westover Field, Mass.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

AFTSC-X-4

December 28, 1942.

SUBJECT: Eastern Signal Aviation Unit Training Center - Langley Field, Virginia.

TO: Commanding General
First Air Force
Mitchel Field, NewYork.

1. This letter supplements basic letter, this Headquarters, of December 2, 1942, to Eastern Defense Command, Subject, "Plan for Team and Unit Training of Signal Aviation Units" and also concurrence to plan by Commanding General, First Air Force and Eastern Defense Command as covered in 1st and 2nd indorsements respectively, under dates of December 17 and December 20.

2. Your recommended increase, Paragraph 1, 1st Indorsement, in allotment of grades and authorized strength of Second Base Headquarters and Air Base Squadron, and the First Aviation Squadron appears reasonable and will be acted upon shortly.

3. This Headquarters, Directorate of Communications, will furnish three or four officers to carry on the training from an S-3 viewpoint as stated by Colonel Hoppough to Colonel Denniston over telephone on December 15. The specific names of the officers cannot be furnished pending the working out of similar plans for Camp Pinedale, California, now in progress.

4. After a study of other operating Unit Training Centers, it has been decided that the Eastern Signal Aviation U.T.C. at Langley Field will be operated and organized in accordance with the system indicated upon the attached Chart (Inclosure #1). A study of this Chart will indicate that there are at least two stages (Stages A and B) the operation of which will probably be upon a reduced scale at Langley Field; that is, since it is hoped that the majority of men in units being sent to Langley will have received both basic training and sufficient individual training to enable them to receive further instruction in operating teams, the U.T.C. must be prepared to carry on refresher courses in wire, radio, teletype and message center work, if necessary, and to give basic training where required. Furthermore, the personnel of each unit must be thoroughly classified before it can be entered in any phase of team training.

5. A breakdown of the necessary officers to conduct this U. T. C. training plan will be found in Inclosure #2. Delineation of specific duties in accordance with the type U.T.C. Chart, will be forwarded within a day or two. It is obvious that assistants will have to be obtained from the commissioned personnel of organizations entering Langley Field. Care should, of course, be exercised in detailing officers from units so that the organi-

APPENDIX ITEM #15.

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zation will not be disturbed more than is essential for carrying on its own work; however, many of the organization while at Langley Field will have more than sufficient commissioned personnel for successful training and administration, considering that the training will be carried on for the organization by operation of the U. T. C. Plan, as attached.

6. Officers and men will be available from one of the three Signal Operational Training Companies, which will be sent to Langley Field.

7. Excess officer personnel in organizations for whom there are no other duties in the U. T. C. should be given refereshcr courses in actual communications work; also, those officers who, after classification, appear to need additional training in practical communications, should be specifically caredfor and their time entirely devoted to practical communications until proficient.

8. Due to the pressure to which the personnel of this Headquarters is subjected in producing Signal Aviation units very quickly to accompany Task Forces overseas, it will be necessary that this Headquarters communicate directly with the Director of Training at Langley Field when necessity demands that speed be obtained in acquiring information as to the status of different units involved in overseas movements. It is requested that the organization of the U. T. C. include facilities for quick coordination with your Headquarters regarding such matters as will require staff decisions being obtained from your Headquarters. It is not intended, in any way, to remove any element of control of the U. T. C. from Headquarters, First Air Force -- merely that all unnecessary steps be removed in order to obtain the quick action which at times is so essential.

9. In order to balance the training of specialists in units and of teams in units, and in order to expedite the organization of units when necessity demands, it is desired that arrangements be made so that the Commanding Officer of Langley Field will have authority to quickly transfer enlisted men from one unit to another, when necessary, administrative details being worked out by your Headquarters so as to cut down all unnecessary paper work and time. It is very important that a Commanding Officer, who is charged with the responsibility for the conduct of the entire U. T. C., be given as free hand as possible in regard to such matters. This Headquarters should be quickly informed if there is any question as to your authority to make the transfers which may become necessary.

10. This Headquarters will furnish, through the Directorate of Communications, information to your Headquarters (with copies to the Commanding Officer of Langley Field) regarding the future activation of additional units so that you can be prepared to take care of these units at the proper time. It is possible now that the initial number of men may be greater than that estimated in the letter to you from this Headquarters under date of December 2, 1942. The attached date, Inclosure #3, indicates approximately 4000 officers and men on January 31, 1943, as contrasted to 3080 previously furnished. Action is being taken, however, to reduce this personnel, if practicable, to the extent that it can be housed in one area at Langley Field, formerly occupied by the 21st Engineers. This place has a capacity of approximately 3500 officers and

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men (Inclosure #4).

11. Due to the dearth of training equipment in organizations, arrangements should be made so that units will turn in communications equipment upon their arrival at Langley Field to a central pool under the control of the Director of Training. It is sufficient that this matter be handled upon a memorandum receipt basis and that the actual operation of the supply function be in Stage "C". A property officer should, therefore, be included in this Stage who is familiar with Signal Corps property.

21. One of the serious difficulties found in Signal Aviation units has been an insufficient knowledge of mess management and company administration upon the part of the Company Commander, due no doubt, to inexperience and insufficient actual time on the job. It is therefore desired that, as far as possible, units operate their own mess, at least 75% of the time they are in Langley Field. Also, company commanders should operate their own orderly rooms and take care of unit administrative matters, in order that training can be secured under proper supervision. Proper operation of unit messes and proper administration of company records contributing largely to the efficiency of the units, the retention of service records and other company records in a central office, and the messing of men of many units in a common mess are not concurred in by this Headquarters. It is realized that the size of some units at Langley Field may preclude their messing separately, but these units should operate their own mess as soon as their strength permits.

13. Continued effort should be made to impress Company Commanders with the fact that, regardless of the assistance being given them in developing their units into organizations capable of performing their primary missions, the responsibility for individual units still rests with the unit's commander. To this end, frequent inspections of the units must be the rule.

14. As stated in other correspondence, the responsibility for the operation and success of the U. T. C. at Langley Field will rest with the Commanding General, First Air Force. This Headquarters will make helpful inspections from time to time, your Headquarters being informed of such inspection in advance.

15. You are requested to indicate the dates on which you desire the units shown on inclosure #3 to arrive at Langley Field. It is planned to start team training as early in February as appears practicable to you.

16. Colonel F. H. Jones of the First Air Force has spent several days at the Directorate of Communications enroute to Langley Field. He is familiar with the training requirements associated with inclosure #5 and #6. He has been furnished such additional information as appears necessary in the appraisal of requirements from a field standpoint. It is requested that matters concerning Langley Field be taken up by telephone as much as possible, with confirmation copies by TWX, or by letter if necessary, in order that time may be saved in

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completing the movements of troops into Langley Field and in starting the instruction. Additional information will be forwarded to you as it becomes available.

For the Commanding General, Army Air Forces:

/s/
A. W. MARRINER,
Colonel, Air Corps,
Director of Communications.

Incls. No. 1 to 6
cc Col. F. H. Jones.

THIS IS A TRUE COPY:

Leslie L. Ferris
Capt AC

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HEADQUARTERS
AIR FORCES, EASTERN DEFENSE COMMAND
and
FIRST AIR FORCE
Office of the Air Force Commander
Mitchel Field, N. Y.

4 August 1943

GENERAL ORDER)
:
NUMBER 32)

1. Pursuant to instructions contained in AG 353 (14 Jul 43) OB-S-C-M, 19 July 1943, Subject "Directive for Combined Air Defense Training," there is created within the First Air Force, effective this date, a "Combined Air Defense Training Center."

2. The purpose of the "Combined Air Defense Training Center" is to produce trained units as outlined in the above cited letter.

3. Brigadier General S. L. McCroskey, Commanding General, 55th Anti-Aircraft Artillery Command, will assume command of the Combined Air Defense Training Center.

4. The Combined Air Defense Training Center will be under the immediate jurisdiction of these headquarters.

By command of Major General ROYCE:

R. E. NUGENT,
Brigadier General, G. S. C.,
Chief of Staff

OFFICIAL:

(SGD) Raynor Garey
RAYNOR GAREY,
Colonel, A. G. D.
Adjutant General.

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3 CG 2nd Serv Cmd, ASF, Gov.Is.,NY
3 CG 3rd Serv Cmd, ASF, Baltimore, Md.
3 CG 4th Serv Cmd, ASF, Atlanta, Ga.
2 CG AAF ASC, New York City, N. Y.
5 CG Combined Air Defense Tng Cntr, Mitchel Field, N. Y.
50 CG I Fighter Comd, Mitchel Fld, NY
2 CO 26th Anti-Sub Wg, 169 E. Flagler St.,AI DuPont Bldg., Miami, Fla.
6 CO AAB, Mitchel Field, N.Y.
10 CO AAB, Cp. Springs Army Air Field, Washington, D. C.
10 CO AAB, Bradley Field, Conn.
6 CO AAB, Westover Field, Mass.
6 CO AAB, Grenier Field, N. H.

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2 CG 3rd AF, Nat'l Gd. Armory,
Tampa, Fla.
2 CG 4th AF, San Francisco, Calif.

2 CO AAB, Dow Field, Maine
17 CO AAB, Langley Field, Va.
2 CO AAB, Richmond, Va.
4 CO AAB, Selfridge Field, Mich.
2 CO AAB, Jacksonville Army Air Fld,
Jacksonville, Fla.

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Leslie L. Lewis
Capt. AC

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WAR DEPARTMENT
The Adjutant General's Office
Washington 25, D. C.

AG 381 (25 June 43) OB-S-E-M MNE/hhh - 2B-939 Pentagon

10 September 1943.

SUBJECT: Air Defense and Responsibility for Training in the First and Fourth Air Forces.

TO: Commanding Generals,
Army Air Forces,
Eastern Defense Command,
Western Defense Command,
Army Service Forces.

: S E C R E T :
:Auth: T.A.G. :
:Initials: AEO :
:Date: 10 Sept 43. :

1. For the purpose of facilitating conduct of the Army Air Forces Operational Training Program, the First and Fourth Air Forces, including all attached or assigned Air Force Service Units, are relieved from the command of the Commanding Generals, Eastern and Western Defense Commands, respectively, and are placed directly under the command of the Commanding General, Army Air Forces, subject to the following stipulations:

(a) The responsibilities of the First and Fourth Air Forces with respect to the operation and maintenance of the Aircraft Warning Service, control of radio emissions and jurisdiction over all flying in the Eastern and Western Defense Commands will remain as presently established.

(b) Under the direct command of the First and Fourth Air Forces, a minimum of four (4) Fighter Squadrons with operational capabilities will be stationed in the Eastern Defense Command and four (4) in the Western Defense Command. These squadrons will be deployed by the First and Fourth Air Force Commanders in coordination with the respective Defense Commanders.

(c) In the event of actual attack, or when warranted by the imminent threat of attack in force against the area of his responsibility, the Commanding General of either the Eastern or Western Defense Command is authorized to assume immediate command of any or all tactical air force units stationed within the limits of his command, reporting such action to the War Department. A threat of attack which is not imminent, but which arises from general strategic considerations known in advance, will not justify assumption of command by Defense Commanders without prior War Department approval.

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(d) The anti-aircraft artillery units in the Eastern Defense Command and the Western Defense Command, now employed in active air defense will continue under the operational control of the Commanding Generals, First and Fourth Air Forces, respectively. "Operational Control" is a transitional phase and is subject to eventual implementation of the following doctrine enunciated in paragraph 18 b. Section IV, FM 100-20, Field Service Regulations, "Command and Employment of Air Power", Section IV:

"When anti-aircraft artillery, searchlights and barrage balloons operate in the air defense of the same area with aviation, the efficient exploitation of the special capabilities of each, and the avoidance of unnecessary losses to friendly aviation, demand that all be placed under the command of the air commander responsible for the area. This must be done".

(e) Tow Target service will be provided the Eastern and Western Defense Commands by the Commanding General, Army Air Forces, within the limit of his capabilities. Should such service prove to be inadequate, appropriate request will be submitted to the War Department by the Defense Commander concerned.

(f) Passive defense measures, such as blackout restrictions which may be prescribed by the Commanding Generals of the defense Commands, will be adhered to by the personnel of the Army Air Forces stationed within the areas of those commands.

(g) The Commanding General, Army Air Forces, will retain adequate liaison with and facilities for continuous air staff planning with the Commanding Generals, Eastern and Western Defense Commands to properly execute air defense responsibilities in these areas.

(g) The Commanding General, Army Air Forces, is authorized to deal directly with the Commanding Generals of the Eastern and Western Defense Commands in effecting the above changes and in implementing the Air Defense of these commands.

By order of the Secretary of War:

(Sgd.) J. A. Ulio

J. A. ULIO,
Major General,
The Adjutant General.

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1st Army AGO 13 SEP 1943
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29 September 1943

PLAN FOR EMPLOYMENT OF FIGHTER UNITS FOR AIR DEFENSE OF

VITAL AIR DEFENSE AREA - EASTERN DEFENSE COMMAND

1. a. This plan outlines the employment of fighter aircraft for the air defense of the Vital Air Defense Area - Eastern Defense Command. It is based upon the employment of four fighter squadrons engaged in either Operational or Replacement Training with defense as an additional mission, and upon employment of additional Replacement Training Units and Operational Training Units insofar as they are available for augmentation in event of emergency.

   b. This plan does not provide for the active air defense of the Eastern Defense Command south of the southern boundary of the Norfolk Fighter Wing.

2. Fighter Units Available.

   a. Disposition of Four Fighter Squadrons.

      (1) Boston Area. One Fighter Squadron conducting Replacement Training to be disposed by flights at Bedford, Mass. and Hillsgrove, Rhode Island with defense as an additional duty.

      (2) New York Area.

         (a) Prior to 1 December 1943 defense to be accomplished by alert flights maintained at Mitchel Field, New York and Suffolk Airdrome, Long Island, New York by one Fighter Group conducting Operational Training, with defense as an additional duty.

         (b) Effective 1 December 1943 one Fighter Squadron conducting Replacement Training to be disposed by flights at Mitchel Field, New York and Suffolk Airdrome, Long Island, New York with defense as an additional duty.

      (3) Philadelphia Area.

         (a) Prior to 1 December 1943 defense to be accomplished by one Fighter Squadron of a Group conducting Operational Training based at Camp Springs, D. C. with defense as an additional duty. Effective 1 December 1943 defense to be accomplished by one Fighter Squadron, of a Group, conducting Replacement Training based at Camp Springs with defense as an additional duty.

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(b) At Milville, New Jersey, defense to be accomplished by a Fighter Detachment conducting either Operational Training or Replacement Training with defense as an additional duty.

(4) Norfolk Area.

(a) Prior to 15 October 1943 defense to be accomplished by an alert flight based at Langley Field Virginia. Effective 15 October 1943 and until 1 November 1943, defense to be accomplished by an alert flight based at Norfolk Municipal Airport, Norfolk, Virginia. The above alert flight to be drawn from an Operational Training Squadron based at Richmond, Virginia.

(b) Effective 1 November 1943 and until 1 January 1944, defense to be accomplished by one squadron of an Operational Training Group to be based at Norfolk Municipal Airport, Norfolk, Virginia.

(c) Effective 1 January 1944 one Fighter Squadron conducting Replacement Training to be based at the Norfolk Municipal Airport with defense as an additional duty.

b. Reserve forces. Reserve forces consist of Operational Training Units (OTU) and Replacement Training Units (RTU), with various dates of activation and commitment, and are as follows:

326th Fighter Group. Parent OTU Group, available as OTU until 1 March 1944, then to be converted to RTU.

327th Fighter Group. Parent OTU Group, available as OTU until 1 April 1944, then to be converted to RTU.

361st Fighter Group (OTU) available until 1 November 1943.
362nd Fighter Group (OTU) available until 1 November 1943.
365th Fighter Group (OTU) available until 1 December 1943.
*332nd Fighter Group (OTU) available until 15 December 1943.
366th Fighter Group (OTU) available until 15 December 1943.
368th Fighter Group (OTU) available until 15 December 1943.
370th Fighter Group (OTU) available until 15 January 1944.
371st Fighter Group (OTU) available after 15 October 1943. and until 1 February 1944.
373rd Fighter Group (OTU) available after 15 November 1943 and until 1 March 1944.
83rd Fighter Group (RTU) available after 1 December 1943.
87th Fighter Group (RTU) available after 1 January 1944.
402nd Fighter Group (RTU) available after 1 January 1944.

The above reserves are available for the augmentation of the air defense of the Eastern Defense Command depending upon the length of warning and duration of attack with the exception that the following forces may be committed for the air defense projects listed below:

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Plan for Employment of Fighter Units for Air Defense of VADA-EDC-Cont.

(1) 326th and 327th Fighter Groups will be available unless required to participate in the air defense of Panama, pursuant to "Plan for Reinforcement of Air Defense of Panama," (3 August 1943).

(2) One Group based at Richmond, Virginia, is required pursuant to the provisions of "Plan to Extend Vital Air Defense Area in Emergency," dated 7 February 1943.

(3) 25 aircraft and pilots to be drawn from I Fighter Command, pursuant to the provisions of the "Plan for the Augmentation of Air Forces in Newfoundland," undated, but forwarded to First Air Force on 16 April 1943.

(4) 54 aircraft and pilots of the *332nd Fighter Group, pursuant to provisions of defense plan for the defense of the Sault Ste. Marie Locks, Detroit, Michigan, Buffalo, New York and Cleveland, Ohio, dated 11 August 1943.

3. Operations of Four Fighter Squadrons.

a. The operations of the four fighter squadrons will, in general, follow the procedure as given in "Air Defense Plan - Eastern Defense Command," 30 April 1943, while employed in defense operations.

b. A minimum of four (4) aircraft to be maintained on alert at all times at each Air Base occupied by the four fighter squadrons.

c. Fighter-Searchlight operations to be carried on to secure proficiency and maximum of air-defense security during hours of darkness.

4. Communications. The presently installed communications system, both tactical and administrative, will be used. The Fighter Control Centers now under construction with their communications system will also be used as soon as they are completed. The VHF air-ground communications will be used for tactical control of fighter aircraft.

5. Supply.

a. All classes of supplies to be furnished through normal supply channels of the appropriate Air Base and/or Sub-Depot.

b. Housing and accommodations to be furnished by the appropriate Air Base

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Plan for Employment of Fighter Units for Air Defense of VADA-EDC-Cont.

6. Equipment.

a. Combat aircraft to be P-47 type fighter aircraft or such other type as is available to the I Fighter Command.

b. Normal squadron strength in equipment is designated insofar as possible.

(Sgd.) Glenn O. Barcus,
GLENN O. BARCUS,
Brigadier General, U. S. Army,
Commanding.

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LIST OF BASES

MITCHEL FIELD, N. Y.
Assigned 19 November 1940

LANGLEY FIELD, VA.
Assigned 19 November 1940

SELFRIDGE FIELD, MICH.
Assigned 19 November 1940
Relieved 1 February 1942 per Radio AFCC #ACCJ769E, 25 January 1942
Reassigned 23 July 1943 per FAF GO 75

WESTOVER FIELD, MASS.
Assigned 4 June 1941 per AG 680.2, GHQ, AF 5-5-41 MR-M-C

BOWMAN FIELD, KY.
Assigned 4 June 1941 per AG 680.2, GHQ, AF 5-5-41, MR-M-C
Relieved 1 February 1942 per Radio AFCC #ACCJ769E, 25 January 1942

PAUL BAHR FIELD, IND.
Assigned 4 June 1941 per AG 680.2, GHQ, AF 5-5-41, MR-M-C
Relieved 1 February 1942 per Radio AFCC #ACCJ 769E, 25 January 1942

DOW FIELD, BANGOR, ME.
Assigned 4 June 1941 per AG 680.2, GHQ, AF 5-5-41, MR-M-C
Relieved 1 January 1944 per FAF GO 13, 26 January 1944

BRADLEY FIELD, WINDSOR LOCKS, CONN.
Assigned 4 June 1941 per AG 580.82, GHQ, AF 5-[illegible]-41

GRENIER FIELD, MANCHESTER, N. H.
Assigned 4 June 1941 per AG 680.2, GHQ, AF 5-5-41, MR-M-C
Relieved 1 January 1944 per FAF GO 13, 26 January 1944

DETRICK FIELD, FREDERICK, MD.
Assigned 30 December 41 per AG ltr "Asgmt of Observation Airdromes"
Relieved 10 August 1942 per TWX A312G FAF

MUNICIPAL AIRPORT, BALTIMORE, MD.
Assigned 24 April 1942 per AAF ltr, 24 April 1942

FORT PIERCE, FLA.
Assigned 8 June 1942 per AG 580.82 MR-M-AF 5-6-42
Relieved 13 October 1942 per Memo W95-22-42, 13 October 1942

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CHATHAM FIELD, SAVANNAH, GA.
Assigned 9 June 1942 per AG 580.82, 6-5-42, MR-M-AF
Relieved 19 December 1942 per FAF Cir 105-4A, W95-22-42, C-3
Reassigned 21 September 1943 per FAF GO 132, 10 September 1942

CHARLESTON ARMY AIR FIELD, S. C.
Assigned 9 June 1942 per AG 580.82 MR-M-AF, 4-6-42
Relieved 19 December 1942 per C-3, W95-22-42, 19 December 1942
Reassigned 17 September 1943 per WD C-234, 27 September 1943,
FAF GO 132, 10 September 1943

BYRD FIELD, RICHMOND, VA.
Assigned 12 June 1942 per AG 580.82, MR-M-AF-FS, 8-6-42

BOCA CHICA, FLA.
Assigned 12 June 1942 per ltr AAF 12-6-42 AG 580.82
Relieved 19 December 1942 per C-3, W95-22-42, 19 Dec 42

BLUNTHENTHAL FIELD, WILMINGTON, N. C.
Assigned 15 June 1942 per AG 580.82, MR-AF-TS-M, 12-6-42
Relieved 19 December 1942 per FAF Cir 105-4A, C-3, W95-22-42,
19 Dec 42
Reassigned 17 March 1943 per Memo W95-3-43 C-4

36TH STREET AIRPORT, MIAMI, FLA.
Assigned 18 June 1942 per AG 580.82 ltr AAF 18 June 1942
Relieved 30 September 1942 per Memo W95-30-42

CAMP DAVIS, WILMINGTON, N. C.
Assigned 19 June 1942 per AG 580.92 MR-AF-TS-M 17-6-42
Relieved 4 July 1942 per AG 580.82 MS-AF-PS-M, 30-6-42
Reassigned 20 November 1943 per ltr to AAF, AFDBS, 2A-2/6,
20 Nov 43

WHEELER-SACK FIELD, PINE CAMP, N. Y.
Assigned 26 June 1942 per AG 580.82 MR-AF-TS-M, 24-6-42
Relieved 21 July 1942 per Memo W95-22-42, AG 580.82 MR-AF-PS-M
16 Jul 42

FORT DIX AAB, N. J.
Assigned 3 July 1942 per AG 580.82 MR-AF-TS-M 17-6-42
Relieved 13 October 1942 per AG to CG, 26-10-42, W95-22-42
Reassigned 1 May 1944 per TWX AF DBS 2A-8267, AAF, 29 April 44

DOVER AAF, DOVER, DEL.
Assigned 3 July 1942 per AG 580.82, 29 June 42 MR-AF-PS-M
Relieved 19 December 1942 per C-3, W95-22-42, 19 Dec 42
Reassigned 17 March 1943 per C-4, W95-3-43, 17 March 43

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LIST OF BASES (Continued)

JACKSONVILLE, FLA.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M
Relieved 19 December 1942 per FAF Cir 105-4A
Reassigned 23 July 1943 per 3rd AF GO 75
Relieved 26 January 1944 per FAF GO 13, 26 January 1944

T. F. GREEN FIELD, HILLSGROVE AAB, PROVIDENCE, R. I.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M

TRUMBULL FIELD, GROTON AAF, CONN.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M
Relieved 1 February 1944 per AAF "Responsibility for Sub-Bases," 16 Dec 43

MUNICIPAL AIRPORT, HYANNIS, MASS.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M
Relieved 1 January 1944 per FAF GO 13, 26 January 1944

SUFFOLK AAF, WESTHAMPTON, N. Y.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M

MUNICIPAL AIRPORT, BRIDGEPORT, CONN.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M
Relieved 15 January 1944

NEW HAVEN AAF, NEW HAVEN, CONN.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M
Relieved 7 May 1943, per FAF GO 40
Reassigned 8 April 1943 per WD Memo W95-9-43

GEORGETOWN AAF, S. C.
Assigned 3 July 1942 per AG 580.82, 29 June 42, MR-AF-PS-M
Relieved 26 November 1942 per AG 580.82, Memo W95-22-42, 15 Oct. 42

BEDFORD FIELD, BEDFORD, MASS.
Assigned 3 July 1942 per AG 580.82, 6-29-42, MR-AF-PS-M

MILLVILLE FIELD, MILLVILLE, N. J.
Assigned 3 July 1942 per AG 580.82, 29-6-42, MR-AF-PS-M

MUNICIPAL AIRDROME, SALISBURY, MD.
Assigned 3 July 1942 per AG 580.82, 29-6-42, MR-AF-PS-M, Memo W95-22-42

FT. DEVENS AAF, AYER, MASS.
Assigned 3 July 1942 per AG 580.82, 29-6-42, MR-AF-PS-M, Memo W95-22-42
Relieved: 1 January 1944 per FAF GO 13, 26 January 1944

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LIST OF BASES (Continued)

MUNICIPAL AIRPORT, PHILADELPHIA, PA.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M
Relieved 1 January 1944 per FAF GO 13, 26 January 1944

REPUBLIC FIELD, FARMINGDALE, N. Y.
Assigned 3 July 1942 per AG 580.82, 29-6-42, MR-AF-PS-M,
Memo W95-22-42
Relieved 1 January 1944, per FAF GO 13, 26 January 1944

PORTSMOUTH AIRDROME, PORTSMOUTH, N. H.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M,
Memo W95-22-42
Relieved 1 January 1944 per FAF GO 13, 26 January 1944

MUNICIPAL AIRPORT, READING, PA.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M, 3
July 1942
Relieved 13 October 1942 per Memo W95-22-42, 13 Oct 42

BELTSVILLE, MD.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M, 3
July 1942
Relieved 13 October 1942 per Memo W95-22-42, 13 Oct 42

MUNICIPAL AIRPORT, ROCKY MOUNT, N. C.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M, 3 July 42
Relieved 13 October 1942 per Memo W95-22-42, 13 Oct 42

MUNICIPAL AIRPORT, BOSTON, MASS.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M
Relieved 9 January 1942 per C-5, W95-22-42, 9 Jan 42

BENDIX AIRPORT, BENDIX, N. J.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M
Relieved 13 Oct 1942 per Memo W95-22-42, 13 Oct 42

MUNICIPAL AIRPORT, NEWARK, N. J.
Assigned 3 July 1942 per AG 580.82 (6-29-42), MR-AF-PS-M
Relieved 13 October 1942 per Memo W95-22-42, AG drmft to CG
26-10-42

LA GUARDIA FIELD, N. Y.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M
Relieved 8 June 1942 per 3rd Ind. Hq AAF, 2 June 1943 to ATC

OTIS FIELD, FALMOUTH, MASS.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M
Relieved 19 December 1942 per FAF Cir 105-4A, 23 Dec 42
Reassigned 17 March 1943 per C-4, Memo W95-3-43
Rerelieved 1 February 1944. 7 May 44 trfd to Navy per FAF GO 52,
7 May 44

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LIST OF BASES (Continued)

NEW BEDFORD AAF, NEW BEDFORD, CONN.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M
Relieved 1 January 1944 per FAF GO 13, 26 January 1944
Reassigned 15 June 1943 per Memo W95-14-43
Rerelieved 1 January 1944 per FAF GO 13, 26 Jan 44. Trfd AAF to Eng Dept 11 Apr 44 per ltr subj: "Trf of New Bedford AAF to Eng Dept"

BLACKSTONE, VA.
Assigned 3 July 1942 per AG 580.82 (6-29-42) MR-AF-PS-M
Relieved 19 December 1942 per C-3 Memo W95-22-42
Reassigned 12 April 1943 per Memo W95-3-43, C-3

BRAINARD FIELD, HARTFORD, CONN.
Assigned 30 July 1942 per AG 580.82 MR-AF-PS-M, 27 July 1942

SEYMOUR JOHNSON FIELD, GOLDSBORO, N. C.
Assigned 12 August 1942 per AG 580.82, MR-AF-PS-M, 8 August 1942

IDLEWILD AIRPORT, N. Y.
Assigned 18 September 1942 per AG 580.82, 28 October 1942
Relieved 1 January 1944 per FAF GO 13, 26 January 1944

NORFOLK AAF, NORFOLK, VA.
Assigned 13 October 1942 per Memo W95-22-42
Relieved 11 August 1943 per WDC-287

CAMP SPRINGS AAF, MD.
Assigned 13 October 1942 per Memo W95-22-42

WALTERBORO AAF, WALTERBORO, S. C.
Assigned 13 October 1942 per Memo W95-22-42
Relieved 1 January 1944 per FAF GO 13, 26 January 1944
Reassigned 16 April 1944 per FAF GO 51, 5 May 1944

HEINTSCHLER FIELD, WEST HARTFORD, CONN.
Assigned 13 October 1942 per Memo W95-22-42
Relieved 29 September 1943 per WD C-234

FORT CLINCHES, MICH.
Assigned 16 July 1943 per FAF GO 75, 16 July 1943

CAMP STEWART AAF, HINESVILLE, GA.
Assigned 20 November 1943 per AG Misc AFTRS 2A-2/6
Relieved 1 January 1944 per FAF GO 13, 16 January 1944
Reassigned 10 February 1944 per FAF GO 2, 10 Feb. 1944

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LIST OF BASES (Continued)

ATTERBURY, COLUMBUS, IND.
Assigned 18 April 1944 per TWX, CG AAF to CG FAF
Relieved 21 April 1944 per TWX CG AAF to CG FAF

JOHNS ISLAND, S. C.
Assigned 3 May 1944 per Memo A-4 Section for C of S FAF

OSCODA AAF, OSCODA, MICH.
Assigned 23 July 1943 per 3rd AF GO 75, 23 July 1943

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HEADQUARTERS
AIR FORCES, EASTERN DEFENSE COMMAND
and
FIRST AIR FORCE

(Headquarters at Mitchel Field, N. Y.)

(As of Midnight September 30, 1942.)

S T A T I O N L I S T

BY UNITS

The following airdromes and their installations are assigned to the First Air Force:

Bradley Field, Windsor Locks, Conn.
Dow Field, Bangor, Maine
Grenier Field, Manchester, N. H.
Langley Field, Virginia
Mitchel Field, New York
Westover Field, Chicopee Falls, Mass.
Municipal Airport, Dover, Delaware
**Bluethenthal Field, Wilmington, N. C.
Municipal Airport, Charleston, S. C.
Municipal Airport, West of Savannah, Ga.
Municipal Airport, Jacksonville, Fla.
**Ft. Pierce Airport, Ft. Pierce, Fla.
36th Street Airport, Miami, Fla.
Boca Chica Airport, Key West, Fla.
Municipal Airport, Bedford, Mass.
Ft. Devens Airport, Ft. Devens, Mass.
Otis Field, Camp Edwards, Mass.
Municipal Airport, Hyannis, Mass.
Ft. Dix Airport, Ft. Dix, N. J.
**Municipal Airport, Reading, Pa.
**Beltsville Airport, Beltsville, Md.
**Municipal Airport, Blackstone, Va.
**Municipal Airport, Rocky Mount, N. C.
Municipal Airport, Newark, N. J.
Municipal Airport, Georgetown, S. C.
Municipal Airport, Boston, Mass.
Municipal Airport, New Bedford, Mass.
T. F. Green Airport, Hillsgrove, R. I.
Rentschler Airfield, Hartford, Conn.
**Municipal Airport, New Haven, Conn.
Municipal Airport, Bridgeport, Conn.
Trumbull Field, Groton, Conn.
Republic Field, Farmingdale, N. Y.
Bendix Airport, Newark, N. J.
**Millville Airport, Millville, N. J.
LaGuardia Field, New York, N. Y.
Municipal Airport, Philadelphia, Pa.
Municipal Airport, Baltimore, Md.
Brainard Field, Hartford, Conn.

APPENDIX ITEM #20.

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Richmond, Virginia
New Cumberland Field, Harrisburg, Pa.
Palm Beach Country Park Airport, Lantana, Fla.
Salisbury, Maryland.

43

NOTE: Where the Stations listed are municipal and not entirely controlled by the Army, such assignment will apply only to the military installations thereon.

** No Troops assigned to these bases.

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HEADQUARTERS
EASTERN DEFENSE COMMAND AND FIRST ARMY
Governors Island, N. Y.

GENERAL ORDERS)
)
NUMBER 1)

March 20, 1942

1. In accordance with instructions contained in War Department letter of March 18, 1942, (AG 381(3-11-42)MC-E-M), Subject: "Defense of Continental United States", the name of the Eastern Theater of Operations (ETO) is changed to the Eastern Defense Command (EDC). The latter is not a theater of operations. Its territorial limits are those of the Eastern Theater of Operations as announced in General Orders Number 1, this headquarters, December 21, 1941.

2. The mission of the Eastern Defense Command is the same as hereto assigned the Eastern Theater of Operations except as indicated below. Current defense plans remain in force.

3. a. The following units remain under command of the Eastern Defense Command and First Army:

First Army, less I and VI Army Corps including troops assigned and attached thereto (less units attached to Defense Sectors).
Air Force, ETO. (Name changed to Air Force, EDC).
Antiaircraft Artillery Command, ETO. (Name changed to Anti-aircraft Artillery Command, EDC).
Newfoundland Base Command.
Defense Sectors, with all units currently assigned or attached.

b. The I and VI Army Corps, including assigned or attached units, less units attached to Sectors, Air Bases and to Corps Areas, pass to control of the Commanding General, Army Ground Forces, at their present stations this date.

c. (1) The Service Command, ETO, is absorbed in the Eastern Defense Command. The several divisions of the General Staff, EDC, will maintain agencies to handle all duties heretofore assigned to the Service Command, ETO, insofar as they pertain to the EDC.

(2) Control of Corps Areas and the missions heretofore assigned to them as part of the Eastern Theater of Operations, including units of the field forces now engaged in protection of utilities, installations and facilities against sabotage or internal threat, pass to the Commanding General, Services of Supply, this date.

4. All troops within the territorial boundary of the Eastern Defense Command area are available to the Defense Command in emergencies. Current defense missions remain in force to meet any emergency until further instructions.

5. The undersigned assumed command of the Eastern Defense Command effective 12:01 A.M. this date.

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Leslie L. Lewis
Capt AC

/s/ H. A. Drum
H. A. DRUM,
Lieutenant General, U. S. Army,
Commanding

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APPENDIX ITEM #21.

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HEADQUARTERS
AIR FORCES, EASTERN DEFENSE COMMAND
and
FIRST AIR FORCE

(Headquarters at Mitchel Field, N. Y.)

(As of Midnight, December 31, 1942)

STATION LIST

BY UNITS

The following Airdromes and their installations are assigned to the First Air Force:

Ayer, Mass.	Pt. Devens Army Airfield
Baltimore, Md.	Municipal
Bangor, Maine	Dow Field
Bedford, Mass.	Municipal
Bridgeport, Conn.	Municipal
Camp Springs, Md.	Municipal
Chicopee Falls, Mass.	Westover Field
Farmingdale, N. Y.	Republic Field
Groton, Conn.	Trumbull Field
Hartford, Conn.	Rentschler Field
Hartford, Conn.	Brainard Field
Hillsgrove, R. I.	T. F. Green Field
Hyannis, Mass.	Municipal
Idlewild Airport	Boro of Queens, N. Y.
Langley Field, Va.	Langley Field
Manchester, N. H.	Grenier Field
Millville, N. J.	Municipal
Mitchel Field, N. Y.	Mitchel Field
NewBedford, Mass.	Municipal
New Haven, Conn.	Municipal
New York, N. Y.	LaGuardia
Norfolk, Va.	Municipal
Philadelphia, Pa.	Municipal
Portsmouth, N. H.	Municipal
Richmond, Va.	Richmond, AAB
Salisbury, Md.	Municipal
Suffolk, N. Y.	Municipal
Westchester County Airport (Rye Lake)	White Plains, N. Y.
Windsor Locks, Conn.	Bradley Field

NOTE: When the Stations listed are municipal and not entirely controlled by the Army, such assignment will apply only to the military installations thereon.

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April 30, 1943.

SUB-BASES AND OUTLYING STATIONS FIRST AIR FORCE

PARENT BASE		SUB-BASES AND OUTLYING STATIONS	
LOCATION	STATION	LOCATION	STATION
Bangor, Me.	Dow Field.		
Baltimore, Md.	Baltimore Air Base . .	Dover, Del.	Dover Airdrome
		Millville, N. J.	Millville Field
		Philadelphia, Pa.	Municipal Airport
		Salisbury, Md.	Salisbury Airdrome
		Washington, D. C.	Camp Springs Field
Chicopee Falls, Mass.	Westover Field . . .	Falmouth, Mass.	Otis Field
		Hillsgrove, R. I.	Green Field
		Hyannis, Mass.	Hyannis Airdrome
		New Bedford, Mass.	New Bedford Airdrome
Langley Field, Va.	Army Air Base	Norfolk, Va.	Norfolk Airdrome
		Wilmington, N. C.	Bluethenthal Field
Manchester, N. H.	Grenier Field	Ayer, Mass.	Fort Devens Airdrome
		Bedford, Mass.	Bedford Field
		Portsmouth, N. H.	Portsmouth Airdrome
Mitchel Field, N. Y.	Army Air Base	Farmingdale, N. Y.	Republic Field
		New York, N. Y.	Idlewild Airport
		New York, N. Y.	LaGuardia Field
		Suffolk, N. Y.	Suffolk Airdrome
		White Plains, N. Y.	Rye Lake Airport
Richmond, Va.	Army Air Base	Blackstone, Va.	Blackstone Airdrome
Windsor Locks, Conn.	Bradley Field	Bridgeport, Conn.	Municipal Airport
		East Hartford, Conn.	Rentschler Field
		Groton, Conn.	Groton Field
		Hartford, Conn.	Brainard Field
		New Haven, Conn.	New Haven Field

APPENDIX ITEM #23.

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April 30, 1943.

STRENGTHS OF SUB-BASES

	MILEAGE	PERSONNEL OFF.	E.M.	TOTAL
Baltimore, Md., Baltimore Air Base.				
Sub-Bases ---				
Dover, Del., Dover Airdrome	116	31	712	743
Millville, N.J., Millville Field	140	107	915	1022
Philadelphia, Pa., Municipal Airport	95	83	822	905
Salisbury, Md., Salisbury Airdrome	116	-	-	-
Washington, D. C., Camp Springs Field	50	47	547	594
Bangor, Me., Dow Field.				
Sub-Bases --- (none).				
Chicopee Falls, Mass., Westover Field.				
Sub-Bases ---				
Falmouth, Mass., Otis Field	175	130	895	1025
Hillsgrove, R. I., Green Field	100	120	766	886
Hyannis, Mass., Hyannis Airdrome	185	-	-	-
New Bedford, Mass., New Bedford Airdrome	130	11	298	309
Langley Field, Va., Army Air Base.				
Sub-Bases ---				
Norfolk, Va., Norfolk Airdrome	18	65	475	540
Wilmington, N. C., Bluethenthal Field	255	37	591	628
Manchester, N. H., Grenier Field.				
Sub-Bases ---				
Ayer, Mass., Fort Devens Airdrome	40	62	562	624
Bedford, Mass., Bedford Field	40	62	723	785
Portsmouth, N. H., Portsmouth Airdrome	40	-	-	-
Mitchel Field, N. Y., Army Air Base.				
Sub-Bases ---				
Farmingdale, N. Y., Republic Field	8	83	624	707
New York, N. Y., Idlewild Airport	12	-	-	-
New York, N. Y., LaGuardia Field	18	-	-	-
Suffolk, N. Y., Suffolk Airdrome	60	-	-	-
White Plains, N. Y., Rye Lake Airport	46	-	-	-
Windsor Locks, Conn., Bradley Field.				
Sub-Bases ---				
Bridgeport, Conn., Municipal Airport	70	10	276	286
East Hartford, Conn., Rentschler Field	13	3	111	114
Groton, Conn., Groton Field	60	120	746	866
Hartford, Conn., Brainard Field	13	-	-	-
Richmond, Va., Army Air Base.				
Sub-Bases ---				
Blackstone, Va., Blackstone Airdrome	60	3	102	105

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December 31, 1943.

SUB-BASES AND OUTLYING STATIONS FIRST AIR FORCE

PARENT BASES		SUB-BASES AND OUTLYING STATIONS	
LOCATION	STATION	LOCATION	STATION
Bradley Field,Conn.	Army Air Base	Groton, Conn.	Groton AAField
		Hartford, Conn.	Brainard Field
		Providence, R. I.	Hillsgrove AAField
		Stratford, Conn.	Bridgeport AAField
		Westfield, Mass.	Barnes Airport
Grenier Field, N.H.	Army Air Base	Ayer, Mass.	Fort Devens AAField
		Bedford, Mass.	Bedford AAField
		Portsmouth, N. H.	Portsmouth Airdrome
Langley Field, Va.	Army Air Base	Norfolk, Va.	Norfolk AAField
Mitchel Field, N. Y.	Army Air Base	Farmingdale, N. Y.	Farmingdale AAField
		New York, N. Y.	Idlewild Airport
		Westhampton Beach, N.Y.	Suffolk Co. AAField
		White Plains, N. Y.	Rye Lake Airport
Richmond, Va.	Army Air Base	Blackstone, Va.	Blackstone AAField
Savannah, Ga.	Chatham AAField	Camp Stewart, Ga.	Camp Stewart AAField
		Jacksonville, Fla.	Jacksonville AAField
Selfridge Field,Mich.	Army Air Base	Oscoda, Mich.	Oscoda AAField
Washington, D. C.	Camp Springs AAField .	Baltimore, Md.	Baltimore AAField
		Dover, Del.	Dover,AAField
		Millville, N. J.	Millville AAField
		Philadelphia, Pa.	Philadelphia Airdrome
		Salisbury, Md.	Salisbury Airdrome
Westover Field,Mass.	Army Air Base	Falmouth, Mass.	Otis Field
		Hyannis, Mass.	Hyannis Airdrome
		New Bedford, Mass.	New Bedford AAField
Wilmington, N. C.	Bluethenthal Field . .	Camp Davis, N. C.	Camp Davis AAField

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December 31, 1943.

STRENGTHS OF BASES AND SUB-BASES

	DISTANCE TO CONTROL BASE	PERSONNEL OFF.	W.M.	CIV.	TOTAL
Bluethenthal Field, Wilmington, N. C.		215	1206	357	1778
Sub-Bases ---					
Camp Davis, N. C., Camp Davis Army Air Field	30	11	83	-	94
Bradley Field, Conn., Army Air Base		583	4623	1063	6269
Sub-Bases ---					
Groton, Conn., Groton Army Air Field	62	135	736	-	871
Hartford, Conn., Brainard Field	18	102	4	-	106
Providence, R. I., Hillsgrove Army Air Field	100	50	402	-	452
Stratford, Conn., Bridgeport Army Air Field	65	3	25	-	28
Westfield, Mass., Barnes Airport	25	-	-	-	-
Camp Springs Army Air Field, Washington, D. C.		184	1331	534	2049
Sub-Bases ---					
Baltimore, Md., Baltimore Army Air Field	50	-	-	-	-
Dover, Del., Dover Army Air Field	165	164	1040	160	1364
Millville, N. J., Millville Army Air Field	185	114	933	125	1172
Philadelphia, Pa., Philadelphia Airdrome	140	-	-	-	-
Salisbury, Md., Salisbury Airdrome	210	-	-	-	-
Charleston Army Air Field, Charleston, S. C.		726	3866	433	5025
Sub-Bases --- (none)					
Chatham Army Air Field, Savannah, Ga.		508	2823	205	3536
Sub-Bases ---					
Camp Stewart, Ga., Camp Stewart Army Air Field	40	-	-	-	-
Jacksonville, Fla., Jacksonville Army Air Field	140	-	-	-	-
Dow Field, Me., Army Air Base		61	735	930	1726
Sub-Bases --- (none)					
Grenier Field, N. H., Army Air Base		151	1233	954	2338
Sub-Bases ---					
Ayer, Mass., Fort Devens Army Air Field	40	-	-	-16	16
Bedford, Mass., Bedford Army Air Field	71	24	246	92	362
Portsmouth, N. H., Portsmouth Airdrome	40	-	-	-	-
Langley Field, Va., Army Air Base		1515	6840	1542	9897
Sub-Bases ---					
Norfolk, Va., Norfolk Army Air Field	18	118	687	-	805

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December 31, 1943

STRENGTHS OF BASES AND SUB-BASES

	DISTANCE TO CONTROL BASE	PERSONNEL OFF.	E.M.	CIV.	TOTAL
Mitchel Field, N. Y., Army Air Base		922	6293	2000	9215
Sub-Bases ---					
Farmingdale, N. Y., Farmingdale Army Air Field	8	93	1443	19	1555
New York, N. Y., Idlewild Airport	12	-	-	-	-
Westhampton Beach, N. Y., Suffolk Co. AA Field	60	210	2693	115	3018
White Plains, N. Y., Rye Lake Airport	50	-	-	-	-
Richmond, Va., Army Air Base		1236	9757	1195	12188
Sub-Bases ---					
Blackstone, Va., Blackstone Army Air Field	70	255	3067	9	3331
Selfridge Field, Mich., Army Air Base		264	2091	848	3203
Sub-Bases ---					
Oscoda, Mich., Oscoda Army Air Field	250	45	268	106	419
Westover Field, Mass., Army Air Base		865	5313	1057	7235
Sub-Bases ---					
Falmouth, Mass., Otis Field	176	-	-	219	219
Hyannis, Mass., Hyannis Airdrome	185	-	-	-	-
New Bedford, Mass., New Bedford Army Air Field	155	-	-	7	7

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STRENGTH, HQ AND HQ SQUADRON
FIRST AIR FORCE

From the Consolidated Morning Report, Hq & Hq Squadron, FAF

Month	Enlisted Men	Officers	Total
1941			
January	217	17	234
February	228	20	248
March	251	27	278
April	262	34	296
May	267	34	301
June	287	44	331
July	292	46	338
August	352	43	395
September	197	29	226
October	312	52	364
November	329	57	386
December	385	66	451
1942			
January	308	45	353
February	289	48	337
March	283	49	332
April	296	50	346
May	309	53	362
June	453	102	555
July	499	110	609
August	506	133	639
September	529	148	677
October	470	152	622
November	458	148	606
December	467	157	624
1943			
January	455	180	635
February	503	196	699
March	484	211	695
April	480	212	692
May	512	214	726
June	536	192	728
July	694	364	1058
August	1427	381	1808
September	1035	240	1275
October	981	247	1228
November	2700	263	2963
December	-	-	-

APPENDIX ITEM #24.

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STRENGTH TOTALS OF PAF AND HQ, PAF FORM 127

Prepared by First Statistical Control Unit, Mitchel Field, N. Y.

YEAR	MONTH	PAF		HQ PAF	
		OFF	EM	OFF	EM
1942	Sep.	3970	31679	148	535
	Oct.	2990	27973	154	459
	Nov.			167	457
	Dec.			152	465
1943	Jan.	3857	33416	176	459
	Feb.	4426	40292	167	482
	March	4933	47499	233	472
	April	5358	51360	207	460
	May	5507	52623	194	493
	June	5663	55275	178	492
	July	6474	58767	188	606
	Aug.	8483	73228	181	622
	Sep.	7902	65404	187	663
	Oct.	8131	63281	210	651
	Nov.	8457	60452	225	759
	Dec.	8855	56759	218	708

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PAF STRENGTH
31 January 1941

Arm or Service Distribution	Officers	Enlisted Men	Totals
General Staff Corps	4	0	4
Air Corps	741	12801	13542
Quartermaster Corps	90	1300	1390
Medical Corps	83	675	758
Dental Corps	6	0	6
Veterinary Corps	2	3	5
Medical Administrative Corps	1	0	1
Finance Department	6	30	36
Corps of Engineers	69	893	962
Ordnance Department	53	446	499
Signal Corps	69	1198	1267
Chemical Warfare Service	10	175	185
Chaplain Corps	11	0	11
Cavalry	16	0	16
Field Artillery	29	0	29
Coast Artillery Corps	27	0	27
Infantry	59	0	59
Judge Advocate General's Dept.	1	0	1
Adjutant General's Department	3	0	3
Army Nurse Corps	39	0	39
Military Intelligence	2	0	2
Inspector General's Department	1	0	1
TOTALS	1324	17519	18843

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PAF STRENGTH
30 June 1941

Arm or Service Distribution	Officers	Enlisted Men	Totals
General Staff Corps	5	0	5
Air Corps	777	15809	16586
Quartermaster Corps	127	1529	1656
Medical Corps	202	989	1191
Dental Corps	21	0	21
Veterinary Corps	9	3	12
Medical Administrative Corps	9	0	9
Finance Department	13	73	86
Corps of Engineers	97	2132	2229
Ordnance Department	61	800	861
Signal Corps	81	1724	1805
Chemical Warfare Service	25	366	391
Chaplains Corps	19	0	19
Cavalry	44	0	44
Field Artillery	50	0	50
Coast Artillery Corps	31	0	31
Infantry	147	0	147
Judge Advocate General's Dept.	2	0	2
Adjutant General's Department	3	0	3
Army Nurse Corps	76	0	76
Warrant Officers	12	0	12
Retired Officers	2	0	2
Flying Cadets	0	134	134
Military Intelligence	4	0	4
TOTALS	1812	23559	25371

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PAF STRENGTH
31 January 1942

Arm or Service Distribution	Officers	Inlisted Men	Totals
General Staff Corps			
Air Corps	1409	18519	19928
Quartermaster Corps	126	2946	3072
Medical Corps	154	2022	2176
Dental Corps	30	0	30
Veterinary Corps	10	13	23
Medical Administrative Corps	10	0	10
Finance Department	15	97	112
Corps of Engineers	87	1529	1616
Ordnance Department	45	1730	1775
Signal Corps	101	1539	1640
Chemical Warfare Service	24	350	374
Chaplains Corps	20	0	20
Cavalry	88	0	88
Field Artillery	96	0	96
Coast Artillery Corps	38	0	38
Infantry	300	0	300
Judge Advocate General's Dept.	2	0	2
Adjutant General's Department	4	0	4
Army Nurse Corps	78	0	78
Warrant Officers	18	0	18
Military Intelligence Reserve	4	0	4
Specialist Reserve			
Retired Officers	4	0	4
Flying Cadets	0	10	10
TOTALS	2663	28755	31418

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PAF STRENGTH
30 June 1942

Arm or Service Distribution	Officers	Inlisted Men	Total
Air Corps	2460	26189	28649
Quartermaster Corps	91	2407	2498
Medical Corps	272	2777	3049
Dental Corps	45	0	45.
Veterinary Corps	9	11	20
Medical Administrative Corps	13	0	13
Finance Department	23	133	156
Corps of Engineers	132	2337	2469
Ordnance Department	50	1616	1666
Signal Corps	170	5057	5227
Chemical Warfare Service	11	340	351
Chaplains Corps	29	0	29
Cavalry	32	0	32
Field Artillery	22	0	22
Coast Artillery Corps	18	0	18
Infantry	82	0	82
Sanitary Corps	1	0	1
Detached Inlisted Men's List	0	1	1
General Staff Corps	3	0	3
Specialist Reserve	1	0	1
Inspector General's Dept.	1	0	1
Adjutant General's Dept.	8	0	8
Judge Advocate General's Dept.	3	0	3
Military Intelligence	2	0	2
Army Nurse Corps	114	0	114
Warrant Officers	108	0	108
TOTALS	3700	40868	44568

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PAF STRENGTH
31 January 1943

Arm or Service Distribution	Officers	Enlisted Men	Total
Air Corps	2116	18191	20307
Adjutant General's Department	24	0	24
Inspector General's Department	2	0	2
Judge Advocate General's Dept.	3	0	3
Anti-Aircraft Artillery	2	0	2
Chaplains Corps	41	0	41
Chemical Warfare Service	46	249	295
Corps of Engineers	644	9619	10263
Finance Department	24	251	275
Medical Corps	677	2411	3088
Ordnance Department	80	1180	1260
Quartermaster Corps	106	1741	1847
Signal Corps	519	5154	5673
Warrant Officers	108	0	108
TOTALS	4392	38796	43188

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Civilian Personnel Strength, PAF
as of September 1943

From Civilian Personnel Section, PAF.

AC	Sub-Depot	ASF	Misc.	Total
1183	5306	5423	83	11999

WAC STRENGTH

From WAC Morning Reports.

At Mitchel Field

9 April 1943 (original detachment)

EW	O
59	1

PAF

31 December 1943

EW	O
1383	92

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COMMANDING GENERALS
NEAI and FAF

to 1 January 1944

Name	Rank	Date
Chaney, James E.	Major General	16 January 1941
Krogstad, Arnold N.	Brig. General	15 May 1941
Dargue, Herbert A.	Major General	24 June 1941
McDonnell, John C.	Brig. General	2 September 1941
Lohman, Eugene A.	Colonel	16 September 1941
McDonnell, John C.	Brig. General	21 September 1941
Dargue, Herbert A.	Major General	1 October 1941
Krogstad, Arnold N.	Brig. General	10 December 1941
Cannon, John K.	Brig. General	4 March 1942
Bradley, Follett	Major General	5 March 1942
Cannon, John K.	Brig. General	12 July 1942
Chaney, James E.	Major General	23 July 1942
Royce, Ralph	Major General	18 April 1943
Larson, Westside T.	Brig. General	2 September 1943
Bercus, G. O.	Brig. General	10 September 1943
Hunter, Frank O'D.	Brig. General	17 September 1943

APPENDIX ITEM #25.

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CHIEFS OF STAFF
NEAI and FAF

to 1 January 1944

Name	Rank	Date
Kepner, William E.	Colonel	16 January 1941
Hanley, Thomas J.	Colonel	14 August 1941
Lacey, Arthur T.*	Lt. Colonel	2 September 1941
Hanley, Thomas J.	Colonel	1 October 1941
Koenig, Egmont F.*	Colonel	18 November 1941
Cannon, John K.	Lt. Colonel	22 November 1941
Lacey, Arthur T.*	Colonel	2 March 1942
Glern, Roger E.	Colonel (B.G.)	5 March 1942
Young, Harry H.*	Colonel	8 March 1943
Nugent, Richard E.	Colonel (B.G.)	26 April 1943
Schulgen, George F.	Brig. General	18 October 1943

* Acting Chief.

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STAFF SECTION HEADS

First Air Force Headquarters Staff

to 1 January 1944

Section	Head	Date
A-1	Col. Arthur T. Lacey	24 January 1941
	Col. Henry L. Barrett	26 February 1942
	Lt. Col. Carl J. Martin	22 October 1943
A-2	Lt. Col. Egmont F. Koenig	16 January 1941
	Col. A. T. Lacey	26 February 1942
A-3	Major F. H. Glenn	31 January 1941
	Lt. Col. J. C. A. Dennis-ston	21 April 1942
A-4	Col. Robert Pave	16 January 1941
	Col. Harry H. Young	June 1942
	Col. Ralph Lipkin	March 1943
Adjutant General	Col. H. B. Sepulveda	16 January 1941
	Col. Rayner Garey	28 February 1943
Quartermaster	Lt. Col. Frederick L. Black	16 January 1941
	Lt. Col. Robert L. Queisser	6 February 1941
	Col. Ralph Richards	8 February 1942
	Col. Charles N. Houze	3 November 1943
Ordnance	Col. Frank F. Reed	16 January 1941
	Capt. Alden P. Taber	4 October 1941
	Lt. Col. Wiley T. Moore	18 June 1942
	Lt. Col. L. M. O'Brien	6 October 1942
Signal (Communications)	Col. Amory V. Pliot	16 January 1941
	Col. James F. McGraw	21 October 1942
	Col. Paul S. Edwards	22 July 1943
Surgeon	Lt. Col. Cadmus J. Baker	16 January 1941
Finance	Maj. William F. Nye	15 July 1941
	Col. Ernest W. Wilson	April 1943
Chaplain	Col. Gunther Storeasli	3 March 1941
	Maj. Roy C. Davis	30 November 1942
	Lt. Col. John C. W. Linsley	13 August 1943
Public Relations	Capt. Lynn Parnol	July 1941
	Capt. Thomas D. Kutzy	August 1942

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Section	Head	Date
Budget and Fiscal	Maj. John S. Kinze	January 1943
Provost Marshal	Lt. Col. E. L. Schaefer	18 November 1943
Engineer	Maj. Harry T. Fisher	16 January 1941
	Col. Manuel J. Osensio	August 1943
	Lt. Col. Robert B. Batte	December 1943
Chemical	Lt. Col. March M. Houser	16 January 1941
	Maj. Everett G. Finnell	15 April 1942
	Lt. Col. Theodore B arnes	14 May 1942
Statistical Control	Maj. John V. Brown	2 March 1942
Traffic	Capt. C. P. Snyder	18 October 1943
Air Inspector	Col. Malcolm Stewart	25 May 1943
Judge Advocate	Col. Henry Harmeling	16 January 1941

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EXCERPT FROM HISTORY OF PUBLIC RELATIONS SECTION, FIRST AIR FORCE, 23 MAY 44

"In August 1942 there occurred an incident which received national attention and elicited a comment from the Secretary of War. Public Relations Office, First Air Force, then headed by Major Lynn Farnol, released an article and five photos on the work of the I Ground Air Support Command, taken by an observation squadron of that command and given by them to the Public Relations Officer, First Air Force, for release.

These photos purported to show ground markers of plowed fields and grain sacks, which when seen from the air pointed to air bases and airplane factories, and the caption suggested that these markers were the work of enemy agents.

The article and photos received widespread publication.

A Washington, D. C. newspaper investigated the matter, found that the markers were not the work of saboteurs and labelled the whole story as a 'hoax'. Other papers picked this up and the 'Air Marker Hoax' became a national scandal.

Major Farnol was relieved of public relations duties and assigned to the AAF Military Intelligence School at Harrisburg, Pa.

An official investigation brought out the fact that the material had been approved by higher authorities and he, Farnol, believed it was authentic. This officer is now serving with the 8th Fighter Command in England and was in 1943 promoted to the rank of Lt. Col.

Publication of the offending photos was on August 10, 1942. On August 14, 1942, the famous AG letter 020.4 was released from Washington, drastically limiting the personnel of public relations staffs throughout the zone of interior."

APPENDIX ITEM #27.

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STAFF SECTION BREAK-DOWNS

APPENDIX ITEM #28.

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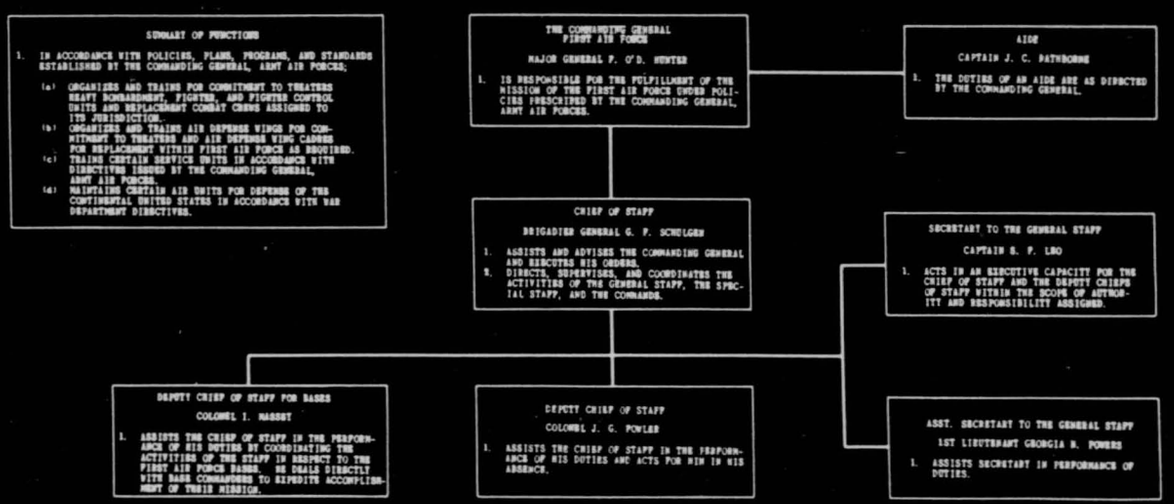
AS OF 31 DEC 1943

OFFICES OF THE COMMANDING GENERAL & CHIEF OF STAFF



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AS OF 31 DEC 1943

ASSISTANT CHIEF OF STAFF A-1

STATEMENT OF FUNCTIONS

1. THE A-1 SECTION IS CHARGED WITH THE FORMULATION OF POLICIES AND THE SUPERVISION OF THE EXECUTION OF ADMINISTRATIVE ARRANGEMENTS PERTAINING TO PERSONNEL OF THE AIR FORCE, BOTH MILITARY AND CIVILIAN.
2. THE SPECIFIC DUTIES OF THE PERSONNEL SECTION INCLUDE THE PLANNING FOR AND SUPERVISION OF ACTIVITIES CONCERNING:
   - (a) PROCUREMENT, CLASSIFICATION, RECLASSIFICATION, ASSIGNMENT, PAY, PROMOTION, TRANSFER, RETIREMENT AND DISCHARGE OF ALL PERSONNEL. †COORDINATION WITH A-3 IN ASSIGNMENT AND TRANSFER OF PERSONNEL IN LARGE NUMBERS†.
   - (b) REPLACEMENT OF PERSONNEL.
   - (c) DECORATIONS, CITATIONS, HONORS, AND AWARDS.
   - (d) LEAVES OF ABSENCE AND FURLOUGHS.
   - (e) REWARDS AND PUNISHMENT.
   - (f) RELIGIOUS, RECREATIONAL, AND WELFARE WORK. †COORDINATION WITH A-3 FOR ALLOTMENT OF TIME FOR RECREATIONAL AND MORALE WORK†.
   - (g) MANNING AND TABLES OF ALLOTMENT OF PERSONNEL.
   - (h) STRENGTH REPORTS AND GRAPHS, STATION LISTS, AND OTHER PERSONNEL STATISTICS.
   - (i) GENERAL REGULATIONS AND ROUTINE ADMINISTRATION WHICH ESPECIALLY CONCERN INDIVIDUALS, OR ROUTINE ADMINISTRATION NOT SPECIFICALLY ASSIGNED TO ANOTHER GENERAL STAFF SECTION.
   - (j) FURNISHING THE COMMANDER ADVICE ON MORALE
   - (k) RECOMMENDATIONS AS TO PROVISIONS FOR SHELTER FOR COMMAND AND ADMINISTRATION OF QUARTERING. †COORDINATION WITH A-3 AND A-4†.
   - (l) SANITATION.
   - (m) MAINTENANCE OF LAW AND ORDER WITHIN THE AIR FORCE
   - (n) PREPARATION OF SUCH PARTS OF ADMINISTRATIVE PLANS AND ORDERS AS RELATE TO ACTIVITIES UNDER THE SUPERVISION OF THE PERSONNEL SECTION. †COORDINATION WITH A-4†.

ASSISTANT CHIEF OF STAFF A-1

LT. COLONEL C. J. MARTIN

1. PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE OFFICE

EXECUTIVE

MAJOR E. D. WILLIAMS, JR

1. ASSISTS IN THE DISCHARGE OF THE DUTIES OF THE ASSISTANT CHIEF OF STAFF, A-1
2. ACTS FOR THE ASSISTANT CHIEF OF STAFF, A-1, IN HIS TEMPORARY ABSENCE.
3. PERSONNEL DIRECTIVES, ADMINISTRATIVE ORDERS, AWARDS, PUNISHMENT, DISCIPLINE, OFFICER EFFICIENCY REPORTS, MONITOR OF SPECIAL PROJECTS

CHIEF CLERK

CWO M. GOLDBERG

SUPERVISION OF CLERICAL ASSISTANTS, DISTRIBUTION OF CORRESPONDENCE; FILES AND REGULATIONS; SANITARY REPORTS.

OFFICER AND WARRANT OFFICERS

MAJOR H. E. MORGAN

OFFICER AND WARRANT OFFICER PROCUREMENT AND REQUIREMENTS; ASSIGNMENT OF OFFICERS, WARRANT OFFICERS AND ARMY NURSES; DISCHARGE, RETIREMENT, PROMOTION, DEMOTION, PAY AND ALLOWANCES; LEAVES OF ABSENCE, ADJUSTMENT OF SHORTAGES AND SURPLUSES; DEATHS.

CLASSIFICATION

LT. COLONEL M. E. GODFREY

PROPER ASSIGNMENT AND USE OF PERSONNEL; RECLASSIFICATION PROCEDURES; PROCESSING OF FILLER REPLACEMENTS; MAINTENANCE OF PERSONNEL RECORDS WITHIN THE COMMAND.

REQUIREMENTS AND PLANNING

CAPTAIN S. A. DOWLEY

OTU AND RTU MONITOR; FUTURE PERSONNEL REQUIREMENTS; GRADES AND STRENGTHS; REPORTING GUIDES; STATISTICS; COORDINATION OF MOVEMENTS AND ACTIVATIONS.

MISCELLANEOUS

2ND LIEUTENANT MARIAN MALLARY

AWARDS AND DECORATIONS, OFFICERS AND ENLISTED SCHOOLS; SPECIAL REPORTS; INSIGNIA.

CIVILIAN PERSONNEL

2ND LIEUTENANT HART G. BALLES

CIVILIAN PROCUREMENT AND REQUIREMENTS; ASSIGNMENT OF CIVILIAN PERSONNEL; DISCHARGE; RETIREMENT; PROMOTION AND DEMOTION; PAY AND ALLOWANCES; LEAVES OF ABSENCE; ADJUSTMENT OF SHORTAGES AND SURPLUSES.

ENLISTED PERSONNEL

LIEUTENANT P. H. TRACY

WO C. H. BRANT

ENLISTED PROCUREMENT AND ASSIGNMENT OF ENLISTED PERSONNEL; DISCHARGE, RETIREMENT; PROMOTION; DEMOTION; PAY AND ALLOWANCES; LEAVES AND FURLOUGHS; ADJUSTMENT OF SHORTAGES AND SURPLUSES; DEATHS.

SPECIAL SERVICES

MAJOR H. H. ELLER

MORALE; PHYSICAL TRAINING; EDUCATIONAL AND ORIENTATION PROGRAMS; INSURANCE.

WAC

MAJOR ELIZABETH H. GILBERT

WAC POLICY

MANNING

MAJOR ROBERT BARNES

PREPARATION OF MANNING TABLES; ALLOTMENT OF PERSONNEL AND GRADES; PREPARATION OF REPORTING GUIDES.

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AS OF 31 DEC 1943

ASSISTANT CHIEF OF STAFF A-2

SUMMARY OF FUNCTIONS

1. COLLECTS, EVALUATES AND DISSEMINATES INTELLIGENCE THROUGH VARIOUS CHANNELS, PUBLICATIONS, AND METHODS OF GENERAL FIGHT AIR FORCE USE.
2. SPECIFICALLY, THE FUNCTIONS OF THE ASSISTANT CHIEF OF STAFF A-2 ARE AS FOLLOWS:

   (a) HE SERVE THE COMMANDING GENERAL AND CHIEF OF STAFF INFORMED OF THE ENEMY SITUATION AND CAPABILITIES AND REPORTS TO HIM ALL NEW INFORMATION CONCERNING ENEMY OPERATION AND EQUIPMENT. TO ACCOMPLISH THIS:

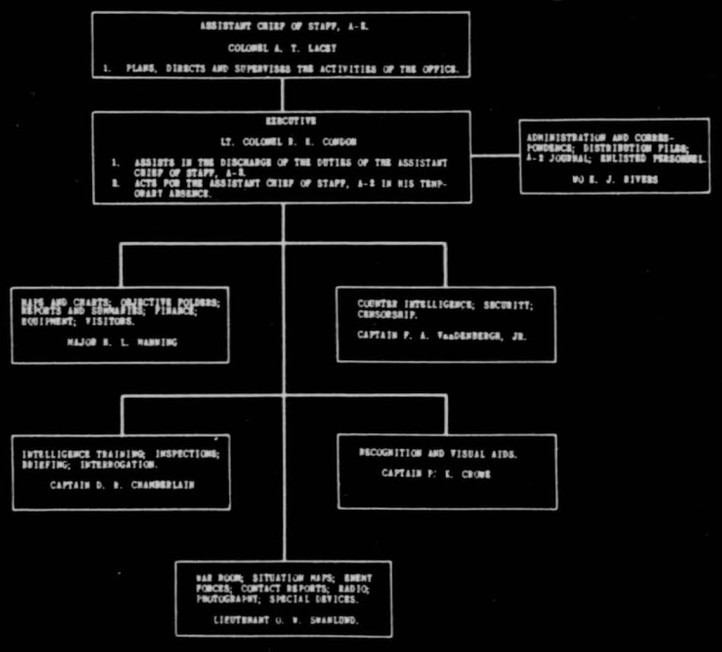
   (1) HE MAINTAINS A WAR ROOM AND SITUATION MAP.
   (2) HE ISSUES PERIODIC REPORTS AND MAINTAINS INTELLIGENCE JOURNALS AND FILES.
   (3) HE MAINTAINS CONTACT AND EXCHANGE OF INFORMATION WITH INTELLIGENCE SECTIONS OF SUBORDINATE, HIGHER AND ADJOINING UNITS AND WITH ATTACHED OR ASSIGNED INTELLIGENCE LIAISON OFFICERS AND MISSIONS.

   (4) HE IS PREPARED TO MAKE AN ESTIMATE OF THE SITUATION AT ANY TIME.
   (5) HE IS PREPARED TO FURNISH THE INTELLIGENCE PARAGRAPHS IN WRITTEN FIELD ORDERS; TO TRANSMIT AND REVISE OBJECTIVE FOLDERS FOR TRAINING PURPOSES, AND SUCH OTHER REPORTS AS MAY BE REQUIRED.

   (b) HE IS RESPONSIBLE FOR THE PLANNING AND PREPARATION OF ORDERS FOR COMBAT INTELLIGENCE MISSIONS AND, AS AUTHORIZED, SUPERVISES THEIR EXECUTION. TO THIS END, HE SUBMITS AND SUPERVISES REGULATIONS IN REGARD TO:

   (1) THE SECURITY OF CLASSIFIED DOCUMENTS. (COORDINATION WITH THE ADJUTANT GENERAL).
   (2) THE MAINTENANCE OF SECRECY AND CAMOUFLAGE DISCIPLINE AND THE TRAINING OF COMMAND PERSONNEL THEREIN. (COORDINATION WITH A-3, A-4, AND THE PROVOST MARSHAL).
   (3) SUPERVISION AND CONTROL OF ACTIVITIES CIC PERSONNEL.
   (4) SUPERVISION OF VISITING ACCREDITED MILITARY REPRESENTATIVES OF ALLIED AND FRIENDLY NATIONS.
   (5) RADIO SECURITY AND RADIO INTERCEPTS. (COORDINATION WITH COMMUNICATIONS OFFICER AND SIGNAL INTELLIGENCE SECTION).
   (6) PROTECTION OF PERSONNEL, INSTALLATIONS, AND EQUIPMENT AGAINST SABOTAGE AND SUBVERSIVE ACTIVITY. (COORDINATION WITH PROVOST MARSHAL).
   (7) CENSORSHIP WITHIN THE PROVISIONS OF ARMY REGULATIONS.

   (c) HE ADVISES THE COMMANDING GENERAL ON PUBLIC RELATIONS POLICIES.
   (d) HE DETERMINES THE NEED FOR MILITARY MAPS AND CHARTS, FURNISHES RECOMMENDATIONS AS TO THE GENERAL CHARACTER OF SUCH MAPS AS ARE TO BE PRODUCED, AND SUPERVISES MAP REPRODUCTION AND DISTRIBUTION. HE PLANS IN ADVANCE FOR NUMBER AND TYPES OF MAPS REQUIRED BY SUBORDINATE UNITS AND SUPERVISES THEIR PROCUREMENT.
   (e) HE SUPERVISES AND CONTROLS OPERATIONS OF THE PHOTO INTELLIGENCE SECTION.
   (f) HE ESTABLISHES POLICIES, PREPARES DIRECTIVES AND SUPERVISES EXECUTION OF AN INTELLIGENCE TRAINING PROGRAM FOR INTELLIGENCE PERSONNEL, FOR FLYING PERSONNEL, AND FOR SUCH OTHERS AS HE DETERMINES. TO THIS END, HE MAINTAINS A LIBRARY OF TRAINING LITERATURE, AND SUPERVISES ITS DISSEMINATION.
   (g) HE SUPERVISES RECOGNITION TRAINING.



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AS OF 31 DEC 1943

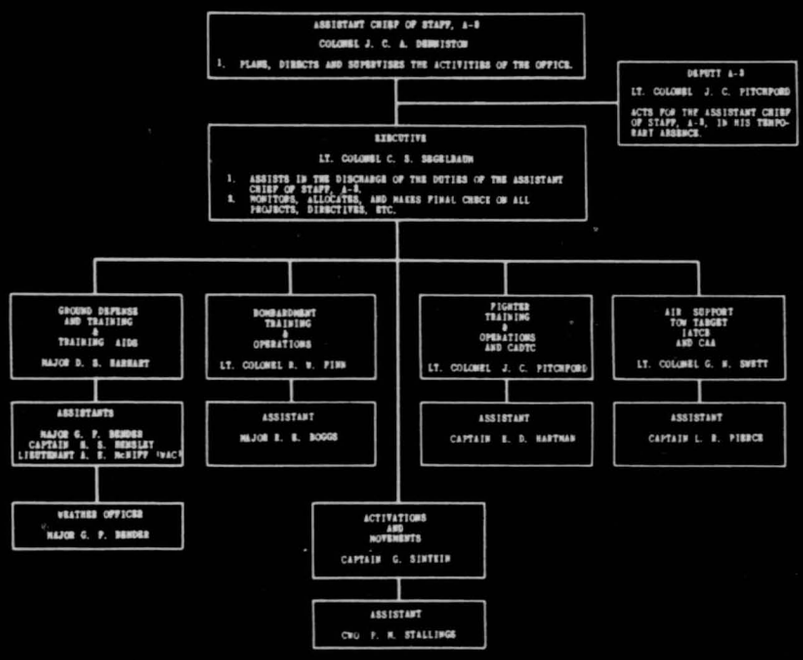
ASSISTANT CHIEF OF STAFF A-3

SUMMARY OF FUNCTIONS

1. ESTABLISHES PLANS, POLICIES, AND DOCTRINES REQUIRED TO TRAIN INDIVIDUALS AND UNITS TO ATTAIN APPROVED FIRST AIR FORCE STANDARDS.

2. THE GENERAL STAFF OFFICER, IN ADDITION TO TRAINING INSPECTIONS AS ORDERED BY THE COMMANDING GENERAL, IS CHARGED WITH THE FOLLOWING SPECIFIC DUTIES:

   (a) PREPARATION AND COORDINATION OF OPERATION PLANS.
   (b) ORGANIZATION AND EQUIPMENT. †COORDINATION WITH A-4).
   (c) MOBILIZATION OF THE COMMAND. †COORDINATION WITH A-1).
   (d) SUPERVISION OF OPERATIONS IN ACCORDANCE WITH PLANS APPROVED, ISSUED OR PENDING. CONTINUOUS STUDIES ARE MADE OF THE TRAINING SITUATION AS AFFECTED BY:
      (1) THE ENEMY SITUATION. †COORDINATION WITH A-2).
      (2) INSTRUCTIONS FROM HIGHER AUTHORITIES.
      (3) LOCATION, MORALE, AND CAPABILITY OF TROOPS. †COOPERATION WITH A-1, AND SPECIAL SERVICE OFFICER ON MORALE MATTERS).
      (4) NEEDS FOR REPLACEMENT AND REINFORCEMENT OF PERSONNEL AND EQUIPMENT. †COORDINATION WITH A-1 AND A-4).
      (5) STATUS OF EQUIPMENT AND SUPPLIES. †COORDINATION WITH A-4).
      (6) ACTION OF ADJACENT AND SUPPORTING UNITS.
      (7) TERRAIN AND WEATHER CONDITIONS.
   (e) SUPERVISION OF THE TRAINING OF UNITS AND INDIVIDUALS; PREPARES AND COORDINATES TRAINING PLANS; PREPARES TRAINING DIRECTIVES, PROGRAMS AND ORDERS; SELECTS SUBSTANDARD TRAINING SITES, FIRING AND BOMB RANGES; ORGANIZES AND CONDUCTS SCHOOLS. IN COOPERATION WITH A-4, SUPERVISES THE ASSIGNMENT OF LINE TRAINEES AND LINE TRAINING OPERATIONS.
   (f) PREPARES MEMOS AND RECOMMENDATIONS, †BASED UPON TRAINING STATUS) FOR TROOP MOVEMENTS, FOR EMPLOYMENT OF UNITS, FOR INSTALLATIONS AND LINES OF COMMUNICATIONS. PREPARES ORDERS FOR CARRYING OUT THE TRAINING PLANS.
   (g) MAINTAINS CONTACT WITH SUBORDINATE COMMANDERS TO INSURE THAT PLANS ARE CARRIED OUT IN PROPER MANNER, AND ESTABLISHES LIAISON BETWEEN SUBORDINATE COMMANDS AND ORGANIZATIONS AND AIR FORCE.
   (h) SUPERVISES SIGNAL COMMUNICATIONS.



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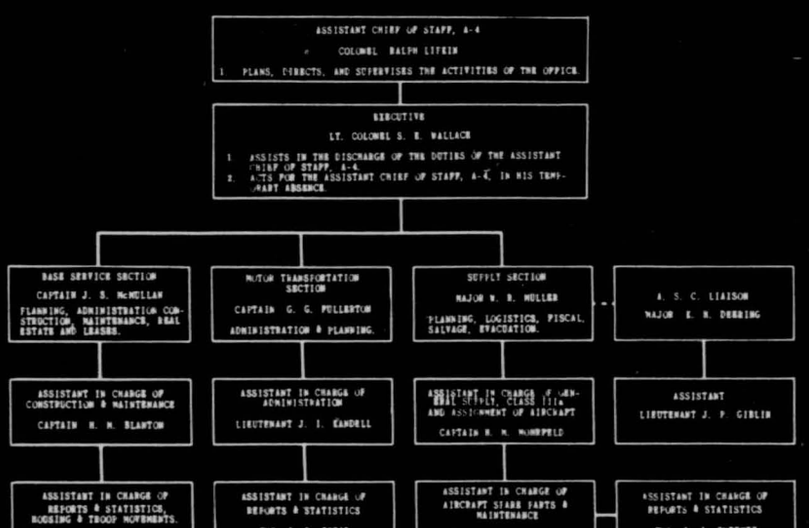
AS OF 31 DEC 1943

SUMMARY OF FUNCTIONS

1. TO ADVISE THE COMMANDING GENERAL ON MATTERS PERTAINING TO SUPPLY AND MAINTENANCE AND TO PREPARE THE NECESSARY ADMINISTRATIVE PLANS, ESTABLISHING SUCH POLICIES AND ISSUING SUCH DIRECTIVES AS ARE NECESSARY TO FURNISH ADEQUATE SUPPORT TO THE TRAINING PLANS.
2. TO COORDINATE THE FIRST AID FORCE SUPPLY POLICY WITH THE POLICIES OF THE AIR SERVICE COMMAND AND TO MAINTAIN INFORMATION ON THE LOCATION OF ARMY SERVICE FORCES DEPOTS AND THE STATUS OF SUPPLY THEREIN. SUCH OF THIS INFORMATION AS MAY BE DEEMED NECESSARY IS RAISED DOWN TO SUBORDINATE COMMANDS.
3. TO MAINTAIN CLOSE COORDINATION WITH A-3 ON ALL MATTERS PERTAINING TO TROOP MOVEMENTS AND THE ASSIGNMENT OF SERVICE UNITS TO VARIOUS STATIONS.
4. SPECIFICALLY, THE DUTIES OF THE A-4 'SUPPLY' SECTION ARE:
   (a) TO BE THOROUGHLY FAMILIAR WITH THE STATUS OF ALL CLASSES OF SUPPLIES, INCLUDING THOSE PECULIAR TO THE AIR FORCES.
   (b) TO MAINTAIN CLOSE LIAISON WITH OTHER STAFF OFFICERS AND WITH SUPPLY OFFICERS OF HIGHER AND LOWER ECHELONS.
   (c) CHARGES THE AIR SERVICE COMMAND WITH RESPONSIBILITY FOR DEVELOPMENT OF COMPLETE INFORMATION ON TRANSPORTATION AND ITS AVAILABILITY TO MEET LAND AND AIR REQUIREMENTS.
   (d) KEEPS TRAINING UNITS INFORMED OF ADMINISTRATIVE PLANS, ESPECIALLY AS THEY AFFECT AIR CORPS, SIGNAL CORPS, ORDNANCE, CHEMICAL AND ENGINEER, QUARTERMASTER AND CHEMICAL WARFARE SERVICE SUPPLIES.
   (e) COORDINATES WITH A-3 CONCERNING REQUIREMENTS FOR TRAINING OPERATIONS. SUCH INFORMATION AS IS DEEMED NECESSARY IS FORWARDED TO THE AIR SERVICE COMMAND FOR DETERMINATION OF DETAILED ESTIMATES OF SUPPLIES REQUIRED, PARTICULARLY GASOLINE, OIL AND AIR CORPS AND ORDNANCE SUPPLIES.
   (f) COORDINATES MATTERS PERTAINING TO THE ACQUISITION, CONSTRUCTION, AND MAINTENANCE OF FACILITIES WITH THE ENGINEER OFFICER.
   (g) COORDINATES WITH A-3 FOR ALLOCATION OF ADEQUATE SECURITY DETACHMENTS FOR THE PROTECTION OF SUPPLY INSTALLATIONS.
   (h) RECEIVES ALLOTMENTS OF FUNDS FROM HEADQUARTERS, ARMY AIR FORCES AND SUB-ALLOTS THESE FUNDS TO SUBORDINATE COMMANDS, PRESCRIBING SUCH LIMITATIONS AS MAY BE DESIRED TO CONTROL THEIR EXPENDITURES.
   (i) REVIEWS AND SUBMITS REQUESTS OF CLS AND NEW TYPES OF EQUIPMENT, AND MAKES RECOMMENDATIONS THEREON IN COORDINATION WITH A-3, WHEN SUCH RECOMMENDATIONS ARE MADE.
   (j) MAKES CONTINUOUS STUDY OF THE SITUATION TO INSURE ADEQUATE SUPPLY ARRANGEMENTS IN THE EVENT OF RAPID OR RADICAL CHANGES IN THE SITUATION.
   (k) IS CHARGED WITH THE RESPONSIBILITY OF FORMULATING PLANS FOR THE EVACUATION AND HOSPITALIZATION OF MEN AND ANIMALS.
   (l) INTERNAL ARRANGEMENT OF HEADQUARTERS. (COORDINATION WITH A-4 FOR CONSTRUCTION).

ASSISTANT CHIEF OF STAFF A-4



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AS OF 31 DEC 1943

OFFICE OF THE ADJUTANT GENERAL

SUMMARY OF FUNCTIONS

1. IS RESPONSIBLE FOR THE HANDLING OF ALL OFFICIAL CORRESPONDENCE, EXCEPT THAT PERTAINING TO COMBAT ORDERS, INSTRUCTIONS, AND CODES A-1 AND A-2. IN ACCORDANCE WITH REGULATIONS AND APPROVED POLICY. IN CASES FOR WHICH NO POLICY HAS BEEN ESTABLISHED, HE INITIATES ACTION TO SECURE A POLICY COVERING SUCH CASES.
2. IS RESPONSIBLE FOR THE AUTHENTICATION AND DISTRIBUTION OF ALL ORDERS AND INSTRUCTIONS, EXCEPT THOSE PERTAINING TO COMBAT OPERATIONS.
3. TO MAINTAIN AN OFFICE OF RECORD FOR THE HEADQUARTERS.
4. IS RESPONSIBLE FOR THE OPERATION OF THE ARMY POSTAL SERVICE.
5. IS RESPONSIBLE FOR THE CUSTODY OF THE RECORDS OF ALL PERSONNEL BELONGING TO THE COMMAND WHICH ARE NOT KEPT IN SOME SUBORDINATE UNIT.
6. PREPARES AND DISTRIBUTES THE STATION LIST.
7. PREPARES ALL PUBLICATIONS OF AN ADMINISTRATIVE OR INSTRUCTIONAL NATURE PERTAINING TO THE ADJUTANT GENERAL'S DEPARTMENT.
8. HANDLES ALL PERSONNEL CORRESPONDENCE; PROCESSES PROMOTIONS FROM ALL UNITS OF THE FIRST AIR FORCE; PROCESSES ALL APPLICATIONS FOR THE OFFICER CANDIDATE SCHOOL; AND HANDLES ALL CORRESPONDENCE PERTAINING TO TRANSFERS, ASSIGNMENTS, AND LEAVES OF OFFICERS.

ADJUTANT GENERAL

COLONEL RATHON GARRY

1. PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE OFFICE.

EXECUTIVE

LT. COLONEL C. L. CARLSON

1. ASSISTS IN THE DISCHARGE OF THE DUTIES OF THE ADJUTANT GENERAL.
2. ACTS FOR THE ADJUTANT GENERAL IN HIS TEMPORARY ABSENCE.
3. IS RESPONSIBLE FOR THE GENERAL SUPERVISION OF ALL ADJUTANT GENERAL SUB-SECTIONS.

CHIEF CLERK

CWO J. R. WICK

REVIEWS ALL CORRESPONDENCE BEFORE IT LEAVES HEADQUARTERS; MAINTAINS FIRST AIR FORCE STATION LIST; MAKES FINAL CHECK ON SPECIAL ORDERS, FIRST AIR FORCE CIRCULARS, AND CORRESPONDENCE SIGNED BY ADJUTANT GENERAL; PREPARES OFFICERS TRAVEL VOUCHERS; WRITES MEMORANDUMS FOR STAFF; ASSIGNS PERSONNEL REPORTING TO ADJUTANT GENERAL SECTION FOR DUTY; MAINTAINS ADJUTANT GENERAL SECTION PROPERTY RECORDS; SUPERVISES PROMOTIONS OF ENLISTED MEN IN ADJUTANT GENERAL SECTION; MAINTAINS DUTY ROSTERS FOR DAILY AND SUNDAY DUTY; PREPARES CORRESPONDENCE FOR ADJUTANT GENERAL'S SIGNATURE NOT PREPARED IN OTHER SECTIONS.

MISCELLANEOUS

LT. COLONEL C. L. CARLSON

CHECKS FOR CORRECTNESS AND COMPLETENESS OF CORRESPONDENCE PREPARED BY STAFF SECTIONS AND SENT TO THIS SECTION FOR SIGNATURE; SIGNS ALL LETTERS OF FIRST AIR FORCE CIRCULARS EXCEPT THOSE PERTAINING TO PERSONNEL; RESPONSIBLE FOR ALL REPORTS AND CORRESPONDENCE EXCEPT THAT PERTAINING TO INDIVIDUAL; RESPONSIBLE FOR COORDINATED ACTION OF ALL WAR DEPARTMENT AGENCY CORRESPONDENCE; COORDINATES WITH STAFF SECTIONS ALL ACTION TAKEN BY THIS SECTION; MAINTAINS INCOMING SUSPENSE FILE.

POSTAL, MAIL AND DISTRIBUTION

CAPTAIN G. W. STOUT

HEADQUARTERS MESSENGER MAIL; STAMPS AND MAILS ALL PACKAGES, INSPECTS ALL POSTAL ACTIVITIES OF THE FIRST AIR FORCE; OPENS, DATES AND TIME STAMPS ALL INCOMING MAIL; RECORDS ALL OUTGOING MAIL; REDISTRIBUTES CORRESPONDENCE BETWEEN SECTIONS; BRINGS ALL INCOMING MAIL TO FILE SECTION FOR WITHDRAWAL OF COPIES; DISTRIBUTES INCOMING CORRESPONDENCE TO SECTIONS CONCERNED; SENDS ALL OUTGOING CORRESPONDENCE TO FILE SECTION FOR WITHDRAWAL OF FILE COPY. RECEIPTS AND DISTRIBUTES ALL RADIOGRAMS; KEEPS SUSPENSE FILE OF ALL INCOMING RADIOGRAMS REQUIRING ACTION; CLEARS ALL OUTGOING RADIOGRAMS.

CLASSIFIED

1ST LIEUTENANT R. G. FRITCHLEY

HANDLES ALL CLASSIFIED DOCUMENTS IN THIS HEADQUARTERS EXCEPT CERTAIN A-2 MATTERS; DISTRIBUTES ALL CLASSIFIED DOCUMENTS TO SECTIONS CONCERNED BY SPECIAL MESSENGERS; KEEPS COMPLETE CHECK OF ALL INCOMING AND OUTGOING CLASSIFIED MAIL; KEEPS SUSPENSE FILE ON ALL CLASSIFIED DOCUMENTS; DOES CLASSIFIED MIMEOGRAPH WORK.

PUBLICATIONS AND PHOTOSTAT

2ND LIEUTENANT R. H. BABCH

MIMEOGRAPHS SPECIAL ORDERS, FIRST AIR FORCE CIRCULARS, FIRST AIR FORCE LETTERS AND INDORSEMENTS, M AND R MEMORANDA, STAFF MEMORANDA (NUMBERED AND UNNUMBERED) AND FORMS; MULTIGRAPHS ON MULTILITHS LETTERHEADS, LETTERS, MAPS, CHARTS, CIRCULARS, CARDS, POSTERS AND PLANS FORMS; MAKES DISTRIBUTION OF PUBLICATIONS TO UNITS OF FIRST AIR FORCE, REQUISITIONS AND STOCKS ALL STATIONERY SUPPLIES FOR FIRST AIR FORCE HEADQUARTERS.

REPRODUCES BLUEPRINTS, DRAWINGS, CHARTS, POSTERS, STATISTICAL TABLES AND REPORTS, CLASSIFIED AND UNCLASSIFIED.

MISCELLANEOUS AND PERSONNEL RECORDS

WO H. E. HILL

NUMBERS ALL CORRESPONDENCE WHEN IT REACHES FILE SECTION; SORTS MAIL PERTAINING TO 900 FILES, ATTACHES ROUTING SLIP ON WHICH IS PLACED FILE NUMBER AND NAME OF FILE. MAINTAINS A CHARGE OUT RECORD OF ALL MATERIAL TAKEN OR LOANED FROM HEADQUARTERS. ATTACHES ROUTING SLIPS ON WHICH IS PLACED FILE NUMBER AND SUBJECT; MAINTAINS A COMPLETE RECORD OF ALL COMMUNICATIONS WHICH PERTAIN TO PERSONNEL.

PERSONNEL

OFFICERS PERSONNEL

1ST LIEUTENANT H. J. WAGNER

HANDLES CORRESPONDENCE PERTAINING TO TRANSFERS, ASSIGNMENTS AND LEAVES OF OFFICERS; DETAILS OFFICERS TO SCHOOL; COORDINATES WITH STAFF SECTIONS OF ALL ACTION TAKEN BY THIS SECTION; CHECKS FOR CORRECTNESS AND COMPLETENESS OF CORRESPONDENCE PREPARED BY OTHER SECTIONS AND SENT TO THIS SECTION FOR SIGNATURE; CHECKS ALL OFFICERS REPORTING TO THIS HEADQUARTERS; PREPARES SPECIAL ORDERS RELATIVE TO OFFICERS AND KEEPS CURRENT ROSTER OF OFFICERS ASSIGNED FOR OTHER SECTIONS; CHECKS DRAFTS OF FIRST AIR FORCE CIRCULARS PERTAINING TO OFFICERS; MAINTAINS COMPLETE OFFICER LOCATOR CARD FILE FOR ALL FIRST AIR FORCE OFFICERS.

OFFICER CANDIDATE SCHOOL

2ND LIEUTENANT D. H. BELL

PROCESSES ALL APPLICATIONS FOR OCS; MAINTAINS FILE OF ALL OCS APPLICATIONS OF PERSONNEL OF FIRST AIR FORCE; ISSUES ORDERS TRANSFERRING SELECTED CANDIDATES TO OCS; PROCESSES APPLICATIONS FOR APPOINTMENT OF WARRANT OFFICERS; ISSUES ALL NECESSARY PAPERS ON PROMOTIONS OF WARRANT OFFICERS; PROCESSES APPLICATIONS FOR APPOINTMENT OF FLIGHT OFFICERS; ISSUES NECESSARY PAPERS IN APPOINTMENT OF FLIGHT OFFICERS; MAKES NECESSARY REPORTS TO THE ADJUTANT GENERAL OF APPOINTMENT OF FLIGHT OFFICERS AS 2ND LIEUTENANTS.

OFFICERS PROMOTIONS AND SPECIAL ORDERS

1ST LIEUTENANT E. V. PARGO

PROCESSES PROMOTIONS FROM ALL UNITS OF FIRST AIR FORCE; RESPONSIBLE FOR COMPLETE FILE OF ALL RECOMMENDATIONS FOR PROMOTIONS; RESPONSIBLE FOR FORMS A AND AA; PREPARES FIRST AIR FORCE CIRCULARS AND DIRECTIVES ON PROMOTIONS.

DRAFTS AND CUTS SPECIAL ORDERS FOR OFFICERS AND ENLISTED PERSONNEL; DISTRIBUTES ALL SPECIAL ORDERS OF THIS HEADQUARTERS AND MAINTAINS FILE OF ALL SPECIAL ORDERS OF BASES AND UNITS OF FIRST AIR FORCE OR ANY ORDERS SENT TO THIS HEADQUARTERS; MAINTAINS MASTER FILE FOR THE ADJUTANT GENERAL SECTION OF ARMY REGULATIONS, TABLES OF ORGANIZATION, WAR DEPARTMENT SPECIAL ORDERS, ETC.

ENLISTED PERSONNEL

1st LIEUTENANT HARVIN OLIV

DISTRIBUTES CORRESPONDENCE CONCERNING ENLISTED MEN; REVISES FIRST AIR FORCE CIRCULARS CONCERNING ENLISTED MEN; REVISES DRAFTS OF CORRESPONDENCE; HANDLES CORRESPONDENCE PERTAINING TO PROMOTIONS, ASSIGNMENTS, TRANSFERS, DISCHARGES AND FURLOUGHS OF ENLISTED MEN; DETAILS ENLISTED MEN TO SCHOOLS OTHER THAN OCS; COORDINATES WITH STAFF SECTIONS ALL ACTIONS TAKEN BY THIS SECTION; CHECKS FOR CORRECTNESS AND COMPLETENESS OF CORRESPONDENCE PREPARED BY OTHER SECTIONS AND PRESENTED TO THIS SECTION FOR SIGNATURE.

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AS OF 31 DEC 1943

OFFICE OF THE AIR INSPECTOR

SUMMARY OF FUNCTIONS

1. IS RESPONSIBLE FOR ALL TECHNICAL, TACTICAL, AND ADMINISTRATIVE INSPECTIONS OF ALL UNITS OF THE FIRST AIR FORCE.
2. IS CHARGED WITH THE RESPONSIBILITY OF MAKING ANNUAL GENERAL INSPECTIONS OF ALL BASES, SUB-BASES, AIR REGIONS, FIGHTER WINGS, ETC., AS REQUIRED BY AR 20-10.
3. IS RESPONSIBLE FOR INVESTIGATIONS, SPECIAL INSPECTIONS, MONEY ACCOUNT INSPECTIONS, AND OTHER ACTIVITIES OF INSPECTOR GENERAL PERSONNEL AS DIRECTED BY AR 20-5 AND 20-30 OR BY THE COMMANDING GENERAL, FIRST AIR FORCE.
4. CONDUCTS READINESS INSPECTIONS OF OTU'S AND RTU'S AND SUPERVISES THE PROCESSING AND STAGING OF OTU'S AND RTU'S.

AIR INSPECTOR
COLONEL H. H. STEWART
1. PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE OFFICE

ADMINISTRATIVE EXECUTIVE
CAPTAIN H. H. HILL, (WAC)
1. ASSISTS IN THE DISCHARGE OF THE DUTIES OF THE AIR INSPECTOR.

TACTICAL INSPECTOR
MAJOR G. M. HANNAH

ADMINISTRATIVE INSPECTOR
CAPTAIN H. D. EVANS

ASST. GEN. INSP. TEAM NO. 1
LT. COLONEL H. R. PULS

ASST. GEN. INSP. TEAM NO. 2
MAJOR R. J. HUGHES

TECHNICAL INSPECTOR
MAJOR P. L. SMITH

ASSISTANT
1ST LIEUTENANT W. G. MORROUS

COMMUNICATIONS INSPECTOR
MAJOR R. L. REID

SPECIAL INVESTIGATIONS & INSPECTIONS, MONEY ACCTS.
1ST LIEUTENANT W. G. FINCH

ASSISTANT
WOAG FRED STEINER, JR.

AUTOMOTIVE INSPECTOR
CAPTAIN R. L. CARMAN

ASSISTANT
CWO C. T. HART

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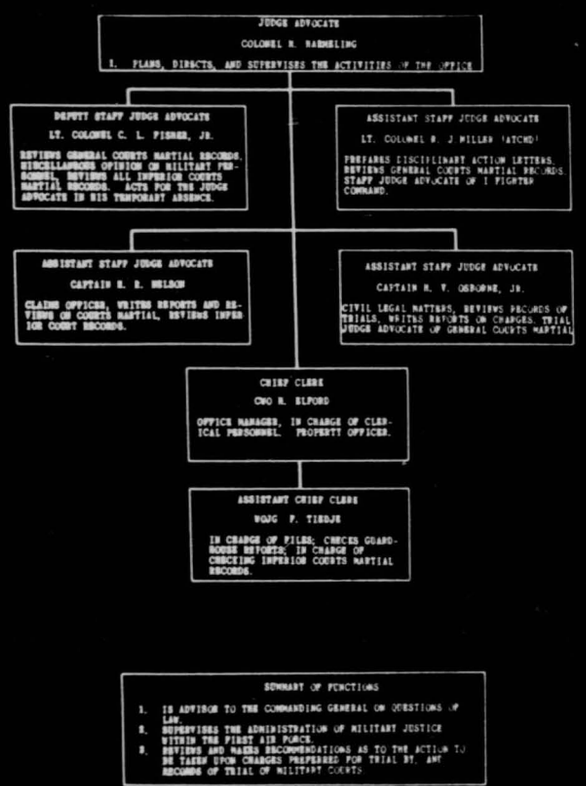
AS OF 31 DEC 1943

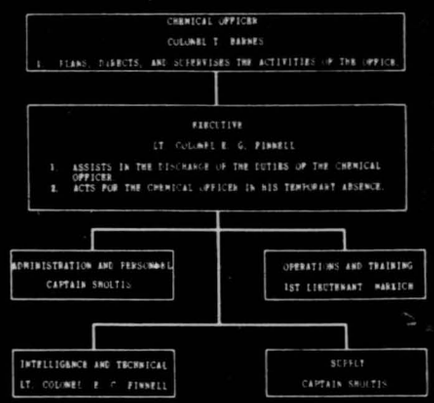
JUDGE ADVOCATE SECTION



SUMMARY OF FUNCTIONS

1. IS ADVISOR TO THE COMMANDING GENERAL ON QUESTIONS OF LAW.
2. SUPERVISES THE ADMINISTRATION OF MILITARY JUSTICE WITHIN THE FIRST AIR FORCE.
3. REVIEWS AND MAKES RECOMMENDATIONS AS TO THE ACTION TO BE TAKEN UPON CHARGES PREFERRED FOR TRIAL BY, AND RECORDS OF TRIAL OF MILITARY COURTS.

CHEMICAL WARFARE SECTION



SUMMARY OF FUNCTIONS

1. IS ADVISOR TO THE COMMANDING GENERAL ON ALL CHEMICAL MATTERS, INCLUDING THE USE OF CHEMICALS BY THE VARIOUS ARMS.
2. PREPARES PLANS FOR THE USE OF CHEMICAL TROOPS, INCLUDING RECOMMENDATIONS FOR THEIR ALLOTMENT TO SUBORDINATE UNITS.
3. SUPERVISES THE OPERATIONS OF CHEMICAL TROOPS NOT ASSIGNED TO SUBORDINATE UNITS.
4. SUPERVISES ALL CHEMICAL TRAINING, INCLUDING INSPECTIONS.
5. SUPERVISES COLLECTIVE PROTECTIVE MEASURES, INCLUDING GASPROOFING OF INCLOSURES, AND THE DECONTAMINATION OF ASSIGNED AREAS, EQUIPMENT AND VEHICLES.
6. COLLECTS AND EVALUATES INFORMATION CONCERNING ENEMY AND METHODS OF UTILIZATION OF CHEMICALS BY THE ENEMY AND OUR OWN TROOPS AND THE RESULTS OBTAINED.
7. IS RESPONSIBLE FOR THE DETERMINATION OF REQUIREMENTS, PROCUREMENT, AND DISTRIBUTION OF CHEMICAL EQUIPMENT AND SUPPLIES FOR ALL UNITS.
8. IS RESPONSIBLE FOR THE CREATION OF CHEMICAL DEPOT MAINTENANCE, AND REPAIR OF FACILITIES, AND THE REHABILITATION OF DAMAGED CHEMICAL MATERIEL.
9. IS RESPONSIBLE FOR THE TECHNICAL INSPECTION OF SERVICE EQUIPMENT AND AMMUNITION STORED AND USED BY THE CHEMICAL WARFARE SERVICE.
10. IS RESPONSIBLE FOR THE ESTIMATION OF REQUIREMENTS AND RECOMMENDATIONS FOR ALLOTMENTS OF CHEMICAL MUNITIONS TO UNITS OF THE FIRST AIR FORCE IN ACCORDANCE WITH THE STATED CHEMICAL WARFARE POLICY AMMUNITION STORAGE

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AS OF 31 DEC 1943

COMMUNICATION SECTION

SUMMARY OF FUNCTIONS

1. ADVISES THE COMMANDING GENERAL AND STAFF ON ALL MATTERS PERTAINING TO SIGNAL COMMUNICATION AND SIGNAL COMMUNICATION COUNTERMEASURES (INCLUDING RADAR, AIRCRAFT WARNING, CRYPTOGRAPHIC SECURITY, RADIO INTELLIGENCE), AND THE EFFECT THEREOF ON OPERATIONS. HE ALSO ADVISES THE COMMANDER AND STAFF ON THE LOCATION OF COMMAND POSTS.
2. IS RESPONSIBLE FOR LONG-RANGE PLANNING FOR ALL TYPES OF SIGNAL COMMUNICATION (ADMINISTRATIVE AND TACTICAL), INCLUDING RADIO, WIRE AND RADAR. HE ALSO INITIATES APPROPRIATE ACTION FOR THE ESTABLISHMENT OF ALL SIGNAL COMMUNICATION REQUIREMENTS.
3. IS RESPONSIBLE FOR THE PREPARATION OF ROUTINE AND COMBAT SIGNAL COMMUNICATION ORDERS, INCLUDING SIGNAL OPERATING INSTRUCTIONS, SIGNAL ANNEXES, AND STANDARD OPERATING PROCEDURE.
4. SUPERVISES ALL SIGNAL COMMUNICATION INSTALLATIONS, MAINTENANCE, AND OPERATIONS, AS WELL AS TRAINING OF SIGNAL AND COMMUNICATION PERSONNEL OF THE AIR FORCE, INCLUDING THE AIRCRAFT WARNING SERVICE AND AAF TACTICAL COMMUNICATION PERSONNEL.
5. PROVIDES SUPERVISION OF SUPPLY FUNCTIONS (INCLUDING TECHNICAL INSPECTION) TO INSURE PROPER AND CONTINUOUS FLOW OF SIGNAL COMMUNICATION EQUIPMENT AND SUPPLIES, AS WELL AS OF THE REPAIR AND MAINTENANCE THEREOF FOR THE AIR FORCE.
6. MAINTAINS CLOSE LIAISON WITH A-3 SO AS TO INSURE PROPER CONSIDERATION OF THE EMPLOYMENT OF SIGNAL COMMUNICATION IN OPERATIONS.
7. IS RESPONSIBLE FOR THE PREPARATION, PUBLICATION, STORAGE ACCOUNTING FOR, AND DISTRIBUTION OF CODES, CIPHERS, AND RECOGNITION SIGNALS, AND FOR CRYPTOGRAPHIC SECURITY.
8. IS RESPONSIBLE FOR REPORTING TO HIGHER HEADQUARTERS ALL PERTINENT DATA ON THE PERFORMANCE OF SIGNAL AND COMMUNICATION EQUIPMENT AND PERSONNEL USED IN HIS ZONE OF OPERATIONS AND FOR MAKING SUCH RECOMMENDATIONS AS MAY BE IN ORDER.
9. COORDINATES THE ACTIVITIES OF HIS ASSISTING SPECIALISTS, WHO ARE EACH RESPONSIBLE TO HIM FOR THE SEPARATE FIELDS OF SIGNAL COMMUNICATION; NAMELY, RADIO, RADAR, WIRE, SIGNAL SECURITY, AND OTHER COMMUNICATION MATTERS.

COMMUNICATIONS OFFICER

COLONEL T. S. EDWARDS

1. PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE OFFICE.

EXECUTIVE

LT. COLONEL W. T. WAKE (DS)
(MAJOR A. E. ROSS)

1. ASSISTS IN THE DISCHARGE OF THE DUTIES OF THE SIGNAL OFFICER.
2. ACTS FOR THE COMMUNICATIONS OFFICER IN HIS TEMPORARY ABSENCE.
3. IS RESPONSIBLE FOR THE ADMINISTRATIVE COORDINATION OF ALL CORRESPONDENCE, PLANS, S.O.P'S, ETC., AND THE MAINTENANCE OF RECORDS.

PERSONNEL & SIGNAL CORPS TRAINING

MAJOR A. E. ROSS

CAPTAIN R. W. BENDHEIM (PERSONNEL)
LIEUTENANT D. E. DAVIS (TRAINING)
LIEUTENANT C. B. GREEN
CWO R. E. SUEMER

ACTION ON SIGNAL CORPS OFFICER AND ENLISTED PERSONNEL MATTERS; ACTION ON TRAINING OF SIGNAL CORPS PERSONNEL, COORDINATION OF MATTERS PERTAINING TO COMMUNICATION (AIR CORPS) PERSONNEL.

FLIGHT COMMUNICATIONS & AIR CORPS TRAINING

LT. COLONEL G. F. KEENAN
MAJOR W. B. WELLS
CAPTAIN W. DORICE
LIEUTENANT F. C. SEDRIS

ACTION ON ALL MATTERS PERTAINING TO FLIGHT COMMUNICATIONS, INCLUDING AIRBORNE RADAR, NAVIGATION, AACS LIAISON, RADAR CALIBRATION, AIR CORPS COMMUNICATION TRAINING; SUPPLY OF AIRBORNE EQUIPMENT.

INTELLIGENCE

CAPTAIN C. F. RANDOLPH
LIEUTENANT H. M. MORGAN

PREPARATION, PUBLICATION, STORAGE AND ISSUE OF CRYPTOGRAPHIC SYSTEMS; CRYPTOGRAPHIC SECURITY.

WIRE, DRAFTING & PHOTOGRAPHIC

MAJOR C. L. CRAVEN
LIEUTENANT E. G. HOUGHTON

ACTION ON ALL WIRE COMMUNICATION MATTERS; DRAFTING OF CHARTS, DIAGRAMS, ETC. FOR ENTIRE SECTION; ACTION ON PHOTOGRAPHIC MATTERS.

RADAR

MAJOR R. C. L. TIMPSON
CAPTAIN R. O. HASS

ACTION ON ALL RADAR MATTERS; COORDINATES WITH FLIGHT COMMUNICATIONS SECTION ON AIRBORNE RADAR AND CALIBRATION ACTIVITIES.

SUPPLY AND FISCAL

CAPTAIN H. S. BENEDICT
LIEUTENANT R. F. ANDERSON

ACTION ON ALL SUPPLY MATTERS, COORDINATES WITH FLIGHT COMMUNICATIONS SECTION ON AIRBORNE EQUIPMENT.

SIGNAL CENTER

LIEUTENANT H. BOBELA
LIEUTENANT J. R. WELLINGTON
LIEUTENANT R. A. HOPPE

INSTALLS, MAINTAINS AND OPERATES COMMUNICATION FACILITIES FOR HEADQUARTERS, FIRST AIR FORCE.

RADIO & C.A.R.W. & A.W.S.

MAJOR F. P. EVERETT
LIEUTENANT H. B. BOETUM
WO S. R. DAWSON

ACTION ON ALL RADIO COMMUNICATION MATTERS, THOSE DIRECTLY PERTINENT TO AIRBORNE RADIO COORDINATED WITH FLIGHT COMMUNICATIONS SECTION.

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AS OF 31 DEC 1943

ENGINEER SECTION

SUMMARY OF FUNCTIONS

1. IS ADVISOR TO THE COMMANDING GENERAL ON ENGINEER MATTERS.
2. PREPARES PLANS FOR THE USE OF ENGINEER TROOPS, INCLUDING RECOMMENDATIONS FOR THEIR APPORTIONMENT TO SMALLER UNITS.
3. IS RESPONSIBLE FOR THE DETERMINATION OF REQUIREMENTS, PROCUREMENT, STORAGE, AND DISTRIBUTION OF ENGINEER EQUIPMENT AND SUPPLIES, INCLUDING CAMOUFLAGING MATERIALS.
4. IS RESPONSIBLE FOR THE CONSTRUCTION, MAINTENANCE, AND REPAIR OF CAMPS, CANTONMENTS, WAREHOUSES, HOSPITALS AND OTHER STRUCTURES, INCLUDING AIRDROMES AND LANDING FIELDS.
5. SUPPLY OF ALL FORTIFICATION MATERIALS, AND THE CONSTRUCTION OF SUCH DEFENSIVE WORKS AS MAY NOT BE ASSIGNED TO OTHER TROOPS.
6. CONSTRUCTION, REPAIR, MAINTENANCE, AND OPERATION OF RAILWAYS, PORTABLE AND FIXED LIGHT PLANTS, WATER SUPPLY SYSTEMS, AND ALL OTHER UTILITIES OF GENERAL SERVICE NOT OTHERWISE ASSIGNED.
7. SURVEYS, MAPPING, AND THE PROCUREMENT, PRODUCTION OF MAPS.
8. IS RESPONSIBLE FOR THE SUPERVISION OF ENGINEER AND CAMOUFLAGE ACTIVITIES IN SUBORDINATE UNITS, INCLUDING SUCH WORK PERFORMED BY TROOPS OTHER THAN ENGINEERS.
9. DEVELOPMENT WITHIN THE UNIT OF MEASURES FOR CAMOUFLAGE OF PERSONNEL AND INSTALLATION; PREPARATIONS OF INSTRUCTIONS CONCERNING CAMOUFLAGE, USE OF CAMOUFLAGE MATERIALS, AND PROTECTIVE COLORATION OF ALL EQUIPMENT EXCEPT AIRCRAFT.

AIR FORCE ENGINEER

LT. COLONEL R. B. BATTE

1. PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE OFFICE.

EXECUTIVE

LT. COLONEL D. J. HUGHES

1. ASSISTS IN THE DISCHARGE OF THE DUTIES OF THE ENGINEER OFFICER.
2. ACTS FOR THE ENGINEER OFFICER IN HIS TEMPORARY ABSENCE.

EXECUTIVE ASSISTANT

2nd LIEUTENANT D. M. DONAHUE

ASSISTS IN THE DISCHARGE OF THE DUTIES OF THE EXECUTIVE.

GENERAL ENGINEERING SECTION CONSTRUCTION PROJECTS

CAPTAIN STOLIAROFF

PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE SECTION.

- **ROADS, TAXIWAYS & TROOP HOUSING** — CAPTAIN McFARLAN
- **RANGES, RADAR & TECHNICAL FACILITIES** — 2nd LIEUTENANT JACKSON
- **BUILDING DETAILS & CONSTRUCTION PROJECTS** — 2nd LIEUTENANT FELD
- **AIRPORT SURVEYS & TECHNICAL LIBRARY** — 2nd LIEUTENANT JACKSON

TROOPS SECTION

CAPTAIN W. F. DEENATEL

PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE SECTION.

INTELLIGENCE & SUPPLY SECTION

1st LIEUTENANT R. W. MAXWELL

EQUIPMENT, FUNDS AND PUBLICATION PROCUREMENT, PREPARATION AND DISTRIBUTION.

- **FIELD INSPECTION, REQUISITIONS, AND SUPPLY RECORDS** — 2nd LIEUTENANT W. P. GRIDLEY

OPERATIONS TRAINING & INSPECTIONS SECTION

CAPTAIN DEENATEL

TRAINING DIRECTIVES, INSPECTIONS, REPORTS AND PROMOTIONS.

- **PERSONNEL PROCUREMENT & DISTRIBUTION** — 1st LIEUTENANT R. H. WILSON
  - **SCHOOLS, SPECIALIST ASSIGNMENTS, ORDERS & TECH. REPORTS** — 2nd LIEUTENANT DONAHUE

CAMOUFLAGE SECTION

2nd LIEUTENANT H. B. WILLIAMS

ALL CAMOUFLAGE SCHOOLS AND TRAINING DETACHMENTS, TRAINING MATERIAL AND INSPECTIONS.

- **POSTER PRODUCTION, DEMONSTRATIONS & TRAINING AIDS** — 2nd LIEUTENANT R. P. ENTELL

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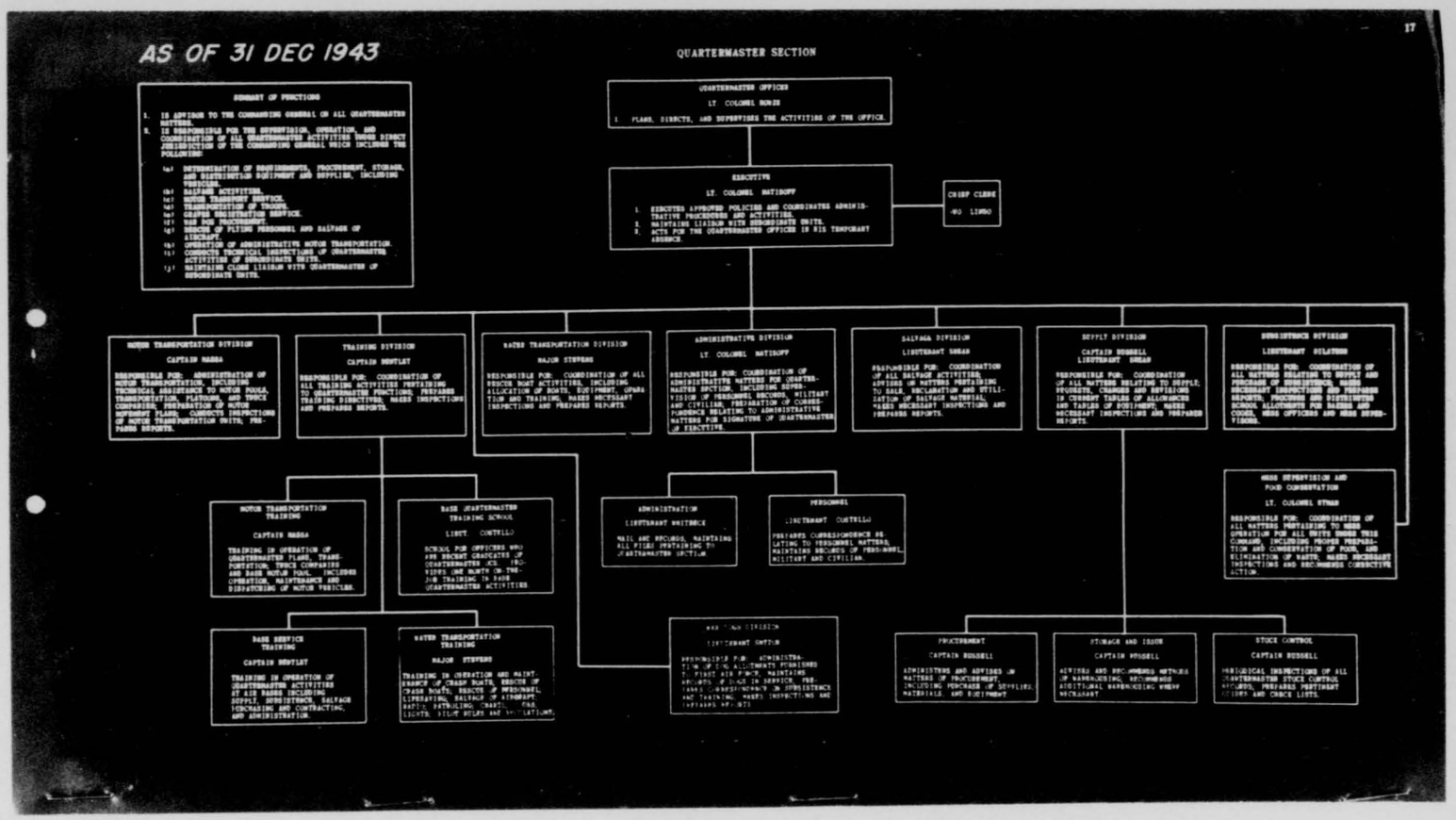

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AS OF 31 DEC 1943

ORDNANCE SECTION

ORDNANCE OFFICER

LT. COL. L. M. O'BRIEN

1. PLANS, DIRECTS, AND SUPERVISES THE ORDNANCE ACTIVITIES OF THE FIRST AIR FORCE, THE I FIGHTER COMMAND AND THE I BOMBER COMMAND.

LIAISON OFFICER - I BOMBER COMMAND

MAJOR BRUCE TAYLOR

LIAISON OFFICER - I FIGHTER COMMAND

CAPTAIN F. H. BISHOFF

SUPERVISES ALL ORDNANCE ACTIVITIES IN THEIR RESPECTIVE COMMANDS AND COORDINATES COMMAND MATTERS IN THE SEVERAL SECTIONS OF THIS OFFICE; IS RESPONSIBLE FOR TRAINING OF ORDNANCE PERSONNEL AND TECHNICAL INSPECTION OF ORDNANCE EQUIPMENT UNDER JURISDICTION OF THEIR COMMAND.

EXECUTIVE

MAJOR G. E. MATHEW

1. ASSISTS IN THE DISCHARGE OF THE DUTIES OF THE ORDNANCE OFFICER.
2. ACTS FOR THE ORDNANCE OFFICER IN HIS TEMPORARY ABSENCE.

SUMMARY OF FUNCTIONS.

1. IS ADVISOR TO THE COMMANDING GENERAL ON ORDNANCE MATTERS.
2. PREPARES PLANS FOR USE OF ORDNANCE TROOPS NOT ASSIGNED TO SUBORDINATE UNITS.
3. COLLECTS AND EVALUATES INFORMATION CONCERNING MEANS AND METHODS OF UTILIZATION OF ORDNANCE MATERIEL AND AMMUNITION.
4. IS RESPONSIBLE FOR THE PROCUREMENT, STORAGE AND DISTRIBUTION OF AMMUNITION AND OTHER ORDNANCE SUPPLIES AND EQUIPMENT.
5. IS RESPONSIBLE FOR THE OPERATION OF ORDNANCE STORAGE, MAINTENANCE, AND REPAIR FACILITIES, INCLUDING SALVAGE AND REPAIR OF ORDNANCE MATERIEL.
6. IS RESPONSIBLE FOR TECHNICAL INSPECTIONS OF ORDNANCE EQUIPMENT, INCLUDING SPOT CHECKS OF AUTOMOTIVE AND OTHER ORDNANCE MATERIEL.
7. SUPERVISES ORDNANCE ACTIVITIES IN SUBORDINATE UNITS, INCLUDING FIRST AND SECOND ECHELONS OF AUTOMOTIVE AND OTHER ORDNANCE MATERIEL MAINTENANCE, AND MAINTENANCE TRAINING.

TECHNICAL AND TRAINING SECTION

MAJOR D. R. BURNETT
MAJOR BRUCE TAYLOR
CAPT. F. H. BISHOFF
CHO A. DIETZ

REVIEWS AND CONDUCTS RESEARCH ON TECHNICAL PROBLEMS RELATING TO AMMUNITION, ARMAMENT, AND CONSTRUCTION; MAINTAINS TECHNICAL FILES; PREPARES TRAINING DIRECTIVES; ACCUMULATES AND DISSEMINATES TRAINING DATA; AND SUPERVISES THE TRAINING PROGRAM OF SUBORDINATE UNITS.

AMMUNITION SECTION

CAPTAIN R. L. LUBRY

RECEIVES AND STUDIES AMMUNITION STOCK REPORTS FROM FIRST AIR FORCE BASES, AND FROM INFORMATION CONTAINED THEREIN, REPLENISHES DEPLETED STOCKS OF TRAINING AMMUNITION; MAINTAINS PROPER LEVELS OF COMBAT AMMUNITION; MAINTAINS A TECHNICAL AND STATISTICAL INFORMATION FILE, PREPARES AMMUNITION REPORTS FROM HIGHER HEADQUARTERS.

ADMINISTRATIVE SECTION

MAJOR G. E. MATHEW

ASSISTS THE ORDNANCE OFFICER IN ALL MATTERS PERTINENT TO THIS OFFICE; INITIATES AND HANDLES CORRESPONDENCE AND MAINTAINS RECORDS OF ALL PERSONNEL; IS RESPONSIBLE FOR ALL BUDGET, FISCAL, AND STATISTICAL MATTERS.

GENERAL SUPPLY SECTION

MAJOR S. V. BENSON

RESPONSIBLE FOR DISPOSITION OF CONTROLLED ITEMS; PREPARES REQUISITIONS FOR CERTAIN TRANSFERS OF CREDIT ITEMS, MAINTAINS CUMULATIVE SUPPLY STATUS RECORDS, MAKES PERIODIC INSPECTIONS; PREPARES DIRECTIVES CONCERNING ORDNANCE SUPPLIES AND DISTRIBUTION; MAINTAINS LIAISON WITH ORDNANCE DEPOTS; ASSISTS AIR INSPECTOR IN MAKING POM INSPECTIONS.

TRANSPORTATION SUPPLY SECTION

LIEUTENANT W. A. REICHENBACH

RESPONSIBLE FOR SUPPLY OF ORDNANCE GENERAL PURPOSE VEHICLES TO ALL UNITS WITHIN THE FIRST AIR FORCE; EFFECTING DISTRIBUTION AND TRANSFER OF NON-CONTROLLED ORDNANCE MOTOR VEHICLES; OBTAINING AUTHORITY TO TRANSFER ORDNANCE CONTROLLED MOTOR VEHICLES; RESPONSIBLE FOR OBTAINING ADDITIONAL VEHICLES (TBA) AND ABOVE AUTHORIZED ALLOWANCES AND DISPOSITION OF EXCESS VEHICLES ON HAND; MAINTAINS FILES AND RECORDS ON STATUS OF VEHICLES; MAINTAINS HISTORY RECORDS OF VEHICLES.

AUTOMOTIVE MAINTENANCE SECTION

CAPTAIN A. G. LADEB
LIEUTENANT G. C. WARING

RESPONSIBLE FOR THE ESTABLISHMENT, AND INSPECTION OF ALL MOTOR REPAIR SHOPS AND BASE MOTOR POOLS; INTERVIEWS, HIRES, AND TRAINS AUTOMOTIVE TECHNICAL PERSONNEL, ASSISTS IN THE PROCUREMENT OF PARTS, TOOLS, AND EQUIPMENT; THE INTERPRETATION AND APPLICATION OF ALL AAF AND PAF AUTOMOTIVE POLICIES, COMPILES RECORDS, CHARTS, AND REPORTS ON ALL MOTOR REPAIR SHOPS; DISTRIBUTES AUTOMOTIVE TECHNICAL INFORMATION THROUGHOUT THE FIRST AIR FORCE.

PERSONNEL SECTION

LIEUTENANT T. A. GARNER

RESPONSIBLE FOR CORRESPONDENCE PERTAINING TO ASSIGNMENT AND REASSIGNMENT OF ORDNANCE OFFICERS AND ENLISTED MEN; MAINTENANCE OF RECORDS OF ALL ORDNANCE PERSONNEL; PERIODIC REPORTS AND DATA REQUESTED BY THIS AND HIGHER HEADQUARTERS; ALLOCATION OF ORDNANCE SCHOOL QUOTAS, SUBMITTING RECOMMENDATIONS FOR PROMOTION OF OFFICERS; CLOSE STUDY OF STRENGTH WITHIN AUTHORIZATIONS.

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AS OF 31 DEC 1943

OFFICE OF THE SURGEON

SURGEON

COLONEL C. J. BAKER, M. C.

PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE OFFICE.

MEDICAL INSPECTOR

LT. COL. W. P. HARRIS, M.C.

1. ACTS FOR SURGEON IN PROFESSIONAL MATTERS IN HIS TEMPORARY ABSENCE.
2. REVIEWS REPORTS OF PHYSICAL EXAMINATIONS.
3. REVIEWS WAIVERS OF PHYSICAL DEFECTS.
4. REVIEWS CDD AND SECTION VIII BOARDS.
5. REVIEWS CASE OF FLYER REPORTS.

ADMINISTRATIVE EXECUTIVE

LT. COL. H. B. HILTON, M.A.C.

1. ASSISTS IN THE DISCHARGE OF THE DUTIES OF THE SURGEON.
2. ACTS FOR SURGEON IN ADMINISTRATIVE MATTERS IN HIS TEMPORARY ABSENCE.
3. ADMINISTRATIVE ASSISTANT TO THE SURGEON: COORDINATES MEDICAL ADMINISTRATIVE ACTIVITIES. IS RESPONSIBLE FOR VITAL STATISTICS, INCLUDING SICK, WOUNDED AND STATISTICAL REPORTS.

SANITARY INSPECTOR

1. REVIEWS SANITARY REPORTS.
2. ADVISES ON SANITARY ENGINEERING.
   (a) WATER PURIFICATION.
   (b) SEWAGE DISPOSAL.

VETERINARIAN

MAJOR H. E. REINHARDT, V.C.

1. REVIEWS VETERINARY REPORTS.
2. ASSIGNMENT OF VETERINARY PERSONNEL.
3. INSPECTS VETERINARY ACTIVITIES AT AIR BASES, P.A.F.
4. COORDINATES VETERINARY ACTIVITIES OF P.A.F. WITH SERVICES COMMANDS.

CHIEF OF PROFESSIONAL SERVICES

1. MAINTENANCE OF HIGHEST PROFESSIONAL STANDARDS.
2. BALANCING OF PROFESSIONAL STAFFS.
3. PLANS ACTIVITIES OF MEDICAL DEPARTMENT.
4. MAINTENANCE OF TRAINING STANDARDS.

MEDICAL PERSONNEL OFFICER

LT. G. E. SARGENT, M.A.C.

1. PROMOTIONS
2. ASSIGNMENT OF OFFICERS AND E.M.
3. PERSONNEL CLASSIFICATION.
4. PERSONNEL ROSTERS AND REPORTS.

STATISTICAL OFFICER

LT. J. DOBORAS, M.A.C.

1. VITAL STATISTICS.
2. SICK AND WOUNDED REPORTS, CHARTS AND GRAPHS OF INCIDENCE OF DISEASE.

DENTAL SURGEON

MAJOR H. D. OAKLEY, D.C.

1. REVIEWS DENTAL REPORTS.
2. ASSIGNMENT OF DENTAL OFFICERS
3. INSPECTS BASE DENTAL INSTALLATIONS.
4. COORDINATES DENTAL PERSONNEL AND DENTAL EQUIPMENT PROBLEMS IN P.A.F.

DIRECTOR OF NURSING SERVICE

CAPT. E. HARGUET, A.N.C.

1. ASSIGNMENT OF NURSES.
2. NURSE CLASSIFICATION.
3. INSPECTS NURSING SERVICE.

V. D. C. O.

CAPT. F. W. PARKER, JR., M. C.

1. REVIEWS V. D. REPORTS.
2. DEVELOPMENT OF V.D. CONTROL PROCEDURES INCLUDING EDUCATIONAL MATERIALS.

MEDICAL SUPPLY OFFICER

LT. R. W. McLEOD, M.A.C.

1. COORDINATOR OF MEDICAL SUPPLIES FOR FIXED AND TACTICAL ORGANIZATIONS.
2. SUPERVISES STOCK CONTROL PROCEDURES.

SUMMARY OF FUNCTIONS

1. ADVISOR TO THE COMMANDING GENERAL ON ALL MATTERS PERTAINING TO:
   (a) HEALTH AND SANITATION OF FIRST AIR FORCE.
   (b) TRAINING OF ALL PERSONNEL IN MILITARY SANITATION AND FIRST AID.
   (c) LOCATION AND OPERATION OF HOSPITALS AND OTHER MEDICAL ESTABLISHMENTS AND OF EVACUATION SERVICE.
2. SUPERVISES THE TRAINING AND INSPECTION OF MEDICAL DEPARTMENT TROOPS.
3. COORDINATES THE REQUIREMENTS, PROCURES, STORES, AND DISTRIBUTES MEDICAL, DENTAL AND VETERINARY EQUIPMENT.
4. SUPERVISES THE OPERATIONS OF ELEMENTS OF THE MEDICAL SERVICE IN SUBORDINATE UNITS.
5. RESPONSIBLE FOR THE PREPARATION OF MEDICAL REPORTS AND THE CUSTODY OF MEDICAL RECORDS.

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AS OF 31 DEC 1943

FIRST STATISTICAL CONTROL UNIT

SUMMARY OF FUNCTIONS

1. THE PRIMARY FUNCTION OF THE 1ST STATISTICAL CONTROL UNIT IS TO FURNISH COMMAND, ACCURATE AND ADEQUATE INFORMATION TO THE HEADQUARTERS, FIRST AIR FORCE, AND TO THE HEADQUARTERS, ARMY AIR FORCES.
2. SPECIFICALLY, THE DUTIES OF THE 1ST STATISTICAL CONTROL UNIT ARE:
   (a) THE SUPERVISION OF THE MAILING AND/OR TELETYPEWRITER TRANSMISSION TO HEADQUARTERS, ARMY AIR FORCES OF ALL REPORTING UNITS OF THE STATISTICAL CONTROL SYSTEM, AND THE ANALYSIS, SUMMARY, AND CONSOLIDATION OF SUCH REPORTS, WITH A VIEW TO PREPARING FIRST AIR FORCE ORGANIZATIONS FOR INSPECTION BY THE INSPECTOR GENERAL'S DEPARTMENT OF THE FIRST AIR FORCE, AND FROM ALL OTHER ARMY AIR FORCES ORGANIZATIONS LOCATED WITHIN THE FIRST, SECOND AND THIRD AIR FORCE COMMANDS, AS DIRECTED TO AN INSPECTOR GENERAL, ARMY AIR FORCES.
   (b) MAKING ALL NECESSARY CONTACTS DIRECTLY WITH ORGANIZATIONS REPORTING THROUGH THE FIRST AIR FORCE IN ORDER TO ENSURE COMPLIANCE WITH ESTABLISHED PROCEDURES, AND TO ENSURE A CORRECT BASIS FOR INTERPRETATION WITHIN ITS AREA OF RESPONSIBILITY AND PERFORMING SUCH ACTIVITIES AS DIRECT CONTACT IN ATTENDING MEETINGS AND INSPECTIONS OF UNITS, AND ALL ORGANIZATIONS WITHIN THE AREA OF ITS RESPONSIBILITY OR JURISDICTION.
   (c) PREPARING MEETING AND PERSONNEL INSTRUCTIONS TO ALL ORGANIZATIONS REPORTING TO THE 1ST STATISTICAL CONTROL UNIT, AND FOR THE USE OF THE 1ST STATISTICAL CONTROL UNIT. THE COMMANDING OFFICER OF THE 1ST STATISTICAL CONTROL UNIT WILL, IN ADDITION, BE RESPONSIBLE FOR THE CONSIDERATION AND DISPOSITION OF ALL REPORTS RECEIVED BY THE UNIT AND FOR THE PREPARATION OF ALL REPORTS SCHEDULED BY ALL ORGANIZATIONS WITHIN HIS JURISDICTION. ALL NECESSARY STEPS WILL BE TAKEN TO CORRECT ANY CONDITIONS WHERE REPORTS ARE INADEQUATE, INCORRECT, OR LATE.
   (d) THE ASSEMBLING AND PROCESSING OF ALL TYPES OF STATISTICAL DATA FORM REPORTS COLLECTED BY THE 1ST STATISTICAL CONTROL UNIT FOR USE IN THE FIRST AIR FORCE.
   (e) THE PROCESSING AND TRANSMISSION OF SPECIAL REPORTS OF ALL TYPES WHICH ARE NOT COVERED BY ANY SPECIFIC FORM, BUT WHICH MAY BE REQUIRED FROM TIME TO TIME BY HEADQUARTERS, ARMY AIR FORCES.
   (f) THE RESPONSIBILITY FOR SPECIAL OR INCIDENTAL FUNCTIONS THAT MIGHT ARISE AND WHICH CAN BE PROPERLY ASSIGNED TO THE NORMAL ORGANIZATION OF THE FIRST AIR FORCE AND THE 1ST STATISTICAL CONTROL UNIT.

COMMANDING OFFICER

LT. COLONEL J. V. BROWN

1. PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE OFFICE.

FIELD LIAISON

MAJOR B. F. CUMMINGS

1. MAINTAINS LIAISON BETWEEN THE UNIT AND FIELD ORGANIZATIONS FOR THE COORDINATION OF STATISTICAL MATTERS WITH A VIEW TO ESTABLISHING AND MAINTAINING UNIFORM AND STANDARD REPORTING PROCEDURES.
2. ASSISTS IN THE PROPER DISSEMINATION TO FIELD ORGANIZATIONS OF NEW OR REVISED STATISTICAL INFORMATION IN REGARD TO TECHNICAL PREPARATION OF REPORTS. PROVIDES FOR PROPER INTERCHANGE OF INFORMATION BETWEEN THE UNIT AND FIELD STATISTICAL OFFICERS THROUGH FIELD CONFERENCES AND FIELD TRIPS.
3. PLANS AND ASSISTS IN THE PROPER INDOCTRINATION OF NEWLY ASSIGNED STATISTICAL OFFICERS IN THE POLICIES AND REPORTING REQUIREMENTS OF THE FIRST AIR FORCE.

EXECUTIVE

LIEUTENANT C. P. GILBERT

1. ASSISTS IN THE DISCHARGE OF THE DUTIES OF THE COMMANDING OFFICER.
2. ACTS FOR THE COMMANDING OFFICER IN HIS TEMPORARY ABSENCE.

CHIEF CLERK

WOJG A. W. NELSON

HEADQUARTERS SECTION

LIEUTENANT L. G. ABRAMS

SUPERVISES ALL MATTERS PERTAINING TO THE 1ST STATISTICAL CONTROL UNIT ADMINISTRATION AND SUPPLY.

CONTROL SECTION

LIEUTENANT E. HANSON
LIEUTENANT F. H. PLAGE
LIEUTENANT L. S. HUDSON

1. ACTS AS CONTROL AND COORDINATION IN THE UNITS FUNCTION AS A CHANNEL FOR, AND A REPOSITOR OF INFORMATION FOR HEADQUARTERS, FIRST AIR FORCE, HEADQUARTERS, ARMY AIR FORCES AND THE ADJUTANT GENERAL'S OFFICE, WASHINGTON, D. C.
2. POLICIES ALL STANDARD AAF AND AGO REPORTS AS WELL AS SPECIAL RECORDING FIRST AIR FORCE REPORTS THAT ARE ADAPTED TO MACHINE PREPARATION. IS RESPONSIBLE TO OBTAIN ACCURACY AND TIMELY SUBMISSION, TO MAINTAIN A CONTINUING CONTACT WITH REPORTING ORGANIZATIONS FOR THE PURPOSE OF CORRECTING ERRORS AND DISCREPANCIES.
3. INTERPRETS REGULATIONS AND OTHER DIRECTIVES BY MONTHLY BULLETIN, LETTER AND TELEPHONE TO REPORTING ORGANIZATIONS IN ORDER TO ENSURE CERTAINTY AS TO WHO IS RESPONSIBLE TO REPORT, WHEN AND HOW EACH INDIVIDUAL REPORT SHALL BE PREPARED, AND HOW EACH COPY OF THE REPORT IS TO BE POSTED TO HIGHER ECHELONS OF COMMAND.
4. RESPONSE IS A CONSULTATIVE AND ADVISORY CAPACITY TO HEADQUARTERS, FIRST AIR FORCE IN TECHNICAL QUESTIONS INVOLVING REPORTING PROCEDURE ON STANDARD REPORTS, AND IN THE DEVELOPMENT OF PROCEDURES ON SPECIAL REPORTS.
5. HAS RESPONSIBILITY OF COORDINATION WITHIN THE UNIT OVER ALL INCOMING AND OUTGOING MATTER.

MACHINE RECORDS SECTION

LIEUTENANT B. C. RANDELAND
LIEUTENANT T. L. ARMSTRONG

1. SUPERVISES THE INSTALLATION AND OPERATION OF ALL TABULATING EQUIPMENT IN THE 1ST STATISTICAL CONTROL UNIT.
2. ESTABLISHES PROCEDURES, DESIGNS TABULATING FORMS, DEVELOPS CODES, AND PREPARES MACHINE INSTRUCTIONS TO INSURE EFFICIENT OPERATION AND UTILIZATION OF THE MACHINE FACILITIES WITHIN THE 1ST STATISTICAL CONTROL UNIT.
3. EDITING, PROCESSES TO PUNCH CARDS, BALANCES OF TABULATED STANDARD STATISTICAL REPORTS, MORNING REPORTS AND SPECIAL REPORTS AND STUDIES AS REQUIRED BY HEADQUARTERS, ARMY AIR FORCES AND SUBORDINATE COMMANDS.
4. MAINTAINS CARD RECORD FILES FOR ALL OFFICERS AND ENLISTED PERSONNEL WITHIN FIRST AIR FORCE AND OTHER UNITS SERVICED BY THE 1ST STATISTICAL CONTROL UNIT.
5. SUPPLIES TO FIELD ORGANIZATIONS, LOCATOR CARDS AND SPECIAL POSTERS OR LISTINGS AS REQUIRED OR REQUESTED.
6. PREPARES TRANSFER NOTICE CARDS, MACHINE PREPARED REPORTS OF CHANGE AND MISCELLANEOUS FORMS REQUIRED FOR USE OF OTHER STATISTICAL CONTROL UNITS, OR ADJUTANT GENERAL MACHINE RECORDS UNITS.

ANALYSIS SECTION

LIEUTENANT F. H. HARRIS
LIEUTENANT A. P. KORN

1. SUPERVISES THE PRESENTATION OF CURRENT AND HISTORICAL INFORMATION ON PERSONNEL, AIRCRAFT, EQUIPMENT, TRAINING AND OPERATIONS IN A SYSTEMATIC MANNER TO INTERESTED STAFF AND HEADQUARTERS, 1 FIGHTER COMMAND AND 1 BOMBER COMMAND.
2. MAINTAINS CHARTS AND GRAPHS FOR CHIEF OF STAFF, HEADQUARTERS, FIRST AIR FORCE, AND PROVIDES A SIMILAR SERVICE TO THE VARIOUS STAFF SECTIONS, AS REQUIRED.
3. PREPARES AND DISTRIBUTES TO INTERESTED STAFF SECTIONS OF HEADQUARTERS, FIRST AIR FORCE AND LOWER ECHELONS OF COMMAND, SPECIAL RECURRING REPORTS ON OPERATIONAL TRAINING AND BASIC TRAINING WHICH ARE NOT ADAPTED TO MACHINE PROCEDURE IN PREPARATION. CERTAIN OF THESE REPORTS ARE PREPARED AT THE REQUEST OF HEADQUARTERS, ARMY AIR FORCES, AND PRESENTATION MADE SIMULTANEOUSLY TO HEADQUARTERS, FIRST AIR FORCE.
4. MAINTAINS LIAISON WITH ALL STAFF SECTIONS TO ASSURE MAXIMUM USE OF STATISTICAL INFORMATION AND REALIGNMENT OF THE REPORTING SYSTEM TO MEET SHIFTING STATISTICAL NEEDS.
5. AS REQUIRED, DESIGNS REPORTING FORMS FOR RECURRING STATISTICAL DATA REQUIRED ONLY BY HEADQUARTERS, FIRST AIR FORCE.

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AS OF 31 DEC 1943

OFFICE OF THE PROVOST MARSHAL

SUMMARY OF FUNCTIONS

1. THE DUTIES OF THE PROVOST MARSHAL ARE AS FOLLOWS:
   (a) HE WILL ADVISE AND ASSIST BASE AND UNIT COMMANDERS IN MATTERS PERTAINING TO THE SECURITY OF FACILITIES, POSTS, CAMPS, STATIONS, AND ALL OTHER INSTALLATIONS. THE PROVOST MARSHAL IS RESPONSIBLE FOR THE ENFORCEMENT OF REGULATIONS COVERING PLANT PROTECTION, INTERNAL SECURITY AND EMERGENCY PROTECTION.
   (b) HE WILL COORDINATE THE SECURITY REGULATIONS AND OTHER PROVOST MARSHAL ACTIVITIES, AS PRESCRIBED IN AAF REGULATION 46-1 DATED 31 JULY 1943, OF ALL UNITS, FACILITIES, POSTS, CAMPS AND STATIONS WITHIN JURISDICTION OF THE FIRST AIR FORCE.
   (c) HE WILL INSURE THAT THE PRESCRIBED SECURITY REGULATIONS, INCLUDING PLANT PROTECTION WHERE APPLICABLE, INTERNAL SECURITY AND EMERGENCY PROTECTION MEASURES, ARE ENFORCED.
   (d) HE WILL INSURE THAT EFFECTIVE COORDINATION IS ESTABLISHED BETWEEN PROVOST MARSHAL AGENCIES OF THIS COMMAND AND LOCAL MUNICIPAL, COUNTY, STATE AND FEDERAL AGENCIES, WHOSE ACTIVITIES ARE PARALLEL.
2. THE PROVOST MARSHAL, FIRST AIR FORCE, SHALL BE RESPONSIBLE THAT THE PROVISIONS OF AAF REGULATION 46-1, DATED 31 JULY 1943 ARE MADE EFFECTIVE FOR THE SECURITY OF THE FIRST AIR FORCE AND THAT ALL REGULATIONS RESULTANT THEREFROM ARE ENFORCED.
3. FREQUENT SECURITY SURVEYS AND INSPECTIONS SHALL BE MADE OF FIRST AIR FORCE FACILITIES BY MEMBERS OF THIS SECTION FOR THE PURPOSE OF DETERMINING THE ADEQUACY OF THE SECURITY MEASURES TAKEN.

PROVOST MARSHAL

LT. COLONEL H. H. SCHAEFER

1. PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE OFFICE.

ASSISTANT

CAPTAIN H. A. BAIRD

ASSISTANT

CAPTAIN E. B. BASS

CHAPLAINS SECTION

SUMMARY OF FUNCTIONS.

1. ADVISOR TO COMMANDER AND STAFF IN RELIGIOUS AND MORAL ACTIVITIES.
2. ADVISOR TO A-1 IN ASSIGNMENT, REASSIGNMENT AND PROMOTION OF CHAPLAINS.
3. SUPERVISION AND COORDINATION OF CHAPLAIN ACTIVITIES THROUGHOUT FIRST AIR FORCE.
4. CONDUCT OF RELIGIOUS SERVICES, UNDER BASE CHAPLAINS.
5. HOSPITAL VISITATIONS, UNDER BASE CHAPLAINS.
6. EMERGENCY MINISTRATIONS.
7. PROVISION OF RELIGIOUS MINISTRATIONS FOR STATIONS AND UNITS WITHOUT CHAPLAINS.
8. RELIEF OF CO, CP FURN NO. 8.
9. CONTACT WITH CIVILIAN RELIGIOUS ORGANIZATIONS.

CHAPLAIN

LT. COLONEL J. C. H. LINDLEY

1. PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE OFFICE.

ASSISTANT CHAPLAIN

MAJOR A. L. HEALY

1. ASSISTS IN THE DISCHARGE OF THE DUTIES OF THE CHAPLAIN.
2. ACTS FOR THE CHAPLAIN IN HIS TEMPORARY ABSENCE.

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AS OF 31 DEC 1943

PUBLIC RELATIONS SECTION

PUBLIC RELATIONS OFFICER
MAJOR T. B. TWIST
1. PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE OFFICE.

PRESS- RADIO
LIEUTENANT R. A. BEARDS
ASST. PRO
WRITING, EDITING AND DISTRIBUTING NEWS RELEASES, ARTICLES AND SCRIPTS FOR NEWSPAPERS, MAGAZINES, RADIO PROGRAMS, SUPERVISING PHOTOGRAPHY AND REVISING PHOTOS FOR PUBLICATION. ASSIGNMENTS IN THE FIELD.

ADMINISTRATION
SECRETARY
SR. EDIT. CLK. - DOROTHY V. HYNES
MAINTENANCE OF ASSIGNMENT SCHEDULES, FILES, CORRESPONDENCE, OFFICE RECORDS, CLIPPING BOOKS, WD AND FIRST AIR FORCE POLICY FILES; TYPING, FILING, ETC.

PUBLIC INFORMATION SERVICE
LIEUTENANT FORDHART HUBBERT, Asst
ASST PRO
ANSWERING INQUIRIES, SUPPLYING PHOTOS, DISTRIBUTING RELEASES, RESEARCH MATERIAL AND OTHER DATA IN RESPONSE TO REQUESTS FROM PRESS, RADIO STATIONS, PERIODICALS, AGENCIES AND GENERAL PUBLIC; ARRANGING AND CONDUCTING PUBLIC EXHIBITS. ASSIGNMENTS IN THE FIELD.

SUMMARY OF FUNCTIONS

1. TO ADVISE THE COMMANDING GENERAL ON PUBLIC RELATION MATTERS.
2. SPECIFICALLY, THE DUTIES OF THE SECTION ARE:
   (a) TO EDIT AND REVISE NEWS RELEASES.
   (b) TO WRITE ARTICLES AND SCRIPTS FOR NEWSPAPERS, MAGAZINES, AND RADIO PROGRAMS.
   (c) TO SUPERVISE PHOTOGRAPHY AND REVISE PHOTOS FOR PUBLICATION.
   (d) TO ARRANGE AND SUPERVISE PUBLIC EXHIBITS.
   (e) TO FURNISH PHOTOGRAPHS, NEWS RELEASES, RESEARCH MATERIAL AND OTHER DATA IN RESPONSE TO REQUESTS FROM THE PRESS, RADIO STATIONS, PERIODICALS, AGENCIES, AND THE GENERAL PUBLIC.

FINANCE SECTION

FINANCE OFFICER
COLONEL E. V. WILSON
1. PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE OFFICE.

ADMINISTRATIVE SECTION
MAJOR E. E. DOBB
REPORTS; REGULATIONS; OPINIONS; INSPECTION AND ACTIVATION OF FINANCE OFFICERS.

CHIEF CLERK
WO L. C. CURRY
FILING

PERSONNEL SECTION
LIEUTENANT A. L. BOEHEL
REPORTS; TRANSFERS AND ASSIGNMENT; PROMOTIONS.

SUMMARY OF FUNCTIONS

1. IS THE ADVISOR TO THE COMMANDING GENERAL ON FINANCE MATTERS.
2. SUPERVISES THE FINANCE ADMINISTRATION AT FIRST AIR FORCE STATIONS, INCLUDING SUFFICIENCY AND CAPACITY OF PERSONNEL AND METHODS EMPLOYED.
3. ESTABLISHES ADDITIONAL FINANCE INSTALLATIONS AT STATIONS WHEN REQUIRED, AND MAKES PERIODIC INSPECTIONS OF FINANCE OFFICES.

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TRAFFIC SECTION

CHIEF TRAFFIC OFFICER
CAPTAIN C. FRANK SNYDER
1. PLANS, DIRECTS AND SUPERVISES THE ACTIVITIES OF THE OFFICE.

RAIL-COMMERCIAL AIR-COMMERCIAL HIGHWAY SECTION
CAPTAIN JAMES CROUCH

1. ADMINISTRATION OF RAIL, AIR, HIGHWAY SECTION.
2. ACTS FOR THE CHIEF TRAFFIC OFFICER IN HIS TEMPORARY ABSENCE.
3. PREPARATION OF DIRECTIVES, CIRCULARS, INFORMATION LETTERS PERTAINING TO, AND INSTRUCTION OF BASE RAIL TRANSPORTATION OFFICERS IN:
   (a) ISSUANCE, CONVERSION AND ACCOMPLISHMENT OF BILLS OF LADING.
   (b) THE BOOKING OF FREIGHT AND PASSENGER EQUIPMENT AND ACCOMMODATIONS.
   (c) PROPER AND UNIFORM METHODS OF EFFICIENT OPERATION OF BASE TRANSPORTATION OFFICES.
   (d) BOOKING OF PORT EMBARGOES.
   (e) RECONSIGNMENT AND DIVERSION OF SHIPMENTS.
   (f) THE USE OF CONSOLIDATING STATIONS AND STORAGE IN-TRANSIT PRIVILEGES.
   (g) PROPER CLASSIFICATION OF SHIPMENTS AND APPLICATION OF CLASSIFICATION TARIFFS AND EXCEPTIONS.
   (h) THE PROPER USE OF LIFT, GRAIT ADVANTAGE.
   (i) ADVISED ROUTING OF MATERIAL VIA RAIL, COMMERCIAL TRUCK, EXPRESS AND AIR.
   (j) PRIORITIES OF AIR TRAVEL AND AIR SHIPMENTS.
   (k) ISSUANCE INSTRUCTIONS TO INDIVIDUALS AND TROOPS TRAVELING.
   (l) PROPER PROTECTION OF CLASSIFIED ORDERS AND MATERIAL RECEIVED BY TRANSPORTATION SECTIONS.
   (m) UNIFORM METHODS OF OPERATING SHIPPING AND RECEIVING SECTIONS OF RAIL TRANSPORTATION OFFICES.
   (n) PROPER OPERATION OF RAIL YARDS.
   (o) INTERPRETATION OF REGULATIONS, CIRCULARS AND TRANSPORTATION PUBLICATIONS.
   (p) PROPER UTILIZATION OF PERSONNEL ASSIGNED TO OR EMPLOYED IN TRANSPORTATION OFFICES TO ELIMINATE WASTE OF MAN HOURS.
4. ADVISES BASE COMMANDERS AND TRANSPORTATION OFFICERS IN THE NEGOTIATION OF STORAGE AGREEMENTS, BOOKING OF TRAP CAR SERVICE, BOOKING OF LOCOMOTIVES, ROLLING STOCK AND TRACKAGE.
5. ADVISES BASE COMMANDERS AND TRANSPORTATION OFFICERS IN ALL MATTERS PERTAINING TO RAIL, AIR AND HIGHWAY TRAFFIC.

ASS'T. RAIL-COM'L AIR-COM'L HIGHWAY SECTION
WO R. B. PINNEGAR

1. ASSISTS RAIL-AIR-HIGHWAY OFFICER IN TECHNICAL MATTERS AND PLANNING.

SUMMARY OF FUNCTIONS

1. CHARGED WITH THE EXECUTION OF AND RESPONSIBILITY FOR THE COMMERCIAL TRAFFIC AND TRANSPORTATION FUNCTIONS OF THE FIRST AIR FORCE, IN ACCORDANCE WITH EFFECTIVE REGULATIONS AND DIRECTIVES AND WITH INSTRUCTIONS AND POLICIES ISSUED BY THE COMMANDING GENERAL.
2. CHARGED WITH THE PREPARATION FOR ISSUANCE BY THE COMMANDING GENERAL, FIRST AIR FORCE, OF SUCH INSTRUCTIONS AS ARE NECESSARY TO INSURE THE PROPER OPERATION OF THE TRAFFIC SECTION, FIRST AIR FORCE.
3. ELABORATION OF BASIC POLICIES ISSUED BY THE COMMANDING GENERAL AS IS FOUND TO BE NECESSARY OR ADVISABLE, MAY BE ACCOMPLISHED DIRECTLY BETWEEN THE CHIEF TRAFFIC OFFICER AND OTHER OFFICERS CONCERNED, PROVIDED NO CHANGE IN THE ISSUED POLICIES IS INVOLVED.
4. ALL BASE TRANSPORTATION OFFICERS WITHIN THE FIRST AIR FORCE WILL OPERATE UNDER THE TECHNICAL SUPERVISION OF AND IN ACCORDANCE WITH PROCEDURES PRESCRIBED BY THE CHIEF TRAFFIC OFFICER.
5. SPECIFICALLY THE DUTIES OF THE CHIEF TRAFFIC OFFICER ARE:
   (a) ESTABLISHMENT OF UNIFORM METHODS OF ADMINISTRATION AND PROCEDURE PERTAINING TO COMMERCIAL TRAFFIC AND TRANSPORTATION WITHIN THE FIRST AIR FORCE.
   (b) TECHNICAL SUPERVISION OF COMMERCIAL TRAFFIC AND TRANSPORTATION FUNCTIONS OF HEADQUARTERS, FIRST AIR FORCE, INSTALLATIONS THEREOF, AND UNITS ASSIGNED THERETO.
   (c) FREQUENT REVIEW OF BASE TRAFFIC AND TRANSPORTATION FUNCTIONS WITHIN THE FIRST AIR FORCE, WITH APPROPRIATE RECOMMENDATIONS FOR ANY REMEDIAL ACTION INDICATED.
   (d) INSPIRE TECHNICAL ASSISTANCE TO FIRST AIR FORCE BASE TRANSPORTATION OFFICERS IN CONNECTION WITH THE PERFORMANCE OF THEIR DUTIES.
   (e) COORDINATION OF FIRST AIR FORCE TRAFFIC AND TRANSPORTATION FUNCTIONS WITH OTHER COMMANDS AND AIR FORCES OF THE AAF, AS REQUIRED.
   (f) NECESSARY COORDINATION WITH APPROPRIATE ACTIVITIES OF THE FIRST AIR FORCE TO INSURE EXPEDITIOUS MOVEMENT OF MATERIAL, SUPPLIES AND PERSONNEL VIA COMMERCIAL MEANS.
   (g) ACT AS LIAISON BETWEEN THE FIRST AIR FORCE AND THE COMMANDING GENERAL OF THE AAF ON TRAFFIC AND TRANSPORTATION MATTERS.
   (h) MAKE AVAILABLE TO FIRST AIR FORCE TRANSPORTATION OFFICERS ASSISTANCE IN PASSENGER AND TROOP MOVEMENTS.
   (i) EXERCISE TECHNICAL DIRECTION OF OPER-THE-ROAD TRAFFIC SUPVRS IN ARMY VEHICLES WHEN USED IN LIEU OF COMMERCIAL CARRIERS.
   (j) ASSIST IN THE SECURING OF QUALIFIED EXPERIENCED TRAFFIC PERSONNEL FOR ASSIGNMENT TO BASE TRANSPORTATION SECTIONS.

PACKING-CRATING-AIR CARGO-EMPLOYEE TRANSP. SECTION
LIEUTENANT ALFRED PRITS

1. ADMINISTRATION AND PLANNING PACKING-CRATING-AIR CARGO-EMPLOYEE TRANSPORTATION SECTION.
2. PREPARATION OF DIRECTIVES, CIRCULARS, INFORMATION LETTERS PERTAINING TO: AND INSTRUCTION OF BASE TRANSPORTATION OFFICERS IN:
   (a) PROPER METHODS OF PACKING, CRATING, WATERPROOFING, MOISTURE-PROOFING AND BRACING OF DOMESTIC AND OVERSEAS SHIPMENTS.
   (b) SPECIAL PROCESSING OF ARMS, INSTRUMENTS, AIRPLANE PARTS, MACHINERY AND AMMUNITION FOR SHIPMENT.
   (c) PACKING MATERIALS TO BE USED FOR SAFE AND ECONOMICAL TRANSPORTATION.
   (d) PROPER METHODS OF LOADING TO CONSERVE RAIL EQUIPMENT AND FOR SAFETY OF SHIPMENTS.
   (e) INSTRUCTIONS AS TO BLOCKING AND BRACING OF IMPEDIMENTS VEHICLES, EXPLOSIVES, ETC., IN RAIL EQUIPMENT.
   (f) PROPER INSTALLATION OF KITCHEN AND SPECIAL EQUIPMENT IN RAILROAD CARS.
   (g) INTERPRETATION OF REGULATIONS, CIRCULARS, ETC., AND ESTABLISHMENT OF UNIFORM METHODS AS APPLYING TO SHIPMENT OF HOUSEHOLD GOODS.
   (h) PROPER MARKING OF OVERSEAS AND DOMESTIC SHIPMENTS.
   (i) ESTABLISHMENT OF "SHARE THE RIDE" SYSTEMS AND METHODS OF GASOLINE AND TIRE RATIONING.
3. ADVISES BASE COMMANDERS AND TRANSPORTATION OFFICERS AS TO THE SECURING OF ADDITIONAL EMPLOYEE TRANSPORTATION EQUIPMENT, BOTH GOVERNMENT OWNED AND COMMERCIAL BUSSES WHERE REQUIRED.
4. ADVISES BASE COMMANDERS AND TRANSPORTATION OFFICERS AS TO PROPER METHODS OF PREPARATION AND HANDLING OF AIR CARGO SHIPMENTS AS THEY CONCERN BASE TRANSPORTATION SECTIONS.

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AS OF 31 DEC 1943

HEADQUARTERS AND HEADQUARTERS SQUADRON

COMMANDING OFFICER

1. SQUADRON PUNISHMENT.
2. SICK BOOK.
3. COMPANY FUND.
4. INSPECTIONS.
5. PAYMASTER.

ASST. COMMANDING OFFICER

1. MORNING REPORT.
2. DUTY ROSTER.
3. FURLOUGHS.
4. TRAINING.
5. ORIENTATION.

ADMINISTRATIVE SECTION

1. PASSES.
2. CORRESPONDENCE.
3. RECORDS.
4. FILES.
5. ASSIGNMENT OF QUARTERS.
6. MAIL.

SUMMARY OF FUNCTIONS

1. IS RESPONSIBLE FOR THE MORNING REPORT, SICK REPORT, DUTY ROSTER, COMPANY FUND, SQUADRON PUNISHMENT BOOK, AND DISCIPLINARY CONTROL OVER THE MEMBERS OF THE HEADQUARTERS AND HEADQUARTERS SQUADRON OF THE FIRST AIR FORCE.

BUDGET AND FISCAL SECTION

BUDGET AND FISCAL OFFICER

MAJOR JOHN S. KINTZ

1. PLANS, DIRECTS, AND SUPERVISES THE ACTIVITIES OF THE OFFICE.

ASST. BUDGET AND FISCAL OFFICER

2nd LIEUTENANT H. J. DORNER

1. ASSISTS IN THE DISCHARGE OF THE DUTIES OF THE BUDGET AND FISCAL OFFICER.
2. ACTS FOR THE BUDGET AND FISCAL OFFICER IN HIS TEMPORARY ABSENCE.

ASST. BUDGET AND FISCAL OFFICER

2nd LIEUTENANT W. A. MURPHY

1. ASSISTS IN THE DISCHARGE OF ADMINISTRATIVE DUTIES OF BUDGET AND FISCAL OFFICER AND ALSO IN THE NECESSARY INSPECTIONS OF SUBSIDIARY UNITS.

SUMMARY OF FUNCTIONS

1. ACTS AS ADVISOR TO THE COMMANDING GENERAL IN RESPECT TO FISCAL MATTERS, OTHER THAN DISBURSING MATTERS.
2. PREPARES AND DEFENDS SUCH BUDGETARY ESTIMATES AS MAY BE REQUIRED IN RESPECT TO ANTICIPATED FISCAL YEAR, QUARTERLY OR OTHER PERIODIC REQUIREMENTS FROM APPROPRIATED FUNDS TO COVER OPERATIONS OF THE FIRST AIR FORCE.
3. ADVISES WITH HEADS OF APPROPRIATE OPERATING UNITS OF THE FIRST AIR FORCE IN RESPECT TO FISCAL REQUIREMENTS AND INITIATES ACTION TO SECURE, AUGMENT, OR ADJUST ALLOTMENTS OR SUB-ALLOTMENTS OF FUNDS REQUIRED FOR ACCOMPLISHMENT OR FURTHERANCE OF REQUIRED WORK OR SERVICE OBJECTIVES OF THE FIRST AIR FORCE.
4. MAINTAINS ALL REQUIRED FISCAL ACCOUNTING RECORDS PERTAINING TO THE STATUS OF ALL ALLOTMENTS OR SUB-ALLOTMENTS OF FUNDS ISSUED TO THE COMMANDING GENERAL OF THE FIRST AIR FORCE.
5. PREPARES AND ISSUES FOR THE COMMANDING GENERAL ALL REQUIRED FISCAL REPORTS.
6. DETERMINES THE PROPER FUNDS TO BE CHARGED AND THE SUFFICIENCY THEREOF IN ADVANCE OF THE INCURRING OF OBLIGATIONS AGAINST ALLOTMENTS OR SUB-ALLOTMENTS OF FUNDS AVAILABLE TO THE FIRST AIR FORCE.
7. ASSISTS THE COMMANDING GENERAL IN CONTROLLING GENERAL OPERATING COSTS IN THE FIRST AIR FORCE.
8. ACTS FOR THE COMMANDING GENERAL IN PROGRAMING, OR SUPERVISING THE PERFORMANCE OF ALL REQUIRED OR NECESSARY INTERNAL AUDIT FUNCTIONS IN THE FIRST AIR FORCE. SUCH AUDIT FUNCTIONS WILL BE COORDINATED WITH AUDIT FUNCTIONS FOR WHICH THE COMMANDING GENERAL OF A SERVICE COMMAND IS RESPONSIBLE.

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UNITS ASSIGNED TO THE FIRST AIR FORCE

Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
1107th Gd Sq, Gp.Springs, Md.	GO 1, 7 Jan. 43		Activated
1146th Gd Sq (Rd), Trumbull Fld	GO 3, 16 Jan. 43		Activated
1147th Gd Sq (Rd), Bedford, Mass	GO 3, 16 Jan. 43		Activated
Flight C, 13th Tow Tgt Sq	GO 5, 21 Jan. 43	Flight C, 2nd Tow Tgt Sq.	
878th Airbne Engr Bn (Avn) Westover Fld.	GO 6, 26 Jan. 43		Activated
906th Engr. AF Hq Co. Mitchel Fld.	GO 6, 26 Jan. 43		Activated
939th Engr Camouflage Bn (Avn) Richmond, Va.	GO 6, 26 Jan. 43		Activated
Maint.Pln, 921st QM Co, Boat, Avn.	GO 7, 2 Feb. 43		Disbanded
1162nd Gd Sq (Rd) Millville	GO 8, 3 Feb. 43		Activated
1166th " " " New Haven	GO 8, 3 Feb. 43		"
1167th " " " New Bedford	GO 8, 3 Feb. 43		"
1168th " " " Norfolk	GO 8, 3 Feb. 43		"
1169th " " " Farmingdale	GO 8, 3 Feb. 43		"
1170th " " " Killagrove	GO 8, 3 Feb. 43		"
874th Airbne Engr Bn (Avn)	GO 10, 8 Feb. 43	assigned AAF, 925th Provisional	
875th " " " "	" " " " "		
876th " " " "	" " " " "		
1303rd Sig O T Co (Avn) Langley Fld.	GO 11, 10 Feb. 43		
Hq, 355th Fitr Gp	GO 14, 20 Feb. 43		
Hq, 356th " "	" " " " "		
Hq, 357th " "	" " " " "		
Hq, 358th " "	" " " " "		
1878th Engr Avn Bn, Richmond, Va	" 16, 2 Mar. 43		Activated
879th Airbne Engr Bn, Westover Fld	" " " " "		"
880th Airbne Engr Bn (Avn) Westover Fld	" " " " "		"
881st Airbne Engr Bn (Avn)	" " " " "		"
1st AAF Combat Camera Unit, Culver City, Cal.	GO 21, 26 Mar. 43		

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Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
Hq 206th Ord Co Avn (Serv) M F	GO 17, 10 Mar. 43		Activated
Det. 1 - L F	" " " " "		"
Det. 2 Richmond, Va.	" " " " "		"
Det. 3 Baltimore	" " " " "		"
Det. 4 M F	" " " " "		"
Det. 5 Bradley Fld	" " " " "		"
Det. 6 Westover Fld	" " " " "		"
Det. 7 Gremier Fld, N. H.	" " " " "		"
Det. 8 Dow Fld.	" " " " "		"
1321st Sig Operation Trng Co Av Langley Fld	GO 20, 23 Mar. 43		Activated
1323d " " " " "	" " " " "		"
1324th " " " " "	" " " " "		"

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Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
871st Airbne Engr Bn (Avn)	GO 22, 30 Mar. 43	871st Airbne Engr. Avn. Bn.	
872nd " " " "	" " " " "	872nd " "	
873rd " " " "	" " " " "	873rd " "	
874th " " " "	" " " " "	874th " "	
875th " " " "	" " " " "	875th " "	
876th " " " "	" " " " "	876th " "	
877th " " " "	" " " " "	877th " "	
878th " " " "	" " " " "	878th " "	
879th " " " "	" " " " "	879th " "	
880th " " " "	" " " " "	880th " "	
881st " " " "	" " " " "	881st " "	
Hq & Hq Sq 5th Air Defense Wing, Norfolk, Va.	GO 23, 31 Mar. 43		Activated
Bombing & Gunnery Range Det, Westover Fld.	GO 23, 31 Mar. 43		Disbanded
1004th Gd Sq	GO 24, 2 Apr. 43		
312th Base Hq & AB Sq (R)	" " " " "		
Med. Det. Sta. Hosp. Dover Mun. Airport	" " " " "		
305th Base & Hq & AB Sq (R)	" " " " "		
1037th Gd Sq	" " " " "		
Med. Det, Sta. Hosp.Otis Fld.	" " " " "		
423d Base Hq & AB Sq (R)	" " " " "		
965th Gd Sq	" " " " "		
Med. Det. Sta. Hosp.Bluethenthal Fld.	" " " " "		
1527th QM Rescue Boat Crew Avn. Langley Fld	GO 25, 2 Apr. 43		
1531st QM Rescue Boat Crew Avn. Mitchel Fld	" " " " "		
1532d QM Rescue Boat Crew Avn. Langley Fld	" " " " "		
1534th QM Rescue Boat Crew Avn. Mitchel Fld	" " " " "		
928th Engr Avn Regt (3 Bns) Richmond, Va.	GO 26, 5 Apr. 43		Activated
1980th Engr. Fire Fighting Pltns (Avn),Bradley Fld.	GO 26, 5 Apr. 43		"
1981st " " "	" " " " "		"
1982nd " " "	" " " " "		"
1983rd " " "	" " " " "		"

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UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
1984th Engr. Fire Fighting Pltns (Avn), Bradley Fld.	GO 26, 5 Apr. 43		Activated
1985th " " "	" " " " "		"
1986th " " "	" " " " "		"
1987th " " "	" " " " "		"
1988th " " "	" " " " "		"
1989th " " "	" " " " "		"
1990th " " "	" " " " "		"
1991st " " "	" " " " "		"
1992nd " " "	" " " " "		"
1993rd " " "	" " " " "		"
1994th " " "	" " " " "		"
1995th " " "	" " " " "		"
1996th " " "	" " " " "		"
1997th " " "	" " " " "		"
1998th " " "	" " " " "		"
1999th " " "	" " " " "		"
1st Avn Sq (Separate)	GO 27, 6 Apr. 43	1st Avn Sq	
34th Avn Sq (Separate)	" " " " "	34th Avn Sq	
35th " " "	" " " " "	35th Avn Sq	
36th " " "	" " " " "	36th Avn Sq	
37th " " "	" " " " "	37th Avn Sq	
38th " " "	" " " " "	38th Avn Sq	
316th Avn Sq (Separate)	" " " " "	316th Avn Sq	
1st Airbne Engr Avn Unit Trng Center (Westover)			Activated (4 D)
925th Prov. Engr Airbne Regt (Avn.)			Disbanded (4 3)
Det. 905th QM Co Avn (Serv) Dover, Del.	GO 28, 9 Apr. 43		
Det. 905th QM Co Avn (Serv) Otis Fld	" " " " "		
Det. 905th QM Co Avn (Serv) Bluethenthal Fld	" " " " "		
Det. 559th Sig Ser Co (Avn) Dover, Del.	" 28, 9 Apr. 43		Baltimore, Md.
Det. 559th Sig Ser Co (Avn) Falmouth, Mass.	" " " " "		Westover Fld.
Det. 559th Sig Ser Co (Avn) Wilmington, Del.	" " " " "		Langley Fld.
426th Sig Constr. Bn Avn(L F)	GO 29, 9 Apr. 43		
428th Sig Constr. Bn Avn (L F)	" " " " "		
805th Engr. Bn (Avn)	" " " " "		928th Engr. Avn. Reg.(PAF)

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Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
1st Alt. Tng Unit Mitchel Fld	GO 32, 16 Apr. 43		Activated
2nd Alt. Tng Unit Westover Fld	" " " " "		"
894th Airbne Engr Avn Co Westover Fld	GO 34, 24 Apr. 43		"
2nd & 13th Tow Target Sqs Mitchel Fld	GO 36, 26 Apr. 43		Increased by Flights D & C.
447th & 448th Sig Const Bn Avn	GO 36, 26 Apr. 43		
450th Sig Const Bn Avn	" " " " "		
459th " " " "	" " " " "		
Langley Fld			
2031st QM Trk Co, Avn, Op Spring	GO 37, 27 Apr. 43		
2045th QM Trk Co, Avn, Mitchel Fld.	GO " " " "		
2046th QM Trk Co, Avn, New Bedford	" " " " "		
21st Weather Sq Bradley Fld	GO 10, Hq AAB, Bradley Fld		Activated
882nd Airbne Engr Avn Bn	GO 38, 2 May 43		Activated
883rd Airbne Eng Avn Bn	" " " " "		"
1896th Engr. Avn Bn, Richmond Va.	" " " " "		"
1897th Engr Avn Bn, Richmond, Va.	" " " " "		"
419th Avn Sq, Dow Fld, Bangor, Maine	GO 41, 10 May 43		"
420th Avn Sq, Grenier Fld, N.H.	GO 41, " " "		"
1st Radar Calibration Det.	GO 44, 15 May 43		1st Fitr Comd.
1466th AAF Band, Langley Fld	GO 45, 19 May 43		Activated
306th Fitr Control Sq	GO 42, Hq 1st Fitr Comd, 21 May 43		Activated 1st Fitr Comd.
309th Fitr Control Sq	" " " " "		
321st Fitr Control Sq Bradley Fld.	" " " " "		
322nd Engr. Base Unit Personnel Office	GO 28, 21 May 43		Activated 1st Fitr Comd.
57th Fitr Control Sq	GO 46, Hq 1st Fitr 30 May 43		
885th Airbne Engr. Avn. Bn.	"Control & Action of Certain Engr Units with the AAF."		
884th Airbne Engr Avn Bn, Bradley Fld	GO 51, 2 June 43		Activated
900th Airbne Engr. Avn. Co. Westover Fld.	GO 52, 2 June 43		

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Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
40th Mobile Comm. Sq, Bradley	GO 53, 4 June 43		
1312th Gd Sq (M F)	GO 55, 8 June 43		Activated
931st AB Security Bn, Langley	GO 56, 9 June 43		
36th Fitr Gp (less 1 Sq)	GO 58, 12 June 43		1st Fitr Cmd.
Hq 36th Fitr Gp	" " " " "		" " "
22nd Fitr Sq	" " " " "		" " "
23rd Fitr Sq	" " " " "		" " "
926th Engr Avn Reg (less 3 Bns) Richmond, Va.	GO 59, 22 June 43		Activated
2000th Engr Avn Fire Fighting Pltns. Bradley Fld	GO 60, 28 June 43		Activated
2001st " " " "	" " " " "		"
2002nd " " " "	" " " " "		"
2003rd " " " "	" " " " "		"
2004th " " " "	" " " " "		"
2005th " " " "	" " " " "		"
2006th " " " "	" " " " "		"
2007th " " " "	" " " " "		"
2008th " " " "	" " " " "		"
2009th " " " "	" " " " "		"
2010th " " " "	" " " " "		"
2011th " " " "	" " " " "		"
2012th " " " "	" " " " "		"
2013th " " " "	" " " " "		"
2014th " " " "	" " " " "		"
2015th " " " "	" " " " "		"
2016th " " " "	" " " " "		"
2017th " " " "	" " " " "		"
2018th " " " "	" " " " "		"
2019th " " " "	" " " " "		"
1162nd Gd Sq (Rd) Millville	GO 62, 25 June 43	1162 Guard Sq	
1266th Gd Sq, Westhampton	" " " " "	1266 Guard Sq	
53rd Fitr Sq, Charleston	GO 66, 6 July 43		1st Fitr Cmd.
33rd Fitr Control Sq	GO 67, Hq FFC, 16 Jul. 43	33rd Fitr Control Sq (Special)	
4th AAF Bombing & Gunnery Range Sq (L F)	GO 70, 14 July 43		Disbanded
8th Radar Cal Det, Mitchel Fld	GO 74 FAF, 23 Jul. 43		
12th " " " " "	" " " " "		

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Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
SELFRIDGE FIELD			
4th Base Hq & AB Sq	GO 75 Hq, 3rd Air Force, 23 July 43		
1319 Gd Sq	" " "		
830th Gd Sq	" " "		
89th AAB Band	" " "		
44th Avn Sq	" " "		
Det. 922nd QM Co. Boat	" " "		
18th Alt. Tng. Unit	" " "		
755th WAAC Post Hq Co	" " "		
Det Medic Dept	" " "		
Det 853rd Sig Serv Co.	" " "		
Det 903rd QM Co (Avn) Serv.	" " "		
Det 2065th Ord Co.	" " "		
Det Finance Dept.	" " "		
Hq 332nd Fitr Gp	" " "		
100th Fitr Sq (also in GO 85, 86 FAF, 10 Aug. 43)	" " "		
301 Fitr Sq (also in GO 85,86, FAF, 10 Aug. 43)	" " "		
302nd Fitr Sq (also in GO 85, 86, FAF, 10 Aug. 43)	" " "		
34th Sta Comp Sq	" " "		
35th " " "	" " "		
36th " " "	" " "		
37th " " "	" " "		
38th " " "	" " "		
39th " " "	" " "		
40th " " "	" " "		
41st " " "	" " "		
42nd " " "	" " "		
43rd " " "	" " "		
44th " " "	" " "		
45th " " "	" " "		
46th " " "	" " "		
47th " " "	" " "		
JACKSONVILLE AA FLD.			
1011th Gd Sq	GO 75, Hq, 3rd Air Force, 23 Jul. 43		
902nd QM Plat Trans AB.	" " " " "		
Det Medic Dept			

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Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
Jacksonville AA Fld (cont'd.)			
Det 903rd Gp Co Avn (Serv)	GO 75, Hq, 3rd Air Force, 23 Jul. 43		
Det 853rd Sig Serv Co.	" " " " "		
71st Sta Comp Sq	" " " " "		
72nd " " "	" " " " "		
73rd " " "	" " " " "		
74th " " "	" " " " "		
75th " " "	" " " " "		
76th " " "	" " " " "		
77th " " "	" " " " "		
78th " " "	" " " " "		
79th " " "	" " " " "		
80th " " "	" " " " "		
81st " " "	" " " " "		
82nd " " "	" " " " "		
83rd " " "	" " " " "		
84th " " "	" " " " "		
85th " " "	" " " " "		
86th " " "	" " " " "		
87th " " "	" " " " "		
88th " " "	" " " " "		
OSCODA AA FLD			
524th Base Hq & AB Sq (R)	GO 75, Hq., 3rd Air Force, 23 Jul. 43		
1347th Gd Sq (R)	" " " " "		
Det Medic Dept.	" " " " "		
Hq & Hq Btry 55th AAA Bgd	GO 76 FAF 26 Jul 43		Activated
1354th Gd Sq. Dover, Del.	" " " " "		"
1381th Gd Sq. Dow Fld	" 77, 27 Jul 43		"
886th Airborne Engr. Avn. Bn.	" 79, 29 Jul 43		
1st Radar Cal. Det.	" 83, 4 Aug. 43		
905th Gp Pl Trans AB	GO 84, 5 Aug. 43		
322nd Fitr Gp.	GO 85, 10 Aug. 43		
Hq 332nd Fitr Gp.	" " " " "		
100TH Fitr Sq.	" " " " "		
301st Fitr Sq.	" " " " "		

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Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
302nd Fitr Sq	GO 85, 10 Aug. 43		
1027th QM Fl Trans A.B.	GO 86, 10 Aug. 43		
56th Fitr Control Sq	" " " " "	56th Fitr Control Sq	Special GO 75 to Aug 43
322nd Fitr Gp	" " " " "		
Hq & Hq Btry, 19th AAA Gp (MF)	" 89, 13 Aug. 43		
7th AAA Awpns Bn (S M) Westhampton Beach	" " " " "		
738th AAA Gun Bn (S M) Westhampton Beach	" " " " "		
SELFRIDGE FLD.			
4th B. Hq & AB Sq	GO 92, 14 Aug. 43		
830th Sd. Sq	" " " " "		
1319th Gd Sq	" " " " "		
44th Aviation Sq	" " " " "		
933rd A.B.S. Bn	" " " " "		
89th AAF Band	" " " " "		
799TH WAAC Post Hq Co. AAF	" " " " "		
18th Altitude Tng Unit	" " " " "		
402nd Fitr Sq	" " " " "		
34th Sta Comp Sq	" " " " "		
35th " " "	" " " " "		
36th " " "	" " " " "		
37th " " "	" " " " "		
38th " " "	" " " " "		
39th " " "	" " " " "		
40th " " "	" " " " "		
41st " " "	" " " " "		
42nd " " "	" " " " "		
43rd " " "	" " " " "		
44th " " "	" " " " "		
45th " " "	" " " " "		
46th " " "	" " " " "		
47th " " "	" " " " "		
Med. Det)Sta. Hosp	" " " " "		
Vet. Det)Selfridge Fld.	" " " " "		

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UNITS ASSIGNED TO THE FIRST AIR FORCE

Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
OSCODA, MICH.			
524th Base Hq & AB Sq RS	GO 92, 14 Aug. 43		
1347th Gd Sq RS	" " " " "		
Med Det	" " " " "		
Vet Det	" " " " "		

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UNITS ASSIGNED TO THE FIRST AIR FORCE

Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
JACKSONVILLE, FLA.			
1011th Gd Sq	GO 92, 14 Aug 43		
902nd QM Platoon Trpn AB	"		
MED DET			
71st Sta Comp Sq	"		
72nd " " "	"		
73rd " " "	"		
74th " " "	"		
75th " " "	"		
76th " " "	"		
77th " " "	"		
78th " " "	"		
79th " " "	"		
80th " " "	"		
81st " " "	"		
82nd " " "	"		
83rd " " "	"		
84th " " "	"		
85th " " "	"		
86th " " "	"		
87th " " "	"		
88th " " "	"		
403rd Ftr Sq	"		1st Ftr Comd
Det 9/851st Sig Ser Co (Avn)	"		Jacksonville,Fla
Det 10/851st Sig Ser Co (Avn)	"		Selfridge Fld
Det 28/901st QM Co Avn (Serv)	"		Jacksonville,Fla
Det 29/901st QM Co Avn (Serv)	"		Selfridge Fld
Det 921st QM Co Boat (Avn)	"		
Det 9/2063rd Ord Co Avn (Serv)	"		
1309th Sig Pigeon Co Avn	GO 93, 16 Aug 43		Selfridge Fld
1995th Engr Fire Ftr Pl (Avn)	GO 94, 19 Aug 43	1995th Eng Avn Fire Fighting	Pln
1996th Engr Fire Ftr Pl (Avn)	"	1996th Eng Avn Fire Fighting	Pln

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UNITS ASSIGNED TO THE FIRST AIR FORCE

Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
1997th Engr Fire Ftr Pl (Avn)	GO 94, 19 Aug 43	1997th Eng Avn Fire Fighting Pln	
1998th Engr Fire Ftr Pl (Avn)	"	1998th Eng Avn Fire Fighting Pln	
1999th Engr Fire Ftr Pl (Avn)	"	1999th Eng Avn Fire Fighting Pln	
Sig AW Det 9	GO 96, 20 Aug 43		I Ftr Comd
2nd Radar Cal Det, Mitchel Fld	GO 95, 20 Aug 43		Hq FAF
3rd " " " " "	"		"
4th " " " " "	"		"
5th " " " " "	"		"
6th " " " " "	"		"
7th " " " " "	"		"
8th " " " " "	"		"
9th " " " " "	"		"
10th " " " " "	"		"
11th " " " " "	"		"
Hq & Hq Btry 207th AAA Gp	GO 98, 21 Aug 43		FAF Hq
204th AAA AWpns Bn (SM)	"		Hq FAF
1st Combat Camera Unit	GO 101, 26 Aug 43		I Ftr Comd
915th A B Security Bns	GO 102, 27 Aug 43		Disbanded
916th " " "	"		"
917th " " "	"		"
918th " " "	"		"
919th " " "	"		"
931st A B Security Bn	"		"
933rd A B.Security Bn	"		"
Hq & Hq Sq AAF Anti-Sub Comd, AAB, Mitchel Fld	GO 104, 31 Aug 43	Hq & Hq Sq	I Bomber Comd
18th Anti-Sub Sq (Hv)	"		"
30th Anti-Sub Coms Sq	"		"
413th Sig Co (Avn)	"		"
Hq 25th Anti-Sub Wing	"		"

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UNITS ASSIGNED TO THE FIRST AIR FORCE

Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
Hq & Hq Sq 25th Anti Sub Wing	GO 104, 31 Aug 43		I Bomber Cond
3rd Anti Sub Sq (Hv)	"		"
5th Anti Sub Sq (Hv)	"		"
11th Anti Sub Sq (Hv)	"		"
12th Anti Sub Sq (Hv)	"		"
13th Anti Sub Sq (Hv)	"		"
14th Anti Sub Sq (Hv)	"		"
16th Anti Sub Sq (Hv)	"		"
20th Anti Sub Sq (Hv)	"		"
22nd Anti Sub Sq (Hv)	"		"
24th Anti Sub Sq (Hv)	"		"
338th Sig Co (Wing)	"		"
26th Anti Sub Wing	"		"
Hq & Hq Sq 26th Anti Sub Wing	"		"
7th Anti Sub Sq (Hv)	"		"
8th Anti Sub Sq (Hv)	"		"
9th Anti Sub Sq (Hv)	"		"
10th Anti Sub Sq (Hv)	"		"
15th Anti Sub Sq (Hv)	"		"
17th Anti Sub Sq (Hv)	"		"
21st Anti Sub Sq (Hv)	"		"
23rd Anti Sub Sq (Hv)	"		"
25th Anti Sub Sq (Hv)	"		"

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UNITS ASSIGNED TO THE FIRST AIR FORCE

Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
323rd Sig Co (Wing)	GO 104, 31 Aug 43		I Bomber Comd
1907th Eng Avn Bn	GO 105, 1 Sep 43		FAF
1921st A/B Eng Avn Bn	"		"
1922nd A/B Eng Avn Bn	"		"
419th Avn Sq - Dow Fld	GO 108, 1 Sep 43		Disbanded
420th Avn Sq - Grenier Fld	"		"
Operations Plat - 2 Sections -C & 4 Sections -D (Bolling Fld)	GO 112, 7 Sep 43		Inactivated
Operations Plat - 1 Section -C & 2 Sections -D (Stewart Fld)	"		"
Operations Plat - 2 Sections -D (Kindley Fld)	"		"
Hq & Hq Btry 114th AAA Gp	GO 113, 8 Sep 43		
440th AAA AWpns Bn	"		
447th AAA AWpns Bn	"		
531st AAA AWpns Bn	"		
771st AAA Gun Bn (SM)	"		
427th Sig Con Bn Avn	"		
Hq & Hq Btry 27th AAA Gp	GO 115, 10 Sep 43		

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UNITS ASSIGNED TO THE FIRST AIR FORCE

Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
Hq AF, EDC and FAF (N Y)	GO 119, 17 Sept. 43	Hq FAF (N Y)	
503rd AAA Gun Bn (SM)	" " " " "		
504th AAA Gun Bn (SM)	" " " " "		
726th Sig AW Co	" " " " "		
448th AAA AWpns Bn	" " " " "		
1878 Mngr Avn Bn	" " " " "		A S Cond
Hq AF, EDC & FAF	" " " " "	Hq FAF	
Prov. Units A-1 thru A-7 (Grenier Fld) (staged)	" 124, 28 Sept. 43		Activated "
Prov. Units A-8 thru A-10 (Richmond, Va.) (staged)	" " " " "		
680th Sig Aircraft Warning	GO 125 FAF 29 Sept. 43		
Hq 1st Sea Search Attack Gp	" " " " " "		
2nd Sea Search Attk Sq. (H)	" " " " " "		1st Bomber Cond.
3rd Sea Search Attk Sq (H)	" " " " " "		
Hq & Hq Btry 31st AAA Gp	GO 128 FAF, 1 Oct. 43		CADTC
Hq & Hq Btry 32nd AAA Gp	" " " " " "		"
455th Bomb Gp (H) Hq, Charleston	" 130, 6 Oct. 1943		I Bomb Cmd.
436th Bomb Sq., Charleston, S.C.	" " " " "		" " "
437th " " " "	" " " " "		" " "
438th " " " "	" " " " "		" " "
439th " " " "	" " " " "		" " "
455th Bomb Gp(H) Hq, Langley F.	" " " " "		" " "
740th Bomb Sq. (H) " "	" " " " "		" " "
741st " " " "	" " " " "		" " "
742nd " " " "	" " " " "		" " "
743rd " " " "	" " " " "		" " "
455th " Gp. (H) Hq. Charleston	" " " " "		" " "
736th " Sq.(H) " S.C.	" " " " "		" " "
737th " " " "	" " " " "		" " "
738th " " " "	" " " " "		" " "
739th " " " "	" " " " "		" " "
278th Ord Maint Co. (AA)	" 131, 7 Oct. 43		

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UNITS ASSIGNED TO THE FIRST AIR FORCE

Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
421st Base Hq & AB Sq, Charleston, S. C.	GO 132, 9 Oct. 43		
908th Gd Sq	" " " " "		
462nd AAF Band	" " " " "		
348th Avn Sq	" " " " "		
921st QM Plat, Transp. AB	" " " " "		
Med Det.	" " " " "		
Finance Det	" " " " "		
Det 859th Sig Serv Co (Avn)	" " " " "	Det. No. 12, 851st Sig Serv Co (Avn)	
Det No. 28, 905th QM Co (Avn) (Serv.)	" " " " "	Det. No. 30, 901st QM Co. Avn (Serv)	
425th Base Hq & AB Sq(Rd), Chatham Field	" " " " "		
Med Det " "	" " " " "		
Det. No. 10, 901st QM Co. Avn. (Serv) Chatham Fld.	" " " " "		Organized
Det. No. 13, 851st Sig Serv Co. (Avn) Chatham Fld.	" " " " "		"
431st Base Hq & AB Sq (Rd)	" 133, 13 Oct. 43		Disbanded
397th AAA AWpns Bn (SM)	" 137, 19 Oct. 43		
491st AAA AWpns Bn (SM)	" " " " "		
776th AAA " " "	" 141, 23 Oct. 43		
Sig. AW Det 33	" 143, 27 Oct. 43		Organized
" " " 34	" " " " "		"
" " " 35	" " " " "		"
792nd AAA AWpns Bn (SM), Blackstone, Va.	" 144, 28 Oct. 43		
Hq & Hq Btry 56th AAA Brig.	" 145, 30 Oct. 43		
531st AAA Awpns Bn (SM)	" " " " "		
391st AAA AWpns Bn (SM)	" " " " "		
505th AAA Gun Bn (SM)	" 147, 6 Nov. 43		GADTC
276th Ord Maint Co. (AA)	" " " " "		GADTC
454th Bomb Gp (H)	" " " " "		
460th " " "	" " " " "		
1st Tow Tgt Sq.	" 148, 8 " "		
3rd " " "	" " " " "		
4th " " "	" " " " "		
10th " " "	" " " " "		
14th " " "	" " " " "		

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1943

UNITS ASSIGNED TO THE FIRST AIR FORCE

Hq Mitchel Field

UNIT	AUTHORITY	REDESIGNATION	DISPOSITION
FAF Prov Staging Sq	GO 151, 17 Nov 43		
Det, Finance Dept FAF at large	" 152, 18 Nov. 43		Blackstone, Va.
" " " " " "	" " " " "		Savannah, Ga.
851st Sig Service Co (Avn) Jacksonville, Fla.	" 153, 19 Nov. 43		Disbanded
AAF Nurses Tng. Det. #1	" 154, 24 Nov. 43		
28th Stat Control Unit, Overseas	" 159, 29 Nov. 43		
1st Combat Camera Unit, 1st F.	" 160, 1 Dec. 43		
906th Engr. AF Hq Co	" 167, 22 Dec. 43		Disbanded
1907th Engr Avn Bn	" " " " "		"
886th Airbne Engr Avn. Bn	" " " " "		"
885th Airbne Engr Avn. Bn.	" " " " "		"
1922nd " " " "	" " " " "		
2070th Avn Engr Utilities & Fire Fighting Det.	" 171, 30 Dec. 43		Activated
2071st " " " "	" " " " "		"
2072nd " " " "	" " " " "		"
2073rd " " " "	" " " " "		"
63rd AAF Band	GO 173, 31 Dec. 43	563rd Army Band	
75th AAF Band	" " " " "	575th " "	
78th AAF Band	" " " " "	578th " "	
81st AAF Band	" " " " "	581st " "	
89th AAF Band	" " " " "	589th " "	
94th AAF Band	" " " " "	594th " "	
96th AAF Band	" " " " "	596th " "	
362nd AAF Band	" " " " "	662nd " "	
462nd AAF Band	" " " " "	762nd " "	
466th AAF Band	" " " " "	766th " "	

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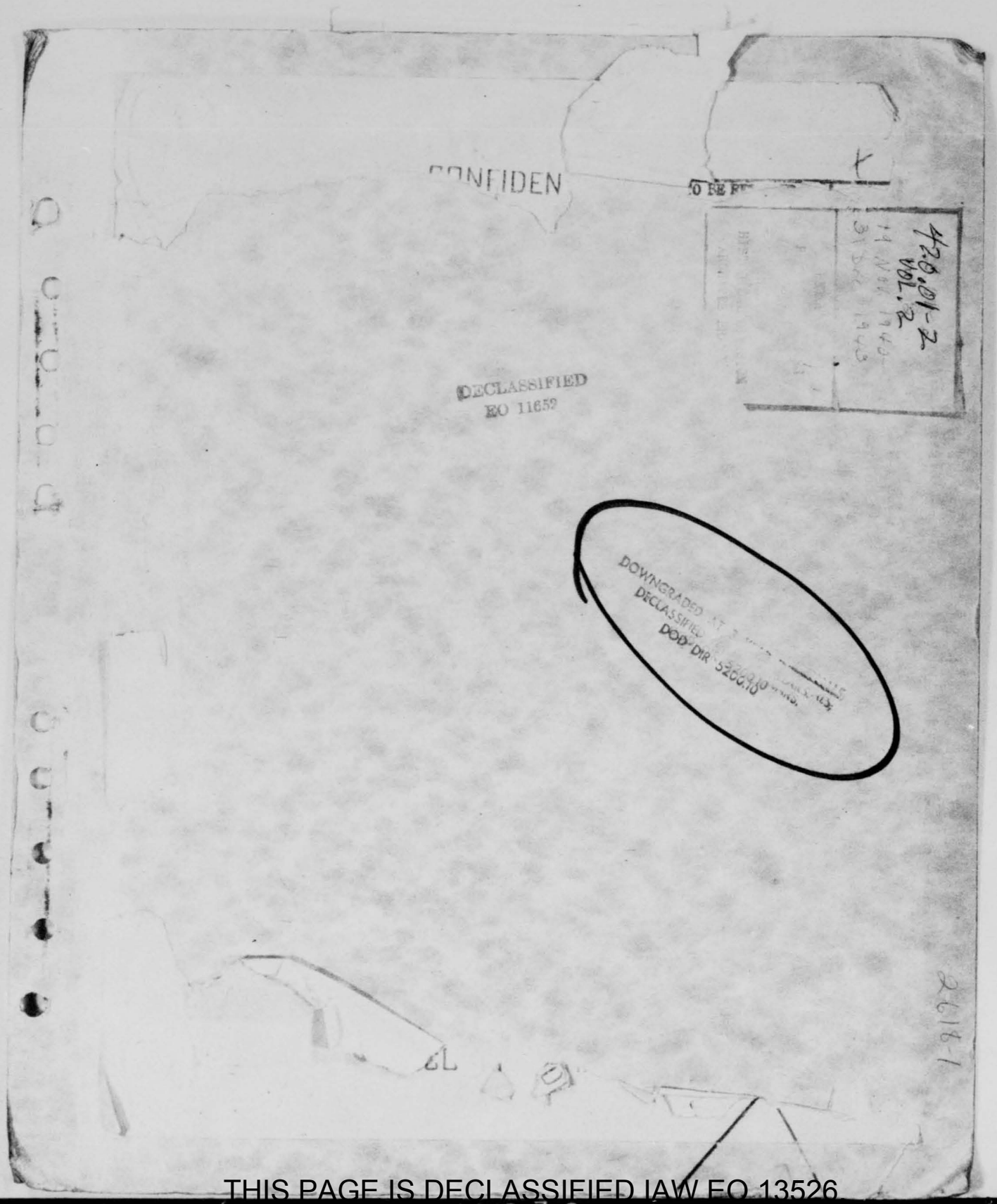

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[redacted] FIRST AIR FORCE
Mitchel Field, New York

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EO 11652

MICROFILMED BY
DATE ____ 195 ____

[redacted], HONOLULU
AIR DISTRICT AND FIRST AIR FORCE,
19 NOVEMBER 1940 TO 31 DECEMBER 1945

SUPPLEMENTARY APPENDIX
TO CHAPTER II

DEVELOPMENT OF BASES FOR THE
FIRST AIR FORCE

Copy 1
Volume I

HISTORY OF THE FIRST AIR FORCE [redacted] NOVEMBER 1945

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No Date

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Bridgeport Municipal Airport
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OFFICIAL BUSINESS

Assignment of AAF Bases
28 Dec. 42
Baltimore Jul 113

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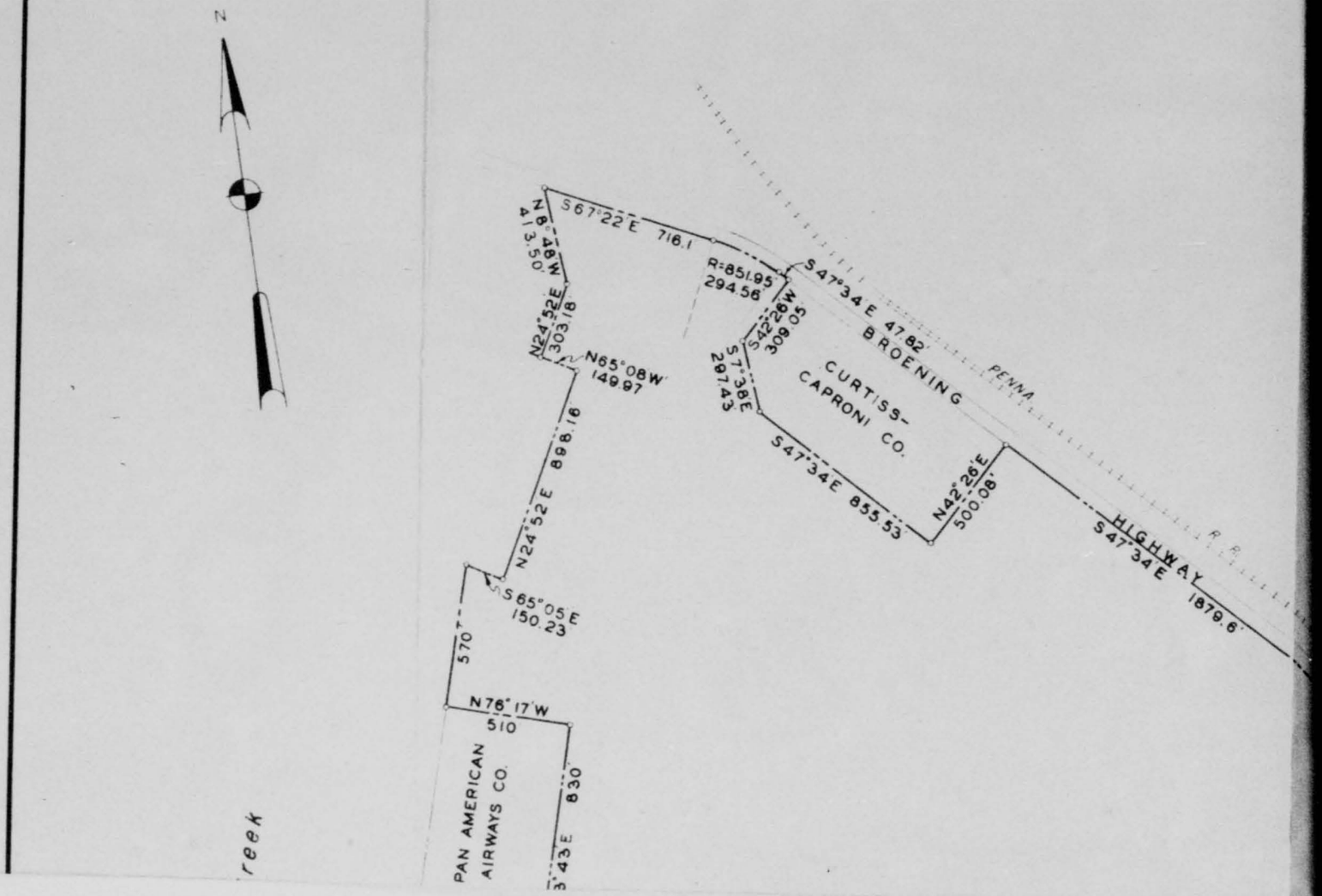

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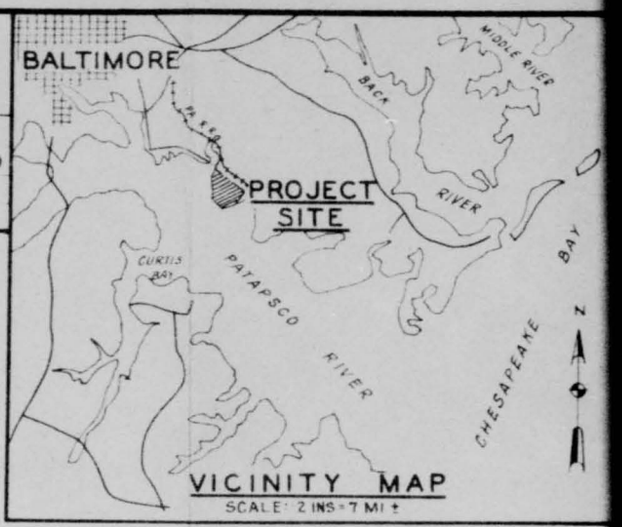
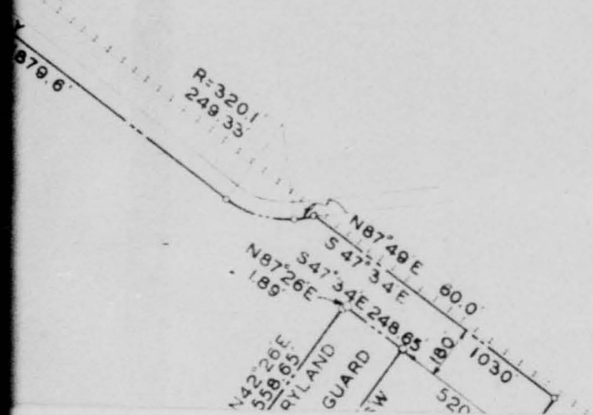
TRACT NO.	VENDOR	ACRES
	LEASEHOLD	
	CITY OF BALTIMORE	363.00
	SUB - LEASE	
	MARYLAND NATIONAL GUARD	3.21





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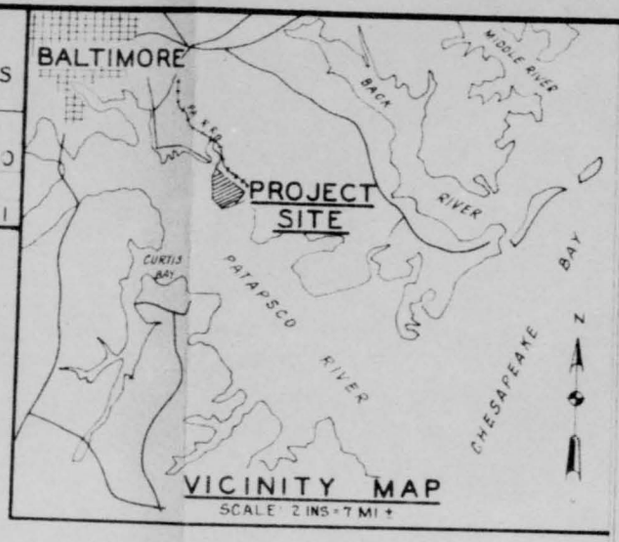
ONAL GUARD	3.21



BOUNDARY (TYPE OF MAP)

STATE	MARYLAND
COUNTY	BALTIMORE
DIVISION	MIDDLE ATLANTIC
DISTRICT	BALTIMORE
SERVICE COMMAND	THIRD
USING AGENCY	U.S.A.A.F.
6 MILES	SE OF CITY HALL
MILES	OF

— TRANSPORTATION FACILITIES —

PENNA.	RAILROAD
NONE	STATE ROAD
NONE	FEDERAL ROAD
EASTERN	AIRLINE

— LAND AREA —

ACRES OWNED BY W. D.	NONE
ACRES LEASED BY W. D.	366.21±
ACRES LEASED FROM W. D.	NONE
ACRES TRANSFERRED TO W. D.	NONE
ACRES DONATED TO W. D.	NONE

— DISPOSALS —

ACRES SOLD	NONE
ACRES TRANSFERRED	NONE
ACRES EXCHANGED	NONE
ACRES OTHERWISE	NONE

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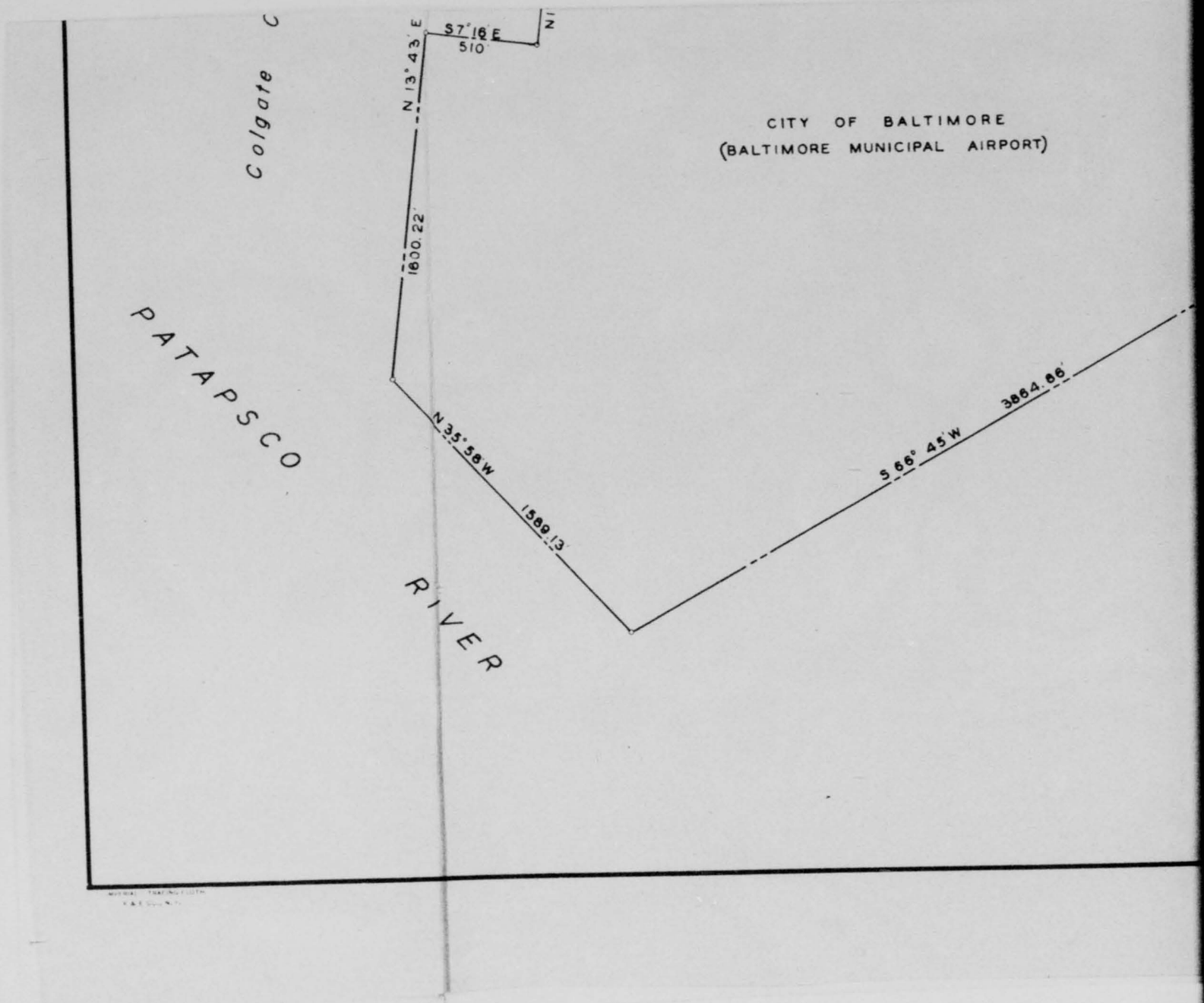

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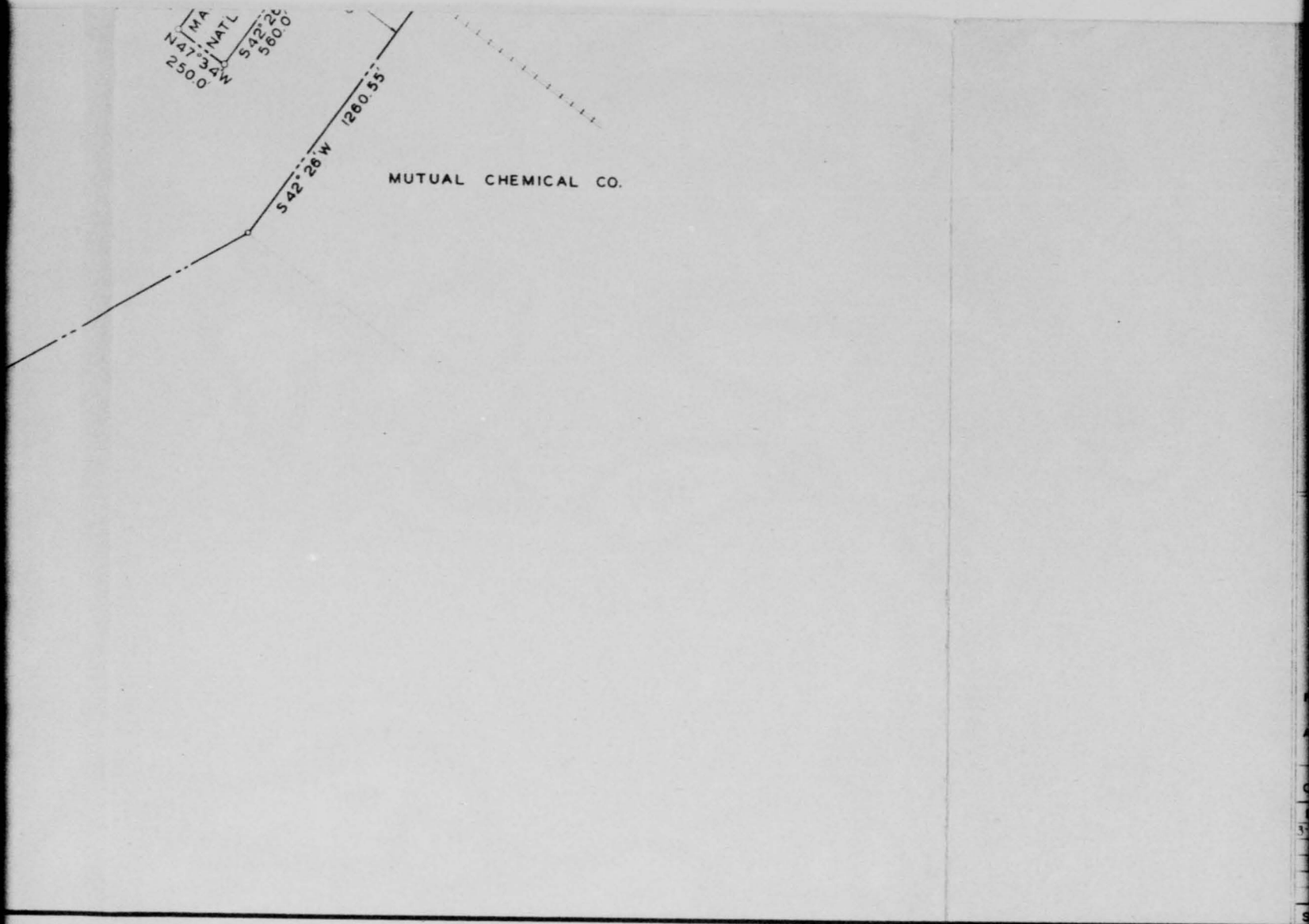

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LEGEND

- RESERVATION LINE
- STATE OR PROVINCE LINE
- COUNTY LINE
- CIVIL DISTRICT PRECINCT
- LAND-GRANT LINE
- CITY, VILLAGE, OR BOROUGH
- CEMETERY, SMALL PARK, ETC.
- TOWNSHIP LINE
- SECTION LINE

Scale
1" = 500'

500' 0 500' 1000'

WAR DEPARTMENT, O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE

BALTIMORE MUNICIPAL AIRPORT

MILITARY RESERVATION

RECOMMENDED Benjamin A Post ASSOC ENG DATE 24 July 1943

APPROVED: [signature] MAJOR CORPS OF ENGINEERS DATE 26 July 1943

COMPILED: TRACED C.H.L-H CHECKED B.A.P.

DATE	BY	REVISIONS	APPROVED
3-11-44	L-H	Revised location of Nat'l Guard Hangar	MP

SHEETS OF DRAWING NO. MAD 1007

CR-Form-177B

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OFFICIAL BUSINESS

Barnes Airport
Plan of Land Takings for Runway Extensions At
25 Apr. 42

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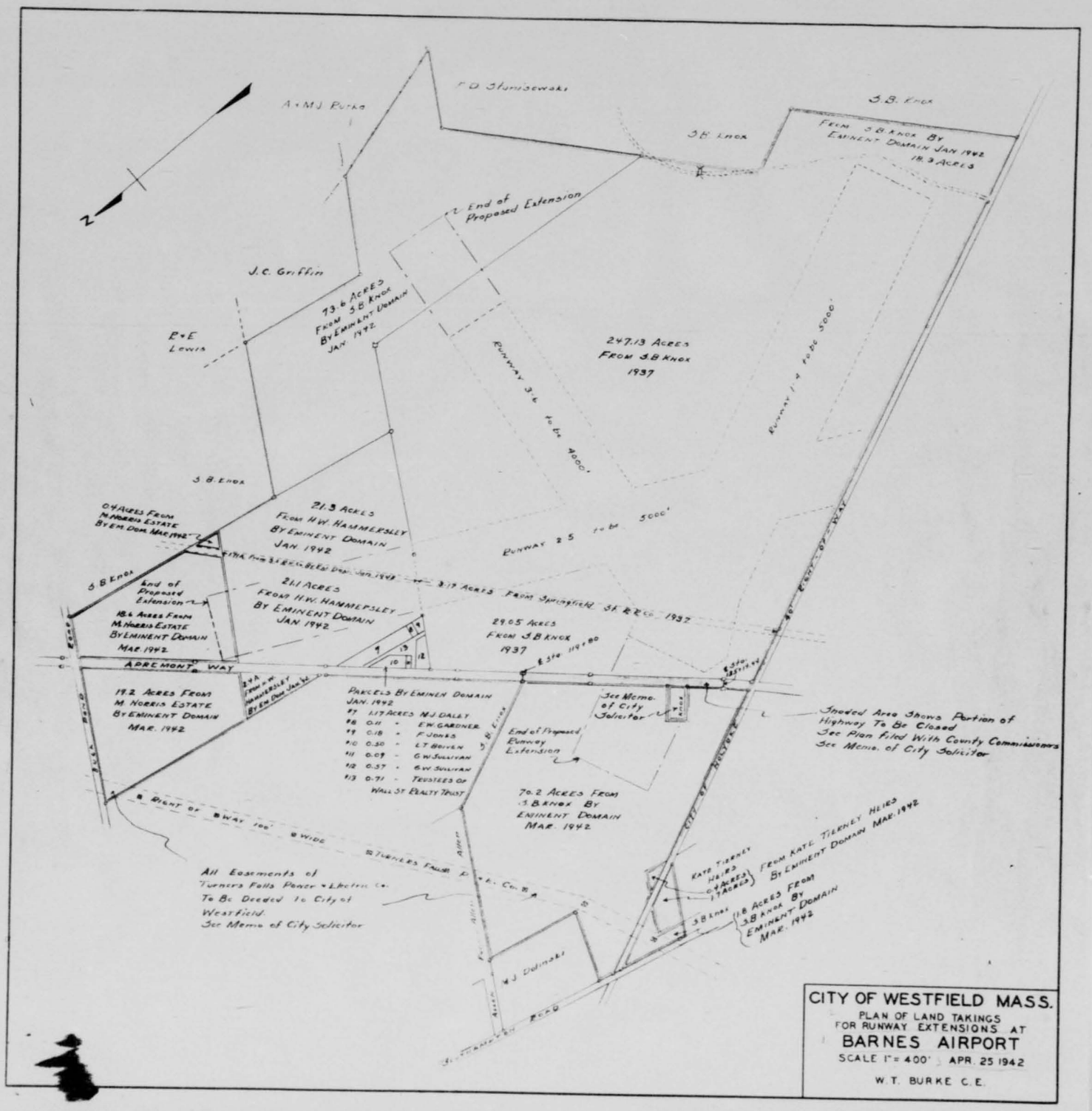

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OFFICIAL BUSINESS

Barnes Airport
Physical Progress Report
n.d.

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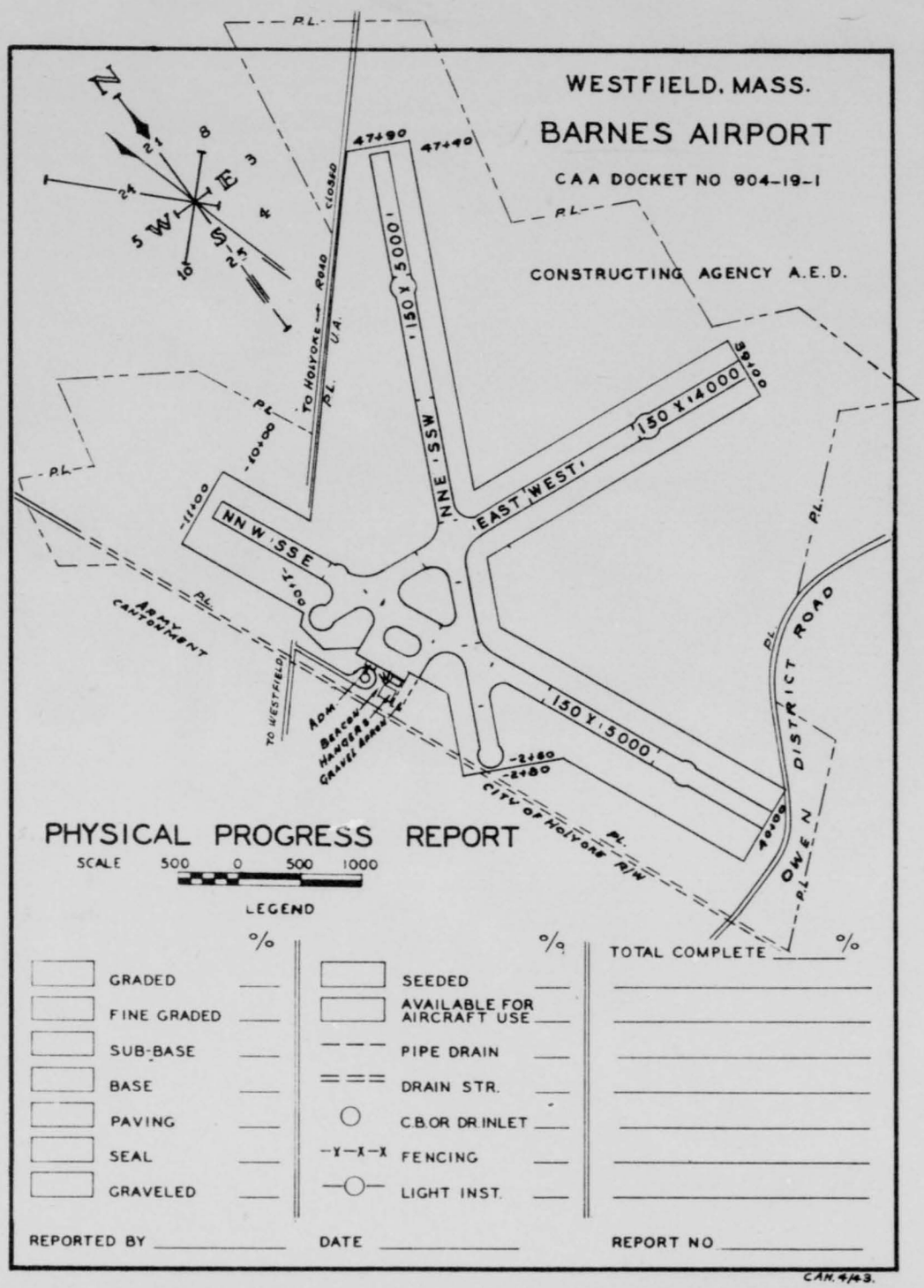

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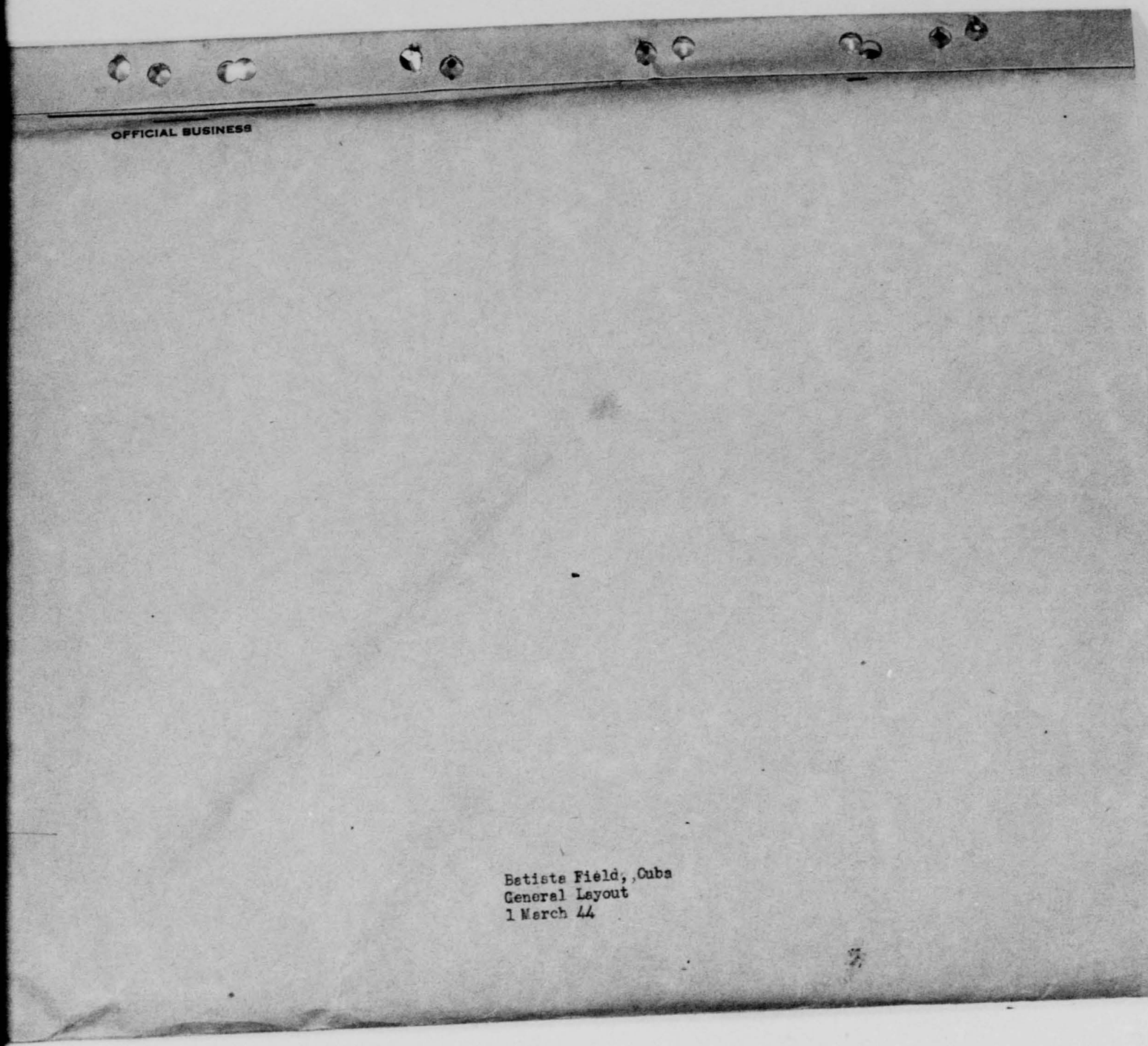

Batista Field, Cuba
General Layout
1 March 44

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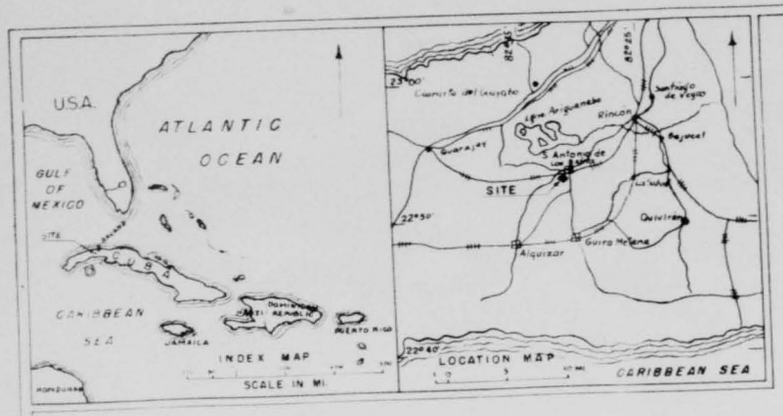

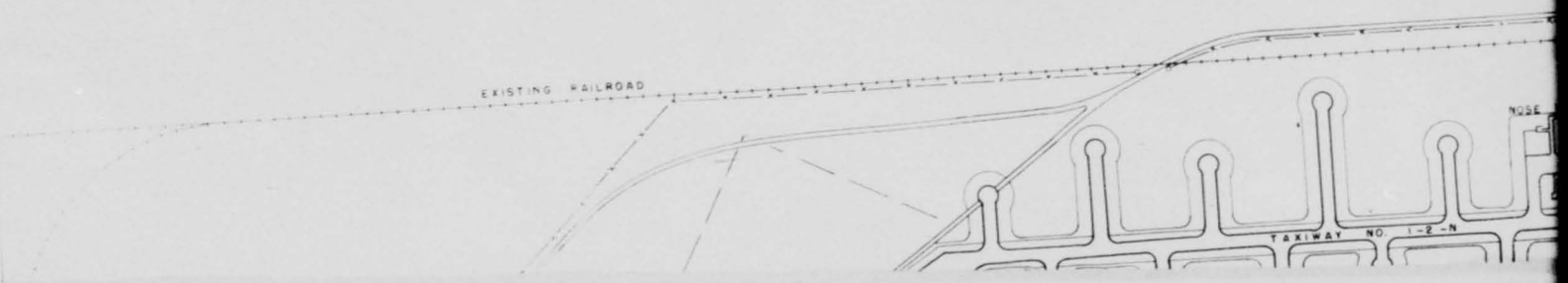

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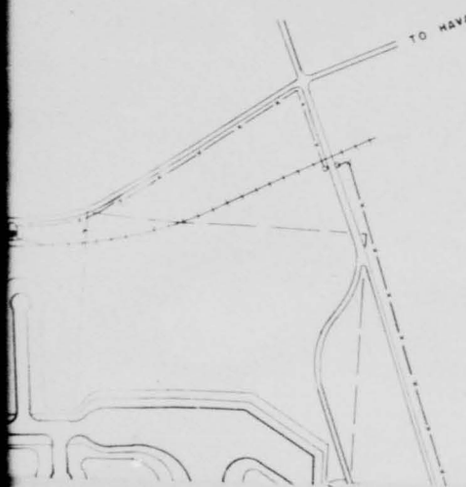
ON 18 APRIL 1944.

MIGUEL J. RODRIGUEZ,
Capt., Inf.



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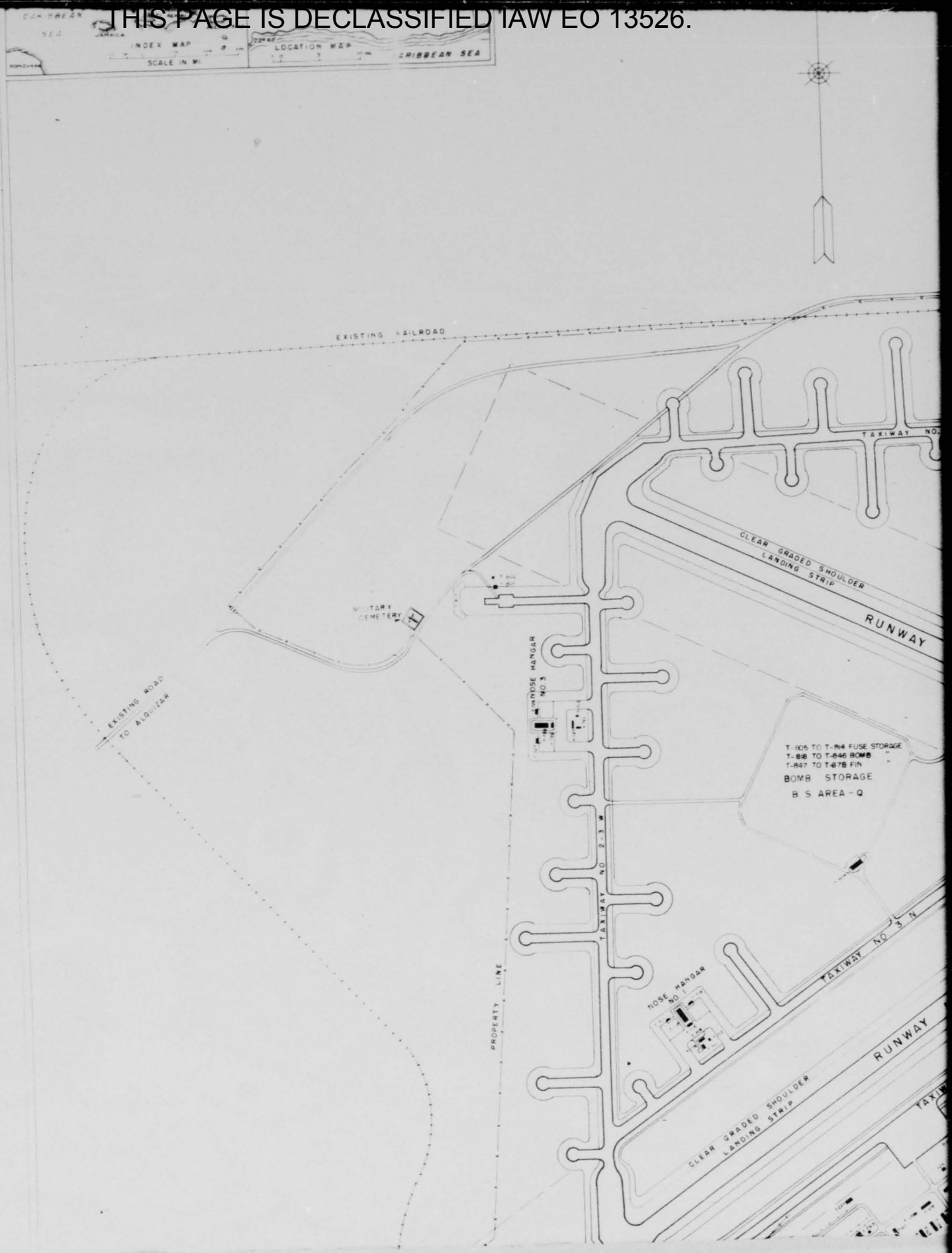

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WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PUERTO RICO ENGINEER DISTRICT

GENERAL LAYOUT

BATISTA FIELD, CUBA

DATE 3/1/44
DRAWN BY: F.A. & E.L.T.
TRACED BY: L. ALFARO
CHECKED BY: H.J. SEMIDEY

FILE NO.

