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Billie H. Hix

BILLIE H. HIX
Chief, Technical Systems Branch
The Albert F. Simpson Historical
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HISTORY
1608TH AIR TRANSPORT WING (H)
1 JULY - 31 DECEMBER 1965

EASTERN AIR TRANSPORT FORCE
MILITARY AIR TRANSPORT SERVICE

Volume I

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HISTORY OF THE 1608TH AIR TRANSPORT WING, HEAVY

FOR THE PERIOD

1 JULY - 31 DECEMBER 1965

Prepared by
Kathryn M. Manning
Wing Historian
Office of Information

EASTERN TRANSPORT AIR FORCE

MILITARY AIR TRANSPORT SERVICE

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HOWARD E. KREIDLER

BRIGADIER GENERAL, USAF

COMMANDER, 1608TH AIR TRANSPORT WING

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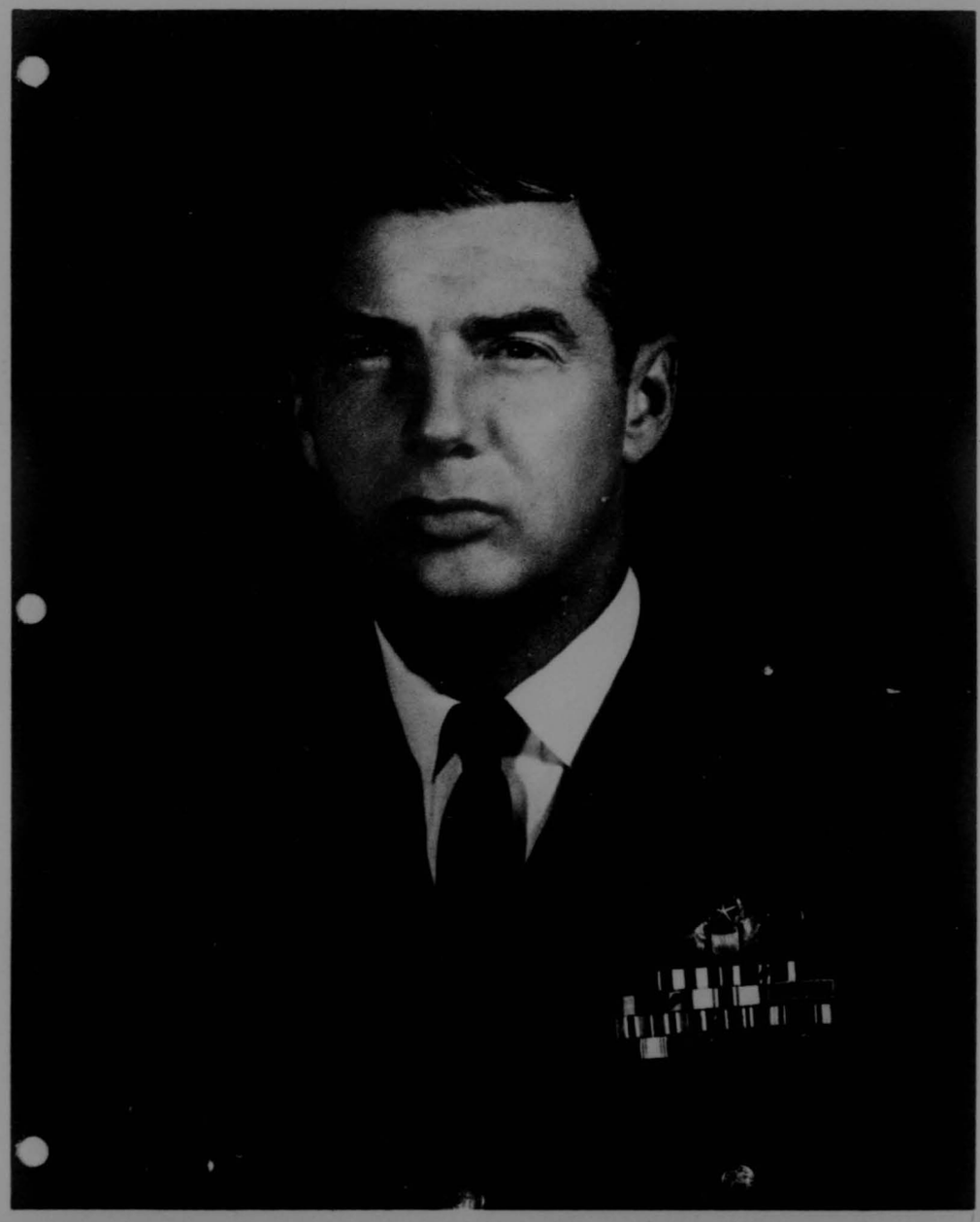

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BRENDAN DIXON

COLONEL, USAF

COMMANDER, CHARLESTON AIR FORCE BASE

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#1. Special Mission Statistics

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SUPPORTING DOCUMENTS

#1. EASTAF Regulation 23-9 dated 1 January 1964.

#2. Operational Summary, December 1965.

#3. Unclassified Teletype dtd 15 Sep 65, MAFOI 31452.

#4. C-141 Acceptance Ceremony Information Plan dated 2 August 1965.

#5. Exercise Deep Furrow - Final Evaluation.

#6. Letter dated 29 December 1965 from Capt. Calvin H. Chandler, Prime Beef III, to Col. Milberry, MATS.

#7. Host Tenent Agreements.

#8. PBE DEE Flyer, December 1965.

#9. Orders.

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#10. 1965 Base Guide and Directory - Charleston Air Force Base.

#11. Lockheed Memo dated 8 Jan 1965: C-130 Record Flight.

#12. Hq, MATS ltr. dtd 8 December 1965: Safety Achievement.

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FOREWORD

The history of the 1608th Air Transport Wing, Heavy for the period 1 July through 31 December 1965, as contained in this study, records the most valuable information concerning the organization, its mission, responsibilities, training, and planning for the present and future.

Much of the information contained herein has been received from reports from the various staff sections and units of this organization, as well as other sources available to the historical office.

It is believed that the information contained in this edition will be useful in meeting the objectives of the USAF Historical Program as outlined in Air Force Regulation 210-3.

HOWARD E. KRUEGER
Brigadier General, USAF
Commander

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Chapter 1

MISSION AND ORGANIZATION

The 1608th Air Transport Wing (Air Trnsp Wg), Heavy (H), continued to operate as one of the wings of the Eastern Transport Air Force (EASTAF), Military Air Transport Service (MATS), during the period 1 July 1965 through 31 December 1965. The Wing headquarters and most of the subordinate units were located at Charleston Air Force Base (CAFB), South Carolina, approximately 10 miles north of the City of Charleston. Seven detachments formed an integral part of the 1608th Air Trnsp Wg. Designations and locations were as follows:

Det 1, Headquarters, 1608th Air Trnsp Wg, Howard AFB, Canal Zone
Det 2, Headquarters, 1608th Air Trnsp Wg, Ramey AFB, Puerto Rico
Det 3, Headquarters, 1608th Air Trnsp Wg, Recife, Brazil
Det 4, Headquarters, 1608th Air Trnsp Wg, Patrick AFB, Florida
Det 5, Headquarters, 1608th Air Trnsp Wg, Rio de Janeiro, Brazil
Det 6, Headquarters, 1608th Air Trnsp Wg, Zanderij Airport, Surinam
Det 7, Headquarters, 1608th Air Trnsp Wg, Pope AFB, North Carolina

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The 1608th Air Trnsp Wg exercises command jurisdiction over the base.

Command

Command of the 1608th Air Trnsp Wg was continued by Brigadier General Howard E. Kreidler (9177A) during the entire period of this history, 1 July 1965 through 31 December 1965.

Colonel Paul A. Jones (5228A) continued as Vice Commander during the period.

Mission

The mission of the 1608th Air Trnsp Wg was to command, operate, administer, and maintain Charleston AFB, S. C. and to transport assigned personnel, materiel, mail, strategic materials, and other cargo for all agencies of the Department of Defense. This includes support for the Air Force Missile Center Down Range activities, and for other government agencies of the United States, subject to the priorities and policies established by higher headquarters.

Responsibilities of the 1608th Air Trnsp Wg, were outlined in EASTAF Regulation 23-9, dated 31 January 1964.[1] Specifically these were:

a. Exercise command jurisdiction over Charleston AFB and units assigned to the 1608th Air Transport Wing (H).

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1. EASTAF Regulation Nr. 23-9, dtd 31 Jan 64. Supp. Docu. #1.

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b. Maintain capability to execute approved emergency war plans.

c. Maintain a high state of readiness for D-Day missions by airlifting cargo, troops, personnel, patients and mail in war preparedness operations.

d. Maintain a state of combat readiness to conduct airlift operations which will include but are not limited to:

(1) Logistical Airlift Operations

(a) Unit deployment

(b) Airdrop Supply

(c) Airlanded Supply

(d) Scheduled and Nonscheduled Airlift

(2) Aeromedical Evacuation

(3) Joint Airborne Operations/Training

(a) Airdrop of Personnel and Cargo. This requirement applies to assigned and programmed C-124C and C-130E aircraft and will be accomplished in accordance with training standards and operational readiness criteria developed by EASTAF and Hq MATS.

(b) Assault Operations by Airborne troops and/or air transportable units.

(c) Loading exercises and local orientation flights of short duration.

(d) Maneuvers/exercises as directed.

(4) Special Airlift Operations - Utilization of wing's capability to move personnel and/or equipment by special missions in support of

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exercises and other projects directed by higher authority.

e. Supervise the training of Air Reserve Force units assigned or attached to the wing.

f. Perform such other operations as may be directed by Commander, EASTAF.

Operation of the wing continued under the dual deputy system, with no changes during this period.

KEY PERSONNEL

Colonel Davis F. Ervin, Jr., 10511A continued as Deputy Commander, Operations (WDO). The deputy commander, Operations exercises direct control of four air transport squadrons and the Aerial Port Squadron. He formulates plans and establishes policies for administration, operations and training to provide air movement for all agencies of WDO as directed, delegates authority to staff for preparation and implementation of tactical, strategic and logistic plans. The WDO is the office of primary interest to monitor the operation of the detachments of the 1608th Air Trnsp Wg.[2]

Colonel Donald L. Brooks, 10341A, continued as Deputy Commander, Materiel (WDM) during this reporting period. WDM is responsible for those activities identified as providing direct support of the primary mission. Specifically, the Deputy Commander, Materiel is responsible for all aircraft maintenance functions and all supply functions of the wing. The Deputy Commander, Materiel supervises staff agencies within the wing as follows: Chief of Supply, Logistics Planning, and Chief of Maintenance. He has operational

2. 1608th Organ. Chart Book dtd 31 Mar 65.

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control of all assigned maintenance and supply squadrons.[3]

Charleston Air Force Base and the 1608th Air Base Group (ABG) were commanded by Colonel Brendan Dixon, 5998A, through the entire period of this document. The Commander, 1608th Air Base Group exercised command supervision over assigned and attached units to provide base support required for accomplishment of the mission of the 1608th Air Transport Wing. Exercises direct supervision of group staff. Responsible for wing staff activities involving Directory of Security and Law Enforcement, Comptroller, Chaplain, Staff Judge Advocate, Personnel, Manpower, Transportation, Civil Engineering, Procurement, Administration, Unit personnel for Wing, Operations and Training except Transport Group type operations, and Services (Redistribution and Marketing, Food Service, Base Exchange, Mortuary, Commissary, Housing, Contract and Personnel Services). Provides air base defense planning services and monitors unit training in base defense measures. Exercises direct supervision of Open Messes. The Air Base Group Commander is also the Installation Commander in accordance with AFR 20-15.[4]

The 1608th USAF Dispensary was under the direction of Colonel Arthur E. Ryan, 29614A, during the period of this history. The Dispensary is responsible for the administration and supervision of the Medical Treatment Facility at Charleston Air Force Base. This

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3. Ibid.

4. Ibid.

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included the establishment and enforcement of basic medical operating policies pertaining to the care, treatment and welfare of patients and the utilization of medical service personnel and facilities.[5]

The following page presents the 1608th Air Transport Wing organization chart for 31 December 1965.

5. Ibid.

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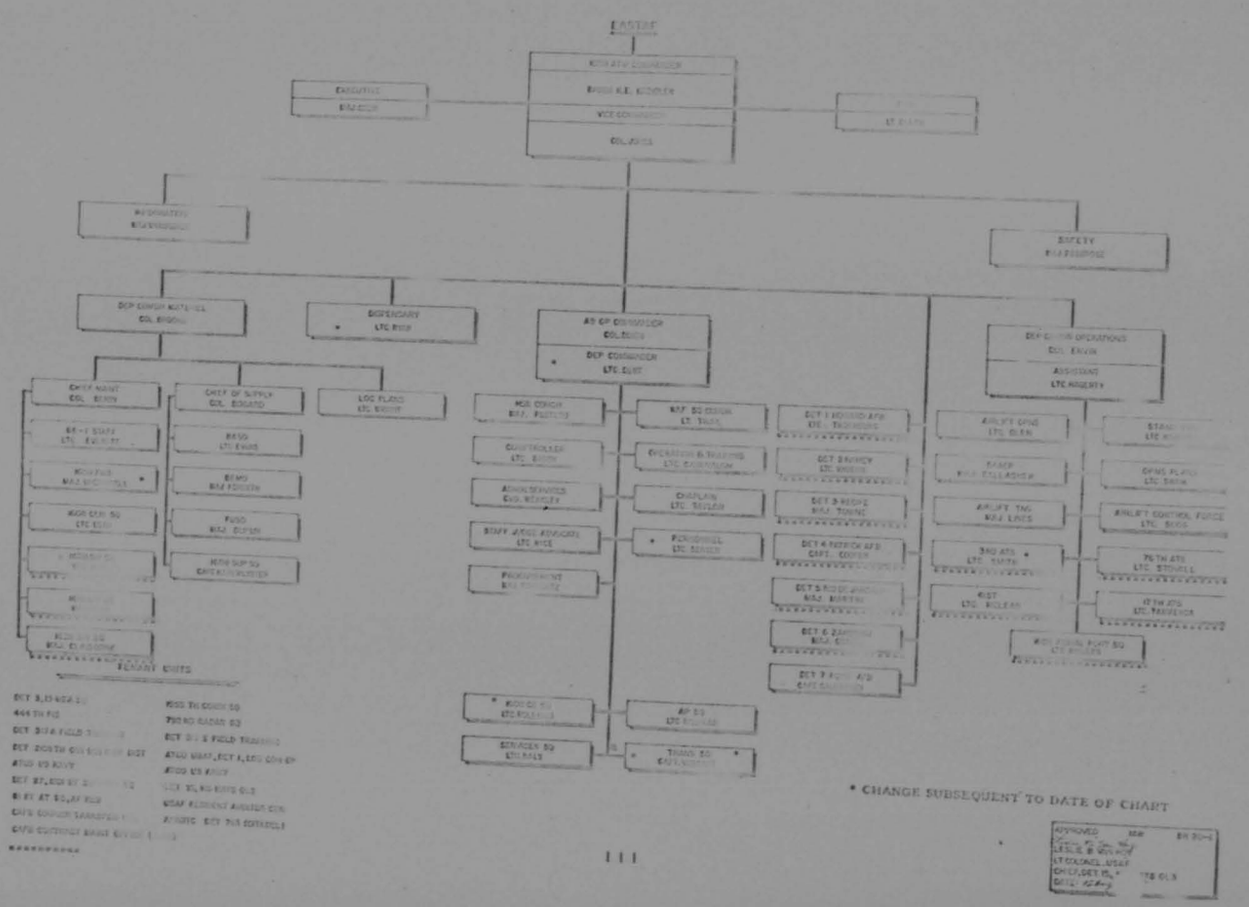
SOUTH AIR TRANSPORT WING (H)
ORGANIZATIONAL CHART



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8

HEADQUARTERS
1608TH AIR TRANSPORT WING (H) (MATS)
UNITED STATES AIR FORCE
CHARLESTON AIR FORCE BASE, SOUTH CAROLINA

COMMANDER — BRIG GENERAL HOWARD E. KREIDLER
VICE COMMANDER — COLONEL PAUL A. JONES

EXECUTIVE MAJ KENNETH L. ODEN

AIDE CAPT THOMAS J. ELLER

SAFETY	MAJ JOHN S. PRIMROSE
INFORMATION	MAJ CHARLES R. WYROSDICK
DISPENSARY	COL ARTHUR E. RYAN
DEPUTY COMMANDER MATERIEL	COL DONALD L. BROOKS
DEPUTY COMMANDER OPERATIONS	COL DAVIS F. ERVIN, JR.
AIR BASE GROUP COMMANDER	COL BRENDAN DIXON

DET 1, HOWARD AFB	L/COL BRICE E. THORNBURG
DET 2, RAMEY AFB	L/COL JOHN W. VAUGHAN, JR.
DET 3, RECIFE	MAJ EARLE F. TOWNE, JR.
DET 4, PATRICK AFB	CAPT DOYLE D. COOTER
DET 5, RIO de JANEIRO	MAJ LEONARD W. MARTIN
DET 6, ZANDERIJ	MAJ ROBERT H. GEDDIS
DET 7, POPE AFB	CAPT MERRILL A. SAUERBREI, JR.

MATERIEL

DEPUTY COMMANDER MATERIEL	COL DONALD L.BROOKS
CHIEF OF MAINTENANCE	COL EDMOND B. BERRY III
1608TH FIELD MAINTENANCE SQUADRON	L/COL JAMES L. DORMER
1608TH COMMUNICATIONS & ELECTRONICS MAINTENANCE SQUADRON	L/COL JOHN J. EGAN
1608TH ORGANIZATIONAL MAINTENANCE SQ	MAJ RICHARD C. AXT
1618TH ORGANIZATIONAL MAINTENANCE SQ	MAJ RICHARD W. MEAD
LOGISTICS PLANS	L/COL CHARLES F. WRIGHT
CHIEF OF SUPPLY	COL WAYNE C. BOGARD
BASE SUPPLY	L/COL MARION T. EVANS
BASE EQUIPMENT MANAGEMENT	MAJ GEORGE P. FORSYTH
FUELS SUPPLY	MAJ RAYMOND L. DUFUR
1608TH SUPPLY SQUADRON	CAPT JOHN F. HAGEMEISTER
1628TH ORGANIZATIONAL MAINTENANCE SQ	MAJ GRANGE S. COFFIN

OPERATIONS

DEPUTY COMMANDER OPERATIONS	COL DAVIS F. ERVIN, JR
DIRECTOR OF OPERATIONS	L/COL LEO J. HAGERTY
AIRLIFT OPERATIONS	L/COL ROBERT E. GLEN
STANDARDIZATION/EVALUATION	L/COL HERMAN F. HAMILTON
SAACP	MAJ LAURENCE R. GALLAGHER
OPERATIONS-PLANS	L/COL THEODORE W. SWAIN
AIRLIFT TRAINING	MAJ WILLIAM LINES
3RD AIR TRANSPORT SQUADRON	L/COL LEONARD F. BURKE
17TH AIR TRANSPORT SQUADRON	L/COL HENRY L. TAMMENGA
41ST AIR TRANSPORT SQUADRON	L/COL RICHARD Q. MC LEAN
76TH AIR TRANSPORT SQUADRON	L/COL BUFORD E. STOVALL
1608TH AERIAL PORT SQUADRON	L/COL HOWARD W. METTS
DET 1, HOMESTEAD AFB	
DET 2, GREENVILLE, S.C.	

AIR BASE GROUP

COMMANDER	COL BRENDAN DIXON
DEPUTY COMMANDER	COL GEORGE H. DENT
HEADQUARTERS SQ SEC	MAJ HOWARD F. POSTERO
WAF SQUADRON COMMANDER	1LT DELORES A. TRAIL
COMPTROLLER	L/COL CHARLES W. BROCK
ADMINISTRATIVE SVCS	CWO WILLIAM R. WEAKLEY
CHAPLAIN	L/COL JAMES E. TAYLOR
JUDGE ADVOCATE	L/COL ALBERT T. NICE
OPEN MESSES	MAJ EDWARD J. MILLER
PROCUREMENT	MAJ WALLACE A. SCHRONTZ
OPERATIONS & TRAINING	L/COL CHARLES E. CAVANAUGH
PERSONNEL	MAJ CHARLES M. SMITH, JR.
1608TH CIVIL ENGINEERING SQ	MAJ WILLIAM O. BAKER
1608TH AIR POLICE SQ	L/COL PHILIP RIEBMAN
1608TH TRANSPORTATION SQ	MAJ WILLIAM HORNBUCKLE
1608TH SERVICES SQ	L/COL JOHN P. DALY, JR.

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Committees and Boards

The 1608th Air Trnsp Wg had the committees and boards required by statute, regulations, etc., as well as others, not mandatory. The committees and boards extant on 31 December 1965 were as follows:[6]

AIR FORCE DIRECTED INDEX

Aero Club Board of Governors

Aircraft Accident Investigation Board

Airman Education and Commissioning Program

Air Force Chaplain Fund Councils

Airmen Reenlistment Selection Board (30 years service or over)

Base Exchange Advisory Committee

Base Survey Board

Base Vendor Relations Committee

Billeting Fund Council

CAFB Installations Security Council

Central Base Fund Council

Central Accounting Office Council

Coordinators for the Placement of Physically Handicapped at CAFB

Council for the Prevention of Foreign Object Damage to Aircraft Gas Turbine Engines

Dependent Youth Activities Advisory Council

Equipment Review and Authorization Panel

Facility Utilization Board

---

6. Manpower Detachment listing of Boards and Committees.

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Family Services Advisory Council

Fire Marshal's Council

Incentive Awards Boards and Committees

Junior Officers Council

Medical Board

Menu Planning Committee

Promotion Boards

Rabies Vaccine Committee

Review Board for Air Force Forms 75A

Unit Fund Council

Wing/Base Reparable Review Board

Wing Classification Board

MATS DIRECTED INDEX

Aircrew Standardization Board

Base Air Traffic Control Board

Base Golf Council

Base Hi-Valu (Selective Management) Committee

Board of Governors (Open Messes)

Financial Management Committee

Fund Manager Committee

Officer Effectiveness Report Review Activity

Squadron and Wing Aircrew Member Review and Certification Board

Technical Assistance Task Group Meeting

Wing Accident Prevention Council

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BASE DIRECTED INDEX

Ad Hoc Grievance Committee

Aircrew Members Council

Base Airman-of-the-Month Board

Base Self-Sufficiency Repair Review Board

Flight Engineers Council

Flight Mechanics Council

Fund Raising Campaign Committee

Loadmasters Council

Navigators Council

EASTAF DIRECTED INDEX

Prisoner Disposition Board

Subordinate Units

DOWNRANGE AFFAIRS

DETACHMENT 1, HOWARD AFB, C.Z.[7]

Lt. Col. Brice E. Thornburg continued as Commander of this Detachment during the period of this document. Air Conditioned MATS enlisted crew quarters were accepted by the Air Force on 27 September 1965. The facility contains two rooms with four beds each and two rooms with five beds, making a total of 18 accommodations. Officers facilities remained unchanged - two rooms with five beds each at the Albrook AFB Officers' Open Mess.

---

7. Progress Report, WXO files, 1 Jul - 31 Dec 1965.

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Problems in housing occurred when Air National Guard flights, carrying large numbers of personnel, remained for extended ground time. The detachment commander requested guidance on the issuance of non-availability certificates in his monthly report for December 1965.

DETACHMENT 2, RAMEY AFB, PUERTO RICO[8]

No changes were reported during the period of this document.

DETACHMENT 3, RECIFE, BRAZIL[9]

Per Diem for this station was raised from $9.00 to $14.00 per day, effective 8 February 1965. In addition, housing allowances were raised for both officers and airmen. This raise in allowances resulted from a housing report prepared for the Committee for Transportation, Per Diem and Housing in November 1964.

Major Earle F. Towne, Jr. assumed command of Detachment 3 on 1 July 1965, vice Lt. Col. William A. Pond.

DETACHMENT 4, PATRICK AFB, FLORIDA[10]

Accommodation of the C-141 was accomplished with training and receipt of AGE equipment and parts. Personnel increases in accordance with the increased unit manning document began arriving during August 1965. In December 1965 maintenance personnel of this detachment handled 56 aircraft without a maintenance delay.

Capt. Doyle D. Cooter continued to command Detachment 4 during this period.

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8. Ibid.
9. Ibid.
10. Ibid.

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DETACHMENT 5, RIO DE JANEIRO, BRAZIL[11]

Reference 1608th Air Trnsp Wg History 1 Jan - 30 Jun 1965 and problem of maintenance at this location. The old contract was extended through 28 February 1966. A new contract for maintenance at this station is in the hands of potential bidders. Bids and contract award will be made prior to 28 February 1966. During the interim Varig continued maintenance for transiting MATS aircraft.

Major Leonard W. Martin assumed command of this detachment on 1 July 1965, vice Lt. Col. Jack Morris.

DETACHMENT 6, ZANDERIJ, SURINAM[12]

Ramp construction noted in the history of 1 Jan - 30 Jun 65 was started and completion expected prior to rainey season in April. This construction will greatly decrease previously reported problems. Communications between Zanderij and Paramaribo continued to be only 50 percent efficient. Assistance was requested from the local government. No action was reported by the end of this period.

Major Robert H. Geddis continued as commander of this detachment.

DETACHMENT 7, POPE AIR FORCE BASE, NORTH CAROLINA[13]

No changes during the period of this report. Capt. Merrill A. Sauerbrei, Jr. continued as commander.

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11. Ibid.
12. Ibid.
13. Ibid.

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Chapter 2

RESOURCES

Personnel

The overall assigned strength of the 1608th Air Transport Wing, including tenant organizations, detachments, International Aerospace Services, Inc., the Commissary and the BX, totaled 8,095. A breakdown of this total is as follows:[1]

Wing assigned personnel -	6950
Tenant organizations -	931
Intl. Aerospace Svcs. Inc., BX and Commissary -	204
TOTAL	8095

The 1608th Air Trnsp Wg and Detachments were assigned a total of 6,950 persons. The following shows a comparison of authorized and assigned spaces allotted to this wing on the last day of December 1965.[2]

	Officers	Airmen	Civilians	Total
Authorized	771	5130	917	6818
Assigned	848	5183	919	6950

1. Operational Summary, December 1965. Supp. Docu. #2.
2. Ibid.

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MANNING

Manning of the 1608th Air Trnsp Wg presented an increasing problem during the last half of 1965. Experienced personnel were transferred PCS, and in many instances, replacements were inexperienced. The experience factor for the six months reported indicated that this will be a continuing problem, and that continued support of SEA will compound the problem in the future.

The following table presents positions manned less than 90 percent. This level establishes consideration for undermanned AFSCs. The monthly totals varied, but an average of the six months reported was 33.6 positions considered undermanned.[3]

SPECIALITY	AFSC	AUTH	ASGD	% MANNED
Still Photographer	232X0	6	5	83
Command Post	274X0	32	24	75
Acft Inertial Sys Rpmn	301X4	31	10	31
Gnd Radio Equip Rpmn	304X4	3	2	66
Automatic Flt Cont Specl	325X0	35	29	83
Turbo-Propellor Specl	421X1B	50	42	84
Acft Pneudraulic Rpmn	421X2	77	64	83
Aerospace Gnd Equip Rpmn	421X3	82	72	88
Accessories Rpmn	422X1	68	43	63
Acft Electrical Rpmn	423X0	98	85	87
Jet Acft Mechanic	431X1E	235	135	58
Jet Engine Mechanic	432X0	379	318	84
Recip Engine Mech	432X1	103	85	83
Maint Scheduler	433X0	68	47	69
Special Vehicle Rpmn	471X2	19	16	84
Sheet Metal Worker	533X0	6	5	83
Airframe Rpmn	534X0	81	61	75
Corrosion Cont Specl	535X0	9	2	22
Plumber	552X5	15	13	87
General Maint Mech	555X0	10	4	40
Work Control Specl	556X0	12	7	58
Parachute Rigger	581X0	10	7	70

3. BPER Hist Rpt, 1 Jul - 30 Sep, 1 Oct - 31 Dec 65.

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Vehicle Dispatcher	603X1	5	2	40
Steward Specl	624X0	5	3	60
Fuel Specl	631X0A	79	55	70
Inventory Specl	645X0	319	260	82
Materiel Facilities Specl	647X0	168	107	64
Supply Sys Computer Specl	648X0	9	8	88
Duplicating Specl	711X0	6	3	50
Personal Affairs Specl	732X1	5	2	40
Training Specl	771X1	8	5	63
Corrections Specl	905X0	4	2	50
Preventive Medicine Specl	907X0	4	2	50

The following page reflected strength for the 1608th Air Transport Wing on 31 December 1965. Additional personnel statistics will be found in Supporting Document #2.

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AUTHORIZED & ASSIGNED STRENGTH

BY ORGANIZATION

ASSIGNED UNITS	OFFICERS		AIRMEN		CIVILIANS		TOTAL	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
HQ 1608 ATW *	87	123	468	515	73	63	628	701
1608 AERIAL PORT SQ	16	14	323	315	115	149 **	454	478
1608 USAF DISP	32	34	141	127	11	10	184	171
1608 SUP SQ	7	7	500	367	69	72 **	576	446
3rd ATS	80	149	81	188	0	0	161	337
17th ATS	152	135	153	153	0	0	305	288
41st ATS	152	154	105	121	0	0	257	275
78th ATS	152	140	105	121	0	0	257	261
1608 FLD MAINT	8	5	1022	969	222	214	1252	1188
1618 OMS (C-124)	3	3	225	247	1	1	229	251
1608 OMS (C-130)	5	4	527	464	1	1	533	469
1628 OMS (C-141)	6	5	81	155	1	1	88	161
1608 C & E SQ	5	5	361	332	52	42	418	379
HQ 1608 ABG	49	54	323	352	102	101	474	507
1608 CIVIL ENG SQ	5	4	276	284	152	156**	433	444
1608 TRANS SQ	4	3	187	207	36	33	227	243
1608 AIR POLICE SQ	3	4	131	132	1	1	135	137
1608 SVCS SQ	5	5	121	134	81	75	207	214
TOTAL	771	848	5130	5183	917	919	6818	6950

*INCLUDE DETACHMENTS REFLECTED ON PAGE C-3.
**OVERHIRE AUTHORIZED.

SOURCE: BPER, DET 15 MATS

AS OF 31 DECEMBER 1965.

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RESERVE PROGRAM

The 1608th Air Trnsp Wg continued responsibility for furnishing advisors and supervising the training of Reserve Aerial Port Squadrons. The 81st Air Terminal Squadron (RES) was stationed at Charleston AFB, S. C.; the 84th Air Terminal Squadron (RES) at Greenville, S. C.; the 90th Air Terminal Squadron (RES) at Homestead AFB, Florida, and the 457th Medical Service Flights at Charleston AFB, S. C. The Air Force ROTC Detachment 765, The Citadel, Charleston, S. C. is actively supported by the 1608th Air Trnsp Wg. Permanent party personnel receive total support, including flying requirements.

RESERVE AUGMENTATION [4]

Assigned Participating Reservists

Officers	Airmen
31	39

Number of 30 day active duty tours

Officers	Airmen
0	1

Number of 15 day active duty tours

Officers	Airmen
19	11

4. BPER Hist Rpt 1 Jul - 30 Sep, 1 Oct - 31 Dec 65.

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Special Tours

Officers	Airmen
2	0

Reserve Promotions

Officers	Airmen
0	1

Authority was received from Hq MATS (MAPPPR) assigning any reservist requesting such action, transfer to Training Category B. The total number authorized for Training Category B was increased to 33 officers and 14 airmen. The remainder of the assigned reservists remained in Training Category D or E.

During this period, the 1608th Wing lost a total of 17 reserve officers and 4 airmen due to deletion of UMD positions.

In addition, the Wing was responsible for a Reserve Individual Augmentation Program and for the recruiting of M-Day assignees.

8TH MILITARY AIRLIFT SQUADRON (Mobile Enroute)[5]

Word was received that the 8th Military Airlift Squadron (Mobile Enroute) would be established at CAFB. The date for activation was projected for 1 July 1966.

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5. Firm information received WOI during week of 23 Feb 66. MAFOI TWX 31452, Supp Docu # 3, authorizes release.

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Aircraft

PRIMARY MISSION AIRCRAFT

During the six months of this report, the Charleston Air Force Base Aerospace Vehicle Inventory changed in number and type of aircraft assigned. The following illustrates mission aircraft authorized and assigned by organization on 31 December 1965.[6]

Organization	Type	Authorized	Assigned
1618 OMS	C-124	16	18
1608 OMS	C-130	32	33
1628 OMS	C-141	8	8
Base Flight	C-47	1	1
Base Flight	U-3A	1	1

The Charleston AFB aerospace vehicle inventory decreased by three C-124s, and increased by one C-130 and eight C-141 aircraft during this six month period.