SCALE: AS SHOWN

SUBMITTED BY: Jas A. Cuda
ASSOC. ENGINEER (CIVIL)

APPROVED BY: P.W. Evans
LT. COL. CORPS OF ENGINEERS

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OFFICIAL BUSINESS

Bedford Airport
Building Data
Dec. 42

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WAR DEPARTMENT

0 TO 99									
NO	TYPE	PLAN NO.	SIZE	CAPACITY	USE	DATE	NO.	TYPE	PLAN N

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100 TO 199				200 TO 299							
SIZE	CAPACITY	USE	DATE	NO.	TYPE	PLAN NO.	SIZE	CAPACITY	USE	DATE	
				T200	TRB-4	X100-103/38	20'x84'		Rec.		T
				T201	TA-6	"	20'x100'		Adm.		T
				T202	TBE-34	X100-103/38	20'x100'	34	Barrack		T
				T203	TBE-34	"	"	"	"		T
				T204	TBE-34	"	"	"	"		T
				T205	TBE-34	"	"	"	"		T
				T206	TBE-34	"	"	"	"		T
				T207	L-3	700-285	18'x36'	100	Lav.		T
				T208	TBE-34	X100-103/38	20'x100'	34	Barrack		T
				T209	L-3	700-285	18'x36'	100	Lav.		T
				T210	TA-6	X100-103/38	20'x100'		Operation		T
				T211	MPT	700-6402	40'x132'	320	Mess		T
				T212	TSA-2	X100-103/18	20'x60'		Supply		T
				T213	TBE-34	X100-103/38	20'x100'	34	Barrack		T
				T214	L-3	700-285	18'x36'	100	Lav.		T
				T215	TBE 34	X100-103/38	20'x100'	34	Barrack		T

Aug. to Dec. 1942

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300 TO 399

	PLAN NO.	SIZE	CAPACITY	USE	DATE
	T.O 11.12	100'x100'		Adm.	
A	X100-103/42	20'x100'	14	Quarters	
A	X100-103/42	"	"	"	
	700-285	18'x24'	50	Lav	
	800-805	25'x106'	172	Mess	
I	X100-103/38	20'x100'		Rec.	
A	X100-103/42	20'x100'	14	Quarters	
	700-285	18'x24'	50	Lav.	
I	X100-103/64	20'x52'		Photo	
-A	X100-103/42	20'x100'	14	Quarters	
2	1171/6-1	80'x122		Hangar	
I	X100-103/65	32'x47'		Fire sta.	
-A	X100-103/42	20'x100'	14	Quarters	
-A	X100-103/42	20'x100'	"	"	
-A	X100-103/42	20'x100'	"	"	
-A	X100-103/42	20'x100'	"	"	
-34	X100-103/38	20'x100'	34	Barrack	
	"	"	"	"	
	"	"	"	"	
	"	"	"	"	
	"	"	"	"	
6	X100-103/38	20'x100'		Operation	
	"	"		Adm.	
-1	105/13-1	25'x72'		Link Tr	
3	700-285	18'x36'	100	Lav	
-34	X100-103/38	20'x100'	34	Barrack	
4	700-285	25'x36'	150	Lav	
-34	X100-103/38	20'x100'	34	Barrack	
T	700-6402	40'-132'	320	Mess	
-34	X100-103/38	20'x100'	34	Barrack	
3	700-285	18'x36'	100	Lav.	
E-34	X100-103/38	20'x100'	34	Barrack	
	"	"	"	"	
	"	"	"	"	
B-4	"	20'x84'		Rec	
-2	X100-103/18	20'x60'		Supply	
B-4	X100-103/36	20'x84'		Rec	
-34	X100-103/38	20'x100'	34	Barrack	
-2	X100-103/38	20'x60'		Supply	
	414-43-227	21'x24'	3 Ton	Inc	
ermitter	Bldg	10'x8'	Existing	structure	
T	15758-B-1	16'x16'		Control T	
H-1	800-644	14'x16'		Oil storage	
sta	38-1-9A	10'x14'		2 Raustor	
sta.	X100-50/46	11'x19'		Night Lt	
H-1	800-644	14'x16'		Oil storage	
	"	"		"	
	"	"		"	

400 TO 499

NO.	TYPE	PLAN NO.	SIZE	CAPACITY	USE
T400	Pump H.	X100-51/7	14'x16'		Sewage
T401	TF-2	X100-103/65	47'x92'		Fire sta.
T402	DH-1	800-305X	12'x14'		Gate H.
T403	I-4	700-282	25'x111'		Infirmary
T404	TRB-1	T.O 11.5-1	88'x124'		Rec
T405	TPX5	X100-103/21	20'x100'		Postexch
T406	GSPH-1	800-601	11'x15'	12,000 gal	Gas sta.
T407	TBE-34	X100-103/38	20'x100'	34	Barrack
T408	"	"	"	"	"
T409	M228	800-805	25'x124'	228	Mess
T410	TA-6	X100-103/35	20'x100'		Adm.
T411	TRB-4	X100-103/38	20'x84'		Rec
T412	L-4	700-285	25'x36'	150	Lav.
T413	TBE-34	X100-103/38	20'x100'	34	Barrack
T414	"	"	"	"	"
T415	T-A-2	X100-103/18	20'x60'		Supply
T416	GR	X10-340	9'x84'	4 Car	Grease R
T417	WR	700-248	25'x60'	2 Car	Wash. R
T418	TSP-2	T.O 11.20	32'x96'		Repair
T419	SH-3	800-664	25'x105'		Comm.
T420	UH-1-d	X100-103/63	20'x175'		Shops
T421	Adm	X100-103/63	20'x60'		Adm.
T422	F-5	100-372	25'x60'		Equip
T423	TSH-18	X100-103/50	20'x60'	18	Guard
T424	L-1	700-285	18'x21'	25	Lav.
T425	TSH-18	X100-103/75	48'x192'		Ware H
T426	A-W	X100-103/67	50'x200'		Ware H
T427	Coal Yard	X100-50/10.	80'x300'		Coal Y.
T428	Gas tank	X100-50/107		75,000 gal	AC gas
T429	Int Wall Tk	X100-51/9			
T430	Chlor. Ho.	X100-51/17			
T431	Gas tank	X100-50/107		75000 g.	A.C. Gas
T440	Sentry house		7'x10'	Existing	structur

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CORPS OF ENGINEERS, U. S. ARMY

400 TO 499

E	DATE	NO.	TYPE	PLAN NO.	SIZE	CAPACITY	USE	DATE
n.								
ters		T400	Pump H.	X100-51/7	14'x16'		Sewage	
		T401	TF-2	X100-103/65	47'x92'		Fire sta.	
		T402	DH-1	800-305X	12'x14'		Gate H.	
s		T403	I-4	700-282	25'x111'		Infirmary	
		T404	TRB-1	TO 11.5-1	88'x124'		Rec	
ters		T405	TPXS	X100-103/21	20'x100'		Postexch.	
		T406	GSPH-1	800-601	11'x15'	12,000 gal.	Gas. sta.	
o.		T407	TBE-34	X100-103/38	20'x100'	34	Barrack	
ters		T408	"	"	"	"	"	
ar		T409	M-22B	800-805	25'x124'	228	Mess	
sta		T410	TA-6	X100-103/38	20'x100'		Adm.	
ters		T411	TRB-4	X100-103/38	20'x84'		Rec	
		T412	L-4	700-285	25'x36'	150	Lav.	
		T413	TBE-34	X100-103/38	20'x100'	34	Barrack	
		T414	"	"	"	"	"	
ack		T415	TSA-2	X100-103/14	20'x60'		Supply	
		T416	G.R.	700-340	9'x84'	2 Car	Grease R.	
		T417	W.R.	700-348	25'x60'	2 Car	Wash R.	
		T418	TSP-3	T 11.20	32'x96'		Repair	
ation		T419	SH-3	800-664	25'x100'		Comm.	
n.		T420	UH-1-a	X100-103/63	80'x175'		Shops	
r		T421	Adm	X100-103/63	20'x60'		Adm.	
		T422	F-3	100-973	25'x60'		Equip	
ack		T423	TSH-18	X100-103/53	20'x60'	18	Guard H.	
		T424	L-1	700-285	18'x21'	25	Lav.	
ack		T425	TSH-18	X100-103/75	43'x192'		Ware H	
s		T426	A.W.	X100-103/67	50'x200'		Ware H.	
ack		T427	Coal Yard	X100-50/10.	80'x300'		Coal Y	
		T428	Gas tank	X100-50/107		75,000 gal	AC 295	
ack		T429	Inert Tk	X100-51/9				
		T430	Chlor. Ho.	X100-51/17				
		T431	Gas tank	X100-50/107		75,000 gal	A.C. 295	
ly								
c								
ack								
ly								
ure								
al T								
orage		T440	Sentry house		7'x10'	Existing	structure	
stor.								
+ Lt.								
orage								

Aug to Dec 1942

Aug to Dec 1942

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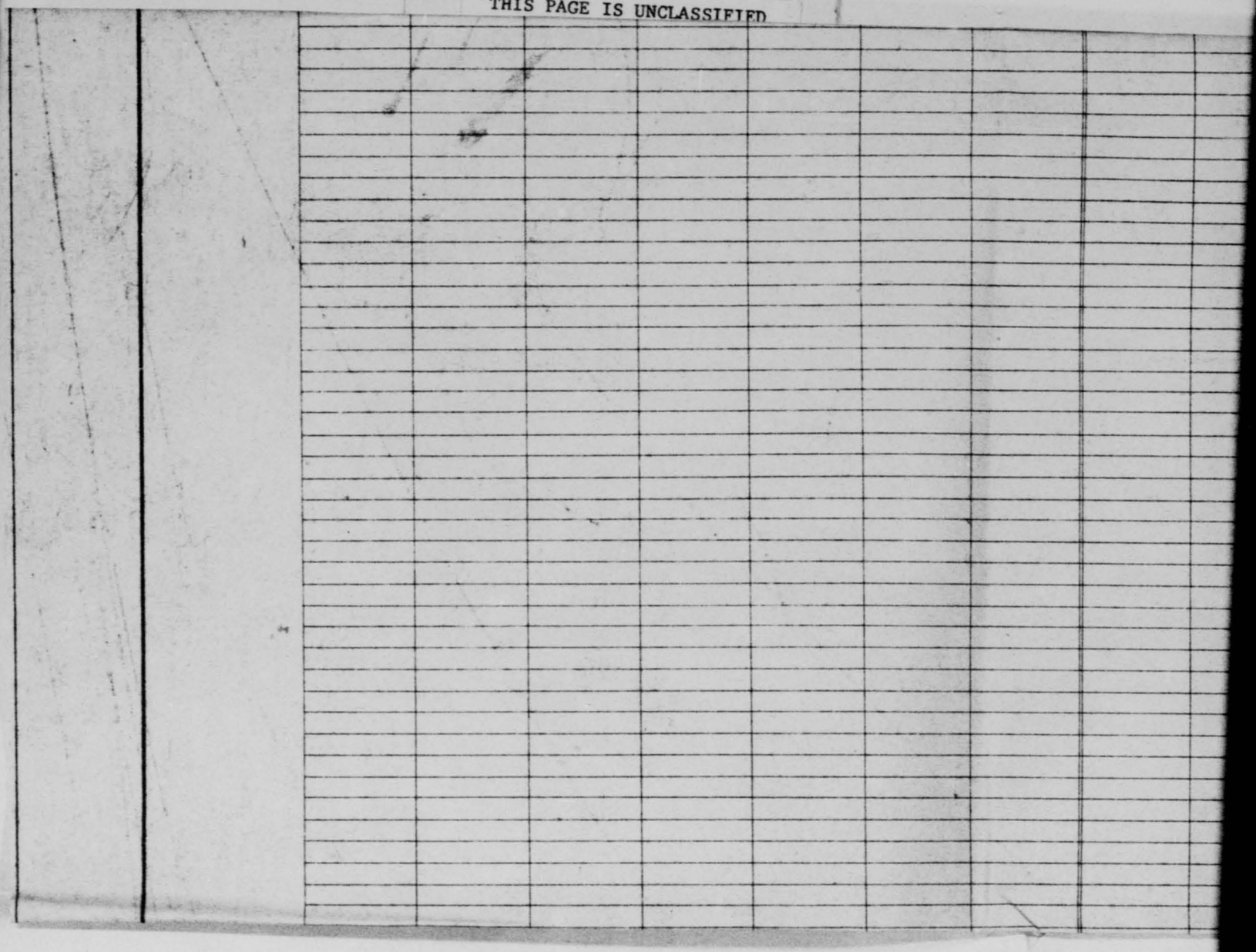

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	T347	Alert Shack		12'×16'	Existing	Protected				
	T348	Technical Supply		7'×25'	"	"				
	T349	Weather		7×7'	"	"				
	T350	Alert Shack		20'×30'	"	"				

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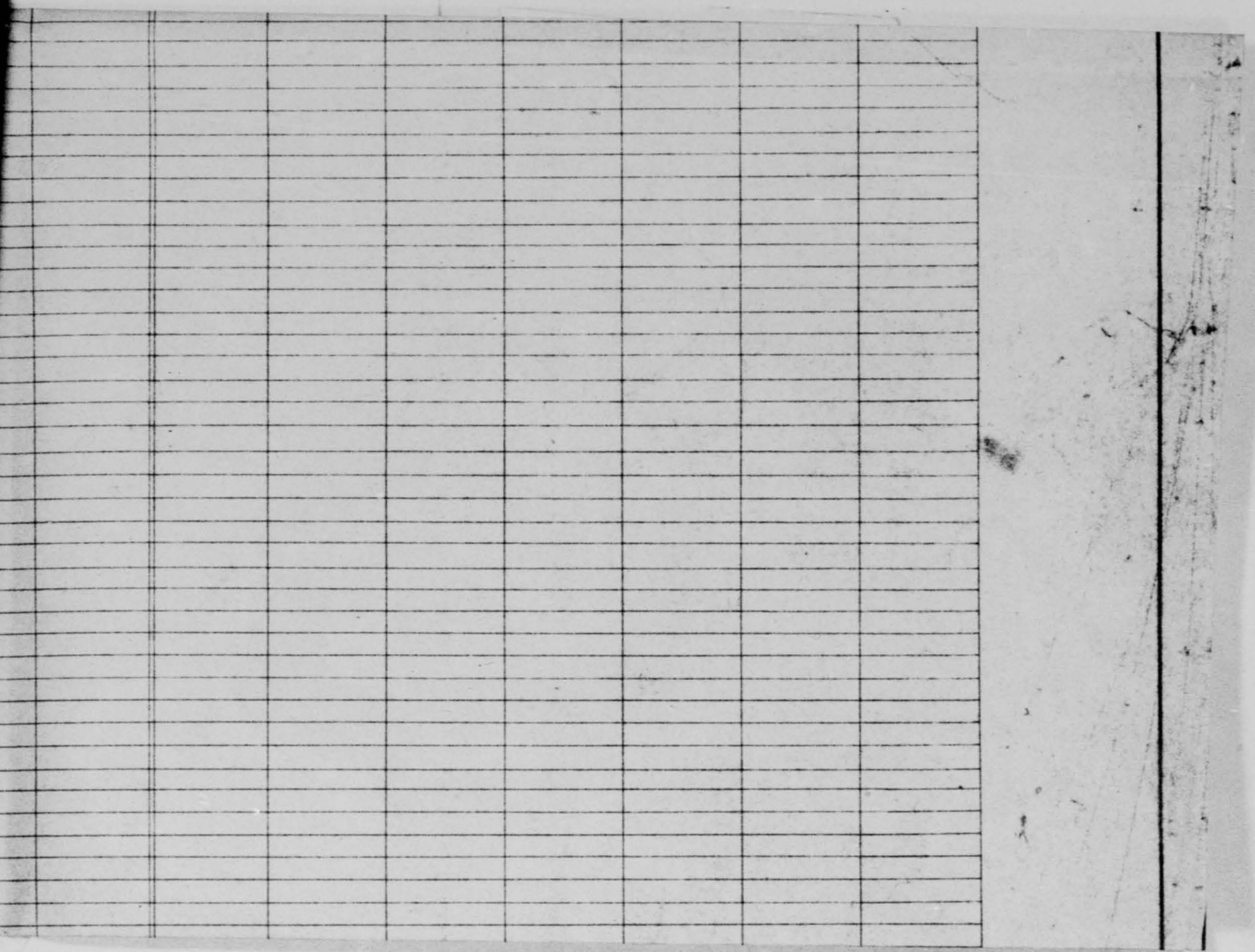

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0 TO 99							NO.	TYPE	PLAN NO
NO.	TYPE	PLAN NO.	SIZE	CAPACITY	USE	DATE			

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100 TO 199				
PLAN NO.	SIZE	CAPACITY	USE	DATE

200 TO 299						
NO.	TYPE	PLAN NO.	SIZE	CAPACITY	USE	D
T200	TRB-4	X100-103/38	20'x84'		Rec.	
T201	TA-6	"	20'x100'		Adm.	
T202	TBE-34	X100-103/38	20'x100'	34	Barrack	
T203	TBE-34	"	"	"	"	
T204	TBE-34	"	"	"	"	

T299	Flag pole	655-116	50 ft.	

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300 TO 399

NO.	TYPE	PLAN NO.	SIZE	CAPACITY	USE	DATE
T300	T3A-6	T.O.11.12	100'x100'		Adm.	
T301	TOQ-A	X100-103/42	20'x100'	14	Quarters	
T302	TOQ-A	X100-103/42	"	"	"	
T303	L-2	700-285	18'x24'	50	Lav.	
T304	M-172	800-805	25'x106'	172	Mess	
T305	TOM-1	X100-103/38	20'x100'		Rec.	
T306	TOQ-A	X100-103/42	20'x100'	14	Quarters	
T307			18'x24'	50	Lav.	

400 TO 4

NO.	TYPE	PLAN NO.	SIZE
T400	Pump H.	X100-51/1	14'x16'
T401	TF-2	X100-103/65	41'x92'
T402	DH-1	800-305.X	12'x14'
T403	I-4	700-282	25'x111'
T404	TR8-1	TO 11.5-1	88'x124'
T405	TPX5	X100-103/21	20'x100'
T406	GSPH-1	800-601	11'x15'
T407	TBE-34	X100-103/38	20'x100'

T501	Sentry house	
T502	"	"
T503	"	"

NO.	CHARACTER	DATE	BY
1	Building data revised	4/22/43	AJD

REVISIONS

U. S. ENGINEER

APPROVAL RECOMM

John E. C

CHIEF, WAR AND FLOOD CO

SUBMITTED:

CHIEF, DESIGN SECTION, SR.

Fred T. N

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CORPS OF ENGINEERS, U. S. ARMY

400 TO 499

DATE	NO.	TYPE	PLAN NO.	SIZE	CAPACITY	USE	DATE
	T400	Pump H.	X100-51/7	14'x16'		Sewage	
	T401	TF-2	X100-103/65	41'x92'		Fire sta.	
	T402	DH-1	800-305X	12'x14'		Gate H.	
	T403	I-4	700-282	25'x111'		Infirmary	
	T404	TRB-1	TO 11.5-1	88'x124'		Rec	
	T405	TPXS	X100-103/21	20'x100'		Post exch.	
	T406	GSPH-1	800-601	11'x15'	12,000 gal.	Gas sta.	
	T407	TBE-34	X100-103/38	20'x100'	34	Barrack	
				"	"	"	

T501	Sentry house	8'x8'	Existing structure			
T502		10'x12'				
T503		4'x4'				

BEDFORD AIRPORT
BEDFORD, MASS.
BUILDING DATA

U. S. ENGINEER OFFICE, BOSTON, MASS. DECEMBER 1942

APPROVAL RECOMMENDED:
John E. Cullen
CHIEF, WAR AND FLOOD CONTROL DIVISION

SUBMITTED:
A. B. Brown
CHIEF, DESIGN SECTION SR. ENGINEER

ENGINEER

DES. BY
DR. BY G.A.P.
TR. BY G.A.P.
CH. BY

APPROVED:
G. H. Spaeth
COLONEL, CORPS OF ENGINEERS
DISTRICT ENGINEER

APPROVED
R. B. BATTE LT. COL. CE
ASST. ENGINEER FIRST AIR FORCE
FOR THE COMM

DATE

FILE NO. X100-50/0.2

CHARACTER REVISIONS	DATE	BY
Data revised	4/1/43	A.J.P.

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OFFICIAL BUSINESS

Bedford Airport
General Plan
Feb. 43

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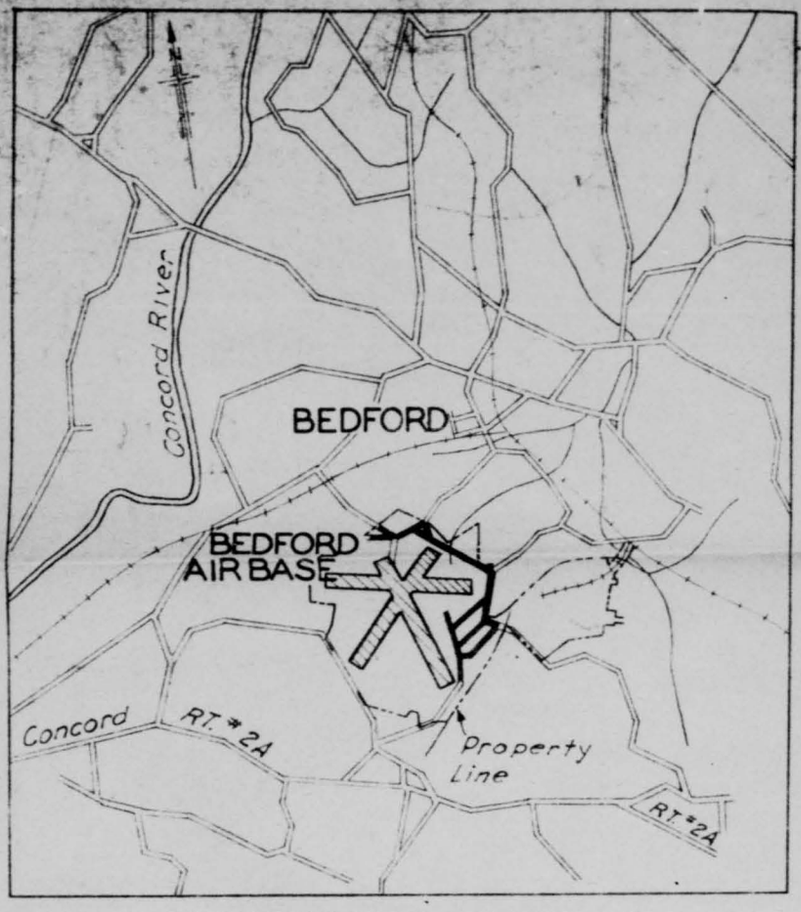
WAR DEPARTMENT



VICINITY MAP +
SCALE: 1"=1 MILE

Ditch
Elm Brook
Fence on Property Line
Building Restric
1000'
Paved Shoulder
Paved Shoulder
300'

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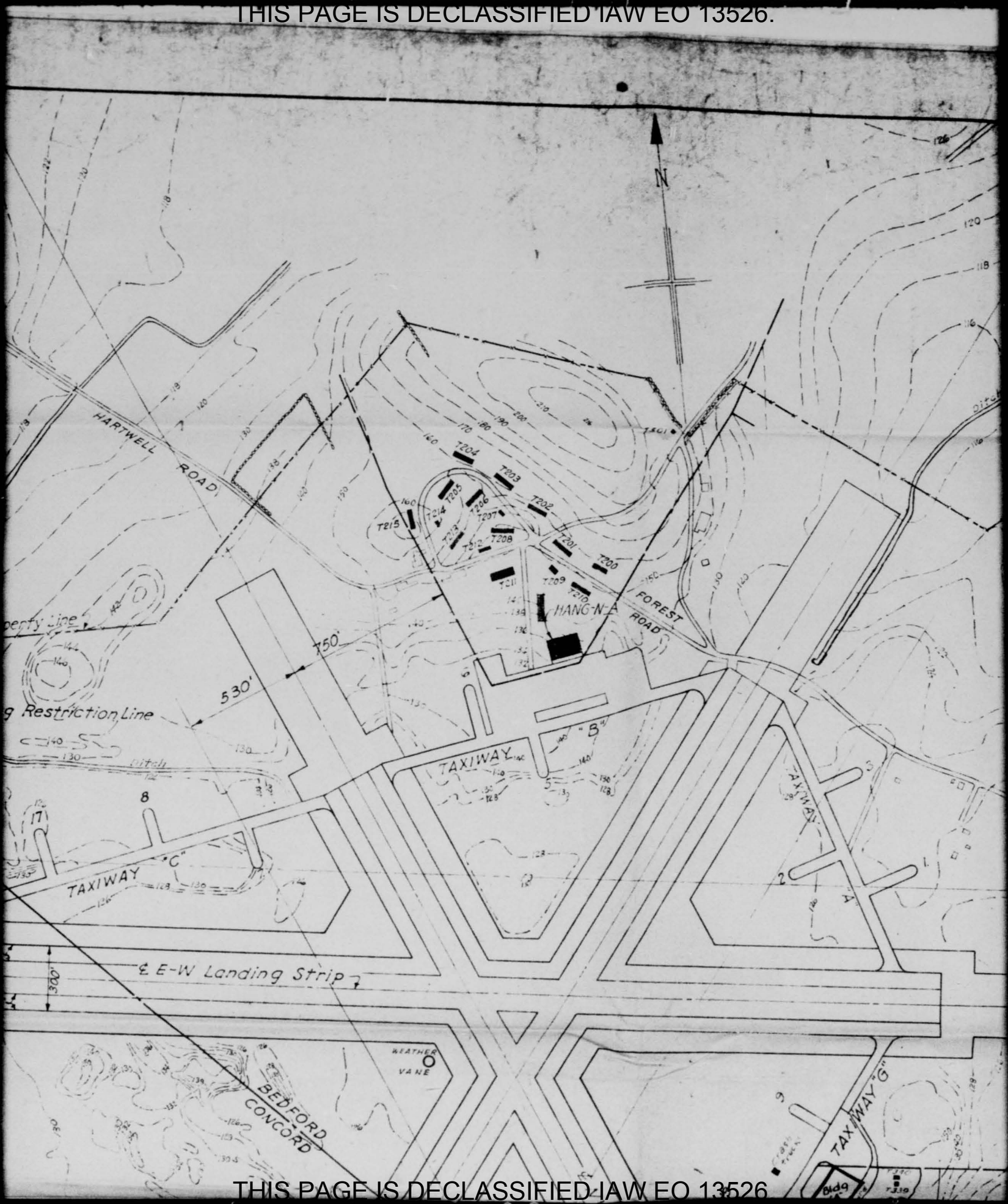

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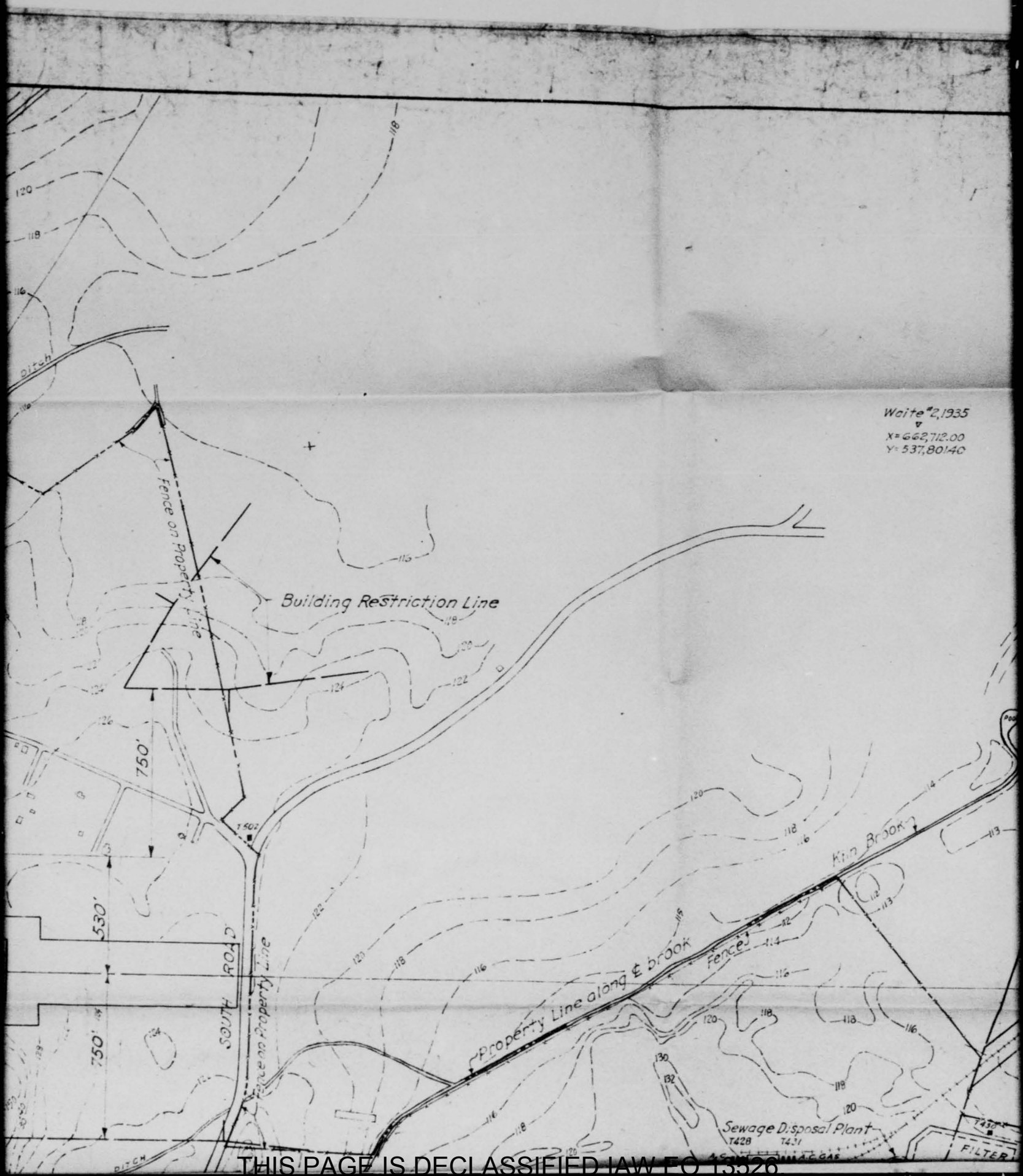

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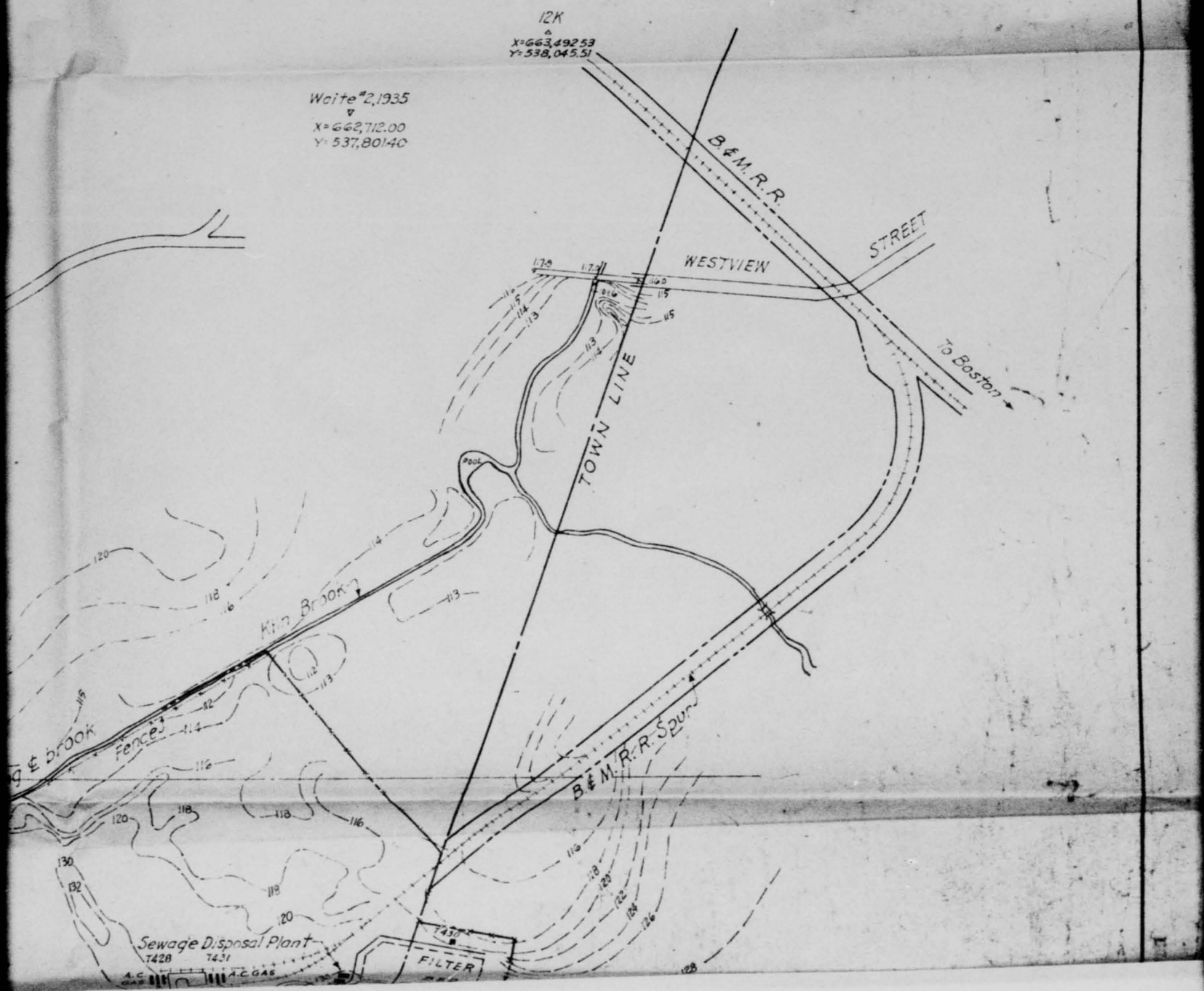
CORPS OF ENGINEERS, U. S. ARMY



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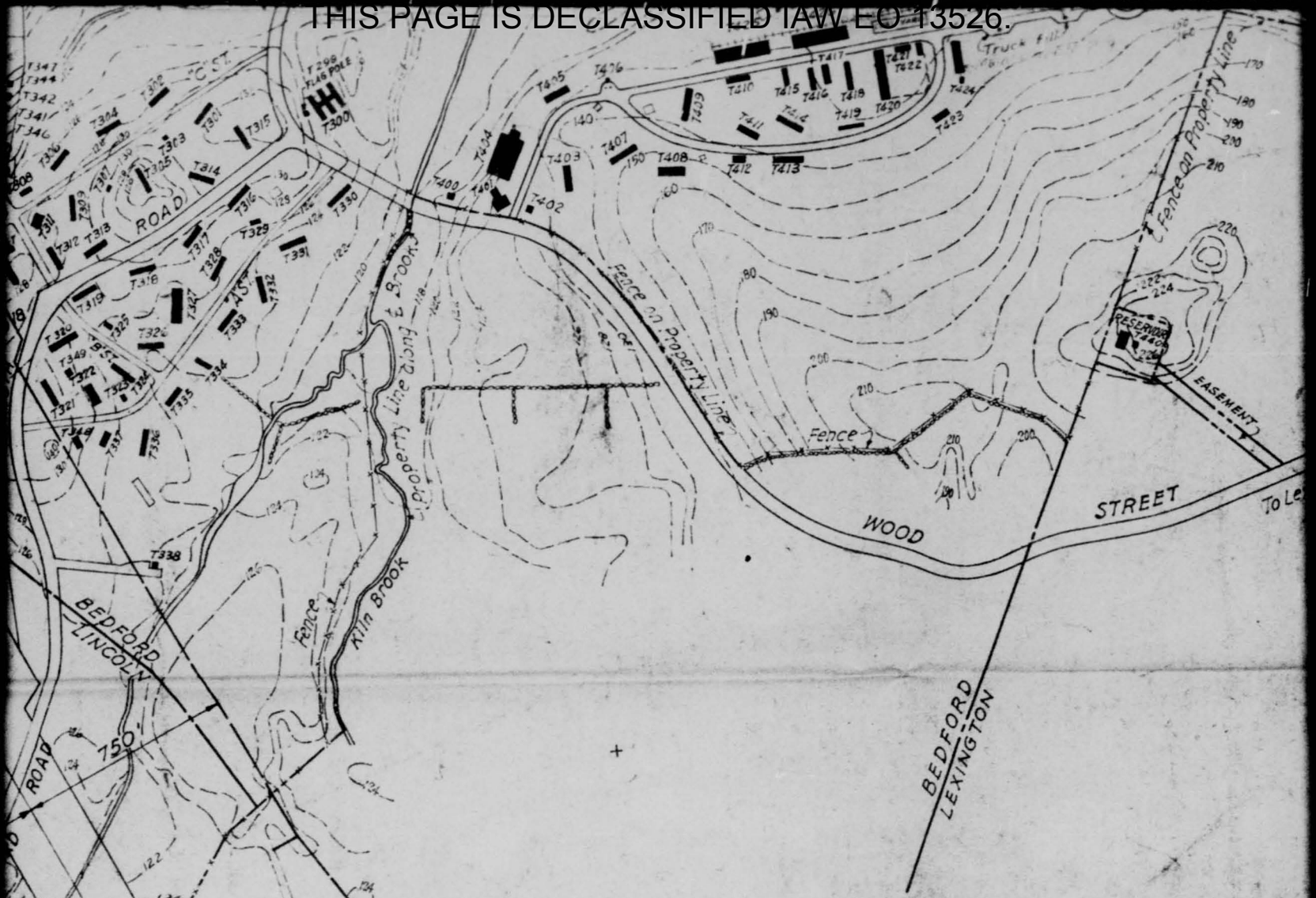

NO.	CHARACTER	DATE	BY
	REVISIONS		
4	Added bldgs. A+B and end grading	12-21-43	F.T.Q.
3.	Parking areas added near Hangar 2. Extension to Target Butt added. Driveway to Gas. Dist. System	6-9-43	H.M.c.L.
2.	Buildings added	2-22-43	A.J.D
1.	Retraced	2-13-43	H.M.c.L.

U. S. E
APPROVA
CHIEF.
SUBMITT
CHIEF. DESIG

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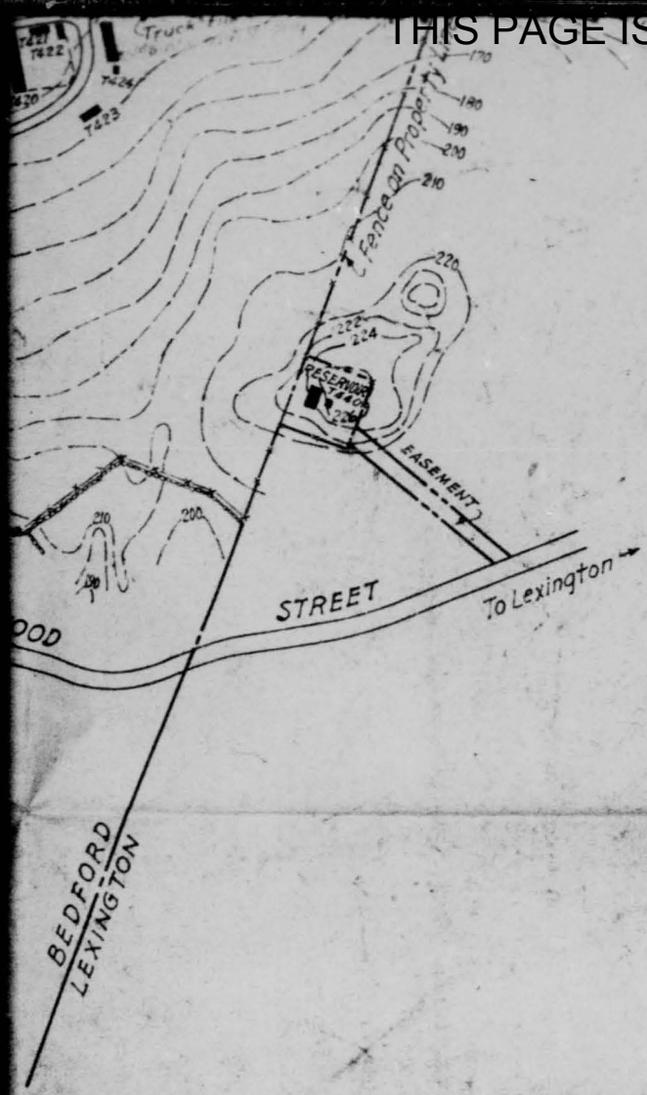

RESTRICTED

BEDFORD AIRPORT
BEDFORD MASS
GENERAL PLAN

SCALE 1" = 400'-0"

U. S. ENGINEER OFFICE, BOSTON, MASS. FEBRUARY 1943

APPROVAL RECOMMENDED:

CHIEF, ENGINEERING DIVISION

APPROVED:

MAJOR, CORPS OF ENGINEERS
DISTRICT ENGINEER

SUBMITTED:

CHIEF, DESIGN SECTION, SR. ENGINEER

Fred J. Nebiker
ENGINEER

DES. BY
DR. BY
TR. BY H.McL
CH. BY

FILE NO. X100-50/0.1

REVISIONS	DATE	BY
H.R. and end grading	12-21-43	F.T.Q.
09 added near Hangar 2. Target Butt added. Gas. Dist. System	6-9-43	H.McL.
added	2-22-43	A.J.D.
	2-13-43	H.McL.

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OFFICIAL BUSINESS

Bedford Air Field
Real Estate
Nov. 43

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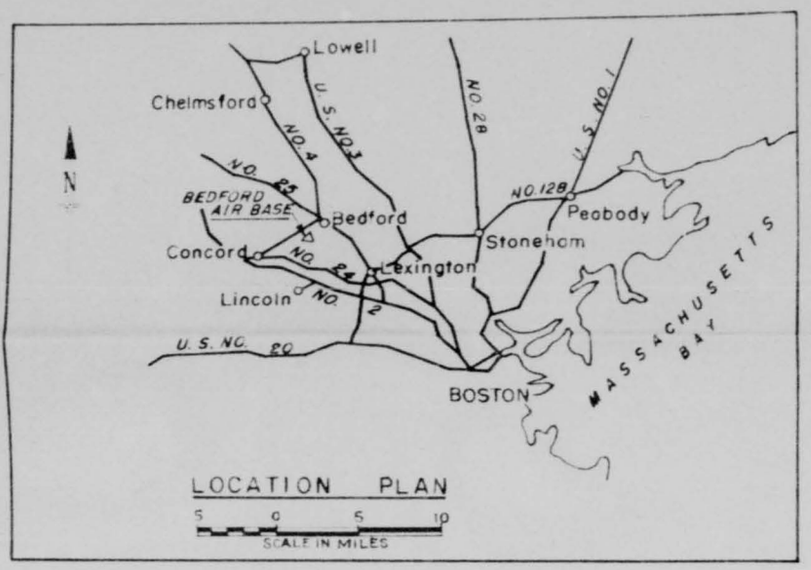
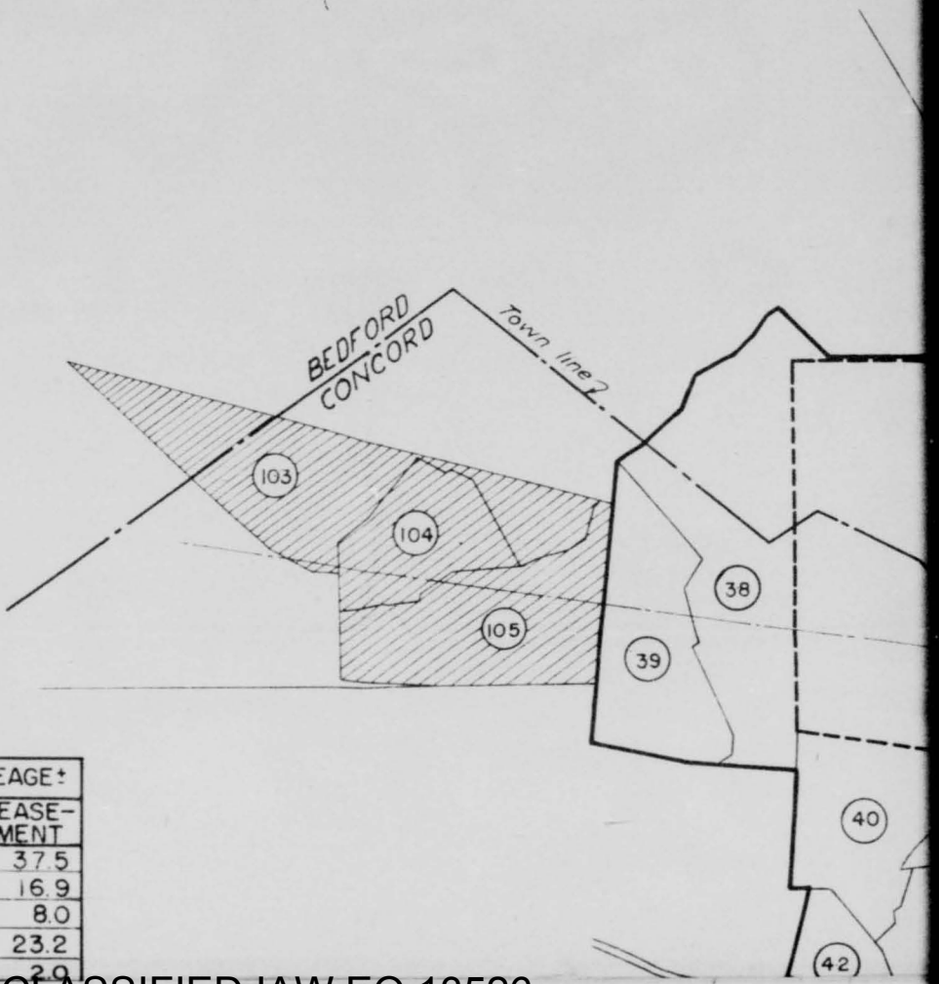
WAR DEPARTMENT





TRACT NO.	OWNER	ACREAGE±	
		FEE	EASE-MENT
79	ELSIE A. TAILLACQ		37.5
80	RALPH E. BUTCHER		16.9
*81	JOHN E. & MARY F. McHUGH		8.0
*82	JOHN & LENA PRIMACK, TR.		23.2
*83	DAVID W. & IVA S. MANN		2.9

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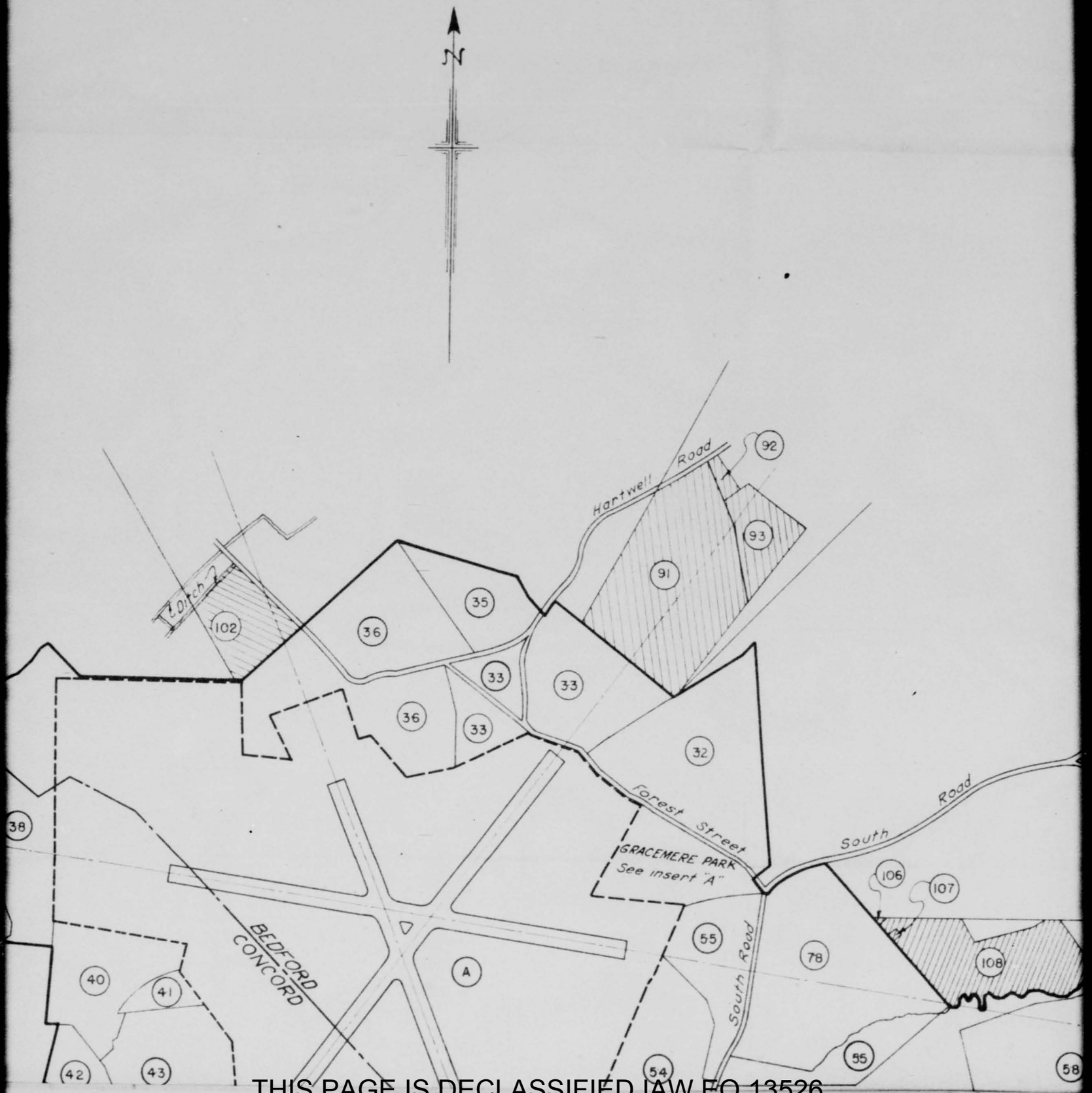

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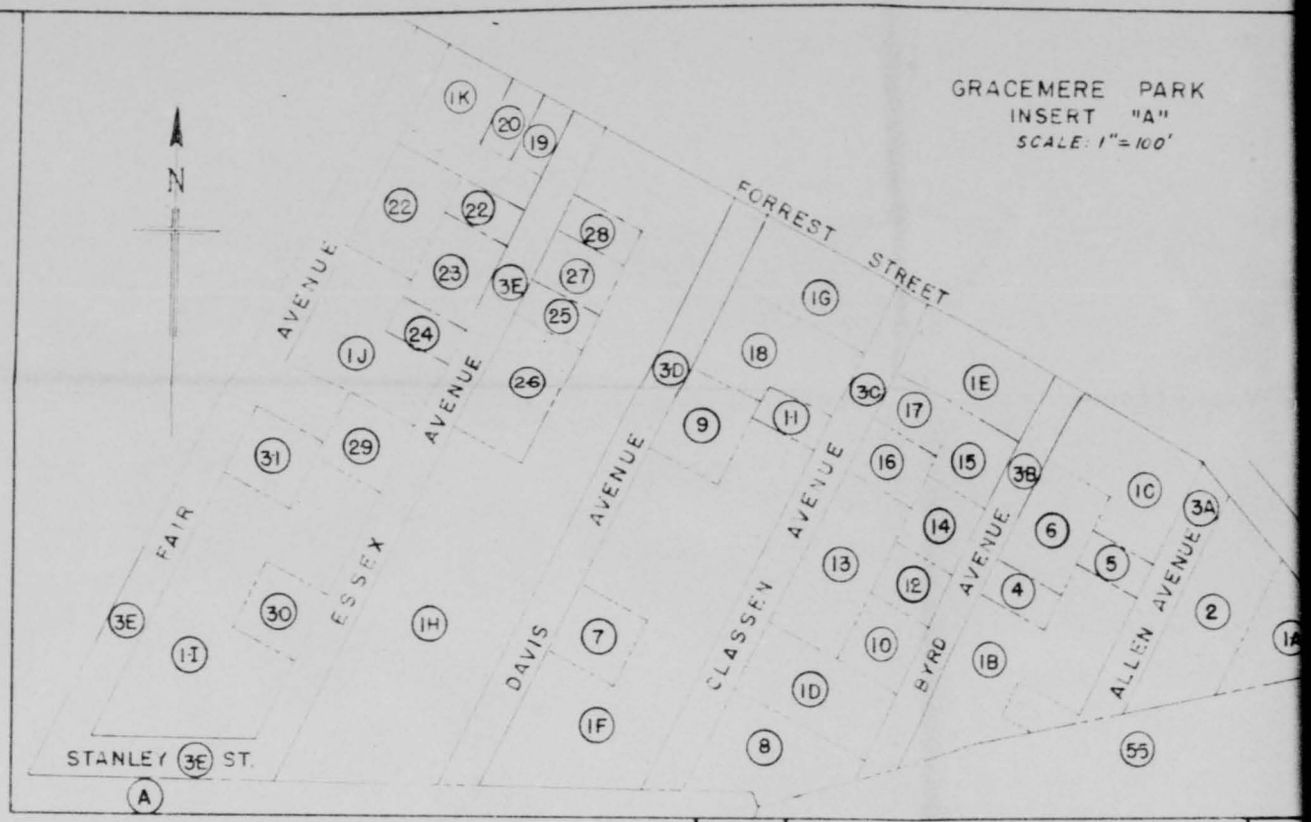
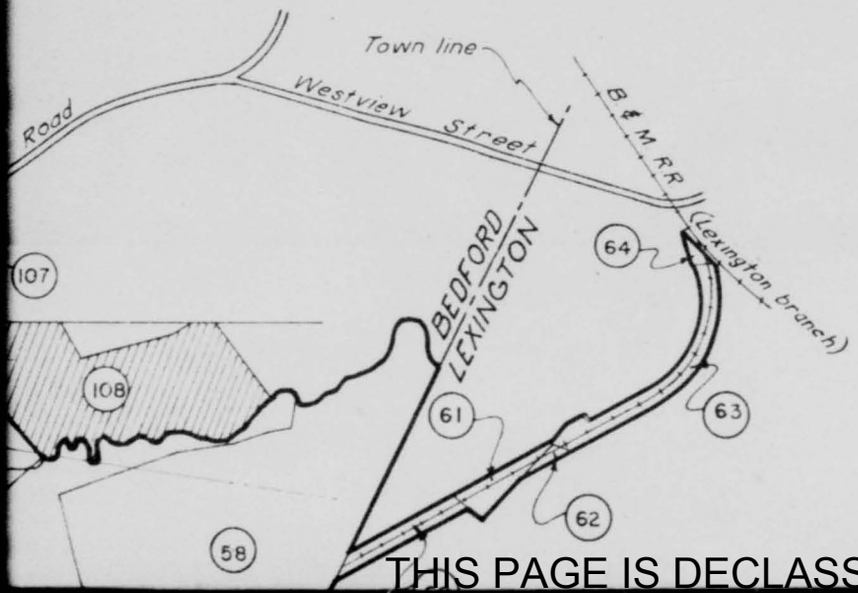


TRACT NO.	OWNER	AC FE
1A	TOWN OF BEDFORD	0.2
1B	TOWN OF BEDFORD	0.5
1C	TOWN OF BEDFORD	0.3
1D	TOWN OF BEDFORD	0.3
1E	TOWN OF BEDFORD	0.3
1F	TOWN OF BEDFORD	1.
1G	TOWN OF BEDFORD	0.3
1H	TOWN OF BEDFORD	2.
1I	TOWN OF BEDFORD	0.
1J	TOWN OF BEDFORD	0.
1K	TOWN OF BEDFORD	0.
2	RICHARD WEINFIELD	0.
3A	GUY L. KITTREDGE	0.
3B	GUY L. KITTREDGE	0.
3C	GUY L. KITTREDGE	0.
3D	GUY L. KITTREDGE	0.
3E	GUY L. KITTREDGE	1.
4	T. F. MEAGHER & M. J. KEANE	0.
5	JULIUS W. PEDERSEN	0.
6	SARKIS TALANIAN & A. J. MICELI	0.
7	B. & N. FISCHER	0.
8	A.F. & C.C. RUNDGREN	0.
9	EMILIO ACERRA	0.
10	A. C. LEE	0.
11	L. & E. KAULBACH	0.
12	F.S. & S.N.R. BENSON	0.
13	A.F. & C.C. RUNDGREN	0.
14	BENJAMIN P. HURST	0.
15	ADAM & BENJAMIN P. HURST	0.
16	[illegible] SINCLAIR	0.



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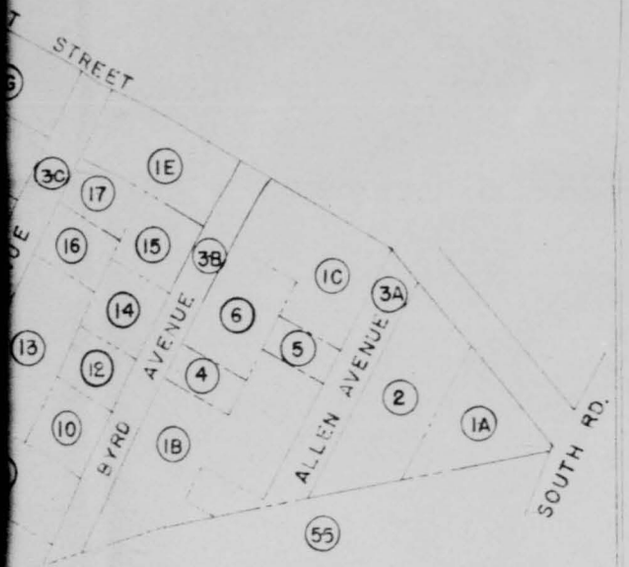
CORPS OF ENGINEERS U.S. ARMY.

GRACEMERE PARK
INSERT "A"
SCALE: 1"=100'



OWNER	ACREAGE ± FEE	ACREAGE ± EASEMENT
TOWN OF BEDFORD	0.29	
TOWN OF BEDFORD	0.59	
TOWN OF BEDFORD	0.37	
TOWN OF BEDFORD	0.30	
TOWN OF BEDFORD	0.30	
TOWN OF BEDFORD	1.32	
TOWN OF BEDFORD	0.30	
TOWN OF BEDFORD	2.21	
TOWN OF BEDFORD	0.99	
TOWN OF BEDFORD	0.40	
TOWN OF BEDFORD	0.30	
RICHARD WEINFIELD	0.77	
GUY L. KITTREDGE	0.31	
GUY L. KITTREDGE	0.42	
GUY L. KITTREDGE	0.54	
GUY L. KITTREDGE	0.63	
GUY L. KITTREDGE	1.81	
T. F. MEAGHER & M. J. KEANE	0.07	
JULIUS W. PEDERSEN	0.07	
RKIS TALANIAN & A. J. MICELI	0.22	
B. & N. FISCHER	0.15	
A.F. & C.C. RUNDGREN	0.30	
EMILIO ACERRA	0.18	
A. C. LEE	0.15	
L. & E. KAULBACH	0.07	
ES. & S.N.R. BENSON	0.11	
A.F. & C.C. RUNDGREN	0.33	
BENJAMIN P. HURST	0.15	
ADAM & BENJAMIN P. HURST	0.15	
EDITH L. SINCLAIR	0.11	

LAND ACQUISTION

STATE MASSACHUSETTS
COUNTY MIDDLESEX
DIVISION NEW ENGLAND
DISTRICT BOSTON
SERVICE COMMAND FIRST
USING AGENCY E.D.C.
18 MILES N.W. OF BOSTON, MASS.
40 MILES S. OF MANCHESTER, N.H.

TRANSPORTATION FACILITIES

BOSTON & MAINE — RAILROAD
2, 2A, 4 & 25 — STATE ROAD
3 — FEDERAL ROAD
— AIRLINE

LAND AREA

ACRES UNDER EASEMENT BY W.D. 496.56
ACRES OWNED BY W.D. 610.72
ACRES LEASED BY W.D. 507.71
ACRES LEASED FROM W.D.
ACRES TRANSFERRED TO W.D.
ACRES UNDER PERMIT TO W.D. 38.32

DISPOSALS

ACRES SOLD
ACRES TRANSFERRED
ACRES EXCHANGED
ACRES OTHERWISE

LEGEND

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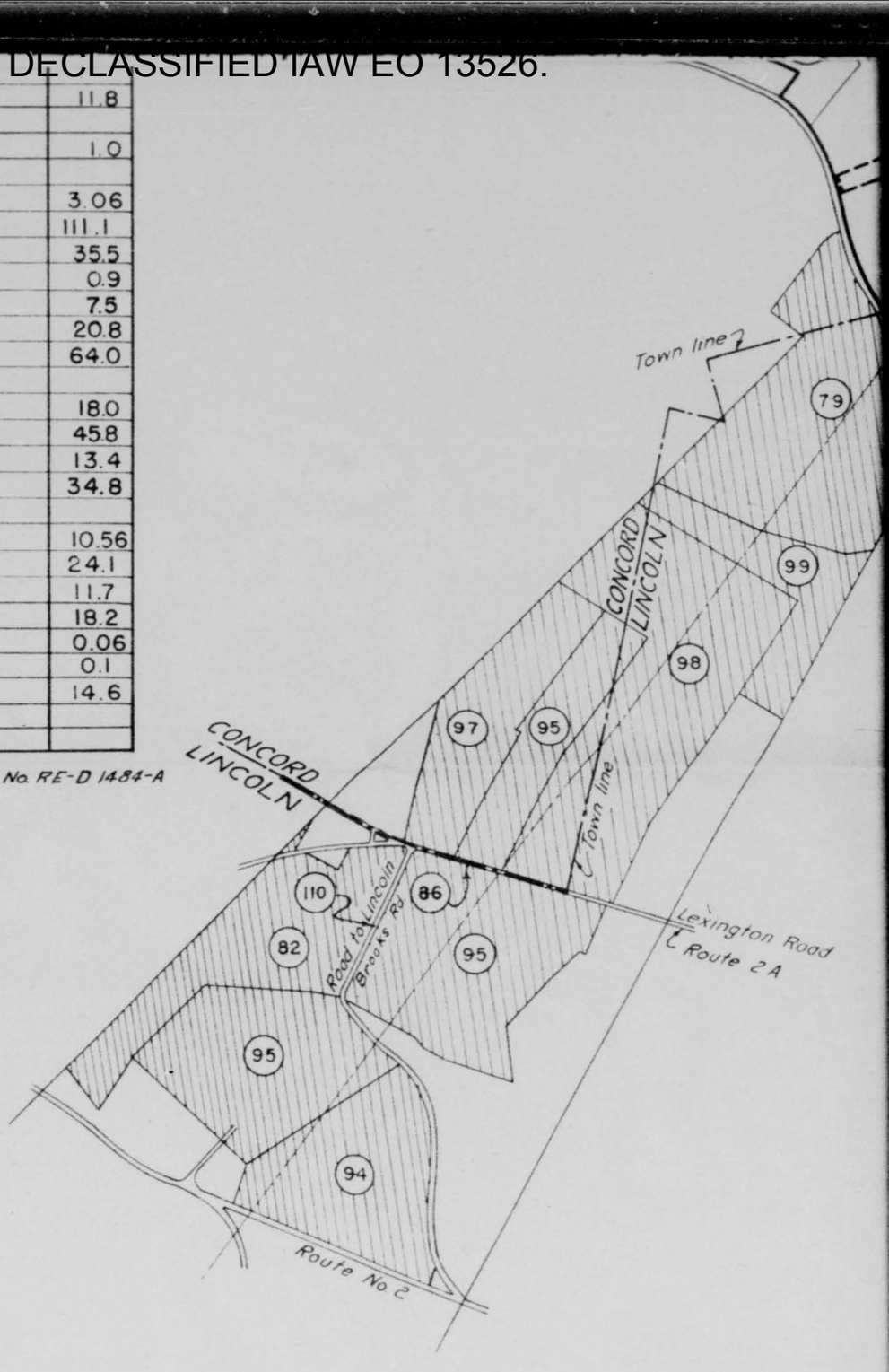
*84	COM. OF MASS.		
85	MARIE P. MURRAY		11.8
*86	COM. OF MASS.		
*87	MARGARET C. BAKER		1.0
*89	CHARLES CARRUTH		3.06
90	W. NEWTON & NELLIE NELSON		111.1
91	JOHN A. PETERSON		35.5
*92	ALFRED H. & ALDEN W. WEBBER		0.9
93	TOWN OF BEDFORD		7.5
94	MARY LOUISE & ELIZABETH F. WHEELER		20.8
95	EDWARD H. ROGERS		64.0
97	CHARLES H. & ERNESTINE M. PAINE		18.0
98	HAROLD KEIZER		45.8
99	JOHN WILSON		13.4
100	HARRY COOK		34.8
102	KATHERINE C. McGOVERN ET AL		10.56
103	JENNIE M. McPHILLIPS		24.1
104	JOHN B. MURPHY & JOHN CULLEN EST.		11.7
105	HAMILTON W. ALGEO		18.2
*106	ANTHONY & MEDORA BABIN		0.06
*107	HEIRS OF EMILE DEMEO		0.1
108	TOWN OF BEDFORD		14.6
*109	TOWN OF LINCOLN		
*110	TOWN OF LINCOLN		

NOTE: Tract No. 78-108 inclusive Dir Cons. No. RE-D 1484-A
* = Permit



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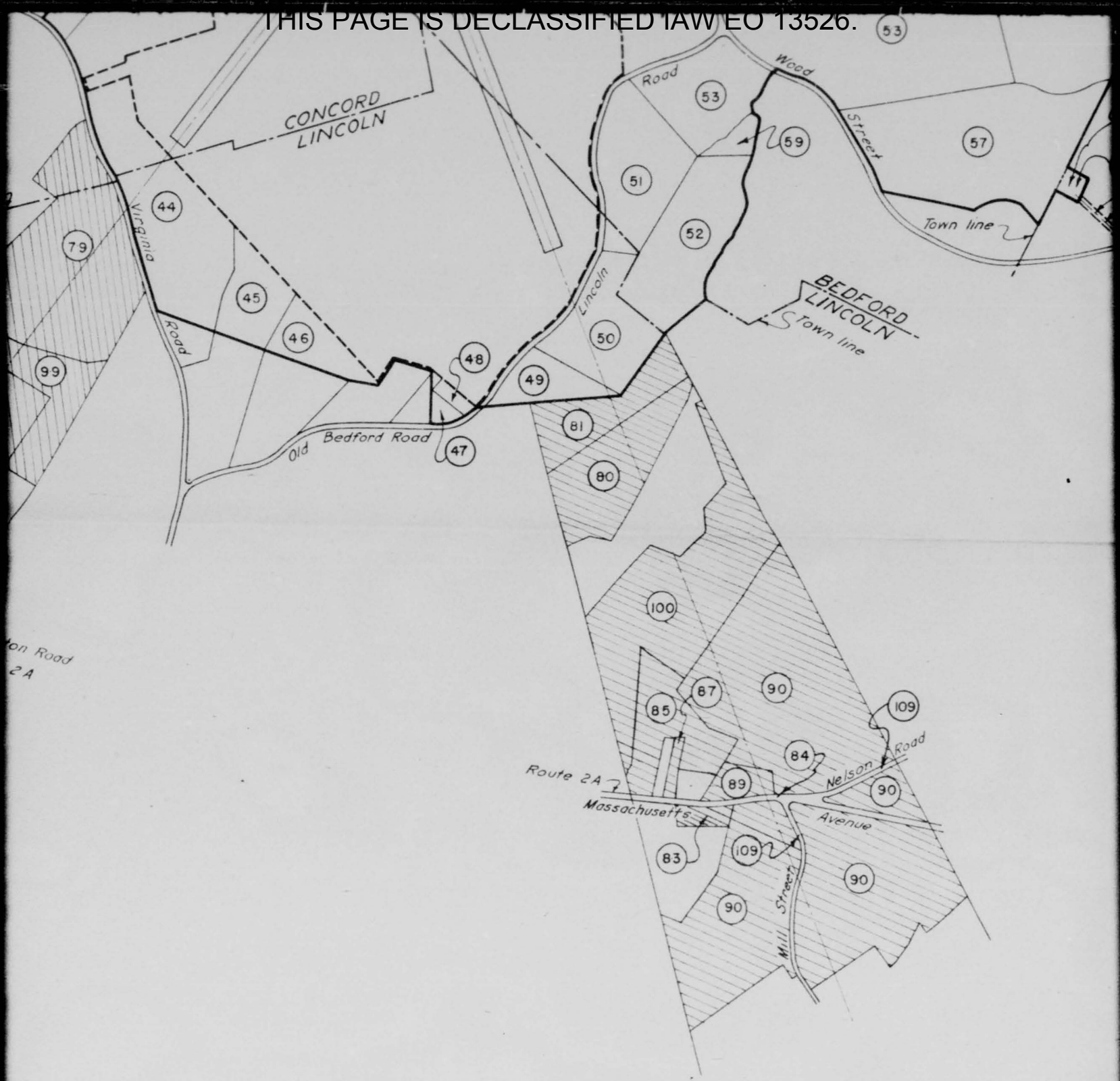

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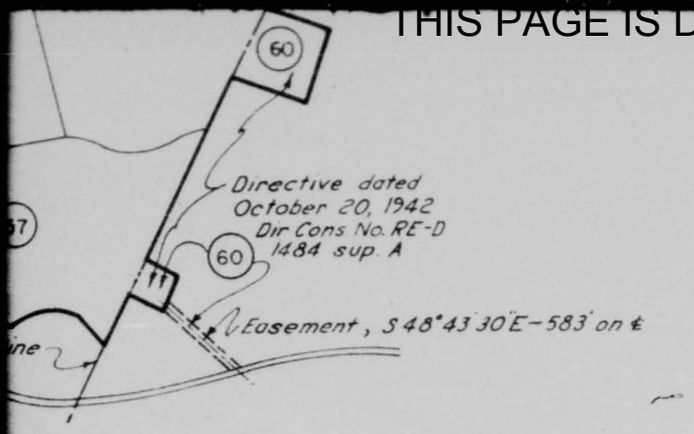

	JOSEPH CANTALUPI	0.33
19	GEORGE SIEKMAN	0.07
20	ANTHONY C. SIEKMAN ESTATE	0.07
21	C.E. SIEKMAN & F.E. SIEKMAN ESTATE	0.07
22	ANDON GRIGOR	0.22
23	HAROLD F. WHELPLEY	0.18
24	HANNAH BARRY	0.07
25	STANLEY MATHESON	0.07
26	EDWARD J. TIGHE	0.26
27	WILLIAM J. GEARY	0.11
28	GEORGE SIEKMAN	0.07
29	FRANK W. YIROVEC	0.15
30	JOHN J. WILLIAMS	0.15
31	GEORGE SEIKMAN	0.15
32	ALEC ZACHERACHUK & GREGORY C. BOIKA	37.4
33	JOHN A. PETERSON	32.7
35	ANNIE BAGLEY	11.0
36	ESTATE OF JOHN J. McGOVERN	44.4
38	BELLA DAVIS	31.0
39	HAMILTON ALGEO	17.3
40	EDWARD J. McHUGH	16.0
41	A. M. CARLSON	3.7
42	A. M. CARLSON	7.2
43	STILLMAN C. & MARION E. JORDAN	27.5
44	WILLIAM J. BASKIN	24.6
45	WALTER BARTHEL	8.5
46	WILLIAM F. & ALBERT W. HANLON	6.1
47	H.A. BUTCHER	1.0
48	R.J. & M. H. NELSON	0.84
49	JOHN & MARY McHUGH	6.6
50	THOMAS J. DEE	13.5
51	FRANK P. REYNOLDS, JR.	17.0
52	HEIRS OF HENRY P. NEVILLE	19.0
53	ANDREW C. BIERENBROODSPOT	12.3
54	JOSEPHINE DAMINATIS	24.9
55	FRANK P. REYNOLDS, JR.	26.9
56	MINUTEMEN SPORTSMAN'S CLUB, INC.	66.0
57	RUTH C. PIERCE, ET AL	35.0
58	PETER P. CARUSO	57.0
59	WILLIAM E. NEVILLE, ET AL	1.5
60	EUNICE E. HOLTON	6.3
61	JOSEPH DeFILICE	1.7
62	JOHN B. KEHOE	0.26
63	TOWN OF LEXINGTON	3.23
64	CHARLES LINEHAN ESTATE	0.3
78	FRANK P. REYNOLDS, JR.	34.0
A	COMMONWEALTH OF MASSACHUSETTS AREA UNDER LEASE — 507.71 ACRES	

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L. CANTALUPI	0.3	
SIEKMAN	0.07	
C. SIEKMAN ESTATE	0.07	
N & F.E. SIEKMAN ESTATE	0.07	
GRIGOR	0.22	
F. WHELPLEY	0.18	
BARRY	0.07	
MATHESON	0.07	
J. TIGHE	0.26	
J. GEARY	0.11	
SIEKMAN	0.07	
W. YIROVEC	0.15	
WILLIAMS	0.15	
SEIKMAN	0.15	
RACHUK & GREGORY C. BOIKA	37.4	
PETERSON	32.7	
BAGLEY	11.0	
OF JOHN J. McGOVERN	44.4	
DAVIS	31.0	
ON ALGEO	17.3	
J. McHUGH	16.0	
ARLSON	3.7	
ARLSON	7.2	
AN C. & MARION E. JORDAN	27.5	
J. BASKIN	24.6	
BARTHEL	8.5	
F. & ALBERT W. HANLON	6.1	
TCHER	1.0	
M. H. NELSON	0.84	
MARY McHUGH	6.6	
S J. DEE	13.5	
P. REYNOLDS, JR.	17.0	
OF HENRY P. NEVILLE	19.0	
W C. BIERENBROODSPOT	12.3	
HINE DAMINATIS	24.9	
P. REYNOLDS, JR.	26.9	
EN SPORTSMAN'S CLUB, INC.	66.0	
C. PIERCE, ET AL	35.0	
P. CARUSO	57.0	
AM E. NEVILLE, ET AL	1.5	
E E. HOLTON	6.3	0.3
H DEFILICE	1.7	
B. KEHOE	0.26	
OF LEXINGTON	3.23	
LES LINEHAN ESTATE	0.3	
K P. REYNOLDS, JR.	34.0	

NWEALTH OF MASSACHUSETTS
NDER LEASE — 507.71 ACRES

RESERVATION LINE

STATE OR PROVINCE LINE

COUNTY LINE

CIVIL DISTRICT PRECINCT

LAND GRANT LINE

CITY, VILLAGE OR BOROUGH

CEMETERY, SMALL PARK ETC.

TOWNSHIP LINE

SECTION LINE

ACQUISITION LINE

SCALE 1"= 800'

800' 0 800' 1600'

WAR DEPARTMENT O. C. E.

CONSTRUCTION DIVISION

REAL ESTATE

BEDFORD AIR FIELD

MILITARY RESERVATION

RECOMMENDED: _____ DATE NOV., 1943
LT. COL. C. of E.

APPROVED: _____ DATE NOV, 1943
COL. C. of E.

COMPILED A.L.H.-A.E.G.-J.C. TRACED: F. J. T. CHECKED: C. H. S. Jr.

DATE	BY	REVISIONS	APPROVED
1/8/44	F.J.T.	Deletion of Tracts 88, 90, 101	
1/8/44	F.J.T.	Permits 84, 86, 109 & 110 added.	

FILE NO. NED-PA-178

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OFFICIAL BUSINESS

Bluethenthal Bomber Command Station
Real Estate
6 Aug. 43

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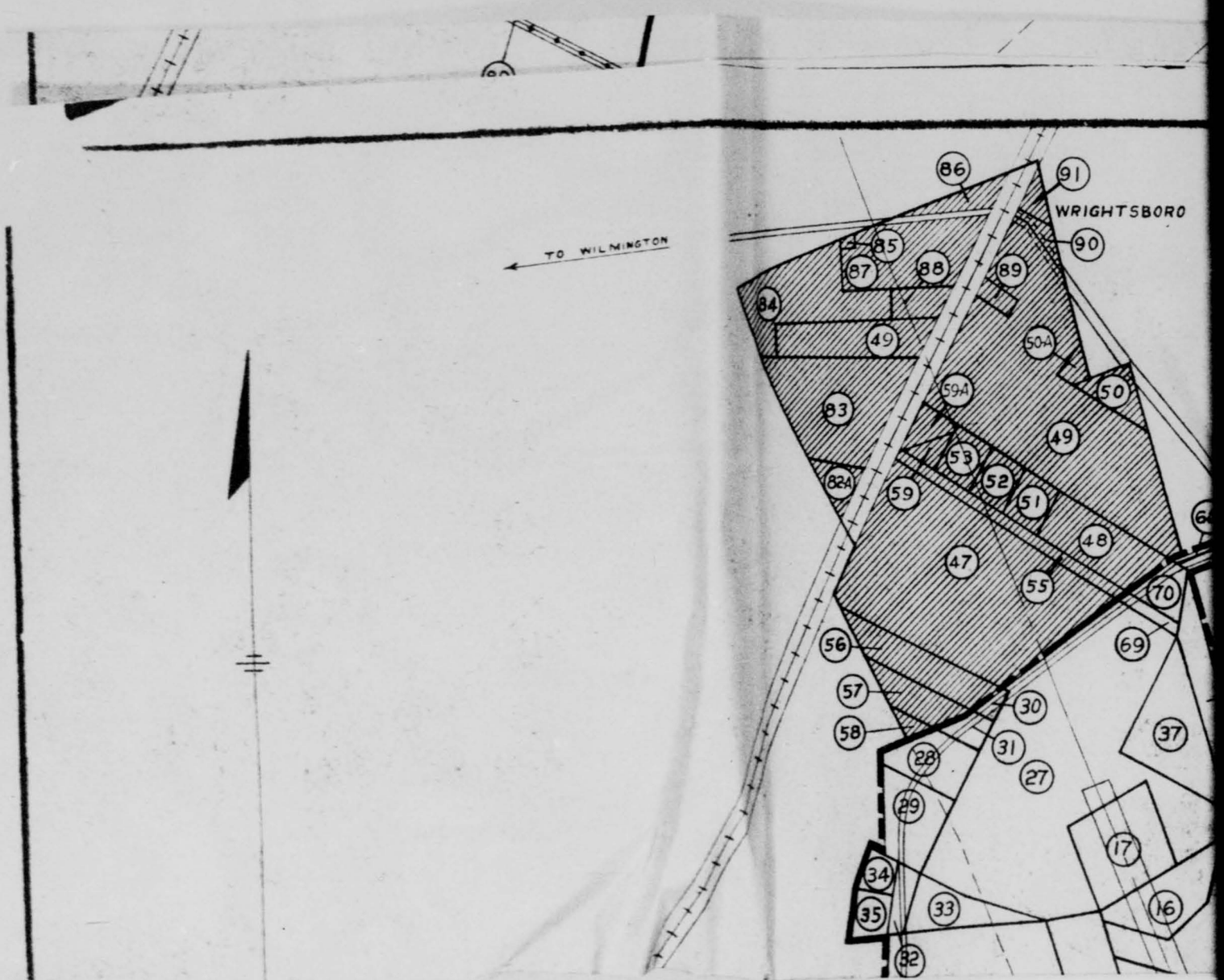

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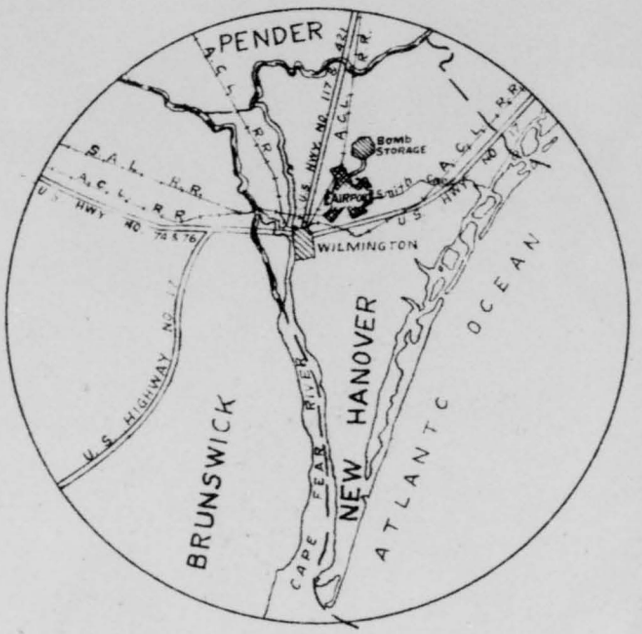

VICINITY MAP
Scale: 1 inch = 8 miles

71

72

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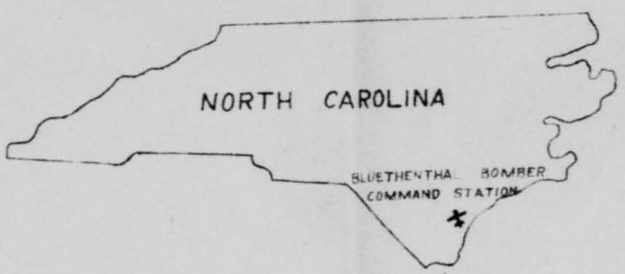
58	J. H. GURGANOUS ET UX			0.38 0.40	TOWNSHIP LINE



STATE INDEX MAP

TRACT NO.	VENDOR	ACREAGE FEE SIMPLE	LEASE	AVIGATION EASEMENT
1	LAURA BLAKE	147.00		
2	MARY ETTA MORRIS	14.12		
3	HENRY WEYERS	11.45		
4	LILLIE MAYE WOODBURY	6.50		
5	JOHN R. MORRIS ET UX	1.50		
6	CHARLIE MORRIS ET UX	0.96		
7	MARY ETTA MORRIS	36.09		
8	F. A. JORDEN ET UX	1.30		
9	JOHN R. MORRIS ET UX	20.16		
10	S. FEENSTRA ET UX	22.90		
11	LILLIE MAYE WOODBURY	10.50		
12	J. C. INNIS ET UX	2.78		
13	E. M. MEYLAND ET UX	.312		
14	W. L. MOORE ET UX	5.84		
15	J. A. WESTBROOK ET UX	12.50		
16	OLLIE GARNER ET UX	2.96		
17	JOHN WILLIAM PIGFORD	5.00		

OWNER
(TYPE OF
STATE NORTH CA
COUNTY NEW HANOV
DIVISION SOUTH AT
DISTRICT WILMINGTO
SERVICE COMMAND
USING AGENCY A
2 MILES N. E.
MILES
— TRANSPORTAT
A. C. L.
— LAND

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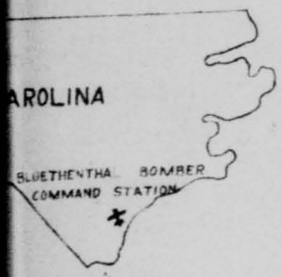
			0.40

TOWNSHIP LINE



INDEX MAP

	ACREAGE		
	FEE SIMPLE	LEASE	AVIGATION EASEMENT
	147.00		
	14.12		
	11.45		
	6.50		
	1.50		
	0.96		
	36.09		
	1.30		
	20.16		
	22.90		
	10.50		
	2.78		
	.312		
	5.84		
	12.50		
	2.96		
	5.00		

OWNERSHIP

(TYPE OF MAP)

STATE NORTH CAROLINA

COUNTY NEW HANOVER

DIVISION SOUTH ATLANTIC

DISTRICT WILMINGTON

SERVICE COMMAND FOURTH

USING AGENCY AIR CORPS

2 MILES N. E. OF WILMINGTON

___ MILES ___ OF _____

— TRANSPORTATION FACILITIES —

A. C. L. RAILROAD

STATE ROAD

FEDERAL ROAD

AIRLINE

— LAND AREA —

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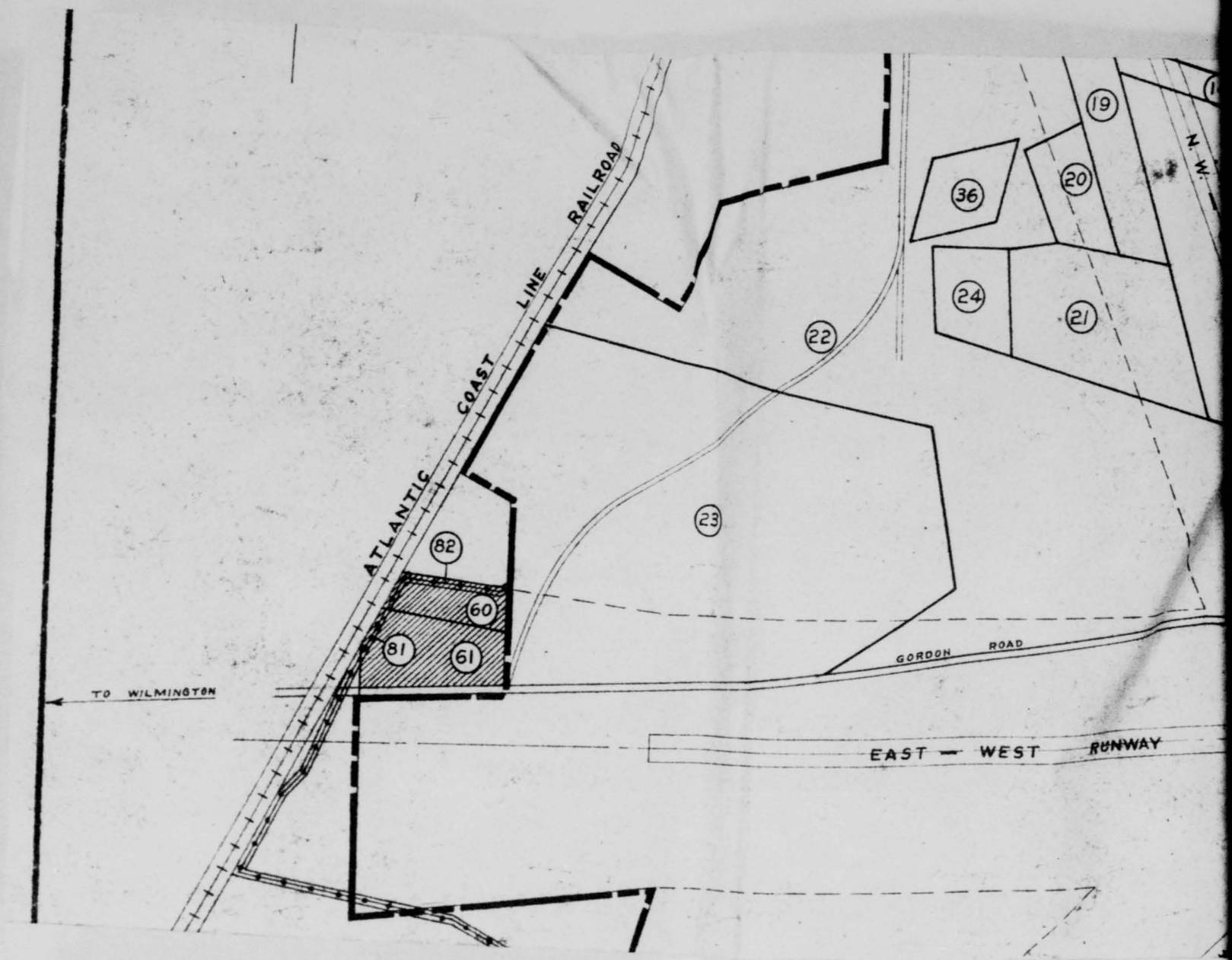

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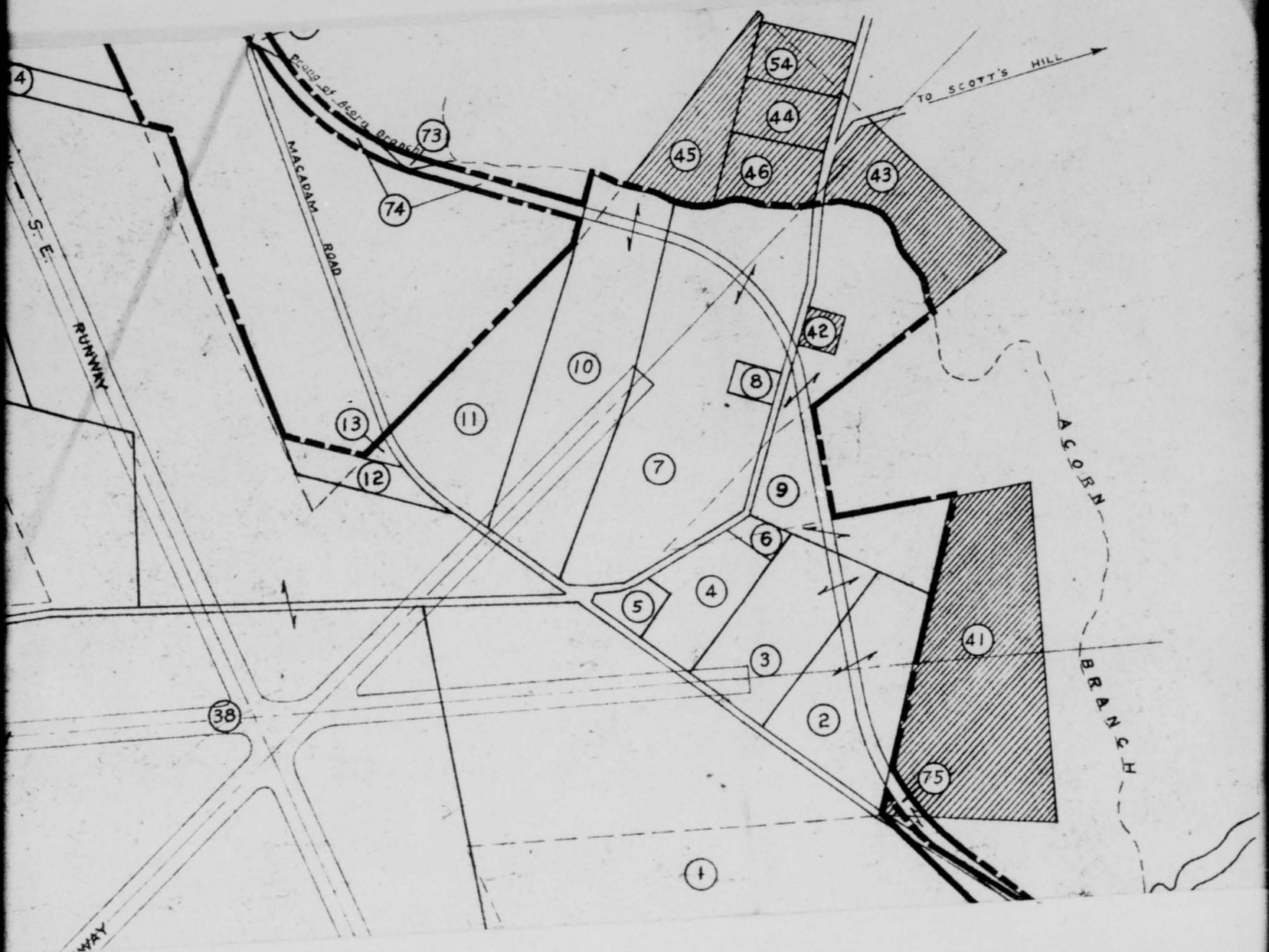

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18	MAUD EVELYN WESTBROOK	1.04			ACRES
19	H. J. BLANCHARD ET UX	10.00			
20	ROBERT TATE ET UX	5.00			ACRES
21	GEORGE H. HUTAFF	17.80			ACRES
22	GEORGE H. HUTAFF ET UX	118.65			
23	TABITHA C. HUTAFF	90.80			ACRES
24	J. W. LENNON	5.00			
25	FANNY TATE, ESTATE	4.50			ACRES
26	EDWARD PEEPLES	0.77			
27	A. D. COX ET UX	31.40			
28	J. H. GURGANOUS ET UX	2.40			
29	JOHN R. McLAURIN, ESTATE	3.45			
30	VIRGINIA LETTLY	0.25			ACRES
31	VIRGINIA LETLIE ET AL	0.70			
32	LIZZIE JAMES McKOY, HEIRS	1.00			ACRES
33	JESSIE JAMES JR.	2.00			
34	JOSEPH JAMES	1.00			ACRES
35	HATTIE JAMES BOONE, HEIRS	1.00			
36	ROBERT TATE ET UX	5.00			ACRES
37	W. E. WORTH, ESTATE	5.11			
38	NEW HANOVER COUNTY		634.37		
39	HUGH MACRAE			100.55	
40	OCEAN CITY CORPORATION			38.68	
41	EDWARD I. HERRING, SR.			30.19	
42	METHODIST EPISCOPAL CHURCH, SOUTH			1.00	
43	A. G. SEITER			10.50	RESERVATI
44	JACOB BURGWIN, ESTATE			3.75	
45	EDWARD TRUESDALE			6.00	STATE OR
46	MARIAH WILSON, HEIRS			4.50	
47	A. D. COX ET UX			22.60	
48	NANCY PEOPLES			4.10	COUNTY
49	GEORGE W. TRASK			26.624	
50	NATHANIEL LEONARD			1.52	CIVIL DIST
50-A	NATHANIEL LEONARD			0.38	
51	NORA N. MOORE			1.25	LAND-GRAN
52	LEVY NIXON			1.25	
53	MARY NIXON LEONARD			1.25	
54	MARY E. TOOMER, HEIRS			3.75	CITY, VILLA
55	ENOUCH PETERSON, HEIRS, ET AL			3.76	
56	VIRGINIA LETTLY			3.50	CEMETERY,
57	VIRGINIA LETLIE ET AL			2.00	

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	1.04		
	10.00		
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	90.80		
	5.00		
	4.50		
	0.77		
	31.40		
	2.40		
ATE	3.45		
	0.25		
	0.70		
EIRS	1.00		
	2.00		
	1.00		
EIRS	1.00		
	5.00		
	5.11		
		634.37	
			100.55
			38.68
			30.19
URCH, SOUTH			1.00
			10.50
			3.75
			6.00
			4.50
			22.60
			4.10
			26.624
			1.52
			0.38
			1.25
			1.25
			1.25
			3.75
S, ET AL			3.76
			3.50
			3.00

ACRES OWNED BY W.D. _____

ACRES LEASED BY W.D. _____

ACRES LEASED FROM W.D. _____

ACRES TRANSFERRED TO W.D. _____

ACRES DONATED TO W.D. _____

— DISPOSALS —

ACRES SOLD _____

ACRES TRANSFERRED _____

ACRES EXCHANGED _____

ACRES OTHERWISE _____

— LEGEND —

RESERVATION LINE — — — — — [1]

STATE OR PROVINCE LINE — —

COUNTY LINE — — — — — —

CIVIL DISTRICT PRECINCT — —

LAND-GRANT LINE — — — —

CITY, VILLAGE OR BOROUGH — —

CEMETERY, SMALL PARK, ETC. —

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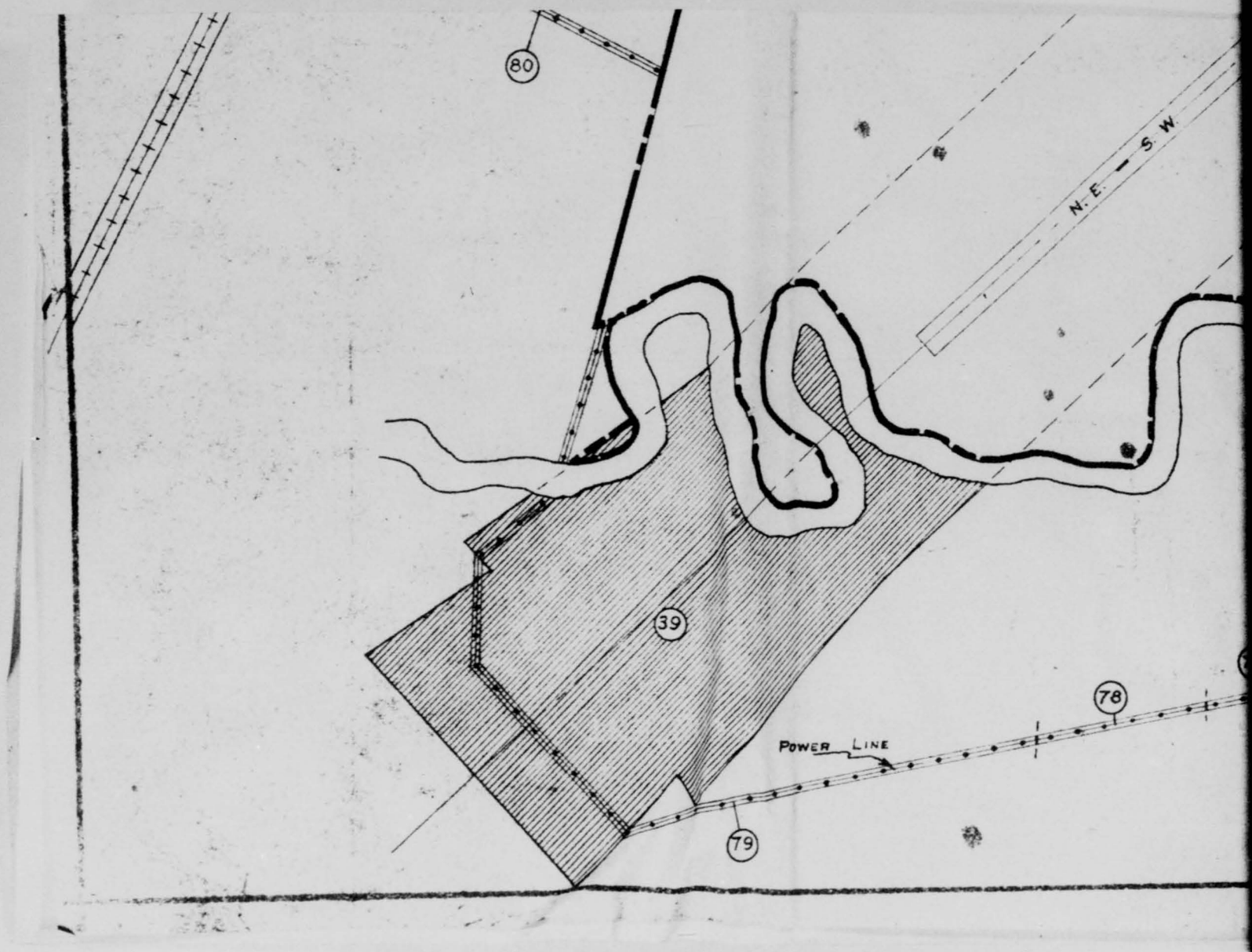

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58	J. H. GURGANOUS ET UX			0.38
59	LILLY BELL DUNKINS			0.40
59-A	LILLY BELL DUNKINS			0.85
60	TABITHA C. HUTAFF			2.70
61	WILMINGTON RED CROSS SANITARIUM			4.15
68	R. W. JORDEN ET UX	0.10		
69	ENOUCH PETERSON, HEIRS, ET AL	0.24		
70	NANCY PEOPLES	0.90		
71	GEORGE H. HUTAFF	0.35		
72	BAXTER RIVENBARK ET UX	0.33		
73	FANNY TATE, ESTATE	0.34		
74	LILLIE MAYE WOODBURY	2.60		
75	EDWARD I. HERRING, SR.	1.20		
76	OCEAN CITY CORPORATION			4.614 (PERPETUAL EASEMENTS)
77	LOTT M. NOBLE & HATTIE N. POWERS			0.59
78	JACOB SWART ET UX			1.04
79	HUGH MACRAE			4.25
80	NEW HANOVER COUNTY		4.119	
81	WILMINGTON RED CROSS SANITARIUM			0.617
82	TABITHA C. HUTAFF			0.77
82-A	WILLIAM MAHN ET UX			2.45
83	WILLIAM A. SPENCER, ESTATE			8.50
84	J. W. LENNON ET UX			7.50
85	WRIGHTSBORO HOME DEMON. CLUB, INC.			0.10
86	EDWARD I. HERRING, SR.			1.00
87	W. A. CORBETT ET UX			5.50
88	HANOVER MUTUAL EXCHANGE, INC.			1.00
89	CAUTION LODGE NO. 209			0.506
90	JAMES H. GURGANOUS			0.60
91	HATTIE MOORE			1.00

TOWNSHIP LINE

SECTION LINE

LAND LOT LINE

SCALE

1 INCH = 600 FE

WAR DEPAR

CONSTRUCT

REAL

BLUETHENTHAL BOMBE

WILMING

MILITARY

RECOMMENDED: William A.

APPROVED: John D. Bar
MAJOR, CORPS O

COMPILED: TRACED:

DATE	BY	REVISIO

SHEETS OF

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			0.40
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			2.70
ANITARIUM			4.15
	0.10		
, ET AL	0.24		
	0.90		
	0.35		
UX	0.33		
	0.34		
	2.60		
	1.20		
		PERPETUAL EASEMENTS	4.614
N. POWERS			0.59
			1.04
			4.25
	4.119		
ANITARIUM			0.617
			0.77
			2.45
TATE			8.50
			7.50
N. CLUB, INC.			0.10
			1.00
			5.50
NGE, INC.			1.00
			0.506
			0.60
			1.00

TOWNSHIP LINE

SECTION LINE

LAND LOT LINE

SCALE

1 INCH = 600 FEET

WAR DEPARTMENT O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE
BLUETHENTHAL BOMBER COMMAND STATION
WILMINGTON, N. C.

MILITARY RESERVATION

RECOMMENDED: William A Langford DATE 7/28/43

APPROVED: John D Barber DATE 8/6/43
MAJOR, CORPS OF ENGINEERS

COMPILED: TRACED: J.L.W. CHECKED:

DATE	BY	REVISIONS	APPROVED

SHEETS OF DRAWING NO 5387

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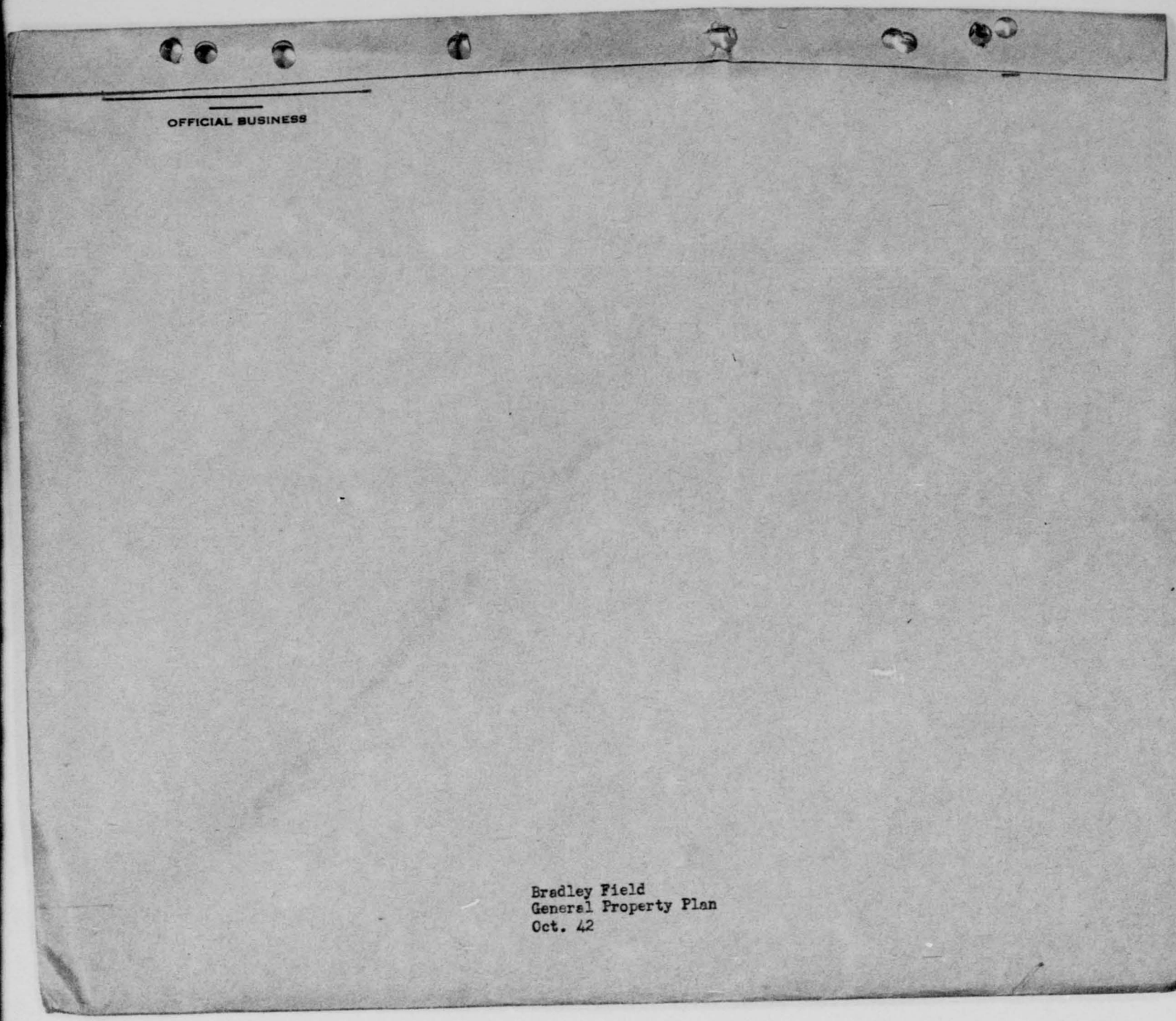

Bradley Field
General Property Plan
Oct. 42

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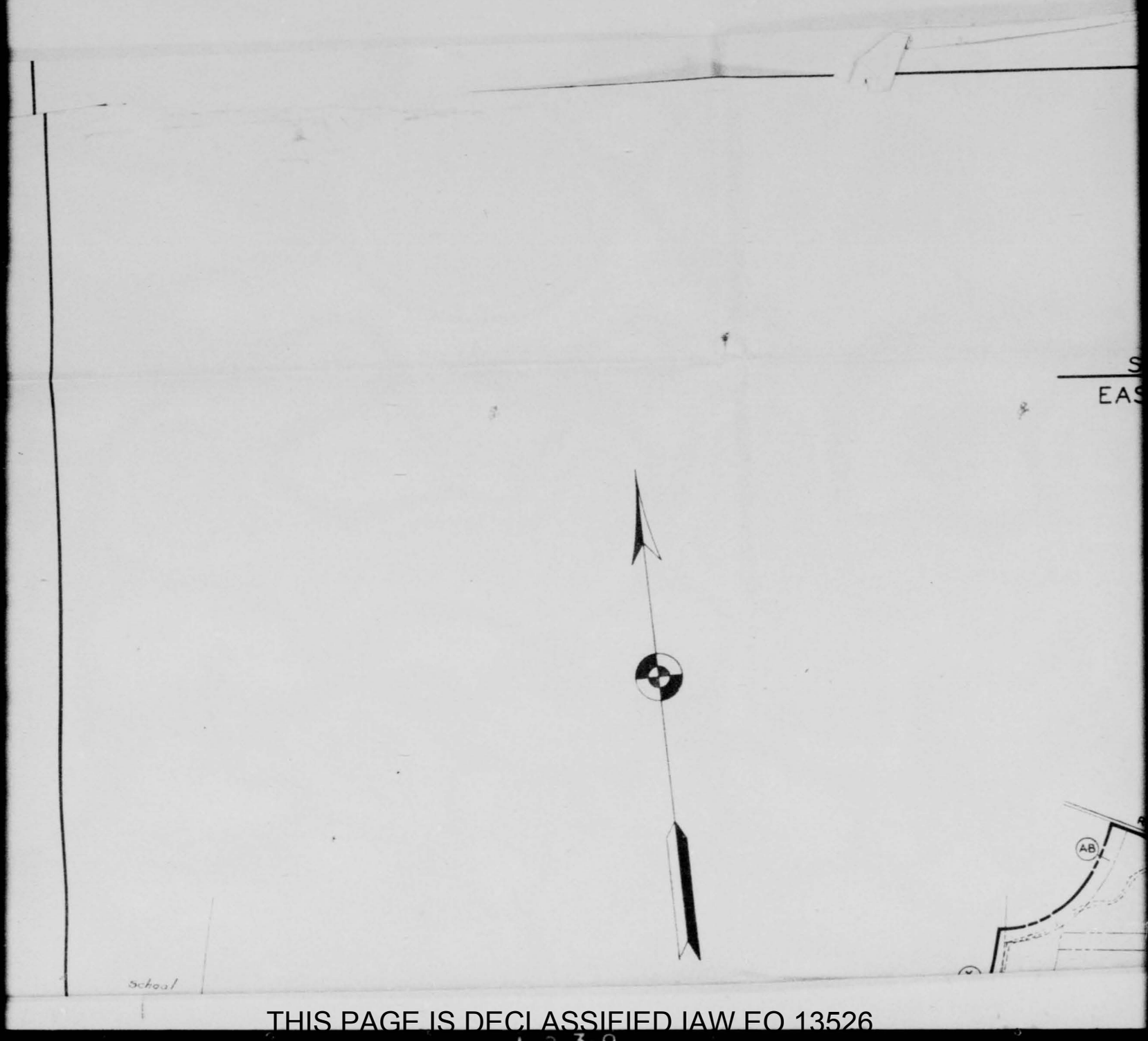

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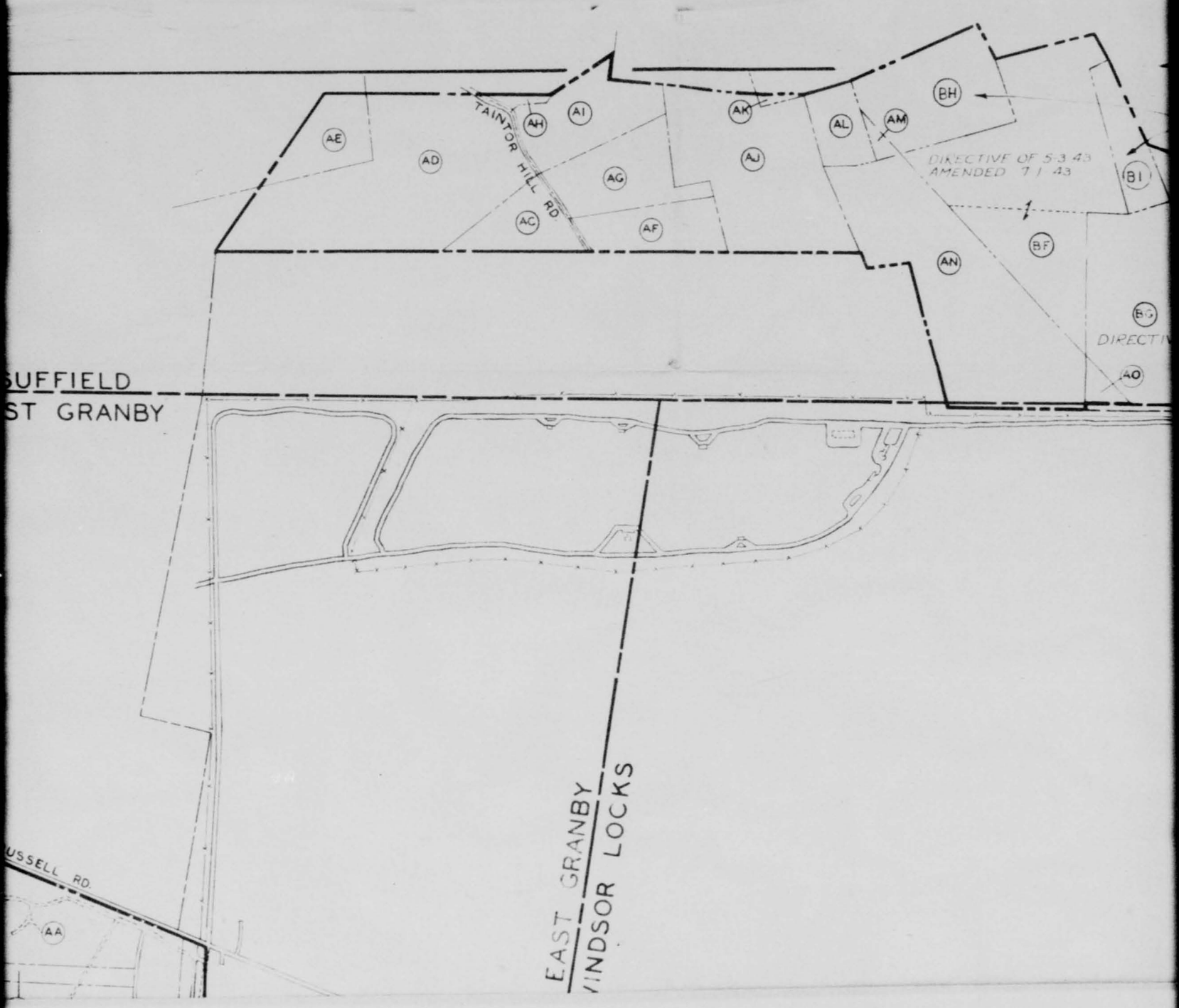

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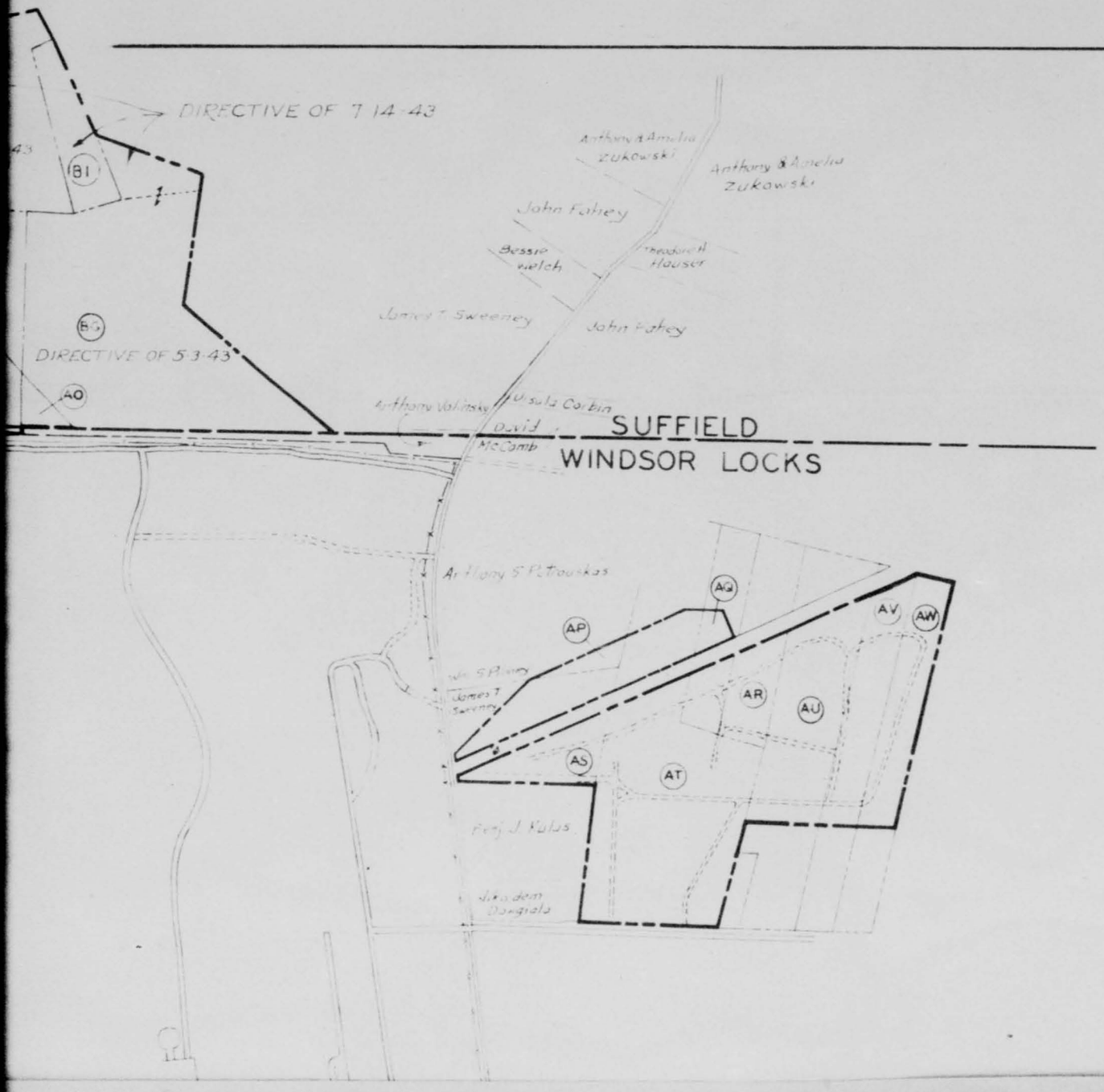

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CORPS OF ENGINEERS, U.S. ARMY

...ory & Amelia
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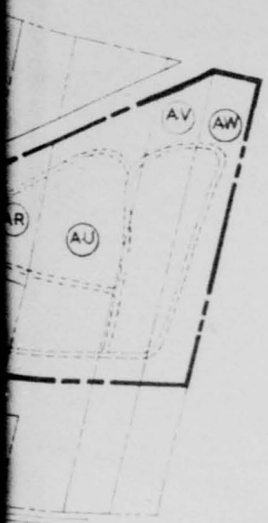

NO	OWNER	AREA IN ACRES			TRACT NO.
		FEE	EASE	LEASE	
A	FARMINGTON RIVER POWER CO.		0.41±		9 & 10
B	ALICE E. BASSETT		0.02±		11
C	EMMA J. SNOW		0.23±		8
D	TOWN OF WINDSOR		0.08±		7
E	EMMA J. SNOW		0.23±		4 & 6
F	SARAH M. GRIFFIN		0.56±		3 & 5
G	WAJCIEK PCZYANICZNY		0.08±		2
H	MARY KENYON COOK		1.41±		1
I	ANNIE BELL	0.74±			22
J	JOHN PHILLIPS	2.31±			32
K	PETER CHRISTIAN	17.02±			23
L	ALEXANDER S. MODZELEWSKI	12.07±			24
M	THOMAS JEFFERSON	3.22±			26
N	HENRY J. COMER	3.53±			31
O	FRED G. & RALPH L. GRANGER	5.37±			25
P	RICHARD SMITH	0.50±			29
Q	NATHANIEL SCRUSE	0.51±			28

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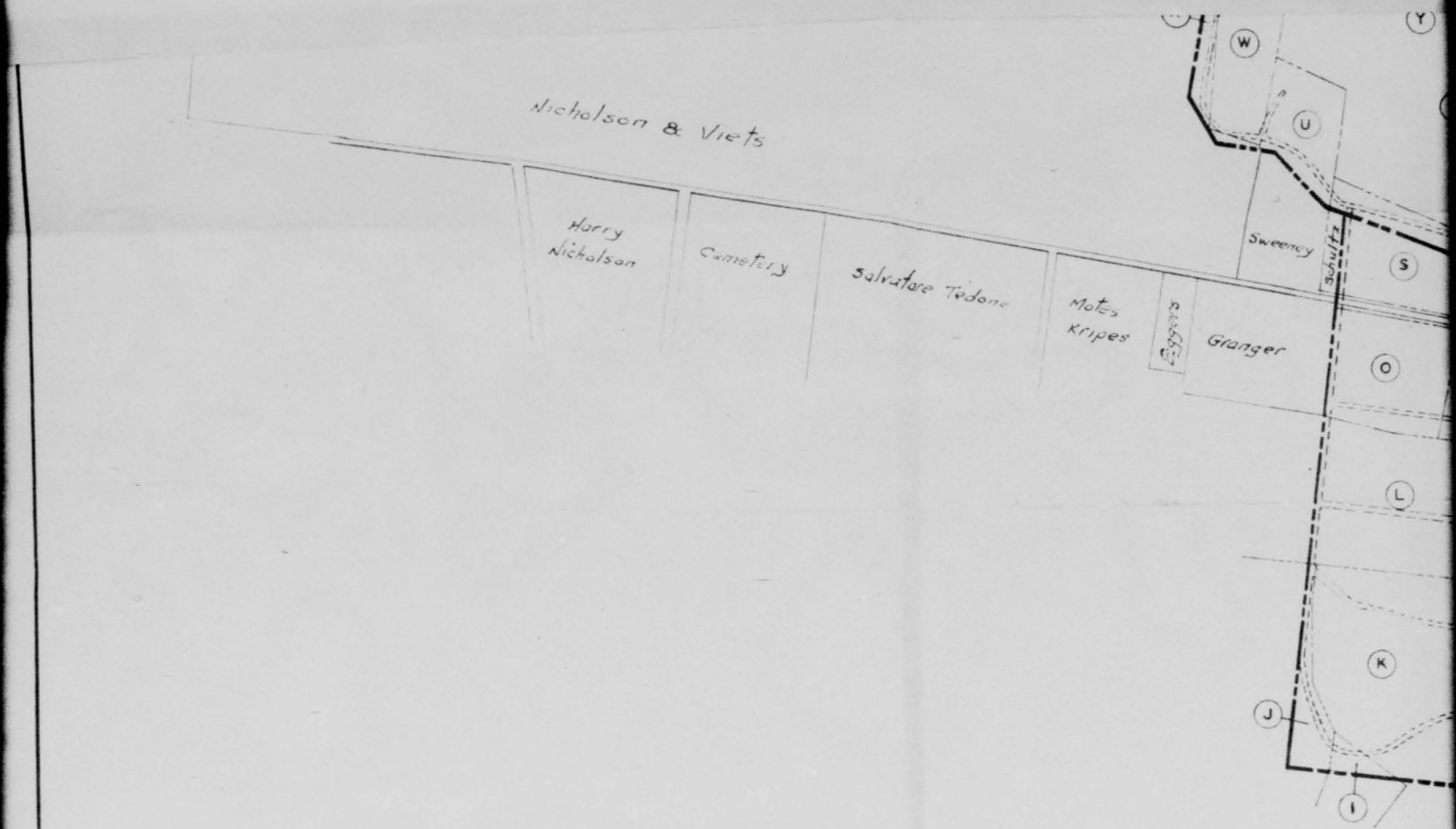

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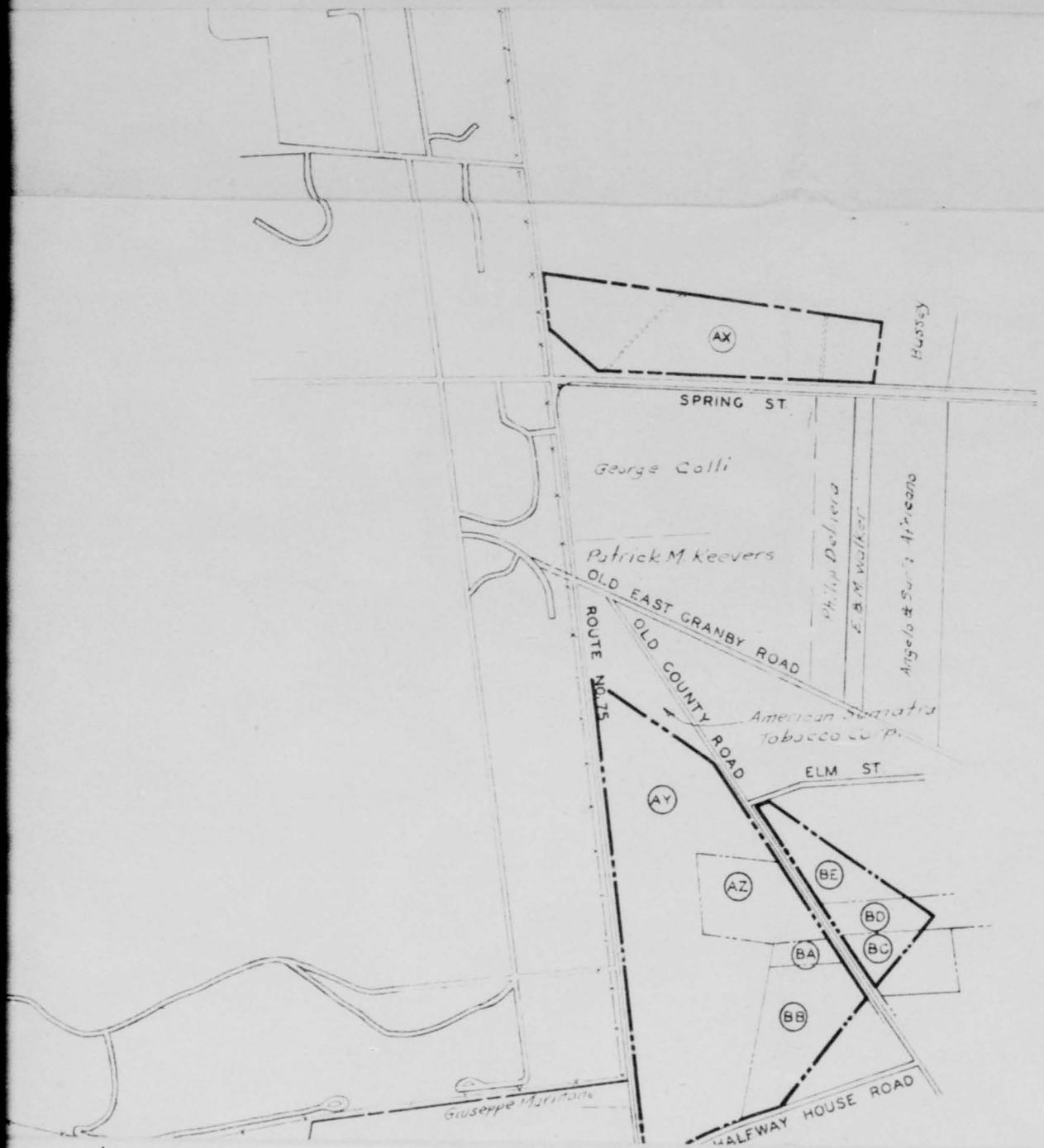

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R	HENRY J. COMER	0.60±			30
S	JOHN SCHULTZ	6.33±			27
T	DORA GRIFFIN	7.3±			33
U	MARY SWEENY	3.77±			39
V	FRED W. & CHARLES HAZELWOOD	26.9±			35
W	CAROLINE FULLER	4.85±			36
X	VIETS & NICHOLSON	1.06±			38
Y	GEORGE DE'GRAY, ESTATE	3.0±			40
Z	FRED BALDWIN	4.5±			34
AA	FRED. W. & CHARLES HAZELWOOD	12.8±			35A
AB	IRVING GRIFFIN	2.28±			37
AC	ALFRED SPENCER CO.	3.35±			14
AD	ANDREW McCOMB	24.09±			10
AE	ADAM FUSICK, JR. & CATHERINE FUSICK	4.72±			9
AF	ADAM LYMAN	5.15±			15
AG	ALICE L. WOODWORTH	7.84±			13
AH	SADIE MANDEROLA	0.65±			11
AI	ROWLAND J.C. WETHERELL	8.72±			12
AJ	FRANCES GRABOWICZ	17.98±			16
AK	ADAM LYMAN	0.18±			17
AL	JOSEPH MURZEN	3.64±			18
AM	CHARLES T. O'BRIEN	0.55±			19
AN	STATE OF CONNECTICUT	24.70±			20
AO	JAMES T. SWEENY	0.95±			21
AP	K. KRYSTNIAK	0.795±			
AQ	ALEKSANDRA ORGANEK	1.68±			4
AR	ALEK ORGANEK	2.9±			5
AS	JAMES T. SWEENY	6.91±			1
AT	SOPHIE & ANDREW ISKRZAK	25.3±			3
AU	FRED R. SAMPLATSKY	9.1±			6
AV	FRANK J. KULUS	5.8±			7
AW	ANTHONY J. KULUS	6.05±			8
AX	KATHERINE L. FITZGERALD	13.2±			41
AY	AMERICAN SUMATRA TOB. CO.		26.5±		42
AZ	ISAAC GIVENS		5.0±		44
BA	WILLIAM BERRARD		1.04±		43
BB	WILLIAM RENDOCK		6.5±		48
BC	EDMUND J. THIBODEAU		1.27±		45
BD	DAVID O. FISKE		1.8±		46
BE	FRANK & SILVEO DIBELLO		3.8±		47
BF	STATE OF CONNECTICUT	25.2±			49
BG	JAMES T. SWEENEY	29.68±			50
BH	CHARLES O'BRIEN	9.9±			51
BI	WILLIAM D. ENDRESS	3.8±			52

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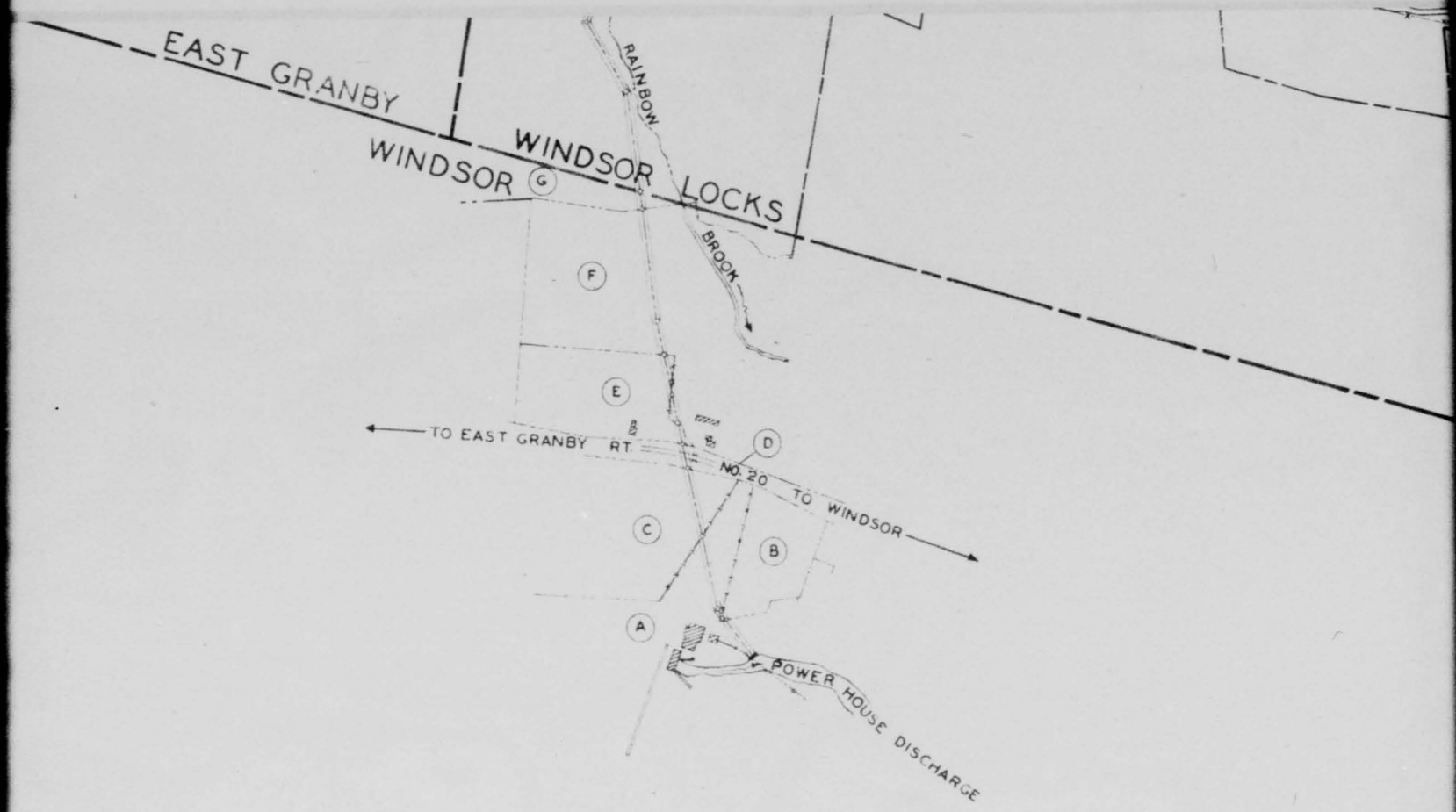

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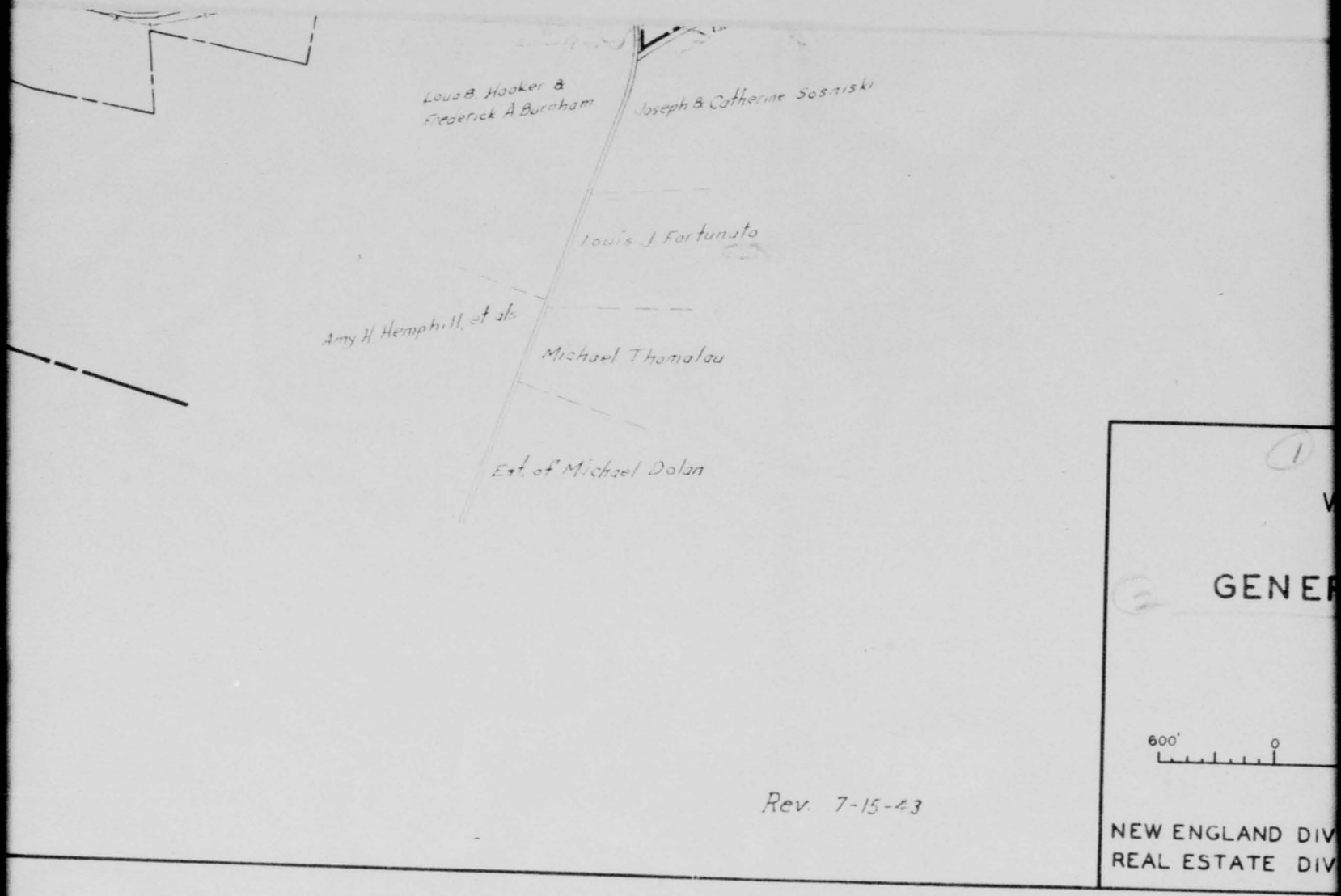

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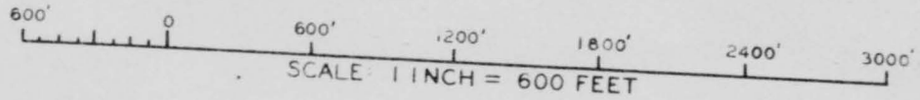
SOSNISKI

RESTRICTED

BRADLEY FIELD
WINDSOR, LOCKS CONN.

GENERAL PROPERTY PLAN



NEW ENGLAND DIVISION OFFICE
REAL ESTATE DIVISION

BOSTON, MASS.
OCT. 194

FILE NO. NED-PA-280

V. 7-15-43

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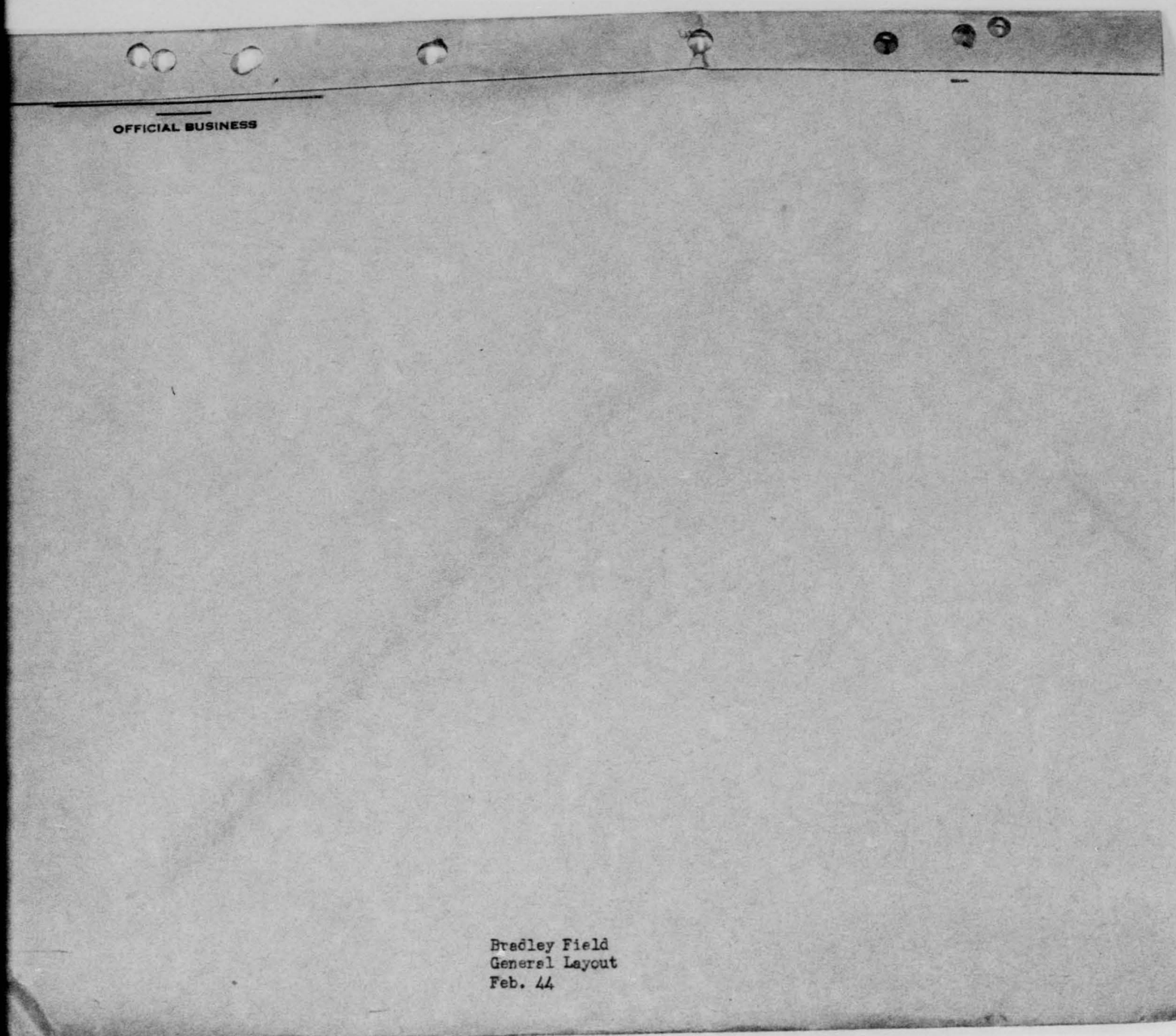

Bradley Field
General Layout
Feb. 44

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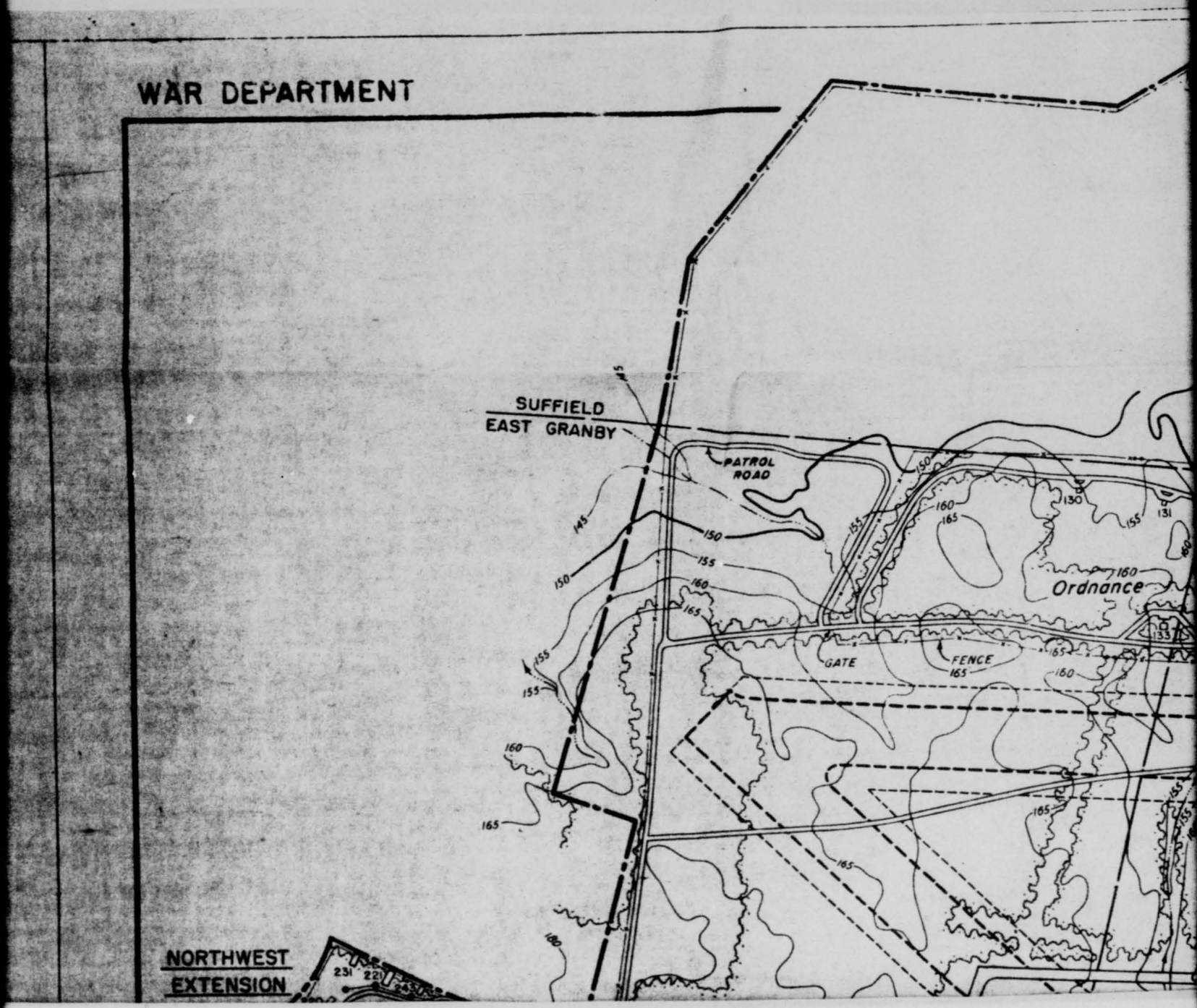

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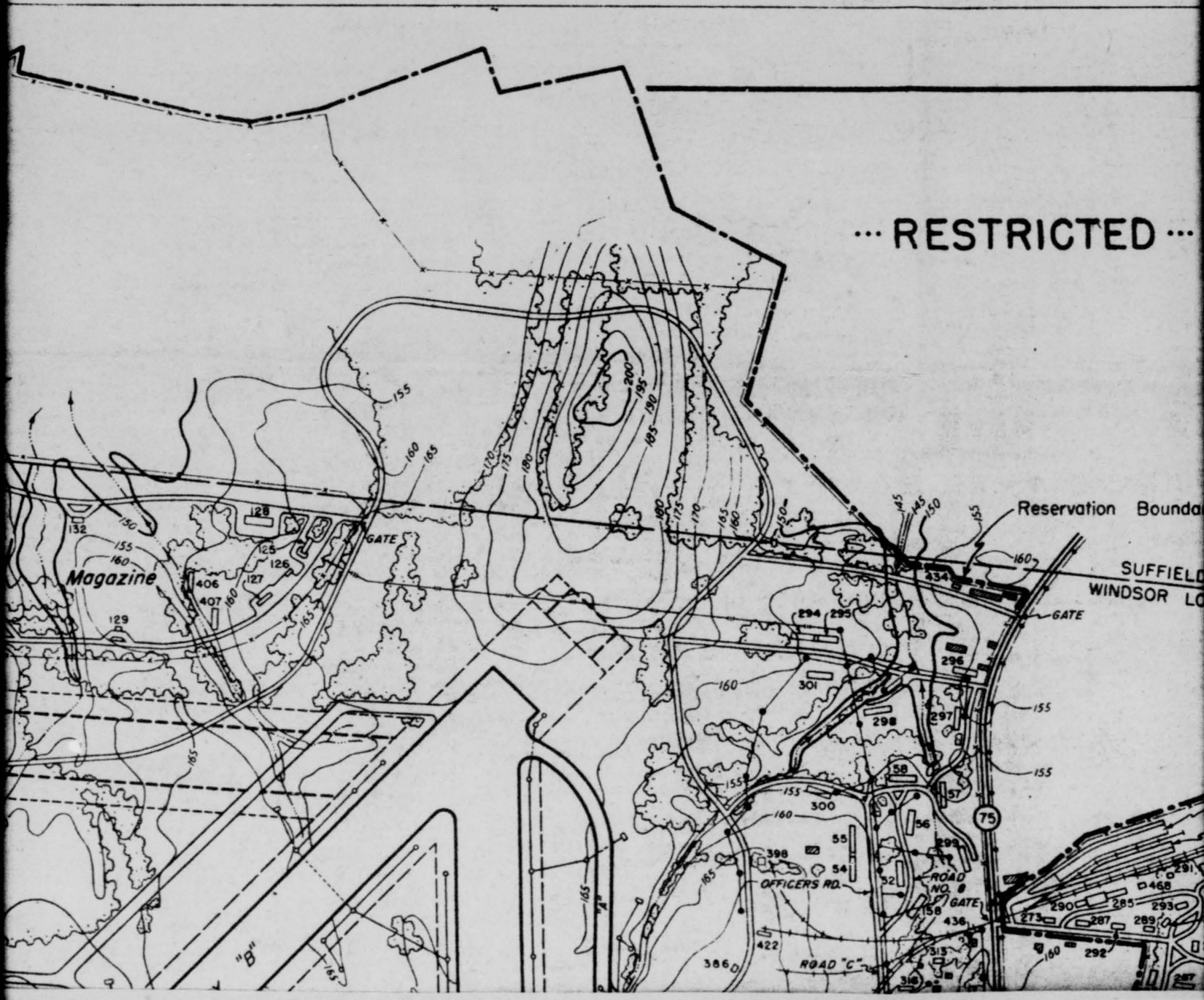

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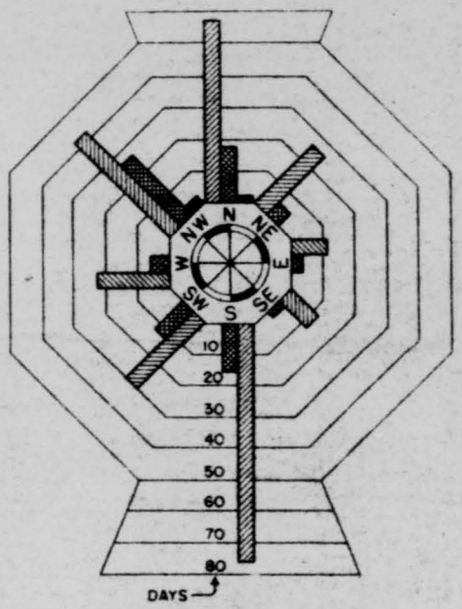
N

dary

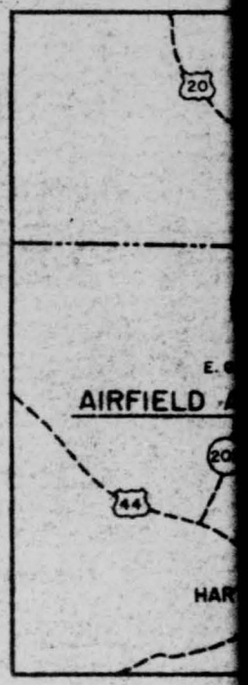
ELD
LOCKS

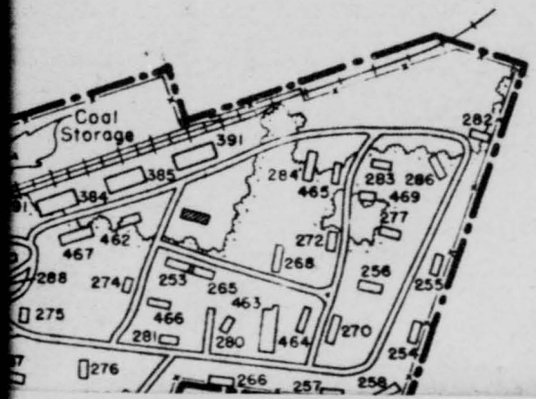


WIND DIAGRAM

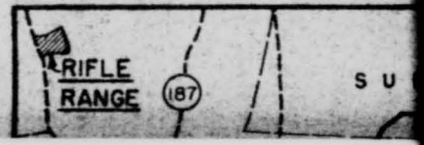
LEGEND

- 0 - 10 M. P. H.
- 11 - 20 M. P. H.
- 21 - 30 M. P. H.





NORTHEAST EXTENSION



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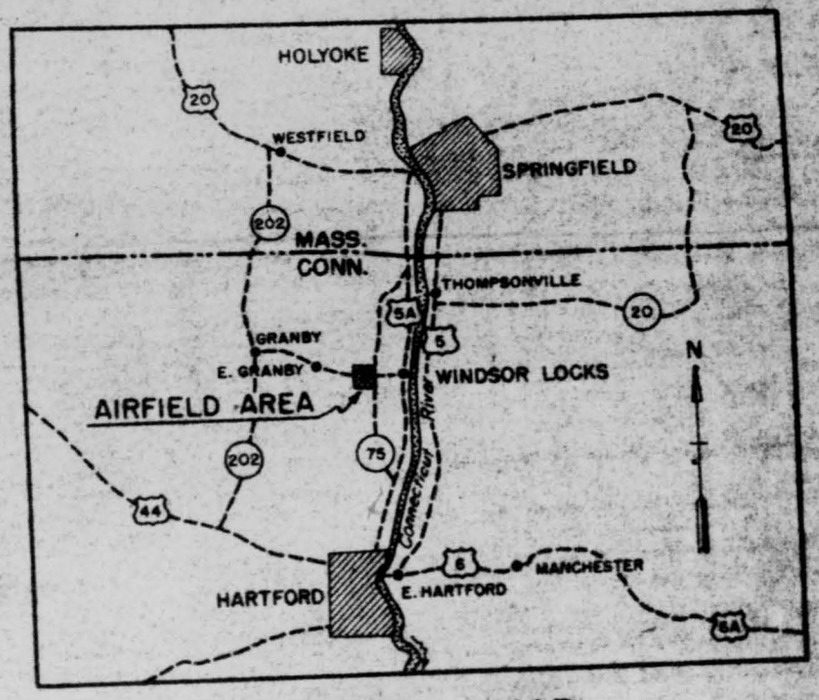
CORPS OF ENGINEERS, U. S. ARMY



LOCATION MAP

SCALE: 1 IN. = 8 MILES

8 0 8 16 MI.

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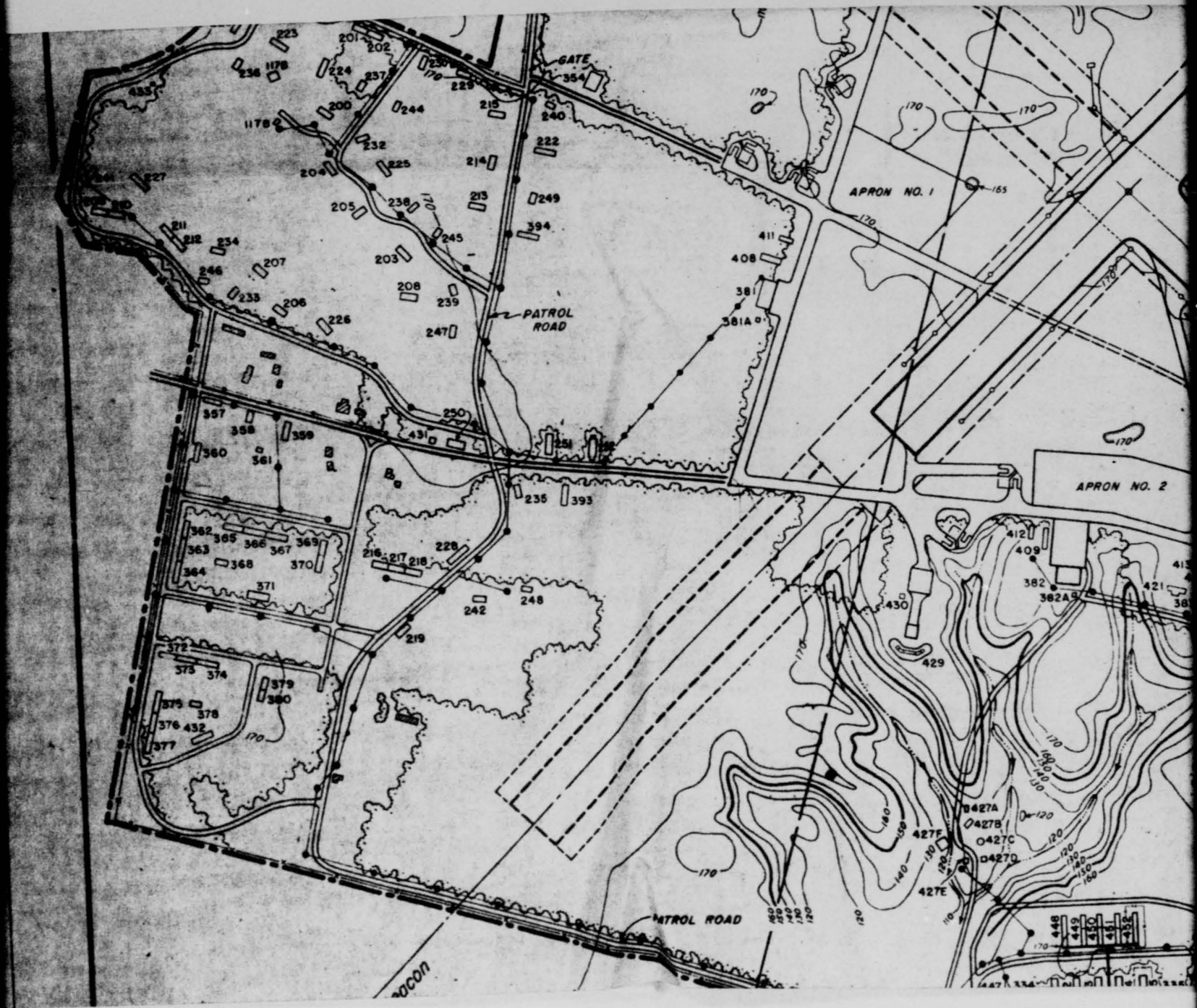

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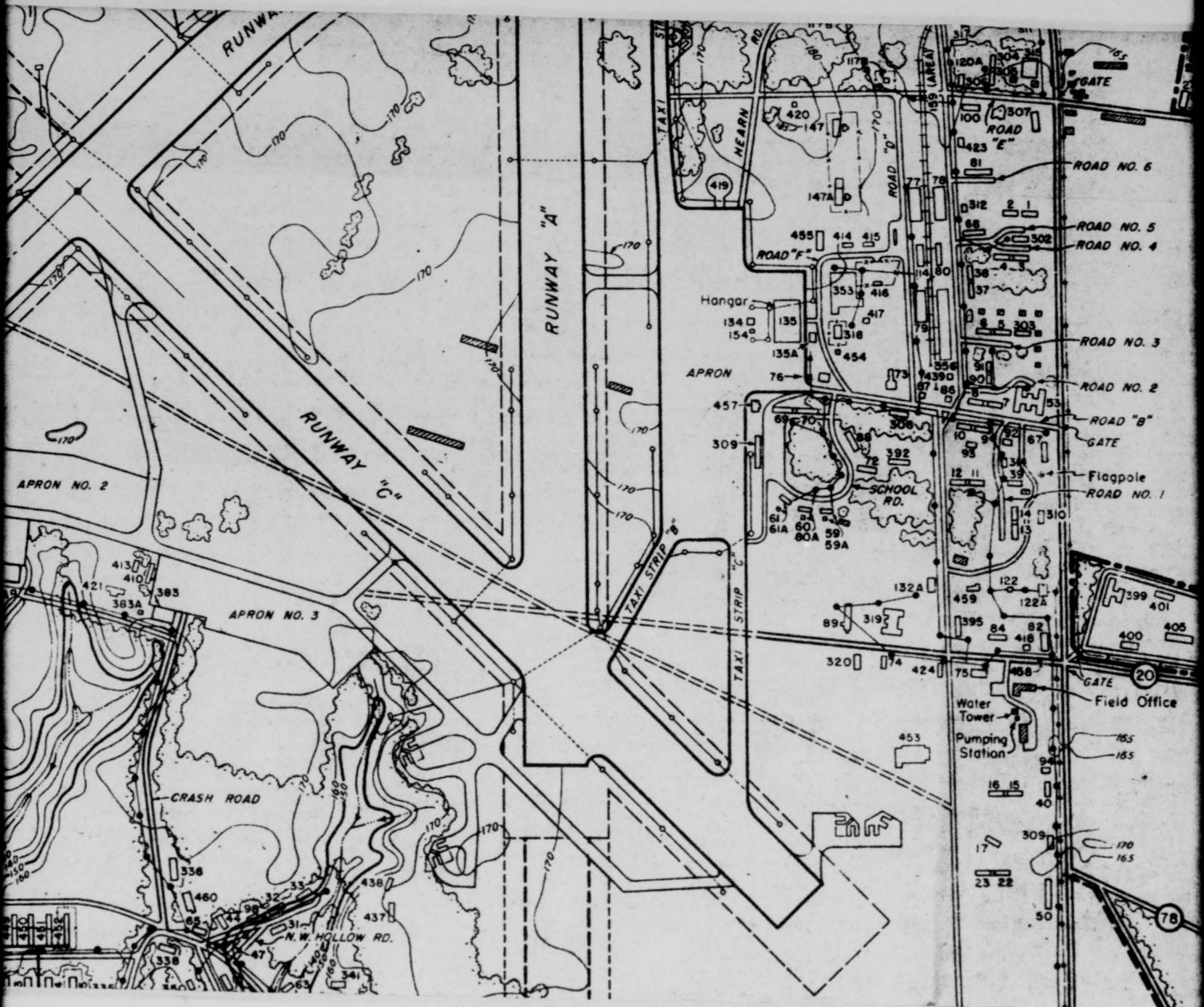

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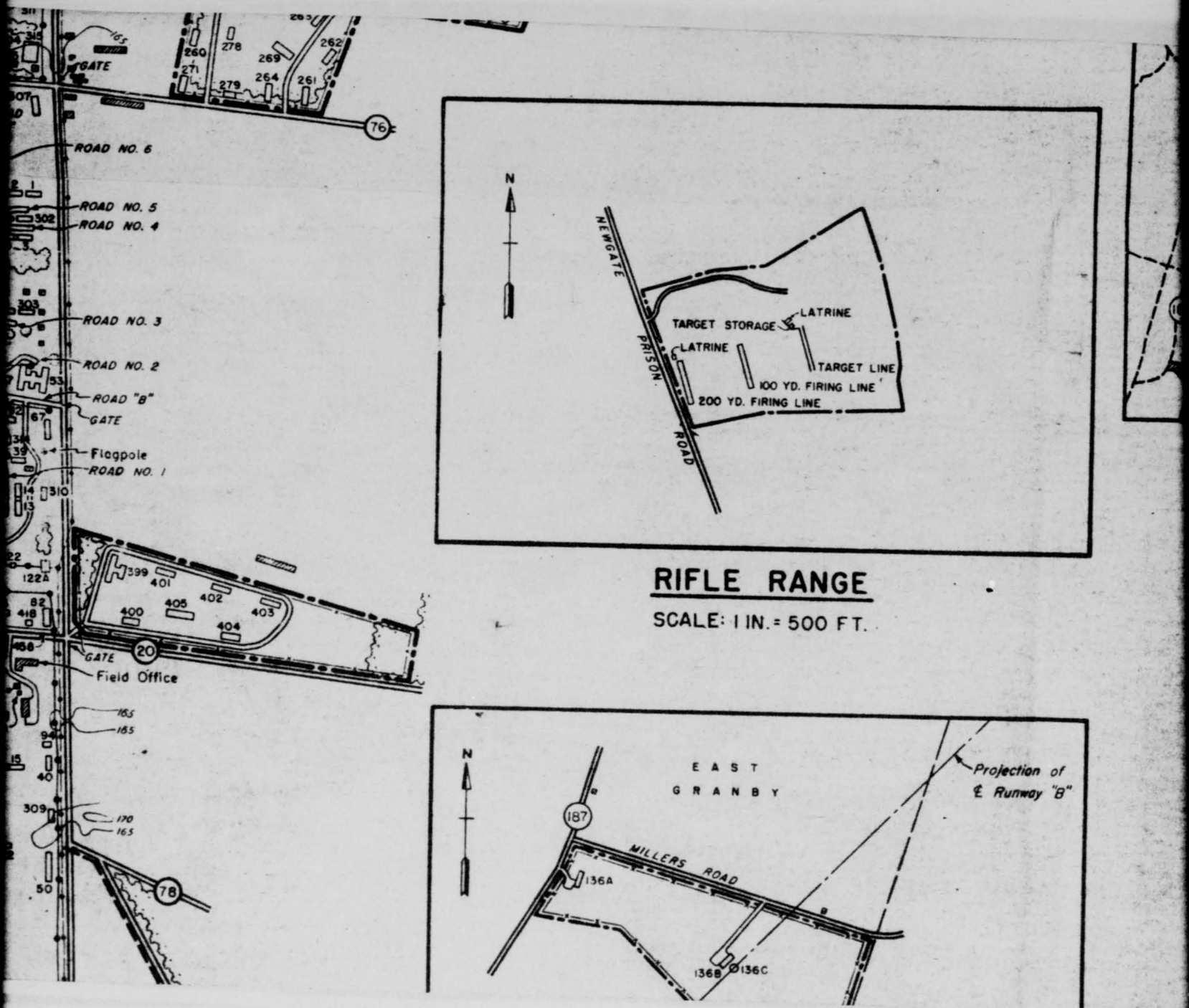

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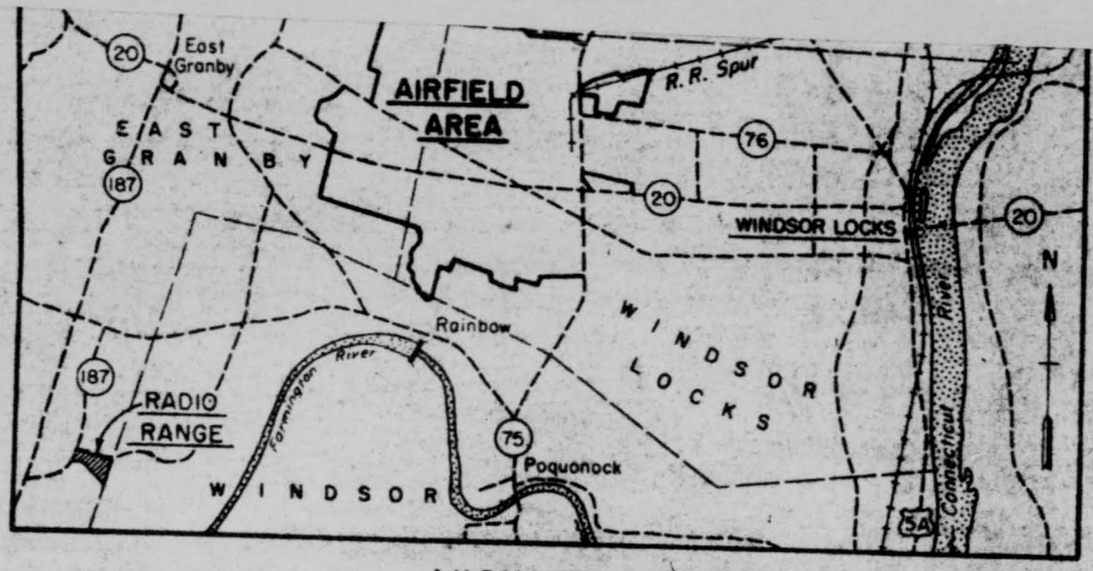

VICINITY MAP

SCALE: 1 IN. = 1 MILE

1 0 1 2 MI.

Projection of ℄ Runway "8"

LEGEND

- Existing road still in use
- Existing road no longer in use
- Road constructed by U.S.E.D.
- Fence
- Railroad spur
- Existing transmission line
- U.S.E.D. power line
- U.S.E.D power line (underground)
- Drainage system
- Stream

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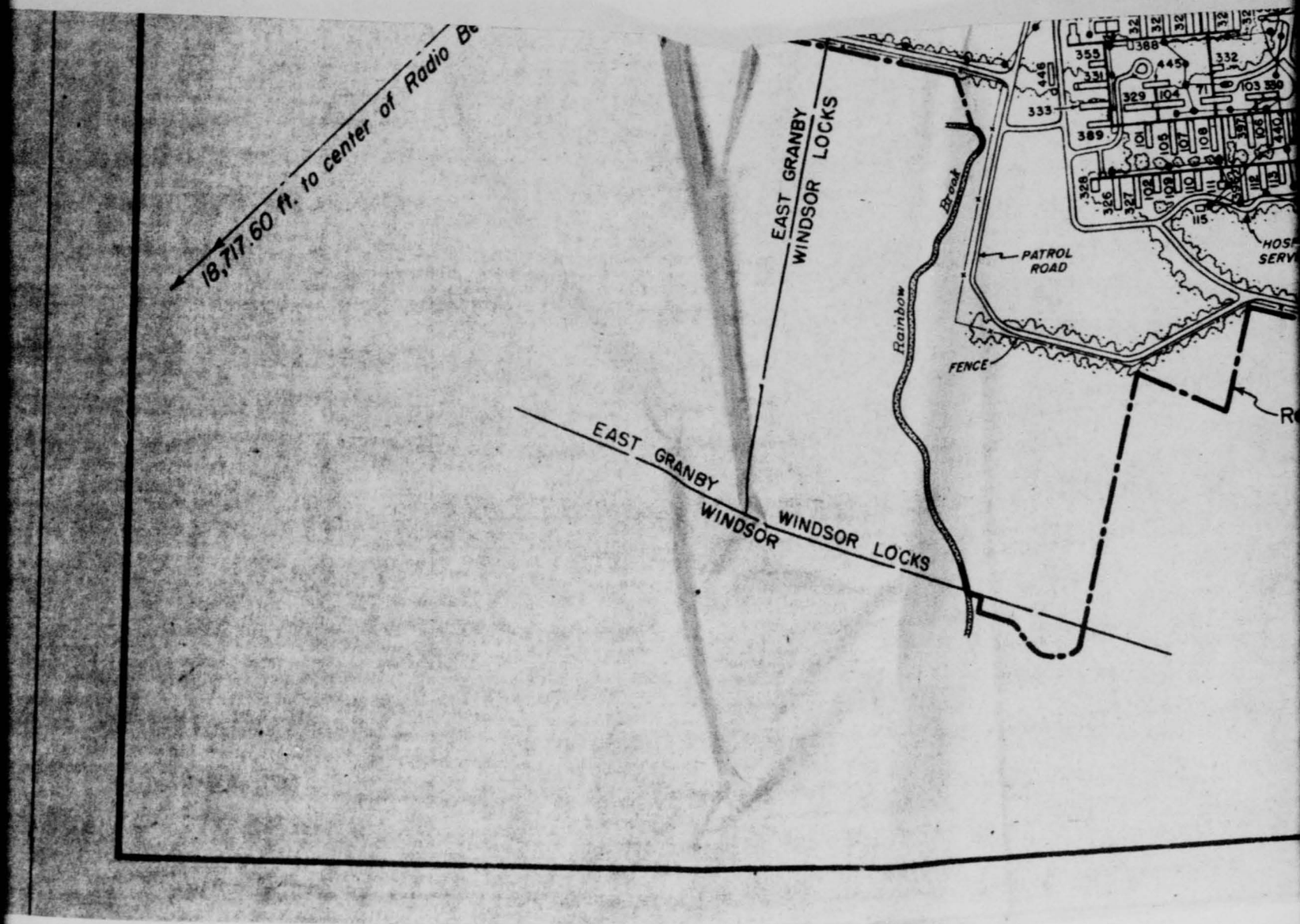

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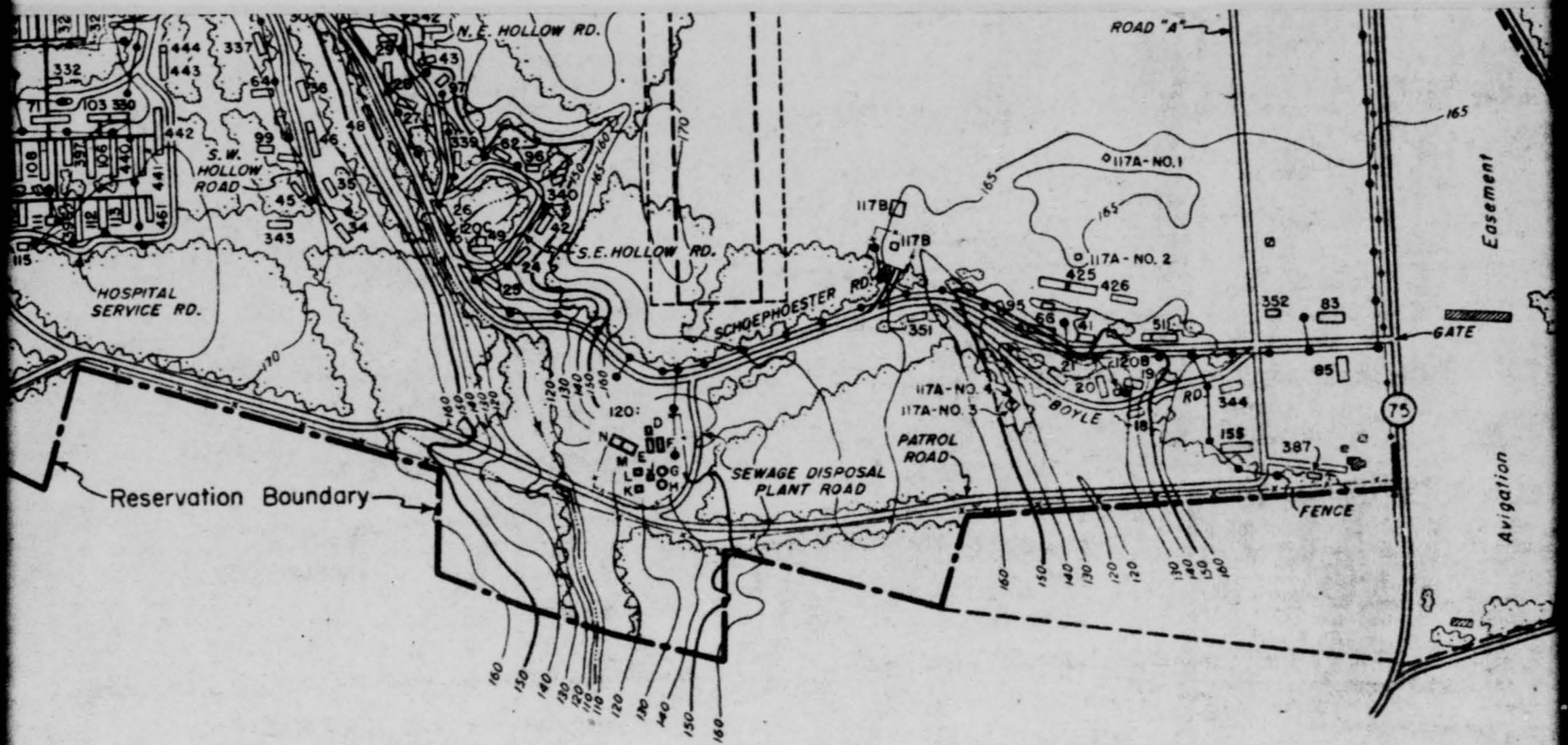

PLAN

SCALE: 1 IN. = 500 FT.

··· RESTRICTED ···

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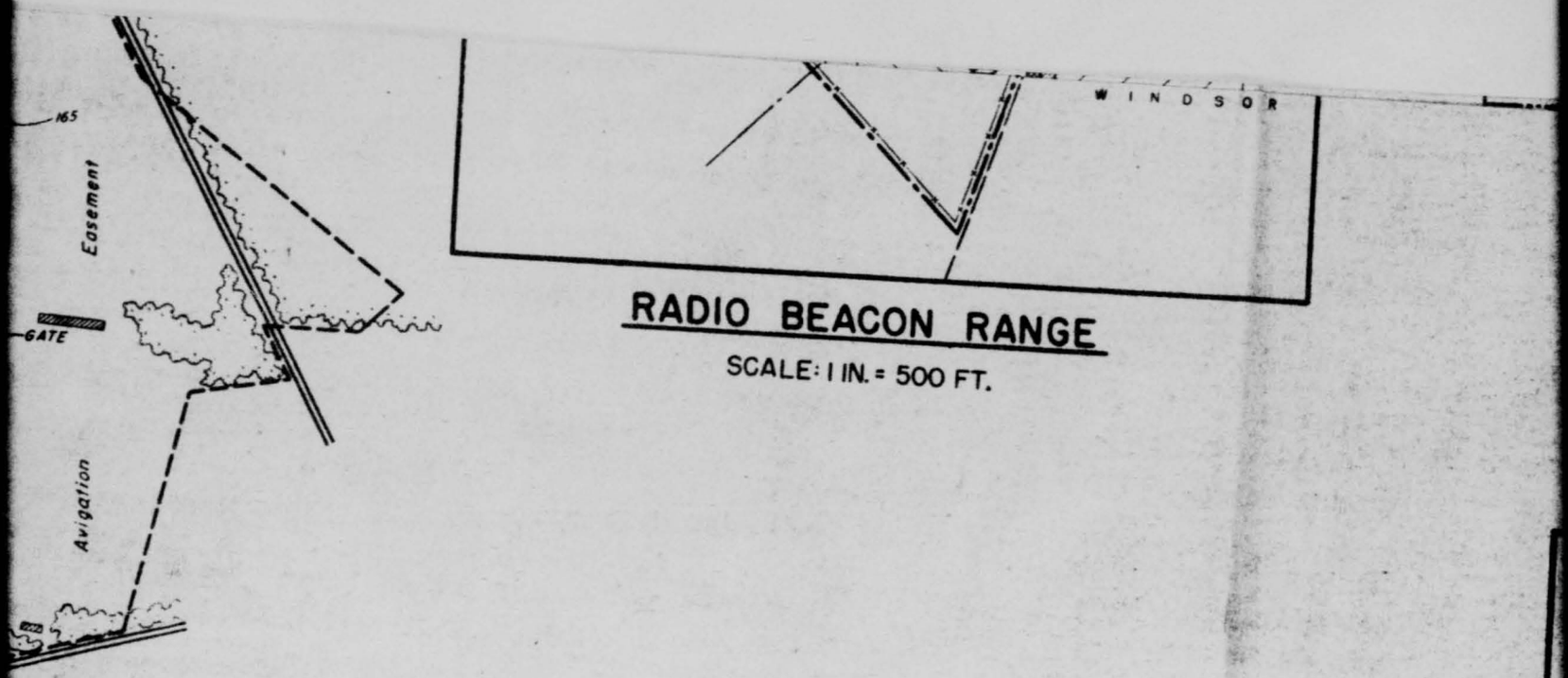

RADIO BEACON RANGE

SCALE: 1 IN. = 500 FT.

KEY	DATE	REVISION (Indicated by Δ)	REV. BY	CK. BY	APP. BY

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Existing building
U.S.E.D. building - completed; under way; authorized
Future construction
Revetment

THIS SHEET SUPERSEDES SHEET NO. 1, FILE NO. WLK-5-1034.

BRADLEY FIELD
WINDSOR LOCKS, CONN.
GENERAL LAYOUT

IN 1 SHEET SCALE: 1 IN. = 500 FT. SHEET NO. 1

500' 0 500' 1000'

U.S. ENGINEER OFFICE, PROVIDENCE, R.I., 3 FEB. 1944

SUBMITTED:	APPROVAL RECOMMENDED:	APPROVED:
SENIOR ENGINEER HEAD, WAR CONST. SECTION	HEAD ENGINEER CHIEF, ENGINEERING DIV.	LT. COL. CORPS OF ENGINEERS DISTRICT ENGINEER

REV. BY	CK. BY	APP. BY

PREPARED: ASSOC. ENGINEER

DRAWN: E. F. B.
TRACED: E. F. B.
CHECKED: E. F. B.

FILE NO. WLK-5-1035

PRINTED 16 MAR 1944 Engineering Div.

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OFFICIAL BUSINESS

Brainard Field -
Physical Progress Report
n.d.

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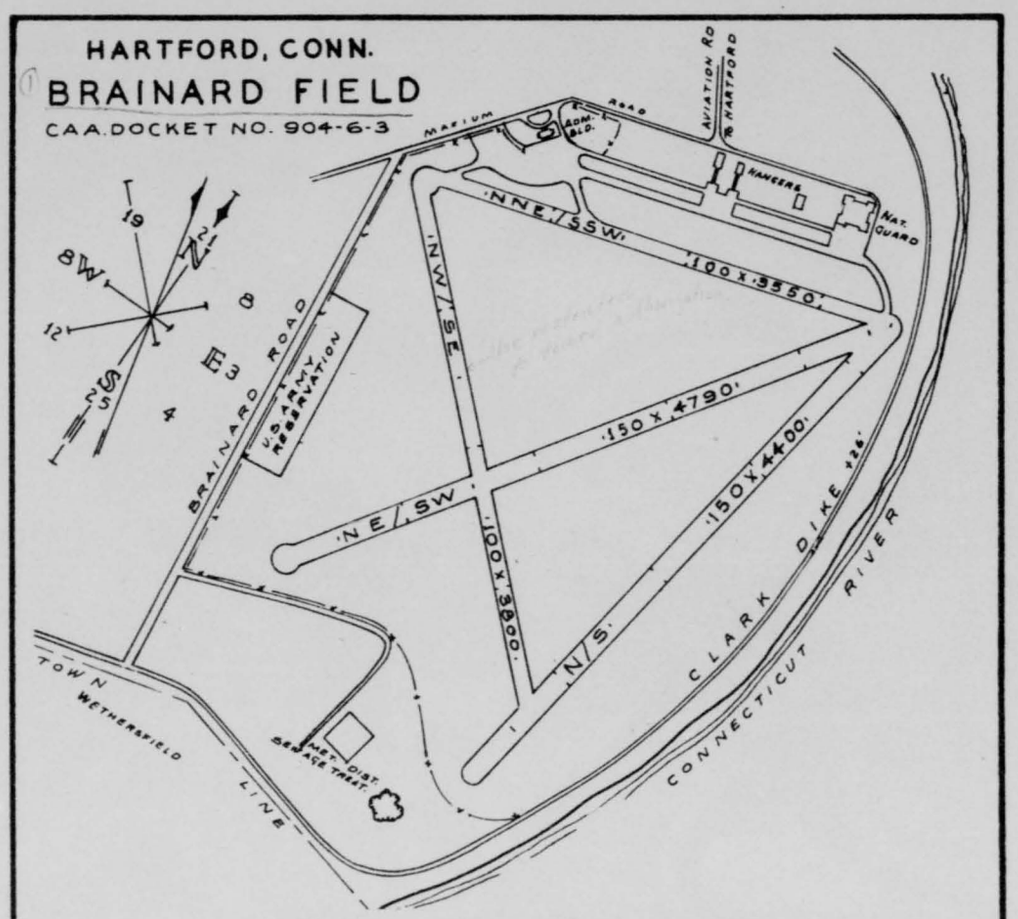
HARTFORD, CONN.

BRAINARD FIELD

CAA. DOCKET NO. 904-6-3



PHYSICAL PROGRESS REPORT

SCALE 500 0 500 1000

End

	%		%	TOTAL COMPLETE ____ %
GRADED		SEEDED		
FINE GRADED		AVAILABLE FOR AIRCRAFT USE		
SUB-BASE		PIPE DRAIN		
BASE		DR STR		
PAVING		C.B OR DR. INLET		
SEAL		FENCING		
GRAVELED		LIGHT INST		

LEGEND

REPORTED BY _____ DATE _____ REPORT NO _____

CAA 3/43

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OFFICIAL BUSINESS

Brainard Field
Map
May 37

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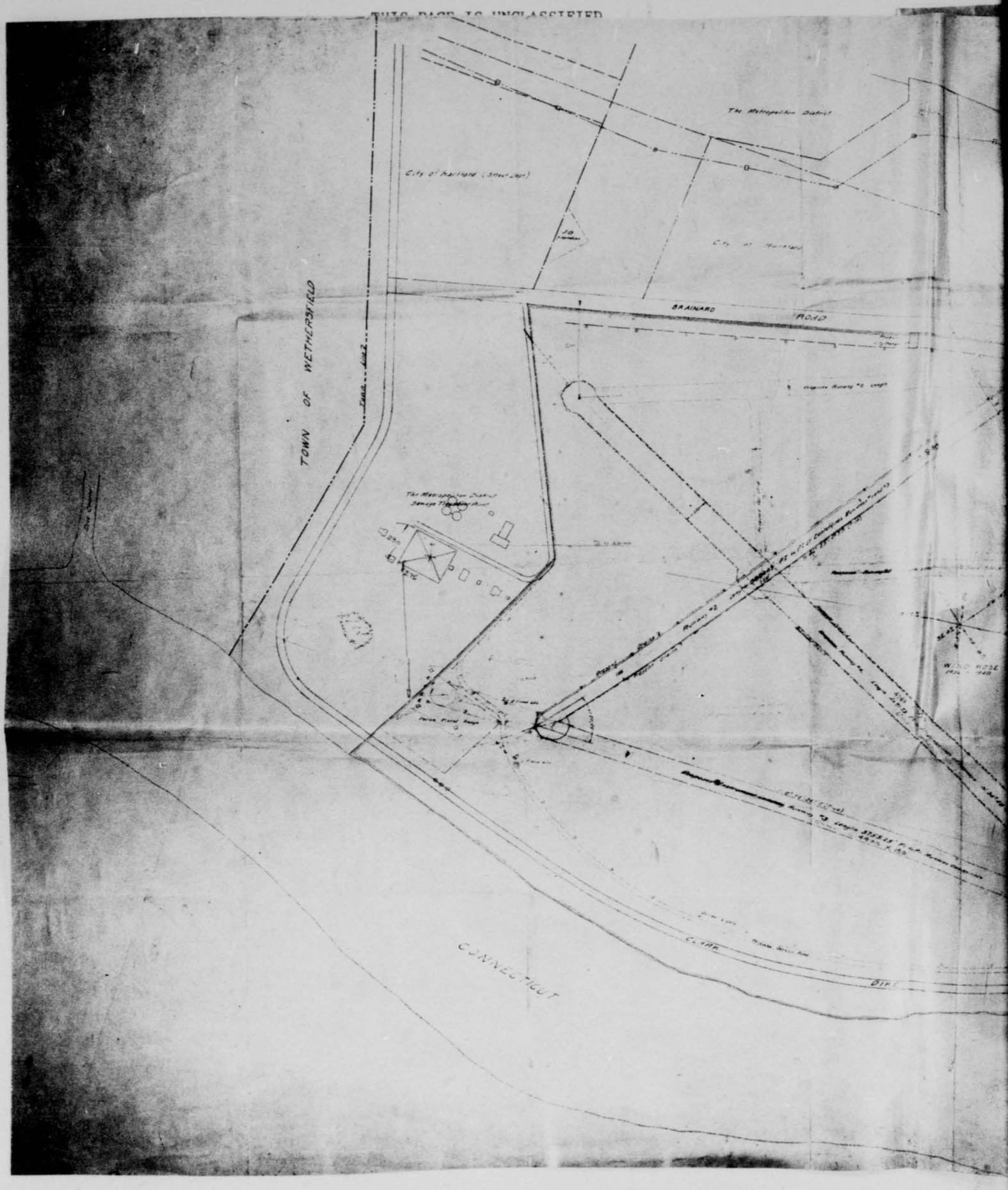

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OFFICIAL BUSINESS

Bridgeport Airport
Real Estate
July 43 - 2 Aug. 43

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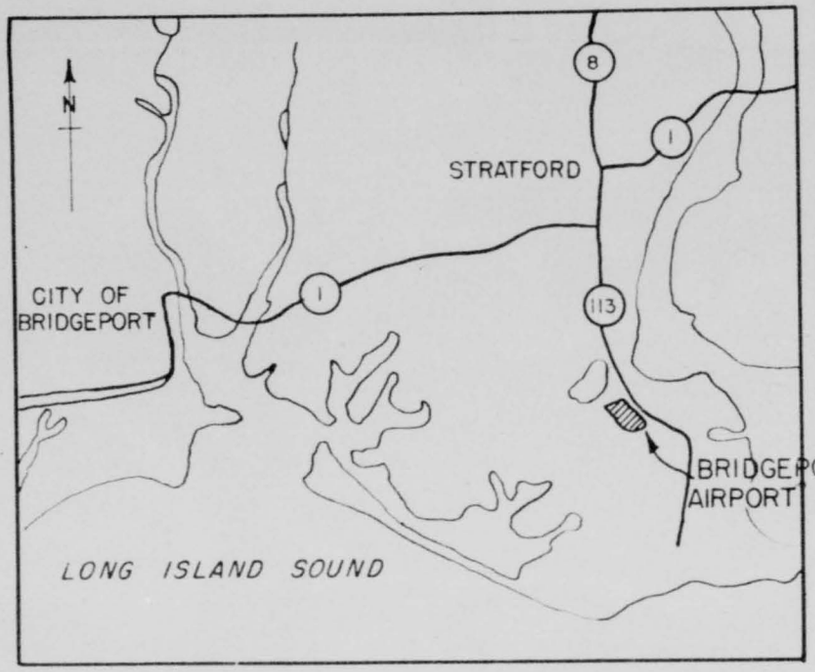
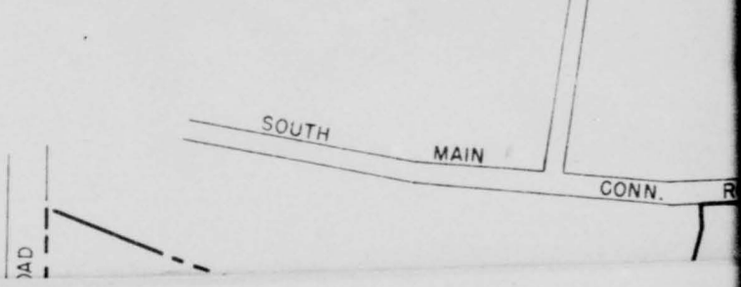
WAR DEPARTMENT



LOCATION MAP

0 1 2

Scale in Miles



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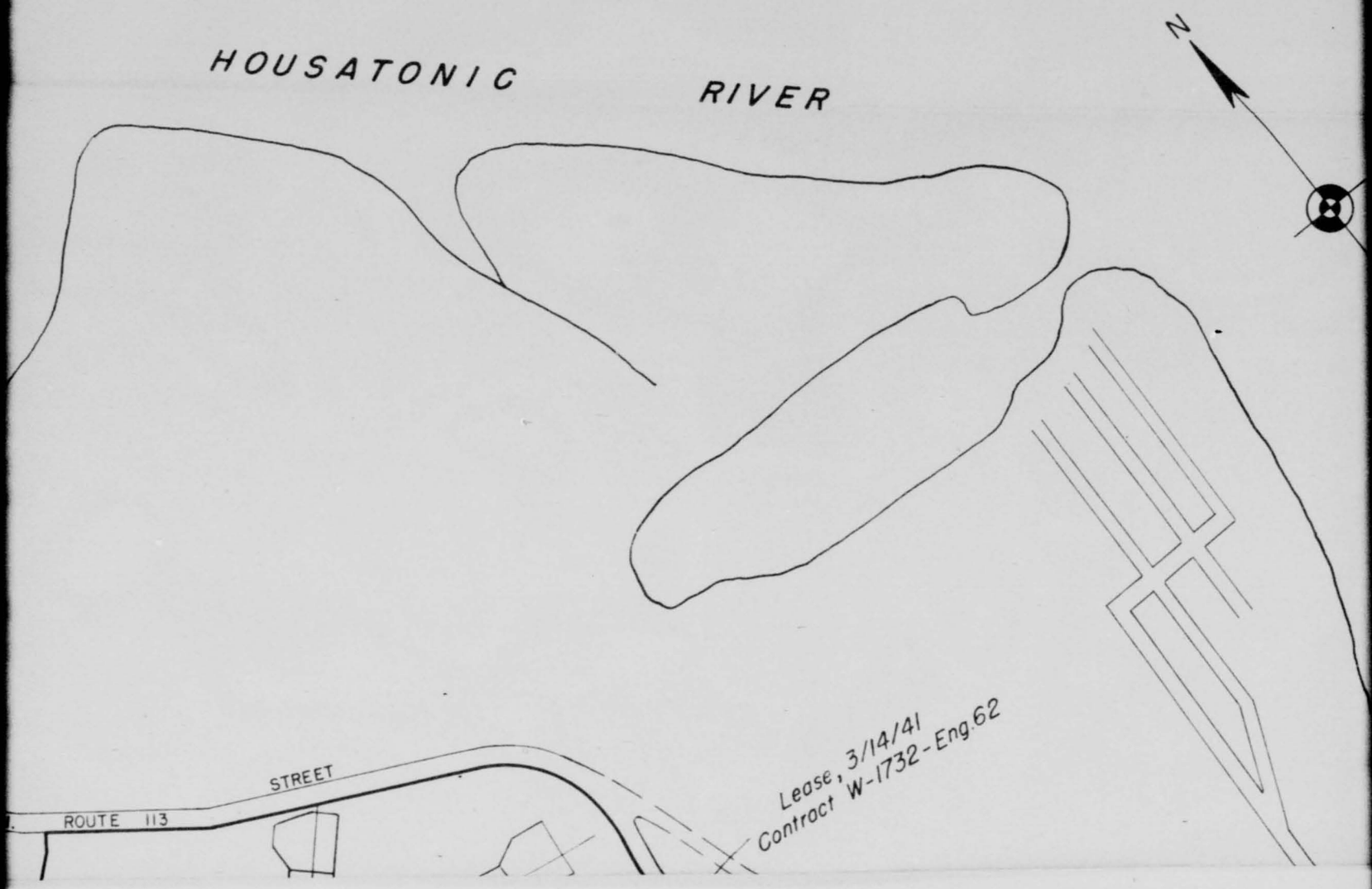

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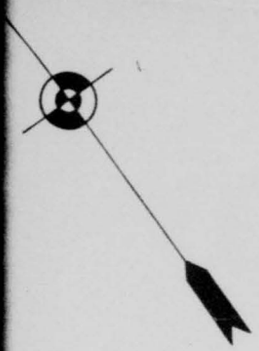

STATE
COUNTY
DIVISION
DISTRICT
SERVICE
USING AGE
56 M
60 M

—TRAN

N.Y.N.H. & H
CONN. ROU
U.S. ROUTE

ACRES OWNE
ACRES LEAS

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SCALE

CORPS OF ENGINEERS. U.S. ARMY

LAND ACQUISITION
Type of Map

STATE CONNECTICUT

COUNTY FAIRFIELD

DIVISION NEW ENGLAND

DISTRICT PROVIDENCE, R.I.

SERVICE COMMAND FIRST

USING AGENCY FIRST AIR FORCE

56 MILES S.W. OF HARTFORD, CONN.

60 MILES N.E. OF NEW YORK CITY

—TRANSPORTATION FACILITIES—

N.Y.N.H. & H. & B.& A. RAILROAD

CONN. ROUTE NO.8 & 113 STATE ROAD

U.S. ROUTE NO.1 FEDERAL ROAD

AIRLINE

—LAND AREA—

ACRES OWNED BY W.D. 112.10

ACRES LEASED BY W.D. 358.7

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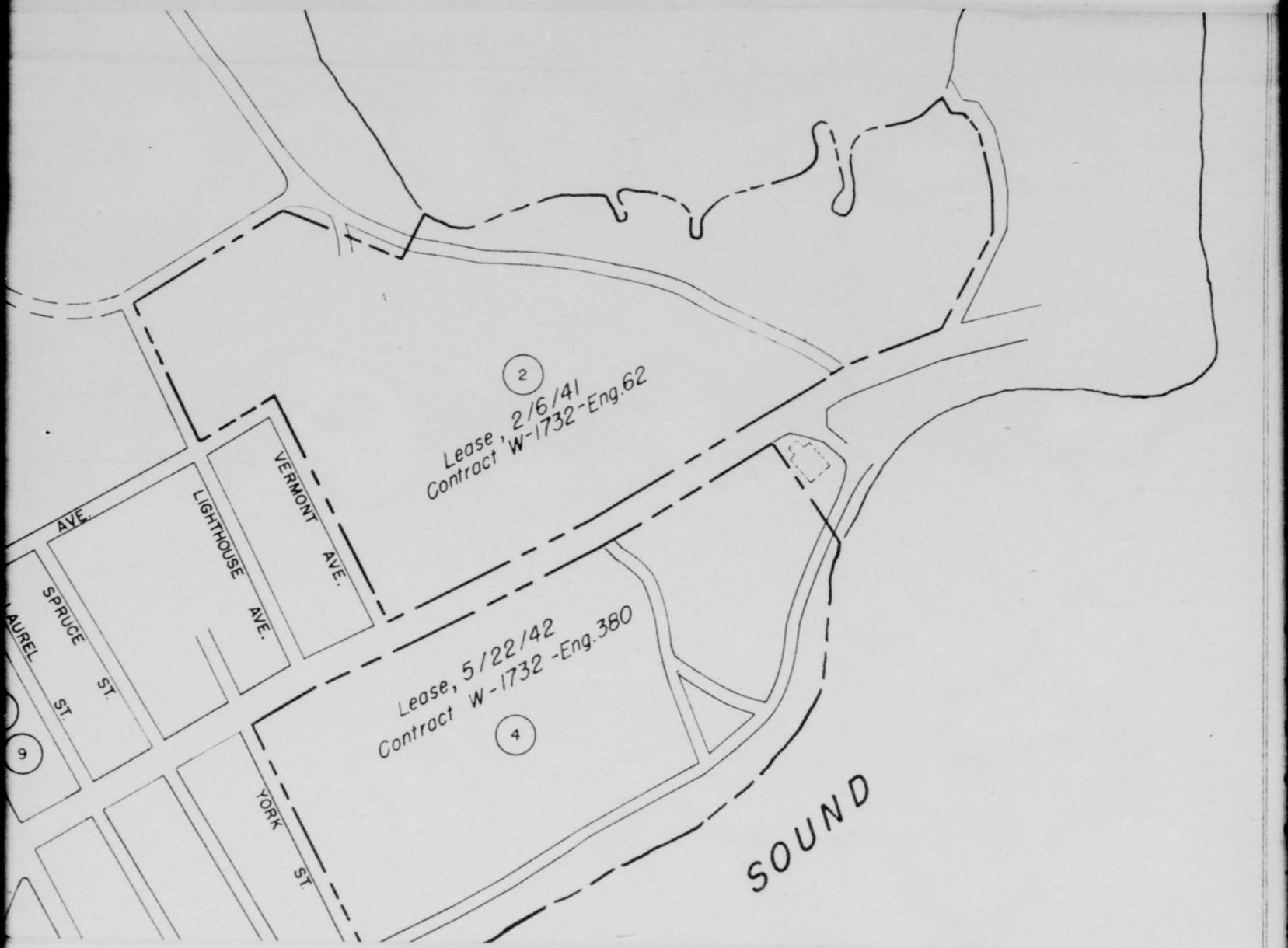

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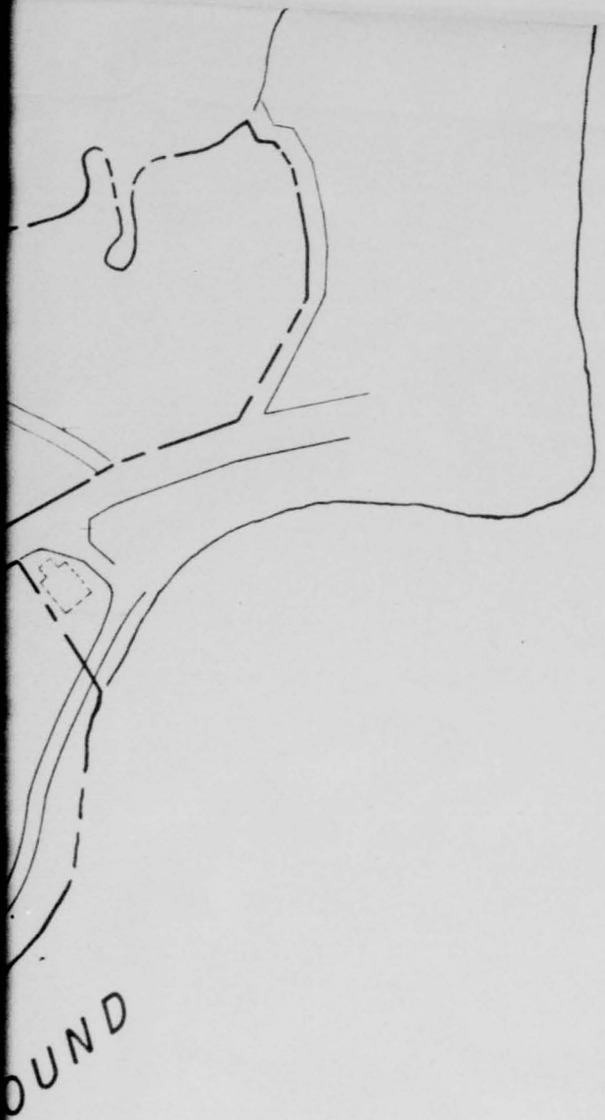

OUND

ACRES LEASED FROM W.D._____

ACRES TRANSFERRED TO W.D._____

ACRES DONATED TO W.D._____

ACRES UNDER EASEMENT TO W.D. 13.41

— DISPOSALS —

ACRES SOLD_____

ACRES TRANSFERRED_____

ACRES EXCHANGED_____

ACRES OTHERWISE_____

— LEGEND —

RESERVATION LINE

STATE OR PROVINCE LINE

COUNTY LINE

CIVIL DISTRICT PRECINCT

LAND GRANT LINE

CITY. VILLAGE OR BOROUGH

CEMETERY. SMALL PARK ETC.

TOWNSHIP LINE

SECTION LINE

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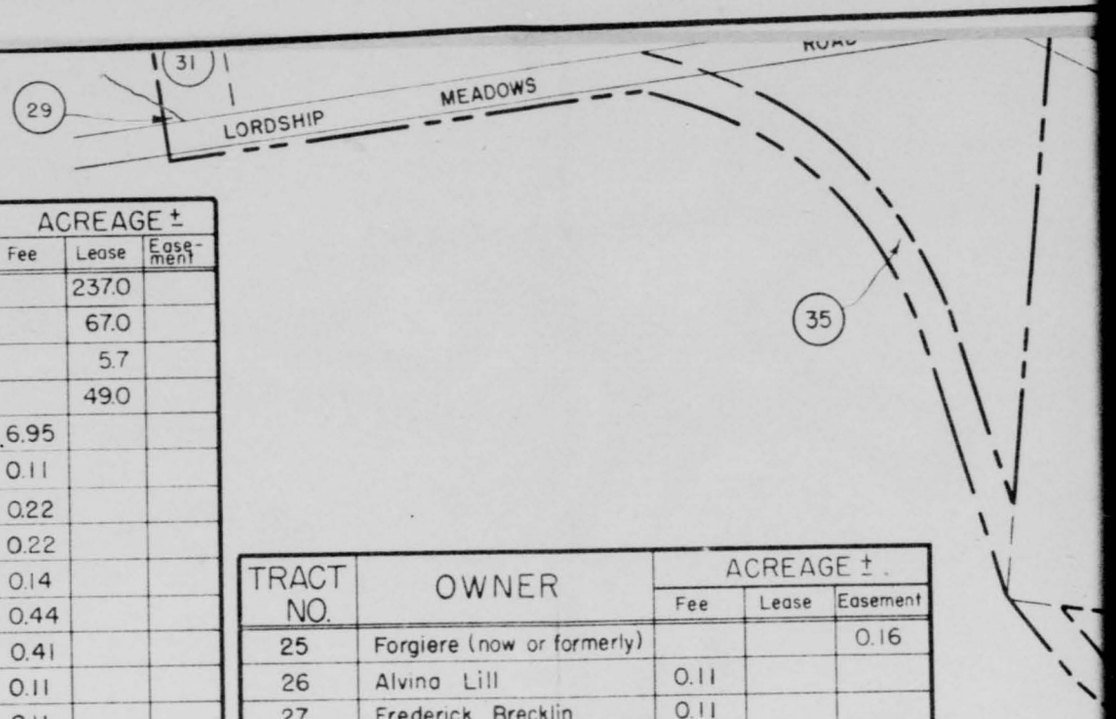
WAR DEPARTMENT



TRACT NO.	OWNER	ACREAGE ± Fee	Lease	Easement
1	City of Bridgeport		237.0	
2	Lordship Park Association		67.0	
3	Cornelius Ahern		5.7	
4	Lordship Park Association		49.0	
5	H. & M. Guckert	6.95		
6	Benjamin Franklyn	0.11		
7	Vladimir Offenberg	0.22		
8	Alexander Finlayson Jr.	0.22		
9	Belle Bowen et al	0.14		
10	Alma Kumb & Ida Worsten	0.44		
11	Calvin T. Brown	0.41		
12	Lemuel O. & E.A. Turner	0.11		
13	Lillian S. Harrison	0.11		
14	Lewis H. Corbit	0.35		
15	Cornelius Ahern	0.48		
16	United Aircraft Corp.	2.90		
17	Timothy W. Ryan	12.19		
18	Cornelius Ahern	13.0		
19	Unknown			0.13
20	Land & Home Develop. Co.	7.5		
21	Matthew McGrath et al	17.24		3.36
22	Unknown	0.70		
23	Stratford Land & Improv Co.	0.91		
24	Marguerite T. Phillips et al	2.40		

TRACT NO.	OWNER	ACREAGE ± Fee	Lease	Easement
25	Forgiere (now or formerly)			0.16
26	Alvina Lill	0.11		
27	Frederick Brecklin	0.11		
28	John Gunther	0.22		
29	Unknown			0.09
30	George White	0.11		
31	Elliot W. Peck	1.04		1.60
32				
33	Stratford Land & Improv Co	35.61		
34	Lordship Park Association	6.0		
35	Stratford Land & Improv Co.			8.7
36	Stratford Land & Improv Co.	3.4		

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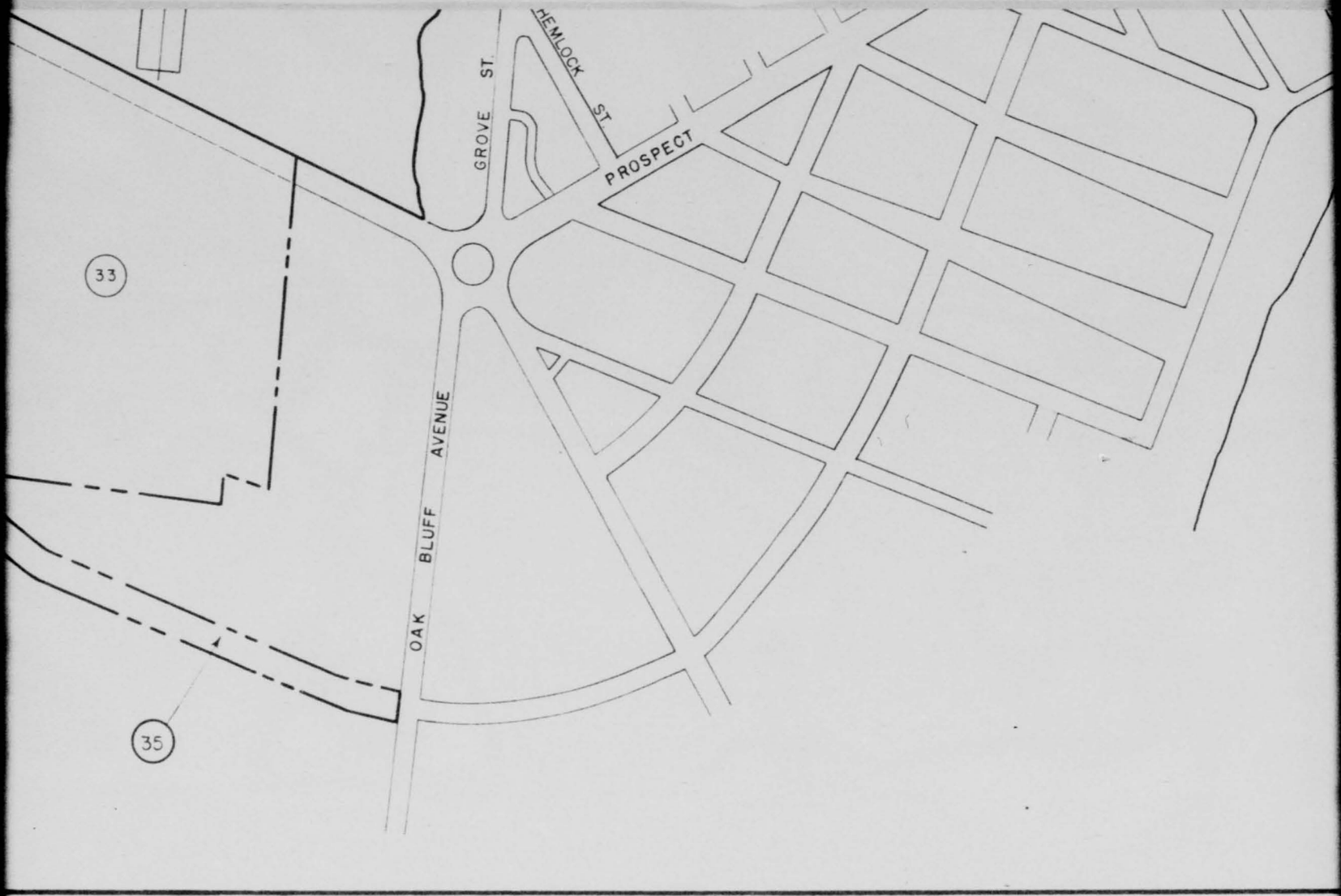

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RECOM

APPROV

COMPIL

DATE

Aug 2 194

SHEETS

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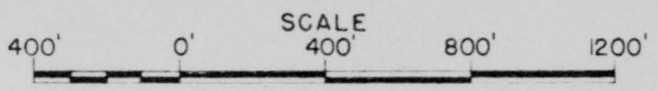
CORPS OF ENGINEERS. U.S. ARMY

LAND ACQUISITION

Type of Map



1 INCH = 400 FT.

WAR DEPARTMENT. O.C.E.

CONSTRUCTION DIVISION

REAL ESTATE

BRIDGEPORT AIRPORT

MILITARY RESERVATION

RECOMMENDED. _____ DATE JULY 1943

LT. COL. C of E.

APPROVED. _____ DATE JULY 1943

COL. C. of E.

COMPILED. J.C. TRACED. J.C. CHECKED. C.H.S. jr.

DATE	BY	REVISIONS	APPROVED
Aug. 2, 1943	HSA	Tract No. 21	

SHEETS OF DRAWING NO.

FILE NO. NED-PA-146

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OFFICIAL BUSINESS

Bridgeport Municipal Airport
General Layout
Dec. 43

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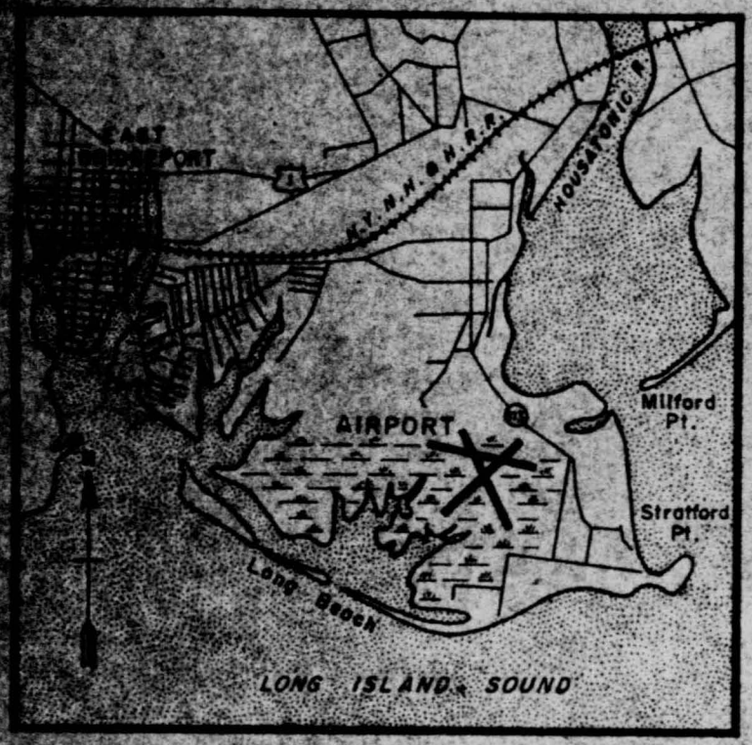
WAR DEPARTMENT

E 5,000



VICINITY MAP

SCALE IN MILES

0 1 2

N

14" R.C. Culvert Inv. El. 16.2
16" R.C. Culvert Inv. El. 16.4
84" R.C. Culvert Inv. El. 14.2
HIGHWAY
STATE

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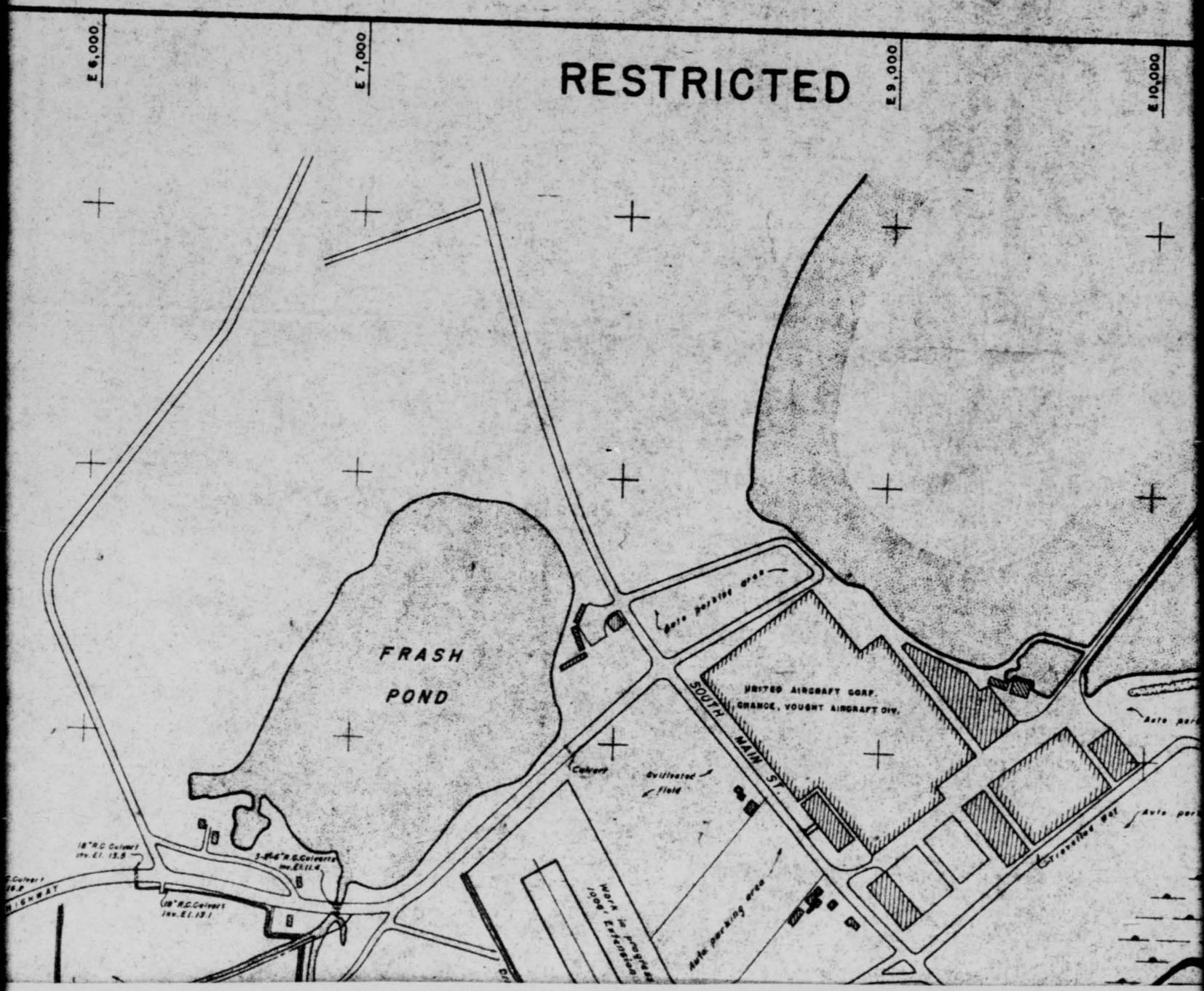

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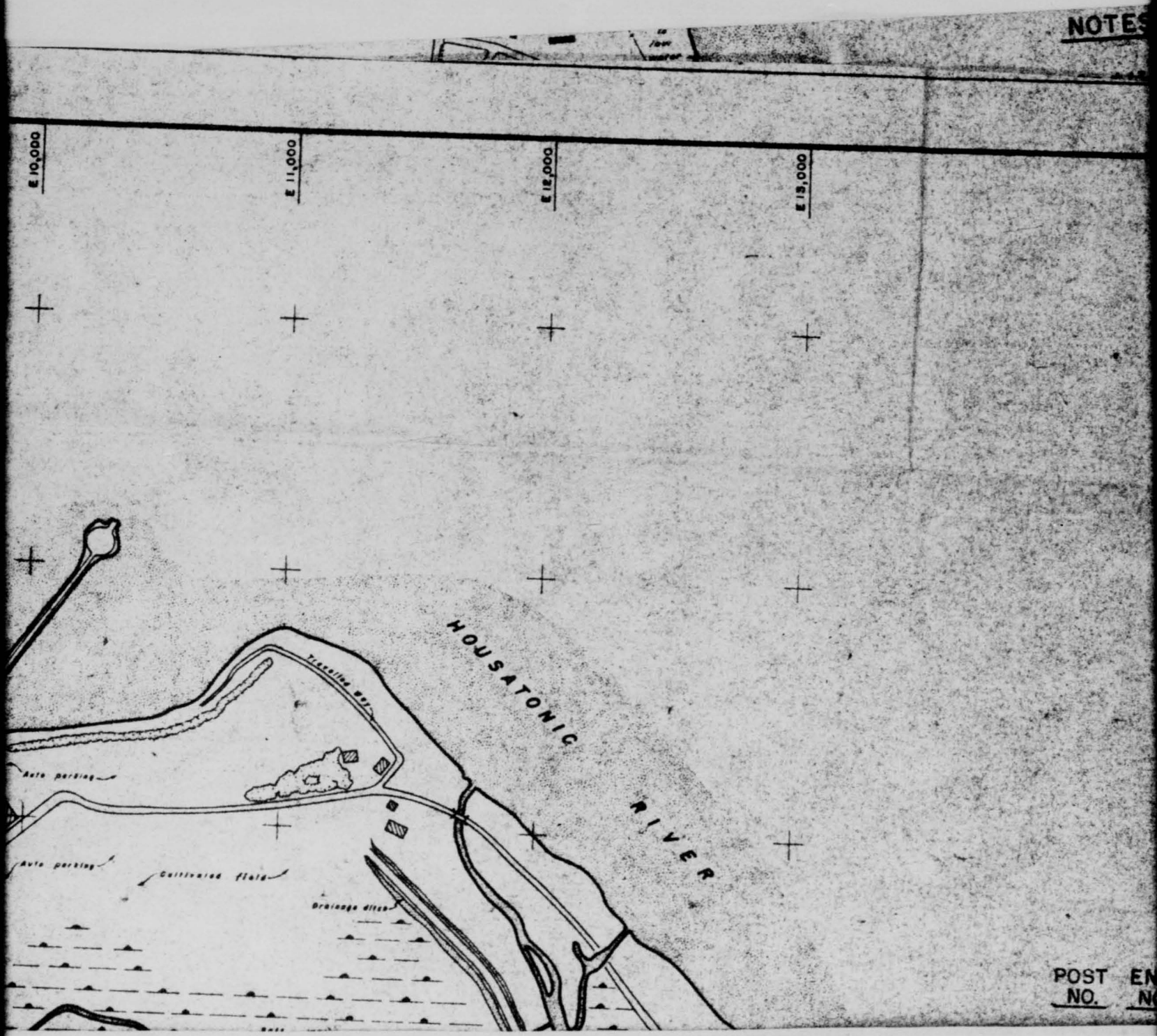

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NOTES

Elevations are based on City of Bridgeport datum
0 = +13.42' M.S.L. (U.S.C. & G.S.)
Coordinates are based on True Meridian as established
March, 1943

CORPS OF ENGINEERS, U.S. ARMY

LOCATION MAP

SCALE IN MILES

5 0 5 10 15

INDEX TO BUILDINGS

POST NO.	ENG. NO.	TITLE	POST NO.	ENG. NO.	TITLE

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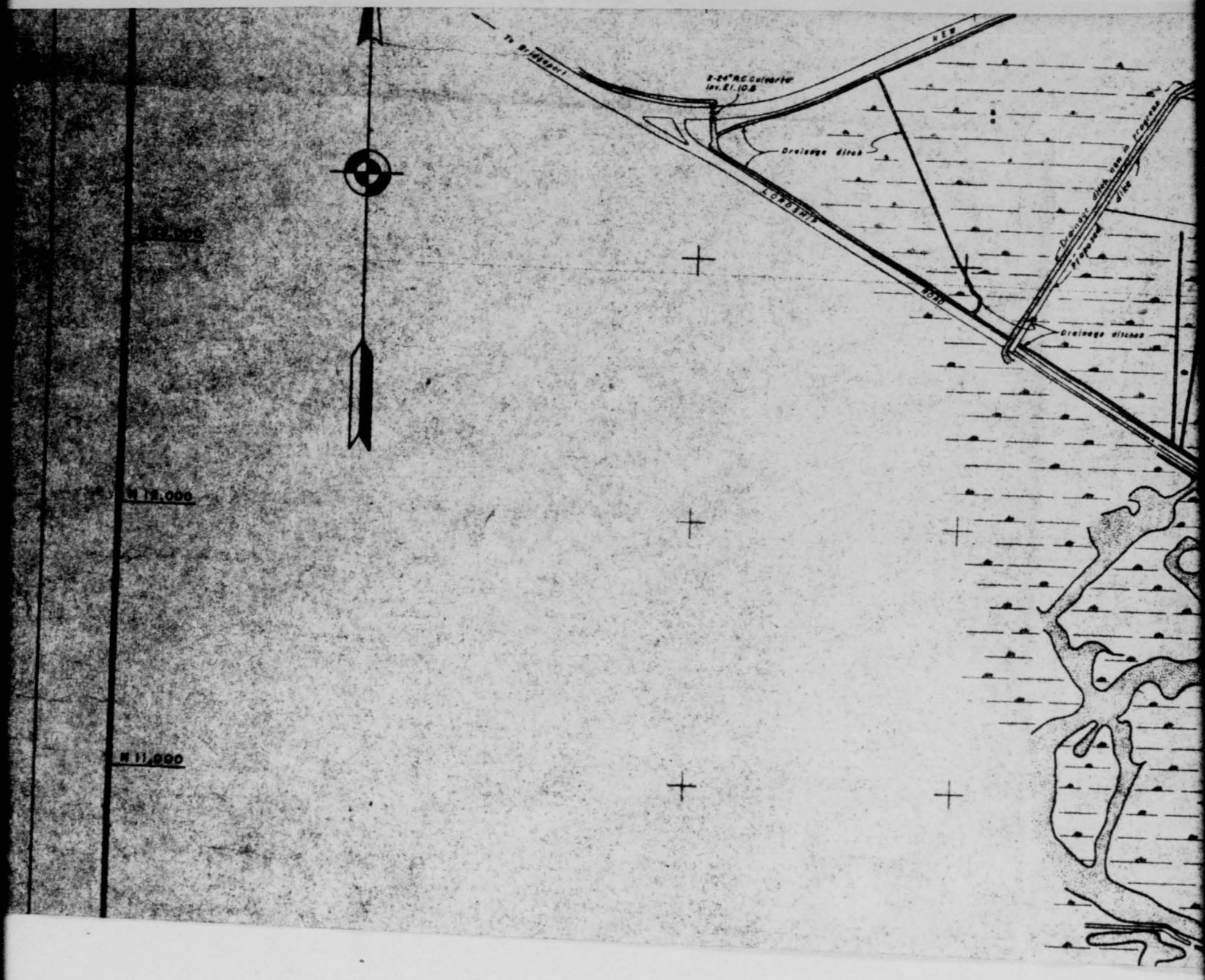

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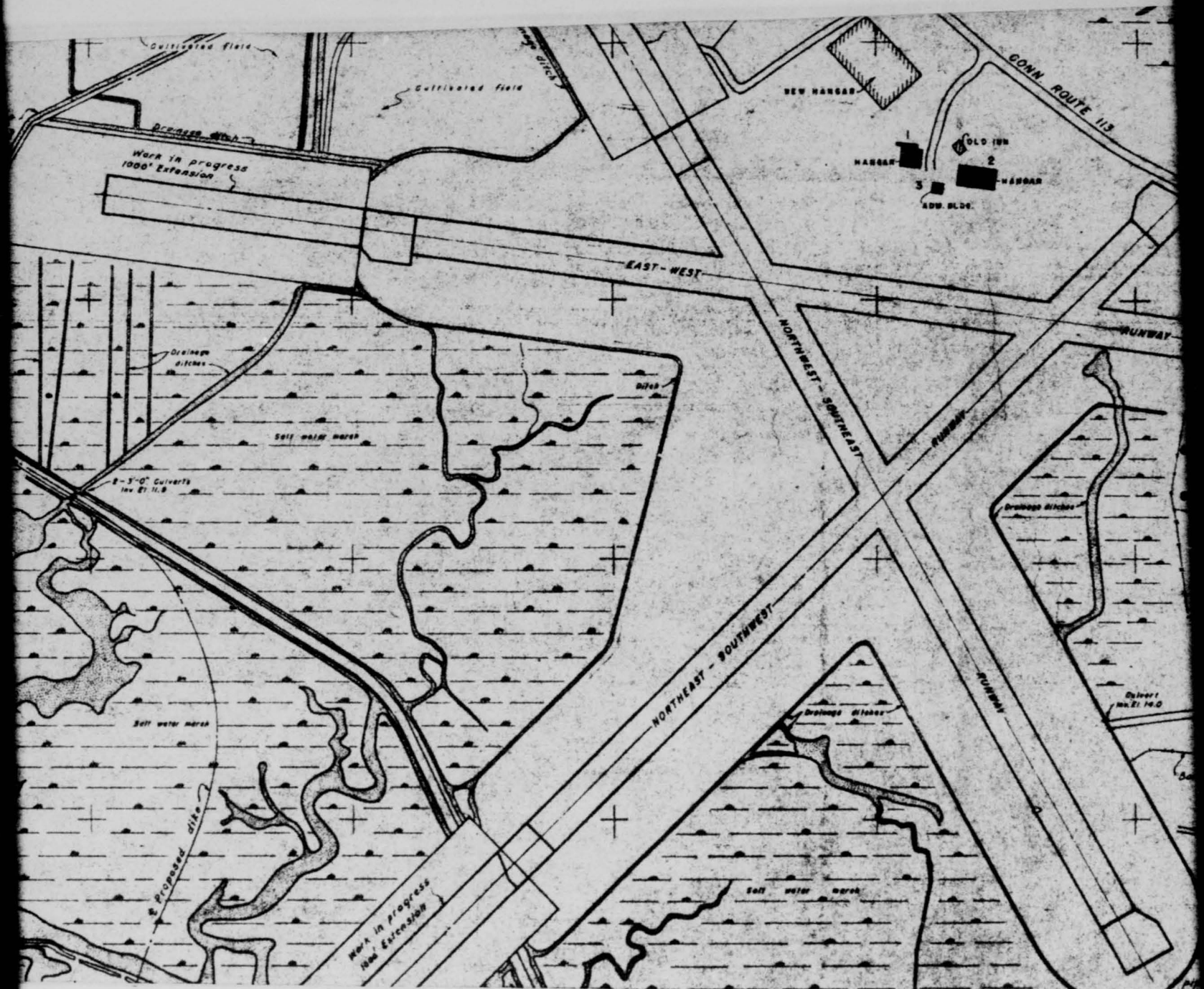

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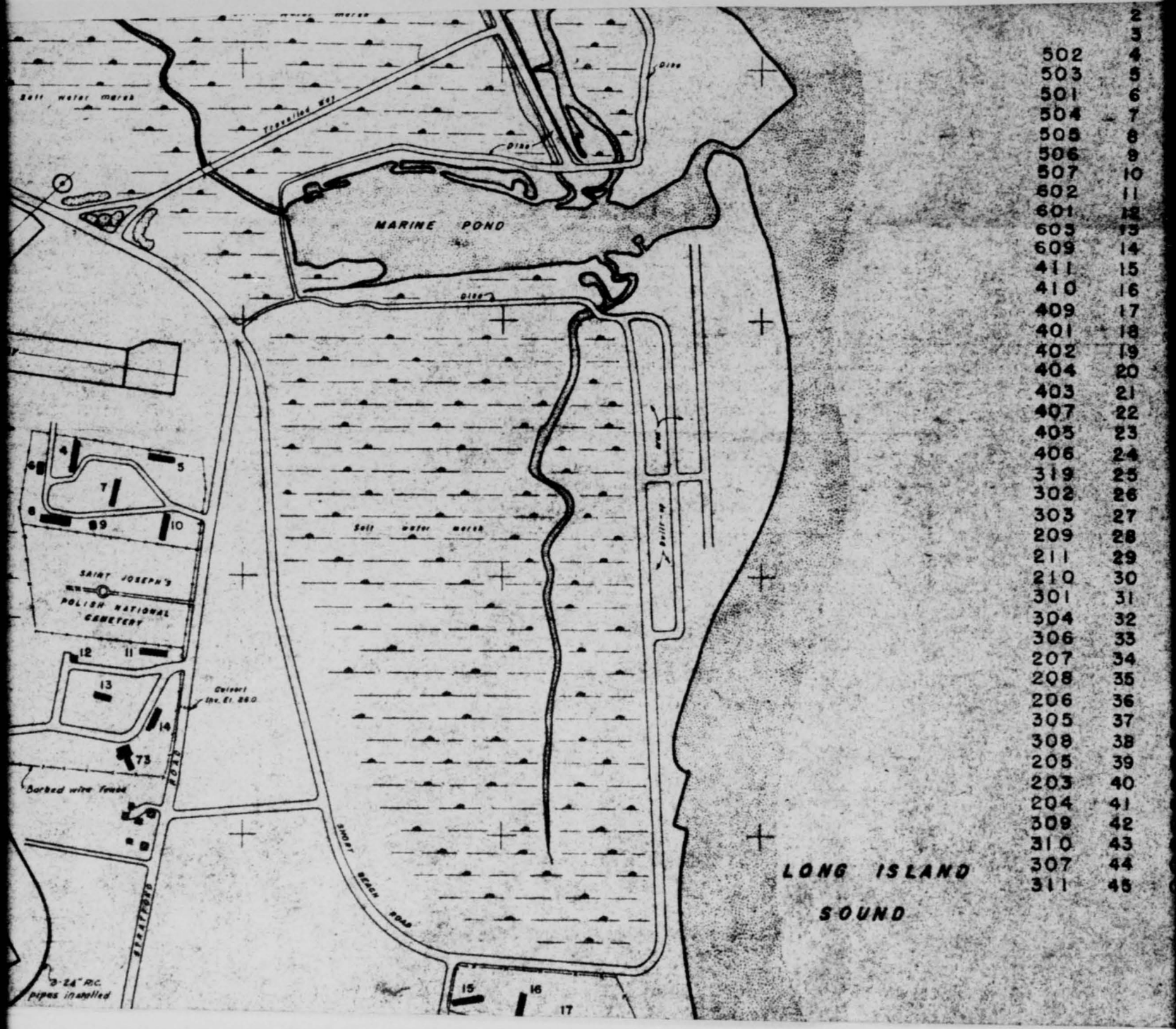

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	2	Hangar	316	47	Barracks
	3	Administration building	313	48	Barracks
502	4	Crew Chief building	317	49	Barracks
503	5	Pilot building	408	50	Supply building
501	6	Radio building	315	51	Barracks
504	7	Operating & Eng. bldg.	314	52	Lavatory building
505	8	Arms warehouse	109	53	Barracks
506	9	Ordnance building	108	54	Barracks
507	10	School building	107	55	Barracks
602	11	Operating & Eng. bldg.	104	56	Lavatory building
601	12	Ordnance building	103	57	Barracks
605	13	Pilot building	102	58	Barracks
609	14	Link Trainer building	105	59	Barracks
411	15	Barracks	117	60	Barracks
410	16	Barracks	110	61	Mess building
409	17	Barracks	111	62	Officers Quarters
401	18	Mess building	112	63	Officers Lavatory
402	19	Barracks	113	64	Dayroom building
404	20	Barracks	115	65	Combined Mess building
403	21	Lavatory building	116	66	Officers Quarters
407	22	Lavatory building	101	67	Administration building
405	23	Barracks	114	68	Dispensary building
406	24	Barracks	202	69	Dayroom building
319	25	Barracks	212	70	Supply building
302	26	Supply warehouse	201	71	Guard house
303	27	Supply warehouse	312	72	Officers Mess building
209	28	A.C. warehouse	605	73	Fire station
211	29	A.C. warehouse	106	74	Armament building
210	30	Administration building			
301	31	Administration building			
304	32	Barracks			
306	33	Barracks			
207	34	Barracks			
208	35	Barracks			
206	36	Barracks			
305	37	Lavatory building			
308	38	Officers Quarters			
205	39	Officers Quarters			
203	40	Officers Quarters			
204	41	Officers Quarters			
309	42	Officers Quarters			
310	43	Officers Lavatory building			
307	44	Officers Lavatory building			
311	45	Officers Recreation building			

ONG ISLAND SOUND

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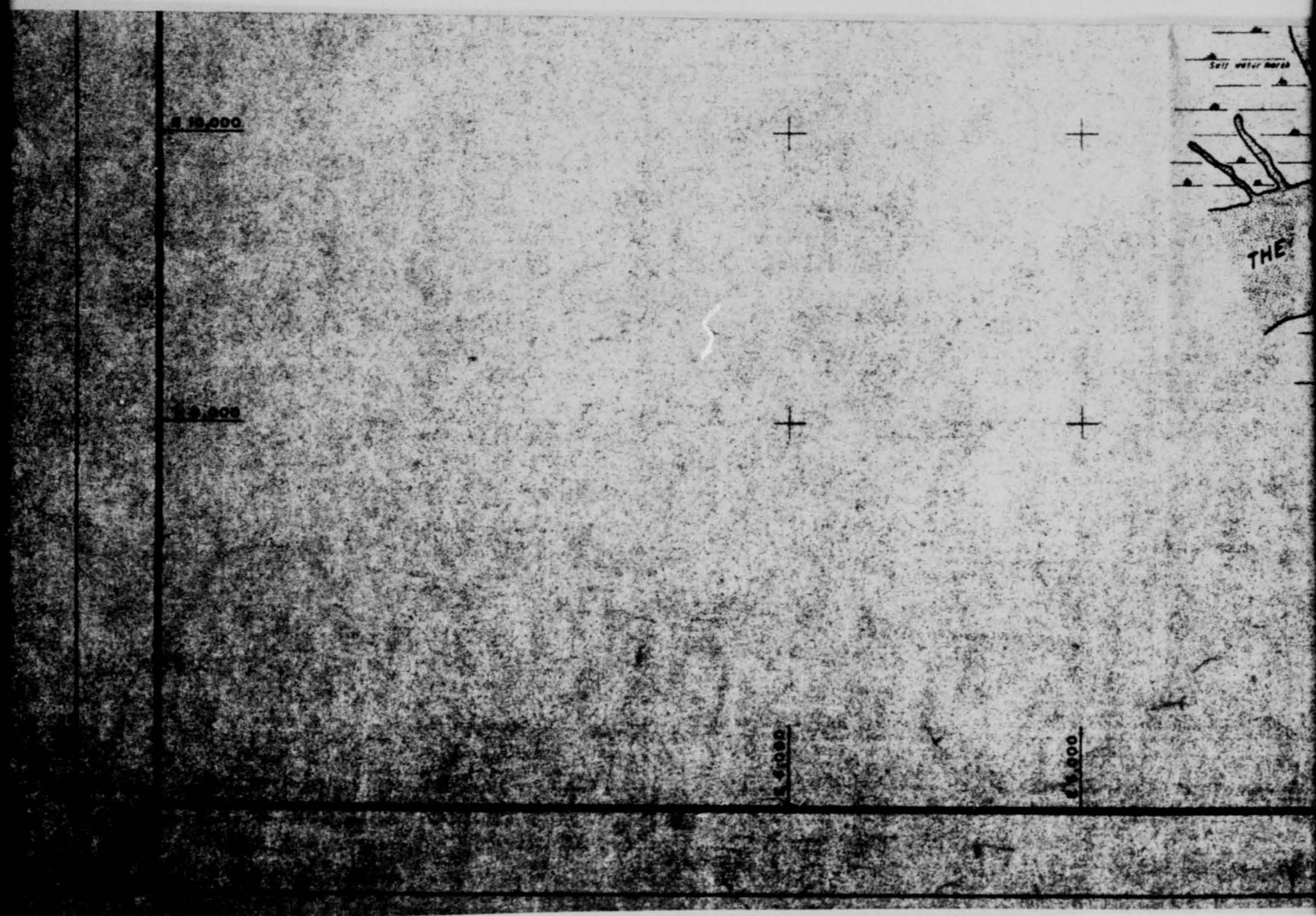

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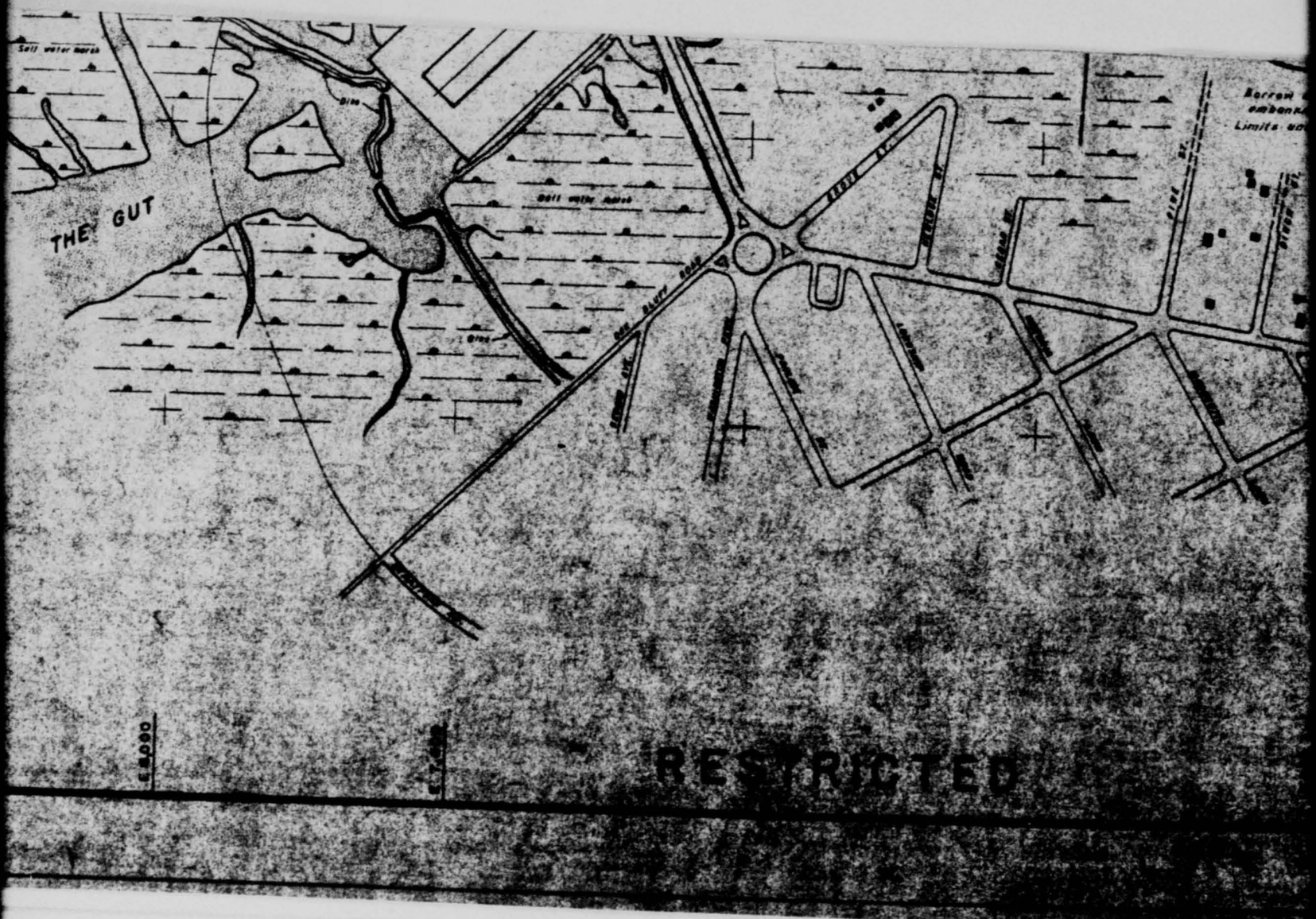

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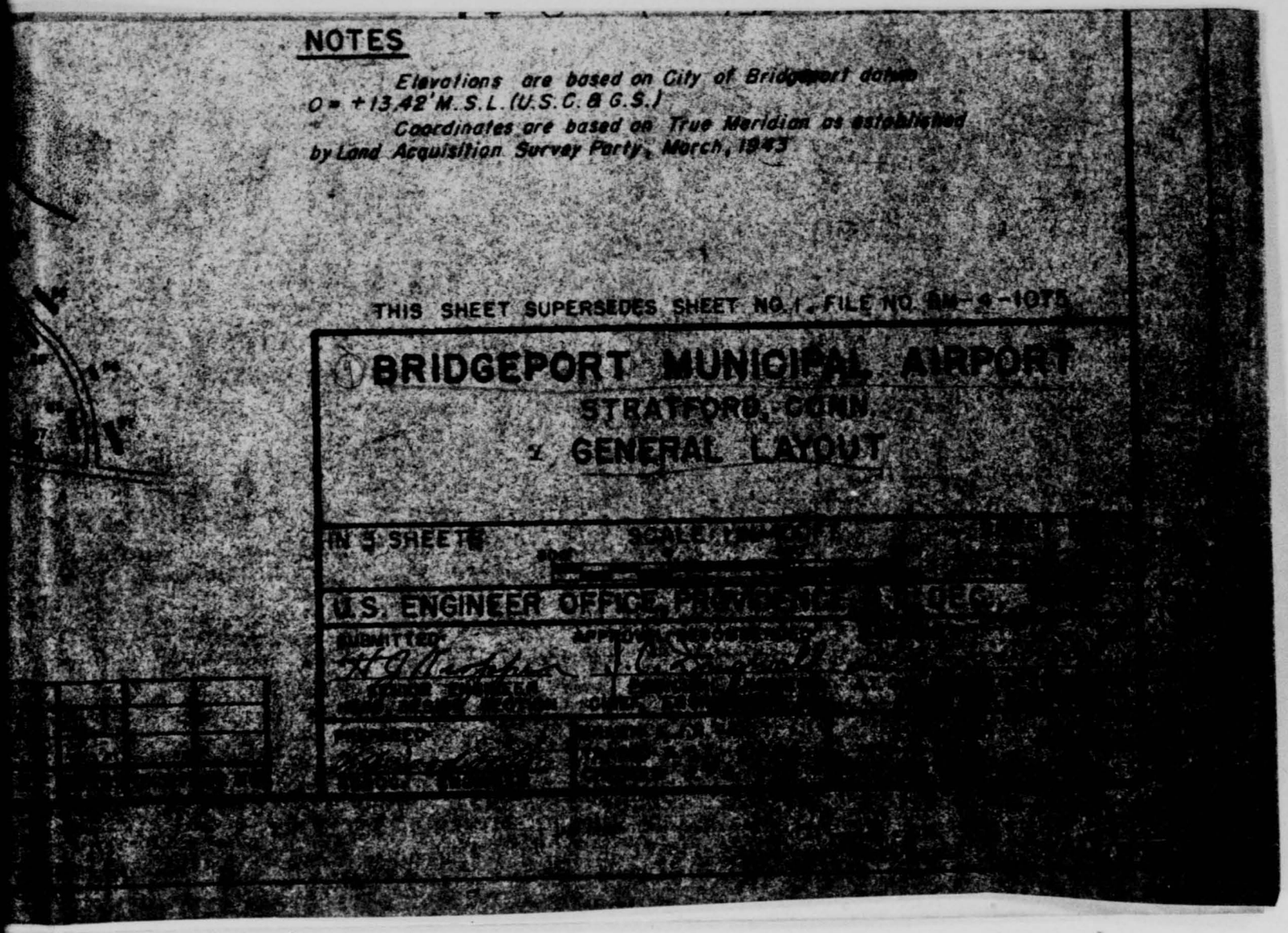

NOTES

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0 = +13.42' M.S.L. (U.S.C. & G.S.)
Coordinates are based on True Meridian as established
by Land Acquisition Survey Party, March, 1943

THIS SHEET SUPERSEDES SHEET NO. 1, FILE NO. SM-4-1075

BRIDGEPORT MUNICIPAL AIRPORT
STRATFORD, CONN.
1 GENERAL LAYOUT

IN 3 SHEETS

U.S. ENGINEER OFFICE

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OFFICIAL BUSINESS

Camp Davis
Real Estate
21 Dec. 43

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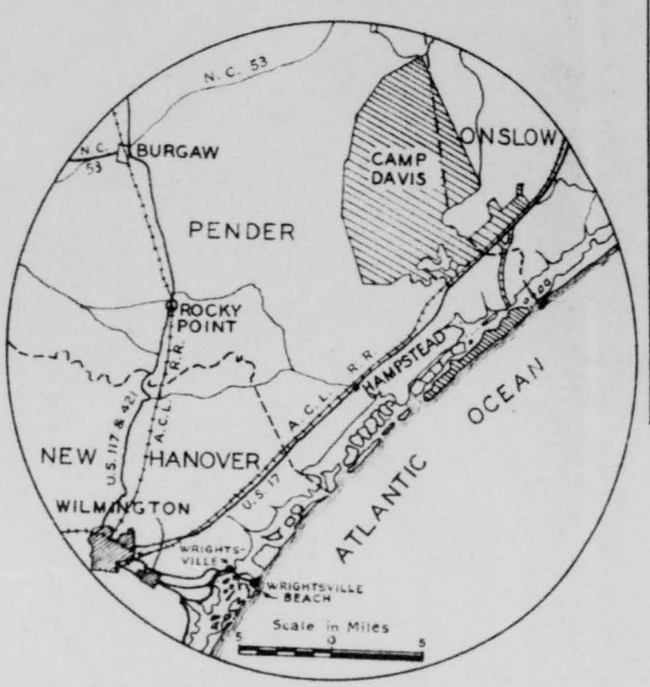
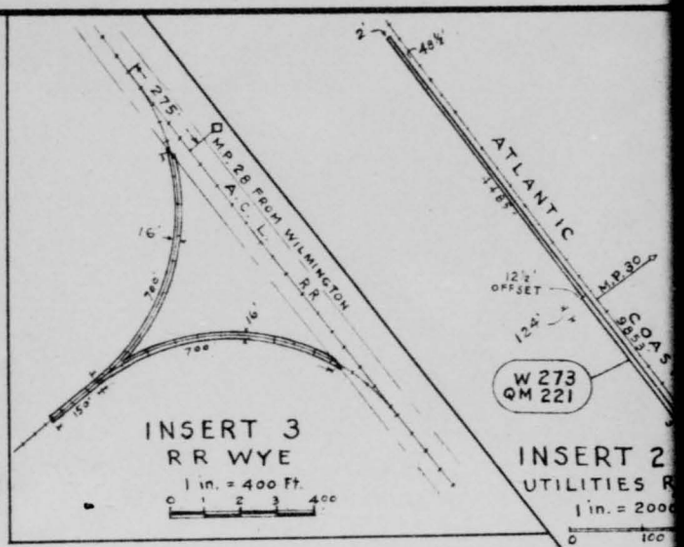
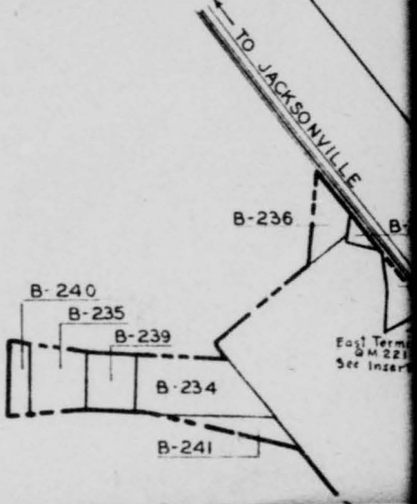


VICINITY MAP





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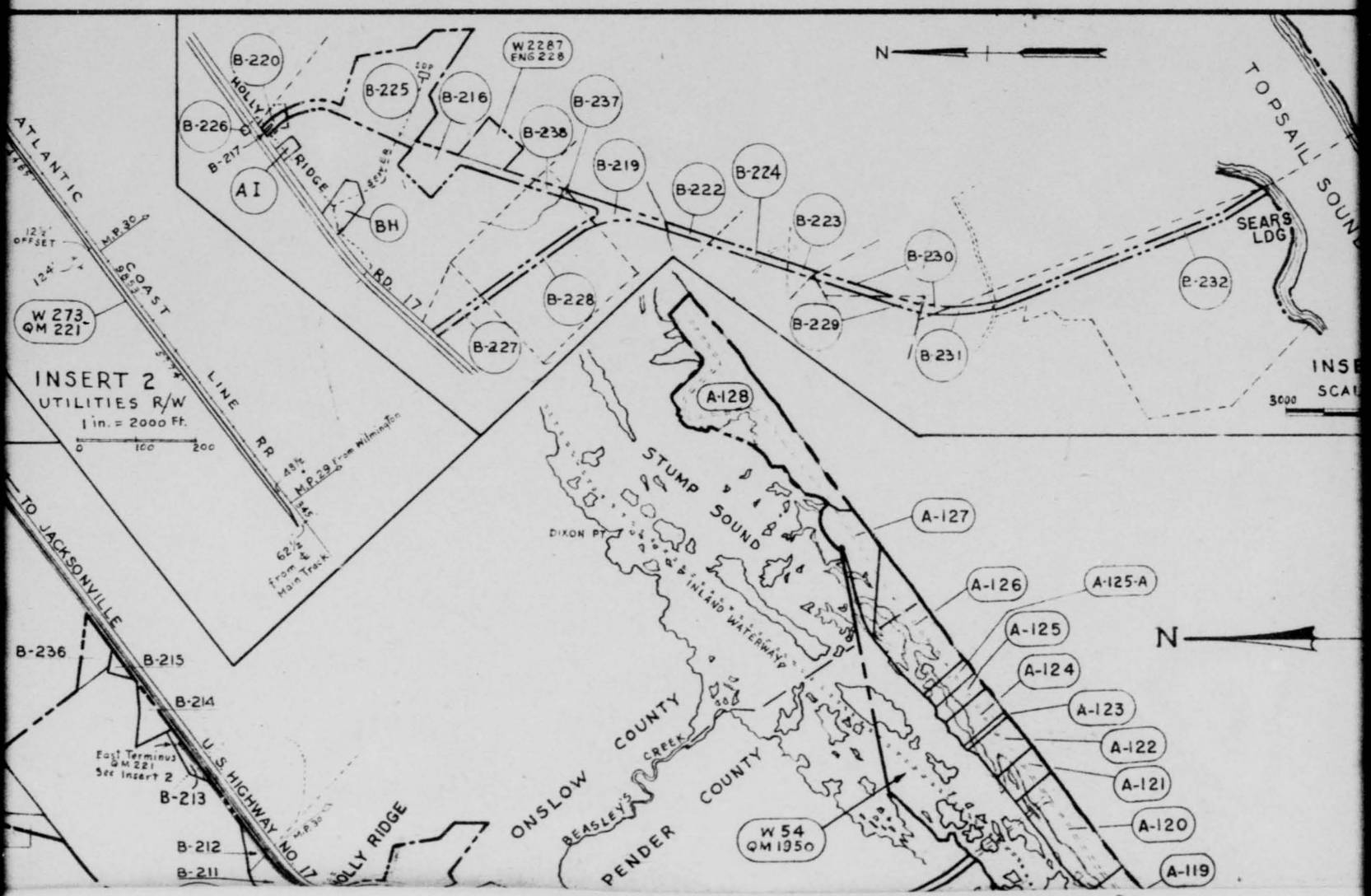

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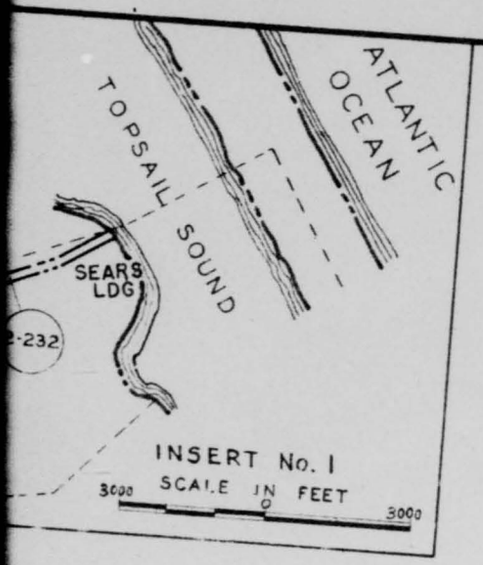

ATLANTIC

	TRACT NO.	LEASE REFERNC	VENDOR	ACREAGE LEASE
	A-101		HELEN S BRIDGES & T G EMPIRE ET AL	363.80
*	A-104		MRS. DONALD M. PARSLEY	
*	A-105		R. W. ROBERTS ESTATE	48.80
*	A-106		NIXON E JONES	72.50
*	A-107		HARVEY H. JONES ET AL	27.40
*	A-108		J. A. NIXON ESTATE	42.00
*	A-109		J. T. BLAND ESTATE	68.20
*	A-110		MARY S. WARREN ET AL	62.70
*	A-111		O. F. SIDBURY	273.80
*	A-112		E. N. SIDBURY	2.80
*	A-113		DANIE ATKINSON	2.80
*	A-114		W. T. SIDBURY ESTATE	2.80
*	A-115		MAY NEWSOM, MRS.	2.80
*	A-116		MINNIE HALL	2.75
*	A-117		ANNIE KING	2.80
*	A-118		J. F. SIDBURY	2.80
*	A-119		MILLIE BISHOP ESTATE	2.80
	A-120	AX	JAMES H. BATTS, EST. (ROBT. T. BATTS)	69.00
	A-121	AY	O. F. SIDBURY	144.00
	A-122	AZ	E. E. BELL	28.00
	A-123	BA	MRS. JULIA ATKINSON	40.00
	A-124	BB	J. D BATTS EST. (MISS THELMA BATTS)	5.00
	A-125	BC	W.T. & HERBERT ATKINSON	33.00
	A-126	BE	E. E. BELL	22.00
*	A-127		V. SIDBURY	137.00
	A-128		R. N. SOMMERSILL	82.00
Δ	B-201		INTERNATIONAL PAPER CO	356.00
	B-202		MARY E HOWARD ESTATE	386.50
	B-203	P	ELIAS KHEIRALLA	63.50
	B-204	O	R. N. SUMMERSILL, TRUSTEE	97.40
	B-205	L	L. W. EVERETT	63.00
	B-206	J	O. H. BISHOP EST. (LUCINE BISHOP)	6.00
	B-207	K	DELPHIA R. EVERETT	4.00
	B-208	I	H. N. BISHOP	3.00
	B-209	H	V. SIDBURY	5.00
	B-210	G	JAMES T SHEPHERD, HRS. (B. SHEPARD)	59.00

Δ	D-406		INTERNATIONAL PAPER CO	187.00
	D-407		THEODORE OTTOWAY	4.20
				5.00

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INTERNATIONAL P'PER CO	187.00
THEODORE OTTOWAY	4.20
	5.00

AVIGATION EASEMENT

REFERNC	VENDOR	ACREAGE LEASE
	HELEN S BRIDGES & T G EMPIRE ET AL	363 80
	MRS DONALD M. PARSLEY	48.80
	R. W. ROBERTS ESTATE	72.50
	NIXON E JONES	27.40
	HARVEY H. JONES ET AL	42.00
	J. A. NIXON ESTATE	68.20
	J. T BLAND ESTATE	62.70
	MARY S. WARREN ET AL	273.80
	O. F. SIDBURY	2.80
	E. N. SIDBURY	2.80
	DANIE ATKINSON	2.80
	W. T SIDBURY ESTATE	2.80
	MAY NEWSOM, MRS.	2.75
	MINNIE HALL	2.80
	ANNIE KING	2.80
	J. F. SIDBURY	2.80
	MILLIE BISHOP ESTATE	69.00
AX	JAMES H. BATTS, EST. (ROBT. T. BATTS)	144.00
AY	O. F. SIDBURY	28.00
AZ	E. E. BELL	40.00
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	R. N. SOMMERSILL	356.00
	INTERNATIONAL PAPER CO	386.50
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P	ELIAS KHEIRALLA	97.40
O	R. N. SUMMERSILL, TRUSTEE	63.00
L	L. W. EVERETT	6.00
J	O. H. BISHOP EST. (LUCINE BISHOP)	4.00
K	DELPHIA R. EVERETT	3.00
I	H. N. BISHOP	5.00
H	V. SIDBURY	59.00
G	JAMES T SHEPHERD, HRS. (B. SHEPARD)	10.00

PROJECT OWNERSHIP

(TYPE OF MAP)

STATE NORTH CAROLINA

COUNTY PENDER & ONSLOW

DIVISION SOUTH ATLANTIC

SERVICE COMMAND 4TH

USING AGENCY

25 MILES NE OF WILMINGTON

18 MILES SW OF JACKSONVILLE

— TRANSPORTATION FACILITIES —

ATLANTIC COAST LINE RAILROAD

NO. 53 STATE ROAD

NOS. 17, 117 & 421 FEDERAL ROAD

AIRLINE

—— LAND AREA ——

ACRES OWNED BY W.D.

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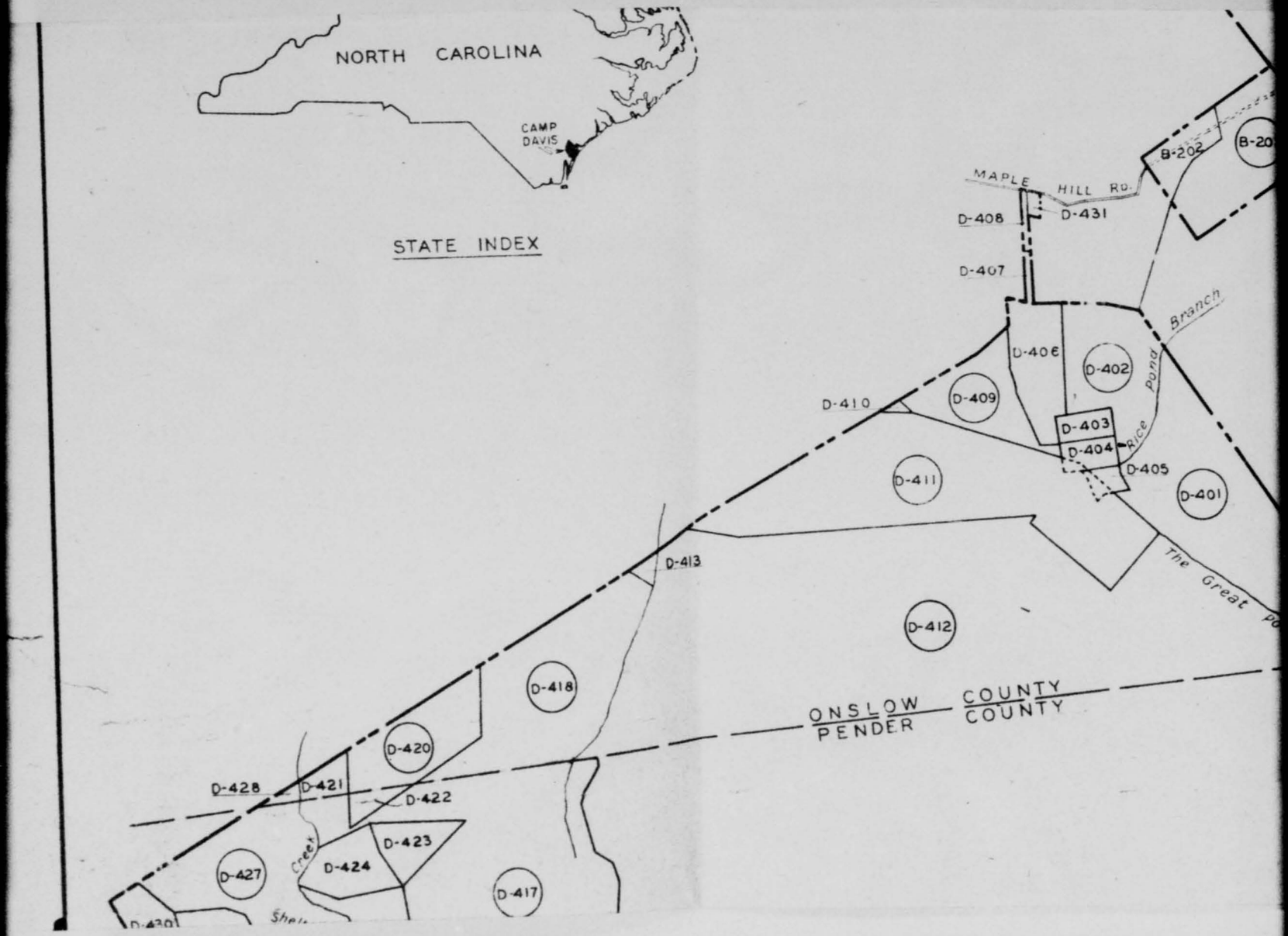

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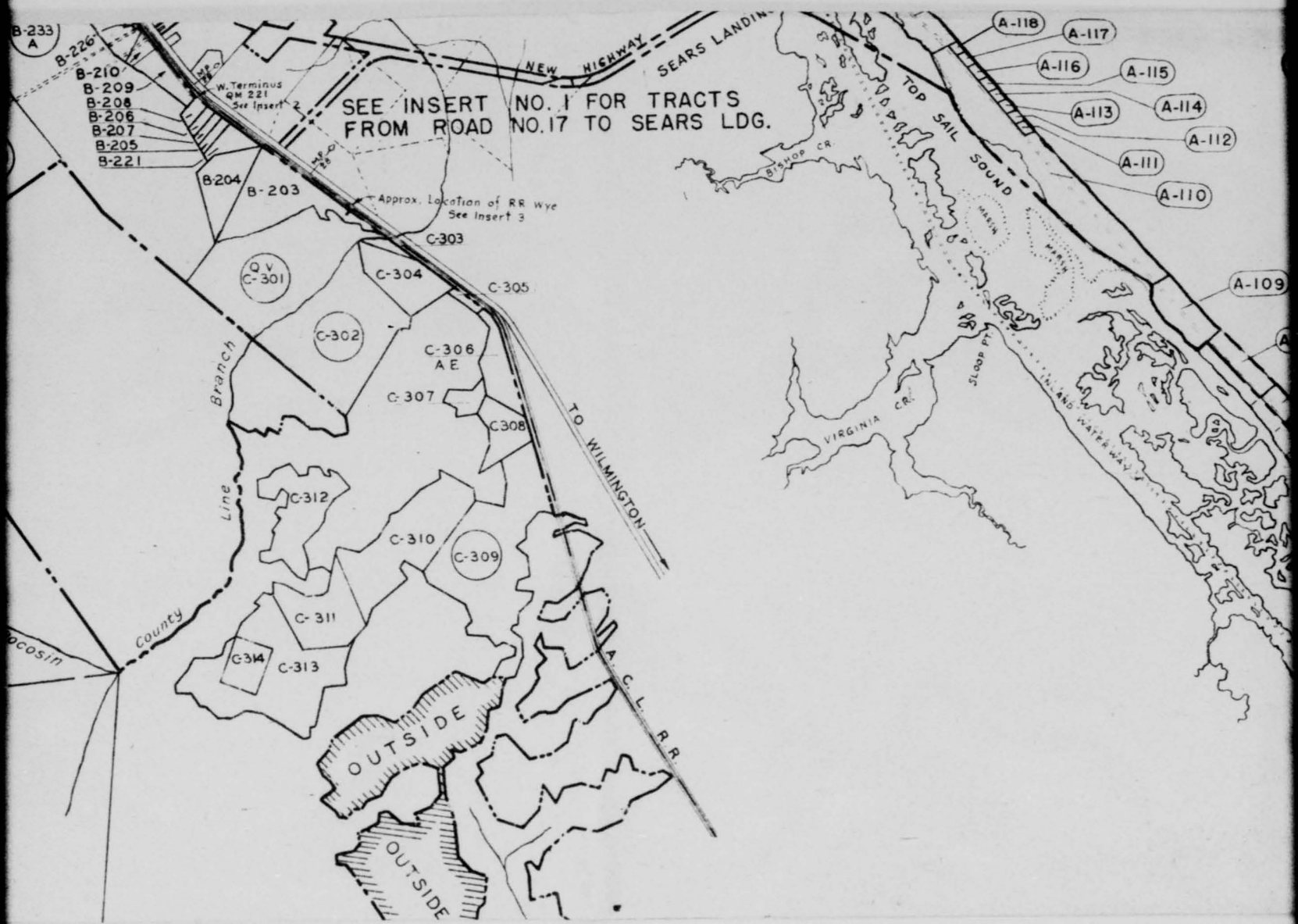

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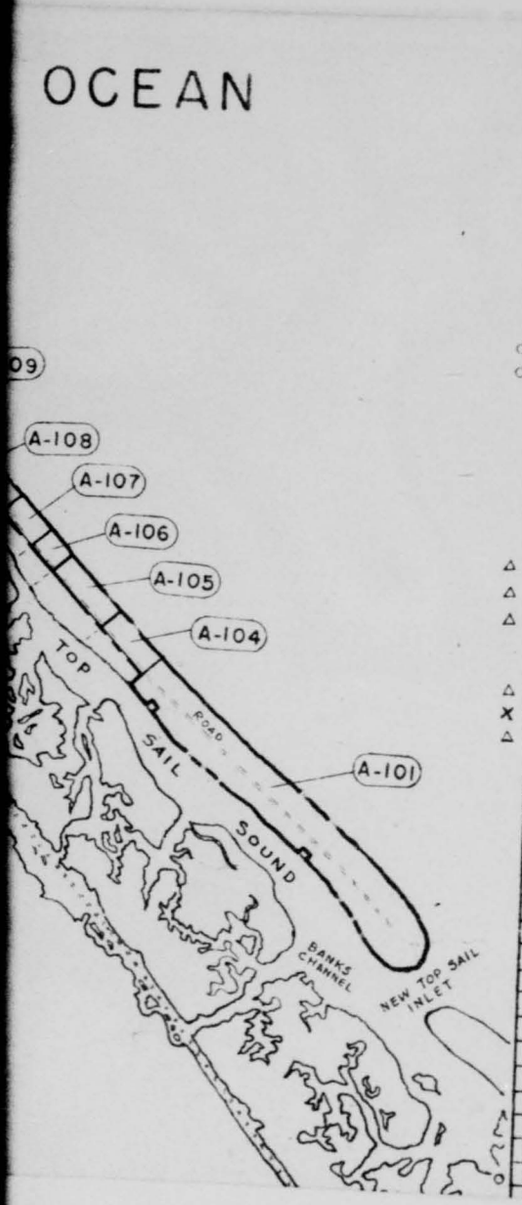

B-212	E	V. SIDBURY	50.00
B-213	D	O F JUSTICE	16.50
B-214	C	D V JUSTICE	20.00
B-215	B	LILY H WALKER	30.00
B-216	A-J	MRS E H WALTON ET VIR	10.00
B-217		(PERMIT TO F.H.A. FOR SEWER 0.095 Ac.)	29.00
B-219	A-O	MARY JANE HOLDEN	
B-220	A-F	E F & VIRGINIA SANDERS	10.00
B-221	M-N	O H BISHOP EST. (LUCINE BISHOP)	2.00
B-222	A-P	ANDREW R EDENS	19.00
B-223	A-R	E E & MARY EDENS	4.00
B-224	A-Q	EUGENE BATTS	3.00
B-225	A-H	V. SIDBURY	6.00
B-226		" " (R OF W - SEWER LINE)	120.00
B-227	A-M	ELIAS KHEIRALLA	.10
B-228	A-N	W M HARDISON & R N SUMMERSILL, JR	10.00
B-229	A-S	SIMS BATTS	10.00
B-230	A-T	J E & MARY CARTER	4.00
B-231	A-U	ROBT. T. BATTS	5.00
B-232	A-V	JAMES H BATTS ESTATE	6.00
B-233	A	INTERNATIONAL PAPER CO	6.00
B-234	NO 1	" " " "	180 1 10
B-235	NO 3	" " " "	108 80
B-236		" " " "	62 05
B-237		W M HARDISON & R N. SUMMERSILL, TR.	40.50
B-238	A-K	ALMON V BATTS	.316
B-239	NO 2	INTERNATIONAL PAPER CO	2.00
B-240	NO 4	" " " "	45 66
B-241	NO 5	" " " "	22.25
C-301	Q-V-Z-Y	STATE BOARD OF EDUCATION OF N.C.	33 68
C-302	T	J. H. BATTS EST. (ROBT. T. BATTS)	264.00
C-303	R	W. J. SIDBURY	200.00
C-304	S	THELMA BATTS	5.00
C-305	U	DESSIE & JOHN ELLIS	100.00
C-306	A-E	T. B. & DAVIE ATKINSON	5.00
C-307	B-G	A. W KING. EST. (MARY E KING)	55.00
C-308	B-F	W. T. SIDBURY EST. (ADA SIDBURY)	30.00
C-309	X	J. E SIDBURY	40.00
C-310	AA	MRS ANNIE KING	405.00
C-311	AB	H. & S. MCCLAMMY	214.00
C-312	W	MARY & J. C. NEWSOM	144 00
C-313	A-C	E. N. & B. SIDBURY	193.00
C-314	A-D	A. S. & HETTIE M. KING	257.00
D-401		W.H. & KATIE SUMMERSILL	50 00
D-402		W M HARDISON	700.00
D-403		R N SUMMERSILL	329 00
D-404		W. D. COSTON	50 00
		W M HARDISON	50.00
			25 00

ACRES LEASED BY
ACRES LEASED FR
ACRES TRANSFERR
ACRES DONATED T
ACRES AVIGATION E

—— DIS

ACRES SOLD
ACRES TRANSFERRE
ACRES EXCHANGED
ACRES OTHERWISE

—— LE

RESERVATION LINE
STATE OR PROVINCE LINE
COUNTY LINE
CIVIL DISTRICT PRECINCT
LAND-GRANT LINE
CITY, VILLAGE, OR BOROUG
CEMETERY, SMALL PARK, E
TOWNSHIP LINE
SECTION LINE

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	FINLEY MEMILLAN	
E	V. SIDBURY	50.00
D	O.F. JUSTICE	16.50
C	D. V. JUSTICE	20.00
B	LILY H. WALKER	30.00
A-J	MRS. E. H. WALTON ET VIR	10.00
	(PERMIT TO F.H.A. FOR SEWER 0.095 Ac.)	29.00
A-O	MARY JANE HOLDEN	10.00
A-F	E. F. & VIRGINIA SANDERS	2.00
M.-N	O. H. BISHOP EST. (LUCINE BISHOP)	19.00
A-P	ANDREW R. EDENS	4.00
A-R	E. E. & MARY EDENS	3.00
A-Q	EUGENE BATTS	6.00
A-H	V. SIDBURY	120.00
	" " (R OF W - SEWER LINE)	.10
A-M	ELIAS KHEIRALLA	10.00
A-N	W. M. HARDISON & R. N. SUMMERSILL, JR.	10.00
A-S	SIMS BATTS	4.00
A-T	J. E. & MARY CARTER	5.00
A-U	ROBT. T. BATTS	6.00
A-V	JAMES H. BATTS ESTATE	6.00
A	INTERNATIONAL PAPER CO.	1801.10
NO. 1	" " " "	108.80
NO. 3	" " " "	62.05
	" " " "	40.50
	W. M. HARDISON & R. N. SUMMERSILL, TR.	.316
A-K	ALMON V. BATTS	2.00
NO. 2	INTERNATIONAL PAPER CO.	45.66
NO. 4	" " " "	22.25
NO. 5	" " " "	33.68
V-Z-Y	STATE BOARD OF EDUCATION OF N.C.	264.00
T	J. H. BATTS EST. (ROBT. T. BATTS)	200.00
R	W. J. SIDBURY	5.00
S	THELMA BATTS	100.00
U	DESSIE & JOHN ELLIS	5.00
A-E	T. B. & DAVIE ATKINSON	55.00
B-G	A. W. KING, EST. (MARY E. KING)	30.00
B-F	W. T. SIDBURY EST. (ADA SIDBURY)	40.00
X	J. E. SIDBURY	405.00
AA	MRS. ANNIE KING	214.00
AB	H. & S. MCLAMMY	144.00
W	MARY & J. C. NEWSOM	193.00
A-C	E. N. & B. SIDBURY	257.00
A-D	A. S. & HETTIE M. KING	50.00
	W. H. & KATIE SUMMERSILL	700.00
	W. M. HARDISON	329.00
	R. N. SUMMERSILL	50.00
	W. D. COSTON	50.00
	W. M. HARDISON	25.00

ACRES LEASED BY W.D. _____

ACRES LEASED FROM W.D. _____

ACRES TRANSFERRED TO W.D. _____

ACRES DONATED TO W.D. _____

ACRES AVIGATION EASEMENTS TO W.D. _____

DISPOSALS

ACRES SOLD _____

ACRES TRANSFERRED _____

ACRES EXCHANGED _____

ACRES OTHERWISE _____

LEGEND

RESERVATION LINE _____

STATE OR PROVINCE LINE _____

COUNTY LINE _____

CIVIL DISTRICT PRECINCT _____

LAND-GRANT LINE _____

CITY, VILLAGE, OR BOROUGH _____

CEMETERY, SMALL PARK, ETC. _____

TOWNSHIP LINE _____

SECTION LINE _____

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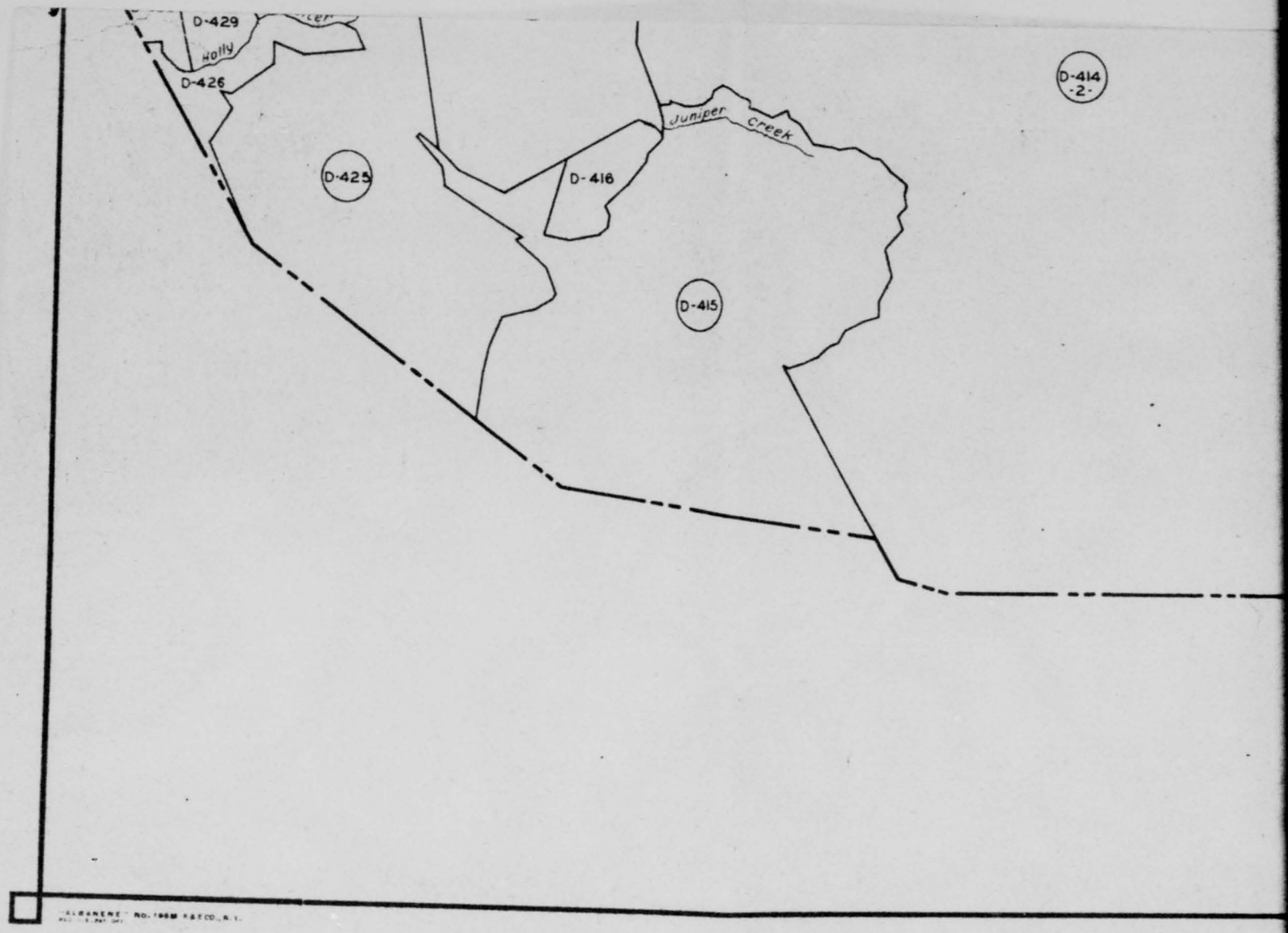

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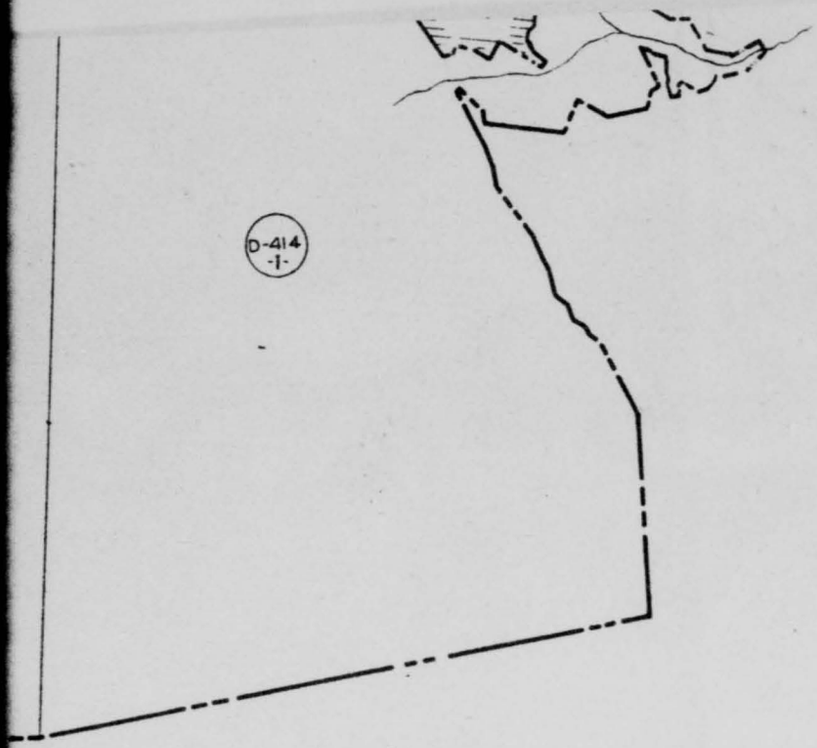

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	W. M. HARDISON	25.00
	INTERNATIONAL PAPER CO	187.00
	THEODORE OTTOWAY	4.20
	L. F. EDENS	5.00
	W. M. HARDISON	197.60
	E. F MIDDLETON	5.00
	R. G. GRANDY ET AL	1004.00
	ALLISON CORPORATION	3340.00
	F. M. SANDERS ESTATE	11.00
	STATE BOARD OF EDUCATION OF N. C	9769.00
	" " " " " "	12459.00
	INTERNATIONAL PAPER CO	3200.00
	E P GODWIN ET AL	196.00
	W. B. KNOWLES	1400.00
	W. B KNOWLES	513.00
	ALLISON CORPORATION	257.00
	W. B. KNOWLES	43.00
	STATE BOARD OF EDUCATION OF N.C.	32.00
	" " " " " "	100.00
	J. S. HUMPHERY	133.00
	W. B. KNOWLES	1784.00
	E. P. & MARY J. GODWIN	220.00
	J. R. MARSHBURN ET AL	384.00
	ALLISON CORPORATION	10.00
	CAROLINA LANDS. INCORPORATED	116.00
	INTERNATIONAL PAPER CO	104.00
	L. F. & DORA EDENS	8.01
D	A. S. & HETTIE M. KING	22.00
H	VALINZA SIDBURY	19.45
I	W. H. & LUCILE WEEKS, Lots 1 & 2	3.00
J	J. N. & M. E. SANDERS. Lots 3-4-6-7-8-9-10	3.00
I	J. H. & NETTA LEDES, Lot No 5	3.00
228	MRS. NANCY WALTON	20.00
950	STATE BD. OF EDC. STATE OF N.C.	925.00
221	ATLANTIC COAST LINE RR	1.94
	ATLANTIC COAST LINE RR LICENSE FOR WYE TRACK 0.53 AC.	

EASEMENT (TRACT B-240)
PERMITS
INT. PAPER Co. & So. KRAFT Corp. BEING RENEGOTIATED
NOT NEGOTIATED

AVIGATION EASEMENT

FEE SIMPLE

SCALE : IN FEET

4000 0 4000 8000 12000 16000

WAR DEPARTMENT, O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE

CAMP DAVIS

MILITARY RESERVATION

RECOMMENDED: W. A. Langford DATE 12-21-43
ASSOC. ENGINEER (CADASTRAL)

APPROVED: John D Barber DATE 12/21/43
MAJOR, CORPS OF ENGINEERS

COMPILED: J.H.Gray TRACED: [illegible] CHECKED: J.V.P.

DATE	BY	REVISIONS	APPROVED

SHEETS: OF DRAWING NO. 1299-7

CR-FORM-177 A

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OFFICIAL BUSINESS

Camp Pickett
General Layout
Dec. 42
Jan. 44
Mar 44

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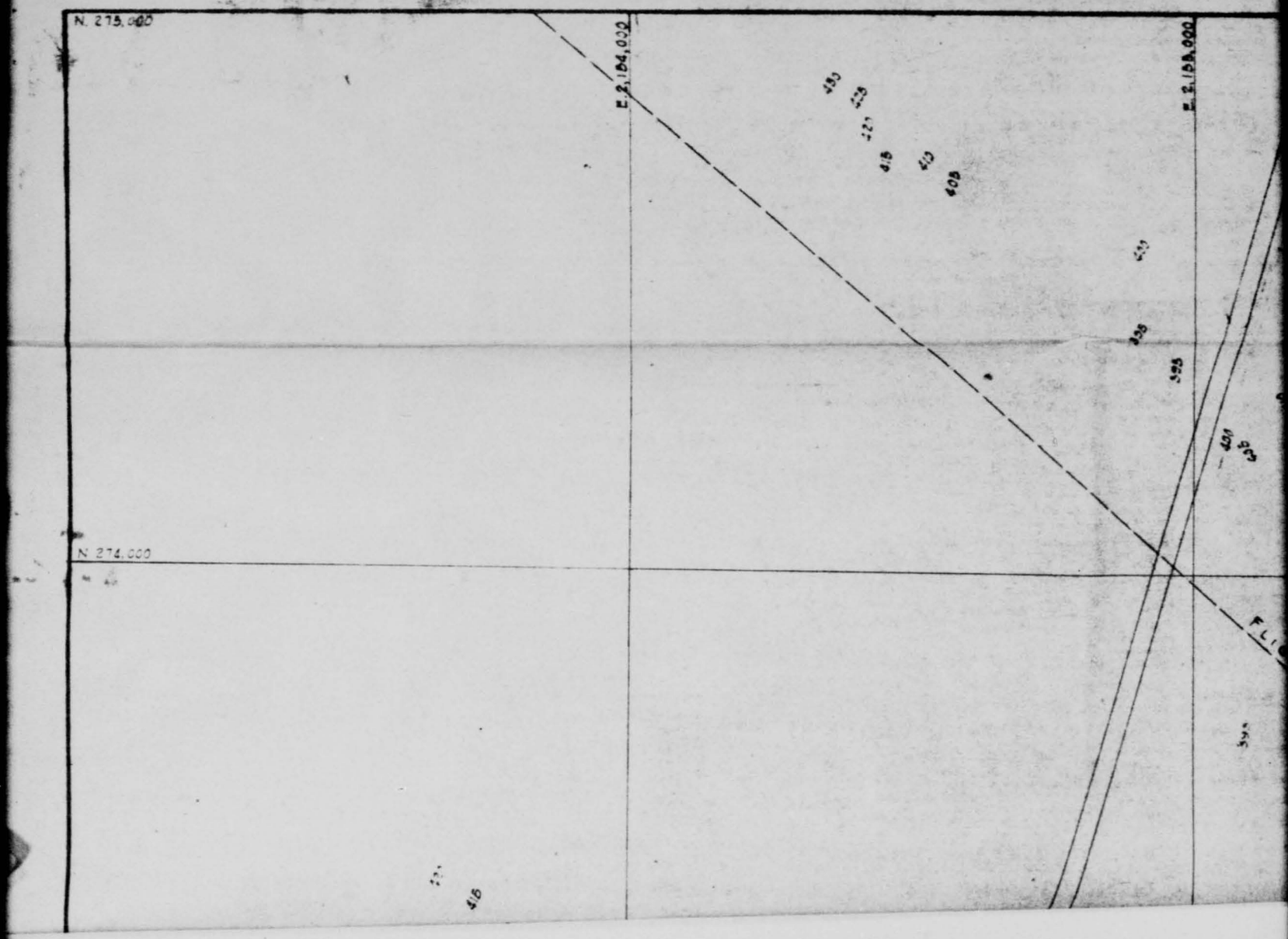

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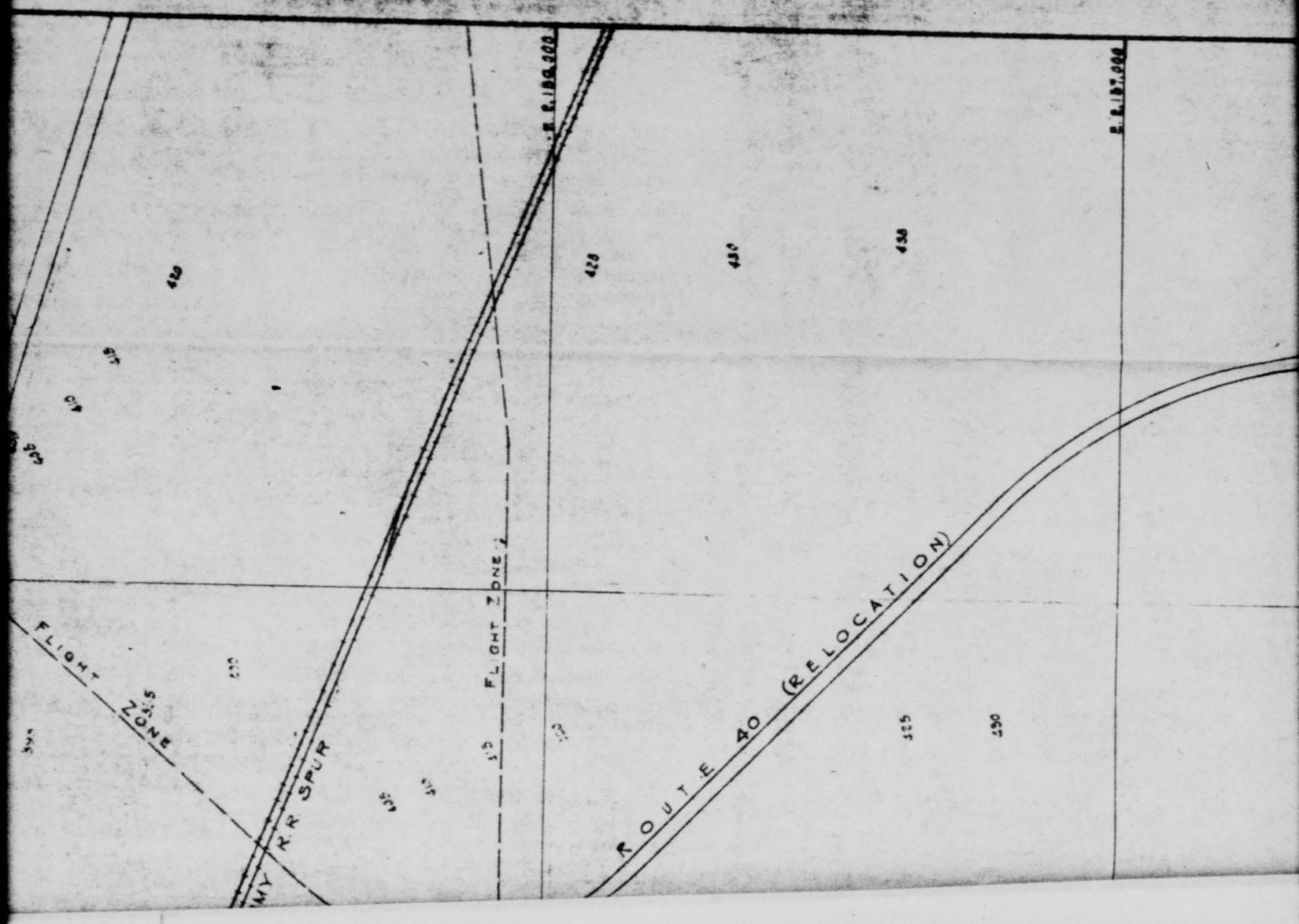

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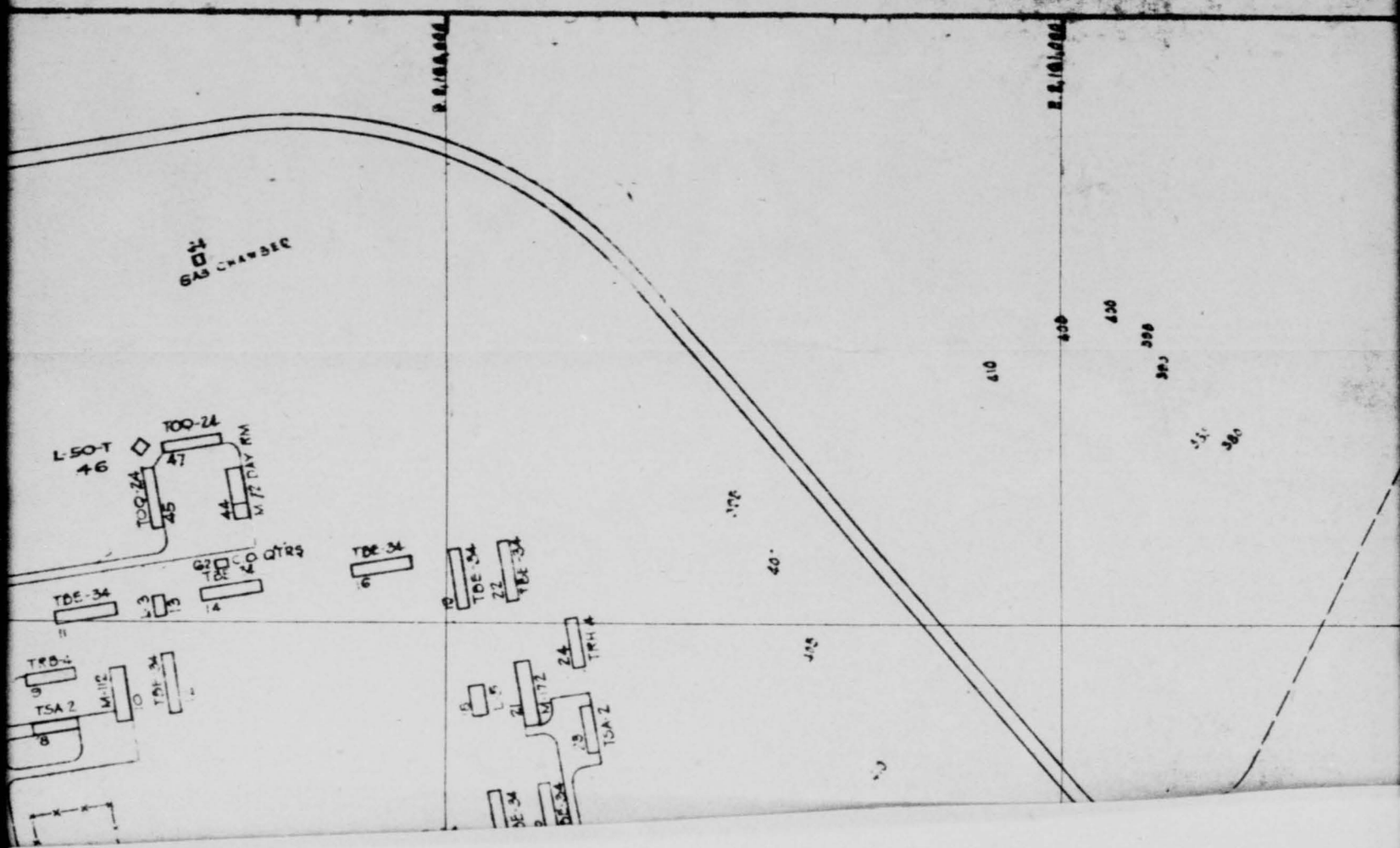

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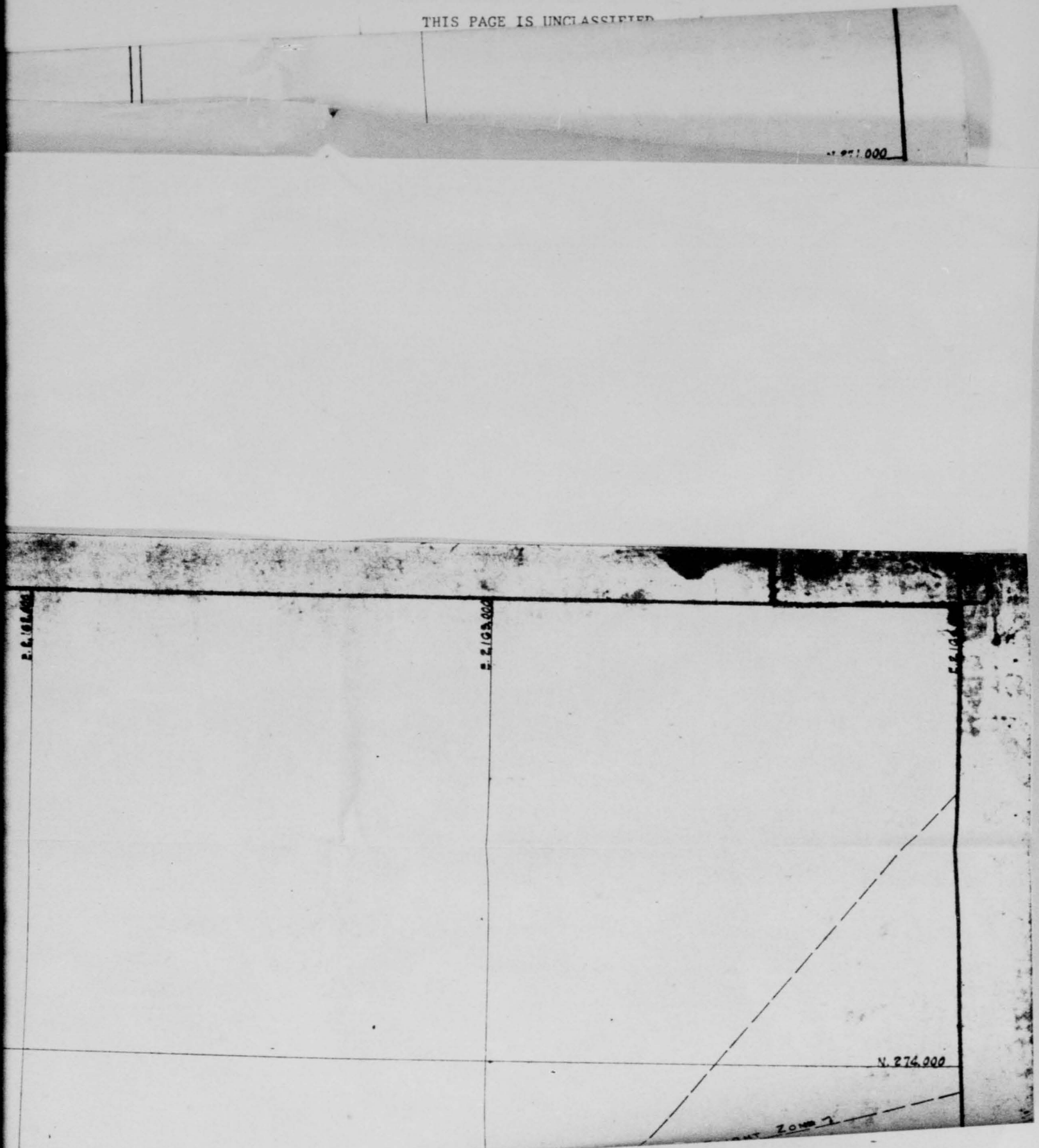

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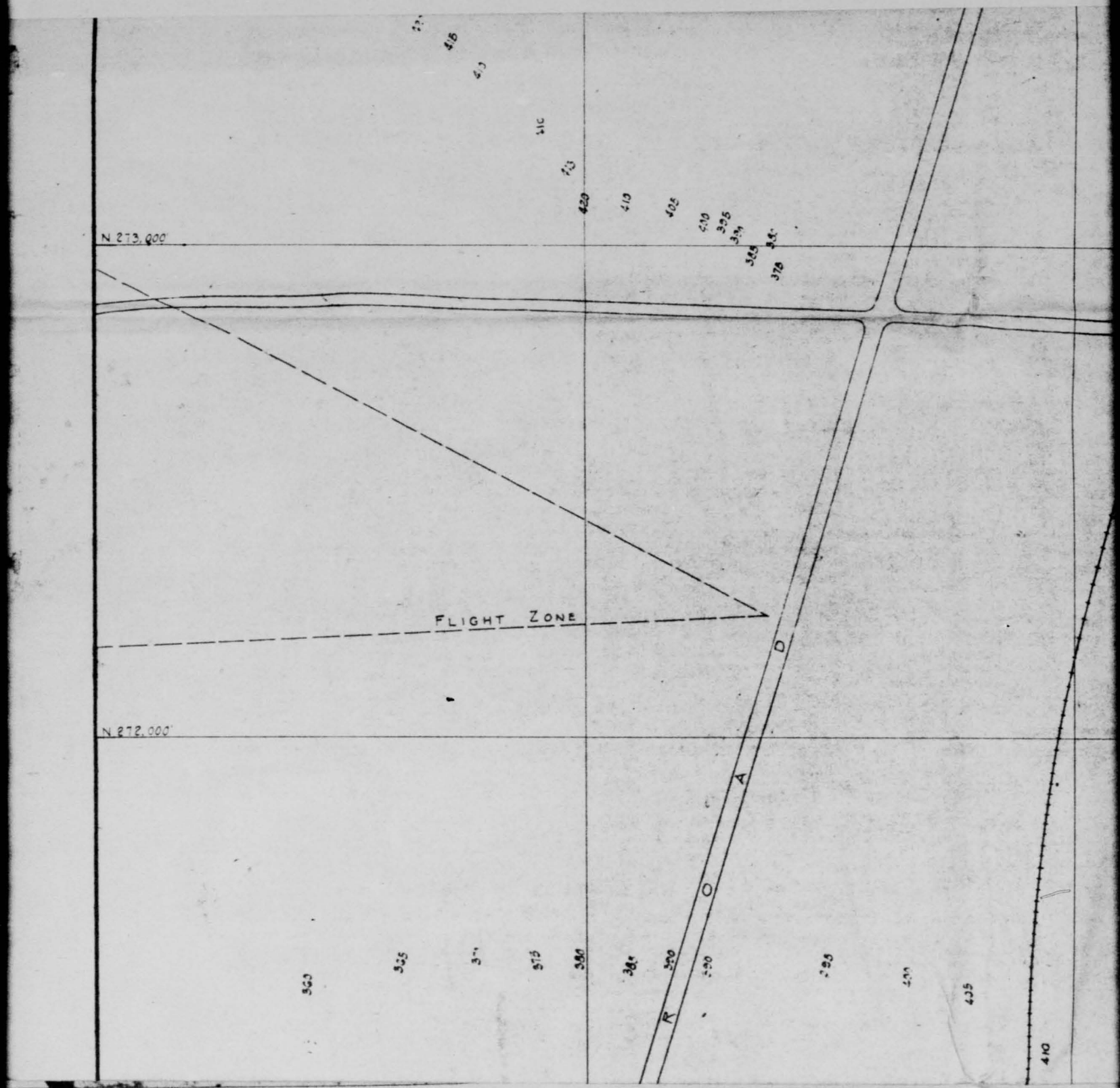

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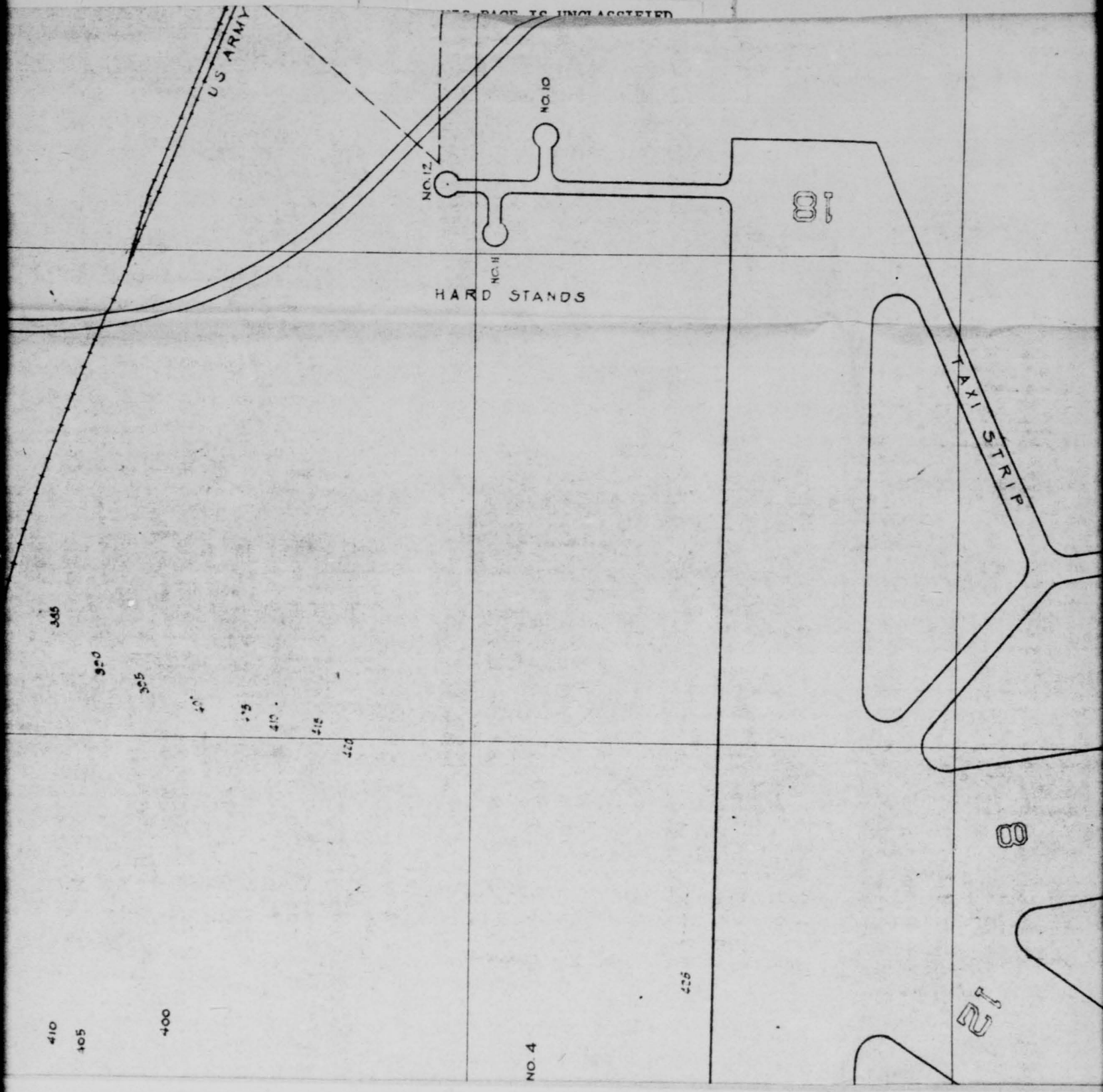

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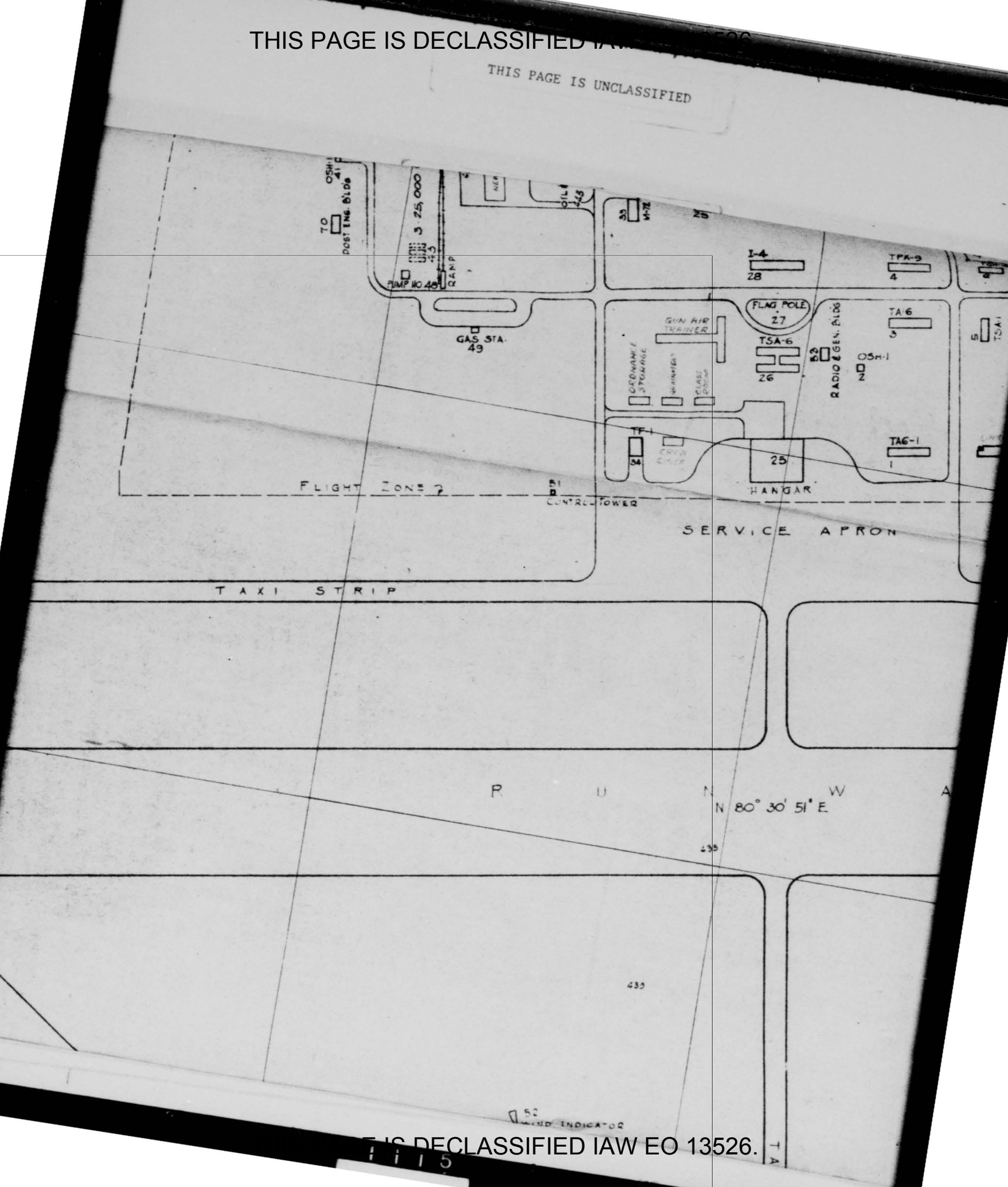

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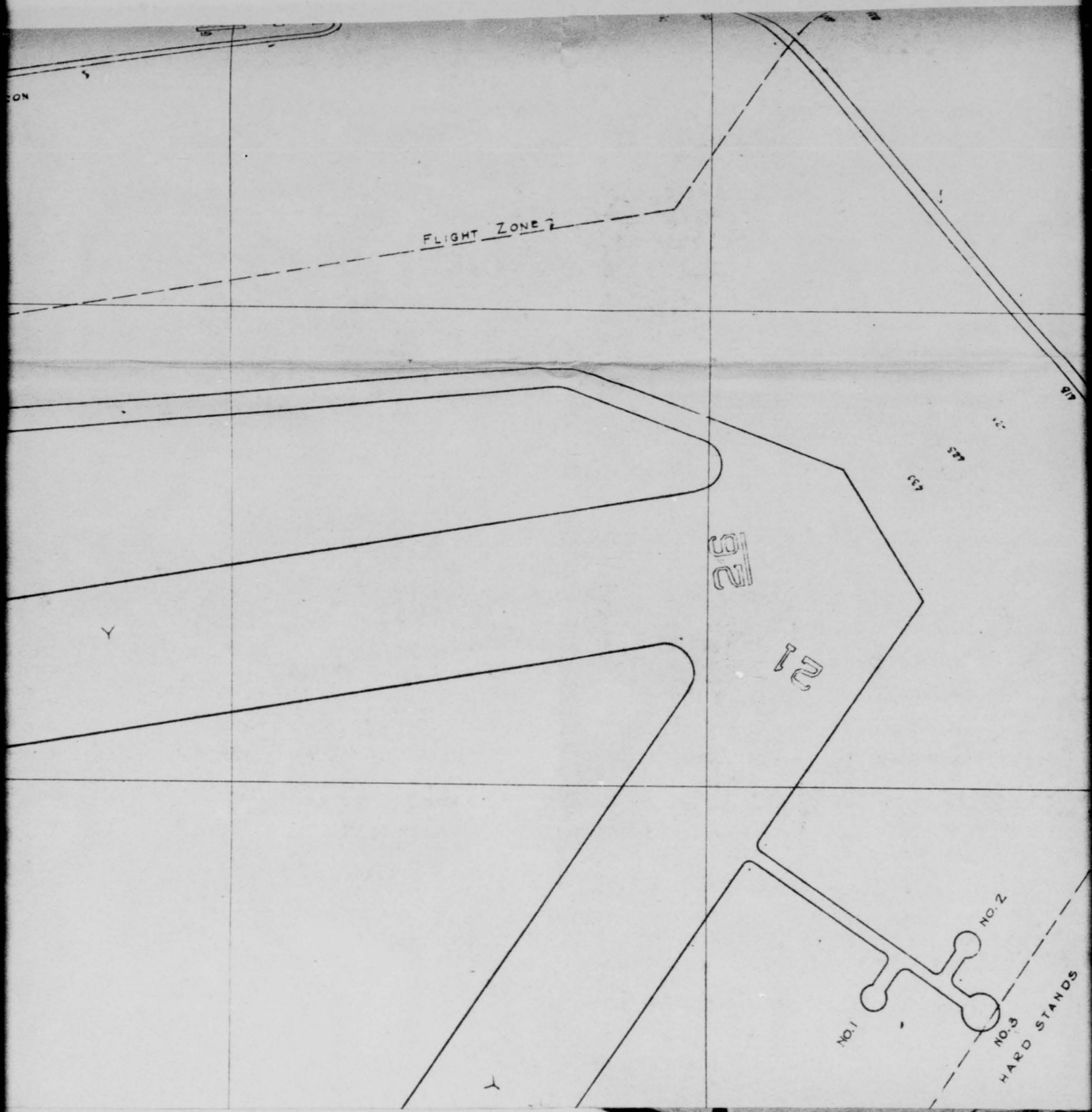

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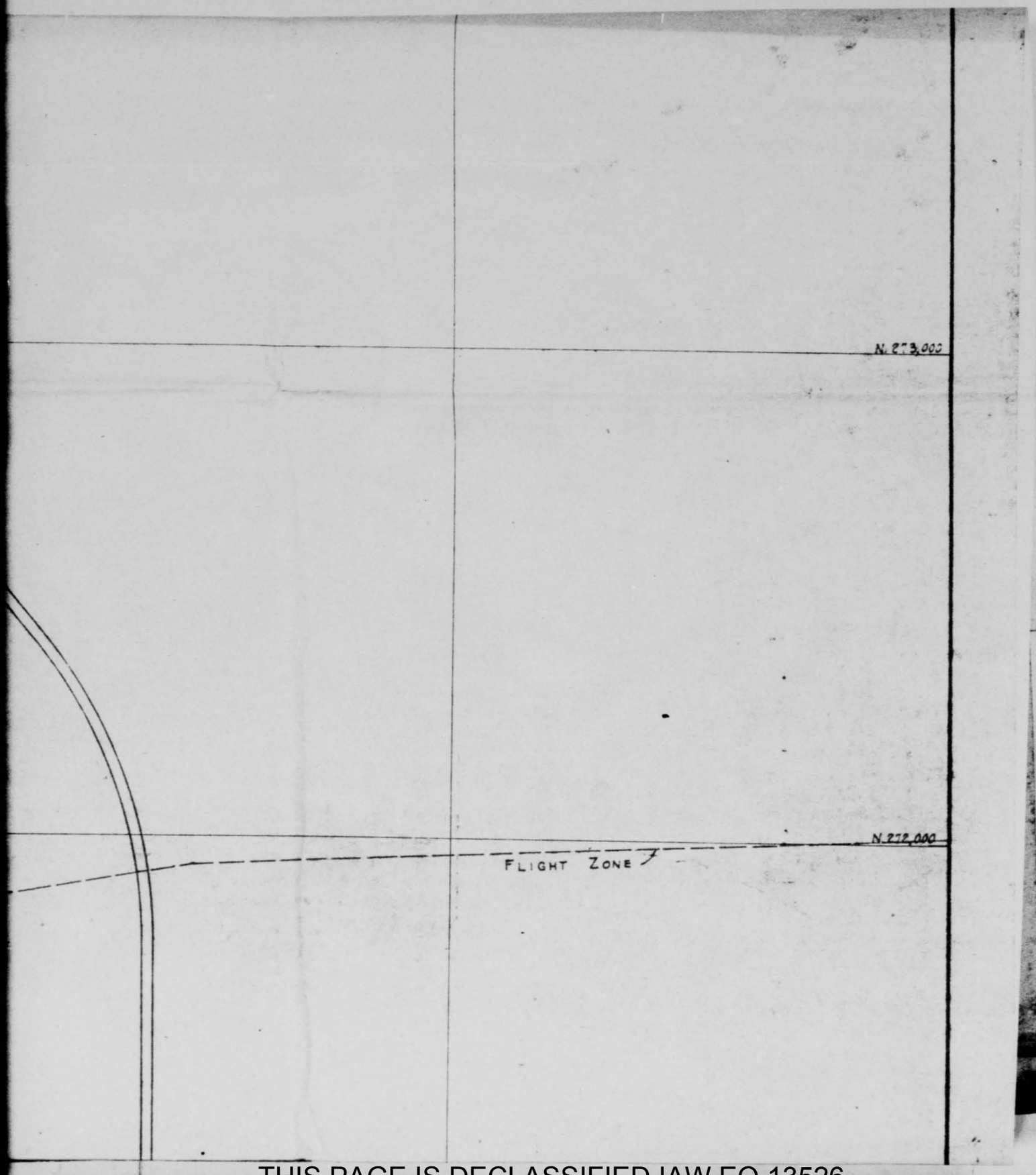

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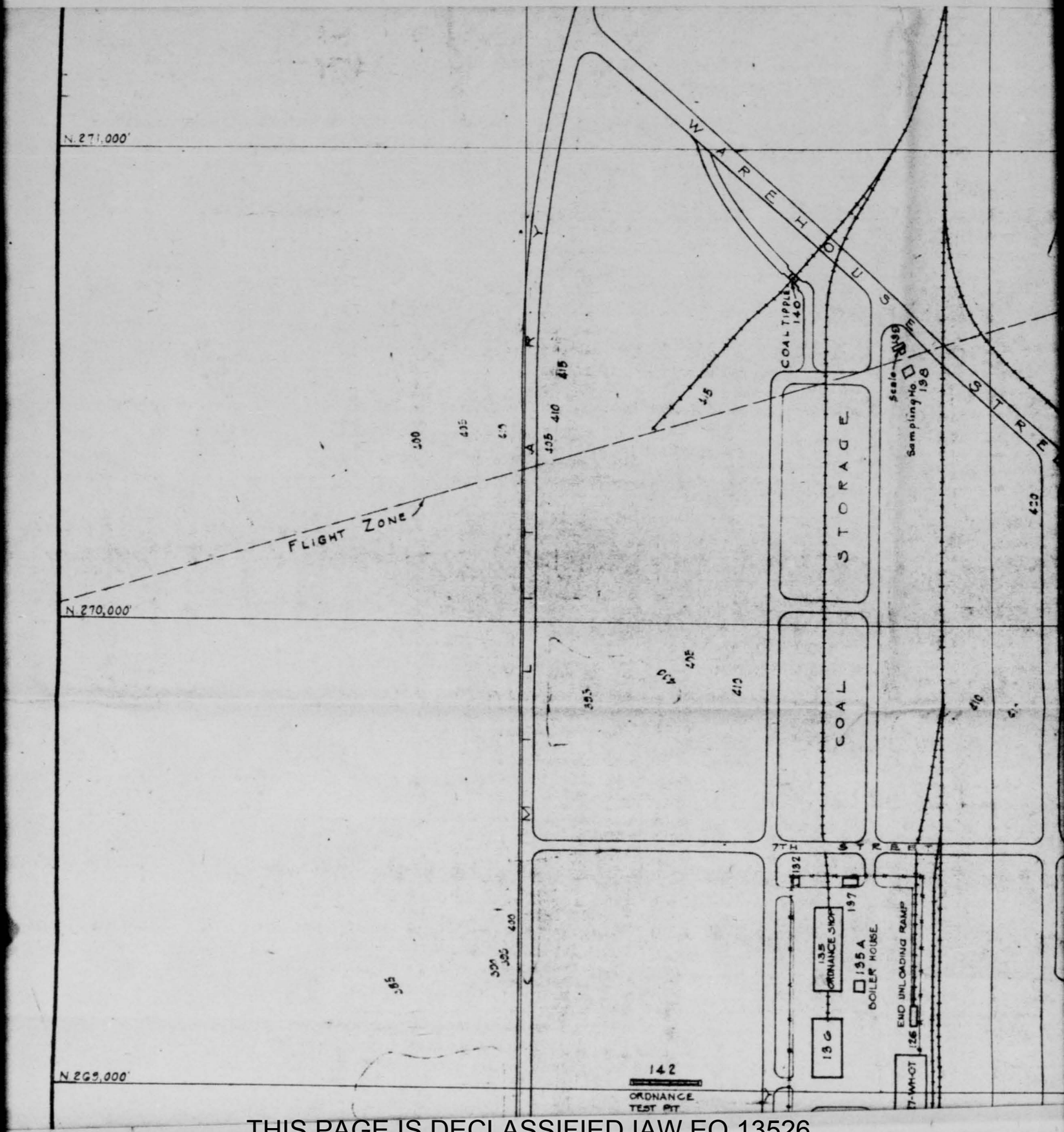

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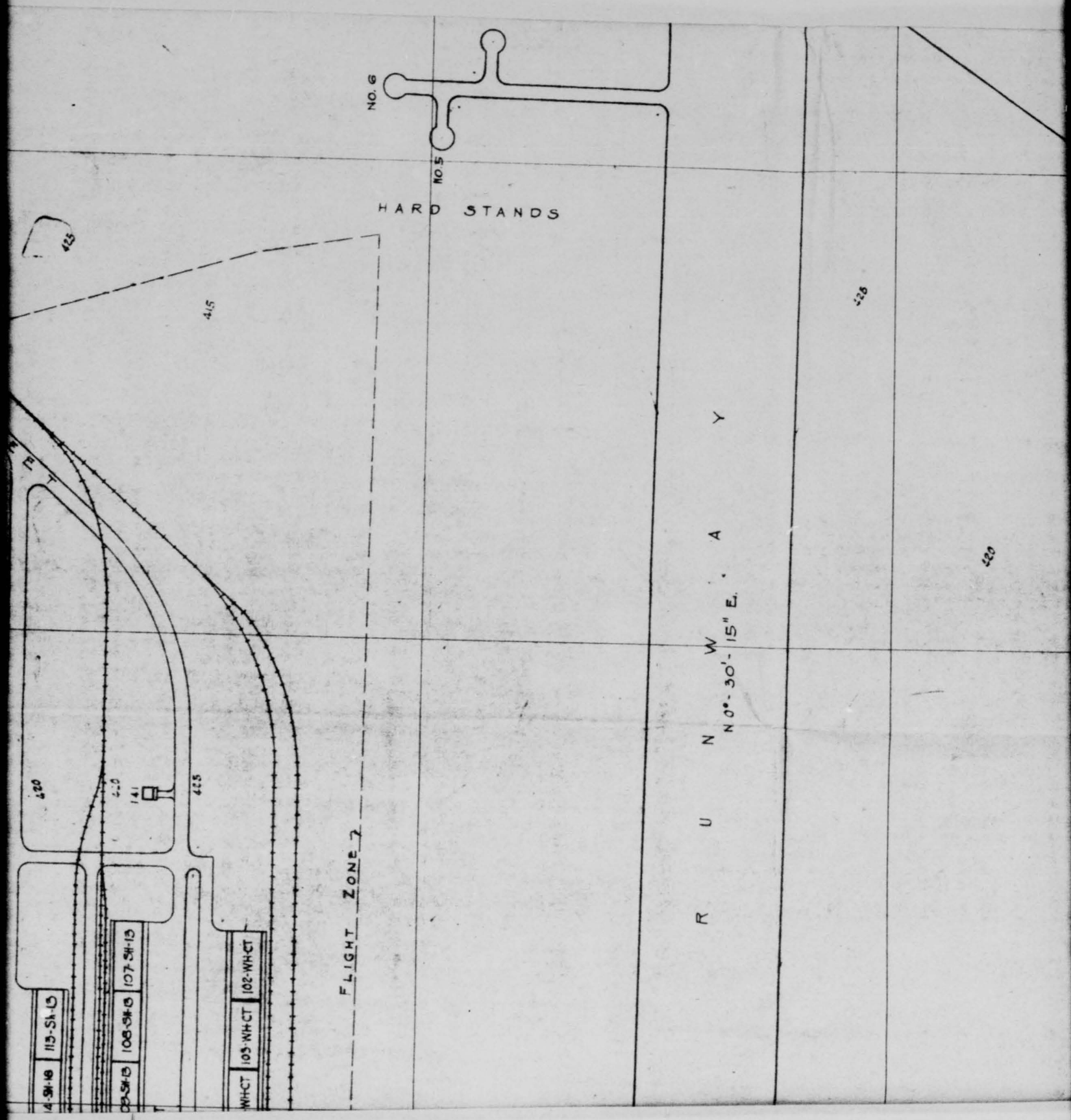

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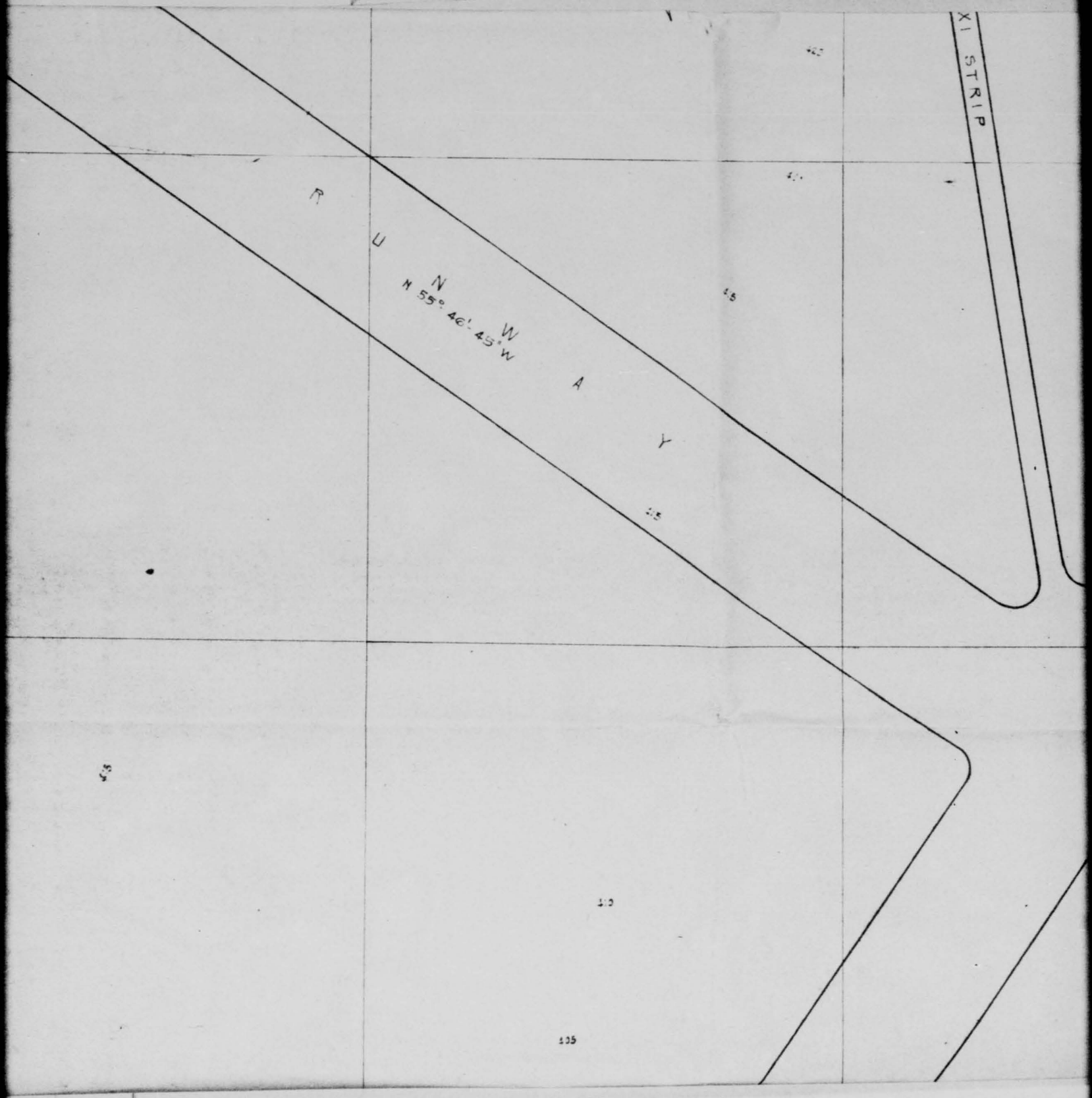

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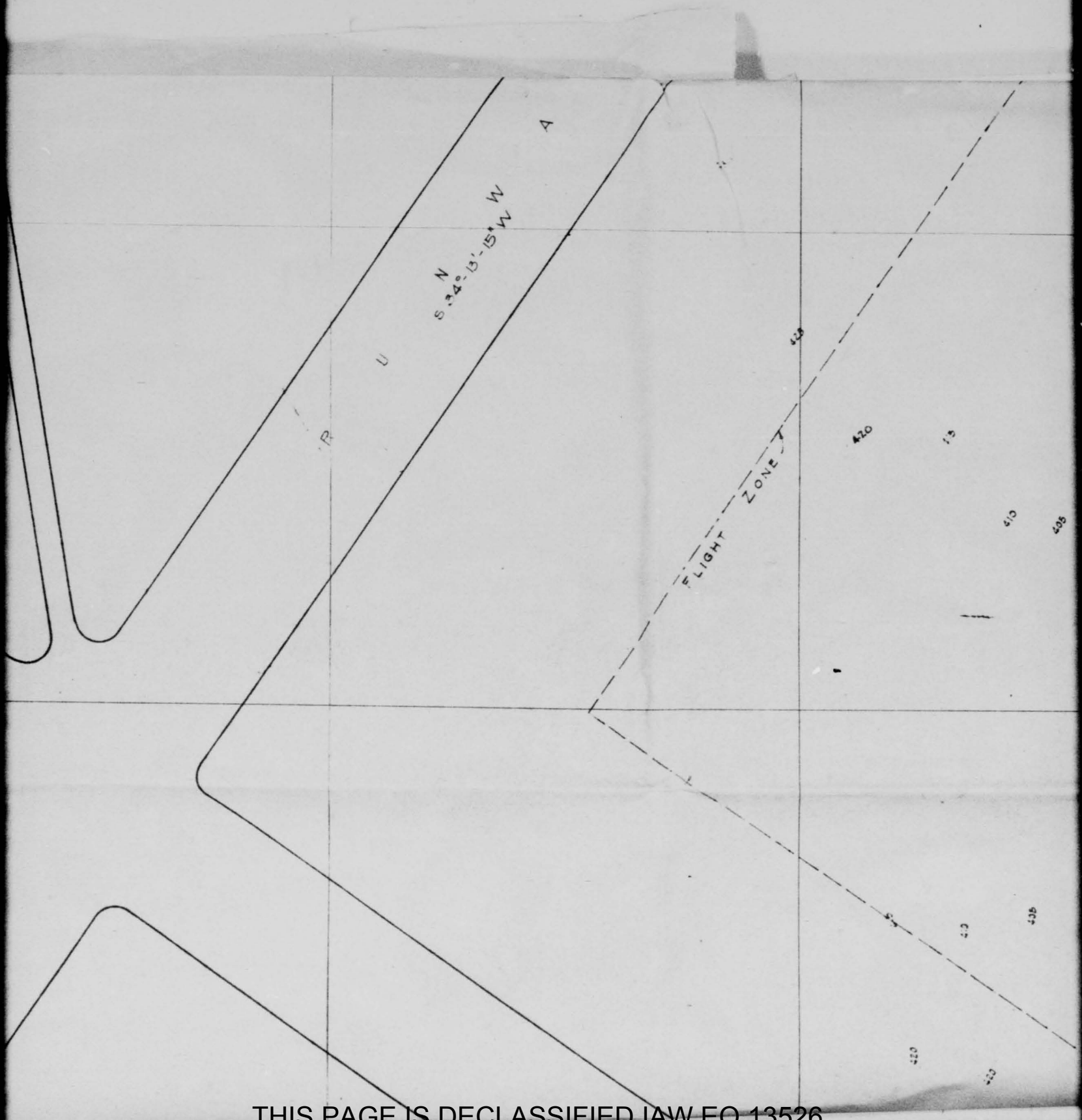

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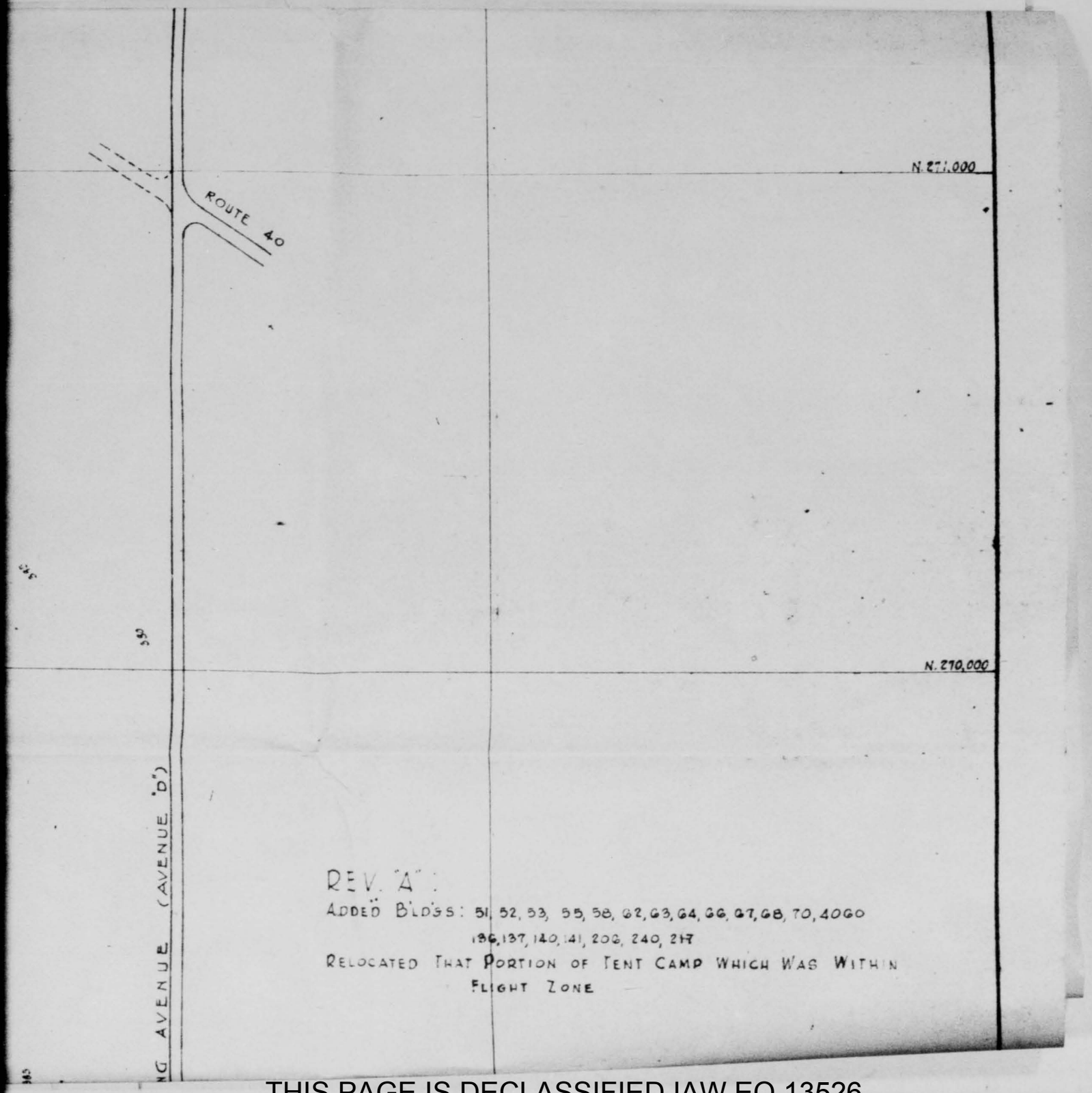

REV. "A":

ADDED BLDGS: 51, 52, 53, 55, 58, G2, G3, G4, G6, G7, G8, T0, 4060
136, 137, 140, 141, 206, 240, 217

RELOCATED THAT PORTION OF TENT CAMP WHICH WAS WITHIN FLIGHT ZONE

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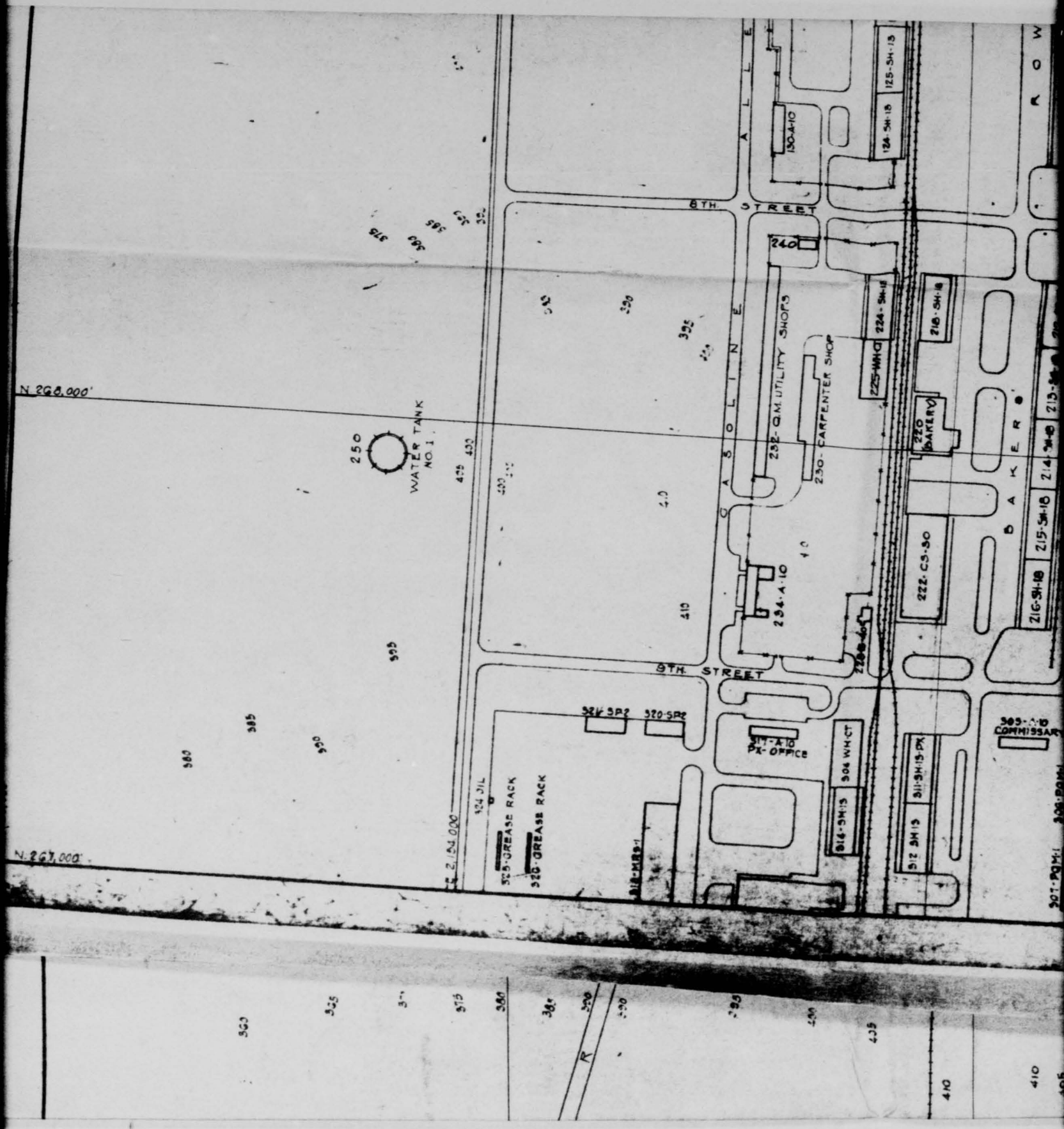

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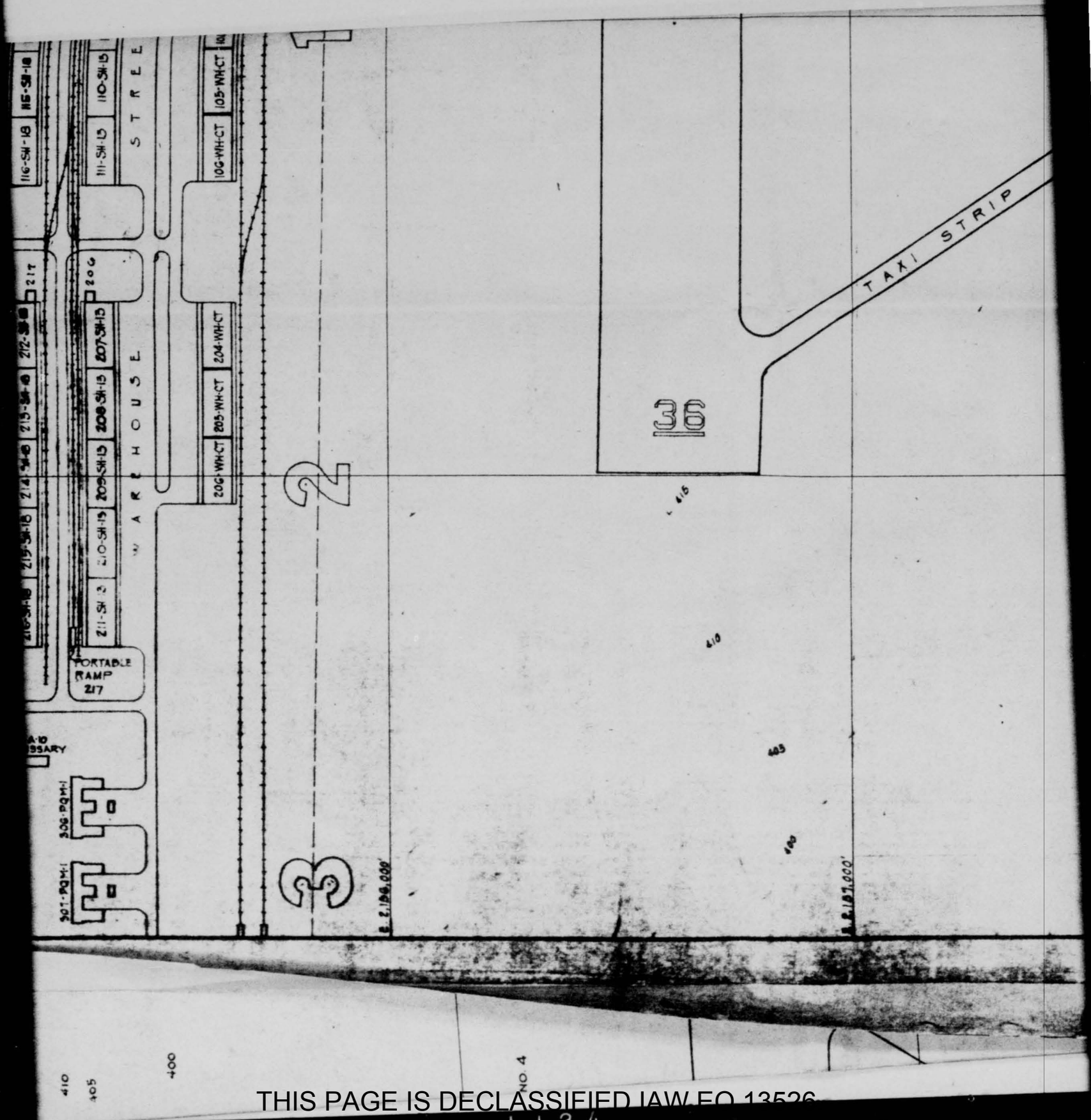

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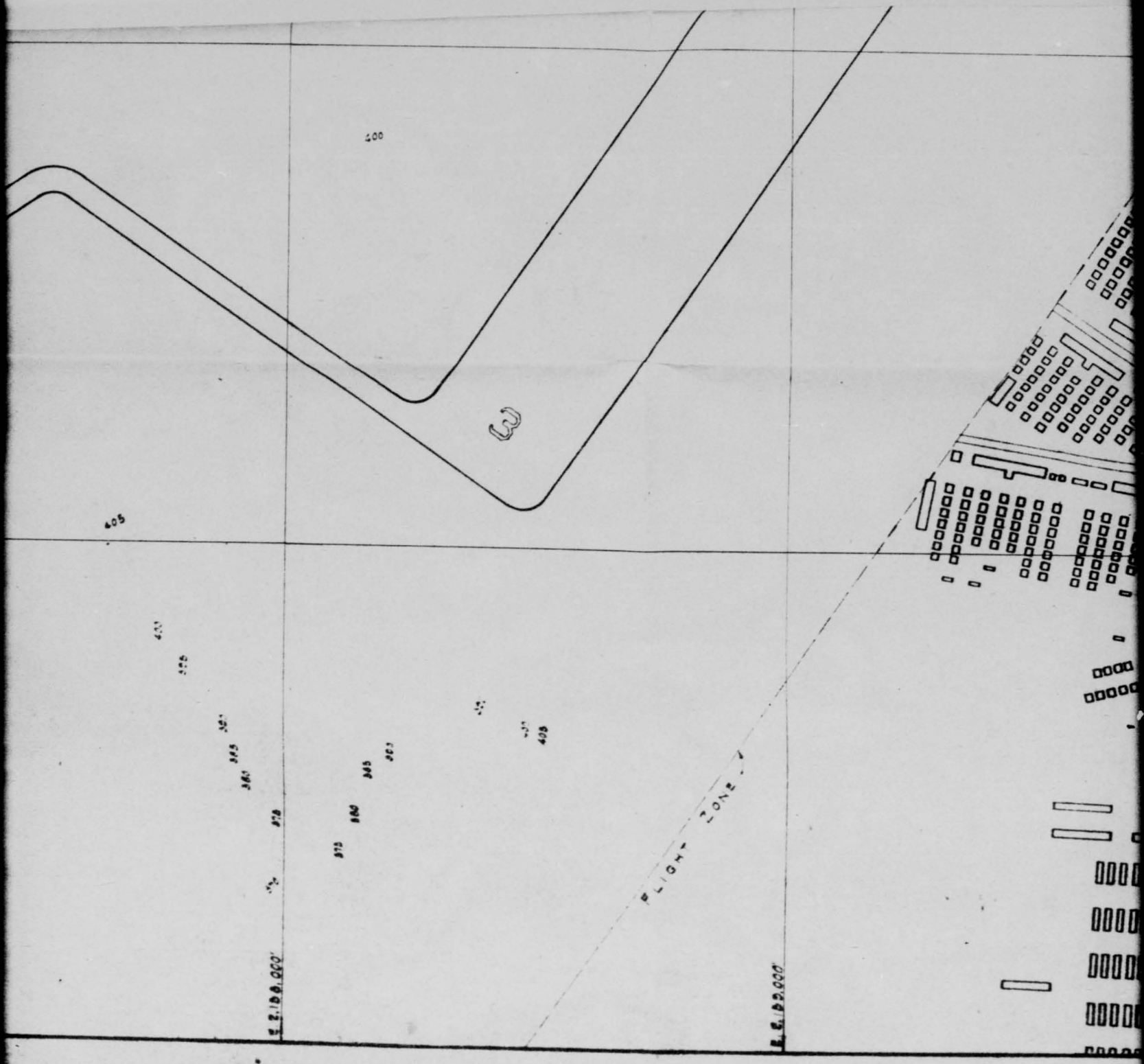

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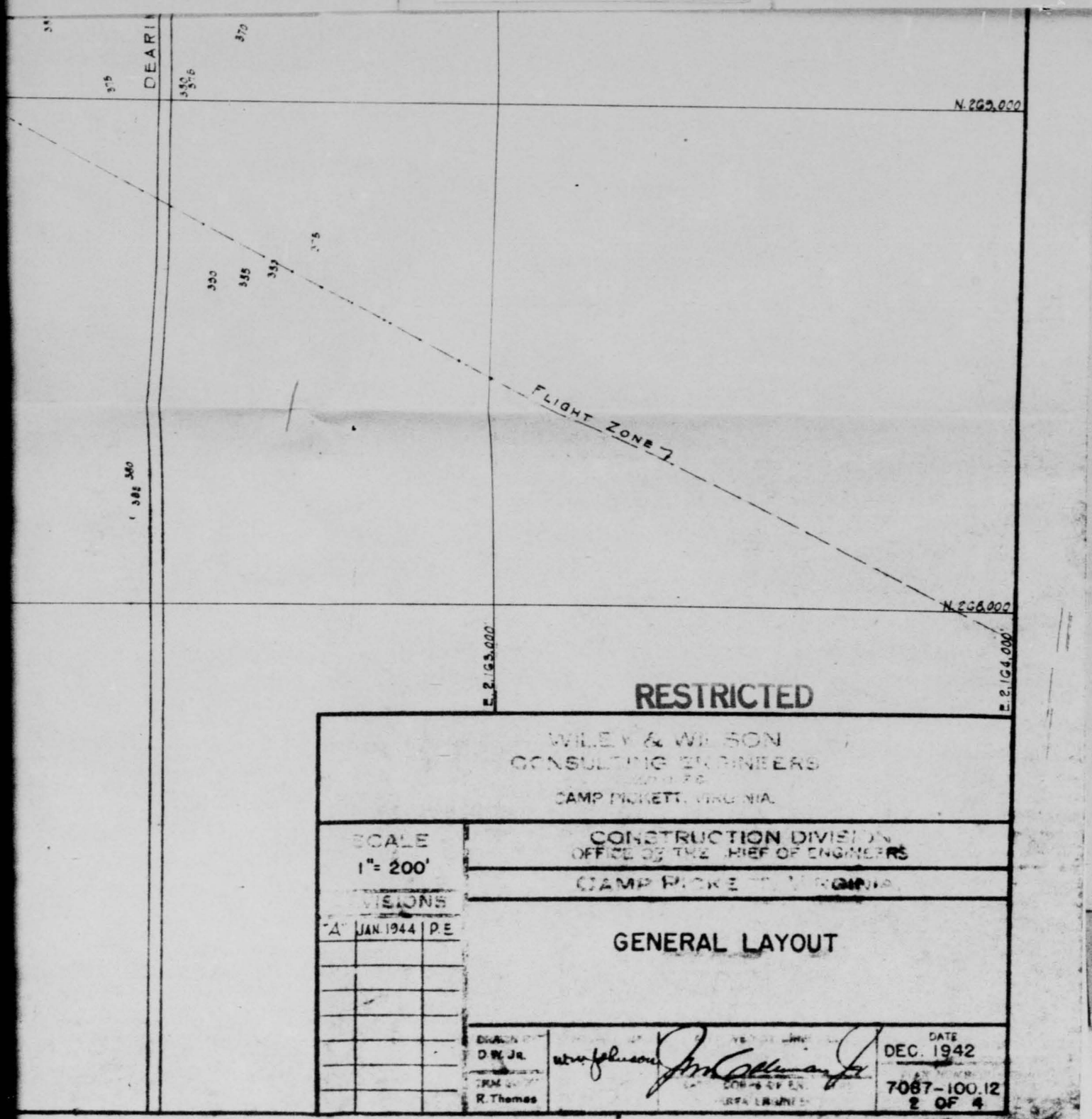

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OFFICIAL BUSINESS

Camp Skeel
Real Estate
25 May 43

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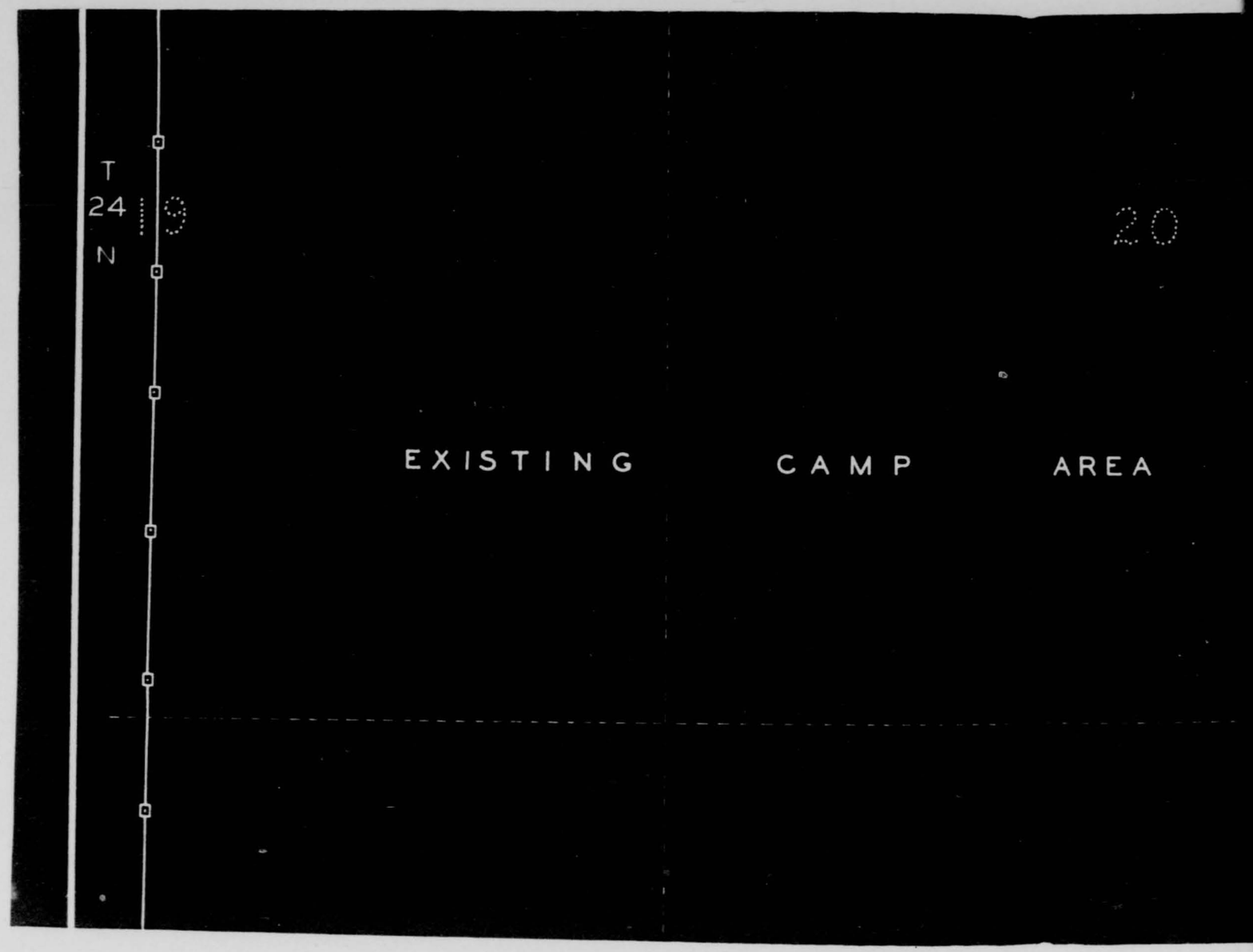

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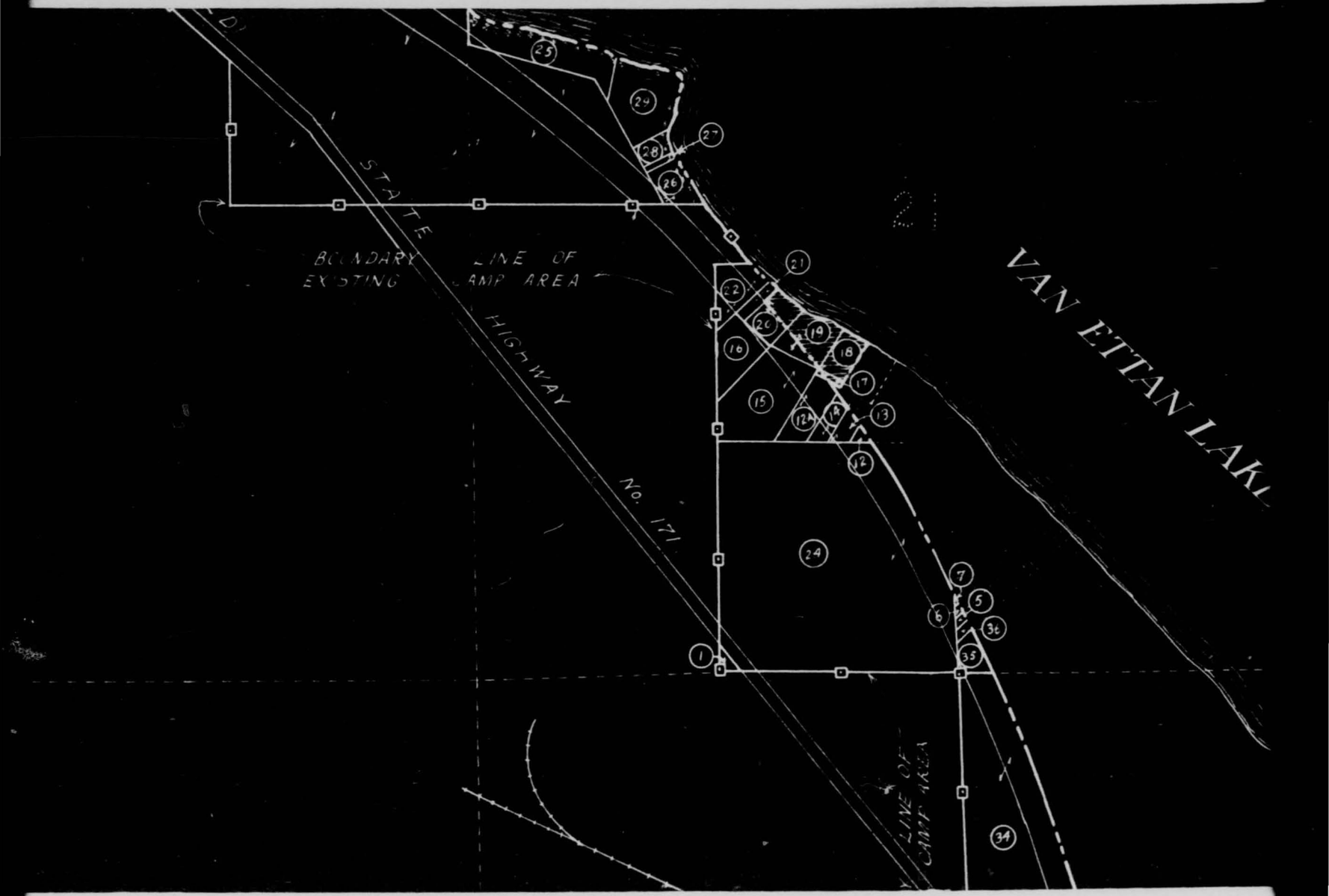

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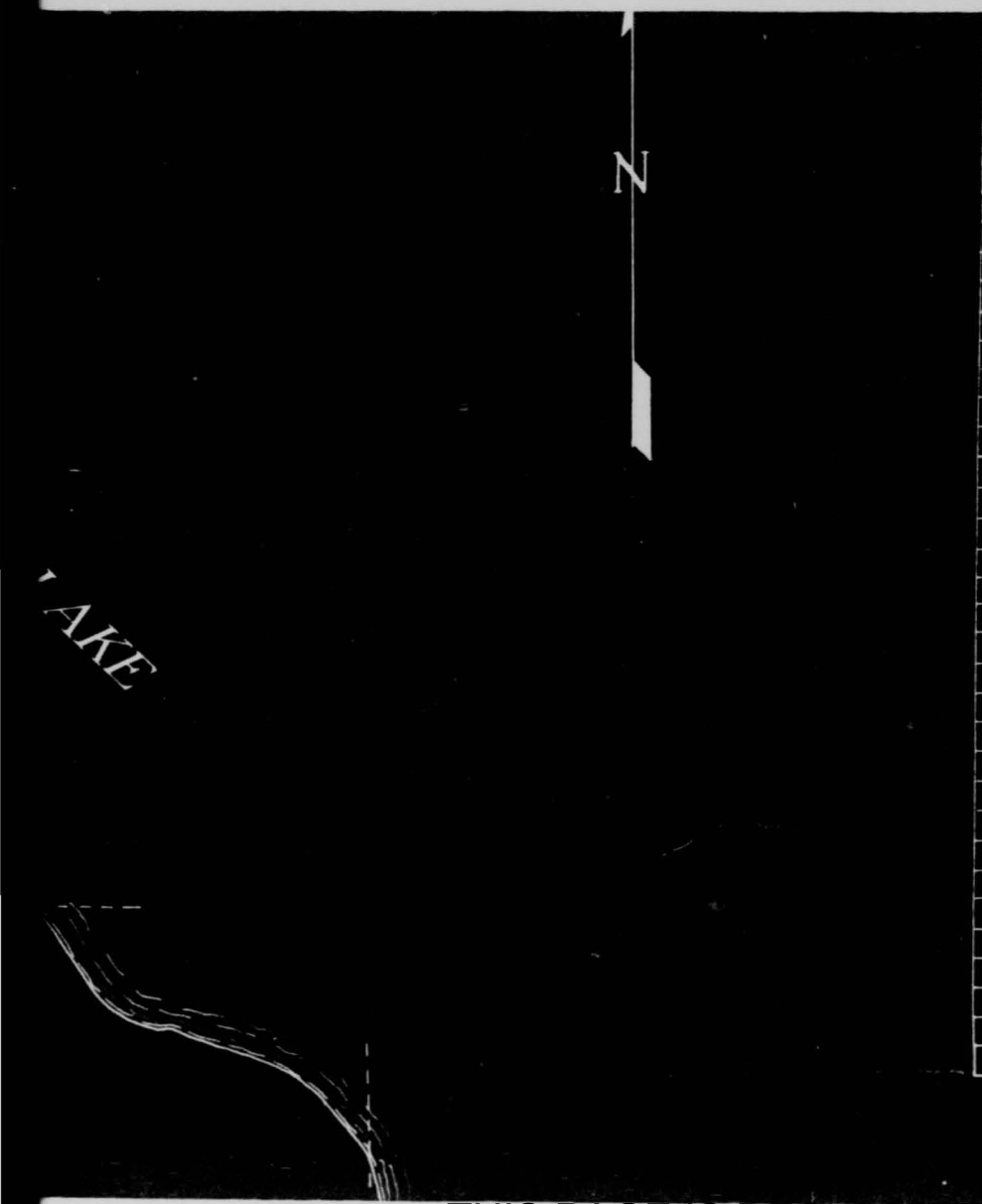

12	Jesse J. Colbath	
12-A	" " "	
13	" " "	
14	" " "	
24	" " "	36.94
15	Charles B. Flanders	
19	" " "	4.375
17	Walter Thomas	
18	" "	0.003
16	Index Die & Engineering Co	
22	" " " " "	3.34
20	Arthur E. Bartlett	0.62
21	Ray H. Oehring	0.318
26	Bert Coster	0.454
27	Harry G. Davis	
28	" " "	0.543
25	Central Trust Co	87.00
30		
34	Katherine Cowley	
35	" "	12.52
29	State of Michigon	2.16
31	" " "	34.72
32	" " "	4.57
33	" " "	22.667
33-A	" " "	3.20
33-B	" " "	50.00
37	Earl G. McLeod	0.17

ACRES
ACRES
ACRES
ACRES
ACRES
ACRES
ACRES
ACRES
ACRES
RESERVA
STATE OF
COUNTY
CIVIL DIST
LAND-GRA
CITY, VIL
CEMETER

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12	Jesse J. Colbath	
12-A	" "	
13	" "	
14	" "	
24	" "	36.94
15	Charles B. Flanders	
19	" " "	4.375
17	Walter Thomas	
18	" "	0.003
16	Ind. Die & Engineering Co	
22	" " " "	3.34
20	Arthur E. Bartlett	0.62
21	Ray H. Oehring	0.318
26	Bert Caster	0.454
27	Harry G. Davis	
28	" " "	0.543
25	Central Trust Co	87.00
30		
34	Katherine Conley	
35	" "	12.52
29	State of Michigan (Conservation)	2.16
31	" " "	34.72
32	" " "	4.57
33	" " "	22.667
33-A	" " "	3.20
33-B	" " "	50.00
37	Earl G. McLeod	0.17

ACRES LEASED BY W.D. EXPANSION	117.317
ACRES LEASED FROM W.D.	
ACRES TRANSFERRED TO W.D.	
ACRES DONATED TO W.D.	
ACRES UNDER EASEMENT TO W. D.	0.66

— DISPOSALS —

ACRES SOLD	
ACRES TRANSFERRED	
ACRES EXCHANGED	
ACRES OTHERWISE	

— LEGEND —

- RESERVATION LINE
- STATE OR PROVINCE LINE
- COUNTY LINE
- CIVIL DISTRICT PRECINCT
- LAND-GRANT LINE
- CITY, VILLAGE, OR BOROUGH
- CEMETERY, SMALL PARK, ETC.

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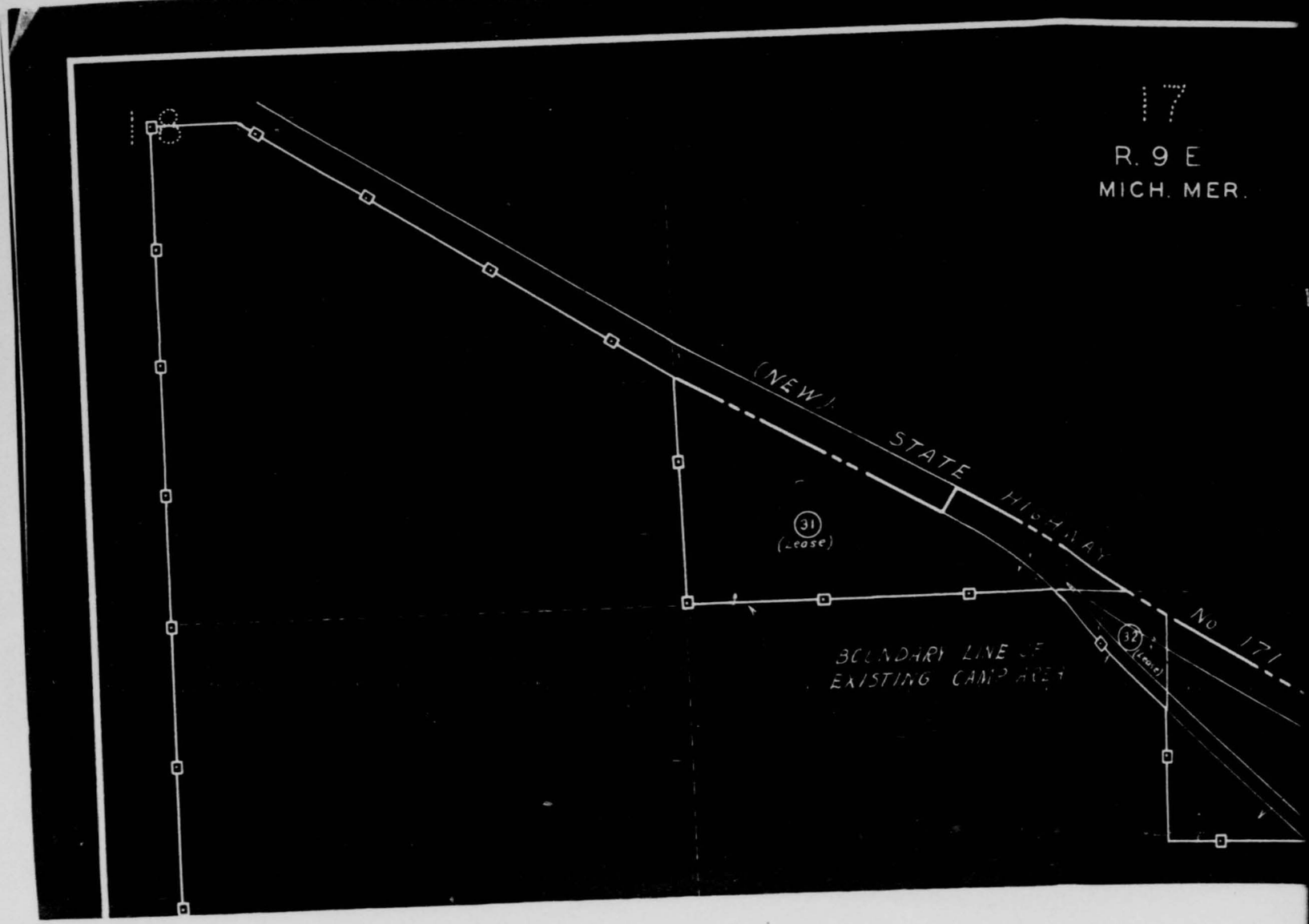

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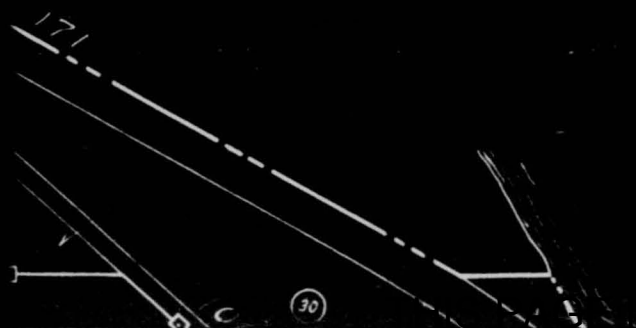
R.



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STATE INDEX

VICINITY MAP
Scale 1" = 3 Mi.

TRACT No	VENDOR	ACREAGE
1	Jesse J. Colbath	0.54
2	Ralph N. Rose	0.428
3	Robert L. Powers	1.69
4	Katherine Cowley (EASEMENT)	0.66
5	Jesse J. Colbath	
6	" " "	
7	" " "	
3b	" " "	0.30

PRO

STATE
COUNTY
DIVISION
DISTRICT
SERVICE C
USING AGE
3 MIL
MIL

— TRAN

DETROIT
ROUTE
ROUTE

ACRES OW

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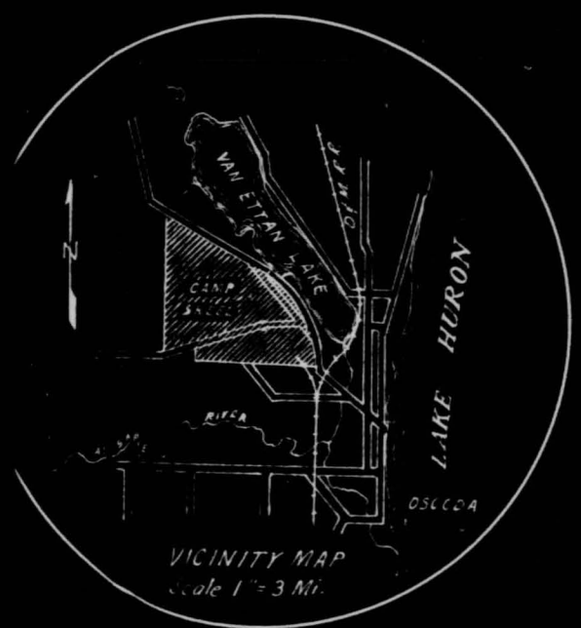

VICINITY MAP
Scale 1" = 3 Mi.

TRACT No	VENDOR	ACREAGE
1	Jesse J. Colbath	0.54
2	Ralph N Rose	0.428
3	Robert L Powers	1.69
4	Katherine Cowley (EASEMENT)	0.66
5	Jesse J. Colbath	
6	" " "	
7	" " "	
30	" " "	0.30

PROJECT OWNERSHIP

(TYPE OF MAP)

STATE MICHIGAN

COUNTY IOSCO

DIVISION GREAT LAKES

DISTRICT DETROIT

SERVICE COMMAND 6TH.

USING AGENCY ARMY AIR FORCE

3 MILES WEST OF OSCODA

MILES OF

— TRANSPORTATION FACILITIES —

DETROIT & MACKINAW RAILROAD

ROUTE NO. 171 STATE ROAD

ROUTE NO. 23 FEDERAL ROAD

AIRLINE

— LAND AREA —

ACRES OWNED BY W.D. EXPANSION 149.241

EXISTING AREA 1785.53

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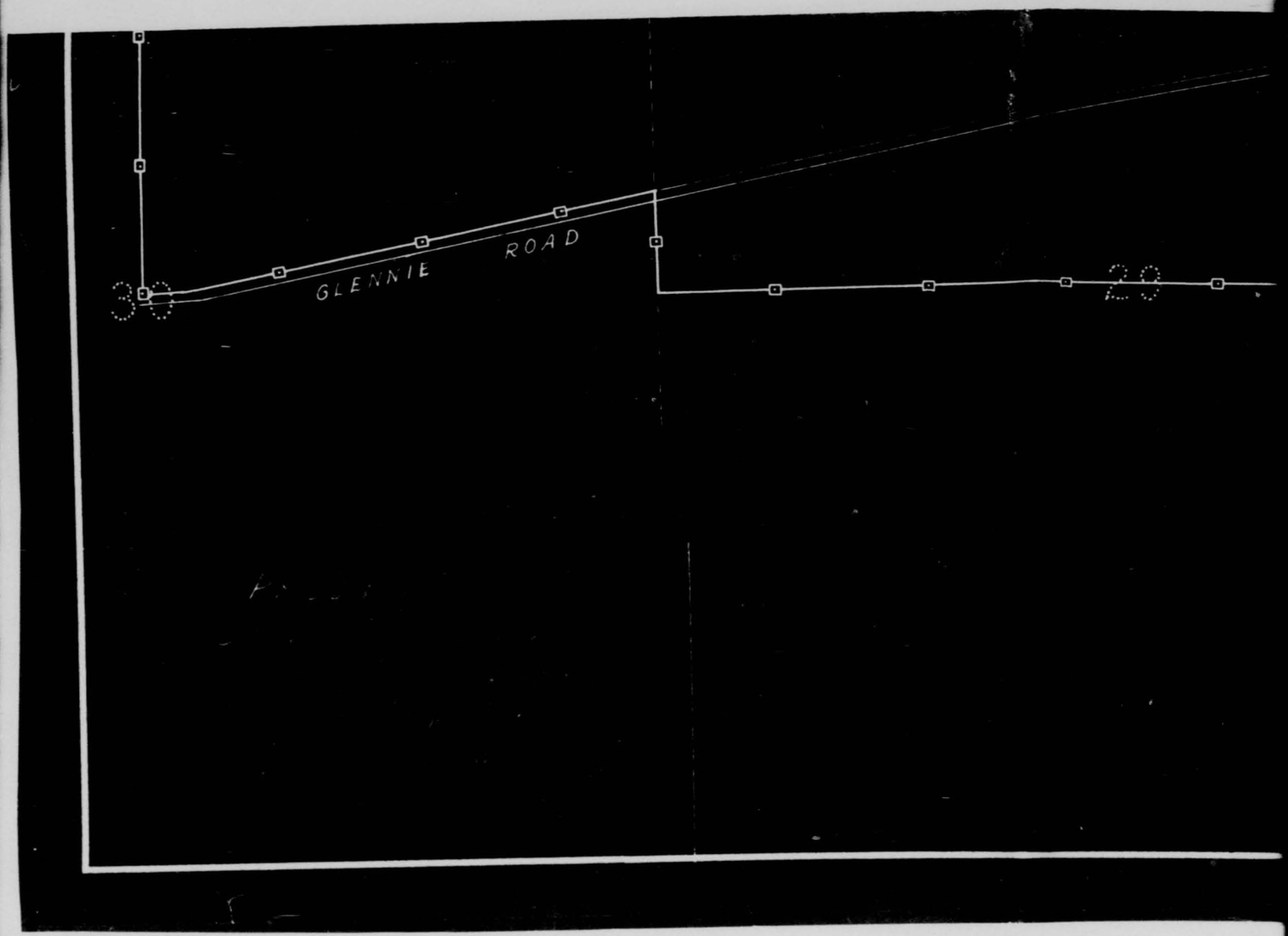

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TRACT No.	VENDOR	ACREAGE AVIGATION EASEMENTS
17		
18		
15		
19		
20		

TOWNSHIP LINE .....

SECTION LINE .....

— SC
IN

0 100' 300' 600'

WAR DEPAR
CONSTRUCT

REAL

CAMP

MILITARY R

RECOMMENDED: R B Ogde

APPROVED: Howard P. M
May 1

COMPILED: V.E.T. & S.W. TRACED

DATE	BY	REVIS
5-25-43	[illegible]	CORRECTED DUPLICATION IN ADDED TRACT No. 37, ACRE

SHEET 1 OF 1 D

[illegible] OWNED BY W.D.

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THIS PAGE IS UNCLASSIFIED

TRACT No	VENDOR	ACREAGE AVIGATION EASEMENTS
17		
18		
15		
19		
20		

TOWNSHIP LINE .....

SECTION LINE .....

— SCALE —
IN FEET
0 100' 300' 600' 900' 1200' 1800'

WAR DEPARTMENT, O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE
CAMP SKEEL
MILITARY RESERVATION

RECOMMENDED: R. B. Ogden DATE 2-22-43

APPROVED: Howard P. Morley Maj. C.E. DATE 2-22-43

COMPILED: V.E.T. & S.W. TRACED: RR CHECKED: RR

DATE	BY	REVISIONS	APPROVED
5-25-43	RR	CORRECTED DUPLICATION OF TRACT NOS 36 & 37, ADDED TRACT No 37 - ACRES OWNED & GEN CONST.	RR

SHEET 1 OF 1 DRAWING NO. R.E.-2288-1

CR - FORM - 177A

[illegible] OWNED BY W.D. EXISTING AREA 1785.53

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OFFICIAL BUSINESS

Camp Springs
General Plan
Feb. 44
Ap. 47

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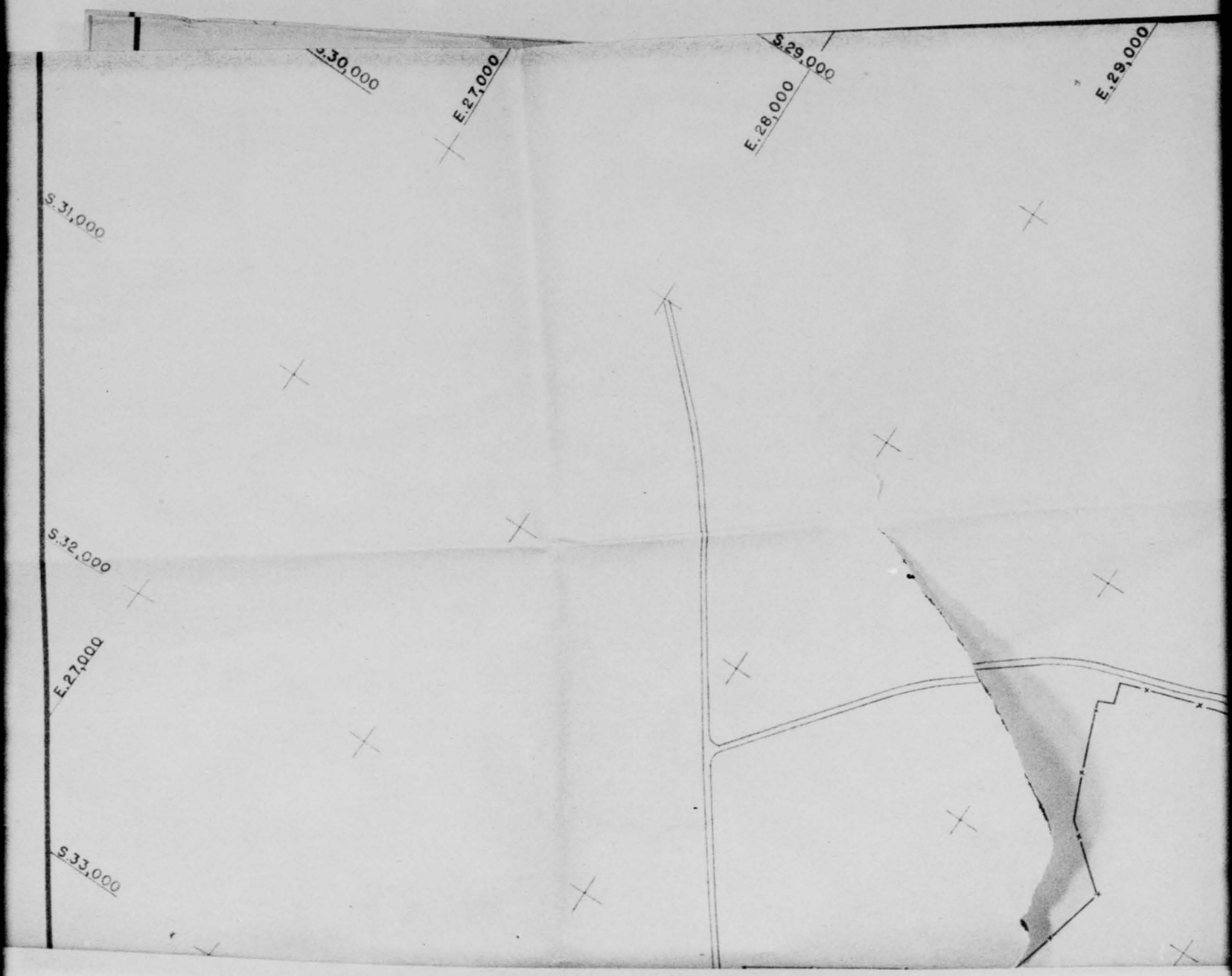

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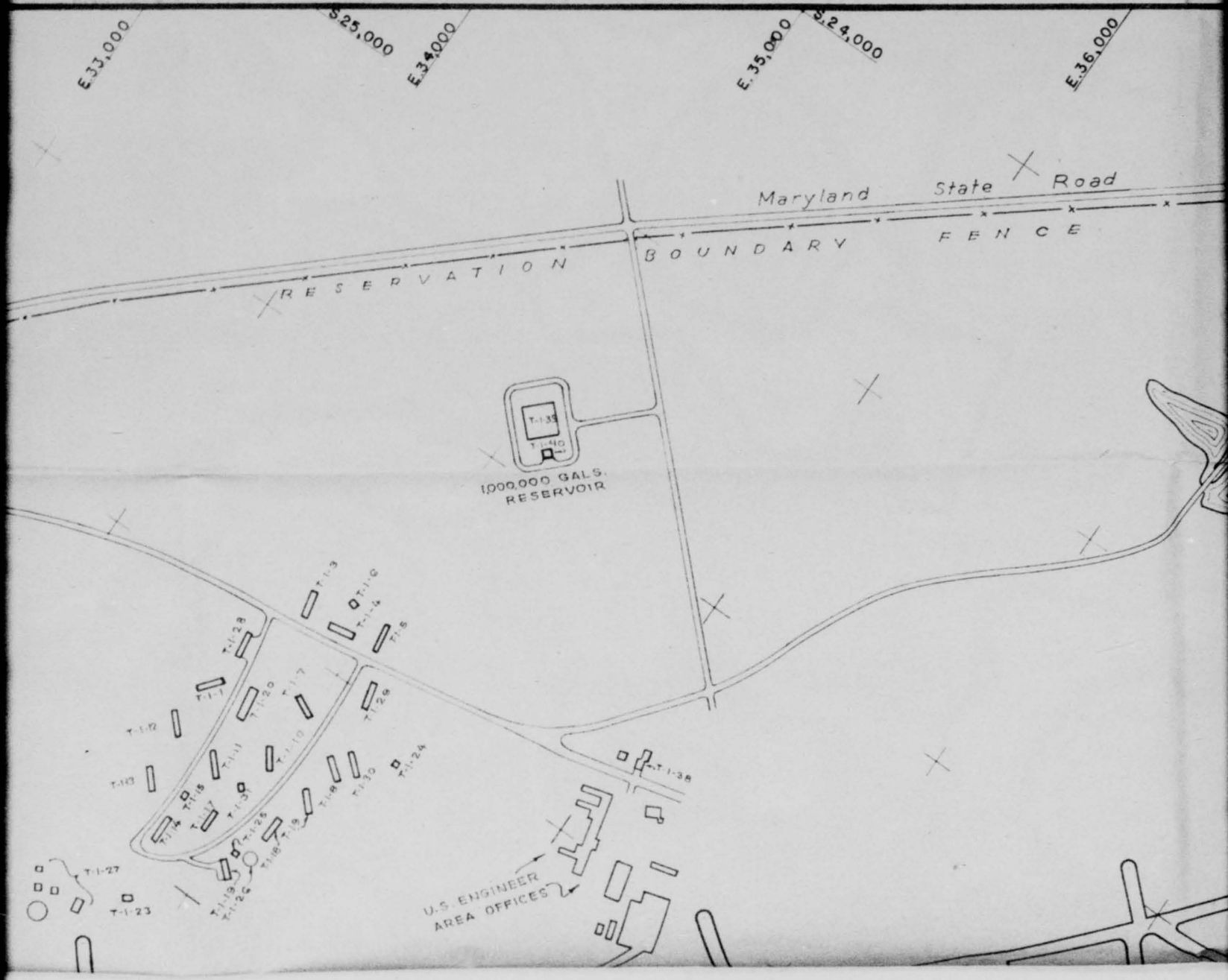

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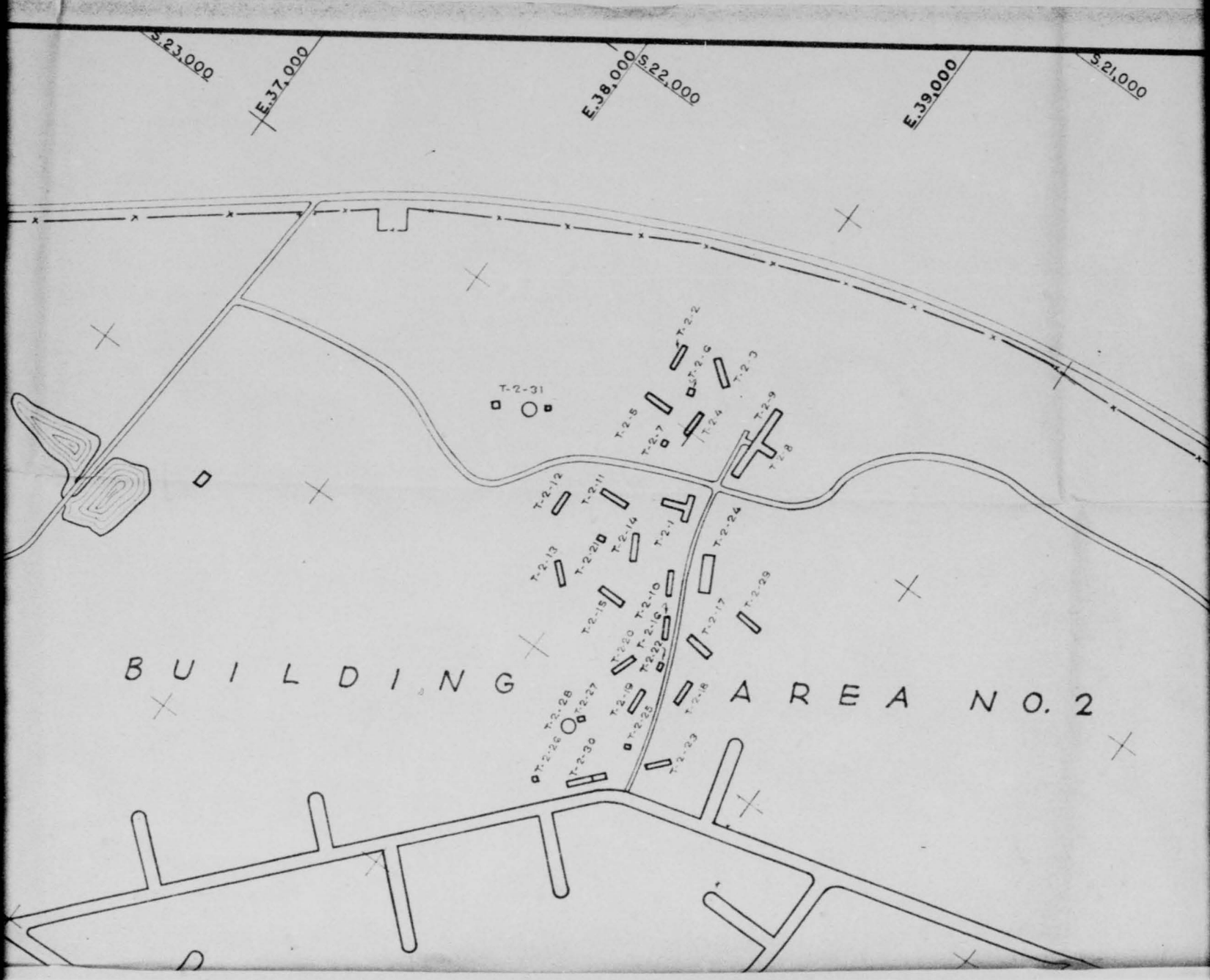

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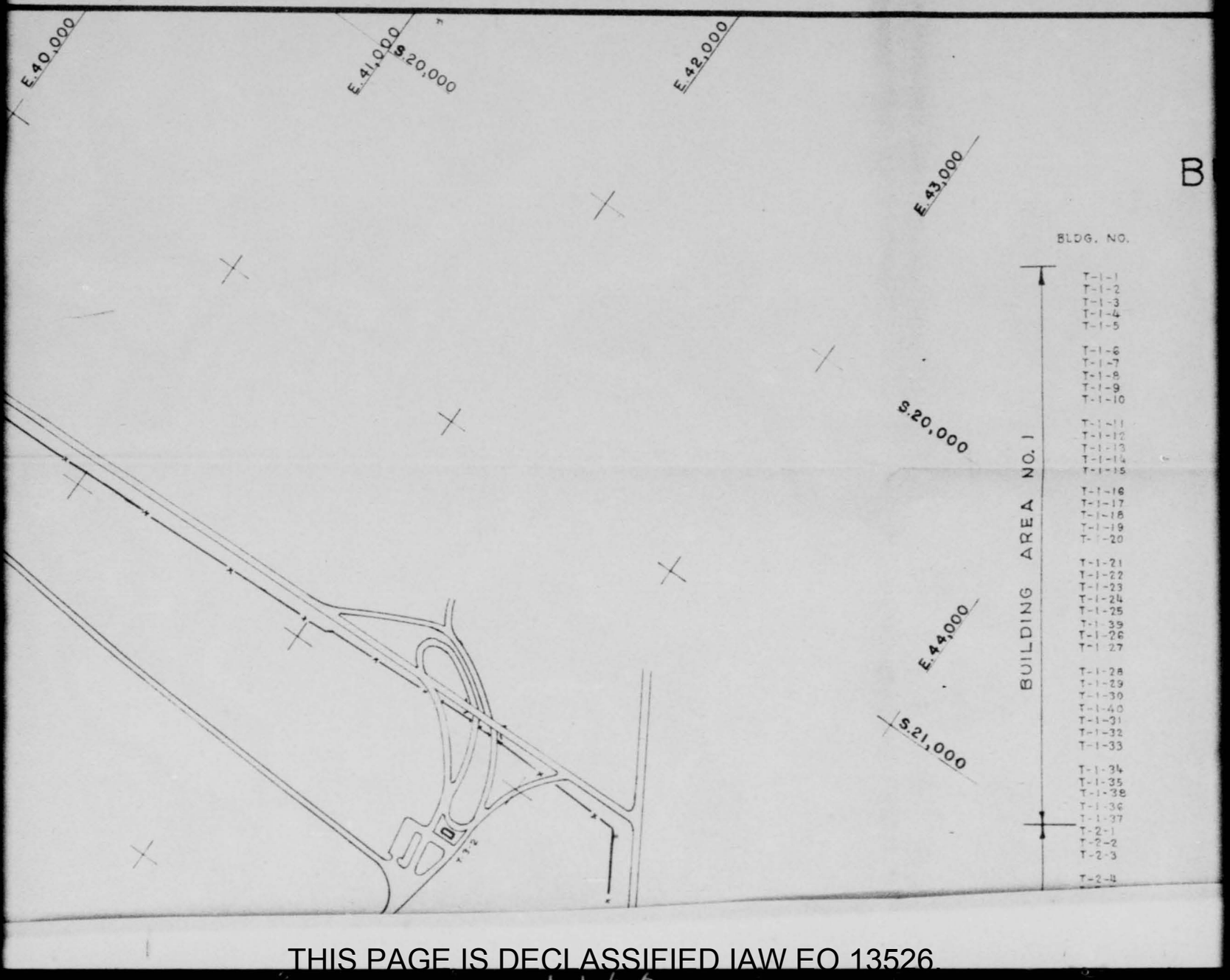

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ANGAR	20'X240'		REENF. CONC.
"	20'X100'	50	CINDER BLOCK
BARRACKS	" "	100	" "

CORPS

BUILDING LEGEND

DESCRIPTION	SIZE	CAPACITY	CONSTRUCTION
ADMINISTRATION	20'X100'		FRAME
CONTROL TOWER			
BARRACKS	20'X100'	50	"
"	" "	"	"
"	" "	"	"
LAVATORY	20' X 24'		
BARRACKS	20' X 100'	50	FRAME
"	" "	"	"
"	" "	"	"
"	" "	"	"
BARRACKS	20' X 100'	50	FRAME
"	" "	"	"
"	" "	"	"
LAVATORY	20'X 40'	100	"
LAVATORY	20'X 40'	100	FRAME
BARRACKS	20'X100'	50	"
RECREATION	" "		"
SUPPLY	20'X72'		"
MESS	40'X140'	320/320	CINDER BLOCK
OPER. & CREW CHIEF	20'X140'		FRAME
SQUAD. ARMAMENT	20'X70'		"
PUMP HOUSE "A"	10'X25'		CONCRETE
" - "B"	" X "		"
" "	13'X 20'		"
RESERVOIR	120'X120'	1,000,000 gals	"
RESERVOIR		60,000 gals.	CONCRETE
SEWERAGE TREAT-MENT PLANT			"
SUPPLY	20'X96'		FRAME (PREFAB.)
ADMINISTRATION	" "		" "
RECREATION	" "		" "
PUMPHOUSE	30'X 30		CONCRETE
LAVATORY	20'X40'		FRAME (PREFAB.)
ARMAMENT	20'X96'		" "
OPER. AND	20'X144'		" "
CREW CHIEF			
CRASH STATION	32'X 32'		CINDER BLOCK
TOWER			FRAME
FIRE STATION	30'X76'		"
TOWER			FRAME
TRANSMITTER BLDG.	18'X44'		CINDER BLOCK
ADMINISTRATION	100'X120'		" "
OFFICERS QUARTERS	20'X100'	12	" "
" "	"	"	" "
OFFICERS QUARTERS			

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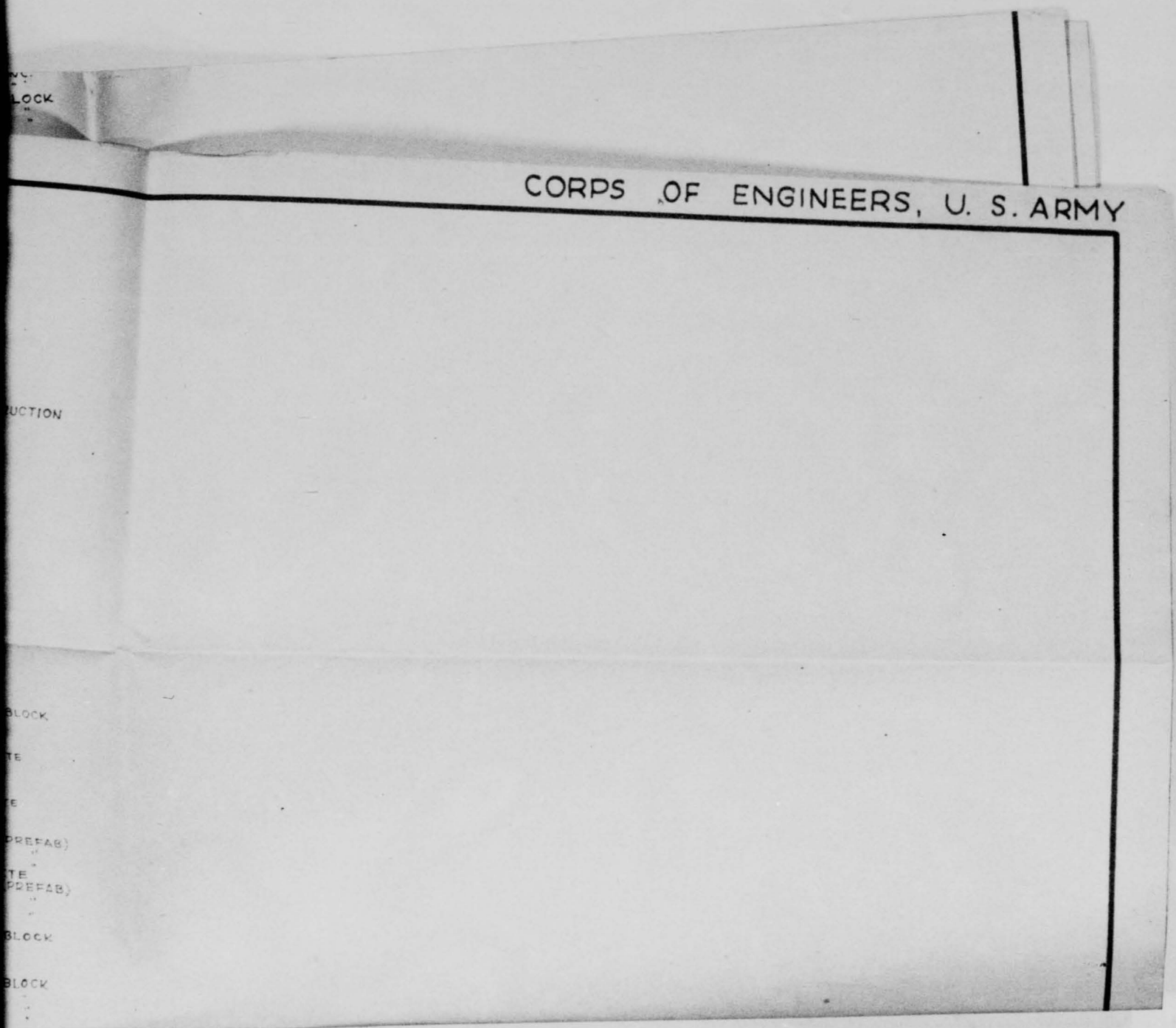

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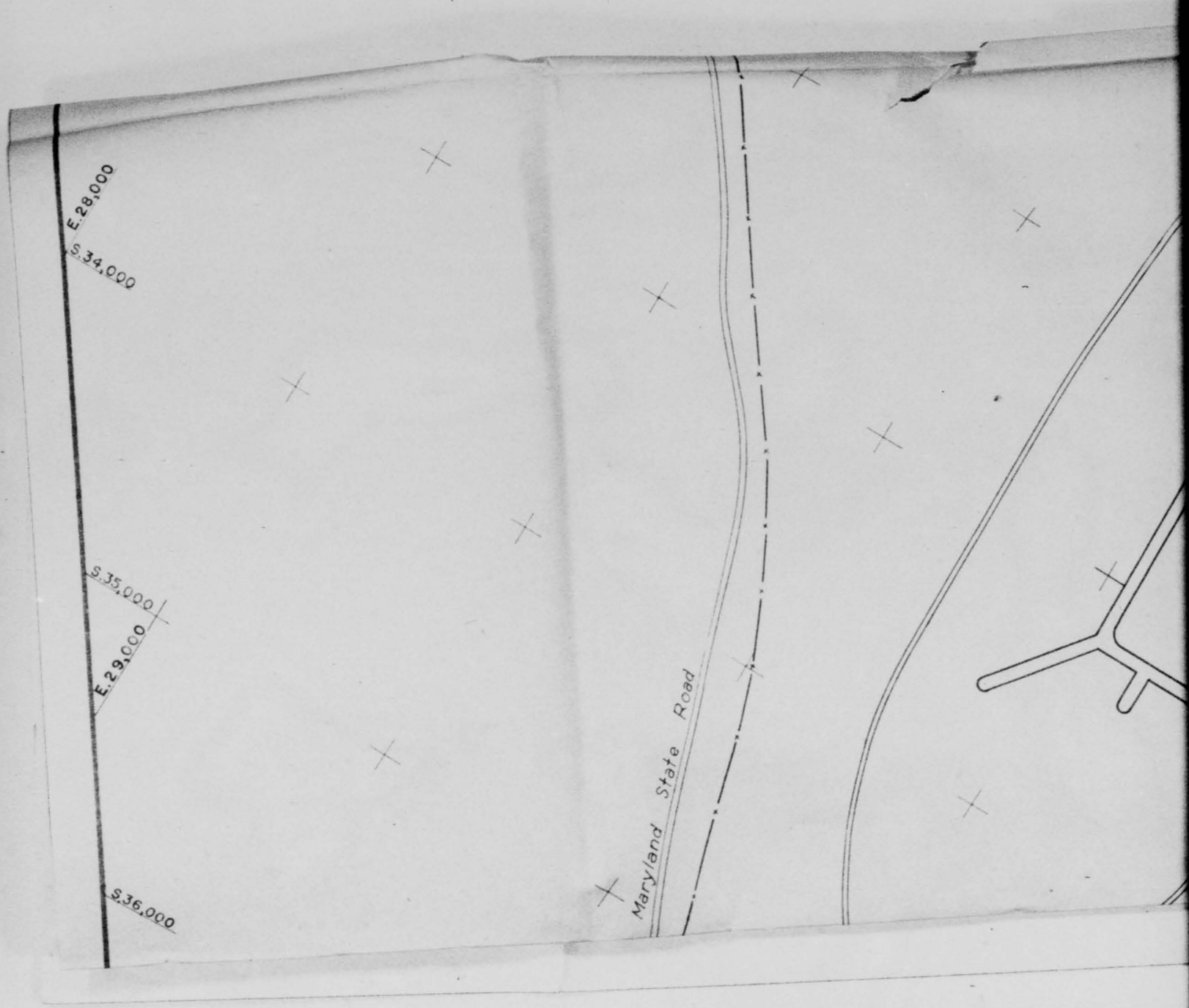

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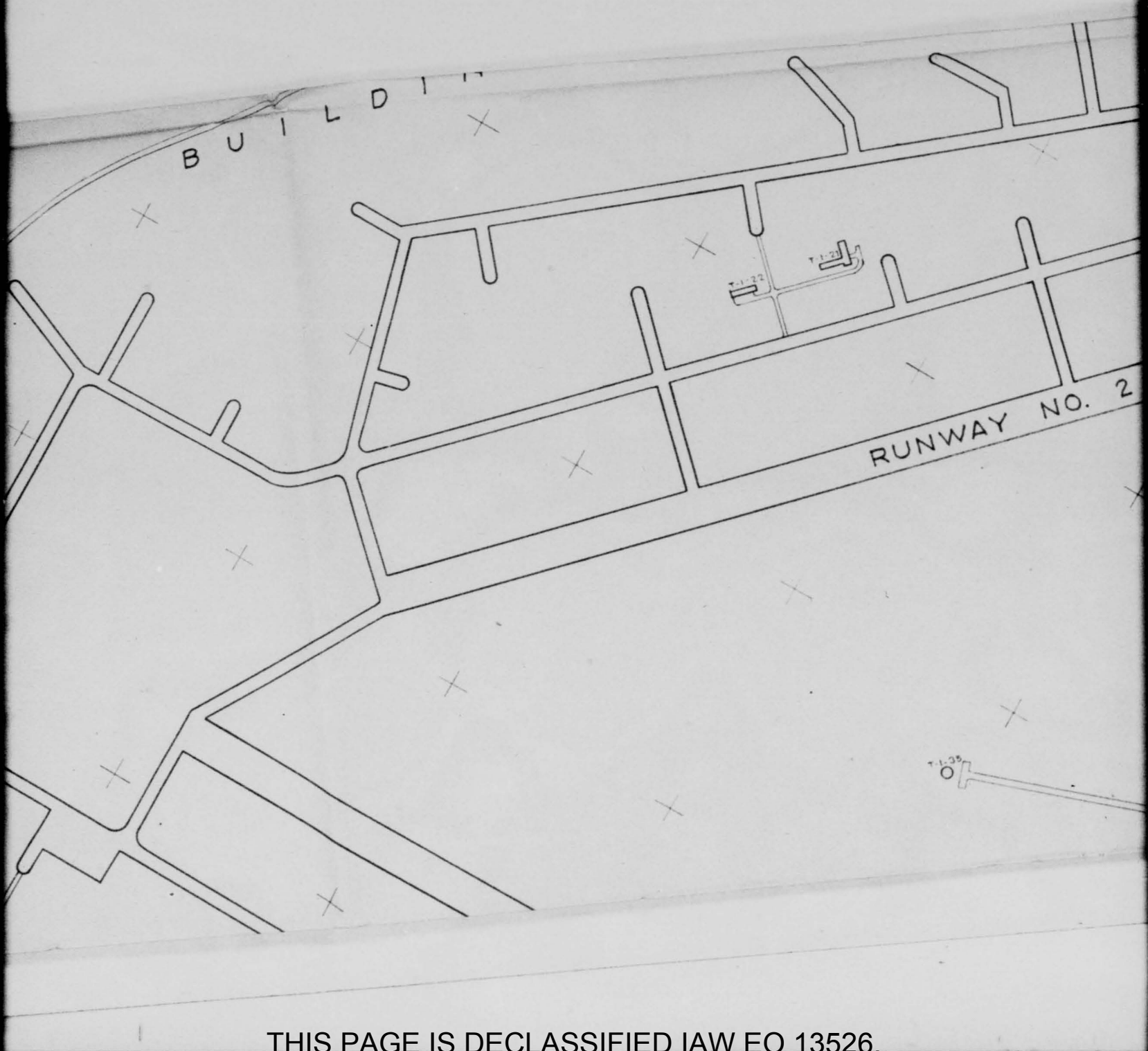

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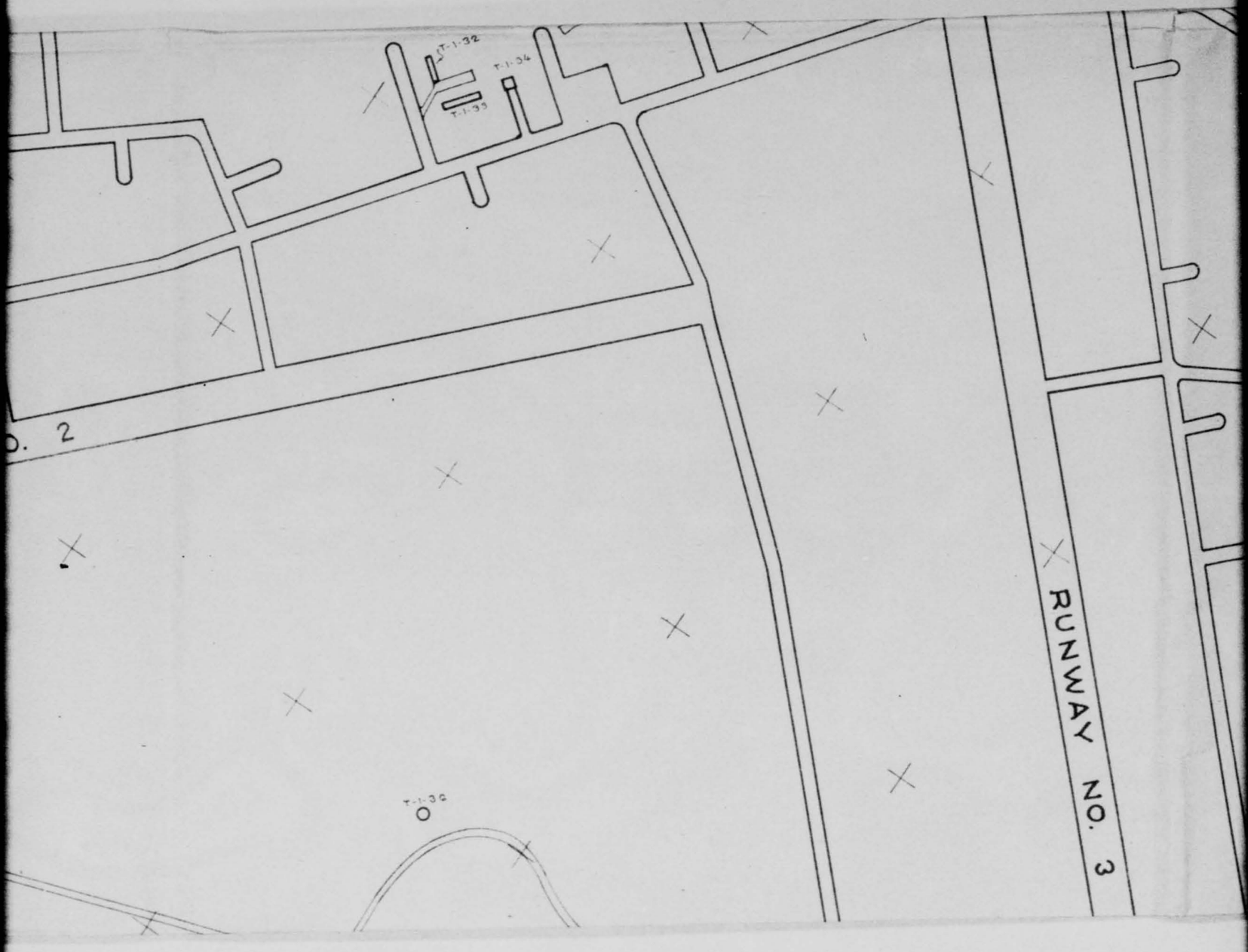

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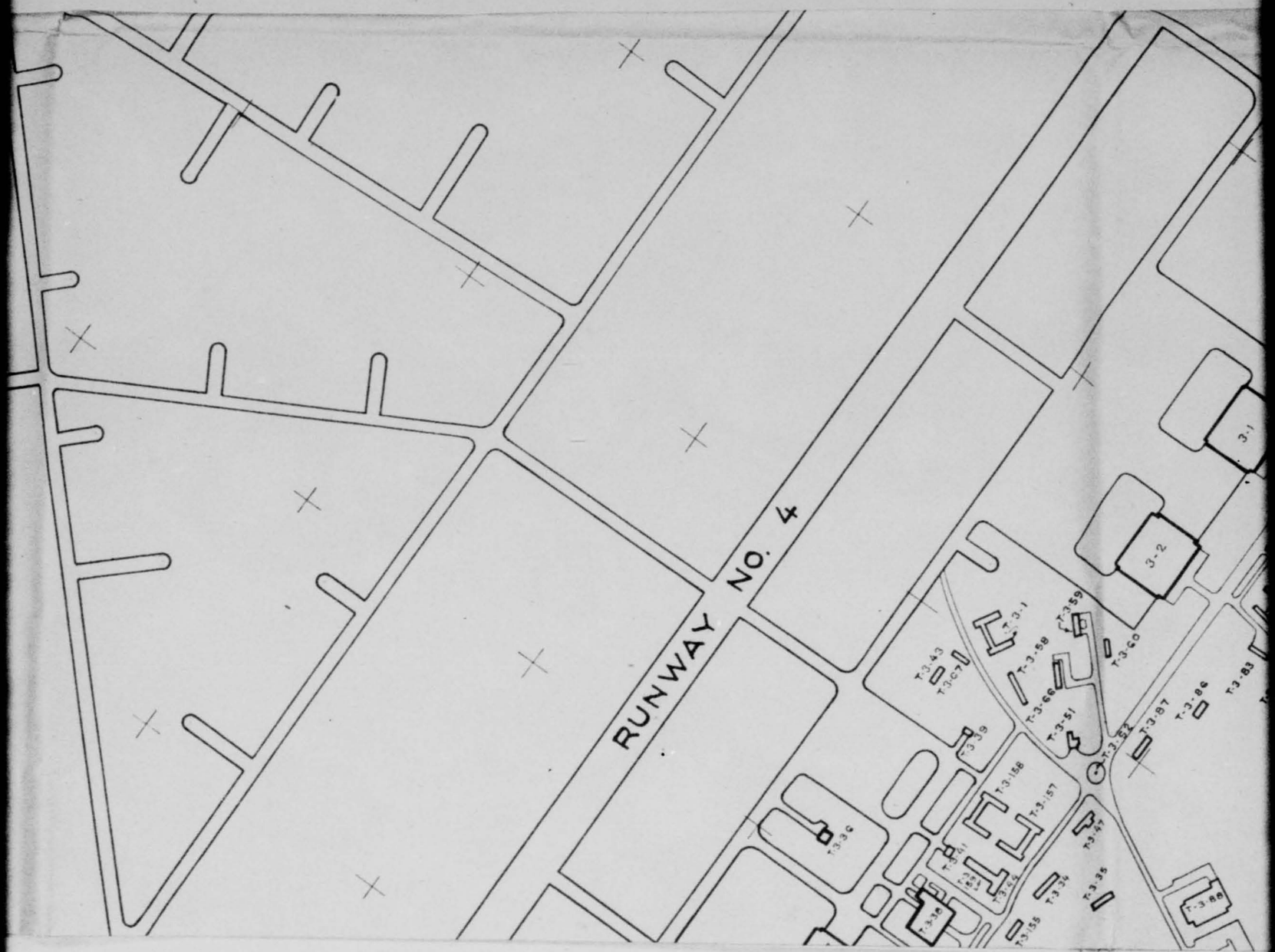

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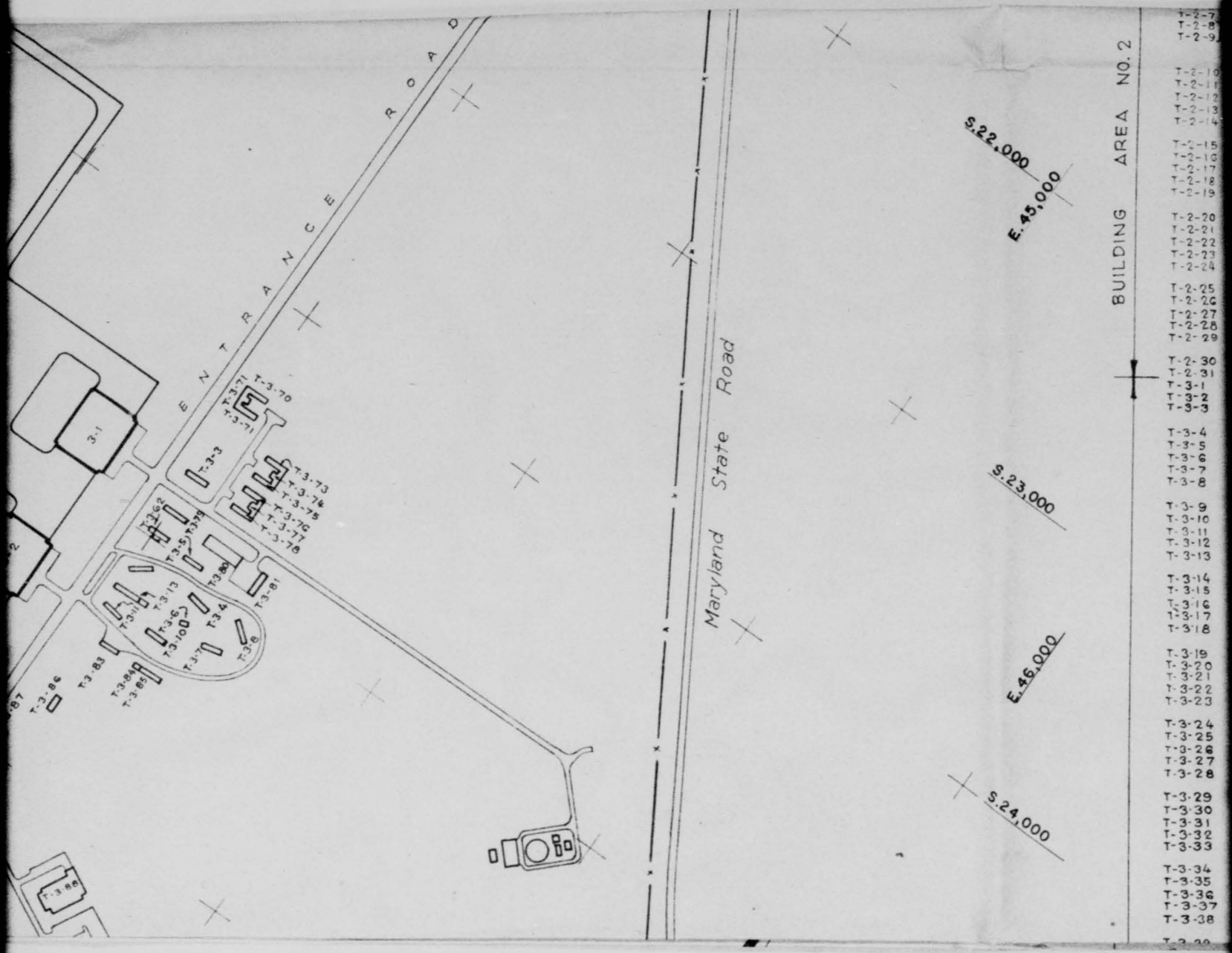

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	" "	" "	16	CINDER BLOCK
T-2-7	LAVATORY	20'X24'	50	" "
T-2-8	" "	" "	"	" "
T-2-9	CONVERTED TO OFFICERS RECREATION	79'X240'		" "
T-2-10	RECREATION	20'X100'		CINDER BLOCK
T-2-11	OFFICERS QUARTERS	" "	16	" "
T-2-12	" "	" "	"	" "
T-2-13	" "	" "	"	" "
T-2-14	" "	" "	"	" "
T-2-15	OFFICERS QUARTERS	20'X100'	16	CINDER BLOCK
T-2-16	" "	" "	"	" "
T-2-17	" "	" "	"	" "
T-2-18	" "	" "	"	" "
T-2-19	" "	" "	"	" "
T-2-20	OFFICERS QUARTERS	20'X100'	16	CINDER BLOCK
T-2-21	LAVATORY	20'X40'	150	" "
T-2-22	"	20'X40'	"	" "
T-2-23	BARRACKS	20'X100'	50	" "
T-2-24	MESS	20'X140'		" "
T-2-25	PUMP HOUSE "A"	20'X20'		CINDER BLOCK
T-2-26	" " "B"	" "		CONCRETE
T-2-27	" " "C"	" "		"
T-2-28	RESERVOIR		60,000 gals	"
T-2-29	OFFICERS QUARTERS	20'X90'	15	CINDER BLOCK
T-2-30	OPER. AND CREW CHIEF	20'X144'		CINDER BLOCK
T-2-31	SEWERAGE DIS. PLANT			" "
T-3-1	BASE HDQTRS.	80'X100'		" "
T-3-2	GATE HOUSE	14'X26'		FRAME
T-3-3	RECREATION	20'X100'		CINDER BLOCK
T-3-4	BARRACKS	20'X100'	50	CINDER BLOCK
T-3-5	"	" "	"	" "
T-3-6	"	" "	"	" "
T-3-7	"	" "	"	" "
T-3-8	"	" "	"	" "
T-3-9	LAVATORY	20'X24'	50	CINDER BLOCK
T-3-10	"	20'X40'	150	" "
T-3-11	RECREATION	20'X100'		" "
T-3-12	ADM & SUPPLY	" "		" "
T-3-13	MESS	20'X180'	256/280	" "
T-3-14	GUARD HOUSE	20'X108'		CINDER BLOCK
T-3-15	WAREHOUSE	50'X192'		" "
T-3-16	"	" "		" "
T-3-17	"	" "		" "
T-3-18	LAVATORY	20'X24'	50	" "
T-3-19	ADM. OFFICE	20'X90'		CINDER BLOCK
T-3-20	CARPENTER SHOP	20'X35'		" "
T-3-21	PLUMBING "	20'X25'		" "
T-3-22	ELECTRIC "	" "		" "
T-3-23	BLACKSMITH "	" "		" "
T-3-24	PAINT SHOP	20'X20'		CINDER BLOCK
T-3-25	SHEET METAL SHOP	20'X25'		" "
T-3-26	EQUIPMENT SHED	(OPEN)		FRAME
T-3-27	LAVATORY	20'X20'		CINDER BLOCK
T-3-28	POST WAREHOUSE	20'X100'		" "
T-3-29	CIVILIAN MESS	20'X120'	120/150	CINDER BLOCK
T-3-30	PUMP HOUSE "A"	10'X25'		CONCRETE
T-3-31	" " "B"	" "		"
T-3-32	" " "A"	" "		"
T-3-33	" " "B"	" "		"
T-3-34	DISPENSARY	20'X120'		CINDER BLOCK
T-3-35	COMMISSARY	20'X70'		" "
T-3-36	CRASH STATION	32'X32'		" "
T-3-37	MAINTENANCE SHOP	180'X200'		FRAME
T-3-38	BASE ENG. SHOP	120X150'		"
T-3-39	OIL STORAGE			

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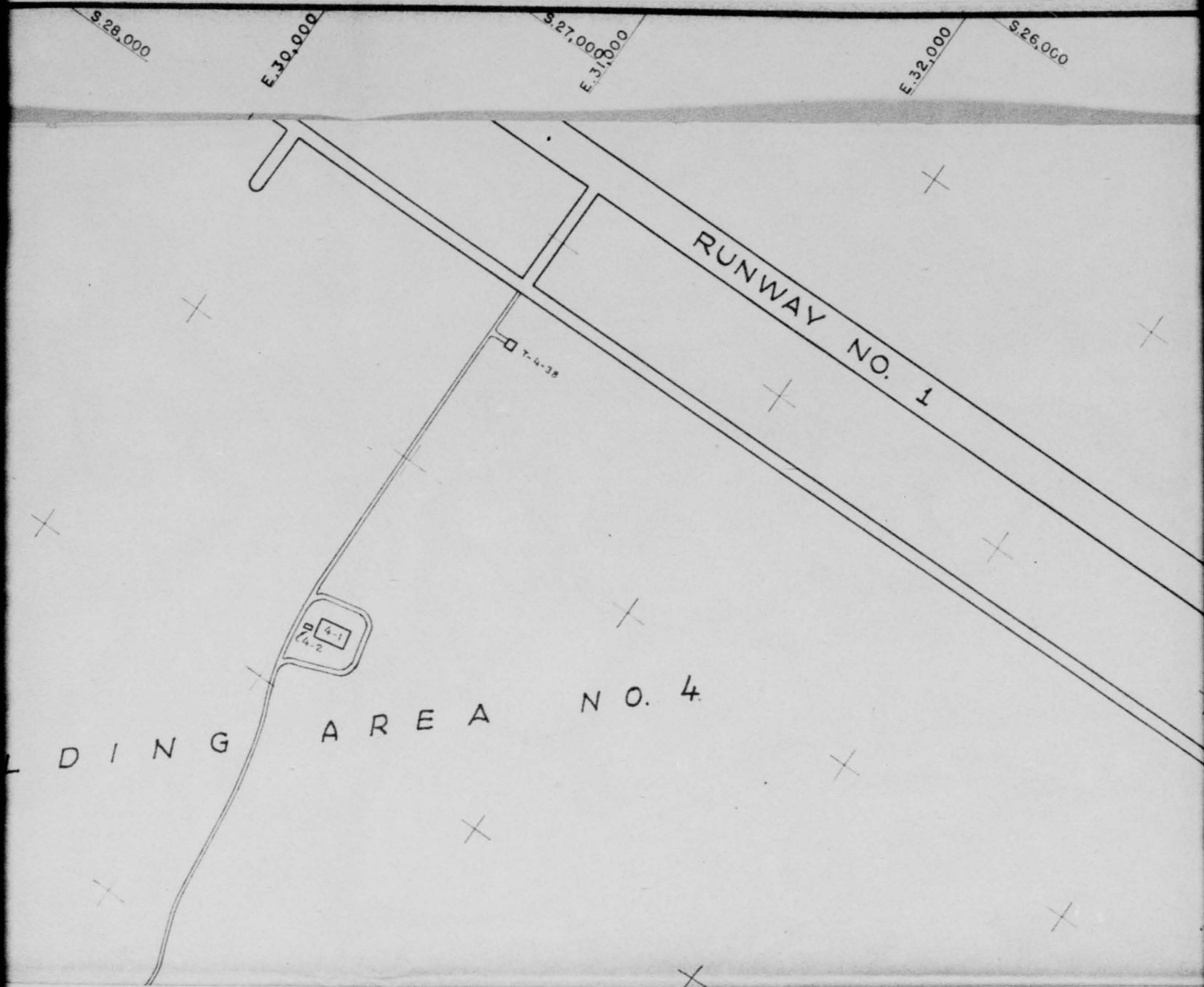

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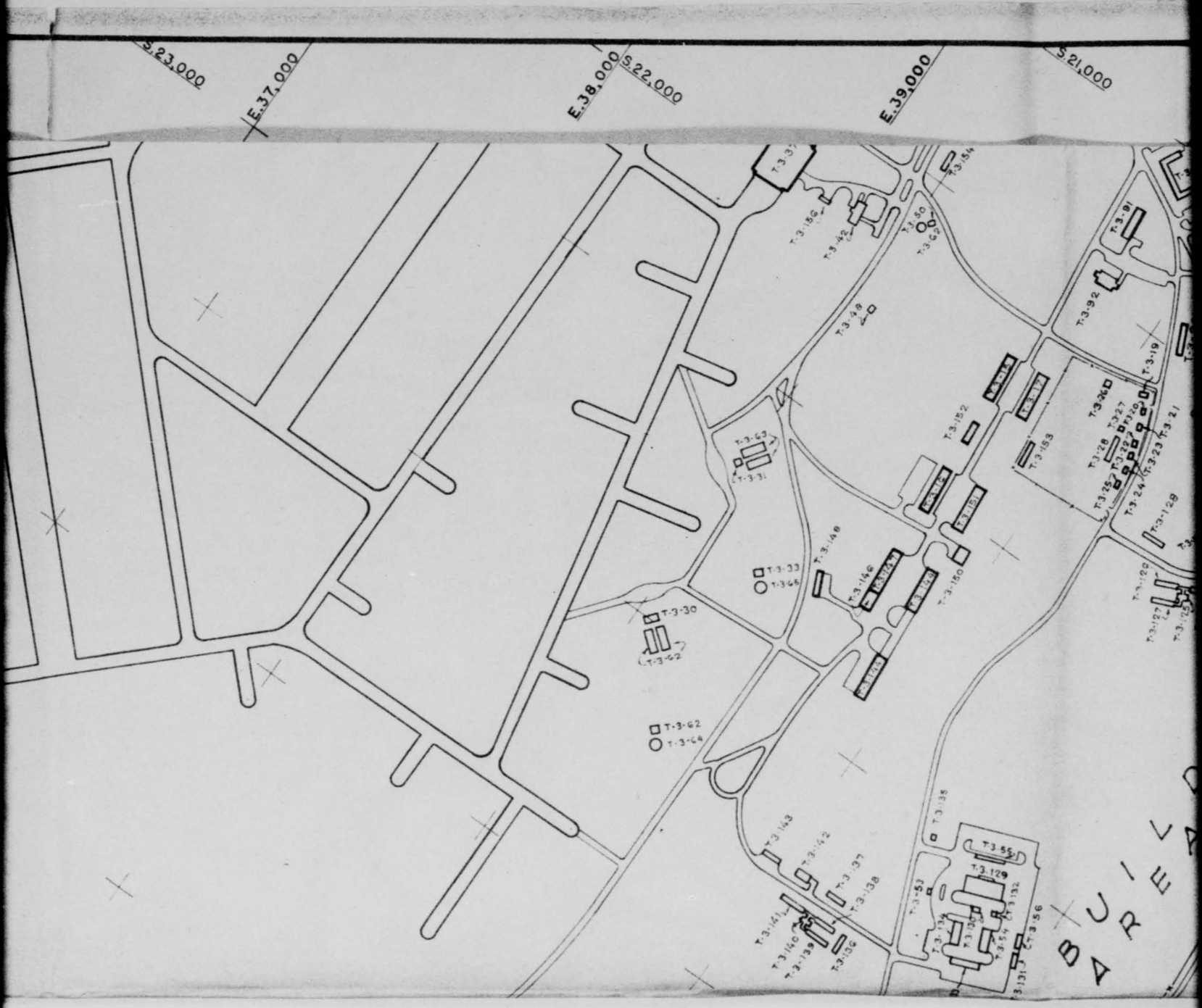

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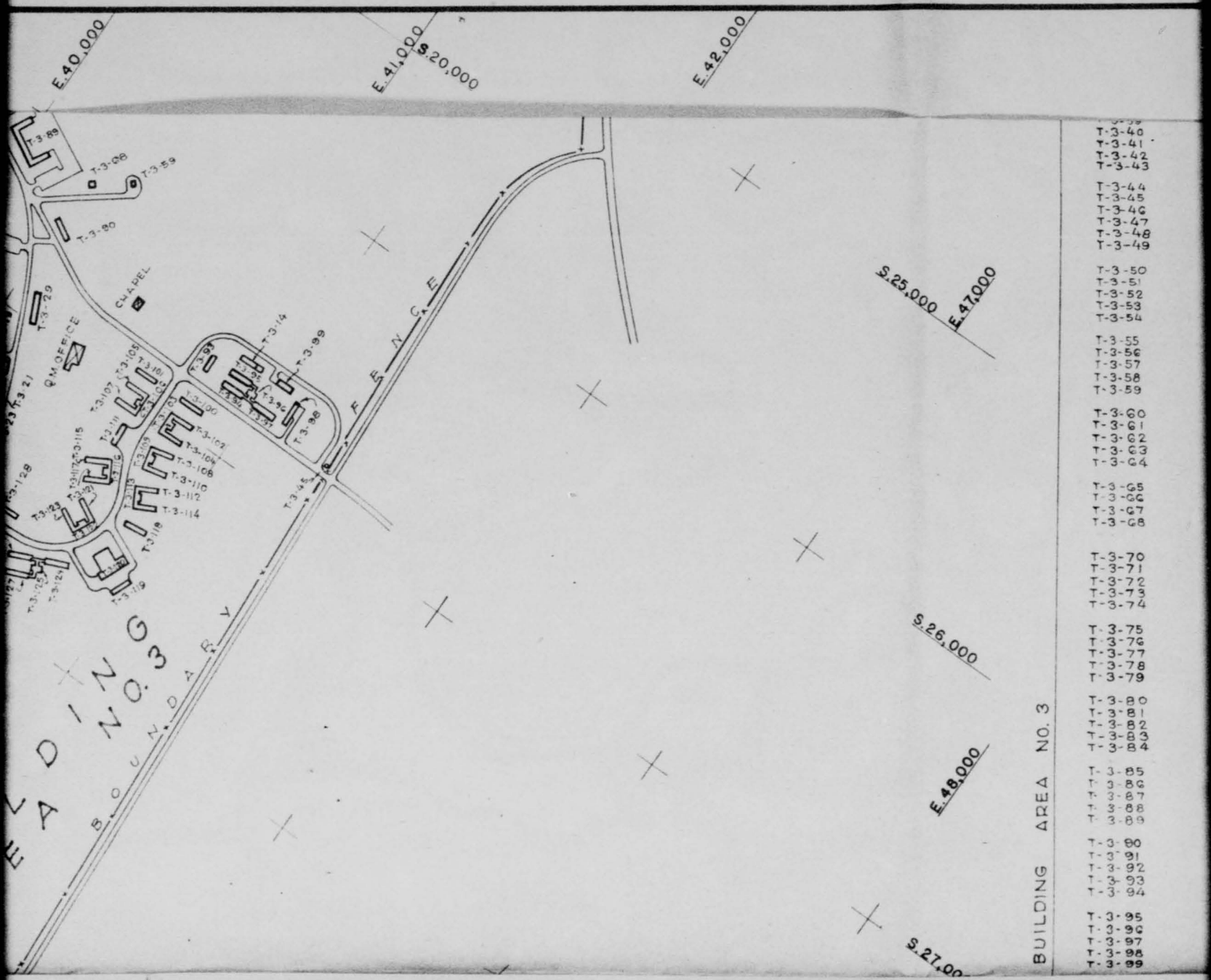

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OIL STORAGE	16 X14		CINDER BLOCK
" "	" "		" "
PAINT & DOPE STORAGE	20'X50'		" "
PARACHUTE BLDG.	20'X100'		FRAME
LINK TRAINER	20'X70'		CINDER BLOCK
SENTRY BOX	10'X10'		FRAME
" "	" "		"
" "	" "		"
TELEPHONE BLDG.	20'X120'		CINDER BLOCK
PUMP HOUSE	20'X20'		CONCRETE
" "	" "		"
PUMP HOUSE	10'X20'		CONCRETE
FIRE STATION	32'X32'		CINDER BLOCK
FLAG POLE	50' HIGH		WOOD
GAS STATION	20'X40'		CINDER BLOCK
MOTOR REPAIR SHOP	32'X88'		"
GREASE RACK	9'X112'		FRAME
WASH RACK	25'X60'		"
PX WAREHOUSE	20'X80'		CINDER BLOCK
SCHOOL	20'X130'		" "
PYRO STORAGE	25'X25'		" "
ORD. & SMALL ARMS	20'X60'		CINDER BLOCK
RESERVOIR		90,000 gals.	
STORAGE TANKS	2-10'X40'	2-25,000 "	STEEL
" "		" " "	"
" "		50,000 "	CONCRETE
STORAGE TANKS		50,000 gals.	CONCRETE
POST EXCHANGE	20X100'		CINDER BLOCK
BLDG. AREA ENGINEER			
GAS CHAMBER			
BARRACKS	20'X100'	50	CINDER BLOCK
LAVATORY	20'X32'	100	" "
BARRACKS	20'X100'	50	" "
"	" "	"	" "
LAVATORY	20'X32	100	" "
BARRACKS	20'X100'	50	CINDER BLOCK
"	" "	"	" "
LAVATORY	20'X32'	100	" "
BARRACKS	20'X100'	50	" "
ADMINISTRATION	" "		" "
MESS	48'X100'	308/400	CINDER BLOCK
SUPPLY	20'X80'		" "
BARRACKS	20'X100'	50	" "
LAVATORY	20'X24'		" "
"	" "		" "
BARRACKS	20'X100'		CINDER BLOCK
HEATING PLANT	30'X70'		" "
PHOTO. LAB.	25'X78'		" "
RECREATION	58'X100'		" "
POST EXCHANGE	48'X128'		" "
POST OFFICE	20'X100'		CINDER BLOCK
SERVICE CLUB	37'X132'		" "
TRAINING AUDITORIUM	50'X119'	500	" "
RECREATION	20'X72'		" "
BARRACKS	20'X100'		" "
BARRACKS	20'X100'	50	CINDER BLOCK
LAVATORY	20'X40'	150	" "
BARRACKS	20'X100'	50	" "
ADM & SUPPLY	" "	"	" "
MESS	40'X72'	160/184	" "

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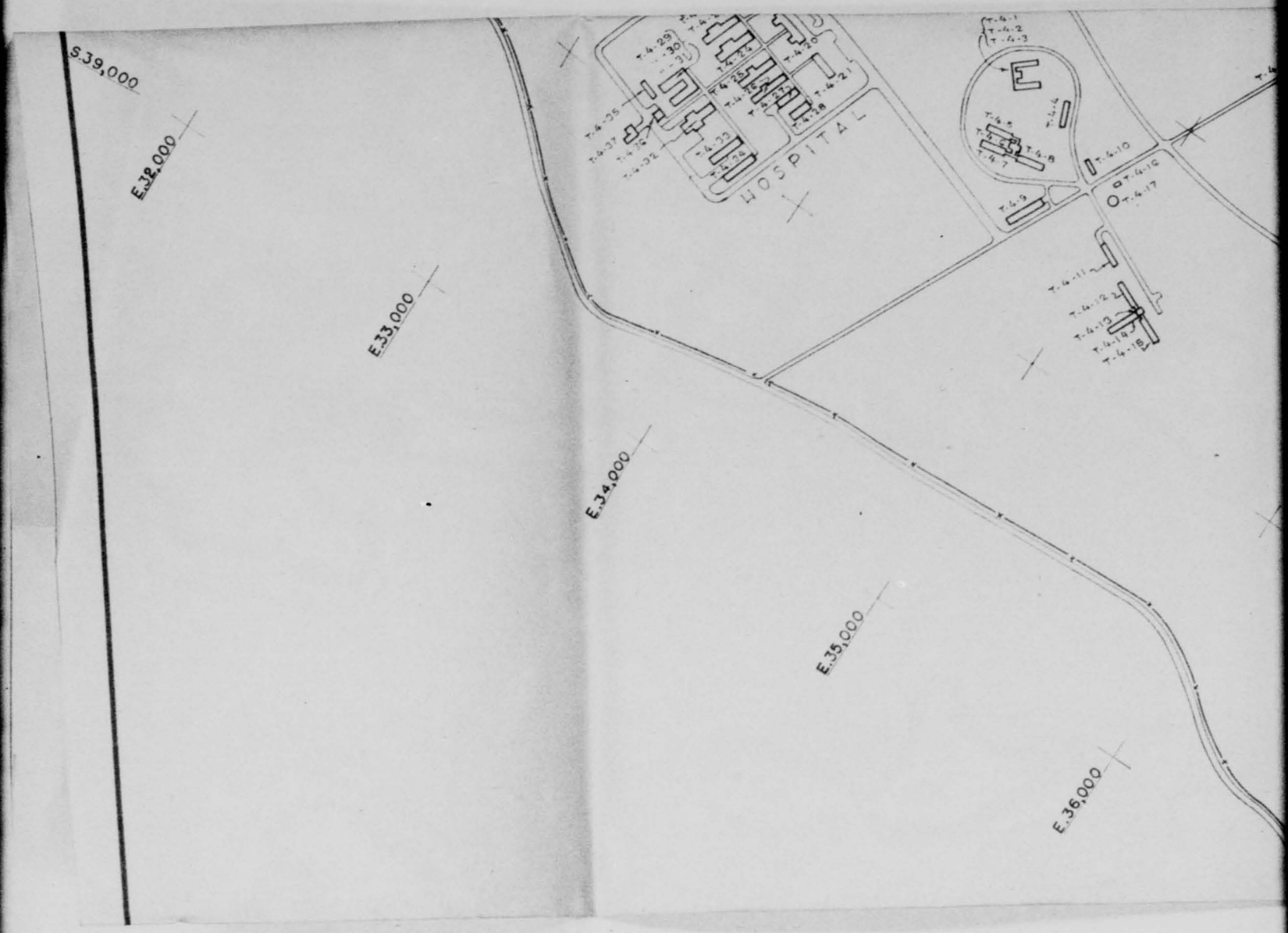

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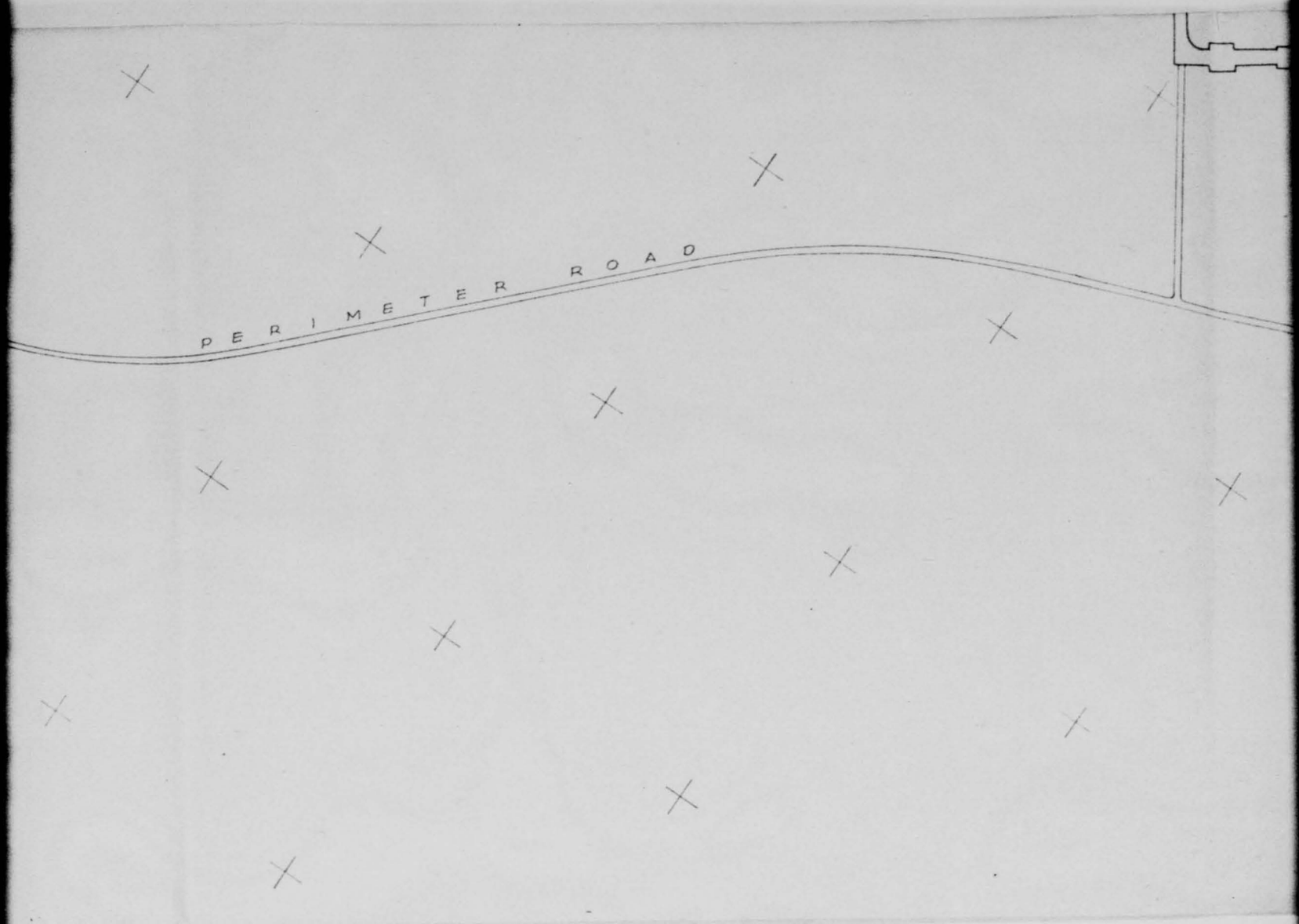

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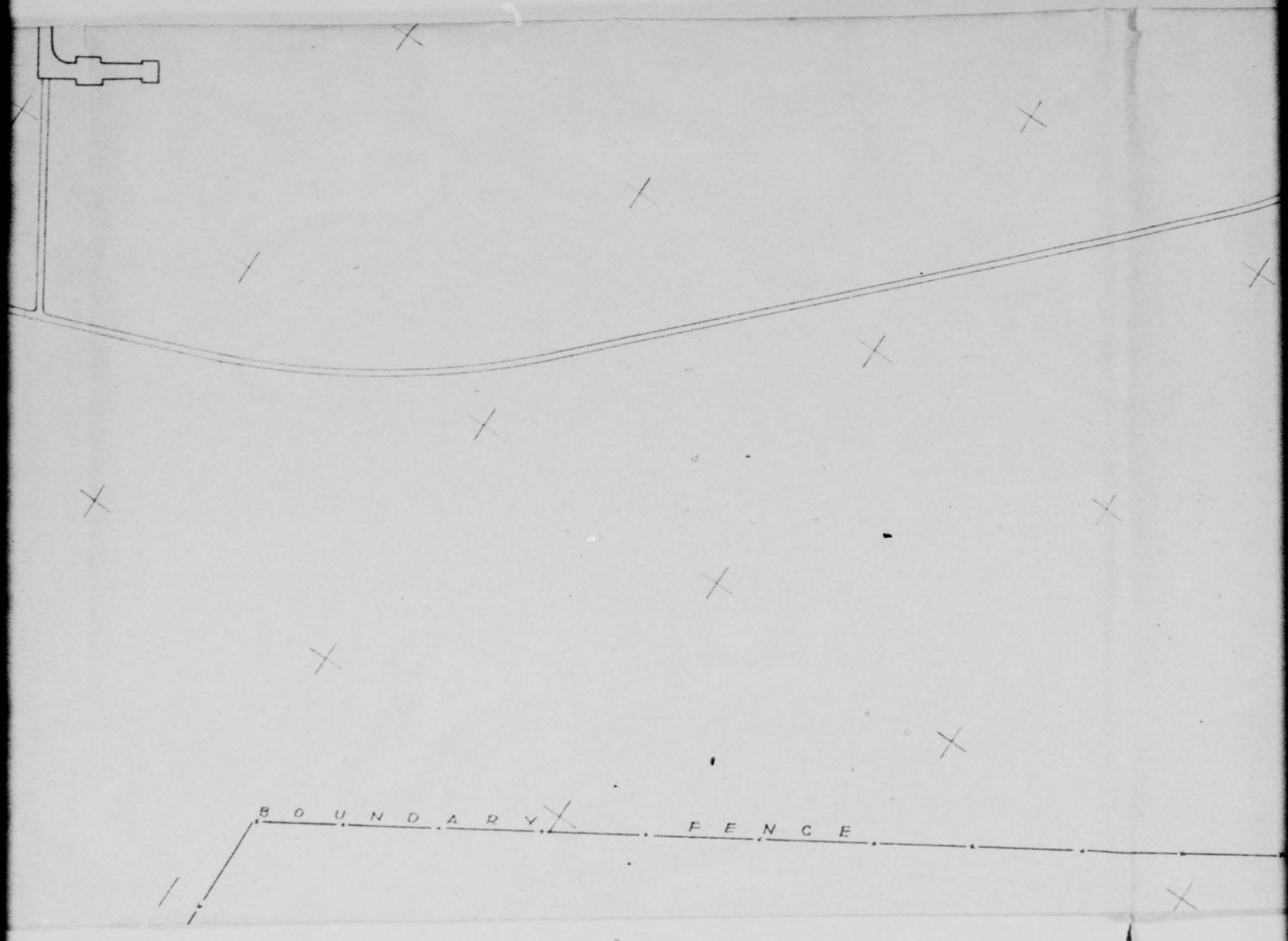

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T-3-100	RECREA
T-3-101	ADM.
T-3-102	BARRA
T-3-103	LAVATO
T-3-104	BARRA
T-3-105	BARRACK
T-3-106	LAVATO
T-3-107	BARRAC
T-3-108	"
T-3-109	LAVATOR
T-3-110	BARRACK
T-3-111	SUPPLY
T-3-112	BARRACK
T-3-113	LAVATOR
T-3-114	BARRACK
T-3-115	BARRACK
T-3-116	LAVATOR
T-3-117	BARRACK
T-3-118	RECREA
T-3-119	SUPPLY
T-3-120	MESS
T-3-121	BARRACKS
T-3-122	LAVATORY
T-3-123	BARRACK
T-3-124	"
T-3-125	LAVATORY
T-3-126	BARRACKS
T-3-127	"
T-3-128	ADM.
T-3-129	MOTOR R
T-3-130	HEATING
T-3-131	WASH RA
T-3-132	OIL STOR
T-3-133	GREASE R
T-3-134	MOTOR RE
T-3-135	DISPATCH
T-3-136	RECREAT
T-3-137	SUPPLY
T-3-138	BARRACK
T-3-139	"
T-3-140	LAVATOR
T-3-141	BARRACK
T-3-142	MESS
T-3-143	ADM.
T-3-144	WAREHOU
T-3-145	WAREHOU
T-3-146	COLD STO
T-3-147	WAREHOU
T-3-148	OFFICE &
T-3-149	QM OFFI
T-3-150	HEATING
T-3-151	WAREHO
T-3-152	SUB-DEPO
T-3-153	POST ENG
T-3-154	FINANCE
T-3-155	FLIGHT S
T-3-156	PAINT &
T-3-157	POST ADJ
T-3-158	POST OPE
T-3-159	TRAININ

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T-3-100	RECREATION	20'X100'		CINDER BLOCK
T-3-101	ADM.	" "		" "
T-3-102	BARRACKS	" "	50	" "
T-3-103	LAVATORY	20'X32'	100	" "
T-3-104	BARRACKS	20'X100'	50	" "
T-3-105	BARRACKS	20'X100'	50	CINDER BLOCK
T-3-106	LAVATORY	20'X32'	100	" "
T-3-107	BARRACKS	20'X100'	50	" "
T-3-108	"	" "	"	" "
T-3-109	LAVATORY	20'X32'	100	" "
T-3-110	BARRACKS	20'X100'	50	CINDER BLOCK
T-3-111	SUPPLY	20'X90'		" "
T-3-112	BARRACKS	20'X100'	50	" "
T-3-113	LAVATORY	20'X32'	100	" "
T-3-114	BARRACKS	20'X100'	50	" "
T-3-115	BARRACKS	20'X100'	50	CINDER BLOCK
T-3-116	LAVATORY	20'X32'	100	" "
T-3-117	BARRACKS	20'X100'	50	" "
T-3-118	RECREATION	" "		" "
T-3-119	SUPPLY	20'X90'		" "
T-3-120	MESS	124'X109'	476/1400	CINDER BLOCK
T-3-121	BARRACKS	20'X100'	50	" "
T-3-122	LAVATORY	20'X32'	100	" "
T-3-123	BARRACKS	20'X100'	50	" "
T-3-124	"	" "	"	" "
T-3-125	LAVATORY	20'X40'	150	CINDER BLOCK
T-3-126	BARRACKS	20'X100'	50	" "
T-3-127	"	" "	"	" "
T-3-128	ADM.	" "		" "
T-3-129	MOTOR REPAIR SHOP	64'X144'		" "
T-3-130	HEATING PLANT	20'X40'		CINDER BLOCK
T-3-131	WASH RACK	25'X60'		" "
T-3-132	OIL STORAGE	10'X14'		" "
T-3-133	GREASE RACK	9'X112'		FRAME
T-3-134	MOTOR REPAIR SHOP	32'X88'		CINDER BLOCK
T-3-135	DISPATCHER'S HOUSE	12'X10'		CINDER BLOCK
T-3-136	RECREATION	20'X100'		" "
T-3-137	SUPPLY	20'X90'		" "
T-3-138	BARRACKS	20'X100'	50	" "
T-3-139	"	" "	50	" "
T-3-140	LAVATORY	20'X40'	150	CINDER BLOCK
T-3-141	BARRACKS	20'X100'	50	" "
T-3-142	MESS	40'X72'	160/184	" "
T-3-143	ADM.	20'X100'		" "
T-3-144	WAREHOUSE	50'X192'		" "
T-3-145	WAREHOUSE	50'X192'		CINDER BLOCK
T-3-146	COLD STORAGE	45'X60'		" "
T-3-147	WAREHOUSE	50'X192'		" "
T-3-148	OFFICE & W'HSE	20'X100'		" "
T-3-149	QM OFFICE	20'X140'		" "
T-3-150	HEATING PLANT	50'X70'		CINDER BLOCK
T-3-151	WAREHOUSE	50'X192'		" "
T-3-152	SUB-DEPOT OFFICE	20'X100'		" "
T-3-153	POST ENG. W'HSE	32'X160'		" "
T-3-154	FINANCE OFFICE	20'X100'		" "
T-3-155	FLIGHT SURGEON	25'X78'		CINDER BLOCK
T-3-156	PAINT & DOPE	25'X24'		" "
T-3-157	POST ADM.			" "
T-3-158	POST OPERATIONS			" "
T-3-159	TRAINING AIDE			" "

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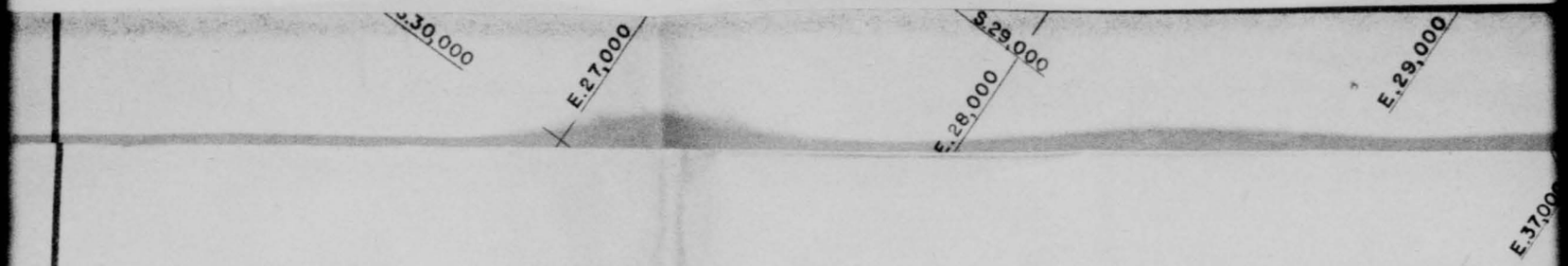

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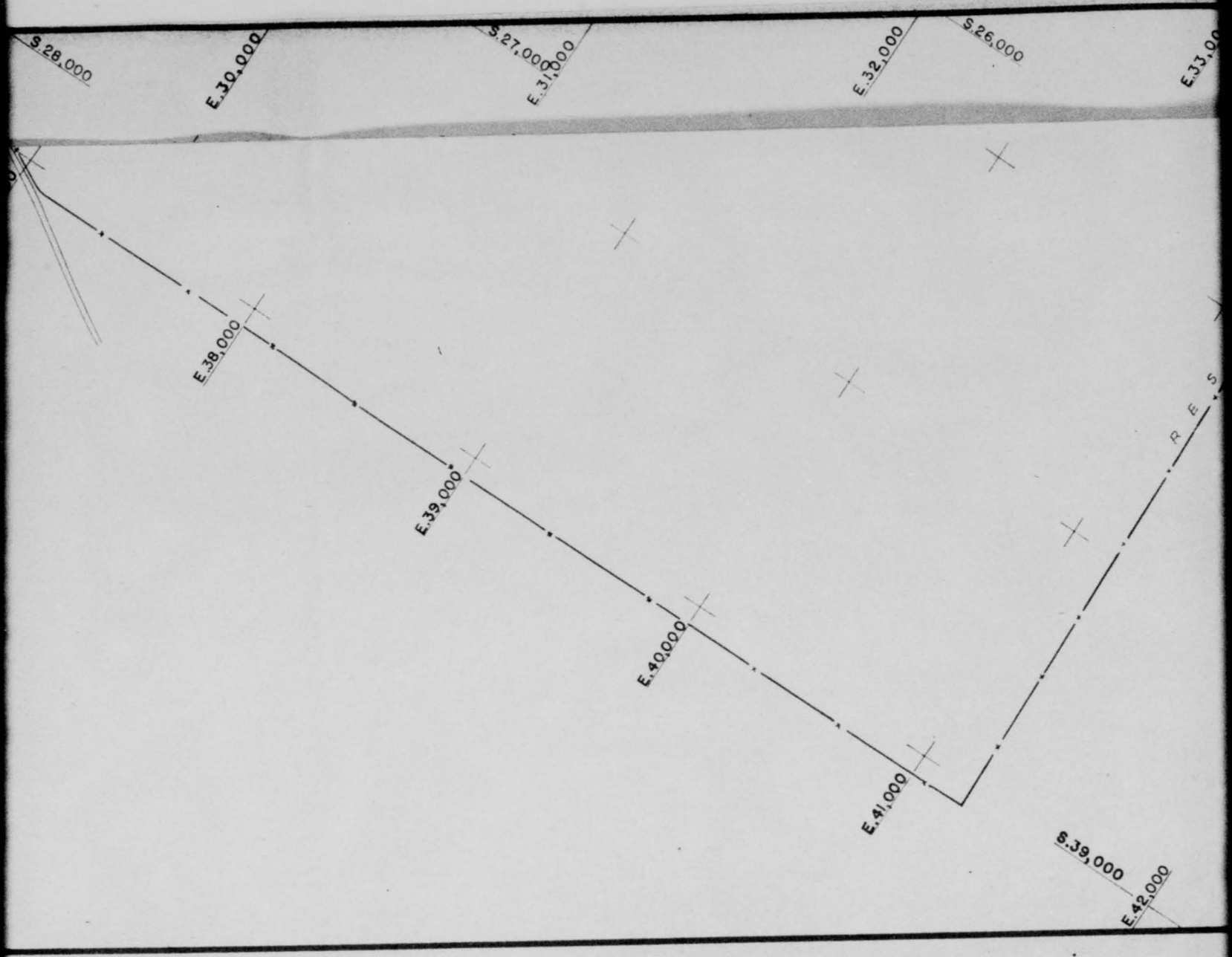

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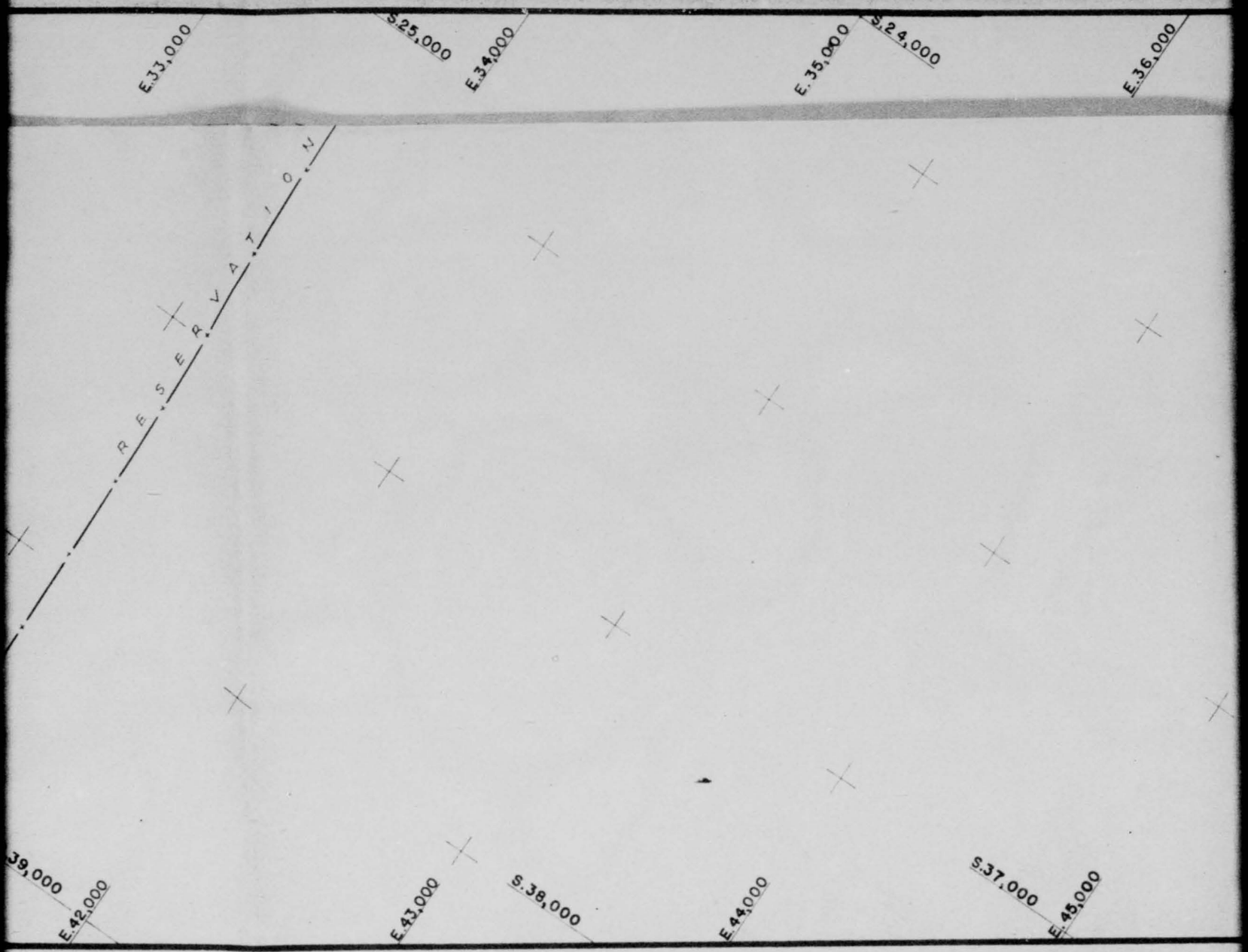

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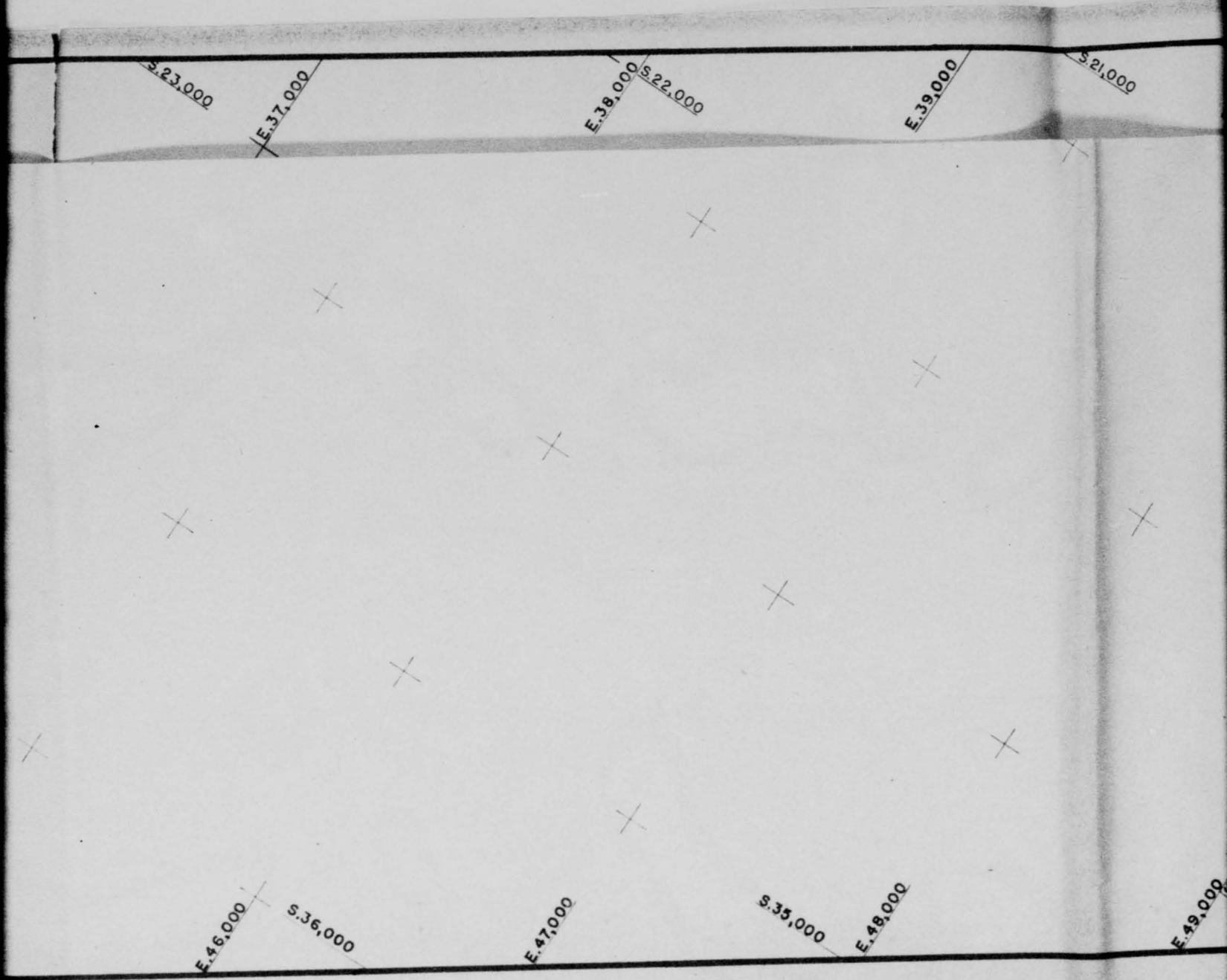

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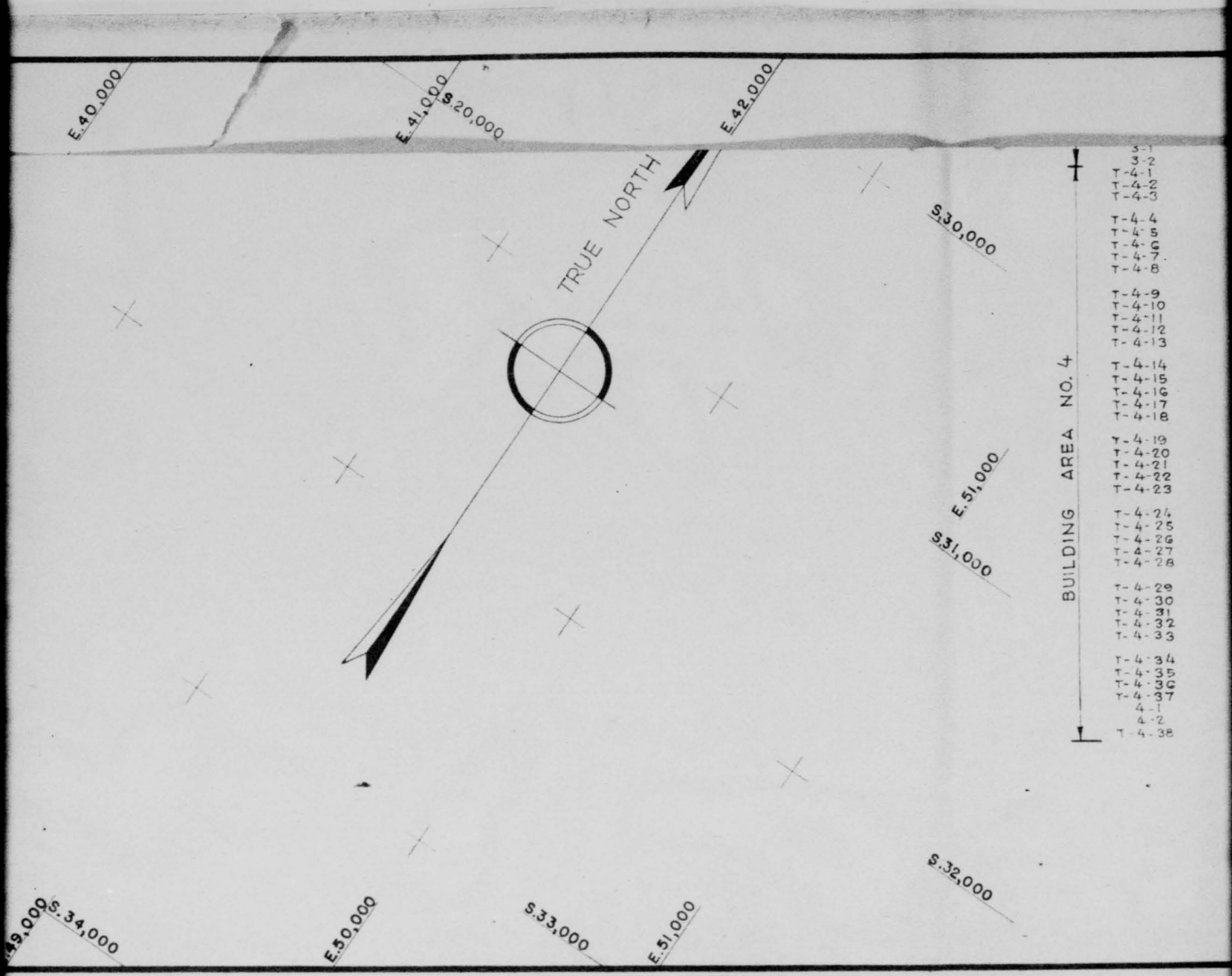

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-1	HANGAR	202X248		REENF. CONC.
-2	"	" "		" "
-1	BARRACKS	20'X100'	50	CINDER BLOCK
-2	LAVATORY	20'X32'	100	" "
-3	BARRACKS	20'X100'	50	" "
-4	ADM	20'X100'		CINDER BLOCK
-5	BARRACKS	" "	50	" "
-6	LAVATORY	20'X40'	150	" "
-7	BARRACKS	20'X100'	50	" "
-8	"	" "	"	" "
-9	MESS	20'X150'	256/280	CINDER BLOCK
-10	RECREATION	20'X72'		" "
-11	SUPPLY	20'X90'		" "
-12	OFFICERS Q.	20'X100'	16	" "
-13	LAVATORY	20'X24'	50	" "
-14	OFFICERS Q.	20'X100'	16	CINDER BLOCK
-15	" "	" "	"	" "
-16	PUMP HOUSE	16'X30'		CONC.
-17	RESERVOIR			STEEL
-18	PUMP HOUSE	11'X18'		CONC.
-19	NURSES Q. & MESS	30'X164'		CINDER BLOCK
-20	ADM. & SURGERY	26'X147'		" "
-21	OFFICER'S Q.	20'X100'		" "
-22	COMB. WARD	26'X151'		" "
-23	STANDARD WARD	" "		" "
-24	STANDARD WARD	26'X152'		CINDER BLOCK
-25	COMB. WARD	" "		" "
-26	" "	" "		" "
-27	INFIRMARY	26'X81'		" "
-28	DENTAL CLINC	25'X70'		" "
-29	BARRACKS	20'X100'	50	CINDER BLOCK
-30	LAVATORY	20'X32'	100	" "
-31	BARRACKS	20'X100'	50	" "
-32	MESS	25'X107'		" "
-33	STOREHOUSE	26'X120'		" "
-34	STOREHOUSE	20'X100'		CINDER BLOCK
-35	MED. DAY ROOM	20'X72'		" "
-36	HEATING PLANT	42'X44'		" "
-37	FIRE STATION	20'X88'		" "
-1	BUILDING	85'X112'		CINDER BL. & CONC
-2	EMERGENCY POWER	18'X25'		" "
-38	CRASH STATION	32'X32'		CINDER BLOCK

A
CAMP
GEN

IN 1 SHEET

1000

U.S. ENGINEER OFF

SUBMITTED:

C. V. Erree
Senior Engineer

RECOMMENDED:

E. A. Schmitt
Head Engineer

FI

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CORPS OF ENGINEERS, U. S. ARMY

ER BLOCK

ER BLOCK

ER BLOCK

ER BLOCK

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R BLOCK

BL. & CONC.
R BLOCK

ARMY AIR BASE
CAMP SPRINGS-MARYLAND
GENERAL PLAN

IN 1 SHEET

1000 0 500 1000 1500 2000 FT

SCALE: 1:4800

U.S. ENGINEER OFFICE WASHINGTON, D.C. FEB., 1944

SUBMITTED:

C. L. Pierce
Senior Engineer

APPROVED FOR THE DISTRICT ENGINEER

B. Lyon Bird
Lt. Col., Corps of Engineers
Chief, Engineering Division

RECOMMENDED:

E. A. Schmitt
Head Engineer

Drawn by: L.W.C.
Checked by: L.W.C.