The C-47 and U-3A were utilized for administrative flying and for flying proficiency of Air Force rated personnel who are assigned to the Citadel, Detachment 765, AFROTC. A total of six Citadel assigned officers were included in this arrangement at the end of the year.

New Aircraft

C-141 Aircraft

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6. MRA Hist Rpt 1 Jul - 31 Dec 65.

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C-130E RECORD FLIGHT [6a]

In June, 1963, a 1608th C-130 completed a flight from Wake Island to Wayne County Airport in 19 1/2 hours. The pilot, Lt. Colonel Joseph Billota believed this to be a new record for the C-130 aircraft. In answer to a request to verify this as an unofficial record, the information was forwarded through channels to the aircraft manufacturer. In January 1965 the verification was completed, and it was determined by the Lockheed Corporation that this 1608th flight was indeed established as a new unofficial record.

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6a. Supporting Document #11, Lockheed Corporation Memo dtd 8 Jan 65.

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On 14 August 1965, the first C-141 Starlifter was received at Charleston AFB, S. C. Suitable ceremonies, marking the important event, were held at the base and within the local area.

The first aircraft, named the "City of Charleston", #60624, arrived at 10:59. Major General Glen R. Birchard, vice Commander of MAC was at the controls of the aircraft. During the official ceremonies, General Birchard presented a model, representing the "City of Charleston" to Brig. General Howard E. Kreidler, 1608th Air Transport Wing Commander.

Guests of honor for the occasion included Representative L. Mendel Rivers; Maj. Gen. Donald W. Graham, Commander, EASTAF; Mr. Courtlandt S. Gross, Chairman of the Board, Lockheed; Mr. William P. Gwinn, President, United Aircraft Corporation; and Mayor J. Palmer Gaillard, Jr. of Charleston, S. C.

The second and third C-141s arrived on 23 September 1965.

A detailed account of the official ceremony marking the arrival of the C-141 at Charleston AFB is contained in Chapter 8, Special Topics. [7]

C-141 TRAINING

Training continued to meet scheduled goals. During this period, C-141 training assumed normal routine proportations. Specific training achievement will be found in Chapter 5, Scheduled Operations.[8]

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7. See Chapter 8, Special Topics, of this history.
8. See Chapter 5, Scheduled Operations, of this history.

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C-141 SUPPLY

The smooth flow of C-141 spares and aerospace ground equipment continued during this period. No problems were reported.

C-141 FACILITIES

The C-141 simulator received final testing, and was accepted on 5 August 1965. Full utilization of the simulator in the local training program was achieved.

Space arrangements are reported in the 1 Jan - 30 Jun history were completed. C-141 training was moved into the space vacated by the removal of the C-130 simulator, which was shipped to Nashville, Tennessee on 30 September 1965.

AIRCREW RESOURCES

1608th ATW aircrew capability for period 1 July - 31 December 1965 was as follows. The aircrew position which was the limiting factor is designated.[9]

MONTH	TYPE AIRCRAFT	TOTAL AIRCREWS
July	C-124	53.....Aircraft Commander
	C-130	63.....Flight Mechanic
August	C-124	46.....Loadmaster
	C-130	69.....Flight Mechanic
September	C-124	37.....Aircraft Commander
	C-130	62.....Loadmaster
	C-141	2.....Aircraft Commander

9. Report furnished by WTNG, MSgt Robert Deter, 16 March 1966.

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Atch. 1

STATUS OF FUNDS
31 DECEMBER 1965
P-458
($ HUNDREDS)

OCC	DESCRIPTION	APPROVED FUNDS	CUMUL COMMIT	CUMUL OBLIG	INITIAL C-46 PROG OBLIG	VARIANCE
1100 & 1200	PERS SVCS & BENEFITS	$5,112.9	$2,664.0	$2,664.0	$2,591.7	$ +72.3
2100	TDY	124.0	121.3	121.3	40.1	+31.2 *
2100	VEHICLE RENTAL	11.0	11.0	11.0	16.9	- 5.9
2200	TRANSP OF THINGS	178.0	106.7	89.2	79.4	+ 9.8
2330	COMMUNICATIONS	201.3	102.2	88.1	97.4	- 9.3
2340	UTILITIES	352.0	181.1	181.1	175.4	+ 5.7
2351	EQUIP RENTAL (XEROX COPIER)	9.1	9.1	9.1	9.1	0
2352	EQUIP RENTAL (CIV ENGR)	9.9	1.7	1.7	1.1	+ .6
2400	PRINTING	2.1	1.0	.6	.9	- .3
2520	FACIL PROJ BY CONTR	213.4	199.6	108.8	62.8	+46.0 *
2530	CIVIL ENGR SVCS	10.9	7.9	7.9	8.8	- .9
2540	LAUNDRY & DRY CLEANING	61.5	39.5	39.5	30.8	+ 8.7
2550	EDUCATION SVCS	39.0	33.8	32.8	34.0	- 1.2
2560	CONTR MAINT OF EQUIP	96.6	80.1	65.6	57.3	+ 8.3
2580	STORAGE OF HH GOODS	7.0	8.3	8.2	3.5	+ 4.7
2593	MISC CONTR SVCS	96.3	10.8	10.7	15.0	- 4.3 *
2594	MEDICAL CREDITS	10.2 CR	3.2 CR	3.2 CR	5.7 CR	- 2.5 CR
2600	SUPPLIES	2,200.0	1,275.0	1,175.4	993.6	+181.8 *
3100	EQUIPMENT	186.0	158.1	148.1	204.0	-55.9
	TOTALS	$8,900.8	$5,008.0	$4,759.9	$4,416.1	$ +343.8

* SEPARATE CHARTS

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13

STATUS OF FUNDS
P478 - MEDICAL O & M
($ HUNDREDS)

OCC	DESCRIPTION	APPROVED FUNDS	CUMUL COMMIT	CUMUL OBLIG	INITIAL RCS-C46 PHASING	VARIANCE
1100 & 1200	PERS SVCS & RELATED BENEFITS	$72.2	$33.6	$33.6	$35.4	$ -1.8
2100	TRAVEL	11.2	6.1	6.1	6.6	- .5
2200	TRANSP OF THINGS	.3	0	0	.1	- .1
2330	COMMUNICATIONS	12.0	5.9	5.5	5.6	- .1
2340	UTILITIES	8.8	4.1	4.1	4.3	- .2
2350	EQUIP RENTALS	0	.3	.3	0	/ .3
2520	FACILITY PROJECTS	2.2	5.2	2.2	0	/2.2
2540	LAUNDRY	12.0	9.0	9.0	6.7	/2.3
2560	CONTR MAINT OF EQUIP	4.1	1.6	1.6	1.0	/ .6
2593	MISC CONTR SVCS	7.2	4.2	4.2	1.9	/2.3
2594	TRANSF MED SUPPORT	10.2	3.2	3.2	5.7	-2.5
2600	SUPPLIES	146.5	91.1	78.6	81.2	-2.6
3100	EQUIPMENT	35.0	28.9	28.5	22.7	/5.8
	TOTALS	$321.7	$193.2	$176.9	$171.2	$/5.7

OVERRUN IN EQUIPMENT DUE TO PURCHASE OF [illegible]TRALIZED RECORDING SYSTEM ($4500).

OVERRUN IN MISC CONTRACTUAL SERVICES DUE TO HIGH EXPENSE FOR LABORATORY TEST PERFORMED AT

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STATUS OF FUNDS
PROGRAM 720
MILITARY FAMILY HOUSING
($ HUNDREDS)

OCC	DESCRIPTION	APPROVED FUNDS	CUMUL COMMIT	CUMUL OBLIG	INITIAL C-46 PHASING	VARIANCE
P721	- OPERATIONS:					
2334	FIRE PHONES	$ 1.2	$ .6	$ .6	$ .6	$ 0
2341	PURCHASED WATER	25.8	12.6	12.6	13.7	- 1.1
2342	PURCHASED ELECTRICITY	120.0	65.9	65.9	62.0	/ 3.9
2343	PURCHASED GAS	88.6	27.9	27.9	35.8	- 7.9
2359	RENTAL EQUIP	0	.1	.1	0	/ .1
2536	TRASH COLLECTION	18.0	13.9	13.9	14.0	- .1
2539	OTHER CIV ENGR SVCS	.1	0	0	.1	- .1
2596	SEWAGE TREATMENT	10.7	7.6	7.6	5.5	/ 2.1
2597	RENTAL VEHICLES	4.8	3.6	3.6	2.4	/ 1.2
2600	SUPPLIES	.6	.1	.1	.3	- .2
	SUBTOTAL P721	$269.8	$132.3	$132.3	$134.4	$ - 2.1
P722	- MAINTENANCE:					
2521	FACIL PROJ BY CONTR	49.1	49.1	49.1	54.8	- 5.7
2566	CME - TV ANTENNAS	3.0	.1	.1	1.5	- 1.4
2569	CME - OTHER	2.1	.7	.6	1.2	- .6
2595	CIV LABOR	64.9	32.8	32.8	34.0	- 1.2
2600	SUPPLIES	91.6	45.1	45.1	46.5	- 1.4
3100	EQUIPMENT	3.8	2.8	2.8	1.9	/ .9
	SUBTOTAL P722	$214.5	$130.6	$130.5	$139.9	$ - 9.4
	TOTAL P720	$484.3	$262.9	$262.8	$274.3	$ -11.5

VARIANCES RESULT PRIMARILY FROM THE NECESSITY TO REDUCE DECEMBER ESTIMATES FOR WATER, GAS, CIVILIAN LABOR AND SUPPLIES DUE TO INSUFFICIENT ALLOTMENT.

THERE ARE NO MAJOR PROBLEMS EVIDENT AT THIS TIME.

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P-923 - AIRLIFT SERVICE INDUSTRIAL FUNDS
31 DECEMBER 1965
($ HUNDREDS)

OBJECT CLASS	DESCRIPTION	APPROVED PROGRAM	CUMULATIVE DECEMBER EXPENSE	CUMULATIVE DECEMBER PROGRAM	VARIANCE /OVER PROG -UNDER PROG
1100 & 1200	PERSONNEL COMP & BENEFITS	$ 817.6	$ 484.4	$ 456.8	$ / 27.6
2100	TDY	1,256.3	916.6	595.2	/321.4
2200	TRANSPORTATION	1.8	2.3	.9	/ 1.4
2330	COMMUNICATIONS	21.5	10.3	10.8	- .5
2350	EQUIPMENT RENTALS	1.4	.8	.7	/ .1
2530	CIVIL ENGR SERVICES	1.1	3.7	.6	/ 3.1
2540	LAUNDRY & DRY CLEANING	4.1	.8	2.0	- 1.2
2560	CONTR MAINT OF EQUIP	217.1	113.2	109.0	/ 4.2
2593.1	FLEET & TRAFFIC SVCS	122.7	65.6	61.3	/ 4.3
2593.2	LANDING & PARKING FEES	19.4	11.1	9.6	/ 1.5
2593.3	CUSTOMS OVERTIME	69.3	32.5	30.0	/ 2.5
2593.6	OTHER MISC CONTR	2.2	1.3	1.0	/ .3
2600	SUPPLIES	1,066.0	589.0	540.0	/ 49.0
	TOTAL	$3,600.5	$2,231.6	$1,817.9	$ /413.7

OVERRUN IN TDY IS THE MAJOR VARIANCE AND RESULTS PRIMARILY FROM THE FOLLOWING COSTS:

SOUTHEAST ASIA SUPPORT	$171.2	AFTER THE FACT FUNDING POLICY
EXERCISE SUPPORT	43.8	" " " " "
INCREASED CREW TDY	73.2	INCREASED FLYING HOUR PROGRAM
C-141 TRAINING	51.4	INADEQUATE FUNDS PROVIDED BY MATS

REQUEST FOR INCREASED FUNDS WERE INCLUDED IN REVISED P-923 OPERATING BUDGET.

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C-141 STARLIFTER ACCEPTANCE PROGRAM
Saturday, August 14, 1965
10:30 a.m.

C-141
FLYOVER AND LANDING

*****

SERIAL OF TWENTY-THREE AIRCRAFT

*****

NATIONAL ANTHEM
[illegible] AIR FORCE BAND

*****

INVOCATION
CHAPLAIN (MAJOR) JOSEPH W. PERKINS
Charleston Air Force Base

*****

C-141
ACCEPTANCE CEREMONY

*****

C-141 AND SOIL SYSTEMS DISPLAY

MASTER OF CEREMONIES
COLONEL BRENDAN HINES
Commander, Charleston Air Force Base

*****

SPEAKERS

GENERAL HOWELL M. ESTES, JR.
Commander, Military Air Transport Service

MAJOR GENERAL DONALD P. GRIMES
Commander, Eastern Transport Air Force

BRIGADIER GENERAL HOWARD T. MARKEY
Commander, 322nd Air Division (Aug)

COURTLANDT S. GROVE
Chairman of the Board, Lockheed Aircraft Corp.

WILLIAM P. GWINN
President, United Aircraft Corp.

THE HONORABLE J. PALMER GAILLARD, JR.
Mayor, Charleston, South Carolina

*****

PRINCIPAL SPEAKER

THE HONORABLE L. MENDEL RIVERS
U. S. Representative, First District South Carolina
Chairman, House Armed Services Committee

PICTORIAL SEQUENCE OF ACCEPTANCE CEREMONY

A unit of Air Force Reserve on the speaker's stand.

Gen. Estes and General Rivers inspect the honor guard.

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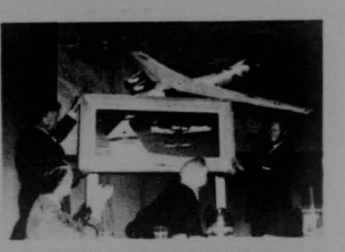

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C-141 Ceremony

14 August 1965

General Birchard, Congressman Rivers, General Graham and General Kreidler assemble before new aircraft

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Chapter 3

EXERCISES

Theater Exercises

DEEP FURROW

Operation Deep Furrow, conducted in September 1965, was a joint/combined training exercise hosted by Turkey. MATS provided airlift for deploying and redeploying U.S. Exercise Forces.

Specifically, MATS was assigned the mission of airlifting 2,234 troops and 358 tons of cargo from four east coast onload bases to five offload bases in Turkey during the deployment phase. During the redeployment phase, MATS was assigned the mission of airlifting 1,339 troops and 255.8 tons of cargo from five Turkish onload bases to four east coast CONUS offload bases. 1608th ATW, as part of the MATS force, participated in both the deployment and redeployment phases of the operation.

1608th aircraft involved were as follows:[1]

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1. Final Evaluation of Exercise Deep Furrow, Supp. Docu. # 5.

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Deployment			Redeployment	
C-124	C-130		C-124	C-130
4	13	Prime	4	14
2	2	Backup	1	2
1	1	Support	0	0
7	16		5	16

Aircrews participating in Deep Furrow were: [2]

4	13	Prime	4	14
2	2	Backup	1	2
1	1	Support	0	0
2	3	Stage	2	3
9	19		7	19

Hours flown in support of this exercise were: [3]

C-124	381
C-130	1183
	1564

Troops and cargo handled at Charleston AFB were: [4]

Type Acft	Trips	Troops		Cargo (Tons)	
		Loaded	Offloaded	Loaded	Offloaded
C-124	16	5	3	4.1	35.4
C-130	58	80	82	27.8	27.2
	74	85	85	31.9	62.6

2. Ibid.
3. Ibid.
4. Ibid.

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BRAVE CAT

This classified exercise is detailed in Volume III of the 1608th Air Transport Wing History.

EASTERN EXPRESS

This was a classified exercise. Details and documentation are contained in Volume III of this history.

Joint Airborne

Operating under OPORD 601-65, the 1608th Air Transport Wing flew a total of 277:02 hours in support of Joint Airborne Training.

The following table shows mission number, aircraft, site of operation and time flown for the six months, 1 July through 31 December 1965.[5]

MONTH	SARD	AMG MSN. NR.	ACFT	HOURS FLOWN	REMARKS
July	1042	3203	130	9:20	106 pax/7.5 tons - 5 sorties Pope AFB, N.C.
		3204	130	10:20	85 pax/4.5 tons - 5 sorties Pope AFB, N. C.
		3205	130	9:10	70 pax/ 4 sorties - Pope AFB
		3239	130	3:50	Pope AFB, N.C.
		3240	C-130	2:00	Pope AFB, N.C.
		3241	130	2:00	Pope AFB, N.C.
Aug.	None				

5. Files of Tactical Operations Training July through December.

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MONTH	SARD	AMG MSN. NR.	ACFT	HOURS FLOWN	REMARKS
Sep.	1042	1059	130	1:47	New River, N.C.
Oct.	1634	1503	130	3:30	USAAESWBD, McCoy AFB, Fla.
		1511	124	5:40	Pope AFB, N. C.
		1512	130	3:30	Pope AFB, N.C. 82nd ABN
Nov.	1838	1501	130	6:40	Pope AFB, N.C. 82nd ABN
		1504	130	4:45	XVII ABN Corps, Pope AFB.
		1507	130	18:40	82nd ABN, Pope AFB, N.C.
		1514	130	12:00	Hq. Spl. Trps, Polk AAF.
		1515	130	12:00	74 Med. Bn., Polk AAF.
Dec.	1037	1508	130	26:45	USALC, Lawson DZ
		1509	130	5:20	USALC, Lawson DZ
		1504	124	20:00	82nd ABN, Pope DZ.

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Chapter 4

SPECIAL ASSIGNMENT AIRLIFT MISSIONS

Vietnam Airlift

Support of the war in Vietnam required intensification of airlift schedules. Special missions, special missions for channel accomplishment, and establishment of channel missions were necessary to meet the increased requirement.

Compared to the first six months of 1965, the 1608th flew almost three times as many special missions into Vietnam. A total of 72 special missions were completed. These were:[1]

July

SARD 3143	To Tan Son Nhut
1050	To Yakota, Japan
1873 - 2 missions	To Clark AFB - LIMELIGHT 45
1080	To Anderson AFB - CLOSE WATCH
1048	To Tainan
2057	To Tachikawa

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1. Special Mission TWXs furnished by WDO 1 Jul - 31 Dec 65.

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August

SARD 3617	To Tan Son Nhut
AKC209/06	To Tachikawa - WESTAF Channel
SARD 1247	To Andersen
SARD 3630	To Tan Son Nhut
SARD 2753 - 3 missions	To Mac Tan

September

SARD 3641 - 2 missions	To Tan Son Nhut
SARD 3650	" " "
AKC209/20	To Mac Tan
SARD 2769 - 2 missions	To Da Nang
AKA245XW/01 AJC213A	To Saigon
02	"
03	"
04	"
05	"

October

AKA245XW/02 AJC213B	"
AKA245XW	"
AKA245XW/07	"
08	"
09	"
10	"
SARD2074	To Mac Tan
AKA245XW/19	To Saigon
21	"
22	"
AKA345XW/30	To Cam Ranh Bay

November

SARD 3713	To Saigon
SARD 3718	"
AGC407/20	"
SARD 3715	"
AGC407/20	"
SARD 3704	To Mac Tan
SARD 1930	To Da Nang
SARD 1935 - 2 missions	To Kadena
SARD 2828 - 2 missions	To Da Nang
SARD 2828	To Da Nang
SARD 1937	To Tan Son Nhut

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November - Con't

SARD 3311 - 2 missions	To Tan Son Nhut
SARD 3312 - 2 Missions	" " "

December

SARD 1060	To Tan Son Nhut
SARD 3745	" " "
SARD 1933	To Cam Ranh Bay
SARD 3750	To Tan Son Nhut
SARD 3786	" " "
SARD 3749	To Nha Trang
SARD 1081	To Cam Ranh Bay
SARD 3768 - 2 missions	To Tan Son Nhut
SARD 3768 - 2 missions	" " "
AKA245XW/18	" " "
AKA354W	" " "
SARD 3774	" " "
SARD 3776 - 4 missions	" " "
SARD 3776	" " "
SARD 3781 - 2 missions	" " "
SARD 1095	To Cam Ranh Bay

Other mission included the assignment of 1608th Special Mission identification to WESTAF Channel. Also, missions into Kelly AFB, Travis, and McConnel AFB and then as directed were in support of SEA. Others included airlift of materiel to the Philippines, Japan, etc. as the destination, with later transshipment to SEA. A total of 48 special missions were utilized by these methods.[2]

CHANNEL MISSION INCREASE IN SUPPORT OF SEA

An increase of channel missions was noted by the 1608th ATW, especially in the channels to the west. Specifically these 17 were:[3]

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2. Ibid. Appendix #2, Volume II, 1608th ATW Hist Rpt 1 Jul - 31 Dec 65.
3. Channel Mission Statistics, Supporting Document #3.

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July	3
August	2
September	1
October	3
November	2
December	6
	17

DOMINICAN REPUBLIC [4]

A total of five special missions were accomplished in support of forces in the Dominican Republic. On 2-4 July three missions, SARD 3538, airlifted helicopters to San Isidro. SARD 3157 operated 12-13 July, 2 missions, airlifted 13 passengers and maximum cargo.

A total of 12 Channel Missions (AKA 373) were operated into San Isidro, including four in July, four in August, three in September and one in October.

Space Program Support[5]

The 1608th Military Airlift Wing continued to airlift capsules to final destination after completion of space flights. In September 1965, Gemini 5 was airlifted from Mayport, Florida to Cape Kennedy. In December Gemini 6 and 7 were transported from Mayport to McDonnell Aircraft at St. Louis, Mo. Sard numbers covering the December missions were SARD 1057 and SARD 1666.

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4. Special Mission TWXs supplied by MDO 1 July - 31 December 1965.

5. Ibid.

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Project Blue Chip[6]

A static display of the C-141 and a loading demonstration were included in the program presented to the Air Standardization Coordination Committee, and the Armed Forces and Marine Corps Staff Colleges. Capt. James Rafferty, Aircraft Commander, 3d ATS, headed the CAFB crew that made the presentation on 21 and 22 October, at Seymour Johnson AFB, Tennessee.

Limelight 45[7]

Limelight is the code name for missions airlifting sentry dogs. SARD 1873 assigned the responsibility of airlifting 60 handlers, 60 dogs, and food from Kelly AFB, Tex. to SEA. The special mission departed Charleston AFB on 3 November 1965.

SARD 2846[8]

Operated 5 - 6 December. This C-124 special mission airlifted 90 Marines with field gear from Cherry Point, N. C. to Roosevelt Roads, P. R.

Mercy Mission[9]

On 10 November 1965, C-141 "The City of Charleston" airlifted an AF dependent from Rhein Main, Germany to Brooks Army Medical Center, Texas, for treatment of severe burns. The patient was

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6. Ibid.
7. Ibid.
8. Ibid.
9. Airlift Dispatch , 17 Nov 65.

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Cinda Sherer, 3, daughter of AlC Larry Sherer of Weisbaden AB, Germany. The aircraft was commanded by Capt. Frederick P. Curtis.

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Chapter 5

Scheduled Operations

Charleston Air Force Base continued to be an Aerial Port of Embarkation/Imbarkation for passengers and cargo being air-listed aboard EASTAF aircraft, and a foreign clearance base for transient aircraft for overseas destinations. The 1608th Air Trnsp Wg operated four transport squadrons with the 3d and 17th utilizing C-124 aircraft and the 41st and 76th utilizing C-130E aircraft. In August 1965, the 3d ATS received the first C-141 Starlifter. By the end of the reporting period the squadron had a total of eight C-141 aircraft. The 17th continued to fly the C-124s.

A comparison of channel traffic totals indicates a decrease during the last six months of 1965. From July through December, the 1608th accomplished a total of 279 channel missions. The following breakdown reflects monthly totals from July through December 1965.[1]

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1. Report of Channel Missions, WDO, 1 Jan - 30 Jun 65, Appendix #2

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Jul - 58
Aug - 70
Sep - 20
Oct - 35
Nov - 31
Dec - 65

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The scheduled missions included 117 to Southeast Asia, with destination in South Vietnam; 45 to the Pacific; 101 downrange and to the Congo; and 26 to Europe and the Middle East. Although the total number of channel missions decreased during the six month period, there was a definite increase in the missions into Southeast Asia.

Total decrease in missions and Wing flying hours can be directly attributed to receipt of a new aircraft, training for the C-141 and small number of productive hours flown by the 3d Squadron.

A breakdown of routing, dates and other pertinent data will be found in Appendix 2 of this history.[2]

Aircrews were required to maintain a prescribed alert status as specified by higher headquarters.

New Route to SEA

In October 1965, C-124 missions accomplished by the 1608th Air Transport Wing to the Pacific, were flown over the newly established "Polar Route". The routing was from Charleston to

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2. Ibid.

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to Kelly AFB, Texas, or Norton AFB, California, then to Elmendorf, Alaska and then to points of offload in the Philippines, Japan or South Vietnam.

Traffic Movement

The 1608th Air Trnsp Wg handled a total of 58,941 passengers through Charleston AFB during the period of 1 July through 31 December 1965. This included 29,540 inbound, 29,301 outbound, and 15 air evacuation patients in and 75 air evacuation patients out. The following statistical tables show a monthly breakdown of the total passengers, cargo, and air evacuation processed by Charleston AFB. Divisions are made between Industrially Funded (IF) and Special Missions passengers, cargo, and commercial airlift.[3]

Passengers	Jul	Aug	Sep	Oct	Nov	Dec
*Inbound	5589	5332	5066	4729	4086	4738
*Outbound	5293	5233	5038	4827	4404	4506
Air Evac Patients						
Inbound	3	0	0	4	2	6
Outbound	14	12	11	12	18	8

*Totals include domestic passengers on travel and leave orders.

3. 1608 Aerial Port Sq. histories 1 Jul - 30 Sep, 1 Oct - 31 Dec 65.

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Industrially funded, special mission, and commercial passenger traffic for the period 1 July through 31 December 1965 are reflected in the following table:[4]

	Jul	Aug	Sep	Oct	Nov	Dec
Industrially Funded						
Inbound	5021	4589	4479	4246	3539	4199
Outbound	4633	4515	4566	4396	3821	4004
Special Missions						
Inbound	202	244	198	57	91	161
Outbound	151	118	108	76	239	68

The following statistical table reflects the monthly breakdown of inbound/outbound cargo, mail and passengers, Industrial Fund, special missions, and commercial handled through Charleston AFB in the last six months of 1965.[5]

	Jul	Aug	Sep	Oct	Nov	Dec
Cargo						
Industrially Funded						
In	355	325	400	445	454	466
Out	705	645	486	579	492	415

4. Ibid.
5. Ibid.

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Special Missions						
In	56	33	94	44	53	82
Out	20	2	16	9	31	2
Commercial Airlift/Cargo						
In	14	31	29	16	23	24
Out	50	37	56	14	31	17
Commercial Airlift/Pax						
In	5780	5417	5510	4729	4086	4738
Out	5293	5133	5038	4872	4404	4506
Mail						
In	8	7	10	7	31	2
Out	24	33	33	39	46	46

Mission Support Operations

The total of 52,115 hours accomplished by the four squadrons of the 1608th Air Transport Wing included scheduled and special missions, exercises, joint airborne, testing and training. The following represents hours accomplished in each of these six areas.[6]

Hours	C-124	C-130	C-140	Total
Scheduled Missions	8385	12389	414	21188
Spec - Support Missions	6669	13524	486	20679
Special Exercises	1068	2838	47	3953

6. Operational Summary, December 1965.

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Hours	C-124	C-130	C-140	Total
Joint Airborne	27	137	0	164
Testing	124	173	16	313
Training	1536	2818	1464	5818
TOTAL	17809	31429	2427	52115

New SEA Route

The 1608th Air Trnsp Wg handled a total of 117 scheduled missions to SEA. In October 1965, C-124 missions were flown over the newly established "Modified Polar Flight" routing. This was from Charleston to Kelly AFB, Texas or Norton AFB, California, then to Elmendorf, Alaska and to points of offload in the Philippines, Japan and South Vietnam.

SQUADRON FLYING HOURS

	July	Aug	Sep	Oct	Nov	Dec
3 ATS	1601:40	1067:25	1381:25	1190:40	1770:18	1870:15
17 ATS	2678:30	2791:45	1987:30	2189:20	2695:20	2547:10
41 ATS	2188	2472	2426	2673	2489	2634
76 ATS	2001:10	2317:45	2632:50	2316:45	2817:15	3156
TOTAL	8469:20	8648:55	8427:45	8369:45	9771:53	10207:25

These figures reflect flying hours by squadron.[7] It is recognized by the writer that this table does not give the exact totals reflected

7. Histories of 3d, 17th, 41st and 76th ATS, 1 Jul - 30 Sep, 1 Oct - 31 Dec 65.

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in the previous paragraphs; however, a continuing need does exist for flying hours by squadron, and since this information is nearly correct, it is included to meet a wing need.

Utilization Rates - 1960 - 1965

Historical research for releases for the C-141 acceptance ceremony brought to light the following utilization statistics. Flying hours for the C-141 were added. As indicated by the following, airlift responsibility for the 1608th Air Trnsp Wg increased with each year as noted.

C-124

Prog.	Comm.	Flown	% Prog. Flown
1960-42,823	41,620	42,421	99.1
1961-53,645	48,164	48,055	89.6
1962-57,600	56,479	51,437	89.3
1963-57,606	46,045	42,475	73.7
1964-57,600	50,019	46,901	91.5
1965-57,150	52,933	52,292	91.5

C-130

1963-26,205	22,982	20,856	79.6
1964-55,680	50,978	46,110	82.8
1965-57,600	52,719	52,594	91.3

C-141

1965- 2,123	2,393	2,427	101.4

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Training

Aircrew training goals set for this wing were met during the period 1 Jul - 31 Dec 1965. Training included qualification for C-130E, C-141 and C-124 crews. A breakdown, by crew position, follows:[8]

	C-141	C-124		C-130	
	3d	3d	17th	41st	76th
PILOTS					
Flight Examiner	14	1	5	2	6
Instructor Pilot	10	0	6	3	6
Acft Commander	15	5	12	24	17
First Pilot	7	0	11	5	10
Second Pilot	22	0	3	6	16
NAVIGATORS					
Flight Examiner	8	0	1	0	2
Instructor Navigator	21	5	2	2	11
Navigator	8	2	7	5	2
LOADMASTERS					
Flight Examiner	8	2	3	2	0
Instructor Loadmaster	11	1	1	5	4
Loadmaster	29	1	12	7	9

8. Information supplied by MSgt Robert Deter, Wing Training, March 66.

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FLT MECHANIC/FLT ENGINEER	C-141 3d	C-124 3d	C-124 17th	C-130 41st	C-130 76th
Flight Examiner	11	1	2	2	4
Instr Flt Mech/Flt Engr	23	2	8	4	4
First Flt Engineer	35	5	14		
Second Flt Engineer	9	2	6		
Flight Mechanic				14	12

Technical Training Unit (TTU)

Technical training was accomplished at seven sites during this period: Tinker AFB, Okla; Sewart AFB, Tenn.; Shaw AFB, S. C.; Travis AFB, Calif.; Fort Lee, Virginia; McDill AFB, Fla.; and Charleston AFB, S. C. Training was as follows:[9]

Tinker AFB

C-141 Pilots - 82

C-141 Flt Eng - 89

Advance Traffic - 6

Instructor Pilot - 10

C-124 Pilot - 0

C-124 Flt Engr - 2

Sewart AFB

C-130 Pilot - 19

C-130 Flt Mech - 24

Dover AFB

C-141 Nav. - 43

C-141 LM - 42

C-141 Staff Familiarization Course - 10

9. Ibid.

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Shaw AFB

Physiological Refresher (One Day) - 292

Initial (4 day) - 26

Fort Lee, Virginia

Rigger Training - 9

McDill AFB

Initial Phsiological - 3

Charleston AFB

C-130 Pilots - 15

C-130 Flt Mech - 28

C-124 Flt Eng (Sim & Flt) - 31

Training programmed for the 1608th Air Trnsp Wg was met during the period of this history.

Formation & CARP[10]

Formation and CARP are included in Combat Ready training by the 1608th ATW.

Aircrews of the 1608th flew a total of 854:05 hours of combat ready training during this 6 months period, 1 Jul - 31 Dec 1965. The C-124 aircraft completed 184:40 hours, and the C-130 669:25 hours. A total of 61 A-22 containers with 47 tons of cargo, 106 platforms with 210:05 tons of cargo, and 64 personnel drops were accomplished.

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10. Ibid.

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Simulator Utilization[11]

The three simulators at Charleston AFB were used a total of 2,392:35 hours for training purposes from 1 July to 31 December 1965. The following shows monthly utilization by type for these simulators.

MONTH	C-124	C-130	C-141
July	187:00	266:30	
August	184:50	267:00	
September	180:00	167:00	104:00
October	204:00		108:30
November	182:00		158:30
December	104:00		112:15
TOTAL	1041:50	700:30	650:15

The C-130 simulator was shipped to Sewart AFB, Tennessee on 30 September 1965.