FILE NO: B-385-91

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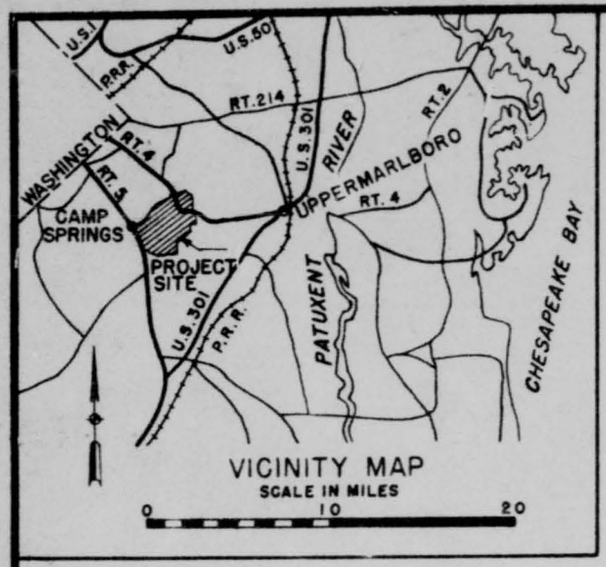

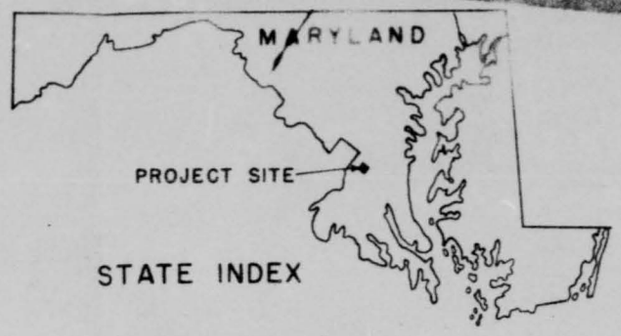

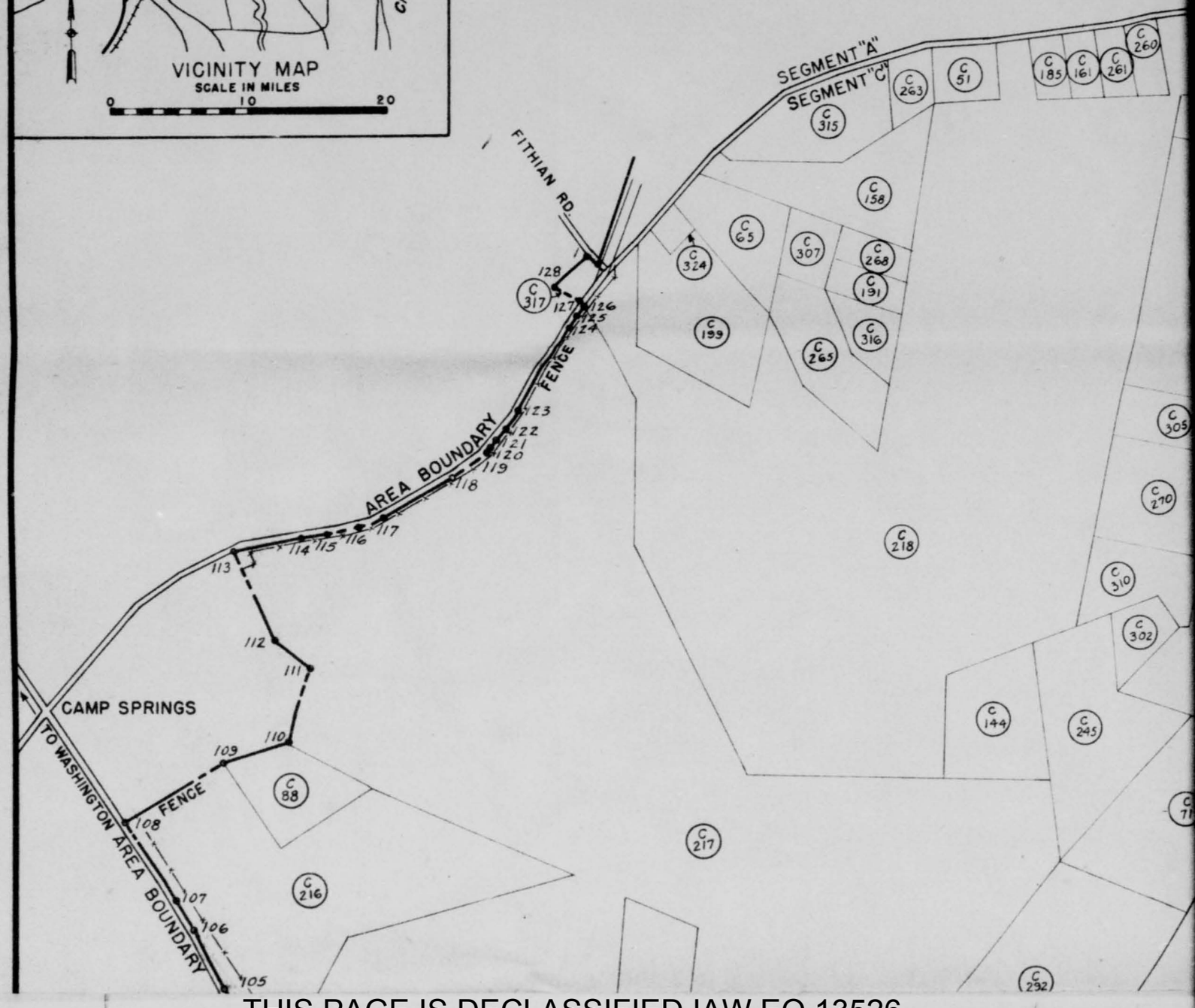

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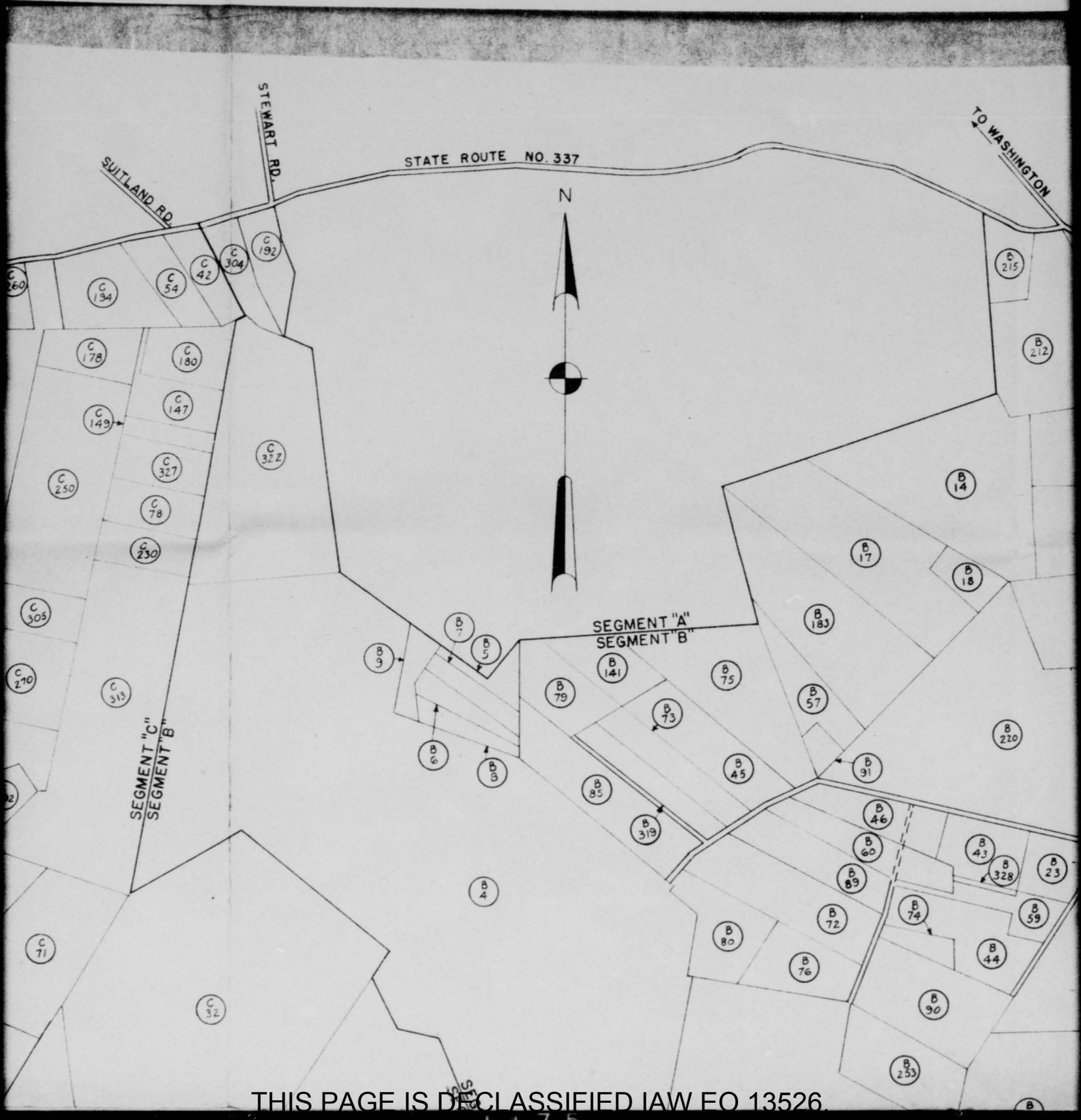

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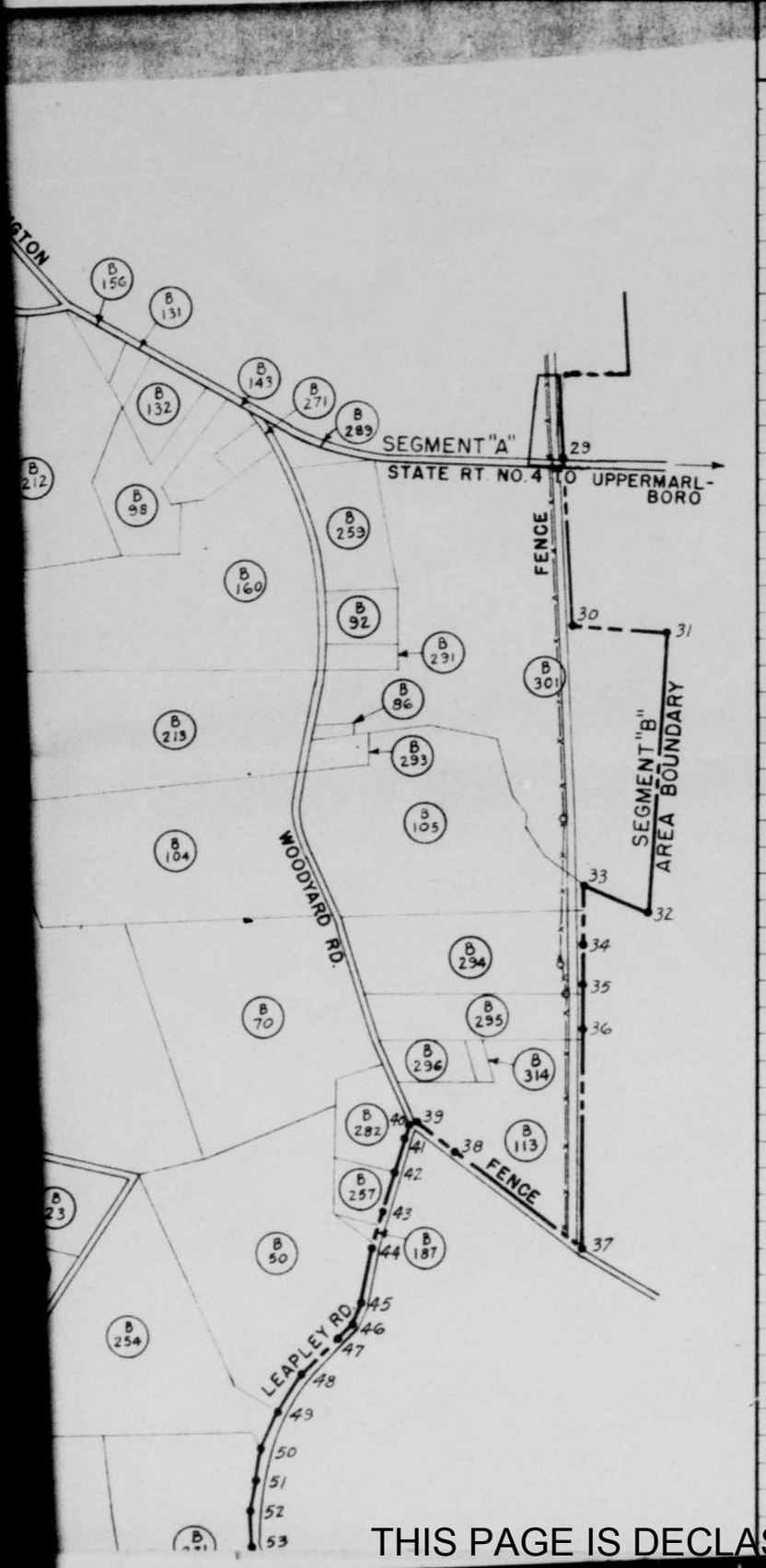

TRACT NO	VENDOR	ACRES
B 4	U S A	200.00
B 5	RALPH W. AMOS	2.27
B 7	JAMES EDWARD AMOS	2.27
B 8	ERNEST REGINALD AMOS	2.27
B 9	FERDINAND FRANKLIN AMOS	2.27
B 14	ROSE E. CHLOPICKI, ET AL.	26.50
B 17	HEDWIG A. SMOLINSKI	22.00
B 18	EDWARD T. SMOLINSKI, ET AL.	3.00
B 43	MINNIE O. SEICHREST, ET AL.	5.00
B 44	FREDA C. HILL, ET AL.	10.58
B 45	WILLIE & FRANK WEIKINGER	10.00
B 46	NETTIE R. MIDDLETHON, ET AL.	6.00
B 50	EUGENE C. FORD	22.00
B 57	JULIUS CAESER CHLOPICKI JR.	5.00
B 59	ELLEN M. HILL	4.55
B 60	ANASTIA L. MORGAN	6.75
B 70	WILLIAM CUMMINS	31.20
B 72	PHILIP & ROSE DISTL	11.50
B 73	FRANK DEROOSE	5.00
B 74	WILLIAM S. GREEN	1.87
B 75	WILLIAM S. GREEN	14.33
B 76	F. A. GARVIN	6.03
B 79	C. A. & TRESSIE C. MERFA	6.24
B 80	JAMES E. SNYDER	6.14
B 85	THOMAS CHICK	14.48
B 86	EMANUEL STEVENSON	0.25
B 89	A. NORMAN KILMARTIN	5.56
B 90	WALLACE L. HALL	12.38
B 91	FRANK W. WARNER	1.29
B 92	MARGARET A. FRITSCH	2.00
B 98	RONALD H. POUNSBERRY, ET AL.	5.62
B 104	IRA D. MEASELL	24.44
B 105	ALBERT N. OBER EST.	19.28
B 113	LEROY PUMPHREY	13.75
B 131	SAMUEL W. & PEARL M. DODGE	0.68
B 132	FRANCIS P. & MARGARET WHITE	2.52
B 141	LEONARD C. ANDERSON	4.71
B 143	EVERETT E. PUMPHREY	1.90
B 156	NORMAN V. & RUTH JOY	0.71
B 160	CORA P. MAYBERRY	23.53
B 183	ROSE ELIZABETH CHLOPICKI	20.00
B 187	FORRESTVILLE LODGE I.O.O.F. 2835	0.25
B 188	EMMETT P. & ANNA W. DYER	70.00
B 192	JAMES B. & AGNES I. BLAND	4.00
B 212	AUGUSTA E. TRABAND CROWLEY	16.17
B 213	CLARENCE B. WEAVER	19.90
B 214	L. CALVIN MATTHEWS	156.86
B 215	SUE SHARP	3.56
B 220	CHARLES CLAGGETT, ET AL.	45.085
B 221	ADELINE TRABAND DASHIELL	20.67
B 253	ZEFF SCHLOSBERG	10.00
B 254	JOHN PROCTOR, ET AL.	22.54
B 257	BOARD OF EDUCATION, P.G.CO.	2.00
B 259	" "	4.947
B [illegible]	GEORGE A. BOTELER	0.97

FINA

STATE M
COUNTY
DIVISION
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SERVICE
USING AC
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6 MIL

—TRAN

P.R.R.
RT. 4. & RT.
U.S. 301

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8	EDWARD T. SMOLINSKI, ET AL.	3.00
3	MINNIE O. SEICHREST, ET AL.	5.00
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6	NETTIE R. MIDDLETHON, ET AL.	6.00
0	EUGENE C. FORD	22.00
7	JULIUS CAESER CHLOPICKI JR.	5.00
9	ELLEN M. HILL	4.55
0	ANASTIA L. MORGAN	6.75
0	WILLIAM CUMMINS	31.20
2	PHILIP & ROSE DISTL	11.50
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0	JAMES E. SNYDER	6.14
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6	EMANUEL STEVENSON	0.25
9	A. NORMAN KILMARTIN	5.56
0	WALLACE L. HALL	12.38
1	FRANK W. WARNER	1.29
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1	ADELINE TRABAND DASHIELL	20.67
3	ZEFF SCHLOSBERG	10.00
4	JOHN PROCTOR, ET AL.	22.54
7	BOARD OF EDUCATION, P.G.CO.	2.00
9	" "	4.947
1	GEORGE A. BOTELER	0.97

FINAL PROJECT OWNERSHIP

(TYPE OF MAP)

STATE MARYLAND

COUNTY PRINCE GEORGES

DIVISION MIDDLE ATLANTIC

DISTRICT WASHINGTON

SERVICE COMMAND THIRD

USING AGENCY U.S.A.A.F.

6 MILES S.E. OF WASHINGTON, D.C.

6 MILES W. OF UPPERMARLBORO

—TRANSPORTATION FACILITIES—

P.R.R.	RAILROAD
RT. 4. & RT. 5.	STATE ROAD
U.S. 301	FEDERAL ROAD
	AIRLINE

— LAND AREA —

ACRES OWNED BY W.D.	4458.701
ACRES LEASED BY W.D.	NONE
ACRES LEASED FROM W.D.	NONE
ACRES TRANSFERRED TO W.D.	NONE
ACRES DONATED TO W.D.	NONE

— DISPOSALS —

ACRES SOLD	NONE
ACRES TRANSFERRED	NONE
ACRES EXCHANGED	NONE
ACRES OTHERWISE	NONE

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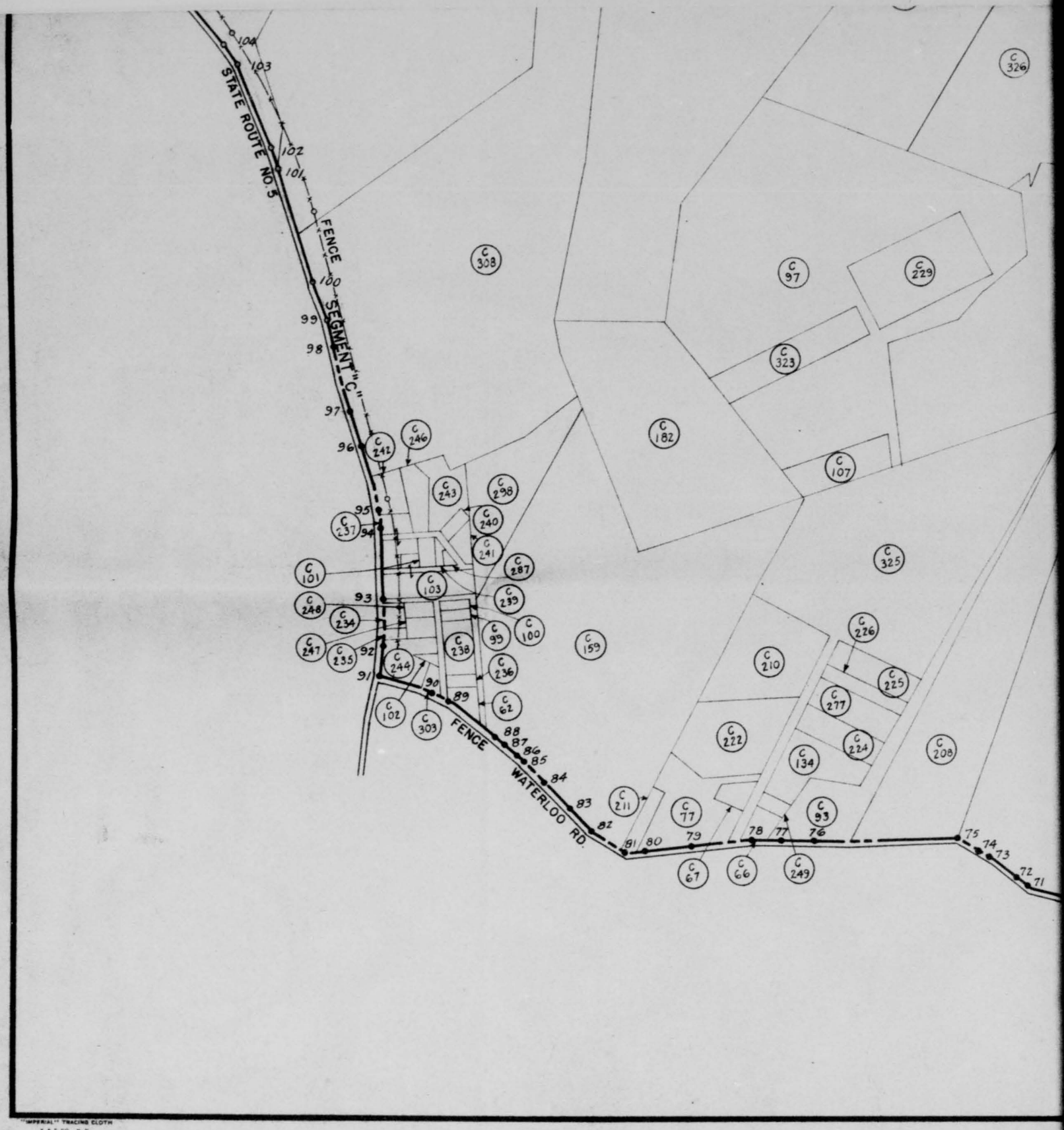

"IMPERIAL" TRACING CLOTH
K & E CO., N. Y.

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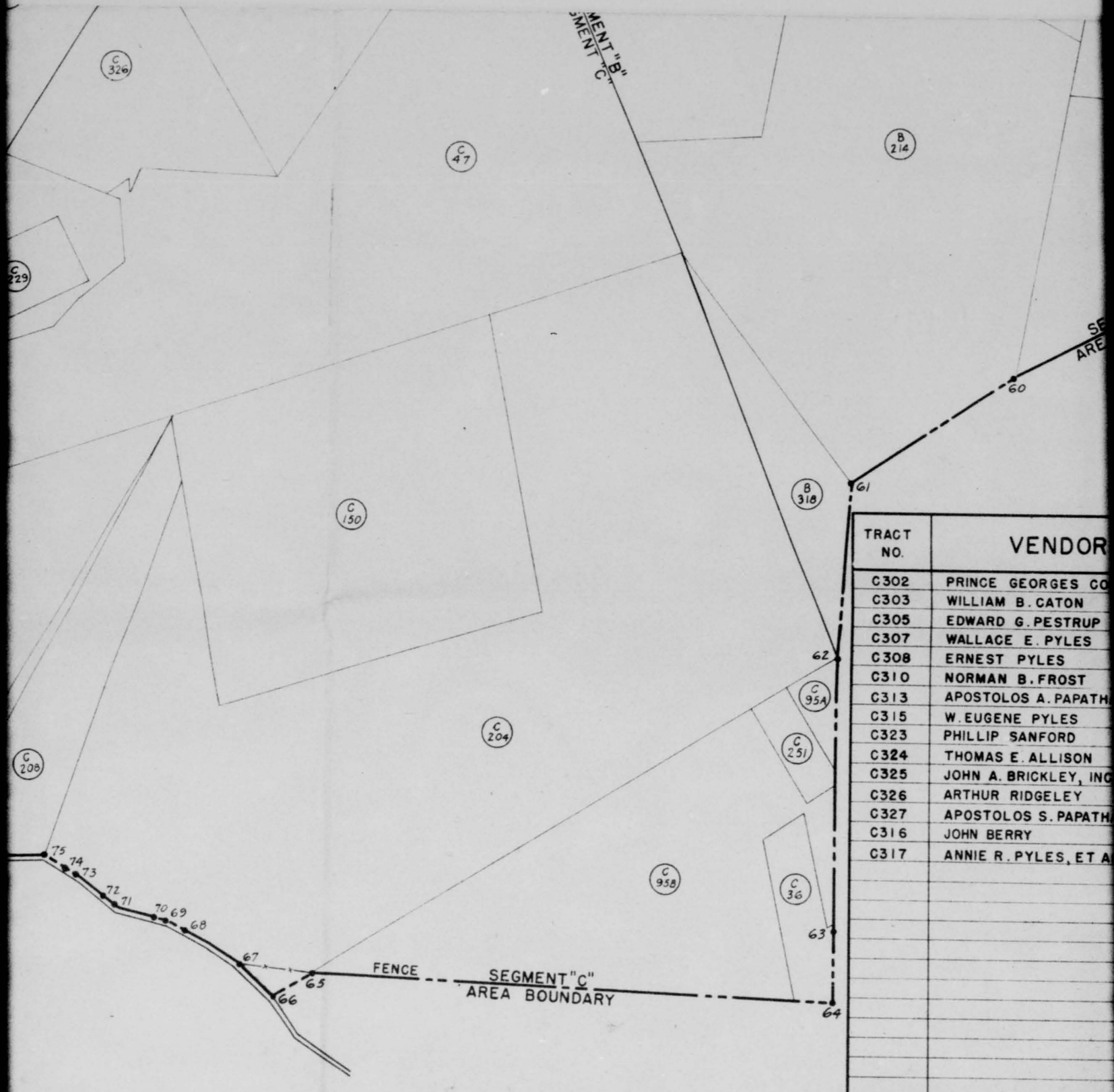

TRACT NO.	VENDOR
C302	PRINCE GEORGES CO
C303	WILLIAM B. CATON
C305	EDWARD G. PESTRUP
C307	WALLACE E. PYLES
C308	ERNEST PYLES
C310	NORMAN B. FROST
C313	APOSTOLOS A. PAPATH
C315	W. EUGENE PYLES
C323	PHILLIP SANFORD
C324	THOMAS E. ALLISON
C325	JOHN A. BRICKLEY, INC
C326	ARTHUR RIDGELEY
C327	APOSTOLOS S. PAPATH
C316	JOHN BERRY
C317	ANNIE R. PYLES, ET A

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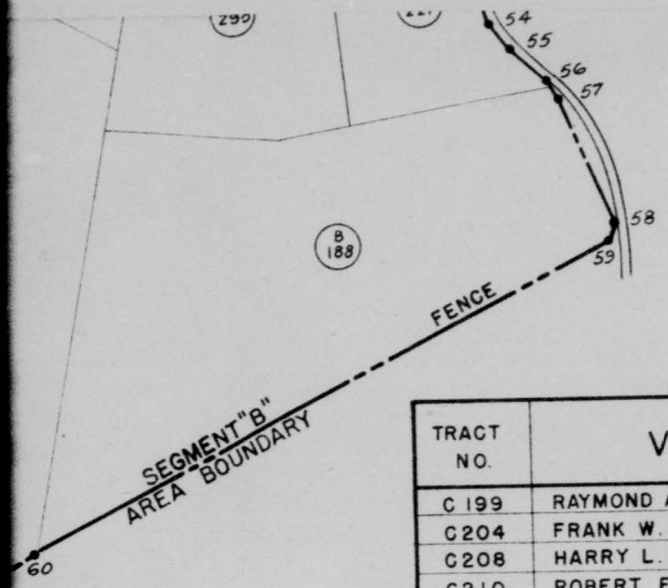

VENDOR	ACRES
E GEORGES COUNTY	3.00
M B. CATON	0.16
RD G. PESTRUP	5.00
ACE E. PYLES	4.00
ST PYLES	98.13
AN B. FROST	6.82
TOLOS A. PAPATHANASIADYS	38.50
GENE PYLES	7.00
IP SANFORD	6.00
AS E. ALLISON	1.00
A. BRICKLEY, INC.	47.80
UR RIDGELEY	35.20
TOLOS S. PAPATHANSIADYS	5.00
BERRY	2.00
E R. PYLES, ET AL.	1.00

TRACT NO.	VENDOR	ACRES
C 199	RAYMOND A. HARRIS	14.97
C204	FRANK W. MONTGOMERY, ET AL.	265.55
C208	HARRY L. DRUM	29.26
C210	ROBERT E. MCKNEW, ET AL.	9.13
C211	JOHN J. QUEENEY	0.898
C216	J. HARRY LEY	43.77
C217	C. CHESTER PYLES	308.45
C218	WALLACE E. PYLES	220.38
C222	W.E. & MARGARET WINSTEAD	7.32
C224	JOHN E. KILLINGER, ET AL.	2.50
C225	JAMES & CHATTIE KONTILAS	3.31
C226	WOODVILLE S. BROWN, ET AL.	1.69
C229	JOHN W. ROBINSON, ET AL.	10.00
C230	CATHERINE & ROBERT L. CHESSER	5.00
C234	ARTHUR M. RENNO	0.72
C235	JOSEPH FRANCIS HART	0.32
C236	DANIEL A. ABBOTT	0.40
C237	WILLIAM B. CATON	1.57
C238	J. ANDREW CARRICO, ET AL.	2.02
C239	" "	0.23
C240	JAMES A. CLOHESSY, ET AL.	0.60
C241	CLARENCE H. COLE, ET AL.	0.68
C242	BLANCHE E. FUGITT	1.34
C243	CHARLES L. HALL, ET AL.	2.76
C244	JOSEPH S. HART, ET AL.	2.27
C245	GENEVA M. THOMAS	15.564
C246	JAMES RICHARD HART	1.48
C247	LEWIS JENKINS	0.74
C248	CLARA P. SAMSEL	0.55
C249	JAMES T. LOVELESS, ET AL.	0.459
C250	HERBERT D. COPELAND, ET AL.	25.00
C251	EDITH M. AYMAN	4.80
C260	WILLIAM O. BROWN	1.86
C261	GRACE M. PROCTOR	1.64
C263	LOUIS W. HENDERSON	2.00
C265	HARRIET P. KETTLE EST.	9.25
C268	J. FRANK PARRAN	2.68
C270	TERESA J. PHILLIPS	10.00
C277	JOSEPH W. REVELL, ET AL.	3.40
C287	WILLIAM B. CATON	0.13
C292	EVERETT PUMPHREY	36.00
C298	J. ANDREW CARICO, ET AL.	10.00

B282	RICHARD H. VENDANGE, ET AL.	3.80
B289	MARY R. KIDWELL	1.00
B290	AUGUSTA E. TRABAND CROWLEY	24.67
B291	ROBERT WM & LILLIE SIMMS	1.00
B293	JEAN & EMMA CUMMINS	1.00
B294	ANNIE & EMANUEL GIBIS	10.00
B295	ANNIE BELL WHITE	5.00
B296	JAMES T. & BERTHA L. MILLARD	2.00
B301	COLUMBUS PUMPHREY EST.	49.853
B304	HERBERT S. & THOMAS D. GATES	3.75
B314	MATTIE GROSS	029
B318	TERESA J. PHILIPS, ET AL.	17.50
B319	GEORGE E. RUDDY	5.00
B322	L. CALVIN MATTHEWS	29.64
B328	JAMES H. CISSEL	0.16
B 6	CLAUDE BRUCE AMOS	2.27
B 23	WILLIAM S. GREEN	5.00
C 32	CECIL S. GILBERT	85.71
C 36	FRANCIS OSMAN, ET UX.	8.70
C 42	IRVING MAYHEW	3.87
C 47	GRACE A. CAMPBELL	182.30
C 51	PETER COKINOS	2.93
C 54	CHARLES G. LEDERER	3.973
C 62	HAROLD H. & EFFIE G. LANGER	0.72
C 65	CLARENCE E. TRAFT	5.00
C 66	CHARLES ROBERT MORTON	1.016
C 67	CHARLES E. WALKER, SR., ET AL.	0.76
C 71	AARON L. & JULIET BLONDHEIM	18.564
C 77	JOHN A. BRICKLEY, INC.	6.60
C 78	JOSEPH & HELEN GEIGER	5.00
C 88	JOHN A. & RENA A. SMITH	7.00
C 93	FRANK W. MONTGOMERY	10.03
C 95	JOHN A. BRICKLEY	83.00
C 97	" "	79.81
C 99	WILLIAM E. LAUGHLIN, ET AL.	0.40
C100	LOUIS W. & JESSIE M. FELKER	0.40
C101	SAMUEL KARMEL	0.58
C102	LENORA WILLIAMS	0.20
C103	VITTORIO VIDI	2.56
C107	KENNETH C. TRAVIS	4.00
C134	SAMUEL M. PAYNE	4.34
C144	JOHN H. BRICKLEY	12.11
C147	THOMAS G. NEAL	5.00
C149	ANNE SUE & TYSON H. FOX	2.00
C150	NITA S. HINMAN	100.00
C158	HUNTER C. HIBBERT, ET AL.	12.00
C159	THOMAS J. VESSELS, ET AL.	76.80
C161	THEODORE CHIMBOS	1.62
C178	BERNARD L. RUPPERT	5.00
C180	AILEEN SCHUBERT CAMPBELL	5.58
C182	DAVID & BERTHA MILLER	35.10
C185	GRACE & GEORGE C. PROCTOR	1.50
C191	JAMES B. MACHALL	2.00
C194	MATTIE & SAMUEL JEFFRIES	7.60

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B282	RICHARD H. VENDANGE, ET AL.	3.80
B289	MARY R. KIDWELL	1.00
B290	AUGUSTA E. TRABAND CROWLEY	24.67
B291	ROBERT WM & LILLIE SIMMS	1.00
B293	JEAN & EMMA CUMMINS	1.00
B294	ANNIE & EMANUEL GIBIS	10.00
B295	ANNIE BELL WHITE	5.00
B296	JAMES T. & BERTHA L. MILLARD	2.00
B301	COLUMBUS PUMPHREY EST.	49.853
B304	HERBERT S. & THOMAS D. GATES	3.75
B314	MATTIE GROSS	029
B318	TERESA J. PHILIPS, ET AL.	17.50
B319	GEORGE E. RUDDY	5.00
B322	L. CALVIN MATTHEWS	29.64
B328	JAMES H. CISSEL	0.16
B 6	CLAUDE BRUCE AMOS	2.27
B 23	WILLIAM S. GREEN	5.00
C 32	CECIL S. GILBERT	85.71
C 36	FRANCIS OSMAN, ET UX.	8.70
C 42	IRVING MAYHEW	3.87
C 47	GRACE A. CAMPBELL	182.30
C 51	PETER COKINOS	2.93
C 54	CHARLES G. LEDERER	3.973
C 62	HAROLD H. & EFFIE G. LANGER	0.72
C 65	CLARENCE E. TRAFT	5.00
C 66	CHARLES ROBERT MORTON	1.016
C 67	CHARLES E. WALKER, SR., ET AL.	0.76
C 71	AARON L. & JULIET BLONDHEIM	18.564
C 77	JOHN A. BRICKLEY, INC.	6.60
C 78	JOSEPH & HELEN GEIGER	5.00
C 88	JOHN A. & RENA A. SMITH	7.00
C 93	FRANK W. MONTGOMERY	10.03
C 95	JOHN A. BRICKLEY	83.00
C 97	" "	79.81
C 99	WILLIAM E. LAUGHLIN, ET AL.	0.40
C100	LOUIS W. & JESSIE M. FELKER	0.40
C101	SAMUEL KARMEL	0.58
C102	LENORA WILLIAMS	0.20
C103	VITTORIO VIDI	2.56
C107	KENNETH C. TRAVIS	4.00
C134	SAMUEL M. PAYNE	4.349
C144	JOHN H. BRICKLEY	12.11
C147	THOMAS G. NEAL	5.00
C149	ANNE SUE & TYSON H. FOX	2.00
C150	NITA S. HINMAN	100.00
C158	HUNTER C. HIBBERT, ET AL.	12.00
C159	THOMAS J. VESSELS, ET AL.	76.80
C161	THEODORE CHIMBOS	1.62
C178	BERNARD L. RUPPERT	5.00
C180	AILEEN SCHUBERT CAMPBELL	5.58
C182	DAVID & BERTHA MILLER	35.10
C185	GRACE & GEORGE C. PROCTOR	1.50
C191	JAMES B. MACHALL	2.00
C194	MATTIE & SAMUEL JEFFRIES	7.60

LEGEND

RESERVATION LINE

STATE OR PROVINCE LINE

COUNTY LINE

CIVIL DISTRICT PRECINCT

LAND-GRANT LINE

CITY, VILLAGE, OR BOROUGH

CEMETERY, SMALL PARK, ETC.

TOWNSHIP LINE

SECTION LINE

Scale

1 IN. = 660 FT.

1000' 0' 1000' 2000'

WAR DEPARTMENT, O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE
CAMP SPRINGS AIR BASE
FIGHTER COMMAND STATION
MILITARY RESERVATION

RECOMMENDED: Benjamin A. Root ASSOCIATE ENGINEER DATE 20 Aug. 1943

APPROVED: R. T. Blair Jr. MAJOR, CORPS OF ENGINEERS DATE 20 Aug. 1943

COMPILED: J.D.P. TRACED: J.D.P. CHECKED: B.A.P.

DATE	BY	REVISIONS	APPROVED

SHEET: 2 OF 2 DRAWING NO. M.A.D. 21

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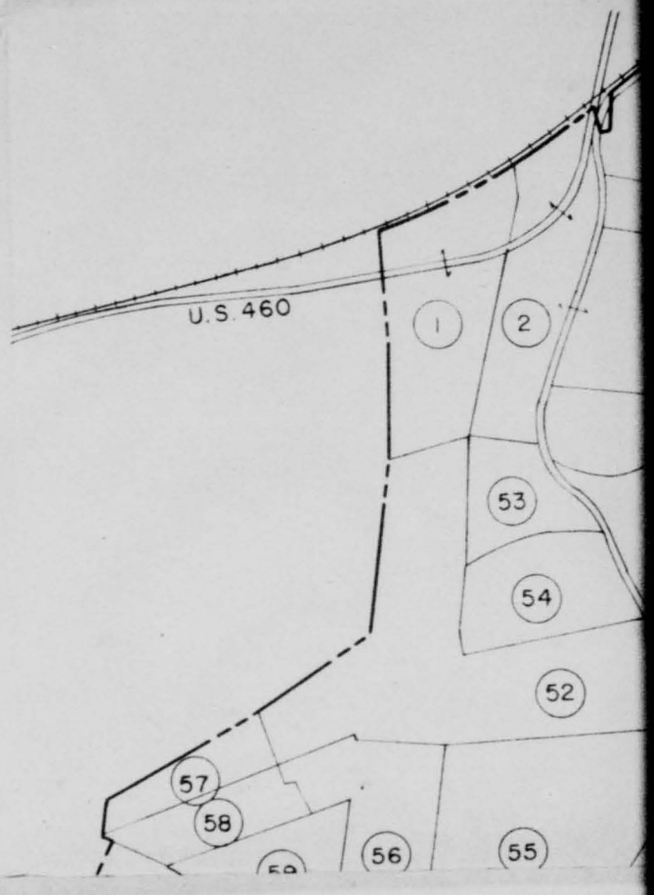

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INDEX NO.	TRACT NO.
16	C 1
90	F 3
96	F 4
97	F 5
94	F 6
138	B 7
136	B 8
135	B 9
78	B 10
98	B 11
139	B 12
95	B 13
88	B 14
82	F 15
81	F 16
79	F 17
80	F 18
129	B 19
130	B 20
102	B 21
103	B 22
133	B 23
140	B 24
134	B 25
131	B 26
101	B 27
74	B 28
65	B 29
77	B 30
76	B 31
72	B 32
73	B 33
71	B 34
143	B 35
62	B 36
89	F 42
84	F 43
91	F 44
3	C 45
53	B 46
4	C 47
59	B 48
61	B 49
58	B 50
55	B 51
63	B 52
116	B 53
117	B 54
113	B 55
115	B 56
57	B 57
56	B 58
141	G 59
68	B 60
67	B 61

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X	TRACT NO.	VENDOR	ACRES
	C 1	P B PALMER	400
	F 3	C A COBURN ET UX	42.0
	F 4	V E COBURN ET UX	58.0
	F 5	C A COBURN ET UX	10.0
	F 6	JESSIE M SEAMAN ET VIR	6.04
	B 7	GEORGE WYNN ET AL	18.7
	B 8	EDDIE WYNN ET UX	5.0
	B 9	CHARLOTTE WYNN	5.0
	B 10	MOLLIE O STEVENS	104.0
	B 11	JOE WINN	78.4
	B 12	JAMES E BRIDGEFORTH	45.0
	B 13	DAVID GREEN ET UX	66.3
	B 14	RUFFIN H WARD	28.8
	F 15	LILLIE M GIBBS	32.4
	F 16	W S MORELAND	17.6
	F 17	MISS PERIE W AYER	25.0
	F 18	C T CARTER	40.0
	B 19	J S CROWDER	130.0
	B 20	JOHN SIMMONS	4.0
	B 21	DUNCAN WATKINS EST	24.0
	B 22	FANNIE HATCHETT ET VIR	3.0
	B 23	SARAH GALE EST	22.4
	B 24	H M OSBORNE ET UX	122.4
	B 25	J S PALMER	117.6
	B 26	A M AUSTIN	3.5
	B 27	WILLIAM WATKINS	30.4
	B 28	D W PERKINS EST	40.0
	B 29	RICHARD STOKES EST	2.8
	B 30	H S DRAUKER ET UX	45.0
	B 31	J L HAWTHORNE	15.0
	B 32	ED LEE PETTUS EST	10.5
	B 33	M A CHAPIN ET VIR	10.0
	B 34	PETER BOWMAN	0.6
	B 35	LUCILLE GILLIAM	3.0
	B 36	HELEN STOKES	6.8
	F 42	COPELAND E ADAMS	120.0
	F 43	JOE EDMONDS ET AL	6.1.0
	F 44	MRS MARY HANSEN	66.5
	C 45	JOHN L LUCY ET AL	15.0
	B 46	LEE R KEETON EST	20.0
	C 47	J H DAVIS JR ET UX	80.0
	B 48	EDWARD COLEMAN EST	23.4
	B 49	RICHARD BELL	14.6
	B 50	JOHN C BELL	14.2
	B 51	WM E GREYABLE ET UX	100.0
	B 52	PEGEY EPES	6.8
	B 53	DAVID & MARY TOWLER EST	10.0
	B 54	MARTHA SCULL EST	5.0
	B 55	LEWIS WILSON ET AL	3.4
	B 56	GEORGE WATKINS EST	52.5
	B 57	JOE & DORA BELL	17.5
	B 58	JOE & DORA BELL	49.0
	G 59	D S DANIEL EST	118.0
	B 60	SYLVESTER STOKES EST	9.5
	B 61	EDWARD C EPES ET UX	87.0

INDEX NO.	TRACT NO.	VENDOR	ACRES
66	B 151	COSBY DOSWELL	5.0
107	B 152	HERNDON WILSON ET AL	42.6
70	B 153	NATHANIEL STOKES ET UX	8.0
22	G 157	CLIFTON W WILL EST	12.3
27	G 158	EDWIN G GUNN	110.3
26	G 159	JOHN S POWELL ET UX	51.0
25	C 161	LELIA GALLATIN	50.0
21	C 162	ROBERT BONEY JR ET UX	36.1
24	C 171	JEROME WILSON	2.0
23	C 172	WALTER E BURNETT	73.0
20	C 183	MRS RUBY P PRESSELL ET VIR	70.0
35	C 188	JESSIE COCKE	7.0
42	C 190	SPRING HILL BAPTIST CHURCH	2.5
41	C 191	BELLEFONTE SCHOOL TRUSTEES	1.0
87	C 213	SAMUEL L TUCKER ET AL	57.0
33	C 214	W M GRAVATT ET AL	116.0
32	C 215	J H MARTIN ET UX	100.0
36	C 216	H D COBURN	382.0
85	C 220	RICHARD HOLMAN EST	8.0
29	C 222	J W TUCKER EST	193.0
52	B 226	MRS MARY A CHAPIN	335.7
108	B 287	ALICE POLLARD	2.0
69	B 288	ALICE SEARS EST	16.5
100	B 289	SALLIE T JONES	70.0
75	B 294	KATE JAMES HAWTHORNE ET VIR	10.0
40	C 295	MARTHA E BUTCHER	10.0
34	C 296	F H VAN HAUN	200.0
64	B 297	SYLVESTER STOKES	2.0
123	G 308	JAMES EPES EST	11.6
120	G 309	JAMES R MORGAN ET UX	6.0
30	C 344	J R CROWDER ET UX	137.0
86	C 454	BENNIE WILSON EST	8.0
31	C 498	J R CROWDER ET UX	25.0

PR

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DISTRICT

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U.S. I. & U

ACRES OWN

ACRES LEA

ACRES LEA

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ACT NO.	VENDOR	ACRES
151	COSBY DOSWELL	5.0
152	HERNDON WILSON ET AL	42.6
153	NATHANIEL STOKES ET UX	80
157	CLIFTON W. WILL EST.	12.3
158	EDWIN G. GUNN	110.3
159	JOHN S. POWELL ET UX	51.0
161	LELIA GALLATIN	50.0
162	ROBERT BONEY JR. ET UX	36.1
171	JEROME WILSON	2.0
172	WALTER E. BURNETT	73.0
183	MRS. RUBY P. PRESSELL ET VIR	70.0
188	JESSIE COCKE	7.0
190	SPRING HILL BAPTIST CHURCH	25
191	BELLEFONTE SCHOOL TRUSTEES	1.0
213	SAMUEL L. TUCKER ET AL	57.0
214	W. M. GRAVATT ET AL	116.0
215	J. H. MARTIN ET UX	100.0
216	H. D. COBURN	382.0
220	RICHARD HOLMAN EST.	8.0
222	J. W. TUCKER EST.	193.0
226	MRS. MARY A. CHAPIN	335.7
287	ALICE POLLARD	2.0
288	ALICE SEARS EST.	16.5
289	SALLIE T. JONES	70.0
294	KATE JAMES HAWTHORNE ET VIR	10.0
295	MARTHA E. BUTCHER	10.0
296	F. H. VAN HAUN	200.0
297	SYLVESTER STOKES	2.0
308	JAMES EPES EST.	11.6
309	JAMES R. MORGAN ET UX	6.0
344	J. R. CROWDER ET UX	137.0
454	BENNIE WILSON EST.	8.0
498	J. R. CROWDER ET UX	25.0

FINAL
PROJECT OWNERSHIP MAP

(TYPE OF MAP)

STATE VIRGINIA

COUNTYS NOTTOWAY, DINWIDDIE, BRUNSWICK & LUNENBURG

DIVISION MIDDLE ATLANTIC

DISTRICT NORFOLK

SERVICE COMMAND THIRD

USING AGENCY ARMY GROUND FORCES

24 MILES S.W. OF PETERSBURG

1 MILES E OF BLACKSTONE

TRANSPORTATION FACILITIES

NORFOLK & WESTERN	RAILROAD
RT. 40 & RT. 46.	STATE ROAD
U.S. 1. & U.S. 460	FEDERAL ROAD
	AIRLINE

LAND AREA

ACRES OWNED BY W.D.	45,666.86
ACRES LEASED BY W.D.	269.4
ACRES LEASED FROM W.D.	NONE
ACRES TRANSFERRED TO W.D.	NONE
ACRES DONATED TO W.D.	NONE
ACRES EASEMENT TO W.D.	3.25

DISPOSALS

ACRES SOLD	NONE
ACRES TRANSFERRED	NONE
ACRES EXCHANGED	NONE
ACRES OTHERWISE	NONE

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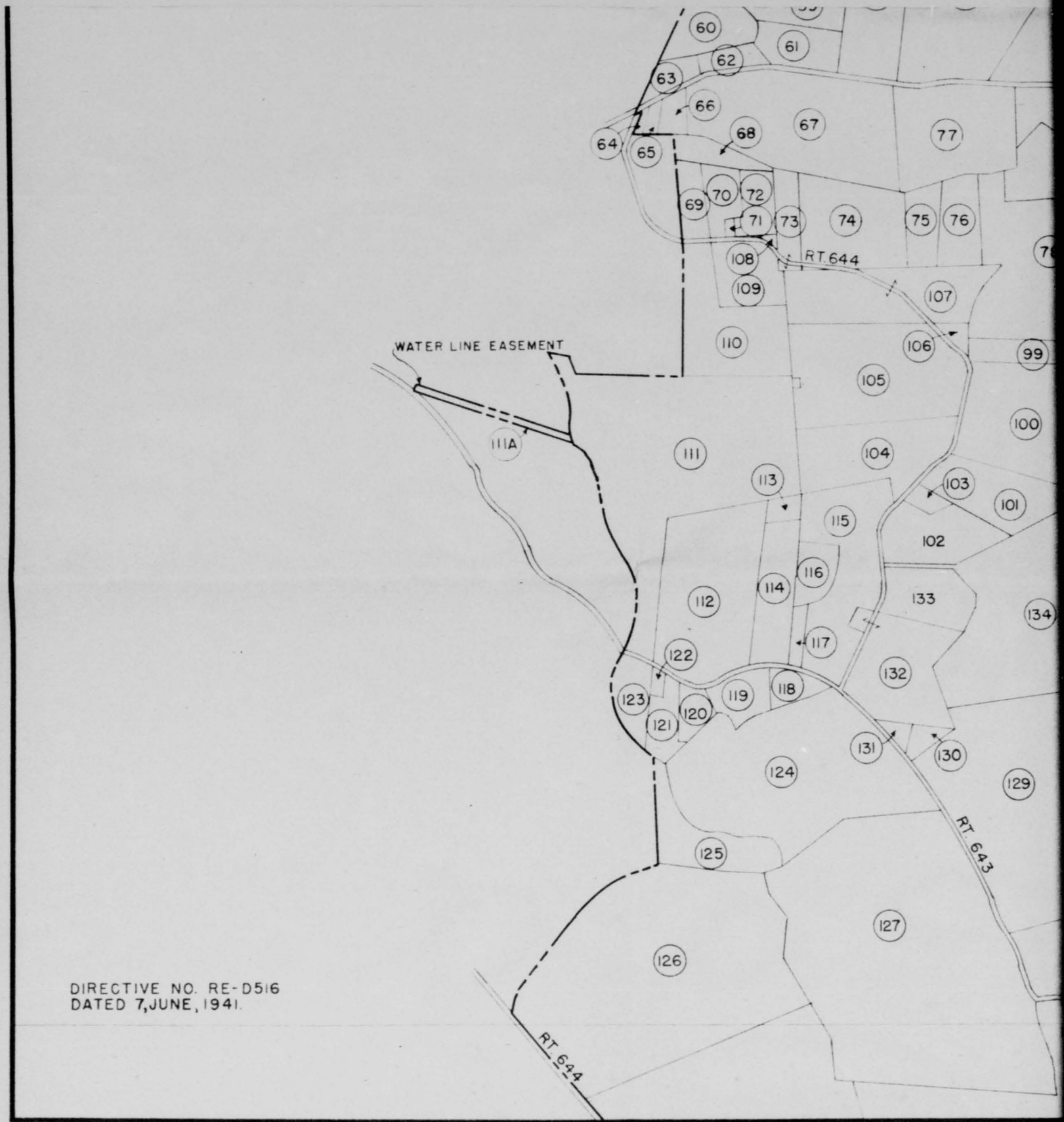

DIRECTIVE NO. RE-D516
DATED 7, JUNE, 1941.

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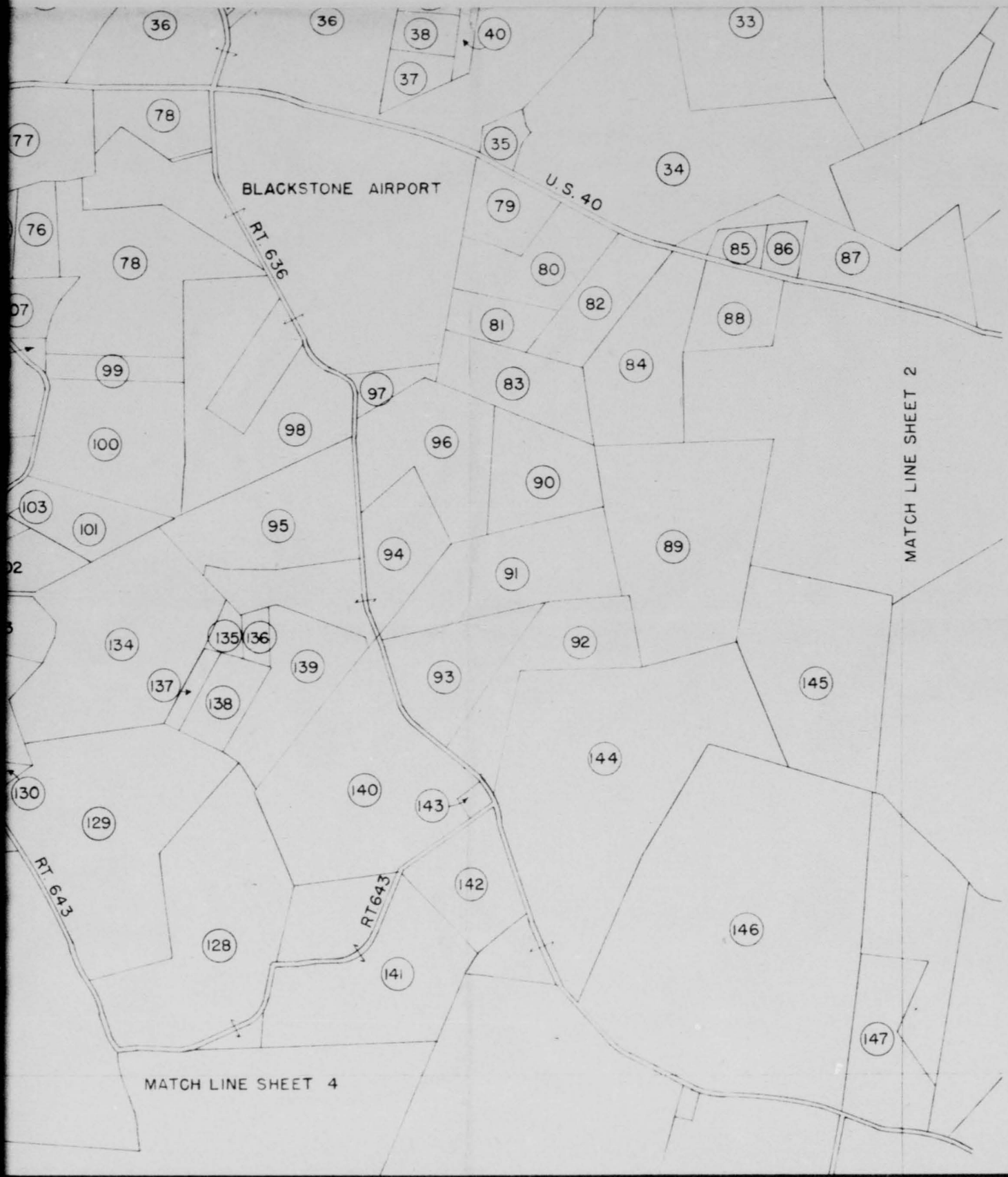

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112	B	62	JULIAN AUSTIN	72.0
110	B	63	CAROLINE REED	41.5
109	B	64	J.S. ROBERTSON ET UX	17.0
114	B	65	GEORGE E. POLLARD ET UX	24.0
132	B	66	RICHARD EPPS EST.	42.66
144	F	67	JEWETT SPENCER EST.	210.5
92	F	68	F.X. RUHLAND EST.	50.0
93	F	69	EARL LILLEY	44.5
2	B	70	JOHN J BRUGOS ET UX	97.0
7	C	71	GEORGE TINSLEY ET UX	10.0
14	C	72	CHARLIE LEWIS ET UX	10.0
8	C	73	GEORGE TINSLEY ET AL	23.6
6	C	74	ROBERT JONES EST.	10.0
15	C	75	WILLIE EPES EST.	10.0
1	B	76	E.V HAWTHORNE	5.05
99	B	80	JAMES H. JONES ET UX	12.5
106	B	81	MATTIE S. JONES ET VIR	6.2
128	B	82	CLAUDE L. COOK ET UX	150.0
104	B	83	SALLIE J. WILLIAMS	40.0
111	B	84	HELEN V. FARLEY (KEMPER)	150.0
142	B	87	MRS. CORA J. MAYTON EST.	37.5
127	C	85	MARY FARLEY	238.0
137	B	88	KIAH WYNN	5.0
126	C	89	H.N. MUNDEN ET AL	200.0
49	C	92	WILLIE L. SCOTT	10.0
48	C	93	ROBERT G. TUCKER EST.	82.0
13	C	94	HATTIE M. SMITH	32.0
9	C	95	WALTER FITZGERALD	36.6
11	C	96	ERNEST FITZGERALD ET UX	30.0
12	C	97	EMMA J. FITZGERALD	48.3
10	C	98	ARTHUR FITZGERALD ET UX	20.8
5	C	99	WILLIAM T. FOSTER ET UX	55.0
105	B	108	H.H. SEAY EST.	79.0
121	G	110	T. FREEMAN EPES EST.	10.0
122	G	112	ANN SOUTHERN ET VIR	2.0
119	G	113	CHRISTOPHER AUSTIN	11.6
118	G	114	ERNEST ROETGER	7.2
124	G	115	ANNIE AUSTIN ET AL	126.0
125	G	117	MORRIS & JONES HARDAWAY	25.0
47	C	118	GEORGE T. TUCKER EST.	58.0
37	C	119	ANNIE BROOKS EST.	12.2
44	C	120	LILLIE BROOKS	11.0
39	C	121	LILLIE BROOKS	11.0
51	C	122	HIRAM BOLLING EST.	0.5
50	C	123	HIRAM BOLLING EST.	10.0
45	C	125	HENRIETTA JACKSON HAWKINS ET VIR	11.0
38	C	126	HENRIETTA JACKSON HAWKINS ET VIR	11.0
46	C	127	MINERVA QUEENSBERRY	11.0
43	C	128	ROSA HOLMES EST.	11.0
146	F	129	CARRIE P. WELLS EST.	300.0
83	F	131	DAVID L. SESSUMS ET AL	38.0
147	F	132	KATHERINE W. CLARKE ET VIR	45.0
60	B	138	MARY A. CHAPIN ET AL	20.0
54	B	139	J.B. HOULE EST.	33.5
145	A	141	LELIA TALLEY	104.5
17	G	144	JOHN PRYOR EST.	160.0
18	C	145	BESSIE S. ALBERT ET VIR	50.0
19	C	146	J.S. HANDY ET UX	161.0
28	C	147	A.R. SPRINGSTON ET UX	105.5

INDEX NO.	TRACT NO.	PERPETUAL EASEMENT	ACRES
111A	1	LEWIS M. COLE ET AL	0.75

INDEX NO.	TRACT NO.	LEASE	ACRES
AIRPORT		TOWN OF BLACKSTONE	269.4

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LEGEND

RESERVATION LINE

STATE OR PROVINCE LINE

COUNTY LINE

CIVIL DISTRICT PRECINCT

LAND-GRANT LINE

CITY, VILLAGE, OR BOROUGH

CEMETERY, SMALL PARK, ETC.

TOWNSHIP LINE

SECTION LINE

Scale
1" = 1320'

1000' 0' 1000' 2000' 3000' 4000'

WAR DEPARTMENT, O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE

CAMP PICKETT

MILITARY RESERVATION

RECOMMENDED: Benjamin A. Post ASSOCIATE ENGINEER DATE 4 Mar. 1944

APPROVED: B. F. Bearinger Jr. MAJOR, CORPS OF ENGINEERS DATE 4 Mar. 194

COMPILED: J.D.P. TRACED: J.D.P. CHECKED: B.

TRACT NO.	PERPETUAL EASEMENT	ACRES
	LEWIS M. COLE ET AL	0.75

TRACT NO.	LEASE	ACRES
	TOWN OF BLACKSTONE	269.4

DATE	BY	REVISIONS

SHEETS: 1 OF 4 DRAWING NO.

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LEGEND

RESERVATION LINE

STATE OR PROVINCE LINE

COUNTY LINE

CIVIL DISTRICT PRECINCT

LAND-GRANT LINE

CITY, VILLAGE, OR BOROUGH

CEMETERY, SMALL PARK, ETC.

TOWNSHIP LINE

SECTION LINE

Scale
1" = 1320'

1000' 0' 1000' 2000' 3000' 4000'

WAR DEPARTMENT, O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE

CAMP PICKETT

MILITARY RESERVATION

RECOMMENDED: Benjamin A. Post ASSOCIATE ENGINEER DATE 4 Mar. 1944

APPROVED: [signature] MAJOR, CORPS OF ENGINEERS DATE 4 Mar 1944

COMPILED: J.D.P. TRACED: J.D.P. CHECKED: B.A.P.

PERPETUAL EASEMENT	ACRES
LEWIS M. COLE ET AL	0.75

LEASE	ACRES
TOWN OF BLACKSTONE	269.4

DATE	BY	REVISIONS	APPROVED

SHEETS: 1 OF 4 DRAWING NO. M.A.D 33

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OFFICIAL BUSINESS

Charleston Army Air Field
Real Estate
9 Dec. 43

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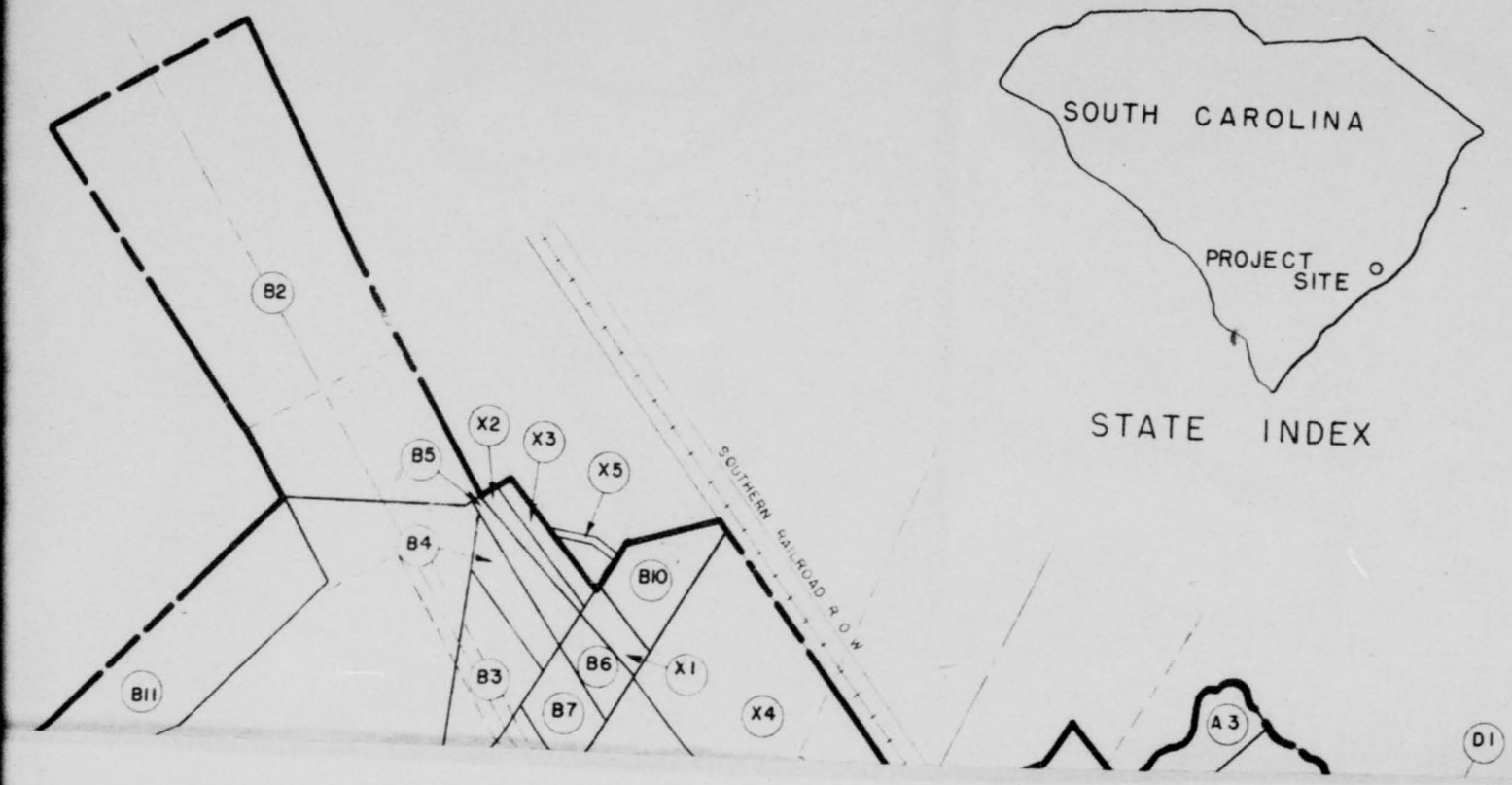

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4	ADELIA G HOTTINGER		55.80	
4A	ADELIA G HOTTINGER		.61	AVIGATION E
5	ADELIA G. HOTTINGER		38.80	
	[illegible] RAILWAY		1.30	FEE SIMPLE

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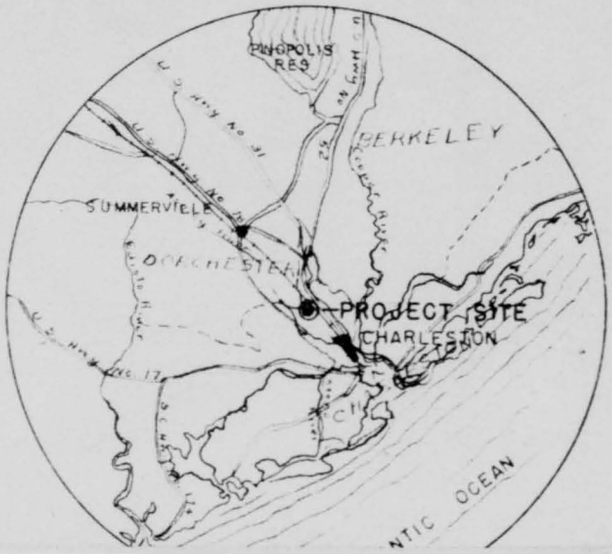

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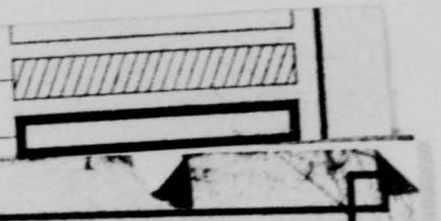
	.61
	38.80
	1.30

AVIGATION EASEMENT

FEE SIMPLE



PROJECT OWNERSHIP

(TYPE OF MAP)

STATE SOUTH CAROLINA

COUNTY CHARLESTON & DORCHESTER

DIVISION SOUTH ATLANTIC

SERVICE COMMAND FOURTH

USING AGENCY AIR FORCES

10 MILES NW OF CHARLESTON

MILES OF

— TRANSPORTATION FACILITIES —

SOUTHERN RAILROAD

STATE ROAD

FEDERAL ROAD

AIRLINE

—— LAND AREA ——

ACRES OWNED BY W.D.

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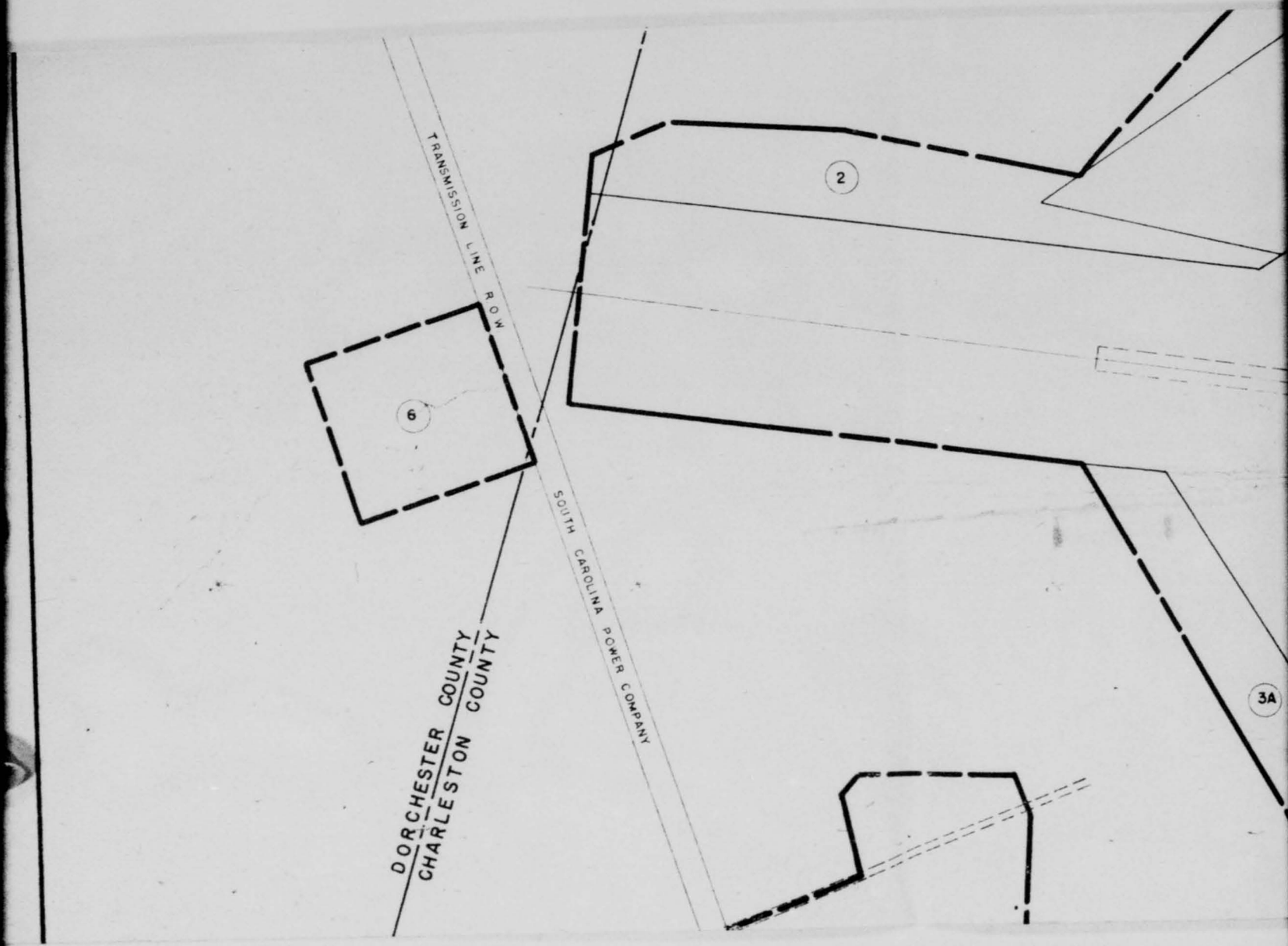

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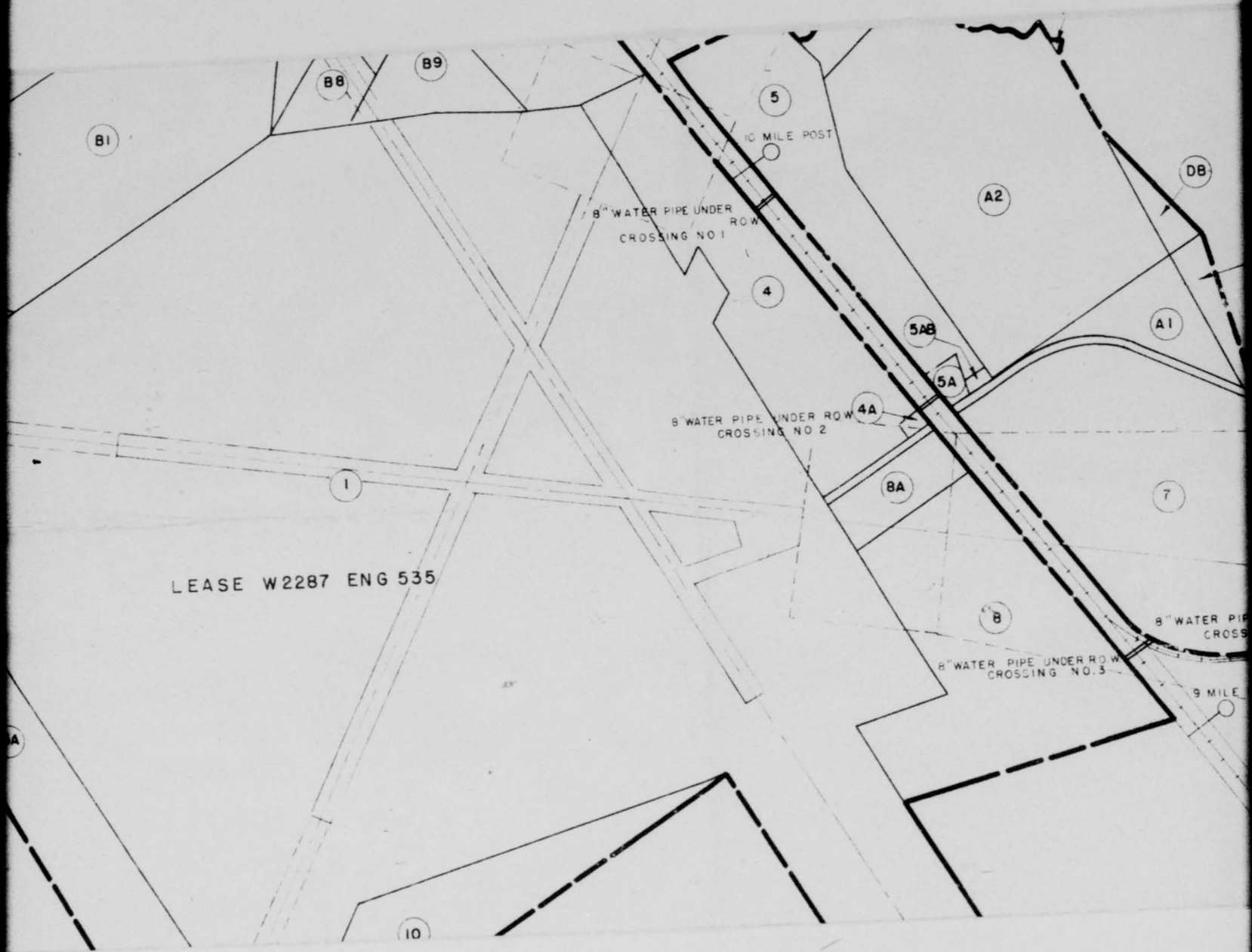

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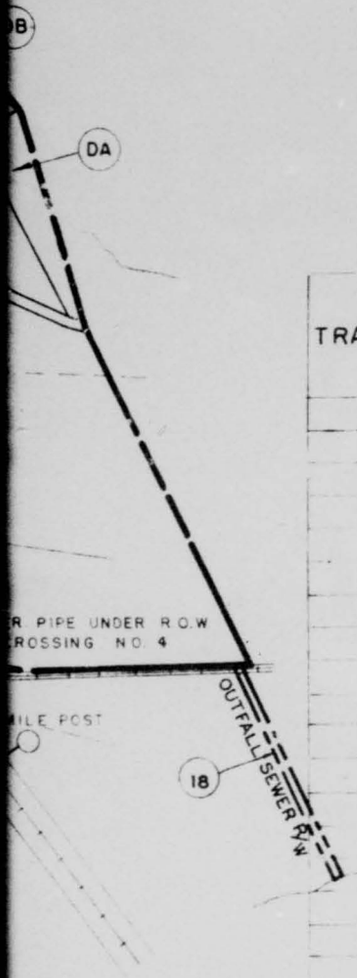
ATLA

VICINITY MAP



TRACT	VENDOR	ACREAGE		
		LEASE	FEE	EASEMENT
1	CITY OF CHARLESTON	1011.40		
A1	DAVID K E BRUCE		11.60	
A2	R C. HEARNE		96 00	
A3	MRS DORIS A HYLTON		6 40	
B1	DAVID K E BRUCE		120 00	
B2	J. E. MOORE		72 50	
B3	CILLA MORTON ESTATE		9 50	
B4	NELLIE JOHNSON ESTATE		4 00	
B5	SARAH FIELDS ET AL		2 70	
B6	PAUL FIELDS		2 50	
B7	CELIA ANDERSON		4 40	
B8	HANNIBAL & AFFIE POPE HEIRS		7 10	
B9	R C HEARNE		14 00	
B10	WILLIE SMITH		6 60	
B11	DAVID K E BRUCE		37 50	
C	DAVID K E. BRUCE		17 00	
2	DAVID K E BRUCE		49 00	
3A	DAVID K E BRUCE		48.50	

ACRES LEASED BY
ACRES LEASED FR
ACRES TRANSFER
ACRES DONATED
ACRES AVIGATION

—— D

ACRES SOLD
ACRES TRANSFER
ACRES EXCHANGE
ACRES OTHERWIS

RESERVATION LINE
STATE OR PROVINCE L
COUNTY LINE
CIVIL DISTRICT PRECIN
LAND-GRANT LINE
CITY, VILLAGE, OR BOR
CEMETERY, SMALL PAR
TOWNSHIP LINE
SECTION LINE

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AP

	ACREAGE		
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		11.60	
		96.00	
N		.640	
		120.00	
		72.50	
TE		9.50	
STATE		4.00	
L		2.70	
		2.50	
		4.40	
PE HEIRS		7.10	
		14.00	
		6.60	
		37.50	
		17.00	
		49.00	
		48.50	

ACRES LEASED BY W.D.

ACRES LEASED FROM W.D.

ACRES TRANSFERRED TO W.D.

ACRES DONATED TO W.D.

ACRES AVIGATION EASEMENTS TO W.D.

DISPOSALS

ACRES SOLD

ACRES TRANSFERRED

ACRES EXCHANGED

ACRES OTHERWISE

LEGEND

RESERVATION LINE

STATE OR PROVINCE LINE

COUNTY LINE

CIVIL DISTRICT PRECINCT

LAND-GRANT LINE

CITY, VILLAGE, OR BOROUGH

CEMETERY, SMALL PARK, ETC.

TOWNSHIP LINE

SECTION LINE

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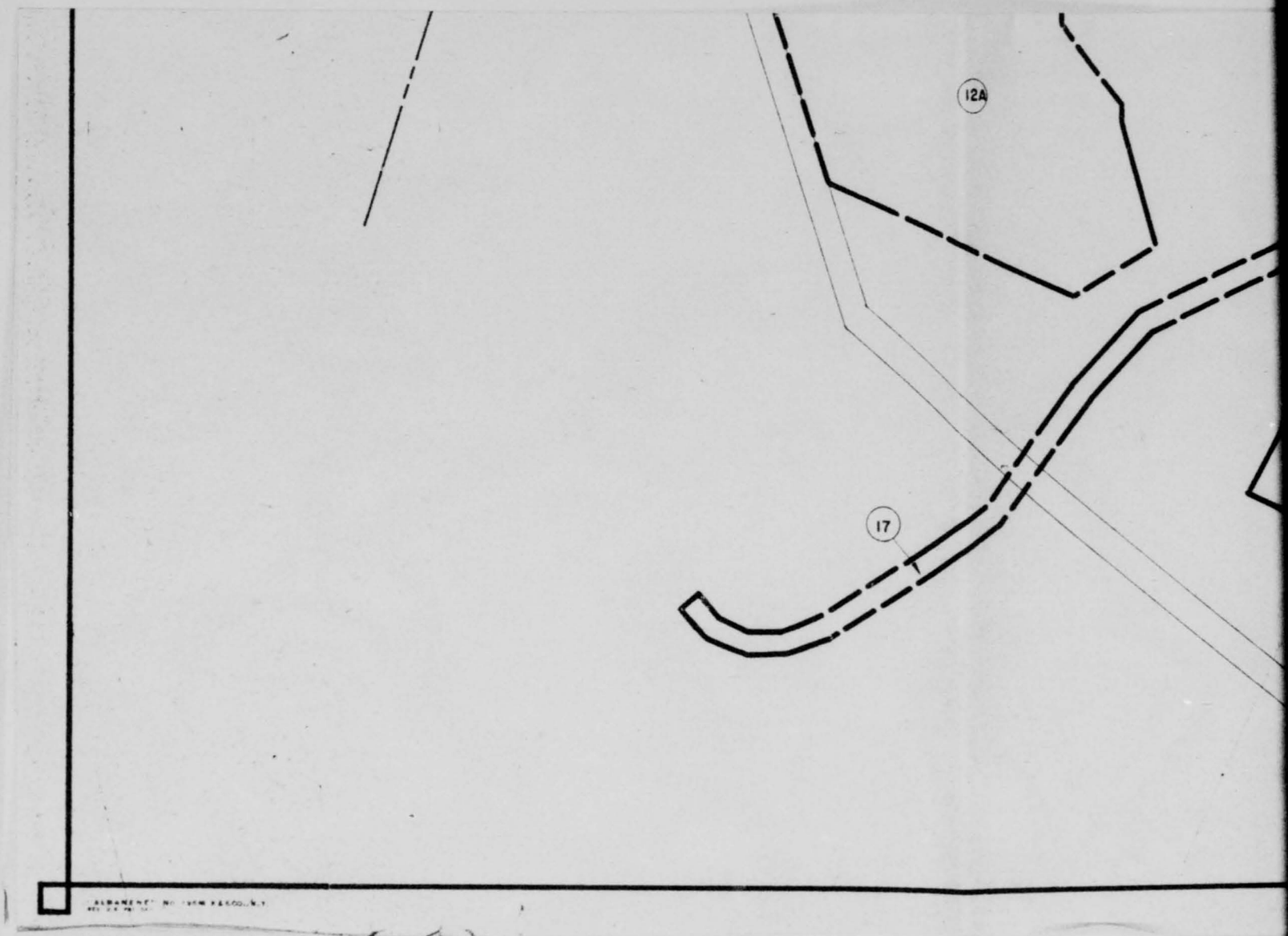

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4	ADELIA G HOTTINGER	55 80	
4A	ADELIA G HOTTINGER	.61	
5	ADELIA G. HOTTINGER	38.80	
5A	SOUTHERN RAILWAY	1.30	
6	DAVID K E BRUCE	35.81	
7	EDGEFIELD CORP	98.70	
8	DAVID K E. BRUCE	66 87	
8A	ANNA W.YERTY	9.20	
10	DAVID K. E. BRUCE	37.70	
12A	DAVID K E BRUCE	116 50	
17	DAVID K. E. BRUCE	21 03	
D1	R C. HEARNE TRUSTEE	.15	
DA	EDGEFIELD CORP	5.13	
DB	R C HEARNE TRUSTEE	3 17	
X1	PAUL FIELDS	1 50	
X2	SARAH FIELDS ET AL	1 00	
X3	SANDY FIELDS ET AL	2.25	
X4	R C HEARNE TRUSTEE	33 10	
X5	CATHERINE TINDEL ESTATE		.25
5AB	SADIE G CUMMINGS	.50	
18	EDGEFIELD CORPORATION.		.27

AVIGATION

FEE SIMPL

CHARL

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APPROVE

COMPILE

DATE	BY
12-9-43	W.O.F.

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L ESTATE			.25
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TION.			.27

AVIGATION EASEMENT

FEE SIMPLE

SCALE
1 INCH = 800 FEET

WAR DEPARTMENT, O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE

CHARLESTON ARMY AIR FIELD

MILITARY RESERVATION

RECOMMENDED: William A. Langford DATE 10-7-43
ASSOC CADASTRAL ENGINEER

APPROVED: John D. Barber DATE 10-7-43
MAJOR, CORPS OF ENGINEERS

COMPILED: E. R. TRACED: J C W CHECKED: E. R.

DATE	BY	REVISIONS	APPROVED
12-9-43	W.O.F.	TRACT NO. 18 SHOWN	

SHEETS: OF DRAWING NO. 779-5

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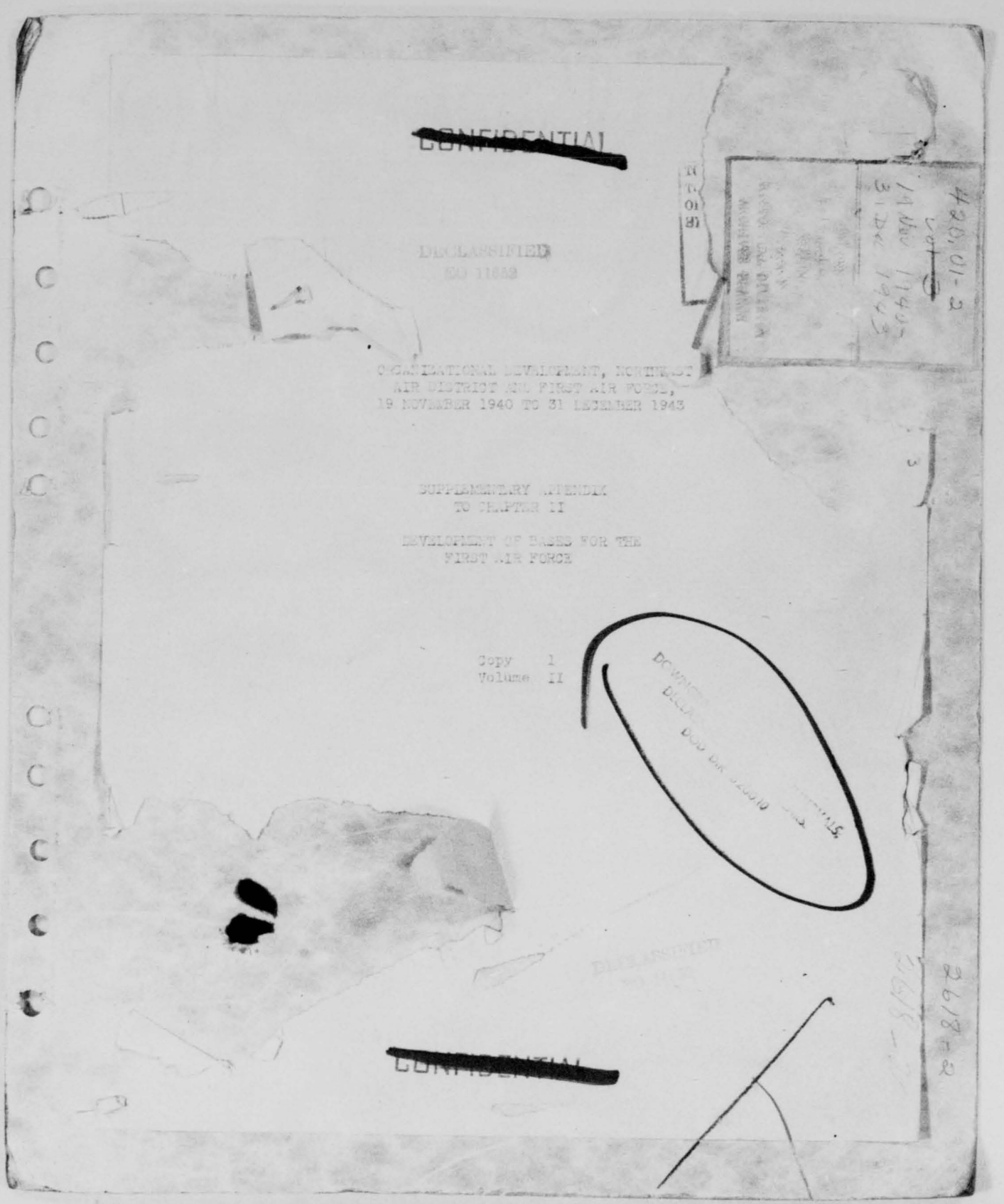

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420.01-2
14 Nov 1940
31 Dec 1943

ORGANIZATIONAL DEVELOPMENT, NORTHEAST AIR DISTRICT AND FIRST AIR FORCE, 19 NOVEMBER 1940 TO 31 DECEMBER 1943

SUPPLEMENTARY APPENDIX
TO CHAPTER II

DEVELOPMENT OF BASES FOR THE FIRST AIR FORCE

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Volume II

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HEADQUARTERS FIRST AIR FORCE
Mitchel Field, New York

ORGANIZATIONAL DEVELOPMENT, NORTHEAST
AIR DISTRICT AND FIRST AIR FORCE,
19 NOVEMBER 1940 TO 31 DECEMBER 1943

SUPPLEMENTARY ATTENDIX
TO CHAPTER II

DEVELOPMENT OF BASES FOR THE
FIRST AIR FORCE

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HISTORY OF THE FIRST AIR FORCE

NOVEMBER 1945

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Real Estate
24 Nov. 43

Dover Airdrome
Layout Plan
1 Dec. 43

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Locality Map
2 Mar. 44

Dover Airdrome
Real Estate
18 March 44

Dow Field
General Plan
Sept. 42
Building Data
Aug. 43
Real Estate
Feb. 44

Eastern Defense Command
Airport Status
May 43

Farmingdale Army Air Field
Plot Plan
24 Nov. 42

Republic Flying Field
Project Ownership Map
No Date

Fort Devens Army Air Field
No Date

Fort Devens Airport
General Plan
No Date

DOD

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Green Field
- Real Estate
  - July 43

Grenier Field
- Real Estate
  - No Date
- General Plan
  - No Date
- Building Data - Sheet No. 1
  - Aug. 43
- Building Data - Sheet No. 2
  - Aug. 43

Hillsgrove Airport
- General Layout
  - Aug. 43

Public Airport in Hyannis
- General Plan
  - June 43

Hyannis Airport
- Physical Progress Report
  - No Date

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OFFICIAL BUSINESS

Dover Army Air Base
Real Estate
24 Nov. 43

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TRACT NO	VENDOR	ACREAGE
1	LOUISE V. BURKE	136.30
2	EDITH A. SHORT	270.50
3	WILLIAM O. & MARY K. NELSON	19.30
4	DANIEL M. WILSON	8.80
5	WILLIAM H. DODD EST.	0.12
6	GEORGE V. MASSEY 2ND.	41.00
7	LUIGI D. & ISABELLA MARMIRO	541.50
8	EDWARD D. HUGHES	6.00

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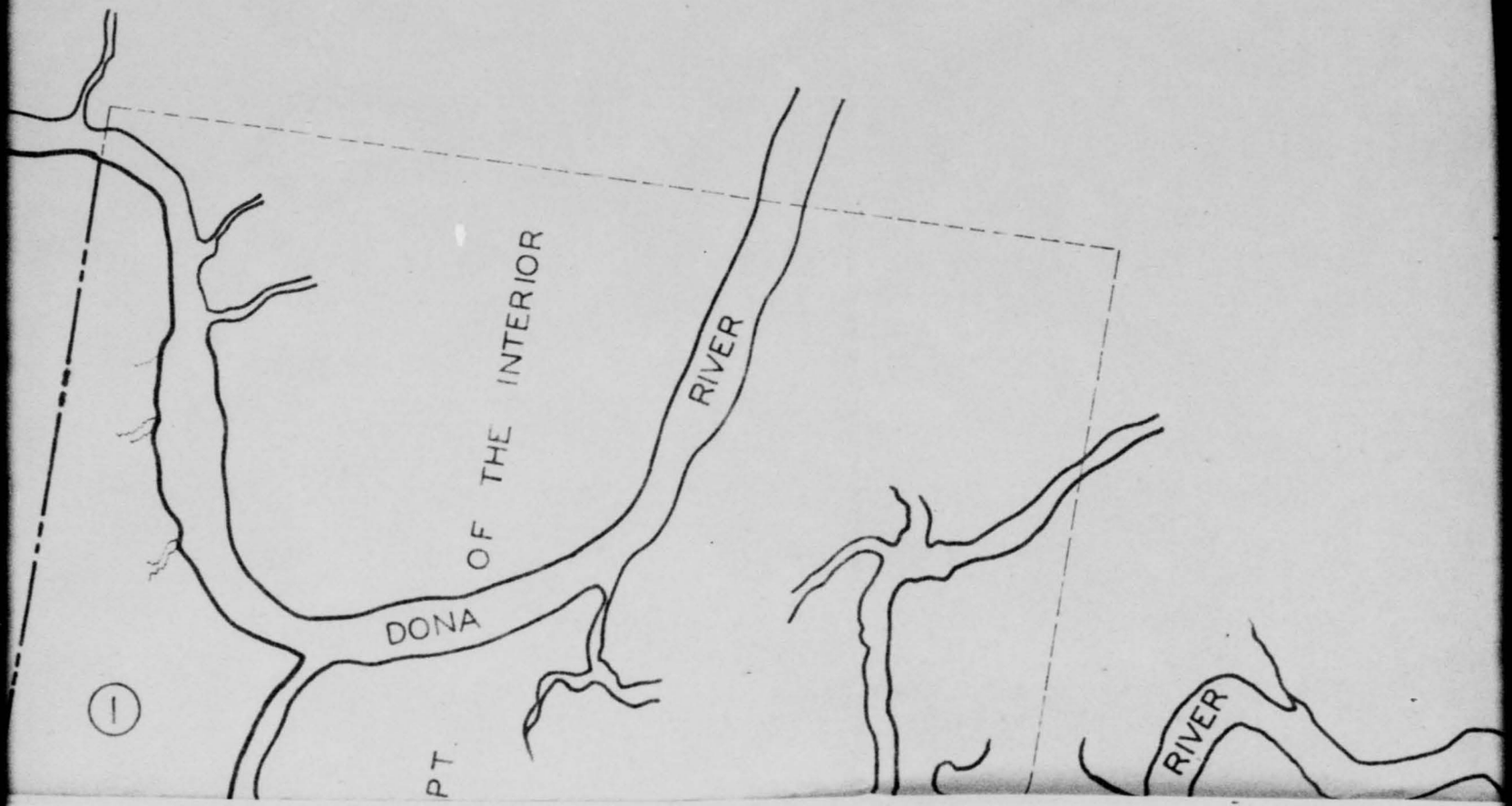

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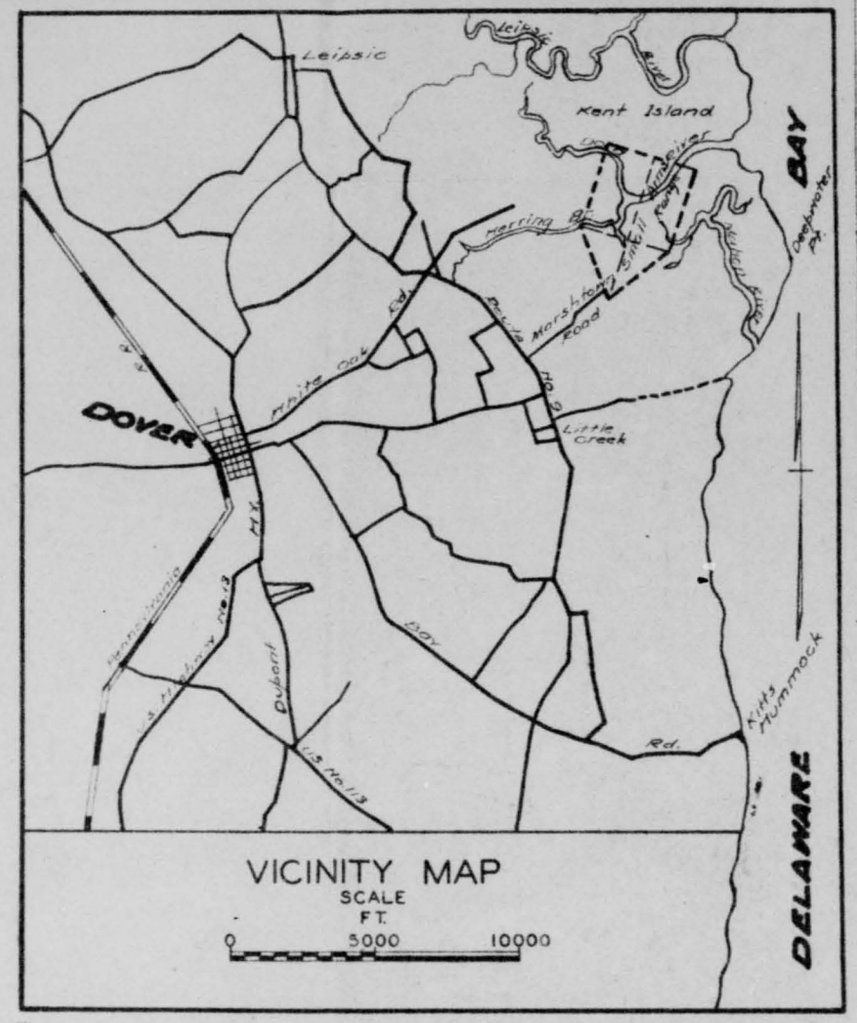

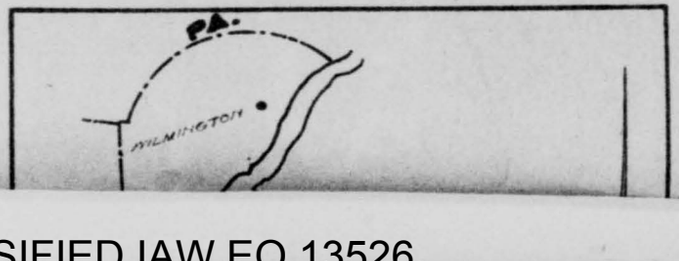

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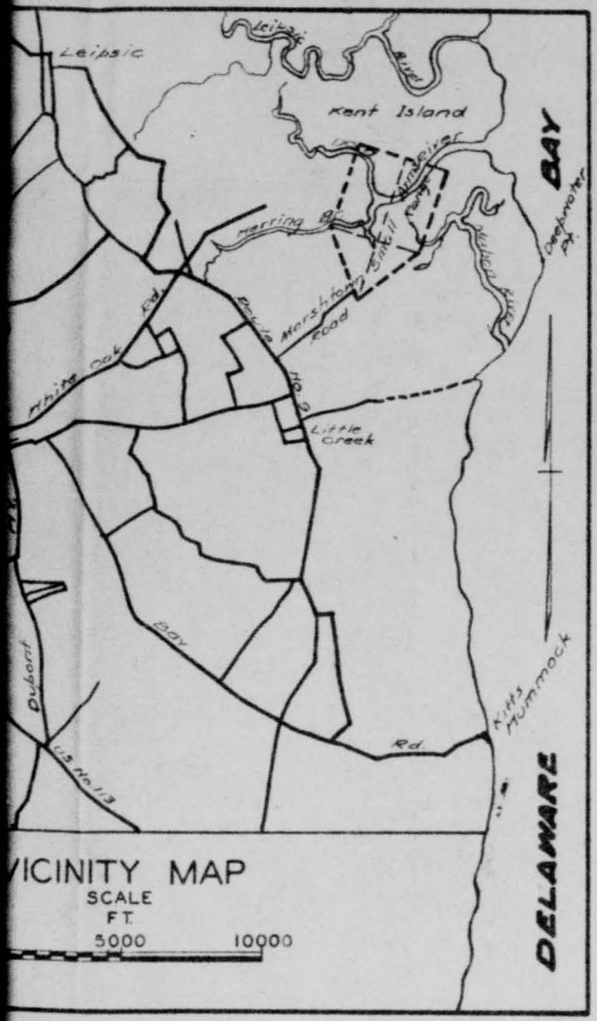

VICINITY MAP
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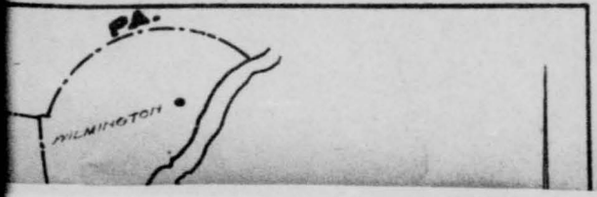

PROJECT OWNERSHIP
(TYPE OF MAP)

STATE DELAWARE

COUNTY KENT

DIVISION NORTH ATLANTIC

DISTRICT NEW YORK

SERVICE COMMAND AIR FORCES, E.D.C.

USING AGENCY FIRST AIR FORCE

6 MILES N.E. OF DOVER

40 MILES S. OF WILMINGTON

TRANSPORTATION FACILITIES

RAILROAD

NO. 9 STATE ROAD

FEDERAL ROAD

AIRLINE

LAND AREA

ACRES OWNED BY W.D.

ACRES LEASED BY W.D.

ACRES LEASED FROM W.D.

ACRES TRANSFERRED TO W.D.

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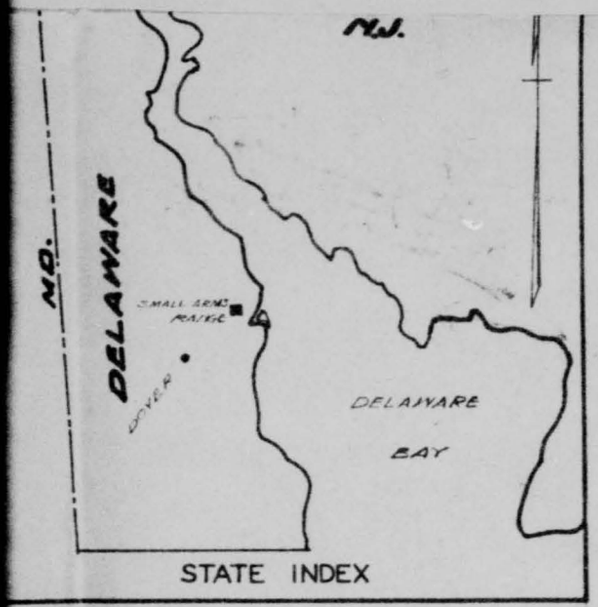

STATE INDEX

ACRES DONATED TO W.D. _____

•DISPOSALS•

ACRES SOLD _____

ACRES TRANSFERRED _____

ACRES EXCHANGED _____

ACRES OTHERWISE _____

•LEGEND•

RESERVATION LINE - - - - - - - - -

STATE OR PROVINCE LINE - - - - -

COUNTY LINE - - - - - - - - - - -

CIVIL DISTRICT PRECINCT - - - - -

LAND GRANT LINE - - - - - - - - -

CITY, VILLAGE, OR BOROUGH - - -

CEMETERY SMALL PARK ETC. - -

TOWNSHIP LINE - - - - - - - - - -

SECTION LINE - - - - - - - - - - -

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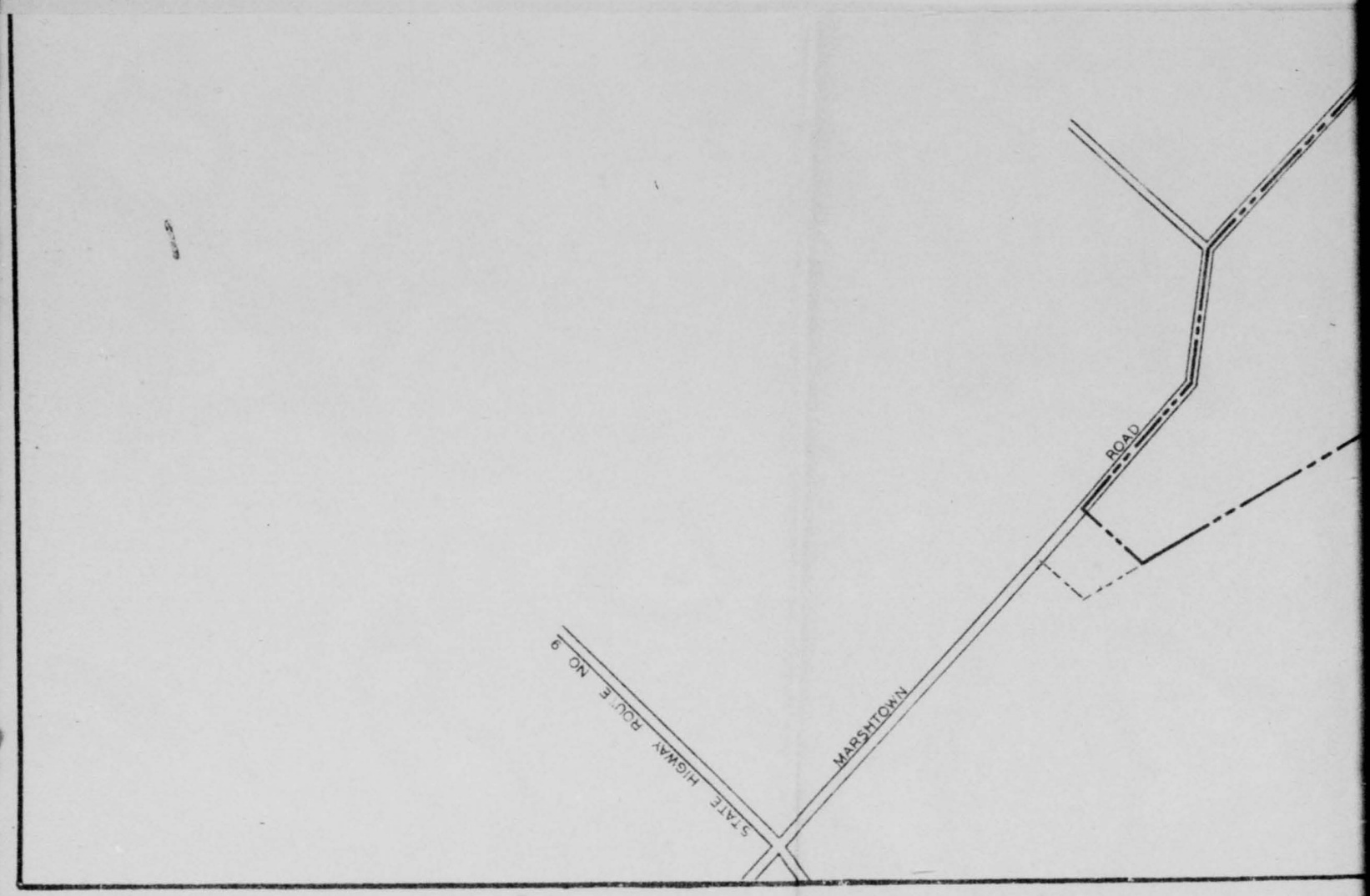

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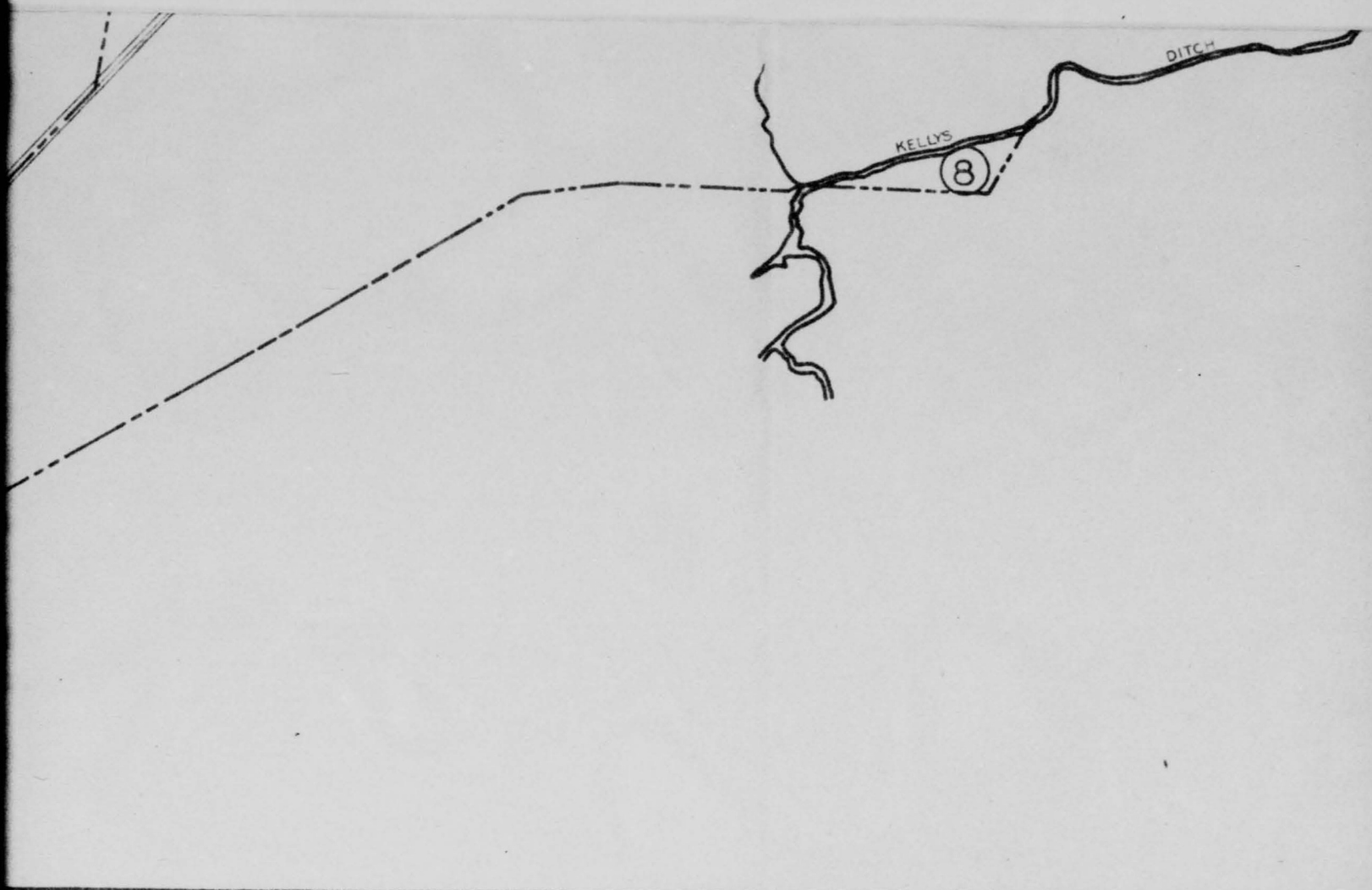

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SECTION

RECOMMEND

APPROVED:

COMPILED:

DATE	BY	

SHEETS: /

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SECTION LINE

— SCALE —

FT.

0 500 1000 1500 2000

1/9600

WAR DEPARTMENT, O.C.E.
CONSTRUCTION DIVISION
R. E. - D. 2610

REAL ESTATE

DOVER ARMY AIR BASE

SMALL ARMS RANGE

MILITARY RESERVATION

RECOMMENDED: Marion Jewell DATE Nov. 24, 1943

APPROVED: Harry F. Spann DATE Nov 24, 1943

COMPILED: M.E.J. TRACED: M.E.J. CHECKED:

DATE	BY	REVISIONS	APPROVED

SHEETS: / OF / DRAWING NO.

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OFFICIAL BUSINESS

Dover Airdrome
Layout Plan
1 Dec. 43

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RECORD OF DIRECTIVES

DIRECTIVE CONS. No.	MISCELLANEOUS NAD-BMI	JOB No. DOVER	DATE
A 1767	A 12	A(2-1)	MAY 6 1942
	A 29	A(2-2)	JUL 18 "
A 3088	A 26	A(3-1)	JUL 22 "
A 4824	A 53	A(3-2)	AUG 26 "
A 4986	A 55	A(3-3)	AUG 29 "
A 5347	A 58	A(3-4)	SEP 10 "
A 6668	A 76	A(3-5)	OCT. 15 "
A 6883	A 79	A(3-6)	OCT. 21 "
A 7173	A 81	A(3-7)	OCT. 25 "
A 7627	A 89	A(3-8)	NOV. 6 "
A 7744	A 91	A(4-1)	NOV. 9 "
A 8082	A 93	A(3-9)	NOV 19 "
A 8725	A 103	A(3-10)	DEC. 8 "
A 9495	A 115	A(3-11)	JAN 2, 1943
A 10739	A 142	A(5-1)	JAN. 25 "
		A(3-12)	FEB. 2 "
		A(4-2)	FEB 23 "
A 12009	A 166	A(5-2)	MAR 15 "
A 12389	A 177	A(4-3)	APR. 6 "
A 12968	A 187	A(6-1)	APR. 23 "
A 13601	A 203	A(5-3)	MAY 13 "
		A(5-4)	MAY 17 "
A 13743	A 209	A(5-5)	MAY 19 "
A 13755	A 210	A(6-2)	MAY 19 "
		A(3-13)	MAY 21 "
A 13847	A 214	A(6-3)	MAY 24 "
A 14300	A 222	A(3-14)	JUN. 7 "
A 14440	A 227	A(5-6)	JUN. 10 "
A 14632	A 232	A(5-7)	JUN. 16 "
A 14875	A 234	A(6-4)	JUN. 25 "
A 15016	A 236	A(5-8)	JUN. 29 "
		A(6-5)	JUL. 13 "
A 15379	A 244	A(2-3) A(3-15)	JUL. 13 "
A 15437	A 246	A(5-9)	JUL. 15 "
A 16060	A 117	A(6-6)	AUG. 14 "
A 16082	A 121	A(6-7)	AUG. 17 "
A 16091	A 259	A(4-4)	AUG. 17 "
A 16243	A 269	A(6-8)	AUG. 25 "
		A(6-9)	SEP 13 "
A 16247	A 270	A(5-10)	AUG. 25 "
A 16343	A 271	A(3-16)	AUG. 30 "
A 16346	A 272	A(4-5)	AUG. 30 "
		A(6-10)	SEP. 15 "
A 17088	A 289	A(6-11)	SEP. 23 "
A 17469	A 300	A(6-12)	OCT. 13 "
A 17497	A 301	A(6-13)	OCT. 13 "
		A(6-14)	OCT. 27 "

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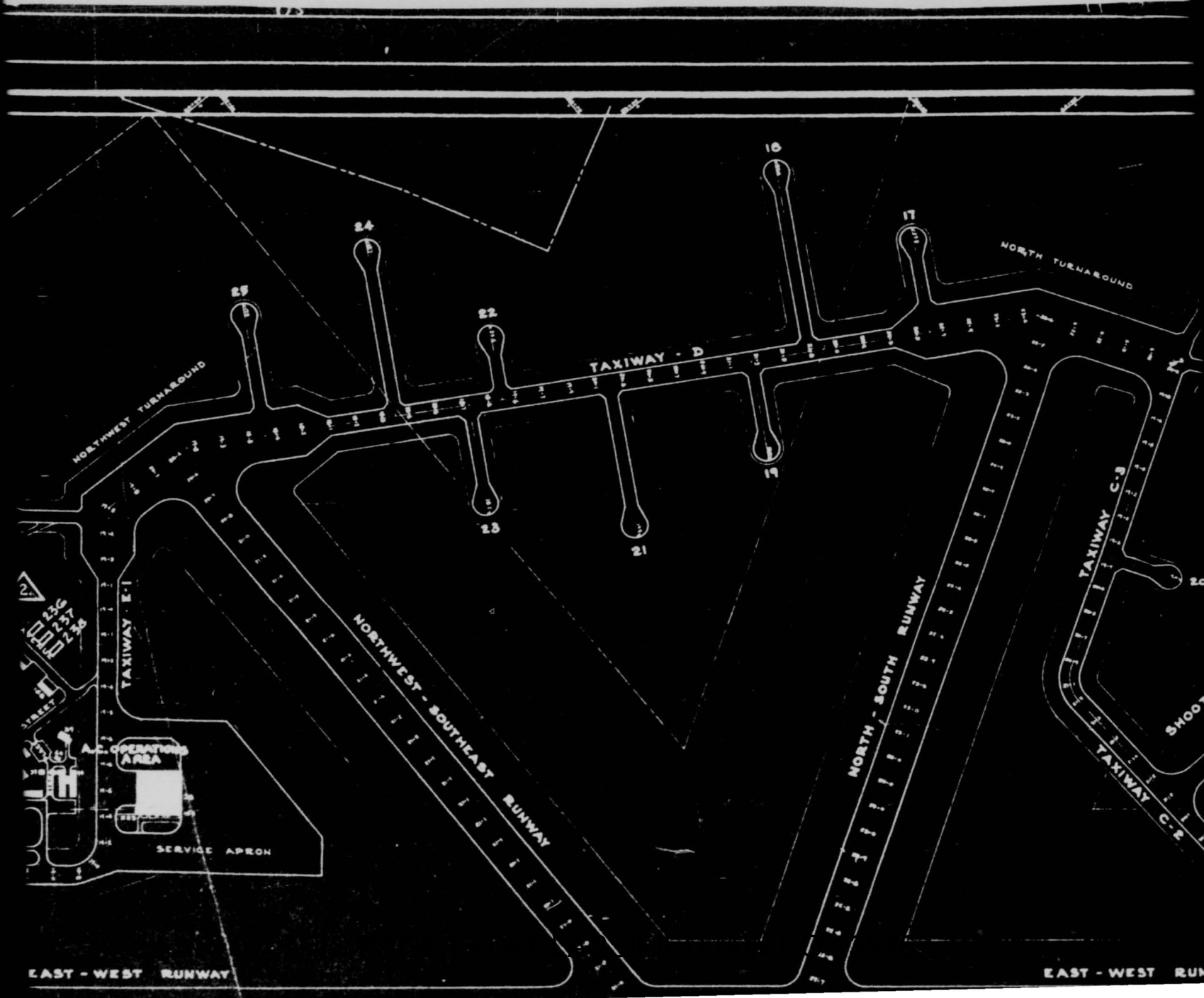

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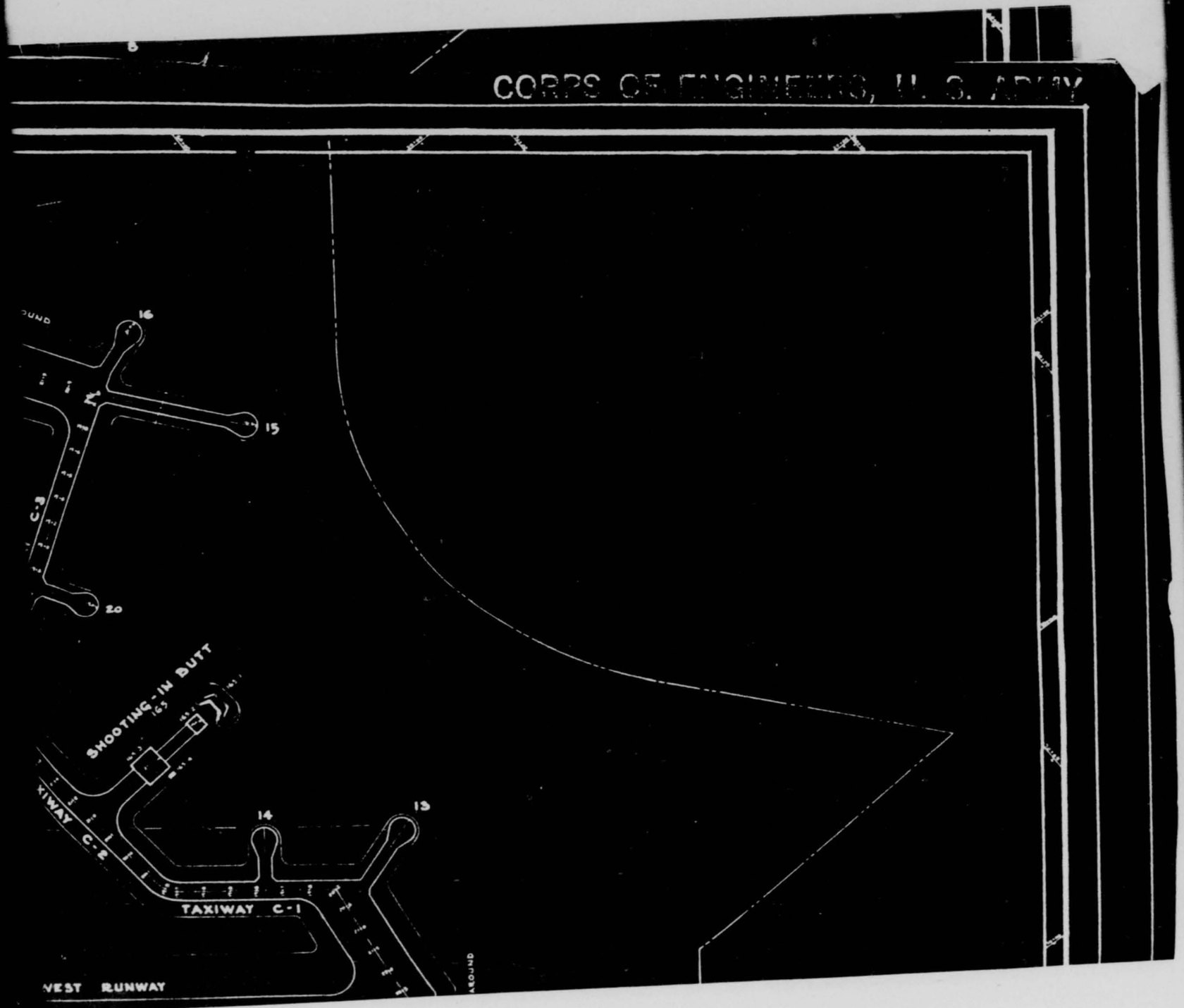

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A 19023	A 321	A(T-3)	10 FEB. '44

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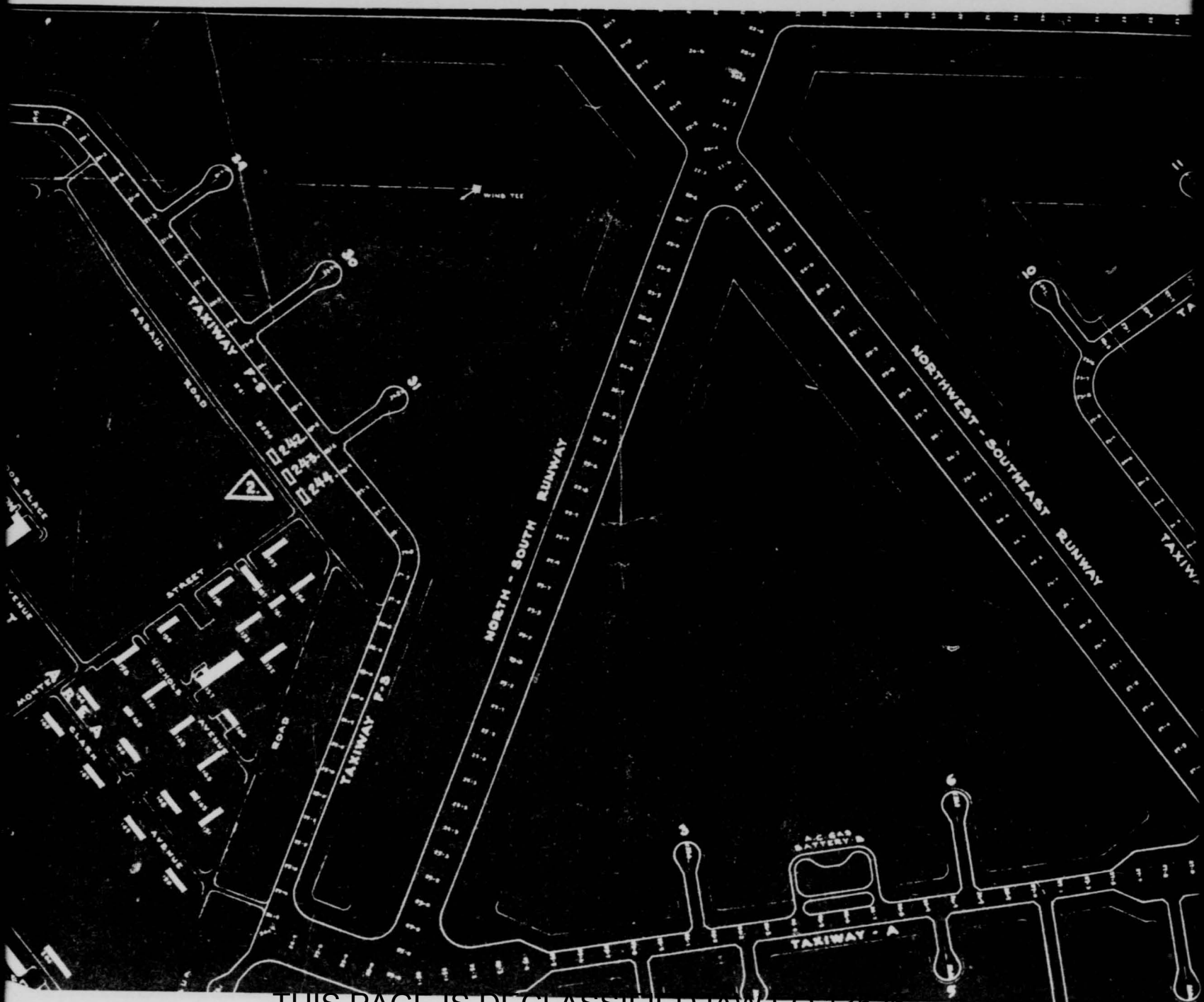

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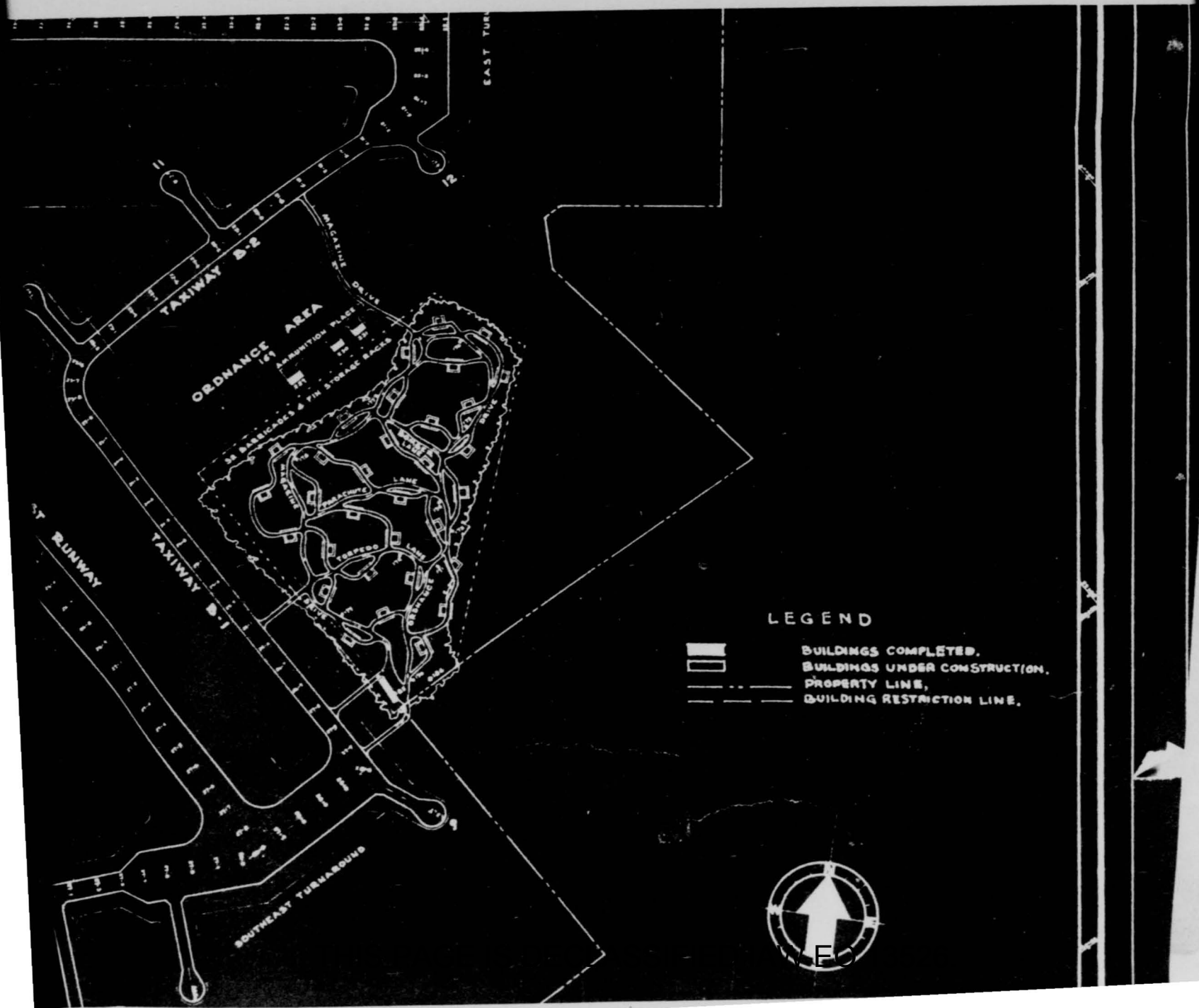

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"NAD" NUMBER	PHILA. No.	DATE
NAD-A- 12	18	Sep. 19, "
" Suppl. "1	18	Nov. 18, "
" Suppl. "2	18	Dec. 12, 1942
" Suppl. "3	18	Aug. 18, 1943
NAD-A- 22	29	Oct. 16, "
NAD-A- 41	46	Nov. 24, 1942
Suppl. "1	46	Feb. 6, "
Suppl. "2	46	Aug. 18, 1943

RECORD OF AUTHORIZATIONS

BUILDING INDEX (Letter "m" following type means "modified")

BLDG. No.	USE	CAP'Y each	TYPE	SIZE
1-2	Officers' Quarters	16	O.Q.-A-T	20' x 100'
3	Mess E.M.	184	T-Type	58' x 100'
4 to 8 inc.	Barracks E.M.	50	B-A-T	20' x 100'
9	Lavatory E.M.		T.O. Mod	20' x 100'
10	Administration		T.O. 11-A	20' x 100'
11	Operations A.C.		T.O.	20' x 100'
12	Supply Warehouse		T.O. 11-18	20' x 100'
13	" " P.E.		T.O. 11-4 m	20' x 100'
14 & 36	Control Bldg.		B-AC-1-T	60' x 108'
15	Infirmary		T.O.	20' x 100'
16	Day Room E.M.		T.O. 11-4	20' x 100'
17 to 25 inc.	Barracks E.M.	50	B-A-T	20' x 104'
26	Recreation E.M.		T.O. 11-A	20' x 100'
27	Obsolete no. Was ½ of 140			
28	Officers' Mess	184	T-Type	58' x 100'
29	Obsolete no. Was ½ of 140			
30-30A	Lavatories E.M.	150	L-150-T	20' x 40'
31	Lavatory, Officers		L-3	18' x 34'
32	Supply Warehouse		T.O. 11-18	20' x 100'
33	Unassigned number.			
34	Obsolete No. Now 138			
35	Radio		T.O. 11-A m	
36 & 14	See 14 & 36	-	-	-
37	Pilot		T.O. 11-A m	
38	Hangar		"Unicon" Co.	161'-x 135'+
39	Link Trainer		SH-9 m	25' x 49'
40	Bombsight Storage		BSS-5 m	10' x 25'-4"
41	Beacon Tower			
100	Administration		T.O. m	20' x 100' & 2 wings 12' x 36'
101 to 105 inc.	Barracks E.M.	50	T.O. m	20' x 104'
106	Mess E.M.	184	T-Type	58'-10"-108'-8"
107	Administration		T.O. m	20' x 100' & 2 wings 12' x 36'
108	Recreation E.M.		RB-B-T m	20' x 60'
109	Supply Warehouse		T.O. m	20' x 76'
110	Lavatory E.M.	150	L-150-T m	20'-8" x 40'-8"
111 to 127 inc.	Officers' Quarters	16	T.O. m	20' x 100'
128	Officers' Mess	260	F.C.M. 260	82'-8" x 112'-4"
129-130	Recreation, Officers		RB-A-T m	26' x 108'
131 to 135 inc.	Lavatories, Officers	50	L-50-T m	20'-8" x 26'-8"
138	Administrtn, Poison Gas.		T.O. m	20' x 100'
139	Medical, Orderly Room			
140	Mess E.M.	360		
141 to 156 inc.	Barracks E.M.	50		
157	Mess E.M.	528		
158	Administration			
159	Recreation E.M.			
160	Supply Warehouse			
161	Lavatory E.M.	200		
162-163	Lavatories E.M.	150		
164	Control Tower			
165-1-2-3-4	Shooting-in-Butt			
166-167	Warehouses			
168	Warehouse, Arms			
169	Bomb Storage Area	32 units		
170 to 179 inc.	Fuse Storage Huts	10 units		
180	Dispensary	10 beds		
181	Fire Station			
182	Storehouse (Refrig.)			
183-184	Warehouses (Q.M. & A.A.F.)			
185	Warehouse (Ord.)			

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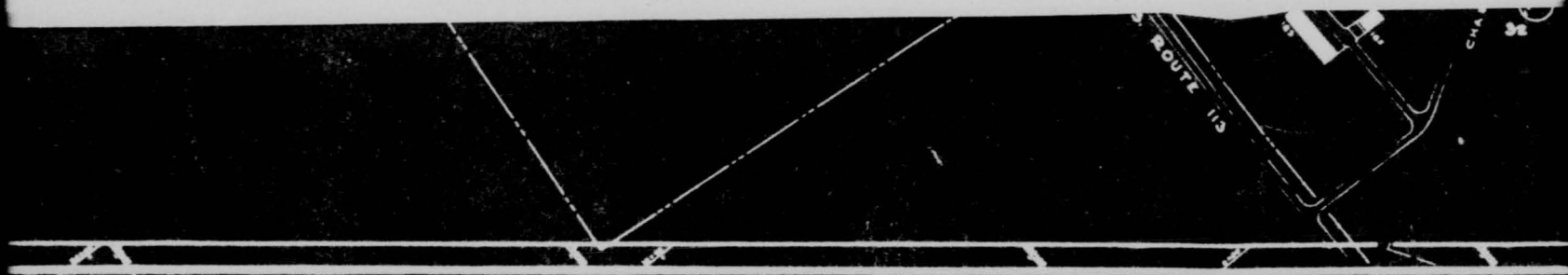

TYPE	SIZE	BLDG. No.	USE	CAP'Y	TYPE	SIZE	BLDG. No.	USE	CAP'Y	TYPE	SIZE	BLDG. No.	USE
	20' x 100'	186	Latrine		LT-D-T	10'x 16'	203	Service Club & Post Exch.		SCP%-D-T	49'-4"x113'-6"	229	Night Lighting Control House
	40' x 124'	187	Mess E.M	104	M-C-T	20' x 100'	204	Office Building. Q.M.		OB-G-T	20' x 140'	225 thru 227	Target Ranges
	20' x 104'	188	Recreation E.M		RB-A-T	20' x 72'	205	Entrance Gate House		GH-B-T	12' x 16'	229	Magazine - Pyrotechnics
	40'-6" x 186'	189	Supply & Administration		OB-A-T	20' x 100'	206	Oil Storage House		OH-A-O	14'-6" x 14'-3"	230-231	Magazines Small-arms Ammo
	20' x 100'	190-1-2-3.	Sewage Treating Plant				207	Administration (Hosp.)		Admin-A-T	26' x 141'-8"	232	Radio Range Building.
	20' x 84'	191	Grease Rack			9' x 112'	208	Nurses Quarters & Mess	76 beds	NQM-A-T	30'-7" x 162'-8"	233	Training Aids Devices Bldg.
	20' x 76'	192	Motor Repair Shop		MR-A-T	32' x 88'	209	Officers Quarters (Hosp.)	16	OQ-A-T	20' x 104'	234 - 244	Operations & Engineering
	208' x 56'-8"	193	Post Engr. Stock and Issue			200' x 217'-10"	210	Lavatory Officers (Hosp.)	25	L-A-T	20'-8" x 24'		
	20'-8" x 40'-8"	193-1	" " Administration		A-4	25'-6" x 50'	211	Infirmary (Hosp.)		Inf-D-H	25' x 81'-10"		
	14' x 14'	193-2	" " Shops Utilities		SP-11	25' x 150'	212	Flight Surgeon's Unit		PSE-D-H	26' x 78'-10"		
		193-3	" " Shed, Enclosed		SU-11	25'-6" x 51'-6"	213	Ward	24 beds	Ward-D-H	26' x 151'-2"		
	20' x 100'	194	Equipment Shed		SH-T	24' x 39'	214	Ward	33 beds	Ward-G-H	26' x 151'-2"		
	20' x 52'	195	Operations (Base)		OB-A-T	20' x 100'	215	Ward	24 beds	Ward-S-H	26' x 151'-2"		
		196	Gas Chamber		Gas Cham-2	26' x 72'	216-217	Barracks (Hosp.) E.M.	54	B-A-T	20' x 100'		
	5' x 10'	197	Wash Rack	5-car	Bar-4-A	25' x 60'	218	Lavatory (Hosp.) E.M.	100	L-C-T	28' x 35'		
	26'-2" x 124'-6"	198	Guard House		GH-B-T	20' x 108'	219	Recreation (Hosp.) E.M.		RB-D-T	20' x 72'		
	56' x 88'	199	Photo. Laboratory		PHO-A-T	26' x 87'-8"	220	Mess (Hosp. Personnel)	192	HM-192	26'-6" x 142'-8"		
	45'-8" x 62'-5"	200	Gasoline Station		GA-A-T	12' x 16'	221	Storehouse (Hosp.)		Store-D-H	26' x 120'-10"		
	50' x 192'	201	Combination Th. & Chapel	336	RAC-A-T	72'-4" x 104'-6"	222	Heating Plant (Hosp.)		HEAT-D-H	40'-4" x 72'		
	20' x 100'	202	Recreation (Gym)	2500	RB-C-T	58'-8" x 172'-6"	223	Hangar Shops Offices Hosp.			54'-4" x 128'-4"		

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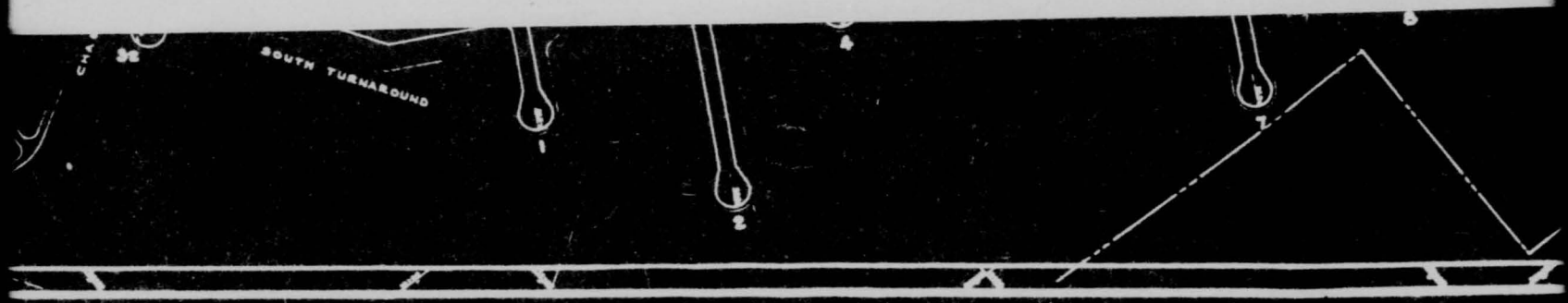

USE	CAPY	TYPE	SIZE	BLDG. No.	USE	CAPY	TYPE	SIZE
...t Lighting Control House			9'-6" x 17'-5"					
...el Ranges								
...azine - Pyrotechnics		Quonset	25'-6" x 54'-6"					
...ation - Small-arms Ammo		OB-K-1	20' x 48'					
...ig Range Building		BAD-A-3	129'-11" x 11'-11"					
...g Aids Devices Bldg.		T-Shape	81'-5" x 168'-5"					
...ations & Engineering			20'-0" x 48'-0"					

DATE	REV. NO.	DESCRIPTION	DRAWN BY	APPR'D BY
28 FEB 1944	2	OPERATIONS & ENGINEERING BUILDINGS ADDED.	HGV.	
14 JAN. 1944	1	TRAINING AIDS DEVICES BUILDING ADDED.	HGV.	

SUBMITTED:

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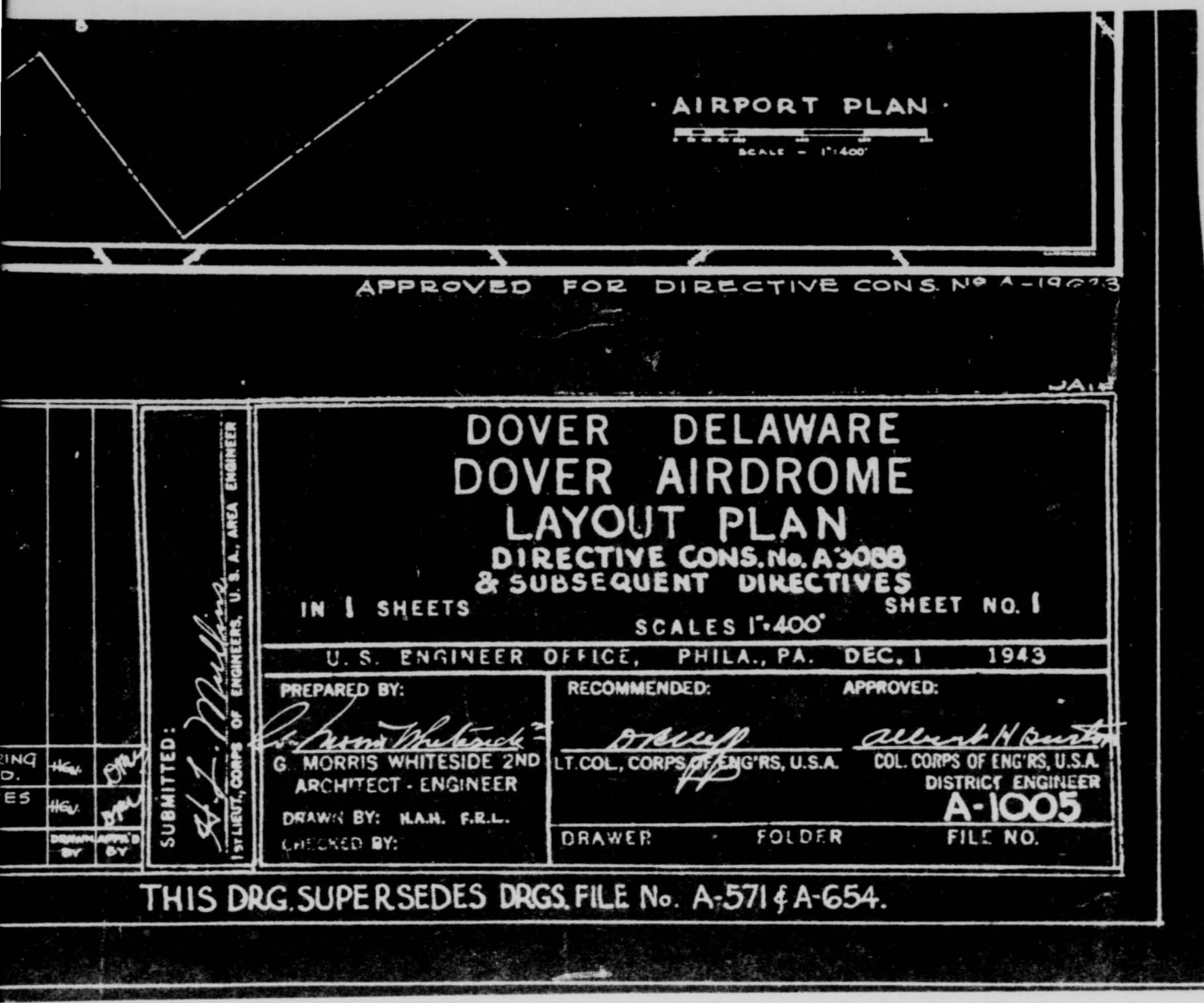

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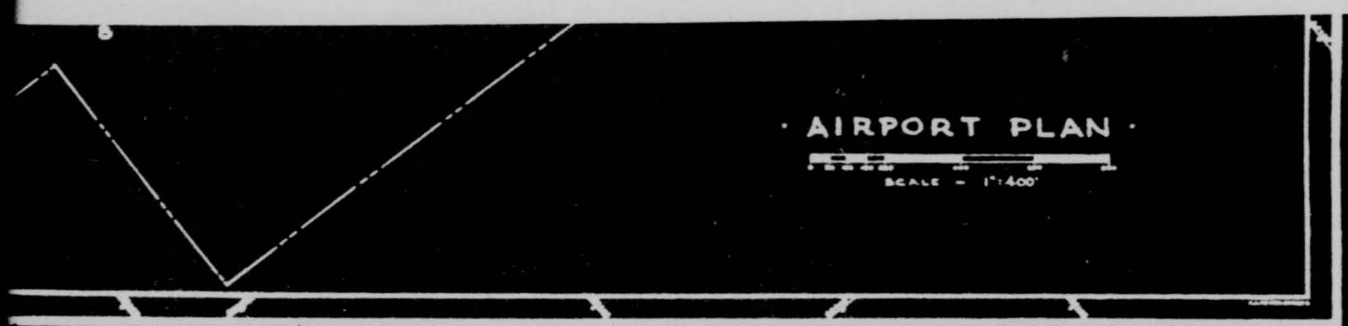

APPROVED FOR DIRECTIVE CONS. No A-1903

DOVER DELAWARE
DOVER AIRDROME
LAYOUT PLAN

DIRECTIVE CONS. No. A-3088
& SUBSEQUENT DIRECTIVES

IN 1 SHEETS SHEET NO. 1

SCALES 1"-400'

U. S. ENGINEER OFFICE, PHILA., PA. DEC. 1 1943

PREPARED BY:	RECOMMENDED:	APPROVED:
G. MORRIS WHITESIDE 2ND ARCHITECT - ENGINEER	LT. COL., CORPS OF ENG'RS, U.S.A.	COL. CORPS OF ENG'RS, U.S.A. DISTRICT ENGINEER
DRAWN BY: H.A.H. F.R.L.		A-1005
CHECKED BY:	DRAWER FOLDER	FILE NO.

SUBMITTED: 1st LIEUT., CORPS OF ENGINEERS, U. S. A., AREA ENGINEER

RING	HGV.	BPW
ES	HGV.	BPW
	DRAWN BY	APP'D BY

THIS DRG. SUPERSEDES DRGS. FILE No. A-571 & A-654.

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OFFICIAL BUSINESS

Dover Army Air Base
Locality Map
2 Mar. 44

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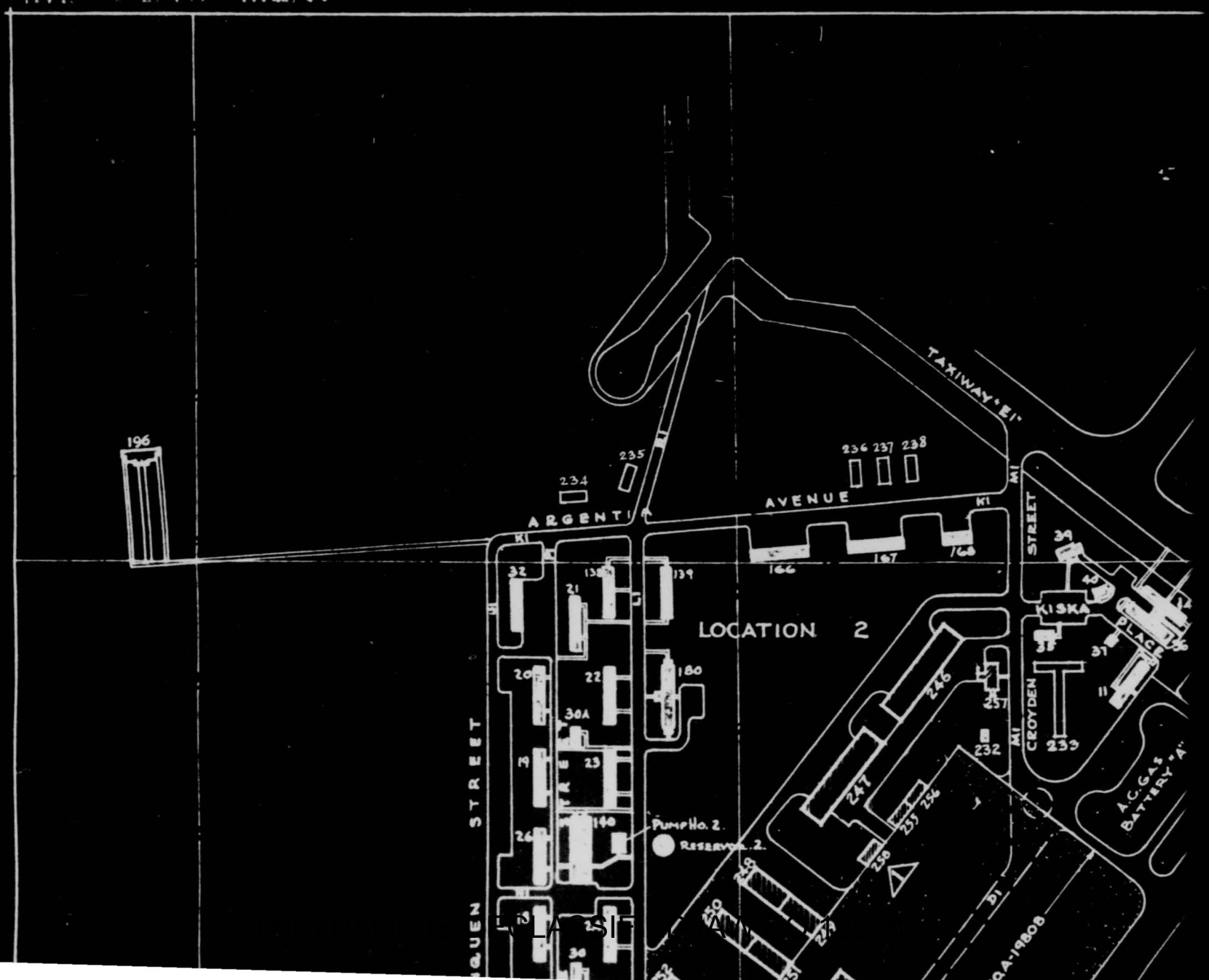
WAR DEPARTMENT



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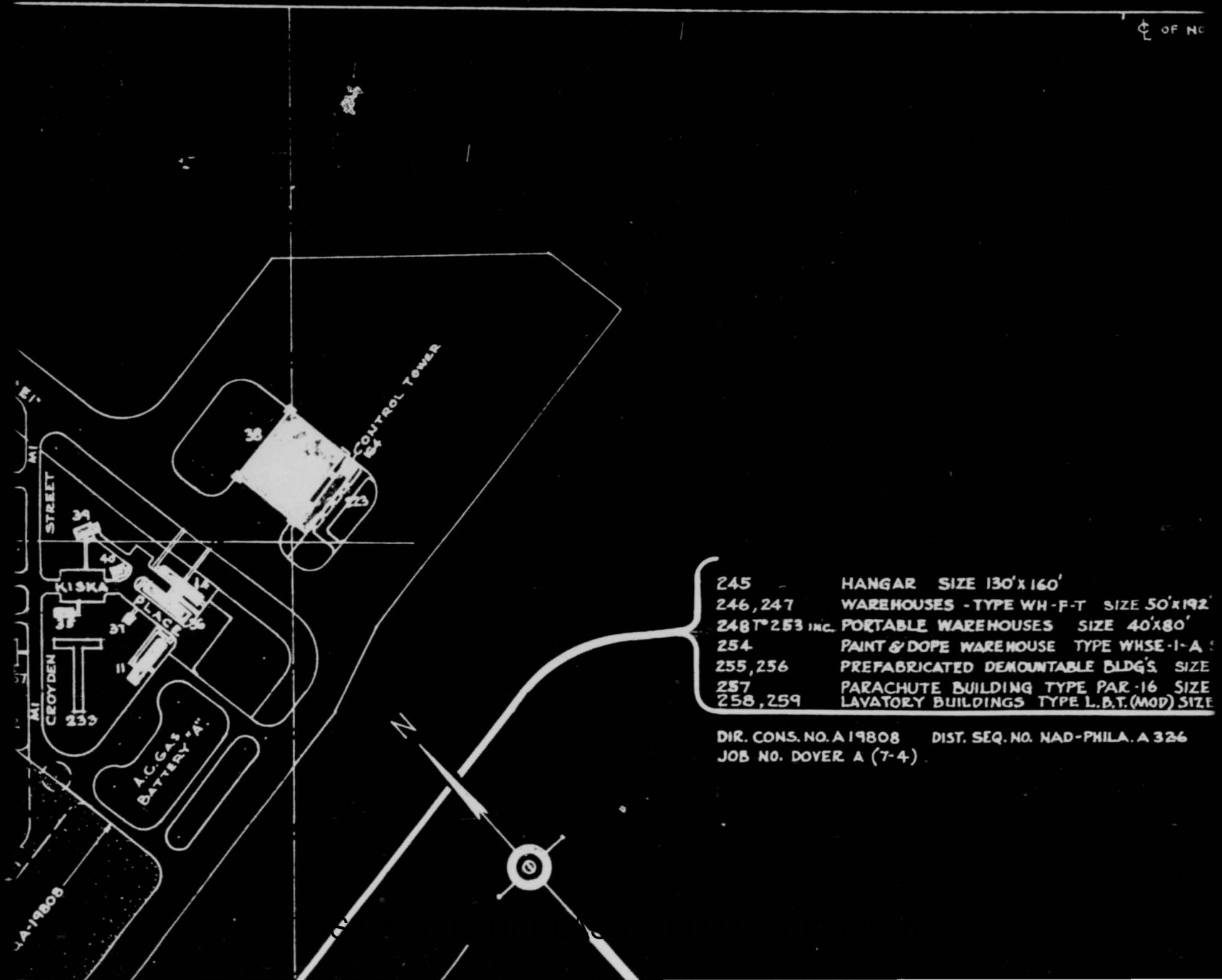

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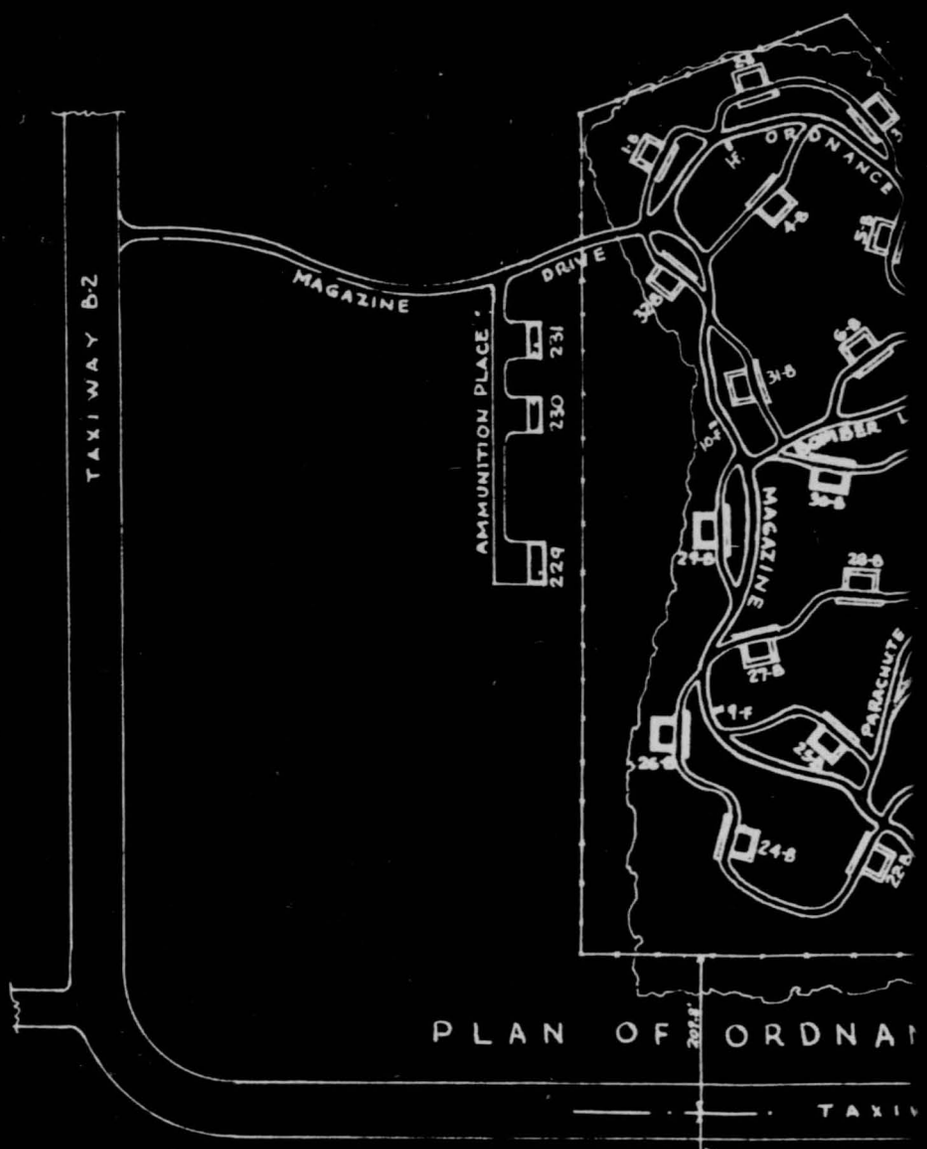
℄ OF NORTHWEST - SOUTHEAST RUNWAY



F-T SIZE 50'x192'
SIZE 40'x80'
TYPE WHSE-1-A SIZE 25'x54'
ABLE BLDG'S. SIZE 20'x48'
YPE PAR-16 SIZE 24'x50'
PE L.B.T.(MOD) SIZE 20'x48'

AD-PHILA. A 326

PLAN OF ORDNA

TAXI

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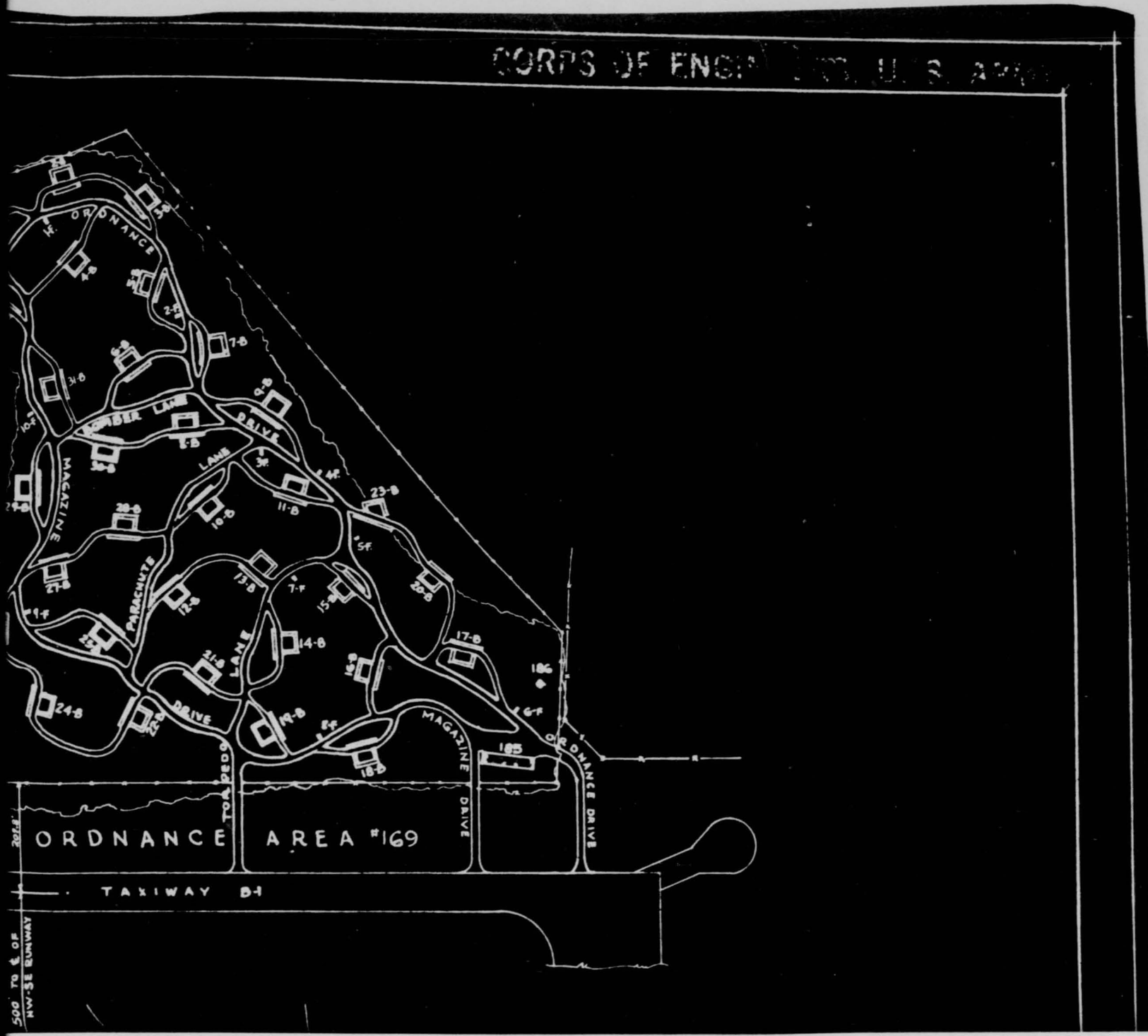

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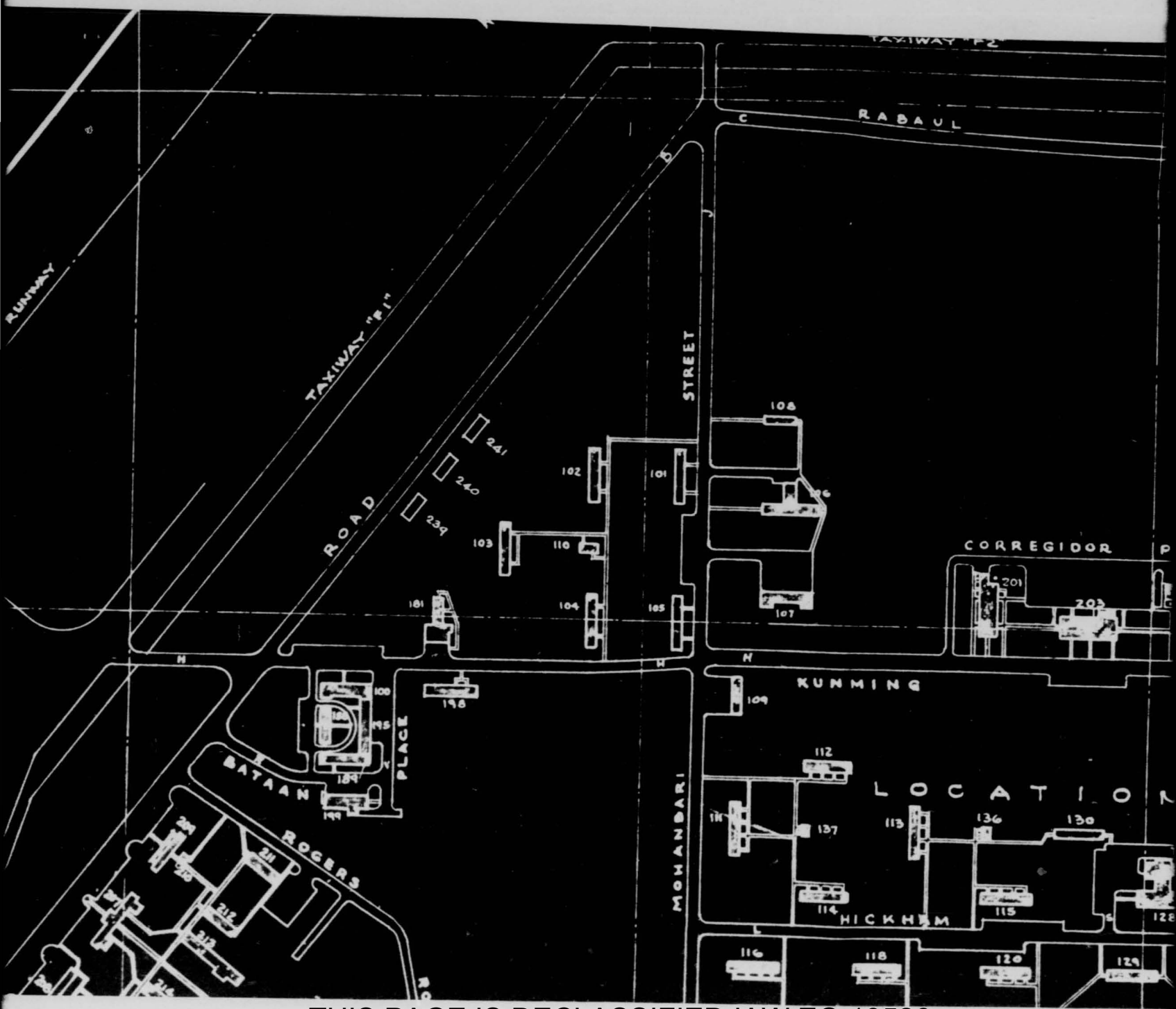

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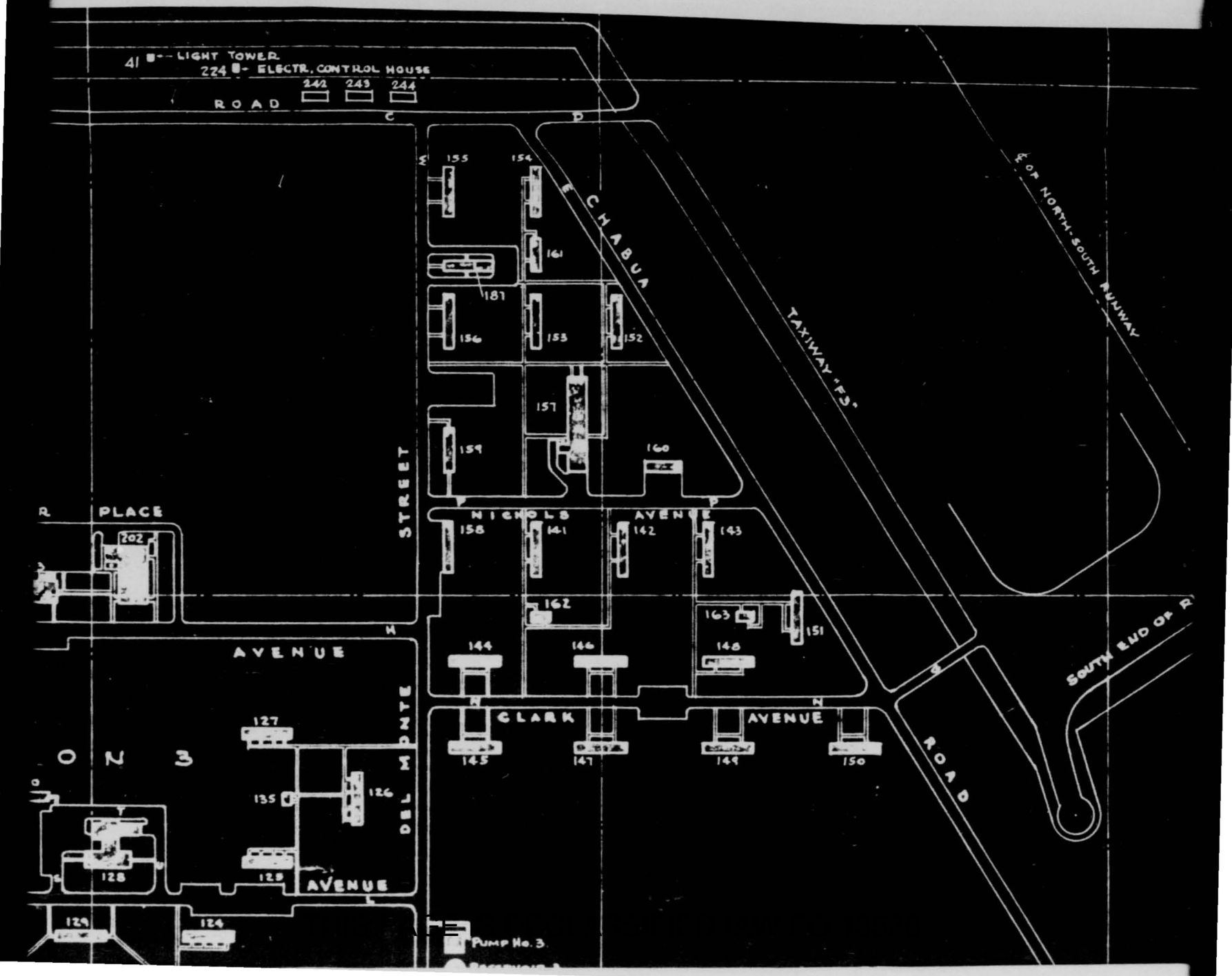

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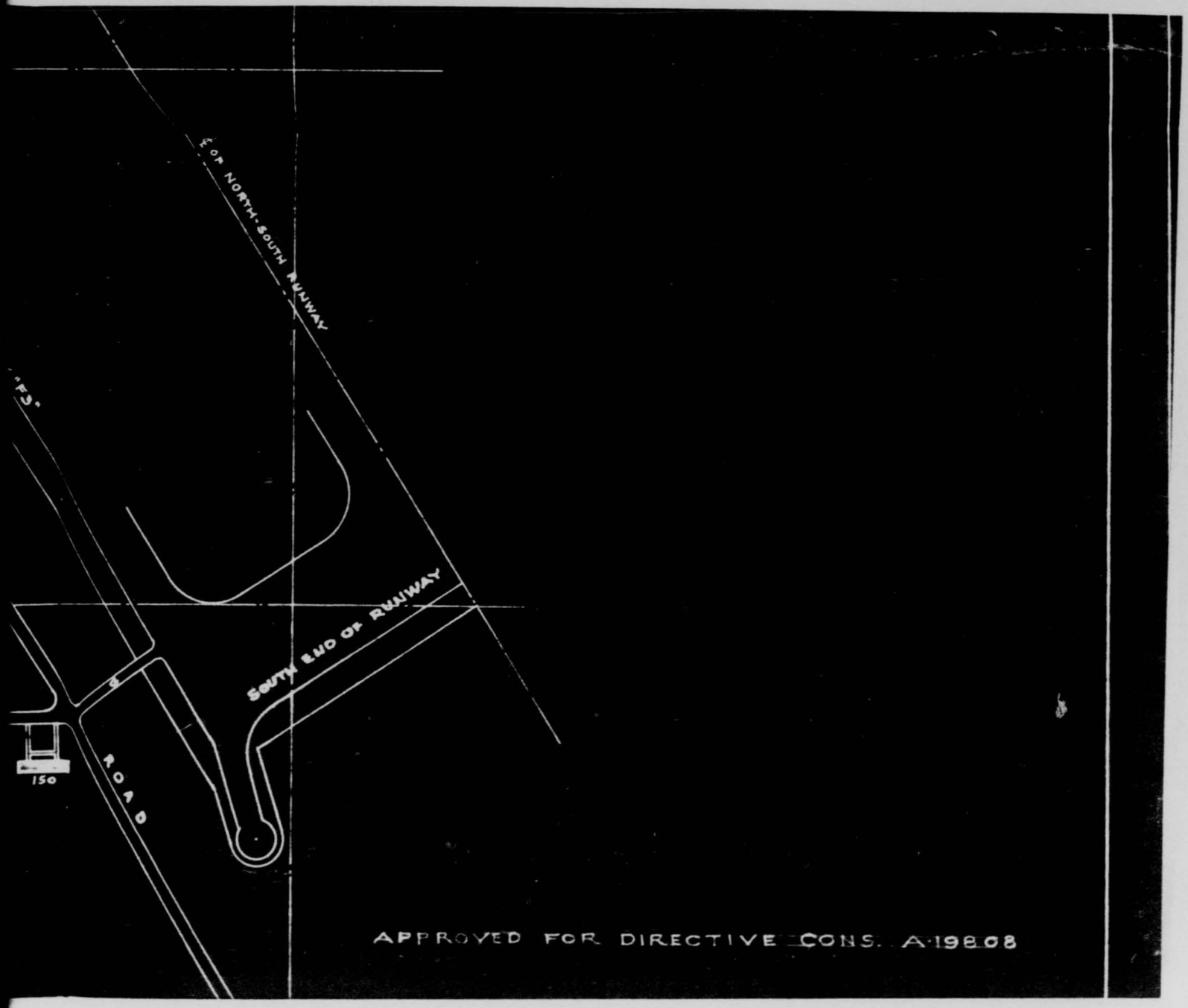

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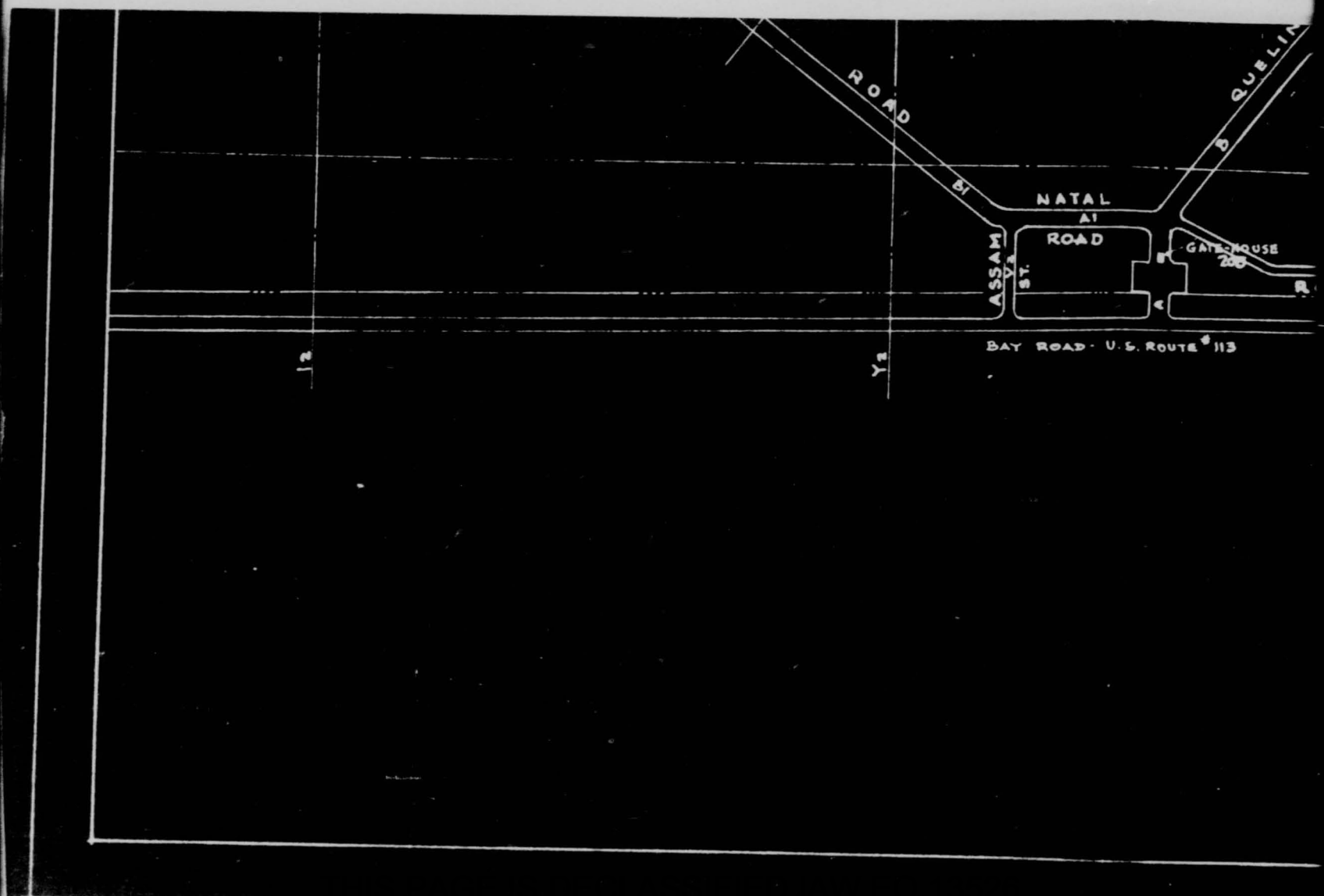

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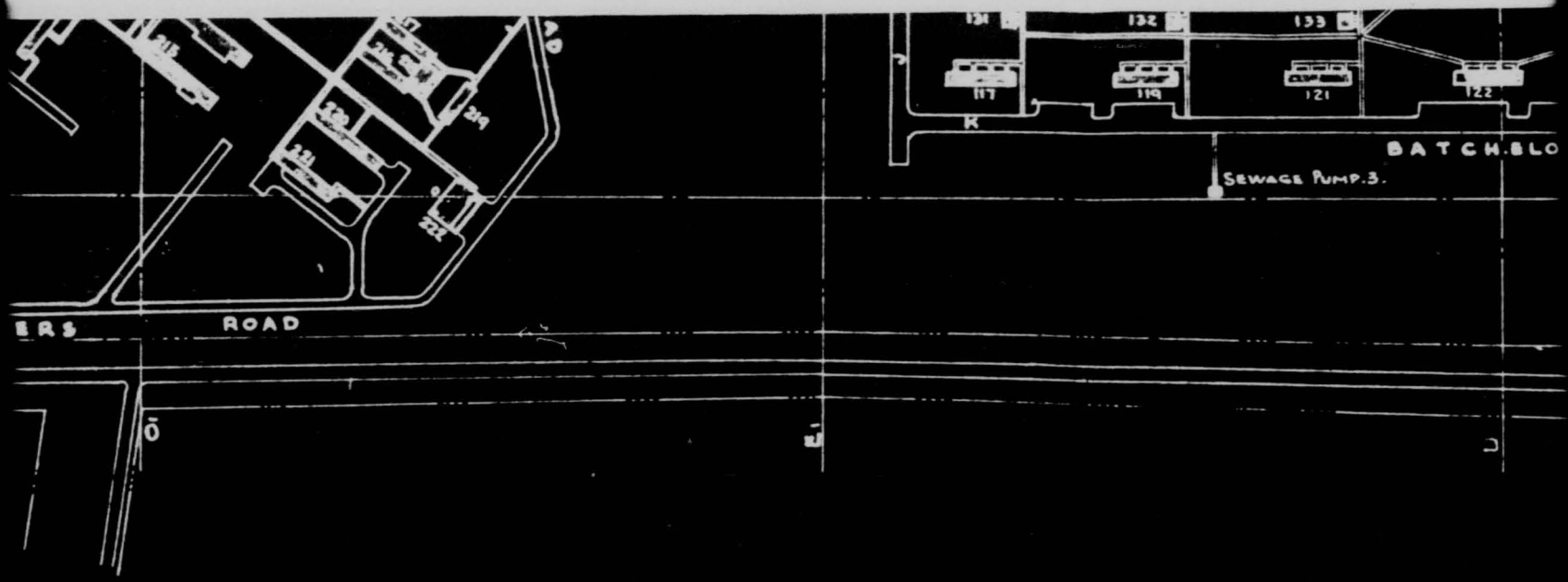

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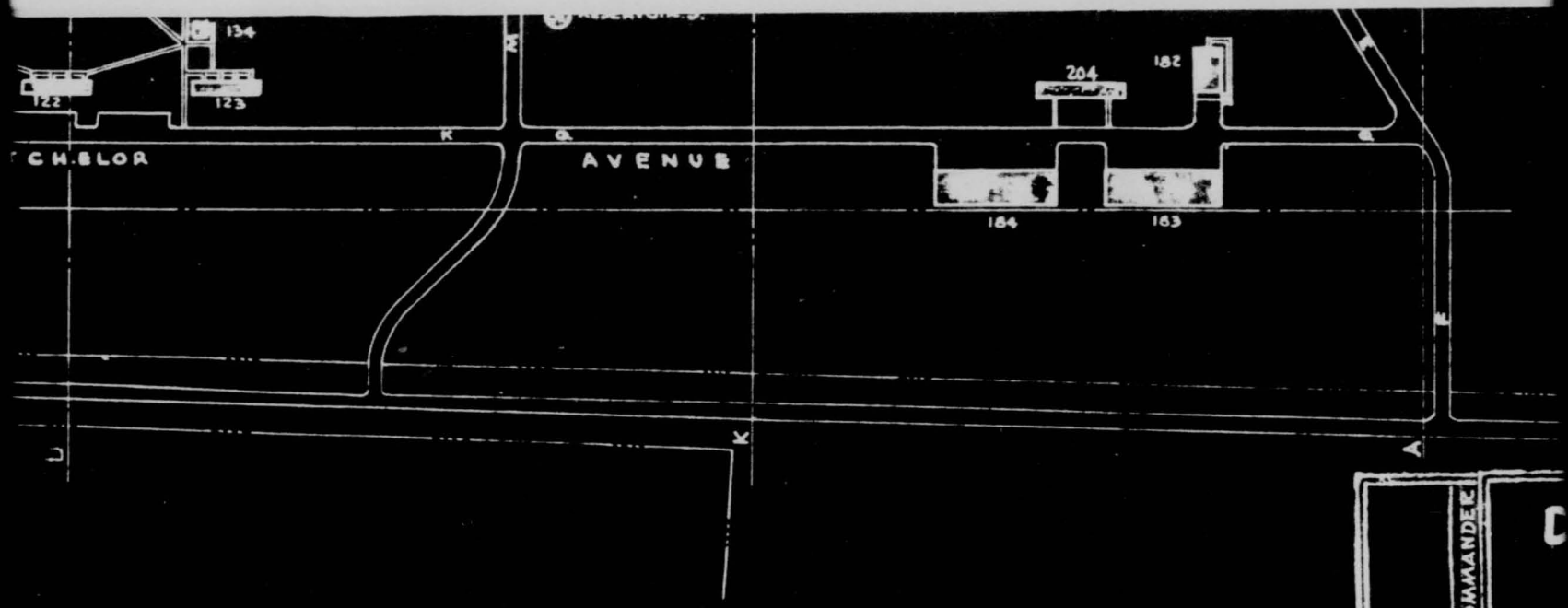

3-18-44	1	L-B-T BUILDINGS #258 #259 ADDED	RD	
DATE	SYM	DESCRIPTION	BY	APP. BY

APPROVED:

MAJOR U.S.A. AIR FORCE, BASE COMMANDER

Sca

PREPA

G. MC

AR

DRAW

CHEC

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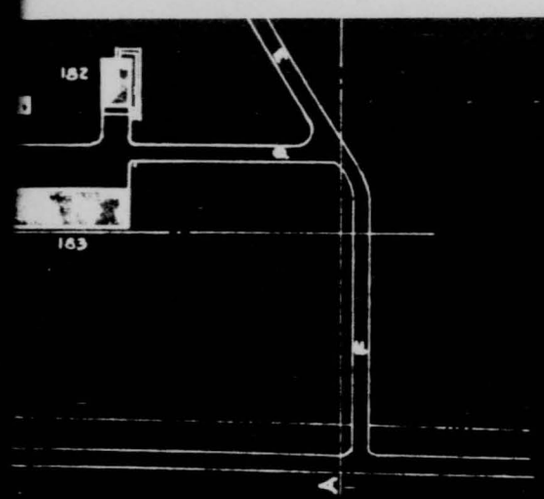

DOVER ARMY AIR BASE · DOVER, DEL.
SUB-DEPOT FACILITIES
LOCALITY MAP

Scale 1"- 200' Sheet 1 Of 1

U. S. ENGINEER OFFICE, PHILA., PA. MAR. 2- 1944

PREPARED BY: G. Morris Whiteside 2nd
G. MORRIS WHITESIDE 2ND
ARCHITECT - ENGINEER
DRAWN BY: W. G. M.
CHECKED BY:

RECOMMENDED: LT. COL., CORPS OF ENG'RS, U.S.A.

APPROVED: COL. CORPS OF ENG'RS, U.S.A. DISTRICT ENGINEER

DRAWER | FOLDER | FILE No. E-2231

APPROVED: MAJOR, U.S.A. AIR FORCE: BASE COMMANDER

0259 ADDED RD BY APP. BY

(2)

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OFFICIAL BUSINESS

Dover Airdrome
Real Estate
18 March 44

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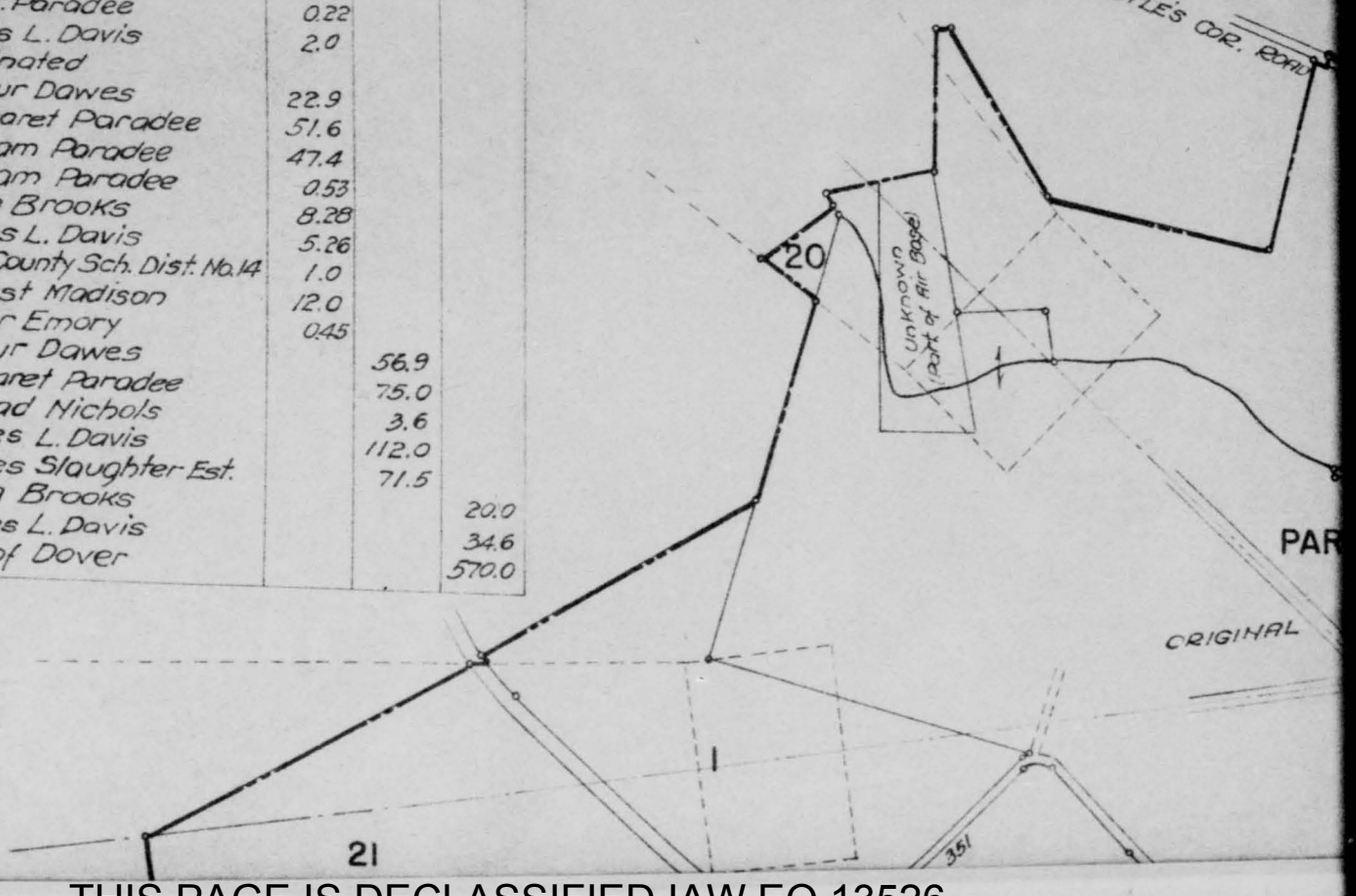
TRACT NO	VENDOR	ACREAGE PURCHASE	EASEMENT	LEASE
1	Ernest Roughley	108.1		
2 Par. 1	Garrett Paradee	179.7		
2 Par. 2	Garrett Paradee	102.1		
2 Par. 3	Garrett Paradee	41.9		
3	James L. Davis	66.1		
4	Michael Scanlon	177.3		
5	Arthur Dawes	14.3		
7	Harry Hagerty	192.2		
8	Wm. C. Paradee	0.22		
9	James L. Davis	2.0		
10	Eliminated			
11	Arthur Dawes	22.9		
12	Margaret Paradee	51.6		
13	William Paradee	47.4		
13 A	William Paradee	0.53		
14	Lydia Brooks	8.28		
17	James L. Davis	5.26		
18	Kent County Sch. Dist. No. 14	1.0		
19	August Madison	12.0		
23	Edgar Emory	0.45		
11 A	Arthur Dawes		56.9	
12 A	Margaret Paradee		75.0	
20	Conrad Nichols		3.6	
21	James L. Davis		112.0	
22	James Slaughter Est.		71.5	
15	Lydia Brooks			20.0
16	James L. Davis			34.6
A	City of Dover			570.0



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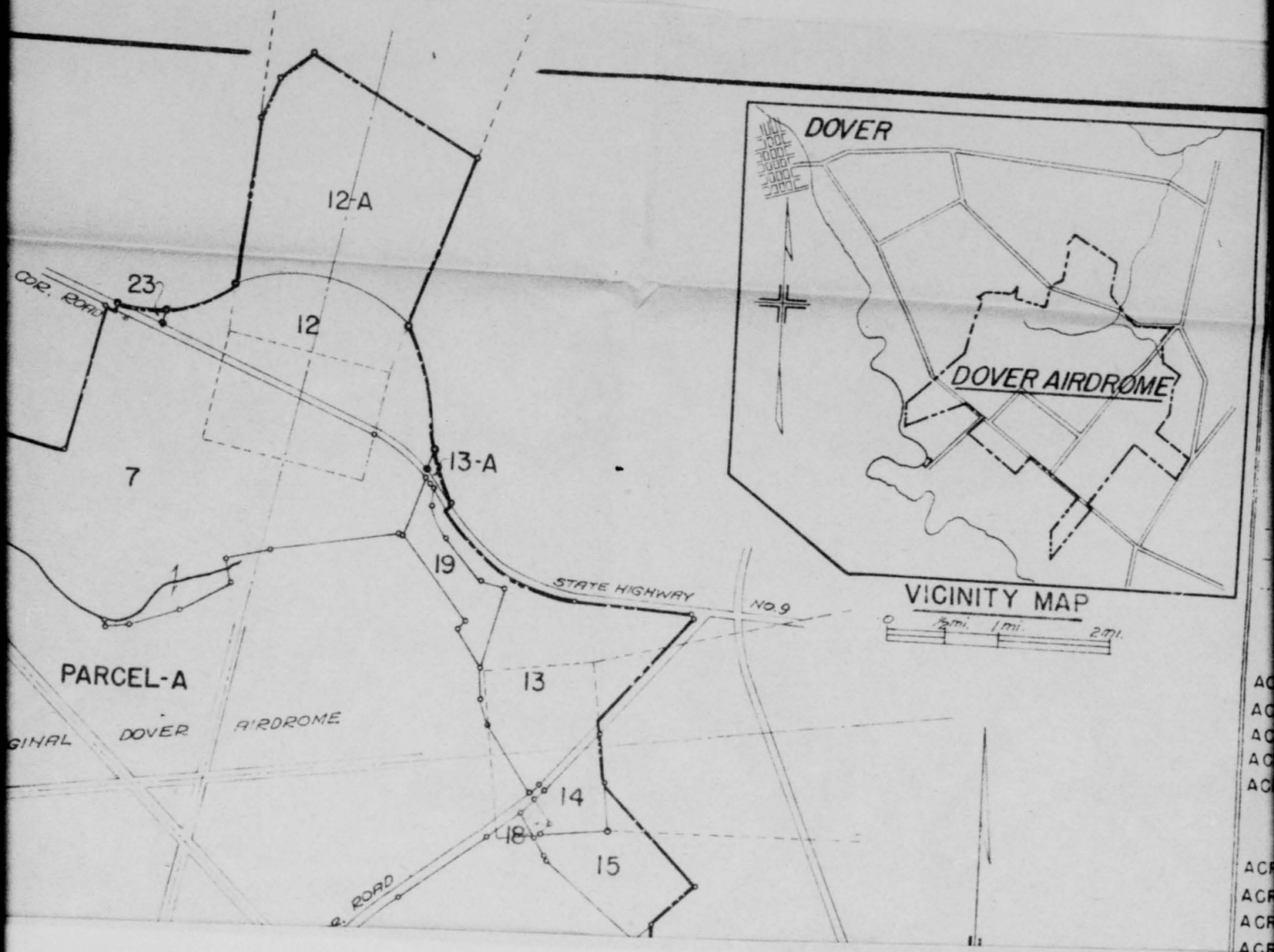

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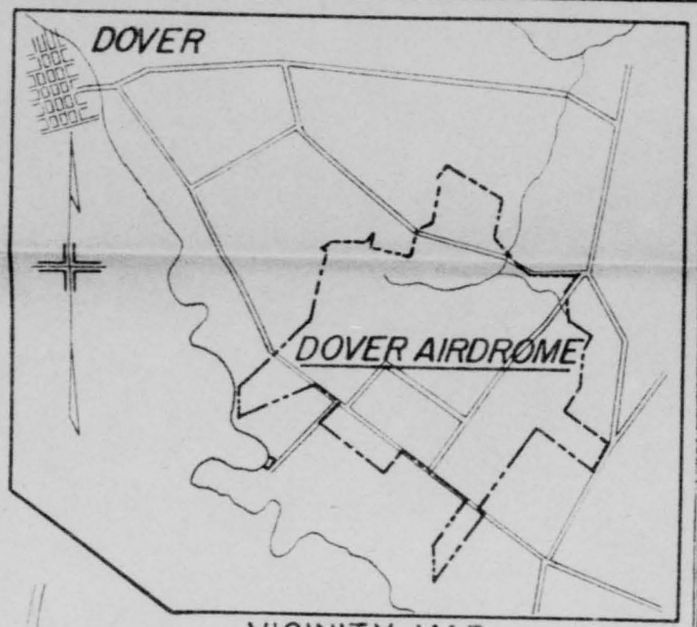
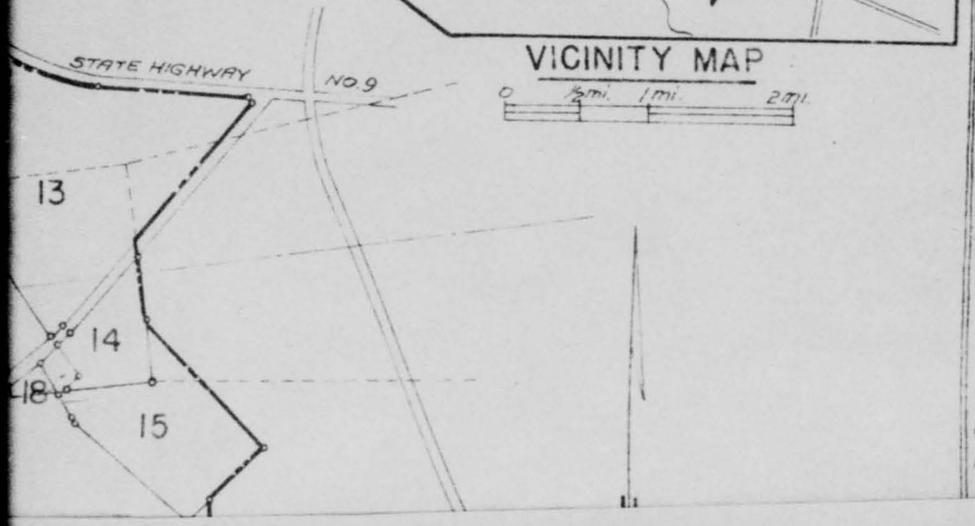


VICINITY MAP

0 ½mi. 1mi. 2mi.



FINAL PROJECT OWNERSHIP

(TYPE OF MAP)

STATE DELAWARE

COUNTY KENT

DIVISION NORTH ATLANTIC

DISTRICT PHILADELPHIA

SERVICE COMMAND 2ND

USING AGENCY ARMY AIR FORCES

3.75 MILES SE OF DOVER

45 MILES S OF WILMINGTON

— TRANSPORTATION FACILITIES —

PENNSYLVANIA RAILROAD

NO. 9 STATE ROAD

NO. 113 FEDERAL ROAD

AIRLINE

— LAND AREA —

ACRES OWNED BY W.D. 1033.34

ACRES LEASED BY W.D. 624.60

ACRES LEASED FROM W.D.

ACRES EASEMENT TO W.D. 319.0

ACRES DONATED TO W.D.

— DISPOSALS —

ACRES SOLD

ACRES TRANSFERRED

ACRES EXCHANGED

ACRES OTHERWISE

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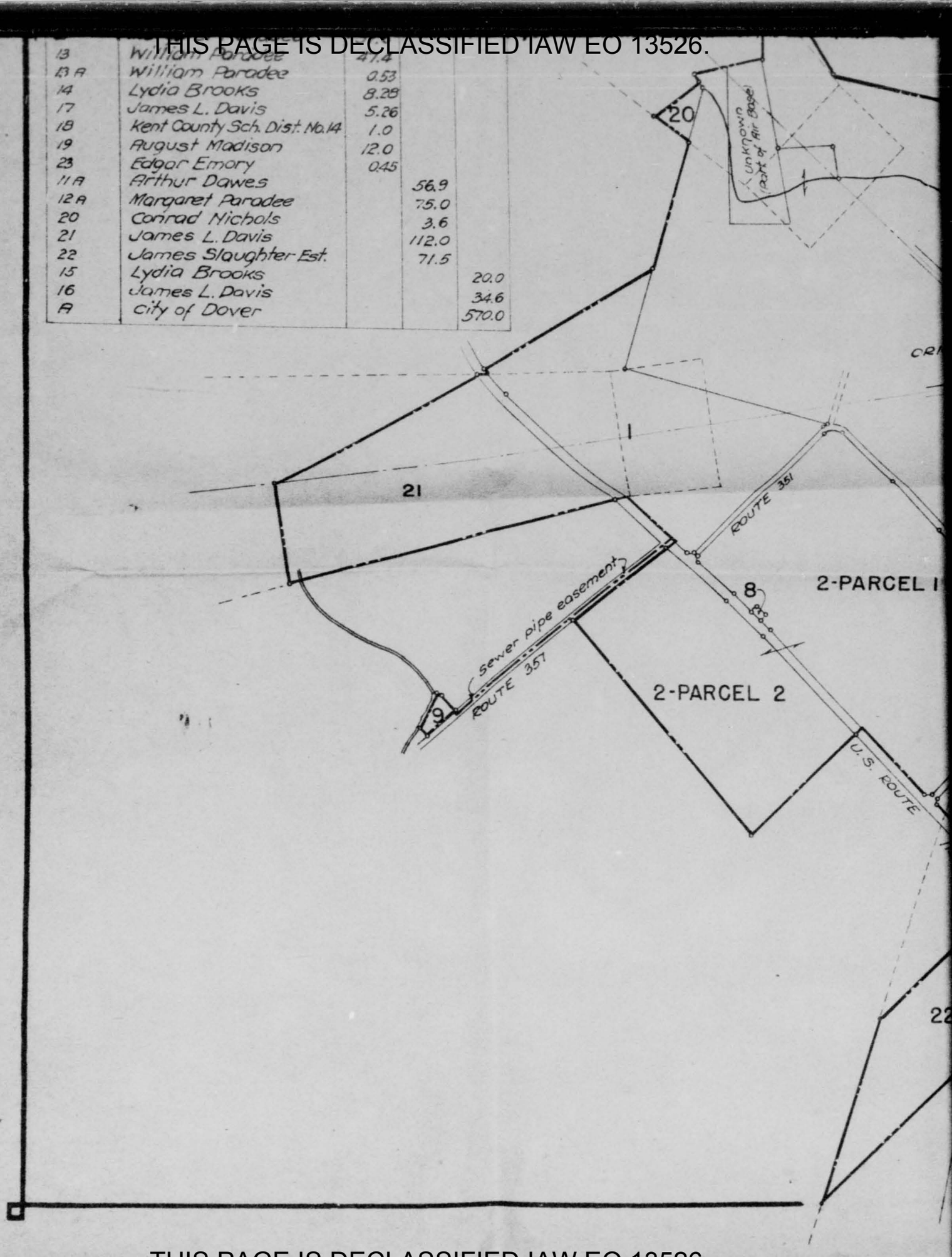
13	William Paradee	47.4		
13 A	William Paradee	0.53		
14	Lydia Brooks	8.28		
17	James L. Davis	5.26		
18	Kent County Sch. Dist. No. 14	1.0		
19	August Madison	12.0		
23	Edgar Emory	0.45		
11 A	Arthur Dawes		56.9	
12 A	Margaret Paradee		75.0	
20	Conrad Nichols		3.6	
21	James L. Davis		112.0	
22	James Slaughter Est.		71.5	
15	Lydia Brooks			20.0
16	James L. Davis			34.6
A	City of Dover			570.0



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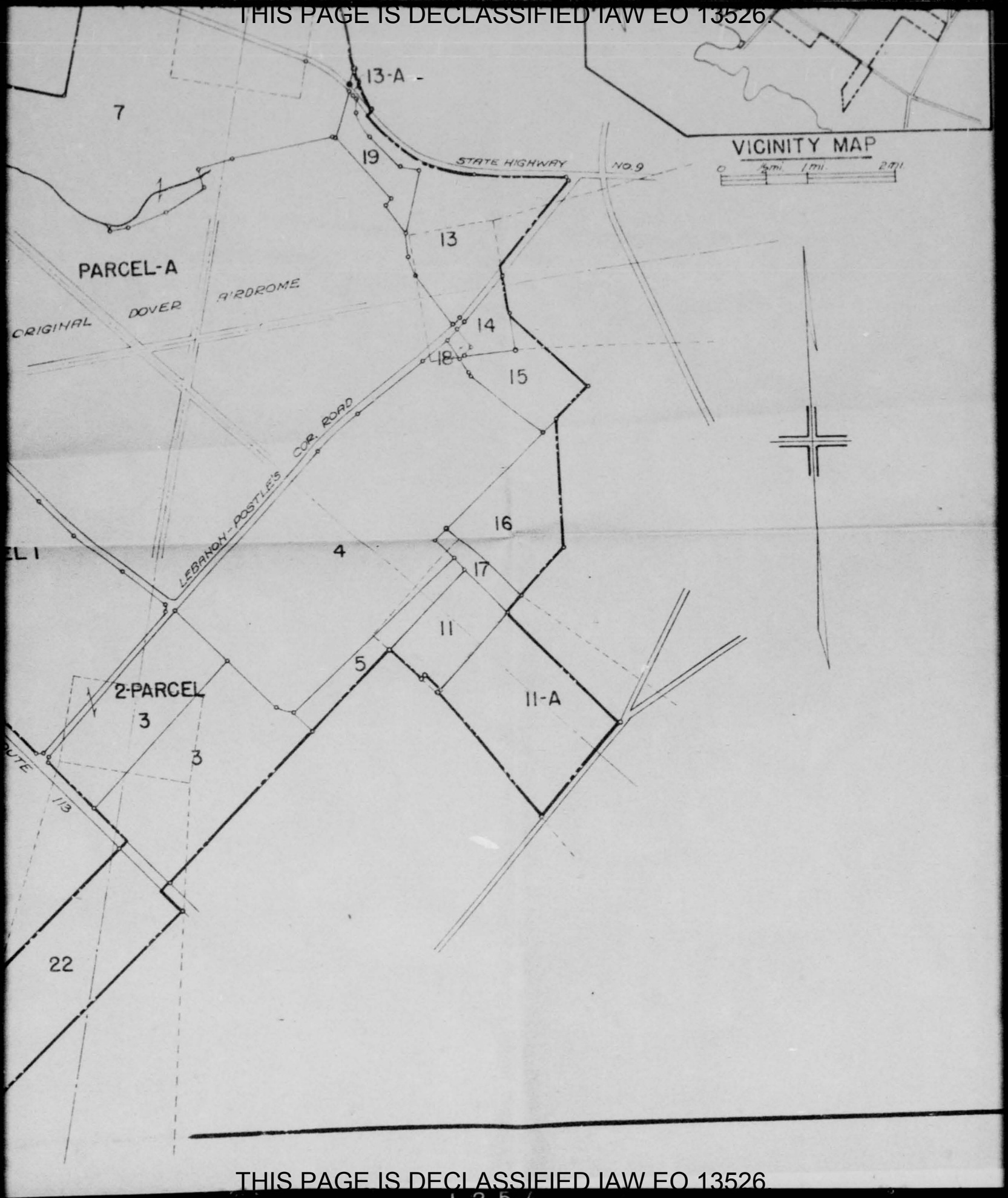

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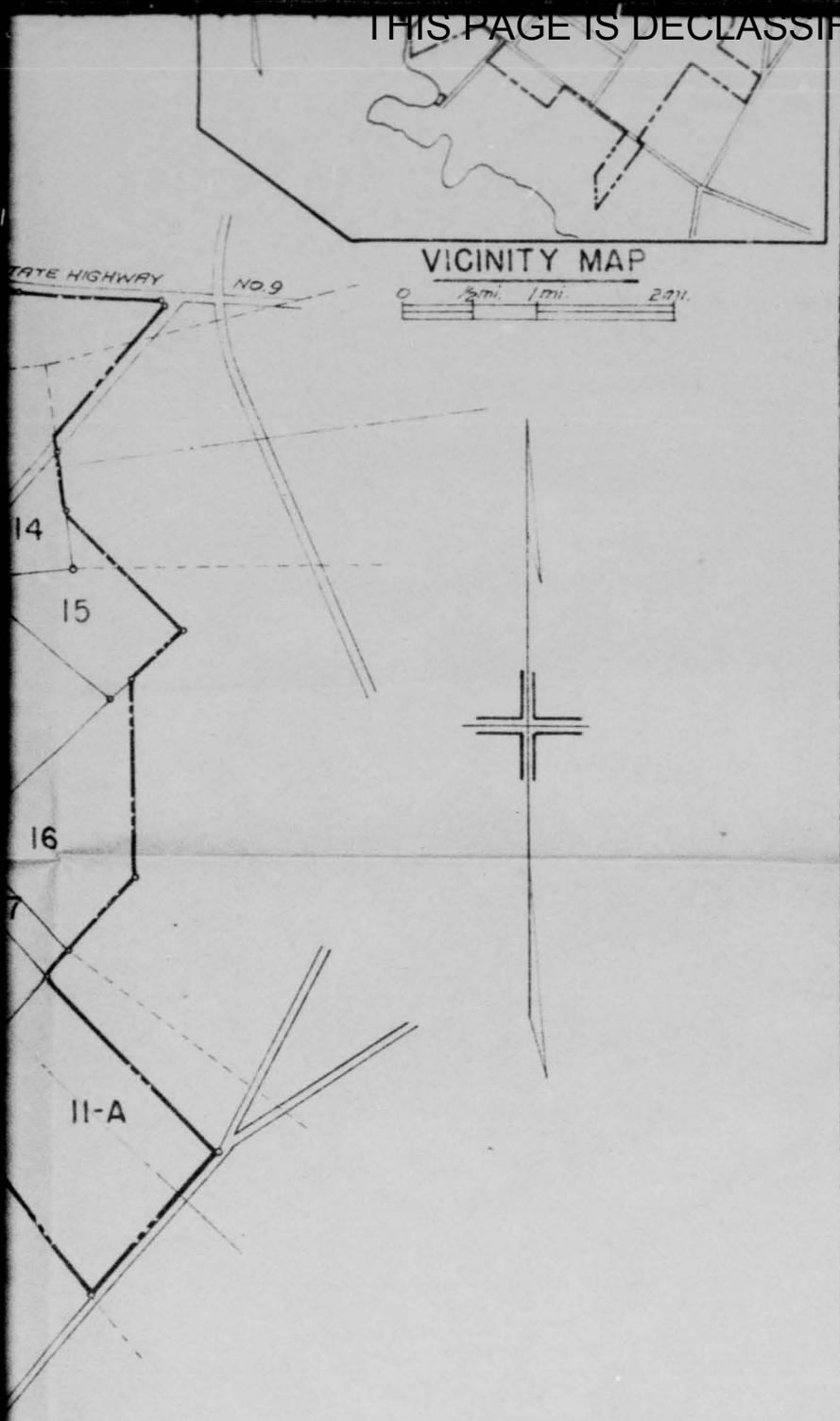

— TRANSPORTATION FACILITIES —

PENNSYLVANIA RAILROAD
NO.9 STATE ROAD
NO.113 FEDERAL ROAD
AIRLINE

— LAND AREA —

ACRES OWNED BY W.D. 1033.34
ACRES LEASED BY W.D. 624.60
ACRES LEASED FROM W.D.
ACRES EASEMENT TO W.D. 319.0
ACRES DONATED TO W.D.

— DISPOSALS —

ACRES SOLD
ACRES TRANSFERRED
ACRES EXCHANGED
ACRES OTHERWISE

— LECEND —

RESERVATION LINE
STATE OR PROVINCE LINE
COUNTY LINE
CIVIL DISTRICT PRECINCT
LAND-GRANT LINE
CITY, VILLAGE, OR BOROUGH
CEMETERY, SMALL PARK, ETC.
TOWNSHIP LINE
SECTION LINE

— Scale —

1000' 500' 0 1000' 2000'
1" = 1000'

WAR DEPARTMENT, O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE

DOVER AIRDROME

MILITARY RESERVATION

RECOMMENDED: Benjamin P. Aceto, Assistant Engr. DATE 3/18/44
APPROVED: Raymond C. Hallaway, Associate Engr. DATE 3/18/44

COMPILED: B.P.A. TRACED: B.P.A. CHECKED: L.C.

DATE	BY	REVISIONS	APPROVED

SHEETS: 1 OF 1 DRAWING NO.