Final acceptance of the C-141 flight simulator was completed 5 August 1965 by Mr. David Townsley, Wright-Patterson AFB, Ohio.

C-130E SIMULATOR

Specific utilization of the C-130 simulator for this period was as follows:[12]

Programmed to higher headquarters:	602:00
Scheduled at this installation:	730:00

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11. Monthly historical and Daedalian Reports July through December 1965.
12. Ibid.

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Utilized for aircrew training:	678:00
Utilized for maintenance run-up training:	72:00
Total operation for training purposes:	600:30
Hours lost to unscheduled maintenance:	2:00
Hours lost to building facilities limitations:	2:30
Hours lost to aircrew student no-show:	0:00
Hours lost to maintenance run-up student no-show:	44:00
Hours lost to other reasons:	8:00
Total hours lost:	56:30

These totals show utilization for July, August and September. The simulator was shipped to Sewart AFB, Tennessee on 30 September 1965.

C-124 SIMULATOR

Utilization of the C-124 simulator was as follows:[13]

Programmed to higher headquarters:	1,145:00
Scheduled at this installation:	1,242:00
Utilized for aircrew training:	817:00
Utilized for maintenance run-up training:	224:50
Hours lost to unscheduled maintenance:	0:00
Hours lost to building facilities limitations:	1:00
Hours lost to aircrew student no-show:	0:00
Hours lost to maintenance run-up student no-show:	0:00
Hours lost to other reasons:	52:00
Total hours lost:	131:50

Final accounting of hours lost appeared to hinge in part on the S4K-43 visual trainer attachment which was not utilized during

13. Ibid.

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C-141 SIMULATOR

Year end totals for C-141 simulator showed utilization from August only. The final acceptance of this equipment was completed on 5 August 1965. Utilization was as follows:[14]

Programmed to higher headquarters:	680:00
Scheduled at this installation:	737:00
Utilized for aircrew training:	616:00
Utilized for maintenance run-up training:	33:30
Total operation for training purposes:	650:15
Hours lost to unscheduled maintenance:	34:45
Hours lost to building facilities limitations:	1:00
Hours lost to aircrew student no-show:	0:00
Hours lost to maintenance run-up student no-show:	0:00
Hours lost to other reasons:	48:00
Total hours lost:	85:15

14. Ibid.

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Chapter 6

MAINTENANCE AND SUPPLY

PROBLEMS AND SOLUTIONS

Throughout the many organizations of the 1608th Military Airlift Wing, there existed a continuing problem of personnel, and level of experience of assigned personnel. The increased requirement for TDY personnel to forward support locations, PCS transfer of experienced personnel, and the assignment of trainees to these vacancies, has created a problem in all areas. For example, the Field Maintenance Squadron had 115 personnel TDY during the months of October and November 1965. This created an internal manning problem which was solved only by overtime for other squadron personnel.

Accelerated OJT programs have been initiated. Reorganization of duties has been instituted. In some areas, Mix-Fix studies have been made, and recommendations submitted to the Industrial Engineering Detachment. All of these, however, are long range, and in many sections the problem is immediate. The most common

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solution has been the increase of working hours, which creates a fatigue element, as well as a potential morale problem, for many of the experienced airmen, NCOs and officers. Details are included in Chapter 2, Resources, of this document.

Studies have been initiated in an effort to improve methods and work flow within shops and sections. With performance as the criteria for judgement, the steps taken within the Wing organizations, are effective. Detailed descriptions of these improvements are included on the following pages.

New construction and improvement of existing facilities, completed during this period and projected for the next year, are part of the problem solution efforts of the wing. Details will be found in Chapter 7, Base Support Operations and Administration.

Aircraft Systems Problems

C-124

No outstanding problems were reported by the 1618th OMS during the six months period of this document.

C-130

Repair of the C-130 pneumatic starter was restricted during the final quarter of CY 1965, due to non-receipt of parts. EASTAF and depot assistance were requested.[1]

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1. Materiel history, 1 Oct - 31 Dec 66.

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Maintenance difficulties of the fuel quantity system on the C-130E aircraft decreased during this period. Recommendations for improvement of the system's reliability were forwarded to Hq. MATS, WRAMA and Lockheed.[2]

C-141

Design deficiency of spoiler quadrants resulted in materiel failure and the high expenditure of maintenance manhours. An interim fix was put in to use with a permanent design change to be effective in February 1966.[3]

Main landing gear freezing in lock-up condition at altitude were reported. Emergency T-handles were used to lower gear successfully in all instances; however, resulting gear retraction tests demanded a high expenditure of maintenance manhours. Correction of this deficiency was effected by Urgent Action TCTO 1C-141A-956, preventing condensation and freezing of water in lock.[4]

Two TF33 engines suffered Foreign Objects Damage (FOD) from birds striking the engines while in flight. One engine was removed for other FOD and two engines removed due to high breather pressure.[5]

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2. Ibid.
3. Ibid.
4. Ibid.
5. Ibid.

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A modification was approved by Chief of Maintenance to allow rerouting the hydraulic supply line to the APU starter installed in C-141 aircraft. The modification increased the reliability of the system. An Unsatisfactory Report and suggestion were submitted on this improvement.[6]

C-141 Communications and Electronics

Radio equipment AN/ARC-90 repair facilities remain limited due to lack of the AWM78 test set for the mock-up equipment. The test set requires a harmonic oscillator, amplifier and two Nu-Vista tubes. Bench checking facilities are lacking for the HF102 accessory unit coupler 309A-1A on C-141 aircraft. The unit requires test set 878L-1 which was ordered on D/N99132887, but had not been received at the closing of this report.[7]

Limited shop bench check for the C-141 Automatic Flight Control systems were being accomplished at this time.[8]

System reliability and support were hindered due to lack of C-12 compass components from the depot. The proposed compass site survey was completed and awaiting MATS approval. This site will provide the 1608th with a compass swing capability for C-141 aircraft.[9]

Self-sufficiency capabilities were increased with the design and fabrication of a harness board for the TF-33 jet engine by the

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6. Communications-Electronics Maintenance Sq. History, 1 Oct - 31 Dec 65.
7. Ibid.
8. Ibid.
9. Ibid.

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Wire Maintenance Section. This layout board is a standardization device for fabricating, repairing and testing the wiring harnesses for the C-141 power packages.[10]

The Electric Field Repair Section designed and built a ni-cad battery cell monitor, which will facilitate all ni-cad battery maintenance and improve the safety operations within the shop.[11]

Two URs were submitted on the C-141 aircraft. Two of the C-141 aircraft had seven touchdown switch failures. The manufacturer is studying the defective switches to determine failure cause. Failure of this switch renders the landing gear control circuit and anti-skid circuit inoperative.[12]

A UR was submitted on the routing of a wire bundle behind the flight engineer's control panel. This wire bundle made contact with a cannon plug on the panel. The cannon plug chaffed the wire causing a break, which in turn caused a fire and loss of the number 1 primary boost pump. The wire bundle has been rerouted by the electric shop as an interim fix pending action on the UR.[13]

An extensive training program has been implemented by the maintenance shops, with 55 CBMS personnel attending specialized training at Dover AFB, Delaware during the last three month period. The Kearfott Technical Representative began classes for C-141 navigators on the ASN-24 computer during this period.[14]

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10. Ibid.
11. Ibid.
12. Ibid.
13. Ibid.
14. CBMS Historical Report, 1 July - 30 September 1965

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Manufactured test equipment, PB-60, delivered to the Communications-Electronics Squadron was not compatible with the modified aircraft system. The test equipment will be modified by the manufacturer, with an approximate completion date of 15 January 1966.[15]

The PRECISION MEASUREMENT EQUIPMENT LABORATORY processed the following items during this six month period:[16]

Work Center	Items Processed
34500 (PMEL)	141
34100 (Radio & Radar)	334
33330 (Electrical)	101
33350 (Instrument)	132
34330 (Auto Pilot)	24
Other Agencies	1,055
Total Processed	1,787

Projected workload for meeting calibration schedules is 2349 items for 4917 manhours.

Corrosion Control

A Corrosion Control Shop was organized and established 16 August 1965 in compliance with Hq. MATS directive and AFM 39-1F dated 1 March 1965. Fifteen civilian metal conditioners that were previously

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15. CEMS Hist. Rpt, 1 Oct - 31 Dec 1965

16. Ibid.

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assigned to the now disbanded Field Maintenance washrack were assigned to the Corrosion Control Shop on a temporary basis, pending a change of UMD.[17]

Supply Developments

C-130

A Dock Stock Chasers system was implemented to accommodate maintenance in the phase inspecting program recently incorporated in the C-130 Post and Periodic Docks. Nine qualified personnel were assigned to cover this function on a 16-hour, 7-day per week work schedule.[18]

C-141

Status of C-141 Support Equipment, as of 31 December -1965.[19]

Common Items	85% complete
Peculiar Items	59% complete
Local Purchase Items	89% complete
Local Manufacture Items	100% complete

The Communications-Electronics Maintenance Shops reported a lack of adequate spare components in Base Supply for the C-141A aircraft. As is often the case, a new addition to the inventory, requires time to solve supply problems. The end of this reporting period saw a definite improvement in this area.[20]

17. CEMS Hist Rpt 1 Jul - 30 Sep 65.
18. CEMS Hist Rpt 1 Oct - 31 Dec 65.
19. Ibid.
20. Ibid.

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Essential AGE support equipment (peculiar) had been received by the end of September 1965.[21]

21. CHAS Hist Rpt 1 Jul - 30 Sep 65.

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Chapter 7

BASE SUPPORT OPERATIONS AND ADMINISTRATION

Charleston Air Force Base

The home station of the 1608th Air Transport Wing is Charleston Air Force Base, under the command of Colonel Brendan Dixon. The 1608th Air Base Group exercises command supervision over assigned and attached units to provide base support required for accomplishment of the mission of the 1608th Air Trnsp Wg. This includes responsibility for supervision of wing staff activities involving director of Security and Law Enforcement, Comptroller, Chaplain, Staff Judge Advocate, Personnel, Transportation, Civil Engineering, Procurement, (except Transport Group type operations), and Services - Redistribution and Marketing, Food Services. Provides Air Base defense planning services, and exercises direct supervision of Open Messes. The Air Base Group Commander is the Installation Commander in

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accordance with MATS Regulation 20-15.[1]

Charleston Air Force Base is located 10 miles northwest of the city of Charleston, South Carolina on U.S. Highway 52, or Interstate 26. The base covers an area of approximately 3,500 acres with mostly permanent type construction. There are two runways, which are used jointly with commercial airlines, whose administrative facilities are located on the eastern side of the base, and which serves the City of Charleston as a municipal airport.

Physical Facilities

Improvement of present facilities, modernization of air base equipment, and construction to meet the increasing need of accelerated airlift represented major and minor construction at the base during the period 1 July through 31 December 1965. The following projects were completed and turned over to the using agency, or were started during this six-month period.[2]

(1) Project NBY65766 - Annex to new chapel #2 which included kitchen, classrooms and office space amounting to 3,517 square feet at a cost of $88,179.02. The contractor was Construction Services of the Isle of Palms. The facility was accepted 3 September 1965.

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1. Interview w/Mr. Dubois, BCES, 13 May 1966.
2. Ibid.

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(2) New Dispensary addition -NBY 65764 -- at a cost of $360,900 covering the cost of 5,764 square feet of new space, and the remodeling and modernization of the existing dispensary. Dawson Engineering was the contractor. Beneficiary Occupancy Date (BOD) is on or about 15 March 1966.

(3) CH 22-2 - Air conditioning of Medical Supply Building, S1001, at a cost of $12,025. Completed 9 August 1965 by J. W. Long Company of Summerville, S. C.

(4) CH65-3 -- addition to NCO Open Mess at a cost of $111,361 by Palmetto Construction Company of Charleston. Included addition of 3,175 sf of additional space, and refurbishing of existing space. Completion was anticipated for 1st quarter CY 1966.

(5) CH40-5 - Air Conditioning and modification of Bldg 236 to include academic classrooms. The contractor was B&W Mechanical Contractors, Charelston, S. C. and the cost of the contract was $24,407.

(6) Replacement of 100 x 400 foot area of runway 15-33. Contract amounted to $10,000 and was accomplished by in-house capabilities in a period of three weeks. Replacement was necessary due to deterioration of sub-surface material. The increase of wing mission and tne C-141 aircraft made this replacement necessary.

DEFERRED CONSTRUCTION

On December 21, 1965 the Secretary of Defense announced defernent of construction because of SEA. Locally, this order affected the

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CAFB military construction program as follows:

Hazardous Load Facility - Deferred

Shoulder Stabilization - Deferred

Hydrant Fuel Aviation Fueld - Approved for CY 1966

Base Operations - Deferred

Field Maintenance Hangar - Approved for CY 1966

Test Cell - Approved for CY 1966

Ammunition Storage Facility - Deferred

*Airmen Dormitory - Deferred *Air Conditioning Project

*Officers Quarters - Deferred *Air Conditioning Project

Land Acquisition - Deferred (Purchase of 70 acres of fee owned and 276 acres for restriction easement) [Land requirement for construction of hazardous loading facility and ammunition storage noted above]

PRIME BEEF TEAMS[3]

Five Civil Engineering Squadron personnel were assigned to Prime Beef teams for duty in SEA, as part of Team No. 2 and another five as part of Team No. 3.

Departing 15 September from Travis AFB, Calif was the group of five including: TSgt James H. Tisdale, A2C Horace M. Nesmith, Jr., A1C Richard A. Albrecht, A1C James J. Settles and SSgt. Headly Vanover. This was a 120-day TDY assignment.

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3. Files of BCES, 1 Jul - 31 December 1965.

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Prime Beef Team No. 3 departed October 15, 1965 for SEA on a 120-day TDY assignment. This team consisted of the following CAFB based personnel, plus men from Hunter, McGuire, Travis and Dover Air Force Bases. Charleston personnel were: TSgt Andrew F. Marchinek, A1C Dale W. Bowers, TSgt Benajamin S. Justice, SSgt Charles E. Stanley, and SSgt Otis R. Bond.

Supporting Document No. 6 is an informal letter report from Captain Calvin H. Chandler, OIC Prime Beef III Team, to Colonel Milberry, Directory of Civil Engineering, MATS Hq. 4 Problems and solutions are reported in this letter, and are of interest for BCES.

Host-Tenent and Interservice Supply Support

As stated in Chapter 1 of this history, the 1608th Air Trnsp Wg is responsible for airlift as directed by the Department of Defense. This incorporates all services, and many geographic locations. In order to function efficiently at Charleston Air Force Base and at the overseas locations, a total of 36 logistical support agreements are maintained. The office of primary responsibility in the administration of these agreements is the Chief of Logistics Plans.

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4. Supporting Document # 6, Ltr, Capt. C. H. Chandler.

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The following pages are the interservice supply support agreements and the current host-tenant support agreements in effect at the time of this document closing.[5]

The agreements staffed and effective during this period are included in the Supporting Document section of this history, and are numbered Supporting Document # 7 .[6]

5. Furnished by MPL.

6. See Supporting Document # 7 .

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Status Report

CURRENT HOST-TENANT SUPPORT AGREEMENTS

As of Date: 30 Sep 65

TYPE - AGRMT		ACTIVITIES		Date of Basic	AMENDMENTS		
11-4	Letter	HOST	TENANT	Agreement	No.	Date	REMARKS
X		Albrook AFB	Det 1, 1608 ATW	22 Jul 64			New agreement being processed
X		Ramey AFB	Det 2, 1608 ATW	18 Aug 65			
	X	USAFSec-JBUSMC	Det 3, 1608 ATW	10 Aug 64			
X		Patrick AFB	Det 4, 1608 ATW	29 Sep 64			
	X	USAFSec-JBUSMC	Det 5, 1608 ATW	10 Aug 64			
	X	PAN AM	Det 6, 1608 ATW	N/A			Contract Services
X		Pope AFB	Det 7, 1608 ATW	12 Oct 64	1	22 Apr 65	
X		Charleston AFB	444 FIS	12 Apr 65	1	12 Apr 65	
X		Charleston AFB	Det 1, 444 FIS	8 Sep 64	A	8 Sep 65	
X		Charleston AFB	792 Radar Squadron	13 Apr 65			
X		Charleston AFB	1968 Comm Squadron	24 Aug 64	1	24 Nov 64	
X		Charleston AFB	Charleston Contract Management Office	11 Jun 64			New agreement will be required due to reorganization
X		Charleston AFB	Det 11, Hq WRAMA	2 Aug 65			USAF - ATCO
X		Charleston AFB	81st ATS (Res)	15 Apr 64	1	30 Jun 64	New agreement being processed
X		Charleston AFB	84th ATS (Res)	15 Apr 64	1	30 Jun 64	New agreement being processed
X		Charleston AFB	Det 5, 1st Censorship (Res)	15 Apr 64	1	30 Jun 64	New agreement being processed
X		Charleston AFB	457 Med Service Flt (Res)	19 Jul 65			

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Status Report

CURRENT HOST-TENANT SUPPORT AGREEMENTS

As of Date: 30 Sep 65

TYPE - AGRMT		ACTIVITIES		Date of Basic	AMENDMENTS		REMARKS
11-4	Letter	HOST	TENANT	Agreement	No.	Date	
	X	Charleston AFB	OL #1, 1210 Wea Sq	19 Jul 65			
	X	Charleston AFB	1370 Photo Map Wg	7 Jul 64	1	18 Feb 65	
	X	Charleston AFB	1st Comm Nat'l Bank	20 Aug 65			
	X	Charleston AFB	Air Attache, Leopoldville	27 Aug 64			
	X	Charleston AFB	Customs Activity	23 Mar 64			
	X	City of Charleston	Charleston AFB	12 Jan 56	[illegible]		Lease of Charleston AFB
	X	SC Public Auth	Charleston AFB	30 Jun 55			Lease of Hodge Podge
	X	Charleston AFB	Shaw AFB	18 Aug 64			Prisoner confinement only
	X	Charleston AFB	Myrtle Beach AFB	15 Oct 63			Prisoner confinement only
	X	Charleston AFB	Hunter AFB	1 Apr 63			Prisoner confinement only

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1608 ATW (FB4418)/INTERSERVICE SUPPORT AGREEMENTS

Status Report (AUTH: AFM 67-5) As of Date: 30 Sept 65

Agreement Number	INCLUSIVE DATES		RECEIVING ACTIVITY		Category of Support Codes
	Effect	Term	Address Code	Service Unit	
Z3-FB4418-0001-5	1 Jan 65	30 Jun 67	N00046	ROICC, Chasn Navy Base	D-E-L-S-Y
Z3-FB4418-0002-6	1 Jul 65	30 Jun 67	MB3065	OIC, USMC Recruiting Station, Macon, Ga	E-L
Z3-FB4418-0003-6	1 Apr 65	30 Jun 67	N00189	Navy ATCO, Charleston AFB	G-S-Y
Z3-FB4418-0004-6	1 Jul 65	30 Jun 67	A37370	Army Personnel Processing Team	D-G-S-V-Y
Z3-FB4418-0005-6	1 Jul 65	30 Jun 66	A37370	Army Chasn Subsector Comd	E
Z3-FB4418-0007-6	1 Jul 65	30 Jun 66	A37370	Reg V, 111th INTC Corps	E-L
Z3-FB4418-0008-6	1 Mar 65	30 Jun 67	N00446	US Naval Station	Y
Z3-FB4418-0009-6	1 Jul 65	30 Jun 67	A37790	Chasn Army Depot	Q (Legal)
None	24 Feb64	31 Jan 69	A15HAA	US Army ATCO	D-G-P-S-V-Y

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Local Relations

The rapport between personnel at Charleston AFB and the residents of the Carolina lowcountry continued at a very high level. Base members are considered part of the local scene, and are included in most of the local activities. Membership in local civic groups is open to members of the base, and special occasions always include base personnel. In keeping with this friendly spirit, the base continued to support the local fund drives, offered assistance in major fires or other emergencies, and generally maintained the local friendly relations.

Off-Base Equal Opportunities

The following verbatim report reflects the local issue. This was RCS: DD-M(A)(704), entitled Off-Base Equal Opportunity Status Report - 1965, and was transmitted to Hq. MAC (MAPPPG).[7]

DATE: 11 February 1966

NAME OF INSTALLATION: Charleston Air Force Base.

LOCATION: Charleston, South Carolina.

PART I.

A. Describe the off-base conditions adversely affecting equal opportunity for military personnel and their dependents. Particular attention should be given, where appropriate, to housing, trailer parks, off-base education, public accommodations, public facilities, public transportation and community relations.

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7. BJA Files, 1 July - 31 December 1965.

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Charleston Air Force Base is located in an area where segregation of the races was an established custom and practice in almost all areas of community life for several centuries. While this fact is undoubtedly well-known to even a casual observer of the American political and social scene, it nevertheless requires restatement in any discussion of the conditions which presently prevail in the Charleston area in regard to equal opportunity. An understanding that practices of long standing tend to perpetuate and solidify themselves is needed here, not so much to explain why adverse conditions have not completely disappeared, but rather to truly appreciate the degree of change consistent with Federal law and policy which has taken place in Charleston in recent years. Many facilities which were labeled as segregated and discriminatory in the original Off-Base Equal Opportunity Inventory issued by this Base in 1963 are now being conducted on a fully integrated basis, and Negroes interviewed in preparation for this report related that they are utilizing those facilities frequently and without incident of any kind. While conditions which adversely affect equal opportunity for military personnel and their dependents have not disappeared entirely, it is apparent that some of the areas traditionally most resistant to change, notably residential housing, are beginning to show signs of modification.

Housing.

The only facet of off-base conditions affecting military families in Charleston which has not been visited by dramatic change during the last several years is that of housing. Residential patterns in Charleston and its metropolitan environs continue much as in the past and are not unlike those found in almost all major cities of the United States. Residential areas are generally segregated, but there are numerous areas, particularly near the Base, where there are no well-defined boundaries separating Negroes and Caucasians.

It is something of a problem for any military person to find suitable off-base rental property in the area within close proximity to the Base. Because all three military services have installations in Charleston, demand greatly overshadows the supply of desirable rental units. It is clear, however, that the housing problem for the Negro is more acute than for others because most private

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lessors of the more desirable dwelling premises continue to exclude Negroes from those they will consider as potential tenants. But even here, absolute rules can no longer be stated. A Negro airman reported during a recent interview that upon arriving in Charleston he answered a "For Rent" advertisement which appeared in a Charleston paper and found that the location was in an all-white neighborhood. After a short conversation with the owner, a white woman, she agreed to rent the premises to him at a rental which he considered to be fair and reasonable and within his financial means. The airman, however, decided, for reasons of his own, not to rent the premises.

Because Charleston Air Force Base has a large number of attractive on-base enlisted and officer quarters, most military persons with the financial capability to assume ownership of residential real estate elect to occupy base quarters. The number of servicemen desiring to buy a house is therefore considerably less than the number desiring rental property. But those who do wish to purchase a house are faced with numerous opportunities. There are several very attractive residential areas convenient to the Base. Although no Negroes presently own property in these areas, advertisements offering to sell homes without discrimination in these and other areas are seen almost daily. To the knowledge of base officials, no Negro military personnel have chosen to buy homes in these areas.

Trailer Parks.

Numerous Air Force members own or occupy trailers which are located off-base. Most are located in trailer parks but, because of lack of available space, it is becoming increasingly common for a trailer owner to make arrangements with an individual home owner to locate his trailer on vacant ground adjoining the house. Five of the fourteen trailer park operators listed in the yellow pages of the Charleston telephone directory stated, in response to inquiries from a base official, that they would rent trailer space to Negro servicemen on the same basis that they rent spaces to others.

Off-Base Education.

All public schools attended by dependents of Charleston Air Force Base military personnel are located in districts which have submitted desegregation plans which have been approved by the Department of Health, Education and Welfare. Each of these plans recognizes the right of a student,

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through his parent, to make application to attend any school within the school district in which he resides and to have the application promptly acted upon without consideration of race. These plans were put into effect during the summer prior to the 1965-66 school year and the public schools have been operating on a completely integrated basis since that time. The plans also provide that children attending the same school will be transported in the same buses.

With the exception of the Catholic schools, the private and parochial schools operating in the Charleston area continue to be segregated.

The College of Charleston, a private four-year liberal arts college which offers day-time classes only, continues to accept white students only. The Citadel, the only other major college-level institution in the Charleston area, commenced in January of 1966, to offer an evening program of college credit courses and students are eligible to attend without regard to race. An adult evening high school program and an evening vocational program are offered by Murray Vocational High School, located in Charleston School District 20. Enrollment is open to all without discrimination. Another educational institution of interest to military personnel is the Berkley-Charleston-Dorchester Technical Educational Center. Located in the North Charleston area close to the base, this facility offers day and evening courses in applied sciences and technology and is non-discriminatory.

Public Accommodations.

It is evident that during 1965 business activities classified as "public accommodations" operated in compliance with the spirit and the letter of the 1964 Civil Rights Act. Negro airmen who were interviewed reported no instances where service was refused (but see B below) and related almost unanimously that they were treated courteously. With the exception of several restaurants which elected to reorganize as private clubs, there is no evidence that any local public accommodation is deliberately evading the Act or that any group of them is conspiring to avoid the obligations created by the Act.

Public Facilities.

Public facilities in the Charleston Area have been integrated for some time. Museums, the municipal golf course, parks, playgrounds, and swimming pools are visited

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and used without discrimination. It is worthy of note that just prior to the preparation of this report a local newspaper reported that a bill has been introduced in the South Carolina legislature to permit the reopening of State parks. The swimming, lodging, and camping facilities of these parks were closed several years ago when it became apparent that they would have to be operated on an integrated basis. However, some trails for hiking were kept open. Although the current bill provides that the opening of a given park would be conditioned upon a request from the county in which it is located, it is clear that there is some legislative support for operating parks in the State of South Carolina without discrimination.

Public Transportation.

All means of public transportation operating in the Charleston area are free of discriminatory treatment. No problems whatsoever in regard to seating on conveyances or in waiting rooms are present.

b. Describe any significant complaints regarding equal opportunity received during the reporting period.

No significant complaints regarding equal opportunity were received during the year 1965. The reason for the absence of significant complaints can very likely be found in the fact that there was unanimous agreement among those interviewed that substantial progress had been achieved in the area of equal opportunity since the passage of the 1964 Civil Rights Act. While criticism was aimed chiefly at housing, most seemed to be aware that private housing was not a subject covered by the Civil Rights Act and all acknowledge that changes in the housing situation have been and will be inevitably slow.

Although it is stated above that no significant complaints were received during the reporting period, a complaint which appeared significant at the time it was received by the Base Equal Opportunity Officer deserves mention. An airman reported that he had been denied service because of his race in a local restaurant located on a National highway. The matter was discussed with an Assistant United States Attorney located in Charleston, who stated that the Department of Justice would desire to investigate the matter. On 24 January 1966, a letter was received from the United States Attorney for the Eastern District of South Carolina wherein it was

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stated that an investigation had been made and that all the evidence indicated that the restaurant in question had always complied with the 1964 Civil Rights Act. Upon being informed of this letter, the complainant stated that he had not been to the restaurant since transmitting the complaint, but that he planned to go there in the near future and would make a report if he was again refused service.

PART III.

Describe the off-base equal opportunity program established at the installation in accordance with Service instructions or regulations in implementation of reference (a). Appropriate reference should be made to:

A. Relationships with local officials, including law enforcement agencies.

Because Charleston has long been the home of several military installations, its economy largely dependent upon the military establishment, and its history woven with military engagements, there has long been a close and cordial relationship between military personnel and local officials. The Mayor of the City and other Government officials are frequent visitors to the Base, and off-base events of a public nature more often than not have military personnel in attendance. Relationships with local officials in every area of community life are conducive to free discussion of matters of mutual concern.

The Director of Security and Law Enforcement at Charleston Air Force Base reports that the relationship which prevails with State, County and local law enforcement agencies "couldn't be better." A working relationship is maintained with all the police chiefs in the area and matters of mutual concern are discussed monthly at the meeting of the Armed Forces Disciplinary Control Board. Any complaints of discriminatory treatment at the hands of police officers are promptly investigated, but no such complaints were received during the reporting period.

B. Liaison and cooperation with other Federal agencies and with State agencies and commissions functioning in the field of civil rights, equal opportunity and human relations.

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Matters pertaining to equal opportunity have frequently been coordinated with applicable officials of the United States Navy Base in Charleston. The Staff Judge Advocate maintains a close working relationship with the United States Attorney in Charleston in many areas of mutual concern, and the subject of equal opportunity, particularly where rights created by the 1964 Civil Rights Act are involved, is one which is well suited to cooperative action by the Base and the Department of Justice.

A local affiliate of the South Carolina Human Relations Council, a state-created agency, has recently been organized in the Charleston area. A member of this Council reports that efforts will be directed chiefly at specific projects. At present, this organization is devoting its efforts to initiating a neighborhood youth corps in the City of Charleston. The local Council is still in its formative stages and it is planned that liaison will be established with it for the purpose of exchanging information and dealing with problem areas of mutual concern.

C. Contacts and working relationships with educational institutions; trade organizations; veterans, fraternal and religious organizations; voluntary civil rights and human relations organizations; united or federated fund raising appeals; and communication media.

Base officials have frequently been requested to address PTA organizations and a close relationship has always been maintained with local school officials. Prior to the passage of the Civil Rights Act and the submission of Health-Education and Welfare approved desegregation plans, base officials were instrumental in having Negro dependents registered in previously all-white schools. The Wing Commander maintains membership in the local chapter of the National Defense Transportation Association, a business association which is vitally concerned with airlift and sealift. Although a voluntary bi-racial committee of citizens initerested in the area of civil rights operated in this area for a time, this committee is no longer functioning, probably because its members felt there no longer existed a need for its services. In 1965, fund raising activities on Charleston Air Force Base were combined into one campaign. A base official was designated as a project officer for fund raising conducted at Charleston Air Force Base and his activities were coordinated with a local civilian businessman who is chairman of the crusade for the entire Charleston area. All agencies participating in this combined federal campaign were integrated.

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Charleston Air Force Base exceeded its fund quota by $25,000, which was more than fifty per cent over its quota. A most cordial relationship has existed between this Base and representatives of local newspapers. Publicity of the Air Force and its mission is continuously given dissemination in the local press. Base officials also have been called upon to appear on programs of various kinds presented by the local television stations.

D. Use of the Base-Community Council or similar organization.

No organization designed as a Base-Community Council exists in Charleston. The Trident Chamber of Commerce, however, has a Military Affairs Committee and the Wing Commander of the 437th Military Airlift Wing is a member of this Committee. The Committee provides an effective forum for the dissemination of information concerning the military mission of the Base and the airing of problems faced by military personnel which require assistance of the community for solution.

E. Assignment of staff responsible for off-base equal opportunity program and issuance of local command directives designed to implement program.

A judge advocate has been designated as the Equal Opportunity Officer. This officer stands ready to offer legal assistance and to receive and process any complaints which are received from military personnel or their dependents. In past cases when inquirty into the practices of a business establishment was deemed necessary or of a business intercession on behalf of a serviceman or dependent was deemed desirable, action has been coordinated with the Office of the Base Commander in order that the highest degree of base interest would be apparent.

Charleston Air Force Base is operating under the guidelines of AFR 35-78, Equal Opportunity and Treatment of Military Personnel, and no further implementing directives from base level have been deemed necessary. Local command directives pertaining to the subject area of equal opportunity have been disseminated. (See F below.)

F. Orientation of base personnel regarding equal oportunity policies, off base problems and existing remedies.

Note use of 437th Military Airlift Wing designation in Para. "D". Report is quoted verbatim, consequently no change was made by Historian.

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The Base Commander at Charleston Air Force Base has periodically issued informational materials concerning the equal opportunity program for base-wide distribution. Department of Defense policies in this subject area and information concerning the availability of assistance have been included in these materials. Individual squadrons have, as directed by the Base Commander, posted this information on bulletin boards and brought the matter to the attention of all military personnel through commanders' calls. Servicemen or their dependents who contact the Base Equal Opportunity Officer to register a complaint are told of the legal status of the complaint and advised of procedures to follow and the judicial remedies which may be available.

G. Assistance to dependent children seeking admission to desegregated classes.

Prior to the beginning of each school year, the Base Education Office ascertains all information needed by parents to effect the enrollment of dependent children in public schools. This information, including dates for the filing of transfer applications in the various school districts, is then issued for base-wide distribution. Parents are also advised that the Base Education Office and the Base Equal Opportunity Officer can be contacted for any assistance which might be needed. During the reporting period, no requests for assistance were received. It is evident that parents were well informed on the subject of school enrollment and that they encountered no obstacles in this pursuit.

H. Communications system used for keeping informed of current conditions.

A cross-section of Negro military personnel are periodically interviewed and given an opportunity to express their thoughts and attitudes on the subject of off-base opportunities. They are also requested to discuss any obstacles they have encountered in the local community. These interviews are voluntary and each individual interviewed is assured that his name will not be used in connection with the information received from him.