CR-Form-177B

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OFFICIAL BUSINESS

Dow Field
General Plan
Sept. 42

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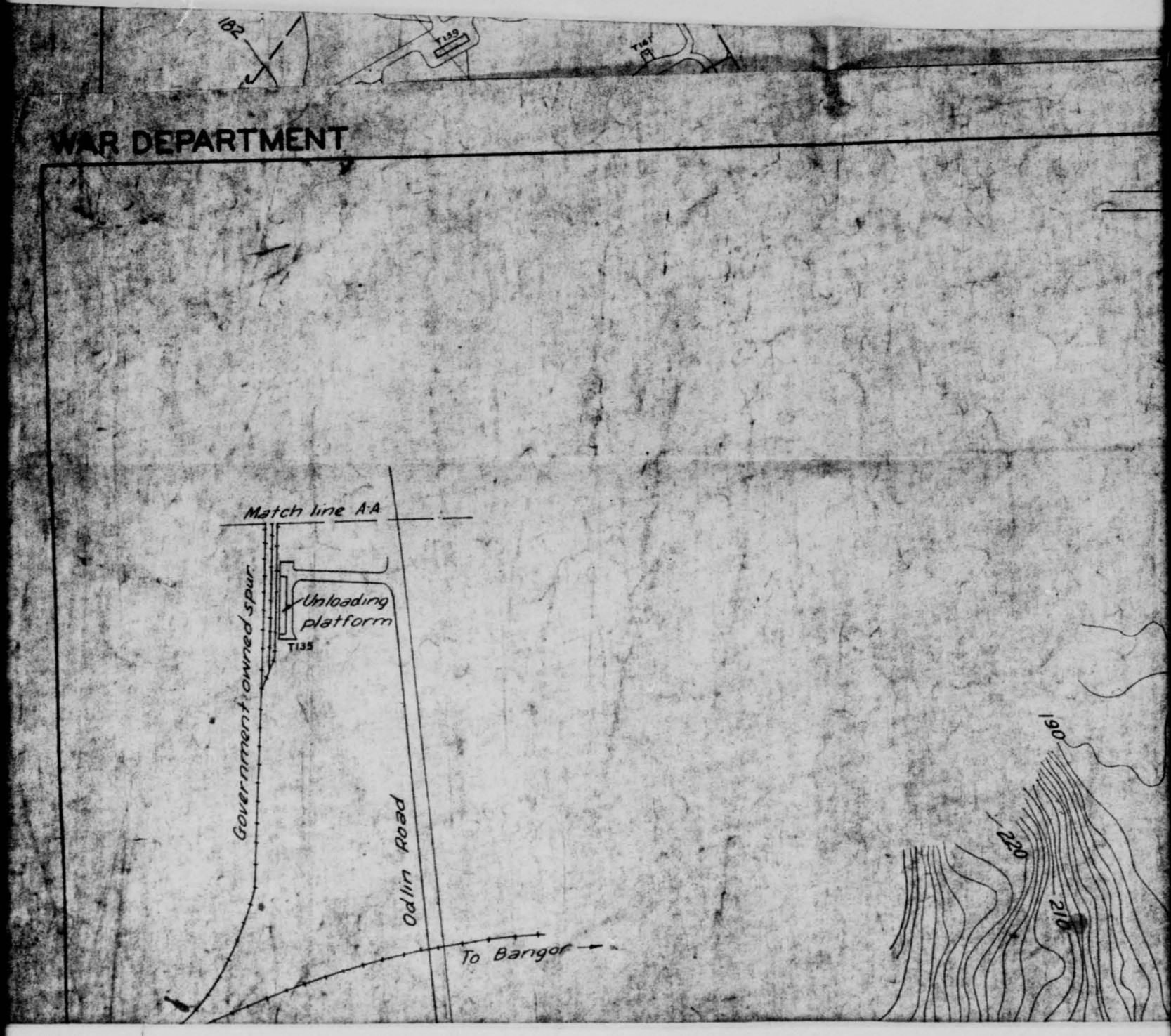

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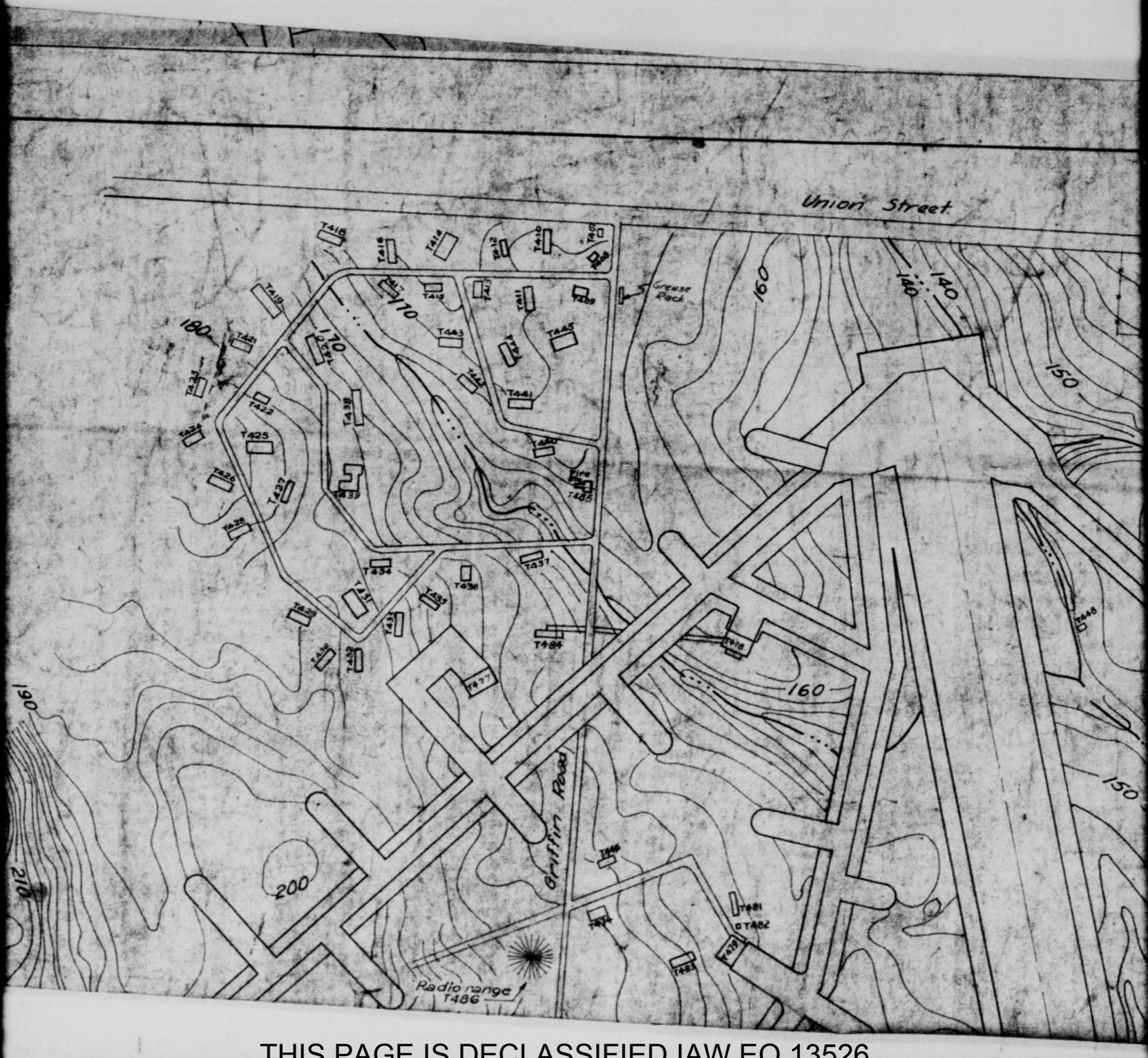

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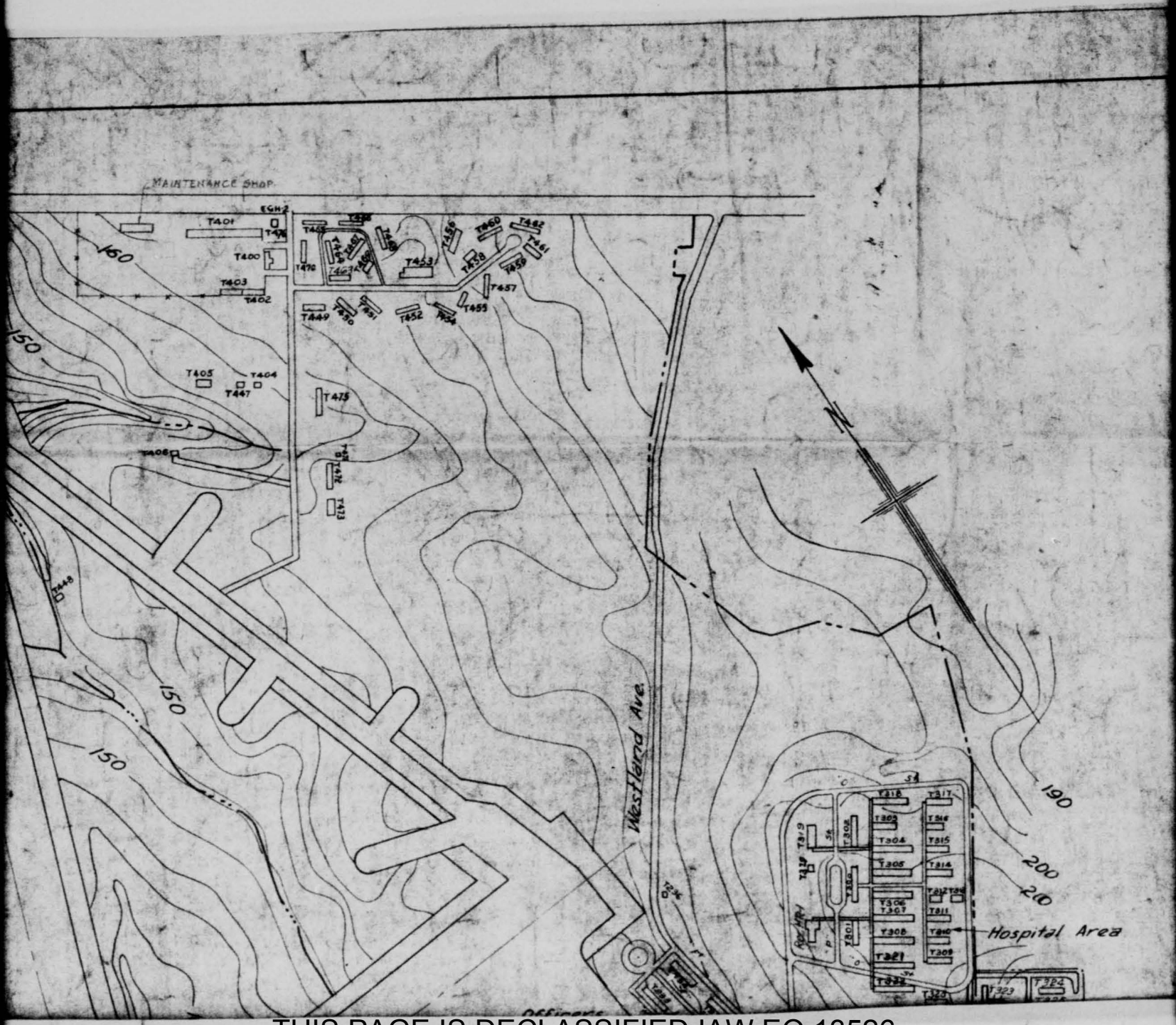

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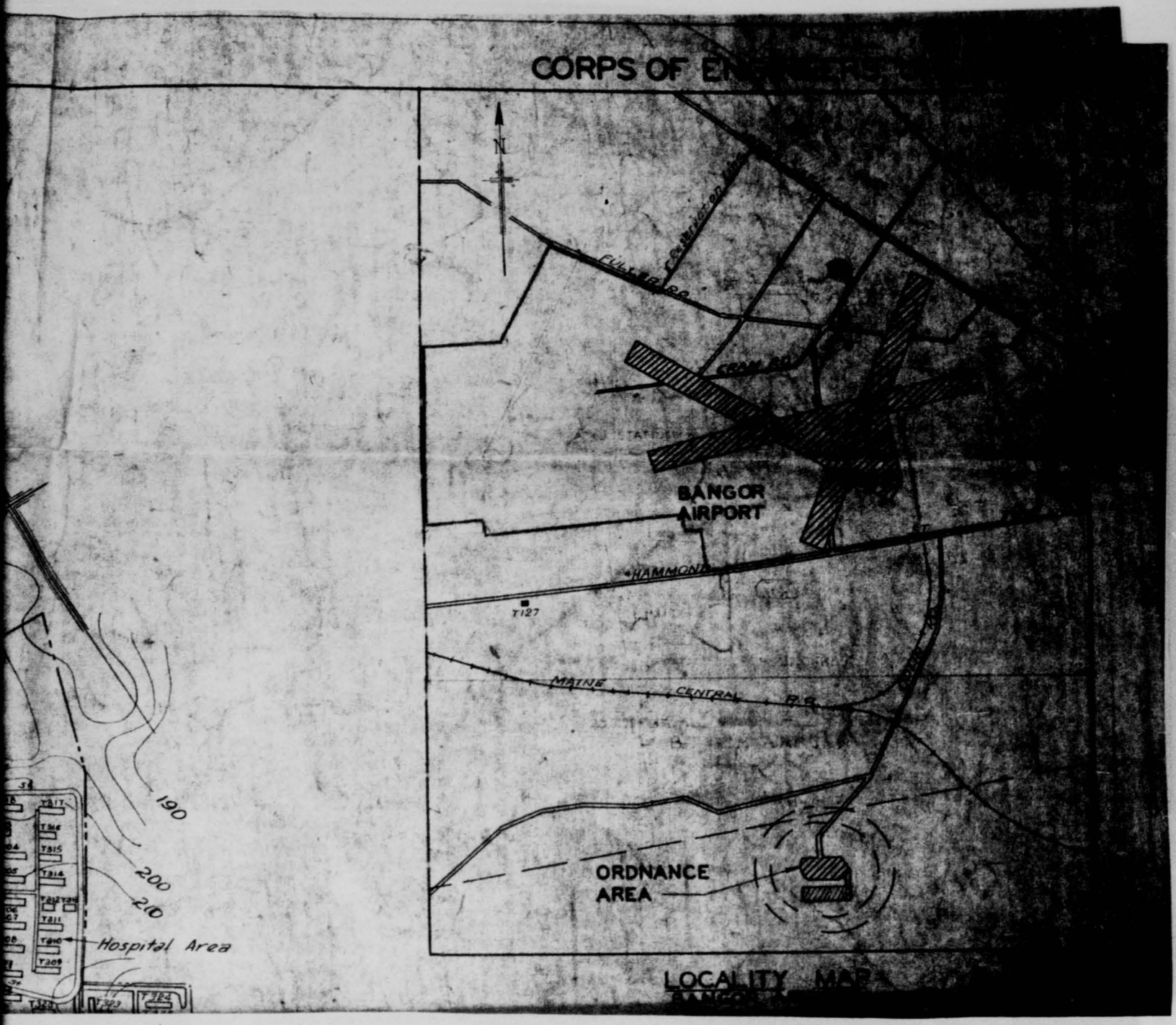

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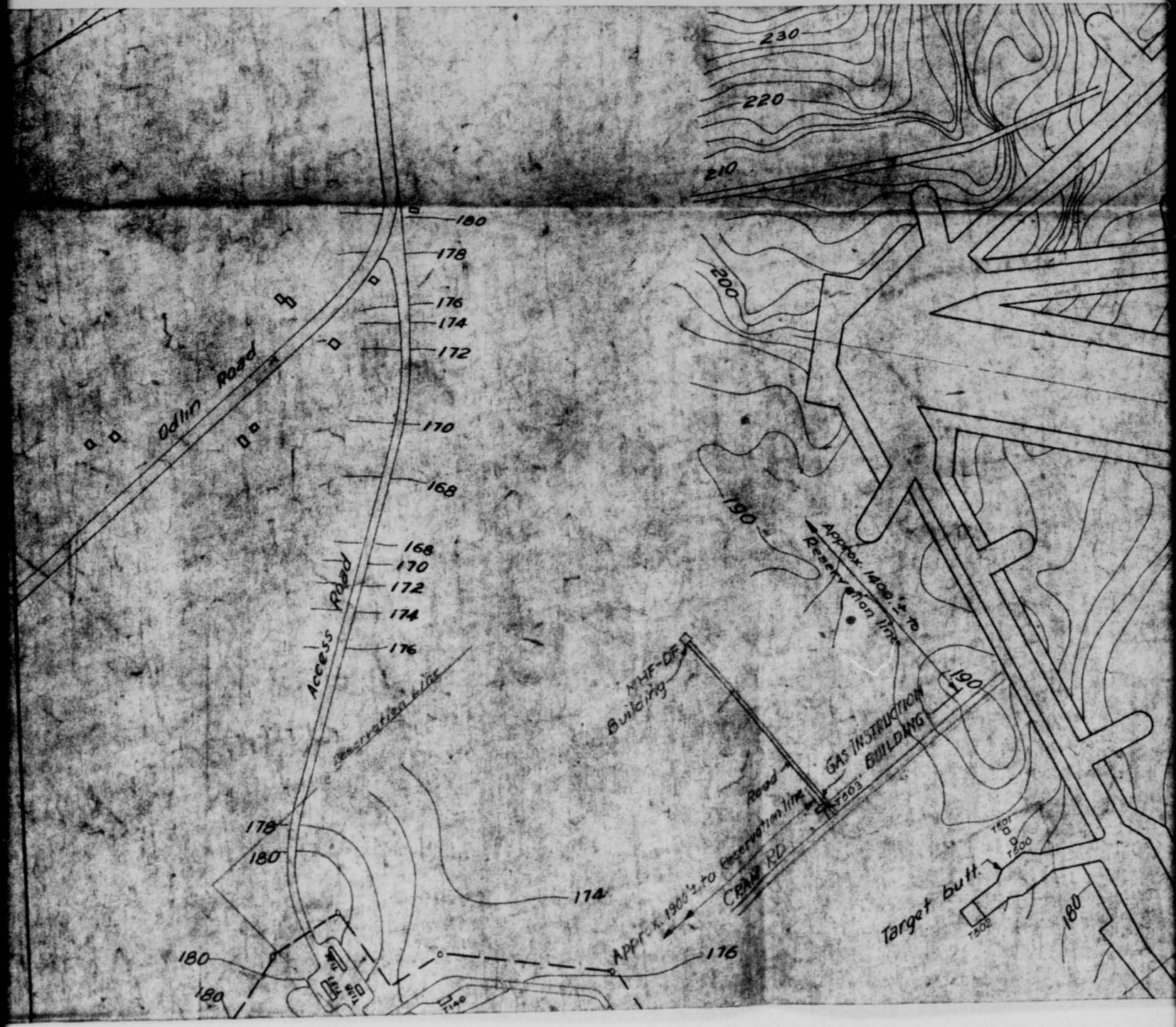

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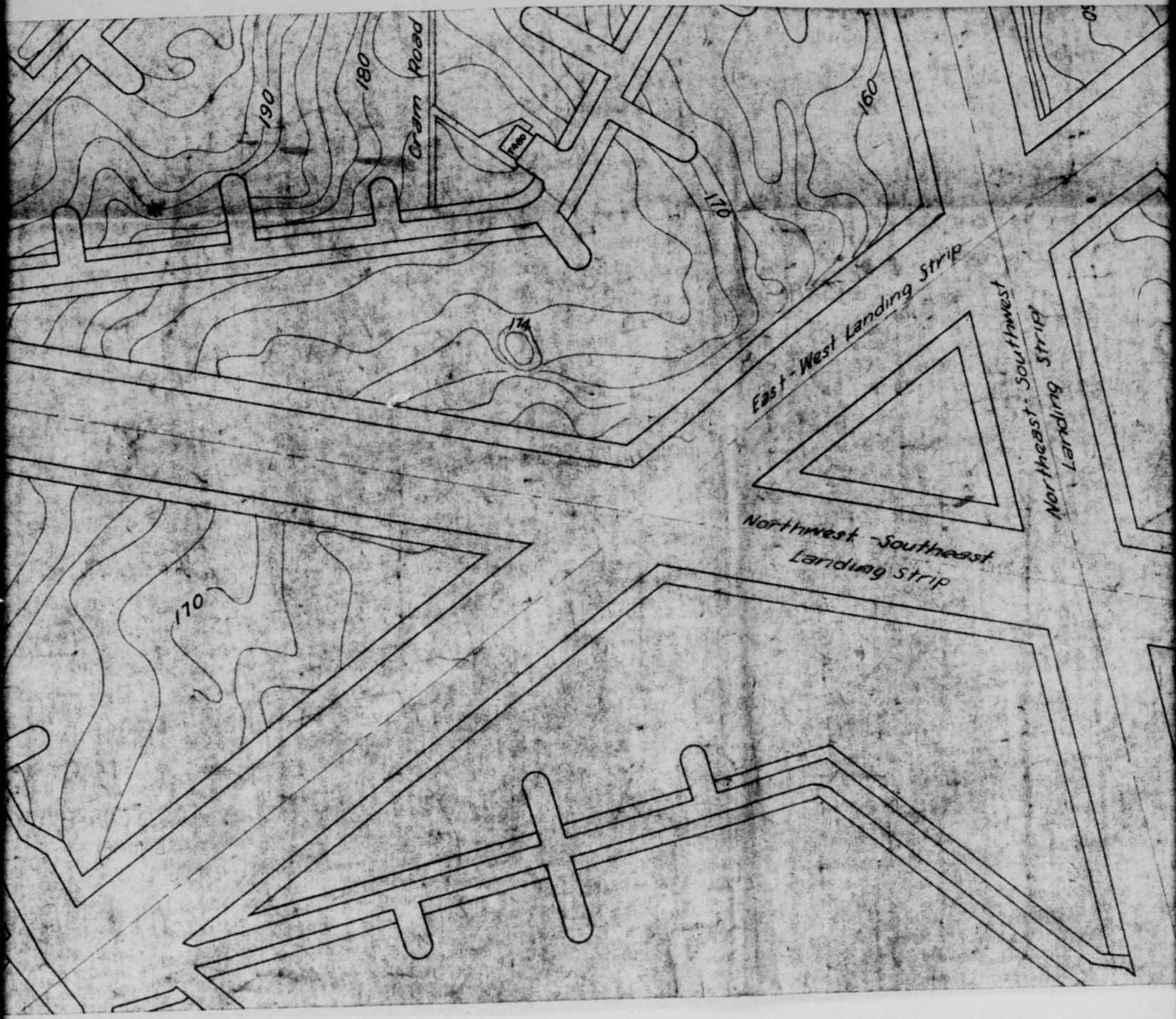

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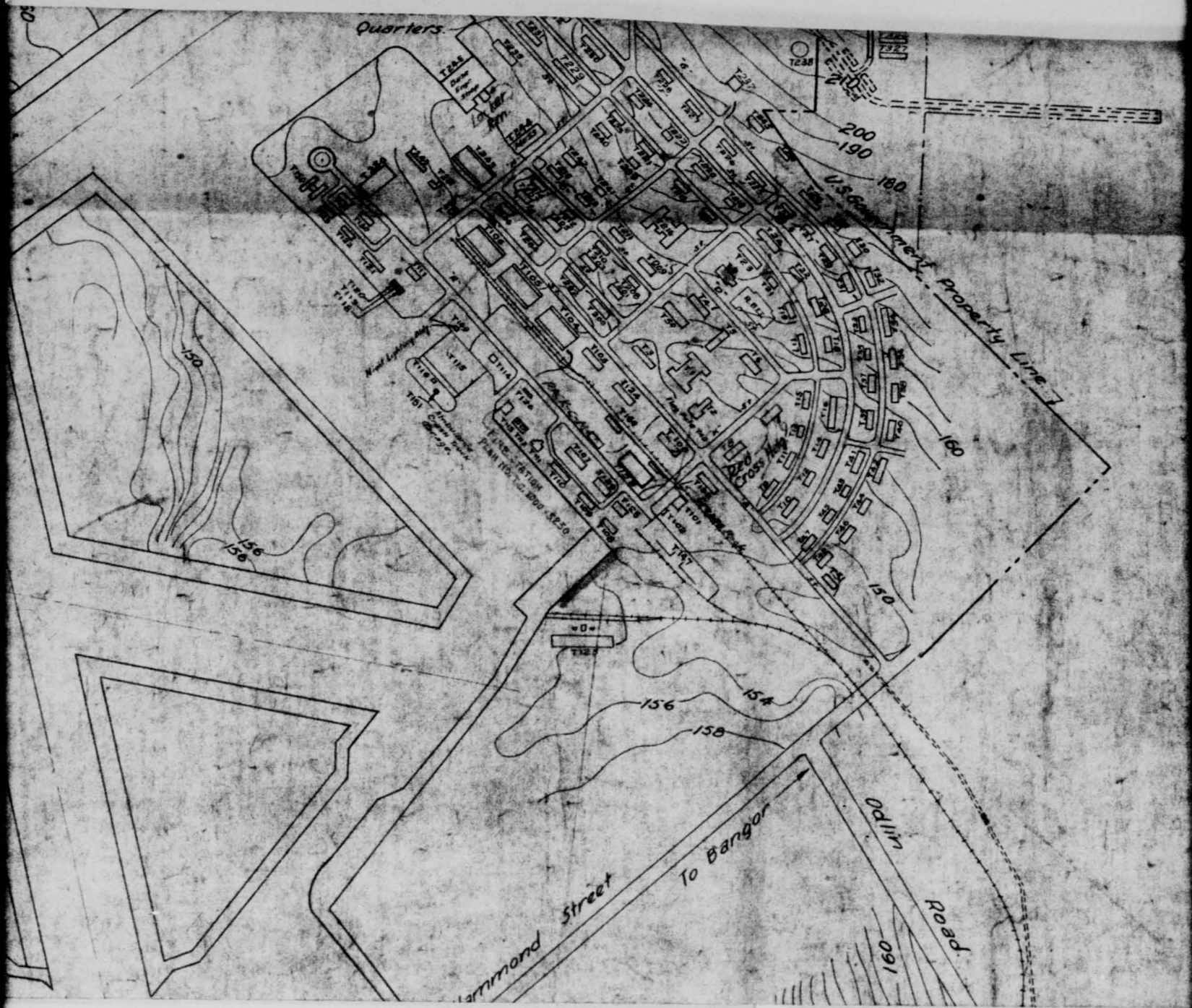

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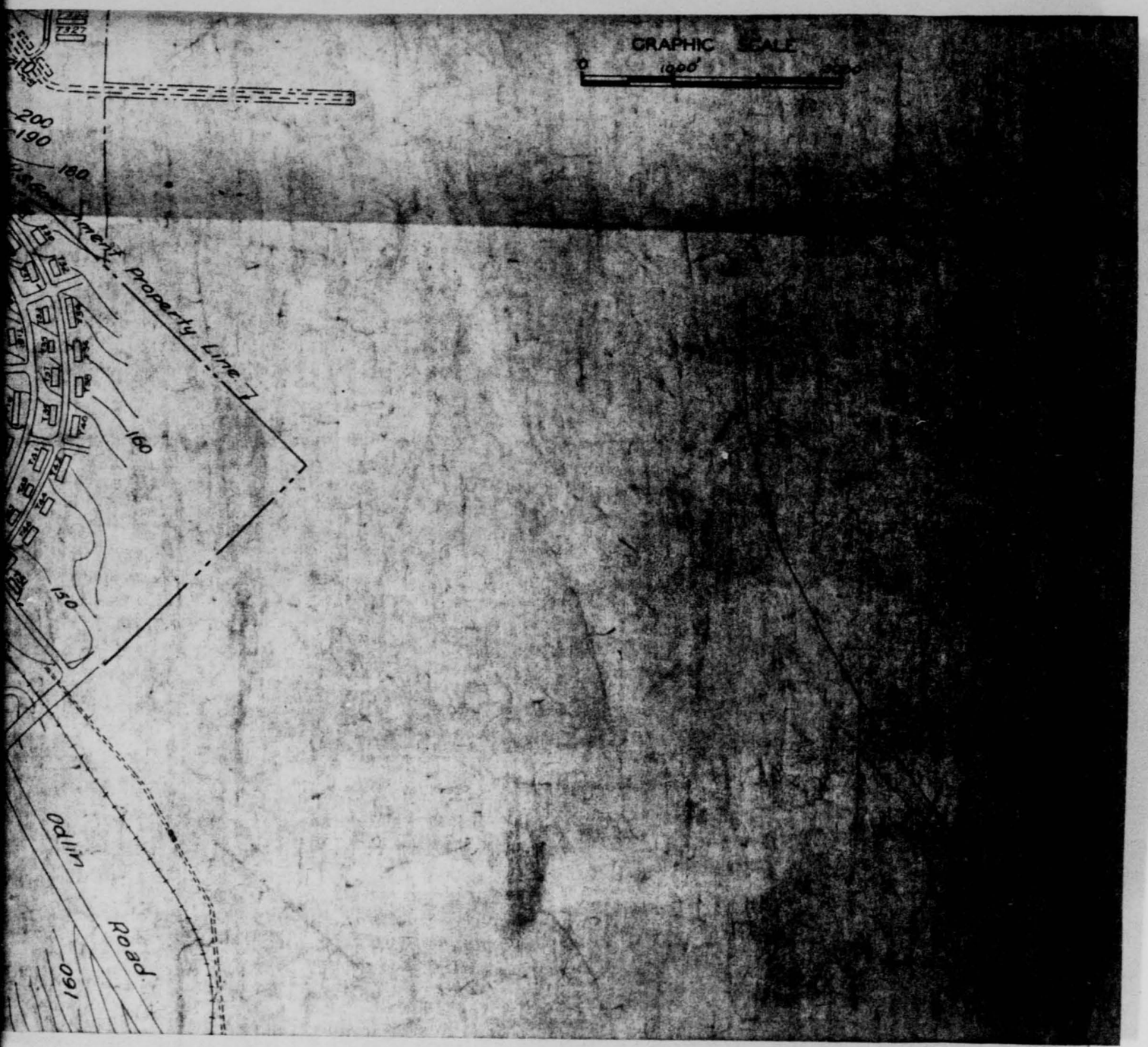

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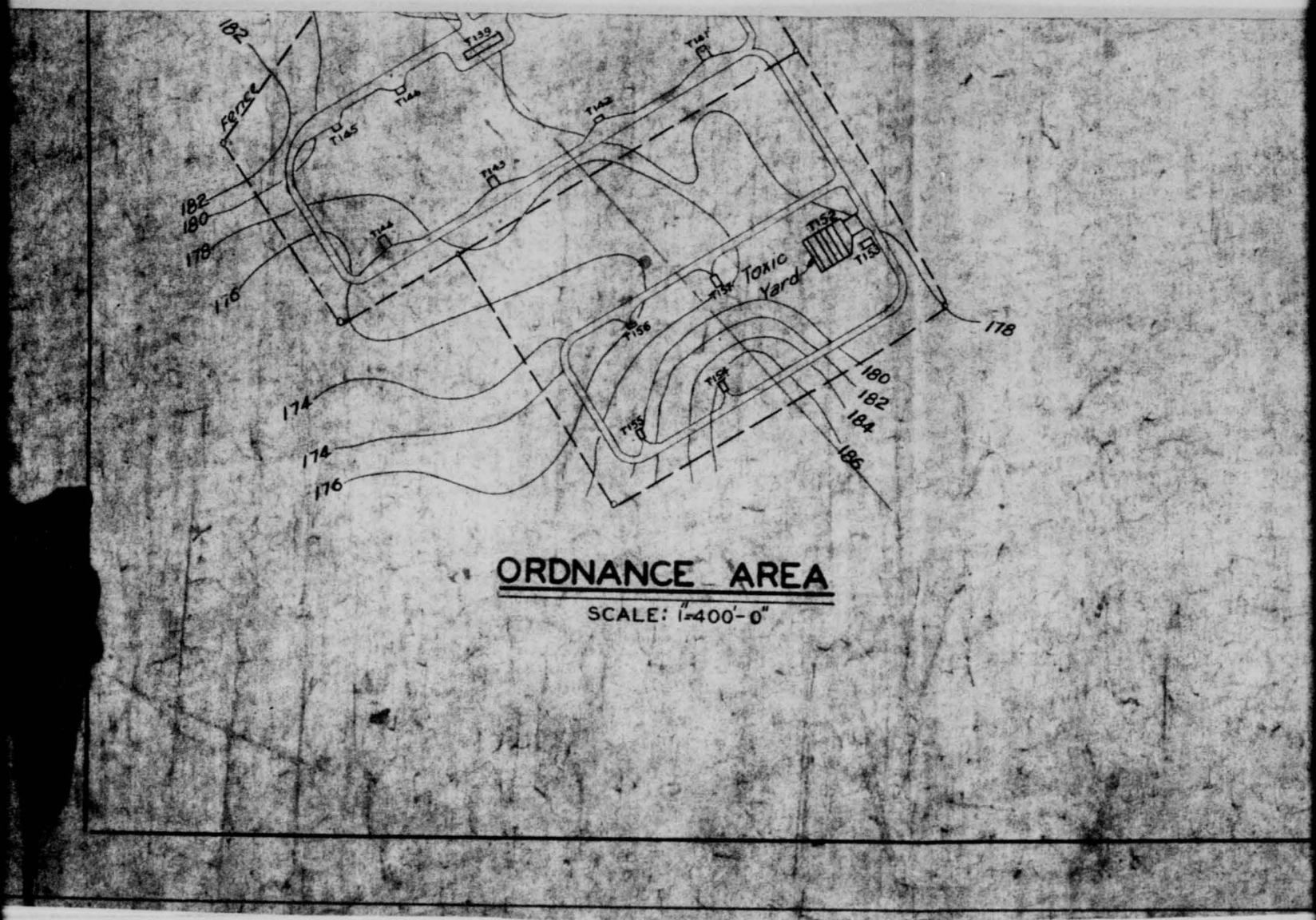

ORDNANCE AREA

SCALE: 1"=400'-0"

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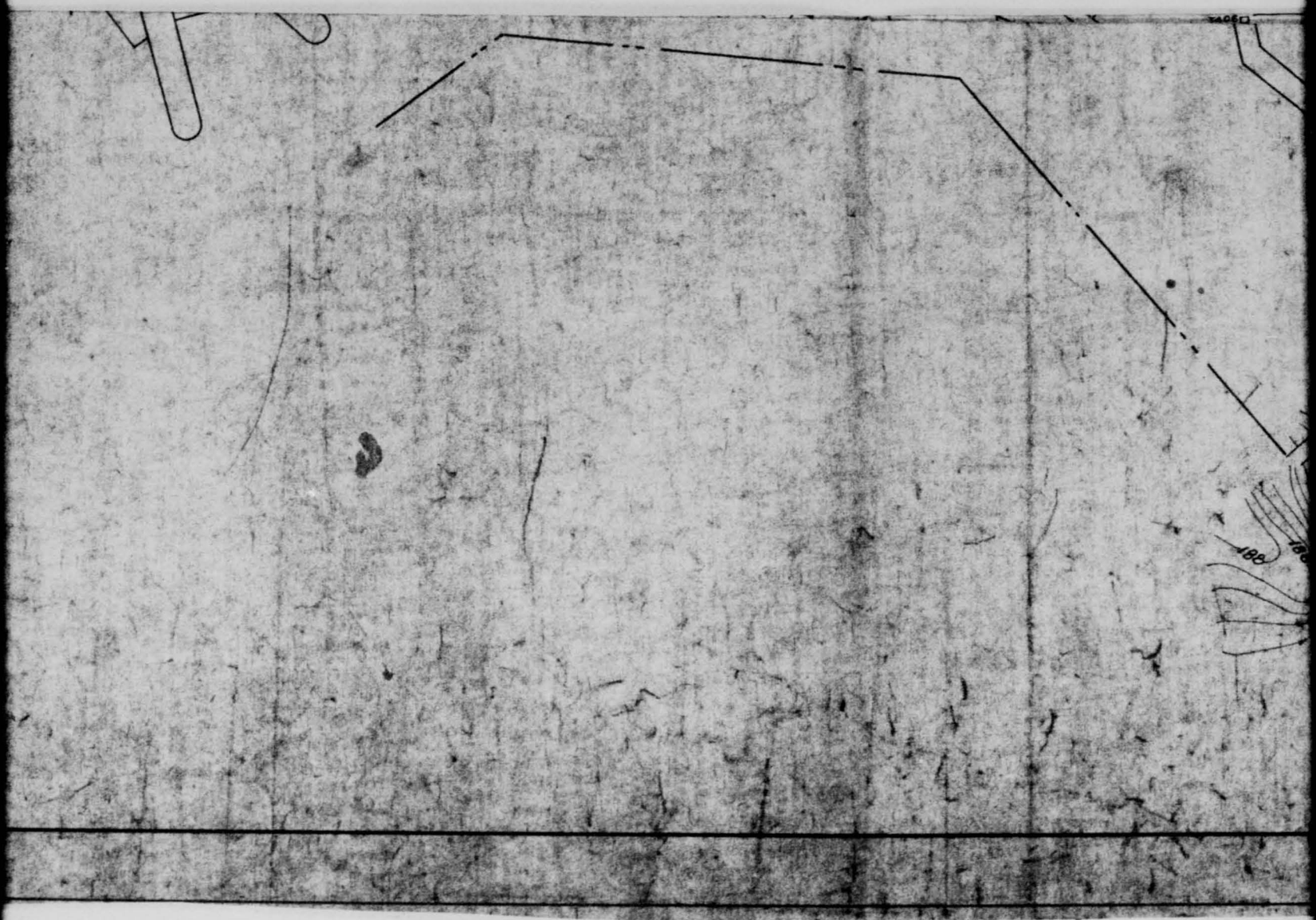

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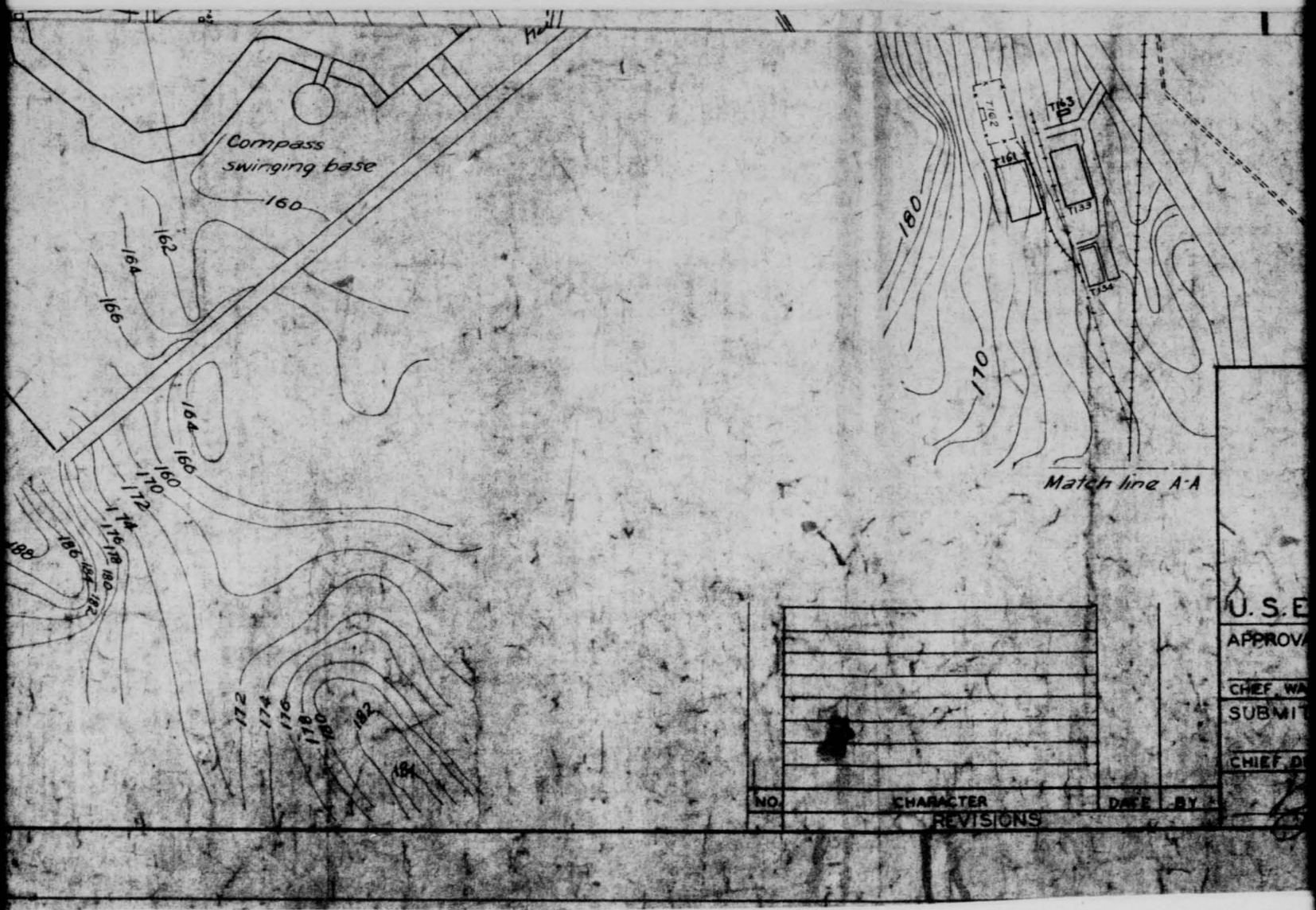

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OFFICIAL BUSINESS

Dow Field
Building Date
Aug. 43

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1 TO 99

NO	TYPE	PLAN NO	SIZE	CAPACITY	USE	DATE
T-1	DH-14	T-[illegible]-1	[illegible]		Post Hdqtrs	5-9-42
T-2	E-2	700-[illegible]	[illegible]	12 Vehicles	Fire Sta Fdns	5-12-42
T-3	A-12	700-[illegible]	[illegible]		Adm Building	5-12-42
T-4	E-2	700-[illegible]	[illegible]		Post Exchge.	5-12-42
T-5	TH-2	[illegible]	[illegible]	[illegible]	Theatre	5-12-42
T-6	A B 1	700-310	93'X37'	600 Cap.	Recr. Bldg.	5-12-42
T-7	CH-1	700-[illegible]	64'3"X65'		Chapel	9-18-42
T-8	PO-1	700-[illegible]	87'2"X25'4"		Post Office	9-11-42
T-9	Standard	700-[illegible]	80'X[illegible]"	63 Men	Barracks	5-12-42
T-10	"	"	"	"	"	"
T-11	"	"	"	"	"	"
T-12	"	"	"	"	"	"
T-13	SA-2	700-[illegible]	[illegible]	1300 Area	Storehouse	"
T-14	Rec.	700-[illegible]	72'9"X25'3"	250 Men	Recreation	"
T-15	A-8	700-[illegible]	72'2"X25'4"	28 Clerks	Adm. Bldg	"
T-16	Standard	700-[illegible]	114'2"X25'4	[illegible] Men	Mess Hall	"
T-17	"	700-[illegible]	80'X29'4"	63 Men	Barracks	"
T-18	"	"	"	"	"	"
T-19	"	"	"	"	"	"
T-20	"	"	"	"	"	"
T-21	SA-2	700-[illegible]	[illegible]	1300 Area	Storehouse	"
T-22	Rec.	700-[illegible]	72'9"X25'3"	250 Men	Recreation	"
T-23	A-12	700-[illegible]	108'2"X25'4"	36 Men	Adm Bldg	"
T-24	A C	700-[illegible]	114'2"X25'4"	250 Men	Mess Hall	"
T-25	A-8	700-[illegible]	25'4"X72'2"	28 Clerks	Adm. Bldg.	"
T-26	A C	700-[illegible]	114'2"X25'4"	250 Men	Mess Hall	"
T-27	SA-2	700-[illegible]	51'2"X25'4"	1300 Area	Storehouse	"
T-28	Rec.	700-[illegible]	72'9"X25'3"	250 Men	Recreation	"
T-29	Standard	700-[illegible]	80'X29'5"	63 Men	Barracks	"
T-30	"	"	"	"	"	"
T-31	"	"	"	"	"	7-9-42
T-32	"	"	"	"	"	"
T-33	A-8	700-396	25'4"X72'2	28 Clerks	Adm. Bldg	"
T-34	A C	700-[illegible]	114'2"X25'4"	250 Men	Mess Hall	"
T-35	SA-2	700-[illegible]	51'2"X25'4"	1300 Area	Storehouse	"
T-36	Rec.	700-[illegible]	72'9"X25'4"	250 Men	Recreation	"
T-37	Standard	700-[illegible]	80'X29'6"	63 Men	Barracks	"
T-38	"	"	"	"	"	"
T-39	"	"	"	"	"	"
T-40	"	"	"	"	"	"

NO	TYPE	PLAN NO	
T-116	Fire Station	695-393	1
T-117	GH-2	700-200	5
T-118	Ammunition	652-323	
T-119	"	"	
T-120	"	"	
T-121	A-12	700-397	1
T-122	A-8	700-396	2
T-123	"	"	
T-124	A-12	700-397	1
T-125		X100-30-57	
T-126	AC		
T-127		700-328	
T-128	A-8	700-396	2
T-129	"	"	
T-130	"	"	
T-131	"	"	
T-132	SH-9	800-664	2
T-133		19-1-262	
T-134	SH-18	700-326	
T-135		X100-251	
T-136		Ord.19-1-262	
		Ord.19-1-262a	3
		Ord.19-1-262b	
T-137	SHOP	Ord.19-3-541A	3
T-138	L-5 Mod.	Ord.19-30-784	2
T-139	SO-16	[illegible]	3
T-140	SH-11	Ord.1537A-A37	
T-141	(Steel) S1-1	OCE 32-1-788	1
T-142	6 Bays	700-323	2
T-143	(Steel) S1-1	OCE 38-1-788	2
T-144	"	"	
T-145	SH-10	700-323	2
T-146	"	"	
T-147		X100-30/36	
T-148		148/4-1	
T-149			
T-150	BAC-1-T	700-690C	
T-151		X100-103/78	
T-152	SHLD-A-C	400-114	
T-153	Dec-A-C	1400-111	

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NING	SIZE	CAPACITY	USE	DATE
393	10' x 10'		Tower	11-10-41
-260	57'-2" x 25'4"	24 Prisoners	G. & C. Hse	5-14-41
323	11' x 13'		Magazine	5-22-41
	"		"	"
	"		"	"
397	105'2" x 25'4"	36 Men	Adm. Bldg	5-14-41
396	25'4" x 72'2"	28 Clerks	"	"
	"	"	"	"
397	108'2" x 25'4"	36 Men	"	9-6-41
30-57		400000 Gal	Gas Storage	3-4-42
		6,100 Gal	Truck Fill Stan	9-9-41
328	12' x 12' 15' x 40'		Radio Sta Bldg	10-21-41
396	25'4" x 72'2"	28 Clerks	Adm. Bldg	9-19-41
	"	"	"	"
	"	"	"	"
	"	"	"	"
604	254' x 108'2"		Storehouse	
262	38' x 109'		Warehouse	
326	60' x 153'		Storehouse	
251	20' x 20'		Lubrication Rack	
1-262			Warehouse	7-9-42
262a	371'0" x 109'2"		Storage &	"
262b			Oil Office	
54 1/2	32'2" x 97'2"		Assembly Shop	7-9-42
0 794	25'2" x 49'2"		Heat. Lab.	"
85	38' x 144' x 13'		Trailer Shed	"
A 57	10' x 40'		Magazine	"
798	26'6" x 40'4"	Black Power	Igloo	"
23	25'4" x 54'2"		Magazine	"
798	26'6" x 60'8"	War Reserve	Igloo	"
	"	"	"	"
23	254' x 27'2"		Chem. Bomb Stg	"
	"		Mfg. Pyro.	"
136	95' x 350'	3300 Tons	Coal Yard	9-12-41.
	30 cal + 37 mm		Target Butt	
			Night Lit.	
02	60' x 100'		BAC Bldg	
08	25' x 25'		Crash Truck	
4	31' x 56'		Toxic Yd	
4	25' x 61'		Decontamination	

NO	TYPE	PLAN NO	SIZE	CAPACITY	USE	DATE
T-230	OQ-40	700-1257	29'2" x 130'	40 Men	Officers Qtrs	5-12-42
T-231		700-1127	25'2" x 114'2"	250 Men	Officers Mess	"
T-232	OQ-40	700-1257	29'2" x 130'	40 Men	Officers Qtrs.	"
T-233	"	"	"	"	"	"
T-234	"	"	"	"	"	"
T-235	OM-1	700-550	25'4" x 114'2"	2300 Sq. Ft	Officers Mess	9-6-41
T-236	P1-04	700-246-47 & 3	20' x 30'		Pump Shelter	
T-237					Elec. Sub Sta.	
T-238		None	420 x 100 H	1025000 Gal	Steel Storage	6-16-41.
T-239	SA-2	700-376	25'4" x 51'2"	1300 Area	Storehouse	9-24-41
T-240		700-1110	25' x 73'		Recreation	9-22-41
T-241	SA-2	700-376	25'4" x 51'2"	1300 Area	Storehouse	9-24-41
T-242		700-1110	25' x 73'		Recreation	9-22-41
T-243	SH-16	700-326	60'6" x 153'2"		Storehouse	3-16-42
T-244	MPT	700-6402	40' x 132'	320 men	Mess	
T-245	CGH-50	800-1011	29 x 90			
T-246	[illegible]	700-[illegible] x100-6120	120' x 160' 30' x 50'		Ass't Eng & Locker	
T-248	CSA-1	x100-30143	20' x 52'		Ammo Stor	
T-249	OSA-1	700-52011	20' x 100'		Ammo	
T-250	AAA-4-A	1000-1[illegible]0	66' x 32'		Inst repair	
T-251	EMG-D-A	1000-5[illegible]0	20' x 37'			

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TE	NO.	TYPE	PLAN NO	SIZE	CAPACITY	USE	DATE
41							
41							
41.							
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41							
41							
41

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ZE	CAPACITY	USE	DATE

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T-41	A-8	700-396	25'-4"X 76'-2"	28 Clerks	Adm. Bldg	"	T-154	M39	652-6
T-42	A.C.	700-112	114'-2"X25'-4"	250 Men	Mess Hall	"	T-155	"	"
T-43	SA-2	700-370	51-2"X25'-4"	1300 Area	Storehouse	9-12-41	T-156		"
T-44	B-C	700-110	72'-9"X25'-3"	250 Men	Recreation	"	T-157		"
T-45	Standard	700-1155	80'X 29'-6"	63 Men	Barracks	5-12-41			
T-46	"	"	"	"	"	"	T-159	M5-A-T	700-60
T-47	"	"	"	"	"	"	T-160	MR5-A-T	700-66
T-48	"	"	"	"	"	"	T-161		107/11
T-49	Flag Pole					"	T-162	RECL-A-A	1000-50
T-50	E-3	800-480	50'x144'	3000 Men		Not Complete	T-163	WHSE-1-A	1000-9
T 51	A-6	800-210	25'x 70'		Adm Bldg				

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-693	20'×40'		Magazine							
"	"		"							
"	20'×40'		"							
"	20'×40'		"							
6008	64'×144'		Shop							
6012	32'×88'		Motor Rep							
11.1	100'×200'		Warehouse							
5045X	20'×50'									
-952	25'×54'		Dope & oil							
							300	TO	399	
				T-300	A-1	700-430	254"×147.2"	36 Clerks	Adm. Bldg	5-15-41
				T-301	HQM-11	700-1251	29'6"×100'	110 Officers	Qtrs. & Mess	"
				T-302	HQ-24	700-1240	29'6"×150'	24 Men	Officers Qtrs	"
				T-303	I-2	700-279	25'4"×90'2"	2 Single Bdrm	Infirmary	"
				T-304	W-3	700-463	25'4"×150'6"	26 Beds	Ward Bldg	"
				T-305	W-1	700-462	"	33 Beds	Hosp Ward Bldg	"
				T-306	W-1	"	"	"	Ward Bldg.	
				T-307	W-2	700-463	"	26 Beds	"	5-15-41
				T-308	W-1	700-462	"	33 Beds	Hosp Ward Bldg	"
				T-309	HB-31	700-1203	29'6"×90'	31 Men	Barracks	"
				T-310	"	"	"	"	"	
				T-311	"	"	"	"	"	5-15-41
				T-312	A-5	700-396	25'4"×45'2"	10 Clerks	Adm. Bldg.	"
				T-313	HBH-8	700-1514	29'6"×80'		Hosp Bulletin	5-22-41
00 TO 2aa				T-314	M-7	700-442	25'4"×111'2"	198 Men	Hosp Mess	5-15-41

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400 TO 499

	T-400	A-4	800-210	25 x 30'						300	TO 5
	T-401	Shop	420-303	250 x 355'		Utilities Shop	T-500	Control H	148/4-3	16 x 2	
	T-402	SD-18	700-373	25 x 61'			T-501	1-1	700-283	12' x 1	
	T-403	SH-19	700-322	25 x 108'			T-502		148/4-1	30 C	
	T-404	OSH-1	800-644	"			T-503				
	T-405	SH 11	700-323	25 x 54'							
	T-406	Incinerator	414/43-321	Ga Spec 5124		Incinerator					
	T-407	DH-1	800-305	12 x 14'							
	T-408	GSPH-1	800-601	10' x 15'							
	T-409	SA-2	800-661	25 x 60'							
	T-410	74 Men	800-443	29' x 90'	74 Men	Barracks					
	T-411	"	"	"	"	"					
	T-412	SA-2	800-661	25' x 60'							
	T-413	A-6	800-210	25 x 70'							
	T-414	EM-300	800-1166	40' x 108'	300 Men	Mess					
	T-415	A-6	800-210	25 x 70'							
5-15-41	T-416	74 Men	800-443	29' x 90'	74 Men	Barracks					
"	T-417	"	"	"	"	"					
"	T-418	"	"	"	"	"					
"	T-419	BOQ-40	700-1257	29' x 146'	40 Officers	Quarters					
"	T-420	"	"	"	"	"					
"	T-421	A-6	800-219	25 x 70'							
	T-422	SA-2	800-661	25 x 60'							
5 15-41	T-423	63 Men	800-443	29 x 80'	63 Men	Barracks					
"	T-424	QB-4	800-460	25 x 70'							
"	T-425	EM 300	800-1166	40 x 108'	300 Men	Mess					
	T-426	63 Men	800 443	29' x 80'	63 Men	Barracks					
5-15-41	T-427	"	"	"	"	"					
"	T-428	"	"	"	"	"					
5-22-41	T-429	QB-4	800-460	25 x 70'							
5-15-41	T-430	74 Men	800-443	29' x 90'	74 Men	Barracks					

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		T-[illegible]	"	"	"		"	
		T-[illegible]	2-T-5	500-1355	24 x 50		BS stor.	
		T-[illegible]		"			Heater rm	
		T-[illegible]		10"/12-1	25'x105'		Armament	
		T-[illegible]		"	"		"	
		T-[illegible]	TF-1	x100-103/65	47'x90'		Fire sta	
		T-[illegible]	2-TB-2	300-895	12'x18'		radio k.	
9								
				500	TO 599			
	Ammo Shop	T-[illegible]	Control H	148, 4-3	16'x24'		Control H	
		T-[illegible]	1-1	700-283	12'x11'		Latrine	
		T-502		148/4-1	20 Cal to	37 M.M.	Target butt	
		T-503					Gas Inst	
	Ammo Stor							
	Barracks							
	"							
Men	Mess							
Men	Barracks							
	"							
	"							
Cas	Quarters							
	"							
Men	Barracks							
Men	Mess							
Men	Barracks							
	"							
	"							
Men	Barracks							

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100 TO 199

T-100	SP-9	700-316	25'4"x129'2"	2150 Sq ft	Motor Rep.(Util)	9-9-41	T-200	TT-2	700-33
T-101	SP-1	700-313	37'X50'	5 Bays	Motor Reprs.	6-16-41	T-201	Standard	700-116
T-102	G.O.S-2	700-365	14'X22'6"	10,000 Gals.	Gas Station	5-26-41	T-202	A-12	700-39
T-103	SH-9	700-322	25'4"x108'2"	1 Room	W.H. Storehouse	6-14-41	T-203	Standard	700-116
T-104	SH-18	700-326	60'6"x153'2"		"	5-23-41	T-204	A-12	700-39
T-105	"	"	"		"	6-30-41	T-205	Standard	700-116
T-106	"	"	"		"	"	T-206	"	"
T-107	SH-9	700-322	25'4"x108'2"		Link Trainer Bldg	5-21-41	T-207	"	"
T-108	A-8	700-396	25'4"x 72'	28 Clerks	Adm Bldg.	5-14-41	T-208	SA-2	700-37
T-109	"	"	"	"	"	"	T-209	Standard	700-116
T-110	A-12	700-397	108'2"x 25'4"	36 Men	"	"	T-210	AC	700-11
T-111		520-B-39 x103-80/216	24'2"x 8'6" 84'x 8'7"	16 Chutes & 1 Tr	Parachute Bldg	5-21-41	T-211	Standard	700-116
T-112	Bombsite	652-323	11'x 13'		Magazine	6-11-41	T-212	SA-2	700-37
T-113	"	"	"		"	"	T-213	Standard	700-116
T-114		695-401			Hangar Blr Hse	7-25-41	T-214	AC	700-11
T-115	H.H.B	"	161'6"x 200		Hangar	11-10-41	T-215	Standard	700-116
							T-216	1000 Men	700-13
							T-217	Standard	700-116
							T-218	SA-2	700-37
							T-219	Standard	700-11
							T-220	AC	700-11
							T-221	Standard	700-11
							T-222	SA-2	700-37
							T-223	Standard	700-116
							T-224	AC	700-11
							T-225	Standard	700-11
							T-226	"	"
							T-227	"	"
							T-228	"	"
							T-229	00-40	700-12

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700-330	25'4"x 90'2"		Tel. Exchge	5-12-41.	T-315	SH-4	700-460	25'4"x 99'2"	2508 sq	Storehouse	5-12
700-1165	29'6"x 80'	63 Men	Barracks	"	T-316	FS-1	700-466	25'4"x 78'2"		Exam. Bldg.	5-12
700-397	25'4"x 108'	36 Men	Adm Bldg	"	T-317	SH-7	700-461	25'x 126'			
700-1165	29'6"x 80'	63 Men	Barracks	"	T-318	DC-3	800-1451	25'x 70'			
700-397	25'4"x 108'	36 Men	Adm Bldg	"	T-319	HQ-12	700-1239	29'x 80'			
700-1165	29'6"x 80'	63 Men	Barracks	"	T-320	Barr	800-443	29'x 80'	63 men	Barrack	
"	"	"	"	"	T-321	W-1	700-462	25'x 150'	33 beds	ward	
"	"	"	"	"	T-322	W-2	700-463	"	26 "	"	
"	"	"	"	"	T-323	RSAQ-A	700-3540	81'x 87'			
700-376	25'4"x 51'2"	1300 Area	Storehouse	"	T-324	M-152	800-600	25'x 100'			
700-1165	29'6"x 80'	63 Men	Barracks	"	T-325	NBSK-A	700-3525	30'x 90'	50	Barrack	
700-110	25'3"x 72'9"	250 Men	Recreation	"	T-326	"	"	"	"	"	
700-1165	29'6"x 80'	63 Men	Barracks	"	T-327	"	"	"	"	"	
700-376	25'4"x 51'2"	1300 Area	Storehouse	"							
700-1165	29'6"x 80'	63 Men	Barracks	"	T-329	AG-4	800-400.1	25'x 40'		Garage	
700-110	25'3"x 72'9"	250 Men	Recreation	"							
700-1165	29'6"x 80'	63 Men	Barracks	"							
700-1325	32'x 74'	1000 Men	Mess Hall	"							
700-1165	29'6"x 80'	63 Men	Barracks	"							
700-376	25'4"x 51'2"	1300 Area	Storehouse	"							
700-1165	29'6"x 80'	63 Men	Barracks	"							
700-110	25'3"x 72'9"	250 Men	Recreation	"							
700-1165	29'6"x 80'	63 Men	Barracks	"							
700-376	25'4"x 51'2"	1300 Area	Storehouse	"							
700-1165	29'6"x 80'	63 Men	Barracks	"							
700-110	25'3"x 72'9"	250 Men	Recreation	"							
700-1165	29'6"x 80'	63 Men	Barracks	"							
"	"	"	"	"							
"	"	"	"	"							
"	"	"	"	"							
700-1257	29'6"x 130'	40 Men	Officers Qtrs	"							

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5-12-41	T-431	300 Men	800-1166	40'x 108'	300 Men	Mess					
5-15-41	T-432	74 Men	800-443	29'x 90'	74 Men	Barracks					
	T-433	"	"	"	"	"					
	T-434	"	"	"	"	"					
	T-435	"	"	"	"	"					
	T-436	SA-2	800-661	25'x 60'							
	T-437	A-6	800-510	25'x 70'							
	T-438	BOC-40	700-1257	29'x 146							
	T-439	OM-1	700-550	37'x 120'	2300 Sq Ft						
	T-440	RB-4	800-460	25'x 70'	1790 Sq Ft	Study & Day Rm.					
	T-441	74 Men	800-443	29'x 90'	74 Men	Barracks					

NO.	CHARACTER	DATE	BY
	REVISIONS		

U. S. ENGINEER

APPROVAL RECOMMEN

CHIEF WAR AND FLOOD CONTRO

SUBMITTED

CHIEF, DESIGN SECTION, SR. EN

ASSOC. ENG

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	E-445		X100-35/61	22 x 22'		Sewage Pump Sta.		
Mess								
Barracks								
"								
"								
"								
Study & Day Rm.								
Barracks								

DOW FIELD
BANGOR, ME.
BUILDING DATA

U. S. ENGINEER OFFICE, BOSTON, MASS. AUGUST 1943

APPROVAL RECOMMENDED

CHIEF WAR AND FLOOD CONTROL DIVISION

APPROVED

LT. COLONEL, CORPS OF ENGINEERS
DISTRICT ENGINEER

SUBMITTED

CHIEF, DESIGN SECTION, SR. ENGINEER

P. J. Noe
ASSOC. ENGINEER

DES. BY
DR. BY
TR. BY
CH. BY

FILE NO. X100-30/100.3

CHARACTER	DATE	BY
REVISIONS		

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OFFICIAL BUSINESS

Dow Field
Real Estate
Feb. 44

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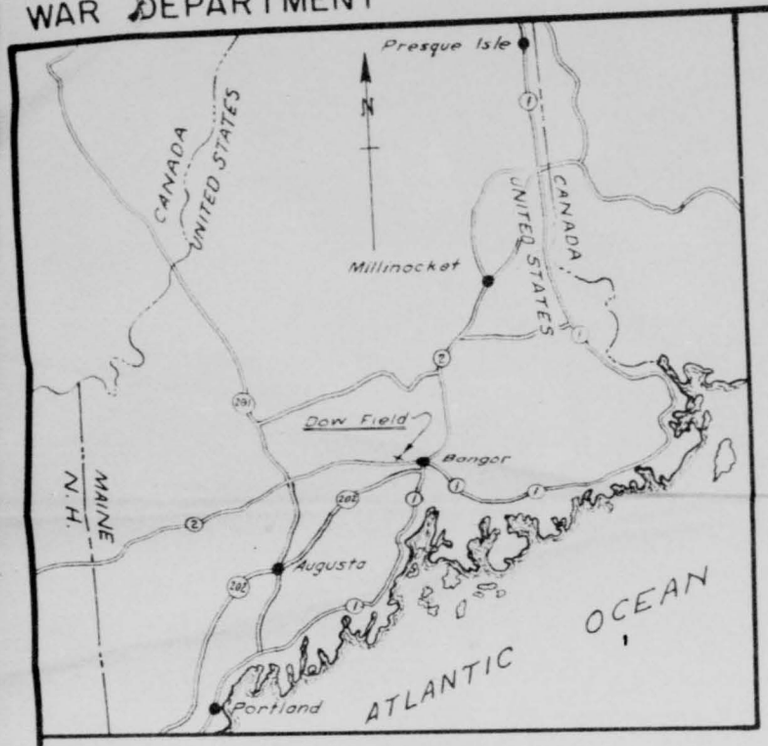
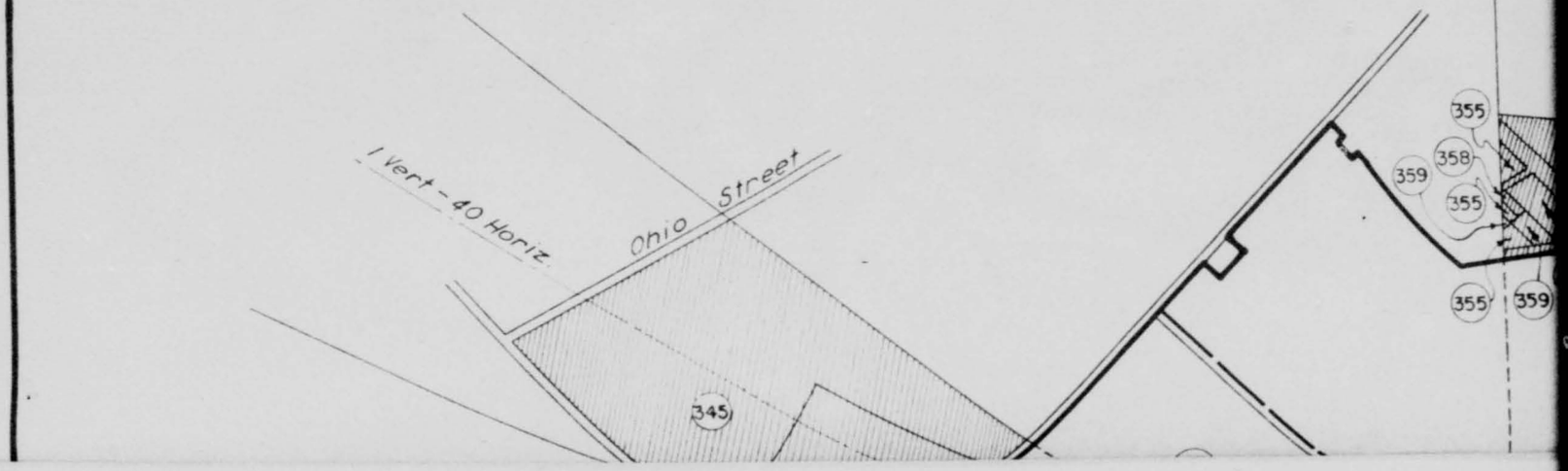
WAR DEPARTMENT



LOCATION MAP

SCALE: 1" = 45 MILES



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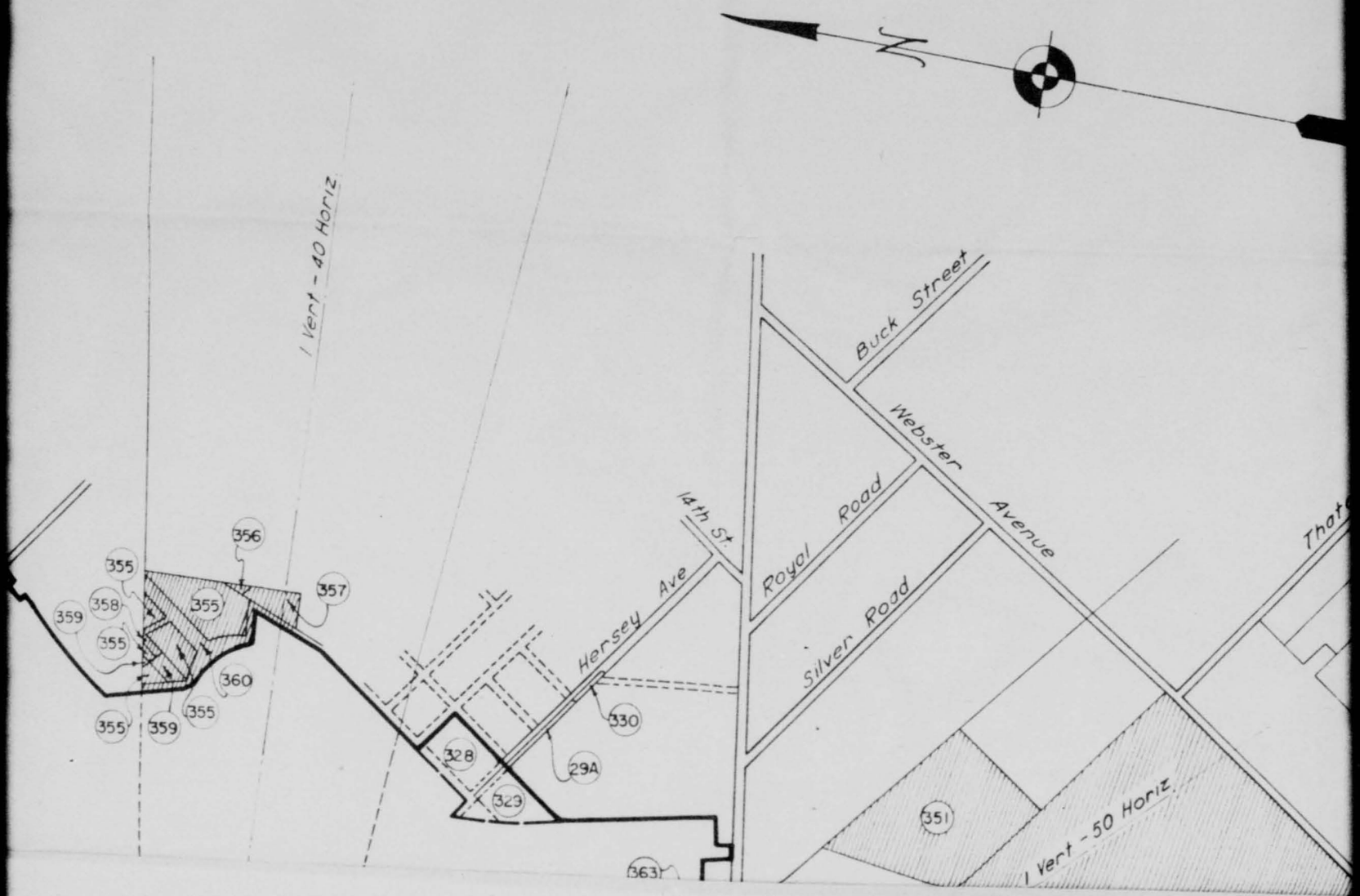

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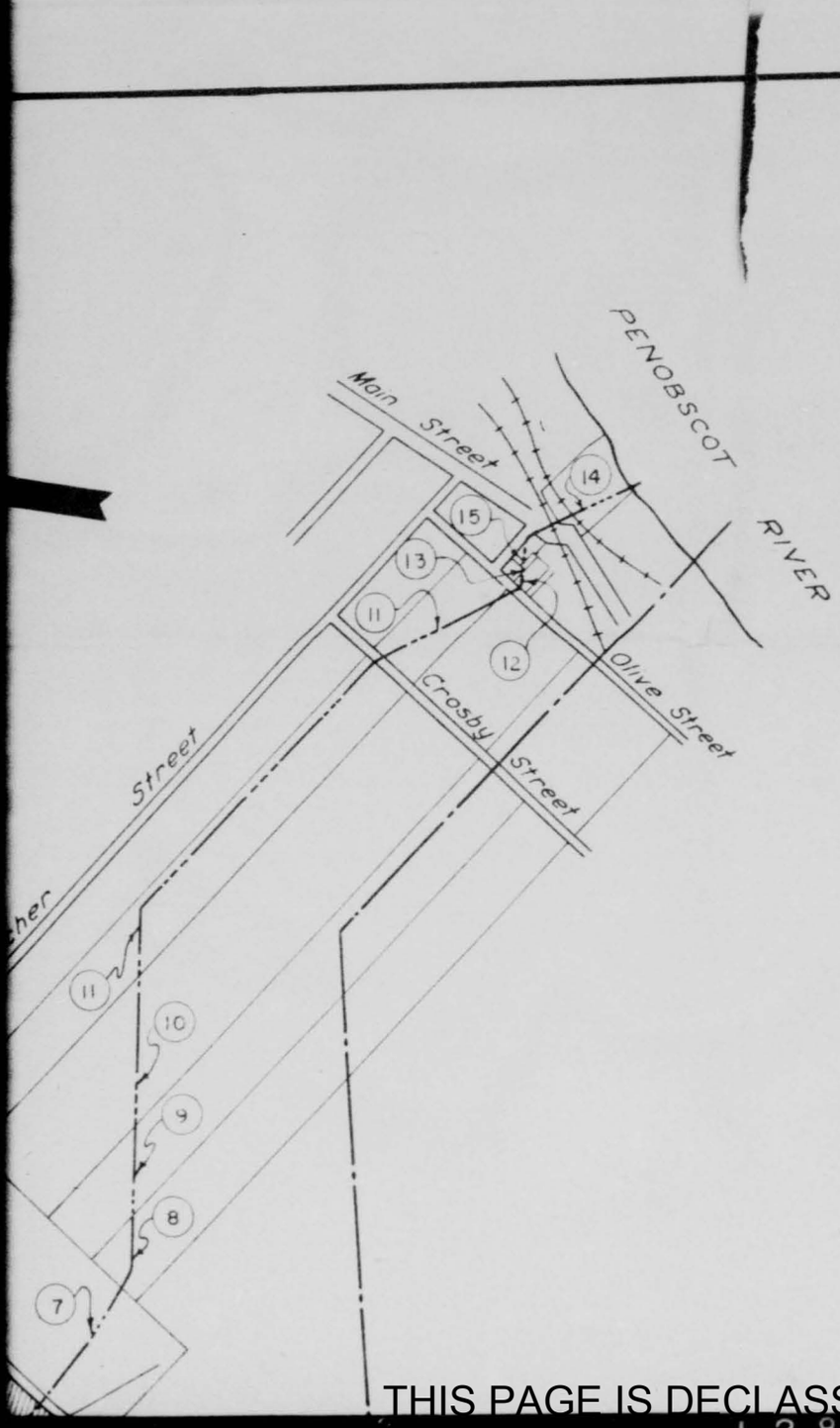

MAGAZINE AREA

TRACT NO.	OWNER	ACREAGE ± FEE	LEASE	E M
1	ARCHIE B. SAVAGE			
2	C. M. PETERSON			
3	IRA G. REED		6.0	
4	S. M. & V. RICKER		21.0	
5	MURTAGH HUGHES	294	3048	
6	CARROLL A. ROBINSON		09	
7	D. A. & M. S. GILLIES	81.0	38.16	
9	CHARLES L. & ANNIE M. SMALL		0.3	
11	M. F. & C. A. FINNEGAN		1.8	
12	JAMES SPRATT		0.6	
13	CLYDE & KATIE JONES		1.7	
14	P. B. & M. C. FLANDERS		2.6	
15	F. A. & E. C. GILMAN	10.2	16.4	
16	ARTHUR N. PERRY	21.4	16.5	
17	BYRON H. SMITH	2.2	6.8	
18	HEIRS OF CHARLES DOLAN		8.1	
19	EVELYN I. PHILLIPS		9.8	
20	H. F. & E. M. LIGHT	31.6	8.7	
21	IRA G. REED	66.1	23.2	
22	EDWARD & RACHEL PERRY		33.9	
23	E. H. SMITH & R. H. KAVANAUGH		12.9	
24	HOWARD & BESSIE A. COLSON		1.6	
25	UNKNOWN	8.0	4.7	
26	SERENA M. PHILLIPS	6.0		

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CORPS OF ENGINEERS

E ± EASE-MENT	TRACT NO.	OWNER	ACREAGE ± FEE	EASEMENT SEWER	EASEMENT RIGHT OF WAY	EASEMENT AVIGATION	EASEMENT APPROACH LIGHTING
0.4	A	CITY OF BANGOR (DONATION)	720.0				
0.6	1	DORA A ALLEN ET AL		0.2	0.6		
0.3	1A	ARTHUR W KELLEY ET AL	1.72				
0.46	2	HENRIETTA I. McNAUGHTON		0.5			
2.36	3	GORHAM H. WOOD		2.5	1.0		
	4	GERTRUDE M. WARREN ET AL		0.2	0.2		
1.24	5	RUEL L. BELL ET AL		1.3	0.1		
	6	EARL SIMPSON		1.1			
	7	CITY OF BANGOR (AGREEMENT)		0.9			
	8	CHARLES E ADAMS ET AL		0.5			
	9	CARRIE D. CUSHING ET AL		0.6			
	10	CHARLES E. ADAMS		1.0			
	11	CHARLES E. ADAMS ET AL		3.0			
	12	CHARLES S. HARTHORN		0.1			
	13	ELLA C. CUMMINGS		0.1			
	14	ESTATE OF JOHN CASSIDY		0.5			
	15	CARL N. DEARBORN		0.3			
	16	CECIL C. HOYT			0.3		
	17	ARTHUR W. KELLEY ET AL			0.5		
	17A	ARTHUR W. KELLEY ET AL	0.03				
	18	EARL SIMPSON			1.1		
	19	EARL SIMPSON			2.0		
	25	JOHN F. McCLURE	18.2				
	27	ETHEL A. McCAFFERTY	2.8				
	27A	BANGOR HYDRO ELECTRIC CO.	005				
	28	LESLIE A. CLARK	4.0				
	29	MORSE INVESTMENT CO.	0.42				
	29A	EAST'N MAINE ORPHANS HOME			0.43		
	30	CHARLES H. PETERSON	0.46				
	31	GEORGE A. WADE	0.46				
	32	EDITH B. McGARRIGLE	0.46				
	33	CARL H. SCRIBNER	092				
	34	CITY OF BANGOR	5.75				
	35	MARGUERITE E. McQUAIDE	0.4				
	36	CARRIE S. PEAKES	4.18				
	37	SYLVAIN GAUDET	5.5				
	38	INEZ A. KIMBALL ET AL	4.01				
	39	DUDLEY R. GRIFFIN	53.6				
	40	LINWOOD S. SCRIPTURE	27.4				
	41	VIRGINIA L. ELLIS	2.0				
	43	LOUISE A. [illegible]					

LAND AC

STATE MAINE

COUNTY PENOBSCO

DIVISION NEW ENGL

DISTRICT BOSTON

SERVICE COMMAND F

USING AGENCY E.D.

123 MILES NE OF

160 MILES SOUTH OF

TRANSPORTATION

BOSTON & MAINE

U.S. ROUTE 1

LAND

ACRES OWNED BY W.D.

ACRES LEASED BY W.D.

ACRES LEASED FROM W.D.

ACRES TRANSFERRED TO

ACRES DONATED TO W.D.

ACRES UNDER EASEMENT

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CORPS OF ENGINEERS, U. S. ARMY

	ACREAGE ±				
	FEE	EASEMENT			
		SEWER	RIGHT OF WAY	AVIGATION	APPROACH LIGHTING
ATION)	720.0				
		0.2	0.6		
AL	1.72				
N		0.5			
		2.5	1.0		
T AL		0.2	0.2		
		1.3	0.1		
		1.1			
MENT)		0.9			
L		0.5			
L		0.6			
		1.0			
-		3.0			
		0.1			
		0.1			
		0.5			
		0.3			
			0.3		
L			0.5		
L	0.03				
			1.1		
			2.0		
	18.2				
	2.8				
CO	005				
	4.0				
	0.42				
OME			0.43		
	0.46				
	0.46				
	0.46				
	092				
	5.75				
DE	0.4				
	4.18				
	5.5				
	40.1				
	53.6				
	27.4				
	2.0				
	3.18				

LAND ACQUISITION

STATE MAINE

COUNTY PENOBSCOT

DIVISION NEW ENGLAND

DISTRICT BOSTON

SERVICE COMMAND FIRST

USING AGENCY E.D.C.

123 MILES NE OF PORTLAND

160 MILES SOUTH OF PRESQUE ISLE

TRANSPORTATION FACILITIES

BOSTON & MAINE RAILROAD

STATE ROAD

U.S. ROUTE 1 FEDERAL ROAD

AIRLINE

LAND AREA

ACRES OWNED BY W.D.

ACRES LEASED BY W.D.

ACRES LEASED FROM W.D.

ACRES TRANSFERRED TO W.D.

ACRES DONATED TO W.D.

ACRES UNDER EASEMENT TO W.D. 4.12.56

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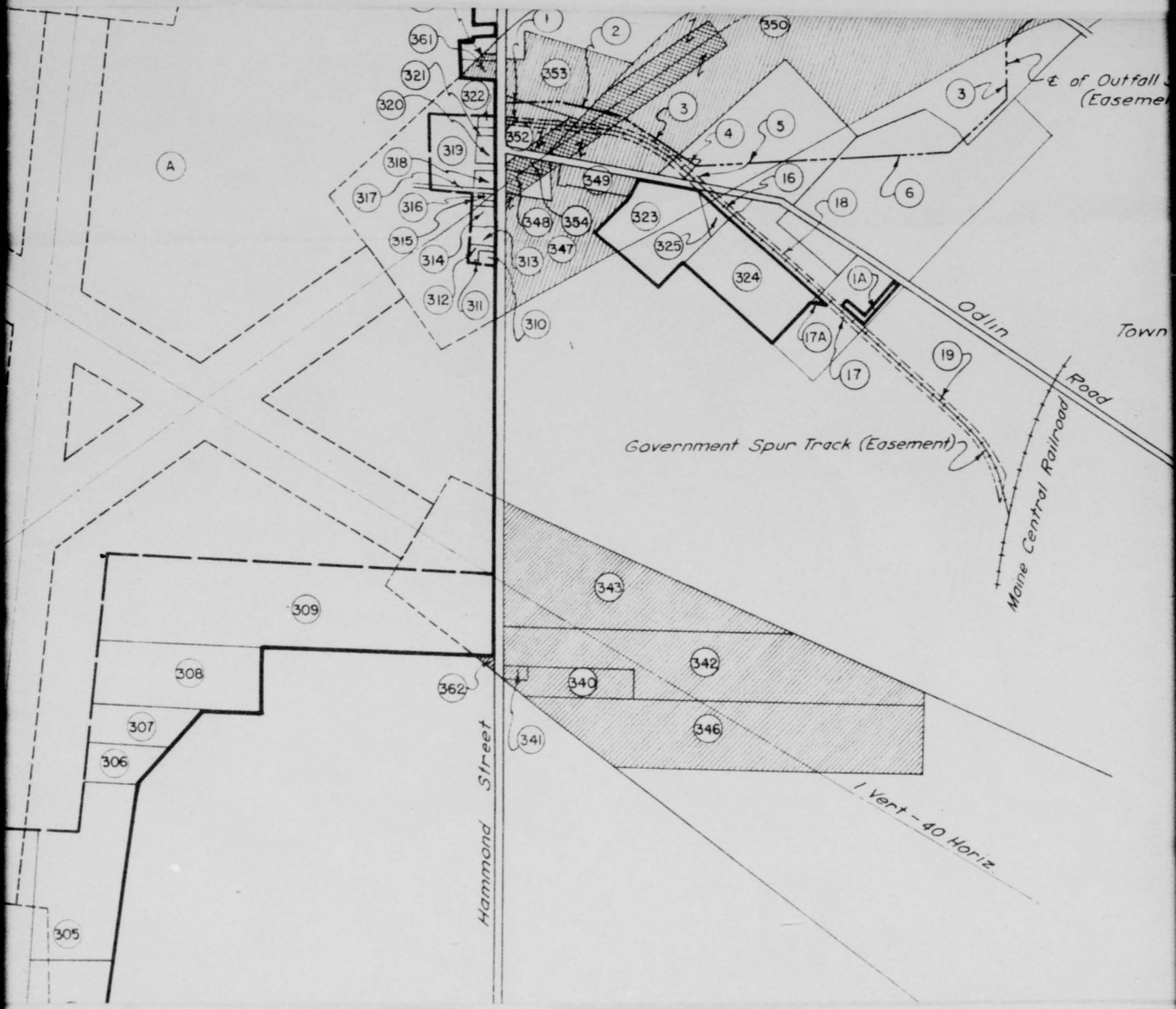

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43	LOTTIE G. JORDAN	05				
44	JOHN R. SCRIPTURE	36.9				
45	ALVAH M. LIBBY	8.3				
46	MABEL L. LIBBY	10.5				
47	WEILER A. BEAN	40.7				
301	CLARENCE F. DURAN	152.7				
302	GEORGE H. HUNT	7766				
302A	GEORGE H. HUNT	1.14				
303	HEIRS OF MURTAGH HUGHES	2.1				
304	GEORGE A. FARNUM	13.8				
305	ABBIE P. FOWLER	21.1				
306	LEWIS F. DORR	4.04				
307	ALBION M. DORR	5.25				
308	TERESA M. VERPLAST	15.4				
309	CLAREMONT B. DYKEMAN	46.6				
310	GRACE S. KLATT	0.37				
311	HEIRS OF B. W. SHEPHERD	0.002				
312	WILLIAM H. KLATT	0.44				
313	GERTRUDE B. HANDY	0.78				
314	HAROLD F. WASSON	0.79				
315	HARRISON H. TWIST	0.33				
316	HARRISON H. TWIST & J.W. PRITCHARD	0.14				
317	GUY A. HERSEY	0.83				
318	FRED A. OXLEY	0.49				
319	GLADYS M. DODSON	4.9				
320	CLARA C. HATHAWAY	0.9				
321	CARL H. WOTTON	0.21				
322	CELIA J. SAULSBURY	0.43				
323	DUSTIN SYDE	10.7				
324	EARL SIMPSON	11.16				
325	FRANKIN A. LIGHT	0.8				
326	LEON & VIOLA M. HEWES	4.4				
327	JOHN P. DOWNING	3.5				
328	LILLIAN M. NICKERSON	4.6				
329	EAST'N MAINE ORPHANS HOME	2.8				
330	GUY A. HERSEY			0.19		
332	FLORA E. WHITLEY	23.3				
333	ALBERT J. CHANDLER	86.0				
334	K. R. CILLEY				5.6	
335	M. J. KELLEHER HEIRS				7.3	
336	SYLVAIN GAUDET				3.1	
337	GRACE C. DARLING				5.0	
338	W. C. BACHELDER				7.3	
339	JOHN P. DOWNING				106.4	8.7
340	GRACE M. STROUT PEAVY				4.8	
341	ROBERT S. ROBINSON				0.5	

ACRES UNDER LEASE

DI

ACRES SOLD

ACRES TRANSFERRE

ACRES EXCHANGED

ACRES OTHERWISE

LI

RESERVATION LINE

ORIGINAL AIRPORT LINE

COUNTY LINE

CIVIL DISTRICT PRECINCT

LAND GRANT LINE

CITY, VILLAGE OR BORO

CEMETERY, SMALL PARK,

TOWNSHIP LINE

EASEMENTS FOR LIGHTS

AVIGATION EASEMENT

SCA

800'

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	05				
	36.9				
	8.3				
	10.5				
	40.7				
	152.7				
	7766				
	1.14				
SHES	2.1				
	13.8				
	21.1				
	4.04				
	5.25				
	15.4				
N	46.6				
	0.37				
D	0.002				
	0.44				
	0.78				
	0.79				
	0.33				
CHARD	0.14				
	0.83				
	0.49				
	4.9				
	0.9				
	0.21				
	0.43				
	10.7				
	11.16				
	0.8				
	4.4				
	3.5				
	4.6				
OME	2.8				
		0.19			
	23.3				
	86.0				
			5.6		
			7.3		
			3.1		
			5.0		
			7.3		
			106.4	8.7	
			4.8		
			0.5		

ACRES UNDER EASEMENT TO W.D. _____

DISPOSALS

ACRES SOLD _____

ACRES TRANSFERRED _____

ACRES EXCHANGED _____

ACRES OTHERWISE _____

LEGEND

RESERVATION LINE ----------

ORIGINAL AIRPORT LINE ----------

COUNTY LINE ----------

CIVIL DISTRICT PRECINCT ----------

LAND GRANT LINE ----------

CITY, VILLAGE OR BOROUGH ----------

CEMETERY, SMALL PARK, ETC. ----------

TOWNSHIP LINE ----------

EASEMENTS FOR LIGHTS ----------

AVIGATION EASEMENT ----------

SCALE: 1" = 800'

800' 0 800' 1600'

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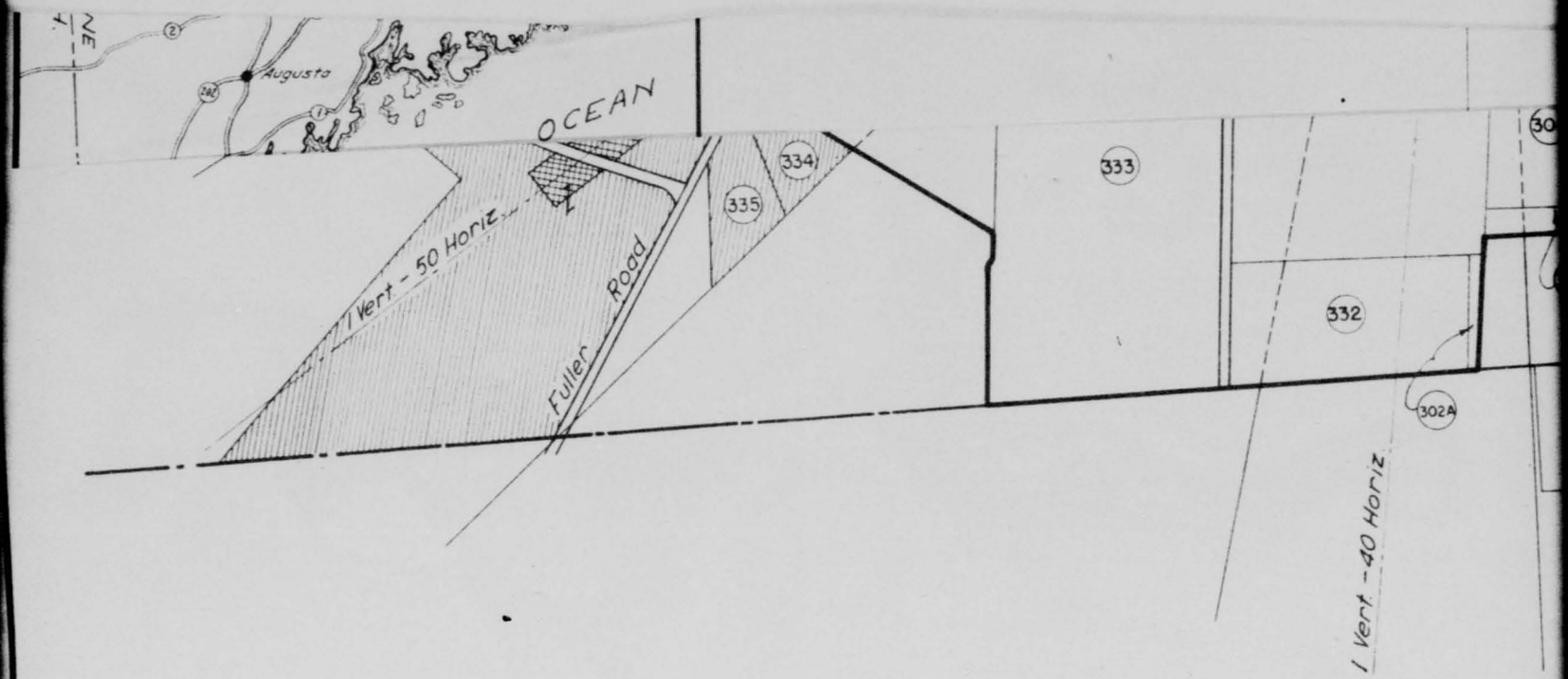

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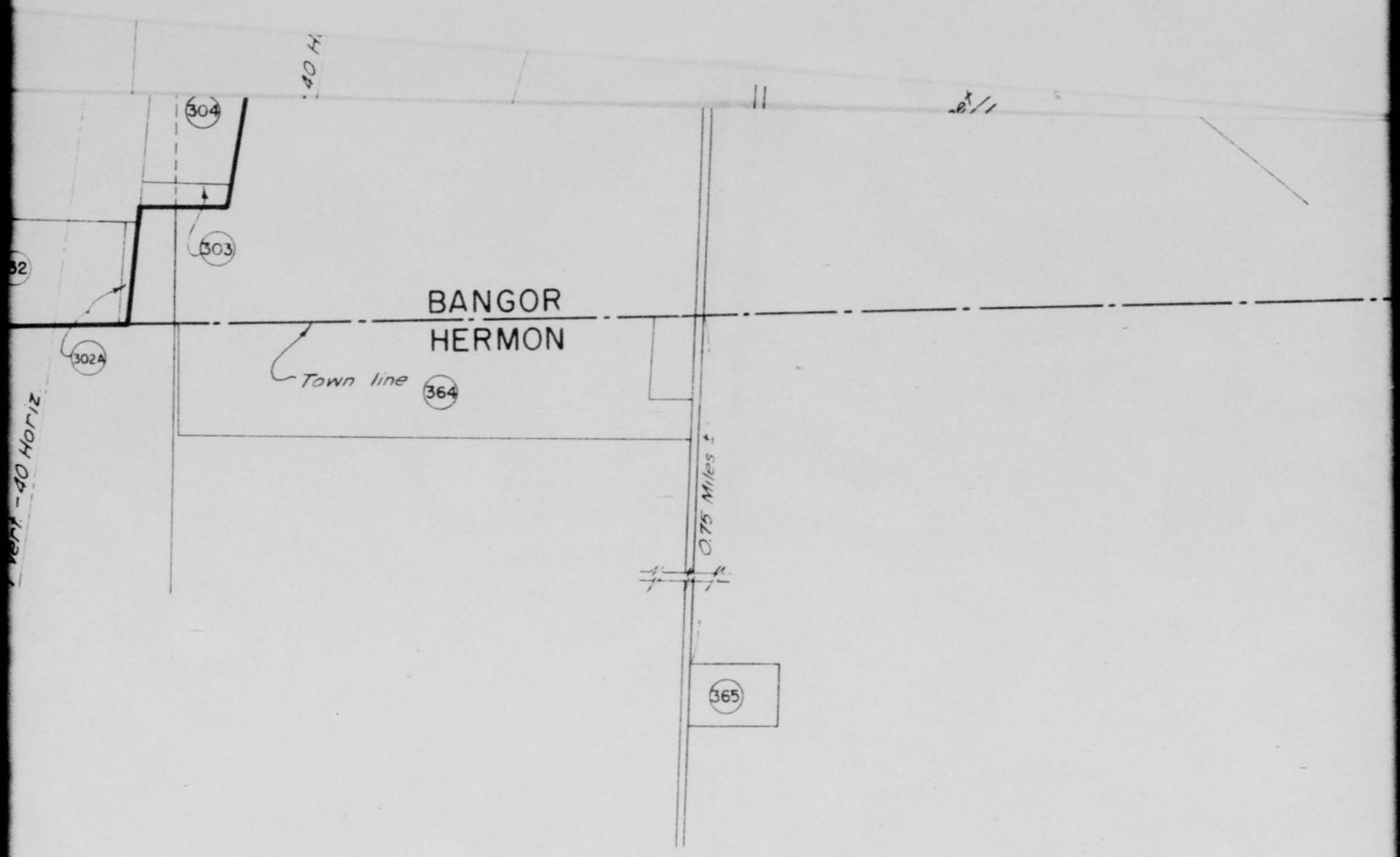

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PRELIMINARY

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342	EARL SIMPSON				31.0	
343	WALTER B. ALLEN				25.5	
344	JOHN R. SCRIPTURE				21.4	
345	WEILER A. BEAN				51.8	
346	CARL C. SIMPSON				35.0	
347	GERTRUDE B. HANDY				12.93	0.074
348	PAUL G. ZOIDIS					0.79
349	W. HERBERT BRAGG				5.0	
350	GORHAM H. WOOD				91.0	8.0
351	DANIEL L. CONSTANTINE				19.3	
352	DORA A. ALLEN ET AL				2.3	1.1
353	HENRIETTA I. McNAUGHTON				8.0	
354	GERTRUDE B. HANDY					0.51
355	ADELBERT E. BRIDGES				7.01	
356	ANNIE L. MURRAY				0.2	
357	JAMES A. DUNNING ESTATE				1.5	
358	JAMES R. & HELEN M. AMBROSE				0.2	
359	CITY OF BANGOR				0.59	
360	UNKNOWN				4.0	
361	ELIZABETH M. & CYRUS W. LAMSON				0.8	
*362	CITY OF BANGOR				0.16	
363	KNOWLES & DOW CO.				0.2	
364	CLARA M. HUGHES (LEASE) 69.7 ± ACRES					
365	BANGOR & AROOSTOOK RAILROAD (LEASE) 5.5 ± ACRES					

* PERMIT

Note: 3.7 Acres of Sewer and Right of Way Easements are located within the Avigation and Approach lighting Easements Area.

WAR DE
CONST
RE
DO
BANG
MILITAR

RECOMMENDED: _____

APPROVED: _____

COMPILED: F.J.T. TRA

DATE	BY	R

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			31.0	
			25.5	
			21.4	
			51.8	
			35.0	
			12.93	0.074
				0.79
			5.0	
			91.0	8.0
			19.3	
			2.3	1.1
			8.0	
				0.51
			7.01	
			0.2	
			1.5	
			0.2	
			0.59	
			4.0	
			0.8	
			0.16	
			0.2	

9.7 ± ACRES
AD (LEASE) 5.5 ± ACRES

d Right of Way Easements
gation and Approach lighting

WAR DEPARTMENT O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE
DOW FIELD
BANGOR MAINE
MILITARY RESERVATION

RECOMMENDED: _____ DATE FEB., 1944

APPROVED: _____ DATE FEB, 1944

COMPILED: F.J.T. TRACED: F.J.T CHECKED: C.H.S. JR.

DATE	BY	REVISIONS	APPROVED

FILE NO. NED [illegible]04

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OFFICIAL BUSINESS

Eastern Defense Command
Airport Status
May 43

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CONFIDENTIAL

AIRPORT ST
OF THE
EASTERN DE
COMMAND

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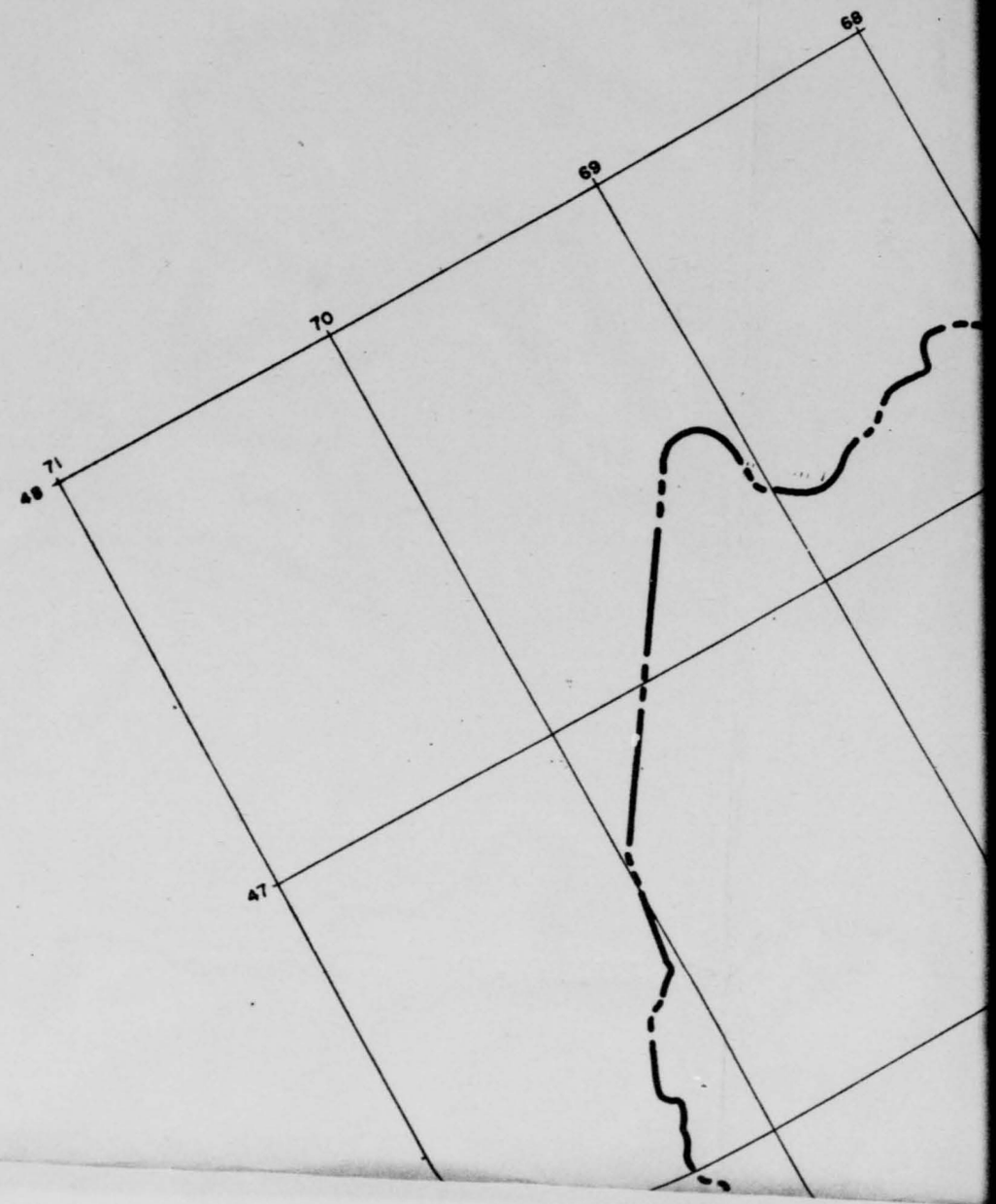
MASTER 1

ATUS

FENSE

AREA



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PREPARED BY
ENGINEER SECTION
FIRST AIR FORCE
MITCHEL FIELD. N.Y.

SCALE

10 0 10 20 30 40 50

ONE INCH EQUALS APPROXIMATELY 16 MILES

1/1.000.000

MAY - 1943

Legend

- EXISTING AIRPORT
- EXISTING AIRPORT WITH ONE OR MORE 4000' TO 5000' PAVE
- EXISTING AIRPORT WITH ONE OR MORE 5000' OR LONGER PA
- × ARMY AIR FORCES AIRDROME
- NAVY, MARINE CORPS OR COAST GUARD AIRDROME
- EXISTING FLIGHT STRIP

76

NOTE:

All airports "closed for duration" are omitted. All authorized runway extensions and new construction to be completed during current working season (up to Oct. 31, 1943) are considered; current status of all airport facilities is available in Engineer Section, Headquarters First Air Force.

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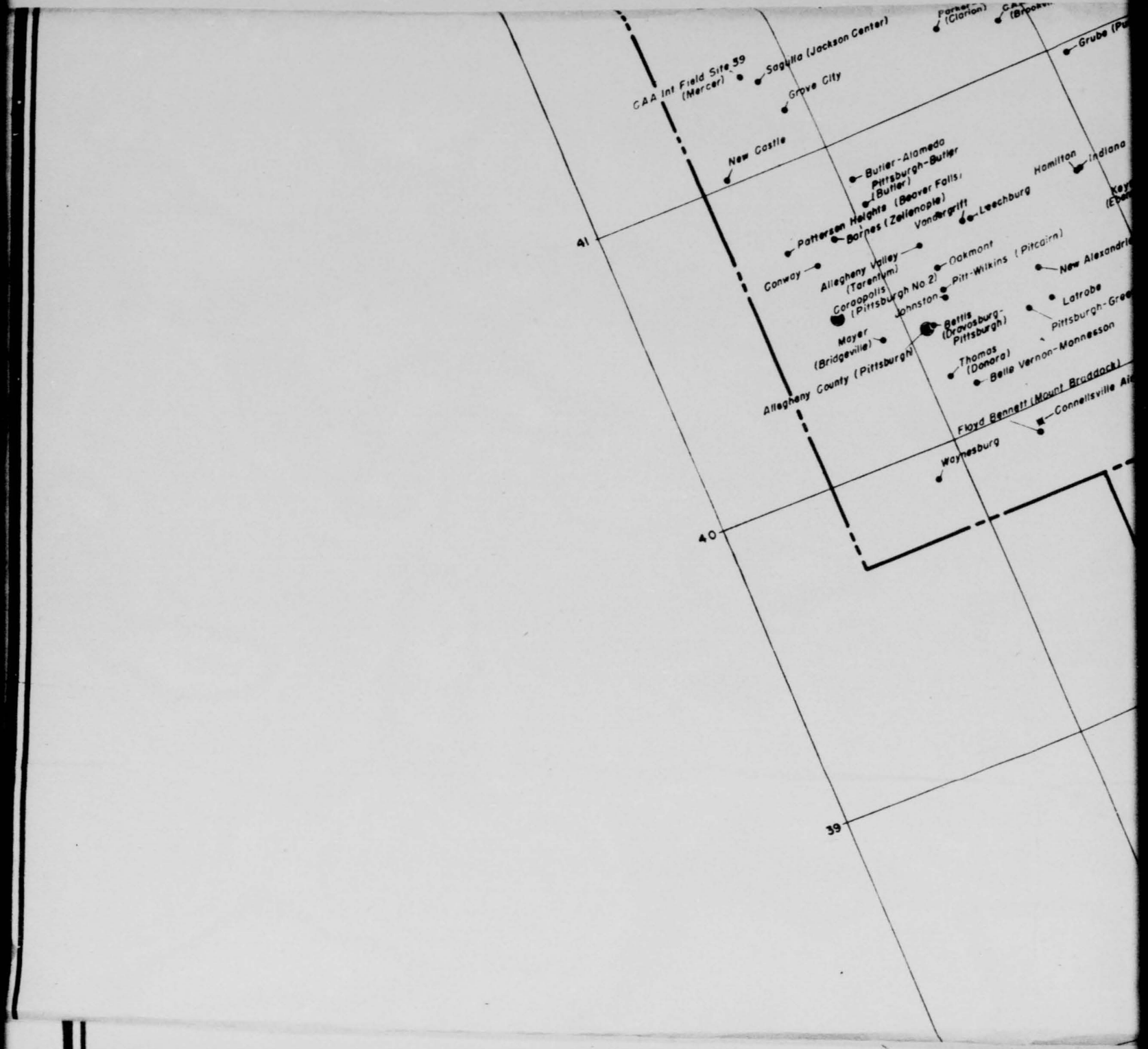

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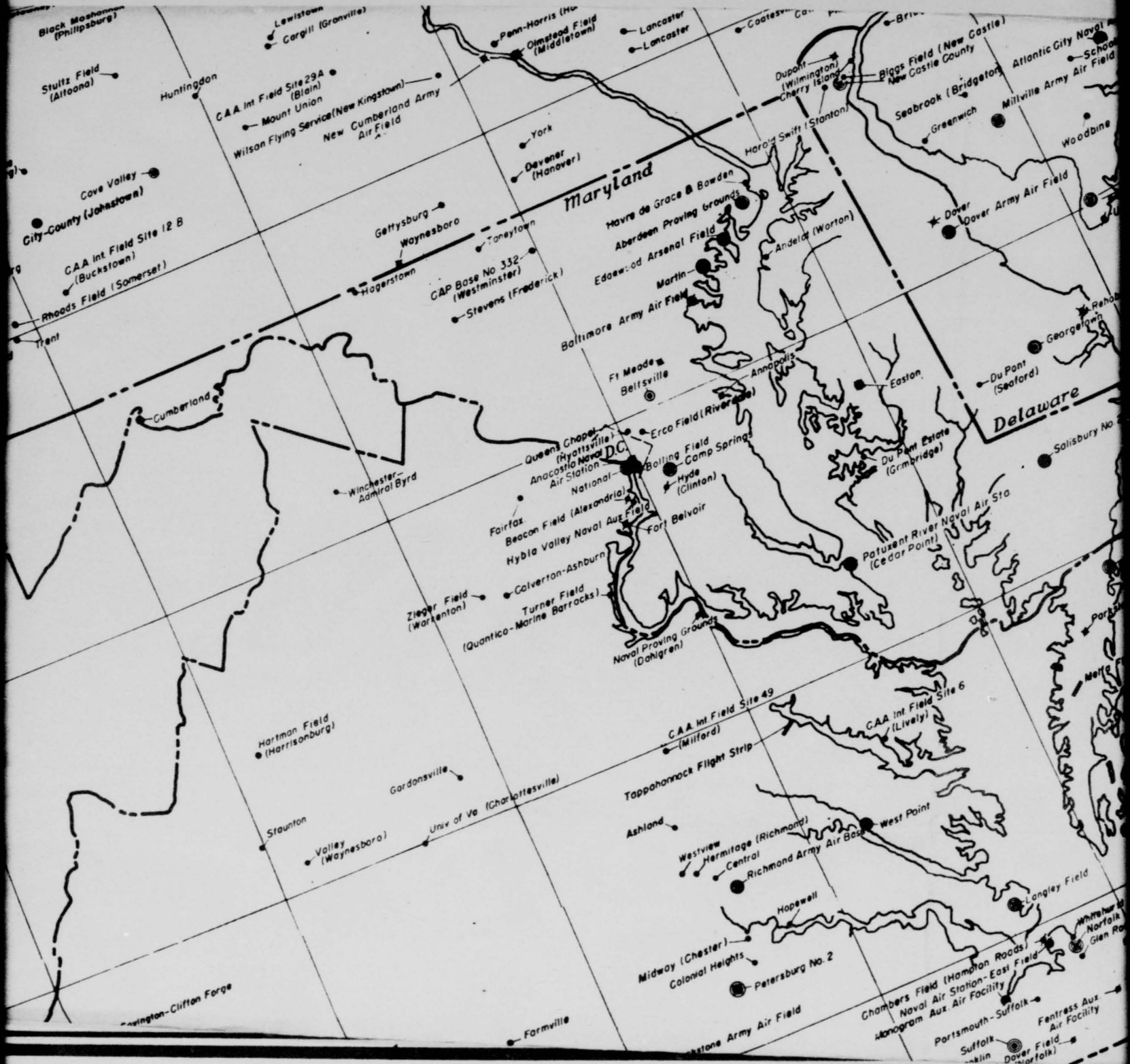

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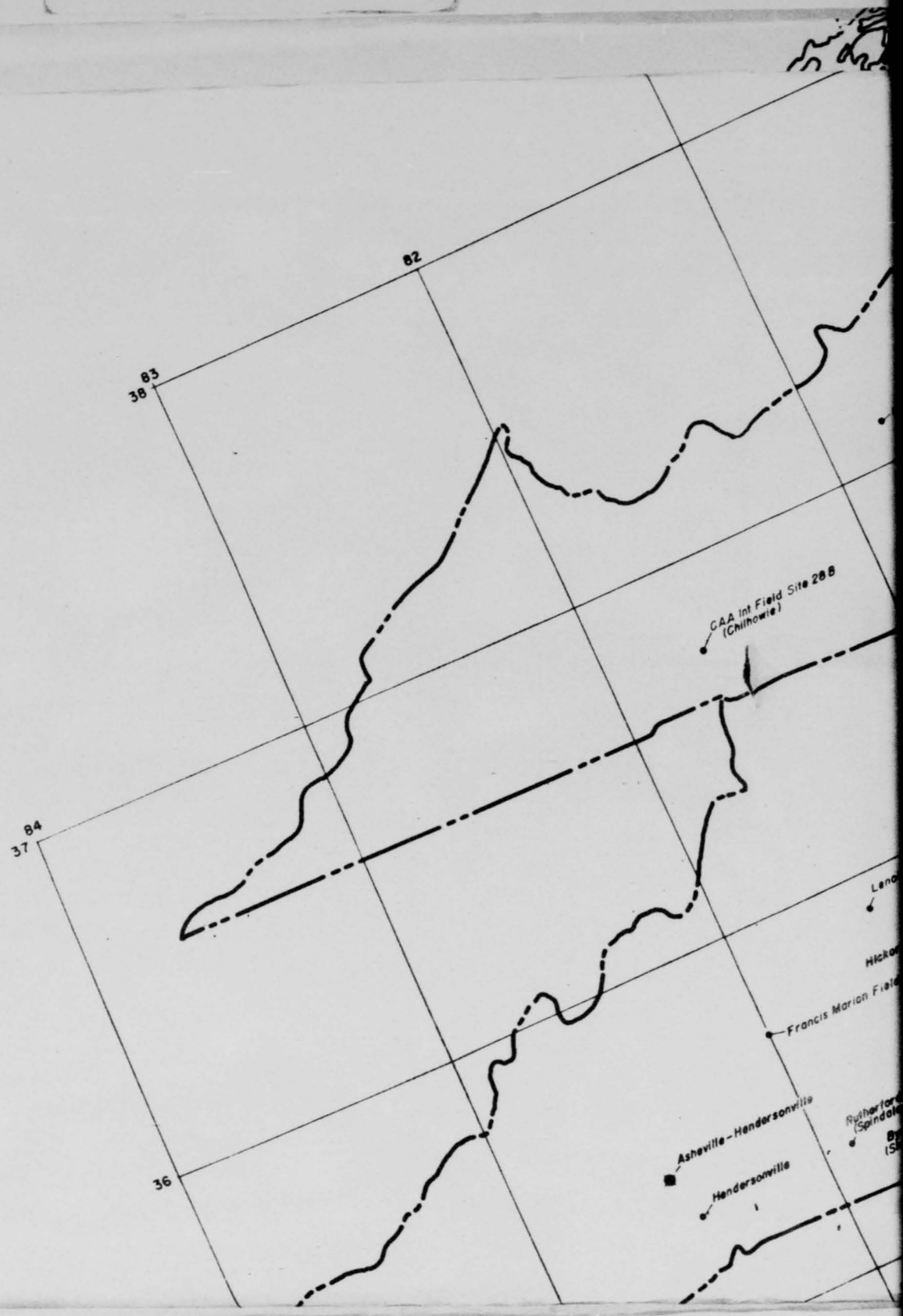

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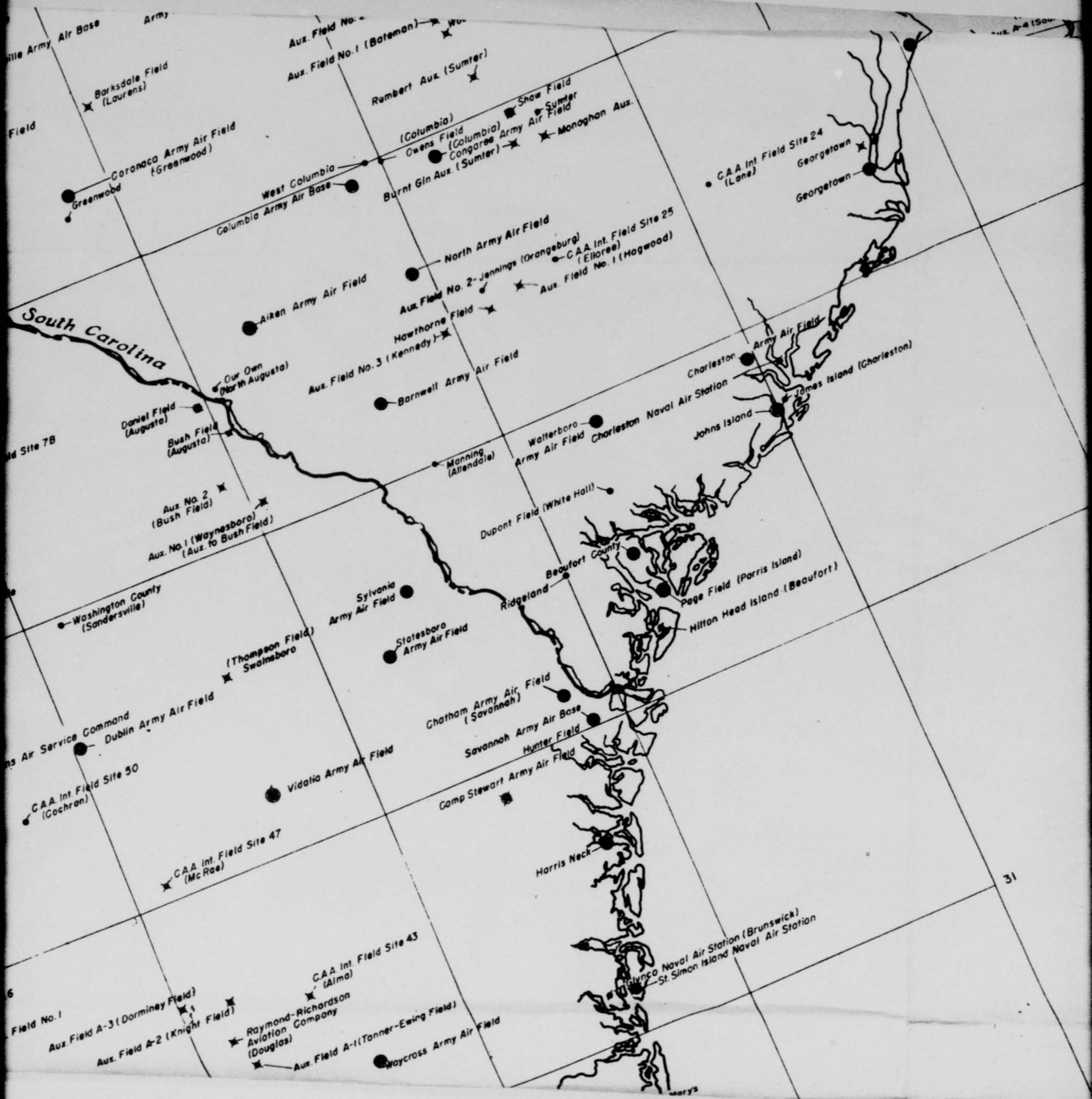

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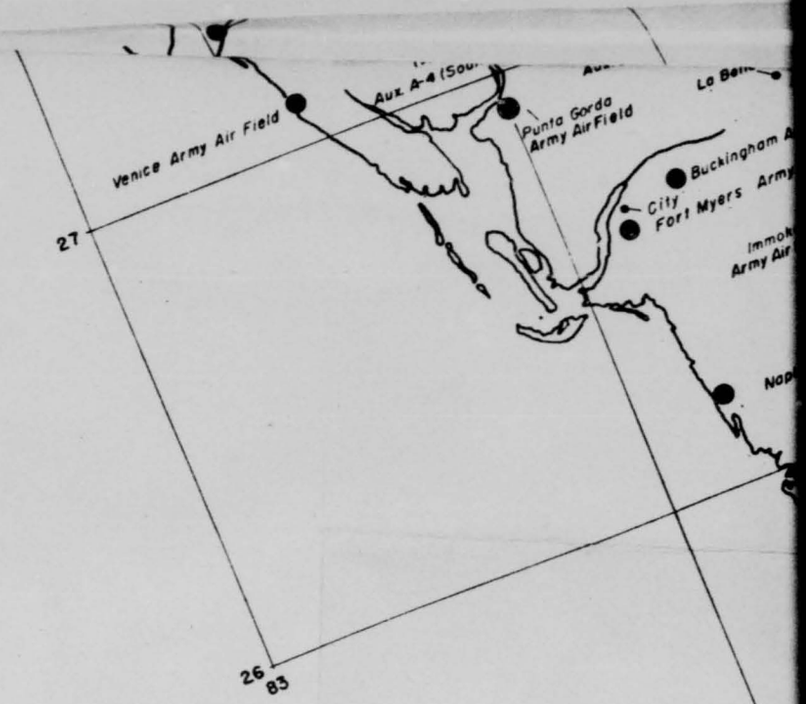

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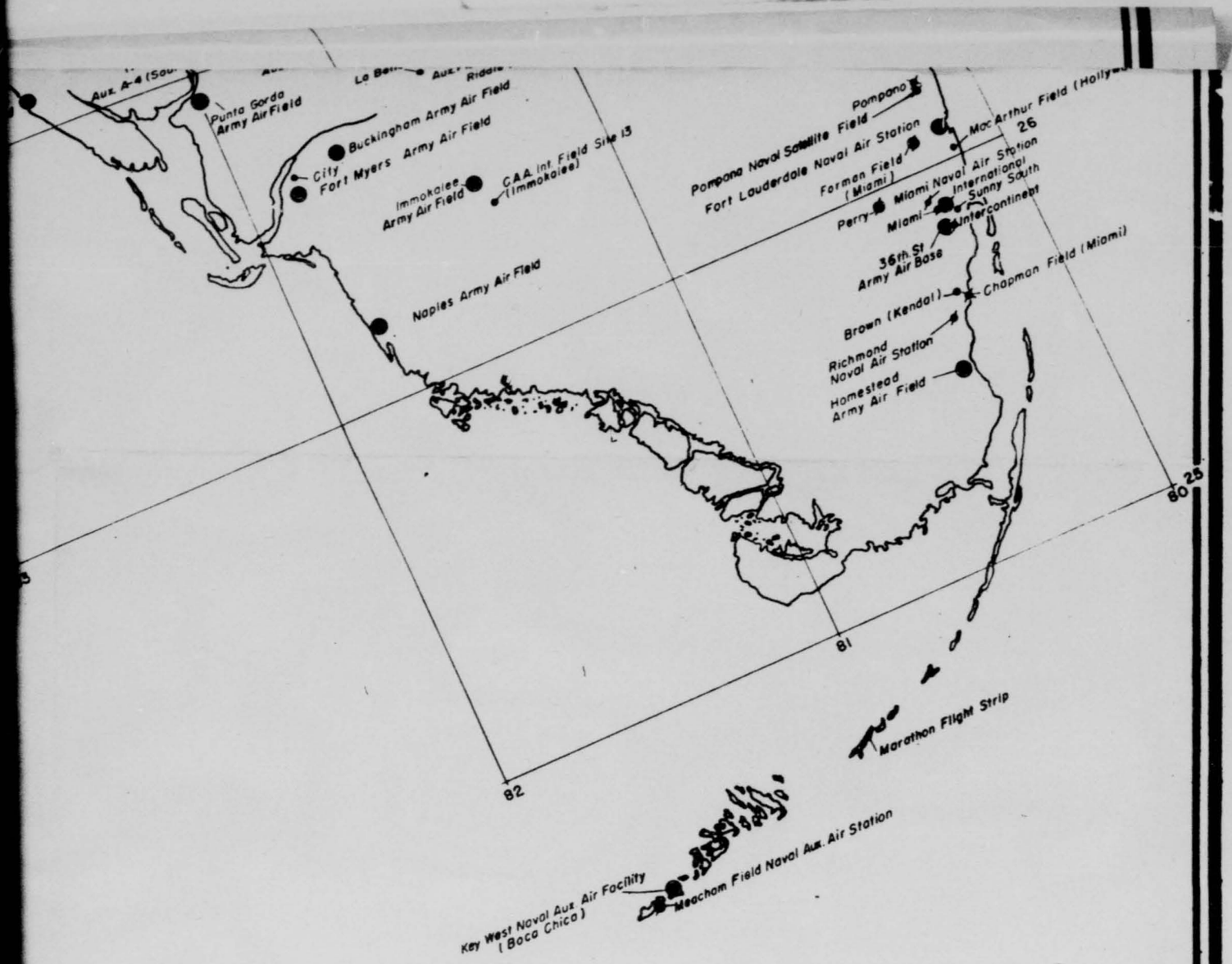

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OFFICIAL BUSINESS

Farmingdale Army Air Field
Plot Plan
24 Nov. 42

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WAR DEPARTMENT

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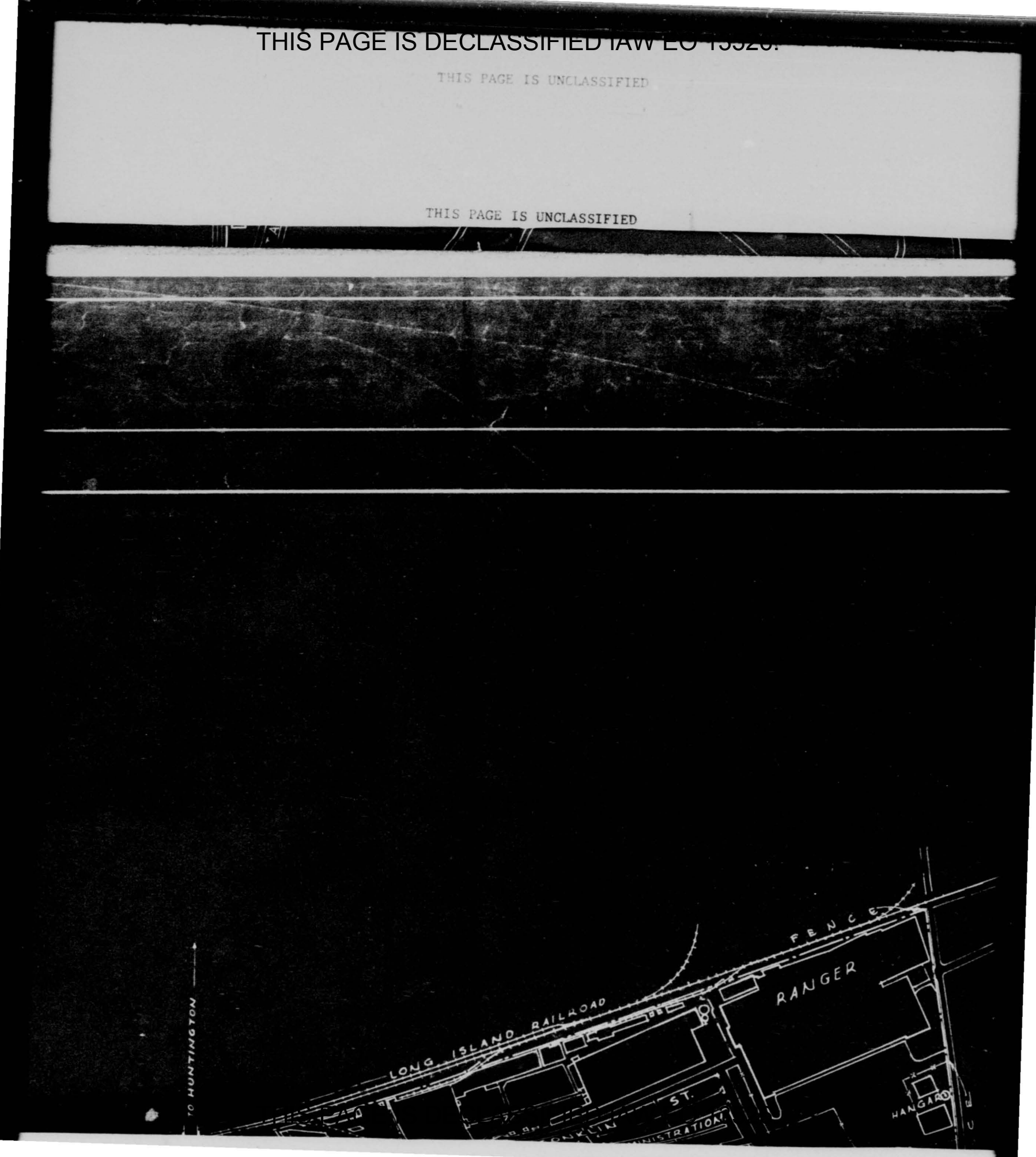

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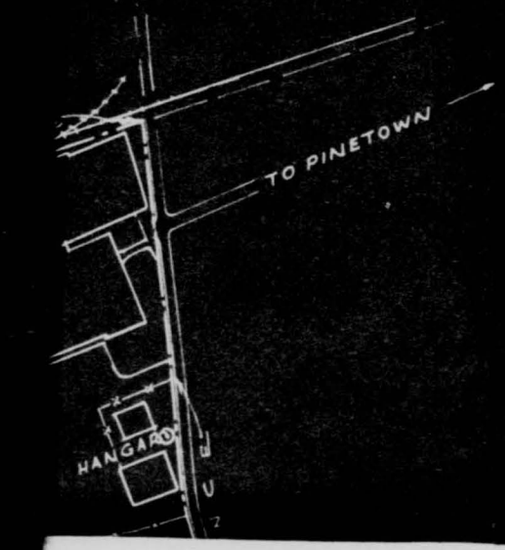
CORPS OF ENGINEERS, U. S. ARMY



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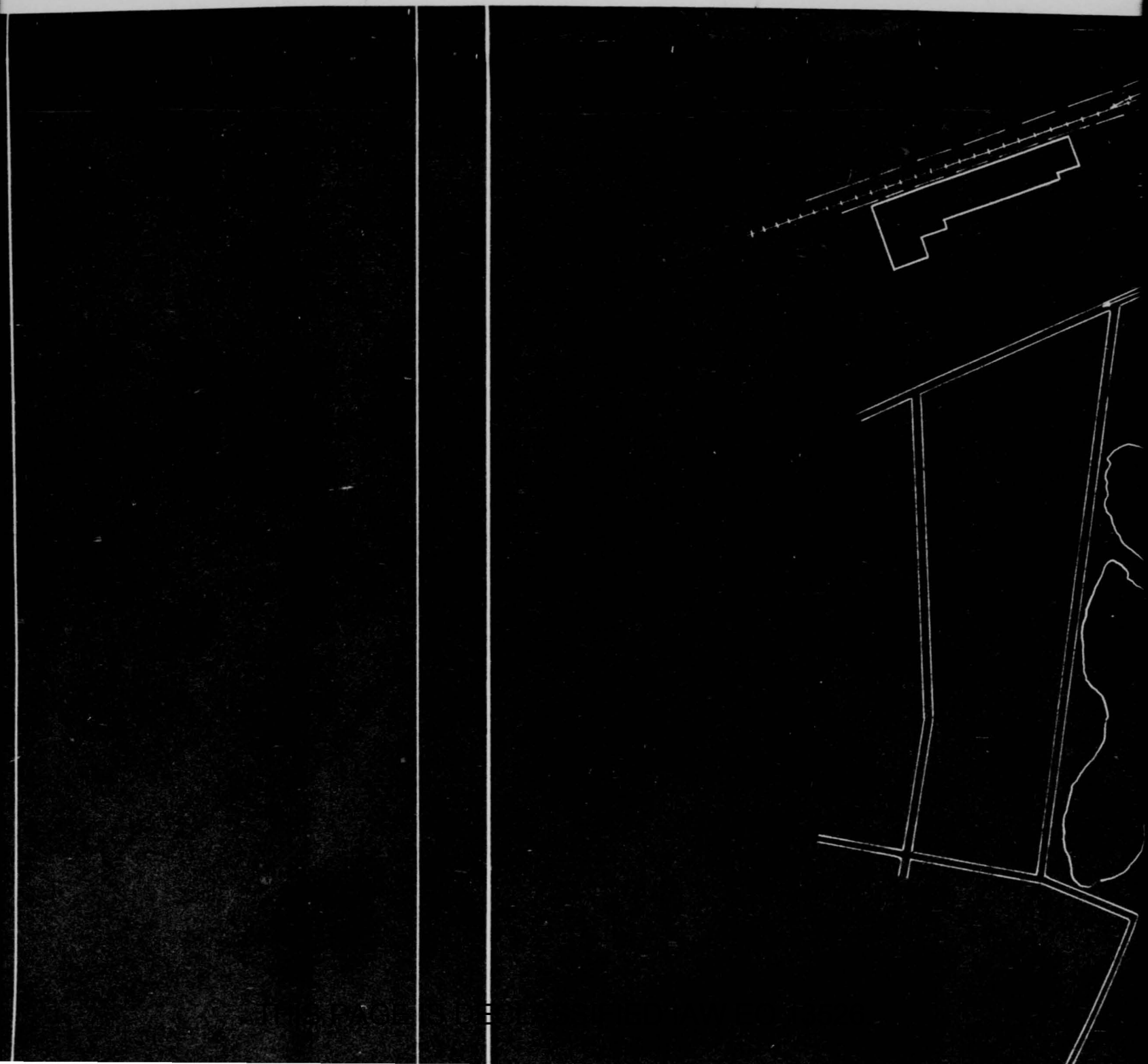

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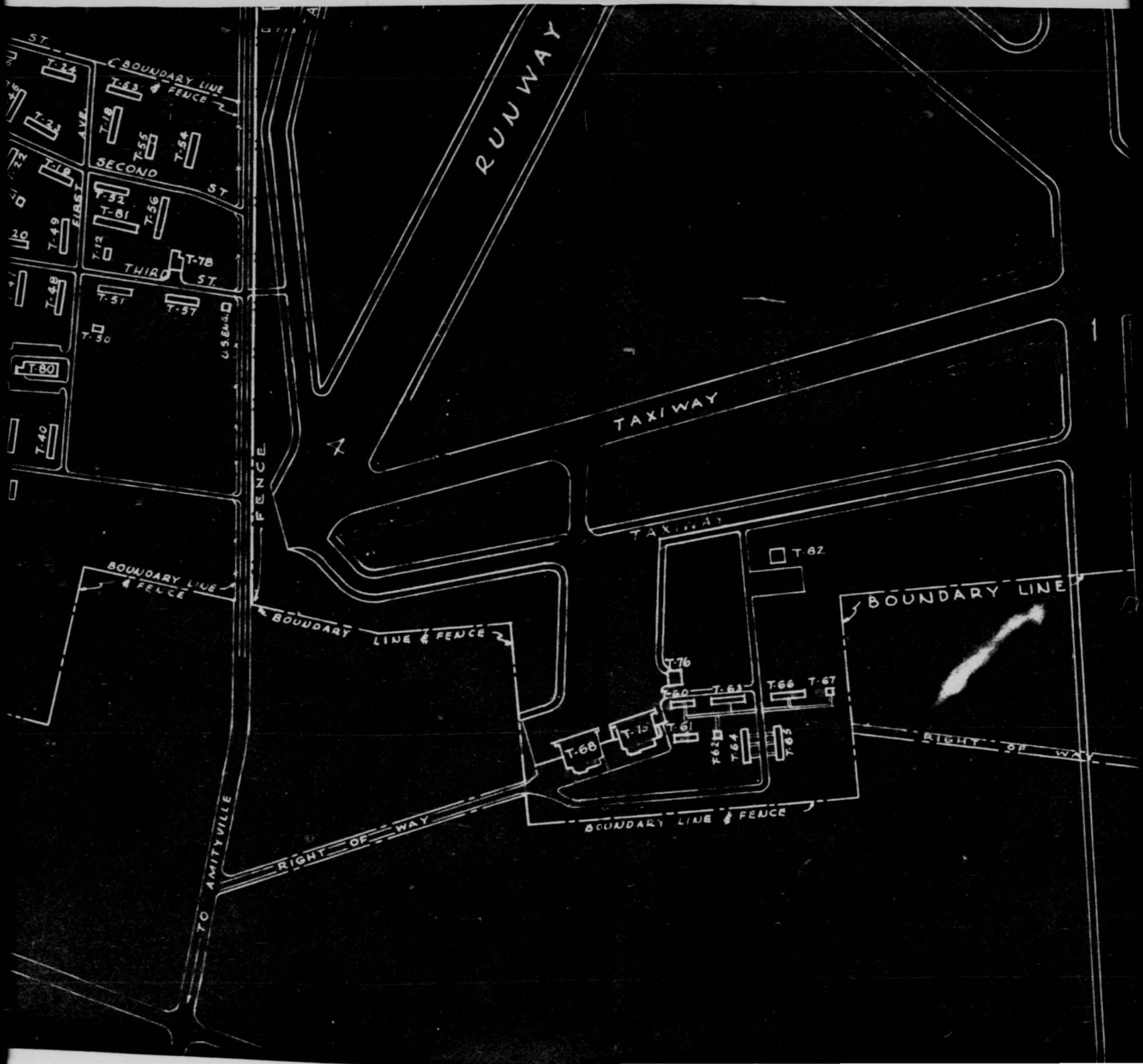

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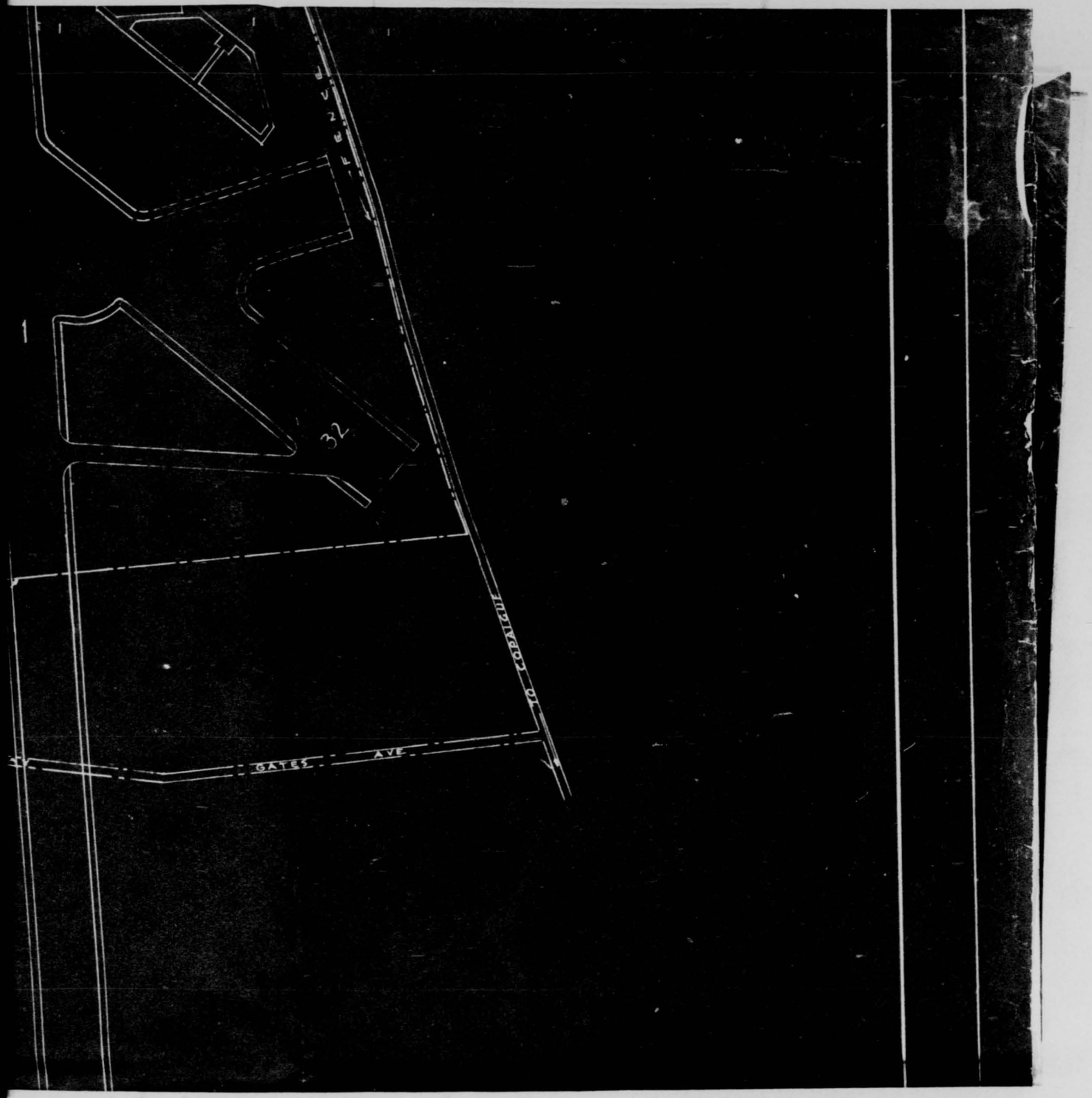

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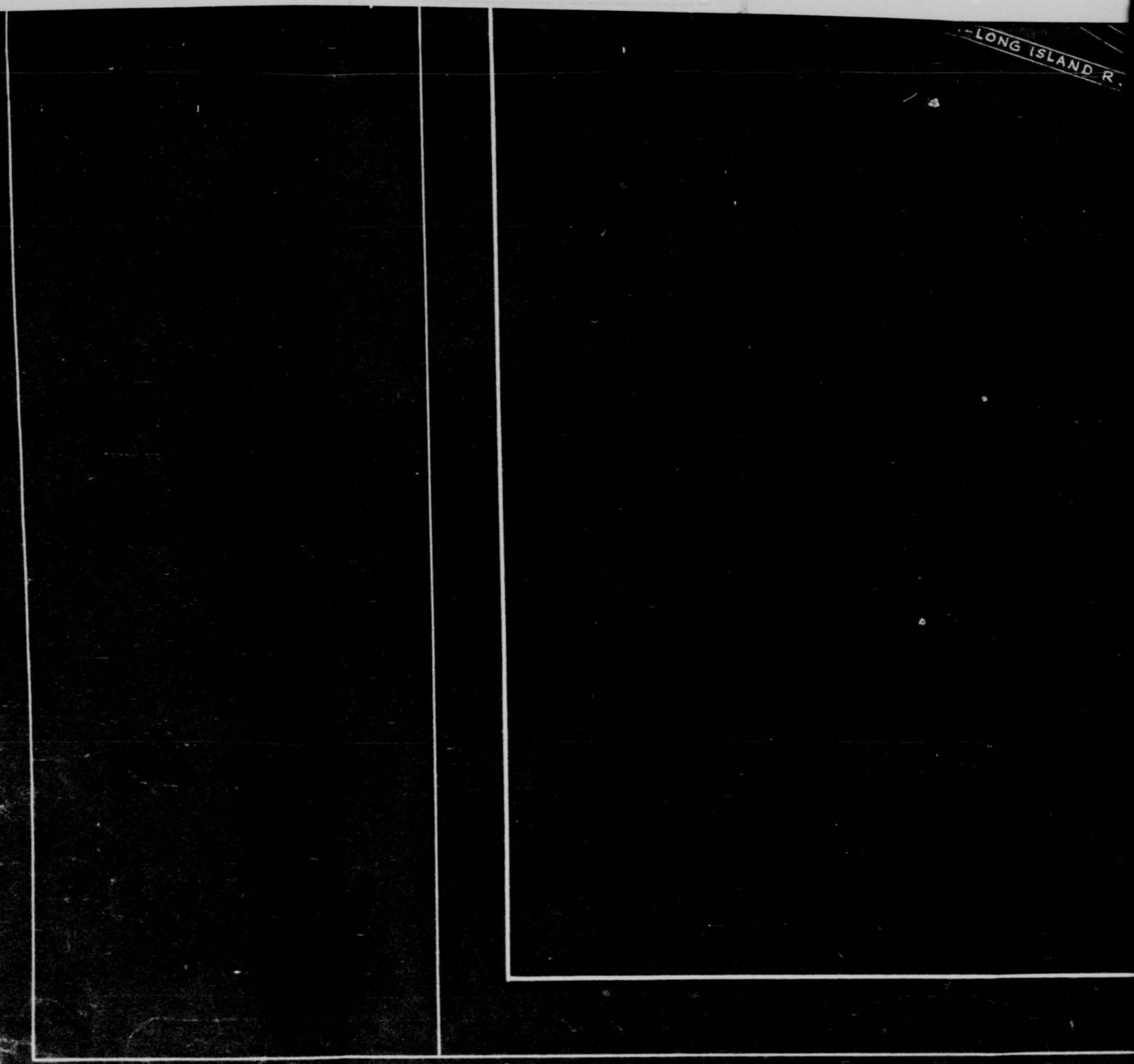

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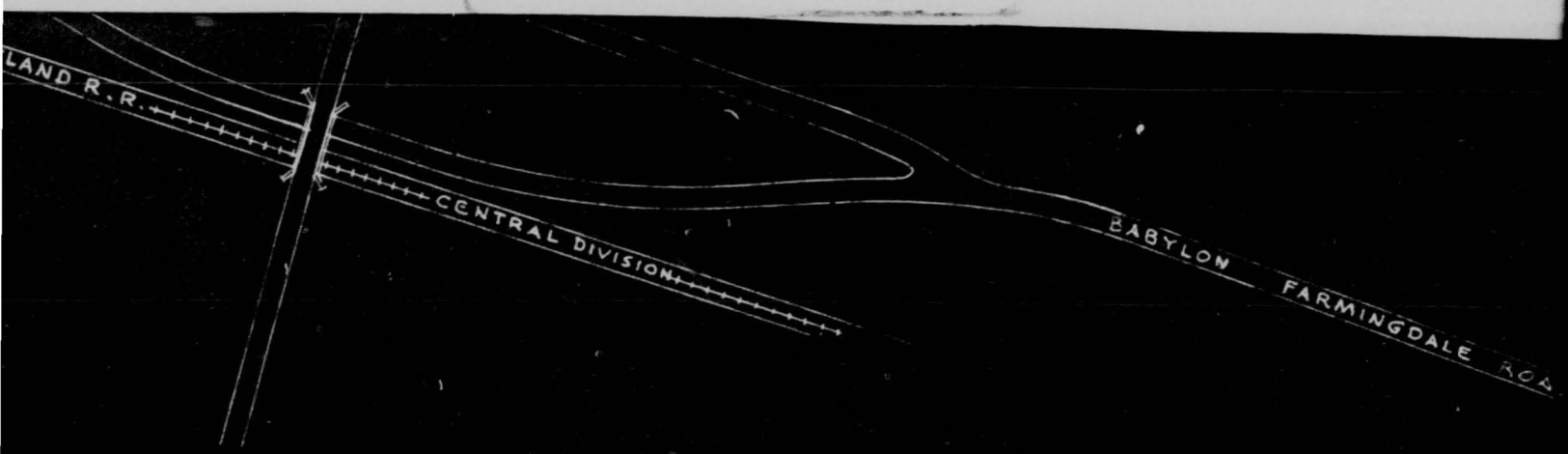

NOTE
Submitted to O.C.E. with each Revision

DATE	REV. NO.	REVISION
6 APR. 44	5	Extension to North-South runway & apron a
18 Oct 43	4	Bldg. numbers, runway numbers & roads ad... Bldgs. T-79, T-80, T-81 & T-82 added
4 AUG. '43	3	ADDED - HANGAR, EMPLYMT. OFF., FENCES, WALKS, T... ROADS S. OF FIELD, SEWAGE DISP. COMPLETE, RNWYS
3-15-43	2	RUNWAYS REVISED, TAXIWAYS ADDED
2-16-43	1	MRS-A-T, HANGAR & GARAGE ADDED

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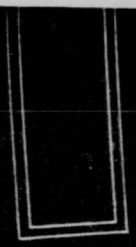

ROAD

RESTRICTED

FARMINGDALE ARMY AIR FIELD

PLOT PLAN

FARMINGDALE LONG ISLAND

SCALE 1 INCH = 300 FEET

300 0 300 600 900 1200

U. S. ENGINEER OFFICE, NEW YORK DISTRICT, NEW YORK, NOV. 24, 1942.

Submitted:	Recommended:	Approved:
Walter H. Wilcox Jr.	Lawrence Pomeroy	A B Jones
Principal Architect,	Lt Colonel, Corps of Engineers.	Colonel, Corps of Engineers

sion

y & apron added.		
t roads added. sed	W.K.	
CES, WALKS, TRACKS, ETC., RNWYS. NUMB'D.	W.B.	
s. ADDED	A.P.F.	
ADDED	W.K.	
	REV. BY	APP'd BY

SP-3-6

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OFFICIAL BUSINESS

Republic Flying Field
Project Ownership Map
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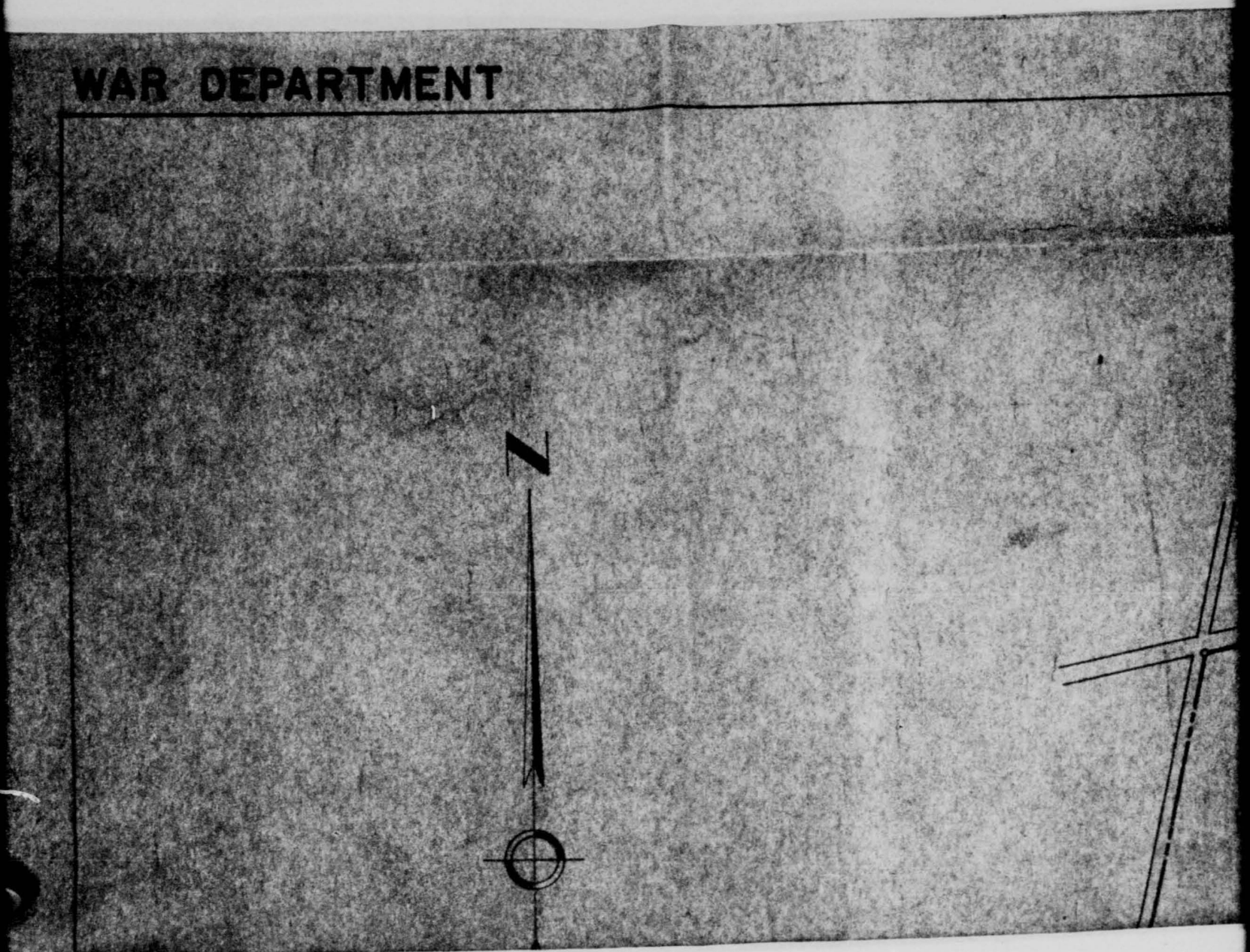
WAR DEPARTMENT



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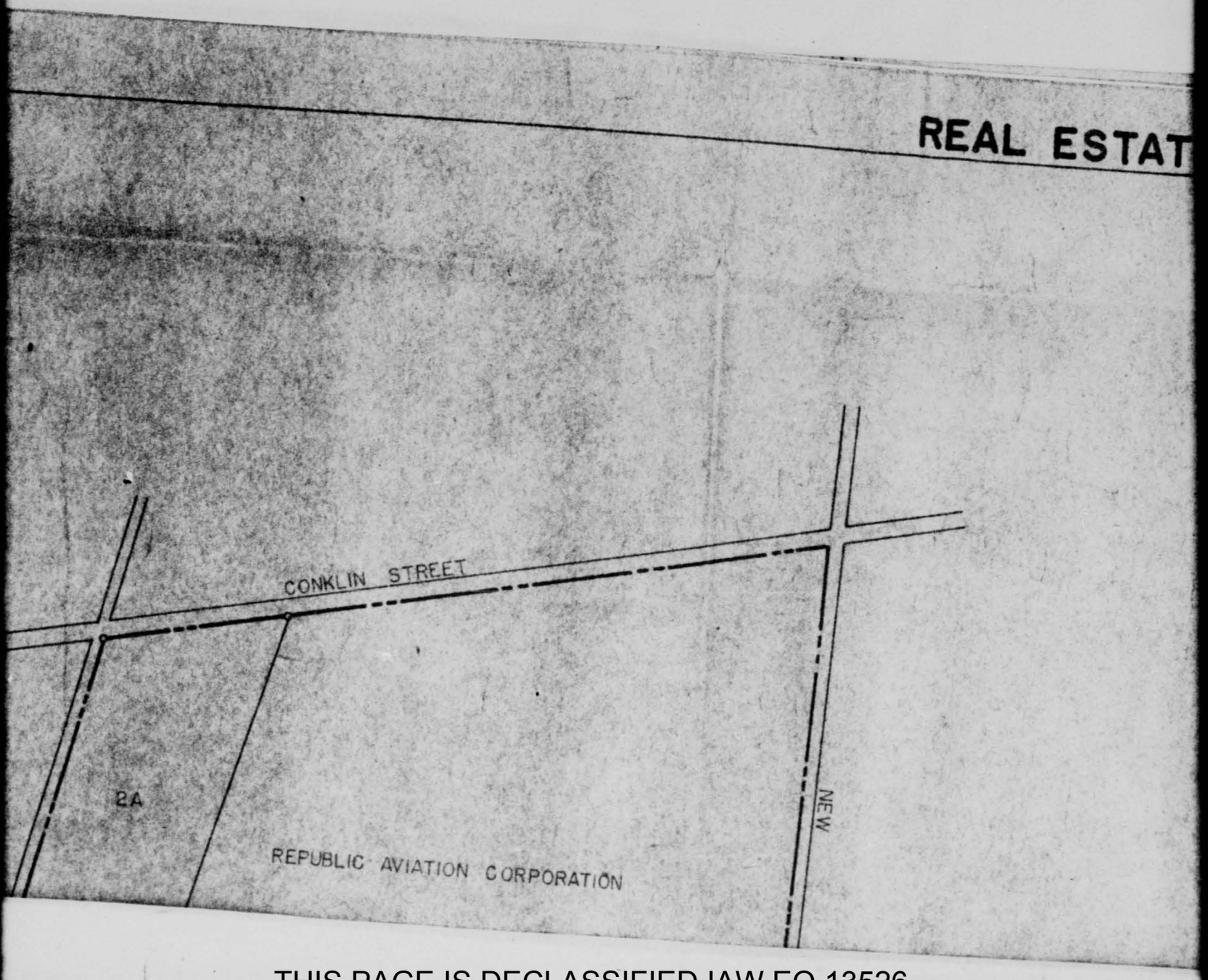

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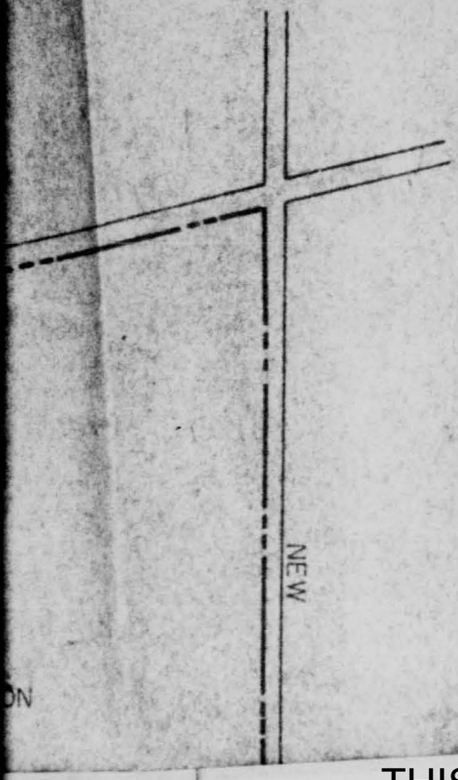
REAL ESTATE BRANCH – N.A.D.



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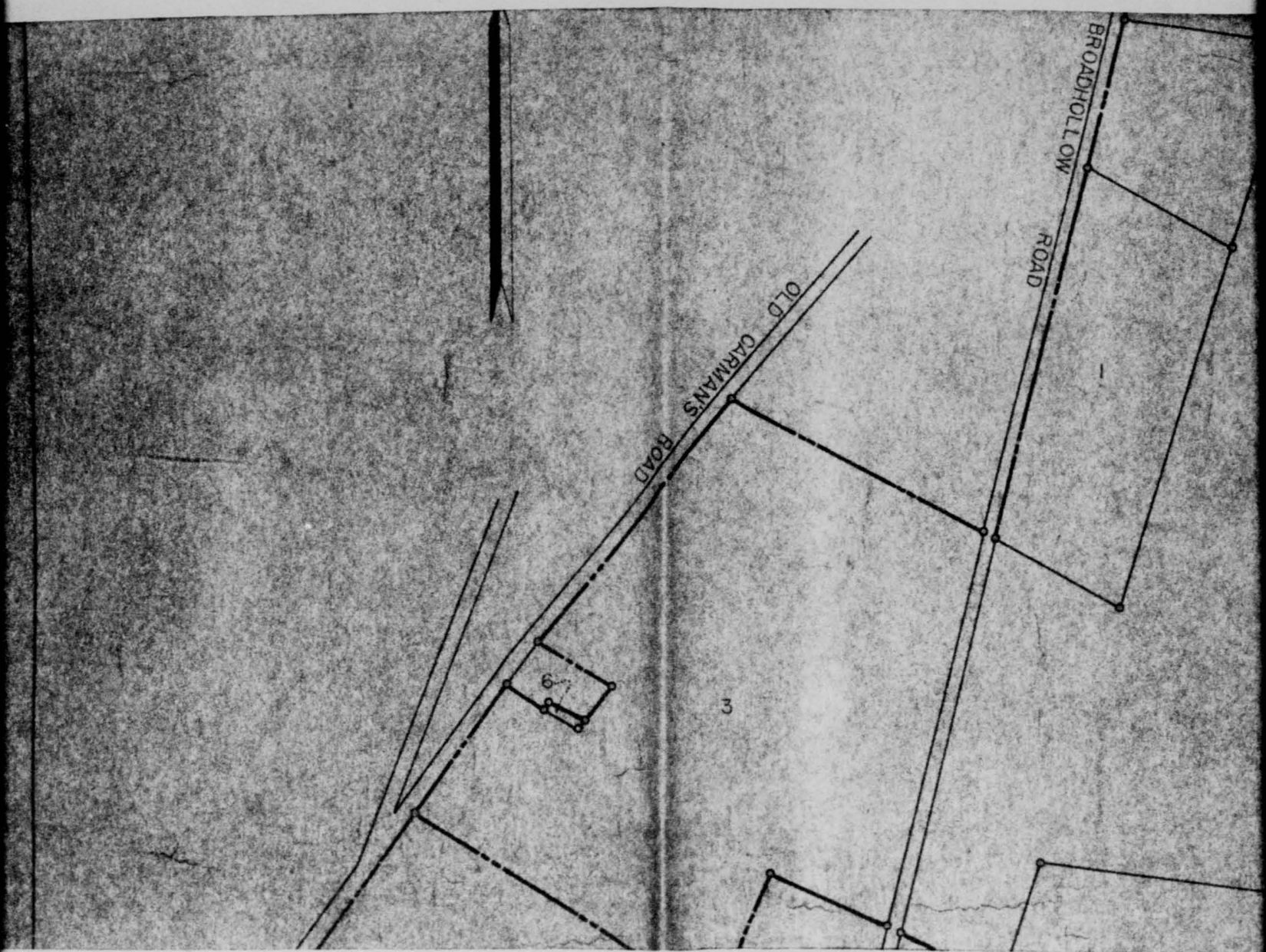

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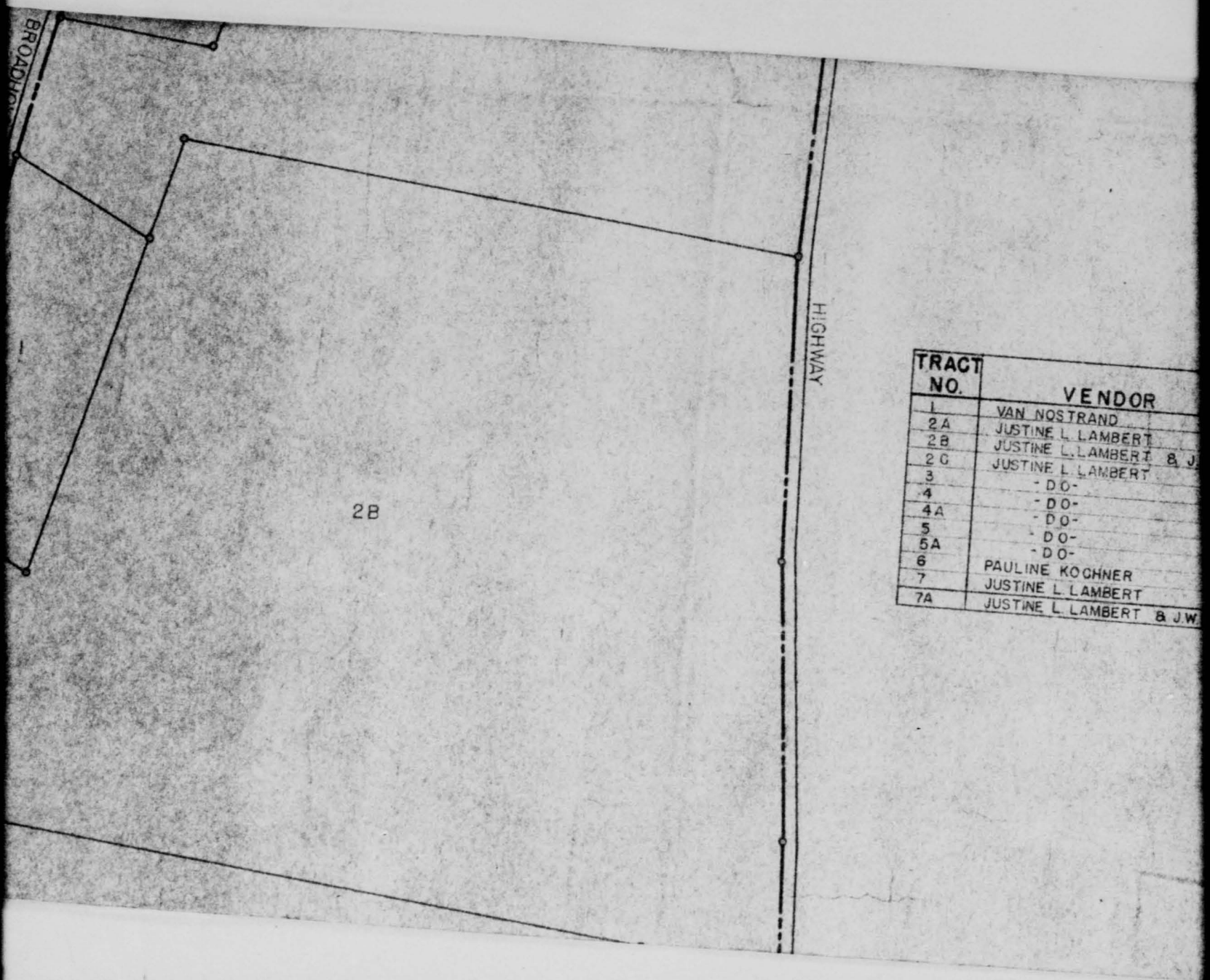

TRACT NO.	VENDOR
1	VAN NOSTRAND
2A	JUSTINE L LAMBERT
2B	JUSTINE L LAMBERT
2C	JUSTINE L LAMBERT & J
3	- DO-
4	- DO-
4A	- DO-
5	- DO-
5A	- DO-
6	PAULINE KOCHNER
7	JUSTINE L LAMBERT
7A	JUSTINE L LAMBERT & J.W.

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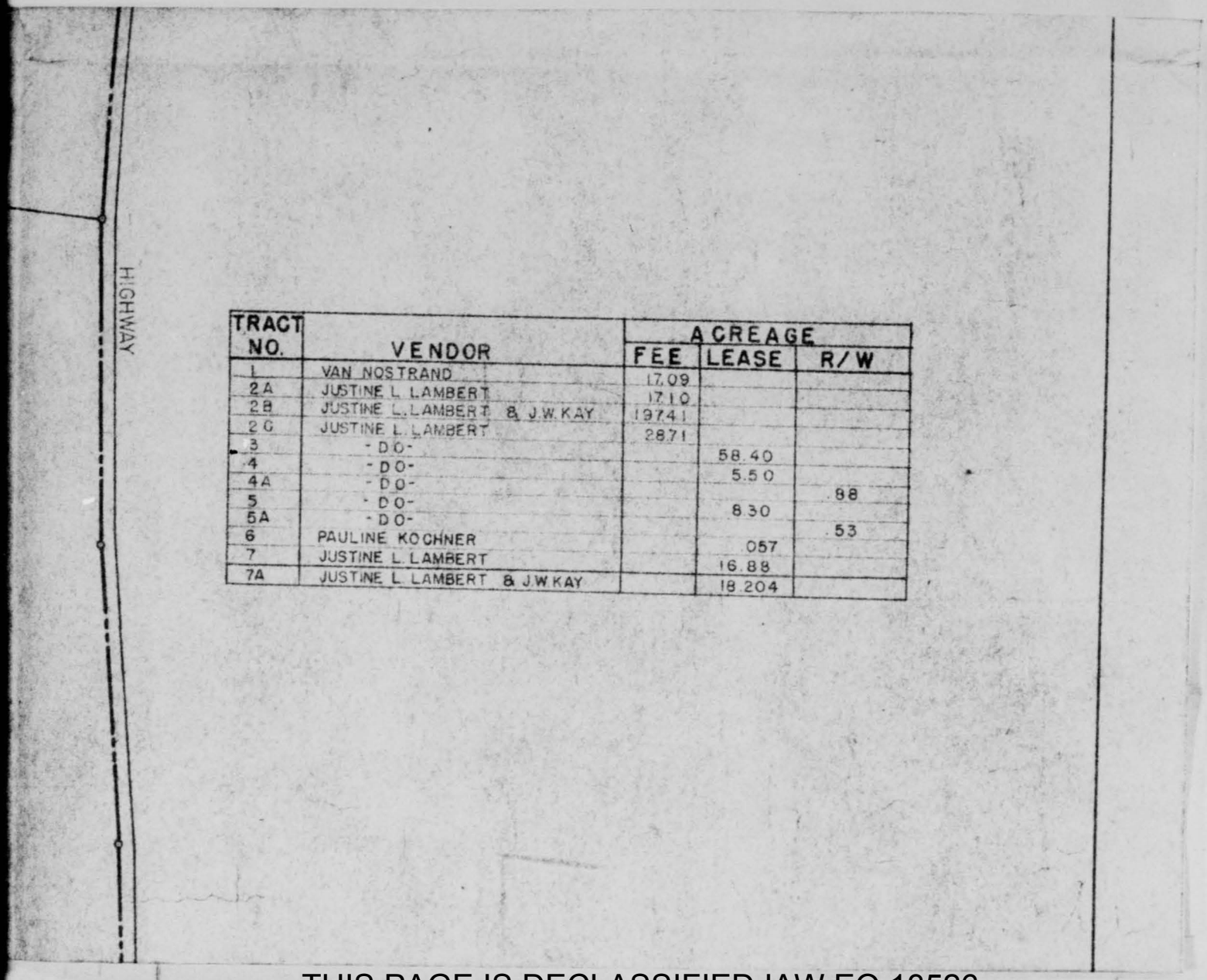

TRACT NO.	VENDOR	ACREAGE		
		FEE	LEASE	R/W
1	VAN NOSTRAND	17.09		
2A	JUSTINE L LAMBERT	17.10		
2B	JUSTINE L. LAMBERT & J.W. KAY	19741		
2C	JUSTINE L. LAMBERT	2871		
3	- DO-		58.40	
4	- DO-		5.50	
4A	- DO-			.88
5	- DO-		8.30	
5A	- DO-			.53
6	PAULINE KOCHNER		.057	
7	JUSTINE L LAMBERT		16.88	
7A	JUSTINE L LAMBERT & J.W. KAY		18.204	

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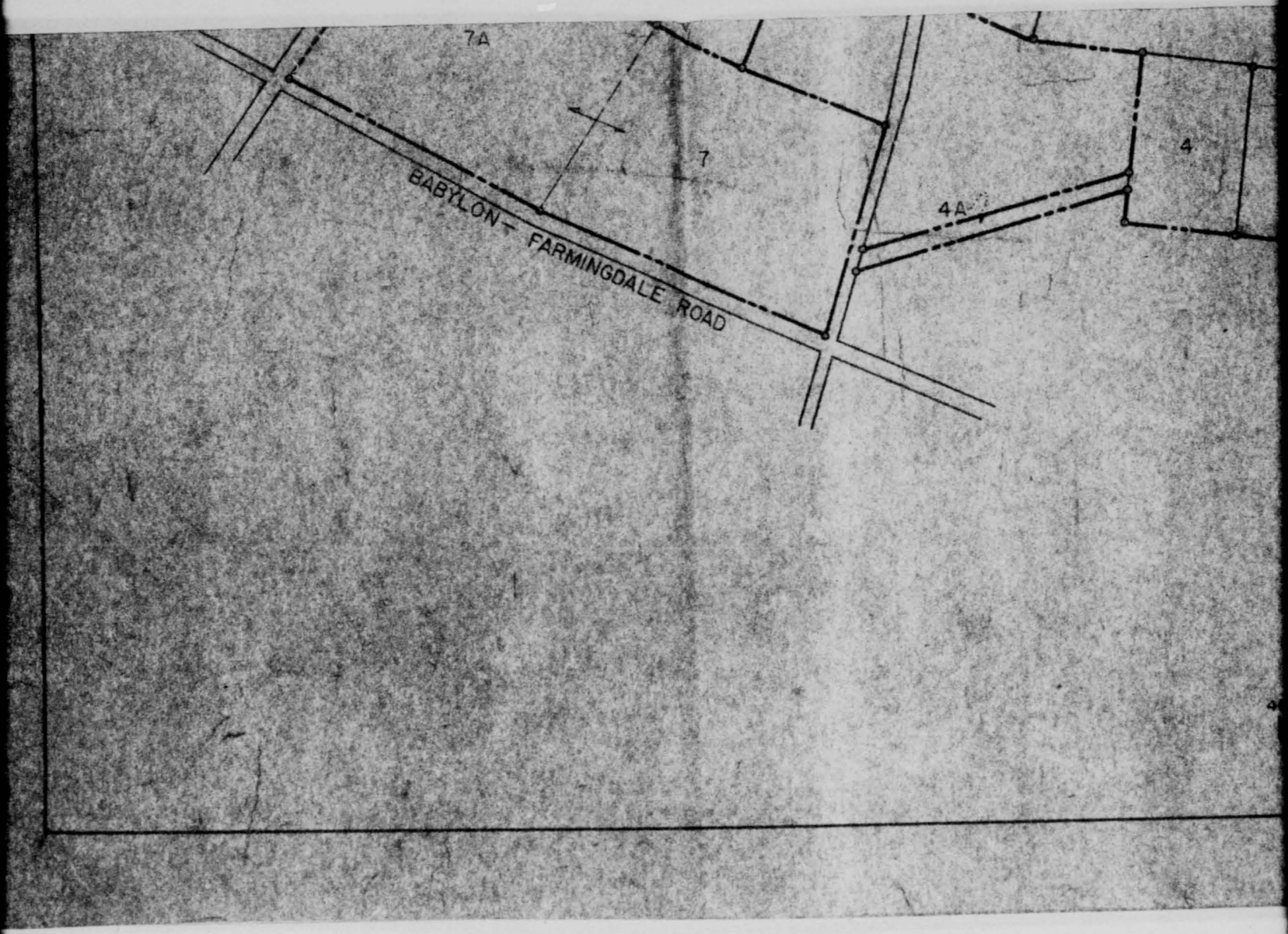

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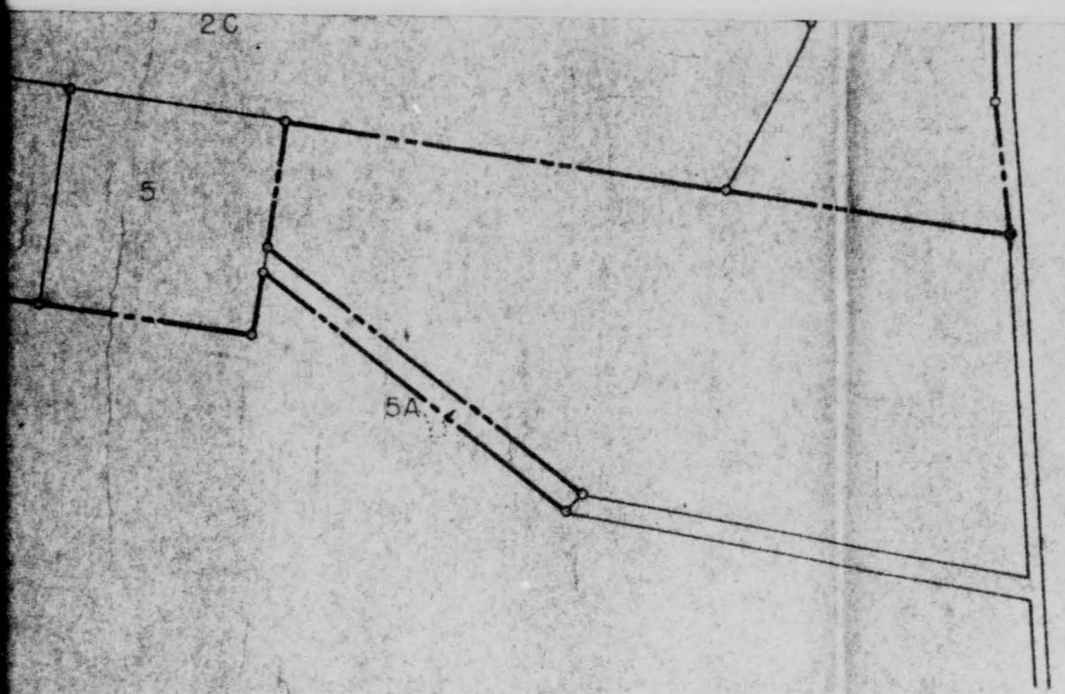

SCALE: 1 INCH = 400

400 200 0 400 800 1200

FEET

PROJECT OWN

REPUBLIC FI

FARMINGDALE,
SUFFOLK C

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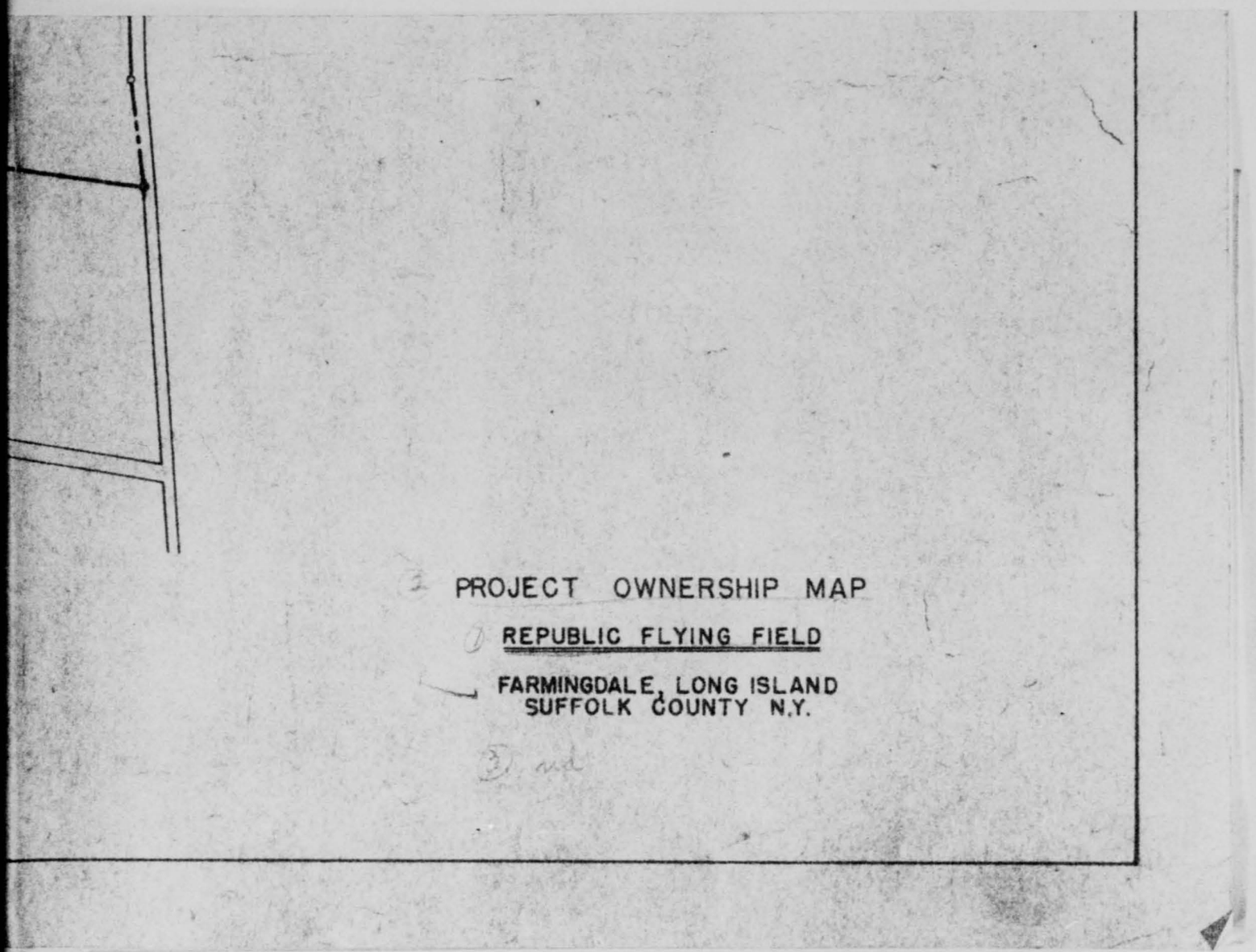

PROJECT OWNERSHIP MAP

REPUBLIC FLYING FIELD

FARMINGDALE, LONG ISLAND
SUFFOLK COUNTY N.Y.

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OFFICIAL BUSINESS

Fort Devens Army Air Field
nd

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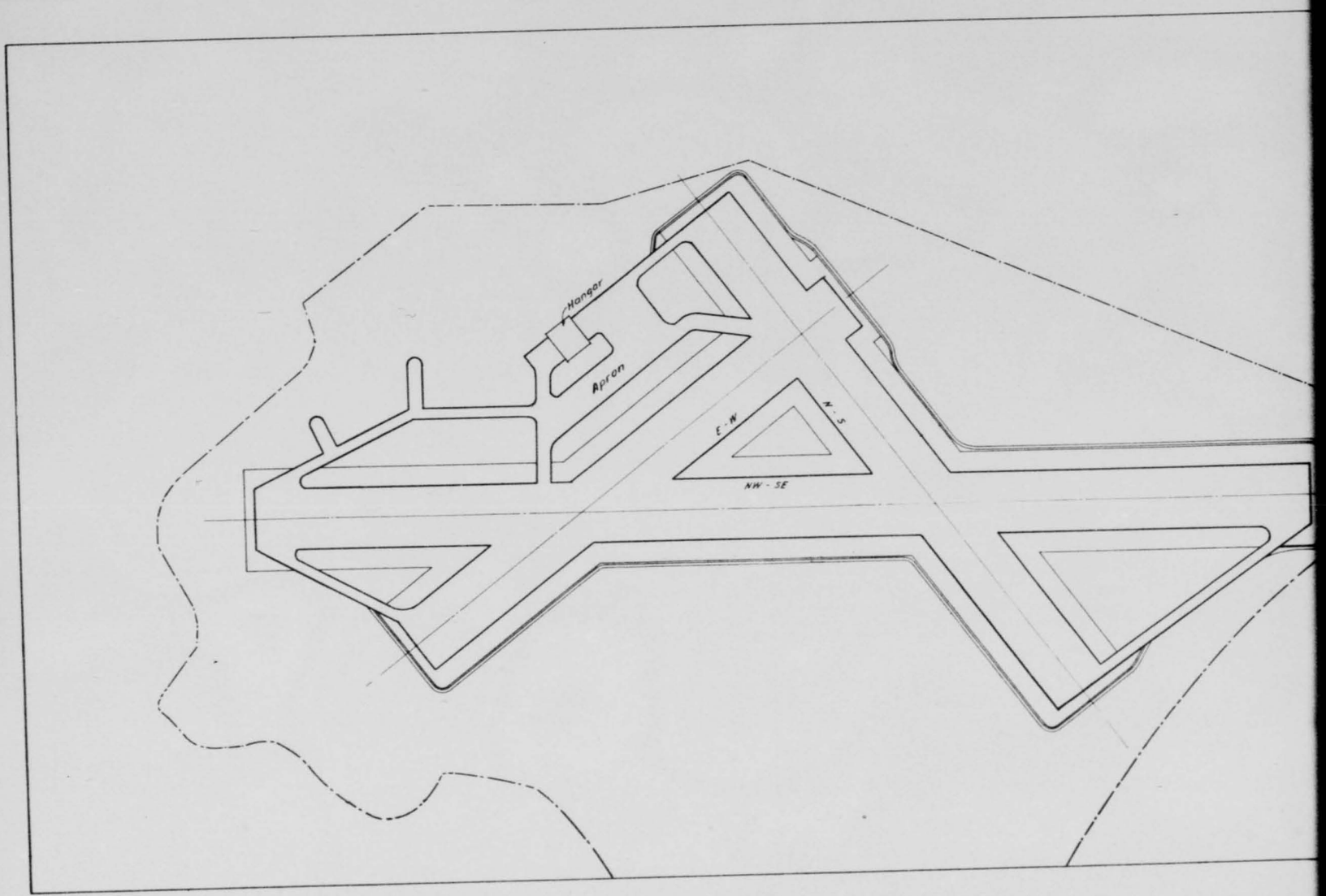

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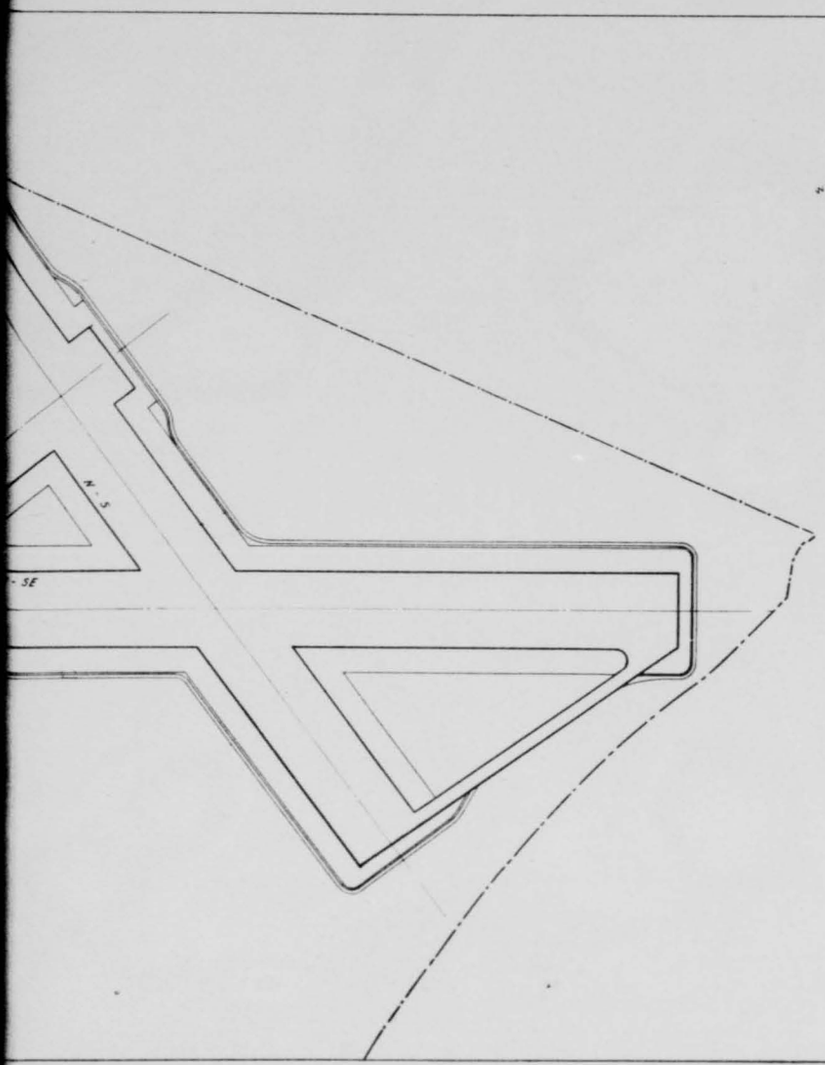

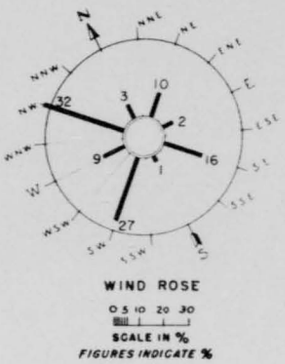

WIND ROSE

0 5 10 20 30

SCALE IN %

FIGURES INDICATE %

VICINITY MAP

SCALE IN MILES

0

LEGEND

Bituminous Surface Treatment

Grassed Area

FORT DEVENS ARMY AIR FIELD

FORT DEVENS, MASS.

SCALE IN FT.

400' 0 400' 800'

No 23

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OFFICIAL BUSINESS

Fort Devens Airport
General Plan
nd

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R DEPARTMENT

TABLE

NO.	TYPE	PLAN	SIZE	CAPACITY	USE	DATE
167					Hangar	
168					Boiler House	
T1880	SM-1B	800-454	60x150		Warehouse	
T1881	RB-4	800-460	25x70		Recreation	
T1882	OQM-40	800-	29x146	38	Off Quarters	
T1883	A-5	800-210	25x60	16	Administration	
T1884	SH-8	800-663	25x54		Warehouse	
T1885	M-170	700-1127	25x93	170	Mess	
T1886						
T1887	B-63	800-443	29x80	63	Barracks	
T1888						
T1889	A-10	800-210	25x110	36	Administration	
T1890	B-6	800-210	29x70	20	Administration	
T1891	SA-2	800-461	30x60		Supply	
T1892	GM-1	700-268	25x35	11	Guard House	
T1893	SP-6	700-315	25x39		Shop	
T1894	F-1	700-439 Mod	32x57		Fire Station	
T1895						
T1896	B-63	800-443	29x80	63	Barracks	
T1897						
T1898						
—	DH-1	800-305	12x14		Gate House	
	Magazines	38-1-9A	10x14		Storage	
					WAREHOUSE	
					SHOP	

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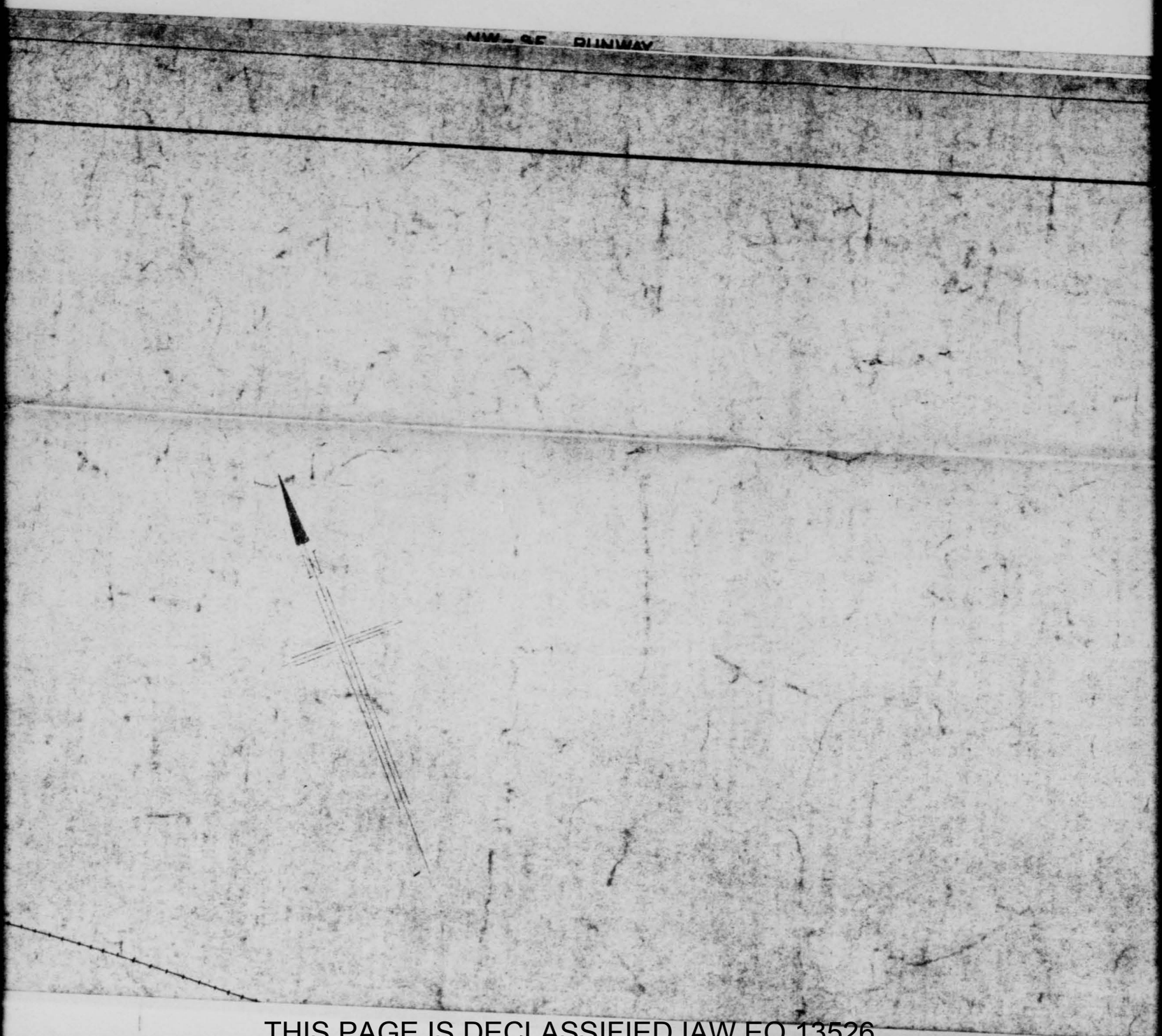

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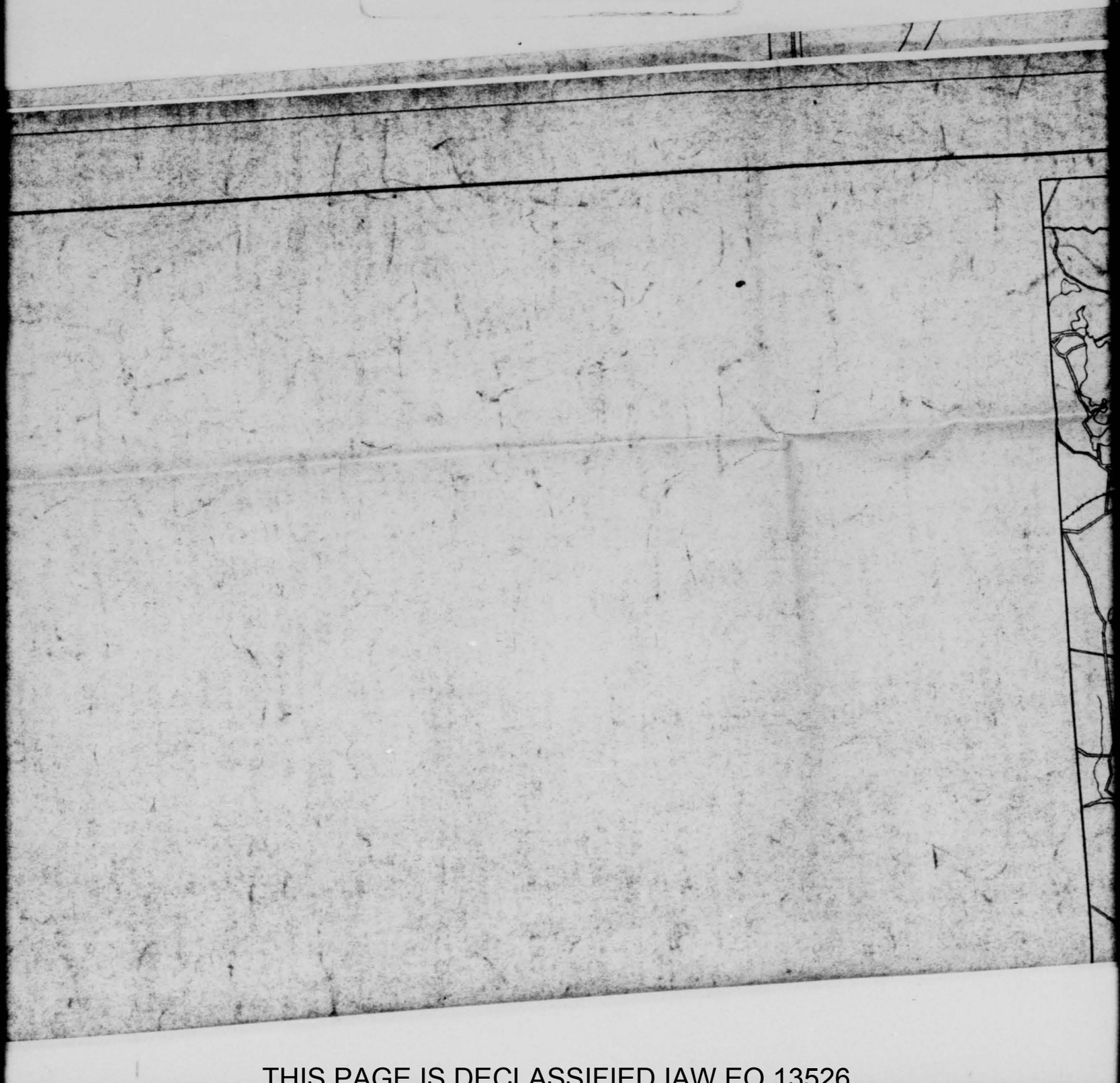

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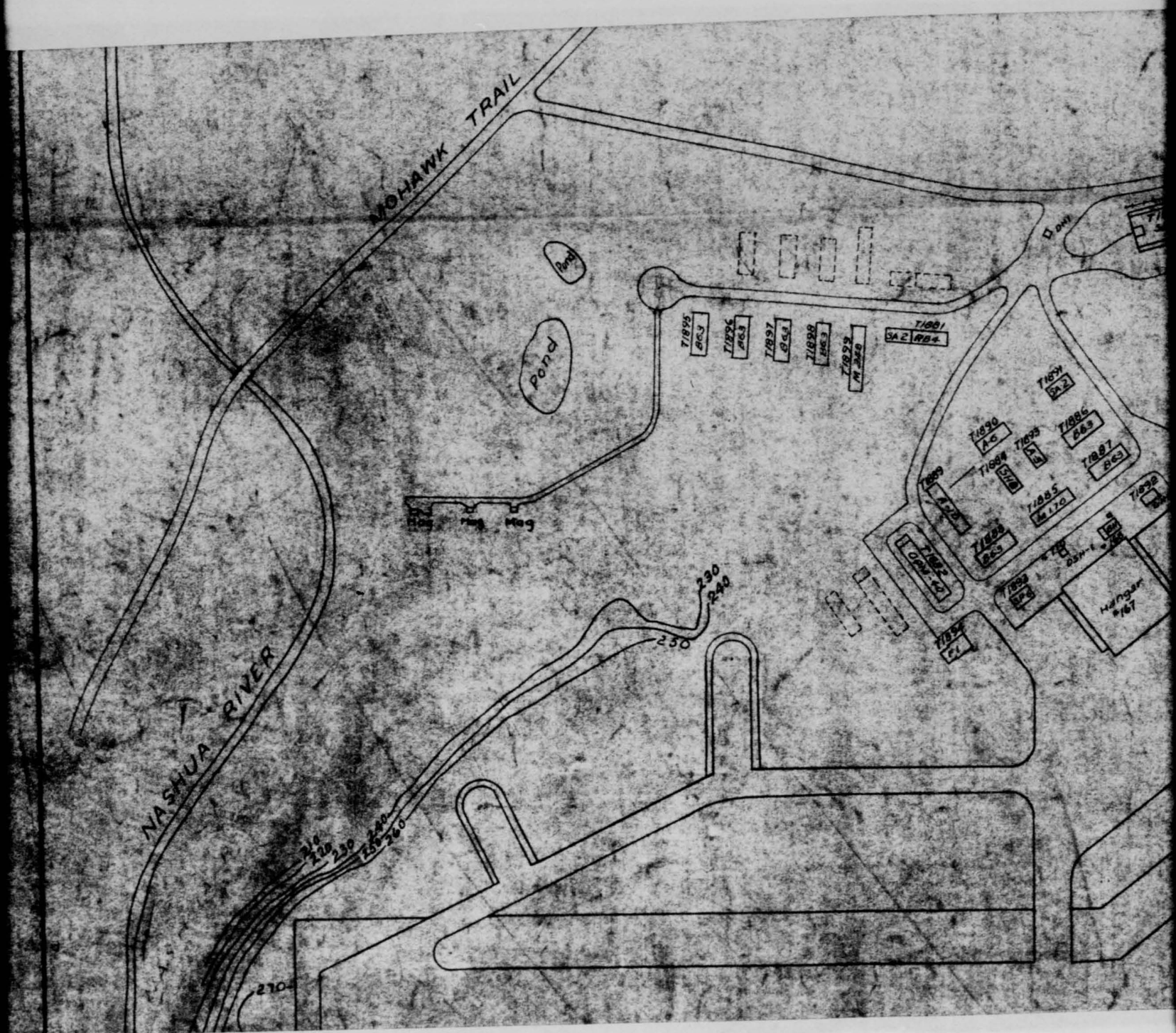

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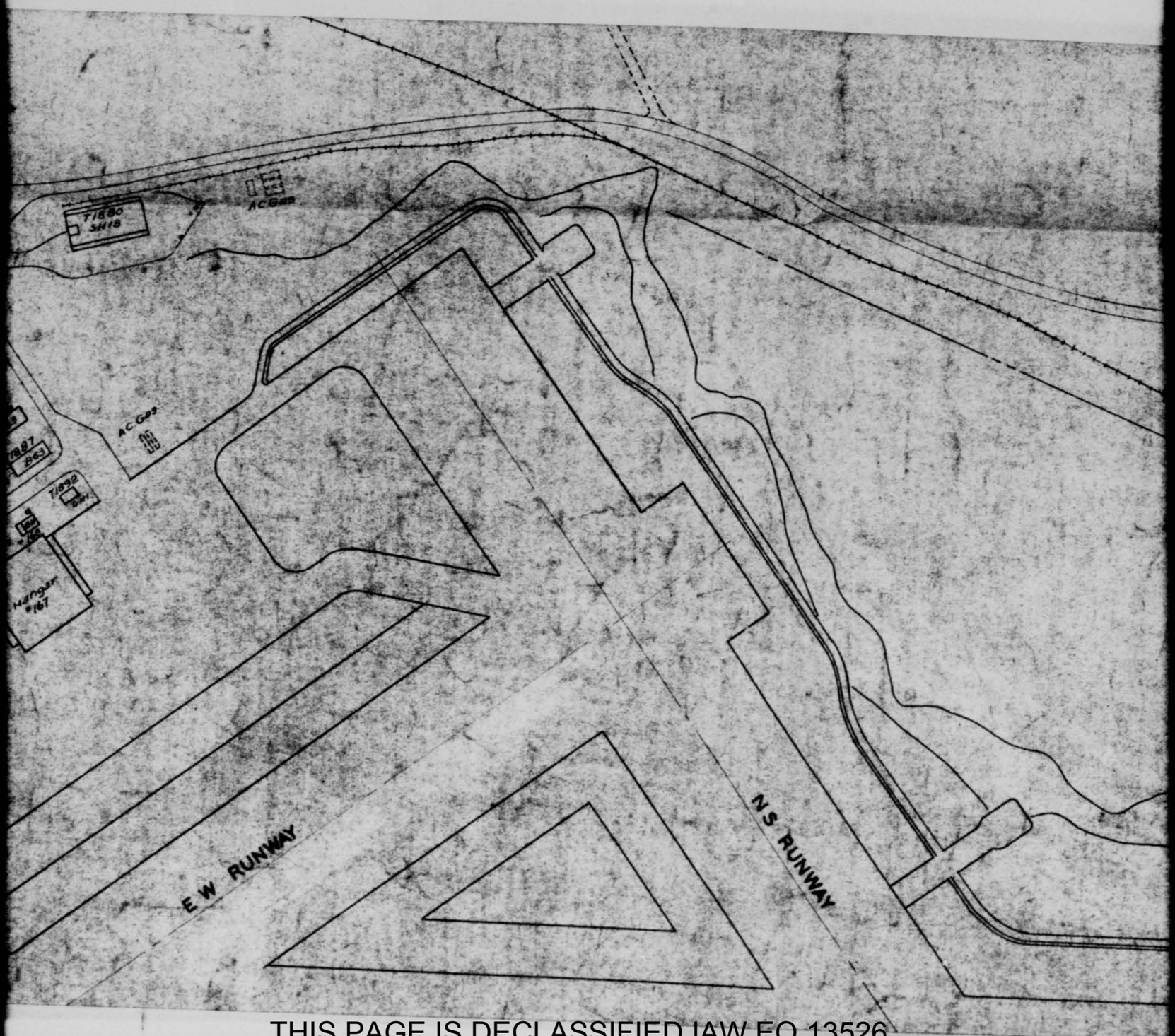

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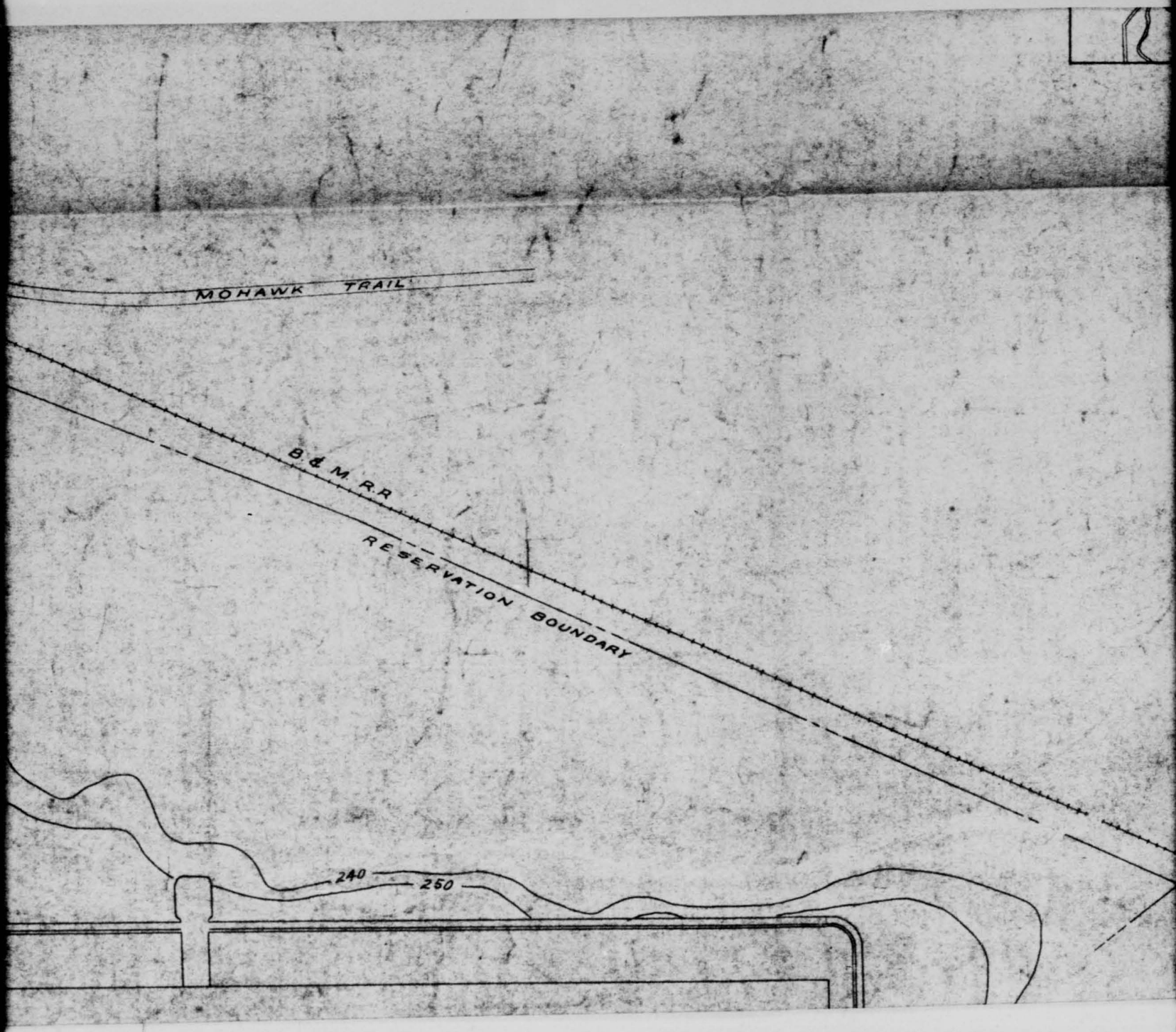

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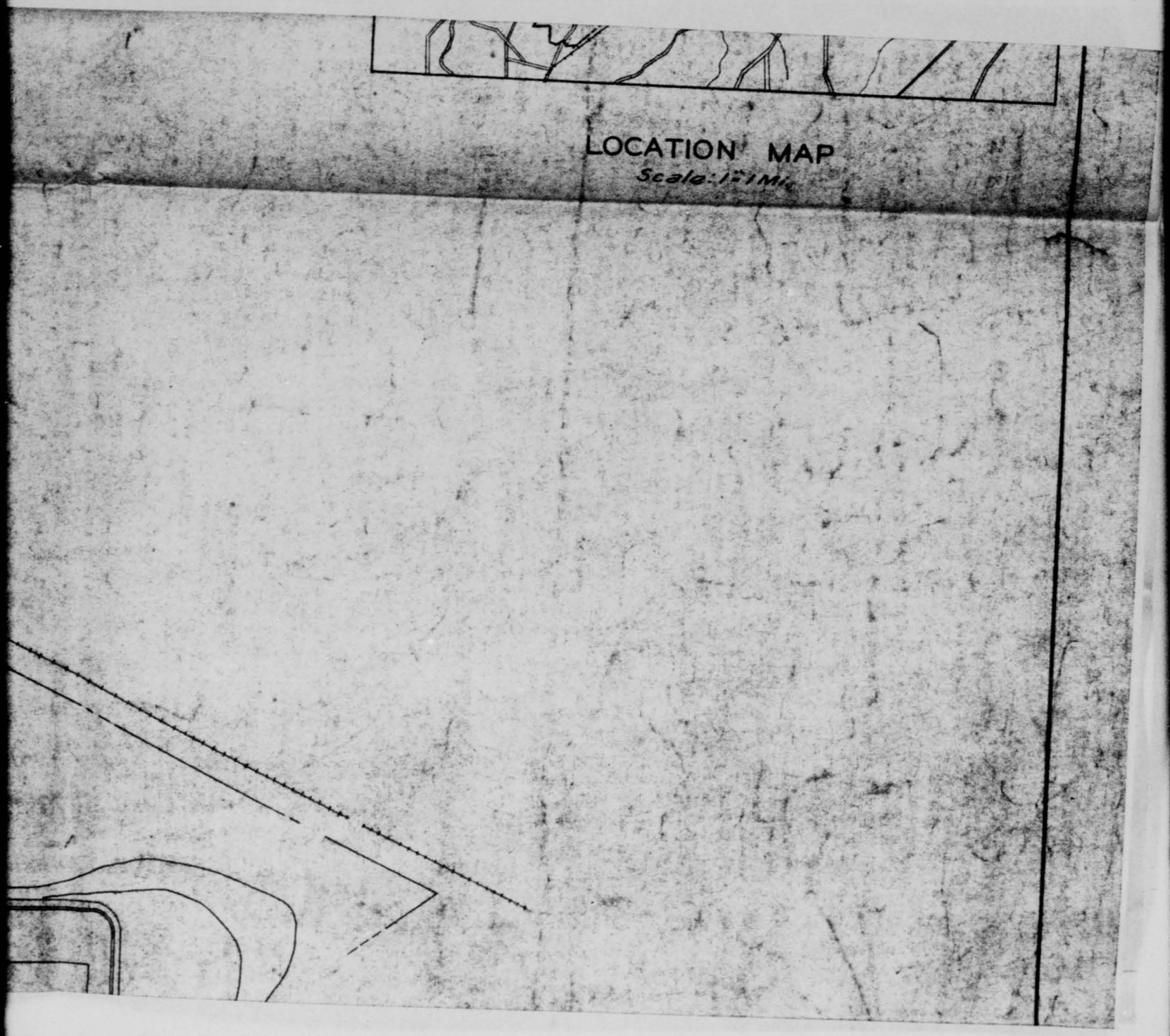

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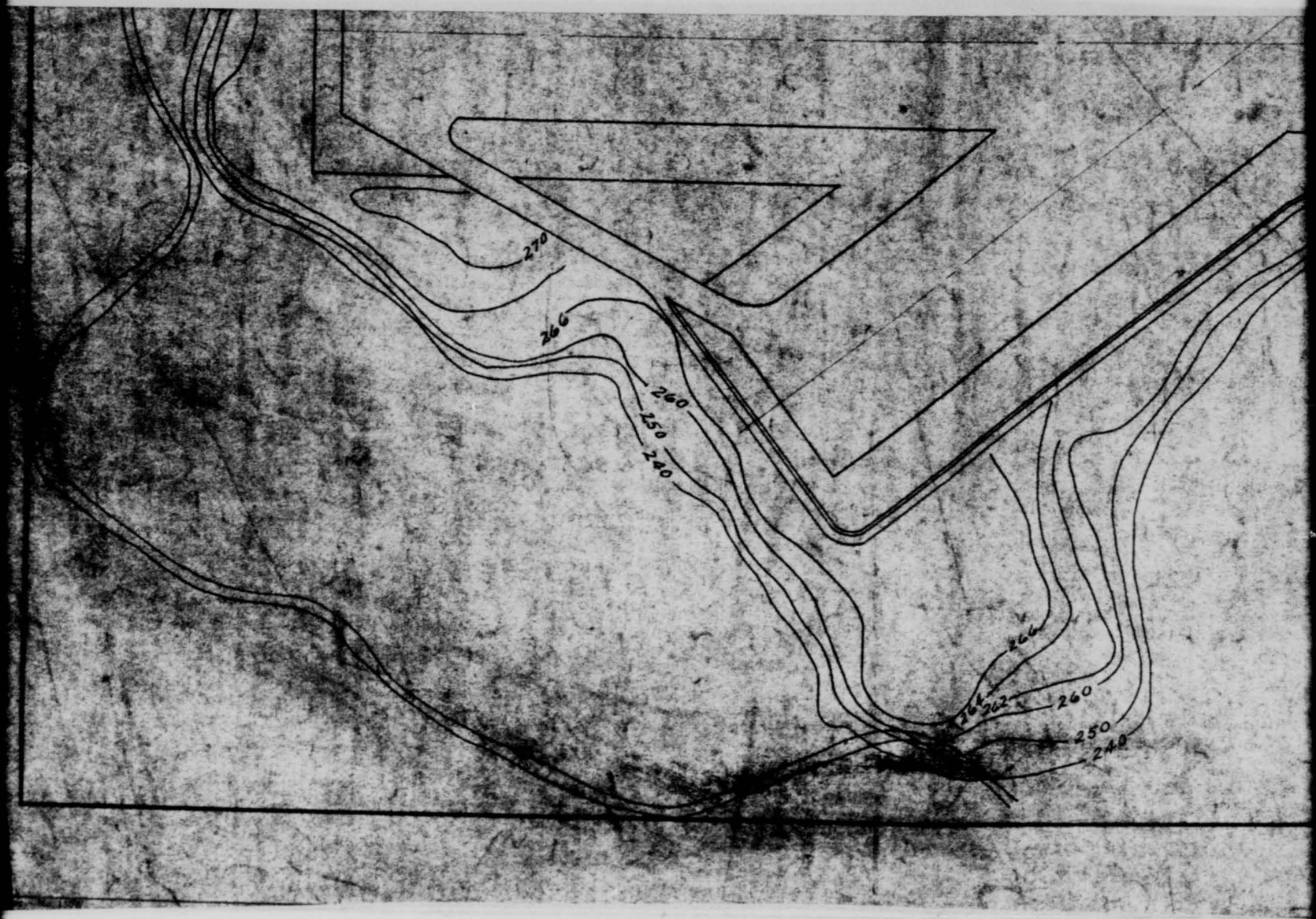

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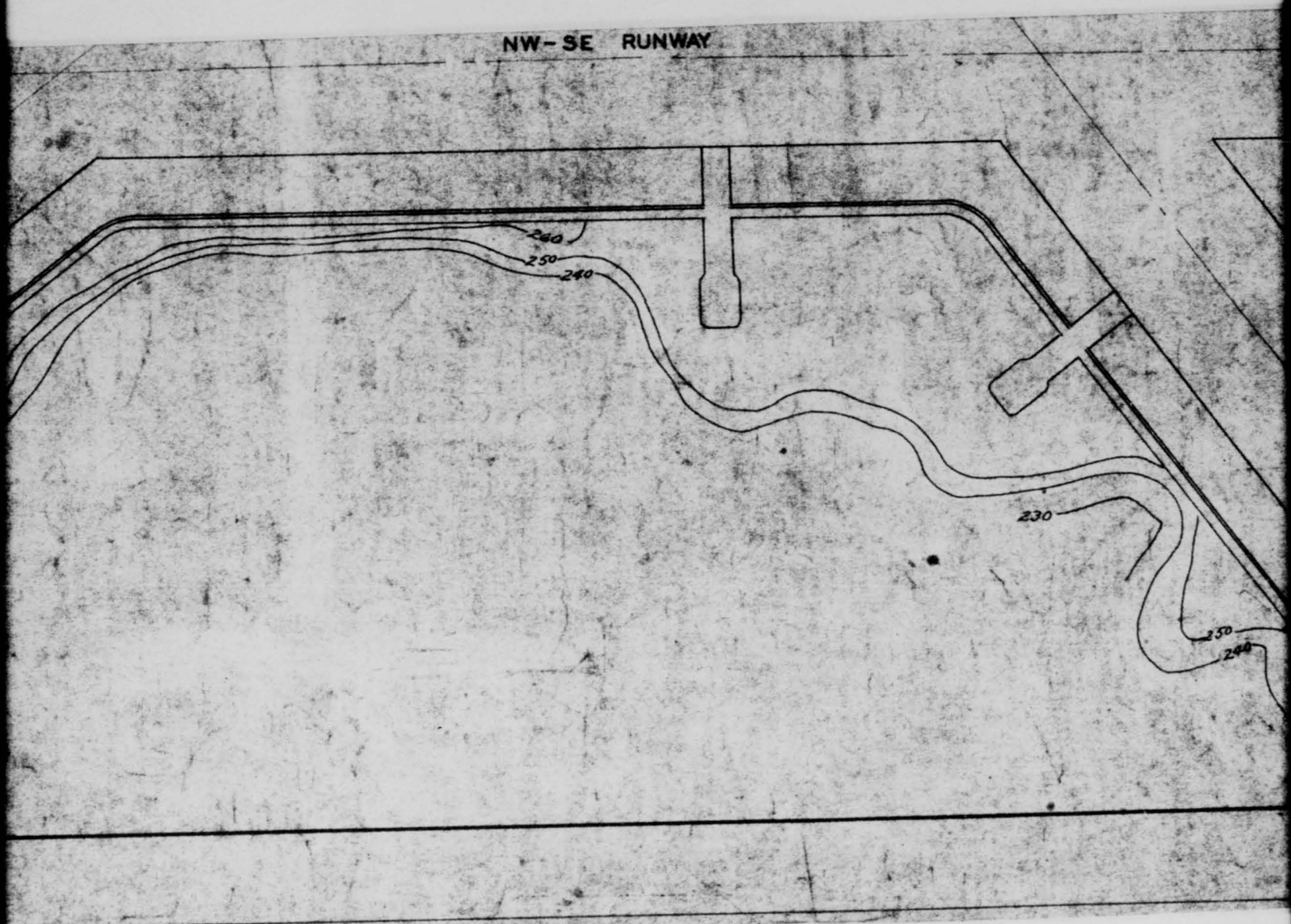

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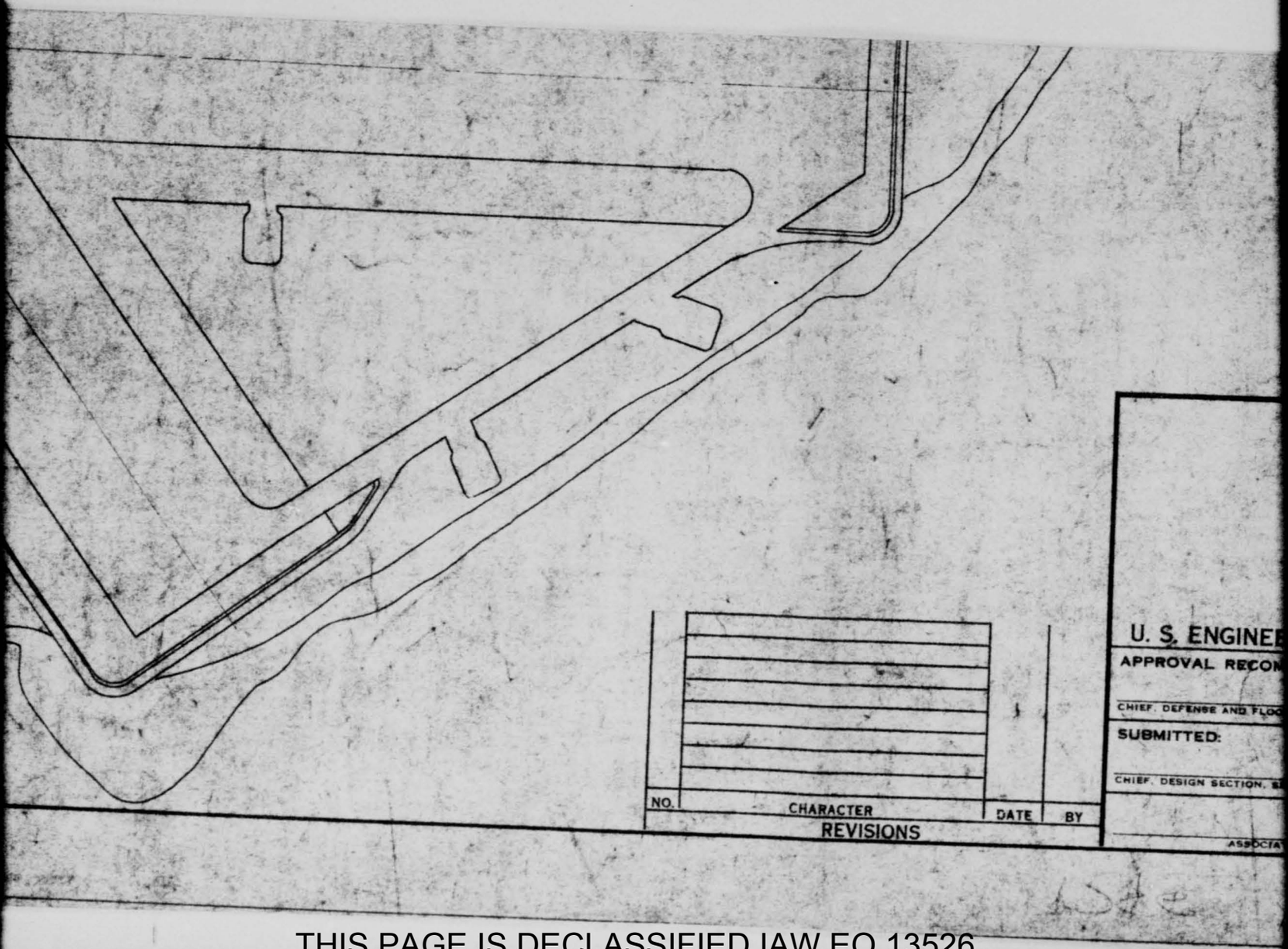

NO.	CHARACTER	DATE	BY
	REVISIONS		

U. S. ENGINEE

APPROVAL RECOM

CHIEF, DEFENSE AND FLOO

SUBMITTED:

CHIEF, DESIGN SECTION, E

ASSOCIA

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RESTRICTED

FORT DEVENS AIRPORT

FORT DEVENS, MASS.

GENERAL PLAN

U. S. ENGINEER OFFICE, BOSTON, MASS. Scale: 1" = 200'-0"

APPROVAL RECOMMENDED:

CHIEF, DEFENSE AND FLOOD CONTROL SUBDIVISION

APPROVED:

MAJOR, CORPS OF ENGINEERS
DISTRICT ENGINEER

SUBMITTED:

CHIEF, DESIGN SECTION, SR. ENGINEER

ASSOCIATE ENGINEER

DES. BY
DR. BY
TR. BY
CH. BY

FILE NO. X 100-109/0

CHARACTER REVISIONS	DATE	BY

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OFFICIAL BUSINESS

Green Field
Real Estate
July 43

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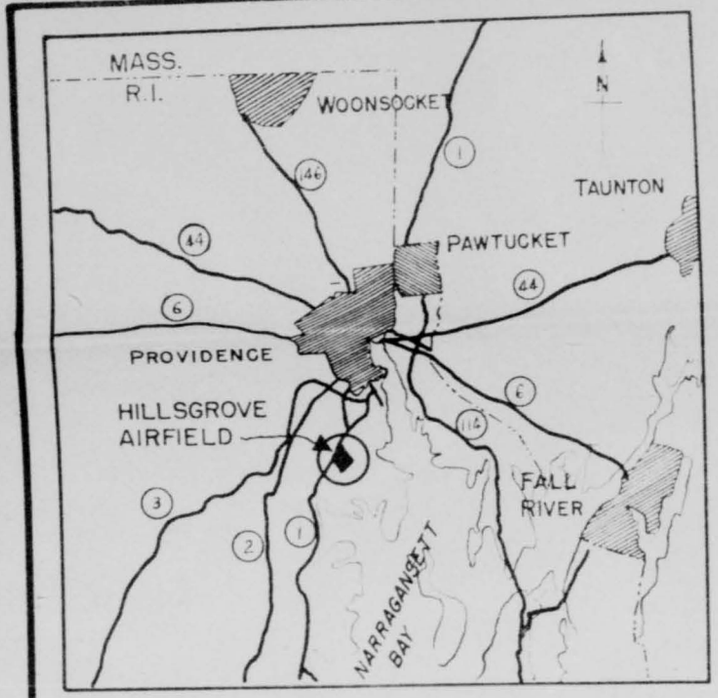
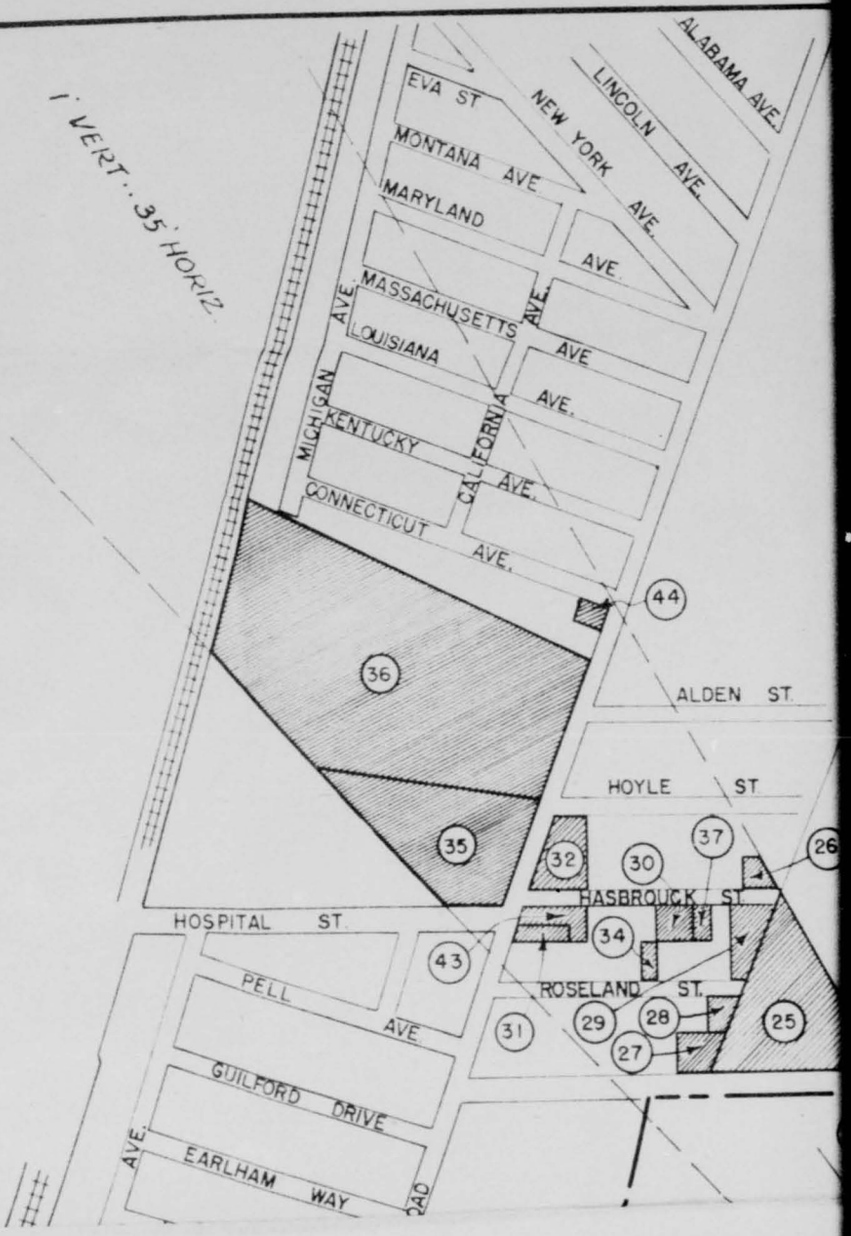
WAR DEPARTMENT



LOCATION MAP

SCALE IN MILES

0 5 10 15 20 25 30



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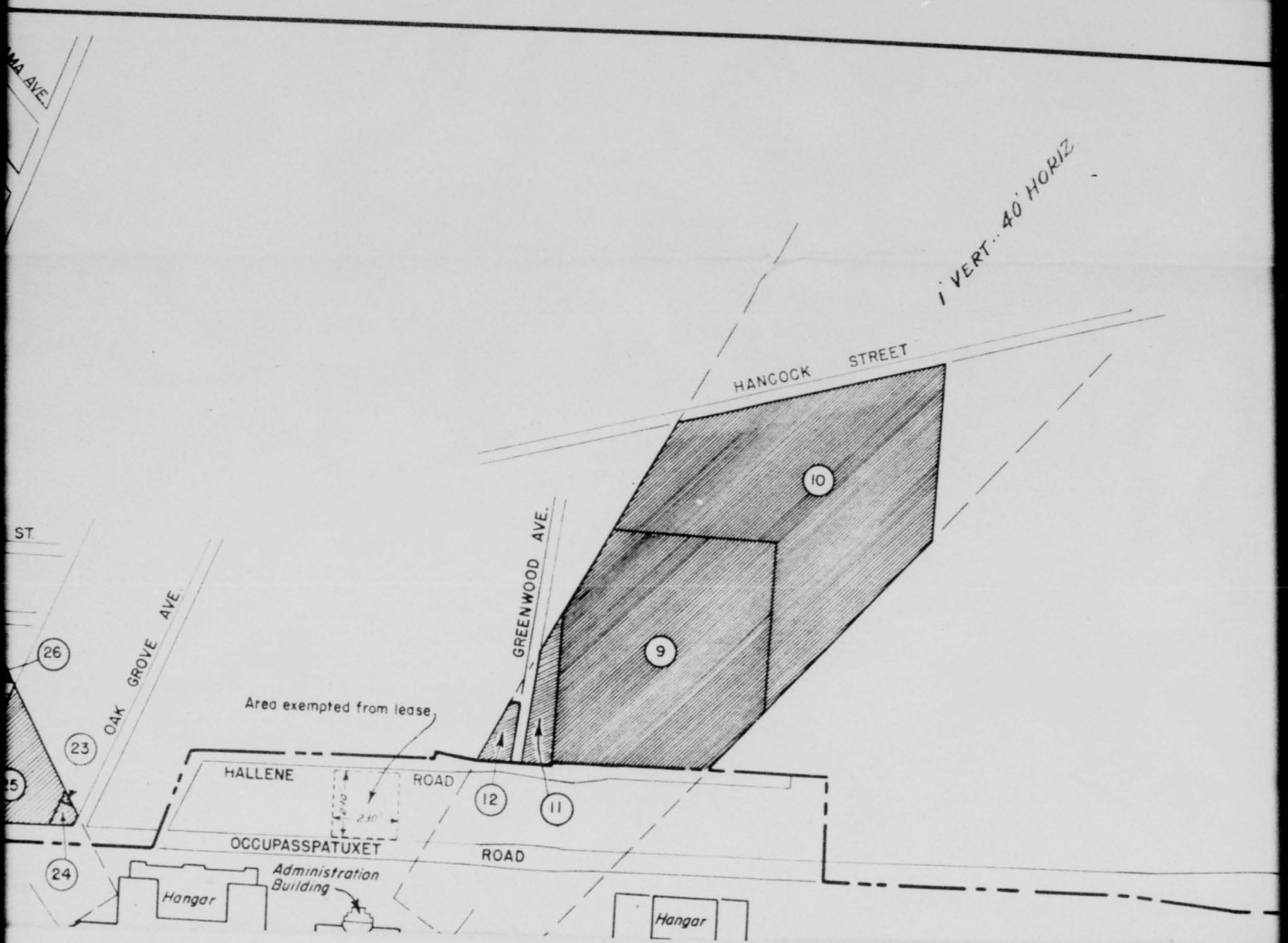

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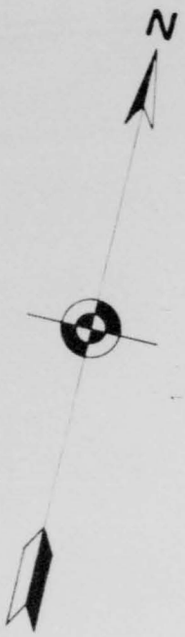

STATE____

COUNTY___

DIVISION___

DISTRICT___

SERVICE CO

USING AGEN

__8__MILE

__16__MILE

TRAN

__N.Y. N.H.

_____

__ROUTE

_____

ACRES UND

ACRES OWN

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CORPS OF ENGINEERS. U.S. ARMY.

LAND ACQUISITION
Type of Map

STATE RHODE ISLAND

COUNTY KENT

DIVISION NEW ENGLAND

DISTRICT PROVIDENCE, R.I.

SERVICE COMMAND. FIRST

USING AGENCY E.D.C.

8 MILES SOUTH OF PROVIDENCE, R.I.

16 MILES NORTH OF QUONSET PT., R.I.

TRANSPORTATION FACILITIES

N.Y. N.H. & H. R.R. RAILROAD

STATE ROAD

ROUTE NO. 1 FEDERAL ROAD

AIRLINE

LAND AREA

ACRES UNDER EASEMENT BY W.D. 83.28±

ACRES OWNED BY W.D.

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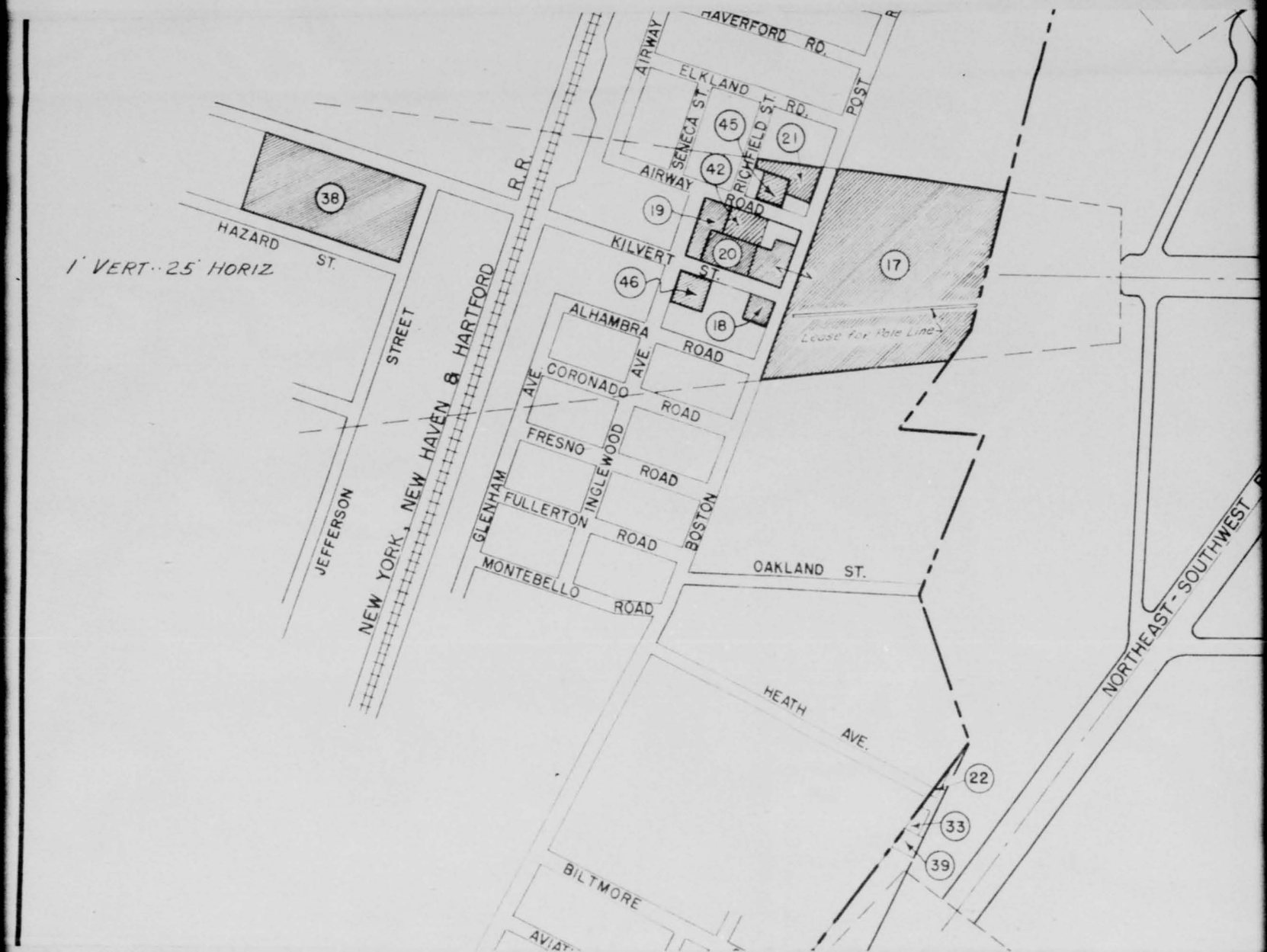

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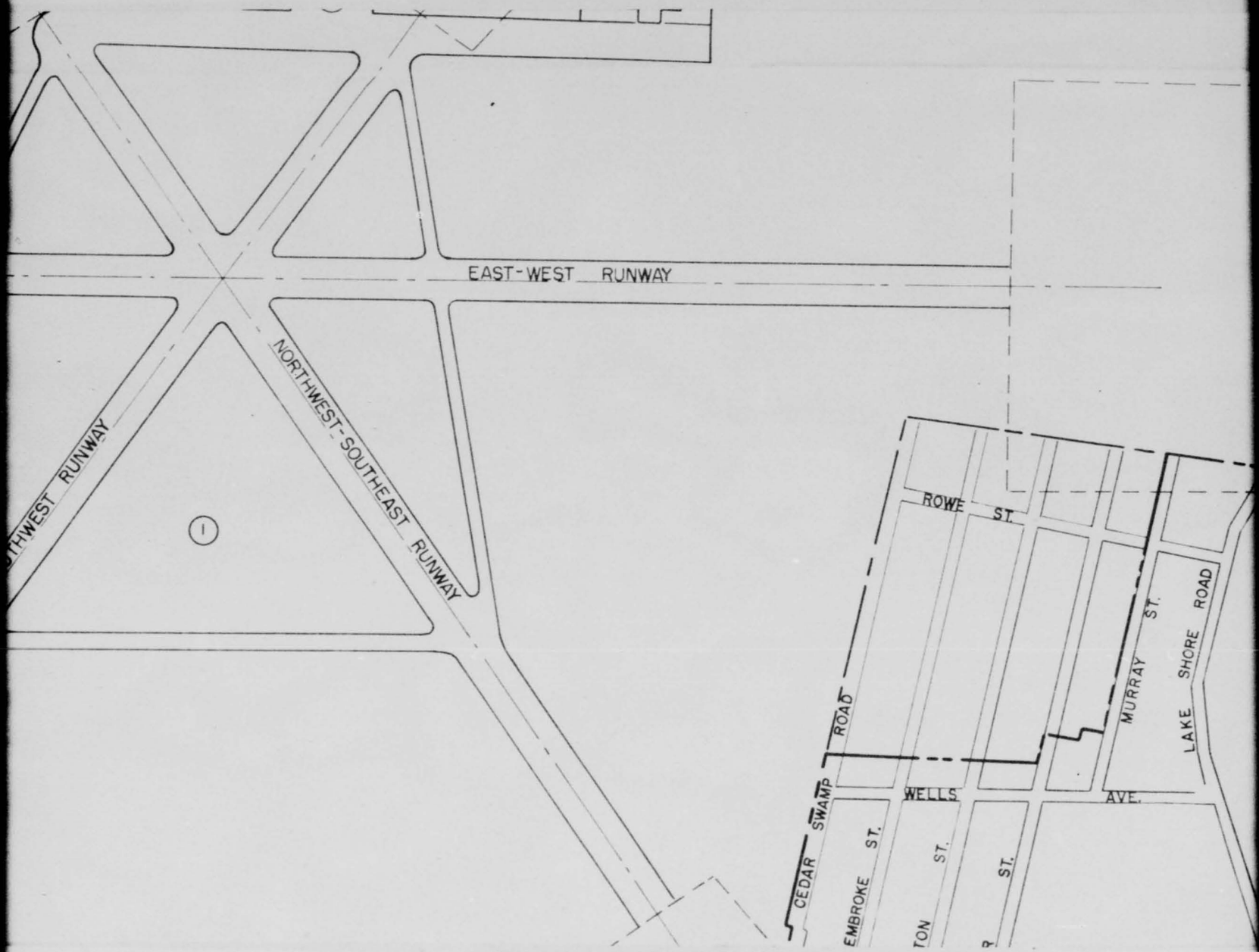

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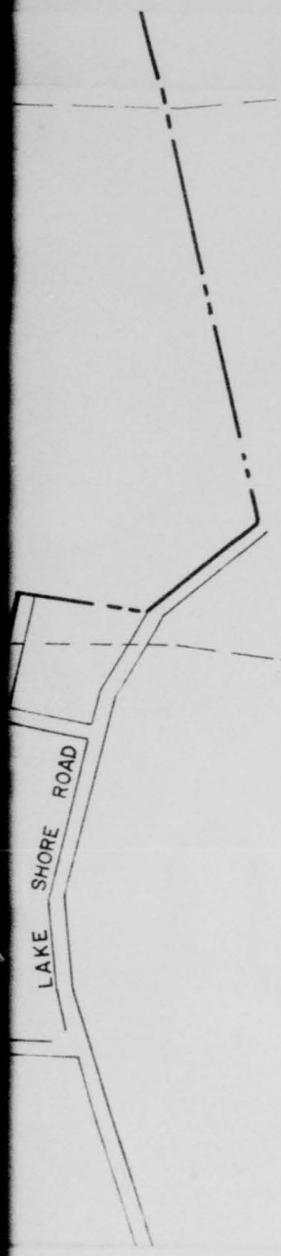

1' VERT.. 40' HORIZ

ACRES LEAS
ACRES LEAS
ACRES UNDE
ACRES DONA

ACRES SOLD
ACRES TRAN
ACRES EXCH
ACRES OTHE

AVIGATION EASE
RESERVATION LI
STATE OR PROVI
COUNTY LINE--
CIVIL DISTRICT
LAND GRANT LI
CITY. VILLAGE O
CEMETERY. SMAL
TOWNSHIP LINE-
SECTION LINE--

* PERMIT

TRACT NO.	OWNERS	ACREAGE ±		
		Fee	Lease	Easement
1	STATE OF RHODE ISLAND		510.70	
2	ELLEN M. HOLTON		14.1	
3	EDNA R. GARDINER		4.4	
4	NELLIE C. WOOD		9.9	
5	ARTHUR B. BUDLONG ESTATE		4.0	
6	WILLET & JOHN BUDLONG		3.5	
7	REGINA RONDEAU		16.98	
8	WILLIAM L. NORDEN ET AL		3.2	
9	CHARLES C. & GERTR. HALLENE			13.10
10	OSCAR E. HALLENE			16.70

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ACRES LEASED BY W.D. 570.89 ±

ACRES LEASED FROM W.D.

ACRES UNDER PERMIT TO W.D. 1.95 ±

ACRES DONATED TO W.D.

DISPOSALS

ACRES SOLD

ACRES TRANSFERRED

ACRES EXCHANGED

ACRES OTHERWISE

LEGEND

AVIGATION EASEMENT

RESERVATION LINE

STATE OR PROVINCE LINE

COUNTY LINE

CIVIL DISTRICT PRECINCT

LAND GRANT LINE

CITY. VILLAGE OR BOROUGH

CEMETERY. SMALL PARK ETC.

TOWNSHIP LINE

SECTION LINE

	ACREAGE ±		
	Fee	Lease	Easement
LAND		510.70	
		14.1	
		4.4	
		9.9	
ESTATE		4.0	
LONG		3.5	
		16.98	
ET AL		3.2	
ALLENE			13.10
			16.70

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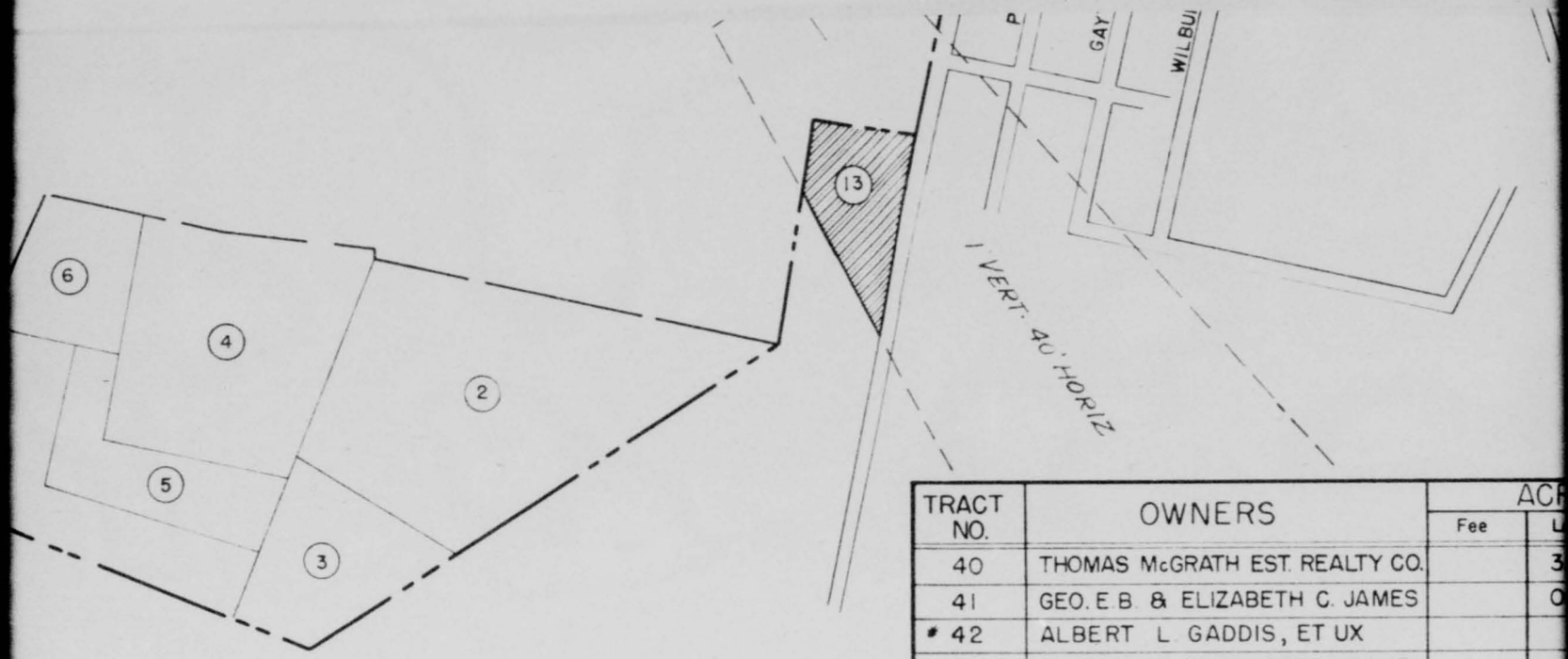

TRACT NO.	OWNERS	ACR Fee	L
40	THOMAS McGRATH EST. REALTY CO.		3
41	GEO. E. B. & ELIZABETH C. JAMES		O
* 42	ALBERT L. GADDIS, ET UX		
43	JOAQUIN & MARIA ROSA MANUEL		
* 44	A. W. & M. CLUTTERBUCK		
* 45	AGNES M. CARLSON		
* 46	CHARLES H. WHITE		
* 47	A. G. & M. I. NORDEN		

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		ACREAGE ±		
		Fee	Lease	Easement
LTY CO.			3.05	
JAMES			0.07	
X				0.34
ANUEL				0.24
				0.15
				0.23
				0.35
				0.46

	[illegible]			18.70
11	FLORMINO A. COMES			1.10
12	MARY S. McLAUGHLIN			0.42
13	CARMINE & DOROTHY T. IAVERONE			3.36
14	UNKNOWN			0.16
15	AUGUST SALEN ET UX			0.23
16	WILLIAM L. NORDEN ET AL			12.17
17	SUSANNA SZARKO		0.16	11.07
18	R.I. MALLEABLE IRON WORKS			0.24
19	TRS. OF HILLSGROVE M.E. CHURCH			0.40
20	WM. C. & CHRISTINE H. GADDIS			0.50
21	FREDERICK H. GAVITT			0.50
22	ALPHEUS S. PLACE		0.60	
23	RALPH R. TURNER			0.03
24	JOHN J. GALLOGLY			0.18
25	NELSON LUCIER			2.50
26	EUGENE J.E. HOUDE			0.18
27	JAMES A. & MARY E. GORMAN			0.25
28	EMANUEL LAFLEUR ESTATE			0.12
* 29	ANDREW McKEEN			0.42
30	PALMER Z. & BERTHA V. LAKE			0.23
31	GEORGE SAMDPERIL			0.15
32	JOSEPH DOCEKAL, JR.			0.65
33	FRANK BEDROSSIAN		0.08	
34	THOMAS LESTER			0.11
35	FRANK M. MOISE ET AL			2.78
36	CARMINE A. & DRUSA ROMANO			11.70
37	JOHN & ETHEL HUTCHINSON			0.11
38	R.I. MALLEABLE IRON WORKS			4.10
39	ESTHER A. & CUNLIFFE L. LIND		0.15	

SECTION [illegible]

0'

RECOMMENDE

APPROVED

COMPILED: J

DATE	BY	
8-30-43	CHS	TR
10-21-43	JC	Tra
10-21-43	JC	Tra
1-13-43	JC	Tra

SHEETS

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			1.10
			0.42
IAVERONE			3.36
			0.16
			0.23
ET AL			12.17
		0.16	11.07
WORKS			0.24
E. CHURCH			0.40
GADDIS			0.50
			0.50
		0.60	
			0.03
			0.18
			2.50
			0.18
GORMAN			0.25
ESTATE			0.12
			0.42
V. LAKE			0.23
			0.15
R.			0.65
		0.08	
			0.11
AL			2.78
ROMANO			11.70
INSON			0.11
WORKS			4.10
E L. LIND		0.15	

SECTION LINE

Scale

0' 400' 800' 1200' 1600'

1 INCH=400 FEET

WAR DEPARTMENT. O.C.E.

CONSTRUCTION DIVISION

REAL ESTATE

GREEN FIELD

HILLSGROVE, R. I.

MILITARY RESERVATION

RECOMMENDED _____ DATE JULY 1943
LT. COL. C. of E.

APPROVED _____ DATE JULY 1943
COL. C. of E.

COMPILED: J.C. TRACED: J.C. CHECKED: C.H.S. Jr.

DATE	BY	REVISIONS	APPROVED
8-30-43	CHS	TRACT 42	
10-21-43	JC	Tract 43 added	
10-21-43	JC	Tract 30 revised	
1-13-43	JC	Tracts 29, 42, 44 to 47 permits added	

SHEETS OF DRAWING NO.