The Wing Information Office and the office of the Staff Judge Advocate collect and maintain files of newspaper clippings which are relevant to the area of equal opportunity.

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I. Method and channel for receipt and handling of complaints.

Complaints are received by the Equal Opportunity Officer who personally interviews the complainant. Complaints which allege violation of the 1964 Civil Rights Act have ordinarily been coordinated with the United States Attorney's office in Charleston. In the past few cases of this type, the complainant did not desire to file an individual suit or to have the Equal Opportunity Officer assist in the preparation of a Request for Suit by the Attorney General. Instead, the interest of the complainant seemed to be only that the matter be investigated. This was accomplished by the Department of Justice. In cases alleging discriminatory treatment of a type not covered by the Federal law, the Office of the Base Commander is briefed on the matter. Appropriate action is then taken. If a complaint should allege discrimination by civilian police officials, it is referred to the Director of Security and Law Enforcement for investigation and remedial action.

PART III

A. Describe significant progress made in the surrounding communities during the reporting period to eliminate or reduce racial discrimination affecting military personnel and their dependents.

As noted in Part I, the opening of the school year 1965-1966 signalled a new era in the field of public education in the Charleston metropolitian area. While desegregation of public elementary and high schools had been initiated in late 1963 under Federal Court Order, it was on a small scale and the only school district bound by the Order was one which did not include the majority of dependent children of Charleston Air Force Base military personnel. Presently, public educational institutions attended by dependent children are operating on a desegregated basis.

During 1965, local business establishments and the local populace continued to abide by the 1964 Civil Rights Act and to adjust to the changes which were necessitated by it. It is the considered opinion of base officials that the Act has produced the desired results.

Information received during interviews indicates that there has been a general reluctance on the part of Negro servicemen to use facilities covered by the Act for a period subsequent to its passage. This period seems to have passed, however, as those interviewed reported frequent use of the facilities.

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Increasingly, equal housing opportunities have been reported, but, as noted earlier, the area of housing has seen less change than any of the other subject areas of concern in this report.

B. Describe the reasons for the reported significant progress and how it was brought about.

It appears to be significant that the equal opportunity conditions experiencing the most change - indeed, almost complete change - have been those which are covered by Federal Law. This fact tends to confirm that a respect for the law of the land is responsible in large measure for the progress made to eliminate and reduce racial discrimination. But there are undoubtedly other reasons. There is evidence that there is among the local population an awareness and acceptance of changing social structures. The national attention given to the field of civil rights has had its impact here as elsewhere. But perhaps most important of all is the fact that Charleston is a "military town", a town which supports and is supported by the military establishment. Its people know and understand that the civilian community and the military installations are not separate and distinct communities, independent one from the other. The future of this area is one of military-civilian interdependence and cooperation. The civilian population in an area such as this is continually aware of what the military services expect for their personnel and, although change may sometimes come slowly, change in fact does occur and almost always in the direction of better treatment for all persons serving in the military establishment.

PART IV.

Give a commander's estimate of expected changes in the off-base equal opportunity situation in the communities near the base. Include comments on lack of progress, and any significant equal opportunity matters considered to be useful information.

The situation which prevails in the communities surrounding Charleston Air Force Base is such that no significant changes are expected in the near future. This is not to say, however, that the situation will remain stagnant. Most of the actual changes desired have been made in the past few years and the immediate future will most probably be a period of continued adjustment. It is believed that the initial policy adopted by Base Officials of allowing the local populace an opportunity

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to accept and adjust to the Civil Rights Act without coercion or direct interference has proven to have been a very wise one. The results obtained through the use of a case-by-case approach to equal opportunity problems seem to support this belief. It is expected to continue and peaceful adjustment will result in continued progress. No reversals of the present trend are seen so long as this gradual process is not upset by external interference or agitation."

SPECIFIC COMPLAINTS[8]

During the six month period, 1 July to 31 December 1965, the following complaints were processed by the Base Judge Advocate.

Waiting Room Facilities - 22 September. Complainant not interested in legal action. Wanted name excluded from lists furnished by Navy. BJA advised Navy.

Housing - 1 Jul 65. Telephoned Deputy Base Commander, could not locate lodging in hotel or motel for family. New arrival. Advised to report to equal opportunity officer to file specific complaint. Never appeared to make complaint.

Drive-In Restaurant - June - July 1965. Waited five minutes and was not waited on. Sign, "White Only" was displayed. Direct contact with owners by AF EO Officer resulted in service by one drive-in. FBI investigated other after complainant was briefed and advised as to statement required by FBI.

Restaurant - 16 Sep 65. Refused Service. Complainant advised and assisted in reporting to Department of Justice. U.S. Attorney advised that owners claim compliance with civil rights and closing case pending further complaints.

Housing - August 1965. Has housing but not suitable for needs. Requested base housing, but was ineligible under base policy. Advised to report any inequities to EO Officer. Did not contact EO Officer, and consequently no further developments in this instance.

Tenant Organizations

Tenant units assigned to Charleston AFB had concurrent utilization of the base. Certain logistic and administrative support was provided to them by the base. Identity of the

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8. Ibid.

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seventeen tenant units assigned to Charleston AFB during the last half of calendar year 1965 and significant data thereto follows:

The 444th Fighter Interceptor Squadron remained under the command of the Air Defense Command, Colorado Springs, Colorado. The assigned strength of the squadron on 31 December 1965 was 433 airmen, 63 officers and one civilian.[9]

The 792nd Radar Squadron, under the command of the 26th Air Division and Washington Defense Sector, had 147 airmen, three officers and three civilians assigned on 31 December 1965. The squadron is located at North Charleston Air Force Station, approximately three miles from Charleston AFB Gate #2. Word was received that effective 1 April 1966 command of this squadron would be changed to Hq. 33rd Air Division, Fort Lee, Virginia.[10]

Detachment 11, Hq. WRAMA (APLO) Aerial Port Liaison Office, had a complement of one officer, 4 airmen and 11 civilians during this period. Two SAC liaison civilian employees and two SAC NCOs were under the jurisdication of this detachment at Ramey AFB, Puerto Rico. AFLC, Robbins AFB, Georgia was the parent command of this detachment.[11]

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9. Telecon w/Sgt Jones, 444th FIS, 11 May 66.
10. Telecon w/Personnel Officer, 792nd Radar Sq, 11 May 66.
11. Telecon w/Mrs. Burke, 11 May 66.

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The Army Air Traffic Coordinating Office (ATCO) of Charleston AFB was under the major parent command of the Eastern Area (MTMTS, Brooklyn, New York. This unit was staffed by one officer, four enlisted personnel and five civilians during the last half of CY 1965.[12]

The Navy Air Traffic Coordinating Office (ATCO) remained under the parent command of the Eastern Area, MTMTS (Military Terminal and Traffic Management Service) Brooklyn, N. Y. One officer and two civilians comprised the staff.[13]

In November 1965, Army and Navy ATCO merged and became the Military Air Traffic Coordinating Office.[14]

The 1968th Communications Squadron was responsible to Headquarters, Air Force Communications Service through Headquarters, NORAD Communications Region, Westover AFB, Mass. Personnel assigned on 31 December 1965 included four officers, 80 airmen and 11 civilians. During this period the 1968th experienced no change in mission.[15]

Detachment 2108 Special Investigations Group, a part of Headquarters Command, District Office 21, Office of Special

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12. Telecon w/Mrs. Burke, 11 May 66
13. Telecon w/Lt J. E. Rosenblum, USN, 11 May 66
14. Action resulted from memo, Sec. Army to Sec. Defense, Nov. 64: Subject: Study of Air and Ocean Terminus Systems.
15. 1968th Hist Rpt 1 Jul - 31 Dec 65.

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Investigations (IG) USAF, Langley AFB, Va., was manned with five military and one civilian on the last day of December 1965.[16]

Resident Auditor, at Charleston Air Force Base, is a field extension of Hq. USAF, and directly under the Eastern District, Auditor General, 111 East 6th Street, New York, N.Y. Personnel are assigned for administration to Det. 1318, 1030 USAF Auditor General Group, Hq. Command. There were no major changes in mission or personnel during the period of this history.[17]

Detachment 21, Headquarters MATS - Management Engineering - redesignated OL 3, Det 15, Hq MATS, Charleston AFB, S. C. on 1 July 1965. This change incorporated no change in mission or strength.[18]

The Charleston Courier Station, 7th Air Postal Squadron, was under the Hq. Command, 1100th Air Base Wing, Bolling AFB, Washington, D. C. The staff included five officers and four airmen. From 1 July through 31 December 1965, this detachment received a total of 8,255 pieces weighing 323,261 pounds and dispatched 9,631 pieces weighing 321,554 pounds. During the

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16. Det 2108 Hist Rpt 1 Jul - 31 Dec 65.
17. Resident Auditor Hist Rpt 1 Jul - 31 Dec 65.
18. Det 21 (OL 3, Det 15, Hq MATS) Hist Rpt 1 Jul - 31 Dec 65.

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final six months of 1965, Ramey AFB and Bermuda were deleted from the courier schedule. [19]

Detachment 3, 15th Weather Squadron (MATS) continued in operation at Charleston AFB, SC. There were no reported changes in mission or equipment. Personnel problems continue for this detachment. [20]

Detachment 27, EASTAF continued to function with no changes reported.

The Charleston CMO Office, Det 1, Hq Atlanta Contract Management Office (Air Force Systems Command) operated with 10 civilians during this period.[21]

317S Field Training Detachment, 3750th Technical School, Sheppard AFB, Texas, was staffed with one officer, three civilians, and 28 NCOs. No changes occurred during this period.[22]

317A Field Training Detachment (ATC), 3321st Field Training Squadron was under the command of the Amarillo Technical Training Center, Texas. As of 31 December 1965, the detachment was staffed with 18 military personnel and one civilian.[23]

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19. Telecon w/Sgt G. E. Gower, 11 May 66.
20. Telecon w/Sgt. E. E. Phillips, 11 May 66.
21. Telecon w/Mr. Charles Shipley, 11 May 66.
22. Telecon w/SMS G. J. Hannan, 11 May 66.
23. Telecon w/Sgt Jack Gardner, 11 May 66.

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1608th USAF Dispensary operated under the command of the EASTAF Surgeons Office, McGuire AFB, N. J. and the MATS Surgeons Office, Scott AFB, Ill. No changes occurred in the command of the dispensary from 1 July through 31 December 1965. Construction was started on the Dispensary Addition, with completion date set for March 1966.[24]

Dental services continued with no significant changes.

The veterinary mission at Charleston AFB is conducted in cooperation with the Charleston Navy Base veterinary organization.

Ground Safety[25]

The ground accident experience for this period showed an improvement over the preceding reporting period. In July, August and September there were 18 reportable accidents, and in October November and December a total of nine. Fatalities were reduced from four in 1964 to one in 1965. Private vehicle accidents were reduced from 26 to 19, government vehicle from four to one, civilian injuries from ten to six and the accident cost reduced approximately $50,000 during the period 1 October to 31 December.

Safety surveys of squadrons were conducted and reports on discrepancies forwarded to commanders concerned. Daily and periodic night safety inspections were made of the flight line and

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24. See pp 64, Physical Facilities for more information.

25. WSO Hist Rpts 1 Jul - 30 Sep, 1 Oct - 31 Dec 65.

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hazardous areas and discrepancies pointed out to supervisors and line chiefs for their immediate action.

ACCIDENT ANALYSIS[26]

The following accidents occurred during this six month period.

Private Vehicle	- 7
Sports	- 4
Shot	- 1
Tools	- 1
Blood Poison	- 1
Ankle Sprain	- 1
Falls	- 1
Burns	- 2
AC Damaged	- 2
AC Engine Dropped	- 1
Cuts	- 1
Mashed between towbar and AC tire	- 2
USAF Vehicle	- 2
Total	- 26

26. Ibid.

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	Jul	Aug	Sep	Oct	Nov	Dec
Mil Disabling Injuries	5	4	5	2	3	5
Mil Injury Rate	27.8	22.3	27.7	11.5	17.5	26.7
Civ. Disabling Injuries	0	0	0	1	0	0
Civ. Injury Rate	0	0	0	6.41	0	0
USAF Motor Vehicle	0	0	0	0	0	0
USAF Motor Vehicle Rate	0	0	0	0	0	0
First Aid Injuries	12	17	7	7	5	5
Fatalities	0	0	0	0	0	0
Aircraft Damaged	2	0	0	0	0	0
Aircraft Engine Damaged	0	1	0	0	0	0
TOTAL COST	$18,050	$2,220	$12,548	$3,078	$3,292	$15,620

Safety literature and lectures were presented in conjunction with holidays of the season.

Flying Safety[27]

The wing flew a total of 50,703:20 accident free hours during the period 1 Jul - 31 Dec 65. This figure represents mission and training time. It is significant that the operational commitment has steadily increased in support of Southeast Asia and the transition to C-141 aircraft, and that the wing continues to increase the hours of accident free flying.

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27. Ibid.

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SAFETY ACHIEVEMENT - 76th ATS [27a]

Confirmation of a MATS safety achievement was verified by a letter from the Office of the Inspector General, Hq MATS, dated 8 December 1965. This letter confirmed that the 76th Military Air Transport Squadron had flown more accident-free hours than any other squadron in the history of military air transport.

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27a. Supporting Document #12, MATS letter dtd 8 Dec 65, Subject: Safety Achievement.

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The wing reported four aircraft ground damages of less than $100, one aircraft accident, non-flight, and two incidents. These were:

1. On 31 July 1965 a C-124, 51-5188, from the 1707th ATW was damaged by fire at Charleston. This was a minor non-flight accident. 1608th Transient Maintenance personnel were involved.

2. A two-engine landing was made by the 76th ATS crew at Grand Turk Island. Generator failures on C-130E, 61-2370, required the engines to be shut-down.

3. On 16 September a functional check flight crew landing C-130E, 62-1800 after an engine was shut down and ran off the side of Runway 21. Two blades of No. 1 prop struck the 4000 foot runway marker.

4. On 6 October 1965 a C-130 received damage to the empennage when a hangar door was closed.

5. on 4 December 1965, a C-130 was damaged when a prop on its dolly and pallet was off loaded. As the off-load crew pushed the pallet out of the aircraft a prop blade struck the back portion of the fuselage.

6. On 14 December 1965 a Zantop Air Transport DC-6 was hit by a K-25 loader.

7. On 16 December 1965 a fork lift boom struck the door of a C-130.

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During the six month period, ten crew members were nominated for the 10,000 hour accident free lapel pin and 27 for the 5,000 hour pin.

Nuclear and Explosives Safety [28]

No changes were reported during the period of this document. Capt. John R. Schuman continued as Nuclear Safety Officer, and Lt Ronald L. Ford as Explosives Safety Officer.

Base Security and Law Enforcement[29]

From 1 July through 31 December 1965, the Investigation Section received 528 complaints. Of these 225 were investigated and nine were referred to OSI. The section prepared 131 reports of investigation on 79 offenders. These included one assault, 13 personal larceny, 11 government larceny, 16 misconduct, two special inquiry, and six personal property damage.

Security Vulnerability Penetration Tests were conducted twice monthly for each of the six months. Also routine vehicle searches and monitor type checks of commercial vehicles were conducted.

An average of 531 motor vehicles registration were issued each month. On 31 December 1965 there were 9,246 private vehicles registered on base. These included 7,797 military and 1,449 civilian.

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28. Ibid.

29. BSLE Hist Rpt 1 Jul - 31 Dec 65.

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During July 1965, the 1608th Air Police Operation was reorganized to comply with AFM 207-1. The Aerospace Security force was organized as a major element of the base Air Police unit. Also, in November new restricted area signs were constructed and posted in all Priority A and B areas.

In September 1965, the Remedial Driver's School was turned over to the Wing Safety Office.

During November the new automatic M-16 rifle was received. Personnel were trained, qualified and armed with these weapons.

The Rivers Avenue Gate was moved back toward the main section of the base, cutting off one entry point to the base and giving the Air Police better control of vehicles and personnel entering the base.

Special activities of the Air Police Squadron included:

July: C-141 Acceptance planning.

August: C-141 Acceptance ceremonies including traffic direction and honor guard for invited distinguished visitors.

September: Kids' Day

October: Honor Guard for Dedication Ceremony in honor of Congressman L. Mendel Rivers.

Legal Activities[30]

There was a 52 per cent decrease in courts-martial and a decrease of 50 per cent in the Article 15 rate compared with the

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30. Hist. Rept. BJA, 1 Jul - 30 Sep; 1 Oct - 31 Dec 65.

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first six months of calendar year 1965.

Legal assistance was rendered to 1,971 persons. This assistance involved personnel conferences, research, preparation of legal documents, income tax and general legal advice and counsel.

Additional statistics compiled were:

Claims:

4 claims processed under AFM 67-1

58 claims processed under Chapter 6, AFM 112-1

12 claims processed under Chapter 7, AFM 112-1

2 claims processed under Chapter 11, 112-1

4 claims processed under Chapter 14, AFM 112-1

82 potential claimants were counseled in regard to filing claims.

Boards and Administrative Actions Reviewed:

2 AFR 39-14

5 AFR 35-66

3 AFR 35-24

13 AFR 39-16

17 AFR 39-17

2 AFR 39-22

1 Line of Duty

Procurement: 130 Invitations for Bids, Requests for Proposal and/or contracts reviewed.

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Miscellaneous Reviews:

16 Concessionaire Agreements

11 proposed regulation and/or supplements

47 Reports of Survey reviewed.

Base Chapel[31]

Increased attendance at chapel services was accommodated with no problems. The new Chapel was well attended and worship at both chapels continued to show the interest of local personnel in religious activities. Attendance totaled 46,569 for the period, and an average of 505 persons attending weekly religious education classes.

Lt. Col. (Chaplain) James E. Taylor arrived 6 August 1965 from Hq. 803 Combat Support Squadron, SAC, Davis-Monthan AFB, Arizona to assume duties as CAFB Chaplain.

Transportation[32]

An increased workload, and additional areas of responsibility were included in the activities of the 1608th Transportation Squadron for the period 1 July through 31 December 1965.

The following table shows a breakdown of mileage driven by each group of vehicles:

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31. BCH Hist Rpt 1 Jul - 30 Sep; 1 Oct - 31 Dec 65.

32. Transportation Sq. Hist Rpt 1 Jul - 30 Sep; 1 Oct - 31 Dec 65.

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Sedans	80,831
Station Wagons	130,444
Carry-Alls	29,070
Pick-ups	560,339
Ambulances	16,255
Multi-stop (Crew Buses)	121,195
Buses	40,521
1 ton thru 2 1/2 tons truck	137,585
Heavy equipment	125,749
TOTAL	1,241,989

Mileage breakdown by commands at Charleston AFB is as follows:

Air Defense Command	54,5333
Headquarters Command USAF	22,498
Military Air Transport Service	1,164,961
TOTAL	1,241,992

Trip tickets indicated that a total of 182,709 gallons of gasoline was issued at a cost of $25,579.26 and a total of 4,535 quarts of motor oil issued at a cost of $680.25.

Transportation requests and MATS Travel Authorizations issued totaled 4,892 for a total of 12,899 passengers.

Inbound and Outbound household goods and hold baggage totalled 8,287,600 pounds.

Inbound and Outbound cargo totaled 20,916,400 pounds.

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The Driver's Training School issued a total of 907 licenses. There were 19 accidents, six of which were reportable.

Information Activities[33]

Major public relations, including internal and external, reported for this period by the Wing Information Office were as follows:

1. Showing of "Command Performance", a 14-minute color documentary produced by Lockheed-Georgia Company, depicting the C-141 Starlifter aircraft. The film was shown to a total of 23 civic and business groups. The local Air Force Association chapter sponsored the presentations.

2. Production of a 16-page special section of the News & Courier and Charleston Evening Post published 13 August 1965 in conjunction with the arrival of the first C-141 aircraft.

3. Publicity for the new base chapel which was dedicated 11 July 1965.

4. The annual Kids' Day was celebrated on 15 September 1965. An estimated 15,000 persons visted CAFB in connection with this base/Kiwanis Club sponsored event.

5. The local United Fund Campaign for 1965 was one of the most successful on record. Fair Share goal for the Air Force Base was $80,000.

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33. WOI files 1 Jul - 31 Dec 65.

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6. Brig. Gen. Howard E. Kreidler delivered the closing speech to the Optimists Club Recognition of Youth observance on 11 November 1965.

7. The Charleston Press Club, through the efforts of the Wing Information Office, gave a South Carolina state flag to the U.S. Army's 14th Battalion at Ding Long, Veit Nam. Wide press coverage was received from this effort, during the month of December 1965.

PRIDE ACHIEVEMENT AWARD

Major Charles R. Wyrosdick, Wing Information Officer was awarded the first PRIDE Achievement Award to be given to a MATS Information Office. This award was in recognition of the special 16-page special section of the local newspapers. Personnel of WOI worked in conjunction with the news staff to produce this special section. The formal award was made by General Kreidler on 20 September 1965.

Airman Career Development[34]

Career Development at Charleston AFB was accomplished by On-the-Job Training (OJT), cross training from one career field to another (OJT-F), and retraining in accordance with Air Force Regulations 39-8, 39-9 and 39-20. The following analysis of

34. IMPO Hist Rpt 1 Jul - 30 Sep; 1 Oct - 31 Dec 65.

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the past six months, 1 July through 31 December 1965, gives a current picture of career development accomplished on this base.

Level:	Nr on OJT to 3	5	7	Nr Upgraded 3	5	7	Upgraded to: 3	5	7
31 Jul 65	200	755	305	8	40	3	4.0%	5.29%	.98%
31 Aug 65	195	774	253	1	127	13	.51%	16.4%	5.1%
30 Sep 65	245	773	283	16	19	10	6.5%	2.4%	2.8%
31 Oct 65	250	760	271	18	66	8	.07%	.08	.02
30 Nov 65	340	760	263	10	116	24	.02	.15	.09
31 Dec 65	416	766	239	24	16	3	10.	.02	.01

	Nr Airmen X-tng			Nr Upgraded to:			Upgraded to (%):		
	3	5	7	3	5	7	3	5	7
31 Jul	83	0	27	0	0	0	.04	0	0
31 Aug	86	0	28	4	0	0	4.6	0	0
30 Sep	84	0	26	2	0	2	.2	0	.7
31 Oct	20	0	26	4	0	7	20	0	26
30 Nov	20	0	24	1	0	6	4	0	24
31 Dec	21	0	20	2	0	7	0	0	35

Airmen Accepted For Retraining:

	AFR 39-8	AFR 39-9	AFR 39-20
31 Jul	5	0	1
31 Aug	8	0	0
30 Sep	3	1	1

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31 Oct	15	1	0
30 Nov	8	6	1
31 Dec	3	3	0

Educational Services[35]

Educational needs were met with continuous activity designed to provide for the educational needs for personnel assigned to this base. A number of programs were available to personnel who desire to pursue educational advancement on a voluntary basis. A statistical picture of available education facilities and the services rendered during this period is as follows:

USAFI Correspondence course applications processed	95
Civilian college correspondence courses thru USAFI processed	8
USAFI high school GED retest applications processed	11
USAFI college level GED retest applications processed	0
USAFI end-of-course test and subj. exam. applications processed	51
ECI applications processed	262
USAFI high school GED test (ind parts) administered	284
USAFI college level GED tests (ind parts) administered	976
USAFI DOC tests and subject examinations administered	36
USAFI achievement tests administered	55
Requests for high school certificates processed	37
AF Forms 186 initiated	362
AF Form 186 transferred in	127

35. Ibid.

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AF Form 186 transferred out	712
Forms 295 & 296 (eval. of service experience) processed	27
Request for high school transcripts	242
Requests submitted for college transcripts	184
Estimated number of personal contacts with individuals requesting information and/or service through the Education Office (average approx. 40 per day)	5960
High School certificates or diplomas awarded to AF personnel qualifying through the Education Program	24

Enrolled 95 airmen in correspondence courses offered through U.S. Navy

Enrolled 35 airmen in correspondence courses offered through U.S. Army

ECI correspondence courses completed by 58 officers, 269 airmen and 18 civilian employees.

USAFI courses completed by 27 AF personnel

AFIT applications for evaluation: 16 officers, 2 airmen

Nine officers and two airmen completed final year TDY under "Operation Bootstrap" and received Baccalaureate Degrees.

Registration for on-base Florida State University trimesters included in the period 1 July through 31 December 1965 saw enrollments processed for 85 officers, 459 airmen, 99 civilians, and 172 Navy personnel.

Base Service and Recreational Facilities[36]

SKEET RANGE

1800 patrons utilized the Skeet Range during this reporting period. A registered shoot was held on 14 September 1965.

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36. Ibid.

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SERVICE CLUB

A total of 94,321 patrons utilized the Service Club during this reporting period. The Bloodmobile, located at the Service Club during December 1965, collected 608 pints of blood.

A professional show and dance were presented in December, and the Army Showmobile presented a performance to 600 persons.

GOLF COURSE

A total of 10,041 patrons utilized the golf course and driving range during the last six months of 1965.

THEATER

A total of 73,340 patrons viewed movies during this period. The Base Theater was used five days a week for Commanders' Calls, Moral Leadership, General Military Training, Safety and First Aid lectures, with a total of 40,910 in attendance.

NURSERY

Base Nursery attendants cared for 18,087 children during this period.

HOBBY SHOPS

The following indicates usage for this period for the wood, ceramics and auto hobby shops:

Wood: 880 patrons

Ceramics: 8209

Auto: 9499

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LIBRARY

Attendance at the Base Library totaled 57,491 for this period. The total book stock on 31 December 1965 was 17,158 volumes. Some books were salvaged during the last quarter of the year. Circulation of books, paperbound, periodicals and phamplets totaled 52,550 for the six months.

ATHLETICS

Competitive sports included softball (fast and slow pitch), football, touch football, tennis, golf, bowling, badminton and basketball.

CAFB won the singles and doubles in the MATS Tennis Championship at Orlando Air Force Base, Florida, and took second place honors. The base team placed fourth in the MATS Golf Tournament at Scott AFB, Illinois.

The MATS Softball Tournament was held at CAFB, and was won by the host base, with McGuire AFB finishing in second place. The competition took place 15-20 August 1965.

HODGE PODGE LODGE

Improvements included the ski area, and storage for boats, in addition to regular maintenance at this facility.

BOWLING

A total of 24,711 persons utilized the bowling facilities of the base.

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YOUTH CENTER

Activities planned for CAFB youth included baseball, swimming, musical instruments, dancing, voice lessons, baton and acrobatics. The base group placed second in the Junior Sports Fitness Awards for swimming. Planned activities included the AF birthday party, Halloween Carnival, Christmas Dance and base-wide Christmas party.

AERO CLUB

The CAFB Aero Club sustained a major loss during December 1965. SSgt Joel W. Stanaland, 1968th Communications Squadron, flying a club plane, crashed in the mountains of Kentucky. The crash was fatal to Sgt. Stanaland and his wife. Three children survived, and were in critical condition in a local hospital in Kentucky.

FAMILY SERVICES

Air Force Aid Society

A total of 135 loans were granted during this period. The monetary total of the loans was $14,098.07. In addition, grants in the amount of $1,864.97 were given to 13 persons.

CHAP PROGRAM

The local program now includes 15 active cases. Three loans, in the amount of $475.98 were made under the program, and four grants totaling $779.00 were granted during the six months.

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Air Operations

SAACP[37]

The South American Airlift Command Post (SAACP) acts as an extension of the EASTAF Command Post in exercising positive control over the MATS fleet. Develops and maintains current procedures to insure immediate, positive reaction of the 1608th Air Trnsp Wg facilities to contingency operations or operations plans. Provides trained personnel and physical facilities to perform the function of the Wing Command Post under normal operations. Conducts a continuous analysis of operational and support effectiveness of the 1608th Air Trnsp Wg.

The activities of this organization for the six month period, 1 July through 31 December 1965 are itemized in the following monthly summaries.

July 1965 Summary: During the month of July 1965, the Airlift Command Post processed a total of 328 arrivals and 335 departures. Of the total departures 222 were MATS scheduled departures subject to reportable delays. There were 47 controllable delays for a Controllable Delay Rate of 21.2% for Charleston AFB.

August 1965 Summary: During the month of August 1965, the Airlift Command Post processed a total of 295 arrivals and 336 departures. Of the total departures 239 were MATS scheduled departures subject to reportable delays. There were 36 controllable delays for a Controllable Delay Rate of 14.6% for Charleston AFB.

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37. OCP Hist Rpt 1 Jul - 30 Sep; 1 Oct - 31 Dec 65.

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September 1965 Summary: During the month of September 1965, the Airlift Command Post processed a total of 331 arrivals and 332 departures. Of the total departures 275 were MATS scheduled departures subject to reportable delays. There were 44 controllable delays for a Controllable Delay Rate of 16.0% for Charleston AFB.

October 1965 Summary: During the month of October 1965, the Airlift Command Post processed a total of 285 arrivals and 267 departures. Of the total departures 267 were MATS scheduled departures subject to reportable delays. There were 43 controllable delays for a Controllable Delay Rate of 14.5% for CAFB.

November 1965 Summary: During the month of November 1965, the Airlift Command Post processed a total of 293 arrivals and 299 departures. Of the total departures 288 were MATS scheduled departures subject to reportable delays. There were 70 controllable delays for a Controllable Delay Rate of 23.4% for CAFB.

December 1965 Summary: During the month of December 1965, the Airlift Command Post processed a total of 230 arrivals and 234 departures. Of the total departures 208 were MATS scheduled departures subject to controllable delays. There were 59 controllable delays for a Controllable Delay Rate of 16.2% for CAFB.

Air Traffic Workload

MISSION SUPPORT PROGRAM[38]

The following flight activities were accomplished during the period 1 July through 31 December 1965.

38. BOPS Hist Rpt 1 Jul - 30 Sep; 1 Oct - 31 Dec 65.

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	JUL	AUG	SEP	OCT	NOV	DEC
Flights Scheduled	42	43	52	48	40	28
FlightsFlown	12	21	34	22	26	20
Flights Cancelled	30	17	18	26	14	8
Reasons: Wx	12	7	9	3	4	1
Mx	2	4	0	9	4	0
Adm	12	2	6	13	5	5
Plt	4	4	3	1	1	2
Aircraft Hours Flown:	49:15	74:25	96:20	92:25	93:15	89:25
Pilot Hours Flown:	121:10	163:15	217:20	186:40	188:50	180:45
Landings:	63	103	106	47	125	59
Precision Approaches:	12	25	28	19	30	20
Non-Precision Approaches:	8	24	24	22	26	15
Pilots Assigned (FSC 1A)	16	16	16	15	11	10
FSC 3A Pilots Assigned:	10	9	9	10	10	10
Navigators Assigned	5	5	5	5	5	5

Clearance and Dispatch[39]

Traffic handled by Operations, Charleston Air Force Base, for this six month period is reflected in the following table. These statistics include all civil and military, and show a total of 17,187 air operations for the six month period.

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39. Ibid.

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	Jul	Aug	Sep	Oct	Nov	Dec
Air Force	701	797	775	1000	743	891
MATS	576	595	614	616	642	594
Navy	298	268	483	326	370	329
Army	48	95	61	56	40	52
Civil	487	434	497	482	487	437
Local	538	556	492	626	686	495
Total Air Operations	2650	2745	2922	3106	2968	2796
Total IFR	1672	1427	1987	2316	1886	1852

Route Briefing[40]

The input of the C-141 transport brought the number of maps up by approximately 60. A total of 74 overwater briefings to Kindley and Ramey were conducted during this six month period. Receipt of Loran "C" charts permitted complete coverage for the Pacific and Southeast Asia area. Due to the range of the C-141 aircraft, six new route guides were made up for European trips.

Fleet Service[41]

Five Comfort Pallets and a Lavatory Servicing Vehicle for use with the C-141 aircraft were received during July. Procedures for training personnel were established for this equipment and the 10K and 25K loaders. Half of Nose Dock #3 will be used for storage of

40. Ibid.
41. Aerial Port Sq Hist Rpt 1 Jul - 30 Sep; 1 Oct - 31 Dec 65.

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the comfort pallets. During October this section assumed the responsibility for all loose 780 equipment including tie down chains, straps, bunk mattresses and pillows, and other aircraft equipment.

Traffic Control[42]

Commercial carriers from Airlift International, Pan American, Seaboard World and Trans World Airlines continued to operate from Charleston AFB during this six month period. The Continental Air Command (AF Reserve) continued their assistance in moving channel traffic to San Isidro and Ramey AFB. In July all MATS scheduled cargo flights to Howard AFB, Canal Zone were cancelled until further notice. Air National Guard and TAC rotational C-130 aircraft are utilized to move priority cargo.

Aerial Delivery[43]

The Aerial Delivery Section supported 151 drop missions at North Field, S. C. A total of 260.9 tons of cargo consisting of 106 modular platforms and 45 A-22's were dropped. There were a total of 3321 man days spent TDY during this period as personnel were furnished in support of several unit moves.

Protocol[44]

The Protocol Section assisted and extended courtesy and honors to 1,676 distinguished visitors during the period 1 July - 31 December 1965. This consisted of meeting the passengers, assisting them

42. Ibid.
43. Ibid.
44. Ibid.

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through customs and immigration, arranging transportation locally and within the CONUS, notifying interested base personnel, advising destination stations of arrival and arranging base billeting.

Economic Opportunity Employment[45]

The 1965 summer program ended in mid-September. No further part-time jobs were available during the remaining months of 1965.

45. Telecon w/Mr. Doyle, BCPO, 18 March 1965

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New Base Chapel

Charleston AFB, S. C.

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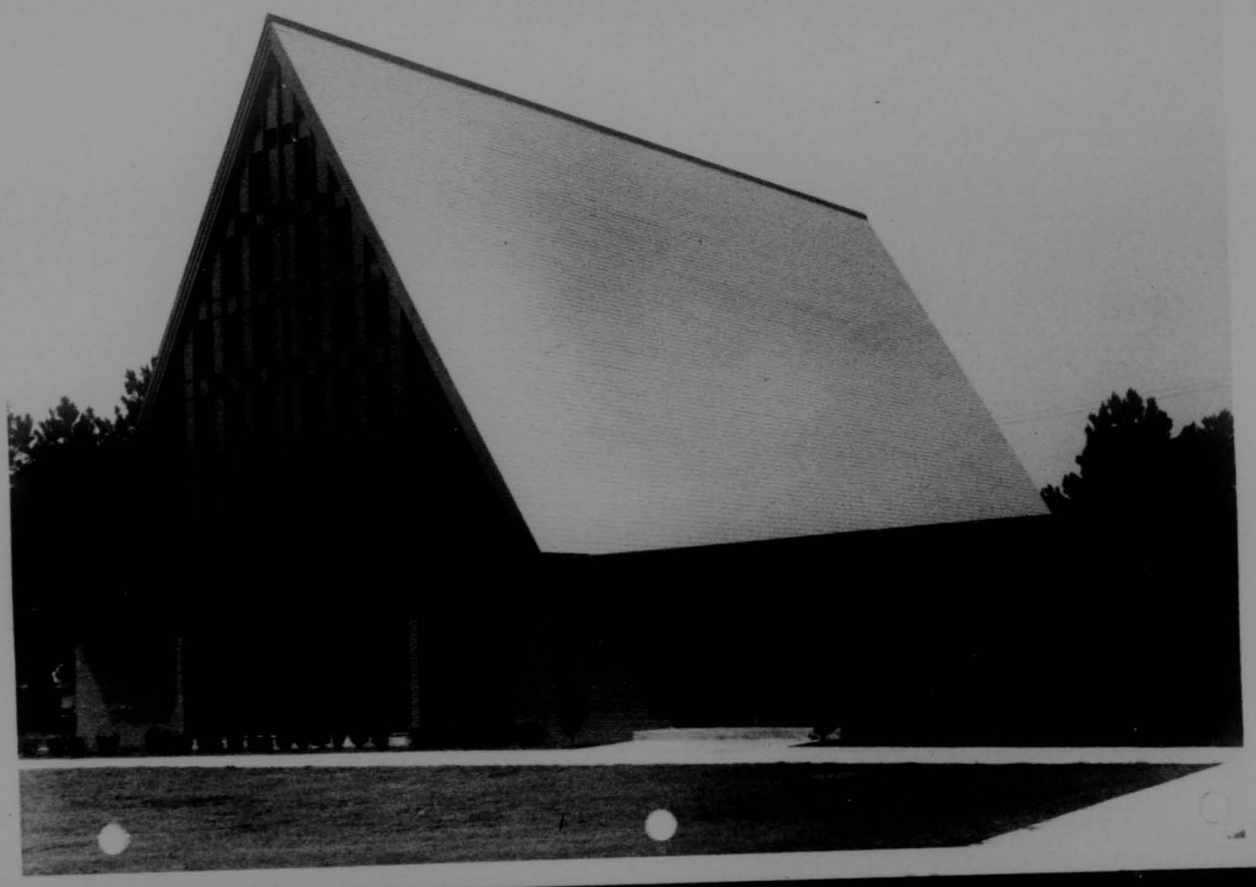

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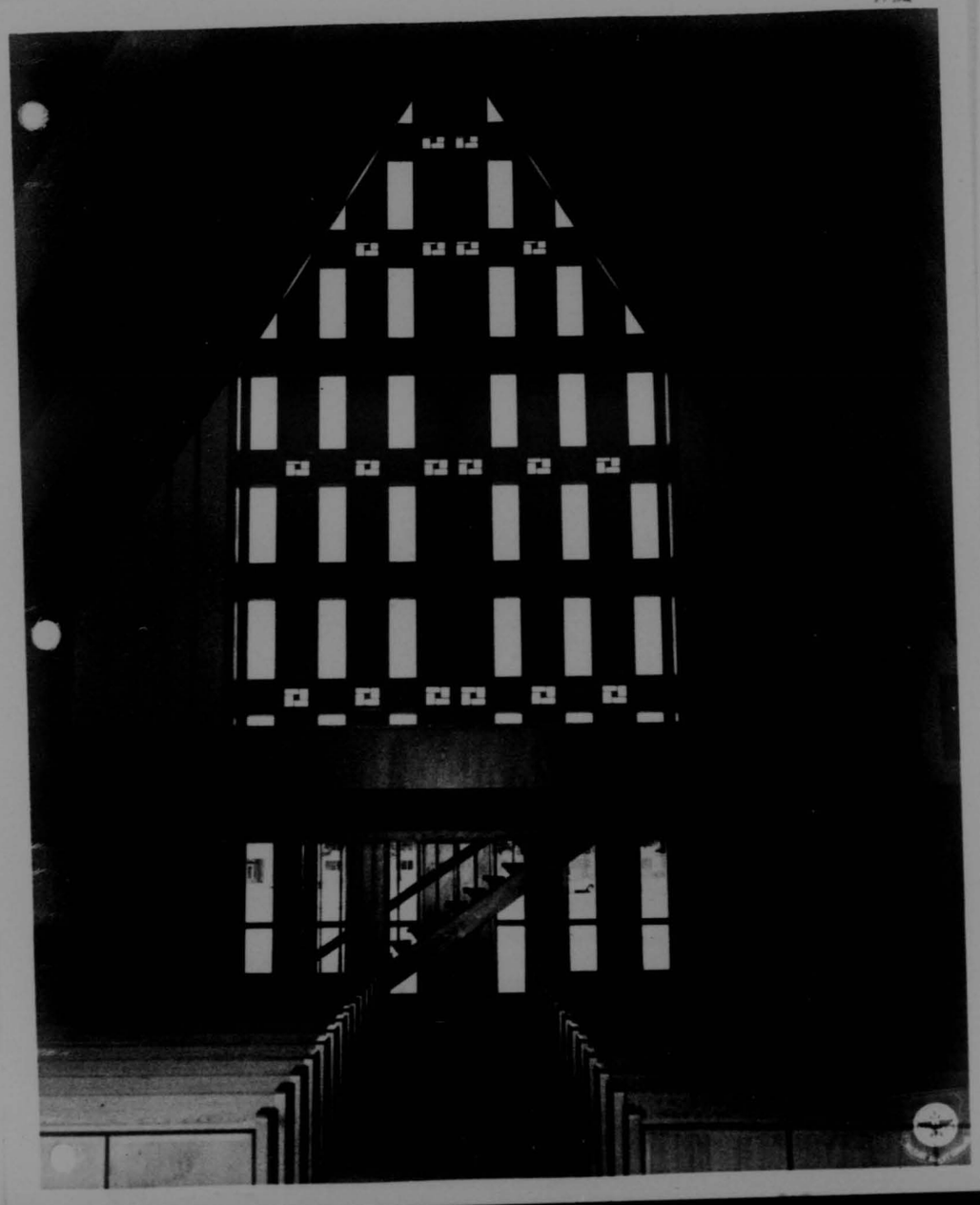

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Brig. Gen. Howard E. Kreidler and Congressman L. Mendel Rivers greet Secretary of Defense, Robert McNamara on his arrival at CAFB.

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Delivery of South Carolina State flag for "Avenue of the States" Bien Ho, South Vietnam, compliments of the Charleston Press Club, the 1608th Military Airlift Wing, and the Military Air Transport Service.

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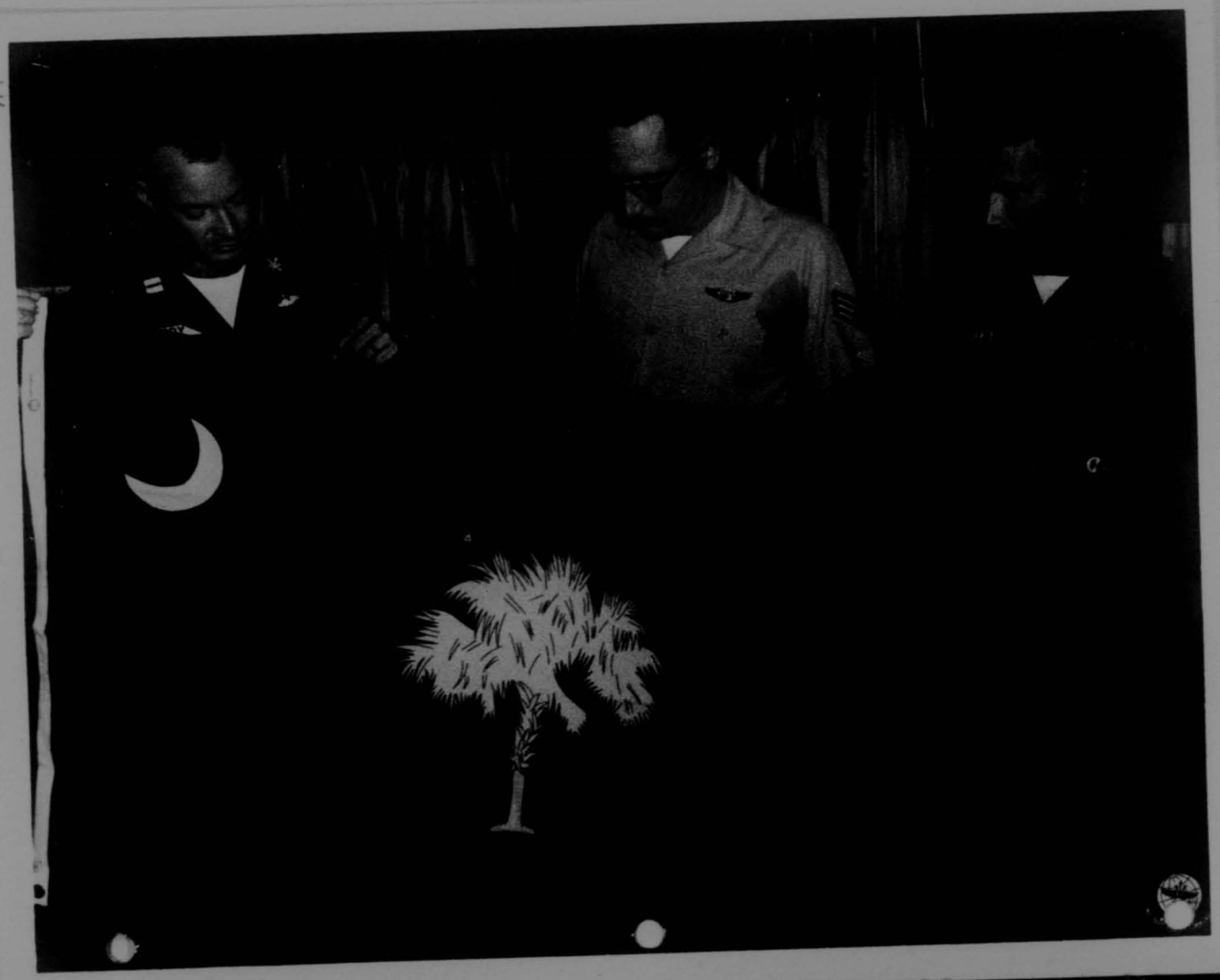

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Project Christmas Star - 1965

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Colonel Paul Jones, Wing Vice Commander and Cub Scout Emmet Woolson view space agency display, Kids' Day, September 1965.

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Chapter 8

SPECIAL TOPICS

REX RILEY AWARD

According to the June issue of the Aerospace Maintenance Safety magazine, the Transient Maintenance Squadron at Charleston AFB, S. C. received the Rex Riley Award in recognition of courteous and efficient service to aircrews transiting the base.

WAR COLLEGE SEMINAR

The fourth semester of the local extension of the Air War College seminar began 3 August 1965. A total of eight senior officers from the base were enrolled in the program.

FAMILY DAY - CAFB

Personnel of the wing celebrated the anniversary of the Air Force, transfer of the activity from the Army to the new Department of the Air Force, on 18 September 1965, with an Open House for families and friends. Each unit and squadron sponsored a program designed to acquaint the families with the mission.

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PRIDE ACHIEVEMENT AWARD

The first MATS Pride Achievement Award achieved by the 1608th Air Transport Wing was presented to Major Charles R. Wyrosdick, Wing Information Officer, by Brig. Gen. Howard E. Kreidler, in ceremonies on 6 October 1965. The award was made in recognition of the C-141 Acceptance Ceremony on 14 August 1965.

300,000 ACCIDENT FREE HOURS

The 76th Air Transport Squadron achieved a total of 305,544:45 hours of accident-free flying on 30 September 1965. According to Hq. MATS, this is a "first" for the command, and possibly a first for any Air Force transport squadron.

AERO CLUB BEST IN MATS

The CAFB Aero Club received the "Best In MATS" award from General Howell M. Estes, Jr. MATS Commander, on 10 December 1965.

444TH FIS TO BE INACTIVATED

The 444th Fighter Interceptor Squadron at Charleston AFB will be inactivated in July 1969, according to a release from Washington, D. C. which was carried in the local daily newspapers.

OUTSTANDING AIRMAN OF THE YEAR

MSgt Arthur J. Ward, Flight Engineer, 3d ATS was named the 1608th Outstanding Airman of the Year for 1965.

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GLOSSARY

AFB	Air Force Base
AFLC	Air Force Logistics Command
AFM	Air Force Manual
AFMTC	Air Force Missile Test Center
AFR	Air Force Regulation
AFROTC	Air Force Reserve Officers Training Center
AFSC	Air Force Specialty Code
AFTO	Air Force Technical Order
AGE	Aerospace Ground Equipment
AOC	Aircraft Out of Commission
AOCM	Aircraft Out of Commission - Maintenance
AOCP	Aircraft Out of Commission - Parts
APLO	Aerial Port Liaison Officer
ATC	Air Training Command
ATCO	Air Traffic Coordinating Office
ATS	Air Transport Squadron
ATW	Air Transport Wing
BCH	Base Chaplain
BHSS	Base Headquarters Squadron Section
BJA	Base Judge Advocate
BMP	Base Manpower
BOPS	Base Operations
BOT	Base Operations and Training
BPER	Base Personnel
BPPL	Base Personnel Plans
BSLE	Base Security and Law Enforcement
CARP	Computed Air Release Point
CEMS	Communications-Electronics Maintenance Squadron
CES	Civil Engineering Squadron
CMO	Contract Management Office
CONUS	Continental United States
CY	Calendar Year
EASTAF	Eastern Transport Air Force
ETA	Estimated Time of Arrival
EUR	Emergency Unsatisfactory Report
FIS	Fighter Inteceptor Squadron
FLT	Flight
FMS	Field Maintenance Squadron
FOD	Foreign Objects Damage
FY	Fiscal Year

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IF	Industrial Fund
IFR	Instrument Flight Rules
IG	Inspector General
MATS	Military Air Transport Service
MRA	Maintenance Records Analysis
NATO	North Atlantic Treaty Organization
NCO	Noncommissioned Officer
OJT	On-The-Job-Training
OMS	Organizational Maintenance Squadron
OPORD	Operations Order
OSI	Office of Special Investigations
POL	Petroleum, Oil and Lubricants
RES	Reserve
SAACP	South American Area Command Post
SAC	Strategic Air Command
SEA	Southeast Asia
Supp Docu	Supporting Document
SUPPRON	Support Squadron
TDY	Temporary Duty
TWX	Teletype message
UR	Unsatisfactory Report
WDM	Wing Deputy/Materiel
WDO	Wing Deputy/Operations
WPL	Wing Plans
WSO	Wing Safety Office
ZI	Zone Interior

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GEOGRAPHIC LOCATIONS

NAME	STATE OR COUNTRY
-A-	
Addis Abba	Ethiopia
Andersen AFB	Philippine Islands
Andrews AFB	Washington, D. C.
Antigua	West Indies
Argentia	Newfoundland
Ascension Island	
-B-	
Barksdale AFB	Louisiana
Bien Ho	South Vietnam
Brazzaville	Congo
-C-	
Cairo	Egypt
Calcutta	India
Campbell AAF	Kentuckyt
Cannon AFB	New Mexico
Cape Kennedy	Florida
Charleston AFB	South Carolina
Chateauroux	France
Churchill	Canada
Clark AFB	Philippine Islands
Coolidge Airport	Antigua Island
-D-	
Da Nang	South Vietnam
Dhahran	Saudi Arabia
Dobbins AFB	Georgia
Dover AFB	Delaware
-E-	
Edmonton	Canada
Eglin AFB	Florida
Eielson AFB	Alaska
El Toro MAS	California
Elmendorf AFB	Alaska
England AFB	Louisiana
Euveux AB	France

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-F-

Fairbanks Intl Airport	Alaska
Fernando de Noronha Island	Brazil

-G-

George AFB	California
Gigli	Turkey
Goose AFB	Labrador
Grand Forks	Nebraska
Griffis AFB	New York
Guam	

-H-

Harmon AFB	Newfoundland
Hickam AFB	Hawaii
Homestead AFB	Florida
Howard AFB	Canal Zone
Hunter AFB	Georgia

-I-

Incirlik Airport	Turkey

-J-

Jacksonville NAS	Florida
Jan Smutts	Africa
Jedda Airport	Saudi Arabia
Johannesburg	Africa

-K-

Kadena AB	Okinawa
Karachi	Pakistan
Keflavik	Iceland
Kelly AFB	Texas
Khartoum	Sudan
Kindley AFB	Bermuda

-L-

Lajes	Azores
Liopoldville	Republic of Congo

-M-

MacTan	South Vietnam
Mayport NAS	Florida
McClellan	California
McGuire AFB	New Jersey

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Memphis	Tennessee
Midway Island	
Mildenhall Air Base	England
-N-	
New River	North Carolina
Norfolk NAS	Virginia
Norton AFB	California
-O-	
Olmsted AFB	Pennsylvania
-P-	
Patrick AFB	Florida
Pope AFB	North Carolina
-Q-	
Quonset Point	Rhode Island
-R-	
Ramey AFB	Puerto Rico
Recife	Brazil
Rhein Main AFB	Germany
Rio de Janeiro	Brazil
Robbins AFB	Georgia
Rota NAS	Spain
-S-	
Sandrestrom	Greenland
San Isidro	Dominican Republic
Scott AFB	Illinois
Sewart AFB	Tennessee
Seymor Johnson AFB	North Carolina
St. Louis	Missouri
-T-	
Tachikawa	Japan
Tan Son Nhut	Saigon
Tianah	Republic of China
Thule AFB	Greenland
Tinker AFB	Oklahoma
Travis AFB	California
Turner AFB	Georgia

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-W-

Wake Island	Detroit, Michigan
Willow Grove	Tripoli, Libya
Wheelus AFB	

-Y-

Yokota	Japan

-Z-

Zanderij	Surinam, South America

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CHRONOLOGY

1608th Air Transport Wing

Charleston AFB, South Carolina

1 July - 31 December 1965

July

1 The 1628th Organizational Maintenance Squadron was formed on 1 July 1965. This squadron will maintain the C-141 aircraft assigned to the wing. Major Theodore C. Claiborne was named commander. By 1 January 1966 the squadron will be fully manned with 151 airmen and officers.

1. Command of the 76th ATS was changed on 1 July 1965, and Lt. Col. Buford E. Stovall replaced Lt. Col. Joe B. Grobe.

1 Change of C-141 Project Officer on this date was necessitated by the retirement of Lt. Col. John Troupe. The new project officer was Lt. Col. Gilbert A. Priestly.

10 The first C-124 transferred from the 1608th Wing was accomplished on this date. The aircraft, Tail Number 992, was transferred to Hunter AFB, Georgia.

11 Chapel Dedication. On 11 July 1965 the new chapel was presented by Colonel Brendan Dixon, Base Commander, to Lt. Colonel (Chaplain) Leonard S. Edmonds. Guests for the ceremony included Congressman L. Mendel Rivers, USAF Chief of Chaplains, Major General Robert P. Taylor, Mr. John B. Hartnett, Contractor Representative, and Capt. Wm. N. Heamon, Director, Southeastern Bureau Yards and Docks.

The 1608th Air Transport Wing broke the 100,000 hour mark during the month of July 1965. Brig. Gen. Howard E. Kreidler announced that during FY 65, the wing flew more than 104,880 hours. This was the first time in the history of the wing that hours totalled more than 100,000 during a 12-month period. This was an increase of 11,875 over the previous year. This increase was accomplished with no increase of personnel or equipment. Special operations included Polar Strike, Quick Kick VII, Power Pack and humanitarian missions such as grain to Samolia Republic and quonset huts to Chile after an earthquake in that country.

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August

1 Colonel Davis F. Ervin replaced Colonel Dewry Bridges as Wing Deputy/Operations on 1 Aug 1965. Col. Bridges retired from the Air Force on 30 July 1965.

1 The Commander of the 3d ATS was changed on 1 August 1965. Lt Col Leonard F. Burke replaced Lt Col William L. Smith on that date.

13 The first C-124 to be transferred to an overseas base departed CAFB on this date. Ceremonies marking the transfer of Tail Number 030029 to the 1502d ATW, Hickam AFB, Hawaii were held on the morning of 13 Aug 65.

14 Arrival of first C-141, "City of Charleston", at CAFB. Crew members included: Maj. Frederick E. Burke, Jr., Pilot; Maj. Joseph Tosheff, AC; Capt. Frank Tablas, Jr. Navigator; TSgt Roger L. Neal, Loadmaster; MSgt Wm. B. Brazil, Loadmaster; MSgt James R. Holman, Flight Engineer; and CMSgt Robert E. Pettle, Flight Engineer.

25 The Charleston Air Force Base softball club - The Hurricanes took the MATS Softball Championship on this date.

September

1 The 463L System installed at the Freight Terminal became operational on 1 September 1965. A 30-90 day testing period began on 1 September, but was not completed by the end of this reporting period. A full report will be included in the 1 January - 30 June 1966 History of the 1608th Air Transport Wing.

The 1608th Air Transport Wing transported Gemini 5 from Mayport Naval Station to Cape Kennedy, Florida.

Work on the repair and resurfacing of the primary runway at Charleston Air Force Base began during September 1965. The Ballenger Paving Company of Greenville, S. C. was awarded the $614,975 contract for the removal of 3,300 feet of runway and replacement of this section.

Operation Nice Way - September 1965, involved the evacuation of 628 Americans from Lahore and Rawalpindi in Pakinstan to safe haven in Teheran, Iran. Two crews from the 41st and 76th participated in the operation.

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25 Kid's Day was celebrated at CAFB with an open house and display of military equipment. This annual event was sponsored by the Kiwanis Club of Charleston and the Charleston Air Force Base.

30 The C-130 simulator, in operation at Charleston AFB for the past three years, was transferred to Sewart AFB, Tennessee on 30 September 1965.

October

6 First Pride Achievement Award for the 1608th Air Transport was presented to Major Charles R. Myrosdick, Wing Information Officer, by Brig. Gen. Howard E. Kreidler, Commander. The award was in recognition for the C-141 arrival ceremony.

November

1 The Military Air Transport Service was given the responsibility for a single manager passenger reservation agency to handle all air transportation for all military services.

2 Fourteen aircraft from the 1608th joined other MATS units on 2 November for Operation Brave Cat, which was the airlift of Army and Air Force troops from U.S. bases to Norway, in conjunction with the Strike Command operation.

10 A C-141 from the 1608th airlifted AF dependent from Rhein Main Germany to Brooks Army Medical Center for treatment of severe burns. The City of Charleston, first C-141 delivered to CAFB was commanded by Capt. Frederic P. Curtis.

The 76th Air Transport Squadron was notified that an accumulation of more than 300,000 safe flying hours were recorded during the month of September 1965. On Sept. 30, this squadron had recorded 305,544:45 hours without accident. This is the first squadron in MATS or Air Force to attain this record.

December

10 CAFB Aero Club receives "Best In MATS" award from General Howell M. Estes, Jr, MATS Commander.

15 Word was received that the 444th Fighter Interceptor Squadron, based at Charleston AFB would be inactivated 1 July 1969.

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15 MSgt Arthur J. Ward, Flight Engineer 3d ATS, named 1608th Outstanding Airman of the Year.

20 Gemini 6 and 7 transported on last leg of journey from Mayport NAS, Florida to Kennedy by the 41st ATS. Crew included Capt. Peter F. Rose, AC; Capt. Neil C. Mullen, CP; 1st Lt Douglas W. Eichart, 1st Pilot; SSgt Harold L. Loveless, FM; AIC Marlin D. Basden, Loadmaster.

22 SSgt Joel W. Stanland, 1968th Communications Squadron, and wife were killed in the crash of a CAFB Aero Club plane while enroute to Kentucky. Three children survived the crash.

24 Christmas 1965 was celebrated with Christmas Card Lane, a base project which saw the squadrons of the base erecting appropriate seasons displays. The displays lined Hill Boulevard, from the Dorchester Road Gate to the flag pole.

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Jul-Dec 1965
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HISTORY
1608TH AIR TRANSPORT WING (H)
1 July - 31 December 1965

EASTERN AIR TRANSPORT FORCE
MILITARY AIR TRANSPORT SERVICE

Volume II

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SPECIAL MISSION STATISTICS TABLE
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1608th ATW

July 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AGD 207/01	C-130	41	Chas, Seymour-Johnson, Chas	01-02	3 acft hrs
AAM 1718/01 MOD 7-25-4 SARD 1050	124	17	Chas, Seymour-Johnson, Tinker, Travis, Hickam, Wake, Yakota, Wake, Hickam, Travis, McConnel, Chas	01-07	21,500 lbs load is for TSE Delta, 100 acft hrs req
AAM 1811/01 MOD 7-39-5 SARD 3143	C-130	76	Chas, McChord, Hickam, Wake, Andersen, Tan Son Nhut, Kadena, Wake, Hickam, Travis, Chas	01-06	45 Pax. 10,810 lbs cargo; 73 acft hrs req
AKA 283/12	C-130	76	Chas, Patrick, Antigua, Zanderij, Recife, Ascension, Recife, Fernando, Recife, Fernando, Recife, Zanderij, Patrick, Chas	01-06	
AKA 283/26	C-130	76	Same as above	01-06	
ANC 309/02	C-124	17	Chas, Travis, Hickam, Wake, Andersen, Tachikawa, Midway, Hickam, Travis, Chas	02-11	Route Familiarization and Opportune Cargo Airlift; 97 acft hrs req
AAM 1866/02 MOD 7-58-5 SARD 3538	C-124	17	Chas, Turner, San Isidro, Ramey, Chas	02-03	2 Helicopters to San Isidro and 2 of the same return to Chas; 20 acft hrs req.

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July 1965

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AAM 1865/02 MOD 7-58-5 SARD 3538	C-130	3	Chas, Turner, San Isidro, Ramey, Chas	02-032	2 Helicopters to San Isidro and 2 of the same return to Chas; 20 acft hrs req
AAM 1866/02 MOD 7-58-5 SARD 3538	124	17	Chas, Turner, Chas, San Isidro, Ramey, Chas	02-04	1 Helicopter 467 X 123 X 124 at Turner. Channel at Chas; 20 Acft Hrs Req
AAM 1328 MOD 6-39-5 SARD 1873	C-130	76	Chas, Travis, Hickam, Wake, Guam, Clark, Guam, Wake, Hickam, Travis, Chas	02-08	60 Pax, Troops at 300 lbs ea; 70 acft hrs req
AAM 1330/03 MOD 6-30-3 SARD 1873	C-130	41	Chas, Travis, Hickam, Wake, Guam, Clark, Guam, Wake, Hickam, Travis, Chas	03-09	60 Pax. Troops at 300 lbs ea; "Limelight 45"; 70 acft hrs req
AGD 207/06	C-130	76	Chas, Robins, Chas	06	1 Ferry Crew, 5 Pax, 2 acft hrs req
AGD 207A/08	C-130	76	Chas, Griffiss, Chas	08	1500 lbs cargo, generator; 6 acft hrs req

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AGD 207/08	C-130	41	Chas, Hunter, Travis, Chas	08	53 Pax; 18 acft hrs req
AAM 1979/08 MOD 7-87-5 SARD 1090	C-1302	76	Chas, Olmstead, Memphis, Travis, Hickam, Wake, Andersen, Wake, Hickam, Travis, Chas	08-14	12.2 T Cargo, Sodium Hydroxide; Close Watch Mission; 50 Acft Hrs Req
ARD 207/190	C-130	41	Chas, Scott, Chas	09-10	13 Pax; 5 acft hrs req
AGD 307/10	C-124	17	Chas, Dover, McGuire, Chas	10-11	Props and Dollys - Channel Cargo; 8 acft hrs req
AMA 3714/10	C-124	17	Chas, Kindley, Chas	10-11	Channel Cargo - Max Acl; 10 acft hrs req
AAM 1684/11 MOD 7-15-5 SARD 1048	C-124	17	Chas, Travis, McClellan, Hickam, Wake, Guam, Clark, Tianah, Clark, Guam, Wake, Hickam, McClellan, Chas	11-18	60 Pax 7500 lbs baggage each way; 100 acft hrs req
AAM 1725/11 MOD 7-25-5 SARD 1052	C-130	3	Chas, Homestead, Kindley, Lajes, Torrejon, Cigli, Torrejon, Lajes, Kindley, Homestead, Chas	11-19	53 Pax plus cargo; 70 acft hrs req

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AAM 13/193 MOD 7-105-5 SARD 3157	C-124	17	Chas, Pope, San Isdro, Ramey, Chas	12-13	Max ACL - San Isidro; 17 acft hrs req
AAM 11/193 MOD 7-105-5 SARD 3157	C-130	76	Chas, Pope, San Isidro, Ramey, Chas	12-13	33 Pax; 13 acft hrs req
AAM 1726/13 MOD 7-28-5 SARD 1052	C-130	3	Chas, Homestead, Kindley, Lajes, Torrejon, Cigli, Torrejon, Lajes, Kindley, Homestead, Chas	13-21	Total Cargo 15.0 Tons; Spl Msn 178/175; 70 acft hrs req
AAM 1727/13 MOD 7-28-5 SARD 1052	C-124	17	Same as above	13-21	Same as above
AAA 3794/13	C-124	17	Chas, Ramey, Howard, Ramey, Chas	13-15	Channel Cargo; 24 acft hrs req
ADD 203/14	C-130	76	Chas, Hunter, Scott, Chas	14-15	Admin Airlift; As Dir; 5 acft hrs req

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July 1965

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AAM 1609/14 MOD 6-167-5 SARD 2057	C-130	41	Chas, Willow Grove NAS, Travis, Hickam, Wake, Tachikawa, Midway, Hickam, Travis, Chas	14-18	Total of 38,890 lbs, 13 crates; 70 acft hrs req
AAM 1610/15 MOD 6-167#5 SARD 2057	C-130	76	Same as above	15-19	Same as above
AGD 307/14	C-130	3	Chas, McGuire, Dover, Chas	14-15	7 Pax - Channel Cargo; 7:30 acft hrs req
ARA 379/15	C-130	3	Chas, Ramey, Howard, Ramey, Chas	15-17	24 acft hrs req
AJC 213 ARA 245%/15	C-130	76	Chas, Dover, Lajes, Chateauroux, Lajes, Dover, Chas	15-17	Special Assignment Airlift Operating Channel Mission; 33 acft hrs req
AJC 313/16 ARA 343W				15	53 Pax Chas To Travis

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July 1965

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ADD 203/17	C-130	41	Chas, Scott, Hunter, Chas	17-17	Admin Airlift; 5 acft hrs req
AAM 1652/24 MOD 7-13-5 SARD 3094	C-130	41	Chas, Lajes, Torrejon, Wheelus, Cairo (Overhead), Jedda (Overhead), Addis Abba, Jedda (Overhead), Cairo (Overhead), Wheelus, Torrejon, Lajes, Pope, Chas	24-30	34 Pax/34000 lbs for each mission; 65 acft hrs req
AAM 1653/24 MOD 7-13-5 SARD 3094	C-130	76	Same as above	24-30	Same as above