FILE NO. -NED-PA-148

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OFFICIAL BUSINESS

Grenier Field
Real Estate
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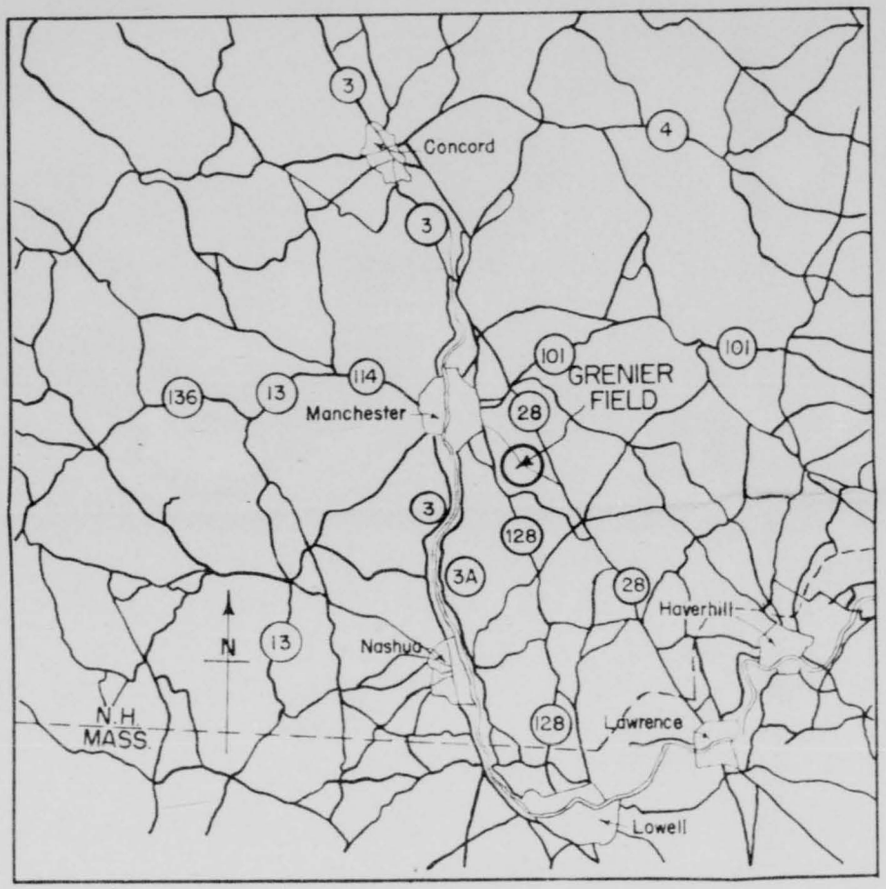
WAR DEPARTMENT



VICINITY MAP

0 5 10 15 20 25 30

SCALE IN MILES

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CORPS C

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COUNTY_ _
DIVISION_
DISTRICT_
SERVICE C
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CORPS OF ENGINEERS, U.S. ARMY

LAND ACQUISITION

STATE NEW HAMPSHIRE

COUNTY HILLSBORO & ROCKINGHAM

DIVISION NEW ENGLAND

DISTRICT BOSTON

SERVICE COMMAND FIRST

USING AGENCY AIR CORPS

56 MILES NORTHWEST OF BOSTON, MASS.

20 MILES SOUTHEAST OF CONCORD, N.H.

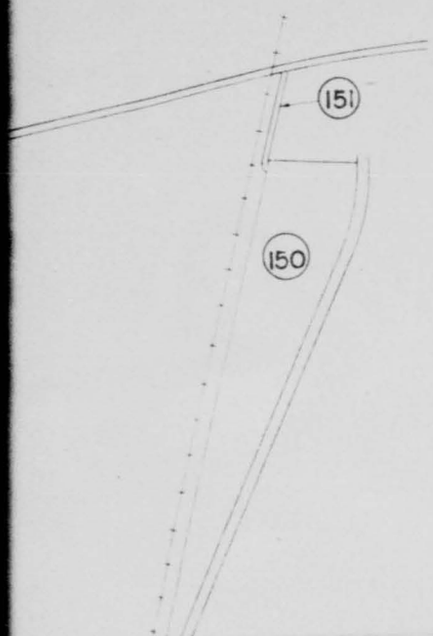
TRANSPORTATION FACILITIES

BOSTON & MAINE RAILROAD

ROUTE 28 STATE ROAD

ROUTE 3 FEDERAL ROAD

AIRLINE



LAND AREA

ACRES OWNED BY W.D.

ACRES LEASED BY W.D.

ACRES LEASED FROM W.D.

ACRES TRANSFERRED TO W.D.

ACRES DONATED TO W.D.

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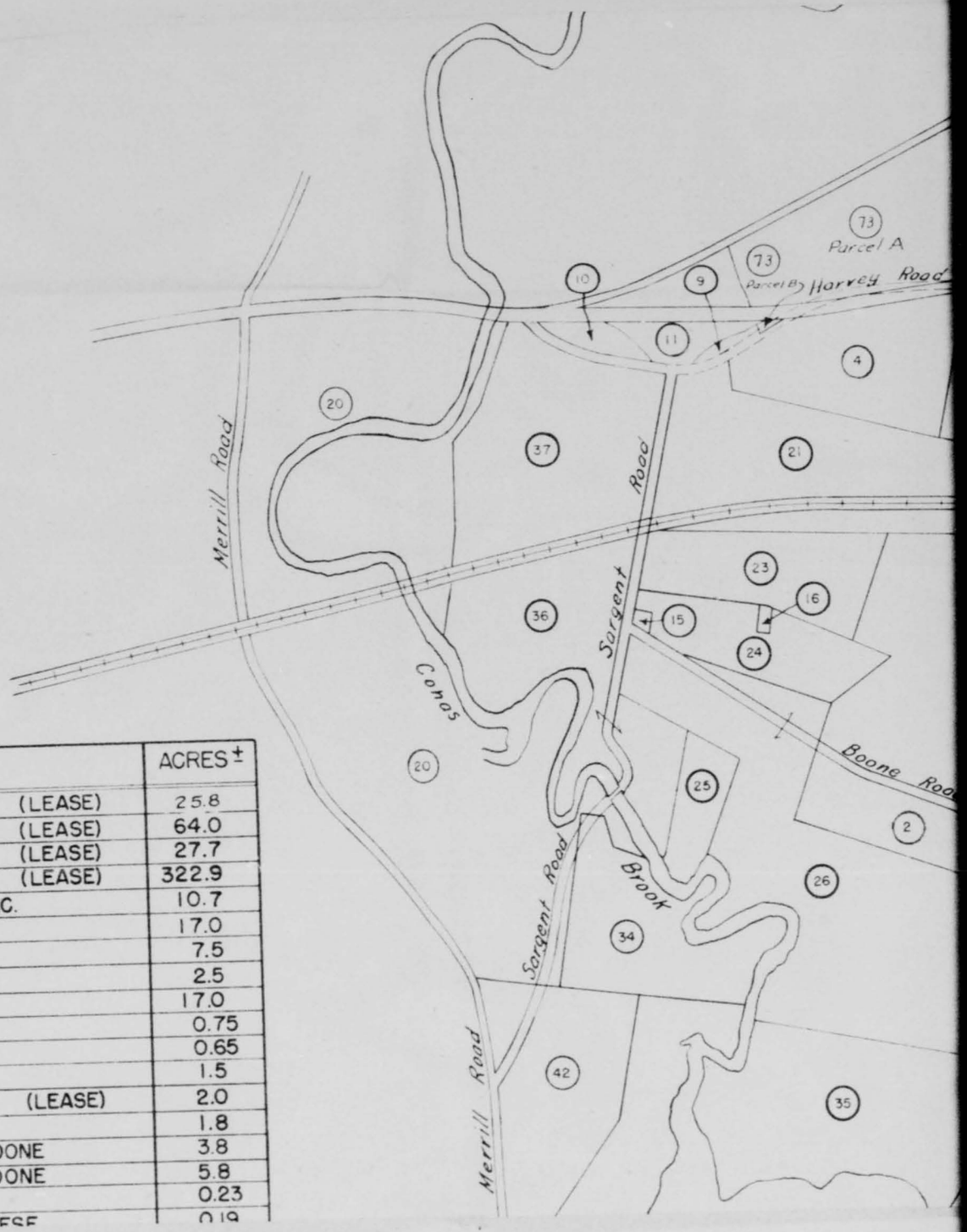

TRACT NO.	OWNERS	ACRES ±
1	CITY OF MANCHESTER, N.H. (LEASE)	25.8
1A	CITY OF MANCHESTER, N.H. (LEASE)	64.0
2	CITY OF MANCHESTER, N.H (LEASE)	27.7
2A	CITY OF MANCHESTER, N.H. (LEASE)	322.9
3	FESSENDEN COMPANIES INC.	10.7
4	WLADYSLAW MOSKWA	17.0
5	ALBERTINE M. BEEMAN	7.5
6	KATHERINE N. BOONE	2.5
7	NICHOLAS ZAWOROTNY	17.0
8	JOHN F. HOLMES	0.75
9	MARION N. TIMBERMAN	0.65
10	MARION N. TIMBERMAN	1.5
11	CITY OF MANCHESTER, N.H. (LEASE)	2.0
12	WILLIAM J. FOLEY	1.8
13	LOREN G. & GRACE R. BOONE	3.8
14	LOREN G. & GRACE R. BOONE	5.8
15	FRANK S. FREESE	0.23
16	FRANK S. & ALICE A. FREESE	0.19

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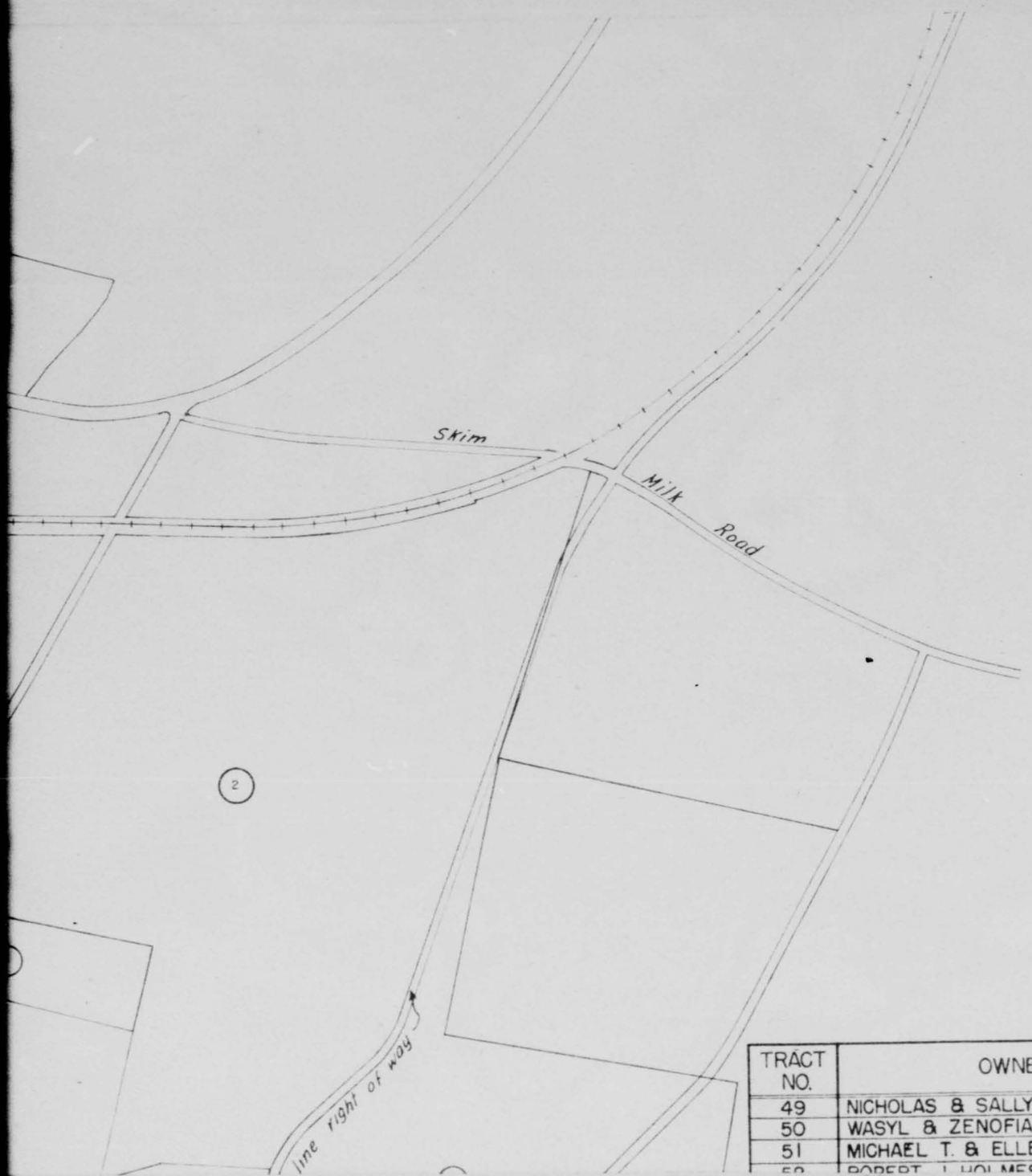

TRACT NO.	OWNERS	ACRES
49	NICHOLAS & SALLY JANOSZ	0.48
50	WASYL & ZENOFIA JANOSZ	1.7
51	MICHAEL T. & ELLEN McCABE	79.0
52	ROBERT J. HOLMES	55.7

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ACRES UNDER EASEMENT TO W.D. _ _ _ _ _ _

DISPOSALS

ACRES SOLD _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

ACRES TRANSFERRED _ _ _ _ _ _ _ _ _ _

ACRES EXCHANGED _ _ _ _ _ _ _ _ _ _ _

ACRES OTHERWISE _ _ _ _ _ _ _ _ _ _

LEGEND

RESERVATION LINE _ _ _ _ _ _ _ _ _ _

STATE OR PROVINCE LINE _ _ _ _ _ _

COUNTY LINE _ _ _ _ _ _ _ _ _ _ _ _

CIVIL DISTRICT PRECINCT _ _ _ _ _ _

LAND GRANT LINE _ _ _ _ _ _ _ _ _

CITY, VILLAGE OR BOROUGH. _ _ _ _

CEMETERY, SMALL PARK ETC. _ _ _

TOWNSHIP LINE _ _ _ _ _ _ _ _ _ _

SECTION LINE _ _ _ _ _ _ _ _ _ _

OWNERS	ACRES ±
OLAS & SALLY JANOSZ	0.48
YL & ZENOFIA JANOSZ	1.7
AEL T. & ELLEN McCABE	79.0
RT. J. HOLMES	55.7

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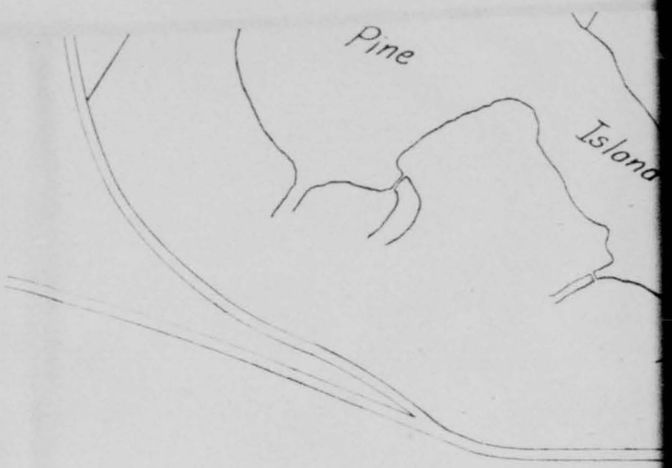
16	FRANK J. & ALICE A. FREESE	1.2
17	LOUIS G. & EMILY C. FOISY	68.6
18	ERNEST W. & RUTH B. SMITH	16.0
19	HENRY W. & BEATRICE C. JACQUES	75.0
20	CITY OF MANCHESTER, N.H. (Trespass rights)	23.0
21	ETTA W. KEITH	5.5
22	BOSTON & MAINE R.R.	9.91
23	ALBERTINE M. BEEMAN	8.2
24	WALTER F. ELLIOT	3.7
25	EMELIE B. NOYES ESTATE	40.0
26	PERCIVAL H. BOONE	2.6
27	JOHN DOHNDT	6.9
28	JOHN J. SHEEHAN	0.5
29	SUSAN CLARISSA KNEE	0.32
30	RENA K. PALMER	0.30
31	ELIZABETH U. CHRISTENSEN	0.5
32	MARGARET M. MONAHAN	0.4
33	ARTHUR W. & RENA K. PALMER	12.0
34	HERBERT G. SARGENT (Trespass rights)	23.8
35	PUBLIC SERVICE CO. OF N.H.	18.5
36	CITY OF MANCHESTER, N.H (LEASE)	18.5
37	EDGAR L. GADBOIS	0.34
38	PATRICK J. KELLEY	2.1
39	MARY E. BERRY HEIRS	5.0
40	MARY E. BERRY HEIRS	1.4
41	WILLIAM H. PERKINS	11.0
42	PUBLIC SERVICE CO. OF N.H. (Trespass rights)	0.15
43	NICKOLAS & PAZIA BORSA	0.5
44	HARRY & KATARZYNA KALYLKA	0.42
45	DR. HENRY W.N. BENNETT	0.19
46	TOWN OF LONDONDERRY, N.H.	0.20
47	MAE IRENE ANNIS	3.2
48	NICHOLAS ANAGOSTON	19.2
18	JOHN & HAFIA BUBELNYK	



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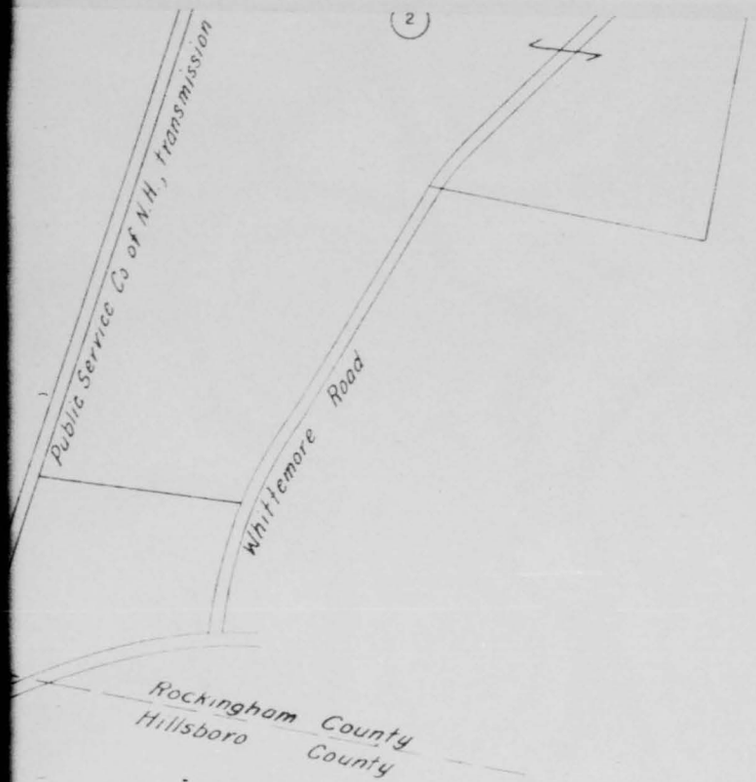

52	ROBERT C. HOLMES	30.7
53	JOSEPH & STEFANIA LEPKOWSKI	20.5
54	ALPHONSE J. COTE	15.4
55	VERNON C. FRENCH	1.0
56	ANELA ANTANARTIS	29.0
57	ONUFRY JANOCZ	4.9
58	FESTUS THORNTON	2.3
59	NICHOLAS ANAGOSTON, ET AL	9.2
60	FRANK J. McCAULEY	8.7
61	ONUFRY JANOCZ	0.6
62		
62 A	GOLMSTEAD, M.B. MOORE & E.M. SNYDER	0.2
62 B	OLIVER & MINNIE BERGERON	13.12
62 C	NORA KEEFE	1.7
62 D	DANIEL J. KEEFE	1.75
62 E	OLIVER & MINNIE BERGERON	0.13
63	MARY T. CUNNINGHAM HEIRS	2.0
64	GEORGE H. CHURCHILL	1.0
65	PAULINE H. LaFRANCOIS	0.38
66		
67	ROMAN CATH. BP. OF MANCHESTER, N.H.	0.47
68	NORA KEEFE	6.5
69		
70	GRACE OLSON	2.3
71	PETER J. & MARYA PRZYBYLA	1.0
72	IDA M. NORRIS	1.5
73	WLADYSLAW MOSKWA	16.92
150	FESSENDEN CO.	11.56
151	BOSTON & MAINE R.R. (RT. OF WAY)	0.16
	MAGAZINE AREA	
1	ANNIE PETKUS	14.75
2	FESSENDEN COMPANIES INC.	265.0

MANCH

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COMPIL

DATE

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	JOSEPH & STEFANIA LEPKOWSKI	20.5
	ALPHONSE J. COTE	15.4
	VERNON C. FRENCH	1.0
	ANELA ANTANARTIS	29.0
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	MAGAZINE AREA	
	ANNIE PETKUS	14.75
	FESSENDEN COMPANIES INC.	265.0

600' 0 Scale 600' 1200' 1800'

WAR DEPARTMENT O.C.E.

CONSTRUCTION DIVISION

REAL ESTATE

GRENIER FIELD

MANCHESTER & LONDONDERRY, NEW HAMPSHIRE

MILITARY RESERVATION

RECOMMENDED _____ DATE _____
LT. COL. Corps of Engineers

APPROVED _____ DATE _____
COL. Corps of Engineers

COMPILED: A.L.G. A.L.H. TRACED: J.C. CHECKED: C.H.S.

DATE	BY	REVISIONS	APPROVED

SHEET 1 OF 1 DRAWING NO.

FILE NO. N.E.D.-PA-133

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OFFICIAL BUSINESS

Grenier Field
General Plan
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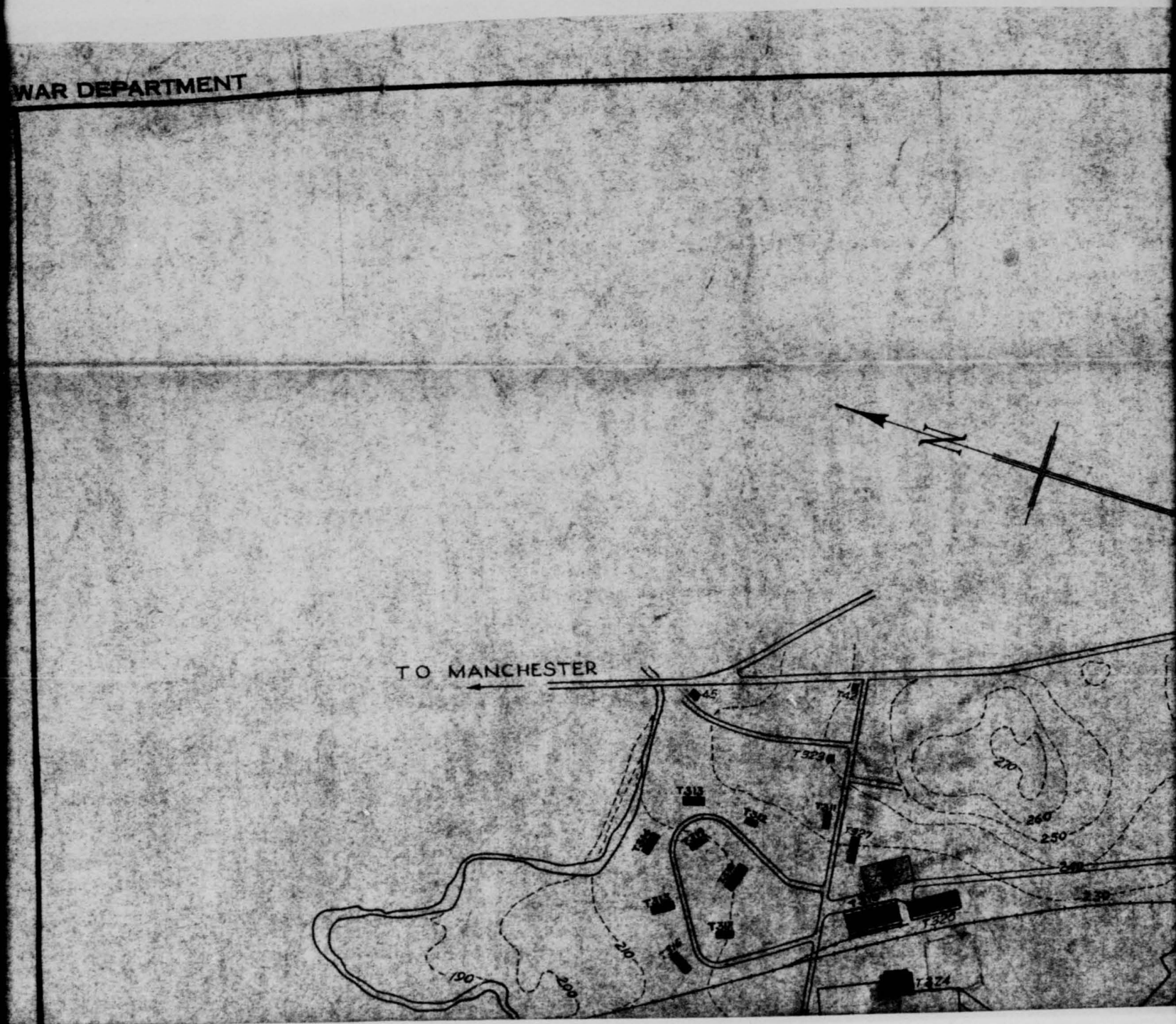

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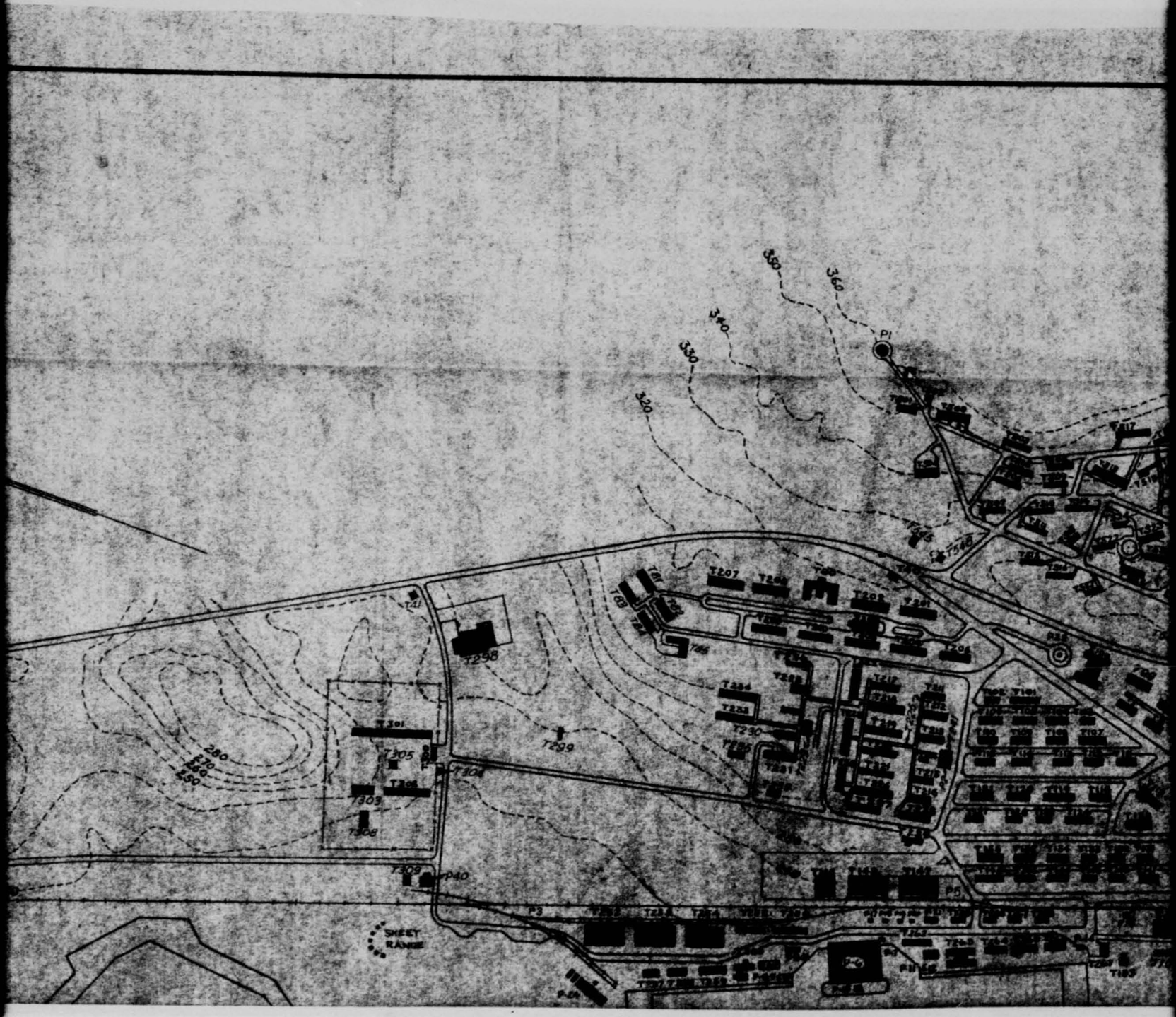

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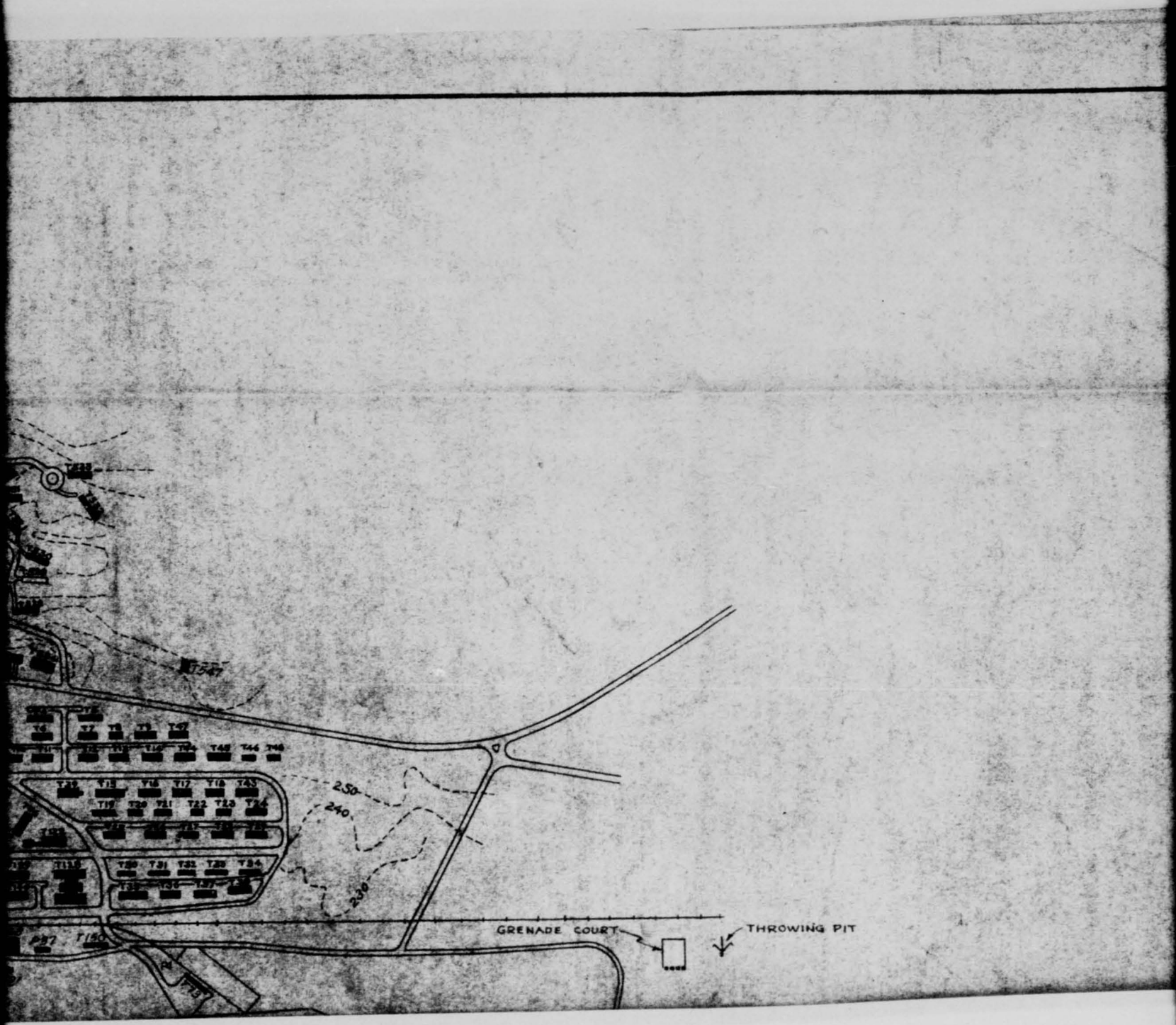

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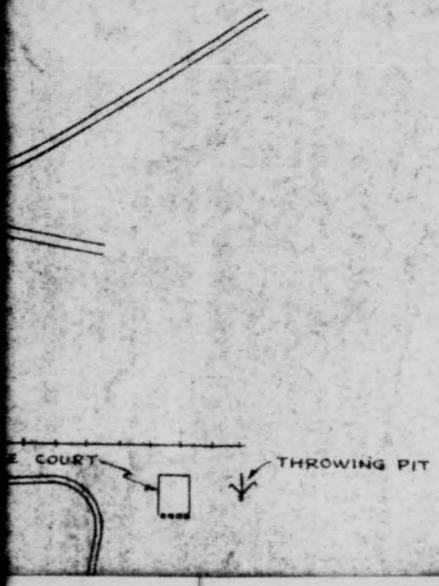
CORPS OF ENGINEERS, U. S. ARMY



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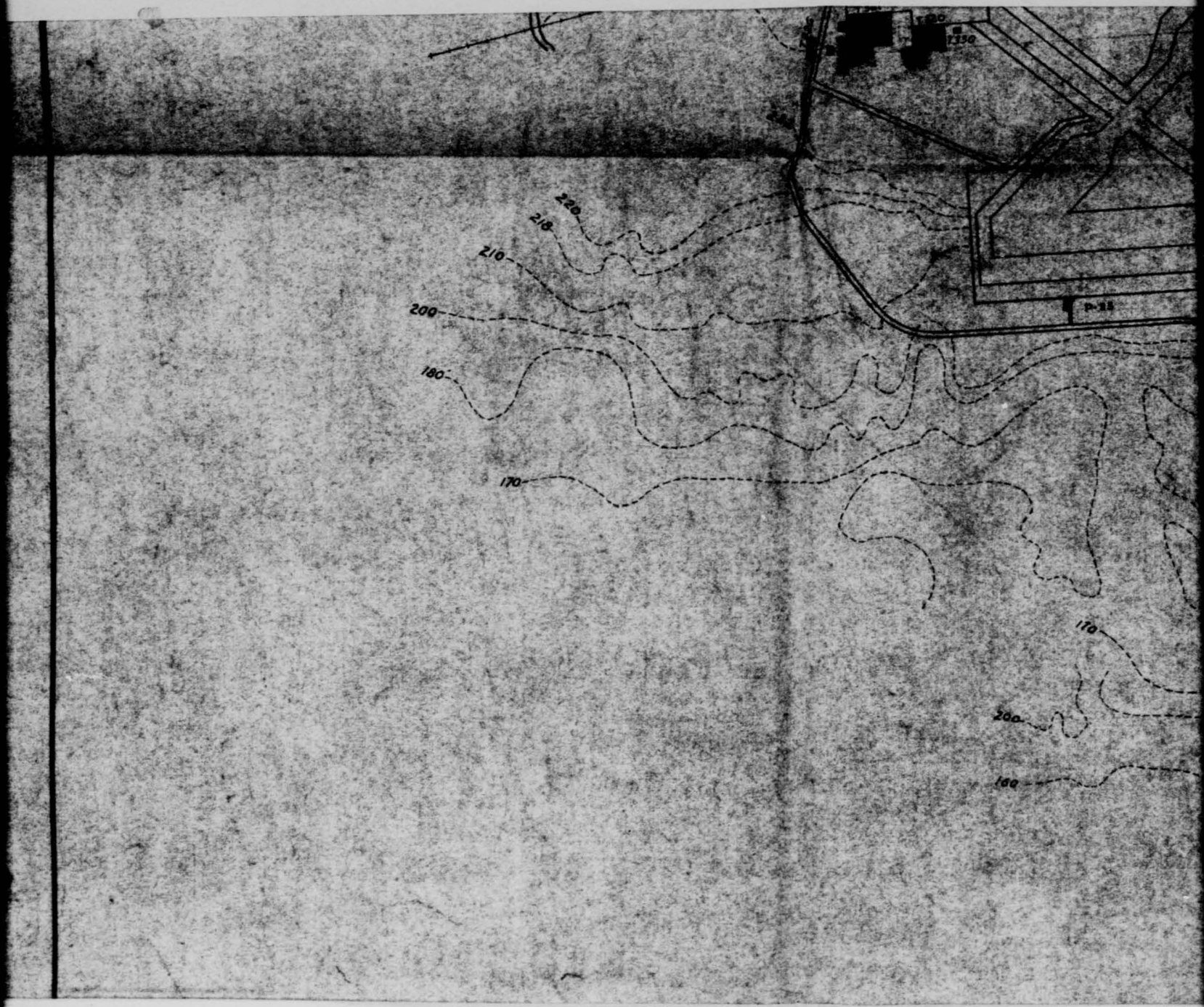

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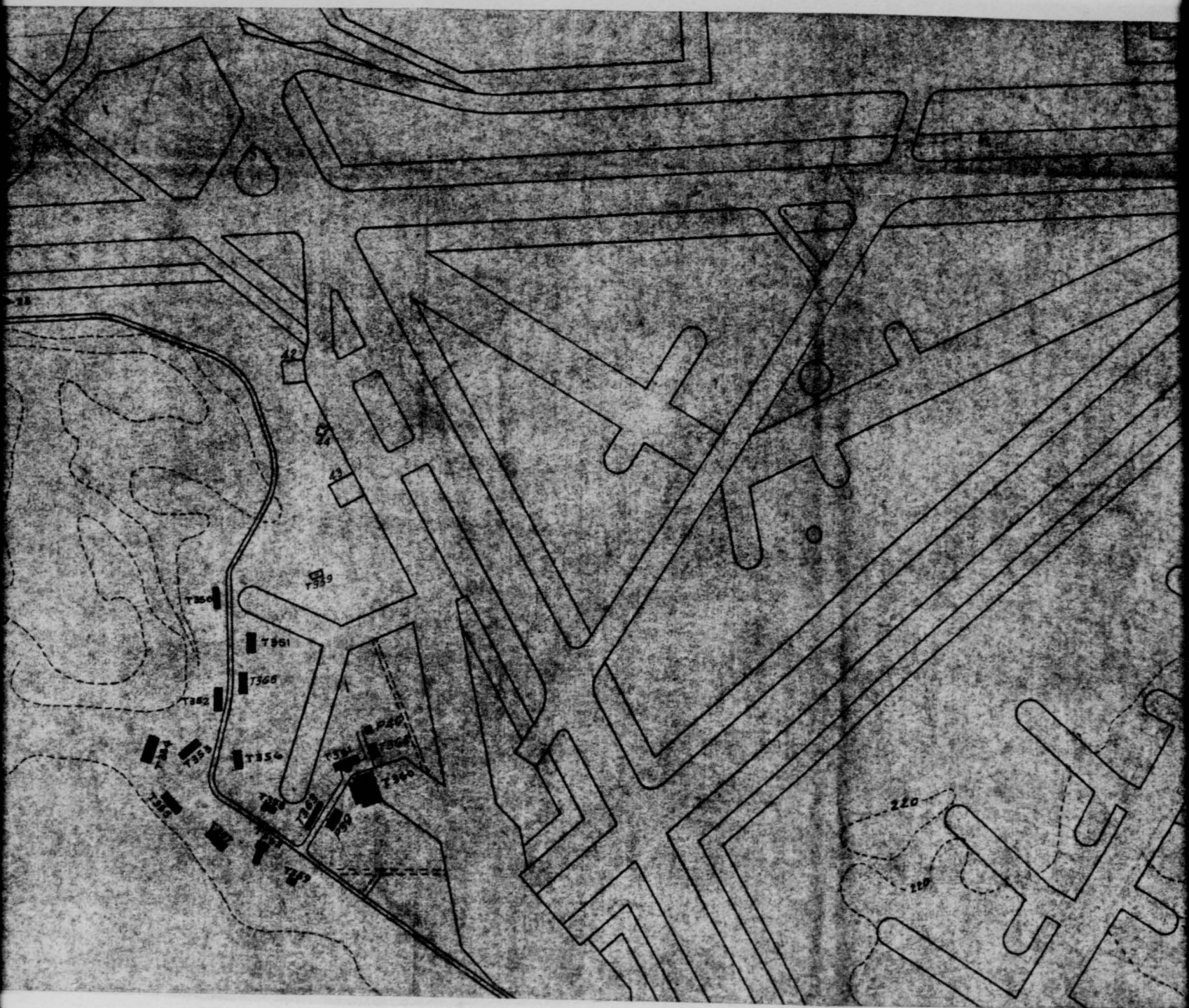

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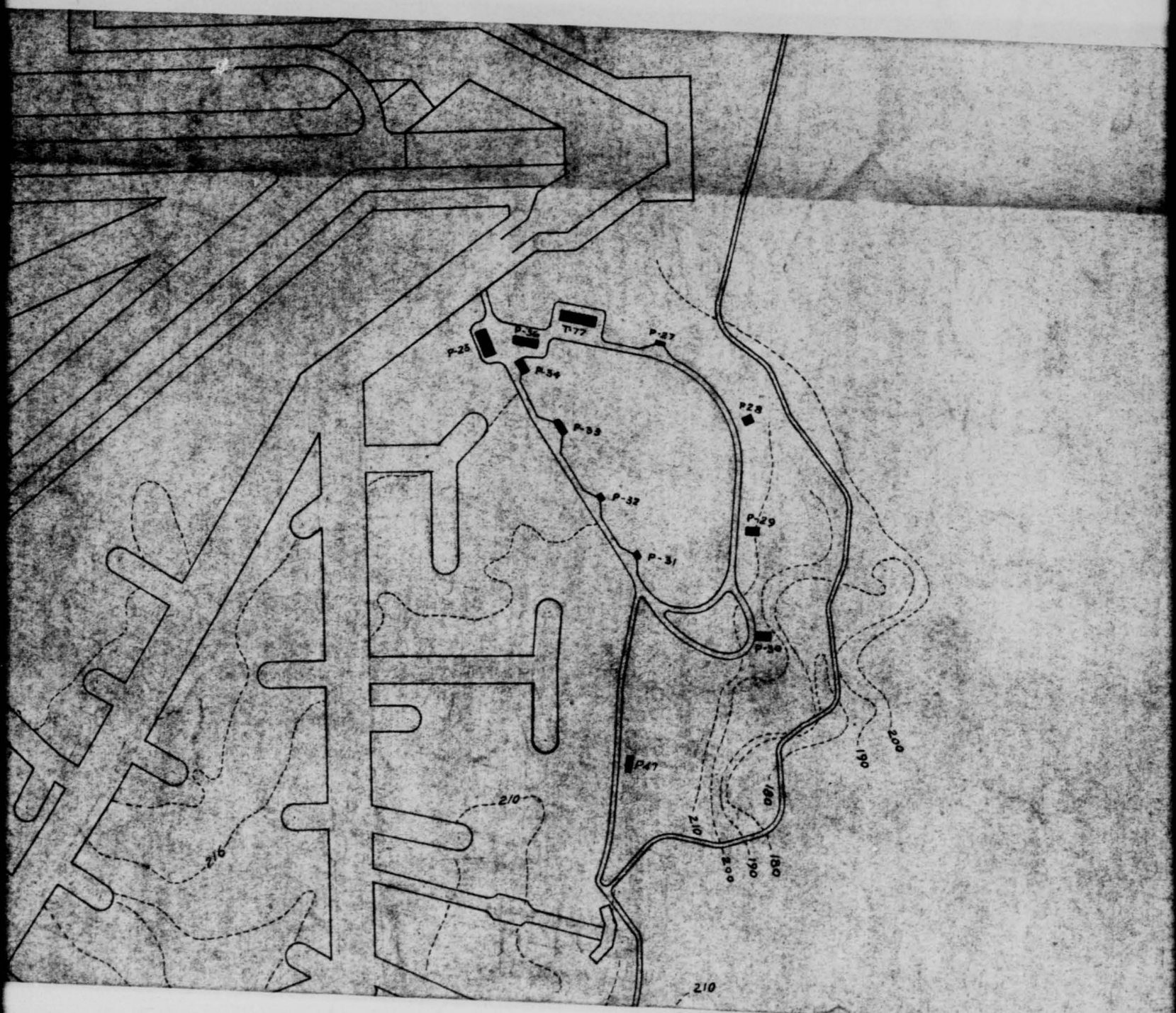

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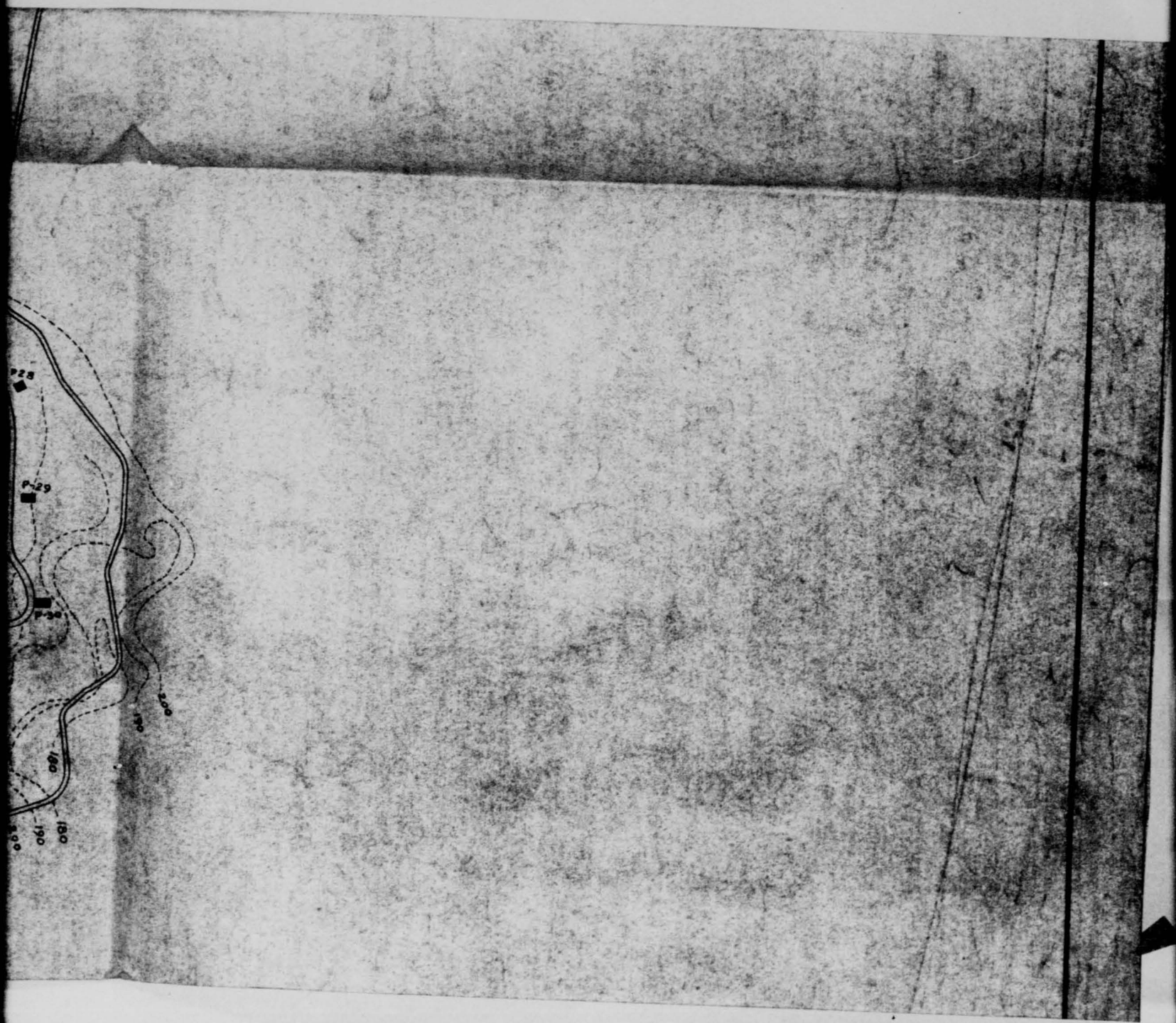

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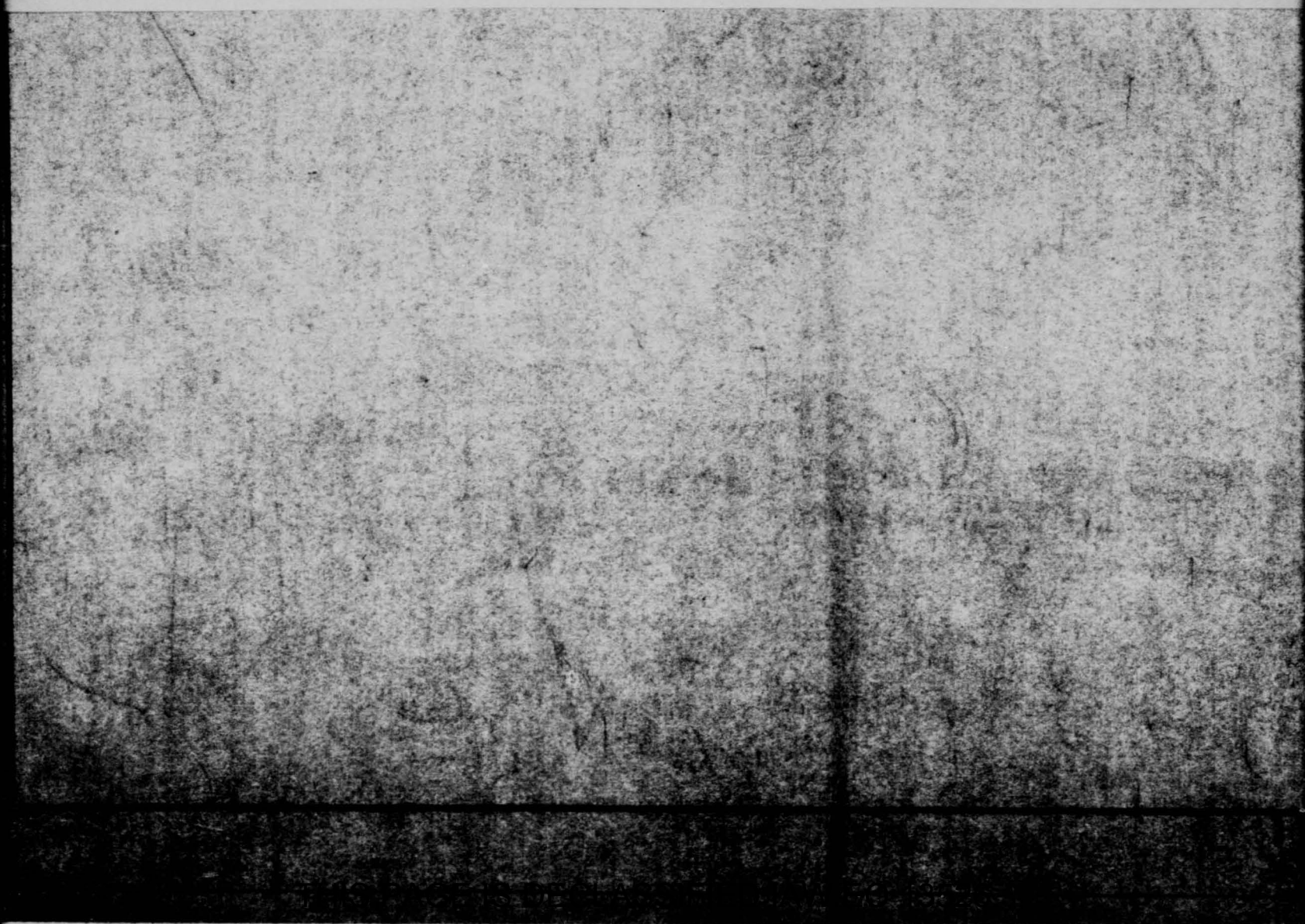

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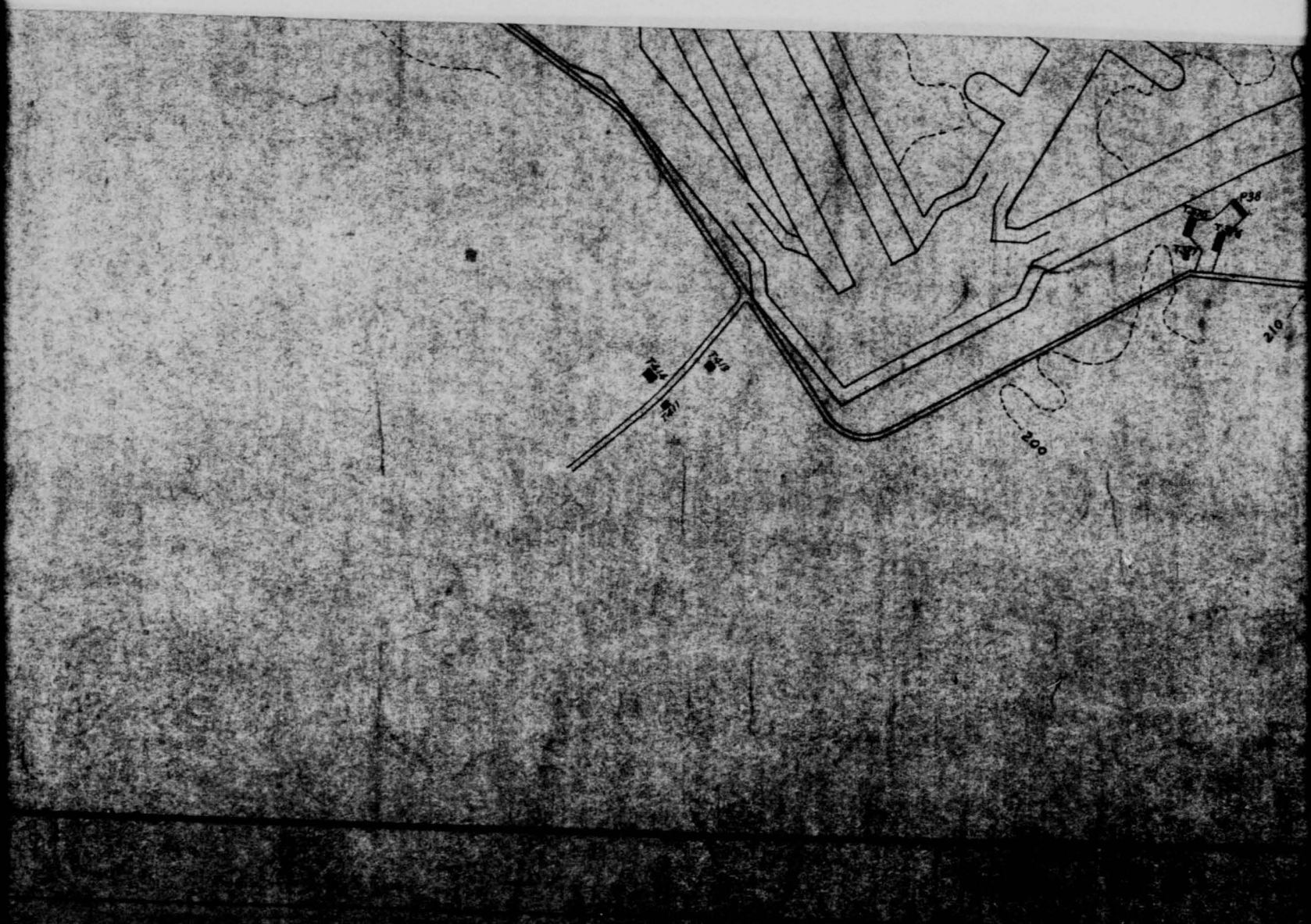

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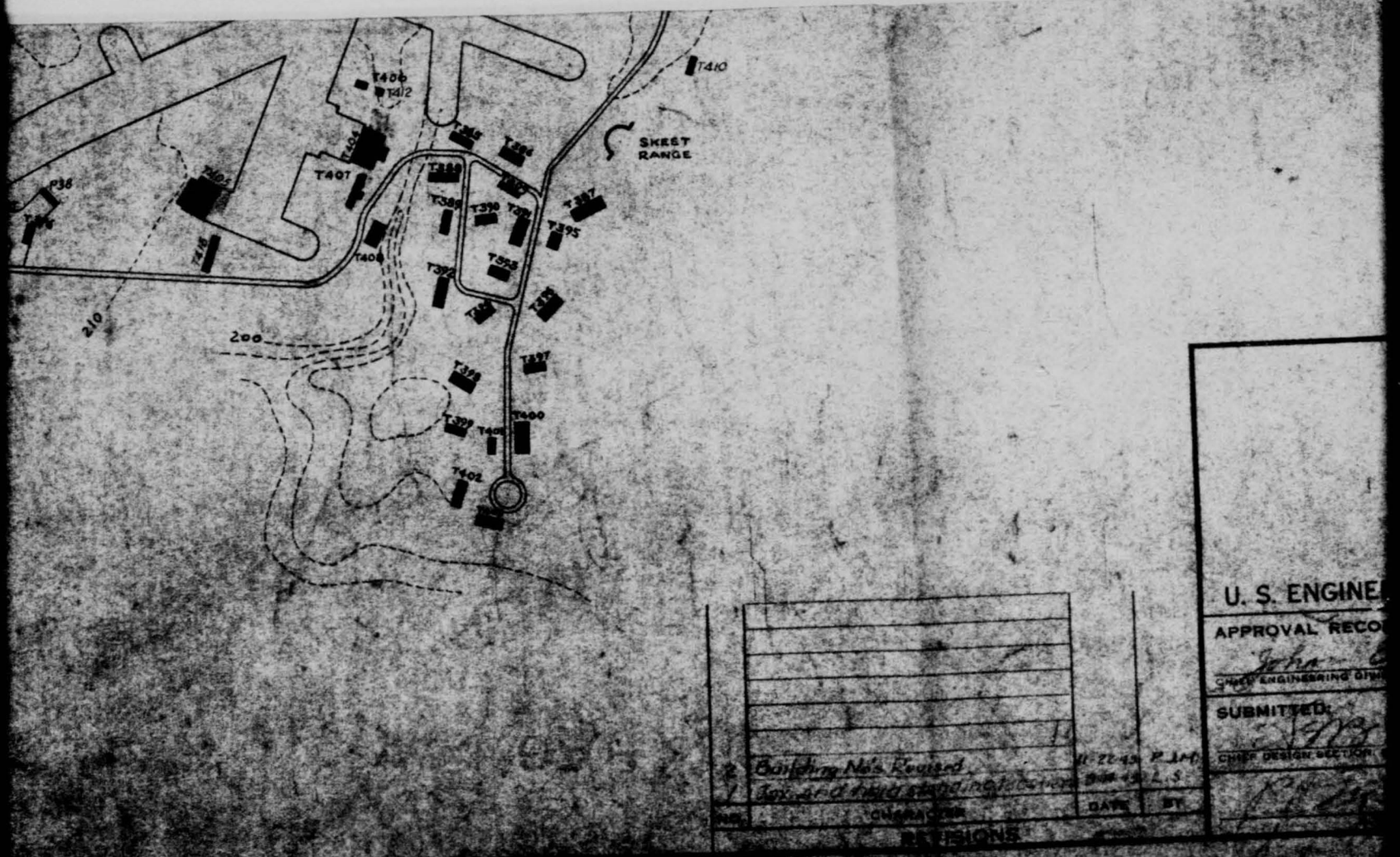

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RESTRICTED

GRENIER FIELD
MANCHESTER N.H.
GENERAL PLAN

SCALE: 1"=400

U. S. ENGINEER OFFICE, BOSTON, MASS.

APPROVAL RECOMMENDED

John E. Allen

CHIEF ENGINEERING DIVISION

APPROVED:

Brig. Gen. U.S.A.

DISTRICT ENGINEER

SUBMITTED:

CHIEF DESIGN SECTION, SR. ENGINEER

DES. BY
DR. BY
TR. BY
CH. BY

FILED NO.

DATE BY

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OFFICIAL BUSINESS

Grenier Field
Building Data - Sheet No. 1
Aug. 43

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...DEPARTMENT

1 TO 32

NO.	TYPE	PLAN NO.	SIZE	CAPACITY	USE	DATE
P 1	Water Tank		45' diam	620000 gals		5-26-41
P 2	HBH-8	700-1514	36'x 38'		Boiler Ho.	5-5-41
P 3	Spur track				To P-24	
P 4	Spur track				TT 147	
P 5	Spur track				T-73	
P 6	AC	695-400	162'x 201'		Hangar	5-14-41
P 7	ACH	695-417	310'x 24'		Heater r'm	"
P 8	[illegible]	652-823	11'x 19'		Bomb S. stor	5-14-41
P 9	[illegible]	"	"		"	"
P 10	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
P 11	B.S.Stg.	"	"		"	"
P 12	B.S.Stg.	"	"		"	"
P 13	Coal Yard	X100-25/139	240'x 410'	12,000 tons	Coal stor.	6-5-43
P 14	605-2	700-365	6'x 9'	10,000 gals.	Gas sta.	5-14-41
P 15	Control T.	695-393	10'x 10'		C. Tower	"
P 16	OSH-1	700-384	14'x 16'		P+O oil stor.	4-13-42
P 17	"	"	"		"	"
P 18	"	"	"		"	"
P 19	"	"	"		"	"
P 20	"	"	"		"	"
P 21	SH-11	700-323	25'x 54'		"	12-8-41
P 22	Flag Pole	X100-25/73				9-2-41
P 23	Stor track				To T 310	3-16-43
P 24	AC Gas	X100-25/57		350,000	Sys+ern	12-5-41
P 25		19-1-262	38'x 109'		Warehouse	12-20-41
P 26		10-3-54	33'x 97'		Amm. shop	"
P 27	Mag	153 File A37	10'x 40'		Mag Stg.	"
P 28	SI-1	652-394	26'x 40'		Magazine	12-20-41
P 29	"	"	26'x 60'		"	"
P 30	"	"	"		"	"
P 31	SH-10	700-323	25'x 27'		Bomb stor.	"
P 32	"	"	"		Pyrotec. Mag	"
P 33	SH-11	"	25'x 54'		S.A. Mag.	"
P 34	L-1 Mod.	19-20-7	25'x 49'		Lav & Heat'g	"
P 35		X100-27/57	17'x 21'		Pump sta.	"
P 36		OCE 414 43		5 ton-8 hr.	Incinerator	6-22-42
P 37		700-348	25'x 60'	5 cars	Wash R.	1-30-43
P 38		"	"	"	"	"
P 39	Wash rack	[illegible]	[illegible]	"	"	[illegible]

NO.	TYPE	PL
T-19	TT-2	70
T-20	SA-2	70
T-21	AC	70
T-22	SA-2	70
T-23	AC	70
T-24	EM-63	70
T-25	PO-1	70
T-26	EM-63	70
T-27	"	
T-28	"	
T-29	"	
T-30	A-8	70
T-31	AC	70
T-32	SA-2	70
T-33	EM-63	70
T-34	"	
T-35	A-12	70
T-36	EM-63	70
T-37	"	
T-38	"	
T-39	CH-1	70
T-40	By Post Eng.	
T-41	"	
T-42	"	
T-43	EM-63	80
T-44	"	
T-45	"	
T-46	SA-2	80
T-47	EM-63	80
T-48	RB-2	80

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	PLAN NO.	SIZE	CAPACITY	USE	DATE
	700-330	25'×90'		Tel & Tel	5-5-41
	700-376	25'×51'		Supply	5-5-41
	700-1110	25'×72'	250 men	Recreation	"
	700-376	25'×51'		Supply	"
	700-1110	25'×72'	250 men	Recreation	"
3	700-1165	29'×80'	63 "	Barrack	"
	700-298	25'×87'		Post Off.	9-2-41
3	700-1165	29'×80'	63 men	Barrack	5-5-41
	"	"	"	"	"
	"	"	"	"	"
	"	"	"	"	"
	700-396	25'×63'		Admin.	"
	700-1110	"	250 men	Recreation	"
	700-376	25'×51'		Supply	"
3	700-1165	29'×80'	63 men	Barrack	"
	"	"	"	"	"
	700-396	25'×108'		Admin.	"
3	700-1165	29'×80'	63 men	Barrack	"
	"	"	"	"	"
	"	"	"	"	"
	700-1800	37'×95'		Chapel	9-2-41
Eng.		25'×66'		Guard H.	
				Sentry	
				"	
3	800-443	30'×80'	63 men	Barrack	6-27-42
	"	"	"		6-27-42
	"	"	"		"
	800-661	25'×50'		Supply	"
3	800-443	30'×80'	63 men	Barrack	"
2	800-459	25'×50'		Recreation	"

NO.	TYPE	PLAN NO.	SIZE	CAPACITY	USE
T-136	A-12	700-397	25'×108'		Admin.
T-139	PL-1	151-1-1	25'×89'		Photo lab.
T-140	EM-63	700-1165	29'×80'	63 men	Barrack
T-141	"	"	"	"	"
T-142	AC	700-310	37'×99'	250 men	Recreation
T-143	SA-2	700-376	25'×51'		Supply
T-144	EM-63	700-1165	29'×80'	63 men	Barrack
T-145	"	"	"	"	"
T-146	A-12	700-397	25'×108'	32 men	Admin.
T-147	SH-18	700-326	60'×153'		Qm's supply
T-148	"	"	"		C.W. supply
T-149	SHAU R-60 Mod	X100-25/228.1	60'×75'		Qm's "
T-150	GH-2	700-260.1	25'×66'	24 Pris.	Guard H.
T-152	RG-2	700-340	9'×112'	2 Trucks	Greaserack
T-153	F-1	700-439	32'×55'	"	C.T. garage

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Y	USE	DATE	NO.	TYPE	PLAN NO.	SIZE	CAPACITY	USE	DATE	NO	TYPE	
	Admin.	12-8-41	T-253	SH-18	700-236	60'x153'		QM Supply	5-14-41	T-350	A-6	
			T-254	"	"	"		"	"	T-351	"	
			T-255	SH-9	700-322	25'x108'		Supply	"	T-352	EM-74	
	Photo lab.	12-11-42	T-256	SP-9	700-316	25'x99'		T.A. Corps	"	T-353	"	
	Barrack	5-5-41	T-257	A-8	700-396	25'x72'	28 clerks	A.C. Office	"	T-354	M-300	
	"	"	T-258	"	"	"	"	Operations	"	T-355	EM-74	
	Recreation	"	T-259	A-12	700-397	25'x108'	24 clerks	"	"	T-356	RB-4	
	Supply	"	T-260	Para. Bldg.	700-379	25'x50'		Parachute	"	T-357	EM-74	
	Barrack	"	T-261	GH-2	700-260.1	25'x57'	Converted	to supply B.	"	T-358	SA-2	
	"	"	T-262	SH-9	700-322	25'x108'		Link trainer	"	T-359	House	
	Admin.	"	T-263	A-12 Mod.	700-397	25'x108'	40 clerks	Operations	"	T-360	OBH	
	Qm's supply	4-13-42	T-264	A-8	700-396	25'x72	28 "	"	"	T-361	Pursuit base	
	CW supply	5-14-41	T-265	"	"	"	"	"	"	T-362	TF-2	
	Qm's "	8-20-43	T-266	"	"	"	"	"	"	T-363	Grease rack	
	Guard H.	6-27-42	T-267	SP-1	700-313	37'x60'		Garage	"	T-364	OBBT	
			T-268	SP-14.	700-1390	76'x120'		"	4-13-42	T-365	OBAT	
	Grease rack	6-22-42										
	C.T. garage	6-27-42										
										T-375	SP-2	
										T-376	RG-2	
										T-377	GOS-2	
			T-285	SA-2	700-376	25'x51'		Supply	12-8-41			
			T-286	"	"	"		"	"			
			T-287	"	"	"		"	"			
			T-288	"	"	"		"	"	T-385	EM-74	
										T-386	"	
										T-387	M-300	

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ITY	USE	DATE
	QM Supply	5-12-41
	"	"
	Supply	"
	T.A. Corps	"
ks	A.C. Office	"
	Operations	"
ks	"	"
	Parachute	"
	ted to Supply 8	"
	Link trainer	"
ks	Operations	"
	"	"
	"	"
	"	"
	Garage	"
	"	4-13-42
	Supply	12-8-41
	"	"
	"	"
	"	"

NO	TYPE	PLAN NO.	SIZE	CAPACITY	USE	DATE
T-350	A-6	800-210	26'×70'	20 clerks	Operations	6-22-42
T-351	"	"	"	"	Admin.	"
T-352	EM-74	800-443	30'×90'	74 men	Barrack	"
T-353	"	"	"	"	"	"
T-354	M-300	800-1166	40'×108'	300 men	Mess Hall	"
T-355	EM-74	800-443	30'×90'	74 "	Barrack	"
T-356	RB-4	800-460	25'×70'		Recreation	"
T-357	EM-74	800-443	30'×90'	74 men	Barrack	"
T-358	SA-2	800-661	25'×50'		Supply	"
T-359	House	(Purchased)			Fire Chief at	
T-360	OBH	117-6-1	80'×120'		Hangar	11-25-42
T-361	Pursuit base	107/12	125'×105'		Armament	9-26-42
T-362	TF-2	X100-103/65	47'×92'	2 trucks	Fire Sta.	12-11-42
T-363	Grease rack	700-4214	9'×112'		Grease R.	6-9-43
T-364	OBBT	700-5201.1	20'×36'		Maintenance	9-7-43
T-365	OBAT	"	20'×100'		Supply	"
T-375	SP-2	800-606	37'×84'		Motor Rep.	6-22-42
T-376	RG-2	700-340	9'×112'	2-Truck	Grease Insp.	6-22-42
T-377	GOS-2	800-601	11'×15'	12,000 gal	Gas. Sta.	6-22-42
T-385	EM-74	800-443	30'×90'	74 men	Barrack	6-22-42
T-386	"	"	"	"	"	"
T-387	M-300	800-1166	40'×108'	300 men	Mess Hall	"

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P 40		X100-60/1024	19'×25'		Oil pump sta. to all pump station	10-22-42			
P 41	Spur track					9-11-42			
P 42	Small Municipal Hangar (Leased)								
P 43	Large " " "								
P 44	Municipal Office Bldg. (Leased)								
P 45	Brick House (Purchased)								
P 46	[illegible]	1000-170	11'×26'	100 sight's	B.S. stor.	8-7-43			
P 47	Chem. B-0	652-1037	25'×54'						
P 48	Spur track				TP-13	4-1-43			
							T-73	Unloading ramp	X100-2
							T-75		700-
							T-76		"
							T-77	50-16	700-
							T-78		
							T-79	Ey Post Eng.	
							T-80		42-
							T-81	W8KS-A	700-3
							T-82	"	"
							T-83	"	"
							T-84	M-152	800-
							T-85	RSAQ-A	700-
							T-99	FB-2	800-
							T-100	BH-1	105-
							T-101	250 EM	700-
							T-102	SA-2	700-
							T-103	"	"
							T-104	EM-63	700-

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9	X100-25/103	125'x101.5'			12-20-41
	700-328	18'x40'		Radio sta.	9-2-41
	"	12'x18'		Radio range	"
	700-329	38'x72'	6 Bays	Motor Veh.S.	12-20-41
ng				Scale house	
	42-1	84'x101'	250 men	Cadet mess	6-27-42
A	700-3526	25'x100'	50 "	Barrack	1-30-43
	"	"	"	"	"
	"	"	"	"	"
	800-805		152 men	Mess	"
A	700-3540			Admin.	"
	800-232	37'x110'	68 clerks	Finance Bldg	2-2-43

T-100 TO T-199

	105-8/1			Base hdq.	6-27-42
	700-1127	25'x114'	250 men	Mess	5-5-41
	700-376	25'x51'		Supply	"
	"	"		"	"
	700-1165	29'x80'	63 men	Barrack	"

T-200 TO T-299

T-201	BOQ-40	700-1257	30'x136'	40 men	B.O. qtr's
T-202	"	"	"	"	"
T-203	Mess A-C	700-1127	"	250 men	B.O. mess
T-204	BOQ-40	"	"	40 "	B.O. qtr's
T-205	"	"	"	"	"
T-206	OM-1	700-550	37'x120'	250 men	Off. Mess
T-207	BOQ-40	800-430	30'x136'	40 men	Off. qtr's
T-208	"	"	"	"	"
T-209	"	"	"	"	"
T-210	"	"	"	"	"
T-211	FS-1	700-466	25'x78'		Hospital
T-212	SH-4	700-460	25'x100'		Hosp. stor.
T-213	M-7	700-442	25'x102'	250 men	Hosp. mess
T-214	A-5	700-396	25'x45'	16 clerks	Adm. Hosp.
T-215	HB-31 Mod	700-1203	30'x 90'	20 beds	Hospital
T-216	"	"	"	"	"
T-217	I-2	700-297	25'x 90'		Infirmary
T-218	W-3	700-463	25'x150'	33 beds	Hosp. ward
T-219	W-1	700-462	"	"	"
T-220	"	"	"	"	"

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									T-388	EM-74
									T-389	A-6
									T-390	RB-4
									T-391	EM-74
									T-392	I-2
									T-393	A-6
			T-298	RBET	TO 700-5885	76'×160'		Recreation Practice Field	9-7-4[illegible]	T-394	"
			T-299	By Post Eng.						T-396	EM-74
						T-300 TO T-399				T-397	A-6
			T-300	A-4	800-210	25'×50'	12 clerks	Admin.	6-27-42	T-398	EM-74
			T-301	Special	X100-30/92	23'×310'		Shop spec.	"	T-399	RB-4
			T-302	3H-8 3B-18	X100-30/91 700-373	83'×108' 25'×61'	5 stalls	Storehouse Equip. shed	"		
			T-303	By Post Eng.				Blacksmith S.	"	T-400	M-300
			T-304	"				Watchman B.		T-401	SA-2
			T-305	"				Util oil stor		T-402	EM-74
										T-403	"
										T-404	OBH-2
			T-308	By Post Eng.				Lumber stor		T-405	"
			T-309	"				Qm. salvage		T-406	BSS-5
			T-310	AFW	107/11-1	100'×200'		AC Supply		T-407	Pursuit b2
			T-311	A-6	800-210	25'×70'	20 clerks	Admin.	6-22-42	T-408	BTB-1
			T-312	SA-2	800-661	25'×50'		Supply	"	T-409	TPX-5
			T-313	EM-74	800-443	30'×90'	74 men	Barrack	"	T-410	GAS-1
			T-314	"	"	"	"	"	"	T-411	By Post Eng
			T-315	"	"	"	"	"	"	T-412	Boiler
			T-316	"	"	"	"	"	"	T-413	Church
			T-317	A-6	800-210	25'×70'	20 clerks	Operations	"	T-414	House
en	B.O. qtr's	5-5-41	T-318	M-300	800-1166	40'×108'	300 men	Mess hall	"	T-415	C-A
	"	"	T-319	RB-4	800-460	25'×70'		Recreation	"		
en	B.O. mess	"	T-320	OBH-2	117-6-1	80'×120'		Hangar	2-18-43		
	B.O. qtr's	"	T-321	BES	115-2-1	123'×162'		Base Eng Sp	5-22-43		
	"	"									
en	Off. Mess	9-2-41	T-323	House	(Purchased)			Post tailor			
en	Off. qtr's	6-27-42	T-324	OBH-2	OCE 117/6-1	80'×120'		Hangar	7-9-43		
	"	"	T-325	WHET	TO 700-6025	50'×192'		Warehouse	"		
	"	"	T-326	OBAT	" -6201-1	20'×100'		Arm's bldg.	"		
	"	"	T-327	OBAT	"	"		Admin.	"		
	Hospital	5-5-41									
	Hosp. stor.	"	T-329	Recl. A-A	TO 1000-5045X	20'×50'		Reclamation			
en	Hosp. mess	"	T-330	Eng.-D-A	" -5050X	20'×37'		Eng. clean.			
ks	Adm. Hosp.	"									
ds	Hospital	"									
	"	"									
	Infirmary	"									
ds	Hosp. ward	"									
	"	6-27-42									
	"	"									

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	Recreation	9-7-43							
	Practice Trvs								
T-399									
12 clerks	Admin.	6-27-42							
	Shop spec.	"							
5 stalls	Storehouse Equip shed	"							
	Blacksmiths	"							
	Watchman B.								
	Util oil stor								
	Lumber stor								
	Qm salvage								
	AC Supply								
20 clerks	Admin.	6-22-42							
	Supply	"							
74 men	Barrack	"							
"	"	"							
"	"	"							
"	"	"							
20 clerks	Operations	"							
300 men	Mess hall	"							
	Recreation	"							
	Hangar	2-18-43							
	Base Eng Sp	5-22-43							
	Post tailor								
	Hangar	7-9-43							
	Warehouse	"							
	Arm's bldg	"							
	Admin.	"							
	Reclamation								
	Eng clean								

T-388	EM-74	800-443	30'x90'	74 men	Barrack	"
T-389	A-6	800-210	25'x70'	20 clerks	Operations	"
T-390	RB-4	800-460	"		Recreation	"
T-391	EM-74	800-443	30'x90'	74 men	Barrack	"
T-392	I-2	800-1429	25'x84'		Infirmary	"
T-393	A-6	800-210	25'x70'	20 clerks	Admin.	"
T-394	"	"	"	"	Operations	"
T-395	SA-2	800-661	25'x50'	"	Supply	"
T-396	EM-74	800-443	30'x90'	74 men	Barrack	"
T-397	A-6	800-210		20 clerks	Admin.	"
T-398	EM-74	800-443	30'x90'	74 men	Barrack	
T-399	RB-4	800-460	25'x70'		Recreation	"
T-400 TO T-499						
T-400	M-300	800-1166	40'x108'	300 men	Mess hall	6-22-42
T-401	SA-2	800-661	25'x50'		Supply	"
T-402	EM-74	800-443	30'x90'	74 men	Barrack	"
T-403	"	"	"	"	"	"
T-404	OBH-2	117-6-1	80'x122'		Hangar	2-18-43
T-405	"	"	"		"	"
T-406	BSS-5	800-1355		5 Vaults	Bomb stor.	11-25-43
T-407	Pursuit base	107/12	25'x105'		Armament	9-26-42
T-408	BTB-1	800-623	60'x80'		Bomb Trbldg	"
T-409	TPX-5	X100-103/21	20'x100'		PX	11-3-42
T-410	GAS-1	137/1-1	20'x40'		Gas Instruct	12-11-42
T-411	By Post Eng				Sentry	
T-412	Boiler house for T-406				Boiler H.	11-25-43
T-413	Church	(Purchased)				
T-414	House	"			Area Eng.	
T-415	C-A	1000-760	25'x108'	6 Trainers	Link Trainer	6-7-43

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T-1 TO T-99

T-1	EM-63	700-1165	29'x80'	63 men	Barrack	5-5-41
T-2	"	"	"	"	"	"
T-3	"	"	"	"	"	"
T-4	M-210	700-1127	25'x125'	210 men	Mess hall	"
T-5	"	"	"	"	"	"
T-6	AC	700-1110	25'x72'	250 men	Recreation	"
T-7	"	"	"	"	"	"
T-8	SA-2	700-376	25'x51'		Supply	"
T-9	EM-63	700-1165	29'x80'	63 men	Barrack	"
T-10	SA-2	700-376	25'x51'		Supply	"
T-11	A-8	700-396	25'x72'	28 cl	Admin.	"
T-12	"	"	"	"	"	"
T-13	EM-63	700-1165	25'x80'	63 men	Barrack	"
T-14	"	"	29'x80'	"	"	"
T-15	A-12	700-396	25'x108'	32 cl	Admin.	"
T-16	EM-63	700-1165	29'x80'	63 men	Barrack	"
T-17	"	"	"	"	"	"
T-18	"	"	"	"	"	"

T-105	"	"
T-106	"	"
T-107	250 EM	700-1127
T-108	EM-63	700-1165
T-109	"	"
T-110	"	"
T-111	A-8	700-396
T-112	AC	700-310
T-113	EM-63	700-1165
T-114	A-8	700-396
T-115	AC	700-310
T-116	TH-2	700-1211
T-117	F-2	700-277
T-118	EM-63	700-1165
T-119	210	700-1127
T-120	EM-63	700-1165
T-121	"	"
T-122	E-3	700-297
T-123	RB-1	700-310
T-124	A-12	700-397
T-125	SA-2	700-376
T-126	AC	700-310
T-127	EM-63	700-1165
T-128	1000 std	700-1325
T-129	EM-63	700-1165
T-131	A-8	700-396
T-132	AC	700-310
T-133	SA-2	700-376
T-134	EM-63	700-1165
T-135	"	"

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	"	"	"	"	T-222	HQ-24	700-1240	29'×150'		Hosp. Barr.	"
	"	"	"	"	T-223	A-1	700-430	25'×147'	25 to 250 bed	Hospital	"
27	25'×114'	250 men	Mess	"	T-224	HQM-11	700-1251	29'×100'	11 men	"	"
65	29'×80'	63 "	Barrack	"	T-225	WK-2	700-246			Walkways	
	"	"	"	"	T-226	W-1	700-462	25'×150'	33 bed	Hosp. ward	6-27-42
	"	"	"	"	T-227	"	"	"	"	"	4-2-43
96	25'×63'		Admin.	"	T-228	HQ-6	700-1239	29'×60'		Library	6-27-42
10	25'×72'	250 men	Recreation	"	T-229	A-5	800-210	25'×60'	16 clerks	Hosp. Adm.	"
65	29'×80'	63 "	Barrack	"	T-230	M-5	700-442	25'×93'	144 men	Hosp. mess	"
96	25'×72'		Admin.	"	T-231	SH-7	700-461	25'×126'		Storehouse	"
10	"	250 men	Recreation	"	T-232	DC-1	800-1451	25'×70'	8 chairs	Dental Cl.	
11	37'×99'	350 "	Theatre	"	T-233	HB-54	700-1204	29'×150'	54 men	Hosp. Barr.	8-10-42
77	37'×44' 24'×60'		Fire sta.	"	T-234	"	"	"	"	"	"
65	29'×80'	63 men	Barrack	"	T-235	TRB-2	800-459	25'×50'		Recreation	"
27	25'×105'	210 "	Mess	"	T-236	HR-1	800-1455	56'×93'		"	
65	29'×80'	63 "	Barrack	"							
	"	"	"	"	T-238	W-4	700-463X	25'×98'	26 beds	Hosp. ward	4-2-43
97	37'×99'		PX	"	T-239	By Post End				Vet bldg.	
10	37'×99'	250 men	Recreation	"							
97	25'×108'		Admin.	"	T-241	By Post End				Filter clean	
76	25'×51'		Supply	"							
10	37'×99'	250 men	Recreation	"							
65	29'×80'	63 "	Barrack	"							
25	130'×138'	1000 men	Mess	"							
65	29'×80'	63 "	Barrack	"							
96	25'×72'		Admin	12-8-41							
10	37'×99'	250 men	Recreation	"							
76	25'×51'		Supply	"							
65	29'×80'	63 men	Barrack	"							
	"	"	"	"	T-252	SH-18	700-326	60'×[illegible]3'		AG Supply	5-14-41

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	5-5-41
Barr.	"
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ward	6-27-42
	4-2-43
tary	6-27-42
Adm.	"
mess	"
ehouse	"
.Cl.	
Barr.	8-10-42
"	"
reation	"
"	
ward	4-2-43
bldg.	
r clean	
Supply	5-14-41

3	T-268-240 to 120'	12-18-44	
2	Revision of T-139, T-122, ST-73	2-3-44	G.A.P.
1	Letter "P" added to numbers	1/3/44	G.A.P.

U.S. ENGINE

APPROVAL RE

John

CHIEF ENGINEERING

SUBMITTED

CHIEF DESIGN SECT

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GRENIER FIELD
MANCHESTER N.H.
BUILDING DATA
SHEET NO. 1

U.S. ENGINEER OFFICE, BOSTON, MASS. AUGUST, 1943

APPROVAL RECOMMENDED
John E. Allen
CHIEF ENGINEERING DIVISION

APPROVED
Bruce D. Sundlaun
LT. COLONEL, CORPS OF ENGINEERS
DISTRICT ENGINEER

SUBMITTED
CHIEF DESIGN SECTION, SR ENGINEER

P J Moe
ENGINEER

DES. BY
DR. BY
TR. BY
CH. BY

FILE NO. X100-25/OC.1

16 to 120' 12-18-44
n of T-139, T-122, T-73 2-3-44 G.A.P.
odd to numbers 11/2/44 JWT.

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OFFICIAL BUSINESS

Grenier Field
Building Data - Sheet No. 2
Aug. 43

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NO.	TYPE	PLAN NO.	SIZE	CAPACITY	USE	DATE	NO.	TYPE	PLAN

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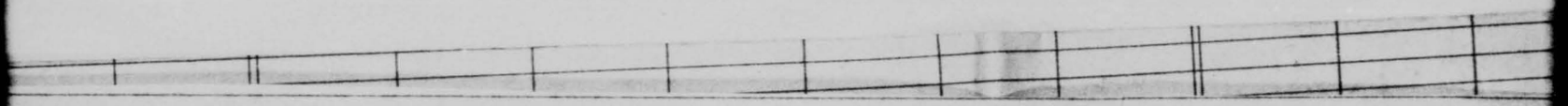

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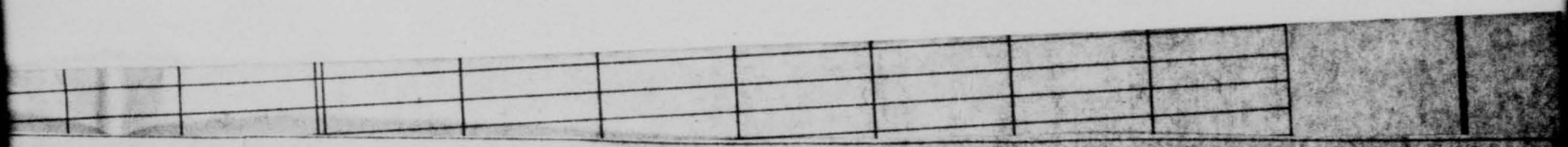

CORPS OF ENGINEERS, U. S. ARMY

CITY	USE	DATE	NO.	TYPE	PLAN NO.	SIZE	CAPACITY	USE	DATE

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T-500 TO T-599

T-500	TOQ-20	X100-103/42	20'×125'	20 men	Off. qtr's.	10-5-42
T-501	M-72	800-847	25'×60'	72 "	" Mess	"
T-502	L-1	700-285	18'×21'	25 "	Latrine	"
T-503	TPXS	X100-103/21	20'×100'		Post Exch.	11-3-42
T-504	TSP-2	TO-11.20	32'×96'		Motor Rep.	10-5-42
T-505	TBE-34	X100-103/38	20'×100'	34 men	Barrack	"
T-506	"	"	"	"	"	"
T-507	"	"	"	"	"	"
T-508	"	"	"	"	"	"
T-509	"	"	"	"	"	"
T-510	"	"	"	"	"	"
T-511	"	"	"	"	"	"
T-512	TSA-2	"	20'×76'		Supply Adm	"
T-513	M-416	700-6402	40'×160'	416 men	Mess hall	"
T-514	TRB-4	X100-103/38	20'×84'		Recreation	"
T-515	L-5	700-285	25'×48'	200 men	Latrine	10-20-42
T-516	TA-6	X100-103/38	20'×100'	20 clerks	Admin.	9-27-42
T-517	MHT	TO 700-6400	20'×124'	164 men	Mess hall	11-3-42
T-518	TBE-34	X100-103/38	20'×100'	34 "	Barrack	"
T-519	L-4 Mod	" /56	25'×36'	150 "	Latrine	"
T-520	TBE-34	" /38	20'×100'	34 "	Barrack	"
T-521	TSA-2	X100-103/38	20'×76'		Supply Adm	"
T-522	TRB-4	"	20'×84'		Recreation	9-27-42
T-523	TBE-34	"	20'×100'	34 men	Barrack	"
T-524	L-5	700-285	25'×48'	200 "	Latrine	10-20-42
T-525	TBE-34	X100-103/38	20'×100'	34 "	Barrack	9-27-42
T-526	"	"	"	"	"	"
T-527	TSA-2	"	20'×76'	20 clerks	Supply Adm	"
T-528	TBE-34	"	20'×100'	34 men	Barrack	"

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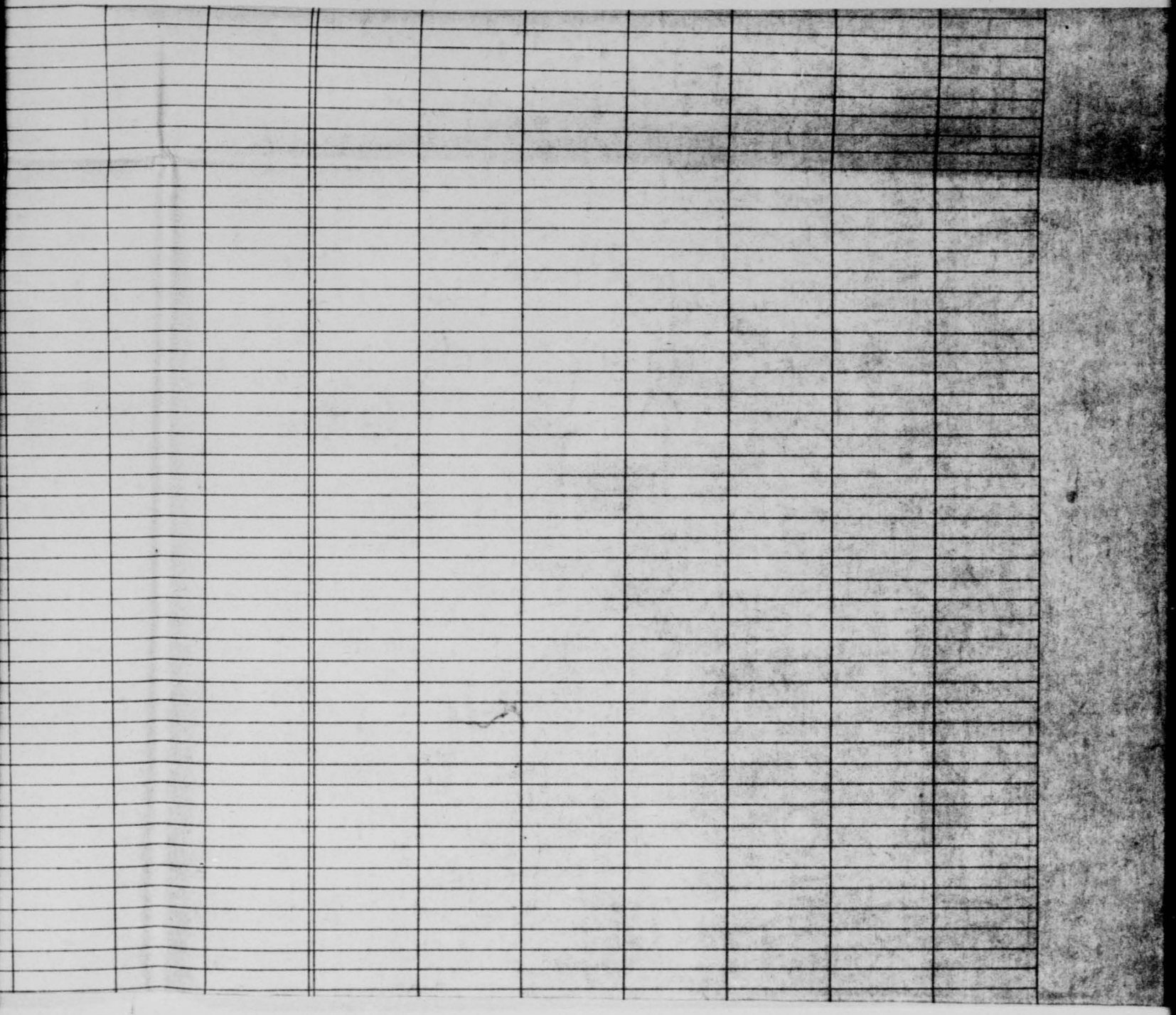

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T-529	"	"	"	"	"	"			
T-530	"	"	"	"	"	"			
T-531	"	"	"	"	"	11-3-42			
T-532	"	"	"	"	"	"			
T-533	"	"	"	"	"	"			
T-534	TRB-1	700-310	37'x99'		Recreation	2-2-43			
T-544	House	(Moved	from Beane)		NCO Club				
T-546	"	"	"		Colored Hostess Club				
T-547	"	"	"						
T-548	"	"	"		White Hostess Club				

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U. S. ENGINEER O

APPROVAL RECOMMEN

John E. C

CHIEF ENGINEERING DIVISION

SUBMITTED:

CHIEF DESIGN SECTION, SR. ENG

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GRENIER FIELD
MANCHESTER N.H.
BUILDING DATA
SHEET NO. 2

U. S. ENGINEER OFFICE, BOSTON, MASS. AUGUST. 1943

APPROVAL RECOMMENDED

Chas E. Adams

CHIEF ENGINEERING DIVISION

APPROVED:

Bruce D. Peabody

COLONEL, CORPS OF ENGINEERS
DISTRICT ENGINEER

SUBMITTED:

A. E. Brown

CHIEF DESIGN SECTION, SR. ENGINEER

ENGINEER

DES. BY
DR. BY
TR. BY
CH. BY

FILE NO. X100-25/OC.2

CHARACTER	DATE	BY
REVISIONS		

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Hillsgrove Airport
General Layout
Aug. 43

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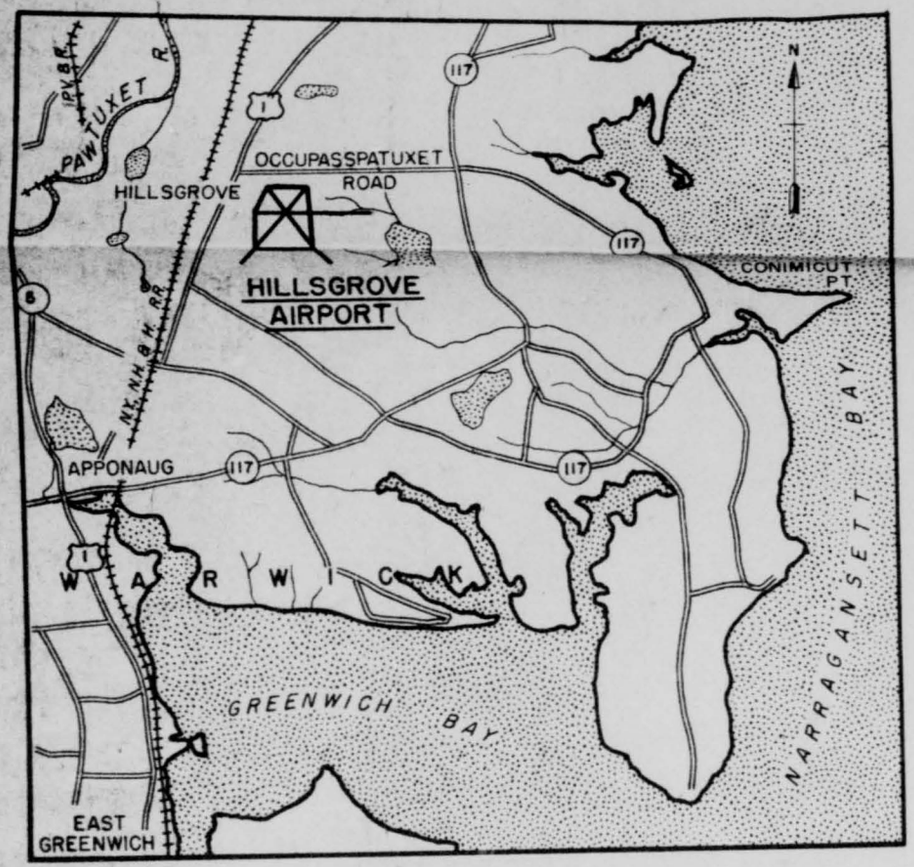
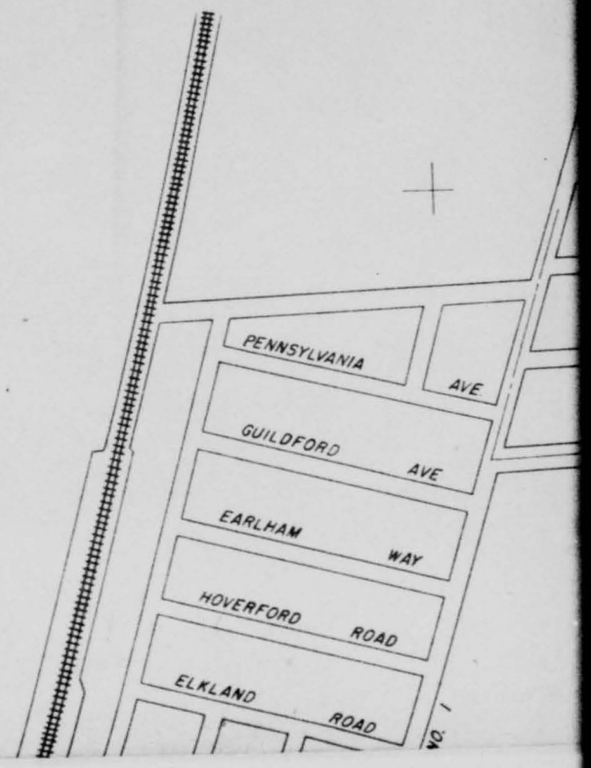


VICINITY MAP

SCALE: 1 IN. = 1 MI.

0 1 2 MI



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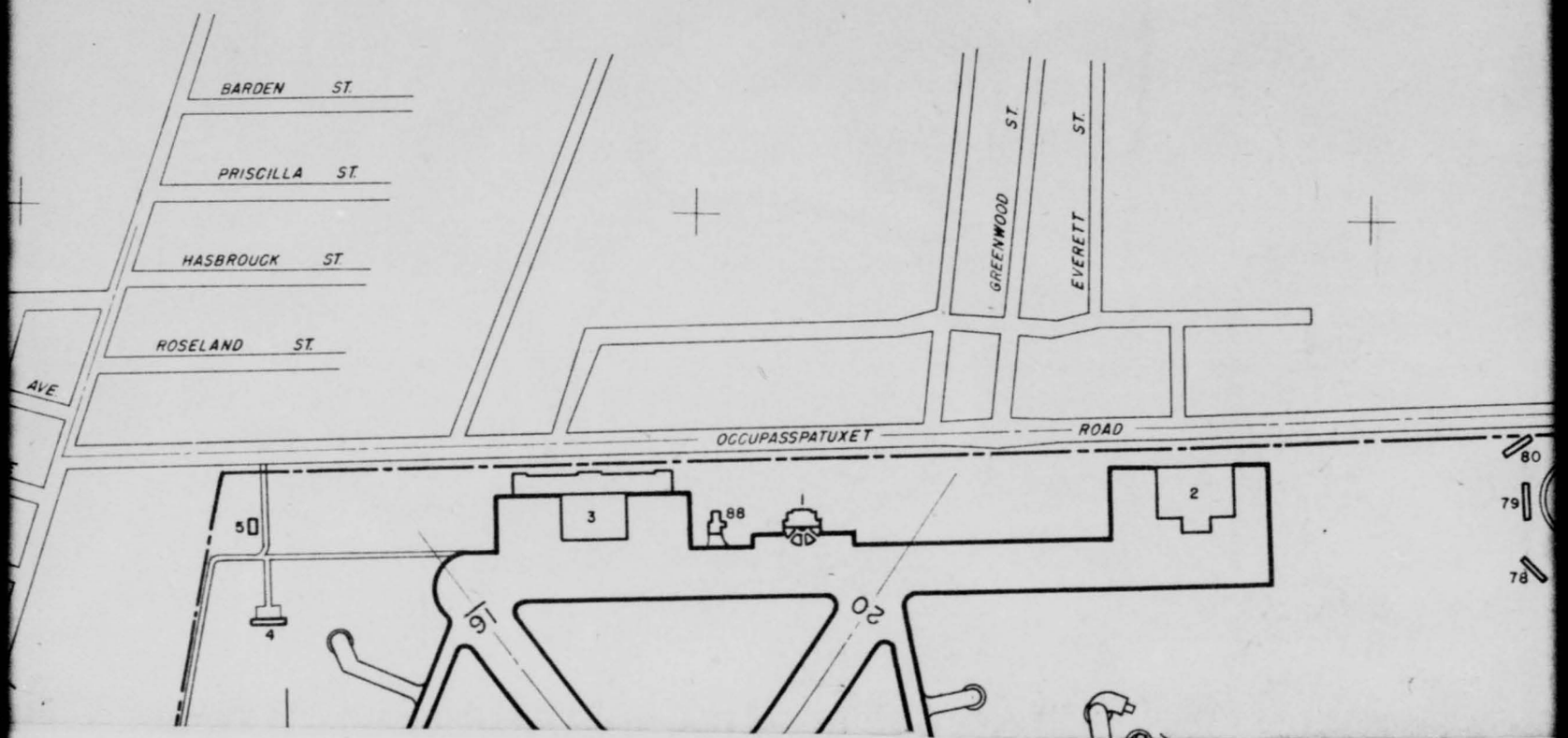

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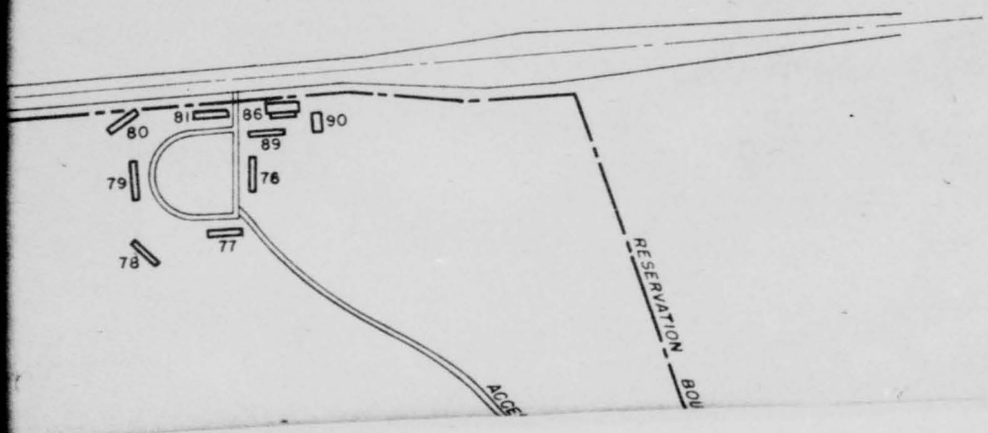

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CORPS OF ENGINEERS, U. S. ARMY

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LOCATION MAP

SCALE: 1 IN. = 18 MI.

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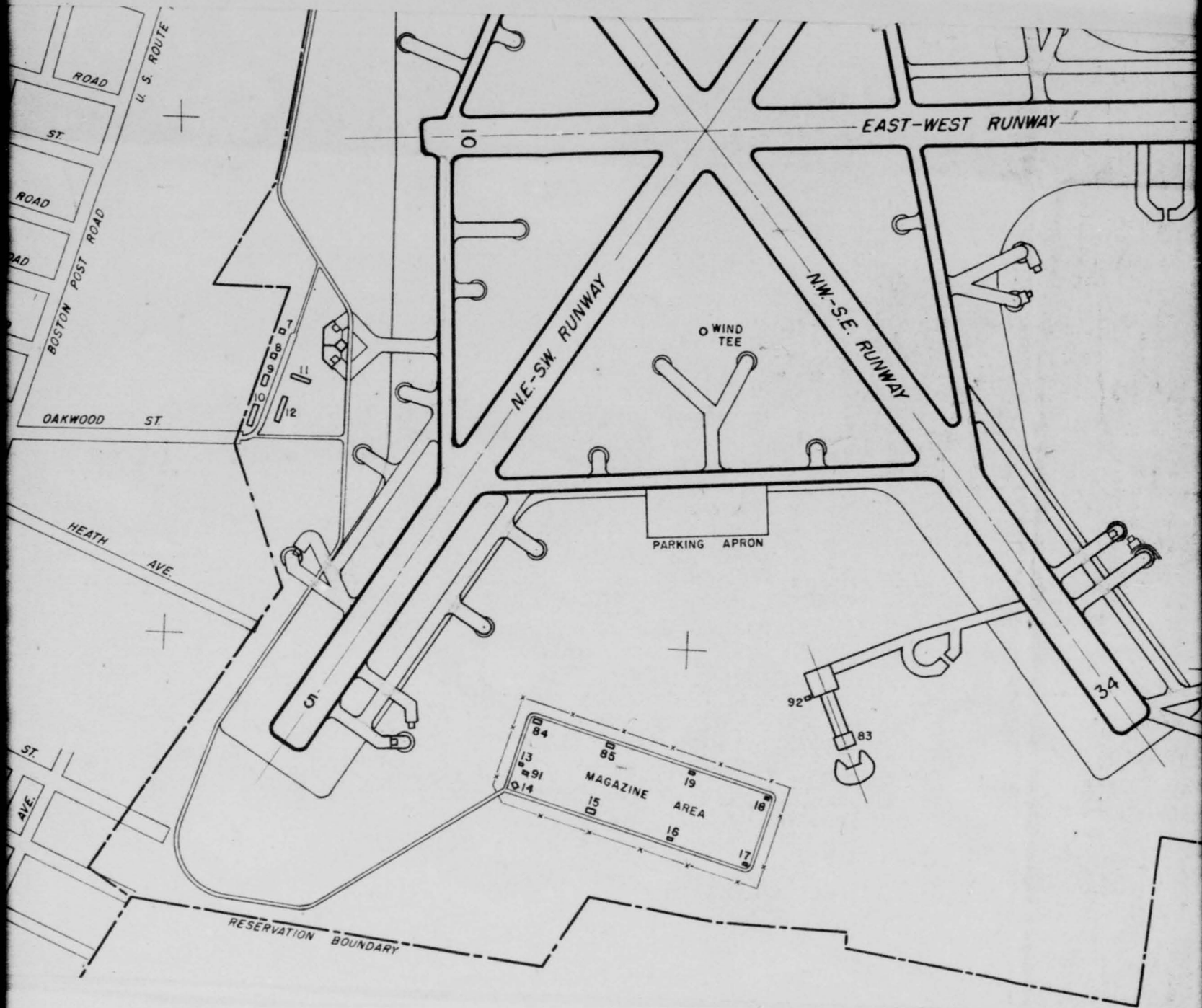

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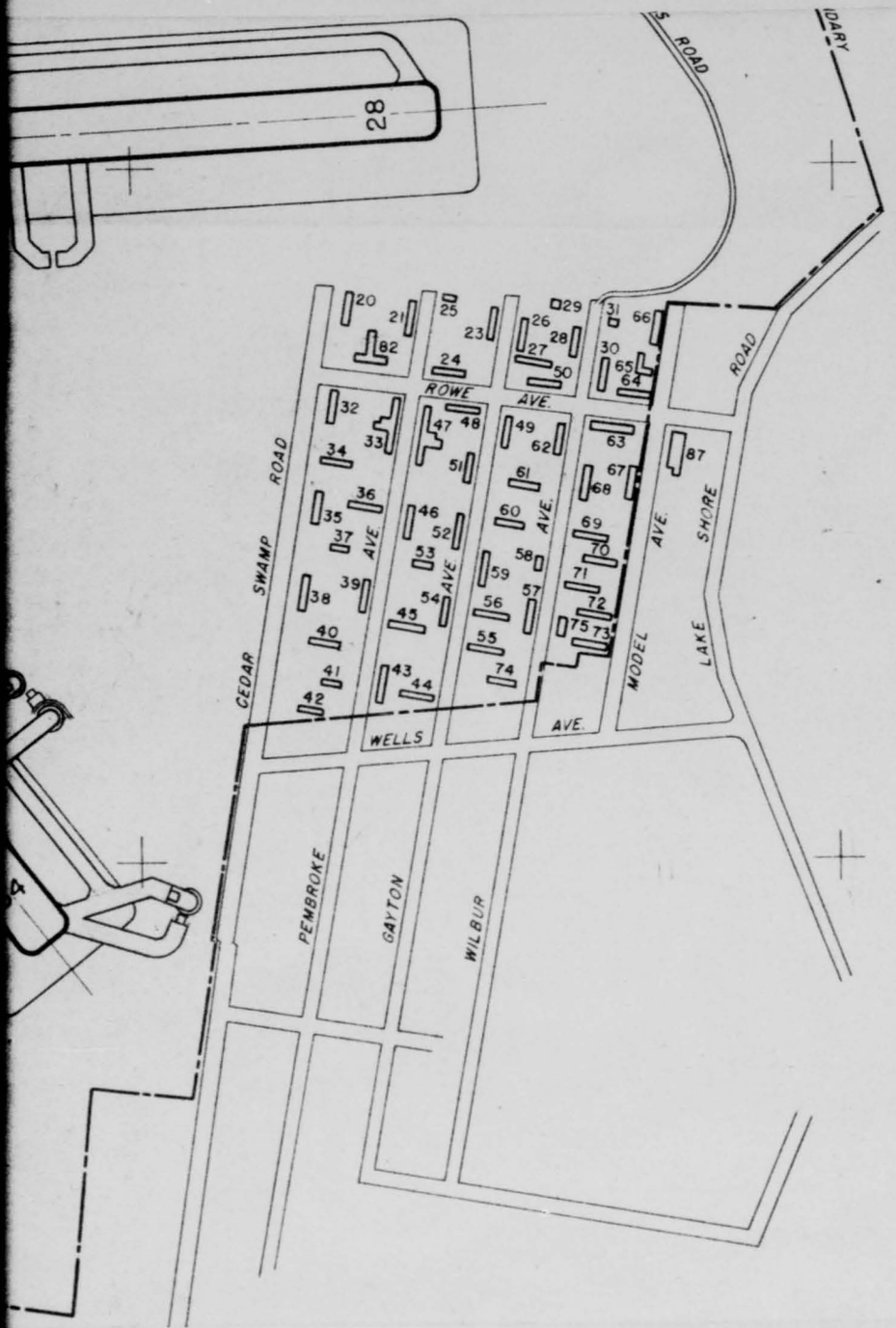

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IDENTIFICATION OF STRUCTURES

1	Administration Building
2	East Hangar
3	West Hangar
4	Arms Warehouse Building
5	Radio Building
7,8	Ordnance Buildings
9	Link Trainer Building
10	Warehouse
11	Crew Chief Building
12	Operations Building
13	Maintenance Building
14	Guard House
15	Small Arms & Fuses Building
16	Pyrotechnics Building
17	Photo-Flash Bomb Building
18	Black Powder Building
19	High Explosive Shells Building
20,21,23	Officer's Quarters
24	Officer's Mess Hall
25	Officer's Latrine
26-28	Officer's Quarters
29	Officer's Latrine
30	Officer's Day Room
31	Officer's Latrine
32	Supply Building
33	Mess Hall
34	Day Room
35,36	Barracks
37	Latrine
38-40	Barracks
41	Latrine
42-46	Barracks
47	Mess Hall
48	Supply Building
49	Day Room
50	Administration Building
51,52	Barracks
53	Latrine
59-61	Barracks
62	School Building
63	Mess Hall
64	Administration Building
65	Supply Warehouse
66,67	Warehouse
68	Dispensary (10 Bed)
69	Day Room
70-74	Barracks
75	Latrine
76	Operations Building
77	Guard House
78	Crew Chief Building
79	Pilot Room
80	Engineer & Operations Building
81	School Building
82	Administration Building
83	Target Butt
84,85	Magazine Buildings
86	Moter Repair Shop
87	Recreation-Theatre Building
88	Fire Station
89	Greasing & Inspection Rack
90	Wash Rack
91	Latrine
92	Control House

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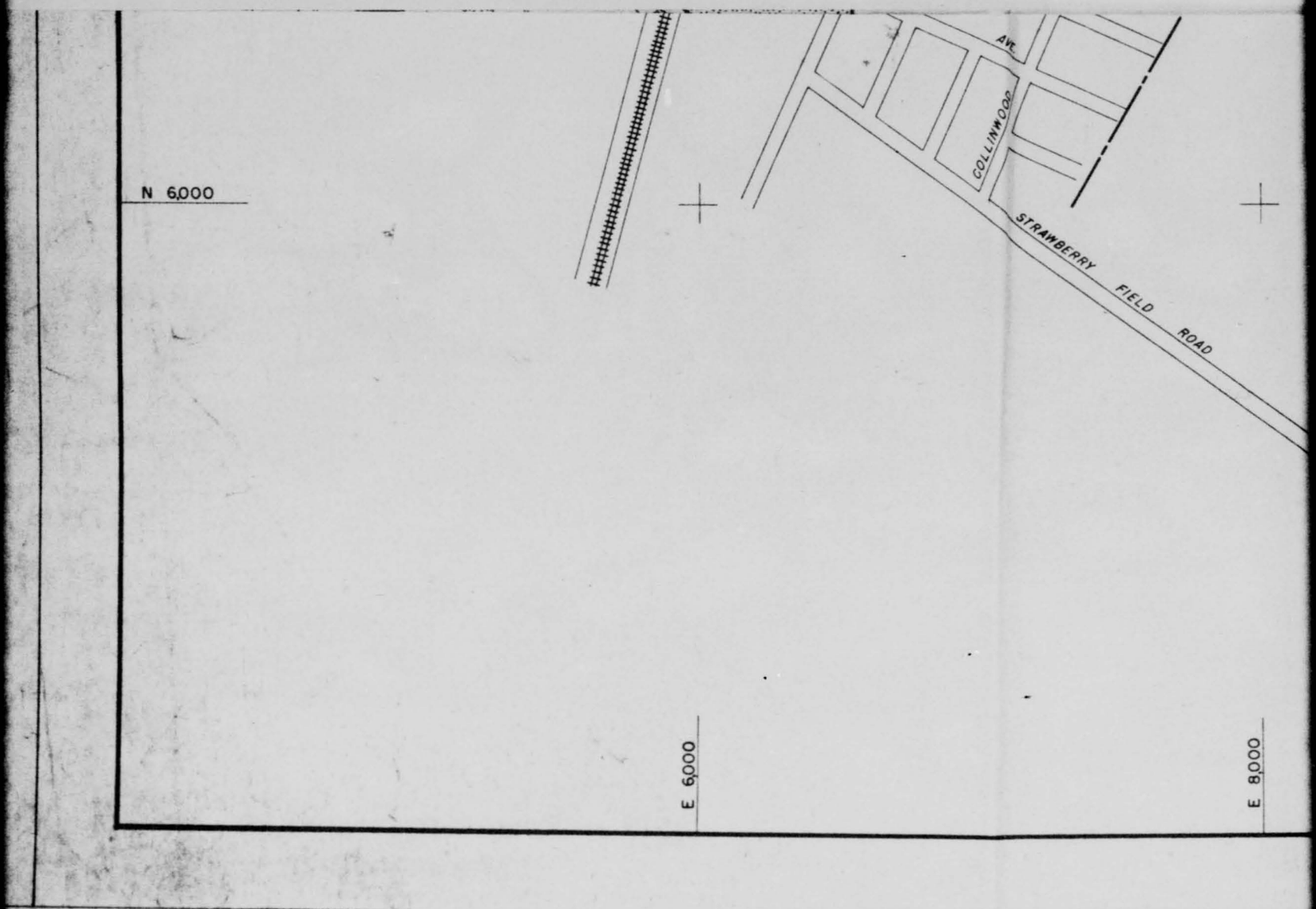

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54-57 Barra
58 Latrin

NOTES

The intersection of the N.E.-S.W., E.-W. and N.W.-S.E. Runways is the assumed origin of coordinates.

Coordinates are based on runway center-line bearings supplied by survey record on file in U.S. Engineer Office Library.

Building numbers indicated are for reference on this sheet only.

KEY	DATE	REVISION (Indicated by △)	REV.BY	CK.BY	AP.BY

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54-57	Barracks
58	Latrine

E-W. and N.W.-S.E. Runways

enter-line bearings supplied
Office Library.
reference on this sheet only.

THIS SHEET SUPERSEDES SHEET NO. 1, FILE NO. HG-4-1053

HILLSGROVE AIRPORT
HILLSGROVE, R.I.

GENERAL LAYOUT

IN 1 SHEET SCALE: 1 IN. = 400 FT. SHEET NO. 1

400' 0 400' 800'

U.S. ENGINEER OFFICE, PROVIDENCE, R.I., AUG. 1943

SUBMITTED:	APPROVAL RECOMMENDED:	APPROVED:
H. J. Kropper	J. C. Dingwall	T. H. Jarvis
ENGINEER HEAD, DESIGN SECTION	SENIOR ENGINEER CHIEF, ENGINEERING DIV.	LT. COL., CORPS OF ENGINEERS DISTRICT ENGINEER

PREPARED:	DRAWN: D.E.S.	
G. W. Woodworth	TRACED: E.K.B.	FILE NO. HG-4-1055
ASSOCIATE ENGINEER	CHECKED: G.F.B.	

△1	REV.BY	CK.BY	AP.BY

PRINTED 16 MAR 1944

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OFFICIAL BUSINESS

Public Airport in Hyannis
General Plan
June 43

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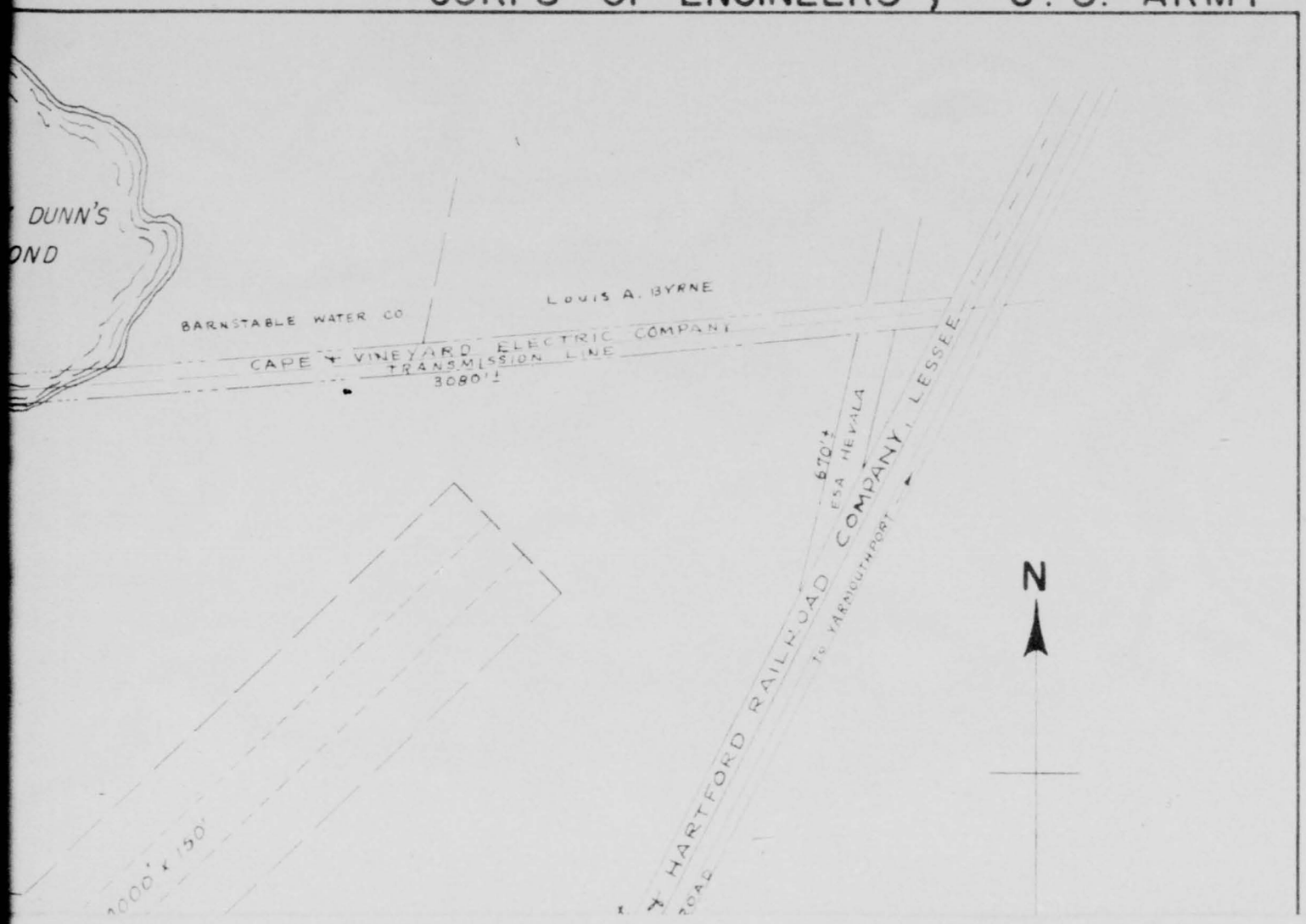
CORPS OF ENGINEERS, U. S. ARMY



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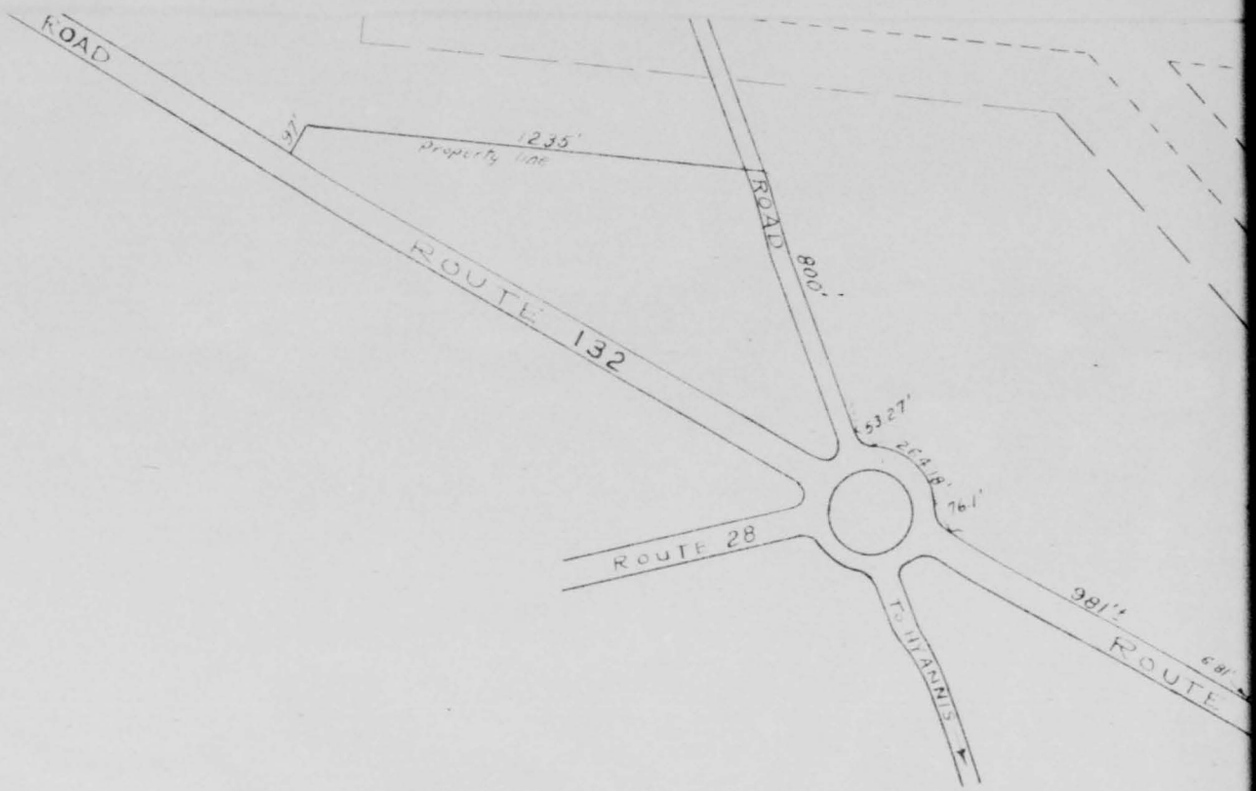

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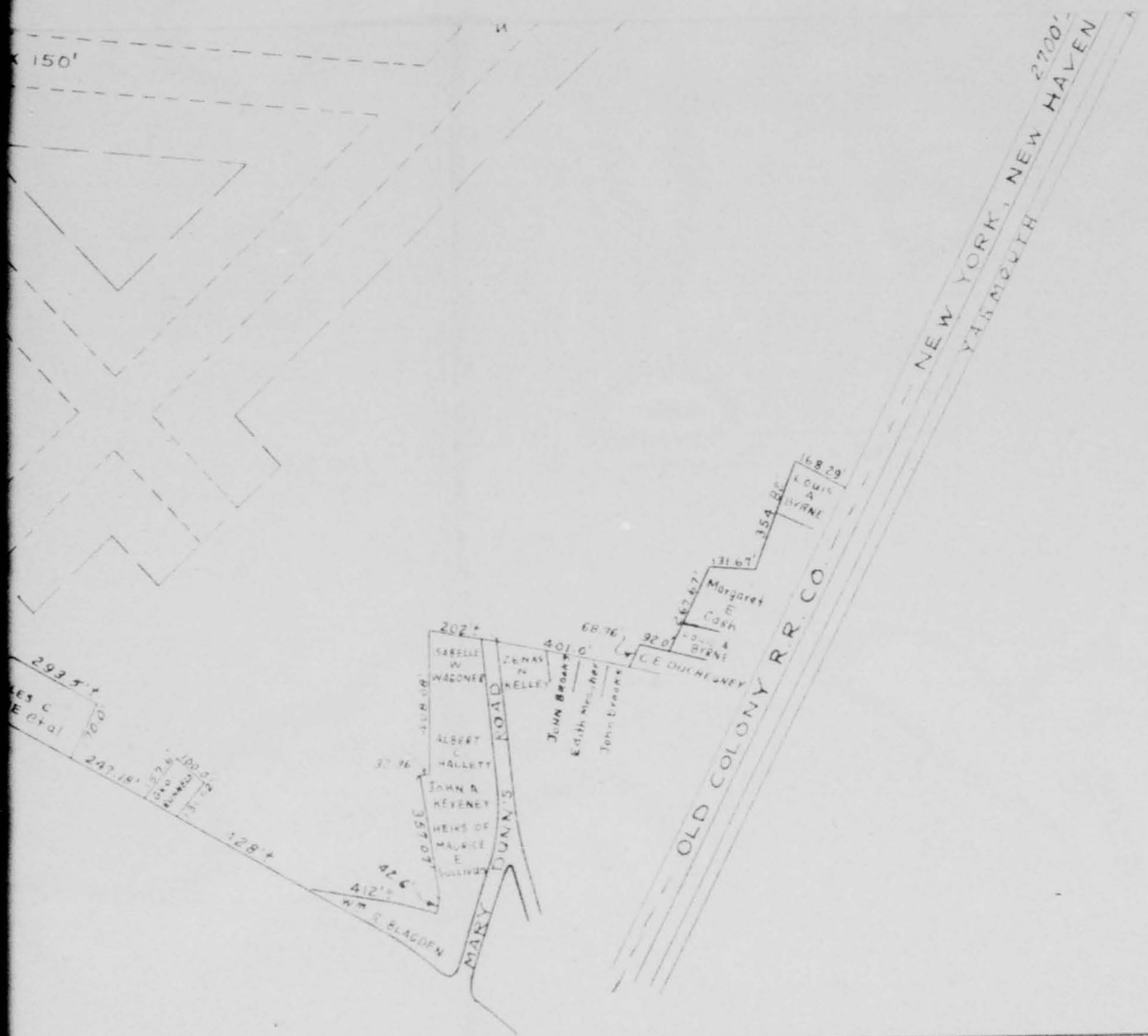

NOTE:

This map is a copy
prepared by the Town of
Planning Board, dated Ap

PUBLIC AIRPORT

TOWN OF BARNSTA

GENERAL F

SHOWING

LOCATION & PROPE

SCALE: 1" = 4

NEW ENGLAND DIVISION - REA

BOSTON, MASS.

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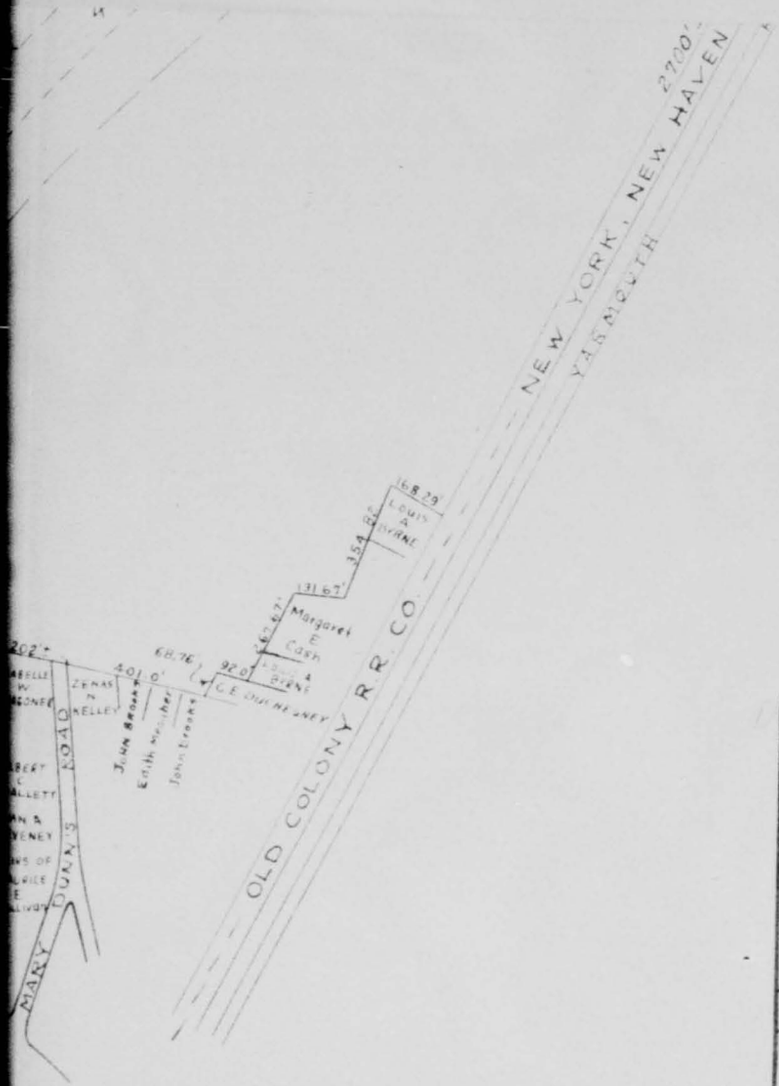

NOTE:
This map is a copy of a plan prepared by the Town of Barnstable Planning Board, dated April 1, 1941

PUBLIC AIRPORT IN HYANNIS

TOWN OF BARNSTABLE, MASS.

GENERAL PLAN

SHOWING

LOCATION & PROPERTY LINES

SCALE: 1" = 400'

NEW ENGLAND DIVISION - REAL ESTATE SECTION

BOSTON, MASS. ——— JUNE 1943

NED - PA - 140

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OFFICIAL BUSINESS

Hyannis Airport
Physical Progress Report
nd

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OFFICIAL BUSINESS

Hyannis Airport
Physical Progress Report
nd

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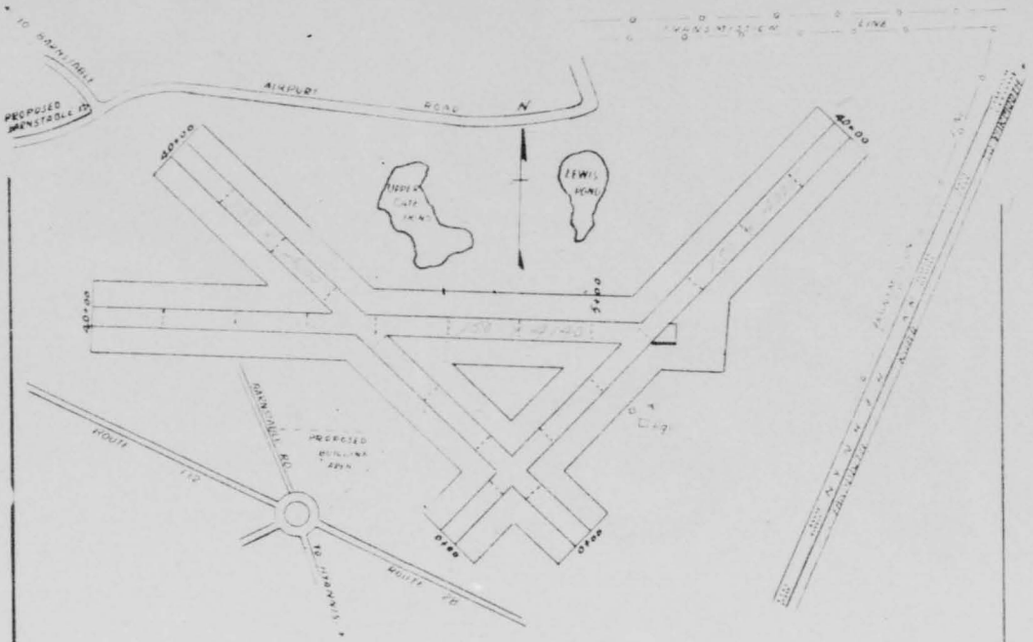
BARNSTABLE, MASSACHUSETTS

HYANNIS AIRPORT

CAA DOCKET No. 42-904-19-4

CONSTRUCTING AGENCY ~ WORKS PROJECT ADMINISTRATION



PHYSICAL PROGRESS REPORT

SCALE 500 0 500 1000

LEGEND

	%		%
GRADED		SEEDED	
FINE GRADED		AVAILABLE FOR AIRCRAFT USE	
SUB-BASE		PIPE DRAIN	
BASE		DR STR	
PAVING		C.B OR DR. INLET	
SEAL		FENCING	
GRAVELED		LIGHT INST	

TOTAL COMPLETE %

DATE _____ REPORT NO _____

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FILE NO. 420.01-2
NOV 1945

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DECLASSIFY AT INTERVALS
YEARS
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[redacted] OF CLASS FOR THE
[redacted] AIR FORCE

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Volume I-XI

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EO 11652

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HEADQUARTERS FIRST AIR FORCE
Mitchel Field, New York

ORGANIZATIONAL DEVELOPMENT, AIR DEFENSE
AIR DIVISION AND FIRST AIR FORCE,
19 NOVEMBER 1940 TO 31 DECEMBER 1943

SUPPLEMENTARY MATERIAL
TO CHAPTER II

DEVELOPMENT OF BASES FOR THE
FIRST AIR FORCE

Copy 1
Volume III

HISTORY OF THE FIRST AIR FORCE NOVEMBER 1940

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Copy I - Vol. 3

Idlewild Airport
Progress Map
22 April 43

Jacksonville Army Airfield
Layout Plan - Sheet No. 1
June 43
Real Estate
No Date

Langley Field, Va.
Airfield Construction Project
18 March 43

Liberty Field
Real Estate
6 Aug. 43

Millville Aerial Gunnery Range
Segment A
18 Dec. 42
Segment B
18 Dec. 42
Segment C
29 Dec. 42
Segment D
29 Dec. 42
Segment E
18 Feb. 43
Segment F
16 Feb. 43
Base Map
25 Feb. 43

Millville Airport
Real Estate
16 Aug. 43

Millville Army Air Field
Building Expansion
25 Mar. 44
Layout Plan
5 Apr. 44

Municipal Airport and Logan Field
Master Plan
8 April 43

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OFFICIAL BUSINESS

Idlewild Airport
Progress Map
22 April 43

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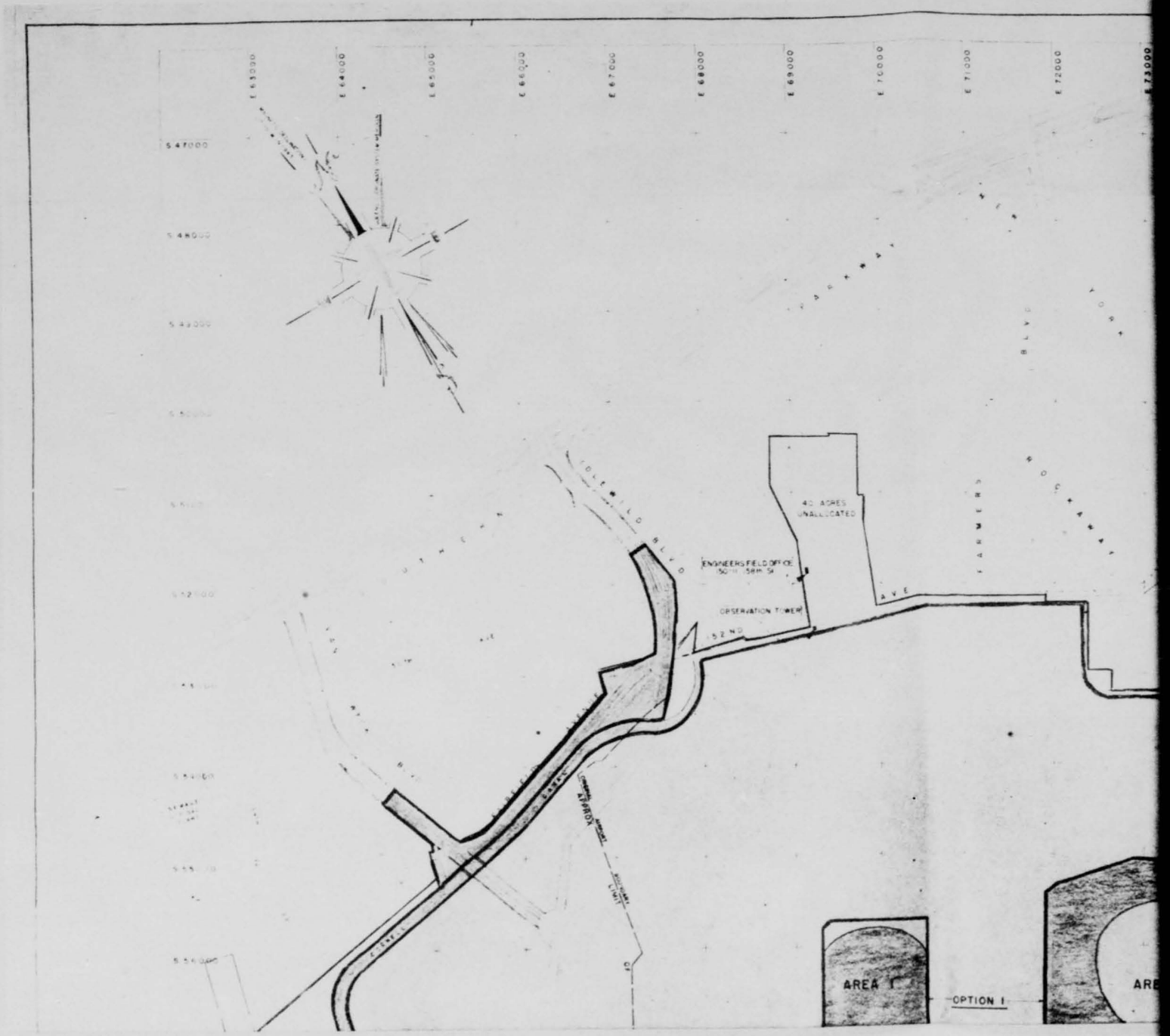

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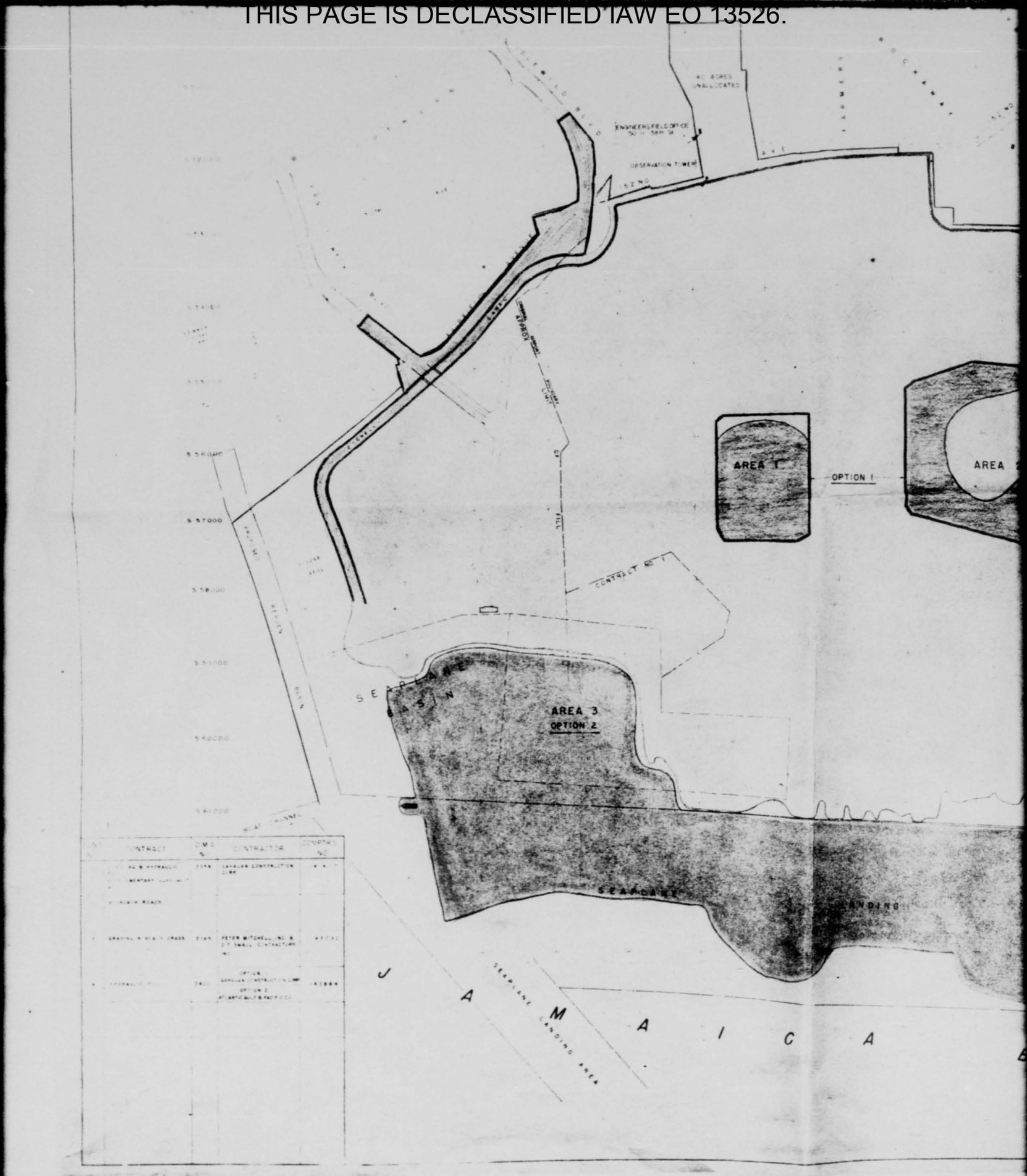

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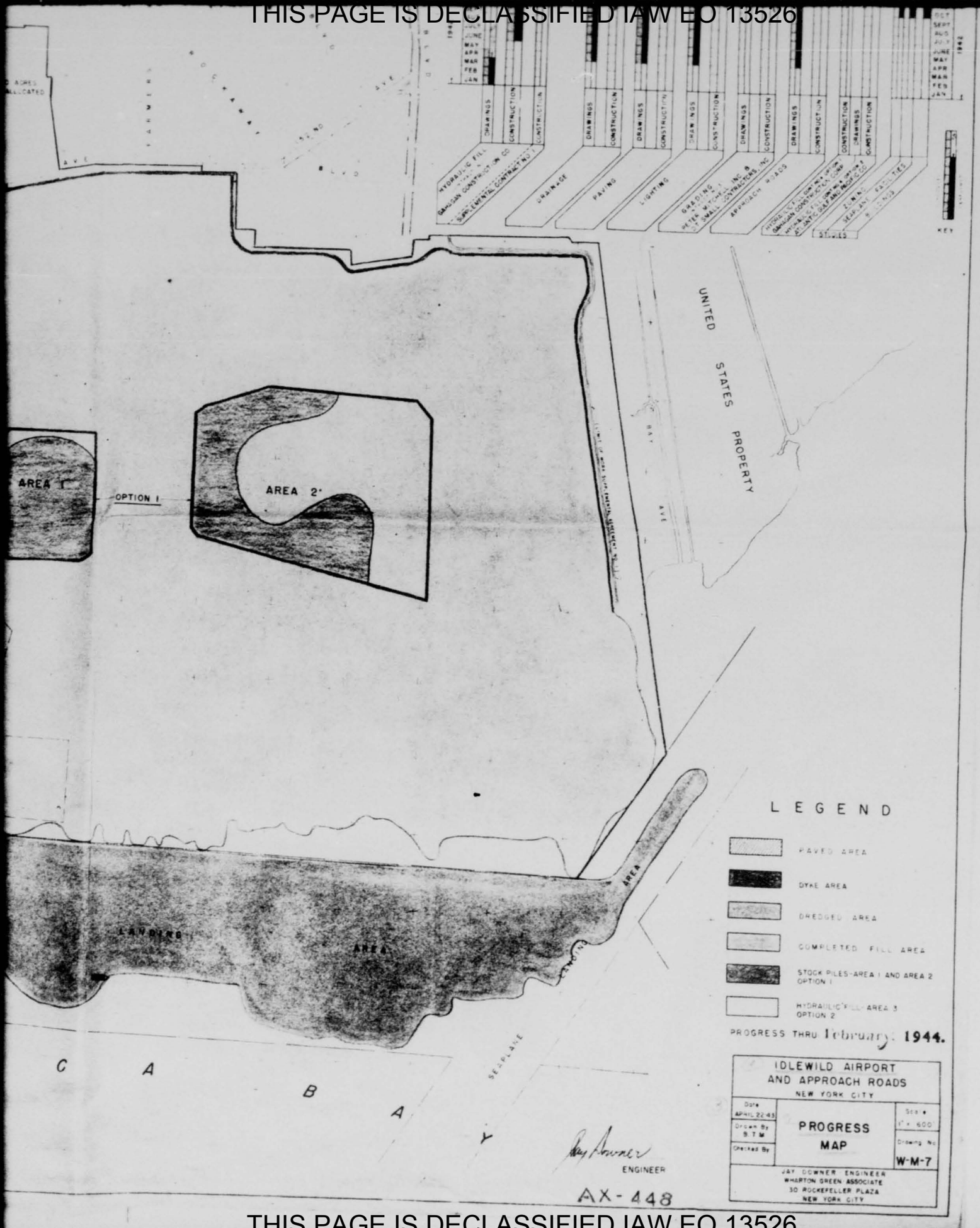

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OFFICIAL BUSINESS

Jacksonville Army Airfield
Layout Plan - Sheet No. 1
June 43

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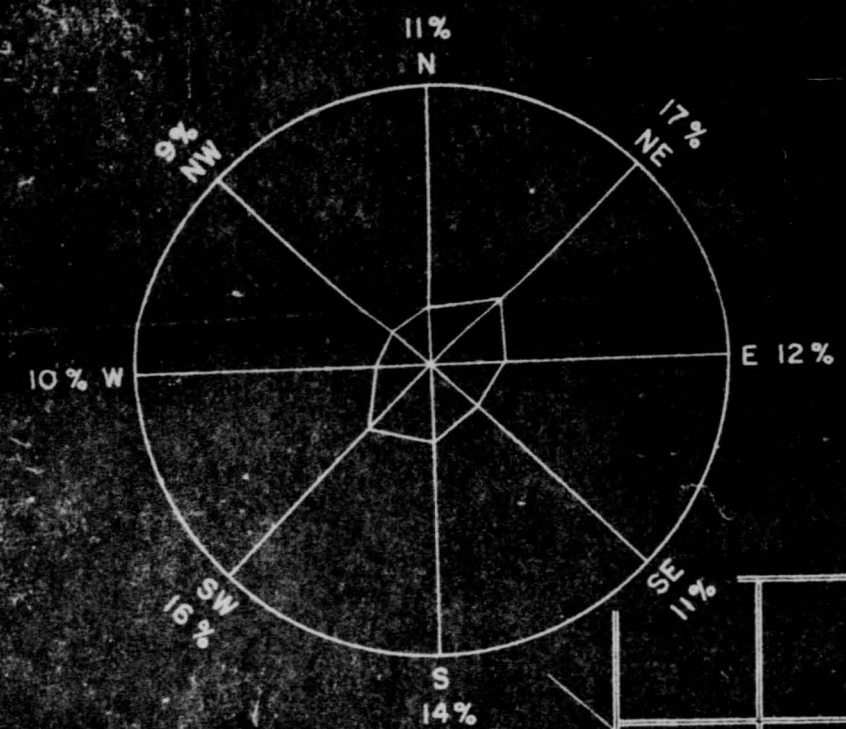
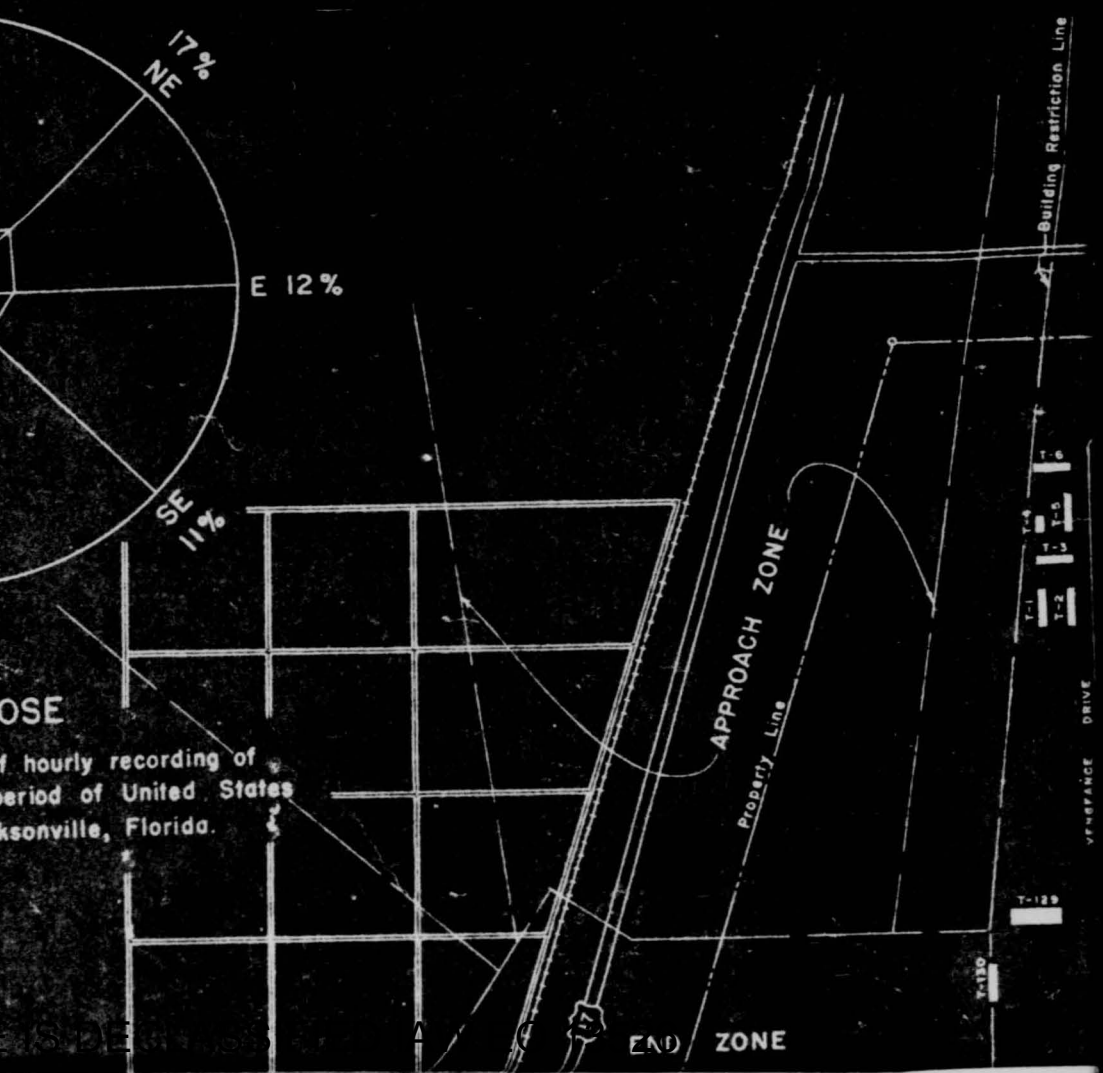
WAR DEPARTMENT



WIND ROSE

Wind rose based on average of hourly recording of wind direction for a 21 year period of United States Weather Bureau Station, Jacksonville, Florida.



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CORPS OF ENGINEERS, U. S. ARMY

PAVING NOTES

1. RUNWAYS:

300' at each end of N/S Runway "B" P.C. Concrete 12"-8"-12", balance to be P.C. Concrete 10"-7"-10"
2000' extension, E end of E/W Runway P.C. Concrete 12"-8"-12"
2000' extension, NE end of NE/SW Runway P.C. Concrete 12"-8"-12"
2000' extension, SE end of NW/SE Runway P.C. Concrete 10"-7"-10"
All other 6" Sand Bituminous or Limerock and 1-1/4" Bituminous wearing course, plus 7" of Limerock base and 5" Bituminous Concrete surface.

2. TAXIWAYS:

P.C. Concrete 12"-8"-12" or 10"-7"-10"

3. APRONS:

Hangar Apron P.C. Concrete 10"-7"-10"
Warmup Aprons at Runway Terminals P.C. Concrete 10"-7"-10" or 12"-8"-12"

4. HARDSTANDINGS:

Same as Taxiways.

AREA

LEGEND

Marsh

Original buildings

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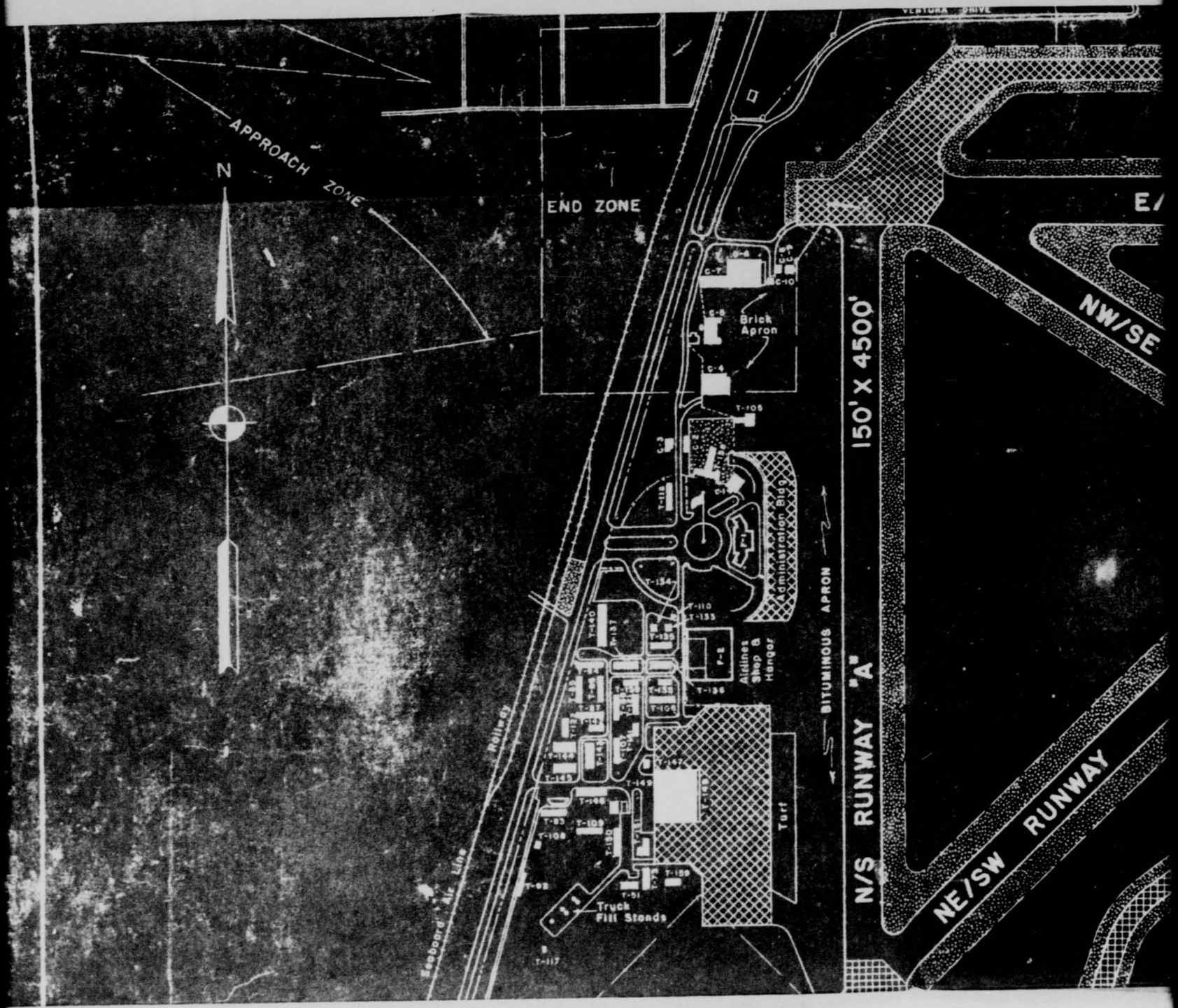

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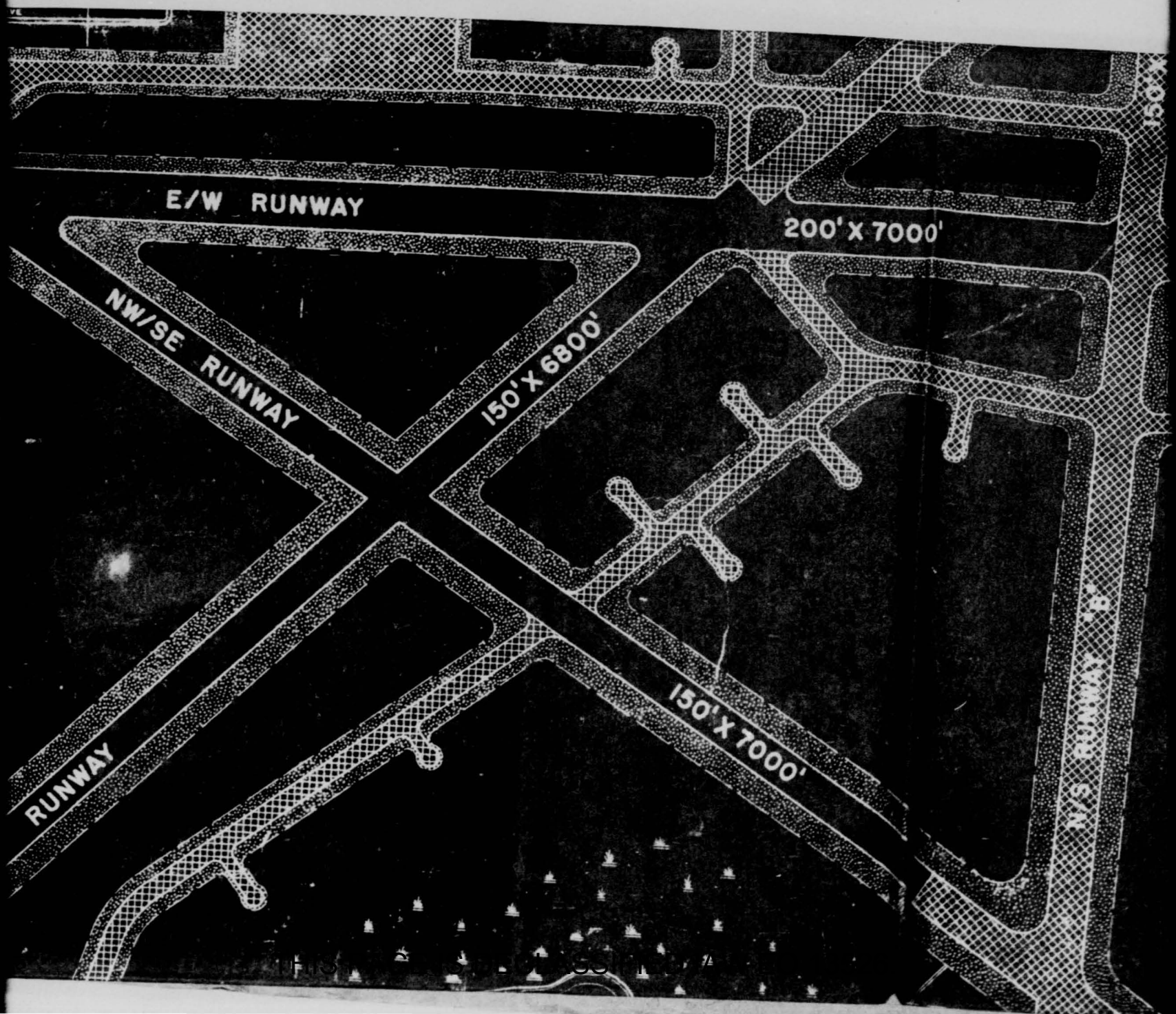

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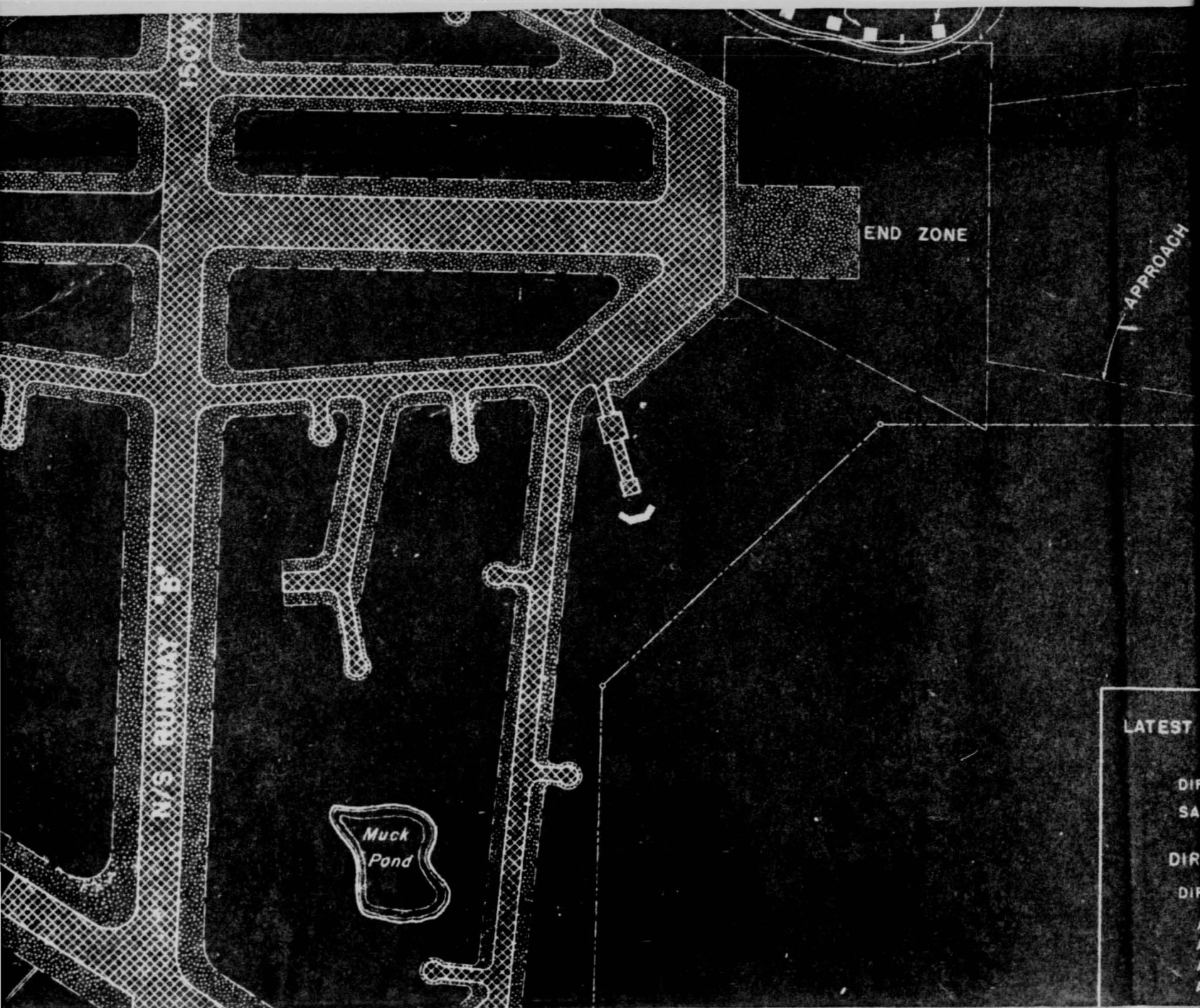

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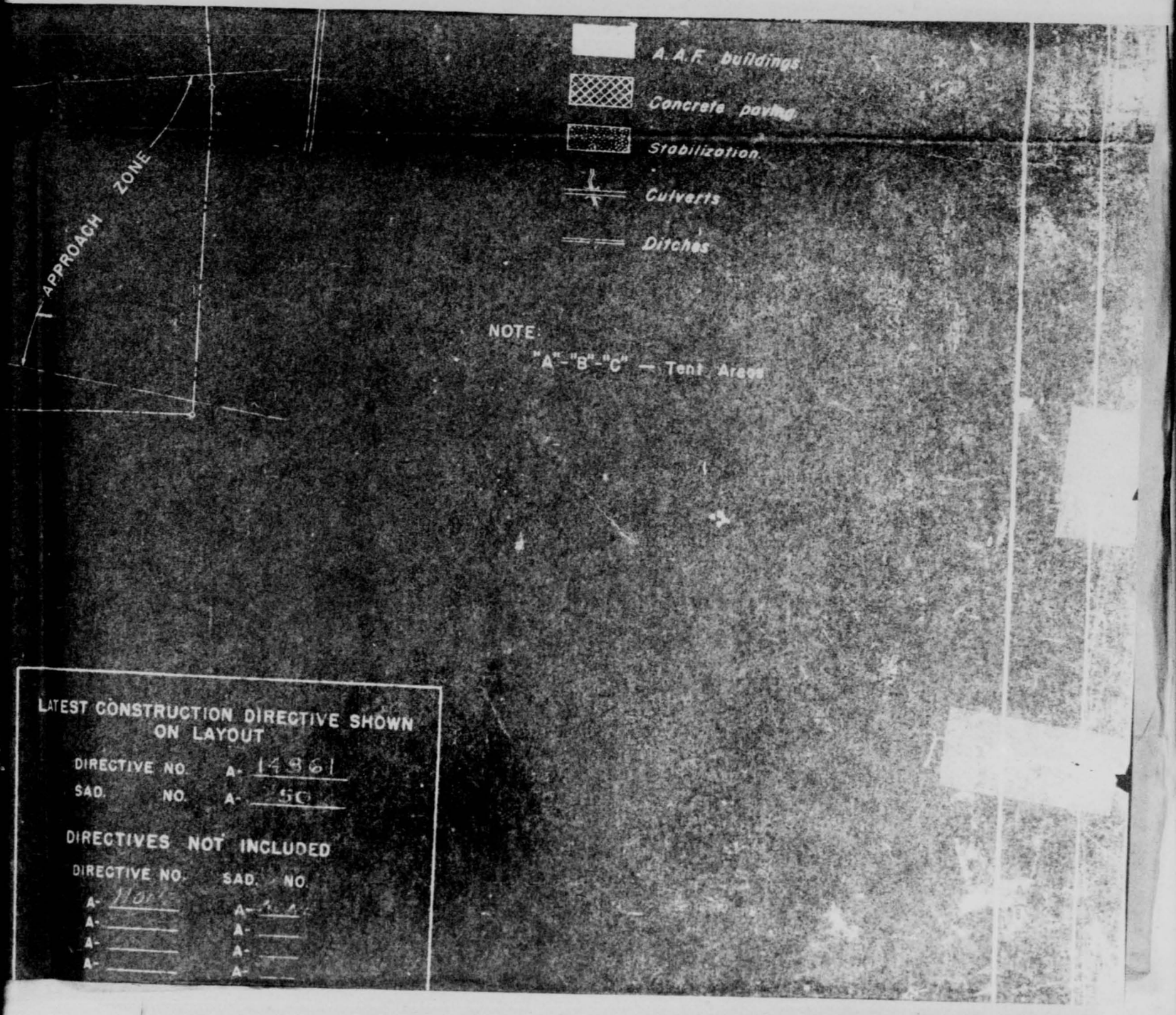

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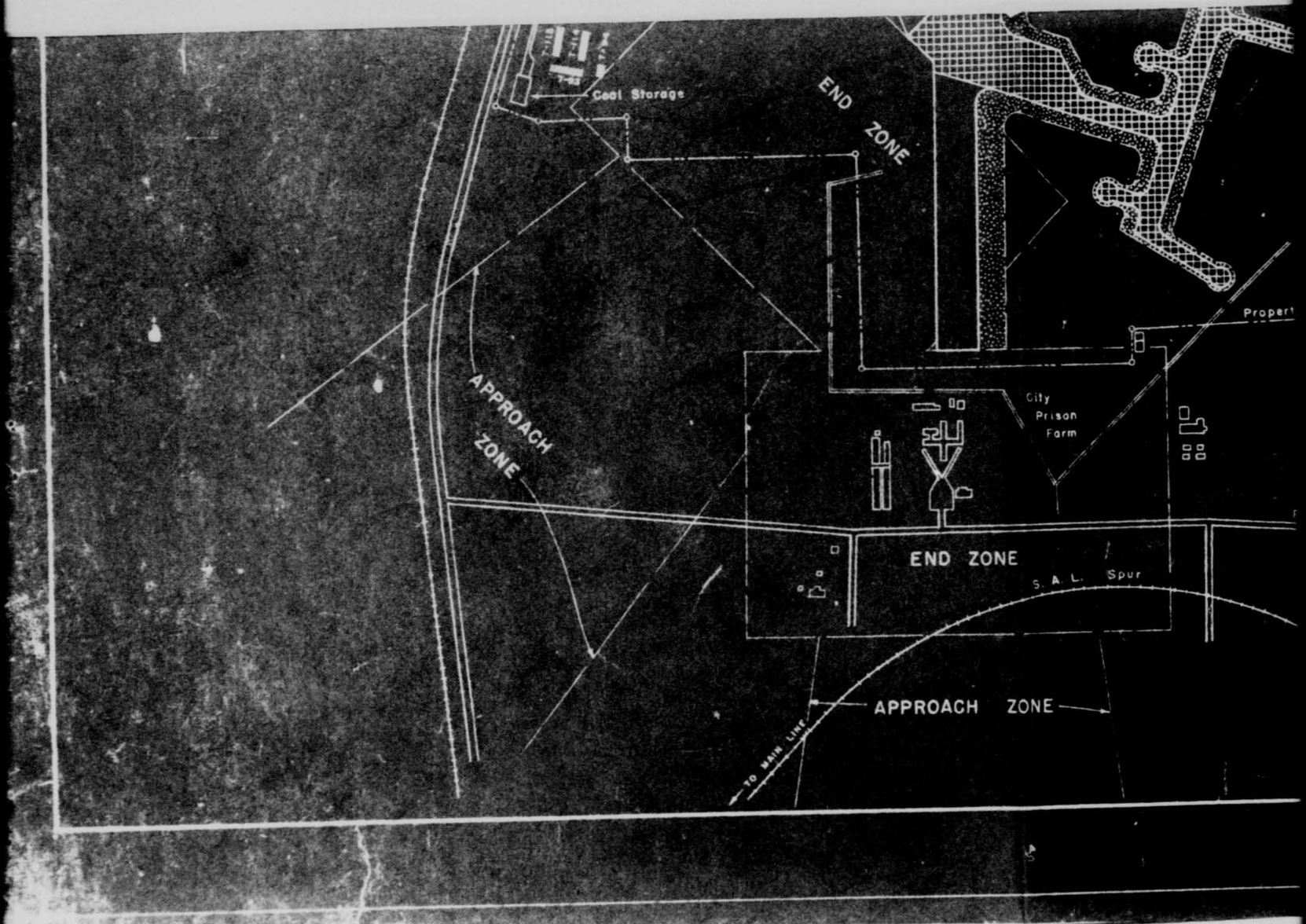

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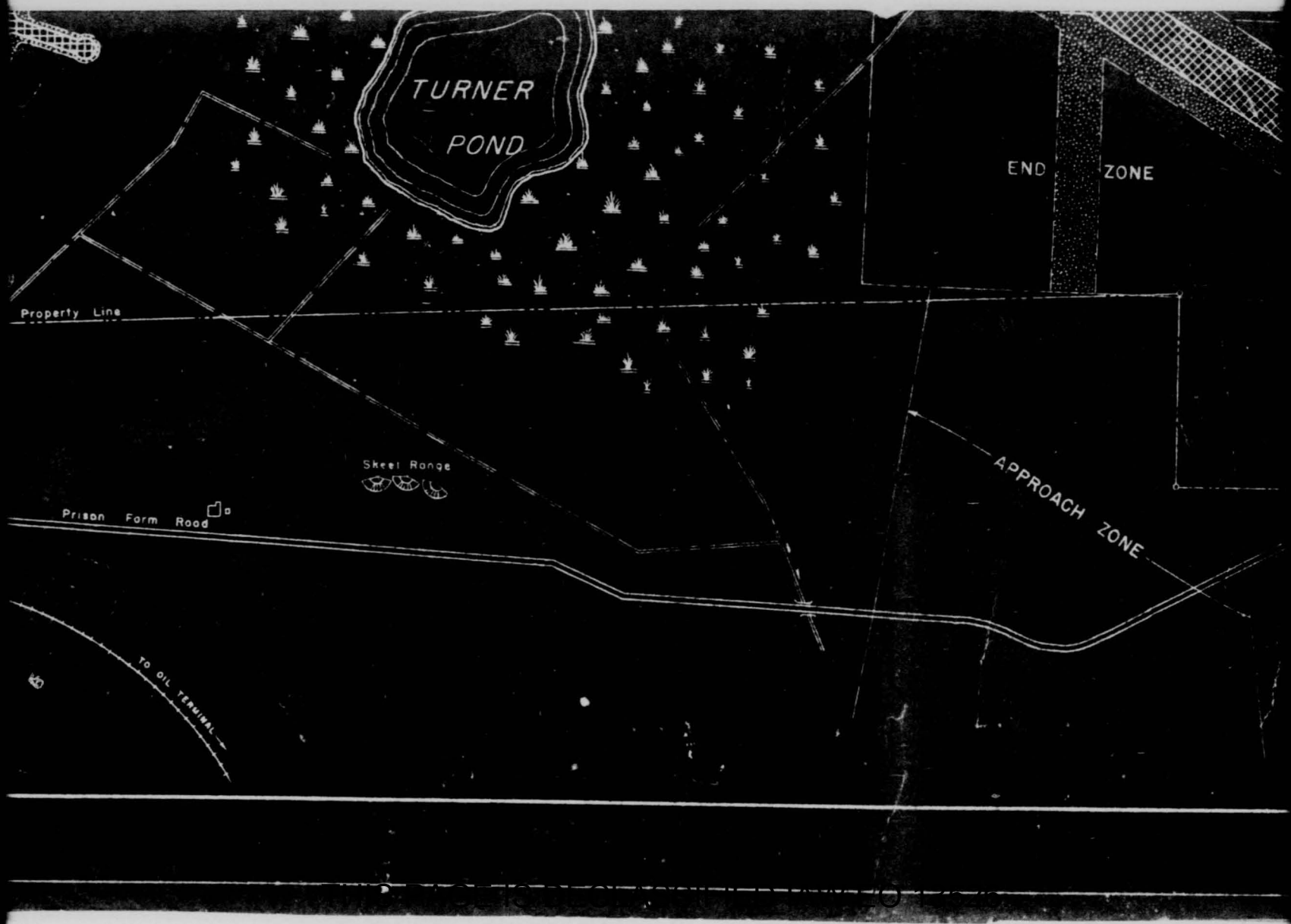

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CHANGE	DATE	REVISION	REV. BY	CK BY	APP. BY
3	11-18-43	CORRECTED TO DATE	ADE		
2	8-13-43	CORRECTED TO DATE	SSS		
1	8-5-43	CORRECTED TO DATE	SSS	GAL	

JACKSON

JA(

FIE

IN 2 SHEETS

U. S. ENGINEER (

SUBMITTED

ENGINEER

DRAWN BY S.S.Smith

CHECKED BY

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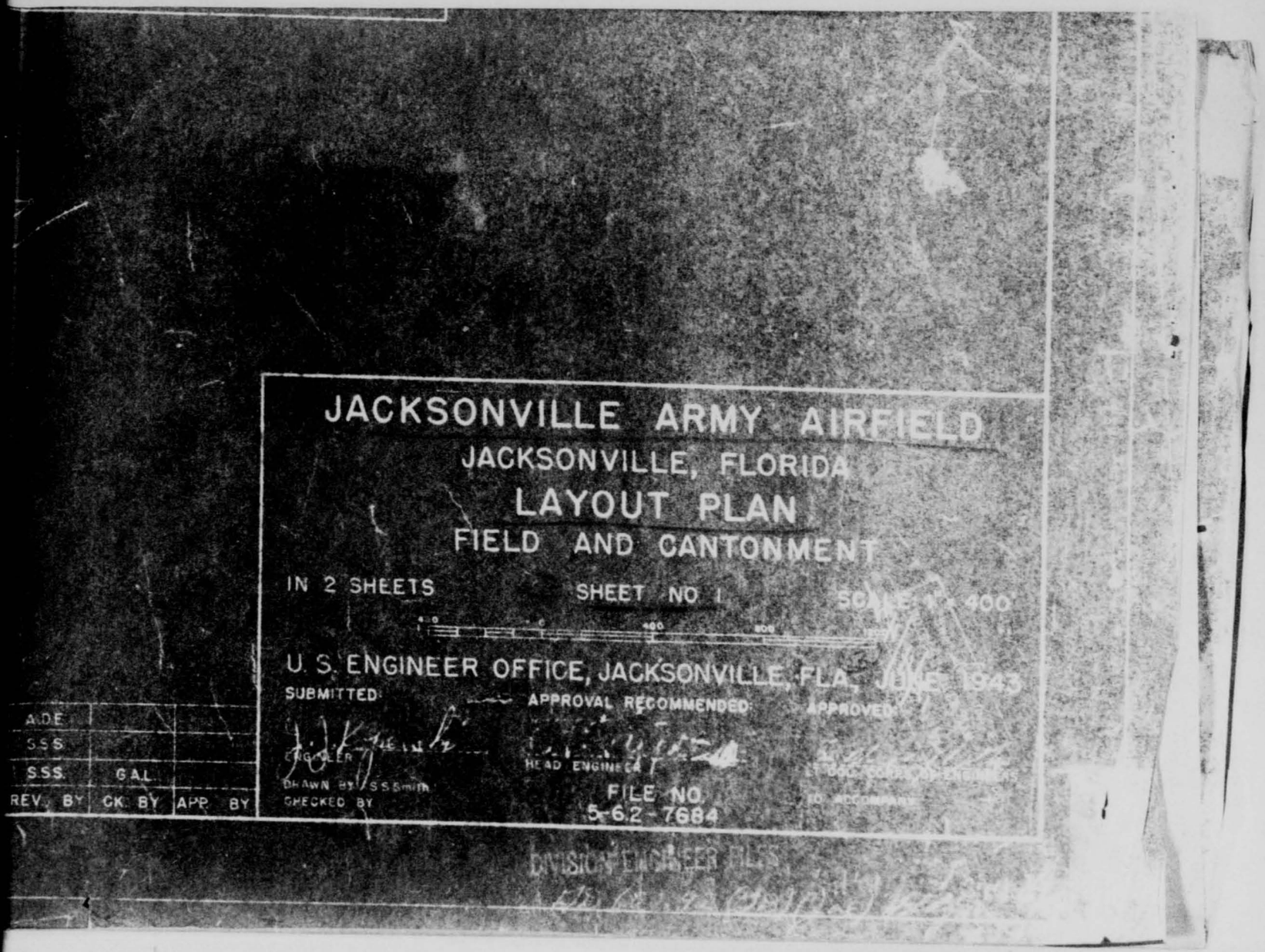

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OFFICIAL BUSINESS

Jacksonville Army Air Field
Real Estate
nd

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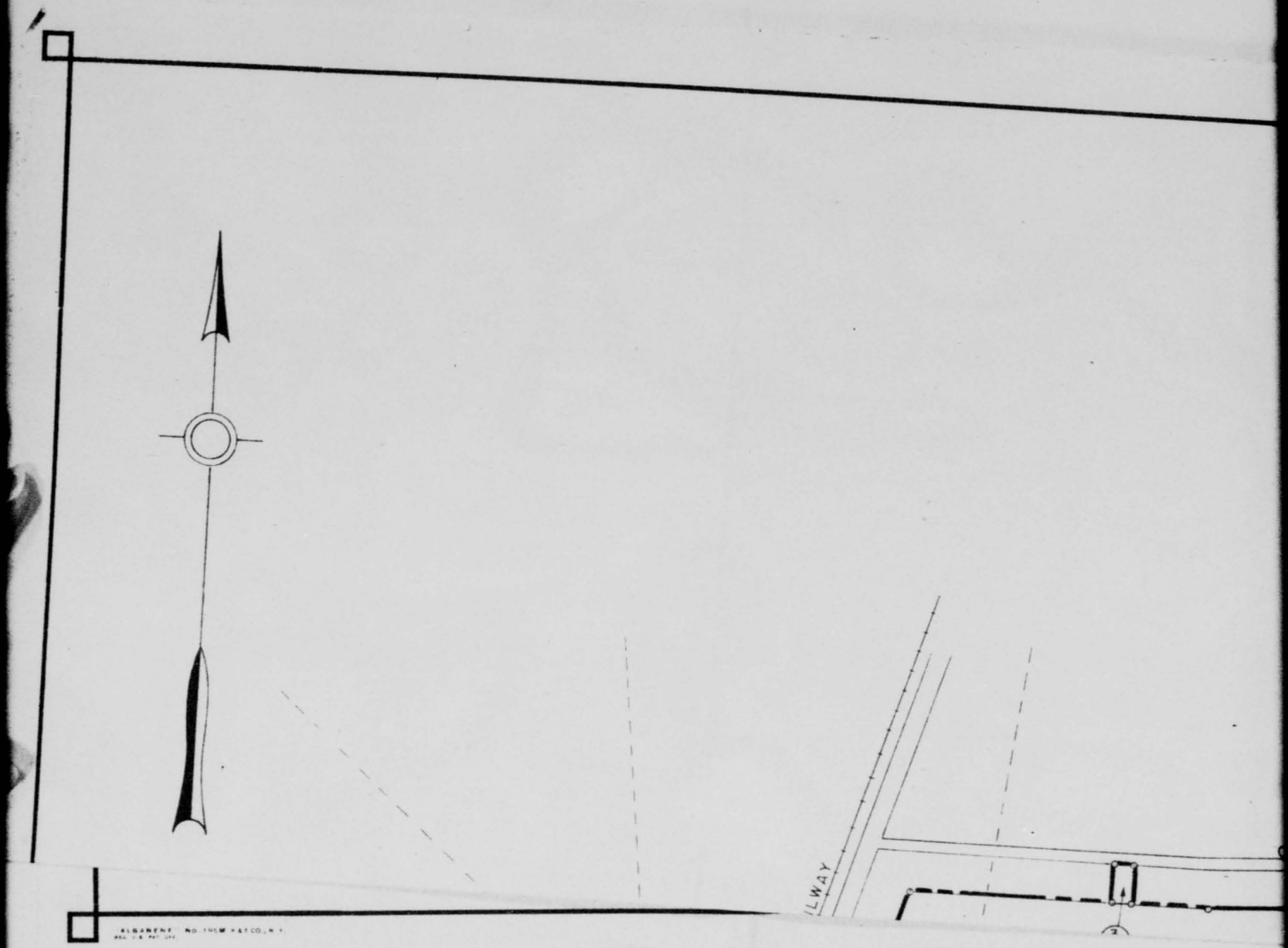

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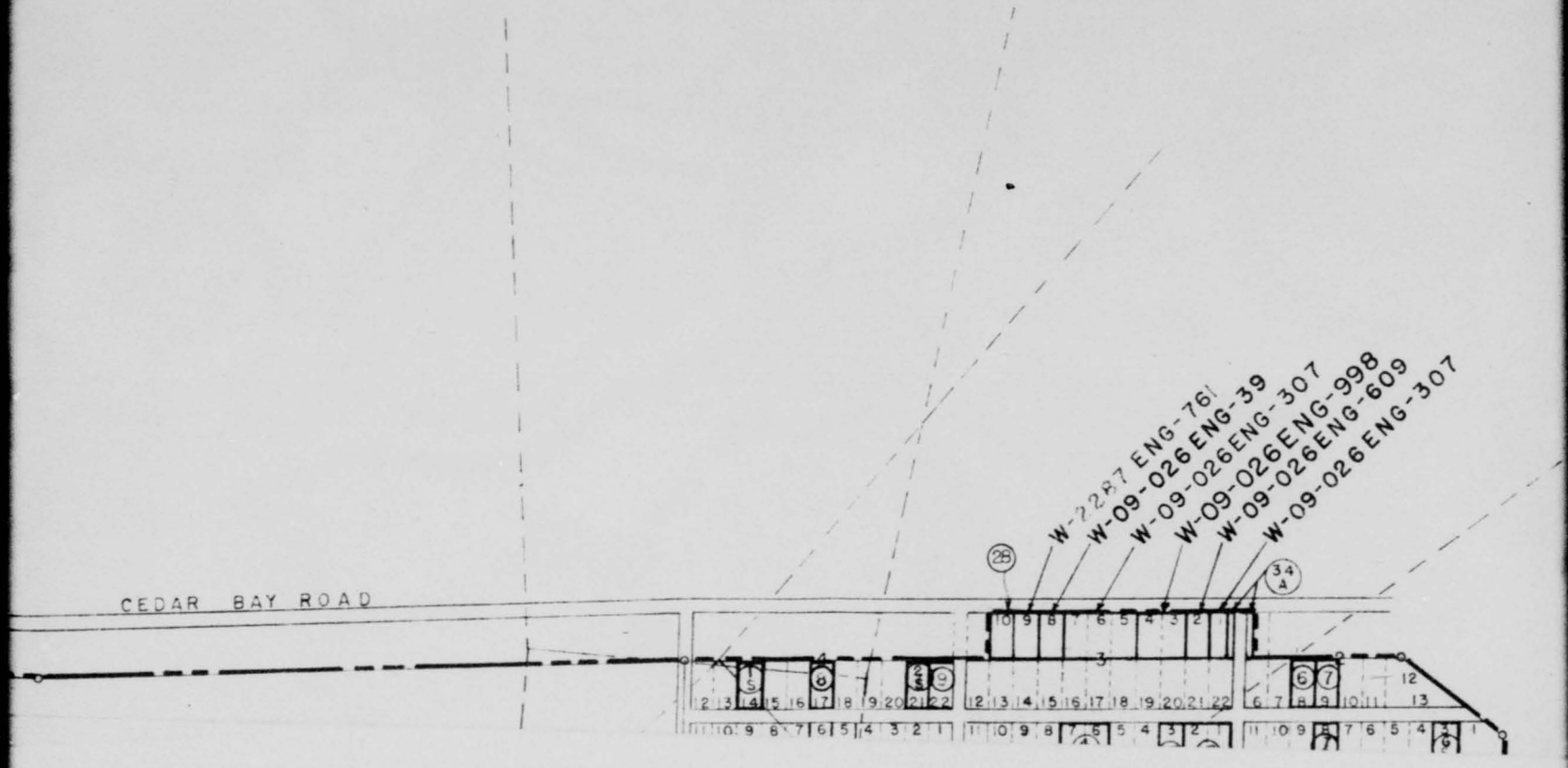

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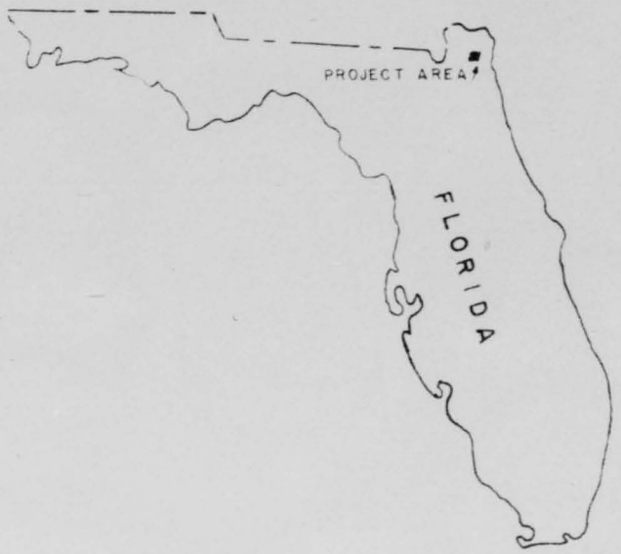
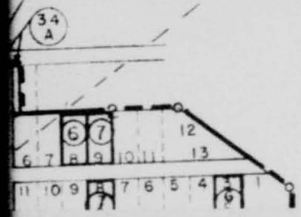
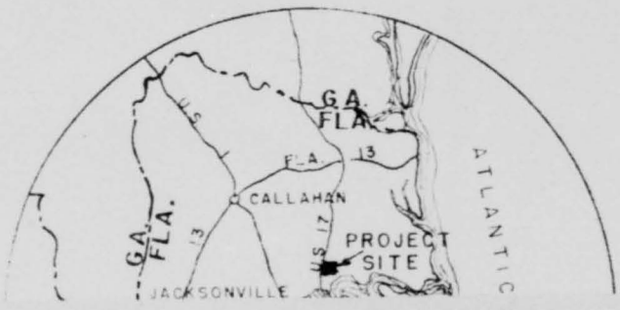


STATE INDEX

W-09-026ENG-307
W-09-026ENG-609
W-09-026ENG-998
W-09-026ENG-307





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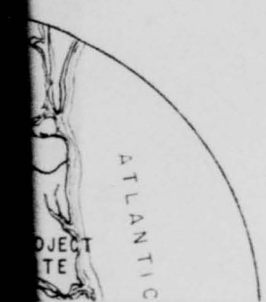
STATE INDEX



PROJECT OWNERSHIP
(TYPE OF MAP)

STATE FLORIDA

COUNTY DUVAL

DIVISION SOUTH ATLANTIC

SERVICE COMMAND FOURTH

USING AGENCY ARMY AIR FORCES

6 MILES N OF JACKSONVILLE

MILES OF

— TRANSPORTATION FACILITIES —

S.A.L. & A.C.L. RAILROAD

STATE ROAD

NO. 17 FEDERAL ROAD

E.A.L. & DELTA AIRLINE

—— LAND AREA ——

ACRES OWNED BY W.D.

ACRES LEASED BY W.D.

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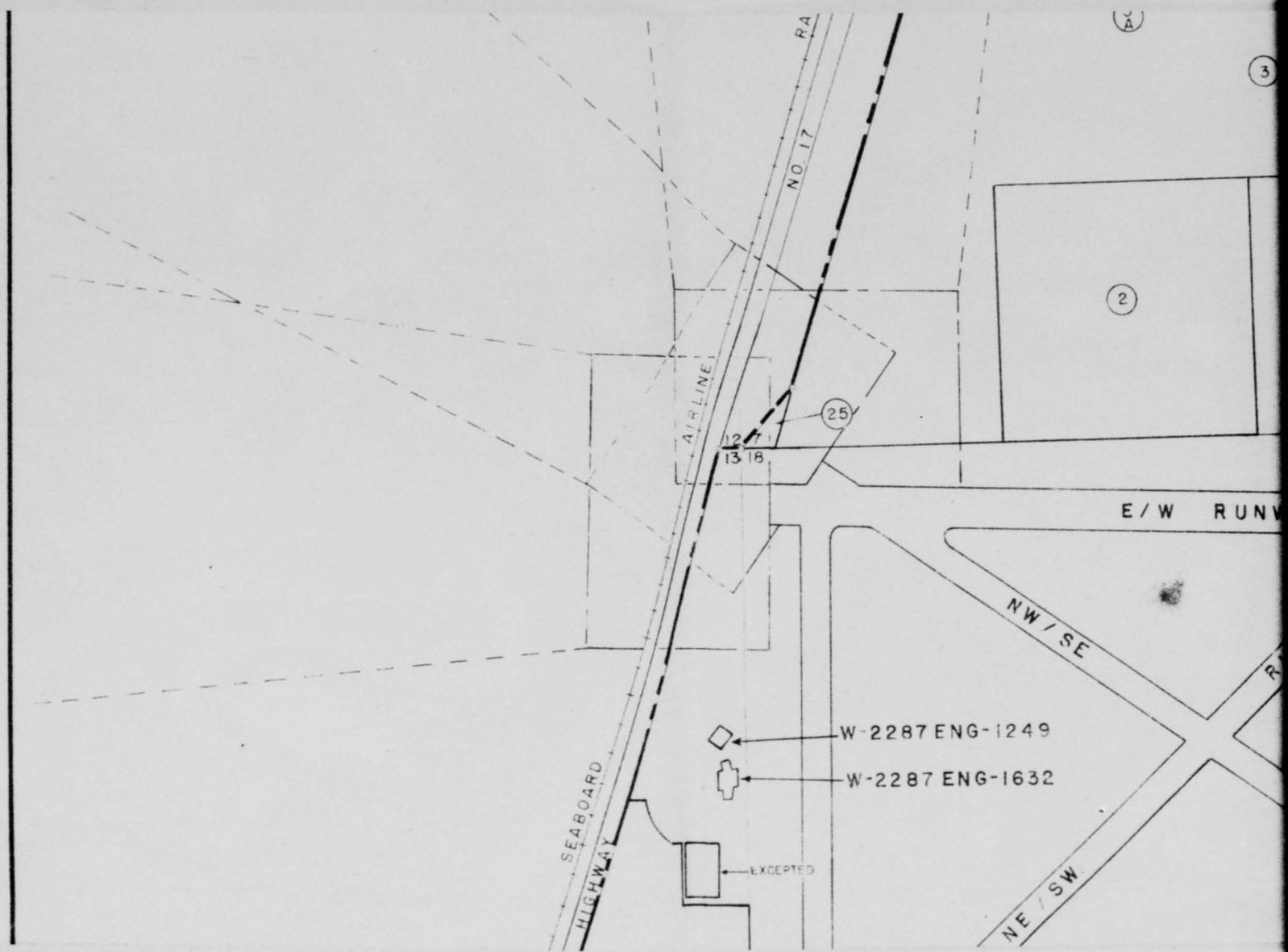

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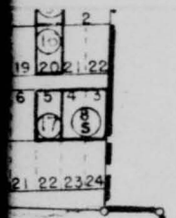

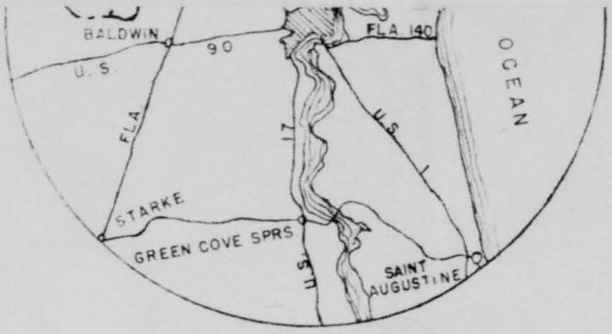

VICINITY MAP

0 9 18 36

SCALE IN MILES

ACRES L
ACRES T
ACRES D
ACRES A

ACRES S
ACRES T
ACRES E
ACRES C

RESERVAT
STATE OR
COUNTY L
CIVIL DIST
LAND-GRA
CITY, VILL
CEMETERY
TOWNSHIP
SECTION

TRACT NO	VENDOR	ACREAGE		
		FEE SIMPLE	LEASE	EASEMENT
2	BROWARD ESTATE	40.00		
3	N.L.C. BOSTWICK	140.00		
3A	N.L.C. BOSTWICK			.50
4	N.L.C. BOSTWICK	36.40		
5	HERBERT W. COUNTS	151.30		
6	LEROY COPELIN	.50		
7	ELLA BERRY	.50		
8	JOHN & WILLIE SCIPIO	.50		
9	NORMA R. DELACY	.50		
10	EST OF FRANK WHITE	1.00		
11	JOSHUA SCIPIO	.50		
12	R. ARTHUR HODE	1.00		

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DOR	ACREAGE		
	FEE SIMPLE	LEASE	EASEMENT
TATE	4000		
WICK	14000		
WICK			.50
WICK	36.40		
COUNTS	151.30		
LIN	.50		
	.50		
IE SCIPIO	.50		
LACY	.50		
K WHITE	1.00		
PIO	.50		
OOE	1.00		

ACRES LEASED FROM W.D. _____

ACRES TRANSFERRED TO W.D. _____

ACRES DONATED TO W.D. _____

ACRES AVIGATION EASEMENTS TO W.D. _____

DISPOSALS

ACRES SOLD _____

ACRES TRANSFERRED _____

ACRES EXCHANGED _____

ACRES OTHERWISE _____

LEGEND

RESERVATION LINE _____

STATE OR PROVINCE LINE _____

COUNTY LINE _____

CIVIL DISTRICT PRECINCT _____

LAND-GRANT LINE _____

CITY, VILLAGE, OR BOROUGH _____

CEMETERY, SMALL PARK, ETC. _____

TOWNSHIP LINE _____

SECTION LINE _____

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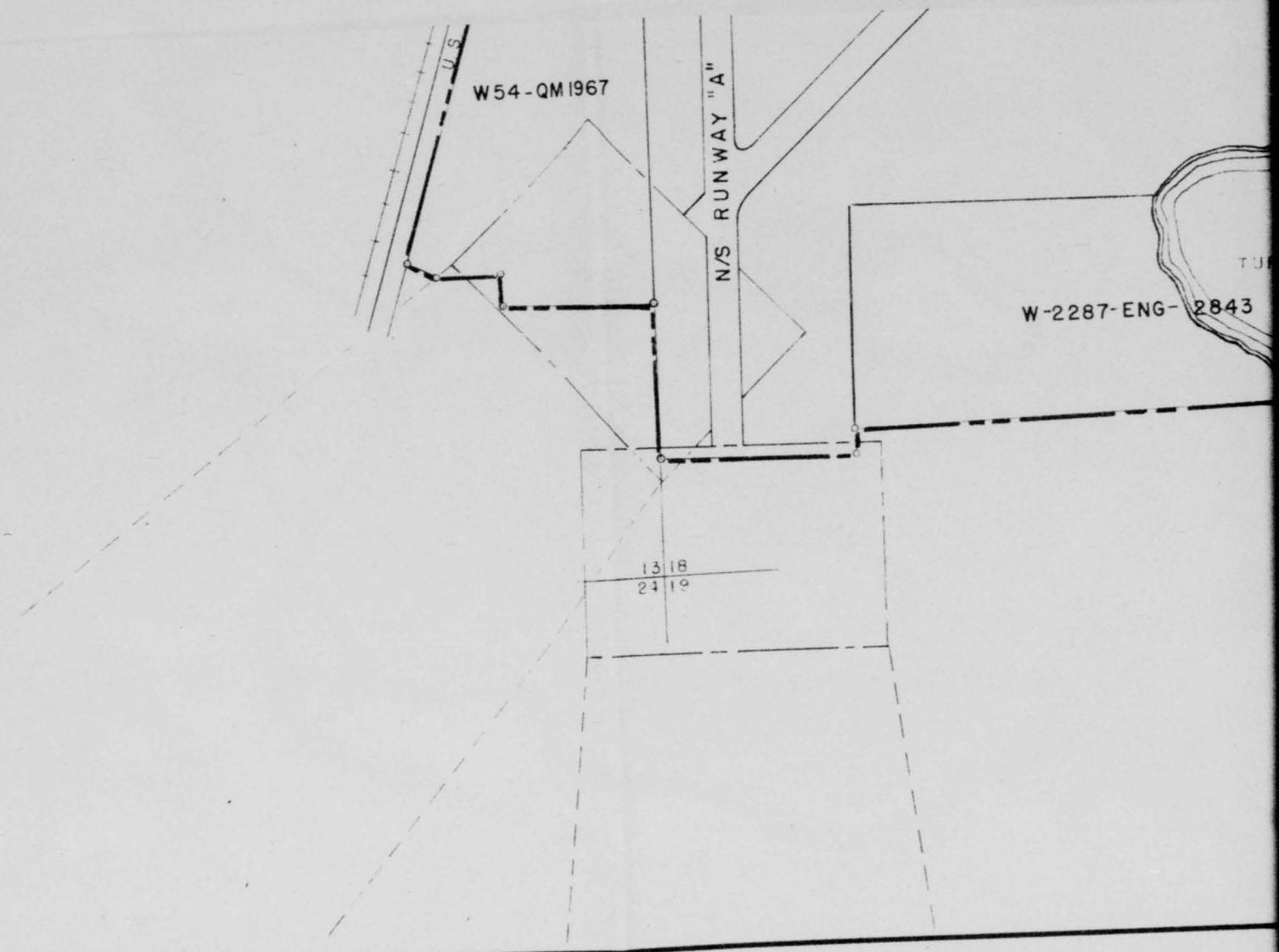

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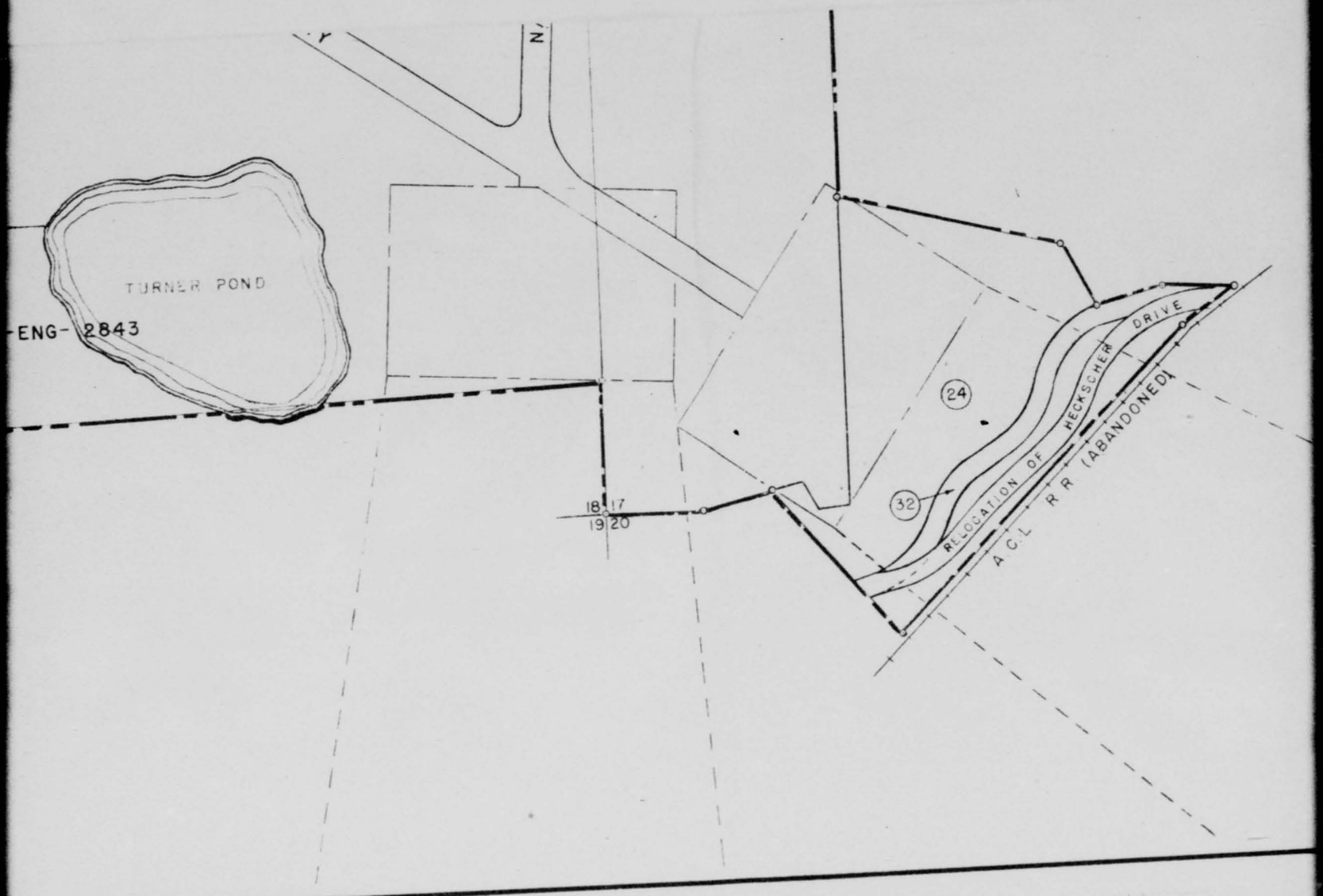

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13	MRS. IDA R. GREEN	.50		
14	SAM PERTIGONE	.50		
15	WALTER S. HALL SR.	.50		
16	MARK A. TYNDALL	.50		
17	ISAAC & SUSIE CHAPMAN	.50		
18	O. P. COLLINS	.50		
19	J. O. KING	.125		
20	ALMA O. KING	.125		
21	GEORGE C. OWENS	.125		
22	M. C. LOWE	.125		
23	LOUISA S. HILGENBOEKER	.125		
24	N. L. C. BOSTWICK	5.130		
25	N. L. C. BOSTWICK			.602
32	NORTH SHORE CORP	.494		
34A	HERBERT W. COUNTS			.24
40	N. L. C. BOSTWICK	1.147		
1-S	TRUSTEES OF INT. IMP. FUND	.50		
2-S	" " " "	.50		
3-S	" " " "	.50		
4-S	" " " "	1.00		
5-S	" " " "	.50		
6-S	" " " "	.50		
7-S	" " " "	.50		
8-S	" " " "	1.00		
9-S	" " " "	.50		
10-S	" " " "	1.00		
11-S	" " " "	.50		
12-S	" " " "	.50		
13-S	" " " "	.145		
14-S	" " " "	.133		
15-S	" " " "	.132		
16-S	" " " "	.673		
W2287ENG-761	PERCY J. AMARI		.50	
W2287ENG-1631	CITY OF JACKSONVILLE		786.00	
W2287ENG-1632	CITY OF JACKSONVILLE		1056 SQ FT	
W2287ENG-1249	EASTERN AIR LINES, INC.		2350 SQ FT	
W2287ENG-2843	CITY OF JACKSONVILLE		72.00	
W54 QM-1967	CITY OF JACKSONVILLE		43.00	
W-09-026ENG-39	DR. M. R. CAMPBELL		.50	
W-09-026ENG-307	HERBERT W. COUNTS		1.50	
W-09-026ENG-307	HERBERT W. COUNTS		.38	
W-09-026ENG-609	WILLIAM MADISON		.50	
W-09-026ENG-998	TRUSTEES OF INT. IMP. FUND		1.00	
28	MARY C. SELVEY		.50	

SECTION LINE

AVIGATION EASEMENT

FEE SIMPLE

SCAL
0' 300' 600

WAR DE
CONSTI

REA

JACKSONVIL

MILITAR

RECOMMENDED: ASSOC. ENG

APPROVED: MAJOR, CORPS OF

COMPILED: mbs TRAC

DATE	BY	R

SHEETS: OF

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GREEN	.50		
CONE	.50		
ALL SR.	.50		
DALL	.50		
IE CHAPMAN	.50		
S	.50		
	.125		
G	.125		
OWENS	.125		
	.125		
ILGENBOEKER	.125		
WICK	5130		
WICK			.602
RE CORP.	494		
COUNTS			.24
ICK	1147		
INT. IMP. FUND	.50		
" " "	.50		
" " "	.50		
" " "	1.00		
" " "	.50		
" " "	.50		
" " "	.50		
" " "	1.00		
" " "	.50		
" " "	1.00		
" " "	.50		
" " "	.50		
" " "	1.45		
" " "	1.33		
" " "	1.32		
" " "	673		
RI		.50	
KSONVILLE		786.00	
KSONVILLE		1056 SQ FT	
LINES, INC.		2350 SQ.FT.	
KSONVILLE		72.00	
KSONVILLE		4300	
PBELL		50	
OUNTS		1.50	
OUNTS		.38	
DISON		50	
INT. IMP. FUND		1.00	
EY		.50	

AVIGATION EASEMENT

FEE SIMPLE

SCALE IN FEET

0' 300' 600' 1200' 1800'

WAR DEPARTMENT, O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE

JACKSONVILLE ARMY AIR FIELD

MILITARY RESERVATION

RECOMMENDED: _____ DATE _____
ASSOC. ENGINEER, CADASTRAL

APPROVED: _____ DATE _____
MAJOR, CORPS OF ENGINEERS

COMPILED: MBB TRACED: MLB CHECKED: _____

DATE	BY	REVISIONS	APPROVED

SHEETS: OF DRAWING NO.

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OFFICIAL BUSINESS

Langley Field, Va.
Airfield Construction Project
18 March 43

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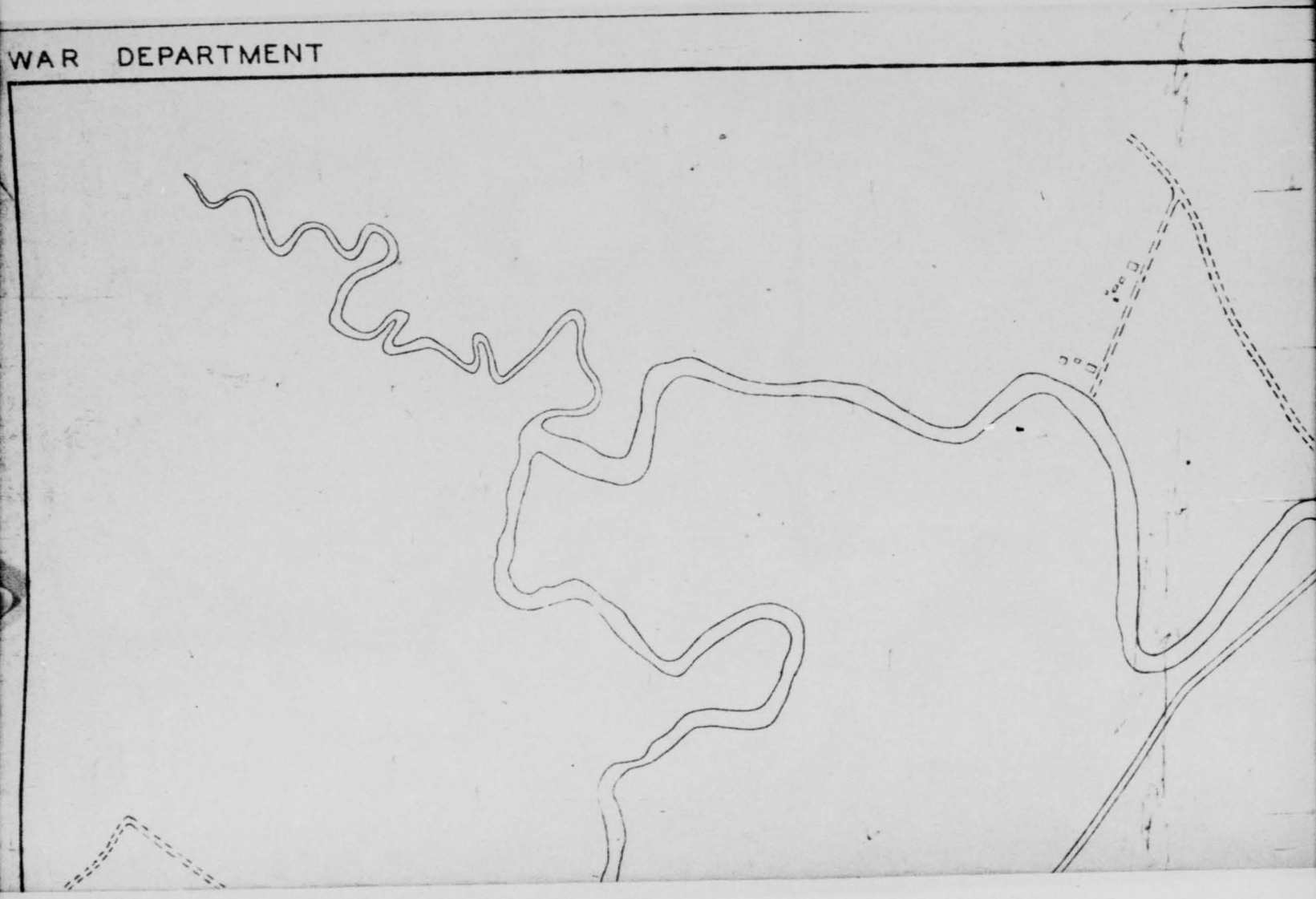

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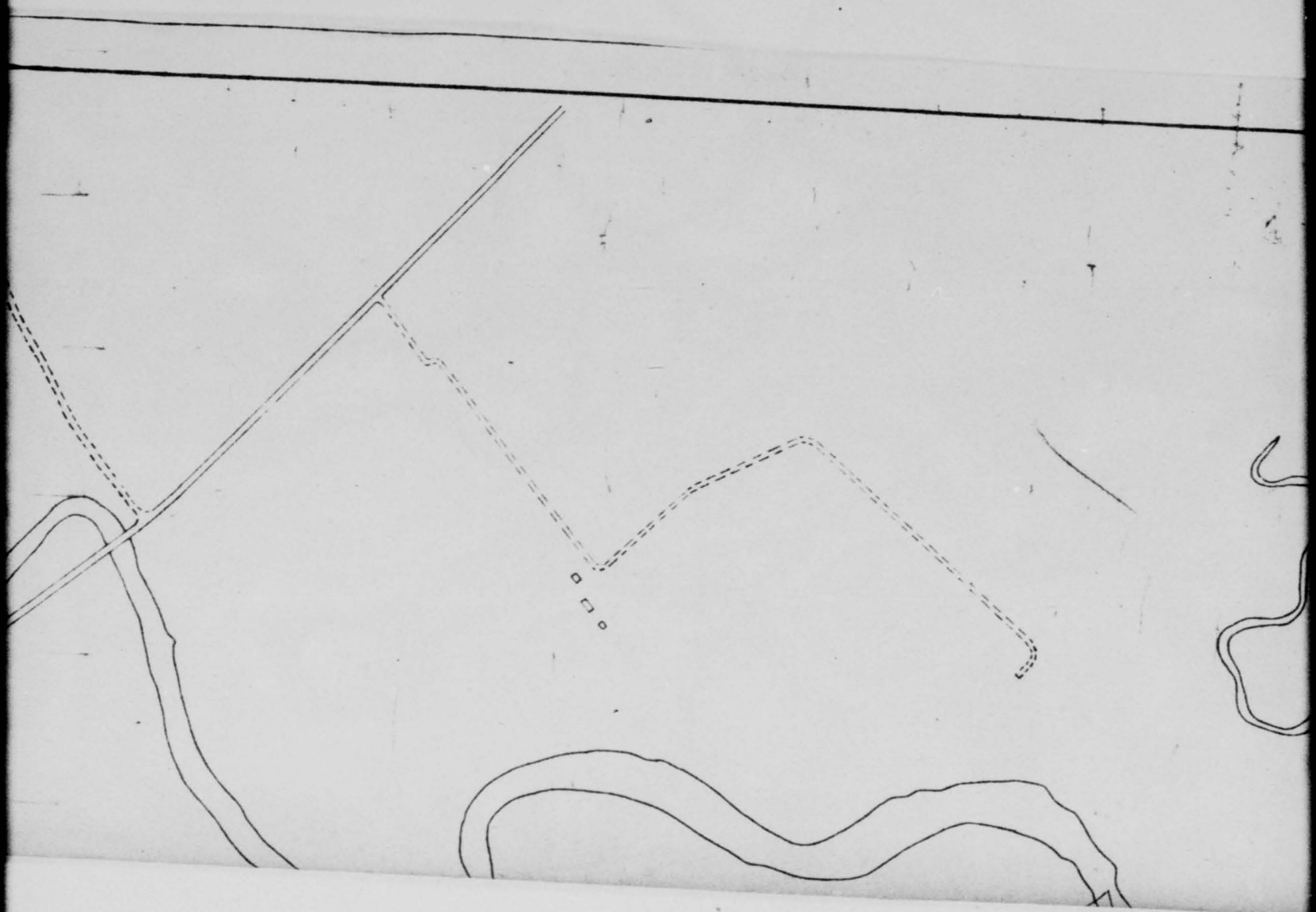

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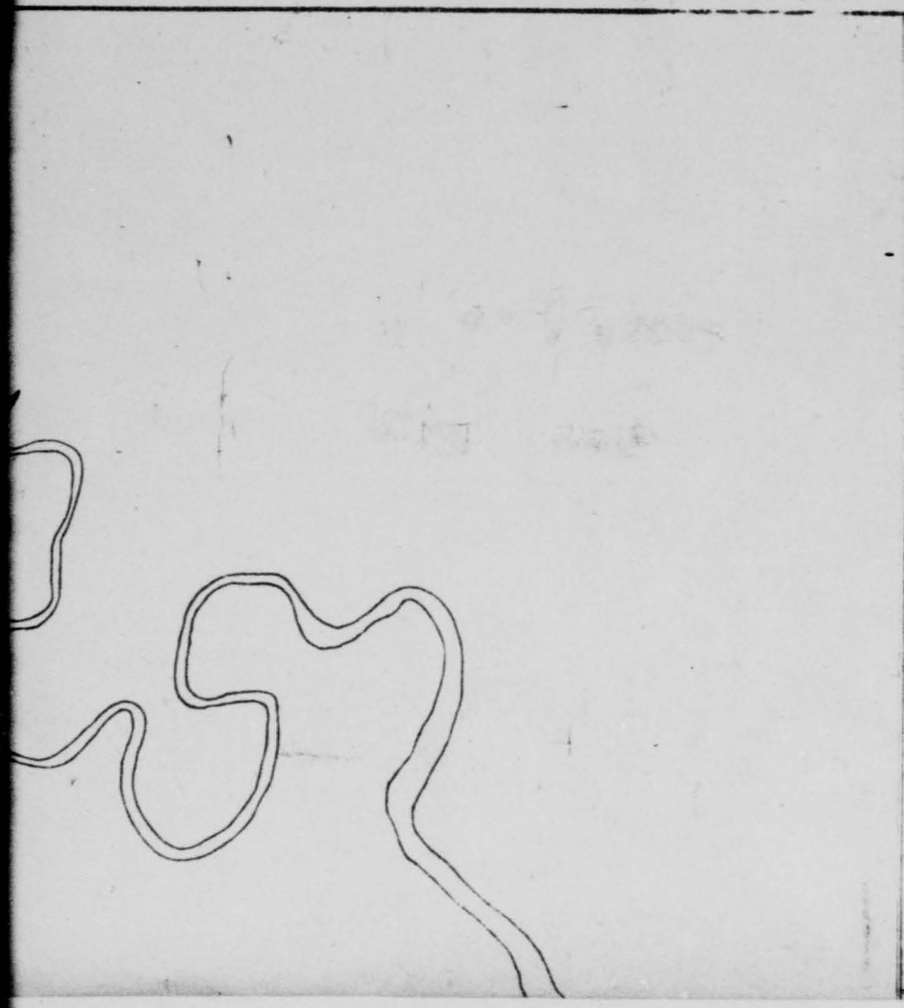

SCHEDULE AIRFIELD

REVISION	DATE	JOB №	BLDG. №	ITEM	TYPE	PLAN №
TARGET BUTT FOR TESTING AIRPLANE MACHINE GUNS & CANNON	3/7/42	A(2-3)	66	TARGET BUTT		148/4-1
			T-133	CONTROL HOUSE		148/4-3
			T-134	LATRINE		700-263
ORDNANCE STORAGE FACILITIES	5/13/42	A(3-8)	T-600	WAREHOUSE WITH OFFICE		ORD 19-1-262
			T-602	AMMUNITION ASSEM. & MAINT. SHOP		O. C. E. T-115/19-1
			T-601	WAREHOUSE FOR INERT STORAGE		ORD 19-1-264
			T-603	MAG. FOR SEGREGATED STORAGE - 6 BAYS	M-S-6	O.C.E. 38-1-9A
			T-607	MAG. FOR PYROTECHNIC STORAGE	SH-10	700-328
			T-608	MAG. FOR SMALL ARMS AMMUNITION	SH-11	700-328
			T-609	"	"	"
			T-604	IGLOO BLACK POWDER		625-1017
			T-605	IGLOO HIGH EXPLOSIVE		652-1017
			T-606	"		"
CHEMICAL WARFARE	7/6/42	A(3-9)	T-700	MAG. INCENDIARY BOMB STORAGE		
			T-701	"		
			T-702	"		
			T-703	"		
			T-704	"		
			T-705	"		
			T-706	TOXIC FILLING YARD	TOXIC A. C.	1400-110
			T-707	DECONTAMINATION BLDG.	D.E.C. A. C.	1400-111
			T-708	FILLING SHED	SHED A. C.	1400-114
			T-312	GAS INSTRUCTION BLDG.		O.C.E. 137/1-1

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CORPS OF ENGINEERS U. S. ARMY

SCHEDULE AIRFIELD CONSTRUCTION

REVISION	DATE	JOB Nº	BLDG. Nº	ITEM	TYPE	PLAN Nº	SIZE	APPROVED BY C.O. LANGLEY FIELD	DATE	C.O. FIRST AIR FORCE	DATE
TARGET BUTT FOR TESTING AIRPLANE MACHINE GUNS & CANNON	3/7/42	A(2-3)	66	TARGET BUTT		146/4-1					
			T-133	CONTROL HOUSE		146/4-3	16X24			APPROVED FOR C. G., E. M. PIXON LT. COL., A.C.	NO DATE
			T-134	LATRINE		700-283	8X12	Col. A. C.	4/24/42		
ORDNANCE STORAGE FACILITIES	5/13/42	A(3-8)	T-600	WAREHOUSE WITH OFFICE		ORD 19-1-262	28X109			APPROVED FOR C. G., A. W. FORE, CAPT. C.E.	NO DATE
			T-602	AMMUNITION ASSEM. & MAINT. SHOP		O. C. E. T-115/19-1	33X97				
			T-601	WAREHOUSE FOR INERT STORAGE		ORD 19-1-264	49X192				
			T-603	MAG. FOR SEGREGATED STORAGE - 6 BAYS	M-S-G	O.C.E. 38-1-9A	10X40				
			T-607	MAG. FOR PYROTECHNIC STORAGE	SH-10	700-323	25X27				
			T-608	MAG. FOR SMALL ARMS AMMUNITION	SH-11	700-328	25X54				
			T-609	"	"	"	"				
			T-604	IGLOO BLACK POWDER		625-1017	26X40				
			T-605	IGLOO HIGH EXPLOSIVE		652-1017	26X60	Col. A. C.	12/24/42		
			T-606	"		"	26X60				
CHEMICAL WARFARE	7/4/42	A(3-9)	T-700	MAG. INCENDIARY BOMB STORAGE			20X40			APPROVED FOR C. G., A. W. FORE, CAPT. C.E.	8/2/42
			T-701	"			"				
			T-702	"			"				
			T-703	"			"				
			T-704	"			"				
			T-705	"			20X10				
			T-706	TOXIC FILLING YARD	TOXIC A.C.	1400-110					
			T-707	DECONTAMINATION BLDG.	D.E.C. A.C.	1400-111	25A51				
			T-708	FILLING SHED	SHED A.C.	1400-114	31X56	Col A C	12/24/42		
			T-312	GAS INSTRUCTION BLDG.		O.C.E. 137/1-1	20X40				

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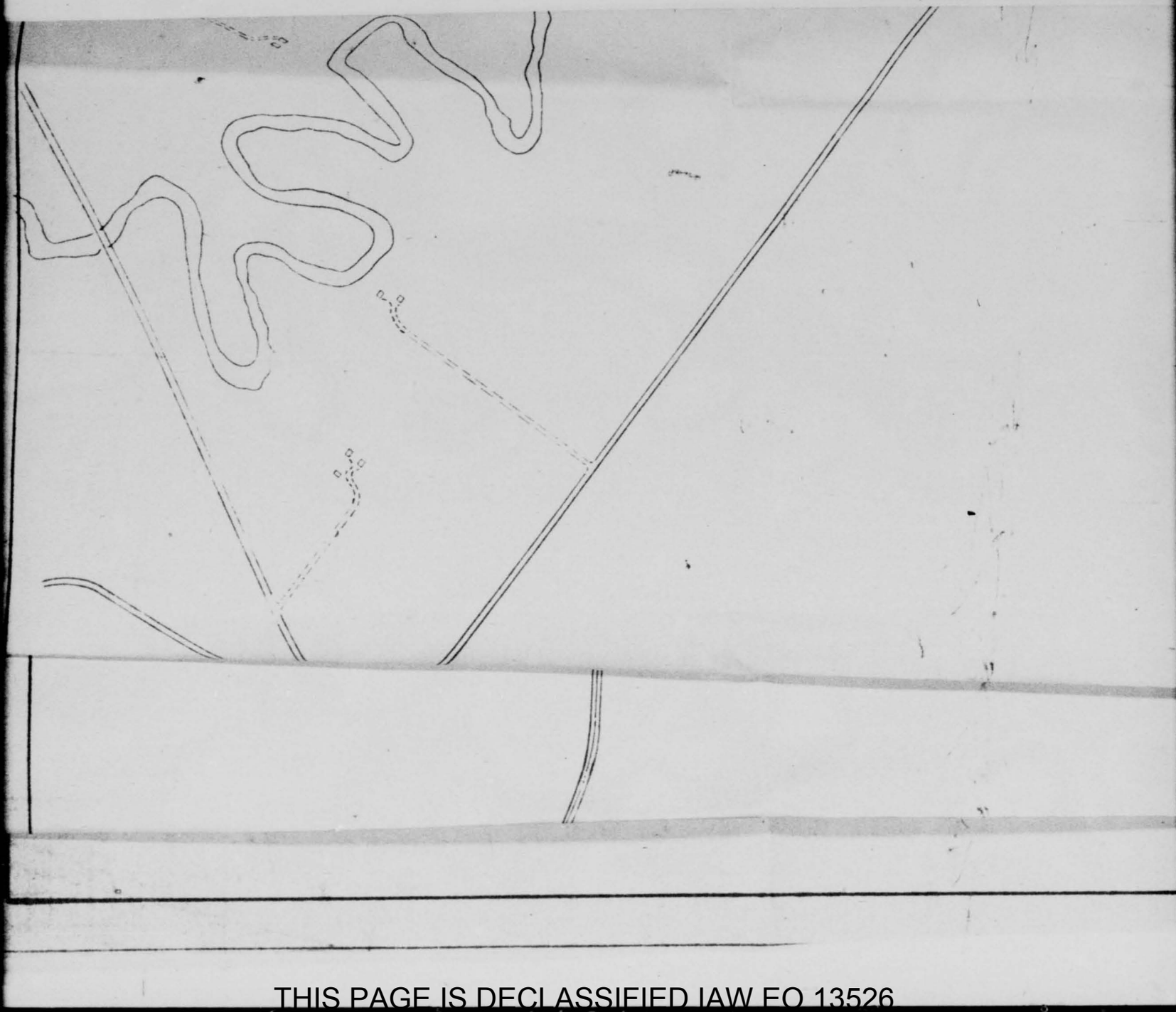

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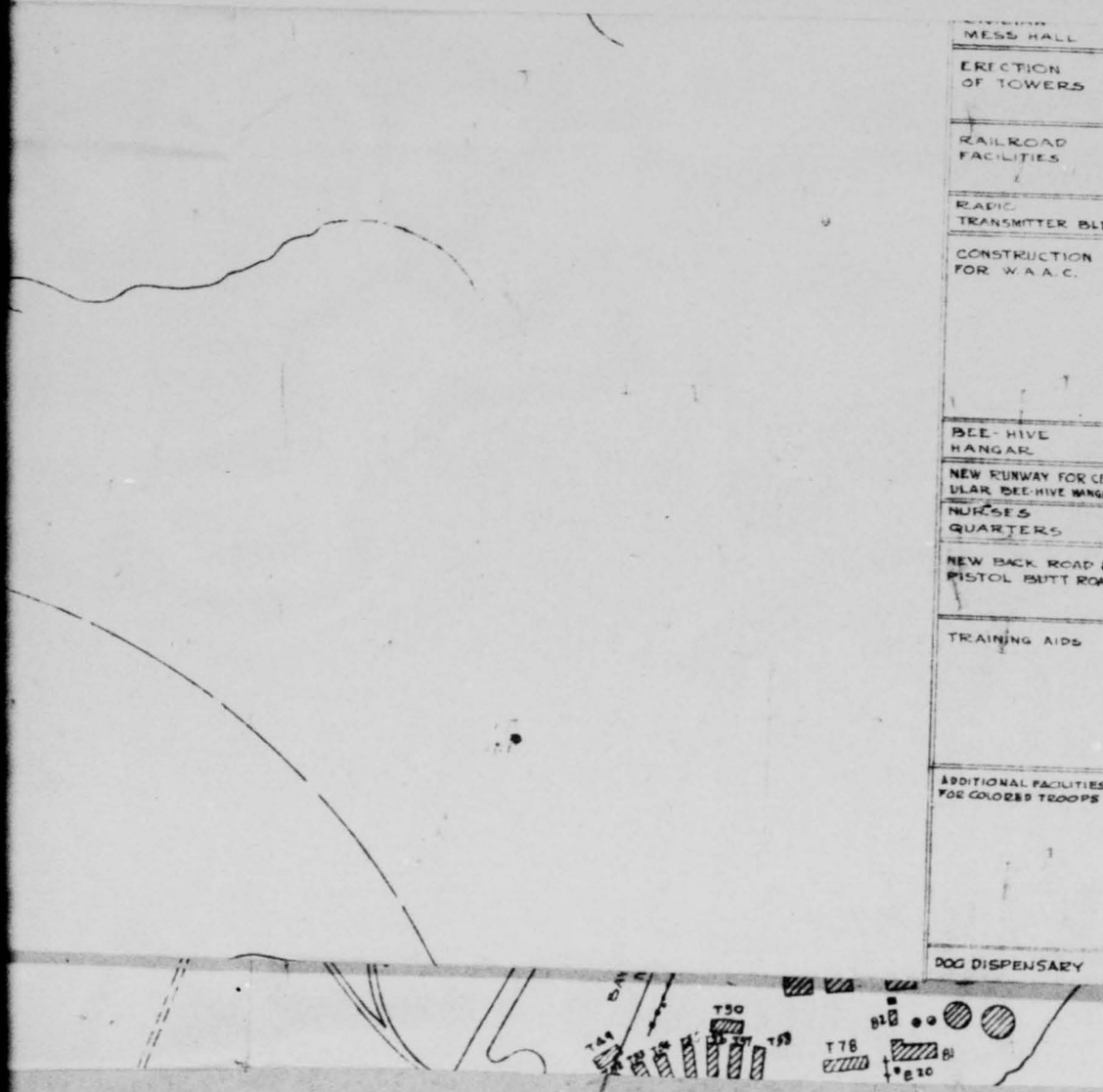
MESS HALL	6/15/42	A(4-2)	T-130	MESS HALL	M.U.T	
ERECTION OF TOWERS	6/29/42	A(3-27)	1188 1189	2 STEEL TOWERS		
				3 STEEL TOWERS, BUILT AT NOT SHOWN ON THIS DWG.		
RAILROAD FACILITIES	6/20/42	A(3-29)		RAILROAD & SIDING		
			T-315	LOADING PLATFORM.		
RADIO TRANSMITTER BLDG.	9/8/42	A(3-32)	T-201		R.T.B-1	8
CONSTRUCTION FOR W.A.A.C.	9/16/42	A(4-3)	T-137	BARRACKS	W-BKS-A	7
			T-136	MESS HALL	M-152	8
			T-135	RECR. SUPPLY ADM. & QTRS. BLDG.	R.S.A.Q -A	70
			T-87	REMODEL BARRACKS		
			T-86	" "		
BEE-HIVE HANGAR	3/23/42	A(4-4)	T-316	CELLULAR HANGAR		
NEW RUNWAY FOR CELLULAR BEE-HIVE HANGAR	3/24/42	A(5-1)		150 X 3000 RUNWAY		
NURSES QUARTERS	10/16/42	A(4-7)	T-138	NURSES QUARTERS	H Q 18	700
NEW BACK ROAD & PISTOL BUTT ROAD	11/1/42	A(5-3)		NEW BACK ROAD		
				PISTOL BUTT ROAD		
TRAINING AIDS	11/5/42	A(5-4)		PISTOL BUTTS	15 TARGETS	10 C 148
				22 CALIBER RIFLE RANGE	6 TARGETS	
				BAYONET COURSE (4 LANES)		
				OBSTACLE COURSE		
ADDITIONAL FACILITIES FOR COLORED TROOPS	12/28/43	A(5-9)	CANCELLED	OFFICERS QUARTERS	BOQ-40	700
				OFFICERS QUARTERS	BOQ-10	700
				OFFICERS' MESS	MESS-B-M	700
				OFFICERS SERVICE CLUB	SER-A-M	700
			T-321	ENLISTED MENS SERVICE CLUB	SER-C-M	700
DOG DISPENSARY	12/30/43	M&P MA-A-9	T-243	DOG DISPENSARY	DD-B-T#	800



AREA E

DESIGNED BY:

DRAWN BY: J.M. P

CHECKED BY: J. P. B

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L	8/15/42	A(4-2)	T-130	MESS HALL	M.U.T	700-6402	40X184	Bvt A.C.	12/24/42	APPROVED FOR C.G., E.M. DIXON, LT. COL., A.C.
RS	8/29/42	A(3-27)	1188 1189	2 STEEL TOWERS			30'			NO DATE
				3 STEEL TOWERS, BUILT AT MULBERRY ISLAND NOT SHOWN ON THIS DWG.				Bvt A.C.	12/24/42	APPROVED FOR C.G., E.M. DIXON, LT. COL., A.C.
D S	8/20/42	A(3-29)		RAILROAD & SIDING						NO DATE
			T-315	LOADING PLATFORM				Bvt A.C.	12/24/42	APPROVED FOR C.G. E.M. DIXON, LT. COL, A.C.
R BLDG.	9/8/42	A(3-32)	T-201		R.T.B-1	800-905	12x18	Bvt A.C.	12/24/42	NO DATE
TION A.C.	9/16/42	A(4-3)	T-137	BARRACKS	W-BKS-A	700-3525	30X90	Bvt A.C.	12/24/42	NOT REQUIRED, BUT APP. BY 2ND. IND
			T-136	MESS HALL	M-152	800-805	25X100			1/7/43
			T-135	RECR. SUPPLY ADM. & QTRS. BLDG.	R.S.A.Q -A	700-3541	87X81			APPROVED FOR C.G., E.M. DIXON LT. COL., A.C.
T			T-87	REMODEL BARRACKS			30X90			NO DATE
			T-86	"			"	Bvt A.C.	12/24/42	
	9/23/42	A(4-4)	T-316	CELLULAR HANGAR			44X66	Bvt A.C.	12/24/42	BY 2ND. INDORSEMENT HDQ. A.A.F.
FOR CELL E HANGAR	9/26/42	A(5-1)		150X3000 RUNWAY				Bvt A.C.	12/24/42	9/14/42
	10/16/42	A(4-7)	T-138	NURSES QUARTERS	H.Q.I.B	700-1240	120X29	Bvt A.C.	12/24/42	APPROVED FOR C.G., E.M. DIXON, LT. COL. A.C.
OAD & T ROAD	11/1/42	A(5-3)		NEW BACK ROAD				Bvt A.C.	12/24/42	9/5/42
				PISTOL BUTT ROAD						APPROVED FOR C.G., E.M. DIXON LT. COL., A.C. NO DATE
PS	11/5/42	A(5-4)		PISTOL BUTTS	15 TARGETS	D.E. 148-1-1		Bvt A.C.	12/24/42	APPROVED FOR C.G., E.M. DIXON, LT. COL., A.C. 9/25/42
				22 CALIBER RIFLE RANGE	8 TARGETS					BY 4TH INDORSEMENT DATED, 1/16/43 SIGNED, CHARLES L. CARLSON MAJ. A.G.D. 1/16/43
				BAYONET COURSE (4 LANES)						
LITIES OOPS	12/28/43	A(5-9)		OBSTACLE COURSE			400 YDS			BY 2ND. IND., DATED, 1/2/43 SIGNED, CHARLES L. CARLSON MAJ. A.G.D. 1/12/43
			CANCELLED	OFFICERS QUARTERS	BOQ-40	700-1257	29x130			
				OFFICERS QUARTERS	BOQ-40	700-1257	29x130			APPROVED FOR C.G. FIRST AIRFORCE R.B. BATTE, MAJOR, C.E. 2/2/43
				OFFICERS' MESS	MESS-B-M	700-3839	25x96	Bvt A.C.	1/25/43	
				OFFICERS SERVICE CLUB	SER-A-M	700-3660	37x132			
			T-321	ENLISTED MENS SERVICE CLUB	SER-C-M	700-3654	37x132			
RY	12/30/43	M&P M&A 9	T-243	DOG DISPENSARY	DD-B-TH	800-725	32 x 20		4/27/43	APPROVED FOR C.G. R.B. BATTE, MAJOR, C.E. 2/2/43

AREA ENGINEER — MAJOR, CORPS OF ENGINEERS, EXECUTIVE ASSISTANT — LT. COL., CORPS OF ENGINEERS, DISTRICT ENGINEER.