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August ~~July~~ 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AGD 207/01	C-130	41	Chas, McGuire, Chas	01-02	5 acft hrs req
AGD 307/04	C-130	3	Chas, Barksdale, Chas	04-05	8 acft hrs req
AGD 307/05	C-130	3	Chas, McGuire, Chas	05-06	Pick Up 1 Chas C-130 Crew at Kwri; 7 acft hrs req
ADD 203/05	C-130	76	Chas, McGuire, Chas	05-06	Admin Alft, 6 acft hrs req
AAM 459/06 MOD 7-168-5 SAMD 3617	C-130	3	Chas, Olmstead, Travis, Hickam, Wake, Andersen, MacTan, Tan Son Nhut, MacTan, Andersen, Wake, Hickam, Travis, Chas	06-13	14,556 lbs cargo; 113 acft hrs req
AGD 207/06	C-130	41	Chas, Robins, McGuire, Chas	06-0[illegible]	Airlift crew from flight test; 7:45 acft hrs req
AGD 207/06	C-130	41	Chas, Robins, Chas	06	4 Pax; 2 acft hrs req
AHC 209/06	C-130	41	Chas, Travis, Hickam, Wake, Guam, Kadena, Tachikana, Midway, Travis, Chas	06-14	Opportune WESTAF Cargo; 75 acft hrs req

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August 1965

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MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AJC 313/07	C-124	17	Chas, Tinker, Travis	07-08	25,500 lbs cargo; 85 acft hrs req
AGD 307/09	C-130	3	Chas, Dobbins, Chas	09	7 Pax; 4 acft hrs req
AAM 178/10 MOD 8-11-5 SARD 1247	C-130	41	Chas, Cannon, Travis, Hickam, Clark, Andersen, Chas	10-16	Enroute Support Team "A" - 22 Pax - 6.2 T Cargo; 75 acft hrs req
AAM 183/10 MOD 8-11-5 SARD 1247	C-130	76	Chas, Cannon, Travis, Hickam, Wake, Kadena, Clark, Kadena, Midway, Travis, England, Chas	10-16	20 Pax, Lima Mike Rotation; 71 Acft hrs req
AGM 301/13	C-124	17	Chas, Travis, Hickam	13-15	25acft hrs req
AGD 307A/14	C-130	3	Chas, Robins, Chas, Robins, Chas	14	To airlift acf team to Robins; 5 acft hrs req
AGD 307/14	C-130	3	Chas, Dobbins, Chas	14	7 Pax, Airlift 7 Newsmen to Dobbins and return 780 equipment for C-141; 3 acft hrs req

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AJC 213/AAA 225X/15	C-130	76	Chas, McGuire, Goose, Sondestrom, Thule, Goose, McGuire, Chas	15-19	Channel Cargo; 26 acft hrs req
AJC 213/245X/15	C-130	76	Chas, Dover, Lajes, Chateauroux, Lajes, Dover, Chas	15-17	24 Pax - Channel Cargo; 30 acft hrs req
AAA 253X/15	C-130	76	Chas, Lajes, Wheelus, Chateauroux	15-17	Acft and crews will remain in "Junction Run" system; 39 acft hrs req
AAM 671/GMD MOD 8-51-5 SARD 1263	C-130	Alert Crew	Chas As Directed		For Support of Project Gemini GT-5; 75 acft hrs req
AJC 313/16	C-124	17	Chas, Tinker, Travis	16-17	2 Vans, 37000 lbs; 100 acft hrs req
AAM 617/17 MOD 8-99-5 SARD 3630	C-130	41	Chateauroux, Evreux, Lajes, Kindley, Chas, Travis, Hickam, Wake, Kadena, Tan Son Nhut, Kadena, Midway, Travis, Chas	17-23	26,000 lbs; AAM 617P/229 AAM 617/229 Crew and Acft Change AAM 617T/229; 100 acft hrs req 1st; 75 acft hrs req 2nd

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ACM 301/230	C-124	17	Chas, Travis, Hickam	18-20 As Directed	For Transfer of Assignment; 25 acft hrs req
ACM 301/231	C-130	3	Chas, Travis, Hickam	19-21 As Directed	Same as above
AGD 207/231	C-130	76	Chas, Dobbins, Chas	19	4 Pax; 5 acft hrs req
AAM 712/232 MOD 8-116-5 SARD 2753	C-124	17	Chas, Quonset Point, Tinker, Travis, Hickam, Wake, Andersen, Mac Tan, Da Nang, Mac Tan, Andersen, Wake, Hickam, Travis, Chas	20-28	Planned Load: 21,500 lbs cargo; 110 acft hrs req
AAM 715/232 MOD 8-116-5 SARD 2753	C-124	17	Same as above	20-28	Same as above
AAM 718/233 MOD 8-116-5 SARD 2753	C-124	17	Same as above	21-29	Same as above
AGD 307/232	C-124	17	Chas, Kindley, Chas	20-23	6 Pax - 12000 lbs cargo; 10 acft hrs req

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ARA 253J/21	C-130	76	Chas, Kindley, Lajes, Wheelus, Chateauroux, Evreux, Lajes, Kindley, Chas	21-30	26,000 lbs cargo, ARA 253J/233, ARA 254J/235 AAM 618P/235, AAM 618/235, Crew and Acft Change, AAM 618T/235; 200 acft hrs req
AGD 307/233	C-124	17	Chas, Robins, Chas	21	40 Pax - 10000 lbs cargo; 5 acft hrs req
AHC 409/23	C-130	3	Chas, Tinker, Travis, Hickam, Travis, Hickam, Travis, Hickam, Travis, Chas	23-29	Opportune cargo - Neg Pax, for Route Familiarization and Opportune Cargo Airlift; 45 acft hrs req.
AJC 213/227X/25	C-130	41	Chas, McGuire, Thule, McGuire, Chas	24-27	24 acft hrs req
ACN 301/25		63 TCW	Chas, Tinker, Travis, Hickam	25-27	10 tons; 25 acft hrs req
AAM 575/27 MOD 8-60-5 SARD 1265	C-130	3	Chas, Kindley, Lajes, Wheelus, Incirlik, Wheelus, Torrejon, Lajes, Argentia, Seymour Johnson, Chas	27 Aug-04 Sep	25 Pax; 63 acft hrs req

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AGC 207/27	C-130	41	Chas, Norfolk, Travis, Chas	27-29	14,000 lbs; 20 acft hrs req
AGD 207/30	C-130	41	Chas, McGuire, Chas	30	41 ATS Junction Run Crew; 5 acft hrs req
AGD 207/21	C-130	76	Chas, Patrick, Chas	31	3 Pax
AJC 213/AMA 227A/31	C-130	76	Chas, McGuire, Sondestrom, Thule, Sondestrom, McGuire, Chas	31 Aug-03 Sep	60 Pax; 26 Acft Hrs Req

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AAM 1062 MOD 9-57-5 SARD 3641	C-130	41	Chas, Harmon, Rhein Main, Lajes, Kindley, Chas, Travis, Hickam, Wake, Kadena, Tan Son Nhut, Kadena, Midway, Travis, Chas	03-12	105 Ammo LBT 38 X 36 X 29 - Pax Acl; 40 acft hrs req
AAM 1067 MOD 9-57-5 SARD 3641	C-130	41	Same as above	04-13	Same as above; 75 acft hrs req
AGD 207/03	C-124	3	Chas, Tinker, Chas	03-04	40 Pax; 20 acft hrs req
AGD 307/06	C-124	3	Chas, Tinker, Chas	06-07	40 Pax; 20 acft hrs req
AHC 309/04/AAM 918/04 MOD 9-35-5 SARD 2768	C-124	17	Chas, Harmon, Keflavik, Prestwick, Mildenhall, Rhein Main, Chateauroux, Rota, Lajes, Kindley, Jacksonville, Chas	04-13	Total c o for two missions is 63 PAX/35,000 lbs; Route familiarization and special assnt alft; 72 acft hrs req
AGD 207/06	C-130	76	Chas, McGuire, Chas	06	alft 76 ATS junction run crew to McGuire; 5 acft hrs req

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AAM 1160 SAMD 3650	C-130	41	Chas, McGuire, Travis, Hickam, Wake, Kadena, Tan Son Nhut, Kadena, Midway, Travis, Chas	02-14	26,000 lbs batteries on small pallets; 77 acft hrs req
ADD 203/07	C-130	41	Chas, McGuire as dir	07	Admin Airlift; 6 acft hrs req
AGD 207/08	C-130	76	Chas, Robins, Chas	08	Alft 1608 Ferry Crew; 5 acft hrs req
ACC 201/08	C-130	41	Chas, Robins	08	For Ferry 12367; 2 acft hrs req
AMG 1059	C-130	76	Chas, New River, Chas	08	Air Transportability and training; 5 acft hrs req
MSN AGD 407/10	C-124	3	Chas, McGuire As Dir	10	Orientation flt for B/Gen Williams and Party; 5 acft hrs req
AJG 213/11 AMA 271AM/12	C-130	41	Chas, Travis, Hickam, Wake, Kadena, Midway, Travis, Chas	11-16	65 acft hrs req

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AGD 207/12	C-130	41	Chas, Hunter, Chas	12	15 Pax Plus Baggage; 5 acft hrs req
AGD 407/13	C-124	3	Chas, Dobbins, Chas	13	2 C-141 Ferry Crews; 5 acft hrs req
ACM 301/15	C-124	3	Chas, Hunter	15	From Chas - Hunter Transfer of Assignment; 2 acft hrs req
ACM 301/17	C-124	3	Chas, Hunter	17	Same as above
ACM 301/21	C-124	3	Chas, Hunter	21	Same as above
ADD 203/15	C-130	41	Chas, Pope, Chas	15	Admin Airlift; 6 acft hrs req
AJC 313/15/ AMA 331AW/16	C-124	3	Chas, Travis As Dir	15-16	Channel Cargo Airlift; 100 acft hrs req
AGD 307/16	C-124	3	Chas, Dover, Chas	16	Airlift 2 1607 ATW C-124 Crews to Dover and 1 1608 ATW C-124; 6 acft hrs req

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AJC 313/AKA 3294/16	C-124	17	Chas, Dover, Goose, Thule, Nord, Thule, Sondrestrom, Goose, Dover, Chas	17-18	Channel and Special Assignment Airlift; 42 acft hrs req
AJC 3134/ AKA 3274/17	C-124	17	Chas, Dover, Goose, Sondrestrom, Thule, Nord, Thule, Sondrestrom, Goose, Chas	17-19	Channel Cargo Opportune Airlift; 42 acft hrs req
AGD 207/18	C-130	76	Chas, McGuire, Chas	18	3 C-130 Crews To McGuire For "Deep Furrow"
AKA 2534/18	C-130	76	Chas, Lajes, Wheelus, Chateauroux, Rota, Lajes, Chas	18-22	17 Pax; Channel Cargo Airlift and to Airlift Junction Run Crews to Chateauroux; 42 acft hrs req
AHC 209/20	C-130	76	Chas, Kelly, Travis, Hickam, Wake, Andersen, Mac Tan, Clark, Kadena, Tachikawa, Shemya, Elmendorf, Chas	20-29	Opportune Cargo, route familiarization; 70 acft
AGD 307/20	C-124	3	Chas, Dobbins, Chas	20	3 acft hrs req
AGD 307/23	C-124	17	Chas, Patrick, Chas	23-24	Airlift Missile to Chas for Open House; 1 Missle, 4 acft hrs req

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AGD 207/26	C-130	41	Chas, Kelley, Chas	26-27	Airlift Support Equipment to Kelly; 8 acft hrs req
AGD 207/28	C-130	76	Chas, Kelly, Chas	28-29	Airlift Support Equipment to Kelly; 8 acft hrs req
ARC 409/28	C-124	3	Chas, Travis, Wake, Kadena, Yokota, Travis, Hickam, Chas	28 Sep-05 Oct	Route Familiarization and Opportune Cargo Alft; 59 acft hrs req
ARC 209/28	C-130	41	Chas, Travis, Hickam, Wake, Kadena, Tachikawa, Elmendorf, Kelly, Chas	28 Sep-06 Oct	Route Familiarization and Opportune Cargo Alft; 70 acft hrs req
AAM 963/29 MOD 9-45-5 SARD 2769	C-124	17	Chas, El Toro, Hickam, Wake, Guam, Nac Tan, Da Nang, Nac Tan, Guam, Wake, Hickam, Travis, Chas	29 Sep-06 Oct	73 Pax, 7227 lbs excess baggage; 105 acft hrs req
AAM 963/29 MOD 9-45-5 SARD 2769	C-124	17	Chas, El Toro, Hickam, Wake, Guam, Nac Tan, Da Nang, Nac Tan, Guam, Wake, Hickam, Travis, Chas	29 Sep-06 Oct	73 Pax, 7227 lbs excess baggage, 105 acft hrs req
AKA 279A/30	C-130	76	Chas, Howard, Chas	30 Sep-01 Oct	40 Pax, Channel Cargo; 14 acft hrs req

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MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AHC 409/01	C-141	3	Chas, Travis, Wake, Kadena, Yokota, Travis, Hickam, Chas	01-08	Route Familiarization and Opportune Cgo Alft; 59 acft Hrs req
AHC 409/04	C-141	3	Same as above	04-11	Same as above
AJC 213/01/AKA 245XW/01	C-130	41	Chas, Kelly, Elmendorf, Tachikawa, Kadena, Saigon, Tachikawa, Elmendorf,	01-04	Channel Cargo, 75 acft hrs req
AJC 213A/02/ AKA 245XW/02	C-130	41	Same as above	02-05	Same as above
AJC 213/03/ AKA 245XW/03	C-130	76	Same as above	03-06	Same as above
AJC 213A/04/ AKA 245XW/04	C-130	76	Same as above	04-07	Same as above
AJC 213/05/ AKA 245XW/05	C-130	41	Same as above	05-08	Same as above
AHC 409/01	C-141	3	Chas, Travis, Wake, Kadena, Yokota, Travis, Hickam, Chas	01-08	Route Familiarization and Opportune Cgo Alft; 59 acft hrs req
AHC 409/04	C-141	3	Same as above	04-11	Same as above

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AGD 307/02	C-124	17	Chas, Zanderij, Recife, Ascension, Leo, Ascension, Recife, Zanderij, Chas	02-08	NORS Parts; 72 acft hrs req
AJC 213B/02/ AKA 245XW/02	C-130	76	Chas, Kelly, Elmendort, Tachikawa, Kadena, Saigon, Tachikawa, Elmendort	02-05	Channel Cargo Alft, 75 acft hrs req
AGD 207/02	C-130	76	Chas, McGuire, Chas	02	3 C-130 Crews (24 Pax), for alft of 3 Junction Run Crews to McGuire; 6 acft hrs req
AHC 409/03	C-141	3	Chas, Chateauroux, Dover, Chas	03-04	Route Familiarization and Opportune Cargo Airlift; 21 acft hrs req
AAM 1/15	C-130	76	Chas, Eglin, Kelly, Elmendorf, Anchitka, Elmendorf,	04-06	22 Pax, 14,000 lbs cgo; 60 acft hrs req
AJC 213/AKA 227X	C-130	76	Chas, Dover, Harmon, Thule, Dover, Chas	05-08	Channel Cargo Alft
AKA 245XW	C-130	41	Chas, Wurtsmith, Kelly, Elmendorf, Tachikawa, Kadena, Saigon, Tachikawa, Elmendorf,	05-09	50 Pallets (463L) Cargo 17,700 lbs; For Special Assignment Airlift and WESTAF channel Msn

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AGC 307/06	C-124	17	Chas, McGuire, Grand Forks, Namao (RCAF) Edmonton, Elmendorf, McChord, Chas	06-10	Cherry-Picker - 34,000 lbs; 39 acft hrs req
AJC 213/AKA 245XW/07	C-130	76	Chas, Kelly, Elmendorf, Tachikawa, Kadena, Saigon, Tachikawa, Elmendorf	07-as dir	Channel Cargo Airlift; 75 acft hrs req
AJC 213/AKA 245XW/08	C-130	41	Same As Above	09-as dir hrs req	Channel Cargo Airlift, 75 acft
AJC 213/ AKA 245XW/09	C-130	41	Chas, Kelly, Elmendorf, Tachikawa, Kadena, Saigon, Tachikawa, Elmendorf,	09-as dir	Channel Cargo Airlift; 75 acft hrs req
AJC 213/ AKA 245XW/10	C-130	41	Same as above	11-as dir	Same as above
AMC 409/10	C-141	3	Chas, Chateauroux, Chas	10-11	Route Familiarization and opportune cargo airlift; 20 acft hrs req
AGD 407/11	C-141	3	Chas, Dobbins, Chas	11	Airlift C-141 Ferry Crew to Dobbins

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AMR 1527/11 MOD 10-72-5 SARD 2074	C-124	17	Chas, Lajes, Mildenhall, Goose, Chas, Travis, Hickam, Wake, Anderson, Mac Tan, Subi Pt, Mac Tan, Anderson, Wake, Hickam, Travis, Chas	11-23	2 Napier Engines - 15,456 lbs cargo; 42/100 acft hrs req
AGD 207/12	C-130	41	Chas, Turner, Chas	12	Admin Airlift; 3 acft hrs req
AGD 407/13	C-141	3	Chas, Dover, McGuire, Chas	13	Admin Airlift; 5 acft hrs req
AMC 409/13	C-141	3	Chas, Chateauroux, Chas	13-14	Route Familiarization and Opportune cgo Airlift; 20 acft hrs req
AMC 409/14	C-141	3	Chas, Rhein Main, Dover, Chas	14-16	Route Familiarization and opportune cargo airlift; 23 acft hrs req
AGC 307/14	C-124	17	Chas, McGuire, Travis, Chas	14-16	93 Pax - Max Acl; Alft Easy Apple Personnel; 27 acft hrs req
AGD 207/16	C-130	76	Chas, McGuire, Chas	16	16 Pax, alft "Junction Run" Stage Crews; 4 acft hrs req

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AHC 409/16	C-141	3	Chas, Rhein Main, Dover, Chas	16-18	Route Familiarization and Opportune Cargo Alft; 22 acft hrs req
AHC 409/18	C-141	3	Chas, Chateauroux, Dover, Chas	18-19	Route Familiarization and opportune cargo airlift; 21 acft hrs req
AJC 213/AHA 245AW/19	C-130	41	Chas, Kelly, Elmendorf, Tachikawa, Kadena, Saigon, Tachikawa, Elmendorf	19-as dir	Channel Cargo Airlift; 75 acft hrs req
AHC 409/20	C-141	3	Chas, Travis, Wake, Kadena, Yokota, Travis, Chas	20-25	Route Familiarization and Opportune Cargo Alft; 43 acft hrs req
AGC 407/21	C-141	3	Chas, Pope, Seymour Johnson, Chas	21-22	Project "Blue Chip" for static display & loading demonstration; 2 acft hrs req
AJC 213/21/AHA 245AW/21	C-130	76	Chas, Kelly, Elmendorf, Tachikawa, Kadena, Saigon, Tachikawa, Elmendorf	21-as dir	Channel cargo alft; 75 acft hrs req
AJC 213A/21/AHA 245AW/22	C-130	41	Same as above	21-as dir	Same as above

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AHC 309/21	C-124	17	Chas, Mindley, Chas	21-22	Route Familiarization; 8 acft hrs req
AHC 409/24	C-141	3	Chas, Chateauroux, Dover, Chas	24-25	Route Familiarization and Opportune Cargo Airlift; 21 acft hrs req
AAM 1511/25 MOD 10-68-5 SARD 1666	Hotel Alert Crew		Chas, Mayport NAS, St. Louis (McDonnell Acft Corp), Chas	25 Oct as dir	Close Watch Mission; In Support of Gemini GT-6; 30 acft hrs req
ADD 402/24	C-141	3	Chas, Scott, Chas	24-25	Admin Airlift; 4 acft hrs req
AGD 207/25	C-130	41	Chas, Shaw, Chas	25	Airlift ACF Support Equipment and Personnel; 2 acft hrs req
AED 205/25/26/27/28/29	C-130	41	Chas, Hunter, Hunter, Chas	25-29	For evaluation of the use of Radar Bomb Scoring Sites in Aerial Delivery; 4 acft hrs req
AHC 409/26	C-141	3	Chas, Rhein Main, Dover, Chas	26-28	Route Familiarization and Opportune Cargo Airlift; 22 Acft hrs req

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AHC 409/28	C-141	3	Chas, Kelly, Travis, Wake, Kadena, Yokota, Travis, Chas	28-02	Channel Cargo Airlift; 43 acft hrs req
AGD 207/29	C-130	41	Chas, Norfolk, Chas	29	Admin Alft; 4 acft hrs req
AED 405/27	C-141	3	Chas, Kindley (Overhead), C/S Echo (Overhead), Kindley (Overhead), Ramey (Overhead), Chas	27	"Round Robbins" Will Not Land At Any Enroute Points; 12 acft hrs req
AED 405/29	C-141	3	Same as above	29	Same as above
AGD 307/29	C-124	17	Chas, Shaw, Chas	29	38 Pax, 31,000 lbs cgo, 1608 ATW ACF Pers and Equipment; 2 acft hrs req
AJC 313/AAA 345AW/30	C-124	17	Chas, Kelly, Travis, Hickam, Wake, Andersen, Mac Tan, Tan Son Nhut, Mac Tan, Andersen, Wake, Hickam, Travis, Chas	30 Oct-07 Nov	103 acft hrs req
AHC 409/30	C-141	3	Chas, Kindley, Ramey, Chas	30	17,300 lbs, Type: 4 Engines, Route Familiarization and Opportune Cgo Alft, 9 acft hrs req

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AAM 1664/30	C-130	76	Chas, Griffiss, Kelly, Elmendorf, Tachikawa, Kadena, Nha Trang (Overhead), Cam Ranh Bay, Nha Trang, Tachikawa, Elmendorf, Chas	[illegible] 30 Oct-03 Nov	14,000 lbs, 20 Boxe of Transmissions; 75 acft hrs req
AGD 207/31	C-130	76	Chas, England, MacDill, Chas	31 Oct-01 Nov	To Airlift Personnel to England and Pick ACF at MacDill; 7 acft hrs req

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AKA 3714/06	C-124	17	Chas, Kindley, Chas	06-07	Channel Cargo Airlift; 8 acft hrs req
AJC 313/06/ AKA 3254/07	C-124	17	Chas, Dover, Goose, Thule, Dover, Chas	06-10	Channel Cargo Airlift; 31 acft hrs req
AGD 307/07	C-124	17	Chas, England, Chas	07	28 Pax, Provide Return Airlift For England ACF; 8 acft hrs req
AJC 413/08/ AKA 4334/09	C-141	3	Chas, Dover, Chateauroux, Mildenhall, Dover, Chas	08-11	Channel Cargo and 2 41 ATS Junction Run Stage Crews; 20 acft hrs req
AKA 3694/312	C-124	17	Chas, Kindley, Lajes, Kindley, Chas	08-10	Channel Cargo Airlift; 26 acft hrs req
AGD 301/08		FOF	Chas, Tinker	08-09	Ferry Acft to Tinker; 5 acft hrs req
AAM 65/10 MOD 11-94-5 SAMD 3713	C-141	3	Chas, Nashville, Travis, Hickam, Wake, Clark, Saigon, Clark, Hickam, Chas	10-17	68,000 lbs, Special Assignment Airlift; 45 acft hrs req

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AJC 213/ ARA 225A/11	C-130	76	Chas, Dover, Harmon, Thule, Harmon, Chas	10-13	Channel Traffic; 27 acft hrs req
AHC 409/10	C-141	3	Chas, McGuire, Kelly, Travis, Wake, Kadena, Yokota, Travis, Chas	10-16	Route Familiarization and Opportune Cargo Airlift; 45 acft hrs req
AGD 307/10	C-124	17	Chas, MacDill, Chas	10	58 Pax - 17,000 lbs cargo; 5 acft hrs req
AAA 435A/11	C-141	3	Chas, Dover, Chateauroux, Rhein Main, Chas	11-13	Channel Cargo Airlift; 23 acft hrs req
AJC 413/12/ARA 445A/12	C-141	3	Chas, Dover, Chateauroux, Chas	12-14	Channel Cargo Airlift; 22 acft hrs req
AJC 413/13/ARA 445A/13	C-141	3	Chas, Dover, Chateauroux, Chas	12-14	Channel Cargo Airlift; 22 acft hrs req
AAM 123/12 MOD 11-116-5 SARD 3718	C-130	76	Chas, Dobbins, Norton, Hickam, Wake, Kadena, Saigon, Tachikawa, Elmendorf, Chas	12-16	20,873 lbs Mosquito Poles and Boots; 75 acft hrs req

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AJC 313/AAA 325A/14	C-124	17	Chas, Dover, Goose, Sondrestrom, Thule, Dover, Chas	14-17	Channel Cargo Airlift; 31 acft hrs req
AGC 307/14	C-124	17	Chas, McGuire, Tinker, Travis, Chas	14-16	32 Pax - 8.7 Tons Cgo; 29 acft hrs req
AJC 413/AAA 445A/16	C-141	3	Chas, Dover, Mildenhall, Chateauroux, Chas	16-19	Channel Cargo Airlift; 20 acft hrs req
AGC 307/17	C-124	17	Chas, McGuire, Travis, Chas	17-19	One Van, To Airlift Van To Travis; 25 acft hrs req
AJC 313/325A/17	C-124	17	Chas, Dover, Goose, Sondrestrom, Thule, Dover, Chas	17-21	Channel Cargo Airlift; 31 Acft Hrs Req
AGD 307/18	C-124	17	Chas, MacDill, Eglin, Chas	18-19	ACF Personnel & Equipment; 6 acft hrs req
AGC 407/18	C-124	3	Chas, Travis, Elmendorf, Shemya, Yokota, Kadena, Clark, Saigon, Yokota, Elmendorf, Chas	18-25	Route Survey; 45 acft hrs req

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AGD 207/19	C-130	41	Chas, Olmstead, Chas	19	Anors Parts; 5 acft hrs req
AAM 121/19 MOD 11-115-5 SARD 3715	C-141	3	Chas, Langley, Travis, Wake, Clark, Saigon, Clark, Hickam, Chas	19-25	40,428 lbs cgo; 50 acft hrs req
AGD 307/19	C-124	17	Chas, McCoy, Chas	19	Mx Support Airlift, 5 acft hrs req
AAA 3694/20	C-124	17	Chas, Kindley, Lajes, Kindley, Chas	20-22	Channel Cargo Alft; 28 acft hrs req
AGC 407/20	C-141	3	Chas, Ontario Int'l, Travis, Elmendorf, Shemya, Yokota, Kadena, Clark, Saigon, Yokota, Elmendorf, Chas	20-27	Route Survey; 45 acft hrs req
AAM 388/21 MOD 11-142-5 SARD 3704 & 1930	C-124	17	Chas, Olmstead, Minneapolis, St Paul, Travis, Hickam, Wake, Guam, Mac Tan, Nha Trang, Tan Son Nhut, Mac Tan, Guam, Wake, Hickam, Travis, Chas	21-29	10,000 lbs Rags at Olmstead, 5 Refrigerator Units at Minn/ St Paul at 1600 lbs; 109 acft hrs req

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AAM 415/21 MOD 11-142-5 SAMD 1930	C-124	17	Chas, Minneapolis, St. Paul, Travis, Hickam, Wake, Guam, Mac Tan, Da Nang, Mac Tan, Guam, Wake, Hickam, Travis, Chas	21-29	10 Refrigerator Units at 1600 lbs ea.; 107 acft hrs req
MSN 3-21	C-141	3	Chas	21	50 Pax, 5 acft hrs req; C-141 Indoctrination flight of 61st ATS (R)
MSN 3-21	C-1412	3	Chas	21	Same as above
AGD 207/21	C-130	41	Chas, Eglin, Chas	21-22	6 Pax 4000 lbs cgo; 5 acft hrs req
ADD 403/22	C-141	3	Chas, Scott, Chas	22	Admin Airlift; 6 acft hrs req
ADD 203/22	C-130	41	Chas, Ramey, Chas	22-23	Admin Airlift; 15 acft hrs req
AAM 2002/24 MOD 11-1-5 SAMD 3199	C-141	3	Chas, El Paso, Travis, Hickam, Wake, Yokota, Travis, Chas	24-29	73 Pax; 37 acft hrs req
AAA 425/23 MOD 11-150-5 SAMD 1935	C-130	76	Chas, McClellan, Norton, Hickam, Wake, Kadena, Obon, Tachikawa, Elmendorf, Chas	23-27	Class "B" Explosives MK 24 Flares on Pallets (Each Pallet 1440 lbs); 71 acft hrs req

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MSN AAM 429/23 MOD 11-150-5 SARD 1935	C-130	41	Chas, McClellan, Norton, Hickam, Wake, Kadena, Ubon, Tachikawa, Elmendorf, Chas	23-27	MAX ACL Class "B" Explosives; 71 acft hrs req
MSN AAM 430/24 MOD 11-150-5 SARD 1935	C-130	76	Same as above	24-28	Same as above
AJC 213/AMA 2454/24	C-130	76	Chas, McGuire, Goose, Keflavik, Prestwick, Chateauroux, Lajes, Kindley, Chas	24-28	Channel Cargo Airlift; 30 acft hrs req
AHC 307/24	C-124	17	Chas, McGuire, Tinker, Travis, Chas	24-26	3 Engines
AAM 1766/25 MOD 11-10-5 SARD 2828	C-130	76	Chas, North Island NAS, Norton, Hickam, Wake, Kadena, Da Nang, Tachikawa, Elmendorf, Chas	25-29	60 Each With 100 lbs Excess Baggage; 71 acft hrs req
AAM 1767/25 MOD 11-10-5 SARD 2828	C-130	41	Same as above	25-29	same as above
ADD 403/26	C-141	3	Chas, Andrews, Chas	26-27	Admin Airlift; 5 acft hrs req

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ARA 345AM/26	C-124	17	Chas, Kelly	26 as dir	Channel Cargo Airlift; 110 acft hrs req
ARC 409/26	C-141	3	Chas, Travis, Hickam, Wake, Kadena, Yokota, Travis, Chas	26-Nov-01 Dec	Route Familiarization and Opportune Cargo Airlift; 42 acft hrs req
ADD 203/27	C-130	41	Chas, Andrews, Chas	27	Admin Airlift; 5 acft hrs req
AAM 472/27 MOD 11-158-5 SARD 1937	C-124	17	Chas, Selfridge, Travis, Hickam, Wake, Guam, Mac Tan, Tan Son Nhut, Mac Tan, Guam, Wake, Hickam, Travis, Chas	27 Nov-04 Dec	13,000 lbs transfer boxes, Special Assignment Airlift; 108 acft hrs req
ADD 203/28	C-130	76	Chas, Hunter, Scott, Chas	28	Admin Airlift; 7 acft hrs req
AAM 486/28 MOD 11-160-5 SARD 3311	C-130	41	Chas, Norton, Hickam, Wake, Kadena, Tan Son Nhut, Tachikawa, Elmendorf, Chas	28 Nov-01 Dec	61 Pax Each; 71 acft hrs req
AAM 487/28 MOD 11-160-5 SARD 3311	C-130	76	Chas, Norton, Hickam, Wake, Kadena, Tan Son Nhut, Tachikawa, Elmendorf, Chas	28 Nov-02 Dec	61 Pax, 71 acft hrs req

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AMD 307/28	C-124	17	Chas, McConnell, Chas	28-29	Alft 1608 ACF McConnel - Chas;
AAM 488/28 MOD 11-160-S SARD 3312	C-130	41	Chas, Maxwell, Norton, Hickam, Wake, Kadena, Tan Son Nhut, Tachikawa, Elmendorf, Chas	28 Nov-02 Dec	58 Pax; 71 acft hrs req
AAM 489/28 MOD 11-160-S SARD 3312	C-130	76	Same as above	28 Nov-02 Dec	59 Pax; 71 acft hrs req
AAA 345AM/29	C-124	17	Chas, Kelly as dir	29 as dir	Channel cargo alft, 105 acft hrs req
AAA 381AM/29	C-124	17	Chas Kelly	29 as dir	Same as above
AAM 516/30 MOD 11-162-5 SARD 1939	C-124	17	Chas, Greater Buffalo Intl, Goose, Prestwick, Incirlik, Torrejon, Lajes, Kindley, Chas	30 Nov-07 Dec	1 Truck at 11,000 lbs 312 A 98 A105; 65 acft hrs req

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MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
ADD 403/01	C-141	3	Chas, McGuire, Chas	01	Admin Airlift; 4 acft hrs req
AAN 473/01 MOD 12-46-5 SARD 1060	C-124	17	Chas, Selfridge, Travis, Hickam, Wake, Guam, Mac Tan, Tan Son Nhut, Mac Tan, Guam, Wake, Hickam, Travis, Chas	01-08	13,000 lbs108 acft hrs req
ADD 403/02	C-141	3	Chas, Scott, Navy Memphis, Chas	02-03	Admin Airlift; 7 acft hrs req
AJC 213/AKA 225./02	C-130	41	Chas, Dover, Goose, Thule, Dover, Chas	02-05	Channel Cargo Airlift; 23 acft hrs req
AJC 213B/AKA 221./02	C-130	41	Chas, Dover, Goose, Chas	02-03	Channel Cargo; 12 acft hrs req
AAN 475/02 MOD 12-47-5 SARD 3745	C-130	41	Chas, Stockton Muni, Norton, Hickam, Wake, Kadena, Tan Son Nhut, Tachikawa, Elmendorf, Chas	02-06	22,140 lbs; 72 acft hrs req
AAN 431/02 MOD 11-151-5 SARD 1933	C-130	41	Chas, Ellington, Norton, Hickam, Wake, Kadena, Cam Ranh Bay, Tachikawa, Elmendorf, Chas	02-06	20,000 lbs; 72 acft hrs req

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SPECIAL MISSION STATISTICS TABLE
(UNCLASSIFIED)

1608th ATW

December 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AAM 571/03 MOD 12-64-5 SARD 3750	C-141	3	Chas, Barksdale, Elmendorf, Yokota, Tan Son Nhut, Yokota, Elmendorf, Chas	03-07	Max of 48,500 lbs, Rocket warheads and class "A" explosives; 46 acft hrs req
AAM 572/03 MOD 12-64-5 SARD 3750	C-141	3	Same as above	03-08	Same as above
AAM 573/04 MOD 12-64-5 SARD 3750	C-141	3	Same as above	04-09	Same as above
AAM 1124 MOD 1-62-6 SARD 3786	C-130	76	Chas, Barksdale, Travis, Hickam, Wake, Kadena, Tan Son Nhut, Tachikawa, Elmendorf, Chas	03-07	25,620 lbs - 105 MM Shells (illuminating) Class "A" Explosives, 71 acft hrs req
AAM 531/03 MOD 12-59-5 SARD 3749	C-124	17	Chas, Wright Patterson, Travis, Hickam, Wake, Guam, Nac Tan, Nha Trang, Nac Tan, Guam, Wake, Hickam, Travis, Chas	03-10	Spec Asmt Alft, 108 acft hrs req
AAM 224/05 MOD 12-22-5 SARD 2846	C-124	17	Chas, Cherry Point, Roosevelt Roads, Chas	05-06	90 Pax with Field Gear, 16 acft hrs req

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SPECIAL MISSION STATISTICS TABLE
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1608th ATW

December 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AAM 220/06 MOD 12-21-5 SAMD 2845	C-130	41	Chas, Jax NAS, Kindley, Lajes, Torrejon, Sigonella, Chateauroux, Lajes, Norfolk, Chas	06-10	Approx 30,000 lbs; 40 acft hrs req
AAM 221/06	C-130	76	Same as above	06-10	Same as above
ADD 403/06	C-141	3	Chas, Scott, Chas	06-07	Airlift Gen Areidler to Scott, 5 acft hrs req
AHC 409/07	C-141	3	Chas, Dover, Travis, Hickam, Wake, Kadena, Yokota, Elmendorf, Chas	07-13	Route familiarization and opportune cargo airlift; 40 acft hrs req
AJC 413/AKA 4354/08	C-141	3	Chas, McGuire, Rhein Main, Mildenhall, Chas	08-10	Channel Cargo Alft; 22 acft hrs req
AJC 313/AKA 3774A/09	C-124	17	Chas, McChord	09-10	Channel Cargo Airlift; 98 acft hrs req
AHC 409/12	C-141	3	Chas, Kelly, Travis, Hickam, Wake, Andersen, Kadena, Yokota, Elmendorf, Chas	12-18	Route Familiarization and Opportune Cargo Airlift; 45 acft hrs req

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SPECIAL MISSION STATISTICS TABLE
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1608th ATW

December 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AJC 313/13/AKA 3454W/14	C-124	17	Chas, Kelly	13-14	Chas, Kelly, Saigon, Chas; 110 acft hrs req
AJC 213/13/AKA 2354/13	C-130	41	Chas, Dover, Lajes, Rhein Main, Chateauroux, Mildenhall, Lajes, Chas	13-16	Channel Cargo and 2 41 ATS Junction Run Stage Crews and 2 76 ATS Junction Run Stage Crews; 120 acft hrs req
AAM 732/13 MOD 12-114-5 SARD 1081	C-130	76	Chas, Ellington, Norton, Hickam, Wake, Kadena, Cam Ranh Bay, Tachikawa, Elmendorf, Chas	13-18	25,000 lbs; 75 acft hrs req
AJC 313/AKA 3354/14	C-124	17	Chas, McGuire, Harmon, Lajes, Rhein Main, Lajes, Chas	14-19	Channel Cargo Airlift; 46 acft hrs req
AAM 765/15 MOD 12-118-5 SARD 1084	C-141	3	Chas, Bunker Hill, Elmendorf, Yokota, Bien Hoa, Yokota, Elmendorf, Chas	15-19	40,000 lbs Class "B" Explosives; 50 acft hrs req
AAM 775/15 MOD 12-122-5 SARD 3768	C-124	17	Chas, Patterson, Travis, Hickam, Wake, Guam, Mac Tan, Tan Son Nhut, Mac Tan, Guam, Wake, Hickam, Travis, Chas	15-21	20,000 lbs; 108 acft hrs req
AAM 776/18 MOD 12-122-5 SARD 3768	C-124	17	Same as above	18-24	Same as above

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SPECIAL MISSION STATISTICS TABLE
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1608th ATW

December 1966

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AAM 413/15 MOD 12-40-5 SARD 1057	C-130	76	Chas, Patrick, Zanderij, Ascension, Zanderij, Chas	15-17	Close Watch Mission, Special Assignment Airlift in Support of Gemini GTA 7, Pax 1, 800 lbs cgo, 2 Laser Experiment Components, 75 acft hrs req
AGD 307/16	C-124	17	Chas, McGuire, Chas	16	Admin Airlift; 6 acft hrs req 8 Pax
AKA 353A/16	C-124	17	Chas, Dover, Harmon, Lajes, Torrejon, Wheelus, Torrejon, Lajes, Mindley, Chas	16-22	Channel Cargo Alft; 56 acft hrs req
AAM 775/16 MOD 12-122-5 SARD 3768	C-130	41	Chas, Patterson, Norton, Hickam, Wake, Kadena, Tan Son Nhut, Tachikawa, Elmendorf, Chas	16-20	20,000 lbs; 71 acft hrs req
AAM 776/17 MOD 12-122-5 SARD 3768	C-130	76	Same as above	17-21	Same as above
AGD 307/17	Flight Test		Chas, McGuire, Chas	17-18	Pick-up Nx Team and Parts; 6 acft hrs req
AJC 313/18/AKA 335A/19	C-124	17	Chas, Dover, Goose, Lajes, Mildenhall, Lajes, Mindley, Chas	18-24	Channel cargo airlift; 47 acft hrs req

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SPECIAL MISSION STATISTICS TABLE
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1608th ATW

December 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AJC 213/ARA 2354/18	C-130	76	Chas, Dover, Lajes, Chateauroux, Lajes, Chas	18-19	Channel Cargo Alft and Junction Run Replacement Crew and acft; 120 acft hrs req
AJC 213A/ARA 245AW/18	C-130	41	Chas, Kelly, Norton, Hickam, Wake, Kadena, Tan Son Nhut, Tachikawa, Elmendorf, Chas	18-22	Channel Cargo Alft; 70 acft hrs req
AJC 313/ARA 345W	C-124	17	Chas, Kelly, Travis, Hickam, Wake, Andersen, Mac Tan, Tan Son Nhut, Mac Tan, Andersen, Wake, Hickam, Travis, Chas	19-25	Channel Cargo Alft; 107 acft hrs req
AGD 207/21	C-130	76	Chas, McGhee-Tyson, Chas	21	Airfield Survey; 5 acft hrs req
AJM 823/21 MOD 12-142-5 SARD 3774	C-130	41	Chas, Olmstead, Barksdale, Norton, Hickam, Wake, Kadena, Tan Son Nhut, Tachikawa, Elmendorf, Chas	21-25	16,680 lbs - 105 MM Class "A" Explosive Shells; 73 acft hrs req
AGD 307/22	C-124	17	Chas, McGuire, Chas	22	Flooring for mock-up; 6 acft hrs req

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SPECIAL MISSION STATISTICS TABLE
(UNCLASSIFIED)

1608th ATW

December 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AAM 824/22 MOD 12-LA2-5 SARD 3776	C-130	41	Chas, Memphis NAS, Norton, Hickam, Wake, Kadena, Tan Son Nhut, Tachikawa, Elmendorf, Chas	22-26	78,450 lbs, Shells Class 2A Explosives; 71 acft hrs req
AAM 825/22	C-130	76	Same as above	22-26	Same as above
AAM 826/23	C-130	76	Same as above	23-27	Same as above
AAM 827/24	C-130	76	Same as above	24-28	Same as above
AJC 213/AAA 217A/23	C-130	41	Chas, Dover, Harmon, Chas	23-24	Channel Cargo Alft, 11 acft hrs req
AJC 213/AAA 269A/23	C-130	41	Chas, Dover, Lajes, Chas	23-24	Channel Cargo Alft; 21 acft hrs req
AJC 213A/AAA 275A/23	C-130	76	Chas, Norfolk, Guantanamo Bay, Chas	23-24	Channel Cargo Alft; 10 acft hrs req
AGD 407/23	C-141	3	Chas, Patterson, Sheppard, Tinker, Chas	23-24	78 Pax, Holiday Alft Of 1608 ATW To And From Chas

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SPECIAL MISSION STATISTICS TABLE
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1608th ATW

December 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AGD 407/26	C-141	3	Chas, Tinker, Sheppard, Chas	26-27	78 Pax, Holiday alft of 1608 ATW to and from Chas; 5 acft hrs req
AAM 828/24 MOD 12-142-5 SARD 3776	C-130	41	Chas, Memphis NAS, Norton, Hickam, Wake, Kadena, Tan Son Nhut, Tachikawa, Elmendorf, Chas	24-27	40 MM H.E. Shells - Class 2A Explosives; 71 acft hrs req
AAM 876/26 MOD 12-160-5 SARD 2092	C-130	76	Chas, Kelly, Norton, Hickam, Wake, Kadena, Itazuke, Tachikawa, Elmendorf, Chas	26-30	Total for 3 acft - 55,360 lbs cargo; 72 acft hrs req
AAM 877/26 MOD 12-160-5 SARD 2092	C-130	41	Same as above	26-30	Same as above
AAM 878/27	C-130	76	Same as above	27-31	Same as above
AED 205/29	C-130	76	Chas, Brookley, Chas	29	C-130 MORS parts; 5 acft hrs req

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SPECIAL MISSION STATISTICS TABLE
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1608th ATW

December 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AAM 868/29 MOD 12-154-5 SARD 3781	C-124	17	Chas, Olmstead, Love Fld, Travis, Hickam, Wake, Guam, Mac Tan, Tan Son Nhut, Mac Tan, Guam, Wake, Hickam, Travis, Chas	29 Dec-05 Jan	P/U Olmstead 1 Pax/11,500 lbs cgo; 111 acft hrs req
AAM 869/30 MOD 12-154-5 SARD 3781	C-124	17	Chas, Olmstead, Travis, Hickam, Wake, Guam, Mac Tan, Tan Son Nhut, Mac Tan, Guam, Wake, Hickam, Travis, Chas	30 Dec-06 Jan	P/U Olmstead 1 Pax/18,400 lbs, 111 acft hrs req
AAM 872/30 MOD 12-156-5 SARD 1095	C-130	41	Chas, Ellington, Travis, Hickam, Wake, Kadena, Cam Ranh Bay, Tachikawa, Elmendorf, Chas	30 Dec-03 Jan	25,000 lbs cgo; 75 acft hrs req
AJC 213/AAA 2454/31	C-130	41	Chas, Dover, Chateauroux, Lajes, Chas	31 Dec-02 Jan	Channel Cargo, 16,000 lbs; To replace junction run crews and aircraft; 120 acft hrs req

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July 1965 - Channel Missions

Nbr Msns	Msn Nbr	Type Acft	Configuration	Routing
27	AJC 313/AKA 343W	C-124	Cgo	Charleston-Travis-Hickam-Wake-Guam-Mactan-Saigon-Mactan-Guam-Wake-Hickam-Travis-Charleston
4	AKA 373	C-124	Cgo	Charleston-San Isidro-Ramey-Charleston
4	AKA 257	C-130	Cgo	Charleston-Kindley-Lajes-Torrejon-Dhahran-Karachi-Dhahran-Cairo-Wheelus-Torrejon-Lajes-Kindley-Charleston
2	AKA 263	C-130	Cgo	Charleston-Patrick-Zanderij-Recife-Ascension-Leopoldville-Ascension-Recife-Zanderij-Patrick-Charleston
4	AKA 281	C-130	Cgo	Charleston-Patrick-Antigua-Zanderij-Recife-Ascension-Recife-Zanderij-Antigua-Patrick-Charleston
2	AKA 287	C-130	Cgo	Charleston-Patrick-Antigua-Zanderij-Recife-Ascension-Leopoldville-Jan Smutts-Ascension-Recife-Zanderij-Patrick-Charleston
8	AJC 213/AKA 841W	C-130	Cgo	Charleston-Travis-Hickam-Wake-Kadena-Saigon-Kadena-Midway-Travis-Charleston
7	AJC 213/AKA 843W	C-130	Cgo	Char leston-Travis-Hickam-Wake-Guam-Saigon-Kadena-Midway-Travis-Charleston

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August 1965 - Channel Missions

Nbr Msns	Msn Nbr	Type Acft	Configuration	Routing
31	AJC 313/AKA 341W	C-124	Cgo	Charleston-Travis-Hickam-Wake-Guam-Mactan-Saigon-Mactan-Guam-Wake-Hickam-Travis-Charleston
4	AKA 373	C-124	Cgo	Charleston-San Isidro-Ramey-Charleston
5	AKA 257	C-130	Cgo	Charleston-Kindley-Lajes-Torrejon-Dhahran-Karachi-Dhahran-Cairo-Wheelus-Torrejon-Lajes-Kindley-Charleston
3	AKA 263	C-130	Cgo	Charleston-Patrick-Zanderij-Recife-Ascension-Leopoldville-Ascension-Recife-Zanderij-Patrick-Charleston
3	AKA 281	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Zanderij-Recife-Ascension-Recife-Zanderij-Antigua-Patrick-Charleston
2	AKA 283	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Zanderij-Recife-Ascension-Recife-Fernando-Recife-Zanderij-Patrick-Charleston
2	AKA 287	C-130	Pax/Cgo	Charleston-Patrick-Coolidge-Zanderij-Recife-Ascension-Leopoldville-Jan Smutts-Ascension-Recife-Zanderij-Patrick-Charleston
5	AKA 289	C-130	Pax/Cgo	Charleston-Zanderij-Rio de Janeiro-Sao Paulo-Rio de Janeiro-Zanderij-Charleston
15	AJC 213/AKA 843W	C-130	Cgo	Charleston-Travis-Hickam-Wake-Kadena-Saigon-Kadena-Midway-Travis-Charleston

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September 1965 - Channel Missions

Nbr Msns	Msn Nbr	Type Acft	Configuration	Routing
3	AJC 313/AKA 341W	C-124	Cgo	Charleston - Travis-Hickam-Wake-Guam-Mactan-Saigon-Mactan-Guam-Wake-Hickam-Travis-Charleston
3	AKA 373	C-124	Cgo	Charleston-San Isidro-Ramey-Charleston
4	AKA 257	C-130	Cgo	Charleston-Kindley-Lajes-Madrid-Wheelus-Dhahran-Cairo-Wheelus-Madrid-Lajes-Kindley-Charleston
2	AKA 281	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Recife-Ascension-Recife-Antigua-Patrick-Charleston
2	AKA 283	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Zanderij-Recife-Fernando-Recife-Ascension-Recife-Antigua-Patrick-Charleston
2	AKA 287	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Zanderij-Recife-Ascension-Leopoldville-Johannesburg-Ascension-Recife-Zanderij-Patrick-Charleston
4	AKA 289	C-130	Pax/Cgo	Charleston-Howard-Zanderij-Sao Paulo-Rio de Janeiro-Zanderij-Charleston

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October 1965 - Channel Missions

Nbr Msns	Msn Nbr	Type Acft	Configuration	Routing
3	AJC 313/AKA 345W	C-124	Cgo	Charleston-Kelly-Norton-Hickam-Wake-Guam-Mactan-Saigon-Mactan-Guam-Wake-Hickam-Norton-Charleston
1	AKA 373	C-124	Cgo	Charleston-San Isidro-Ramey-Charleston
2	AJC 313/AKA 381W	C-124	Cgo	Charleston-Kelly-Norton-Hickam-Wake-Tachikawa-Wake-Hickam-Norton-Charleston
12	AJC 213/AKA 245W	C-130	Cgo	Charleston-Kelly-Elmendorf-Tachikawa-Kadena-Saigon-Tachikawa-Elmendorf-Charleston
4	AKA 257	C-130	Cgo	Charleston-Kindley-Lajes-Torrejon-Wheelus-Dhahran-Cairo-Wheelus-Torrejon-Lajes-Kindley-Charleston
2	AKA 263	C-130	Cgo	Charleston-Patrick-Zanderij-Recife-Ascension-Leopoldville-Ascension-Recife-Zanderij-Patrick-Charleston
2	AKA 281	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Zanderij-Recife-Ascension-Recife-Zanderij-Antigua-Patrick-Charleston
2	AKA 283	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Zanderij-Recife-Ascension-Recife-Fernando-Recife-Zanderij-Antigua-Patrick-Charleston
2	AKA 287	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Zanderij-Recife-Ascension-Leopoldville-Johannesburg-Ascension-Recife-Zanderij-Patrick-Charleston

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Nbr Msns	Msn Nbr	Type Acft	Configuration	Routing
5	AKA 289	C-130	Pax/Cgo	Charleston-Howard-Zanderij-Sao Paulo-Rio De Janeiro-Zanderij-Charleston

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November 1965 - Channel Missions

Nbr Msns	Msn Nbr	Type Acft	Configuration	Routing
4	AKA 379	C-124	Cgo	Charleston-Ramey-Howard-Ramey-Charleston
2	AJC 213/AKA 245W	C-130	Cgo	Charleston-Kelly-Elmendorf-Tachikawa-Kadena-Saigon-Tachikawa-Elmendorf-Charleston
5	AKA 257	C-130	Cgo	Charleston-Kindley-Lajes-Torrejon-Wheelus-Dhahran-Cairo-Wheelus-Torrejon-Lajes-Kindley-Charleston
3	AKA 263	C-130	Cgo	Charleston-Patrick-Zanderij-Recife-Ascension-Leopoldville-Ascension-Recife-Patrick-Charleston
7	AKA 281	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Recife-Ascension-Recife-Antigua-Patrick-Charleston
2	AKA 283	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Zanderij-Recife-Fernando-Recife-Ascension-Recife-Antigua-Patrick-Charleston
2	AKA 287	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Zanderij-Ascension-Leopoldville-Johannesburg-Ascension-Recife-Zanderij-Patrick-Charleston
4	AKA 289	C-130	Pax/Cgo	Charleston-Howard-Zanderij-Sao Paulo-Rio de Janeiro-Zanderij-Charleston
2	AJC 413/AKA 441W	C-141	Pax/Cgo	Charleston-Travis-Wake-Clark-Saigon-Yokota-Travis-Charleston

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December 1965 - Channel Missions

Nbr Msns	Msn Nbr	Type Acft	Configuration	Routing
5	AKA 379	C-124	Cgo	Charleston-Ramey-Howard-Ramey-Charleston
3	AJC 313/AKA 345W	C-124	Cgo	Charleston-Kelly-Travis-Hickam-Wake-Guam-Mactan-Saigon-Mactan-Guam-Wake-Hickam-Travis-Charleston
3	AJC 313/AKA 375W	C-124	Cgo	Charleston-Kelly-Travis-Hickam-Wake-Tachikawa-Kadena-Wake-Hickam-Travis-Charleston
4	AKA 257	C-130	Cgo	Charleston-Kindley-Lajes-Torrejon-Wheelus-Dhahran-Cairo-Wheelus-Torrejon-Lajes-Kindley-Charleston
3	AKA 263	C-130	Cgo	Charleston-Patrick-Zanderij-Recife-Ascension-Leopoldville-Ascension-Zanderij-Patrick-Charleston
5	AKA 281	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Recife-Ascension-Recife-Antigua-Patrick-Charleston
2	AKA 283	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Zanderij-Recife-Fernando-Recife-Ascension-Recife-Antigua-Patrick-Charleston
2	AKA 287	C-130	Pax/Cgo	Charleston-Patrick-Antigua-Zanderij-Ascension-Leopoldville-Johannesburg-Ascension-Recife-Zanderij-Patrick-Charleston
4	AKA 289	C-130	Pax/Cgo	Charleston-Howard-Zanderij-Sao Paulo-Rio de Janeiro-Zanderij-Charleston

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Nbr Msns	Msn Nbr	Type Acft	Configuration	Routing
25	AJC 213/AKA 273W	C-130	Cgo	Charleston-Norton-Hickam-Wake-Kadena-Tachikawa-Elmendorf-Charleston
11	AJC 213/AKA 273WA	C-130	Cgo	Charleston-Norton-Hickam-Wake-Kadena-Tachikawa-Elmendorf-Charleston
4	AJC 413/AKA 475W	C-130	Cgo	Charleston-Kelly-Elmendorf-Yokota-Kadena-Saigon-Yokota-Elmendorf-Charleston
4	AJC 413/AKA 481W	C-130	Cgo	Charleston-Kelly-Elmendorf-Yokota-Elmendorf-Charleston

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FLYING HOURS PROGRAMMED, COMMITTED AND FLOWN

		JUL	AUG	SEP	OCT	NOV	DEC
PROGRAMMED:	C-130	4852	4852	4696	5822	5636	5822
	C-124	3776	3476	2948	2426	2348	2426
	C-141	0	0	0	495	788	840
	TOTAL	8618	8328	7644	8743	8872	9088
COMMITTED:	C-130	4852	4852	4696	5822	5636	5822
	C-124	3776	3476	2948	2426	2348	2426
	C-141	0	45	225	495	788	840
	TOTAL	8628	8373	7869	9743	8772	9088
FLOWN:	C-130	4864	5020	4702	5381	5640	5822
	C-124	3949	3483	3151	2444	2354	2428
	C-141	0	51	228	511	789	848
	TOTAL	8813	8554	8081	8336	8783	9198
% COMMITTED/ FLOWN	C-130	100.2	103.5	100.1	100.2	100.1	100.0
	C-124	104.6	100.2	106.9	100.7	100.3	100.1
	C-141	0	113.3	101.3	103.2	100.1	101.0

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21 SEP 1964

EASTAF Reg 23-9

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EASTAF REGULATION
NR 23-9

HEADQUARTERS, EASTERN TRANSPORT AIR FORCE
McGuire Air Force Base, New Jersey
31 January 1964

Organization and Mission - Field

MISSION OF 1608 AIR TRANSPORT WING (H), EASTAF

This regulation implements MR 23-2 by stating the mission and responsibilities of the 1608 Air Transport Wing (H), EASTAF-MATS.

1. Mission:

a. Exercise command jurisdiction over Charleston AFB and units assigned to the 1608 Air Transport Wing (H).

b. Maintain capability to execute approved emergency war plans.

c. Maintain a high state of readiness for D-Day missions by airlifting cargo, troops, personnel, patients and mail in war preparedness operations.

d. Maintain a state of combat readiness to conduct airlift operations which will include but are not limited to:

(1) Logistical Airlift Operations

(a) Unit deployment

(b) Airdrop Supply

(c) Airlanded Supply

(d) Scheduled and Nonscheduled Airlift

(2) Aeromedical Evacuation

(3) Joint Airborne Operations/Training

(a) Airdrop of Personnel and Cargo. This requirement applies to assigned and programmed C-124C and C-130E aircraft and will be accomplished in accordance with training standards and operational readiness criteria developed by EASTAF and Hq MATS.

(b) Assault operations by airborne troops and/or air transportable units.

This regulations supersedes EASTAF Reg 23-9, 24 May 1961
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(c) Loading exercises and local orientation flights of short duration.

(d) Maneuvers/exercises as directed.

(4) Special Airlift Operations -Utilization of wing's capability to move personnel and/or equipment by special missions in support of exercises and other projects directed by higher authority.

e. Supervise the training of Air Reserve Force units assigned or attached to the wing.

f. Perform such other operations as may be directed by Commander, EASTAF.

2. Responsibilities:

a. The control, operation and maintenance of facilities assigned to the 1608 Air Transport Wing.

b. Flight control of all aircraft over routes which are assigned as the specific responsibility of the 1608 Air Transport Wing to assure safety of flight and the orderly use of airframes, equipment and facilities.

c. Control, operation and maintenance of resources required for a port of aerial embarkation and debarkation.

d. Provide airlift of patients for the Department of Defense on established EASTAF overseas routes and to hospitals within the ZI.

e. Training, not otherwise provided, of personnel assigned or attached to 1608 Air Transport Wing to approved qualifications and MATS standards of operation.

f. Operation of a safety program covering flying, ground, explosive, missile and nuclear safety functions.

g. Administration of priorities for air transportation required for MATS route support traffic.

h. Participation in the design, specification, redesign, modification and flight testing of transport-type aircraft as directed by Commander, EASTAF.

i. Preparation of studies, analyses and recommendations for the improvement and standardization of transport flight control practices, procedures and systems.

j. Service test of prospective air transport equipment, techniques and procedures as directed by Commander, EASTAF.

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k. Preventive and progressive maintenance on all transport aircraft assigned to 1608 Air Transport Wing and support of "on base" maintenance programs such as PARC, IRAN, TCTO when and to the degree specifically directed by the Commander, EASTAF.

l. Responsible for the mobile maintenance recovery of MATS aircraft disabled at off-base locations beyond the capability of the in-place maintenance capability.

m. Operation and management of a Primary Supply Point (PSP) in support of the FSS system.

n. Authorized procurement of supplies and services by contract, including control of government property furnished a contractor in connection therewith, as set forth and currently applicable in specific delegations of procurement authority by Commander, EASTAF.

o. Development and maintenance of such accounting records and operational statistics as will reflect the degree of efficiency and economy of operations conducted by 1608 Air Transport Wing and show use of funds, manpower and equipment.

p. Determination and presentation to Commander, EASTAF of the 1608 Air Transport Wing requirements with respect to personnel, equipment, facilities and services.

q. Preparation of budgetary and other fiscal requirements of 1608 Air Transport Wing as necessary or directed.

r. Preparation, submission and maintenance in current status of plans for the employment of 1608 Air Transport Wing in time of national emergency as directed by the Commander, EASTAF.

s. Support of the War Readiness Materiel (WRM) Program in accordance with AFR 67-44.

t. Recruiting, administering and training such individuals of the Air Force Reserve as may be authorized; providing the Air Reserve Force Units which may be assigned or attached such guidance or assistance as may be directed by Commander, EASTAF.

u. Accept custody pending final disposition of Classes I, II and III prisoners and Class IV personnel as defined in AFM 125-2, arriving at the port of debarkation.

v. Establish an installation security system to protect MATS EWP essential resources adequately and to protect the essential resources of accommodated units having EWP missions.

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EASTAF Reg 23-9

w. Responsibility for EASTAF /MATS portion of any joint operation at Pope AFB. Discharge of these responsibilities will be in accordance with MM 28-2 and applicable plan.

x. Performance of such other responsibilities or projects as may be assigned specifically by Commander, EASTAF.

FOR THE COMMANDER:

MATS · USAF OFFICIAL Eastern Transport Air Force

THOMAS F MABREY
Lt Col, USAF
Director of Administrative Services

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W01

OPERATIONAL SUMMARY

1608th AIR TRANSPORT WING (H)

VOL 1 NO 6 DECEMBER 1965

PREPARED BY:
MANAGEMENT ANALYSIS
COMPTROLLER
CHARLESTON AFB, S.C.

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FOREWORD

The Operational Summary is a monthly publication prepared by the Comptroller, 1608th Air Base Group. The purpose of this publication is five-fold:

1. *To assist the Wing Commander and his staff in evaluating the performance of the 1608th Air Transport Wing.*

2. *To accumulate, consolidate, analyse, and present in a comprehensive but concise manner, operational data considered to be of management interest.*

3. *To compare performance against programs, utilizing established standards, where available, and identifying trends and causes of deviations.*

4. *To stimulate interest by commanders and supervisors toward providing solutions to the ever present problems of base management.*

5. *To help create a better understanding as to how the collection of data and its analysis may serve commanders and supervisors in their respective operations.*

Readers are encouraged to submit suggestions to enhance the usefulness of this publication.

C. W. BROCK
Lt Colonel, USAF
Comptroller

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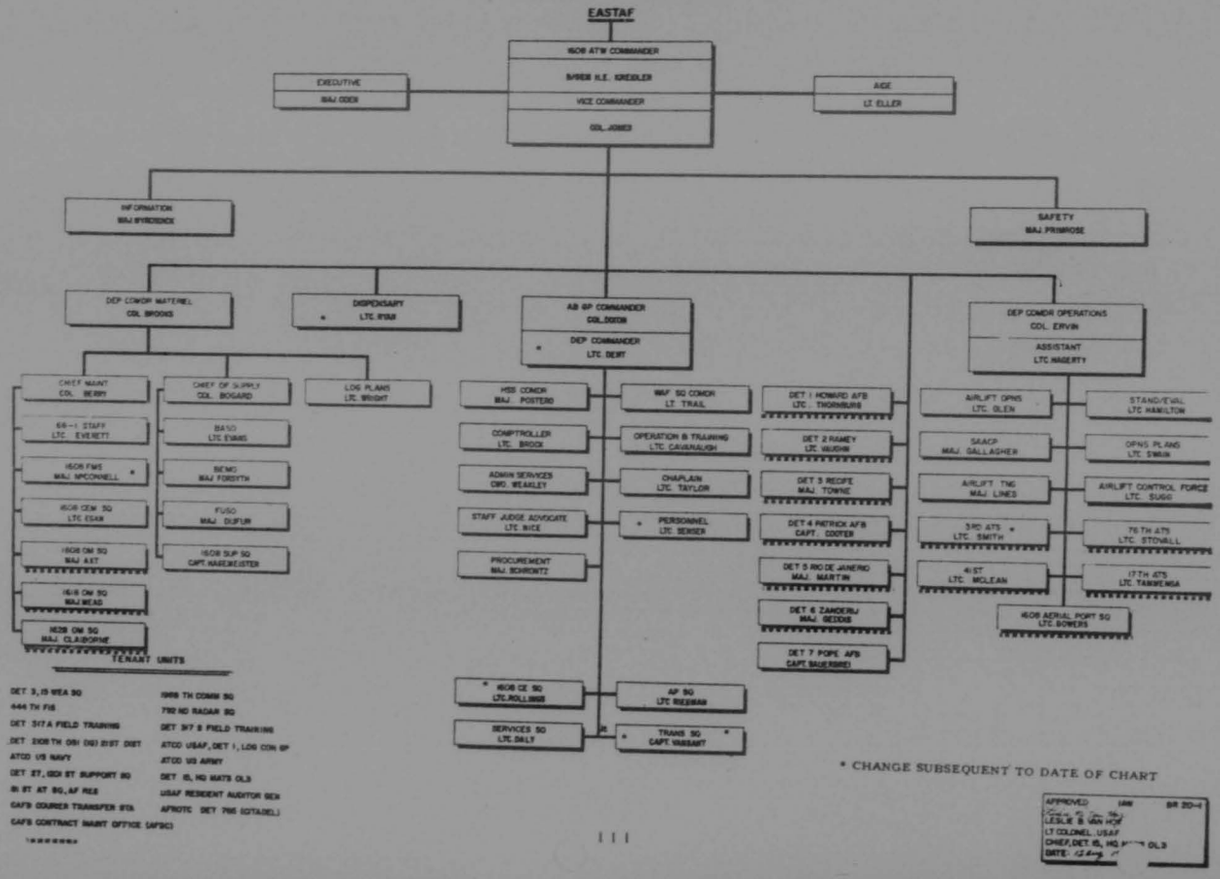
1608TH AIR TRANSPORT WING (H)
ORGANIZATIONAL CHART



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HEADQUARTERS
1608TH AIR TRANSPORT WING (H) (MATS)
UNITED STATES AIR FORCE
CHARLESTON AIR FORCE BASE, SOUTH CAROLINA

COMMANDER — BRIG GENERAL HOWARD E. KREIDLER
VICE COMMANDER — COLONEL PAUL A. JONES

EXECUTIVE MAJ KENNETH L. ODEN

AIDE CAPT THOMAS J. ELLER

SAFETY	MAJ JOHN S. PRIMROSE
INFORMATION	MAJ CHARLES R. WYROSDICK
DISPENSARY	COL ARTHUR E. RYAN
DEPUTY COMMANDER MATERIEL	COL DONALD L. BROOKS
DEPUTY COMMANDER OPERATIONS	COL DAVIS F. ERVIN, JR.
AIR BASE GROUP COMMANDER	COL BRENDAN DIXON

DET 1, HOWARD AFB	L/COL BRICE E. THORNBURG
DET 2, RAMEY AFB	L/COL JOHN W. VAUGHAN, JR.
DET 3, RECIFE	MAJ EARLE F. TOWNE, JR.
DET 4, PATRICK AFB	CAPT DOYLE D. COOTER
DET 5, RIO de JANEIRO	MAJ LEONARD W. MARTIN
DET 6, ZANDERIJ	MAJ ROBERT H. GEDDIS
DET 7, POPE AFB	CAPT MERRILL A. SAUERBREI, JR.