DESIGNED BY: SLAUGHTER, SAVILLE & BLACKBURN, INC., ENGINEERS

DRAWN BY: J.M. PORTEW/G.

CHECKED BY: J.R. BECK

FILE NO. A.F.C. 113-1-1.2

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MESS HALL	6/15/42	A(4-2)	T-130	MESS HALL	M.U.T	700-6402	40X184	Col. A.C.	12/24/42	APPROVED FOR C. G., E. M. DIXON, LT. COL., A.C.
ERECTION OF TOWERS	8/29/42	A(3-27)	1188 1189	2 STEEL TOWERS			30'			NO DATE
				3 STEEL TOWERS, NOT SHOWN ON THIS DWG.	BUILT AT MULBERRY ISLAND			Col. A.C.	12/24/42	APPROVED FOR C. G., E. M. DIXON, LT. COL., A.C.
RAILROAD FACILITIES	8/20/42	A(3-29)		RAILROAD & SIDING						NO DATE
			T-318	LOADING PLATFORM				Col. A.C.	6/24/42	APPROVED FOR C. G. E. M. DIXON, LT. COL, A.C.
RADIO TRANSMITTER BLDG.	9/8/42	A(3-32)	T-201		R.T.B-1	800-908	12 X 18	Col. A.C.	6/24/42	NOT REQUIRED, BUT APP. BY 2ND. IND
CONSTRUCTION FOR W.A.A.C.	9/16/42	A(4-3)	T-137	BARRACKS	W-BKS-A	700-3525	30X90			9/24/42
			T-136	MESS HALL	M-152	800-805	25X100			APPROVED FOR C.G., E.M. DIXON LT. COL., A.C. NO DATE
			T-135	RECR. SUPPLY ADM. & QTRS. BLDG.	R.S.A.Q -A	700-3541	87X91			
			T-87	REMODEL BARRACKS			30X90			
			T-86	" "			"	Col. A.C.	12/24/42	
BEE-HIVE HANGAR	9/23/42	A(4-4)	T-316	CELLULAR HANGAR			44X66	Col. A.C.	12/24/42	BY 2ND INDORSEMENT HDQ. A.A.F. 9/14/42
NEW RUNWAY FOR CELLULAR BEE-HIVE HANGAR	9/24/42	A(5-1)		150 X 3000 RUNWAY				Col. A.C.	12/24/42	APPROVED FOR C. G., E. M. DIXON, LT. COL. A.C. 9/5/42
NURSES QUARTERS	10/16/42	A(4-7)	T-138	NURSES QUARTERS	H.Q 18	700-1240	120X29	Col. A.C.	12/24/42	APPROVED FOR C.G., E. M. DIXON LT. COL., A.C. NO DATE
NEW BACK ROAD & PISTOL BUTT ROAD	11/1/42	A(5-3)		NEW BACK ROAD						
				PISTOL BUTT ROAD				Col. A.C.	12/24/42	APPROVED FOR C.G., E. M. DIXON, LT. COL., A.C. 9/23/42
TRAINING AIDS	11/5/42	A(5-4)		PISTOL BUTTS	15 TARGETS	O.C.E. 148-1-1				
				22 CALIBER RIFLE RANGE	6 TARGETS					BY 4TH INDORSEMENT DATED, 1/16/43 SIGNED, CHARLES L. CARLSON MAJ. A.G.D. 1/16/43
				BAYONET COURSE (4 LANES)				Col. A.C.	12/24/42	
				OBSTACLE COURSE			400 YDS			BY 2ND. IND., DATED, 1/2/43 SIGNED, CHARLES L. CARLSON MAJ. A.G.D. 1/12/43
ADDITIONAL FACILITIES FOR COLORED TROOPS	12/28/43	A(5-9)		OFFICERS QUARTERS	BOQ-40	700-1257	29'x130'			
			CANCELLED	OFFICERS' QUARTERS	BOQ-10	700-1257	29x130			APPROVED FOR C.G. FIRST AIRFORCE R.B. BATTE, MAJOR, C.E. 2/2/43
				OFFICERS' MESS	MESS-B-M	700-3839	25x96	Col. A.C.	1/25/43	
				OFFICERS SERVICE CLUB	SER-A-M	700-3660	37x132			
			T-321	ENLISTED MENS SERVICE CLUB	SER-C-M	700-3654	37x132			
DOG DISPENSARY	12/30/43	MAP MA-A 9	T-243	DOG DISPENSARY	DD-B-TH	800-725	32 X 20 (DH, 25x40	Col. A.C.	1/25/43	APPROVED FOR C.G. R.B. BATTE, MAJOR, C.E. 2/2/43

AREA ENGINEER — MAJOR, CORPS OF ENGINEERS, EXECUTIVE ASSISTANT — LT. COL., CORPS OF ENGINEERS, DISTRICT ENGINEER.

DESIGNED BY: SLAUGHTER, SAVILLE & BLACKBURN, INC., ENGINEERS

DRAWN BY: J. M. PORTEWIG.

CHECKED BY: J. A. BECK

FILE NO. A.F.C. 113-1-1.2

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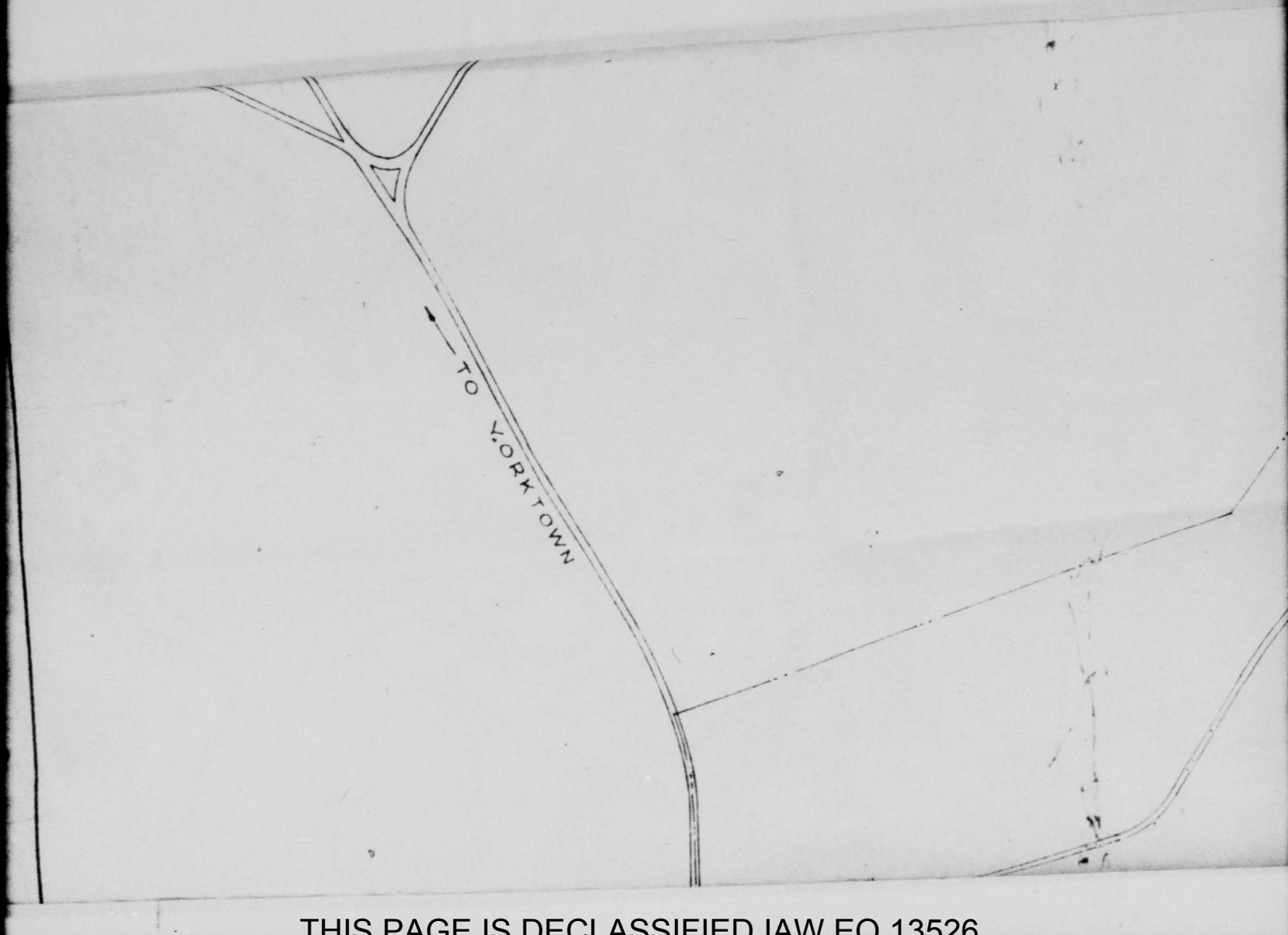

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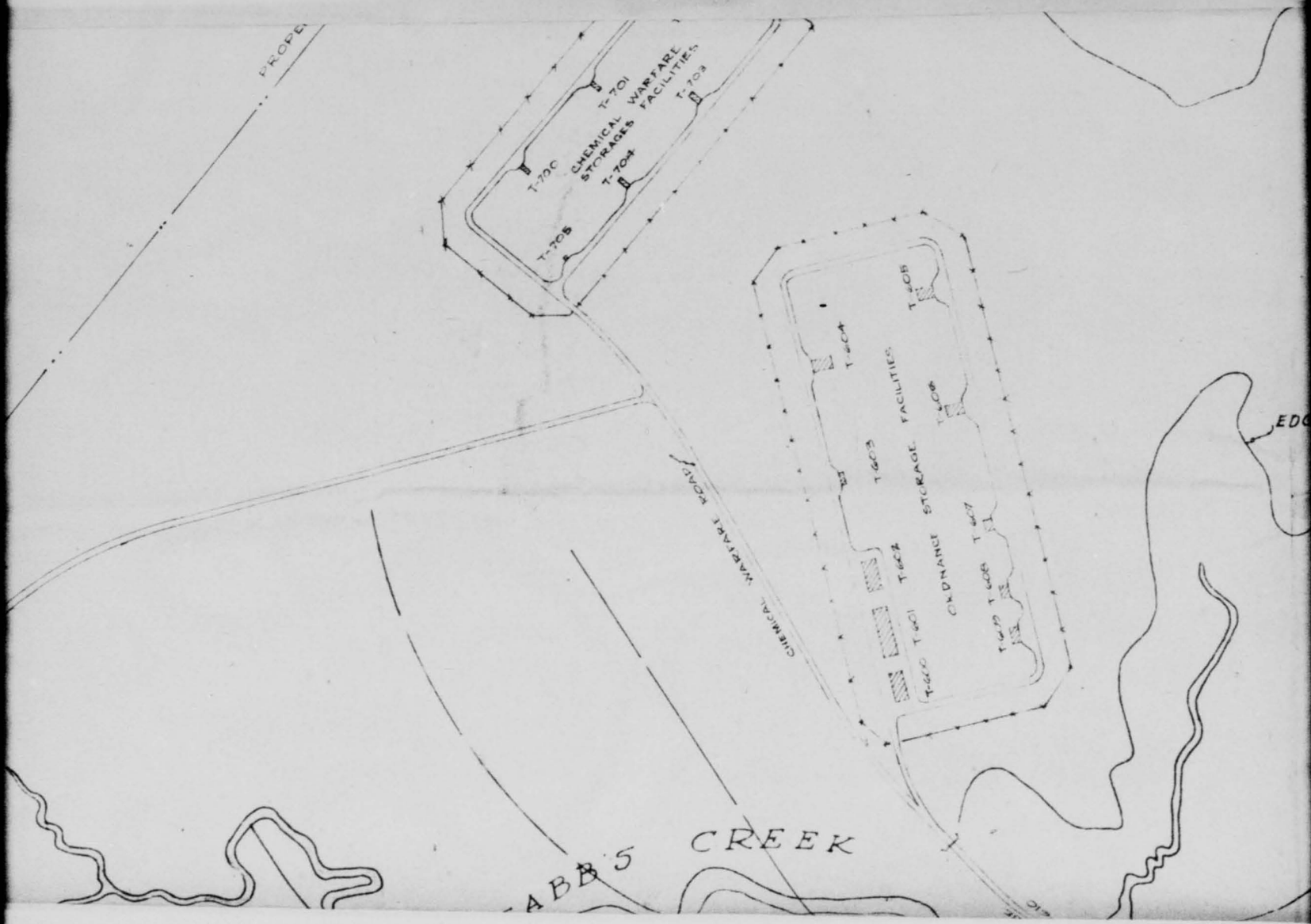

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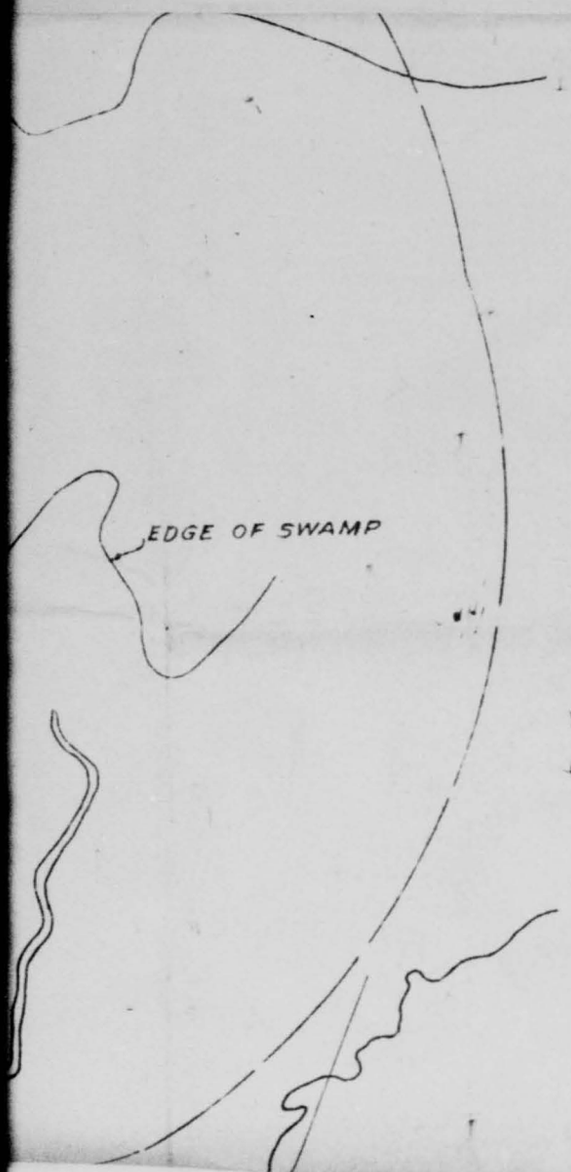

ADDITIONAL FACILITIES FOR COLORED TROOPS	12/[illegible]/43	A(6-12)	T-320	POST EXCHANGE	PX-C-T	[illegible]
DOCKING FACILITIES	1/11/43	A(6-1)		BOAT HOUSE & DOCK		AFC-96-1.1(A)
ADDITIONS OFFICERS MESS BLD. 170	2/11/43	A(6-1)	170	DINING ROOM & KITCHEN		AFC-132-1-1.1
ADDITIONS & ALTERATIONS OFFICERS MESS T-200	2/11/43	A(6-1)	T-200	ADDITIONS TO KITCHEN & MESS HALL		AFC-129-1.1
ADDITION TO BASE LIBRARY	2/11/43	A(6-1)	136	TEMPORARY ADDITION FOR LIBRARY		
ADDITIONAL CONSTRUCTION	2/16/43	A(6-2)	T-316	WAREHOUSE	WHET	700-6025
			T-317	"	"	
			T-318	"	"	
			T-319	"	"	
CRASH TRUCK SHELTER	2/19/43	MA-A-15	T-139	FIRE STATION	F.S.B.T MOD.	700-6616
ADDITION TO DENTAL CLINIC	2/25/43	MA-A-16	T-401	ADDITION TO DENTAL CLINIC	DC-B	UC-106
AIR FREIGHT TERMINAL	3/11/43	A(6-4)	T-322	AIR FREIGHT TERMINAL	WHSE-J-A	1000-1355
DRAINAGE, NEW HOSPITAL AREA	4/13/43	A(6-7)		DRAINAGE GUTTERS		
GUEST HOUSE, NEW HOSPITAL AREA	4/20/43	A(6-8)	T-445	GUEST HOUSE	GUES-A-T	700-5802
MESS HALL IN SHELLBANK AREA	5/6/43	MA-A-17	T-527	MESS HALL	M-M-T	700-6400
RADAR REPAIR BUILDING	5/20/43	A(6-10)	T-140	RADAR REPAIR	RADAR B-A	1000-5270
VHF-FIGHTER CONTROL AREA	3/9/43		T-328	FIGHTER CONTROL CENTER	SCHEME B	FNY-3031
CONSTRUCTION ADD. ROAD FACILITIES	6/11/43	A(6-13)		ACCESS ROAD MAGAZINE AREA		
CONSTRUCTION NEW TRAINING FACILITIES	6/7/43	A(7-1)		2-.45 SUB-MACHINE GUN COURSE		AFC-121-1-1.7
CONSTRUCTION CELESTIAL NAVIGATION TRAIN. BLD.	6/21/43	A(7-2)	T-141	CELESTIAL NAVIGATION TRAINER BUILDING	CEL-A-A	1000-180
SHELLBANK ROAD (D ST. EXTENDED)	7/10/43	MA-A 19		SHELLBANK ROAD		
RADAR TRAINING BUILDING	8/14/43	A(8-1)	T-146	RADAR TRAINING BUILDING		
CONSTRUCTION 3 CELESTIAL NAVIGATION TRAINER BLDGS.	6/8/43	A(7-1)	T-147	CELESTIAL NAVIGATION TRAINER BUILDING	CEL-A-A	1000-180
			T-148	"	"	
			T-149	"	"	
[illegible] INSPECTION [illegible]	11/10/43	[illegible]	E33-H	FLIGHT INSPECTION FLD AND [illegible]		
OIL AND GREASE WAREHOUSE	11/19/43	A(9-1)		OIL AND GREASE WAREHOUSE		

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FOR COLORED TROOPS	12/21/42	A(6-11)	T-320	POST EXCHANGE	FX-C-T					
DOCKING FACILITIES	2/11/43	A(6-1)		BOAT HOUSE & DOCK		AFC 95-1-1(A)			APPROVED BY TELETYPE FROM 1st AIR FORCE	2/26/43
ADDITIONS OFFICERS MESS BLD. 170	2/11/43	A(6-1)	170	DINING ROOM & KITCHEN		AFC-132-1-1.1	30x35		APPROVED BY TELETYPE FROM 1st AIR FORCE	2/26/43
ADDITIONS & ALTERATIONS OFFICERS MESS T-200	2/11/43	A(6)	T-200	ADDITIONS TO KITCHEN & MESS HALL		AFC-129-1.1			APPROVED BY TELETYPE FROM 1st AIR FORCE	2/26/43
ADDITION TO BASE LIBRARY	2/11/43	A(6-1)	136	TEMPORARY ADDITION FOR LIBRARY			20x30		APPROVED BY TELETYPE FROM 1st AIR FORCE	2/26/43
ADDITIONAL CONSTRUCTION	2/16/43	A(6-2)	T-316	WAREHOUSE	WHET	700-6025	50x192		LOCATION APPROVED R B BATTE LT COL, C.E.	3/9/43
			T-317	"	"					
			T-318	"	"					
			T-319	"	"					
CRASH TRUCK SHELTER	2/19/43	MA-A-15	T-139	FIRE STATION	F.S B.T MOD.	700-6616	32x64		LOCATION APPROVED R.B. BATTE, LT.COL, C.E	3/9/43
ADDITION TO DENTAL CLINIC	2/25/43	MA-A-16	T-401	ADDITION TO DENTAL CLINIC	DC-3	UC-106			LOCATION APPROVED R.B. BATTE, LT. COL., C.E	3/9/43
AIR FREIGHT TERMINAL	3/11/43	A(6-4)	T-322	AIR FREIGHT TERMINAL	WHSE J-A	1000-1355	100x200'		APPROVED FOR, C.G. O.C. VAN HOESEN, LT COL. A.G.D.	4/26/43
DRAINAGE, NEW HOSPITAL AREA	4/13/43	A(6-7)		DRAINAGE GUTTERS			5100 L.F.		APPROVED FOR C.G. RAYNOR GAREY, COL., A.G.D	4/30/43
GUEST HOUSE, NEW HOSPITAL AREA	4/20/43	A(6-8)	T-445	GUEST HOUSE	GUES-A-T	700-5802	20'x100'		APPROVED FOR C.G. RAYNOR GAREY, COL, A.G.D	4/30/43
MESS HALL IN SHELLBANK AREA	5/6/43	MA-A-17	T-327	MESS HALL	M-M-T	700-6400	20'x156'		APPROVED FOR C.G. CHARLES L. CARLSON, MAJOR, A.G.D	5/20/43
RADAR REPAIR BUILDING	5/20/43	A(6-10)	T-140	RADAR REPAIR	RADAR B-A	1000-5270	96'x128'		APPROVED FOR C.G. RAYNOR GAREY, COL., A.G.D.	6/5/43
VHF-FIGHTER CONTROL AREA	3/9/43		T-328	FIGHTER CONTROL CENTER	SCHEME B	FNY-3031	76'x113'		APPROVED FOR C.G. O.C VAN HOESEN, LT. COL, AGD	5/15/43
CONSTRUCTION APP. ROAD FACILITIES	6/11/43	A(6-13)		ACCESS ROAD MAGAZINE AREA					APPROVED FOR C.G. R B BATTE, LT. COL., C.E.	6 July 43
CONSTRUCTION NEW TRAINING FACILITIES	6/7/43	A(7-1)		Z-.45 SUB-MACHINE GUN COURSE		AFC-121-1-1.7	70x560		APPROVED FOR C.G. R.B BATTE, LT. COL., C.E	6 July 43
CONSTRUCTION CELESTIAL NAVIGATION TRAIN. BLD.	6/21/43	A(7-2)	T-141	CELESTIAL NAVIGATION TRAINER BUILDING	CEL-A-A	1000-180	27x27		APPROVED FOR C.G. R B BATTE, LT. COL., C.E	6 July 43
SHELLBANK ROAD (D ST. EXTENDED)	7/10/43	MA-A D		SHELLBANK ROAD						
RADAR TRAINING BUILDING	8/14/43	A(8-1)	T-146	RADAR TRAINING BUILDING			25-60'			
CONSTRUCTION 3 CELESTIAL NAVIGATION TRAINER BLDGS	6/5/43	A(7-10)	T-147	CELESTIAL NAVIGATION TRAINER BUILDING	CEL-A-A	1000-180	27x27			
			T-148	"	"					
			T-149	"	"					
[illegible] INSPECTION [illegible]	7/9/43	[illegible]	B33H	FLY [illegible] FLD AND [illegible]			ADDED			
OIL AND GREASE WAREHOUSE	7/14/43	A(9-1)		OIL AND GREASE WAREHOUSE						

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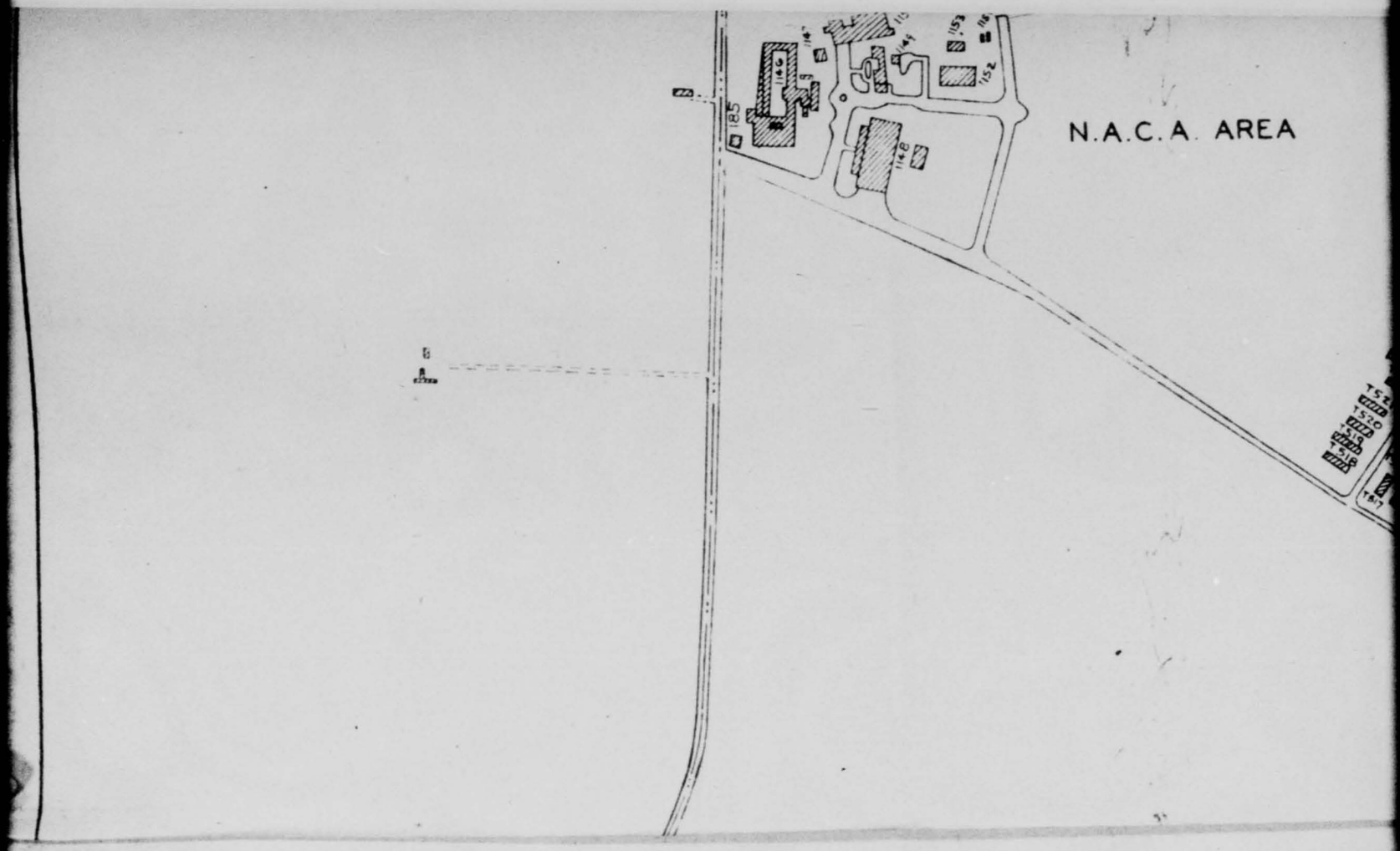

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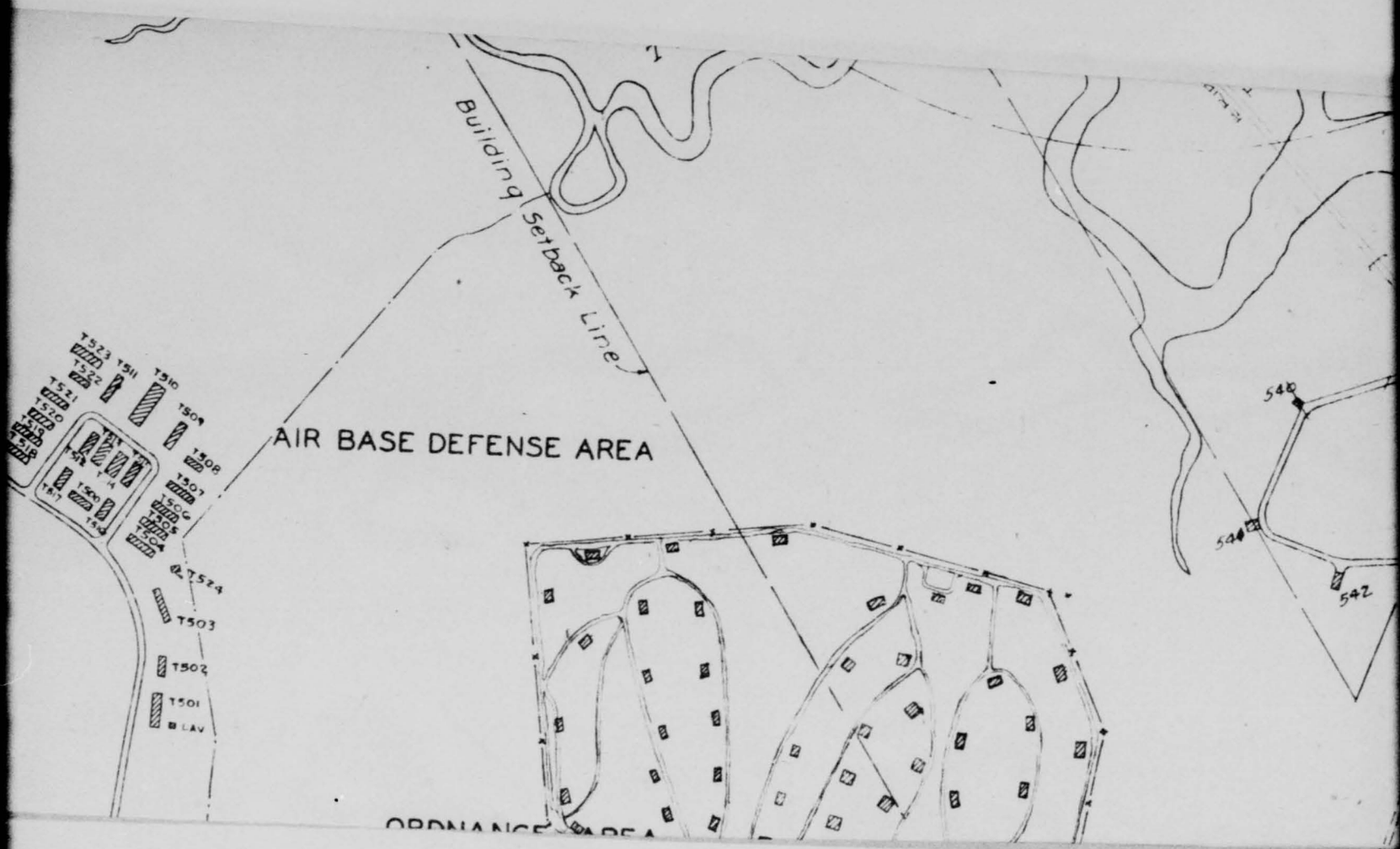

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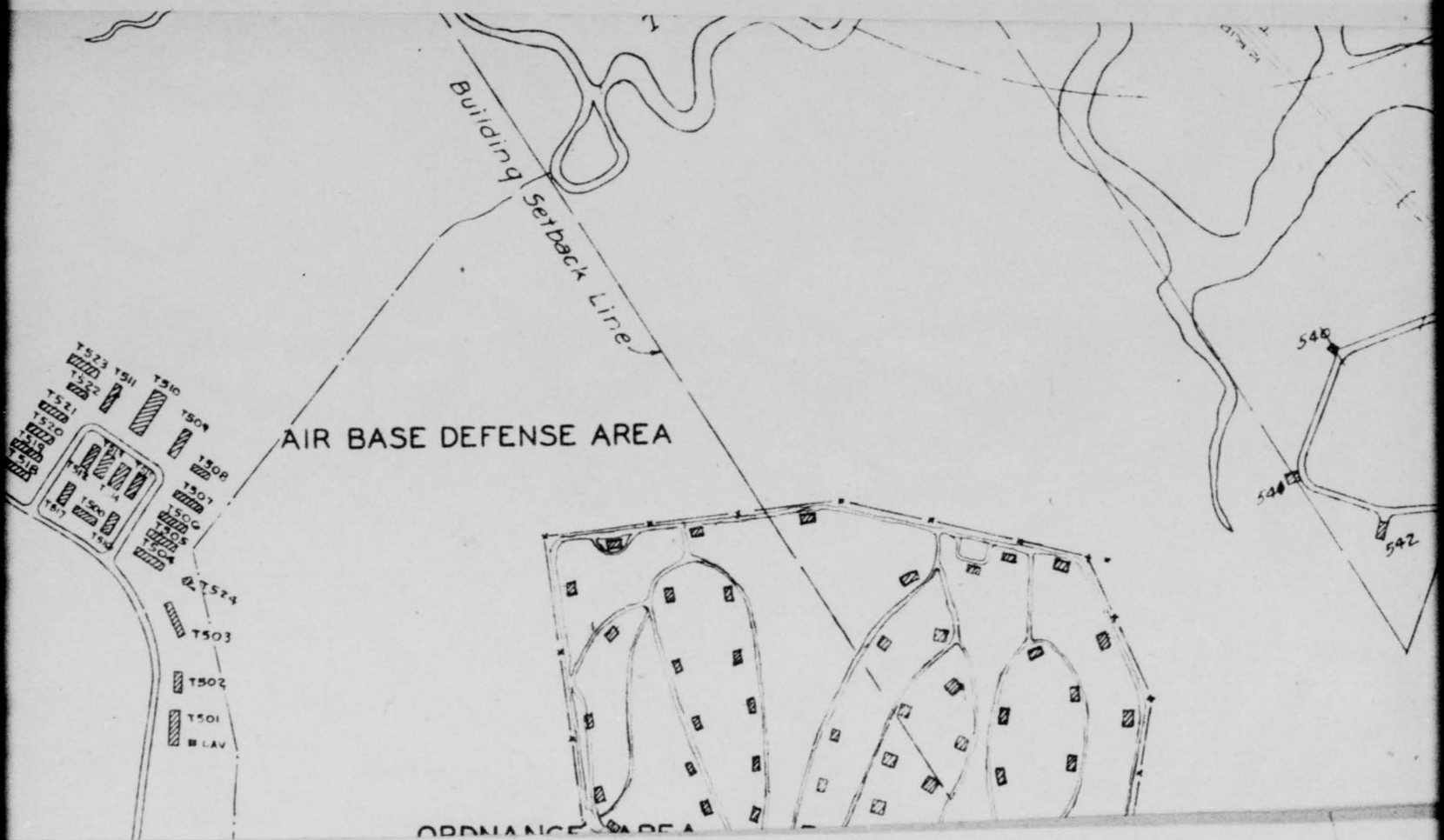

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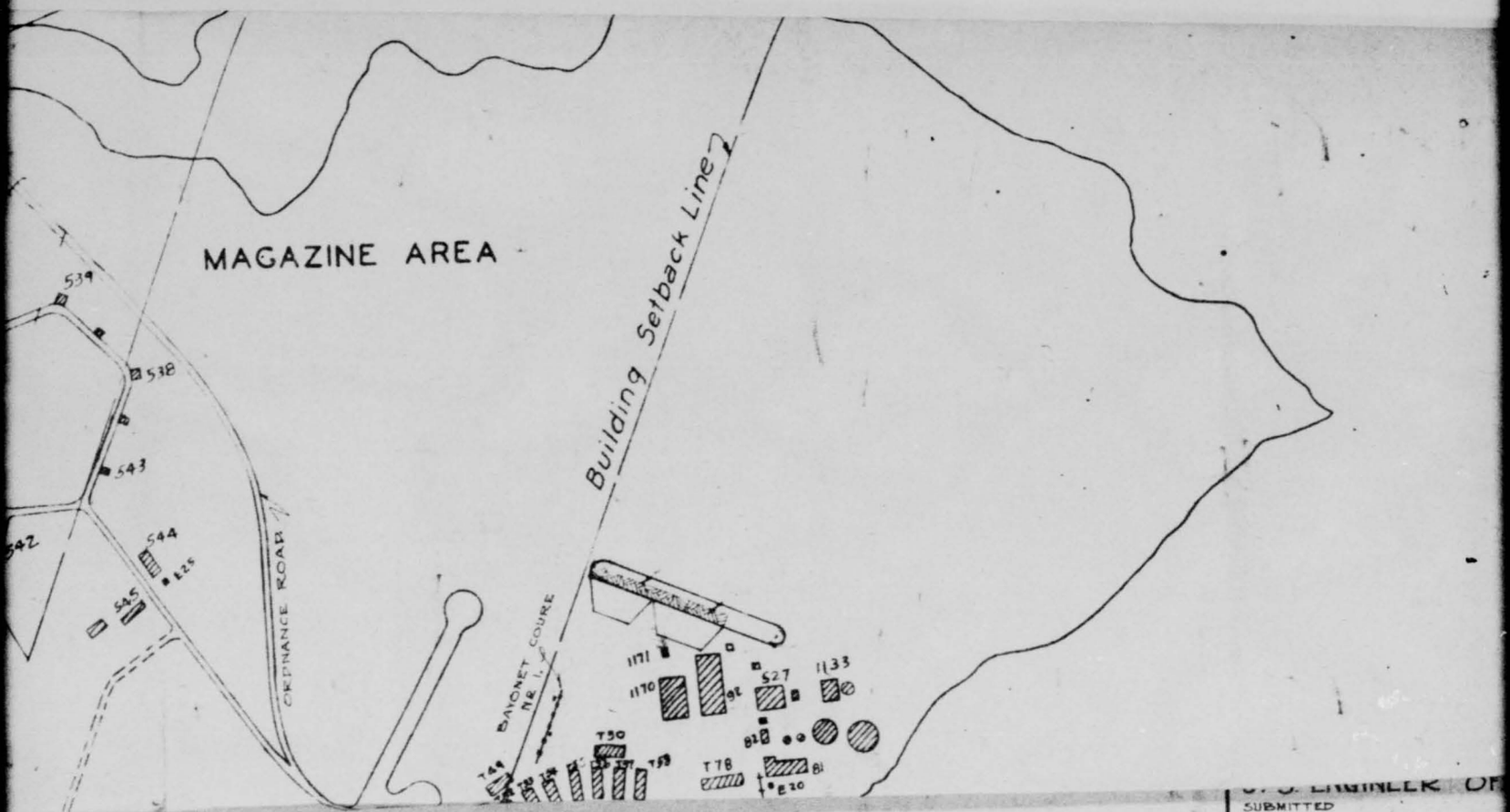

SUBMITTED

C. J. Robin

AREA ENGINEER

DESIGNED BY: SLAUG

DRAWN BY: J. M. PORTEW

CHECKED BY: J. R. BECK

MAP | DD-B-78 | 600-725 | 32 X 20

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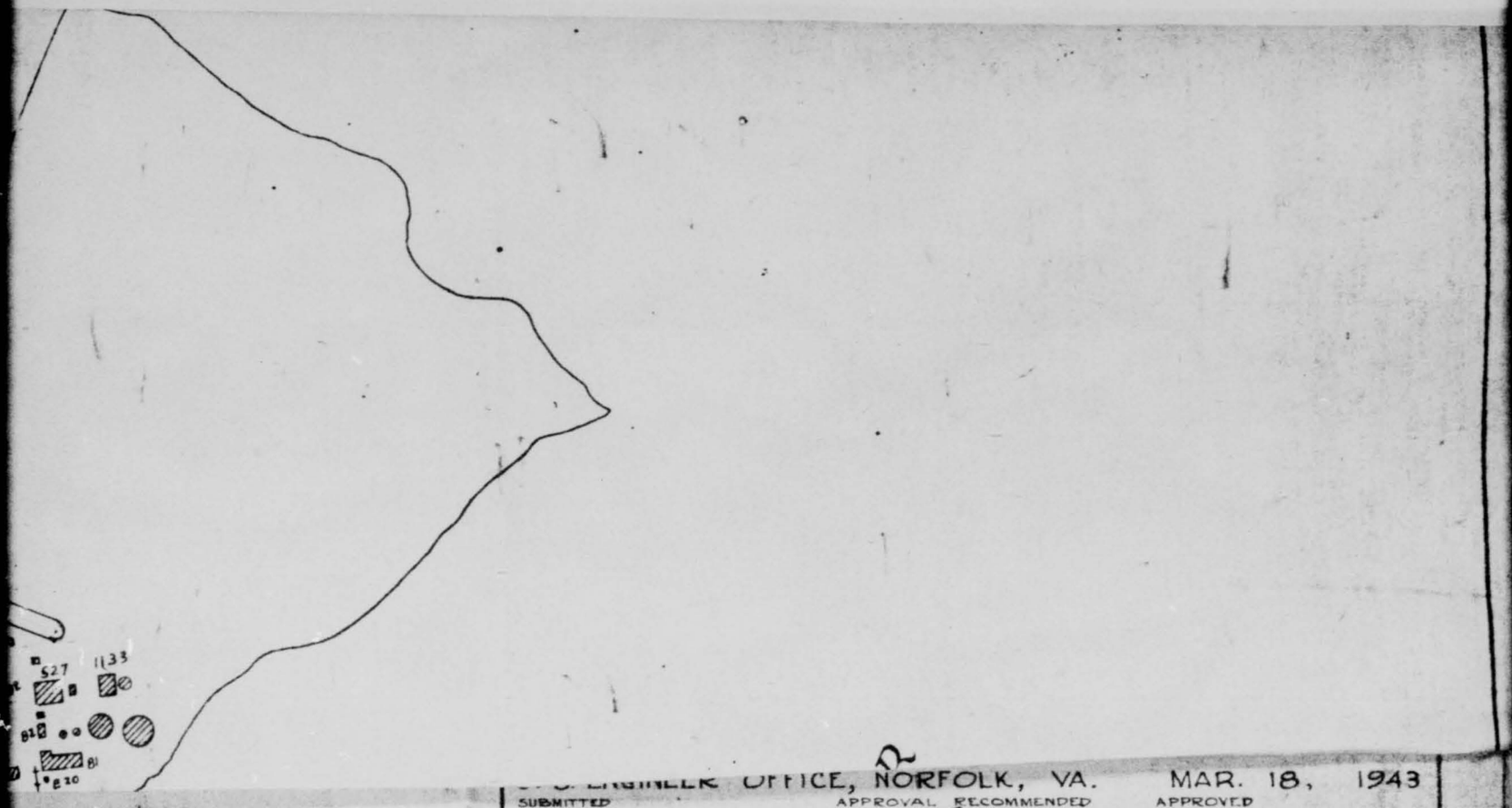

U. S. ENGINEER OFFICE, NORFOLK, VA. MAR. 18, 1943

SUBMITTED	APPROVAL RECOMMENDED	APPROVED
C. J. Robin	Hoy Evans Jr.	G. S. Pinkerton, Jr.
AREA ENGINEER	MAJOR, CORPS OF ENGINEERS EXECUTIVE ASSISTANT	LT. COL., CORPS OF ENGINEERS DISTRICT ENGINEER

DESIGNED BY: SLAUGHTER, SAVILLE & BLACKBURN, INC., ENGINEERS

DRAWN BY: J. M. PORTEWIG.

CHECKED BY: J. F. BECK

FILE NO. A.F.C. 113-1-1.2

APPROVED FOR C.O. R. B. BATTE, MAJOR, C.E. 2/2/43

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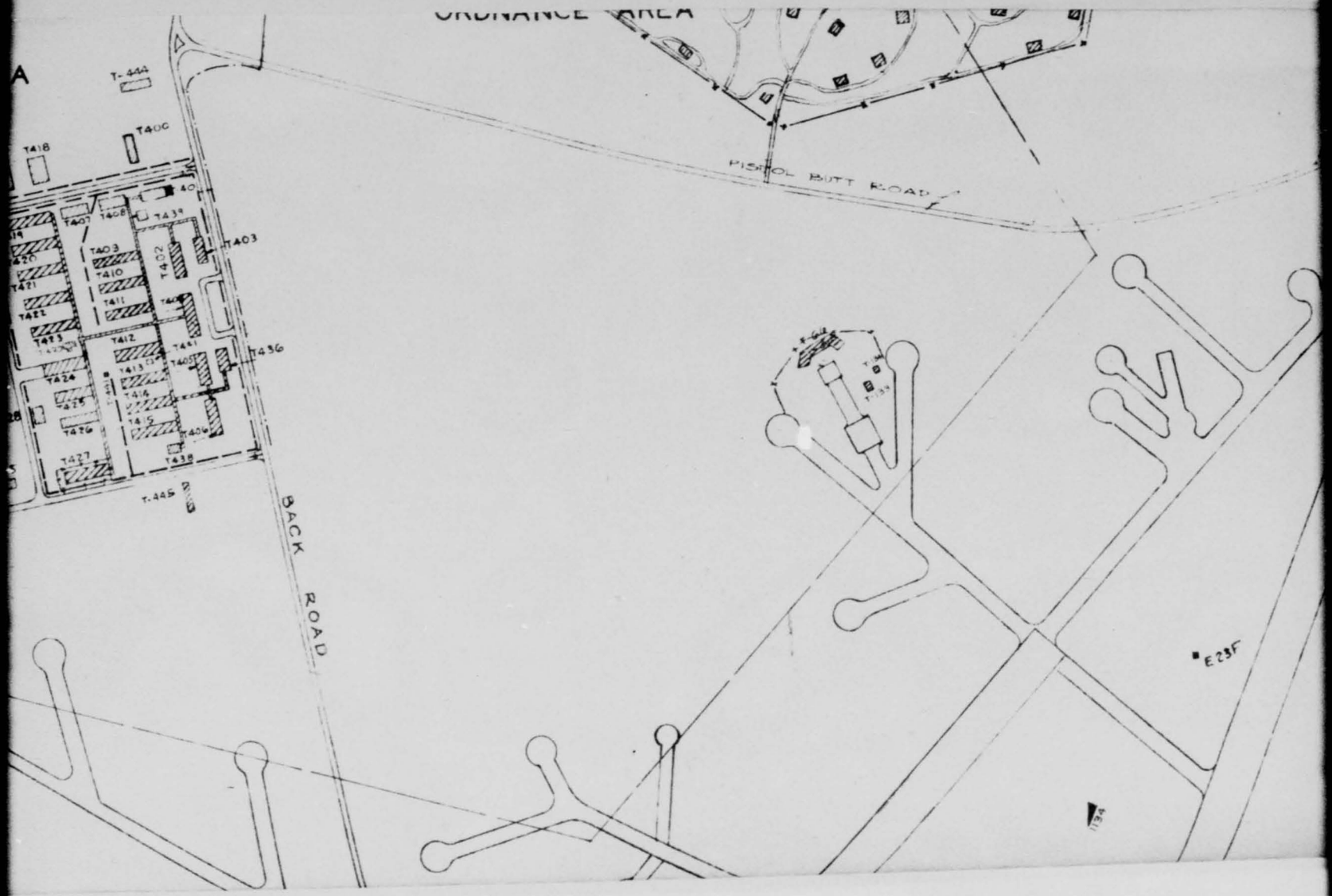

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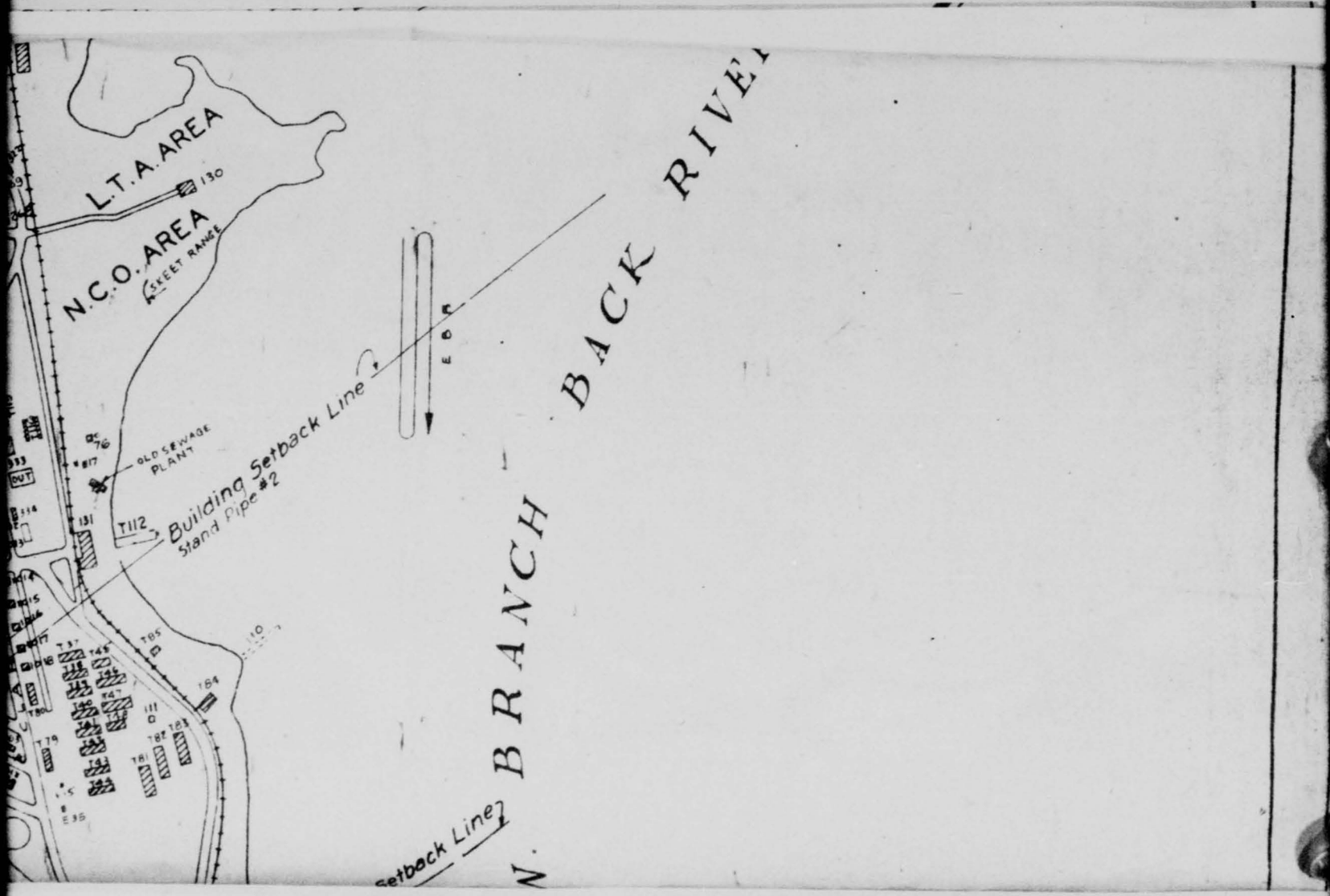

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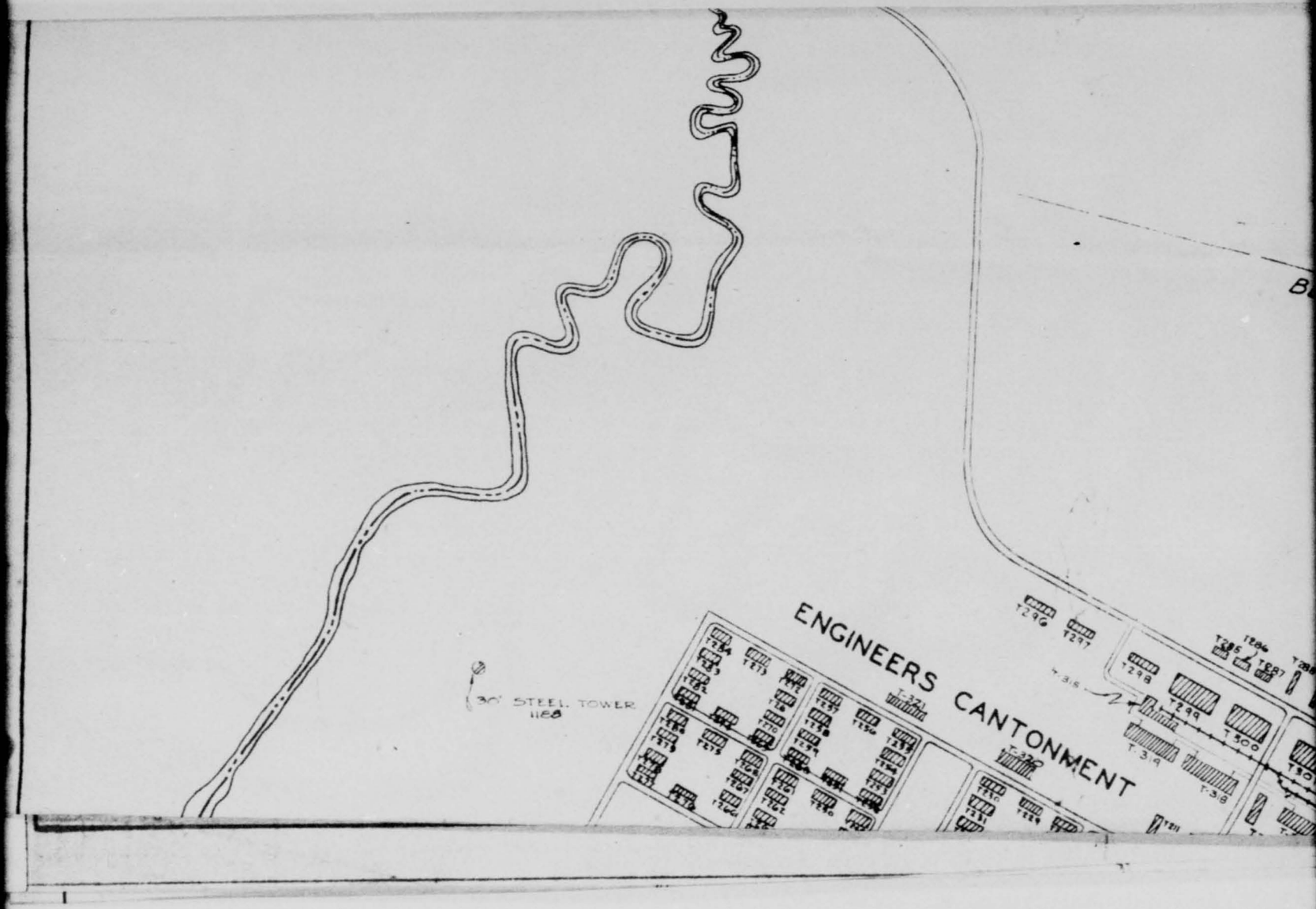

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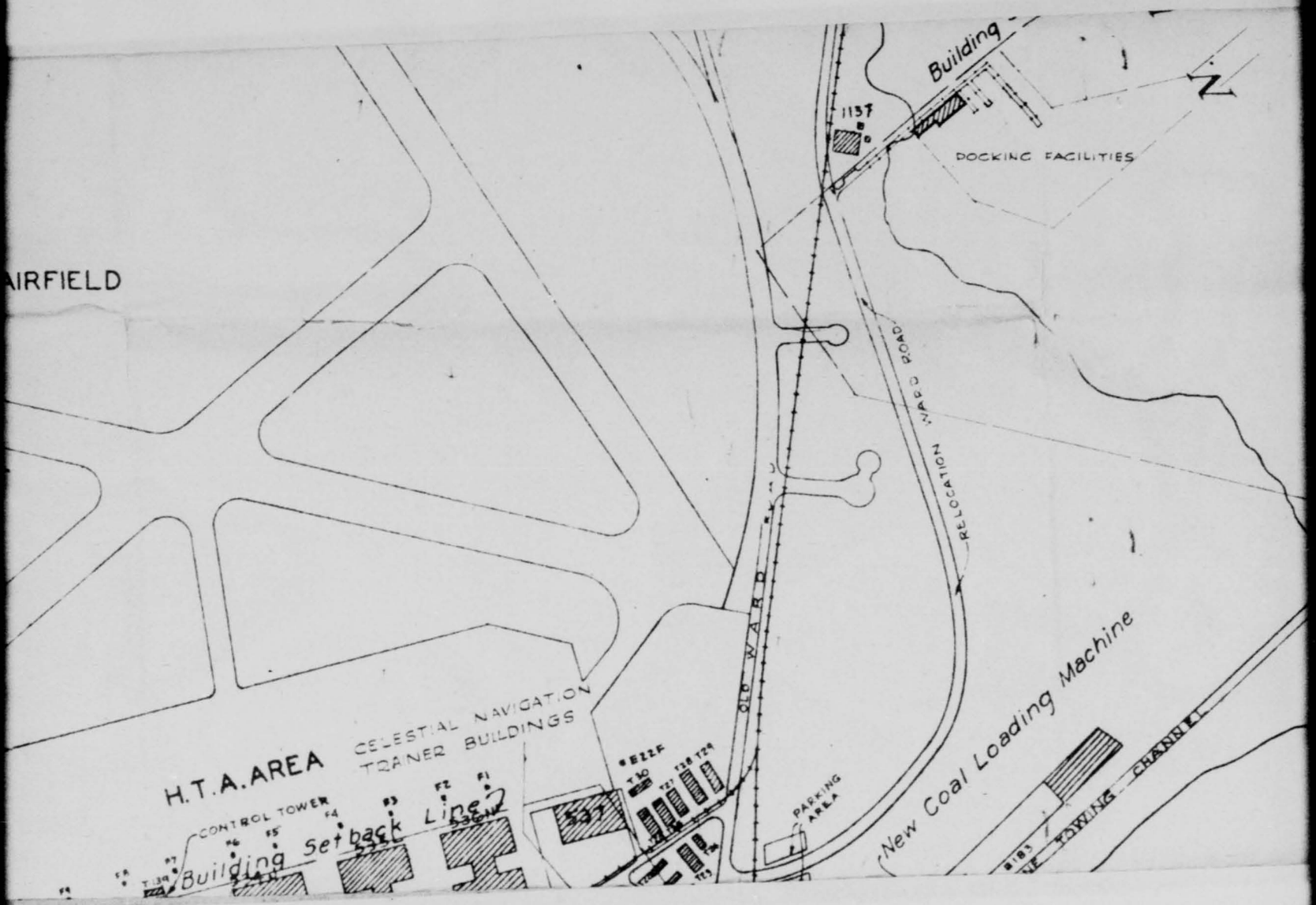

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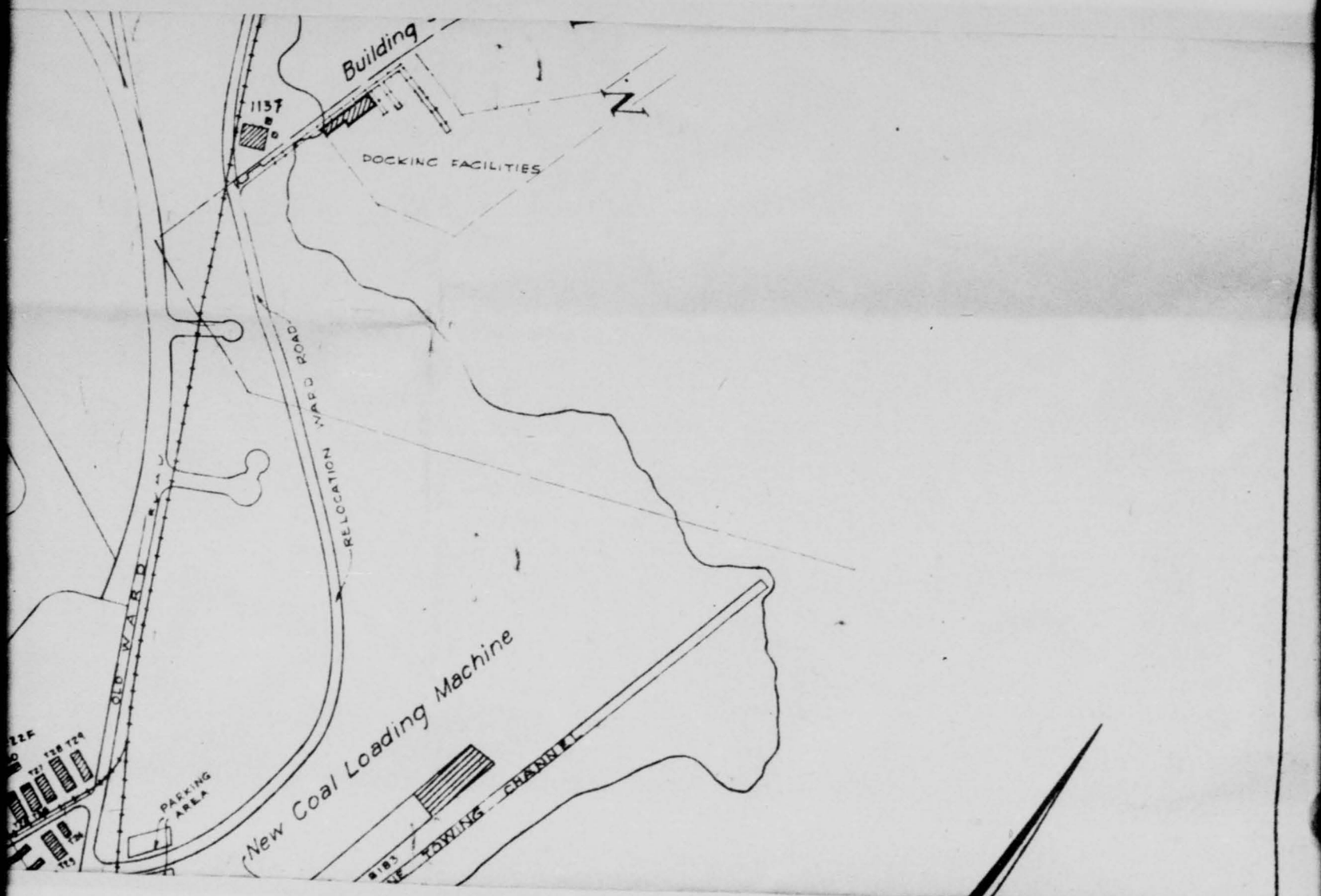

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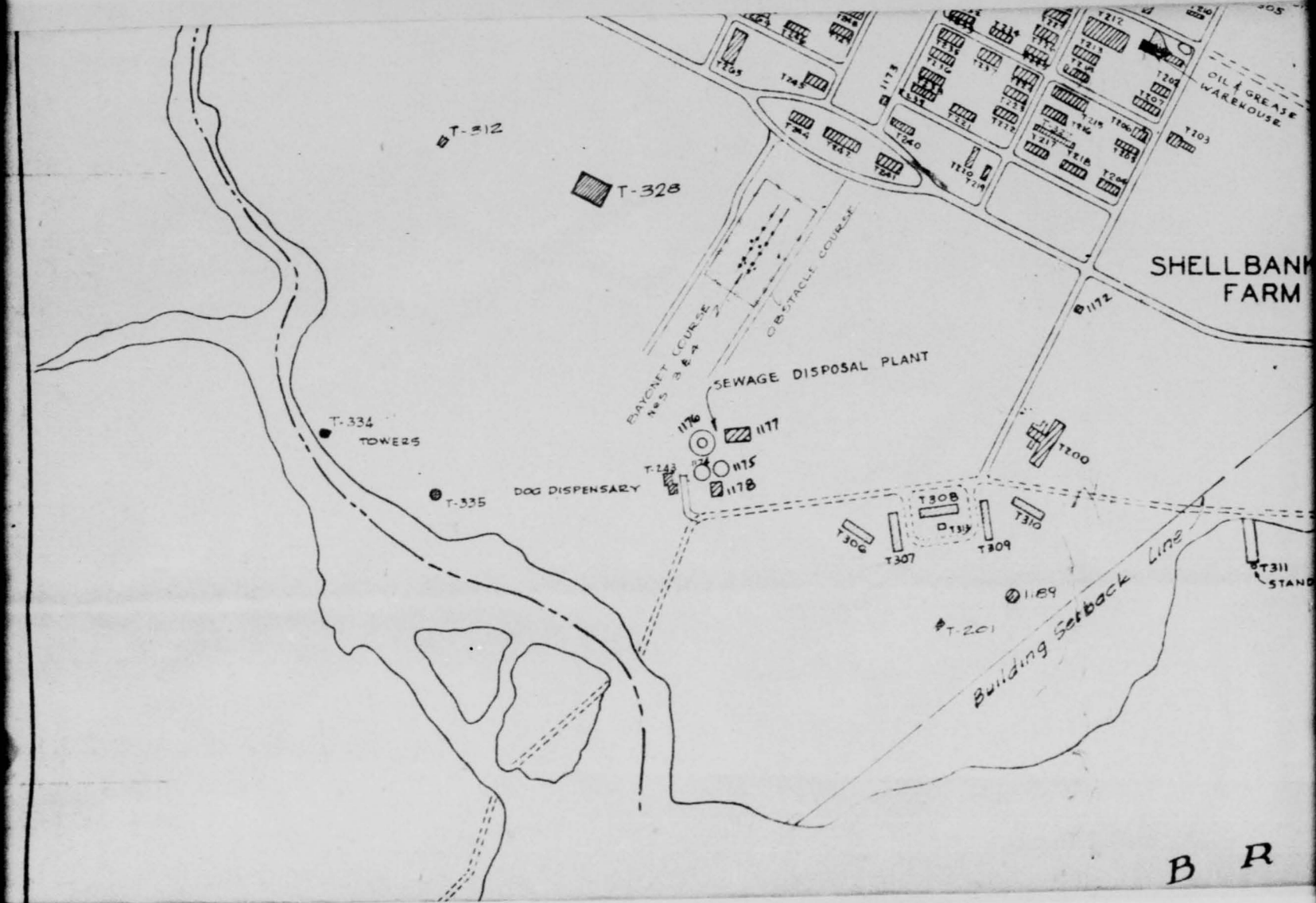

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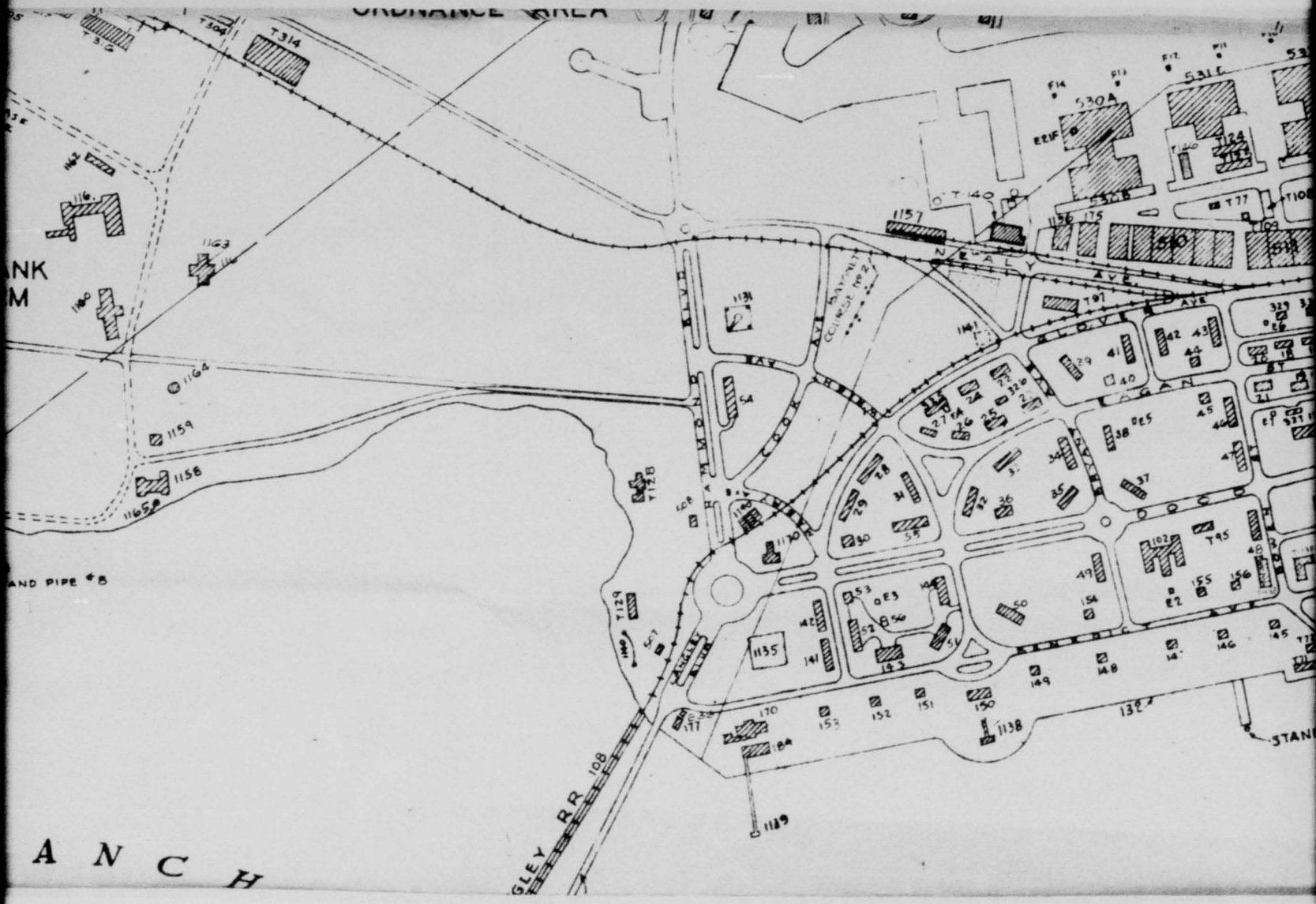

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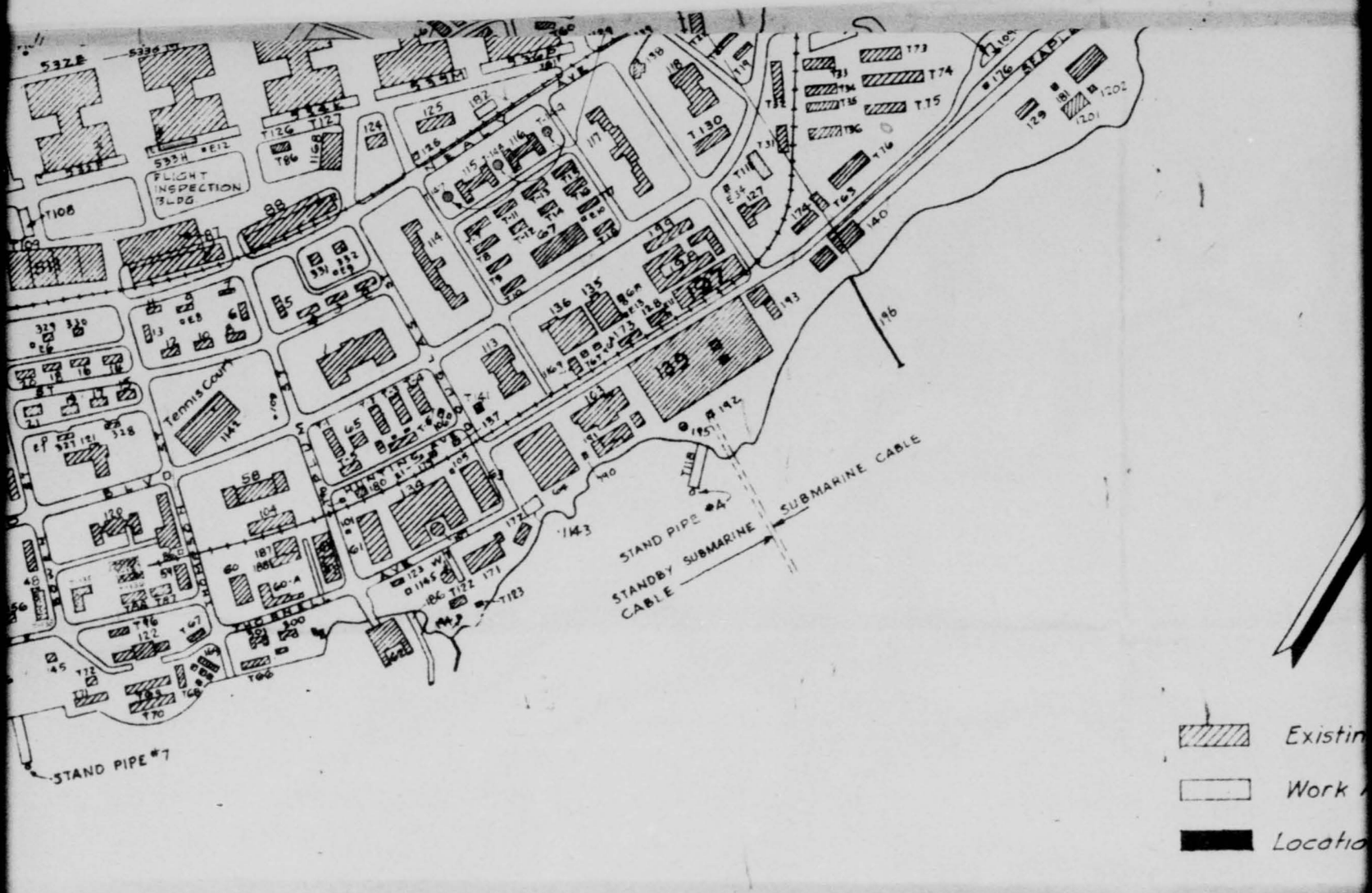

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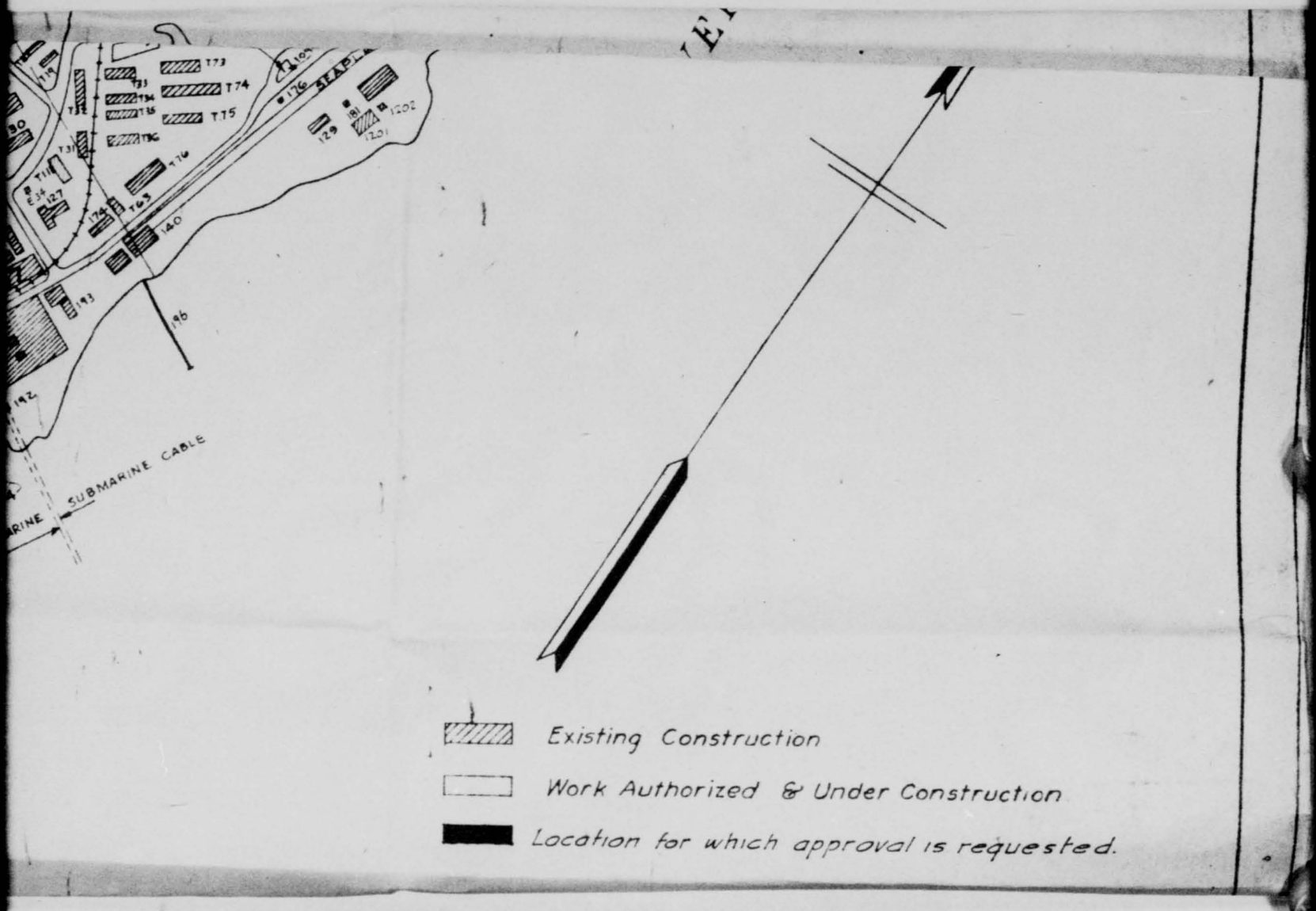

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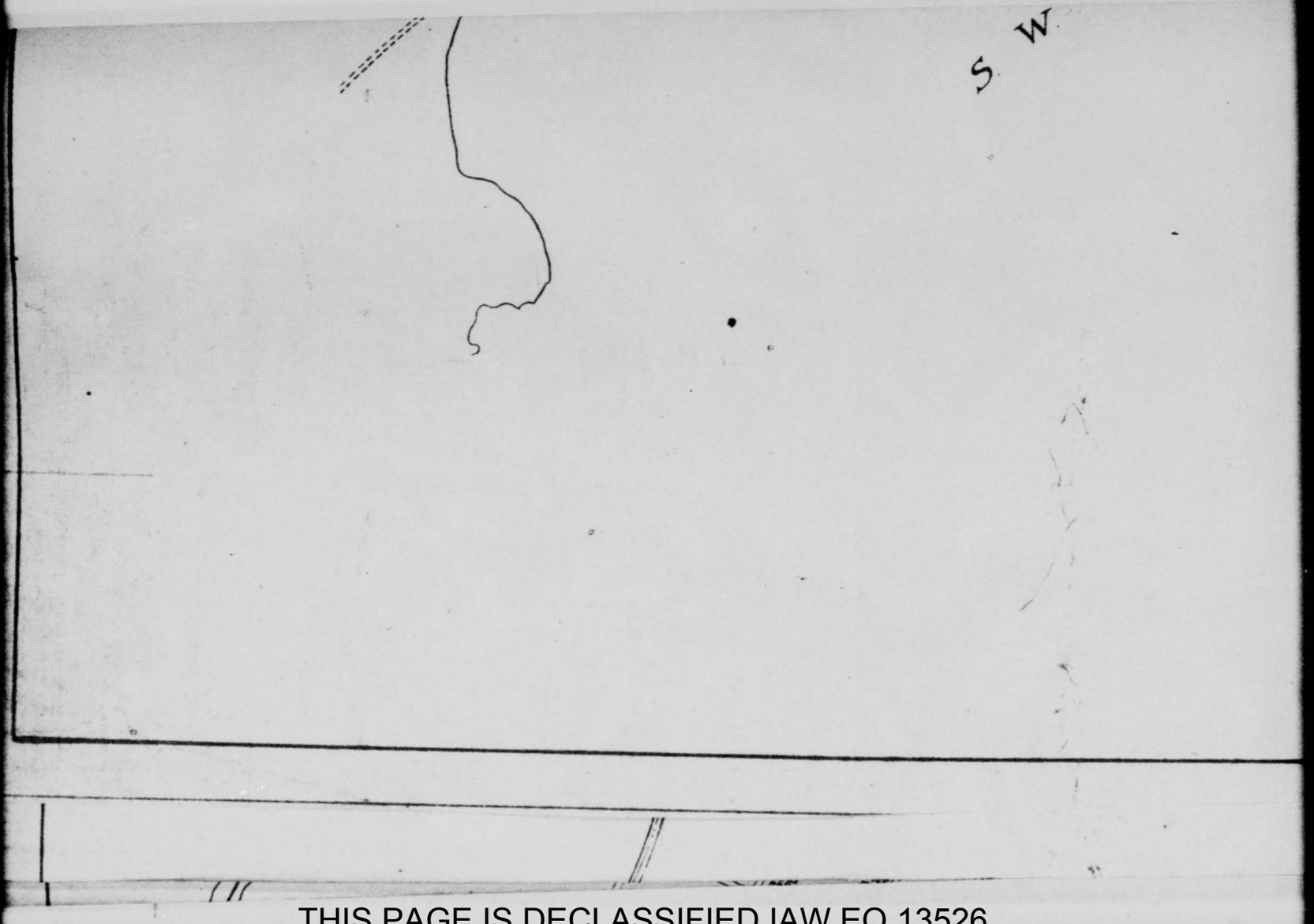

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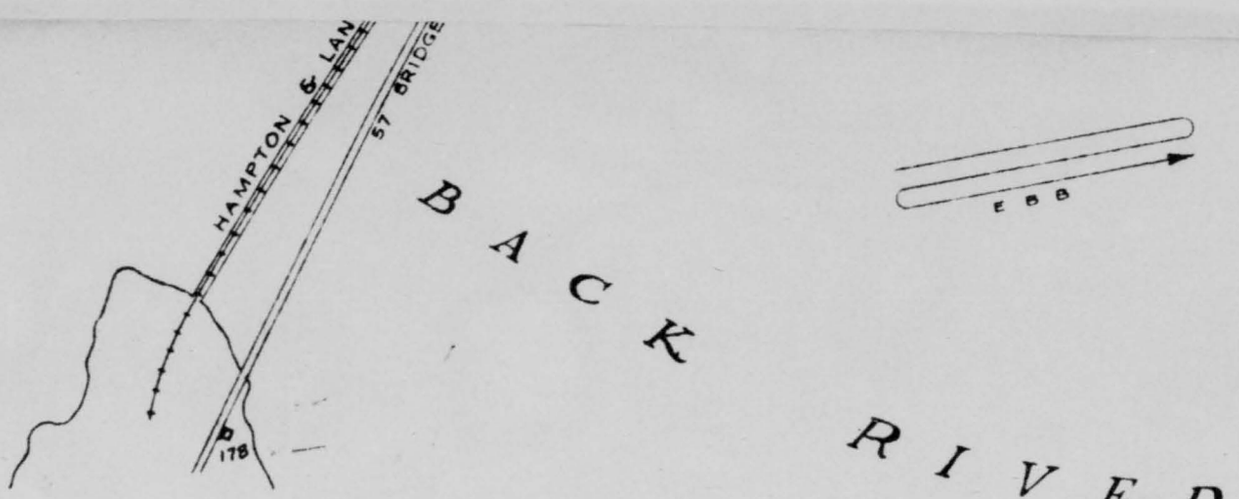

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GRAPHIC

100 0

CONF

AIRFIE

IN 1 SHEETS

U. S. ENGINEER OFFICE,

SUBMITTED

AREA ENGINEER

MAJO

DESIGNED BY: SLAUGHTER,

DRAWN BY: J. M. PORTEWIG.

CHECKED BY: J. R. BECK.

T/D

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GRAPHIC SCALE IN FEET

100 0 500 1000 1500 2000

CONFIDENTIAL

AIRFIELD CONSTRUCTION PROJECT

LANGLEY FIELD, VA.

PROJECT LOCATION MAP

IN 1 SHEETS SCALE 1"=400.0' SHEET NO. 1

U. S. ENGINEER OFFICE, NORFOLK, VA. MAR. 18, 1943

SUBMITTED APPROVAL RECOMMENDED APPROVED

C. J. Robin — Thos. Evans Jr. — [illegible]

AREA ENGINEER — MAJOR, CORPS OF ENGINEERS, EXECUTIVE ASSISTANT — LT. COL., CORPS OF ENGINEERS, DISTRICT ENGINEER

DESIGNED BY: SLAUGHTER, SAVILLE & BLACKBURN, INC., ENGINEERS

DRAWN BY: J. M. PORTEWIG.

CHECKED BY: J. F. BECK

FILE NO. A.F.C. 113-1-1.2

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OFFICIAL BUSINESS

Liberty Field
Real Estate
6 Aug. 43

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645

J. O. Rahn

R. C. Colem

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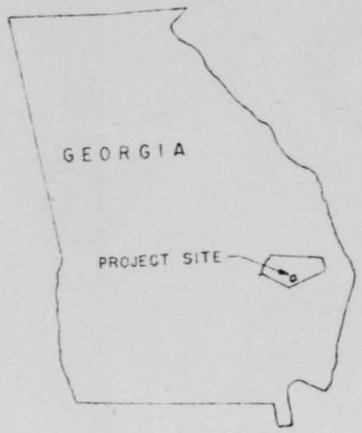

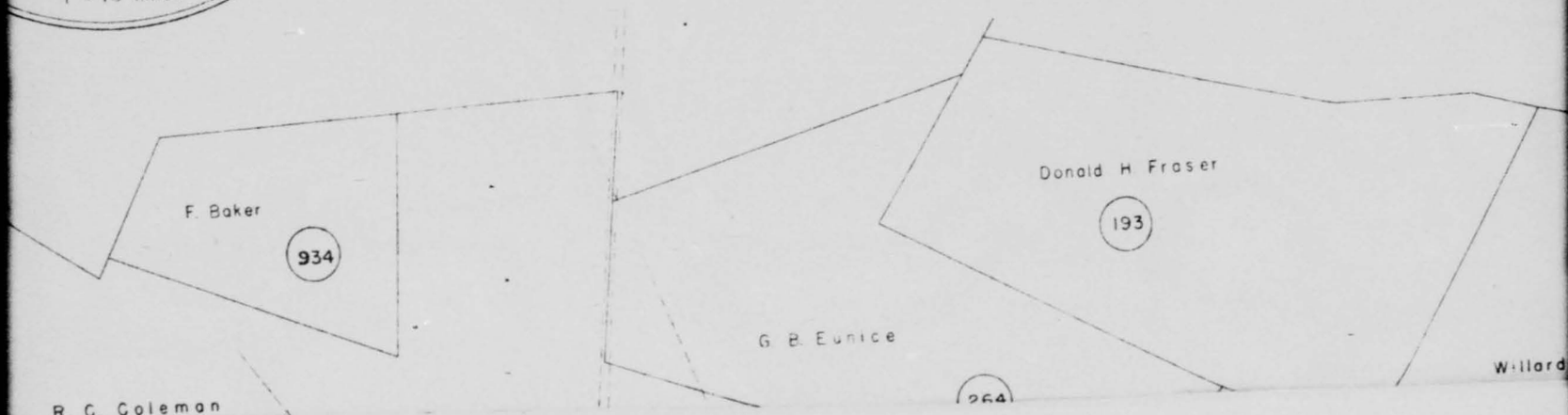

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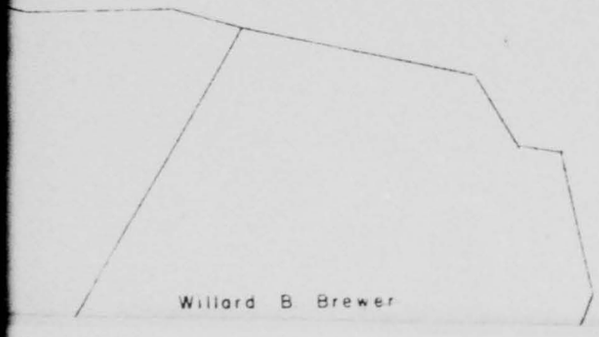
NOTE

Liberty Field lies wholly within the boundaries of Camp Stewart and is located on lands previously acquired in fee simple as part of that reservation.



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TOWNSHIP LINE

NOTE
wholly within the boundaries of
s located on lands previously
e as part of that reservation

OWERSHIP

STATE GEORGIA
COUNTY LIBERTY
DIVISION SOUTH ATLANTIC
DISTRICT SAVANNAH
SERVICE COMMAND FOURTH
USING AGENCY AIR FORCES
2 MILES NE OF HINESVILLE
27 MILES SW OF SAVANNAH

— TRANSPORTATION FACILITIES —

RAILROAD
No. 38 STATE ROAD
FEDERAL ROAD
AIRLINE

— LAND AREA —

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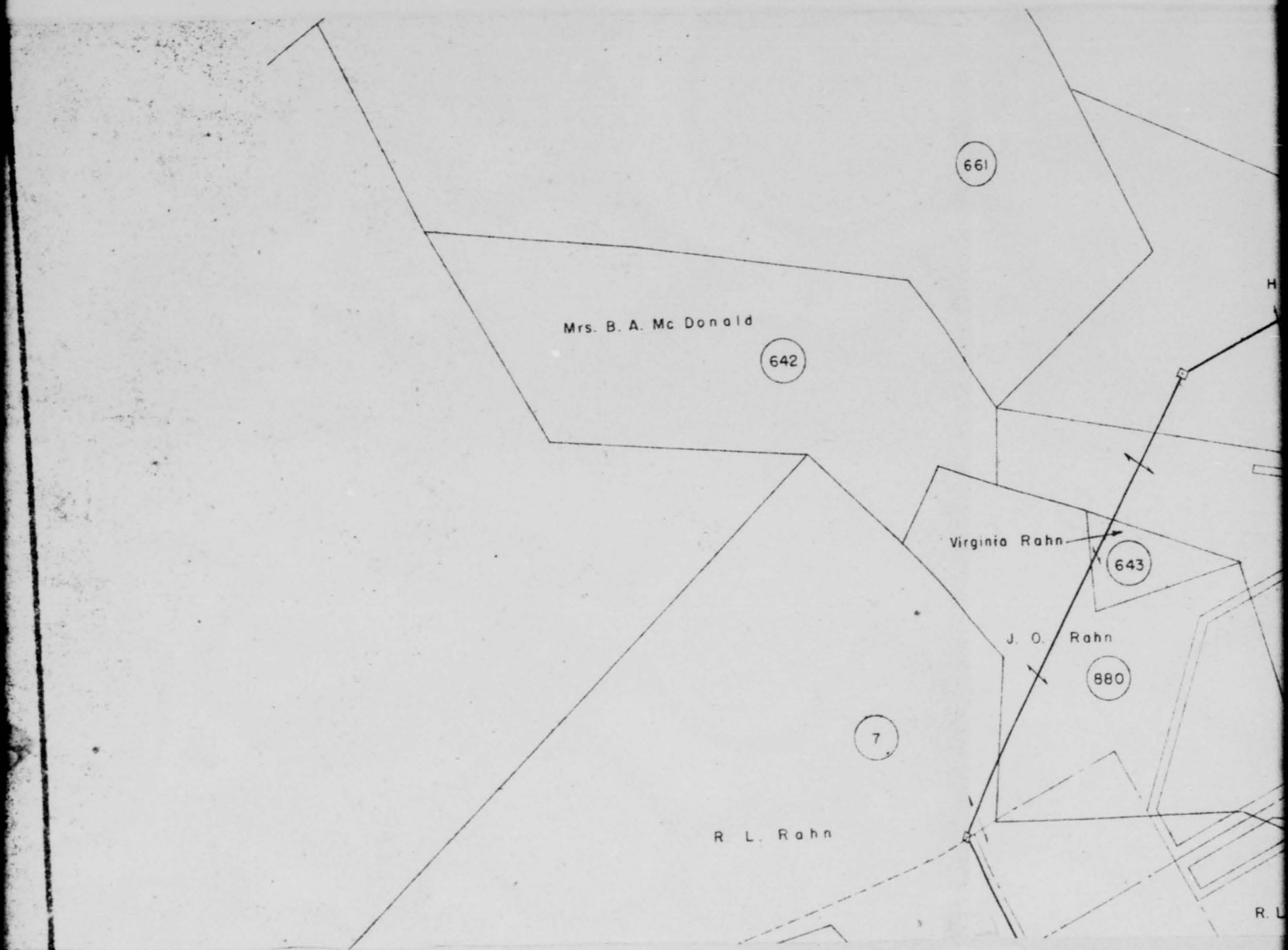

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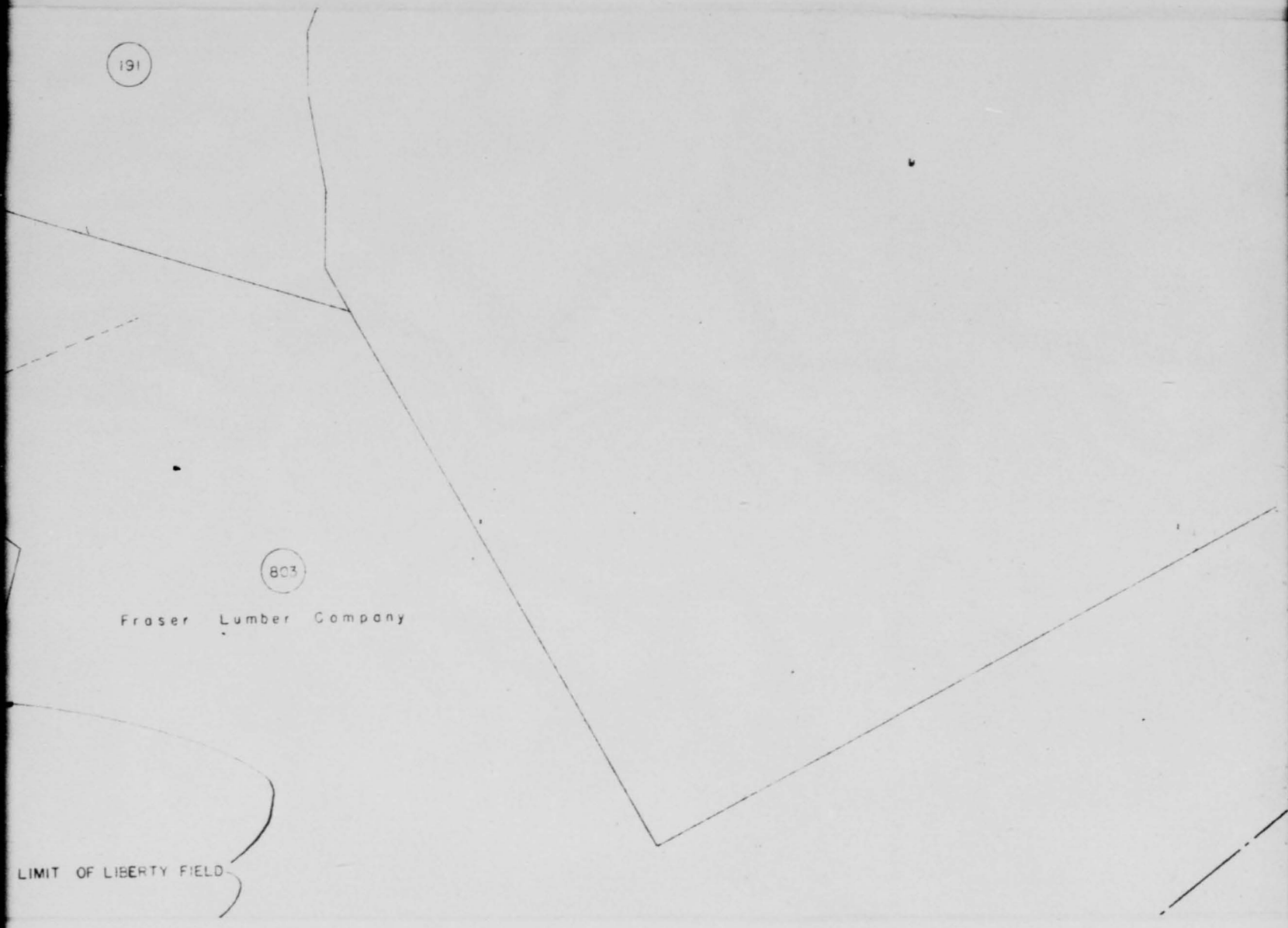

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ACRES OWNED BY W.D.
ACRES LEASED BY W.D.
ACRES LEASED FROM W.D.
ACRES TRANSFERRED TO W.D.
ACRES DONATED TO W.D.

— DISPOSALS —

ACRES SOLD
ACRES TRANSFERRED
ACRES EXCHANGED
ACRES OTHERWISE

— LEGEND —

RESERVATION LINE
STATE OR PROVINCE LINE
COUNTY LINE
CIVIL DISTRICT PRECINCT
LAND GRANT LINE
CITY, VILLAGE OR BOROUGH
CEMETERY, SMALL PARK, ETC.

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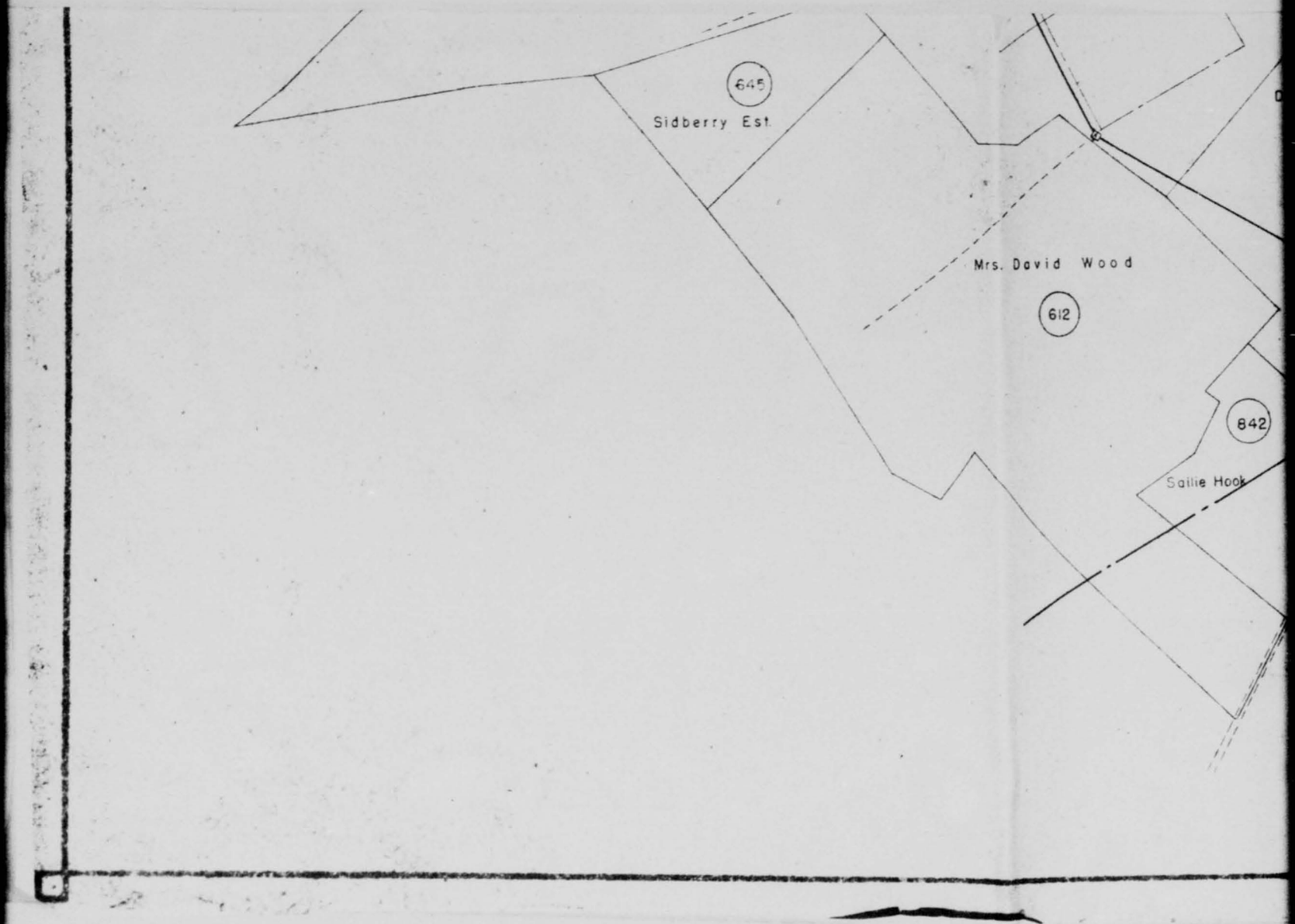

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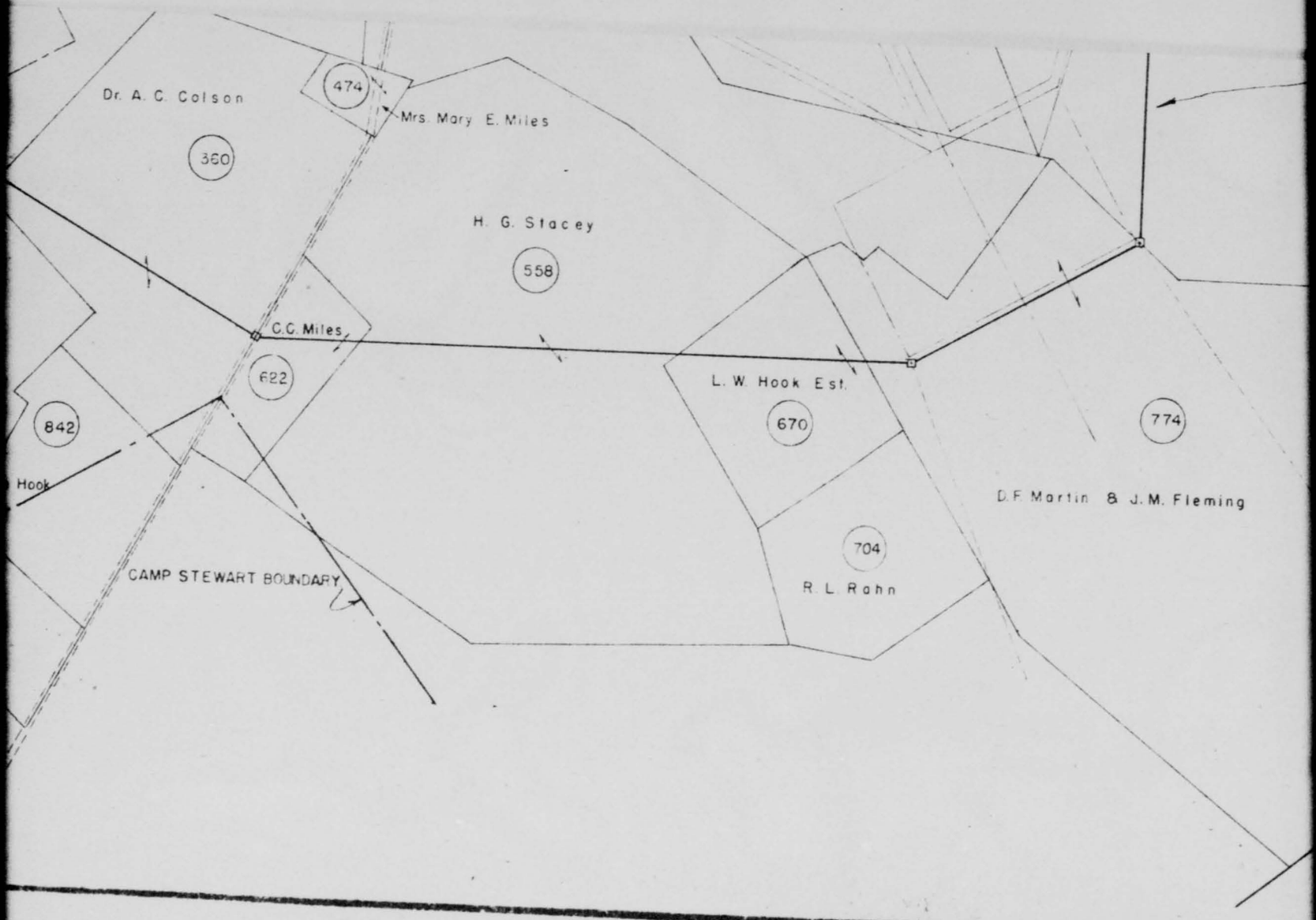

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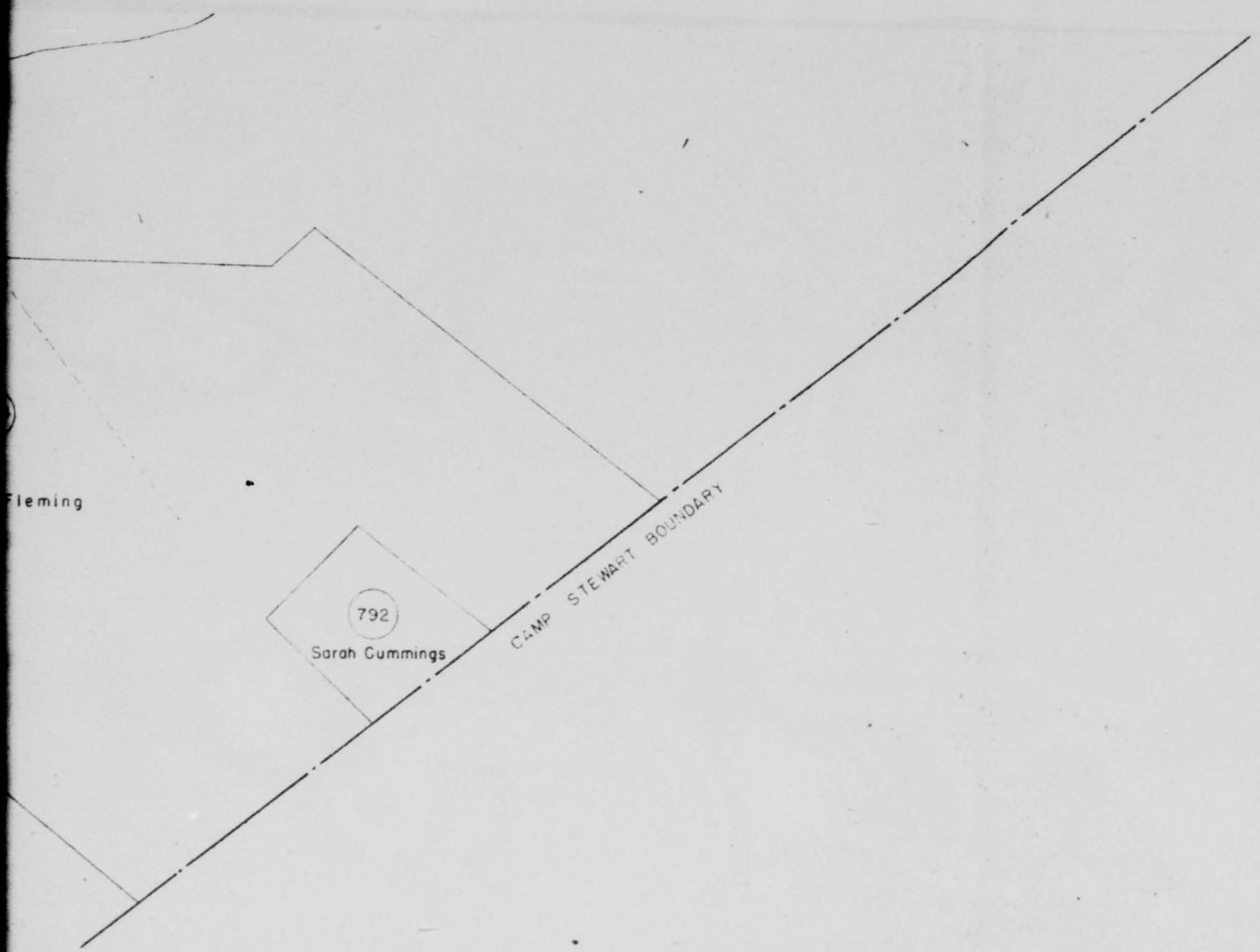

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TOWNSHIP LINE

SECTION LINE

LAND LOT LINE

1" = 660'

1000 0 1000 2000

WAR DEPARTMENT CORPS OF ENGINEERS
CONSTRUCTION DIVISION

REAL ESTATE

LIBERTY FIELD

CAMP STEWART

MILITARY RESERVATION

RECOMMENDED William A. Tungford DATE 8-6-43

APPROVED John D Barber DATE 8/6/43
MAJOR, CORPS OF ENGINEERS

COMPILED HH TRACED H H CHECKED

DATE	BY	REVISIONS	APPROVED

SHEETS OF DRAWING 4860-2

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OFFICIAL BUSINESS

Millville Aerial Gunnery Range
Segment A
18 Dec. 42

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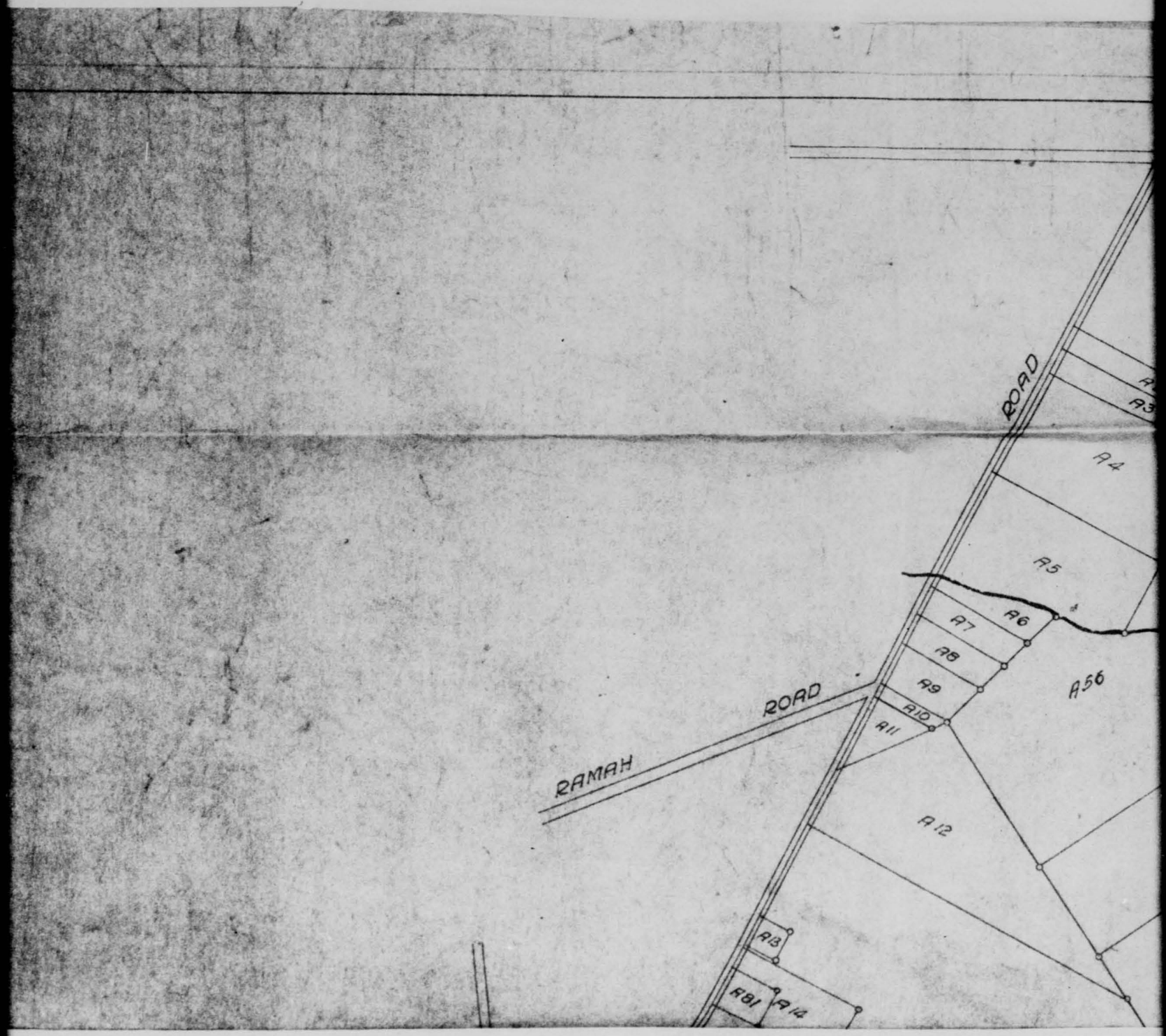

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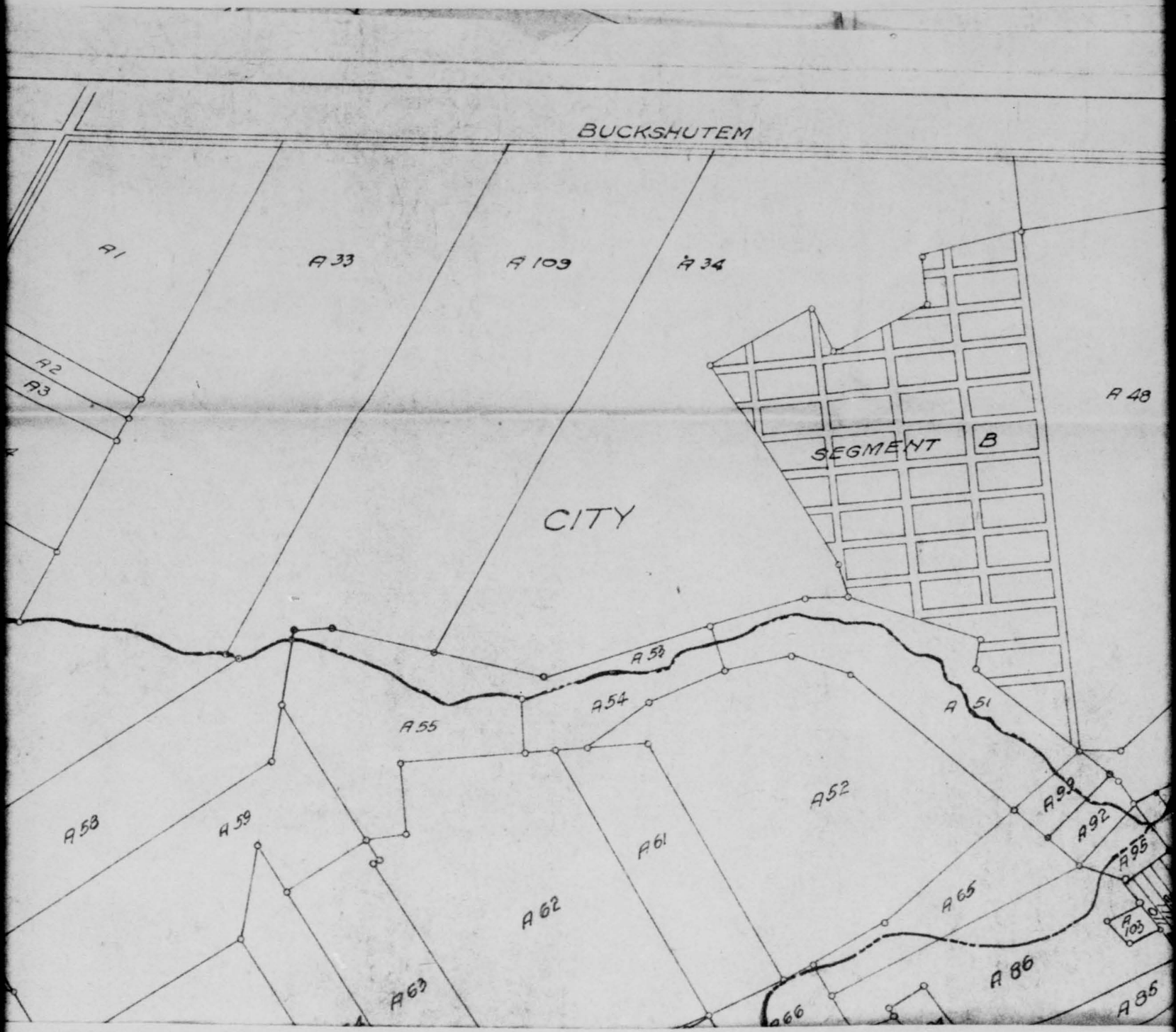

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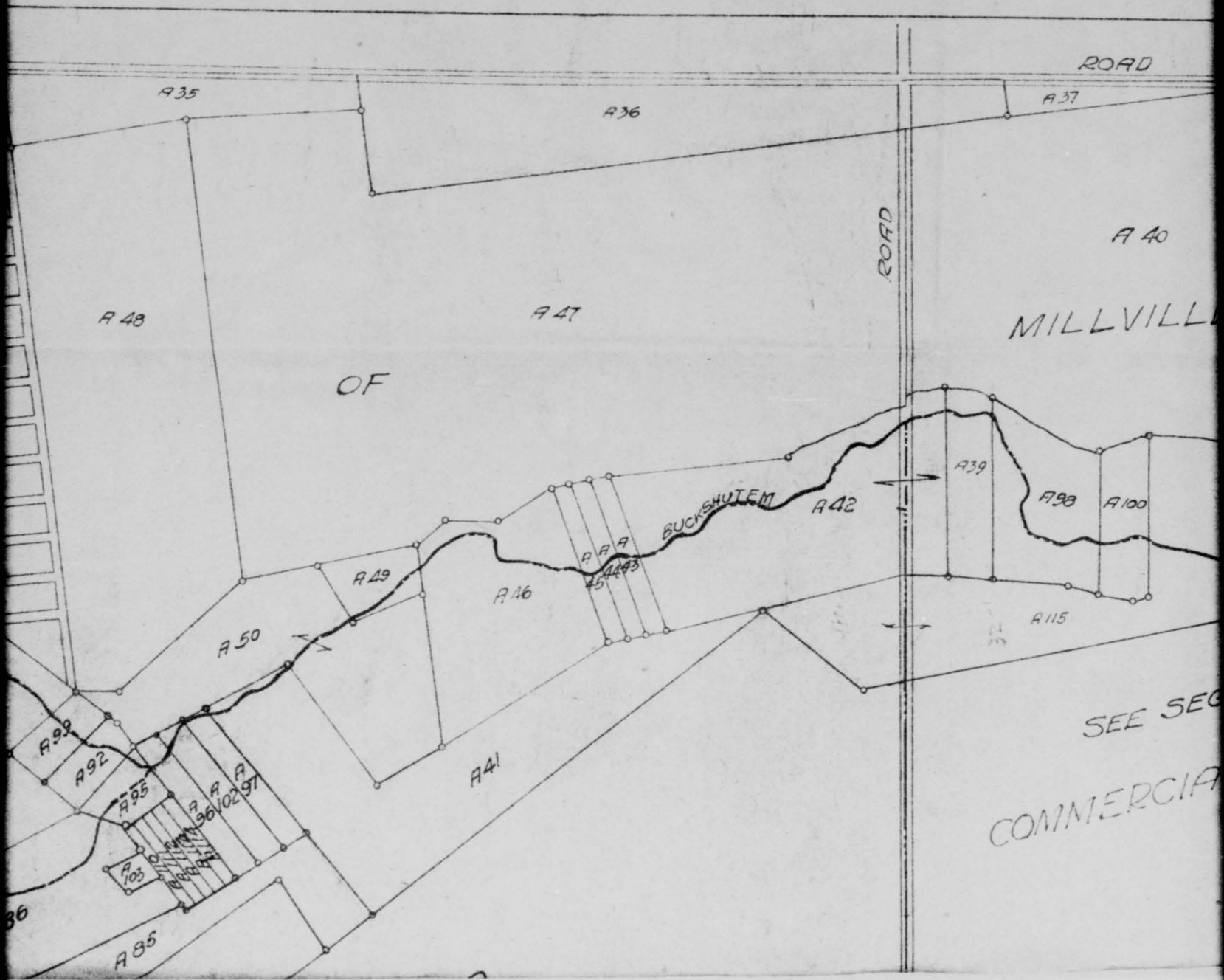
A 34	City of Millville	132.00	A 94	Est. of Elbad Lore	3.16
	[illegible] Tingley	14.00	A 95	Est. of Richard Bidwell	3.43
				[illegible] Willis	3.16



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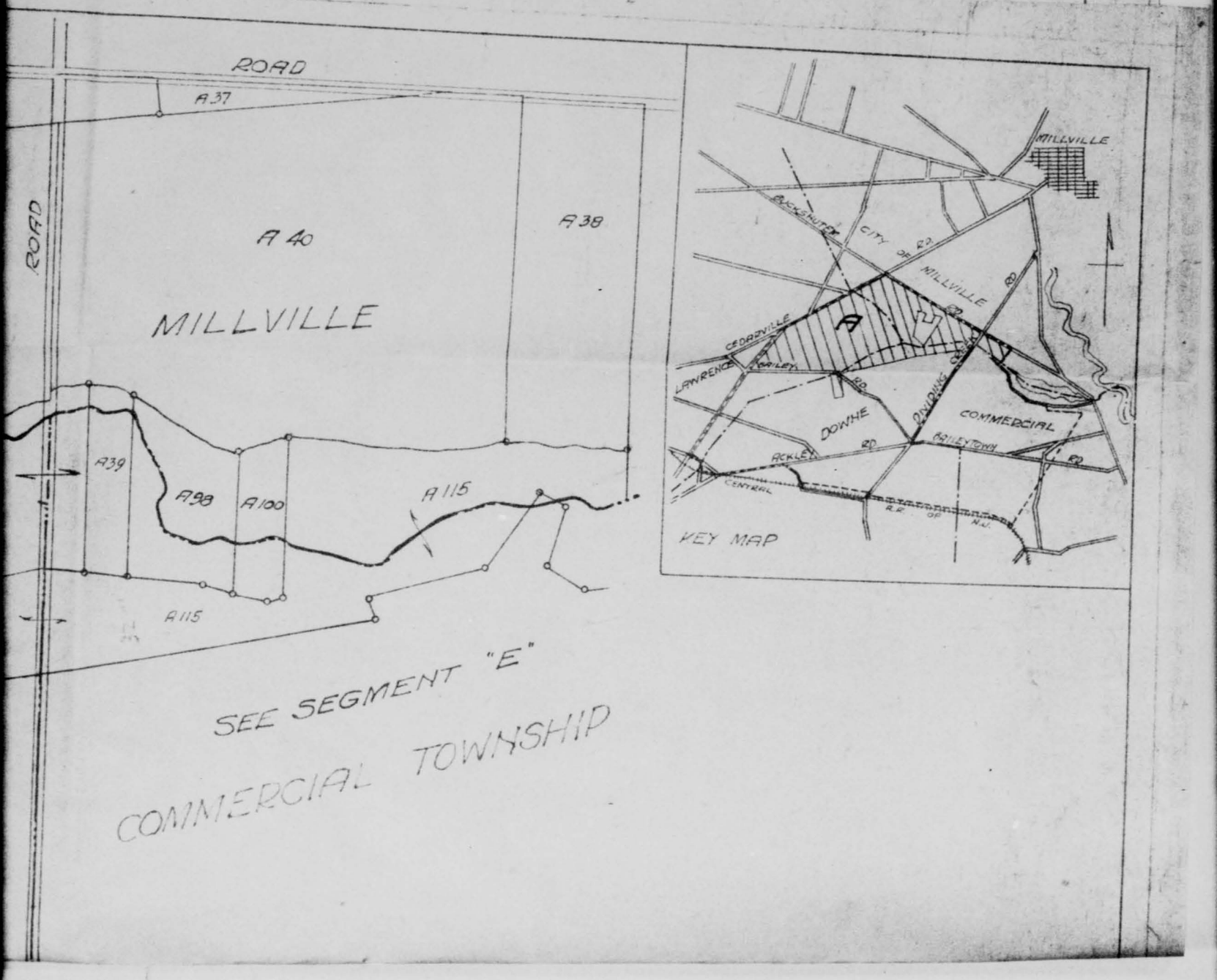
st. of Elbod Lore 3.16
t of Richard Bidwell 3.43



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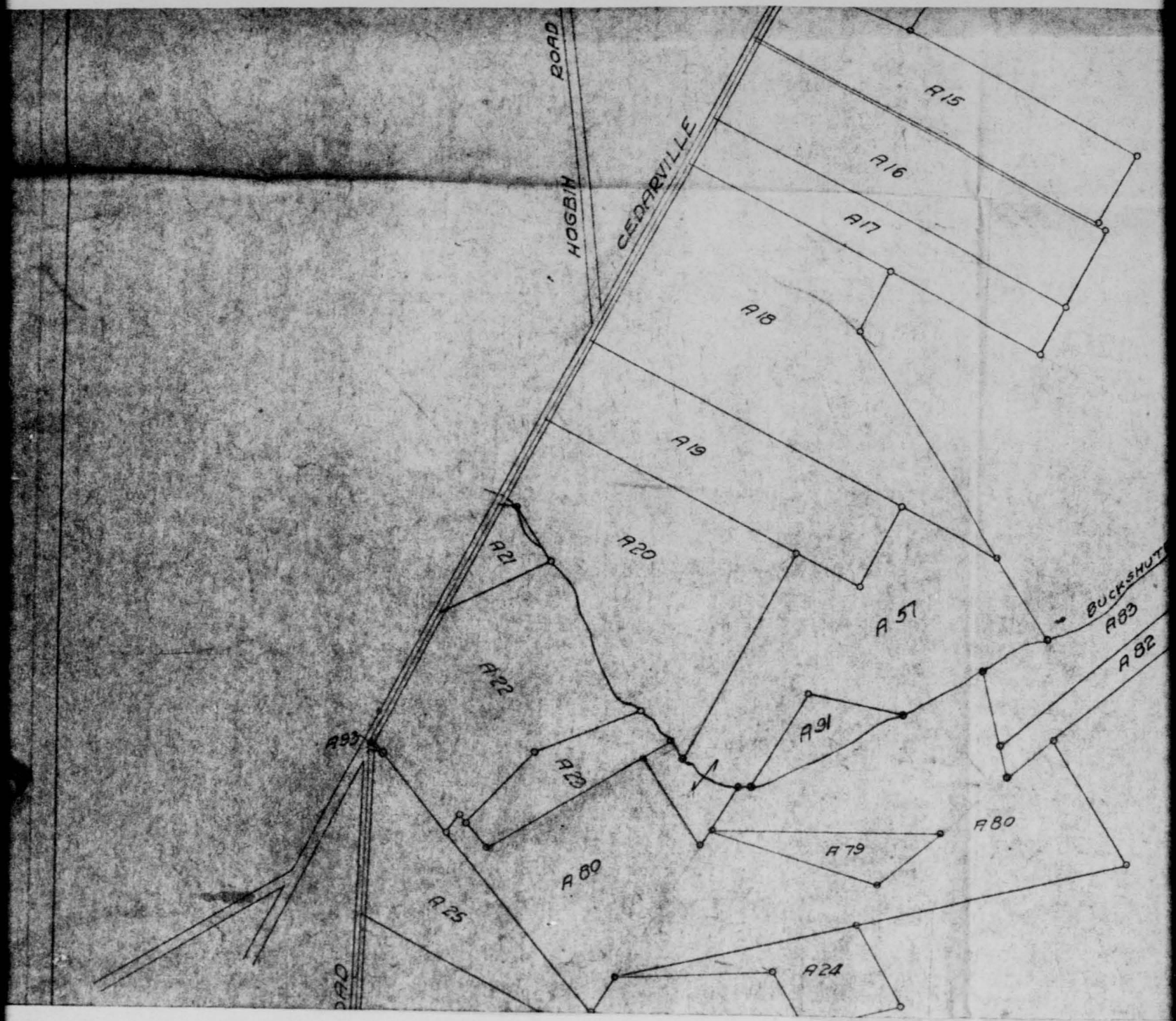

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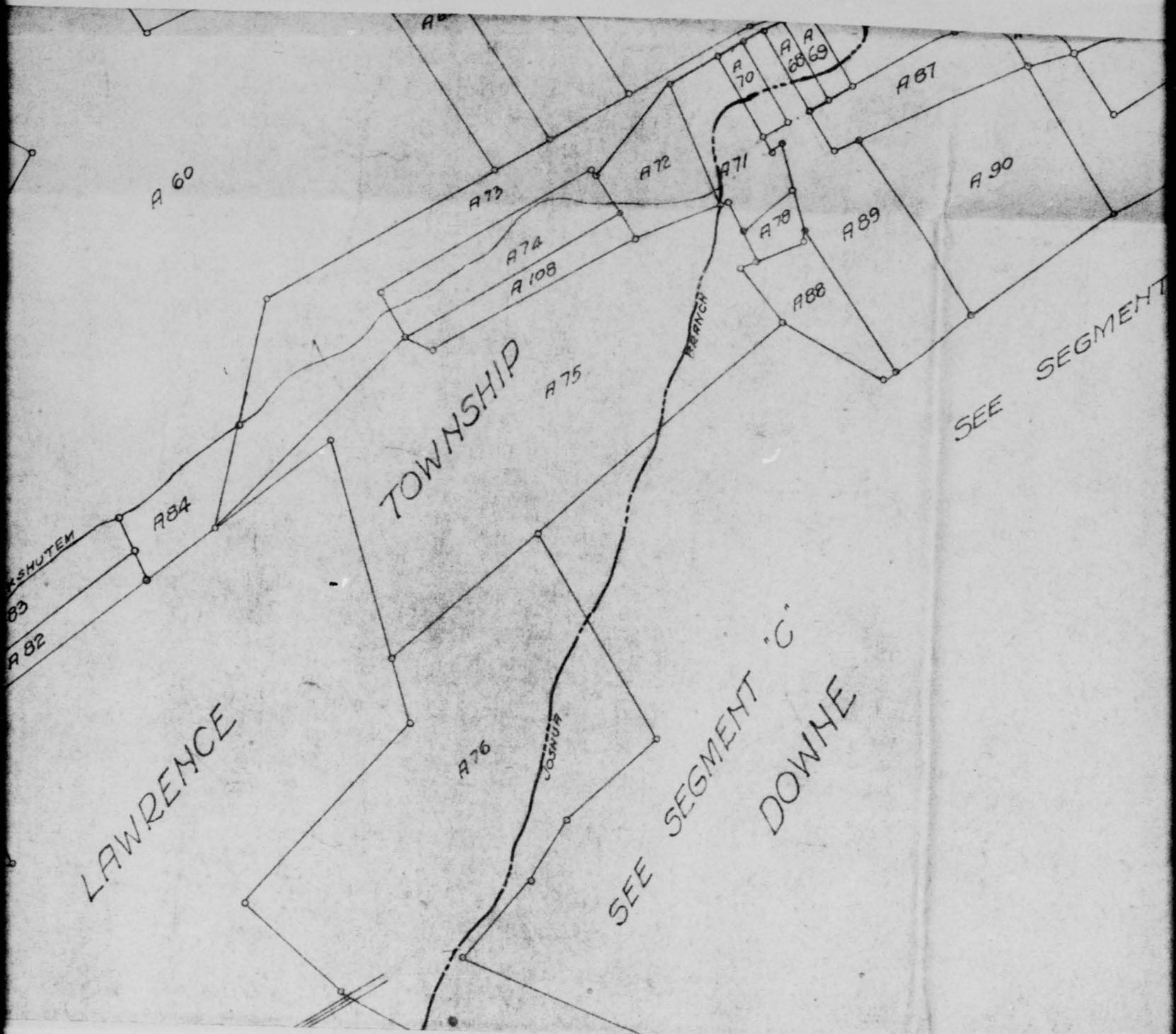

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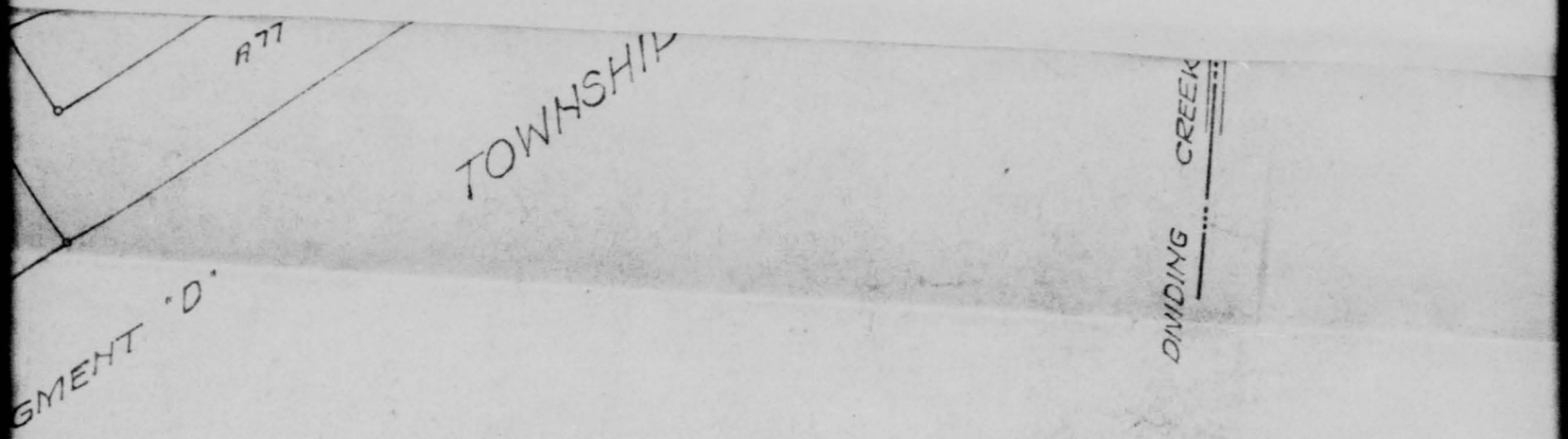

TRACT	VENDOR	AREA
A 1	City of Millville	45.50
A 2	Herman A. Dengen	5.00
A 3	Fred. L. Schupback	5.00
A 4	City of Millville	24.50
A 5	Richmond Frazier	21.00
A 6	Maggie Taylor	3.83
A 7	Emmett Milner	3.00
A 8	Josie G. Williams	3.00
A 9	Charles J. Lohr	3.84
A 10	Gustave G. Folger	1.05
A 11	Leman G. Taylor	2.78
A 12	Edith Whitaker	31.00
A 13	Herschel Taylor	1.11
A 14	Herschel Taylor	6.00
A 15	Peter Kuper	28.95
A 16	Harry Solof	35.00
A 17	Est. of Howard Sparks	20.30
A 18	Paul Starzewski	59.30
A 19	Leon Spencer	30.00
A 20	Leroy R. Earle	43.50
A 21	Augestus Kennerly etux	4.20
A 22	Andrew H. Rudok	32.67
A 23	Howard L. Spencer	8.40
A 24	Sarah A. Husted	10.42
A 25	D. & C. Sorantonino	22.50
A 26	Serata Bros. Inc.	27.75
A 27	D. & C. Sorantonino	10.50
A 28	Melvin H. Reinheimer	0.56
A 29	Davis Goldblum	18.80
A 30	Davis Goldblum	0.10
A 31	Joseph Goldblum	1.20
A 32	Hazel M. Farrier	480.31
A 33	Anthony Barthdomew	103.32

TRACT	VENDOR	AREA
A 61	Horace B. Edwards	22.00
A 62	Howard Reick	67.90
A 63	Lehman Taylor	27.00
A 64	Herschel Taylor	19.21
A 65	Est. of Samuel D. King	13.48
A 66	Howard Reick	9.76
A 67	(cancelled)	
A 68	Ivan Shevchenko	1.80
A 69	Mrs. Ray D. Brown	2.68
A 70	Ivan Shevchenko	2.54
A 71	William W. Hall	9.79
A 72	Josiah, Dan L. & O. Newcomb	9.25
A 73	John Miracle	37.50
A 74	Howard Reick	11.00
A 75	John Leonard	87.57
A 76	Nellie De Cinque	132.51
A 77	Jacob Dailey	37.00
A 78	D.W. Boggs	2.11
A 79		5.50
A 80	Mrs. Ray D. Brown	85.00
A 81	Lena Taylor	2.00
A 82	Clayton McPherson	9.00
A 83	Jacob Dailey	14.00
A 84	Frances Reeves	8.05
A 85	E. McClong & S. Reeves	18.61
A 86	Owen Worstall	27.76
A 87	William W. Hall	10.69
A 88	S.A. Mayhew & E.P. Smith	8.18
A 89	Est. of Richard Bidwell	24.40
A 90	So. Jersey Pole Co.	29.94
A 91		5.00
A 92	D.W. Boggs	3.50
A 93	Township of Lawrence	0.10

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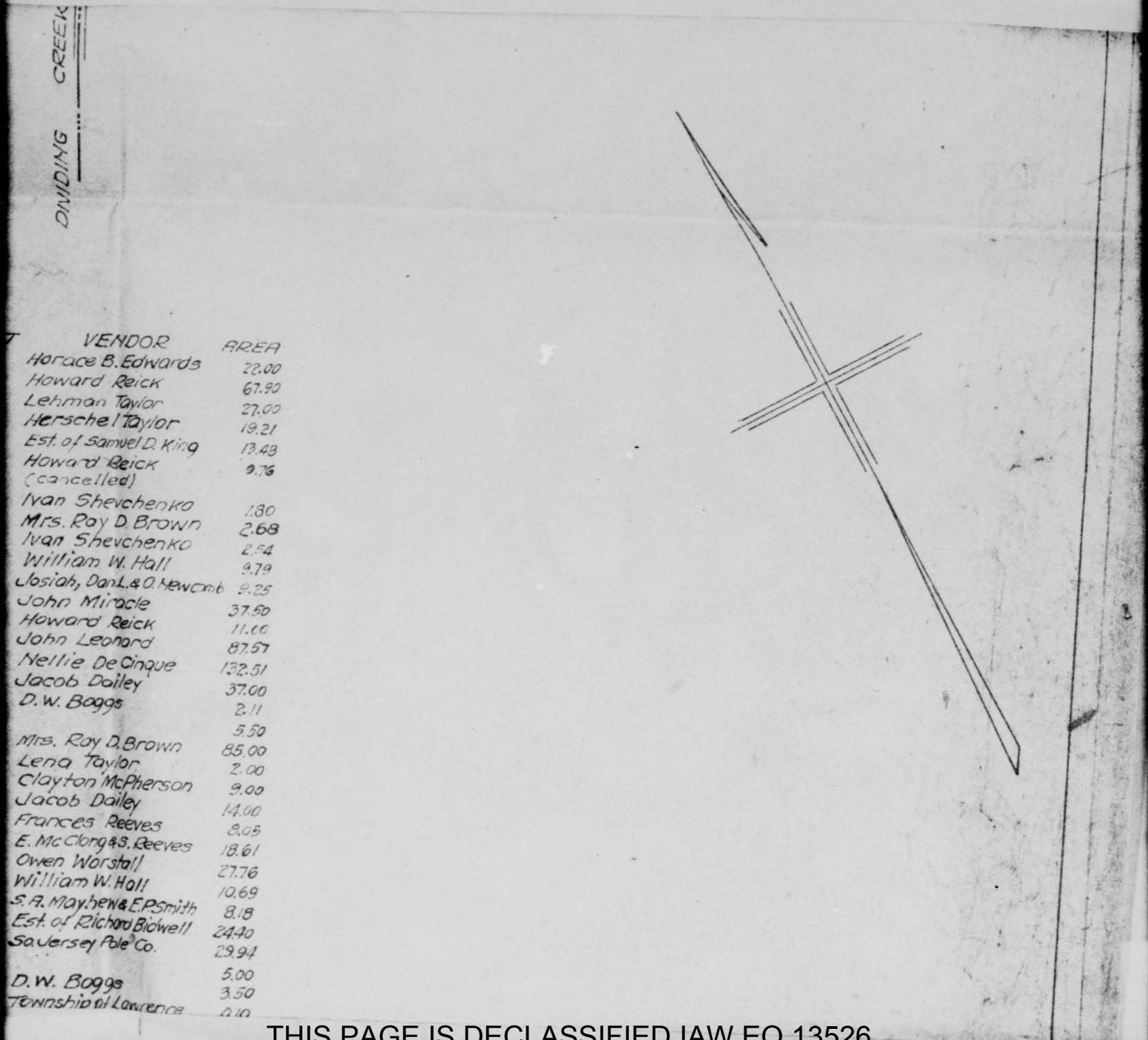

VENDOR	AREA
Horace B. Edwards	22.00
Howard Reick	67.90
Lehman Taylor	27.00
Herschel Taylor	19.21
Est. of Samuel D. King	13.48
Howard Reick (cancelled)	9.76
Ivan Shevchenko	1.80
Mrs. Roy D. Brown	2.68
Ivan Shevchenko	2.54
William W. Hall	9.79
Josiah, Dan L. & O. Newcomb	9.25
John Miracle	37.50
Howard Reick	11.00
John Leonard	87.57
Nellie De Cinque	132.51
Jacob Dailey	37.00
D. W. Boggs	2.11
	5.50
Mrs. Roy D. Brown	85.00
Lena Taylor	2.00
Clayton McPherson	9.00
Jacob Dailey	14.00
Frances Reeves	8.05
E. McClong & S. Reeves	18.61
Owen Worstall	27.76
William W. Hall	10.69
S. A. Mayhew & E. P. Smith	8.18
Est. of Richard Bidwell	24.40
So. Jersey Pole Co.	29.94
	5.00
D. W. Boggs	3.50
Township of Lawrence	0.10

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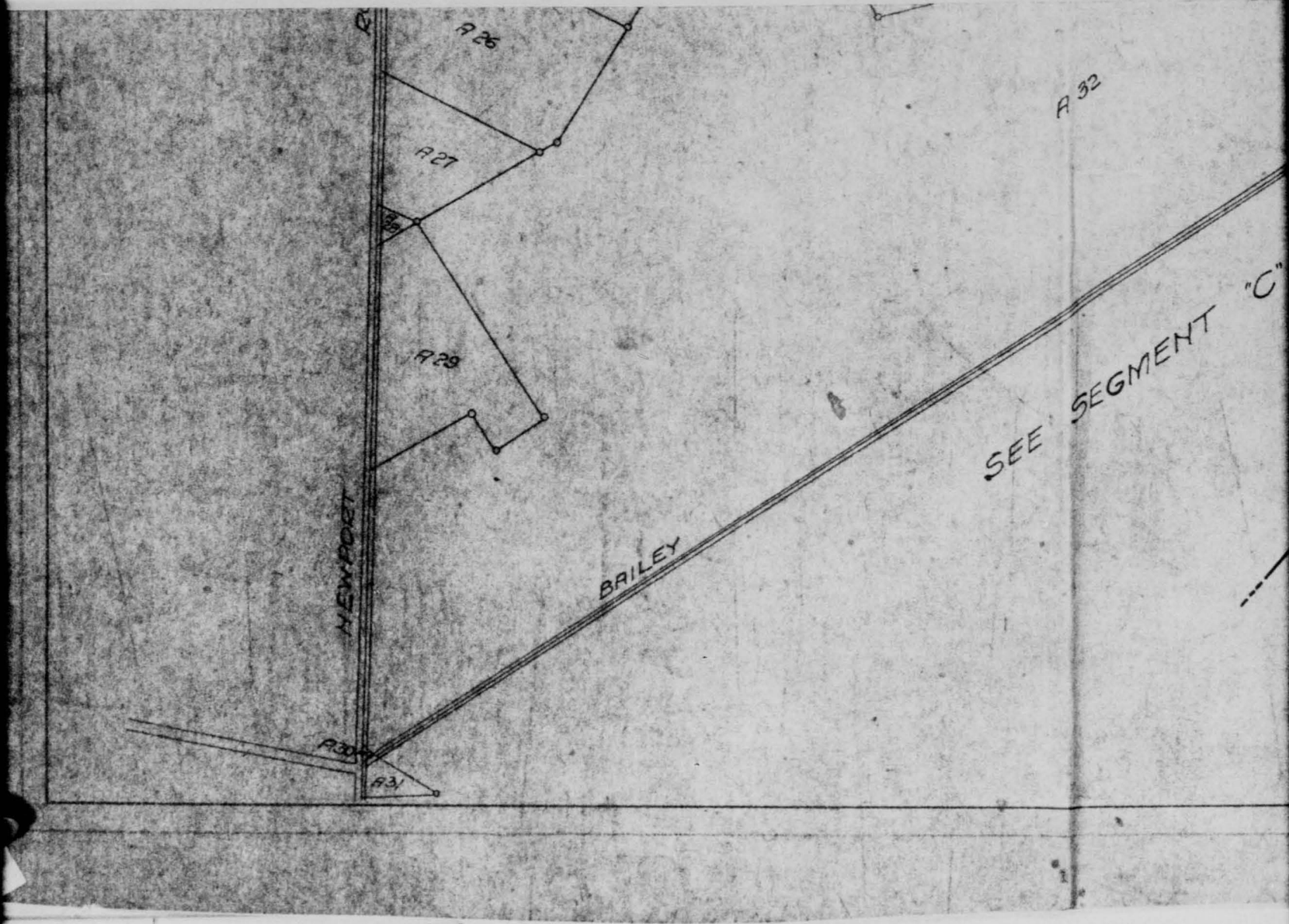

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A 34	City of Millville	132.00
A 35	John Tunney	14.00
A 36	City of Millville	47.35
A 37	Geo. F. Pettinos Inc.	4.72
A 38	Geo. F. Pettinos Inc.	37.00
A 39	Edna S. Sheppard, et al.	7.25
A 40	Lewis Steelman	130.00
A 41	Harriett Newcomb	38.67
A 42	Michael J. Dilks & Co.	44.50
A 43	Lewis Steelman	2.88
A 44	Bailey Coal Co.	2.87
A 45	Thomas J. Coney	2.86
A 46	Harold L. Bailey	25.00
A 47	Geo. B. Worstall	220.66
A 48	Lewis Steelman	80.90
A 49	Est. of Thomas Mayhew	2.92
A 50	Frank S. Bateman	29.94
A 51	Ivan Shevchenko	30.74
A 52	Horace B. Edwards	57.16
A 53	Furman R. Taylor	9.00
A 54	Chas. F. Earle	8.00
A 55	Est. of Emma Pike	18.00
A 56	W.B. Riley & Harry Smith	52.00
A 57	John Schmied	50.00
A 58	J.G. Taylor & E.W. Baker	41.40
A 59	Lawrence Denk	44.21
A 60	Howard Reick	272.45
A 94	Est. of Eldad Lore	3.16
A 95	Est. of Richard Bidwell	3.43
A 96	Est. of Sheppard Willis	3.16
A 97	Est. of Benjamin Pedrick	2.00
A 98	George Maier 3rd.	12.50
A 99	Howard Rossell	3.25
A 100	Est. of John Burt	7.00
A 101	Est. of Henry Brooks	1.90
A 102	Josiah, Dan. L. & O. Newcomb	4.00
A 103	Matilda Bateman Est.	.84
A 104	(cancelled)	
A 105	(cancelled)	
A 106	(cancelled)	
A 107	(cancelled)	
A 108	Howard Reick	5.76
A 109	Est. of Mary Nixon	102.00
A 110	Est. of Wm. Newcomb	1.00
A 111	Howard L. Upton	.90
A 112	Est. of Josiah Newcomb	.92
A 113	Est. of J. Garrison & L. Turner	.94
A 114	Est. of Rhoda S. Lore	1.10
A 115	Warren Smadbeck	65.00

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CORPS OF ENGINEE
NORTH ATLAN
REAL ESTATE

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Eldad Lore	3.16
Richard Bidwell	3.43
Sheppard Willis	3.16
Benjamin Pedrick	2.00
Meier 3rd.	12.50
rd Rossell	3.25
John Burt	7.00
Henry Brooks	1.90
Dan L. & O. Newcomb	4.00
Bateman Est.	.84
celled)	
rd Reick	5.76
Mary Nixon	102.00
Wm. Newcomb	1.00
rd. Lupton	.90
Josiah Newcomb	.92
J. Garrison & L. Turner	.94
Rhoda S. Lore	1.10
en Smadbeck	65.00

WAR DEPARTMENT
CORPS OF ENGINEERS - U.S. ARMY
NORTH ATLANTIC DIV.
REAL ESTATE BRANCH

SEGMENT A

MILLVILLE AERIAL GUNNERY RANGE

City of Millville, Townships of Lawrence, Commercial & Downe, Cumberland County, N.J.

SUBMITTED	APPROVED
Lee Campbell	Edgar L. Clarke
SCALE: 1 IN. = 10 CHAINS	DATE Dec. 18, 1942

SHEET 1 OF 6

Rev 1-20-43
Rev. Feb. 18, '43
Rev. Mar. 11, '43

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OFFICIAL BUSINESS

Millville Aerial Gunnery Range
Segment B
18 Dec. 42

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TRACT	OWNER
B103	ROBERT M. HOMES
B104	CURTIS J. METZGER
B106	EDNA CONN
B107	ROBERT M. HOMES
B108	ANNA MAY WALLACE
B110	HERBERT J. ERNST
B111	ANNA MAY WALLACE
B112	HENRY A. GENTHER
B118	MARY E. HARRIS
B122	LULA MAY HEIMBUECHER
B123	" " "
B124	CHARLES B. SPRINGER
B125	HENRY A. GENTHER
B130	JOHN M. GROVER
B132	WILLIAM D. MARKLEY
B133	LULA MAY HEIMBUECHER
B134	T. NEWMAN WARD
B141	V.V. GORMAN
B143	" " "
B147	CYRILLE J. AMREN
B148	ISRAEL SOLOMON
B152 TO B190 INCL.	HORACE E. JAMES

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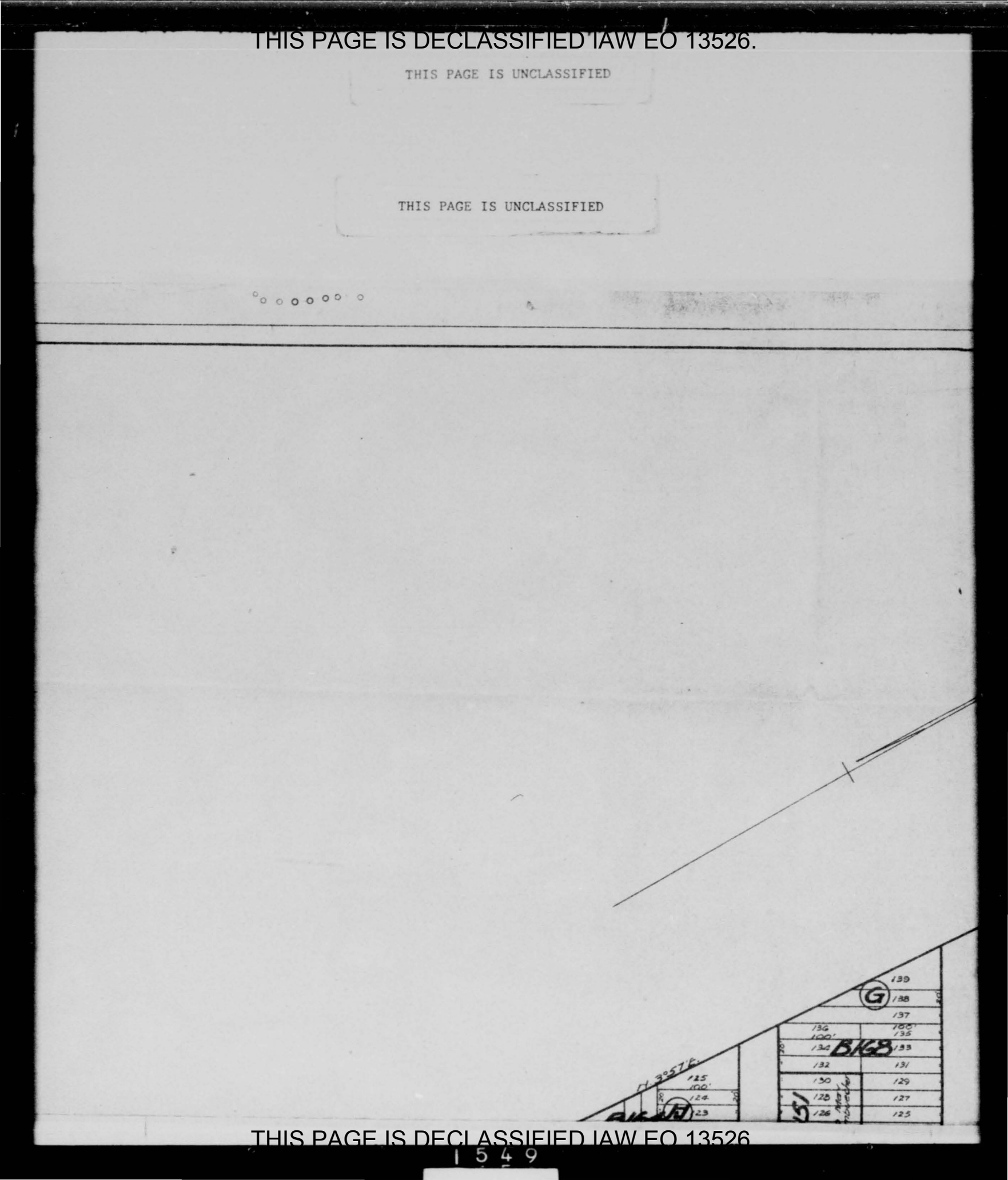

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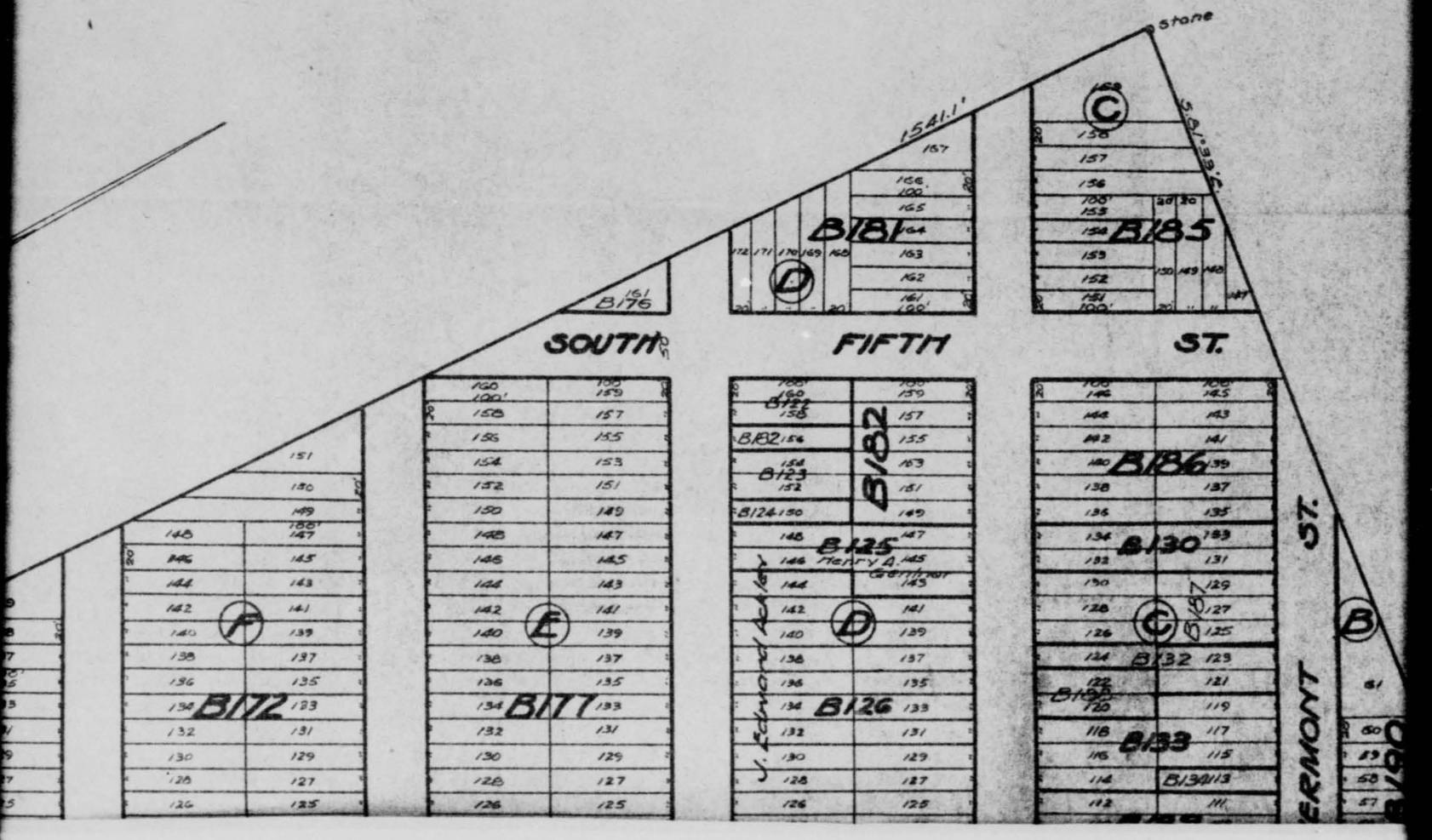

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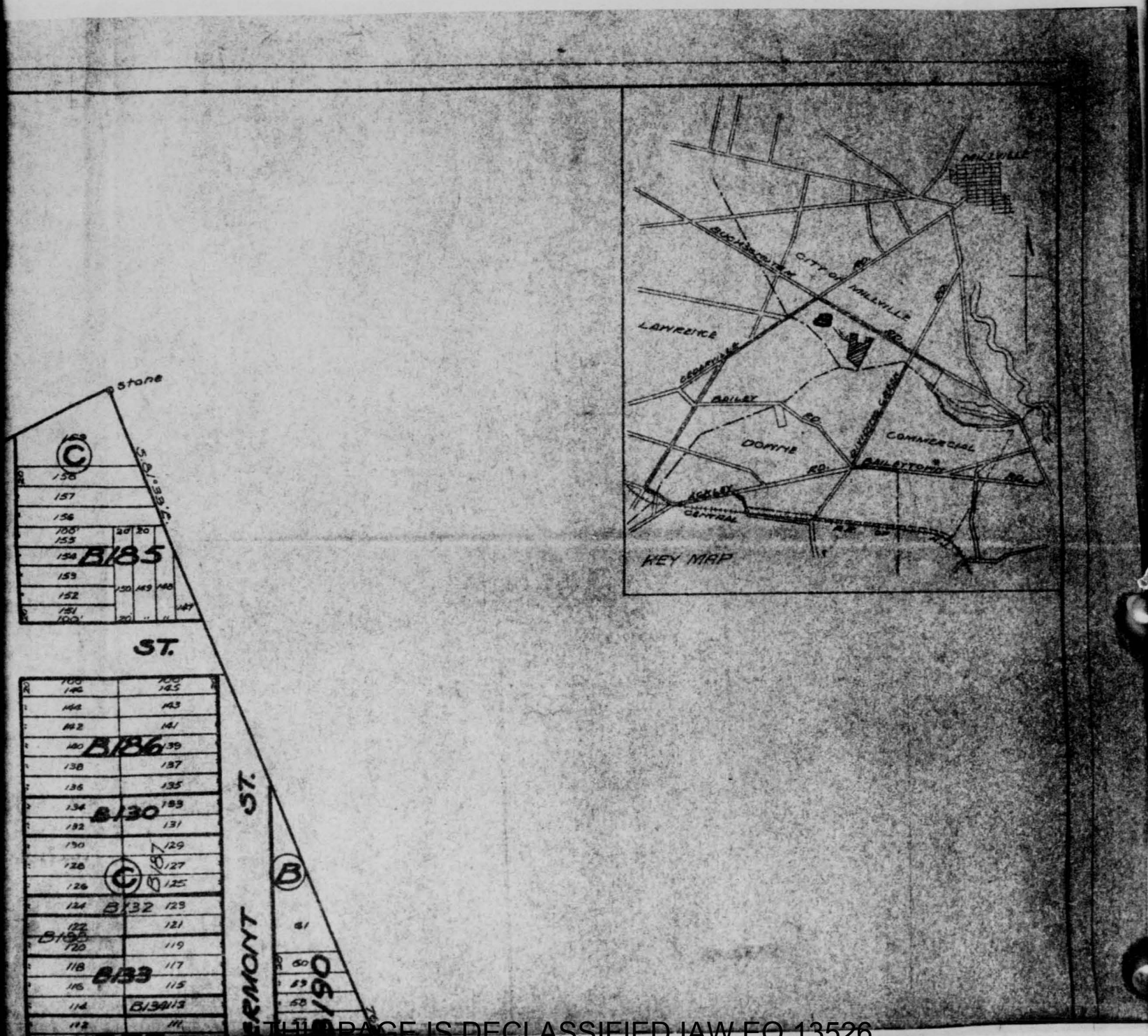

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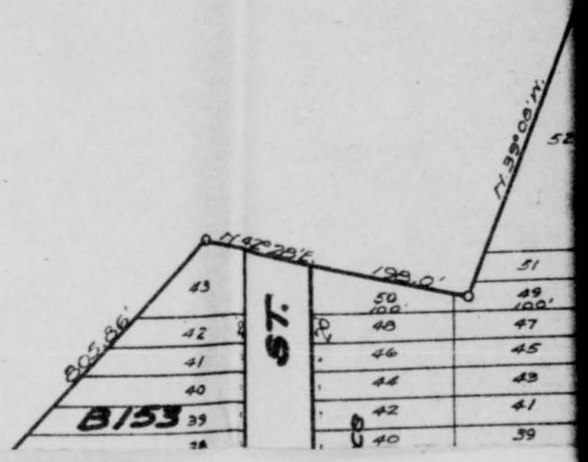

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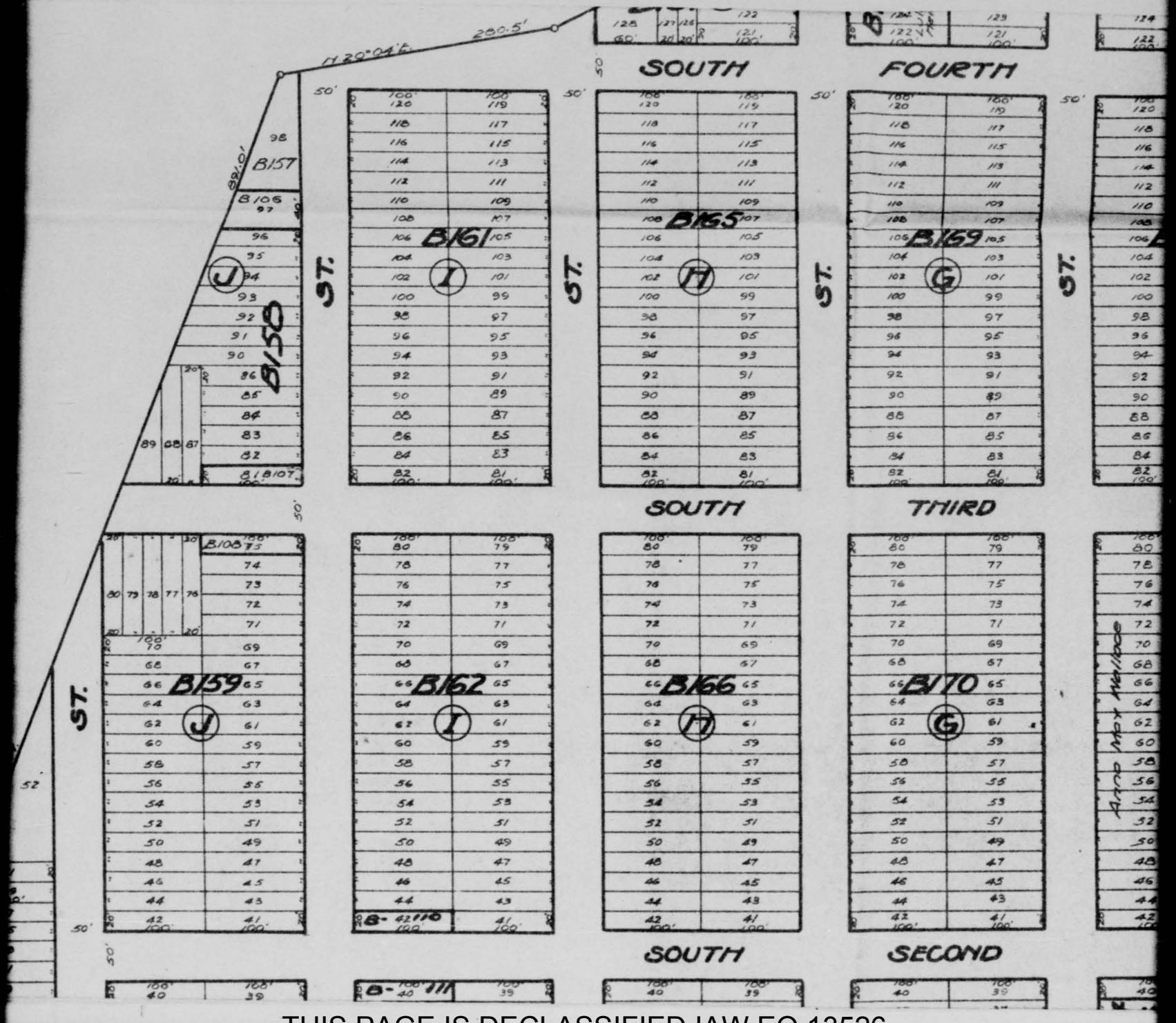

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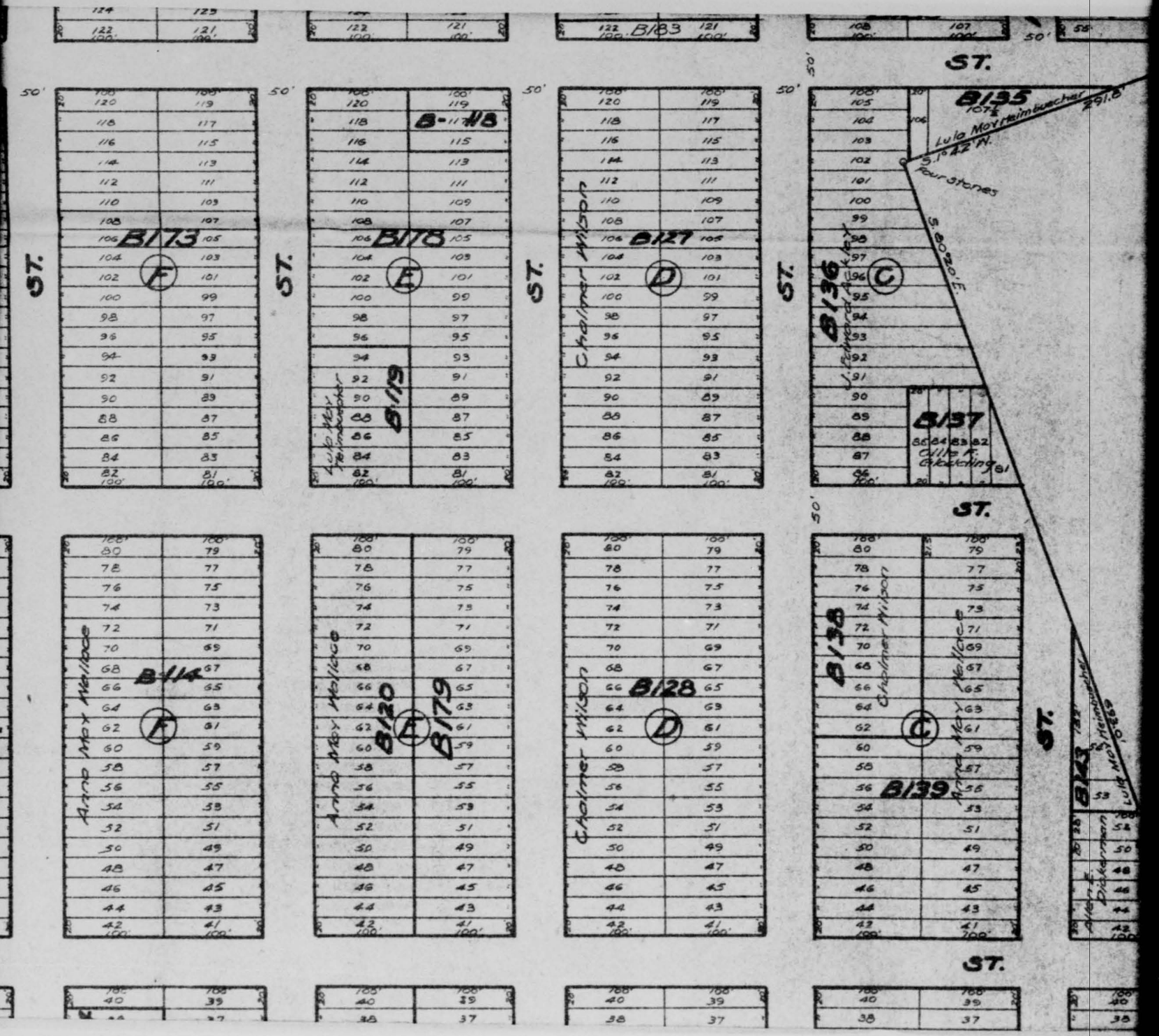

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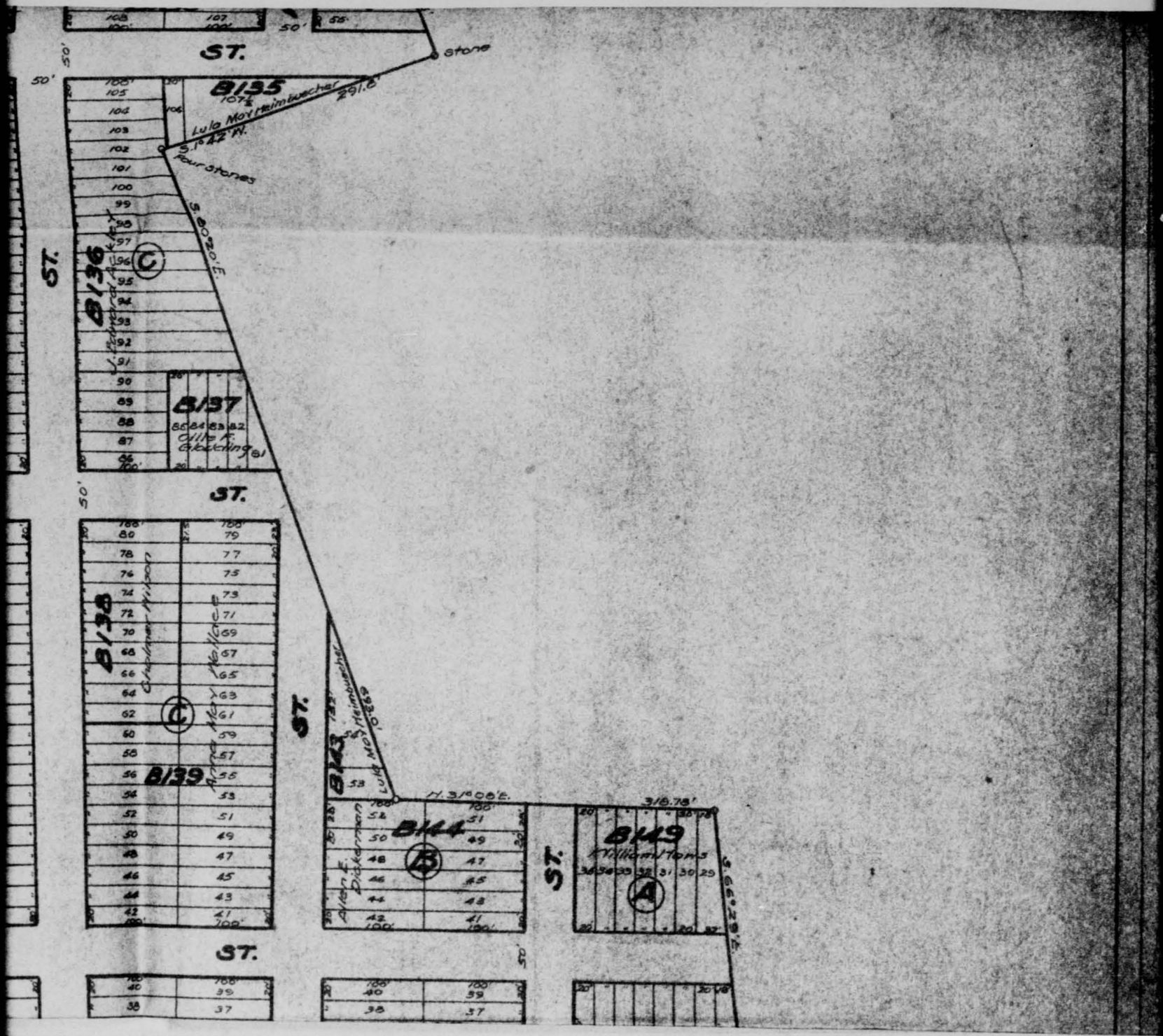

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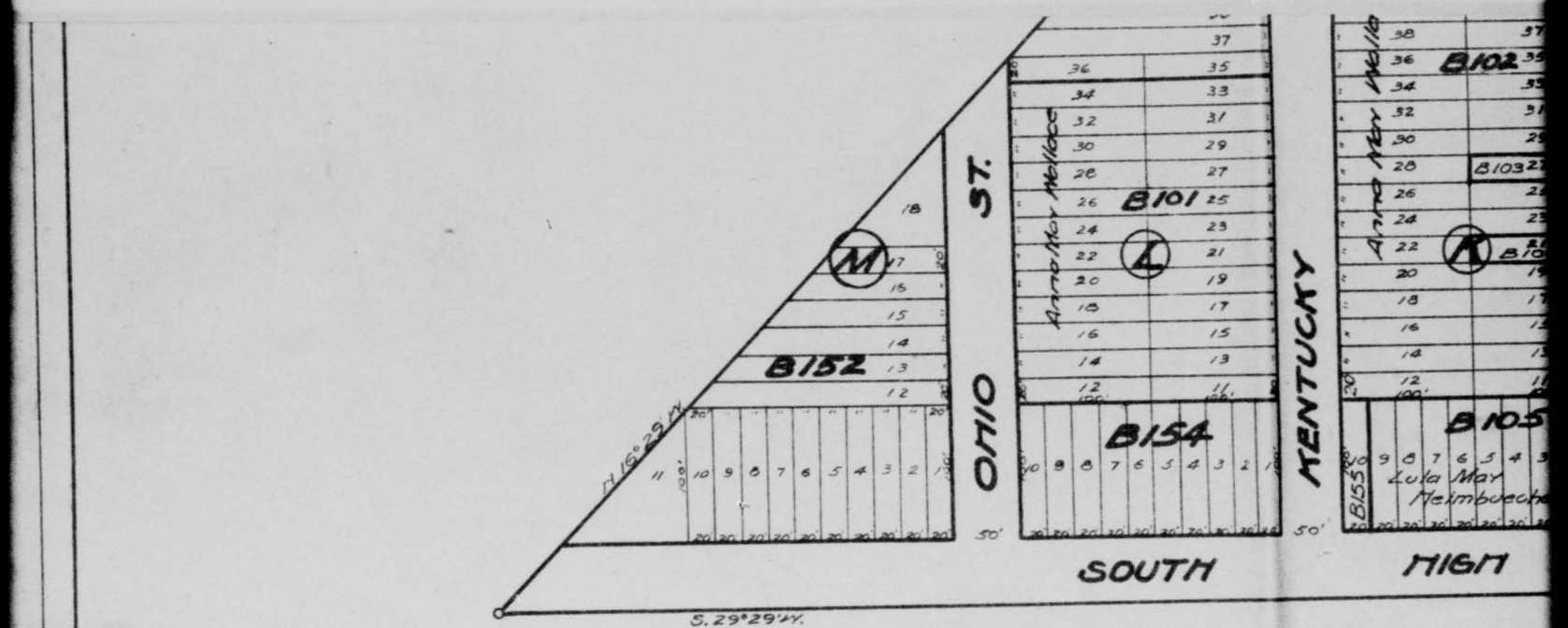

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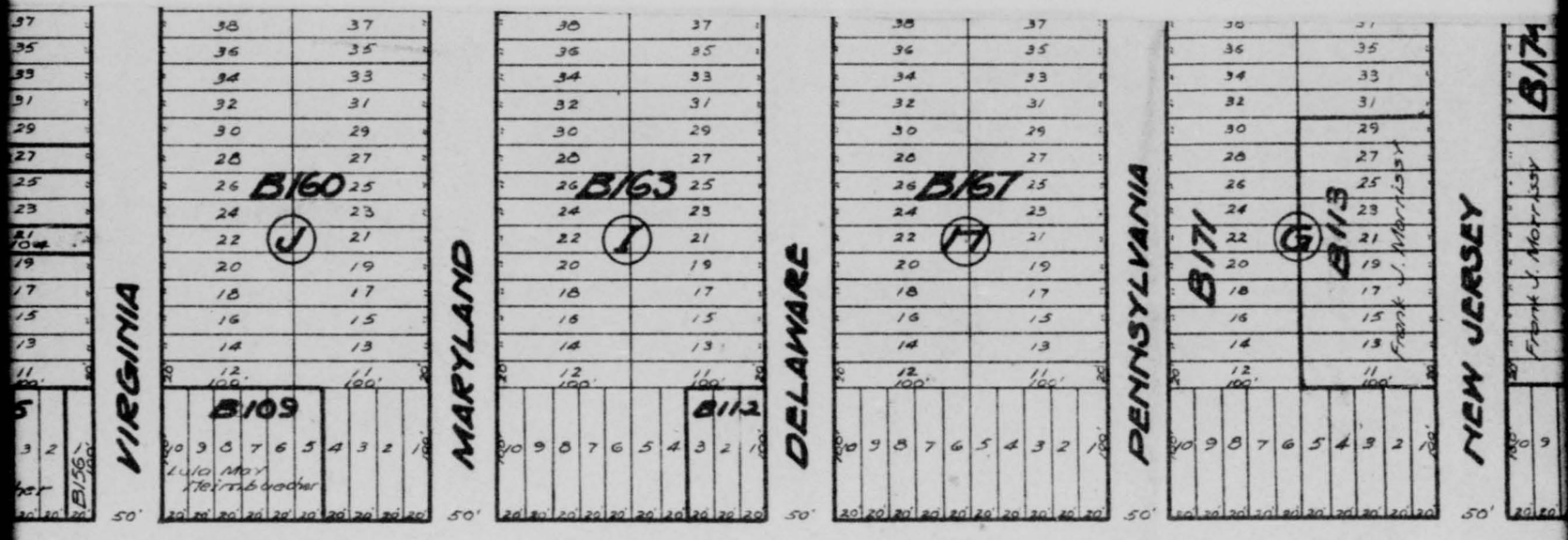

Basic Boundaries Shown on this Map derived from Survey & Map by C.C. Shute for Home Realty Co. and Recorded as Filed Map #13, Page 8, Map Bk. #1, on Mar 15, 1905 in The Office of The County Clerk, Cumberland County, State of New Jersey.

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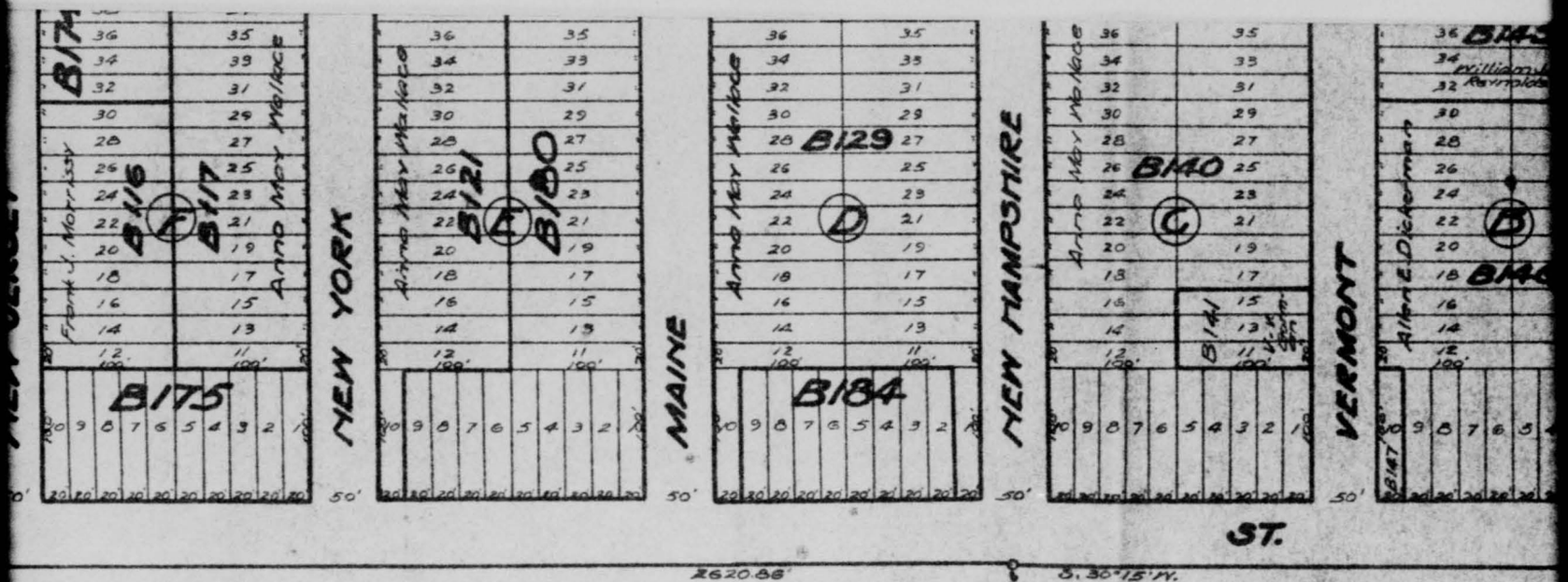

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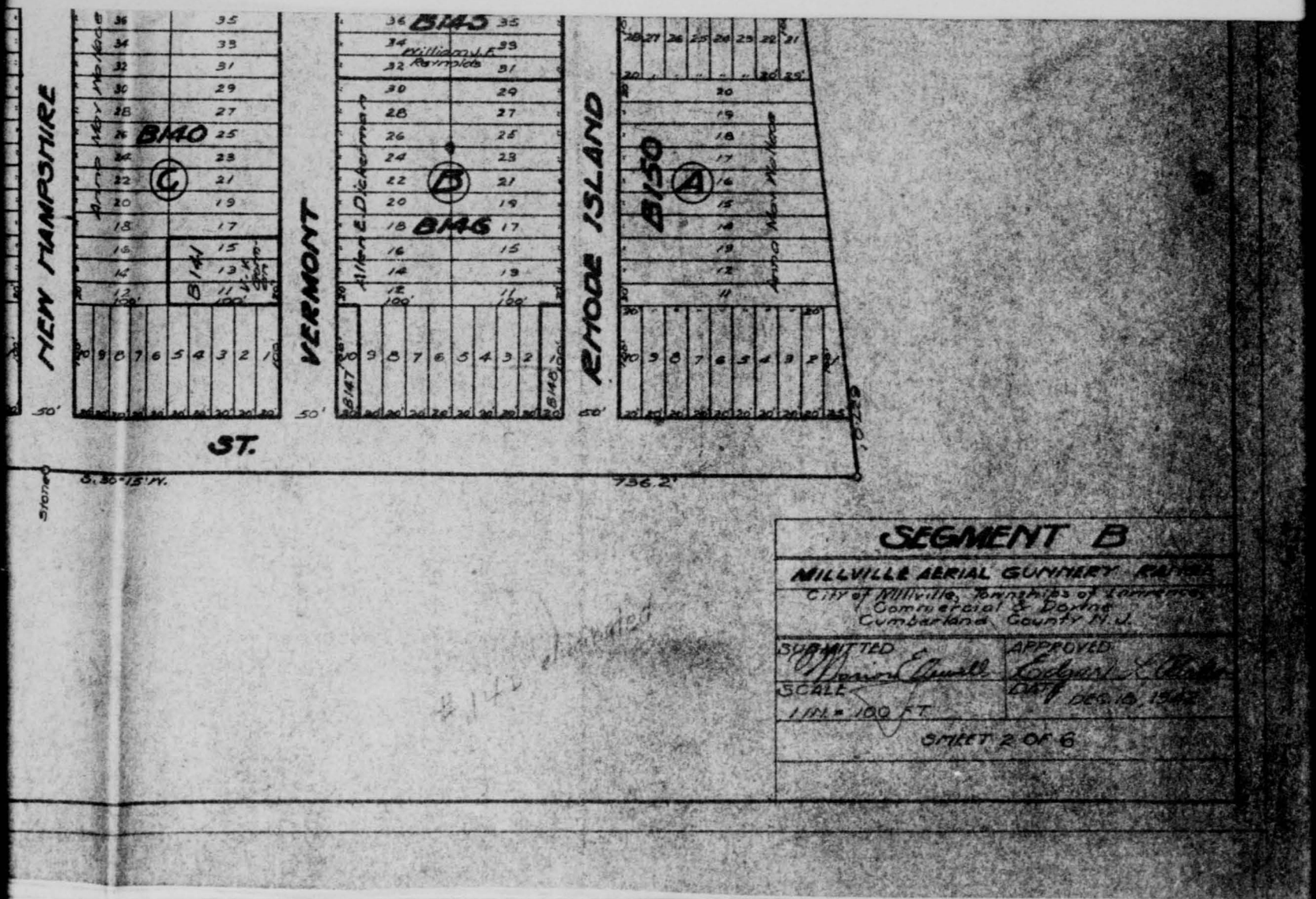

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OFFICIAL BUSINESS

Millville Aerial Gunnery Range
Segment C
29 Dec. 42

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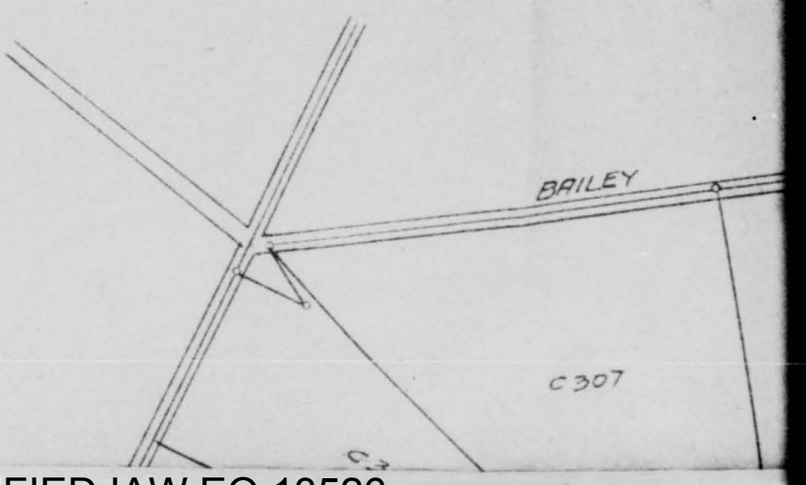
TRACT	VENDOR	AREA
C 301	Wm. S. Fleetwood & A. Terry	292.88
C 302	Robert C Shaw	42.30
C 303	Est. of Joseph Shimp	42.19
C 304	Charles M. Davis	426.26
C 305	(Cancelled)	
C 306	Millville National Bank	106.03
C 307	Charles M. Davis	53.59
C 308	Edw. B. Horner etal.	35.49
C 309	Charles M. Davis	108.49
C 310	Robt. C.B. Tinner	87.00
C 311	G. Coe Farrier	97.73
C 312	James Boss	88.16
C 313	Township of Lawrence	1.00
C 314	Anna Heald	45.50
C 315	George Lore	35.36
C 316	Ray & Wm. Brown	241.75
C 317	Lydia A. Finlaw	6.50
C 318	Est. of Benj. Pedrick	14.00
C 319	Maria C. Nardelli	93.00
C 320	Minnie Munson	15.64
C 321	John H. Clark	11.13
C 322	Est. of Geo. W. Newcomb	10.67
C 323	Orlando Newcomb	.50
C 324	G.W. Starr & S.B. Jenkins	11.90
C 325	Lore Campbell	3.90

TRACT	VENDOR	AREA
C 326	Albert J. Taylor	12.20
C 327	Orlando Newcomb	5.90
C 328	Eli Creamer	6.00
C 329	James Bush	1.10
C 330	Alberta Welden	2.00
C 331	Township of Downe	1.60
C 332	Harvey W. Driggus	3.29
C 333	Lemuel Bateman	26.00
C 334	Geo. F. Pettinos	33.50
C 335	Albert C. Gates	10.47
C 336	Nora Joslin	10.50
C 337	Robert C.B. Tinner etal.	27.00
C 338	Walter B. Chamberlain	19.50
C 339	Harry Joslin	20.50
C 340	Daniel Jamison	6.03
C 341	James Smith	5.00
C 342	Letha Smith	1.00
C 343	L. Bateman (T. Martin C.B.)	2.50
C 344	Tunnie Martin	2.56
C 345	Fed. Land Bank (R. Nuttall C.B.)	17.50
C 346	Arthur Barnett	15.50
C 347	Elmer Bowe	1.66
C 348	Est. of Geo. Bateman	2.00
C 349	Elmer Bowe	4.02
C 350	Harry B. Joslin	2.17

TRACT	VENDOR
C 351	Quincy J. Lore
C 352	Township of La
C 353	Harry B. Joslin
C 354	Nora Joslin
C 355	Nora Joslin
C 356	Nathaniel Lore
C 357	Leon Lore
C 358	Est. of Beriah Lo
C 359	Wm. Lummis
C 360	Walter B. Chamb
C 361	Leon Hines
C 362	Bertram Blac
C 363	David Vail
C 364	W.S. Fleetwood &
C 365	Lemuel Batem
C 366	Wm. A. Logue, T
C 367	Fred. C. Mayhe
C 368	Harry, C.M. & L.L.
C 369	Est. of Judith Bl
C 370	Colin G. Irving
C 371	Walden Stites
C 372	Est. of Michael Ne
C 373	So. Jersey Sil. S
C 374	Est. of Michael Ne
C 375	So. Jersey Sil. So



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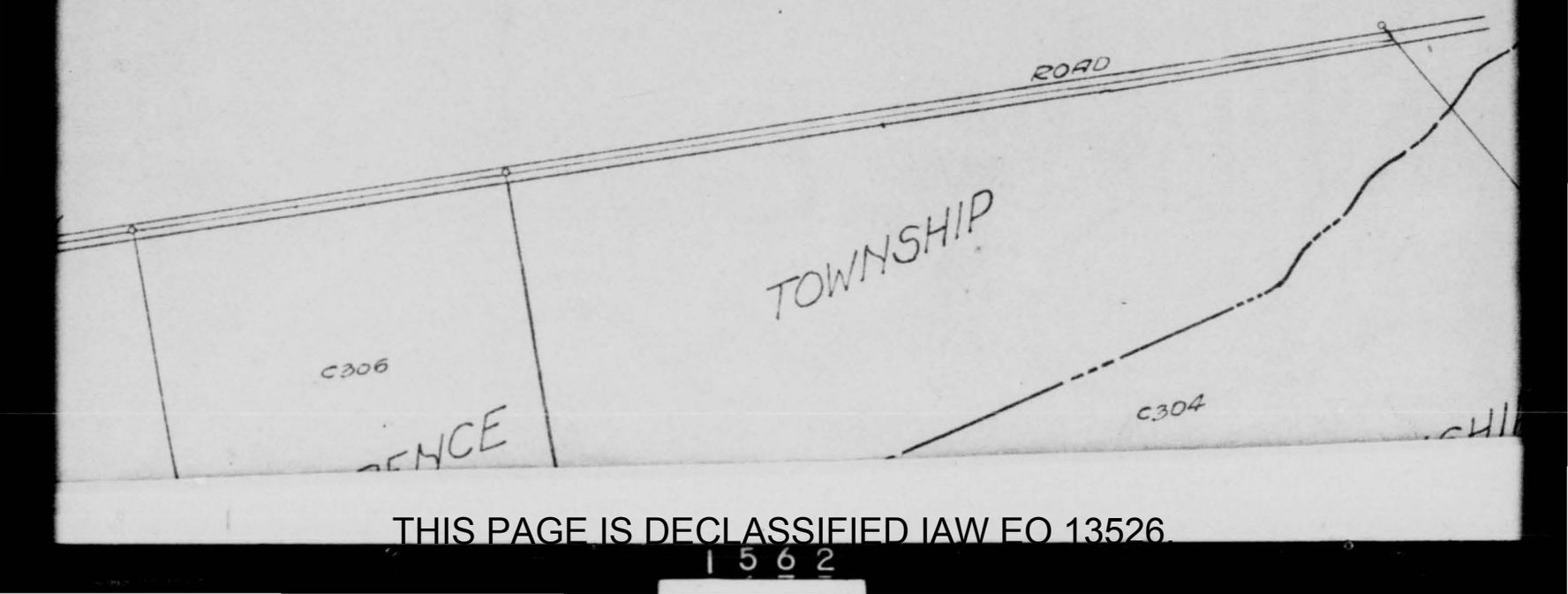
ENDOR	AREA
J. Lore	11.60
ip of Lawrence	7.90
B. Jaslin	1.66
Jaslin	12.67
Jaslin	6.81
niel Lore	18.00
Lore	15.00
Beriah Loper	30.33
Lummis	21.75
B. Chamberlain	19.00
Hines	15.89
am Blackman	15.62
Vail	16.20
etwood & A. Terry	43.00
el Bateman	13.72
. Loque, Trustee	25.30
C. Mayhew	24.00
, C.M. & L.L. Sheppard	30.28
Judith Blizzard	9.45
G. Irving	14.50
len Stites	20.90
Michael Newcomb	9.79
rsey Sil. Sand Co.	11.45
Michael Newcomb	4.87
rsey Sil. Sand Co.	6.82

TRACT
C376
C377
C378
C379
C380
C381
C382
C383
C384
C385
C386
C387
C388
C389
C390
C391
C392
C393
C394
C395

VENDOR	AREA
Chas. & Marcus Newcomb	7.10
Est. of Judith Blizzard	8.28
Colin G. Irving	10.40
Joseph M. Adams	39.70
Furman Downam	8.96
Rebecca Newcomb	9.37
Colin G. Irving	10.00
Est. of Judith Blizzard	10.13
Christopher E. Knight	20.30
So. Jersey Sil. Sand Co.	13.00
Whitehead Bros.	18.76
So. Jersey Sil. Sand Co.	522.00
Isaac Benequit	17.60
Est. of Harry W. Hankins	13.96
Walter Campbell	23.19
Howard F. Mints	26.31
John Misskelly	12.65
Nathaniel Lore	41.00
Alfred Cooper	35.86
Lemuel D. Loper	50.18

TRACT
C396
C397
C398
C399
C400
C401
C402
C403
C404
C405
C406
C407
C408
C409
C410
C411
C412

VENDOR	AREA
Nathaniel Lore	62.25
W. M. & D. C. Sharp	14.50
Wm. A. Loque, Trustee	86.81
Est. of Geo. W. Moore	2.75
Charles Gaskill	8.50
N. Mitchell, et al	4.75
Beulah Compton	304.00
Quincy J. Lore	11.87
Est. of Tamson Ogden	26.37
So. Jersey Sil. Sand Co.	6.13
So. Jersey Sil. Sand Co.	56.00
Rhoda Reichle	29.19
Albert Page	1.40
Est. of Benj. F. Page	0.30
Martha Downam	4.00
Est. of Lewis F. Page	4.00
M. J. Dilks & Co	4.00



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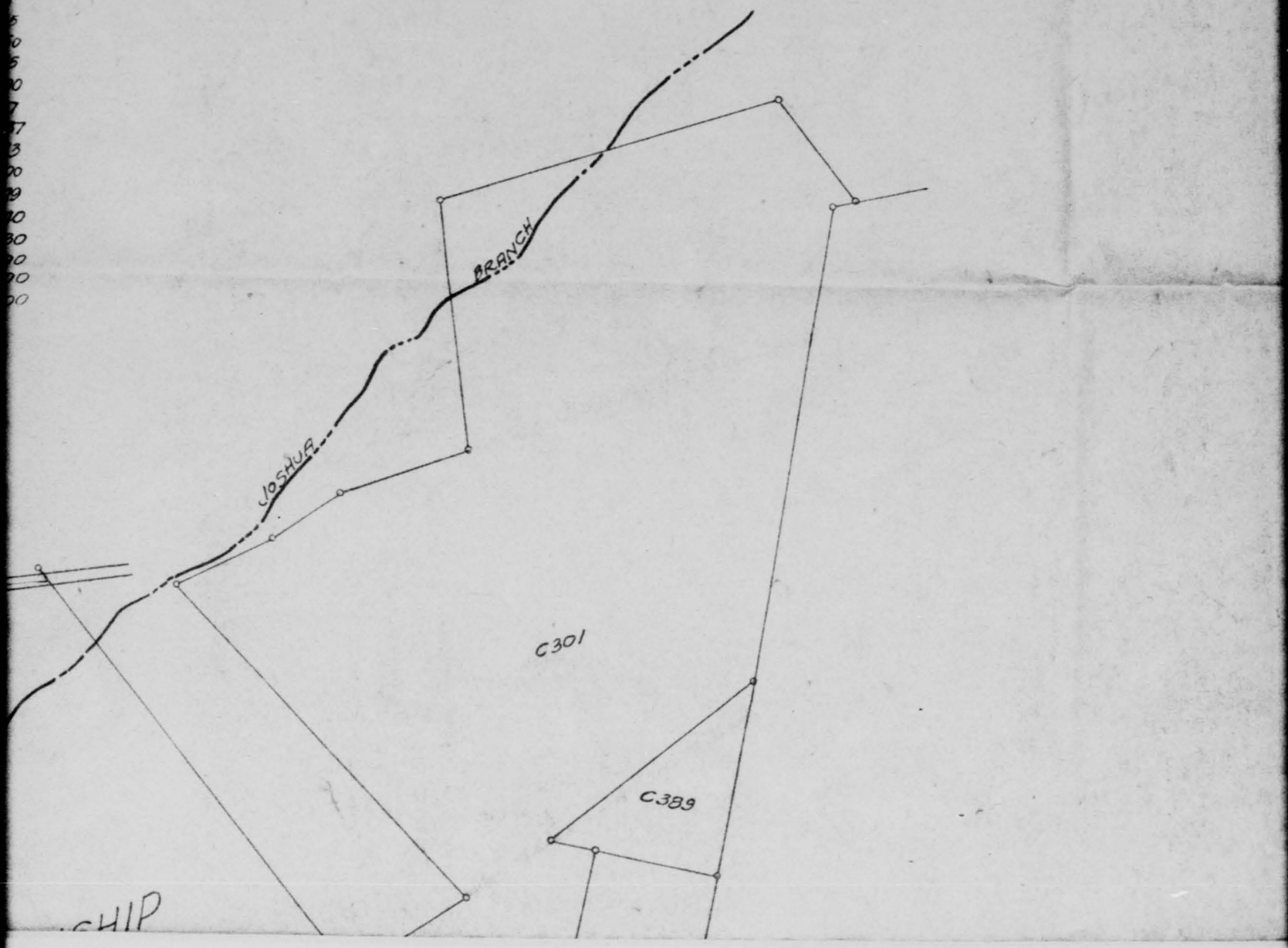

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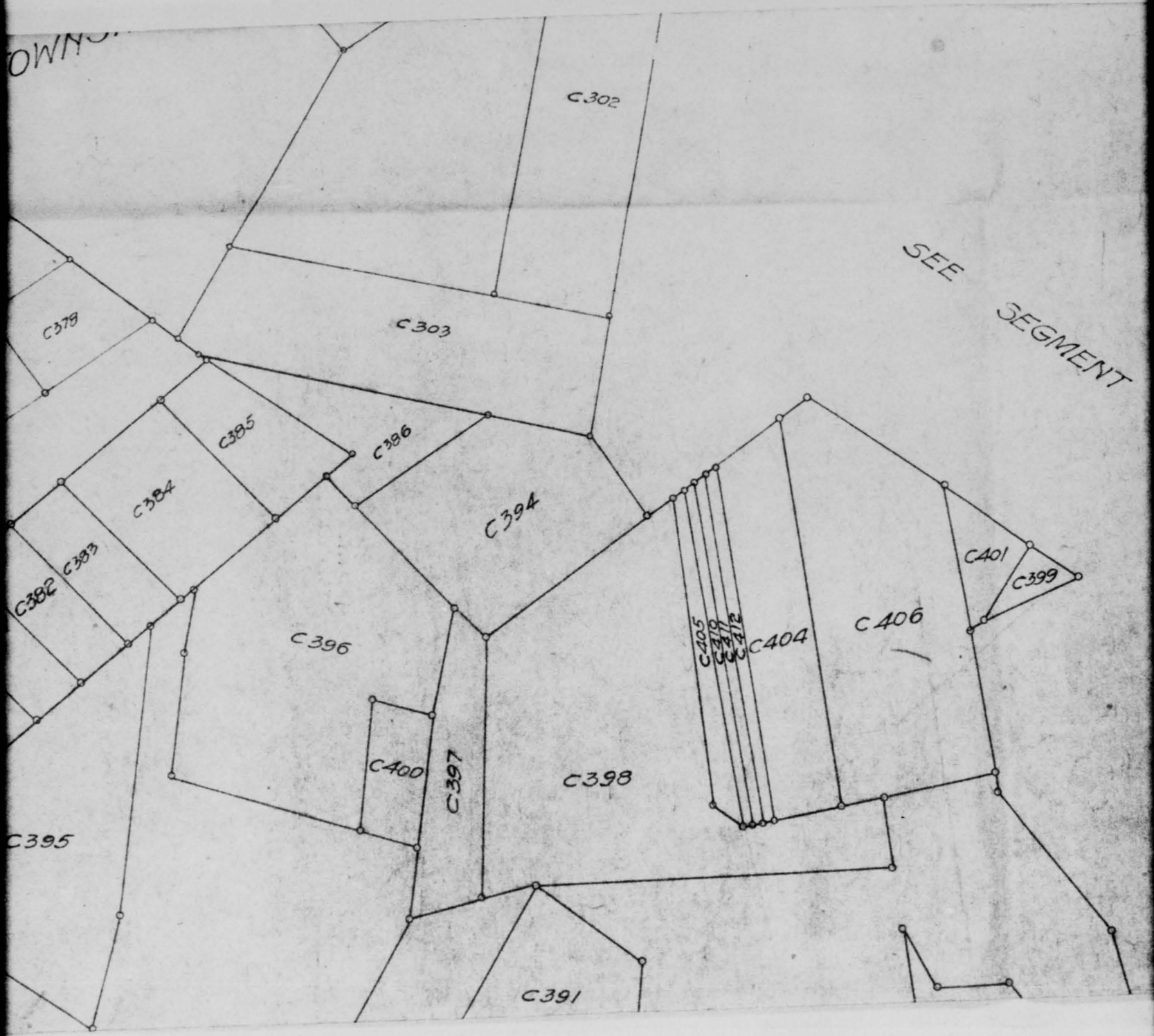

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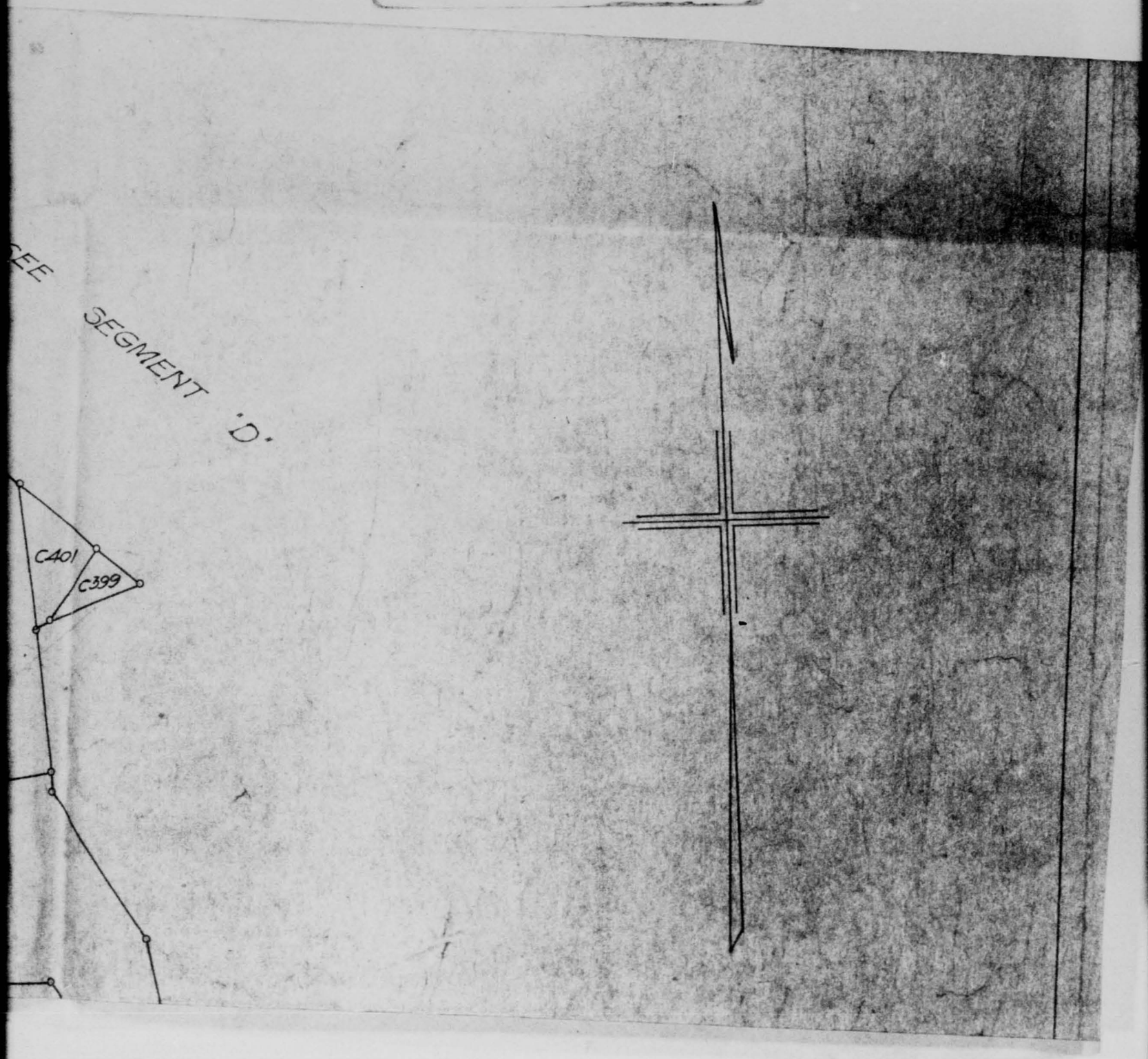

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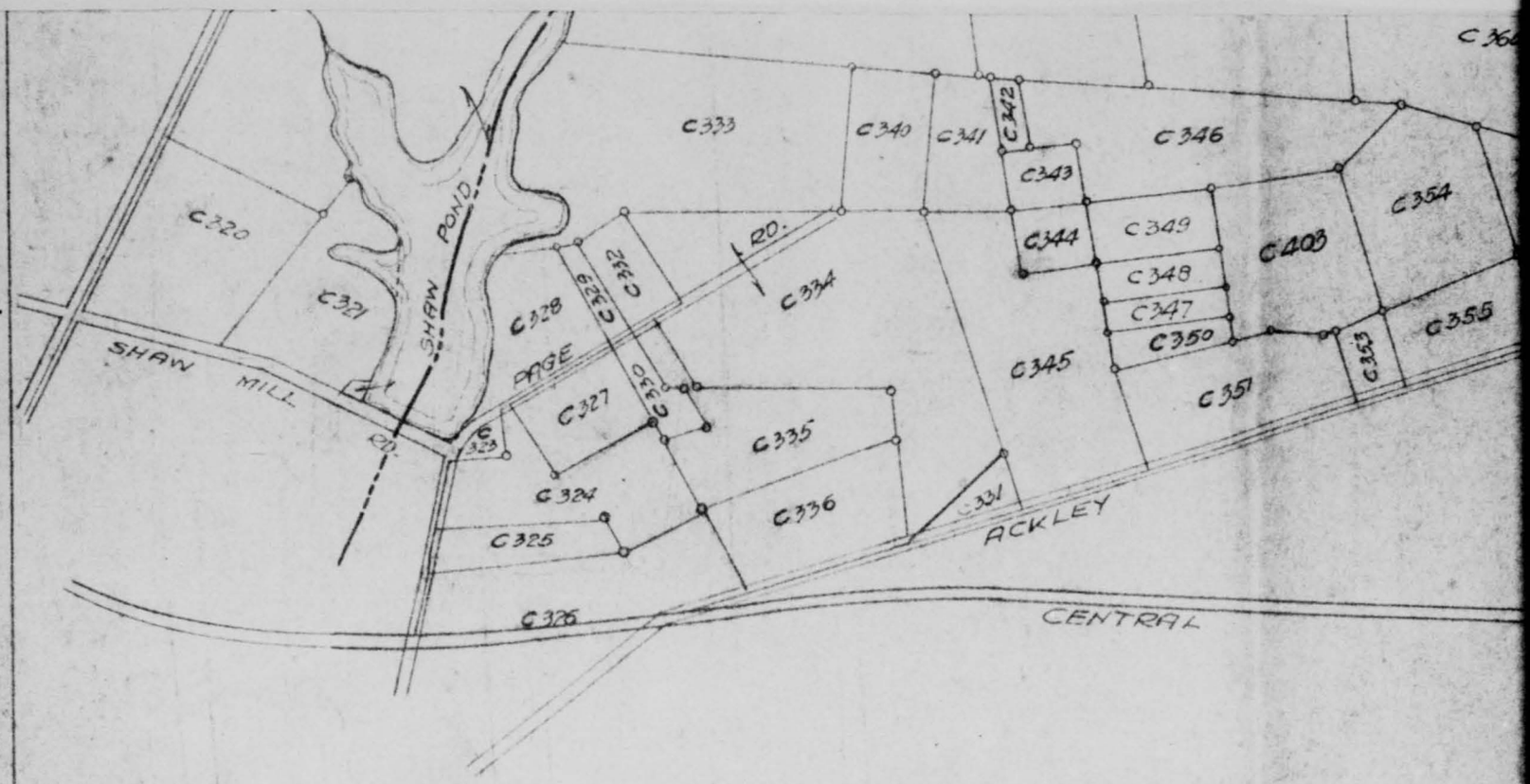

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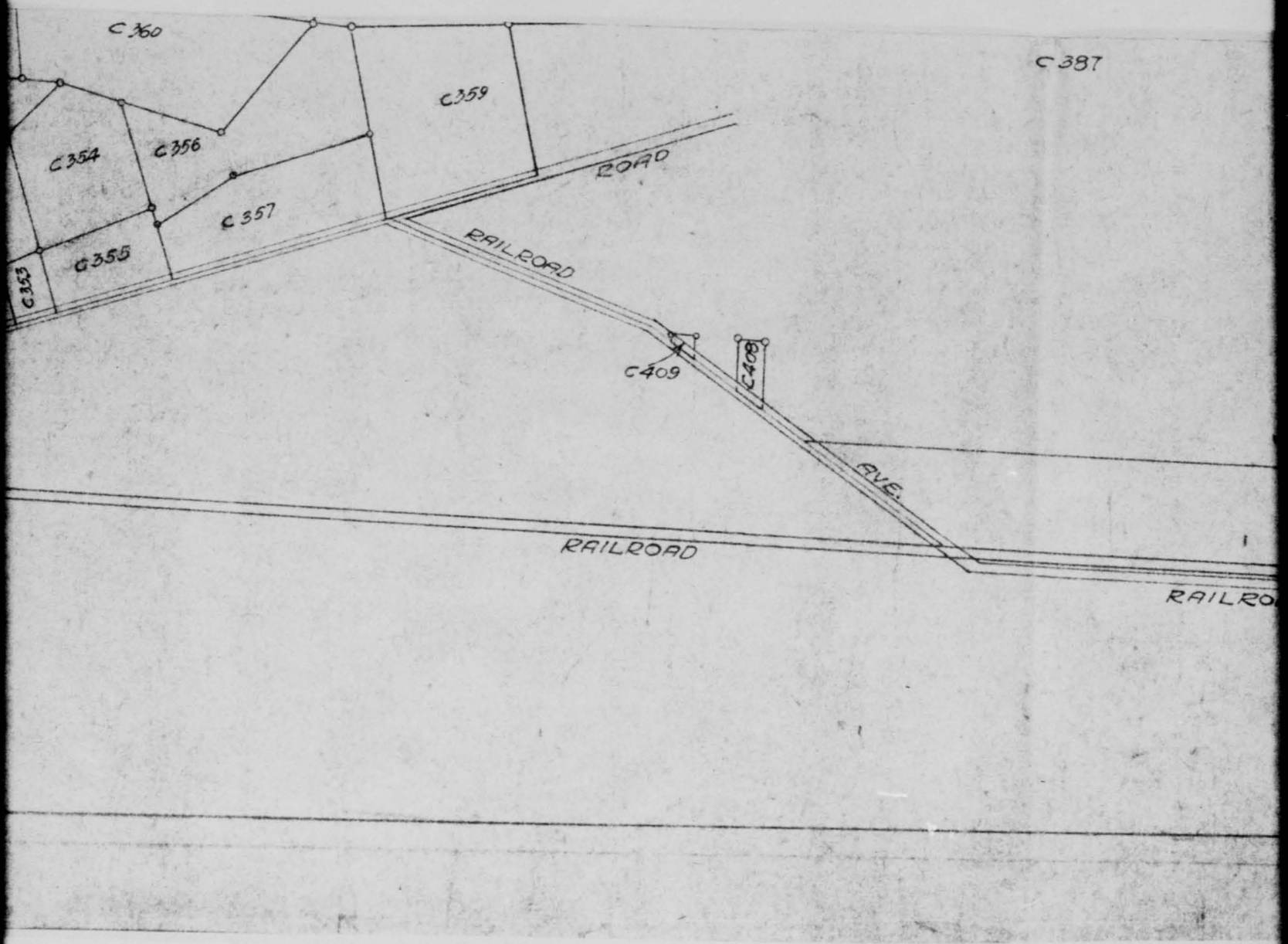

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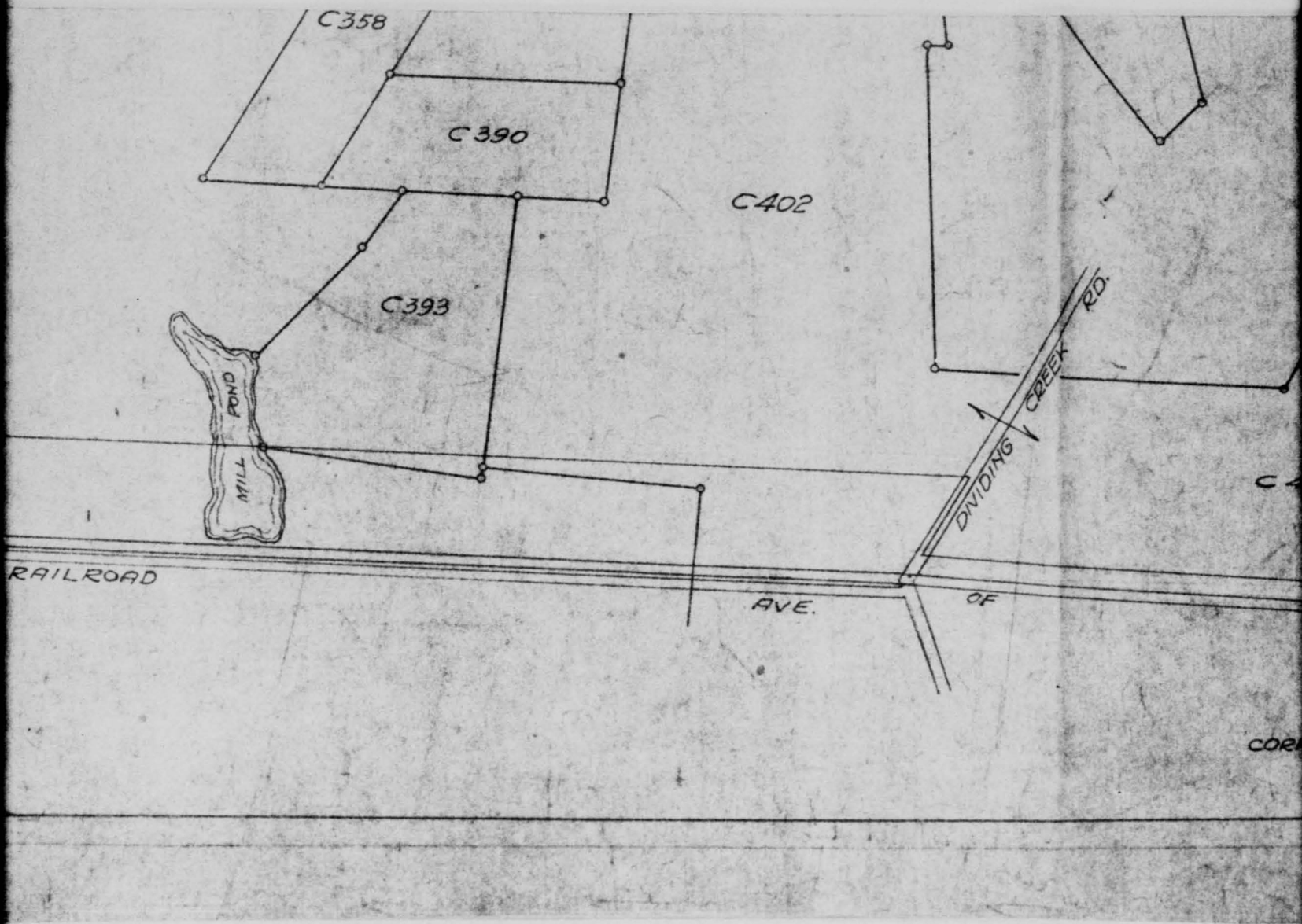

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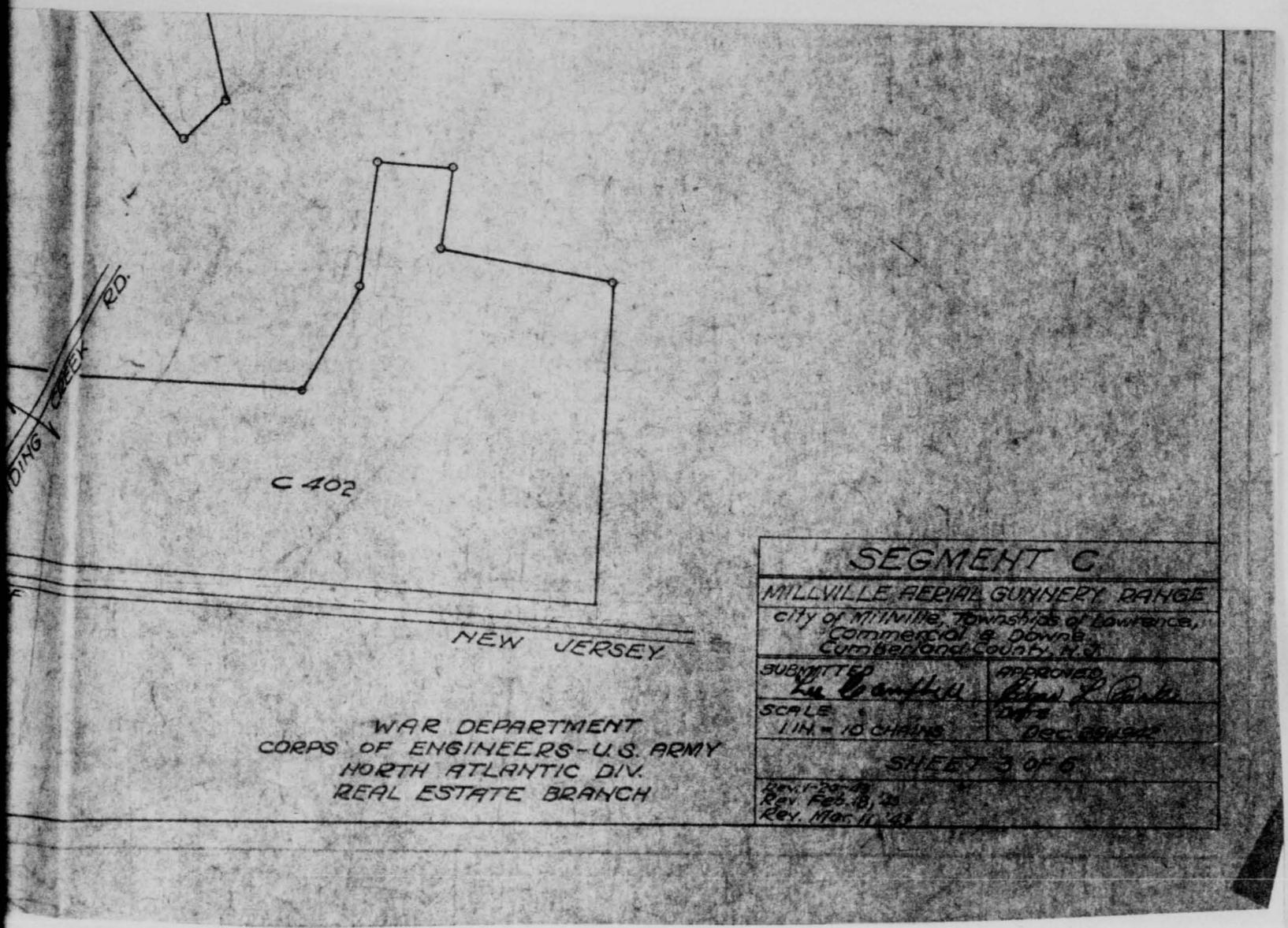

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OFFICIAL BUSINESS

Millville Aerial Gunnery Range
Segment D
29 Dec. 42

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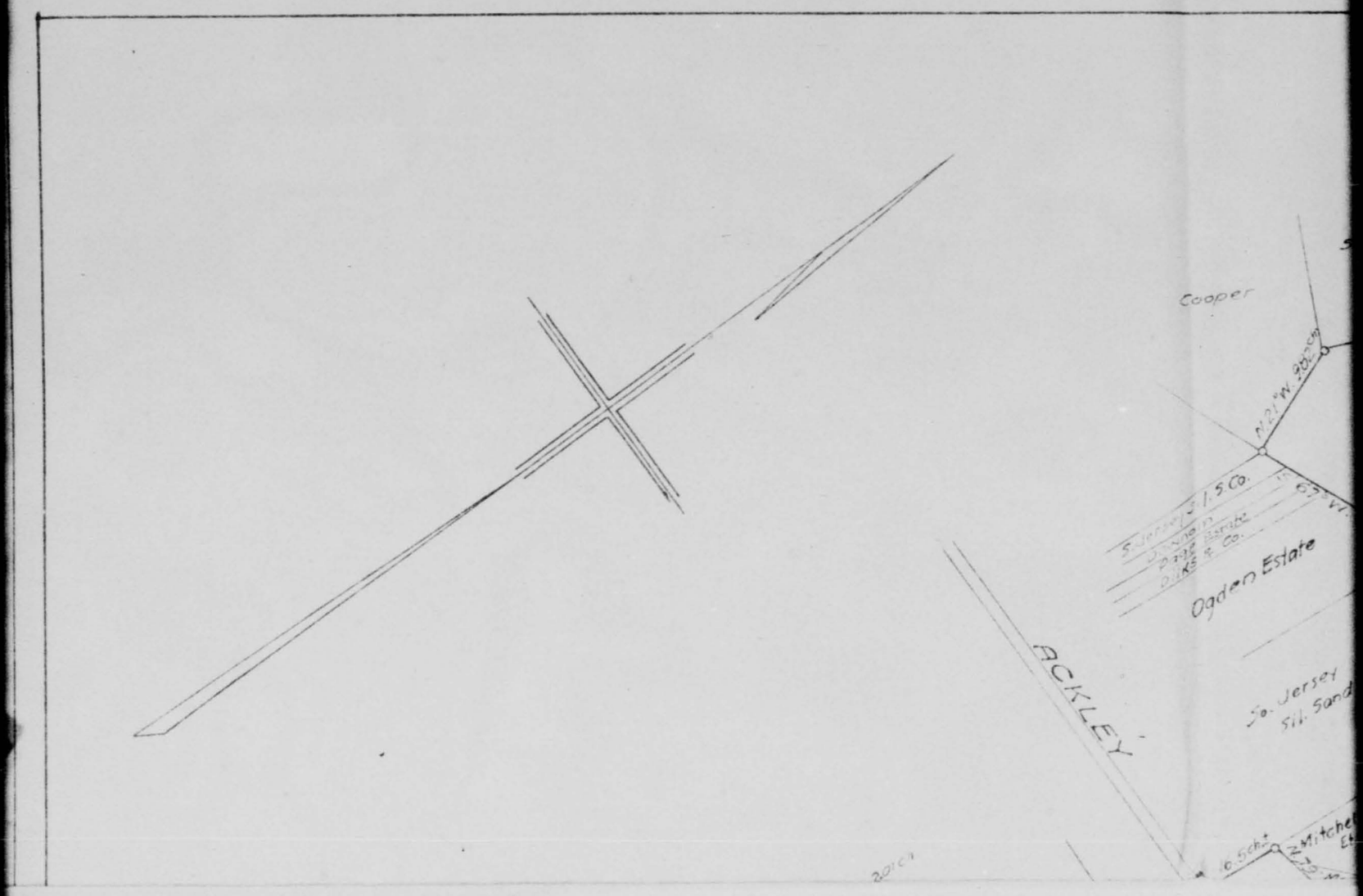

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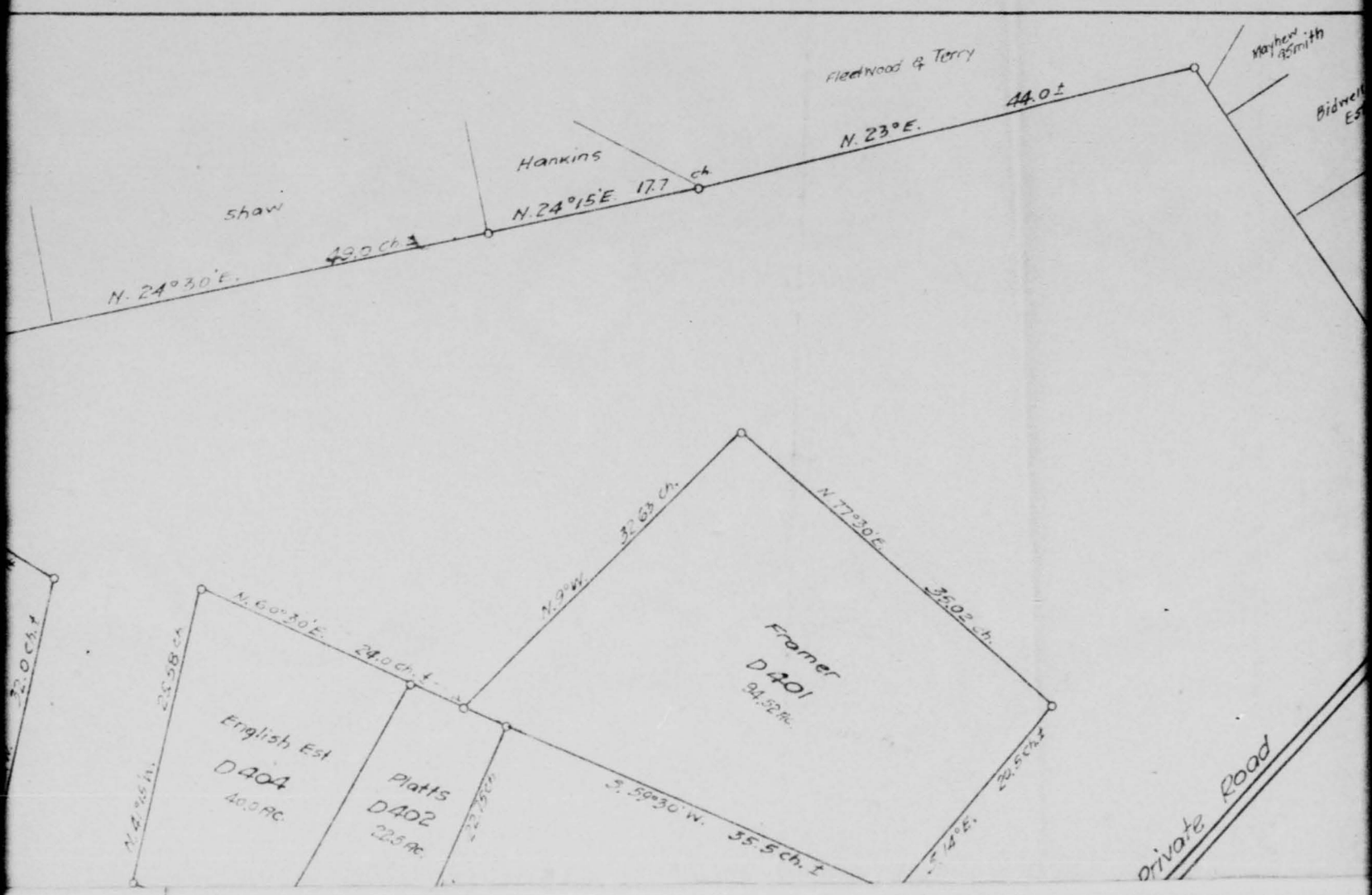

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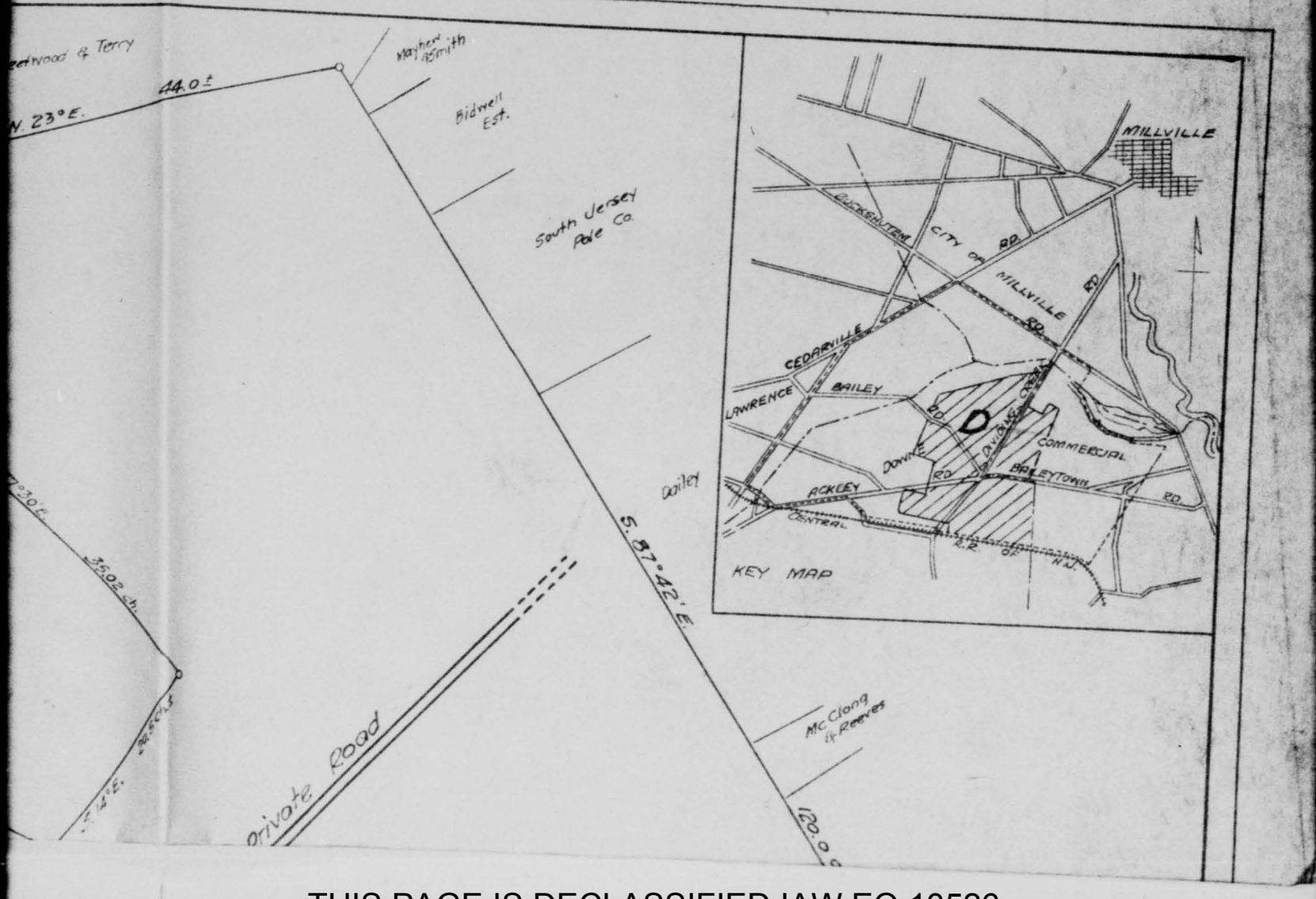

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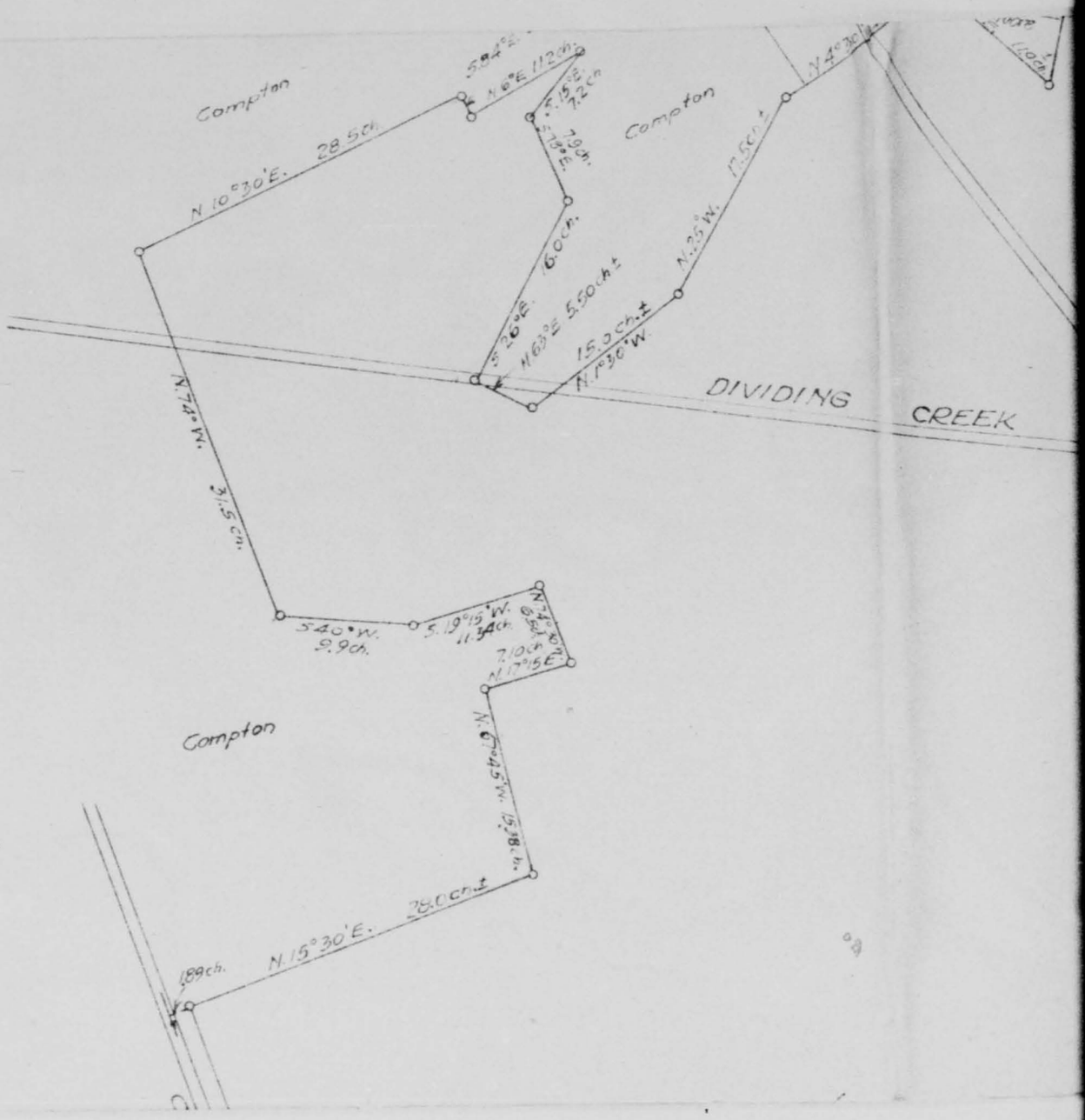

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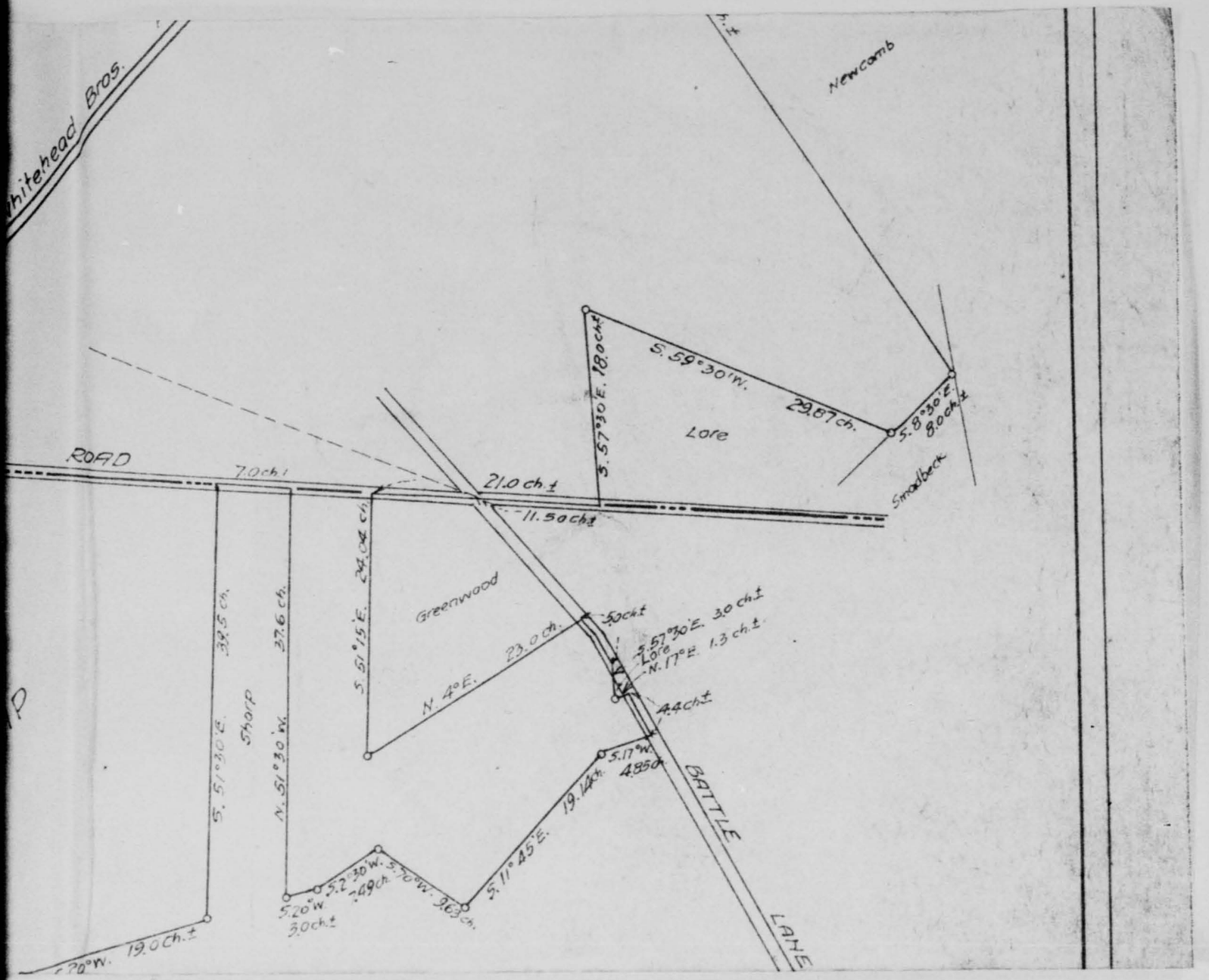

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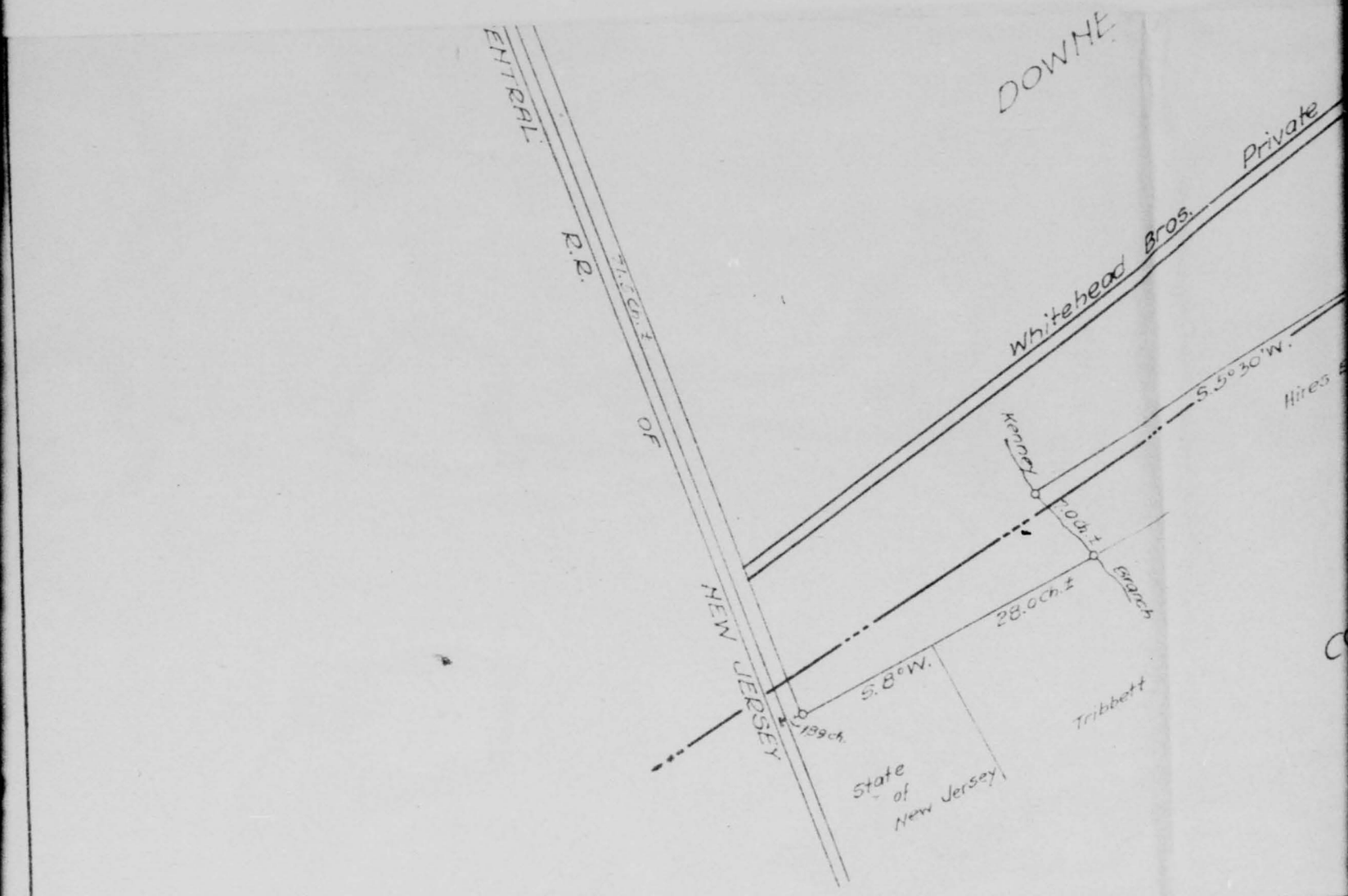

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Total Area = 2549.0 Ac.± (Areas of Tracts D40

Note: This map was prepared from a compilation of deeds solely. Bearings on lines were protrac from the north point. Monuments and physical boundaries would govern over any information on

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S.7°30'W. 12.50ch.±

son

Tribbett

2.0 Ac.± (Areas of Tracts D401-D402&D404 not included.)

Prepared from a compilation
Bearings on lines were protracted
oint. Monuments and physical
Govern over any information on this map.

SEGMENT D	
MILLVILLE AERIAL GUNNERY RANGE	
City of Millville, Townships of Lawrence Commercial & Downe Cumberland County, N.J.	
SUBMITTED Lee Crawford	APPROVED Edgar L. Parke
SCALE: 1 IN. = 10 CHAINS	DATE Dec. 29, 1942
SHEET 4 OF 6	
Rev. Feb. 25, 1943	

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OFFICIAL BUSINESS

Millville Aerial Gunnery Range
Segment E
18 Feb. 43

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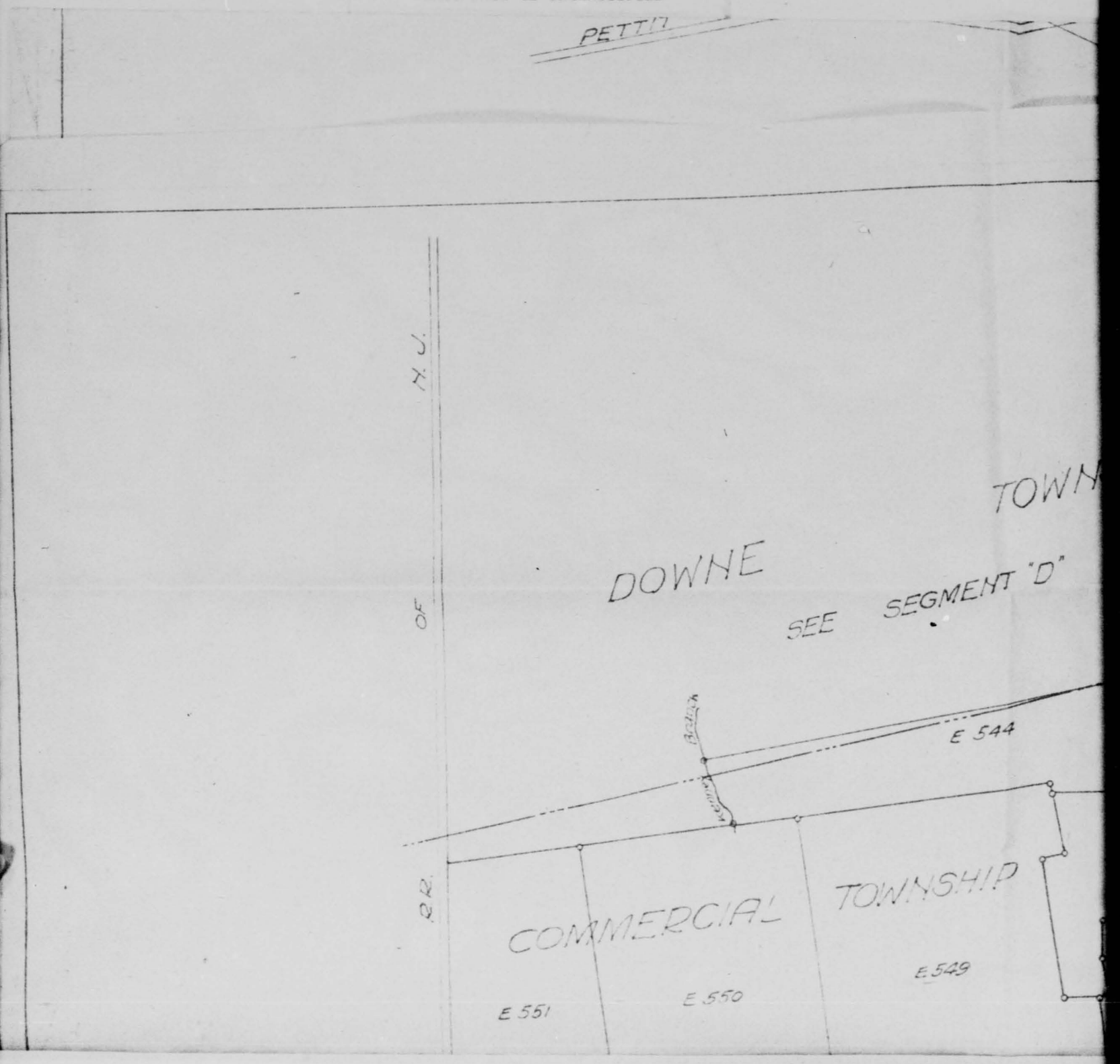

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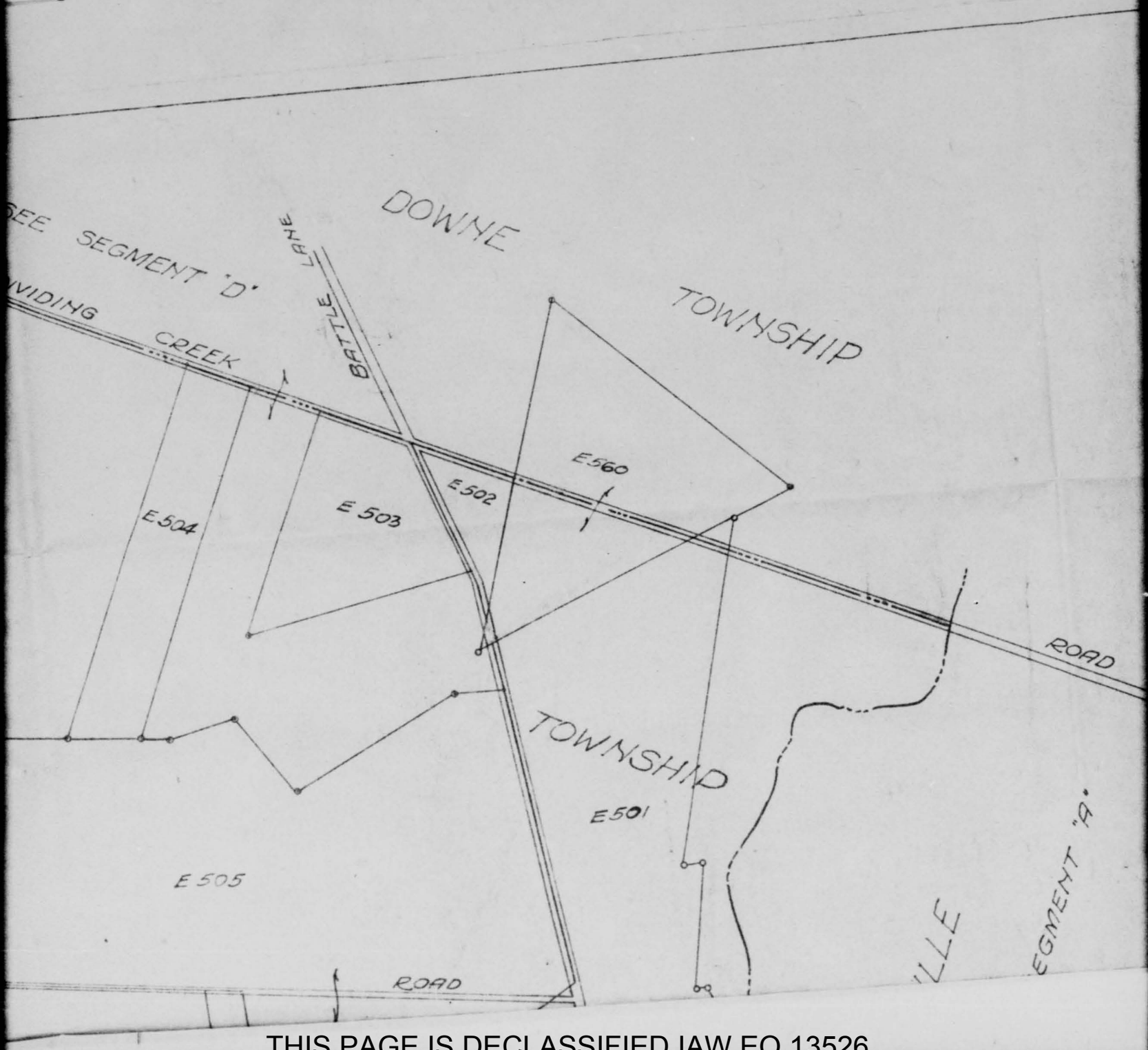

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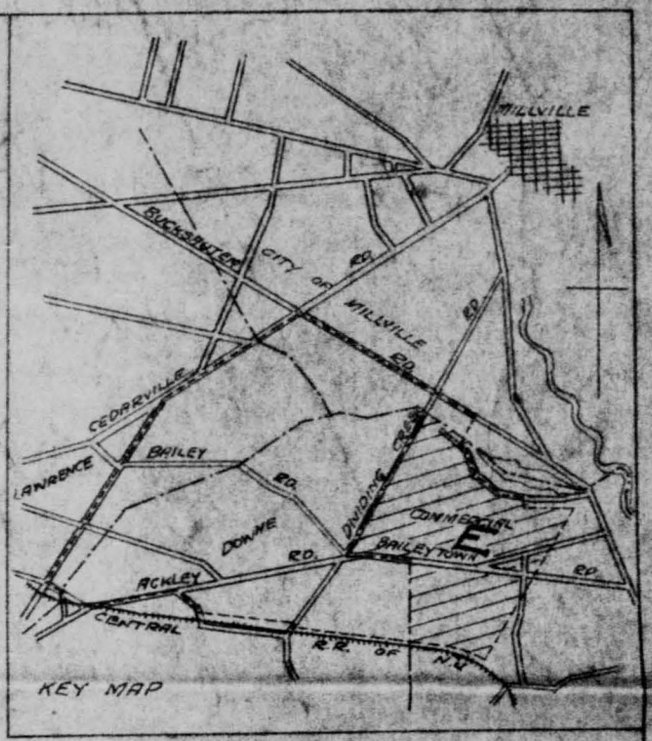

ROAD

ROAD

EGMENT "A"

TRACT	VENDOR	AREA
E 501	John Brookfield	101.84
E 502	John Brookfield	7.38
E 503	Nathaniel Greenwood	28.32
E 504	Walter Sharp	26.90
E 505	Est. of David Tribbett	239.71
E 506	Addie Webb	6.40
E 507	Est. of Wm. H. Wills	2.50
E 508	Clarence U. Howell	63.21
E 509	Howard Garrison	37.00
E 510	Annie Sharp	28.96
E 511	D.W. Boggs	16.49
E 512	J. Le Roy Dupree	4.64
[illegible]	Est. of Elizabeth Compton	12.85

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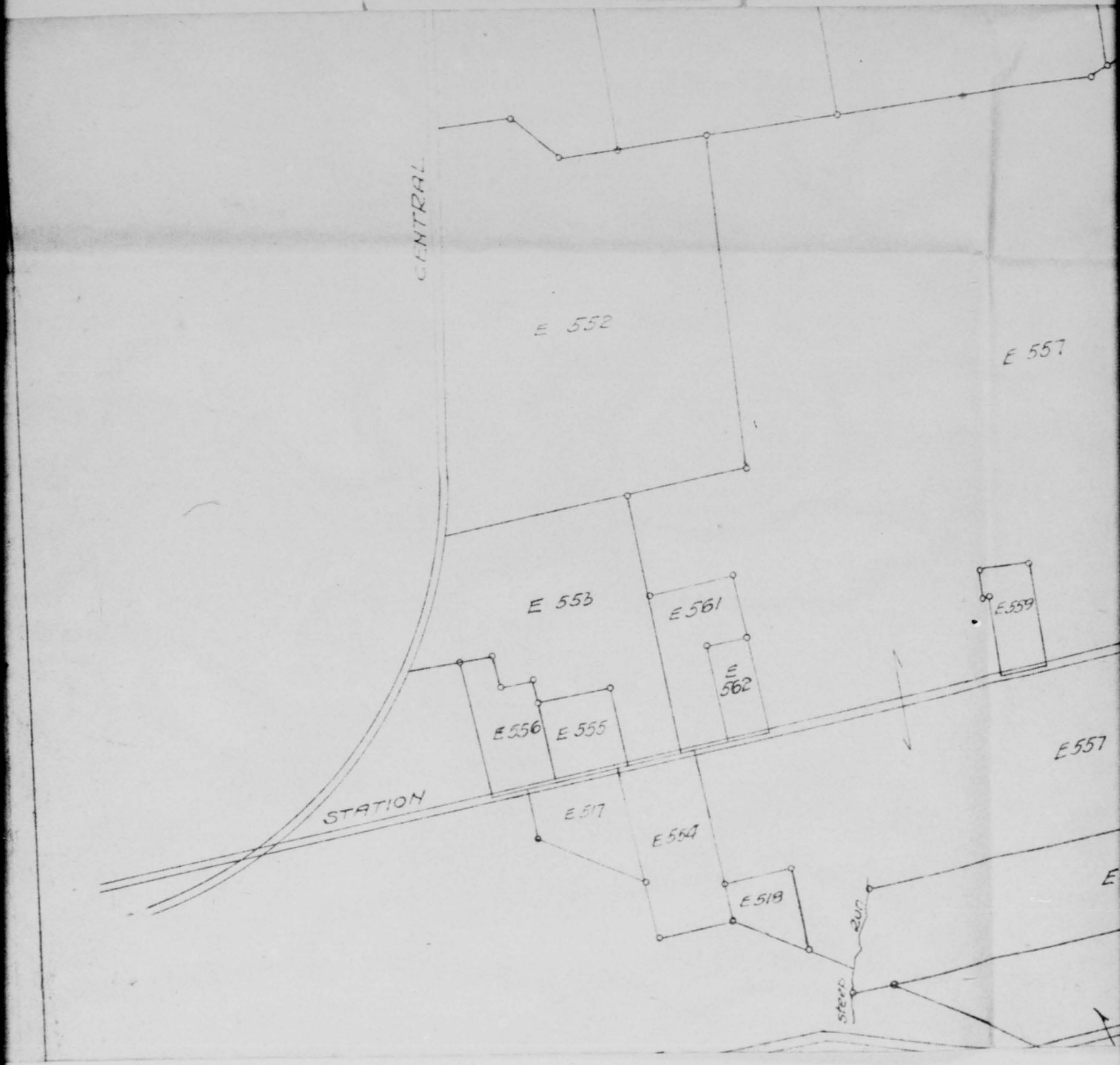

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E 514	Norton Lorenz	
E 515	Est. of Mary B. Hires	10.77
E 516	Est. of Elizabeth Compton	66.25
E 517	Est. of Clarence Haley	8.61
E 518	Wm. Jones (Fed. Land Bank)	4.50
E 519	David Robbins, etal.	116.96
E 520	Daniel Pierson	15.60
E 521	Viola Simpson	25.78
E 522	Charles Felmey	49.00
E 523	Est. of Samuel Surran	45.25
E 524	State of N.J. (F.&G. Comm)	5.00
E 525	Estate of Harry Blizzard	10.18
E 526	Est. of Rusling S. Day	10.24
E 527	Edison Land	5.00
E 528	Lida A. Foster	1.22
E 529	Bert Snaith	10.00
E 530	State of N.J. (F.&G. Comm.)	60.00
E 531	Howard Garrison	97.69
E 532	Owen S. Tribbett	45.00
E 533	Howard Garrison	43.15
E 534	Sidney Lowy	30.60
E 535	Joseph Jamat	10.00
E 536	Bailey Coal Co.	18.04
E 537	E. P. Miller	19.92
E 538	Elizabeth Seeds	11.82
E 539	Clarence P. Smith	46.54
E 540	Alexander Lakovics	7.95
E 541	J. Le Roy Dupree	12.00
E 542	Sheppard A. Brewster	4.36
E 543	Arthur J. Seeds	20.63
E 544	Est. of Mary B. Hires	42.81
E 545	E. P. Miller	26.00
E 546	E. P. Miller (claimant)	8.50
E 547	Est. of Edw. Bailey	2.16
E 548	J. Le Roy Dupree	13.25
E 549	Est. of Howard Sackwell	97.75
E 550	Sarah & Owen Tribbett	80.75
E 551	State of N.J. (F.&G. Comm.)	55.40
E 552	John Kolodij	107.00
E 553	J.J. & S. Brewster	43.40
E 554	Annie M. Fisher	14.00
E 555	Frances D. Bradway	8.05
E 556	William Bradway	7.61
E 557	State of N.J. (F.&G. Comm.)	676.00
E 558	Thomas A. Leichert	58.86
E 559	John W. Fidler	5.27
E 560	Milton Lore	50.00
E 561	Clarence & Ralph Howell	9.41
E 562	Loviso J. Brewster Est.	4.00
E 563	Arthur J. Seeds	14.40
E 564	David B. Mayhew Est.	13.31

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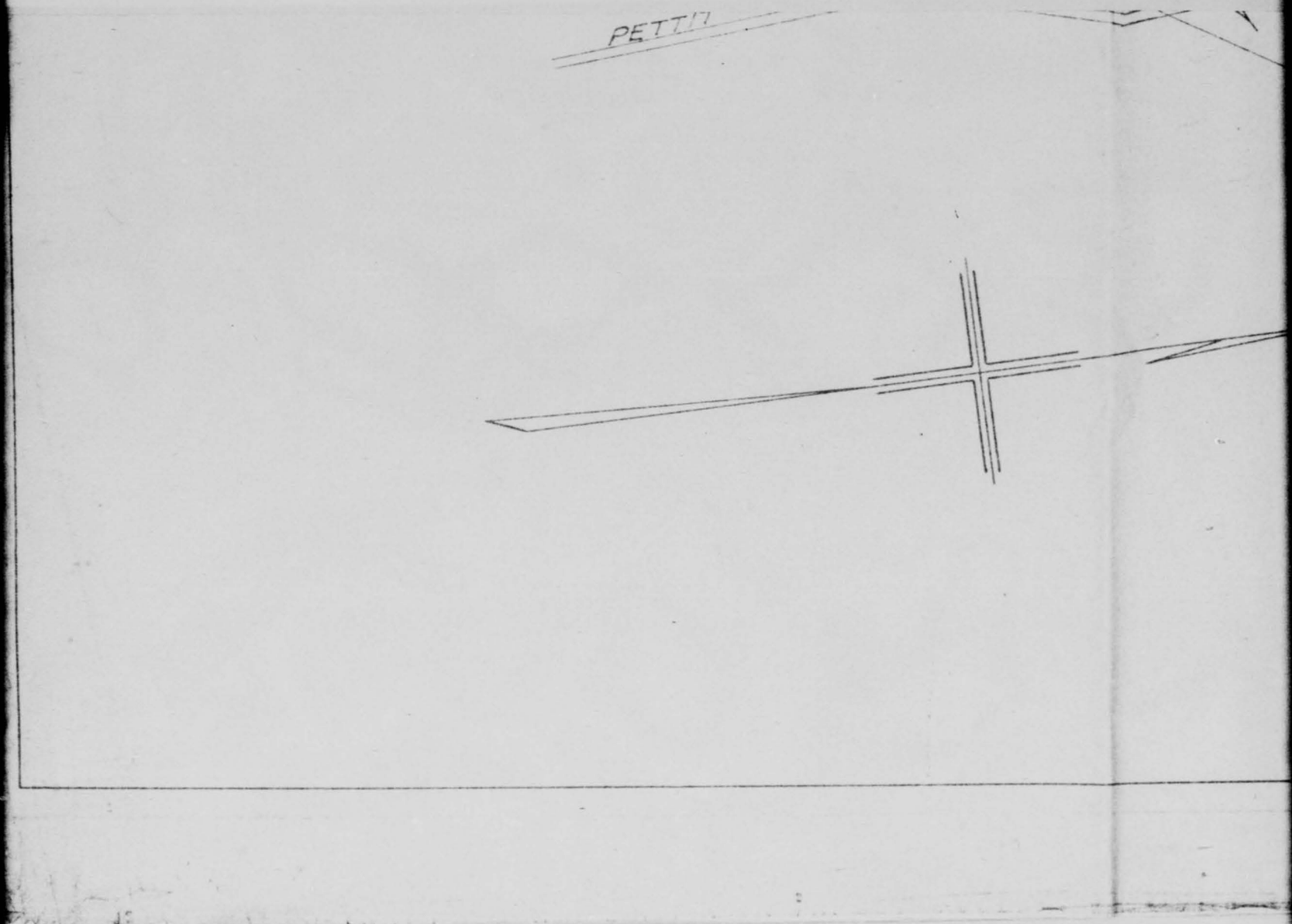

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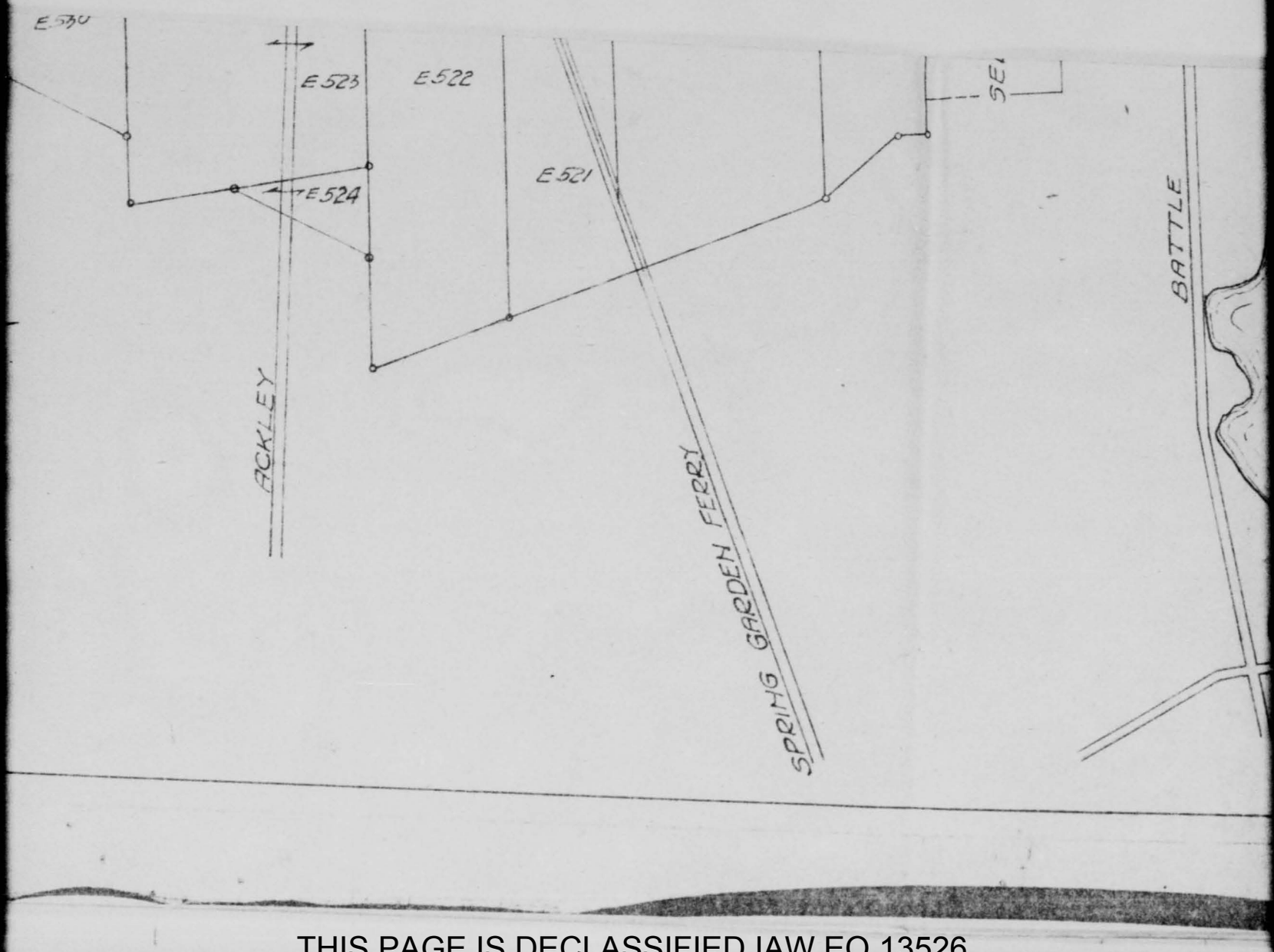

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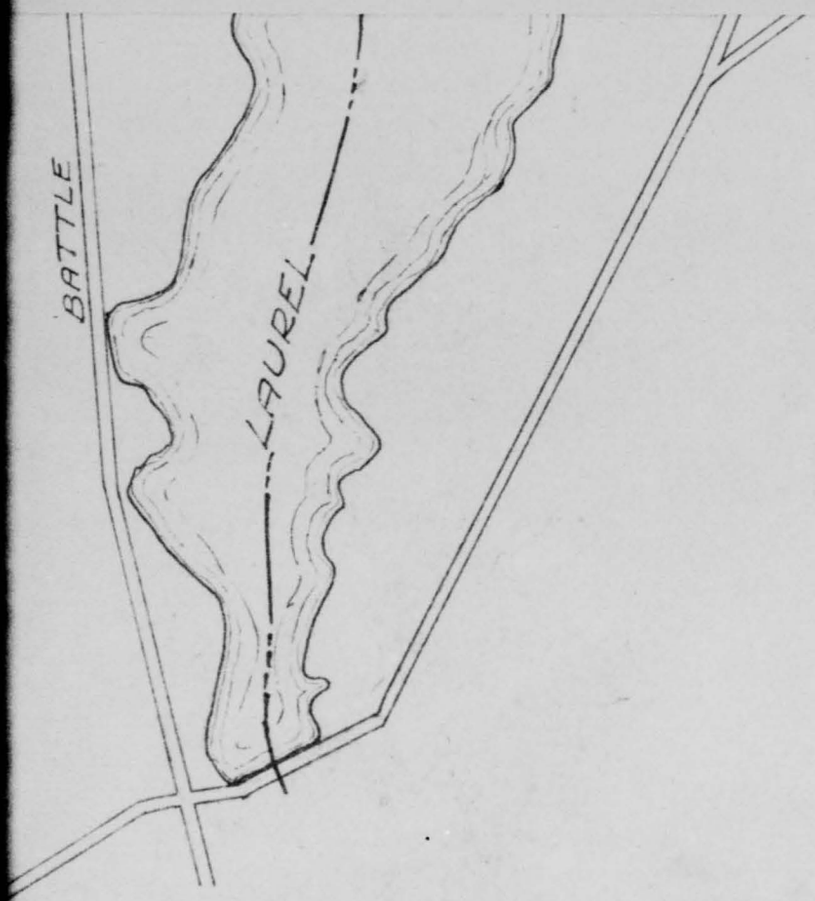

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NORTH ATL
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E 565	(cancelled)	
E 566	Est. of Stephen R. Mayhew	6.64
E 567	Whitehead Bros.	19.42
E 568	Warren Smadbeck	60.00
E 569	Whitehead Bros.	35.00

SEGMENT E

MILLVILLE AERIAL GUNNERY RANGE

City of Millville, Townships of Lawrence, Commercial & Downe
Cumberland County, N.J.

SUBMITTED	APPROVED
Lee Campbell	Edgar L. Yates
SCALE: 1 IN. = 10 CHAINS	DATE Jan. 18, 1943

SHEET 5 OF 6

Rev. Feb. 18, '43.

WAR DEPARTMENT
CORPS OF ENGINEERS - U.S. ARMY
NORTH ATLANTIC DIV.
REAL ESTATE BRANCH

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OFFICIAL BUSINESS

Millville Aerial Gunnery Range
Segment F
16 Feb. 43

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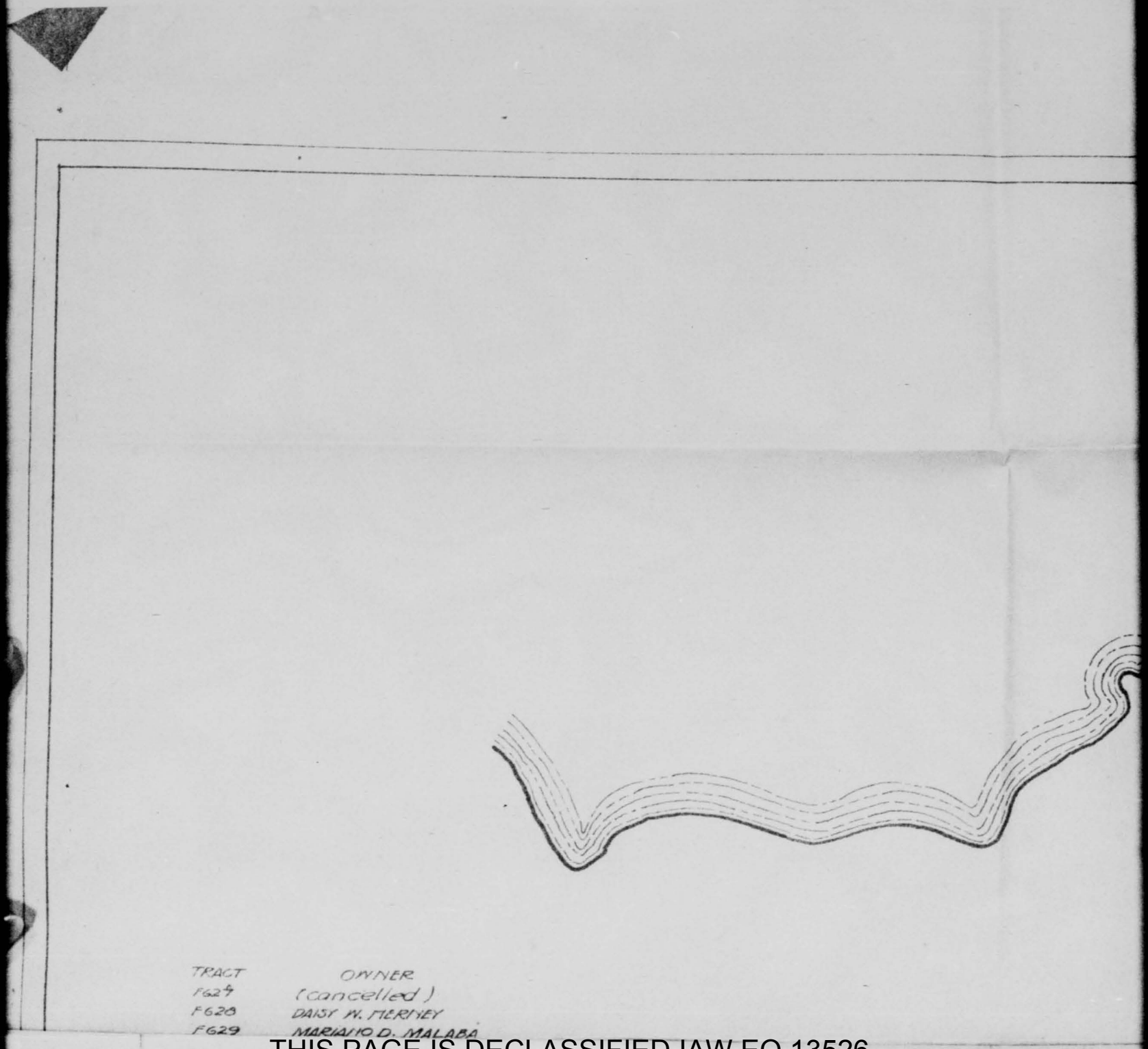

TRACT	OWNER
F624	(cancelled)
F628	DAISY M. MERIVEY
F629	MARIANO D. MALABA

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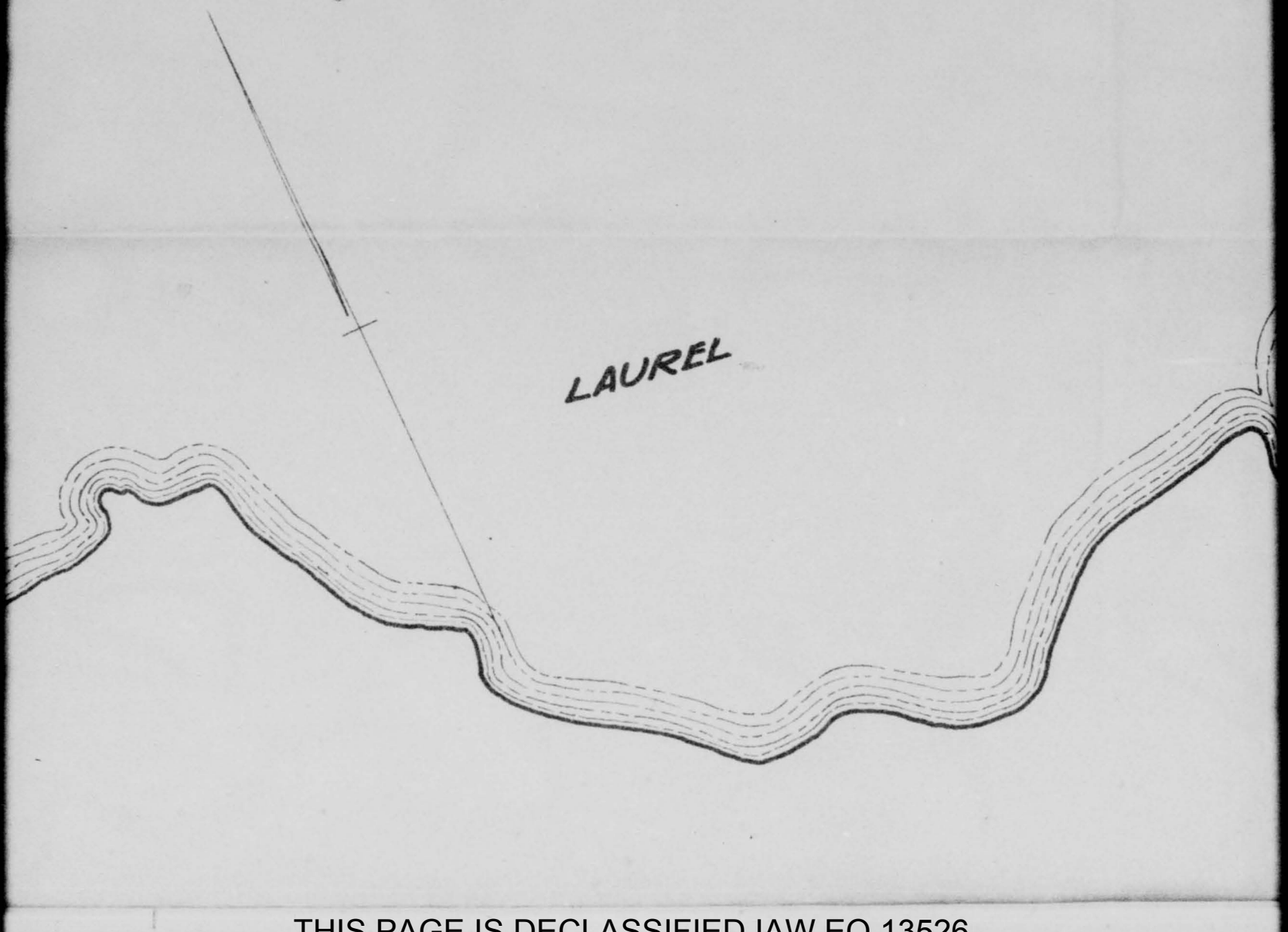

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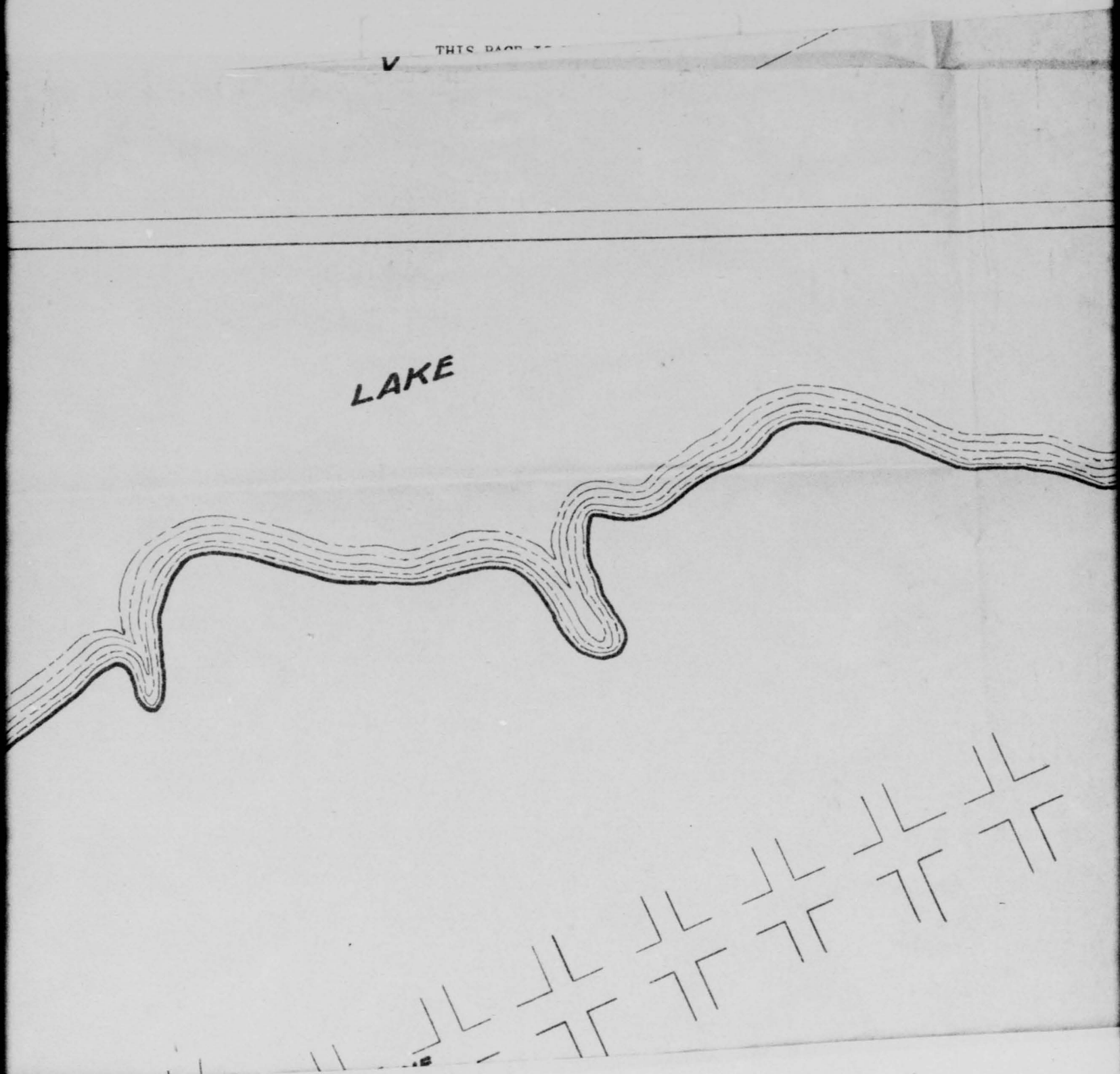

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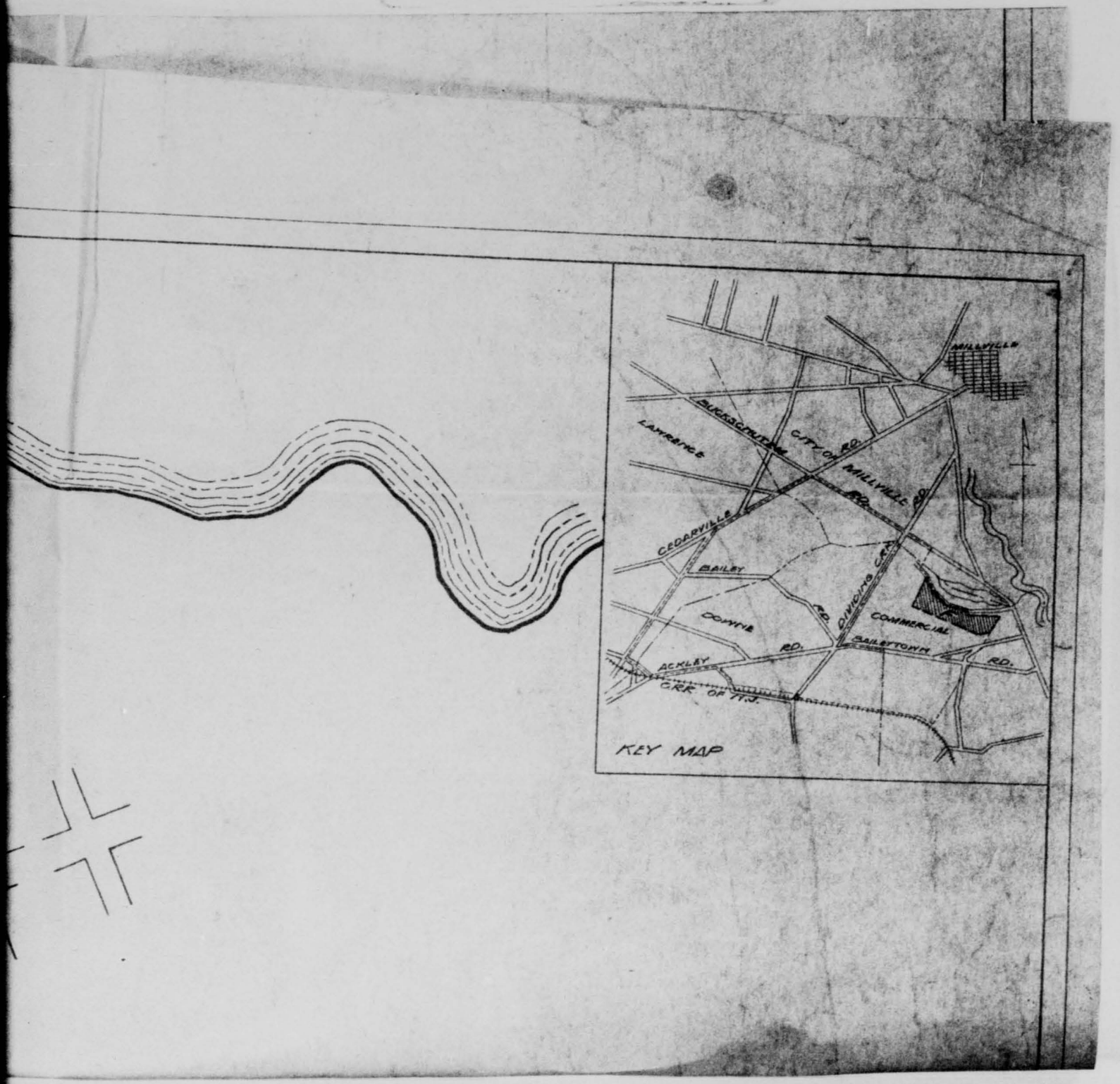

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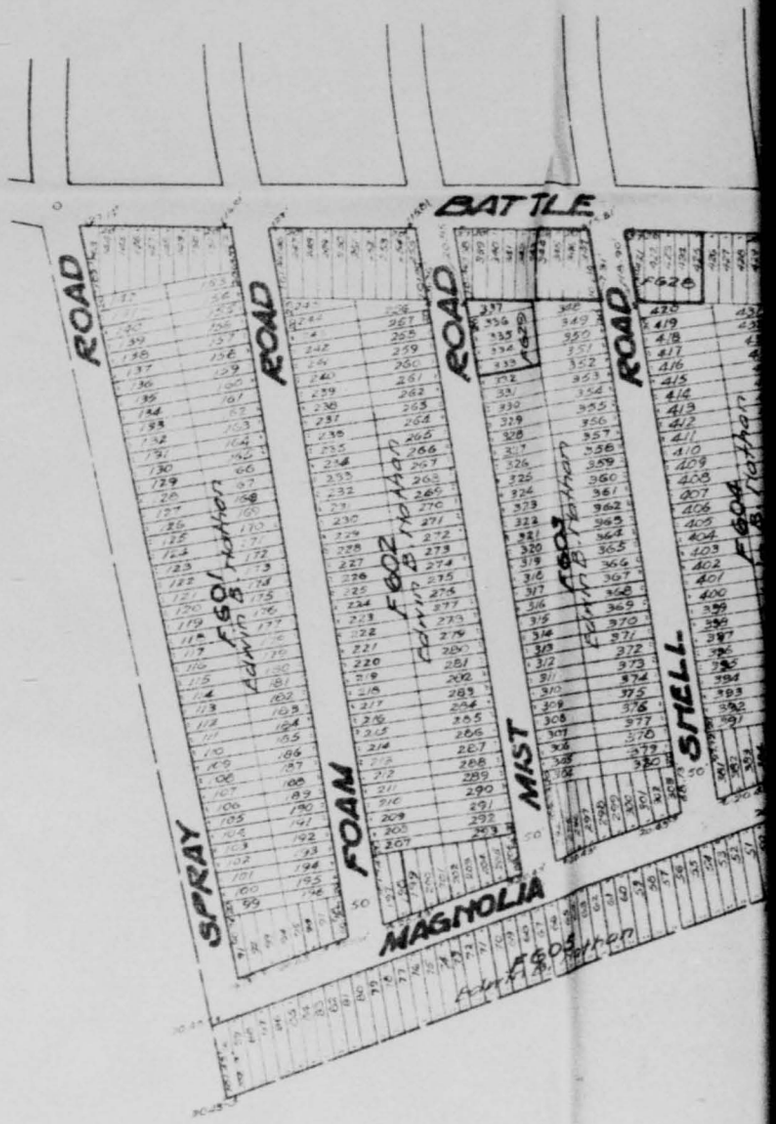
F630 AUGUSTUS HERMAN KLEIN
F631 JACOB AMANSKY ET AL



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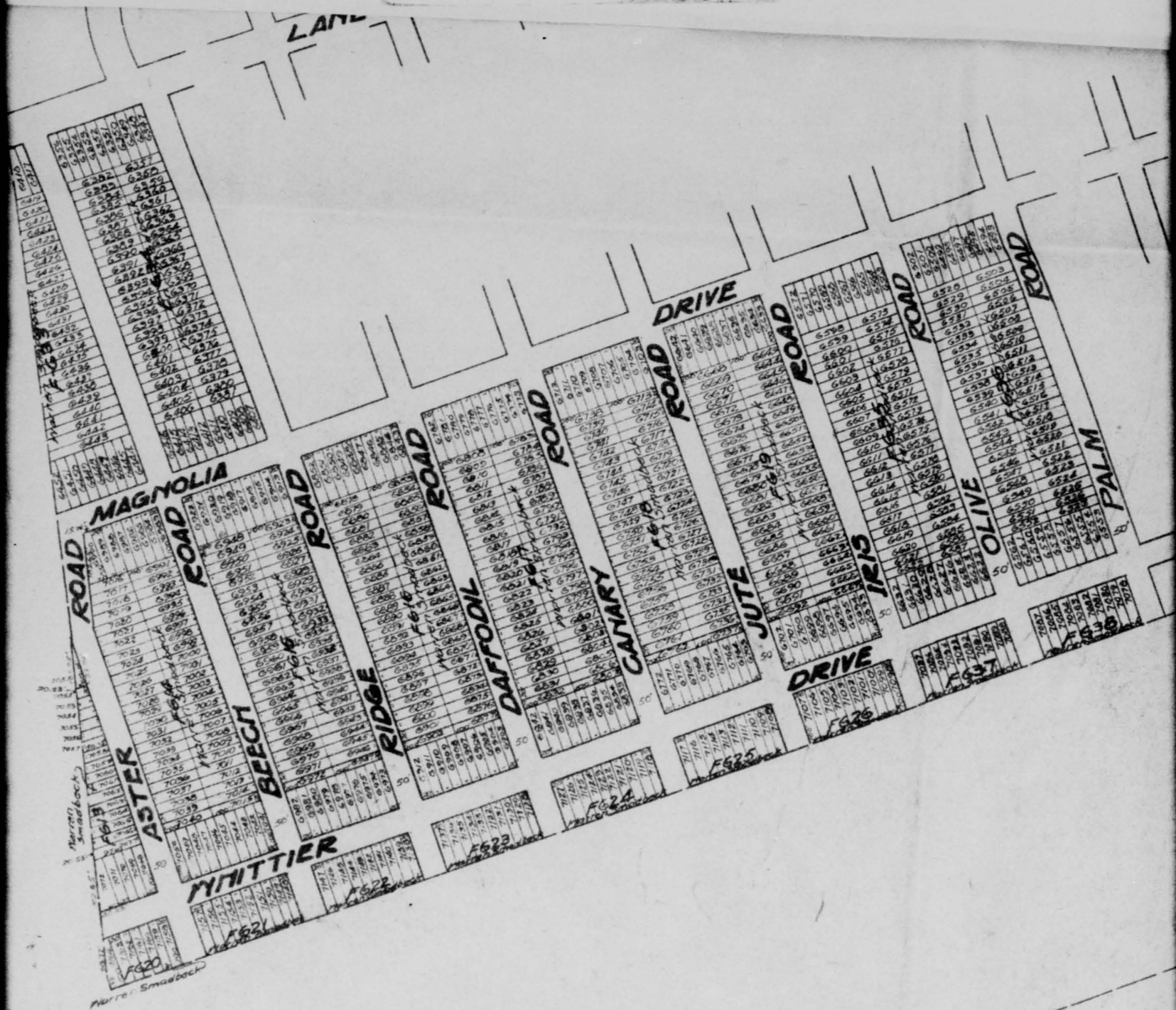

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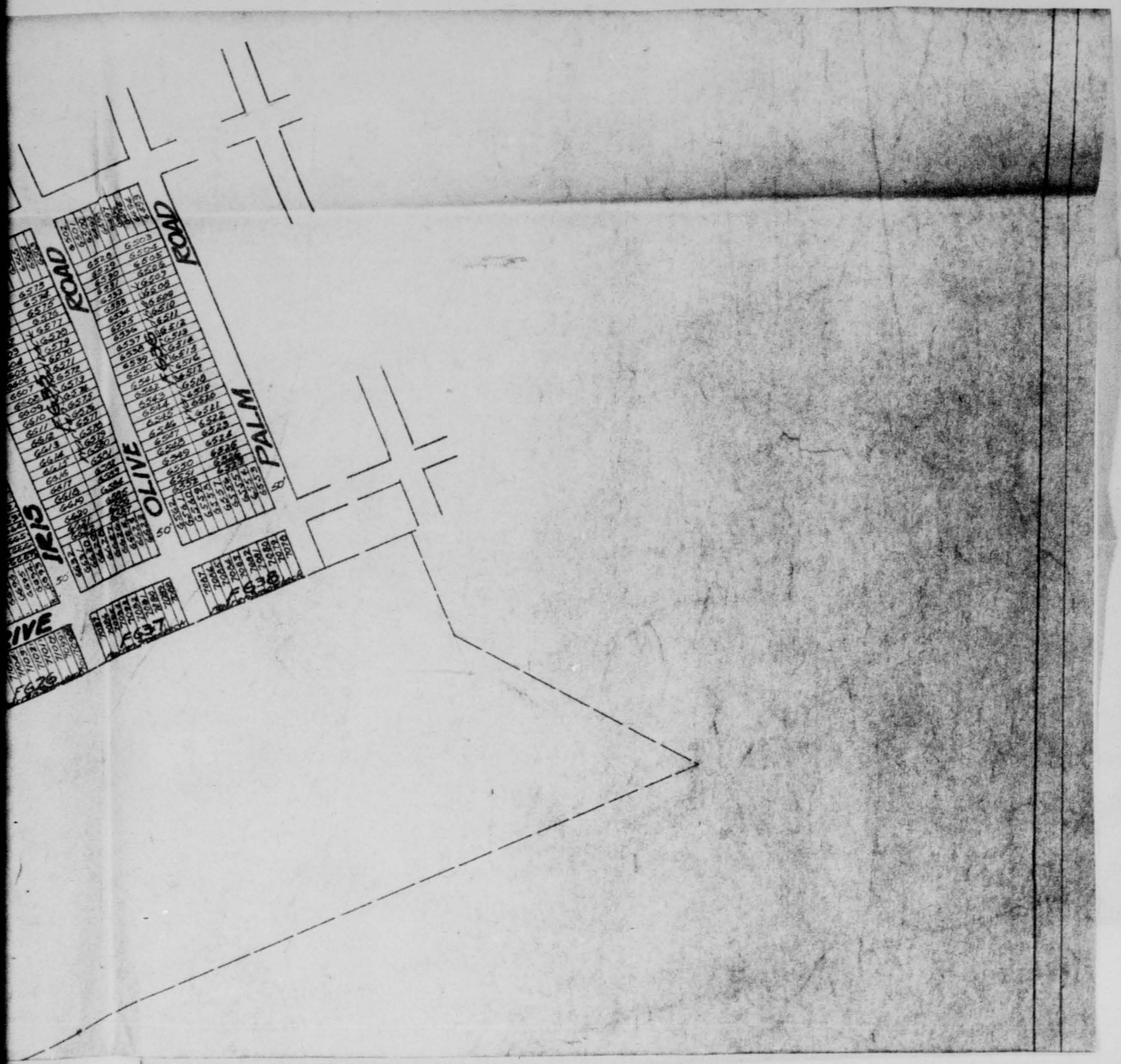

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SEE SEGMENT E

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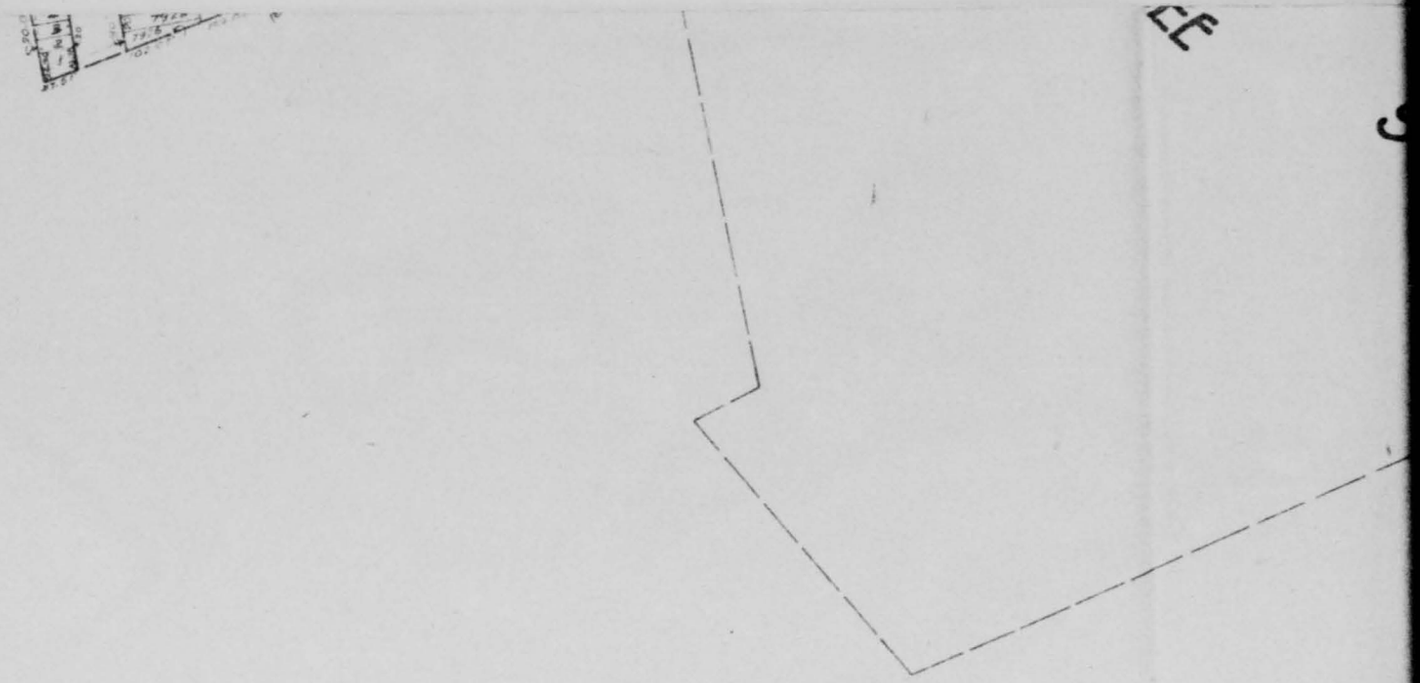

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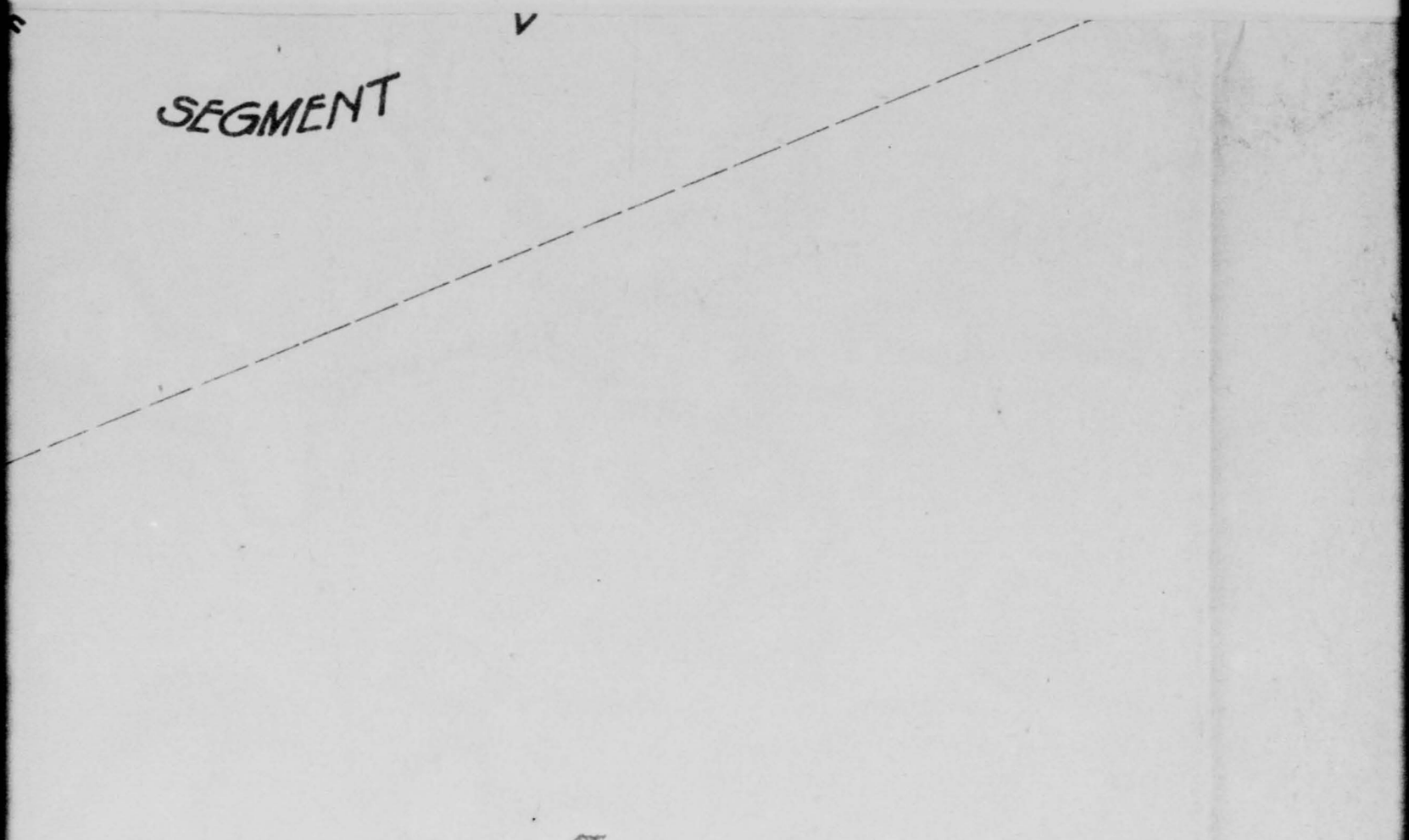

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SEGMENT F	
MILLVILLE AERIAL GUNNERY RANGE	
City of Millville, Townships of Lawrence, Commercial & Downe Cumberland County, N.J.	
SUBMITTED Marion E. Jewell	APPROVED Edgar L. Parker
SCALE 1 INCH = 200 FT.	DATE Feb. 16, 1943
SHEET 6 OF 6	

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OFFICIAL BUSINESS

Millville Aerial Gunnery Range
Base Map
25 Feb. 43

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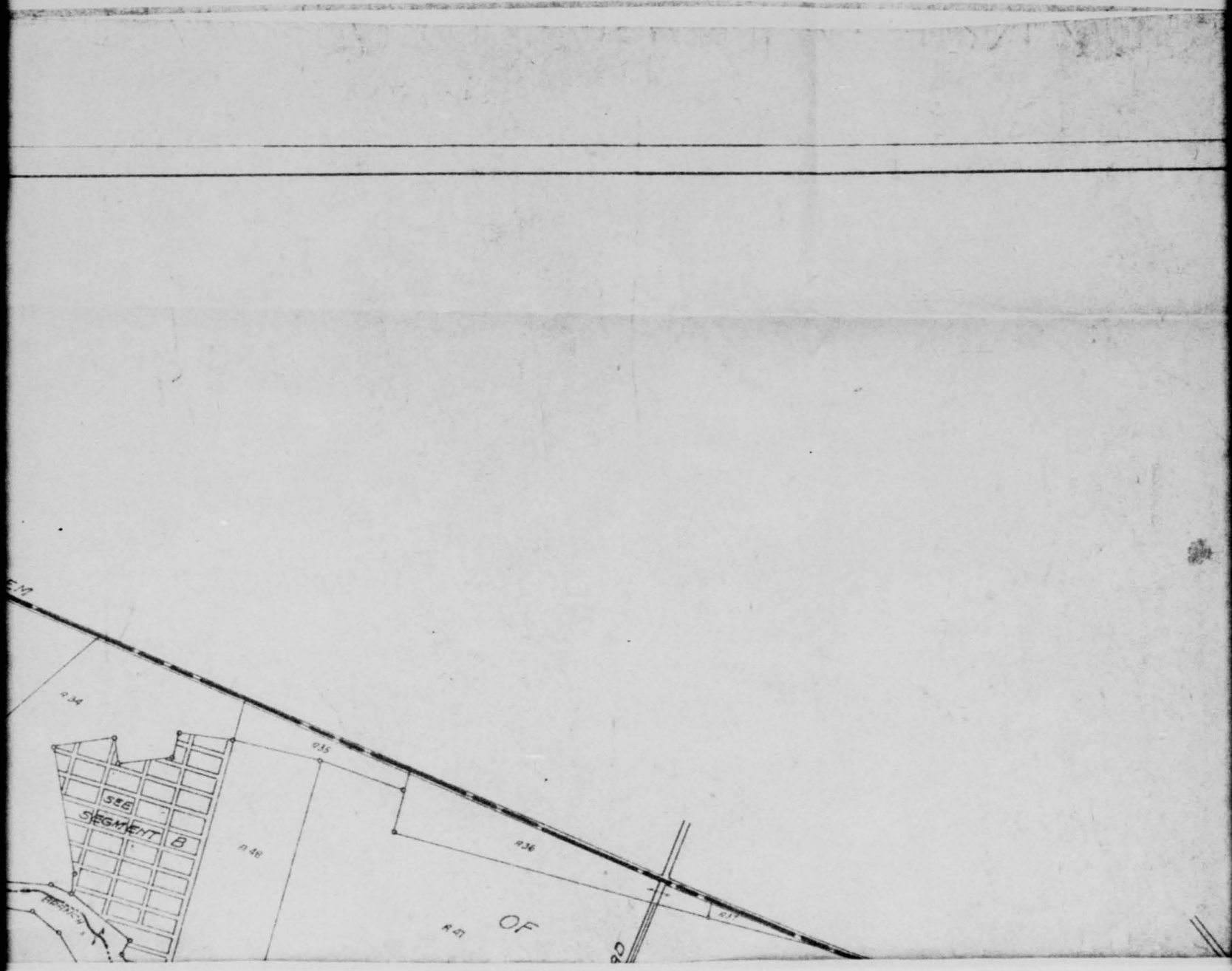

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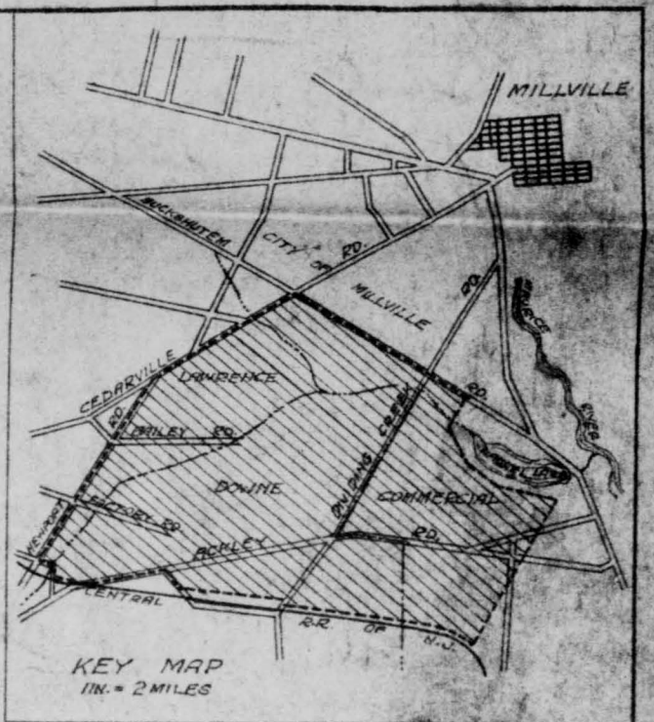

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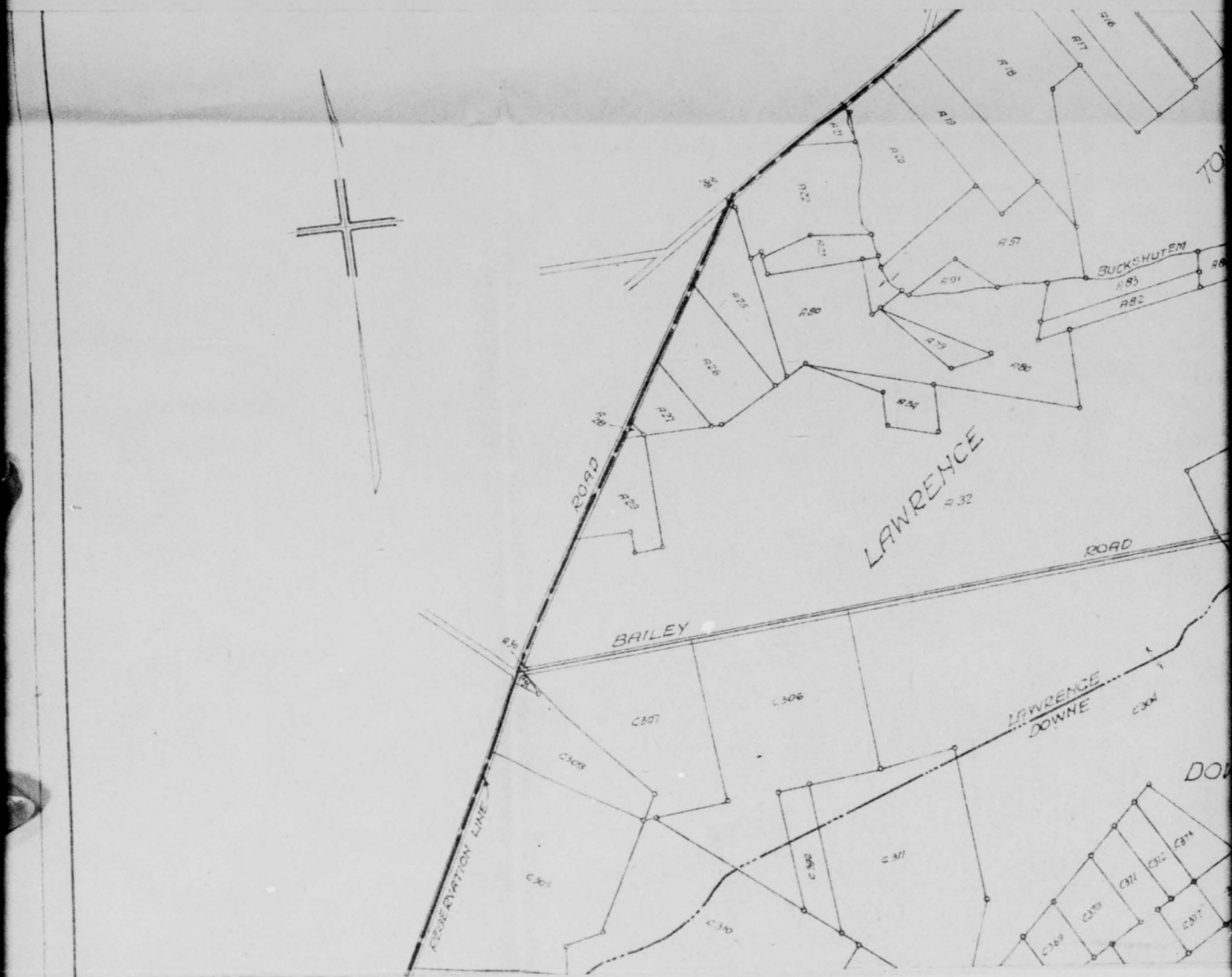

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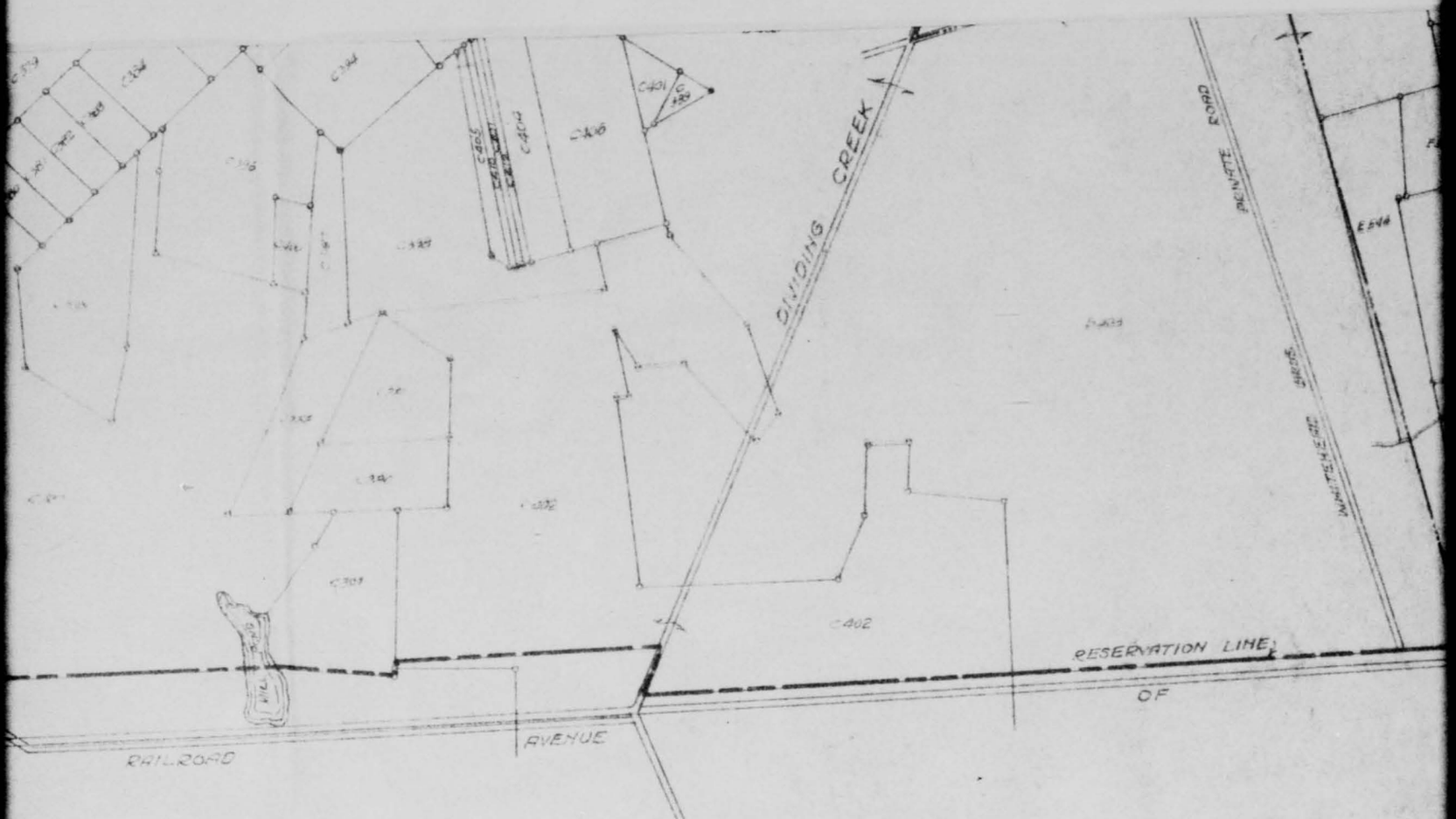

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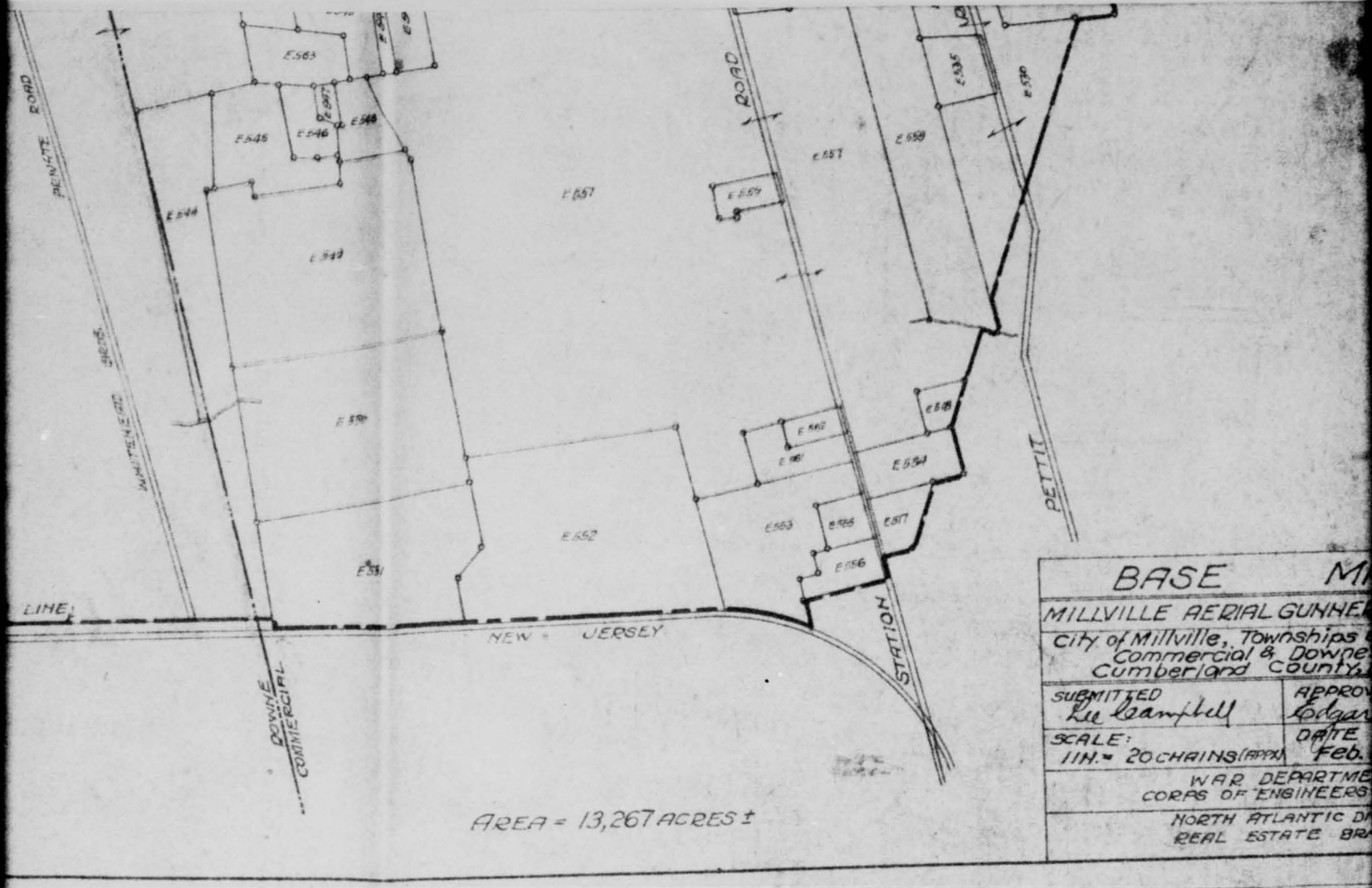

BASE M

MILLVILLE AERIAL GUNNE

City of Millville, Townships
Commercial & Downe
Cumberland County

SUBMITTED Lee Campbell	APPRO Edgar
SCALE: 1IN. = 20 CHAINS (APPX)	DATE Feb.

WAR DEPARTME
CORPS OF ENGINEERS
NORTH ATLANTIC D
REAL ESTATE BR

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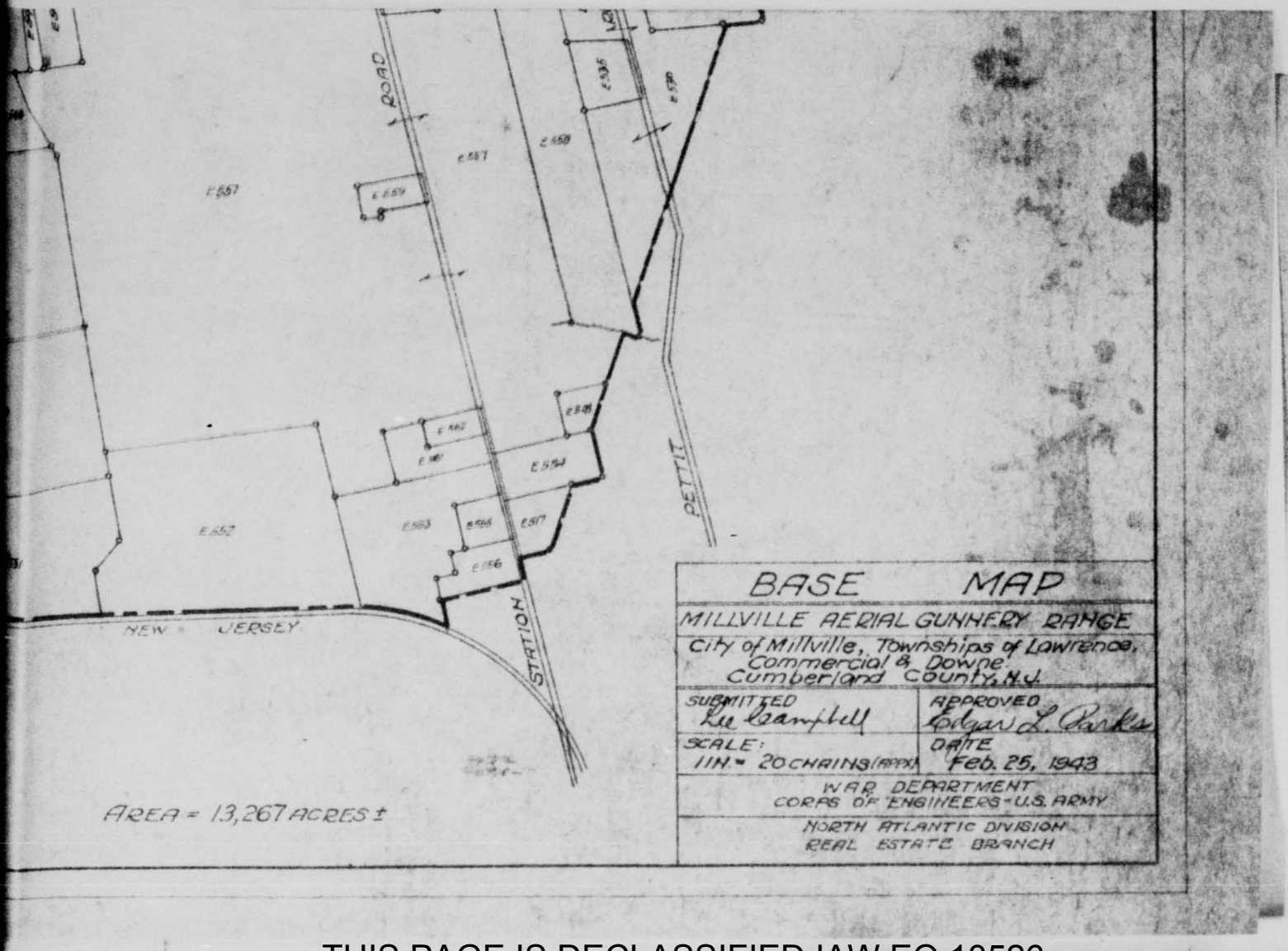

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OFFICIAL BUSINESS

Millville Airport
Real Estate
16 Aug. 43

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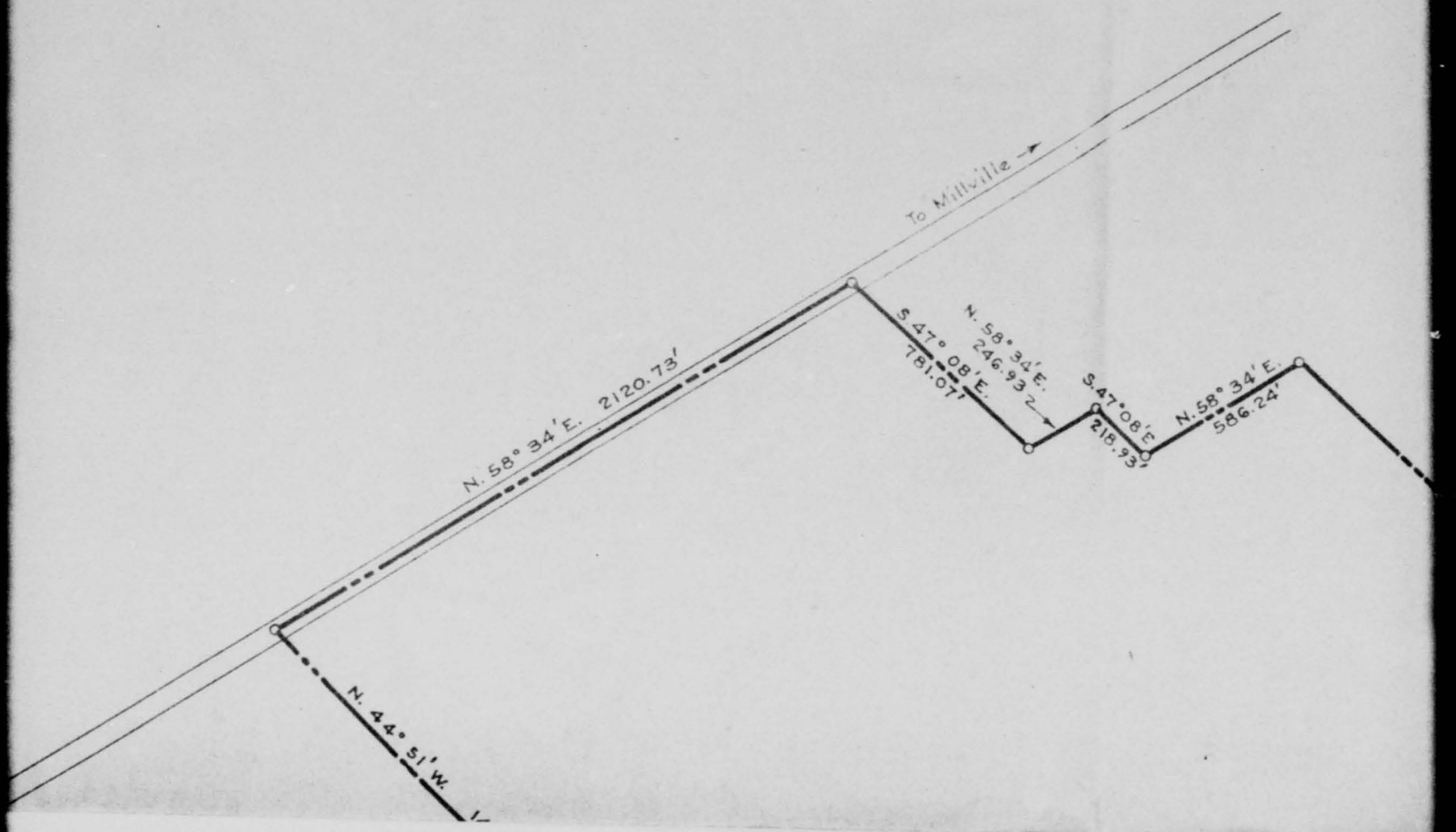

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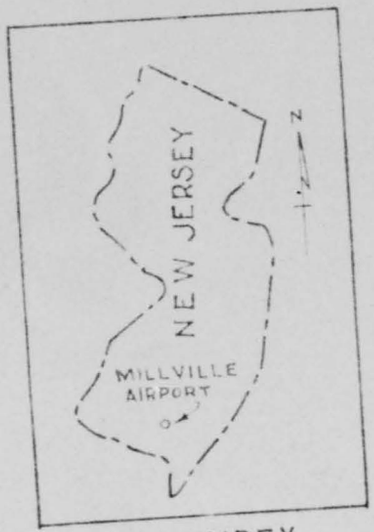

STATE INDEX

VICINITY MAP

0 1 2 3 4
MILES

S. 47° 29' E. 2380.92'

N. 45° 13' E. 1021.17'

S. 47° 29' E. 1066.28'

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VICINITY MAP

0 1 2 3 4
MILES

FINAL PROJECT OWNERSHIP
(TYPE OF MAP)

STATE NEW JERSEY

COUNTY CUMBERLAND

DIVISION NORTH ATLANTIC

DISTRICT PHILADELPHIA

SERVICE COMMAND 2ND.

USING AGENCY ARMY AIR FORCES

1.5 MILES S.W. OF MILLVILLE

MILES OF

TRANSPORTATION FACILITIES

C.R.R. OF NEW JERSEY ..... RAILROAD

..... STATE ROAD

..... FEDERAL ROAD

..... AIRLINE

LAND AREA

ACRES OWNED BY W.D. .....

ACRES LEASED BY W.D. 781.35

ACRES LEASED FROM W.D. .....

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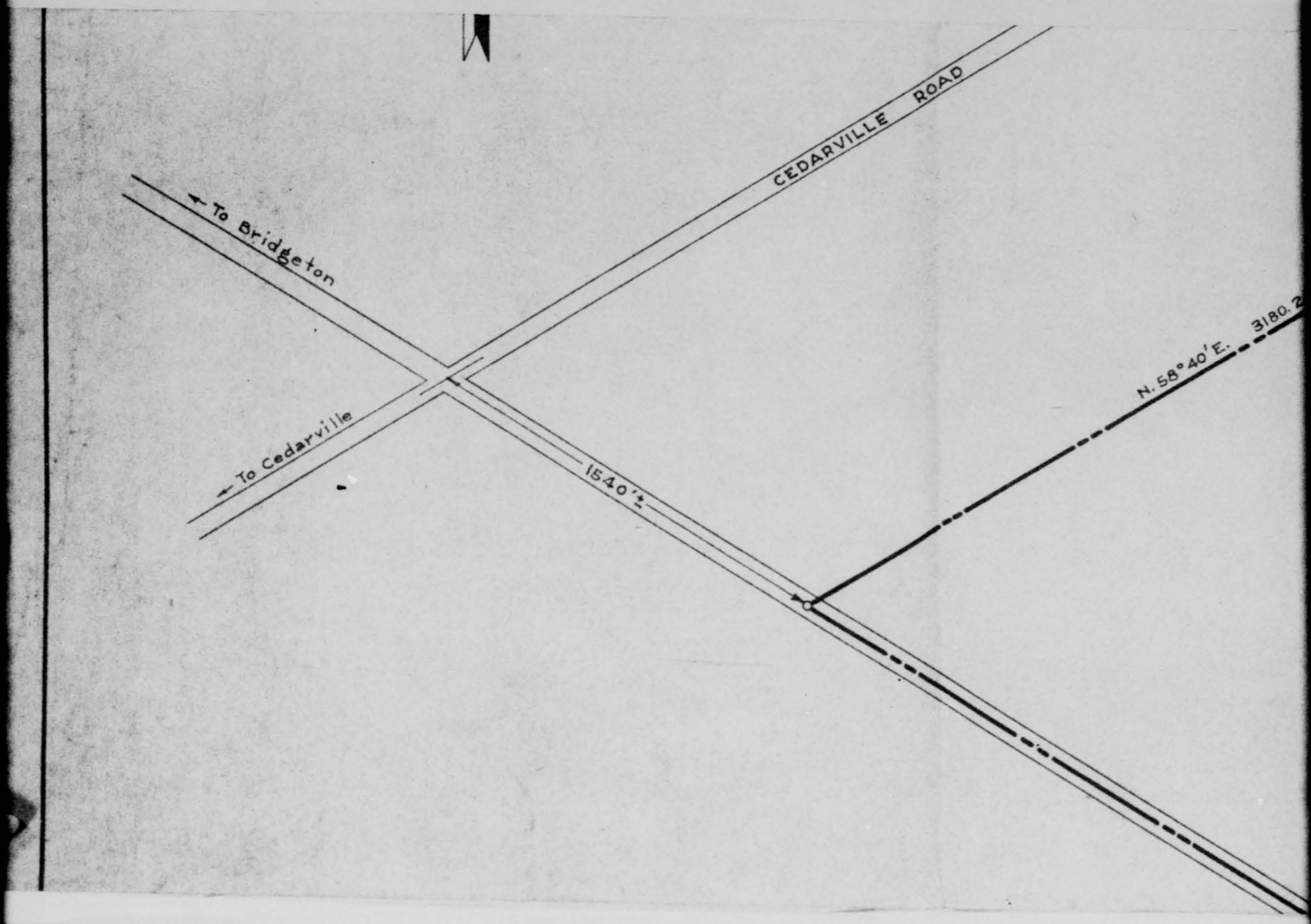

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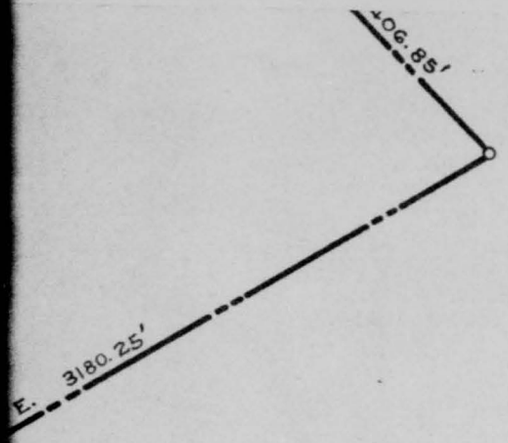

MILLVILLE AIRPORT

AREA 781.35 ACS.
LEASED TO U. S. A. BY
CITY OF MILLVILLE,
CUMBERLAND CO., N. J.

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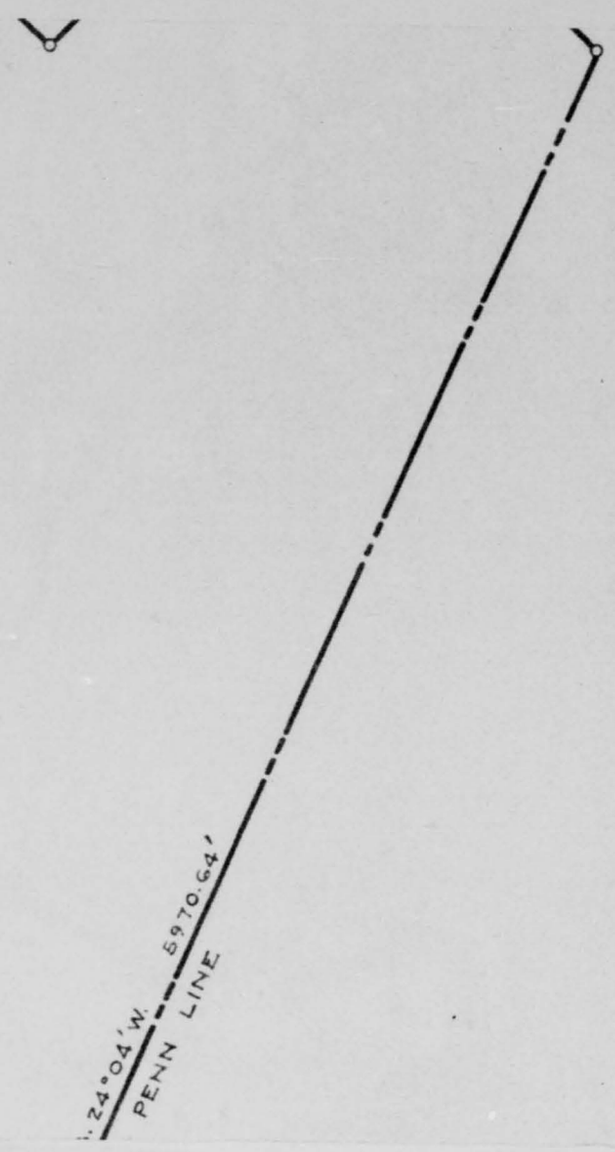

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ACRES TRANSFERRED TO W.D. _____

ACRES DONATED TO W.D. _____

•DISPOSALS•

ACRES SOLD _____

ACRES TRANSFERRED _____

ACRES EXCHANGED _____

ACRES OTHERWISE _____

•LEGEND•

RESERVATION LINE _____

STATE OR PROVINCE LINE _____

COUNTY LINE _____

CIVIL DISTRICT PRECINCT _____

LAND GRANT LINE _____

CITY, VILLAGE, OR BOROUGH _____

CEMETERY SMALL PARK ETC. _____

TOWNSHIP LINE _____

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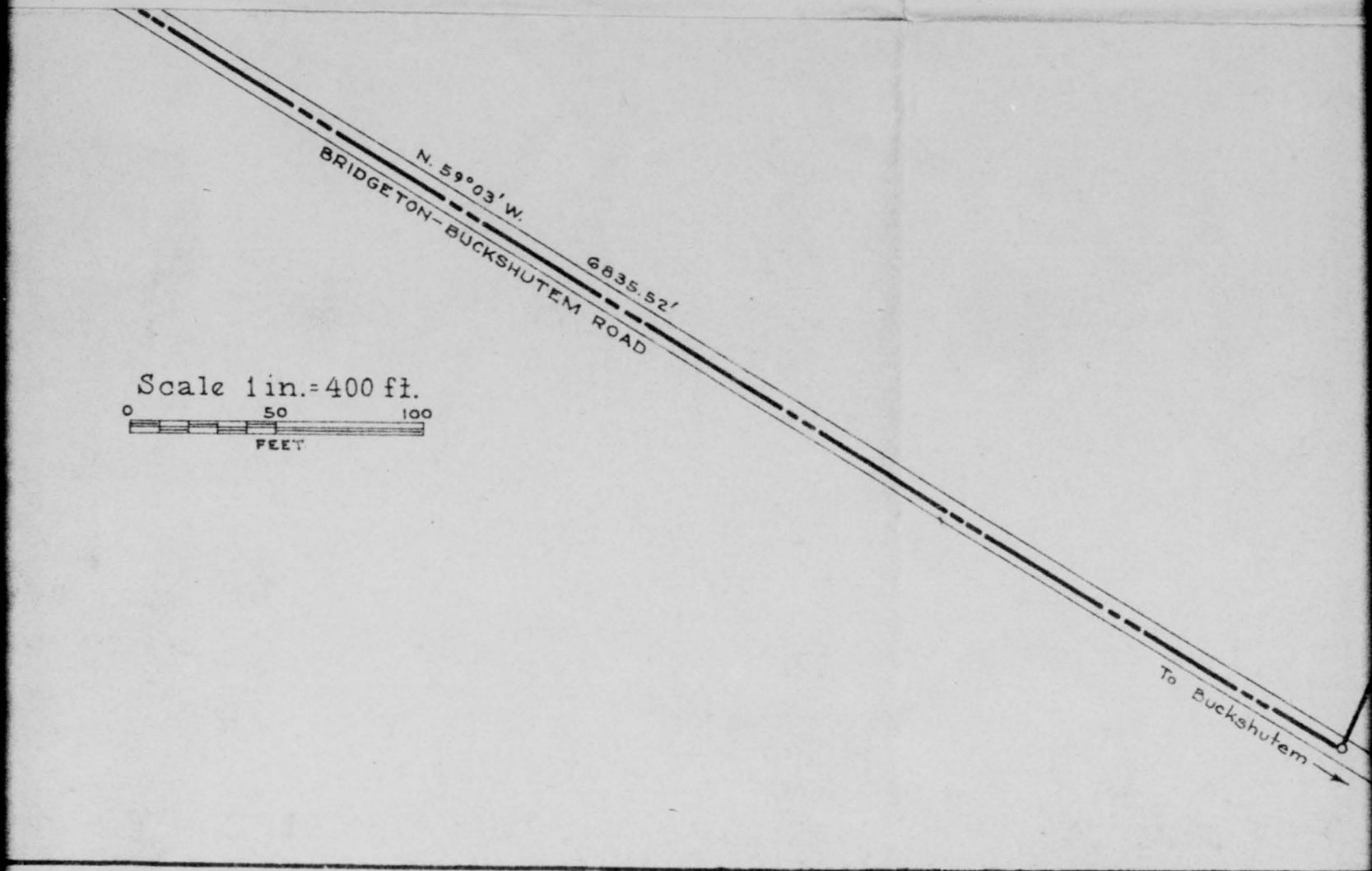

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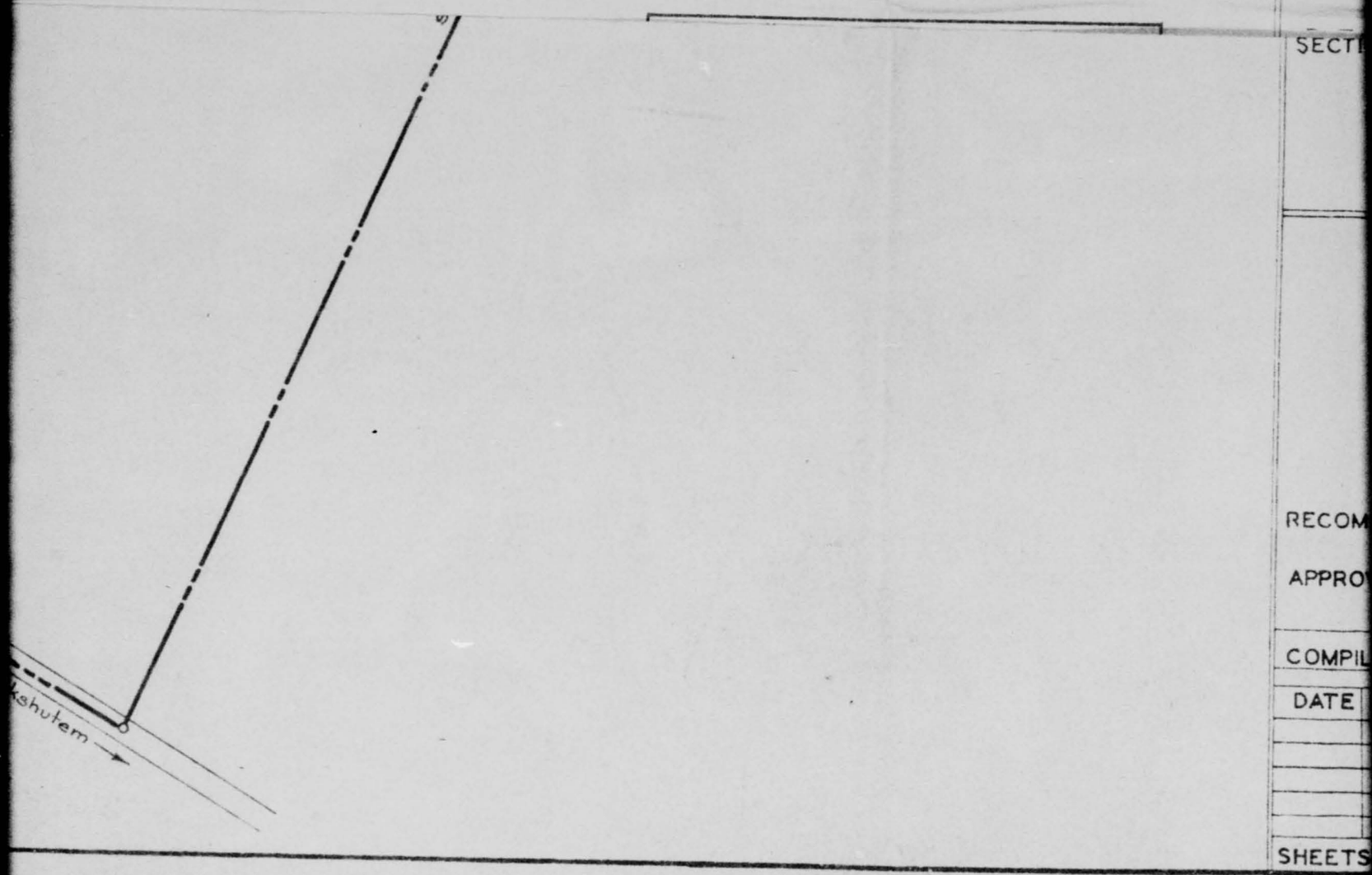

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FINAL PROJECT OWNERSHIP

SECTION LINE

—SCALE—
AS SHOWN

WAR DEPARTMENT, O.C.E.
CONSTRUCTION DIVISION

REAL ESTATE

MILLVILLE AIRPORT

MILITARY RESERVATION

RECOMMENDED: Benjamin P. Yeto ASSISTANT ENGINEER DATE 8-16-43

APPROVED: Raymond C. DeVarney ASSOCIATE ENGINEER DATE 8-16-43

COMPILED: B.P.A. TRACED: E.C.K. CHECKED: B.P.A.

DATE	BY	REVISIONS	APPROVED

SHEETS: 1 OF 1 DRAWING NO.

CR-FORM-177 A

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OFFICIAL BUSINESS

Millville Army Air Field
Building Expansion
25 Mar. 4 4

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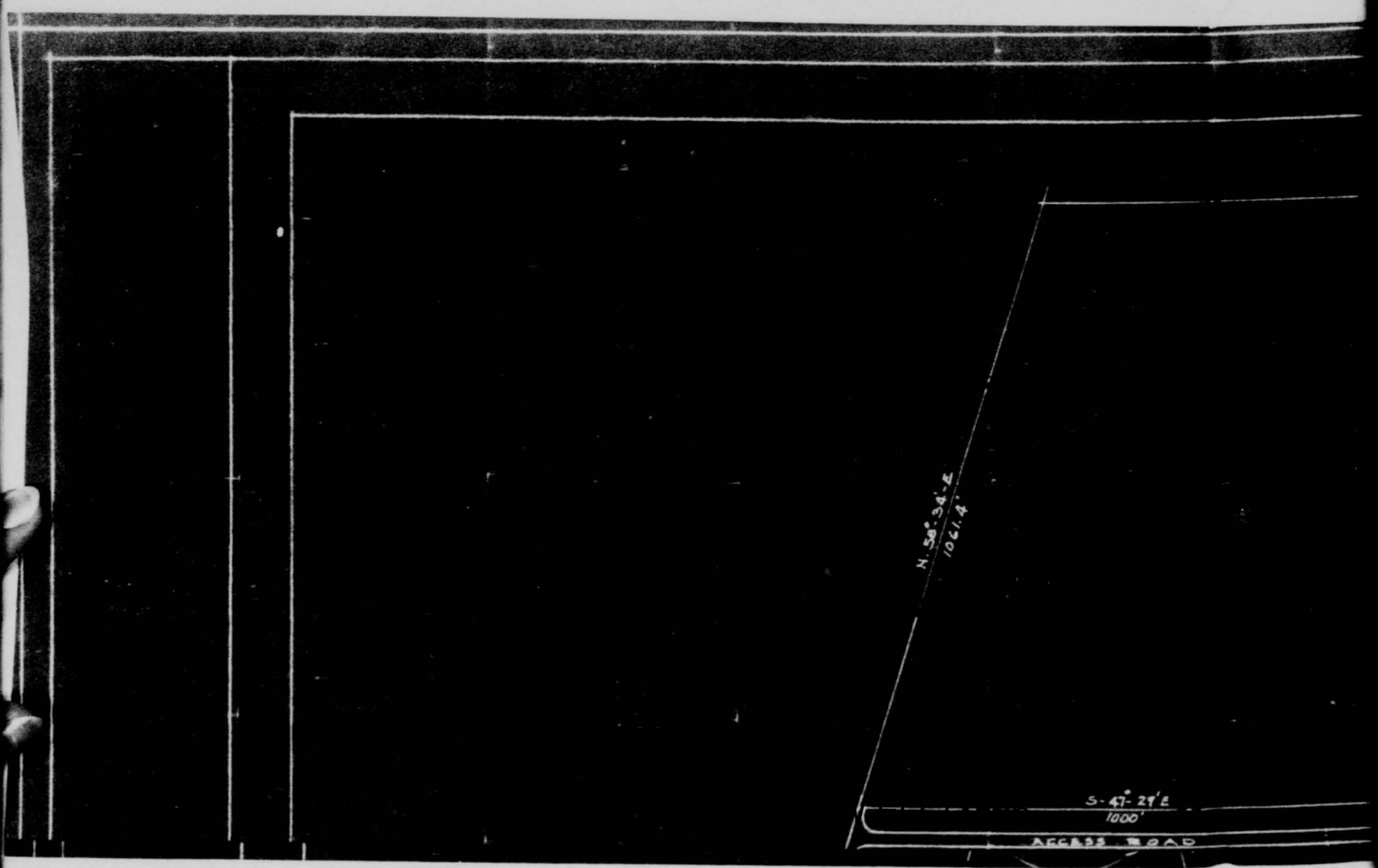

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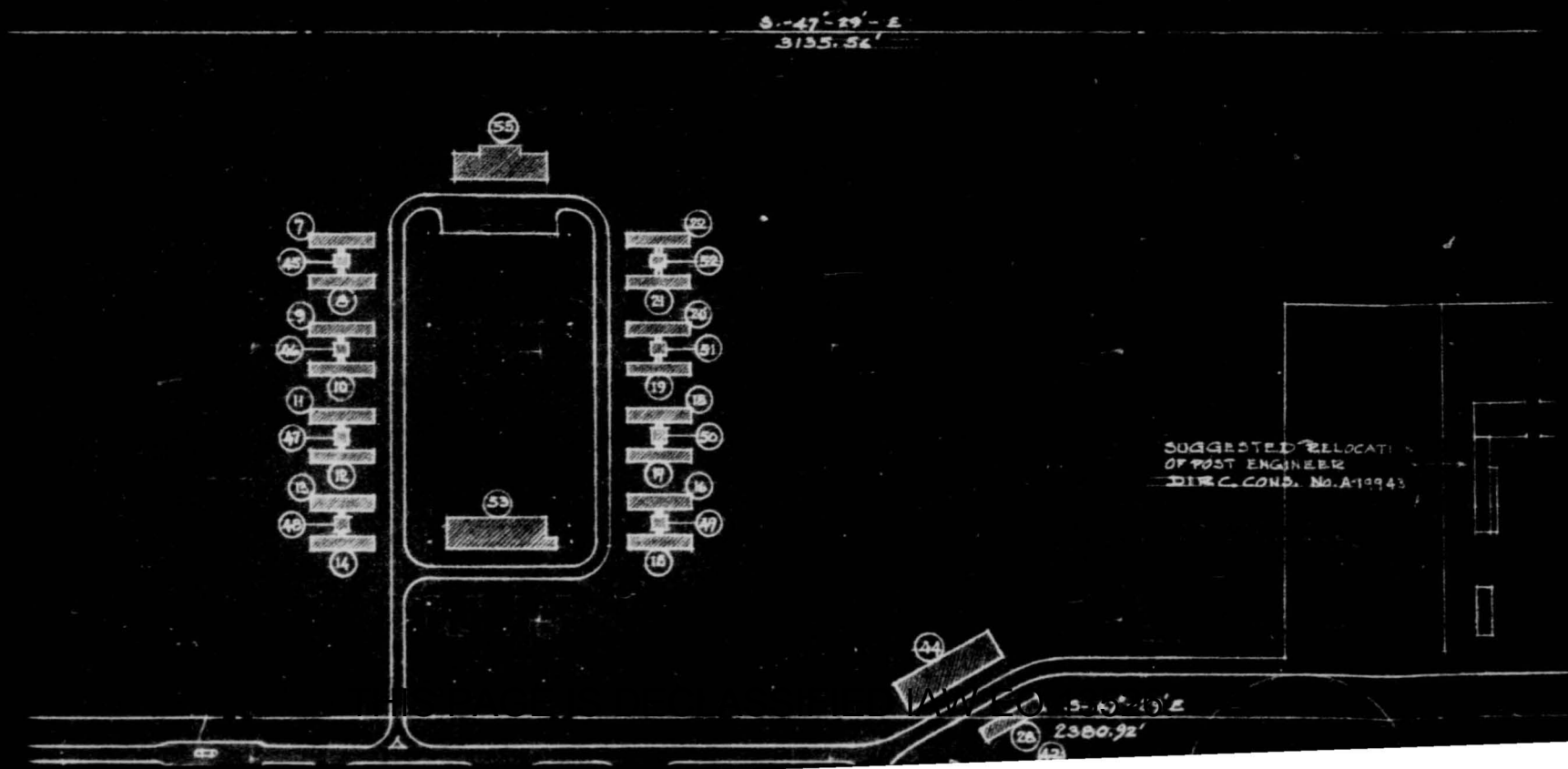

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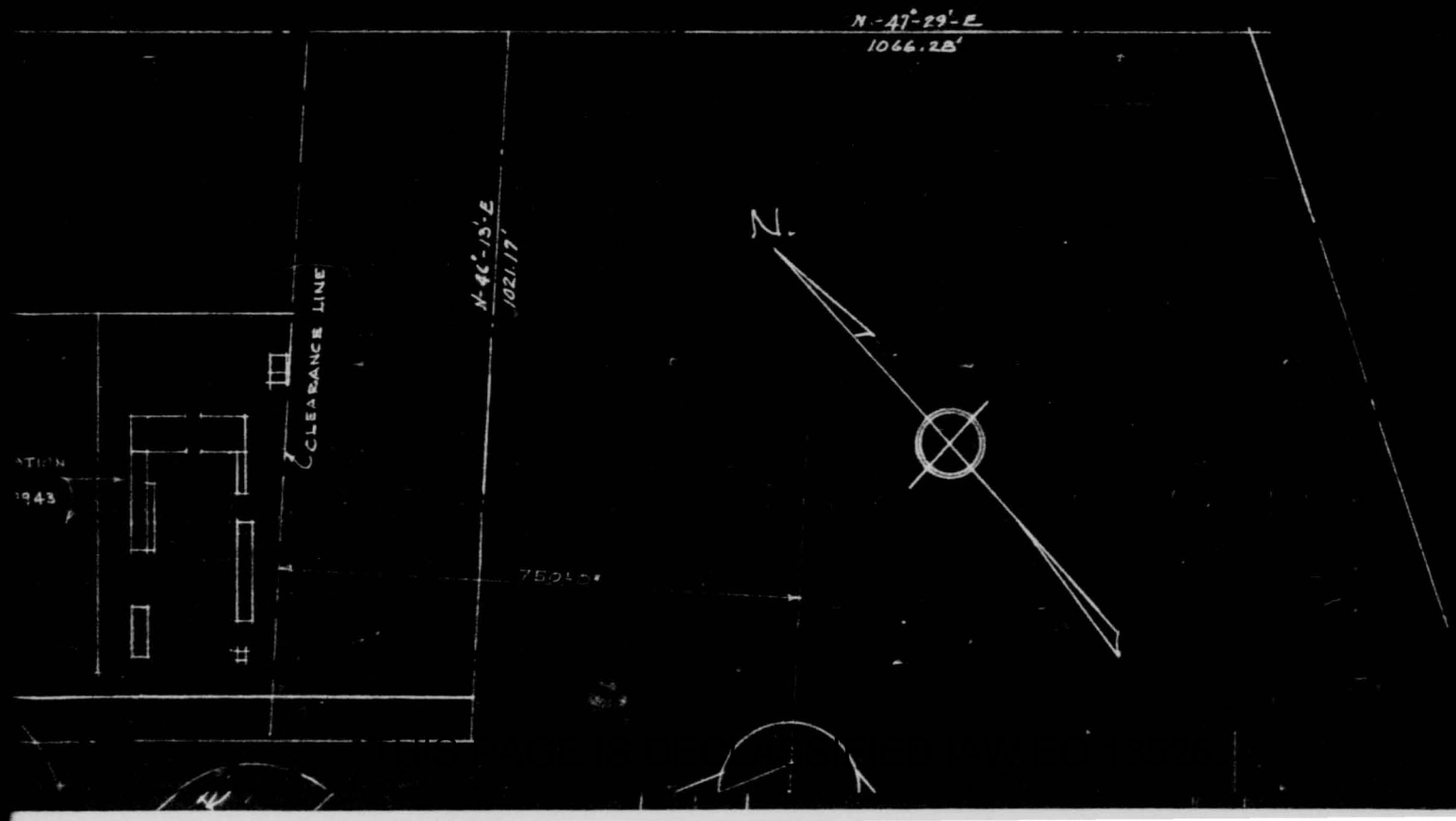

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DIRC. CONS. NO. A20099

· BUILDING · SCHEDULE ·

· ITEM ·	· DESCRIPTION ·	· TYPE ·	· SIZE ·
1-2-3-4-5-6	BARRACKS	PREFAB.	20'x 48'
7-8-9-10-11-12 13-14-15-16-17 18-19-20-21-22	OFFICERS QUARTERS	PREFAB.	2-20'x48'
23-24-25-26-27	ORDNANCE STORAGE	PREFAB.	2-20'x48'
28	DAY ROOM	PREFAB.	2-20'x 48'
29-30-31-32-33-34	BARRACKS (CONVERTED)	EXISTING	
35	MESS HALL (CONVERTED FOR 1500 CAP)	EXISTING	
36	SUPPLY & ADMINISTRATION (CONVERTED)	EXISTING	
37-38	SUPPLY & ADMINISTRATION (CONVERTED)	EXISTING	
39	LAVATORY (ADDITION)	L-D-T	20'x 30'
40-41-42	LAVATORY	L-C-T	20'x 32'
43	LAVATORY	L-D-T	20'x 40'
44	MESS HALL	M-DA-T	40'x 160'
45-46-47-48 49-50-51-52	LAVATORY	L-A-T	20'x 20'
53	MESS HALL	M-DA-T	48'x 160'
54	E.M. RECREATION	RBCT	58'x 112'
55	OFFICERS SERVICE CLUB	SER-A-M	47'x 132'

· LEGEND ·

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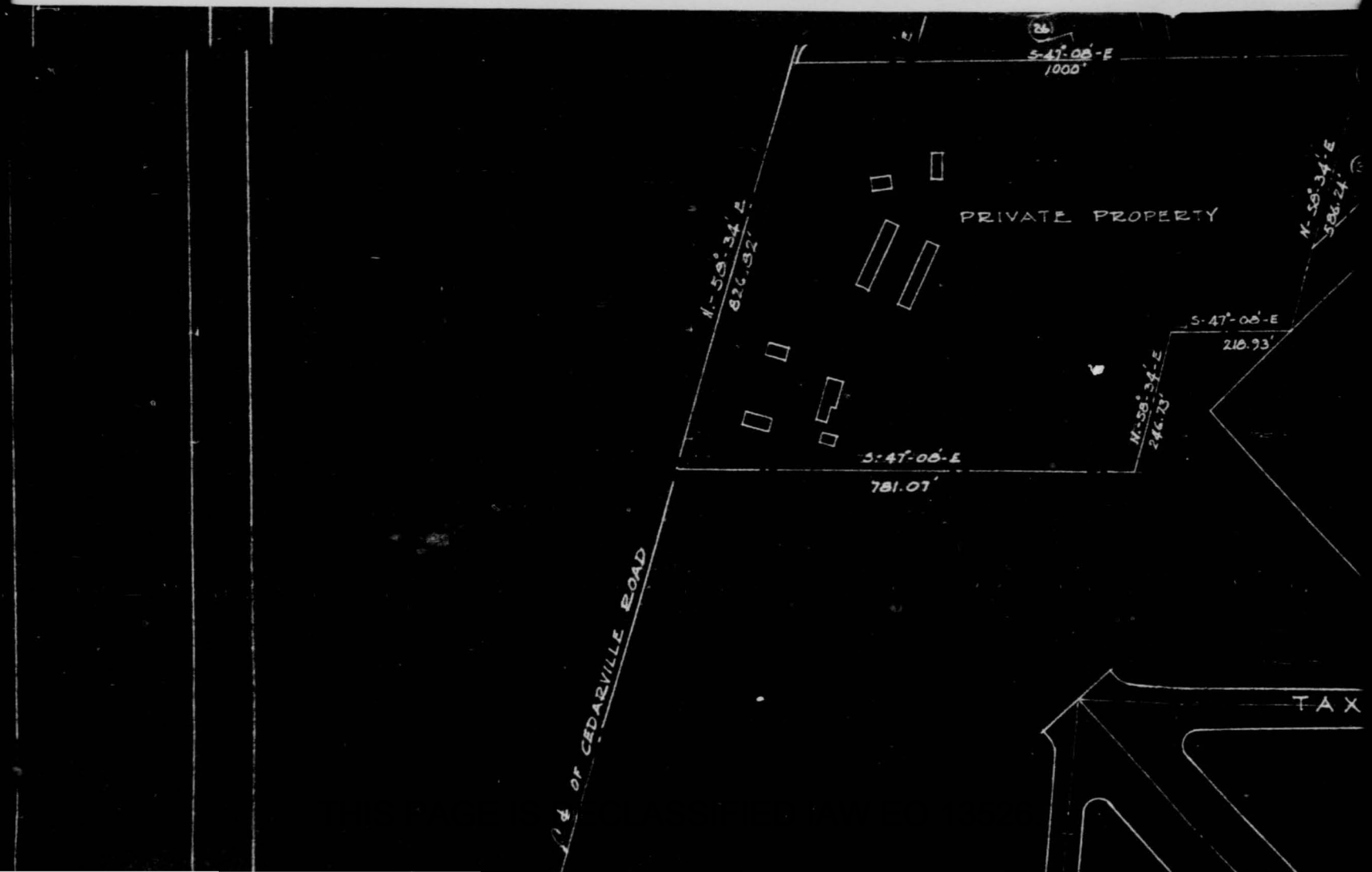

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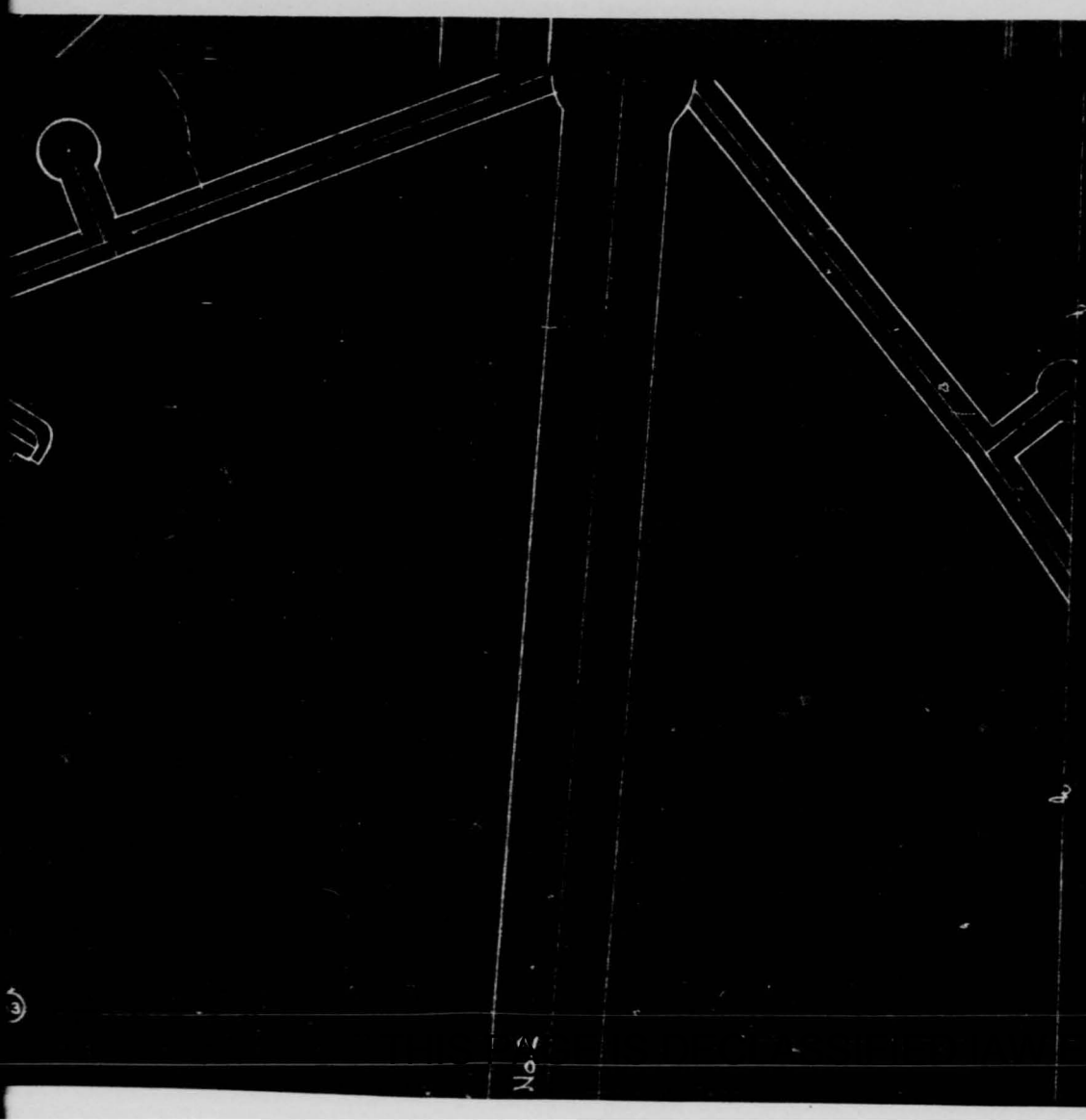

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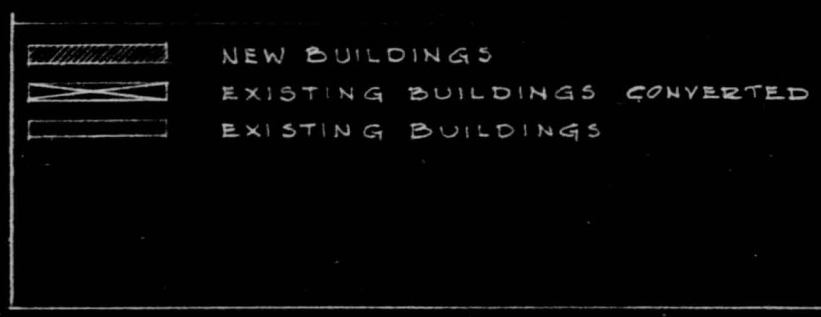

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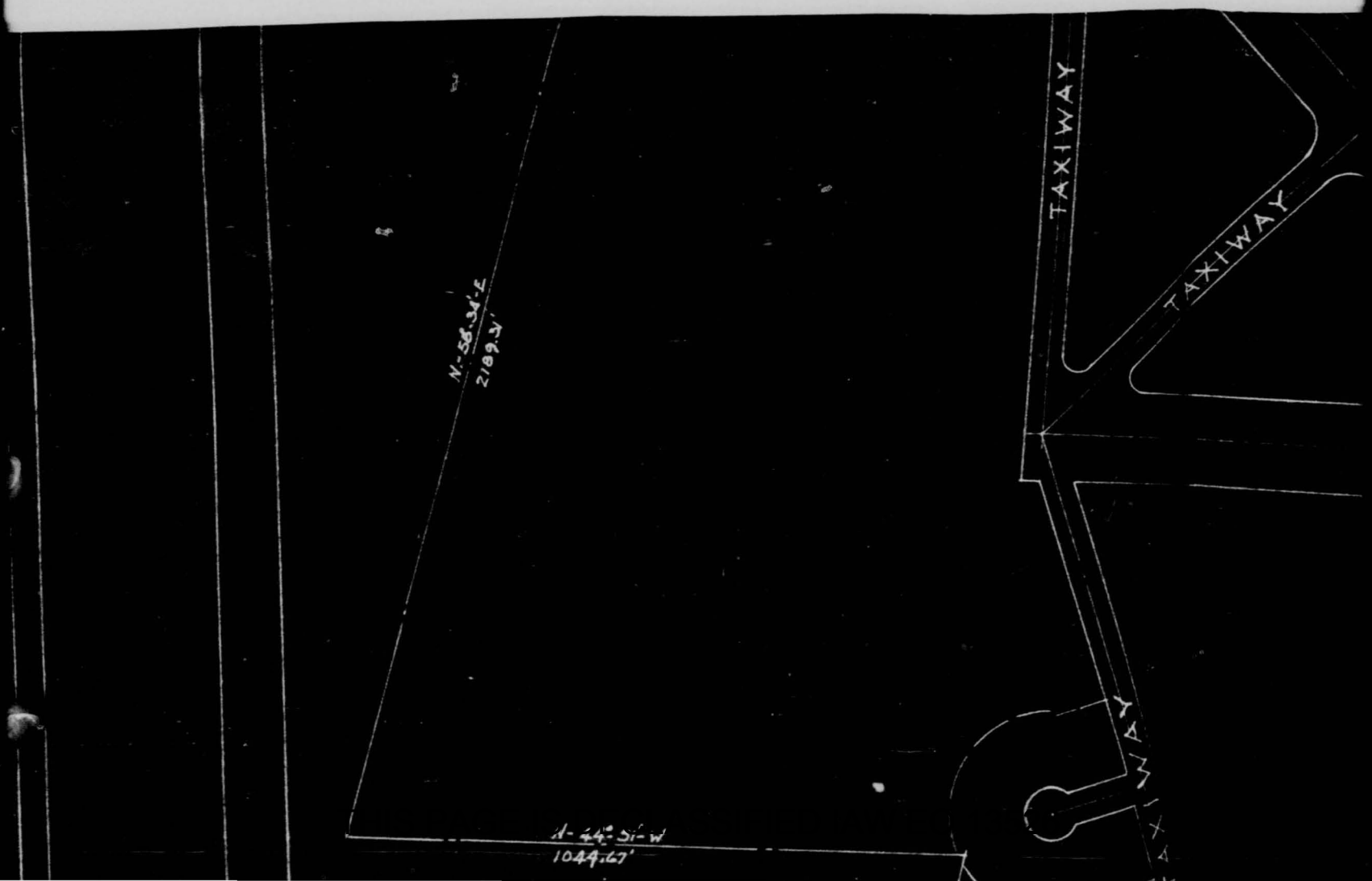

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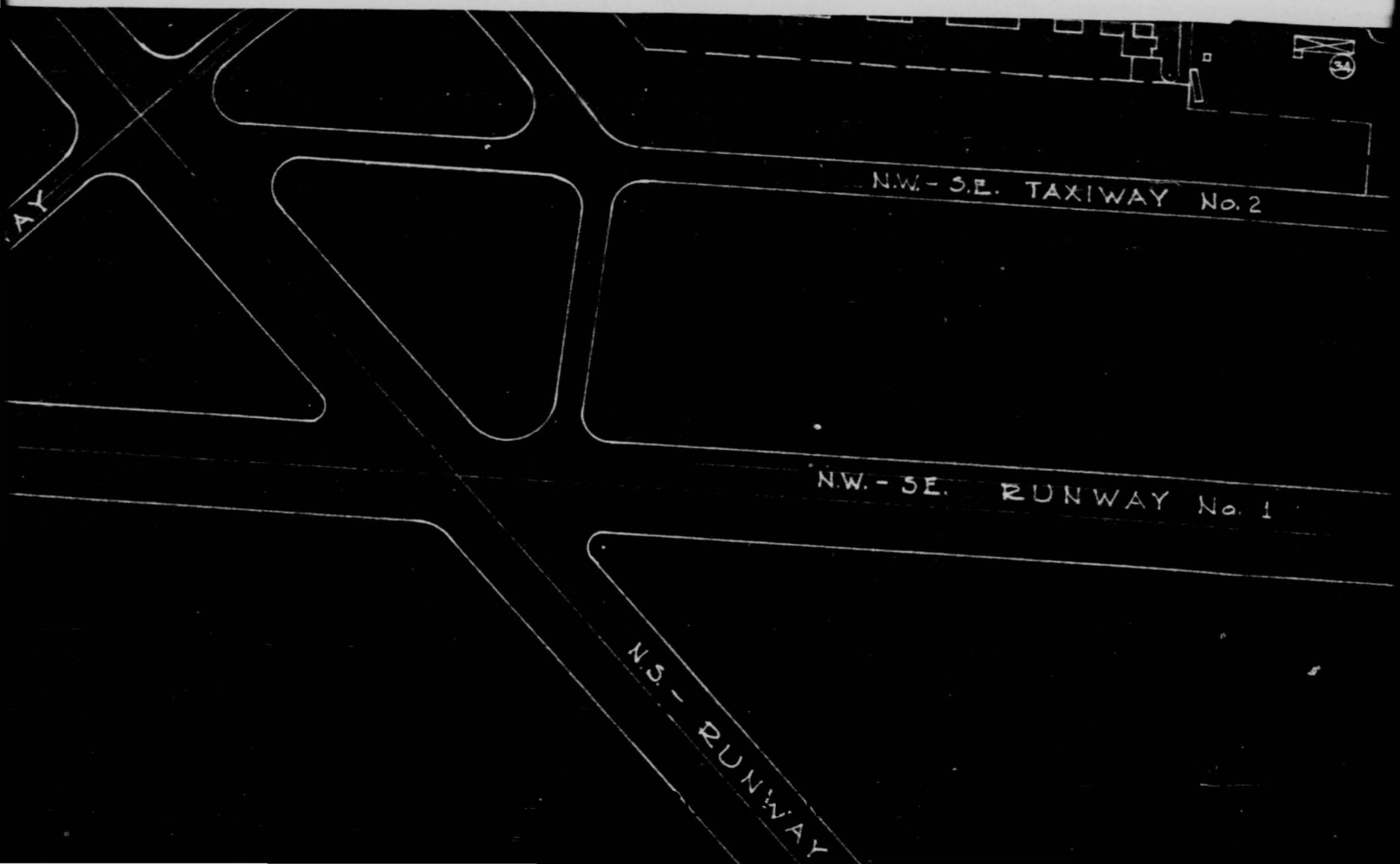

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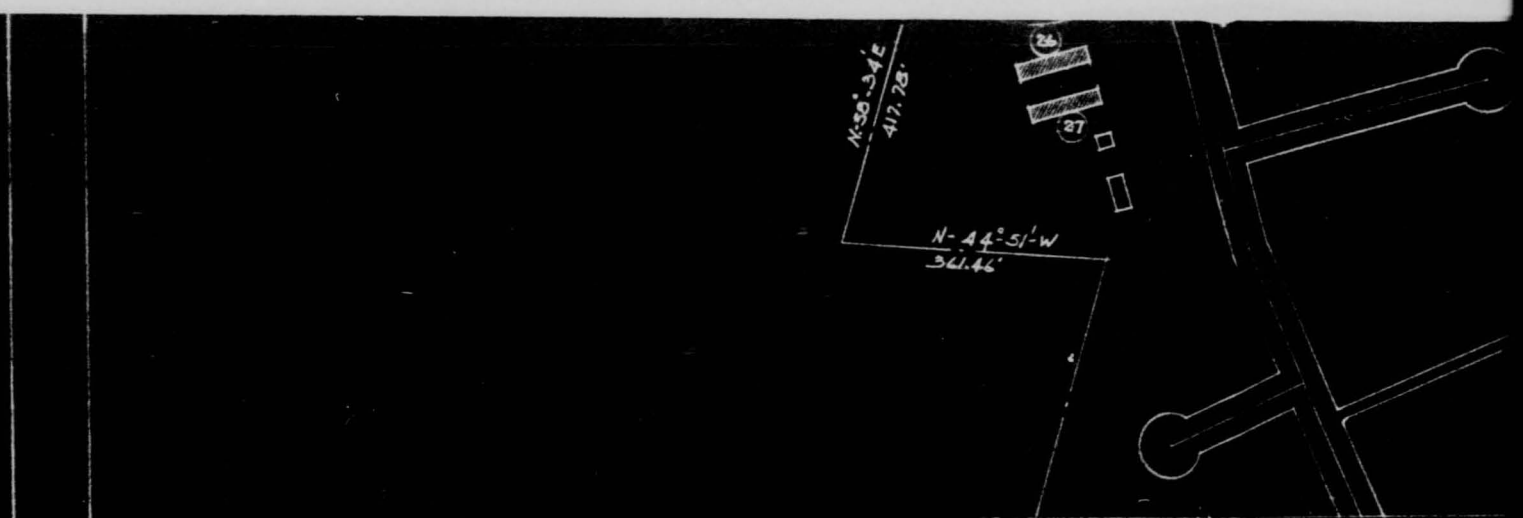

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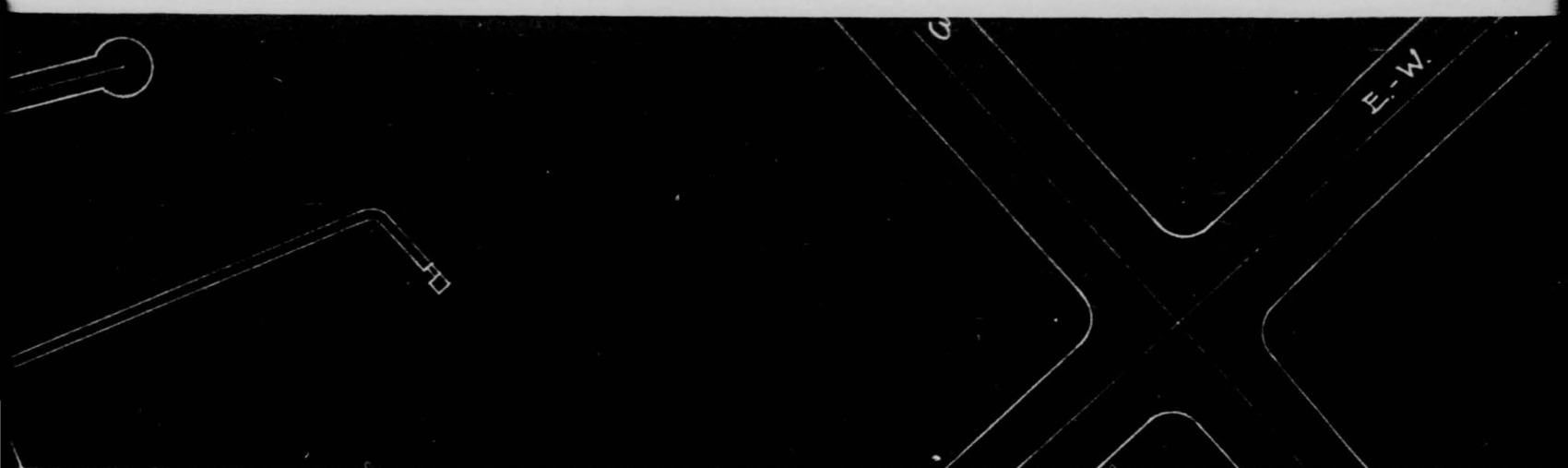

· PLOT · PLAN ·

SCALE 1"= 200'-0"

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APPROVED Jm. E Lithujo - 3/28/

COLONEL-AIR FORCE

APPROVED

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MILLVILLE ARMY AIR FIELD MILLVILLE N.J.

PROPOSED PLAN

· BUILDING · EXPANSION ·

U.S. ENGINEER OFFICE PHILADELPHIA PA. 25 MARCH 1944

SUBMITTED BY

LT. COL. CORPS OF ENGINEERS U.S.A.
CHIEF, ENGINEERING DIVISION

APPROVED BY

COL. CORPS OF ENGINEERS U.S.A.
DISTRICT ENGINEER

DRAWN BY WENNER & CHANCE	TRACED BY	CHECKED BY
DRAWER No.	FOLDER No.	FILE No. E-2346

[illegible] - 3/28/44
[illegible] - AIR FORCE

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OFFICIAL BUSINESS

Millville Army Air Field
Layout Plan
5 Apr. 44

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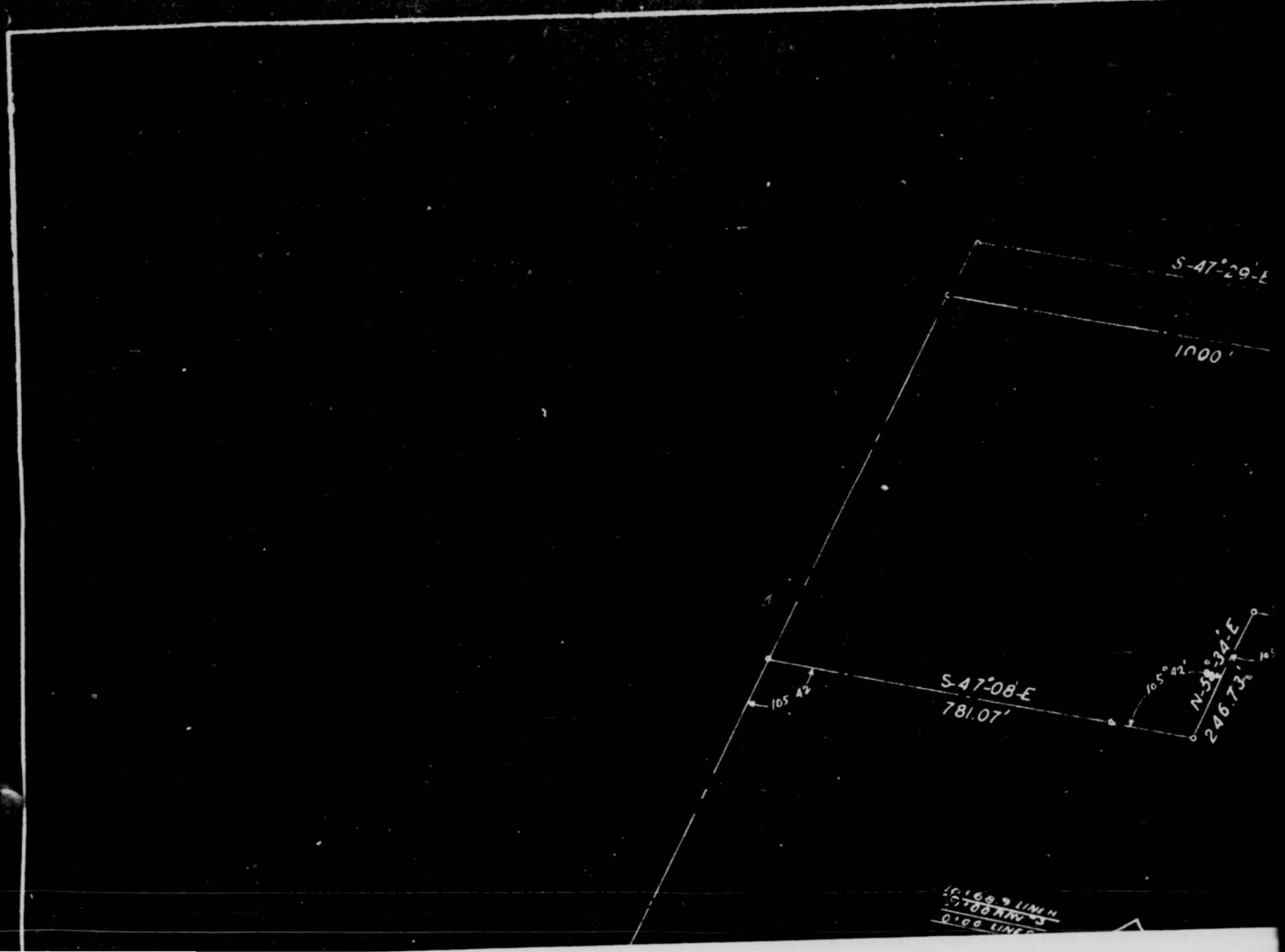

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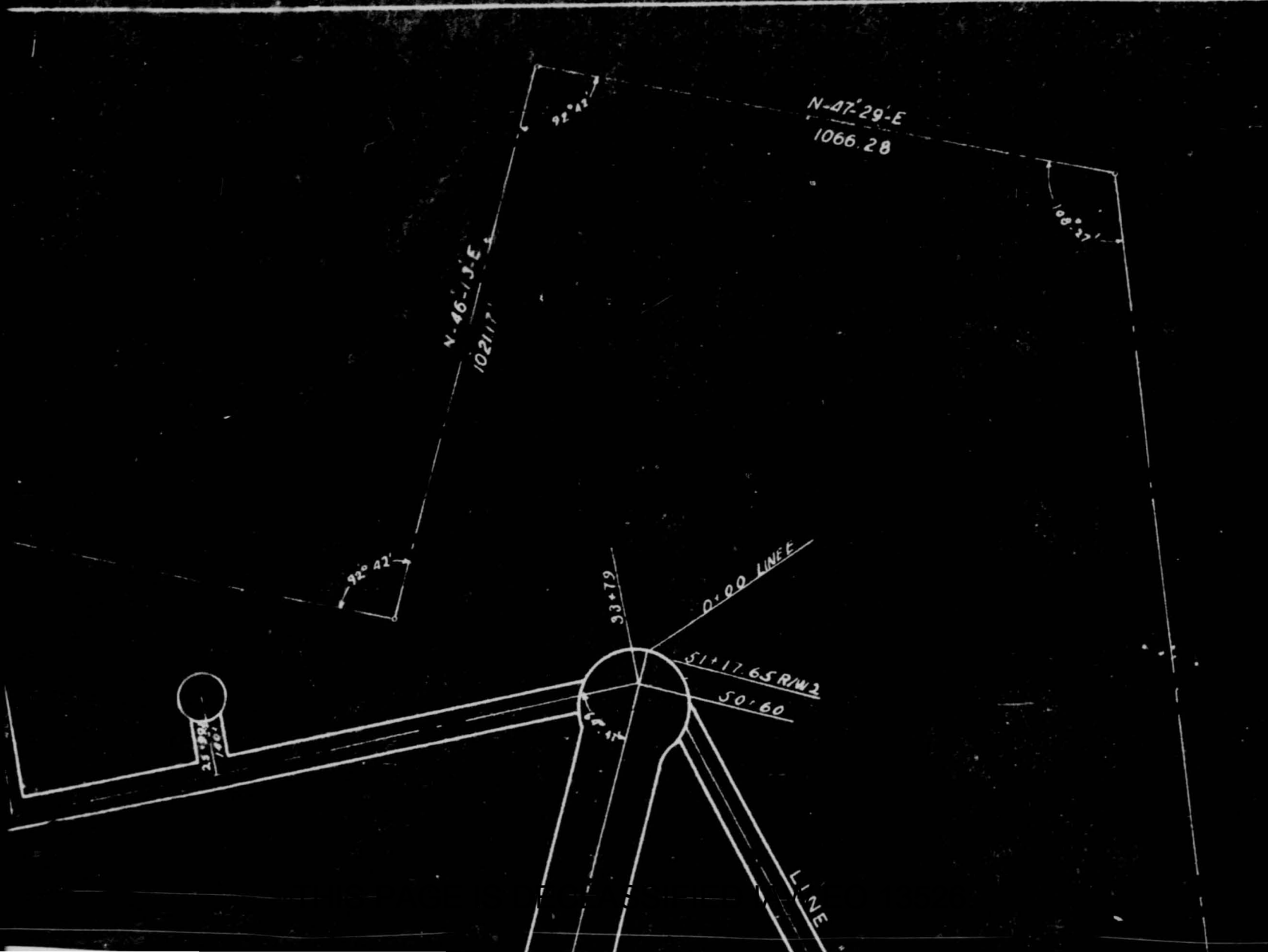

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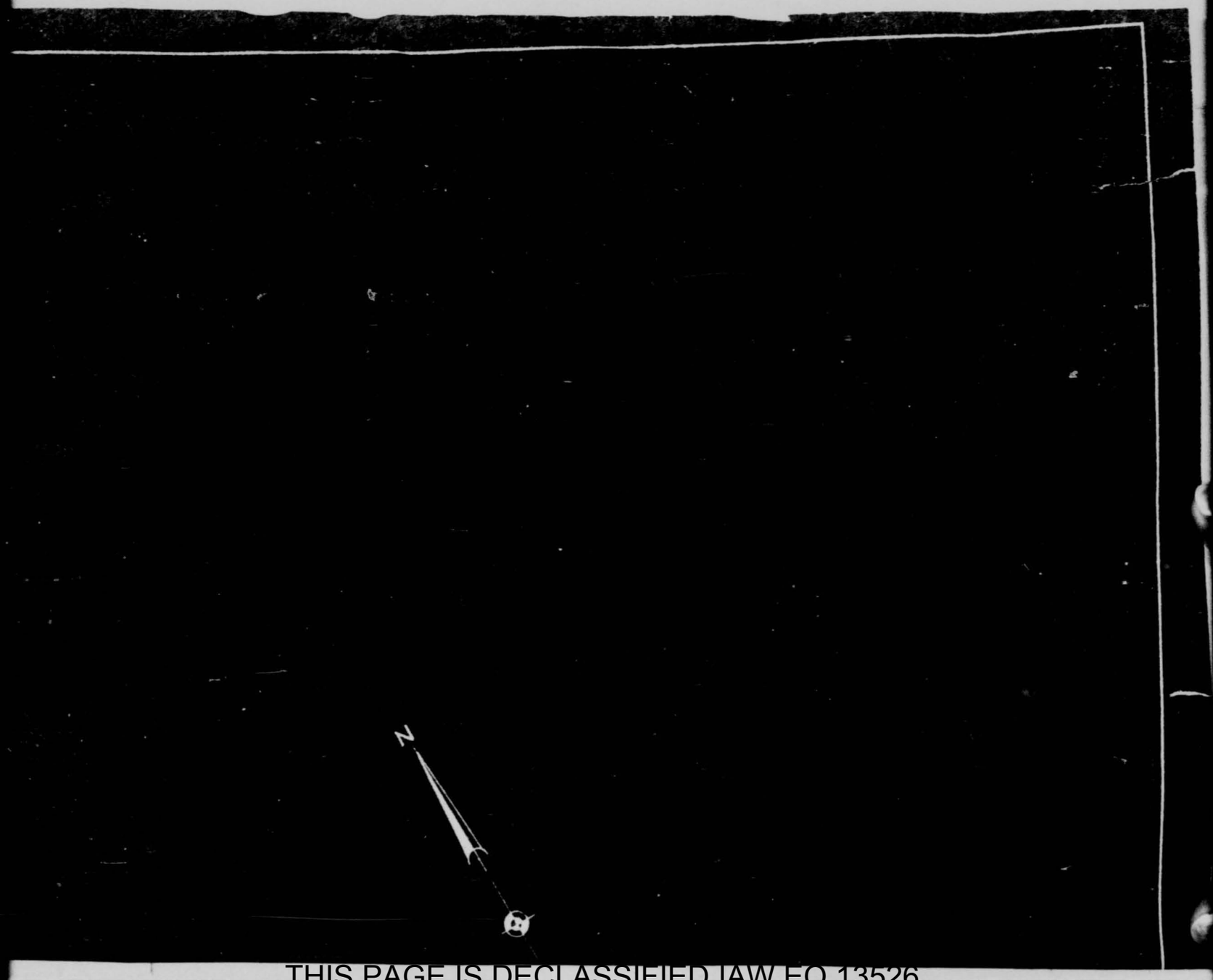

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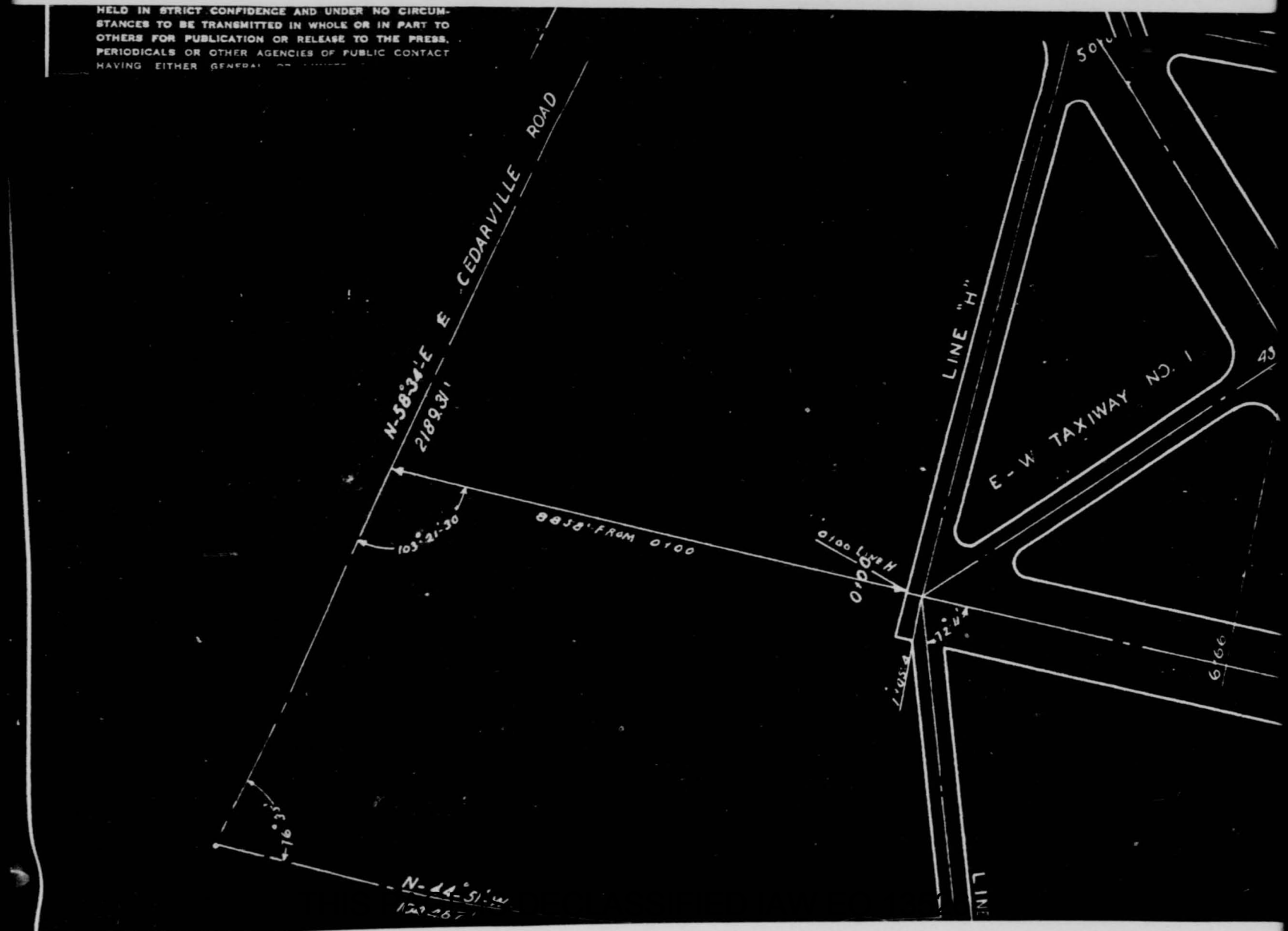

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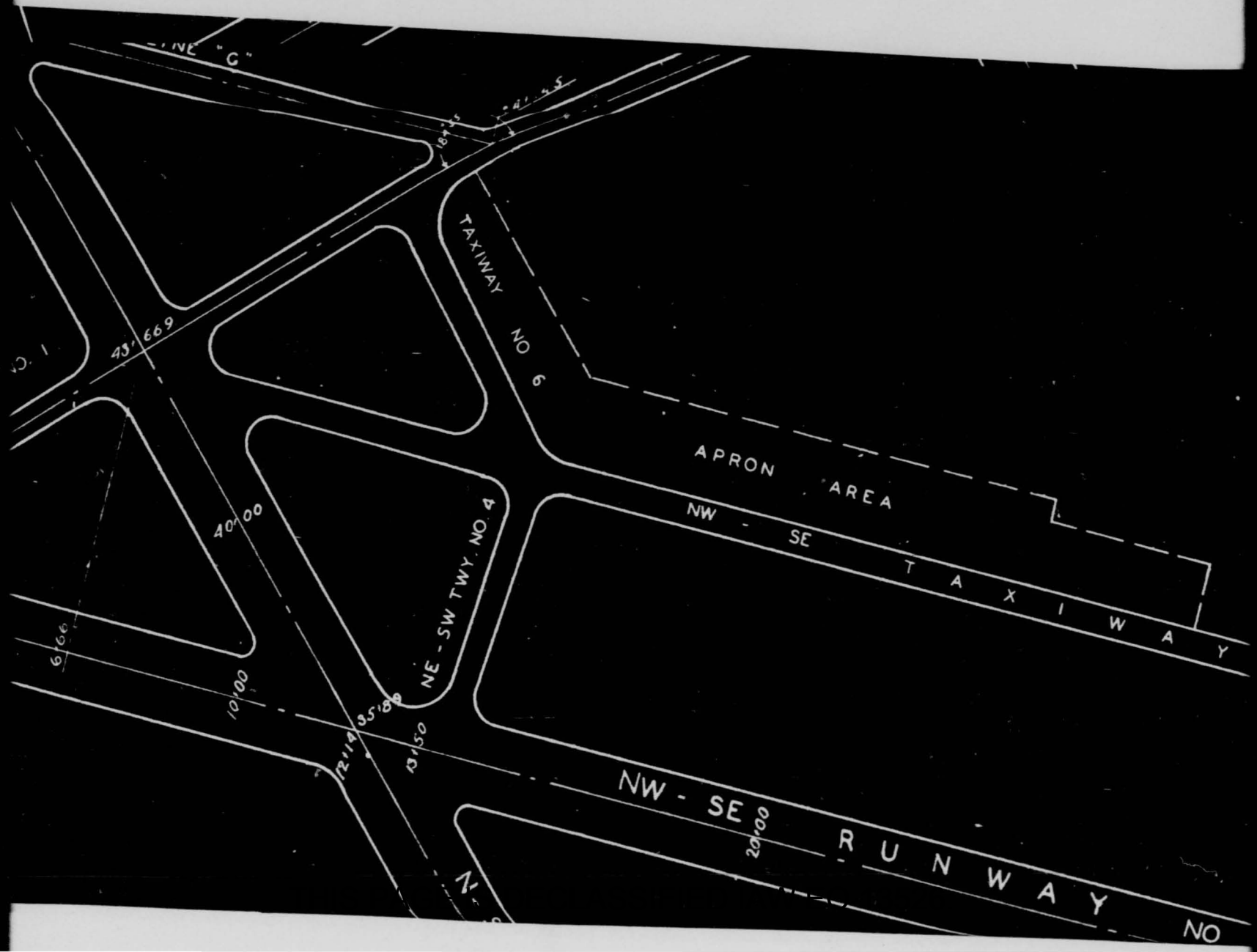

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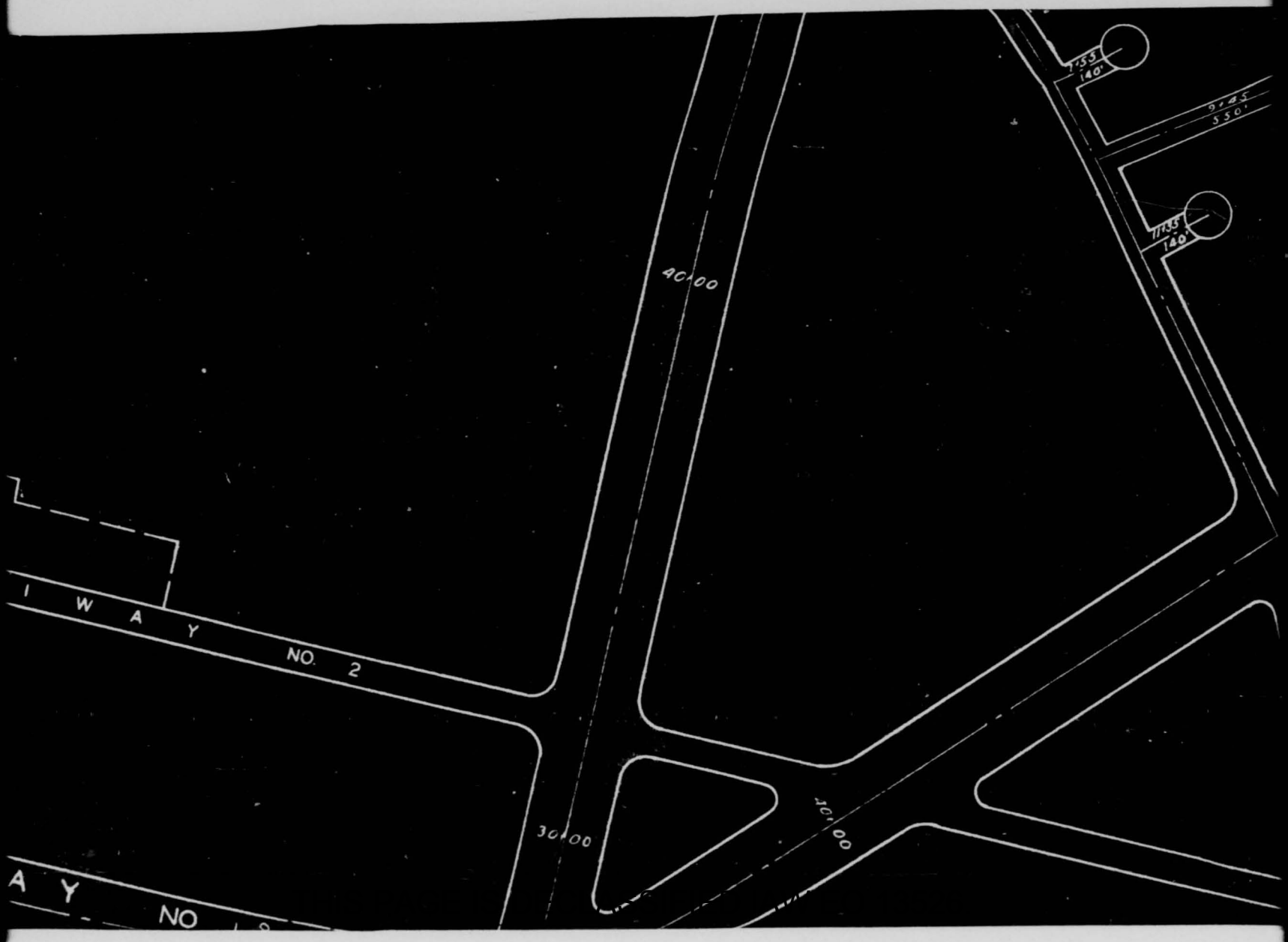

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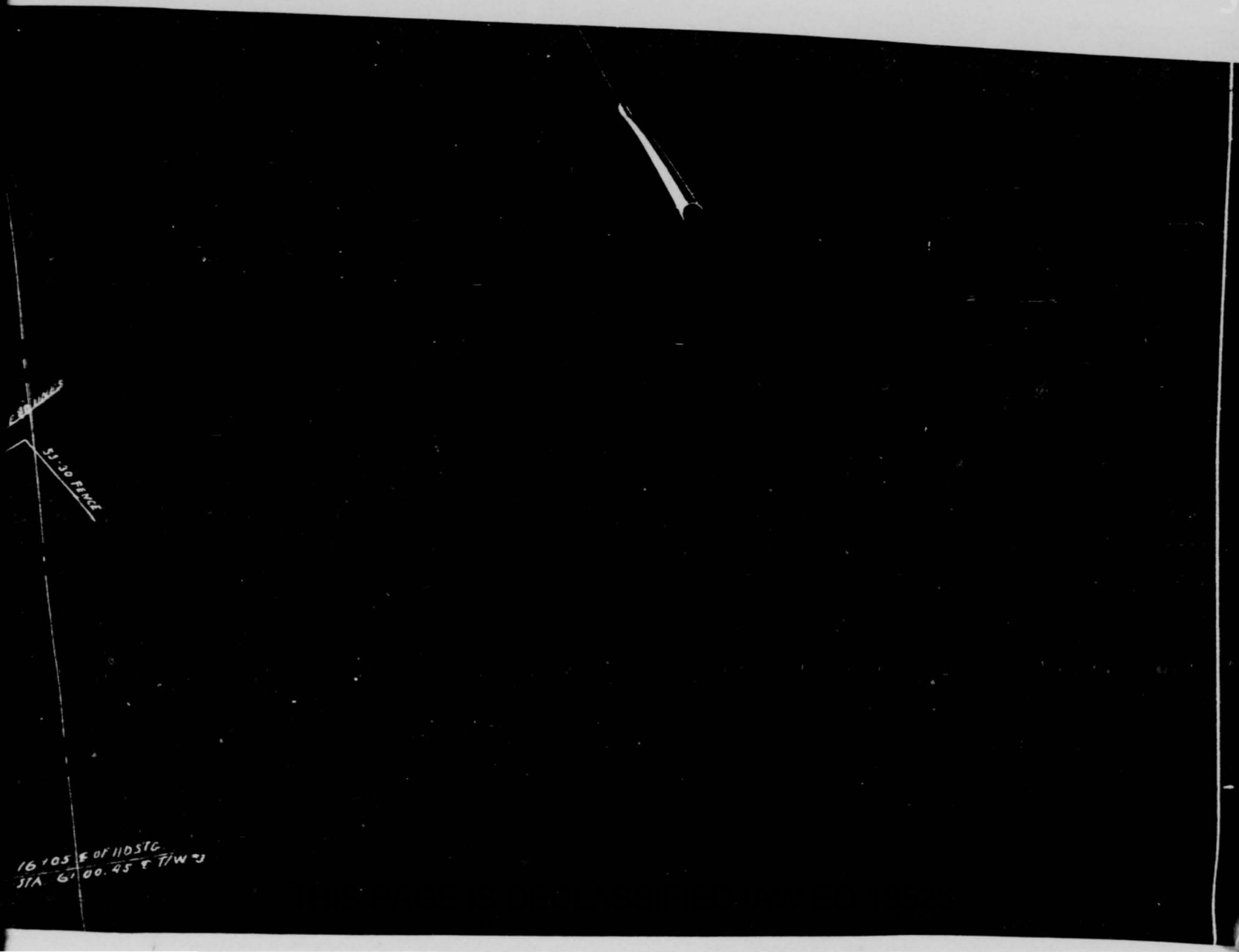

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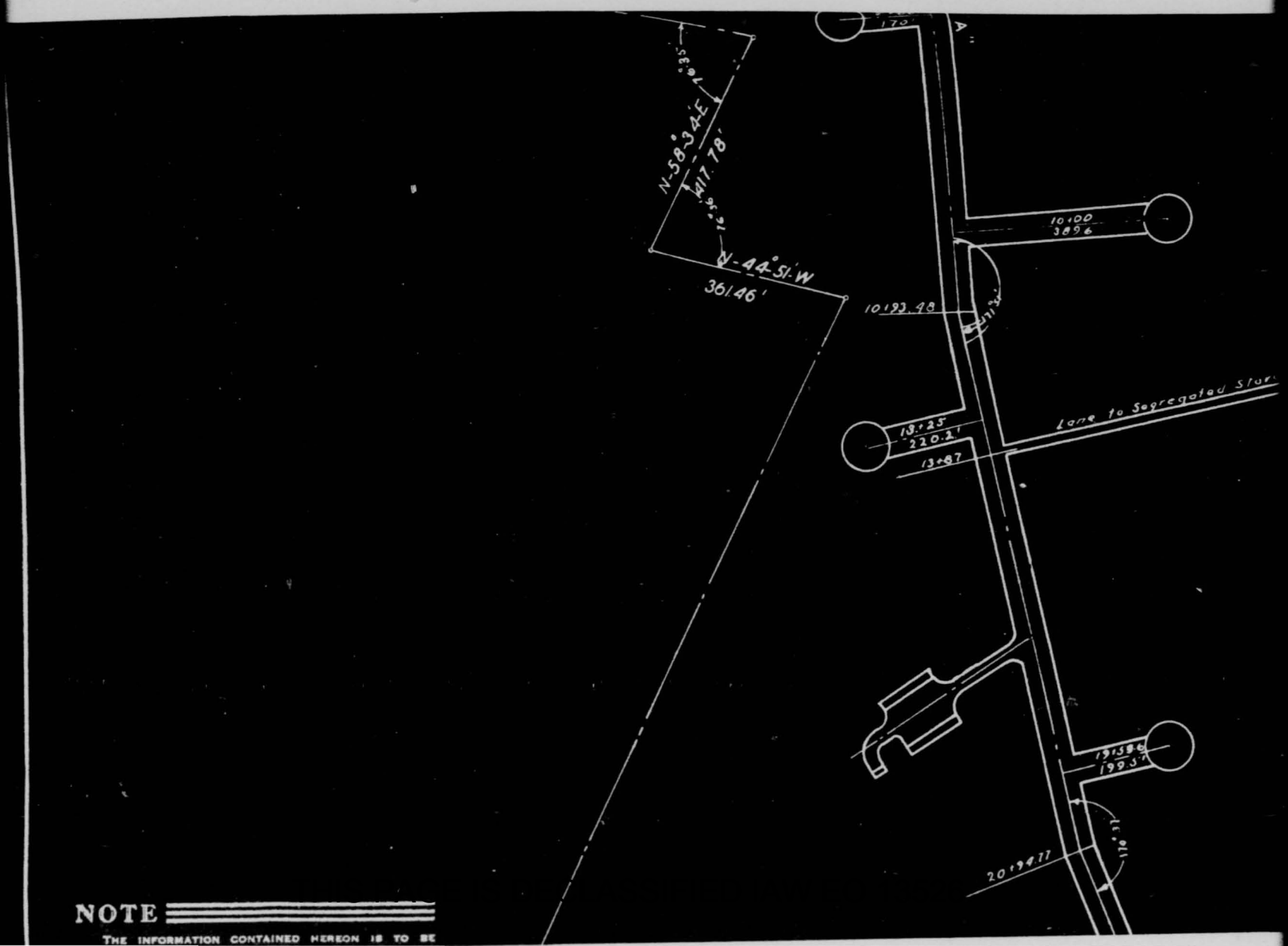

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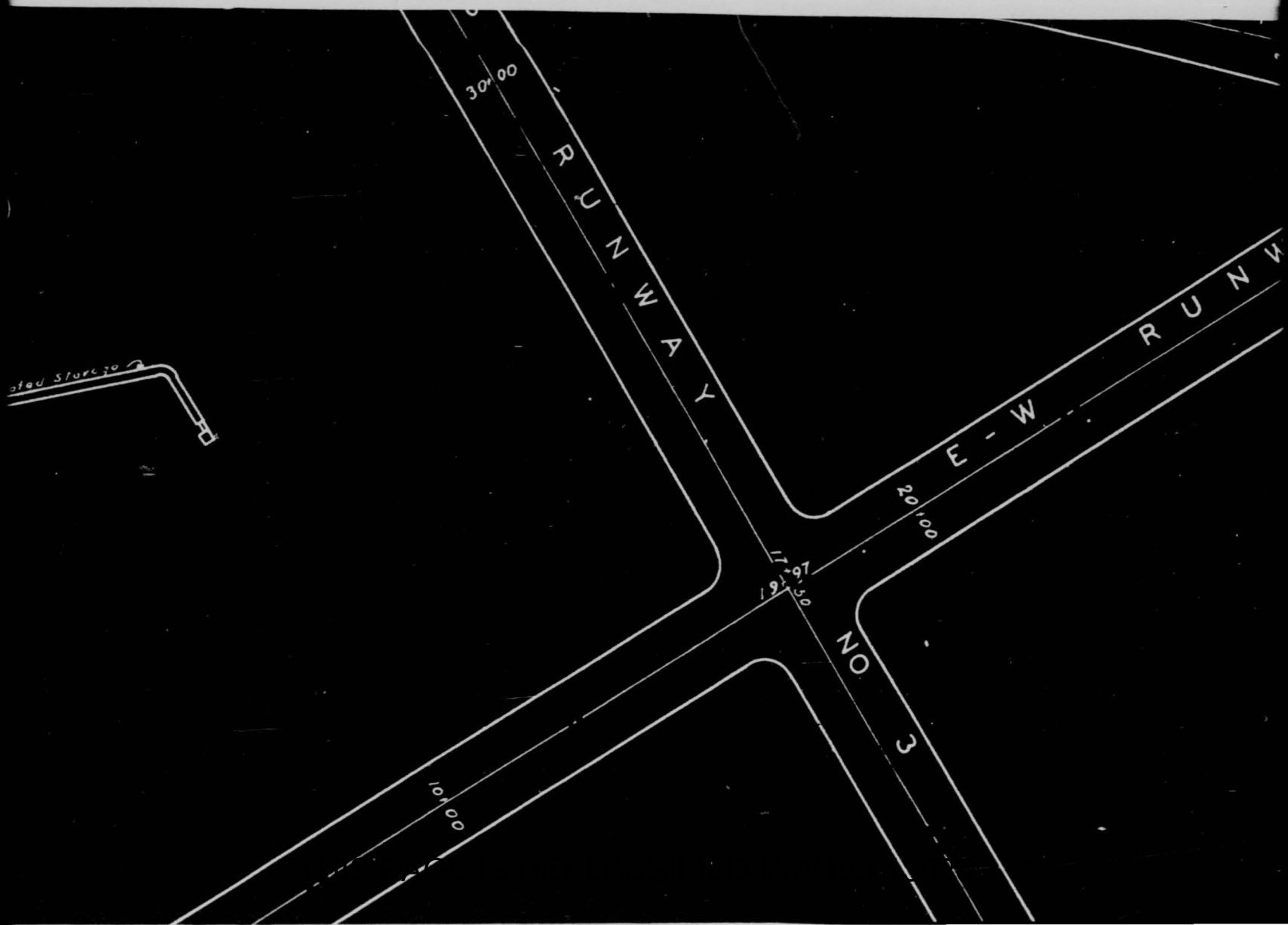

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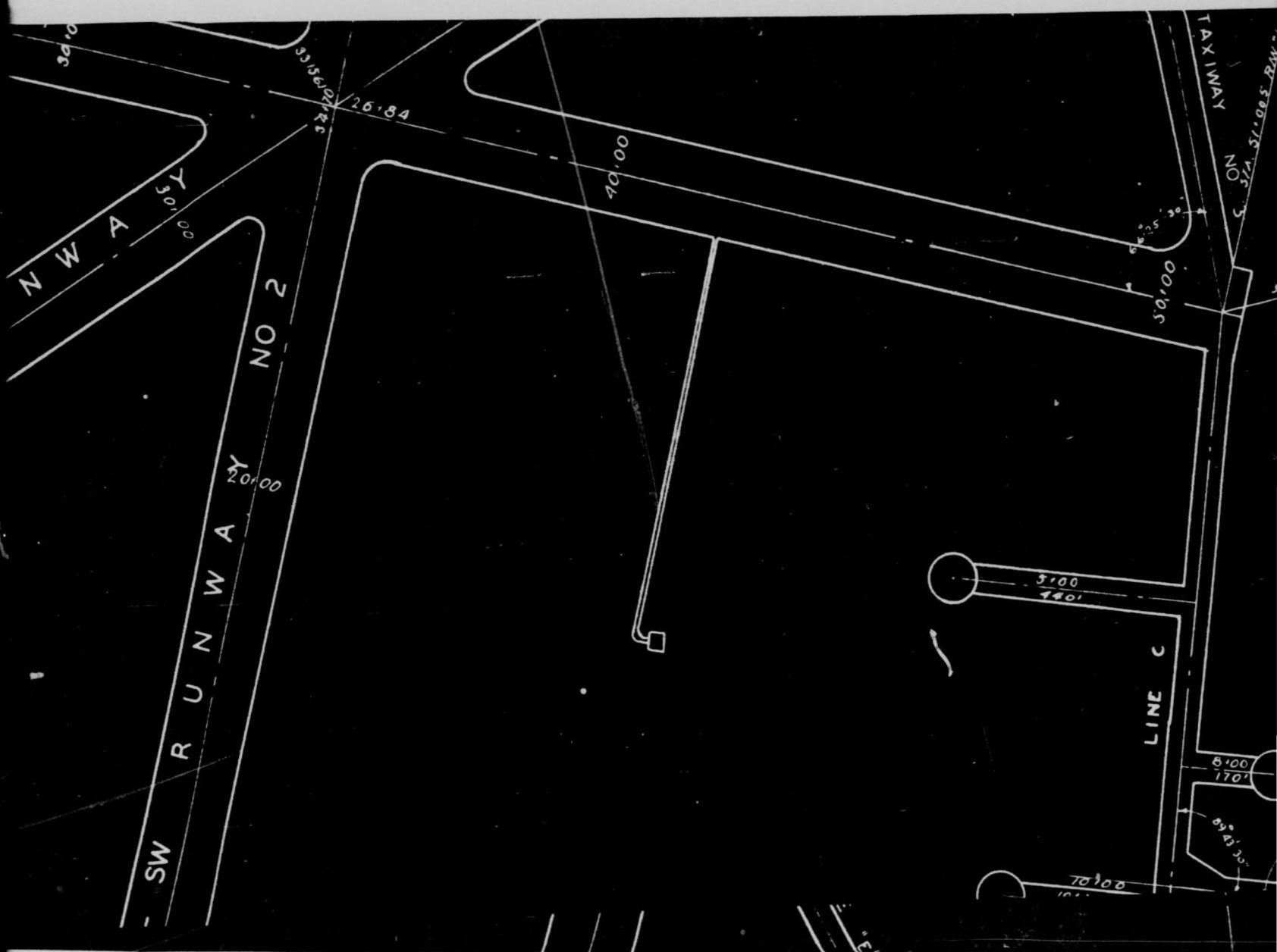

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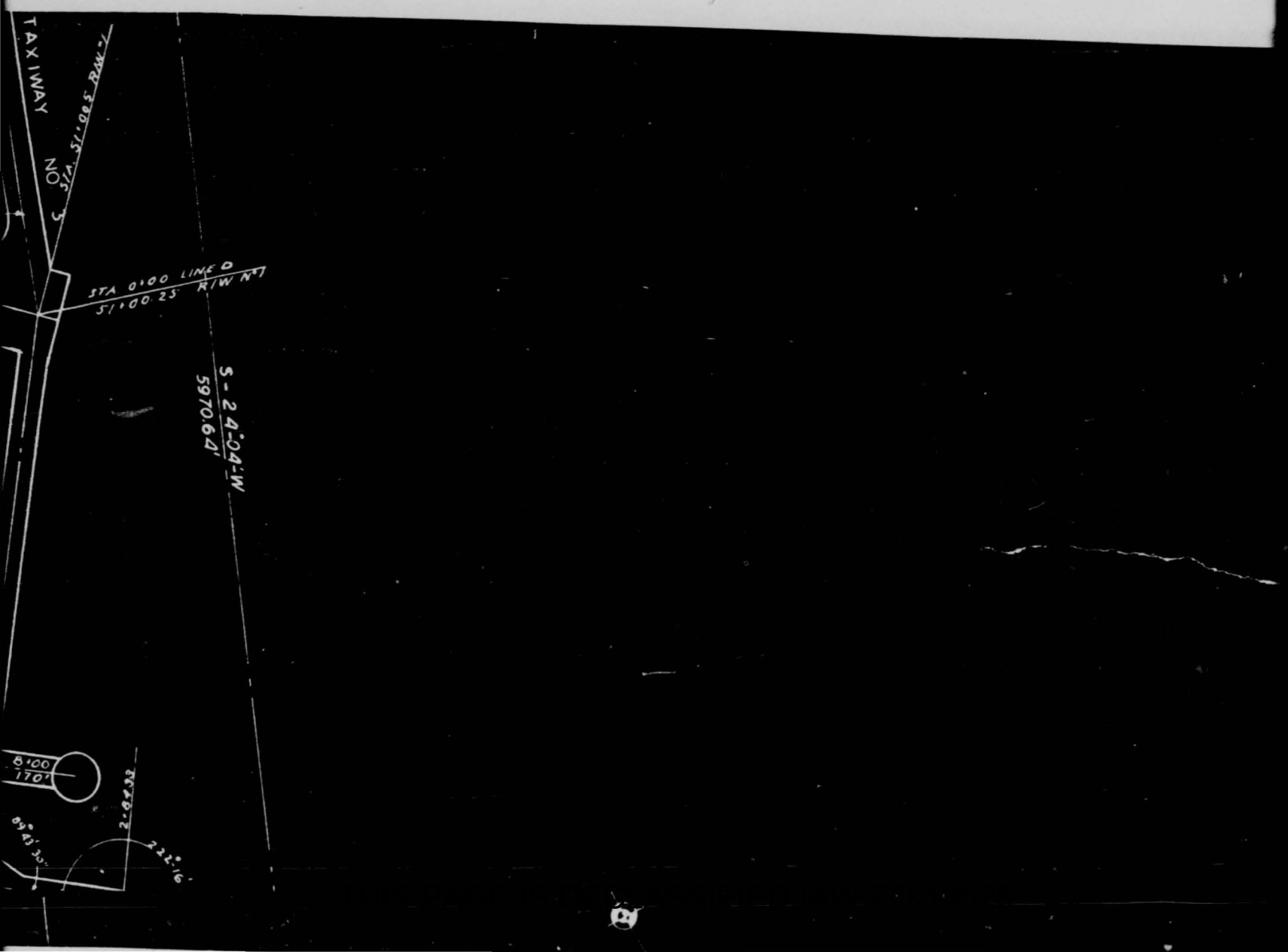

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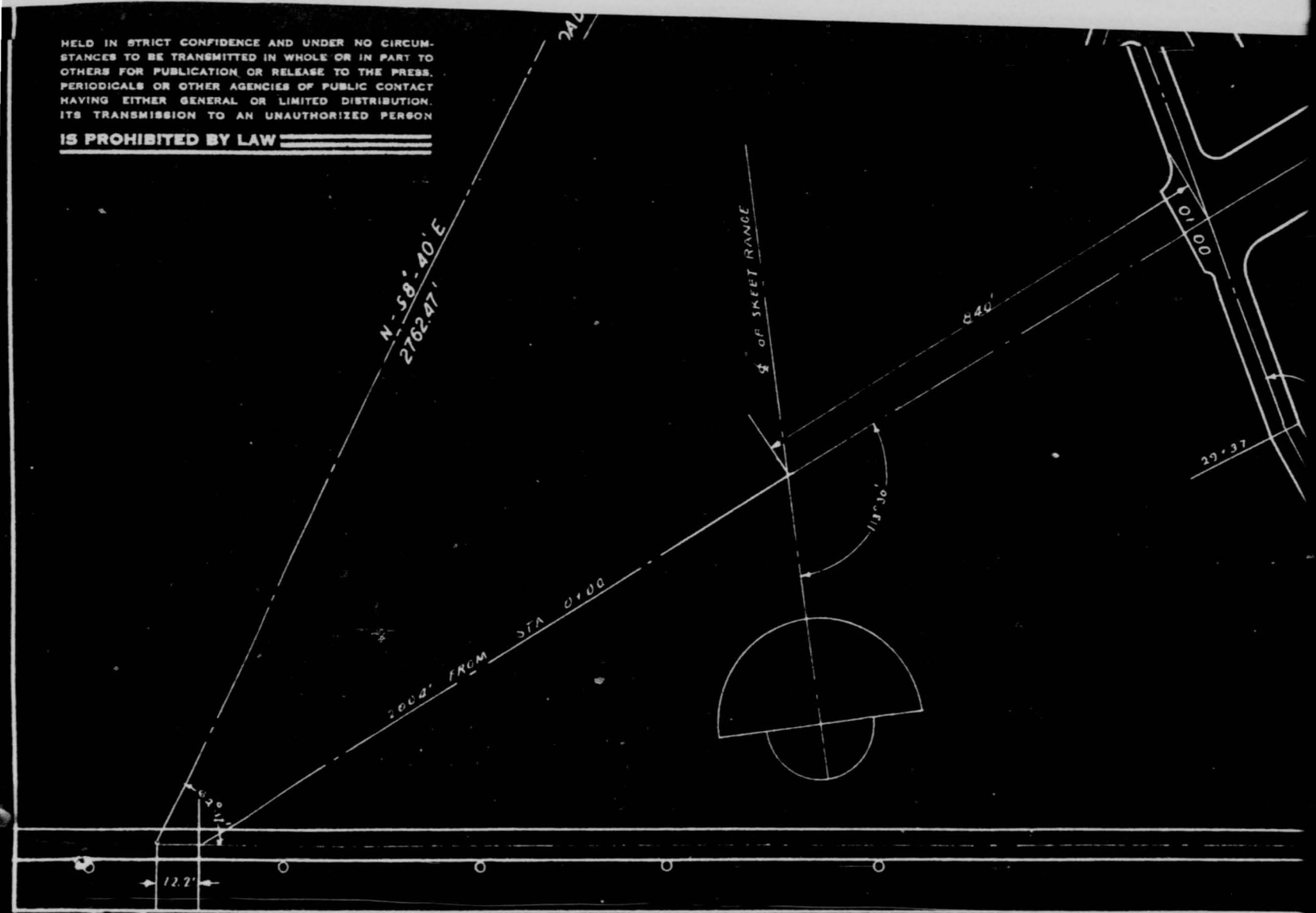

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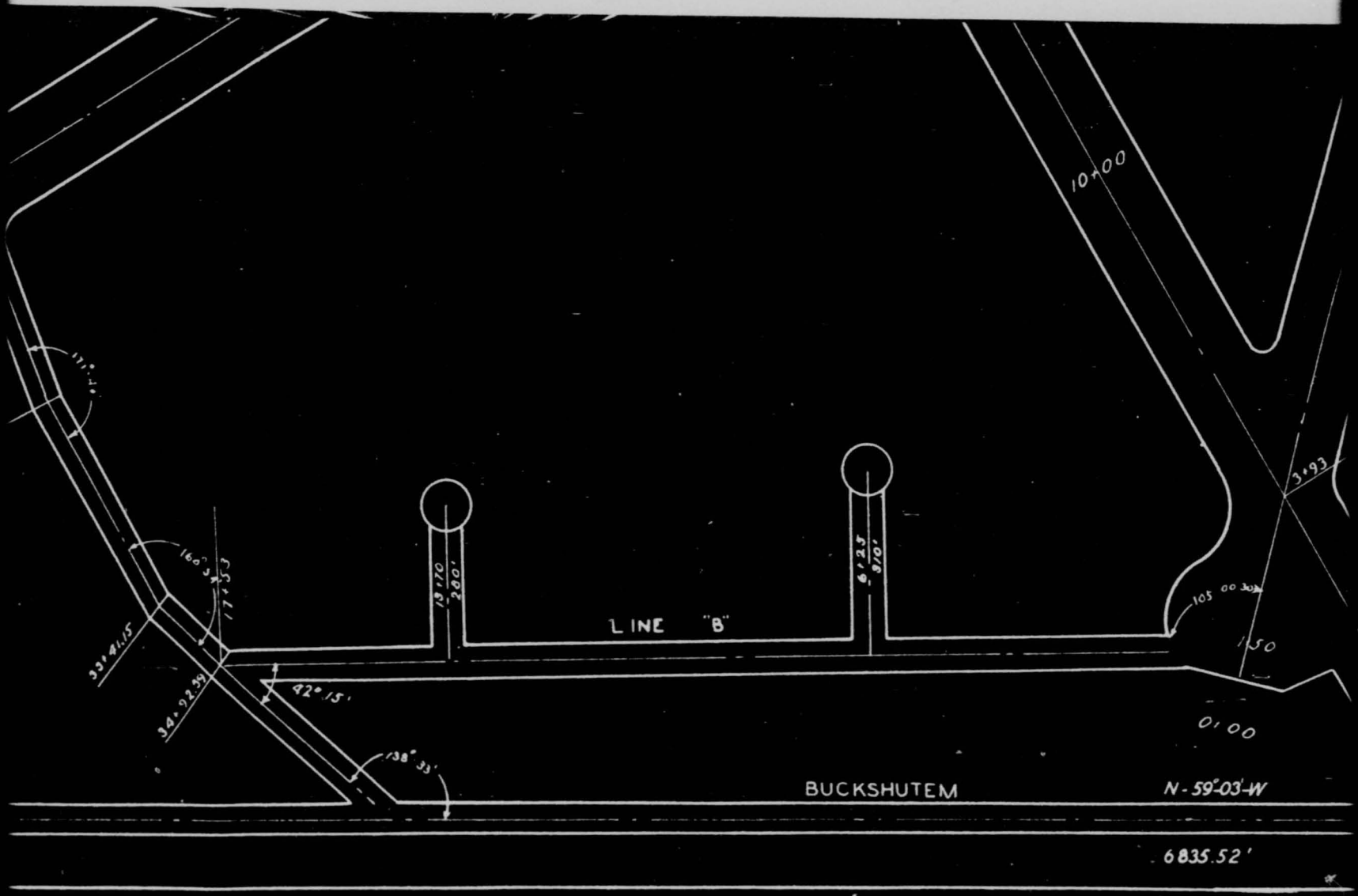

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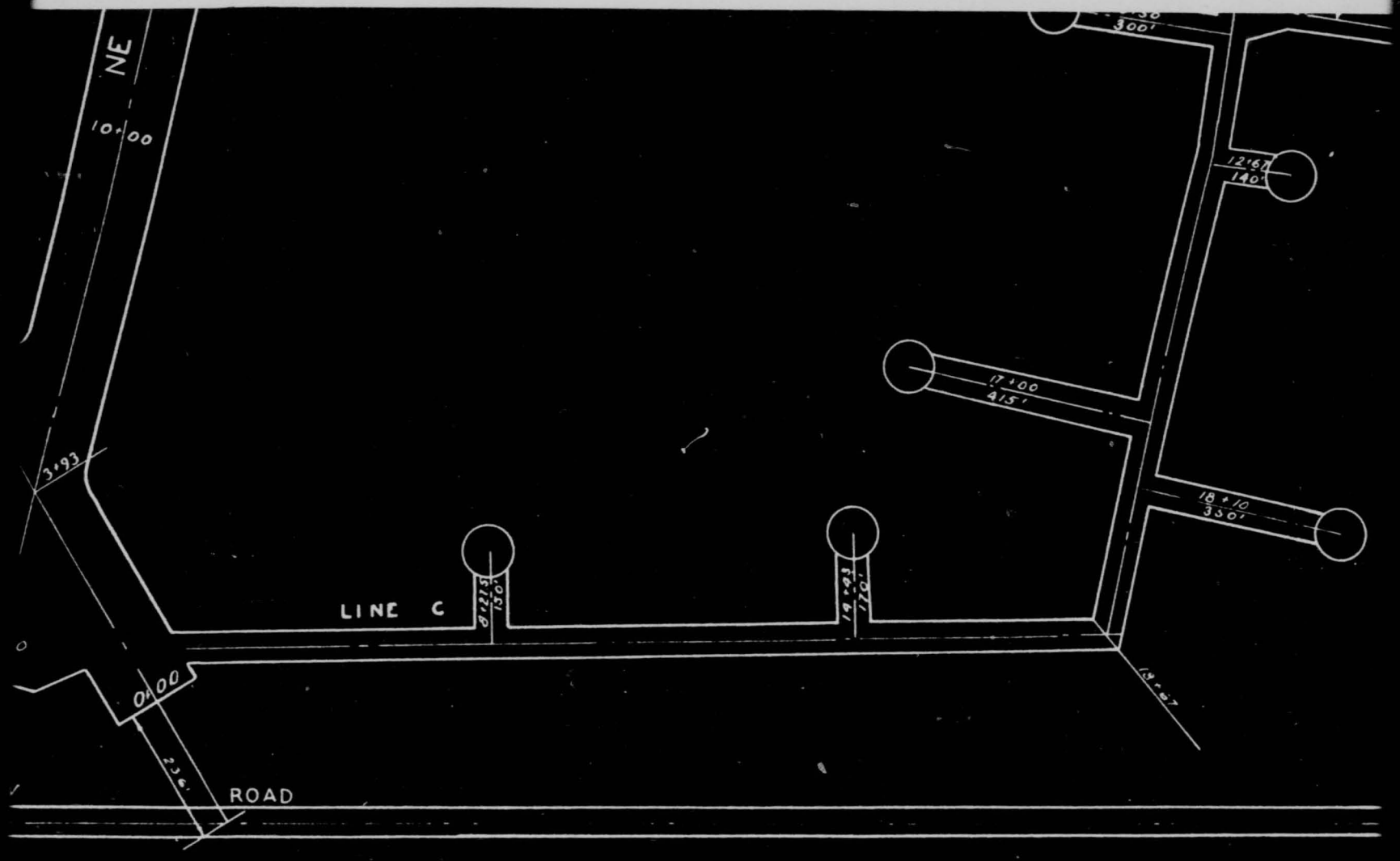

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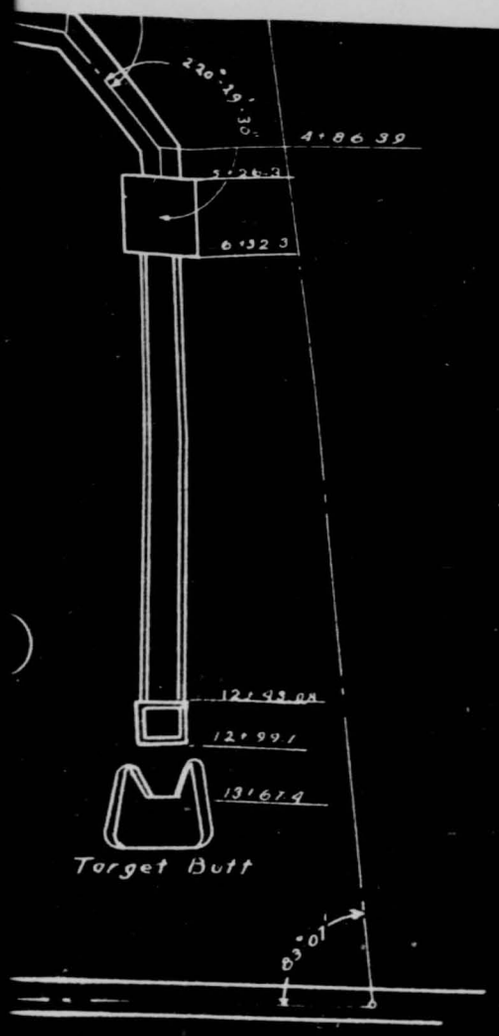

MILLVILLE ARMY AIR FIELD
MILLVILLE, N. J.
LAYOUT PLAN

SCALE: 1 IN. = 200 FT.

200 0 200 400 600 800 1000

U. S. ENGINEER OFFICE, PHILA., PA., 5 APRIL 1944

RECOMMENDED:

Matthew Irwin
SENIOR CIVIL ENGINEER

APPROVED FOR THE DISTRICT ENGINEER:

O. Nuell
LT. COL., CORPS OF ENGINEERS
CHIEF, ENGINEERING DIVISION

DESIGNED BY: J.B.

DRAWN BY: M.C.T. TRACED BY: M.C.T CHECKED BY:

DRAWER FOLDER FILE NO. A-1079

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OFFICIAL BUSINESS

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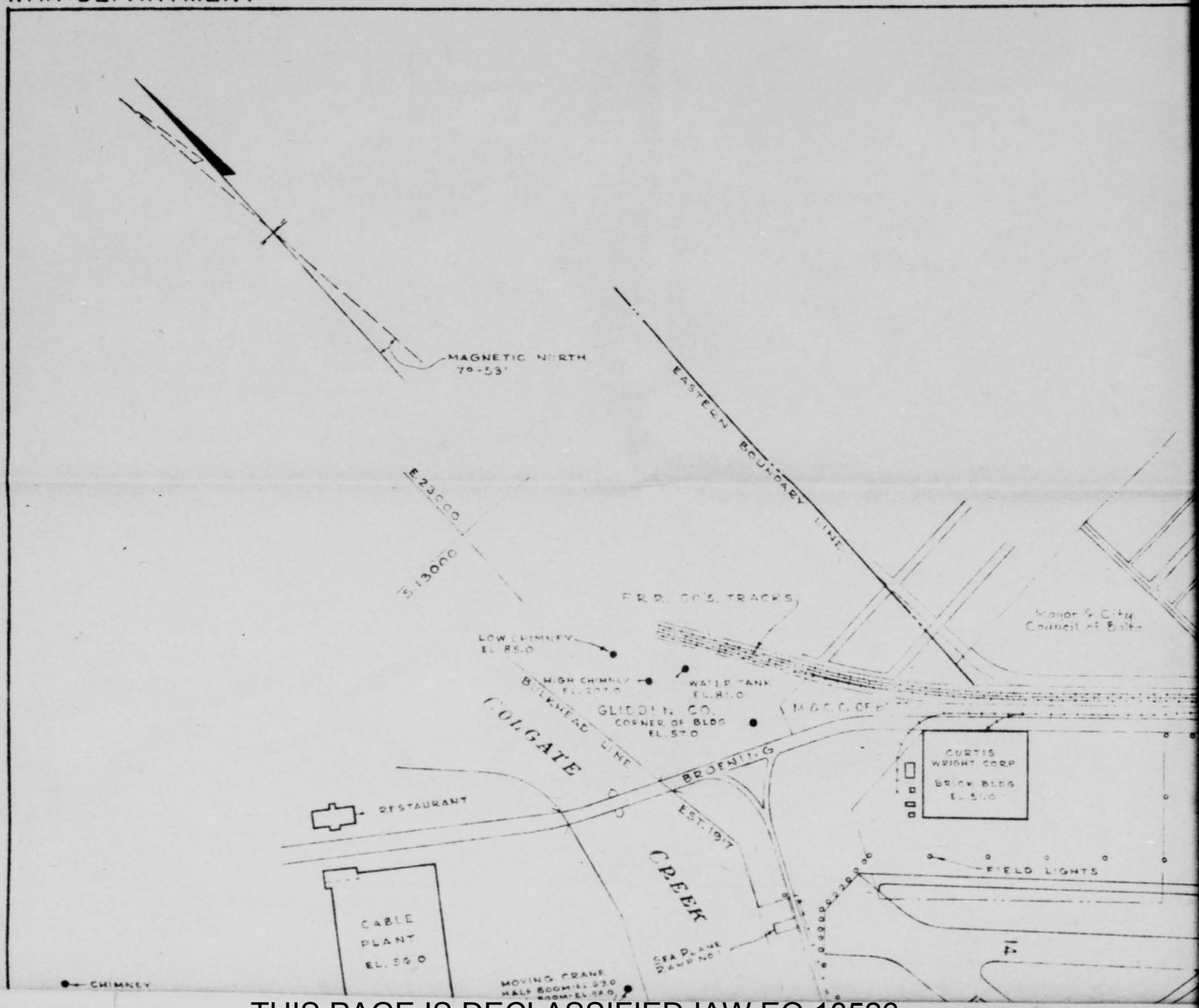
WAR DEPARTMENT



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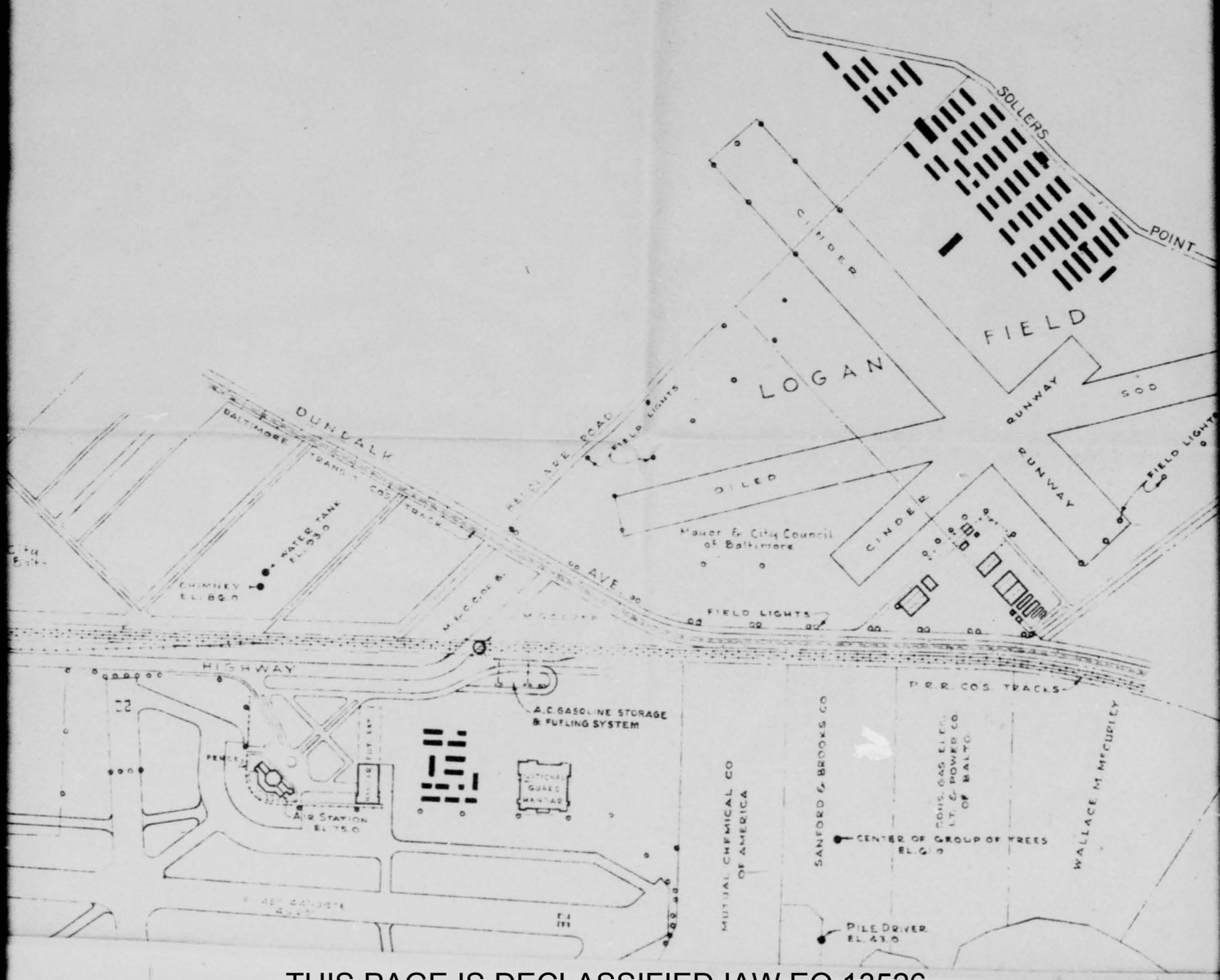

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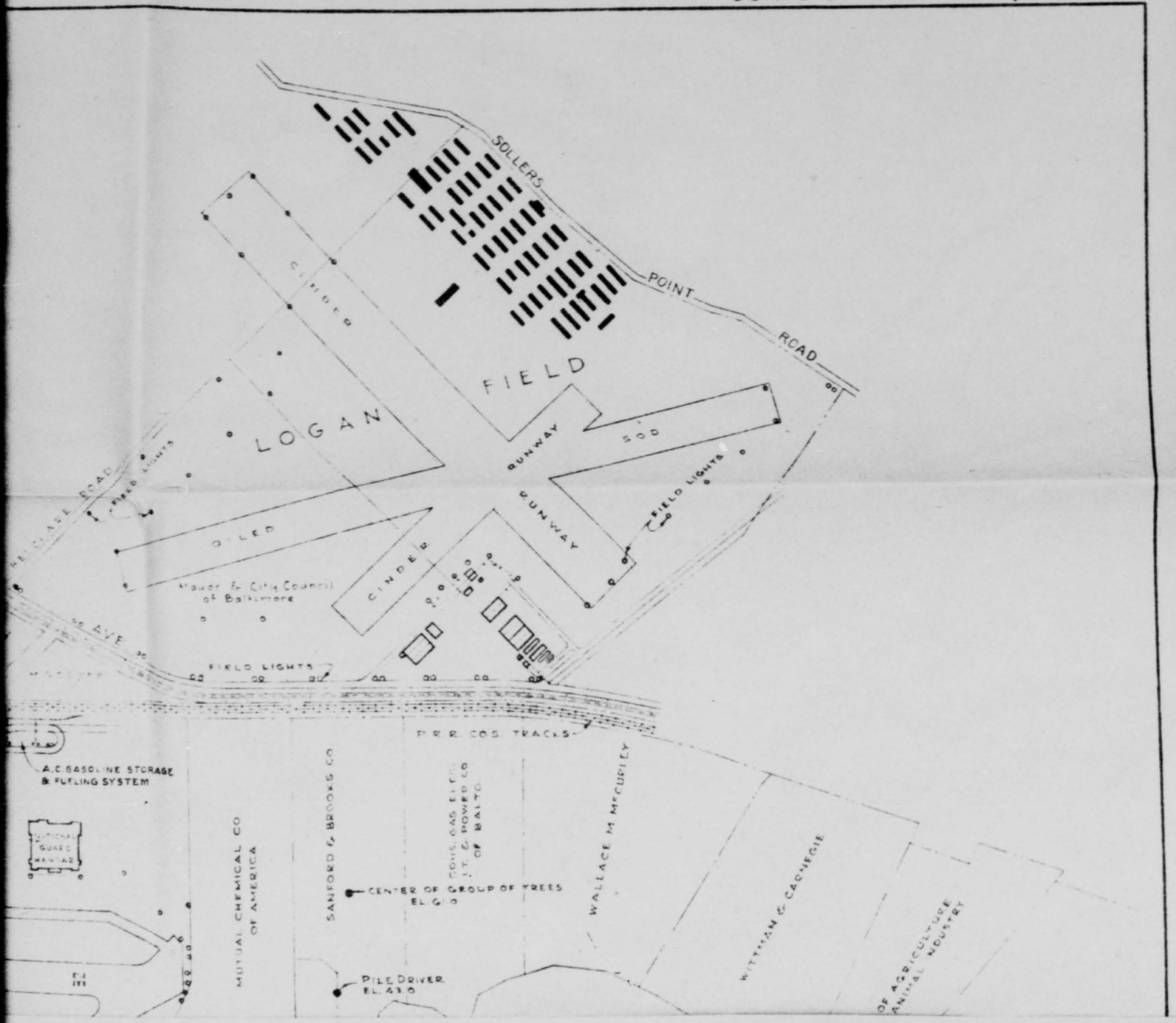
CORPS OF ENGINEERS, U.S. ARMY



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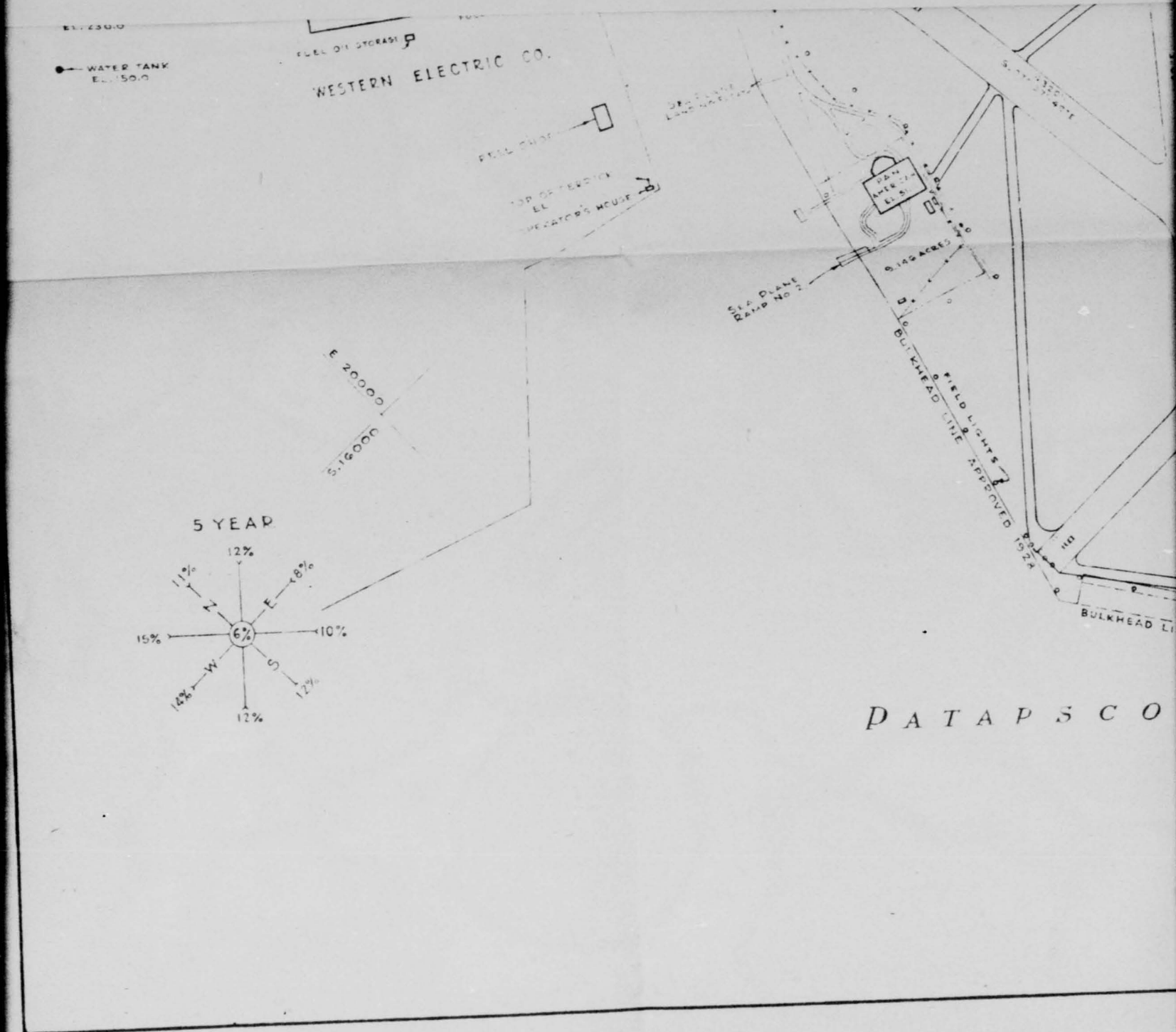

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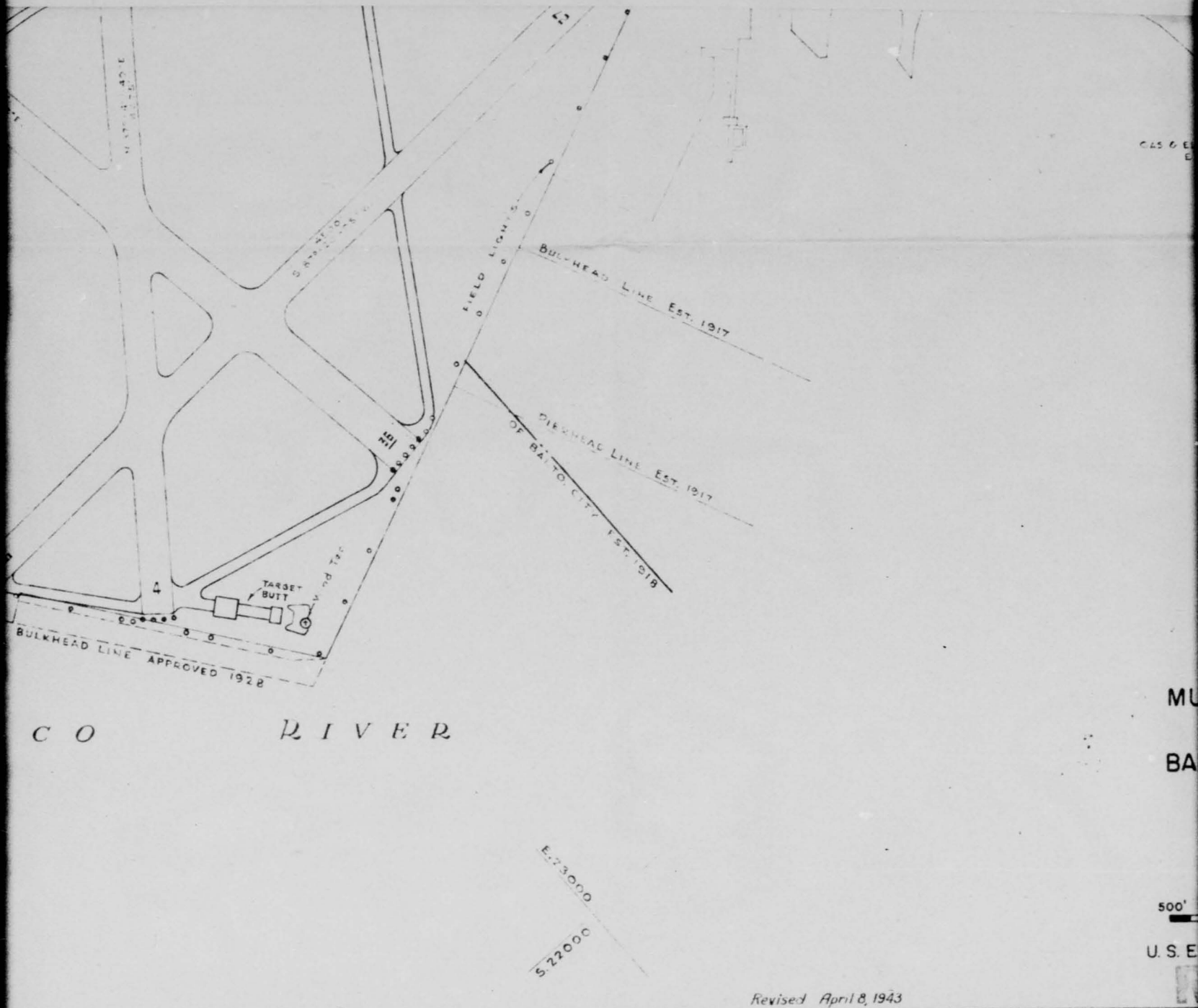

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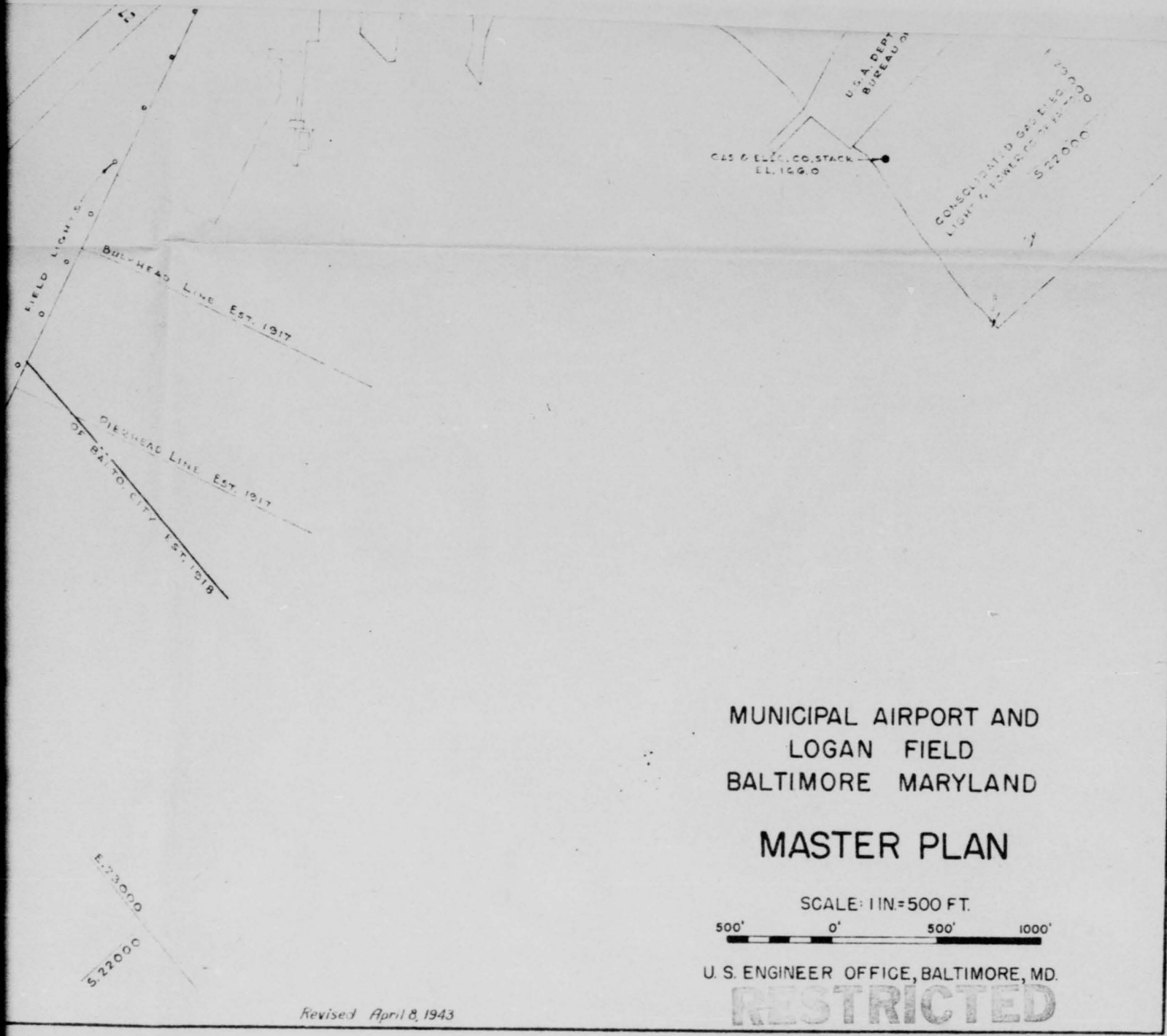

MUNICIPAL AIRPORT AND LOGAN FIELD BALTIMORE MARYLAND

MASTER PLAN

SCALE: 1 IN. = 500 FT.

500' 0' 500' 1000'

U. S. ENGINEER OFFICE, BALTIMORE, MD.

Revised April 8, 1943

RESTRICTED

Airport
27.29A SHEET NO. 202

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DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	419.85-1	Oct/49			Test of Army Field.	U	
322	419.901	Nov/48			Communication Inst.	U	
358	419.906-1	Nov/48			Shoun Computations.	U	
408		Aug/49			Tactical Air Operations.	U	
412	419.906-1	Sep/49			Tactical Air Operations.	U	
423	419.914-1	Dec/49			Delivery of Aircraft to USAF.	U	
431	419.914-2	Mar/50			Delivery of Aircraft to USAF.	U	
445	419.914-1	Mar/50			Space Allotment.	U	
460	419.951-4	Aug/49			Continental Air Command.	U	
466	419.951-6	Oct/49			Continental Air Command.	U	
476	419.951-11	Jun/49			Aircraft Accidents.	U	
490	420.01-1	1943-1944			Eastern Defense Command.	U	
503	420.01-1	Jan/41-Jun/43			Northeast Air District.	U	
605	420/01-2	Nov/40-Dec/43	1	1	1st Air Force.	U	
744	420.01-2	Nov/40-Dec/43	1	2	1st Air Force.	U	
972	420.01-2	Nov/40-Dec/43	2		1st Air Force.	U	
1206	420.01-2	Nov/40-Dec/43	3		1st Air Force.	U	
1452	420.01-2	Nov/40-Dec/43	4		1st Air Force.	U	
1674	Index				Index		

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