MATERIEL

DEPUTY COMMANDER MATERIEL	COL DONALD L.BROOKS
CHIEF OF MAINTENANCE	COL EDMOND B. BERRY III
1608TH FIELD MAINTENANCE SQUADRON	L/COL JAMES L. DORMER
1608TH COMMUNICATIONS & ELECTRONICS MAINTENANCE SQUADRON	L/COL JOHN J. EGAN
1608TH ORGANIZATIONAL MAINTENANCE SQ	MAJ RICHARD C. AXT
1618TH ORGANIZATIONAL MAINTENANCE SQ	MAJ RICHARD W. MEAD
LOGISTICS PLANS	L/COL CHARLES F. WRIGHT
CHIEF OF SUPPLY	COL WAYNE C. BOGARD
BASE SUPPLY	L/COL MARION T. EVANS
BASE EQUIPMENT MANAGEMENT	MAJ GEORGE P. FORSYTH
FUELS SUPPLY	MAJ RAYMOND L. DUFUR
1608TH SUPPLY SQUADRON	CAPT JOHN F. HAGEMEISTER
1628TH ORGANIZATIONAL MAINTENANCE SQ	MAJ GRANGE S. COFFIN

OPERATIONS

DEPUTY COMMANDER OPERATIONS	COL DAVIS F. ERVIN, JR.
DIRECTOR OF OPERATIONS	L/COL LEO J. HAGERTY
AIRLIFT OPERATIONS	L/COL ROBERT E. GLEN
STANDARDIZATION/EVALUATION	L/COL HERMAN F. HAMILTON
SAACP	MAJ LAURENCE R. GALLAGHER
OPERATIONS-PLANS	L/COL THEODORE W. SWAIN
AIRLIFT TRAINING	MAJ WILLIAM LINES
3RD AIR TRANSPORT SQUADRON	L/COL LEONARD F. BURKE
17TH AIR TRANSPORT SQUADRON	L/COL HENRY L. TAMMENGA
41ST AIR TRANSPORT SQUADRON	L/COL RICHARD Q. MC LEAN
76TH AIR TRANSPORT SQUADRON	L/COL BUFORD E. STOVALL
1608TH AERIAL PORT SQUADRON	L/COL HOWARD W. METTS
DET1, HOMESTEAD AFB	
DET 2, GREENVILLE, S.C.	

AIR BASE GROUP

COMMANDER	COL BRENDAN DIXON
DEPUTY COMMANDER	COL GEORGE H. DENT
HEADQUARTERS SQ SEC	MAJ HOWARD F. POSTERO
WAF SQUADRON COMMANDER	1LT DELORES A. TRAIL
COMPTROLLER	L/COL CHARLES W. BROCK
ADMINISTRATIVE SVCS	CWO WILLIAM R. WEAKLEY
CHAPLAIN	L/COL JAMES E. TAYLOR
JUDGE ADVOCATE	L/COL ALBERT T. NICE
OPEN MESSES	MAJ EDWARD J. MILLER
PROCUREMENT	MAJ WALLACE A. SCHRONTZ
OPERATIONS & TRAINING	L/COL CHARLES E. CAVANAUGH
PERSONNEL	MAJ CHARLES M. SMITH, JR.
1608TH CIVIL ENGINEERING SQ	MAJ WILLIAM O. BAKER
1608TH AIR POLICE SQ	L/COL PHILIP RIEBMAN
1608TH TRANSPORTATION SQ	MAJ WILLIAM HORNBUCKLE
1608TH SERVICES SQ	L/COL JOHN P. DALY, JR.

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BASE TENANTS

ASSIGNED STRENGTH

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
DET 15, MATS	13	19	20	19	20	20						
DET 27 EASTAF	3	3	3	3	3	3						
15 WEA SQ DET 3	35	35	35	35	37	35						
444 FI SQ	556	556	556	556	562	535						
792 RAD SQ	173	173	173	173	143	140						
OSI DET 2108	5	5	5	5	7	6						
RES AUD OFFICE	7	7	7	7	6	4						
317 A DET	20	20	20	22	19	18						
317 S DET	30	30	30	30	31	26						
DET. 11 HQ WRAMA	34	34	34	34	24	13						
ARMY ATCO	9	9	9	9	8	6						
NAVY ATCO	3	3	3	3	3	1						
CHAS CMO	9	9	9	9	13	8						
1968 CMN SQ	111	111	111	111	82	91						
81ST AIR TERM SQ	2	2	2	2	1	0						
AFROTC CITADEL	17	17	17	17	17	17						
CHAS COURIER	9	9	9	9	9	9						
TOTAL	1,043	1042	1,043	1044	985	931						

INTERNATIONAL AEROSPACE SERVICE INC HAS THE CONTRACT MAINTENANCE AT THIS BASE

SOURCE: BCPT/S

792ND RADAR SQ IS LOCATED IN NORTH CHARLESTON AFROTC CITADEL IS LOCATED IN DOWNTOWN CHARLESTON

81ST AIR TERM SQ INCLUDES 1 AMN ASSIGNED TO 1608 APO SQ

FIGURES ARE AS OF END OF THE GIVEN MONTH

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BASE POPULATION

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
OFFICERS	949	951	941	937	919	930						
AIRMEN	5445	5422	5419	5439	5586	6614						
CIVILIANS	1,175	1,283	1279	1267	1286	1270						
TOTAL	7569	7656	7639	7643	7793	8814						
DEPENDENTS	3096	3080	3,018	3107	3101	3087						
TOTAL	10,665	10,736	10657	10,750	10,894	11,901						

FIGURES DO NOT INCLUDE 1608 ATW DETATCHMENTS 792ND RADAR SQ AND AFROTC CITADEL

CIVILIAN FIGURES INCLUDE INTERNATIONAL AEROSPACE SERVICES AND BX EMPLOYEES

FIGURES ARE AS OF END OF THE GIVEN MONTH

SOURCE BCPT M BCPT 5

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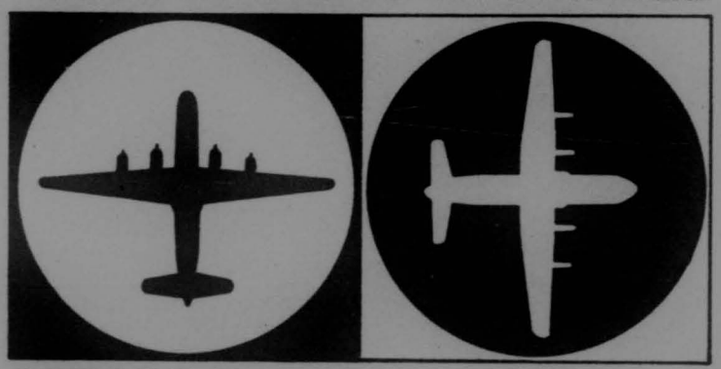

OPERATIONS
SECTION A

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OPERATIONS

IN DECEMBER THE 1608TH ATW C-124 AIRCRAFT ACCOMPLISHED 2428 HOURS AGAINST A COMMITMENT OF 2426 HOURS AND A PROGRAM OF 2426 HOURS.

THE C-130 AIRCRAFT ACCOMPLISHED 5822 HOURS AGAINST A COMMITMENT OF 5822 HOURS AND A PROGRAM OF 5822 HOURS.

THE C-141 AIRCRAFT ACCOMPLISHED 848 HOURS AGAINST A COMMITMENT OF 840 HOURS AND A PROGRAM OF 840 HOURS.

RELIABILITY - CHARLESTON CONTROLLABLE/NON-CONTROLLABLE DELAY RATE:

REPORTABLE

TYPE ACFT	NBR DEPT	CONT DELAYS	NON-CONT	RAW RATE	CONT RATE
C-124	26	13	3	61.5%	50.0%
C-130	78	9	37	58.9%	11.5%
C-141	19	4	2	31.6%	21.0%

C-124 DELAYS: CONTROLLABLE: MX-11, SUP-1, OPS-1
NON-CONT : OVER CMTD -1, WX-1, FAC-1
C-130 DELAYS: CONTROLLABLE: MX-8, SUP - 1
NON-CONT : OVR CMTD -36, WX-1
C-141 DELAYS: CONTROLLABLE: MX-3
NON-CONT : OVR CMTD-1, WX-1

NON-REPORTABLE

TYPE ACFT	NBR DEPT	CONT DELAYS	NON-CONT	RAW RATE	CONT RATE
C-124	3	1	0	33.3%	33.3%
C-130	3	0	0	0.0%	0.0%
C-141	5	2	0	40.0%	40.0%

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OPERATIONS CONT'D

NON-REPORTABLE:

C-124 DELAYS: CONTROLLABLE: MX-1
C-141 DELAYS: CONTROLLABLE: MX-2

MATS THRU FLIGHTS:

SUBJECT TO REPORTABLE DELAYS:

NBR DEPT	CONT DELAYS	NON-CONT	RAW RATE	CONT RATE
82	3	24	32.9%	3.7%

NBR DEPT	CONT DELAYS	NON-CONT	RAW RATE	CONT RATE
15	0	0	0	0

TOTAL DELAY RATE FOR ALL MATS AIRCRAFT OPERATING OUT OF AND/OR THRU CHARLESTON AFB, S.C. (INCLUDES ANG AND CONAC).

	NBR DEPT	CONT DLA	NON-CONT	RAW RATE	CONT RATE
REPORTABLE DELAYS:	205	29	59	42.9%	14.1%
NON-REPORTABLE :	26	3	0	11.5%	11.5%
TOTAL OPERATION :	231	32	59	39.4%	13.9%

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OPERATIONS CONT'D

CARGO: THE DAILY CARGO AND MAIL RESIDUAL FOR THE MONTH OF DECEMBER RANGED FROM A LOW ON 6 DECEMBER OF 7,210 POUNDS TO A HIGH ON 25 DECEMBER OF 132,977 POUNDS WITH A MEAN DAILY AVERAGE OF 53,613. THE TOTAL WEIGHT OF PRIORITY I CARGO WAS 555,272 POUNDS, ANORS CARGO 28,782 POUNDS AND FSS CARGO 5,426 POUNDS.

PASSENGERS: OUTBOUND PASSENGERS (FOREIGN) 4,099 PROGRAMMED, TOTAL PASSENGERS MOVED 4,004; 3,775 ON COMMERCIAL MISSIONS AND 229 ON MILITARY MISSIONS, 97.7% MOVED. MOVEMENT INCLUDES 472 SPACE AVAILABLE PASSENGERS. OUTBOUND PASSENGERS (DOMESTIC) 502 ON MILITARY MISSIONS.

INBOUND PASSENGERS (FOREIGN) 4,199 TOTAL; 3,839 ON COMMERCIAL MISSIONS AND 360 ON MILITARY MISSIIONS. INBOUND PASSENGERS (DOMESTIC) 404 ON MILITARY MISSIONS.

SCHEDULES: THERE WERE 10 OFFICIAL CHANGES TO THE DECEMBER SPACE ASSIGNMENTS, 30 OFFICIAL CHANGES TO THE DECEMBER CARGO SCHEDULE AND 15 OFFICIAL CHANGES TO THE DECEMBER PASSENGER SCHEDULE. THERE WERE 36 COMMERCIAL CONTRACT MISSIONS; 16 MILITARY PASSENGER MISSIONS AND 13 MILITARY CARGO MISSIONS, INCLUDING 135 SPECIAL MISSIONS OPERATED; 52 ANG MISSIONS AND 11 NON-IF MISSIONS. IN ADDITION TO THE REGULAR SCHEDULED MATS MISSIONS, CONAC OPERATED 11 CARGO MISSIONS DURING DECEMBER.

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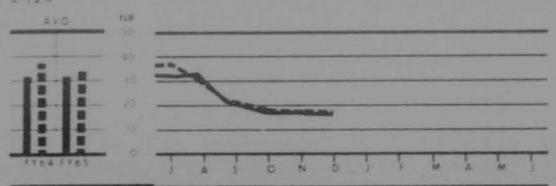
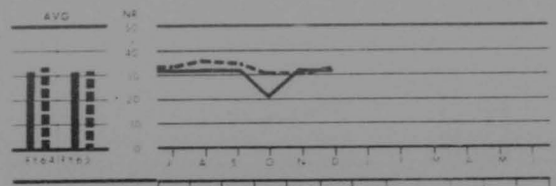
AIRCRAFT INVENTORY

C-124



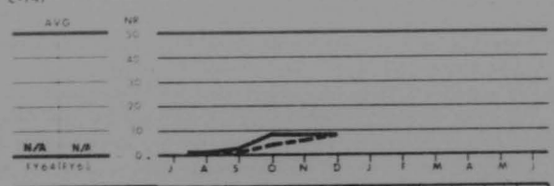
MATS PROGRAM	32.0	32.0	21.0	16.0	16.0	16.0
AVG ASSIGNED	39.0	33.5	23.8	20.0	18.4	18.0
AVG POSSESSED	36.3	30.5	21.2	18.2	16.8	17.9

C-130



MATS PROGRAM	32.0	32.0	32.0	32.0	32.0	32.0
AVG ASSIGNED	34.0	35.0	35.0	31.9	32.0	32.7
AVG POSSESSED	33.8	35.0	34.3	31.3	30.5	32.5

C-141



MATS PROGRAM	—	0.5	3.0	8.0	8.0	8.0
AVG ASSIGNED	—	0.5	1.6	4.8	7.0	8.0
AVG POSSESSED	—	0.5	1.5	4.8	7.0	8.0

SOURCE: IAF - AI

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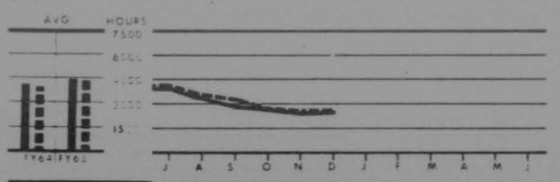
FLYING HOURS

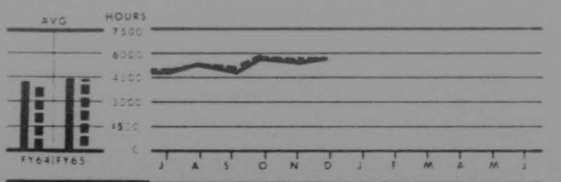
OVERALL

C-124



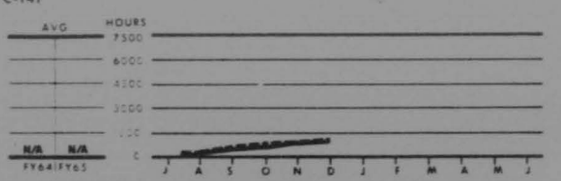
PROGRAMMED	3770	3476	2948	2426	2348	2426						
COMMITTED	3776	3476	2948	2426	2348	2426						
FLOWN	3949	3483	3151	2444	2354	2428						
PROG FLOWN	104.6	100.2	106.9	100.7	100.3	100.1						
COMM FLOWN	104.6	100.2	106.9	100.7	100.3	100.1						

C-130



PROGRAMMED	4852	4852	4696	5822	5636	5822						
COMMITTED	4852	4852	4896	5822	5636	5822						
FLOWN	4864	5020	4702	5381	5640	5822						
PROG FLOWN	100.2	103.5	100.1	100.2	100.1	100.0						
COMM FLOWN	100.2	103.5	100.1	100.2	100.1	100.0						

C-141



PROGRAMMED	—	—	—	495	788	840						
COMMITTED	—	45	225	495	788	840						
FLOWN	—	51	228	511	789	848						
PROG FLOWN	—	—	—	103.2	100.1	101.0						
COMM FLOWN	—	113.3	101.3	103.2	100.1	101.0						

SOURCE: IAF-AI

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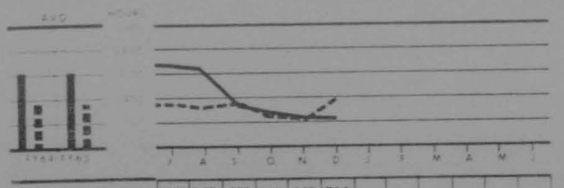
FLYING HOURS

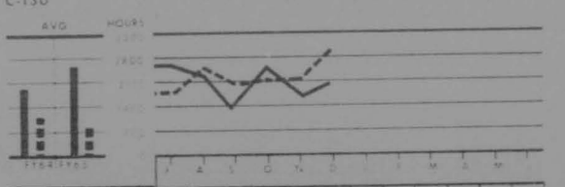
TRANSPORT

C-124



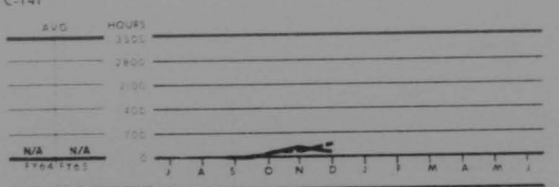
CHANNEL	2305	2169	1272	1018	847	744
SPEC MISS	1256	1054	1285	951	730	1393
SPEC EXER	22	0	303	166	577	0
JOINT AIRBORNE	9	11	0	7	0	0
TOTAL	3592	3234	2860	2142	2154	2167

C-130



CHANNEL	2565	2144	1336	2597	1706	2041
SPEC MISS	1802	2474	1853	2166	2183	3046
SPEC EXER	0	37	1151	180	1408	62
JOINT AIRBORNE	44	0	9	4	44	45
TOTAL	4411	4655	4349	4947	5341	5194

C-141



CHANNEL	—	—	0	27	210	177
SPEC MISS	—	—	0	9	98	379
SPEC EXER	—	—	0	0	47	0
JOINT AIRBORNE	—	—	0	0	0	0
TOTAL	—	—	0	36	355	556

SOURCE: IAF-A

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0402

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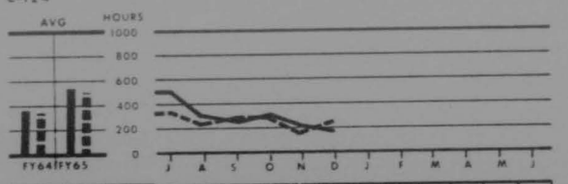
FLYING HOURS

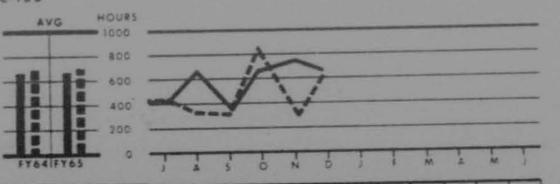
TRAINING

C-124



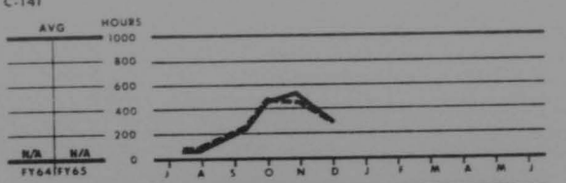
COMMITTED	507	315	250	313	205	196							
FLOWN	320	227	273	281	186	249							
% FLOWN	63.1	72.1	109.2	89.8	90.7	127.0							

C-130



COMMITTED	417	670	350	666	776	667							
FLOWN	426	339	320	852	274	607							
% FLOWN	102.2	50.6	91.4	127.9	35.3	91.0							

C-141



COMMITTED	—	45	225	450	59	289							
FLOWN	—	51	227	472	426	288							
% FLOWN	—	113.3	100.9	104.9	82.1	99.7							

SOURCE: IAF-AI

0403

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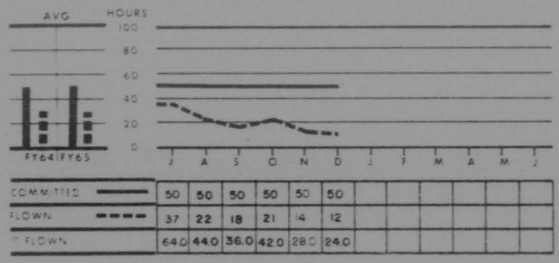
FLYING HOURS

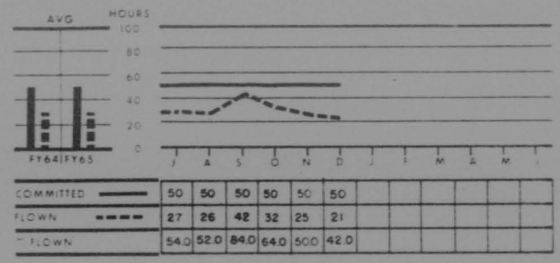
TESTING

C-124



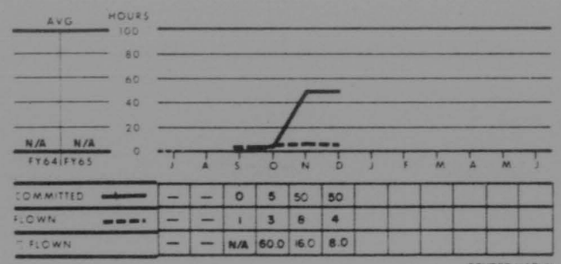
COMMITTED	50	50	50	50	50	50							
FLOWN	37	22	18	21	14	12							
% FLOWN	64.0	44.0	36.0	42.0	28.0	24.0							

C-130



COMMITTED	50	50	50	50	50	50							
FLOWN	27	26	42	32	25	21							
% FLOWN	54.0	52.0	84.0	64.0	50.0	42.0							

C-141



COMMITTED	—	—	0	5	50	50							
FLOWN	—	—	1	3	8	4							
% FLOWN	—	—	N/A	60.0	16.0	8.0							

SOURCE: IAF AI

0404

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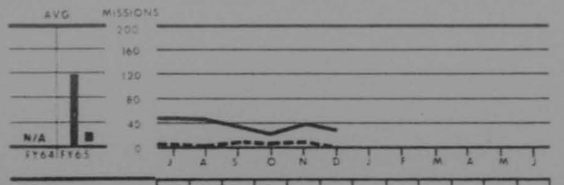
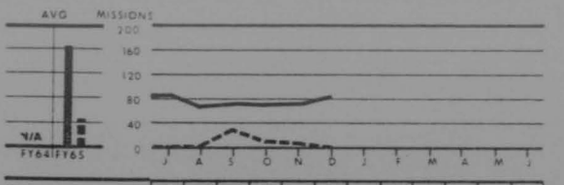
MISSIONS ORIGINATED

C-124



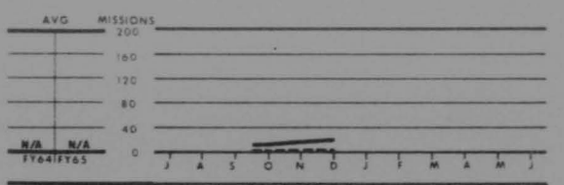
CHANNEL	18	8	6	4	5	15							
SPEC MISSION	26	35	18	13	28	14							
SPEC EXER ----	2	0	11	5	7	0							
JOINT AIRBORNE	0	0	0	2	0	0							
TOTAL ——	46	43	35	24	40	29							

C-130



CHANNEL	17	21	14	37	22	48							
SPEC MISSION	56	48	27	25	44	34							
SPEC EXER ----	0	0	32	10	8	0							
JOINT AIRBORNE	10	0	1	1	4	0							
TOTAL ——	83	69	74	73	78	82							

C-141



CHANNEL	—	—	—	0	2	9							
SPEC MISSION	—	—	—	12	12	10							
SPEC EXER ---	—	—	—	0	0	0							
JOINT AIRBORNE	—	—	—	0	0	0							
TOTAL ——	—	—	—	12	14	19							

SOURCE: OPR

0405

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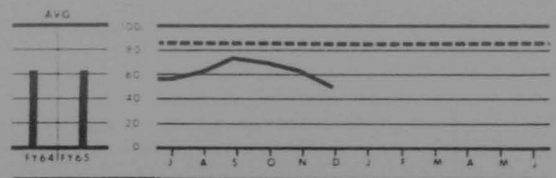
DEPARTURE RELIABILITY

REPORTABLE CHARLESTON*

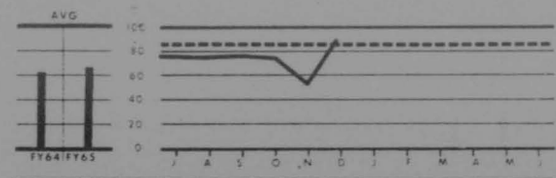
C-124



NO. OF ON TIME DEP.	27	18	28	19	27	13						
NO. OF DEPARTURES	46	28	36	27	44	26						
RELIABILITY —	58.7	64.3	77.8	70.4	61.4	50.0						

EASTAF STANDARD 85% ---

C-130

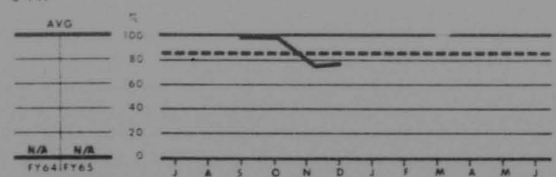


NO. OF ON TIME DEP.	45	47	66	60	43	69						
NO. OF DEPARTURES	60	65	86	79	81	78						
RELIABILITY —	75.0	72.3	76.7	75.9	53.1	88.5						

EASTAF STANDARD 85% ---

SOURCE: SAACP

C-141



NO. OF ON TIME DEP.	—	—	5	3	12	15						
NO. OF DEPARTURES	—	—	5	3	16	19						
RELIABILITY —	—	—	100.0	100.0	75.0	78.9						

EASTAF STANDARD 85% ---

SOURCE: SAACP

*INCLUDES HOME, ONLOAD, ENROUTE AND TURNAROUND, ON ALL AIRLIFT MISSIONS EXCEPT TRAINING AND TRANSFER OF ASSIGNMENT. (MM 55-3)

0406

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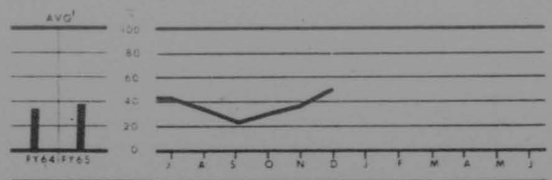
CONTROLLABLE DELAYS

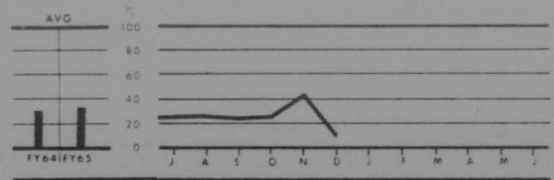
REPORTABLE CHARLESTON*

C-124



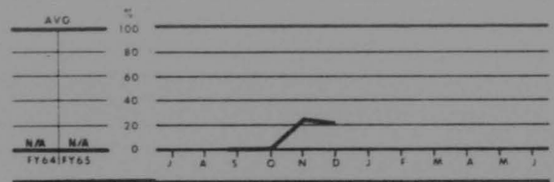
NO OF DELAYS	19	10	8	8	17	13						
NO OF DEPARTURES	46	28	36	27	44	26						
DELAY RATE	41.3	35.7	22.2	29.6	38.6	50.0						

C-130



NO OF DELAYS	15	18	20	19	38	9						
NO OF DEPARTURES	60	65	86	79	81	78						
DELAY RATE	25.0	27.7	23.3	24.1	46.9	11.5						

C-141



NO OF DELAYS	—	—	0	0	4	4						
NO OF DEPARTURES	—	—	5	3	16	19						
DELAY RATE	—	—	0.0	0.0	25.0	21.0						

SOURCE: SAA[illegible]

*INCLUDES HOME, ONLOAD, ENROUTE AND TURNAROUND, ON ALL AIRLIFT MISSIONS EXCEPT TRAINING AND TRANSFER OF ASSIGNMENT. (MM 55-3)

0407

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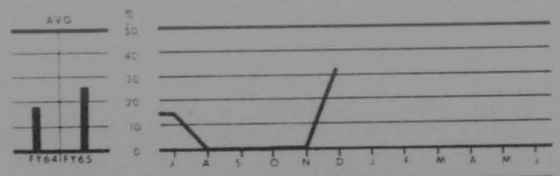
CONTROLLABLE DELAYS

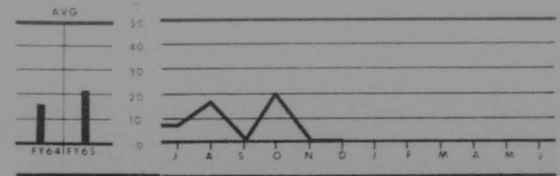
NON REPORTABLE CHARLESTON

C-124



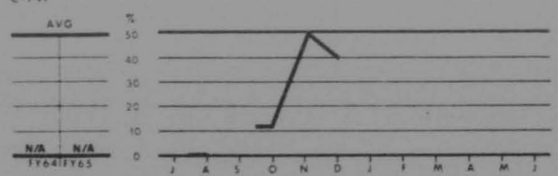
NO. OF DELAYS	1	0	0	0	0	1						
NO. OF DEPARTURES	7	13	2	5	5	3						
DELAY RATE	14.3	0.0	0.0	0.0	0.0	33.3						

C-130



NO. OF DELAYS	2	3	0	1	0	0						
NO. OF DEPARTURES	28	18	2	5	3	3						
DELAY RATE	7.1	16.7	0.0	20.0	0.0	0.0						

C-141



NO. OF DELAYS	—	1	—	2	2	2						
NO. OF DEPARTURES	—	0	—	16	2	5						
DELAY RATE	—	0.0	—	12.5	100	40.0						

SOURCE: SAACP

0408

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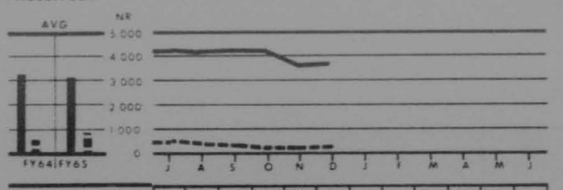
OVERSEAS CHANNEL AIRLIFT

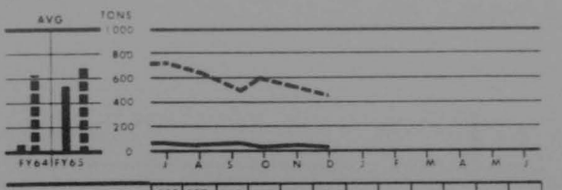
ORIGINATING

PASSENGER



PROG		4411	4506	4046	4336	3858	4099						
COMM'L AUG	—	4151	4062	4121	4215	3685	3775						
MIL ORGANIC	- - -	482	453	445	181	138	229						
% MOVED		105	100	113	101	99	97.7						

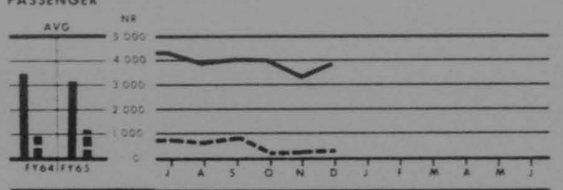
CARGO



PROG		702	687	946	658	726	652						
COMM'L AUG	—	53	37	59	18	33	20						
MIL ORGANIC	- - -	726	677	516	600	505	441						
% MOVED		111	104	106	94	74	71						

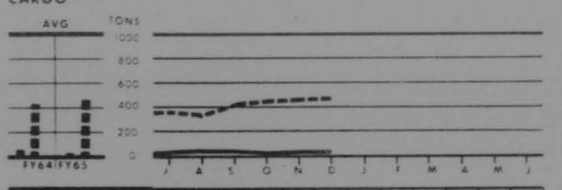
TERMINATING

PASSENGER



COMM'L AUG	—	4290	3956	4037	4026	3278	3839						
MIL ORGANIC	- - -	731	633	896	220	261	360						

CARGO



COMM'L AUG	—	15	31	31	19	27	29						
MIL ORGANIC	- - -	362	325	408	433	439	459						

SOURCE: RCS MATS-J14

0409

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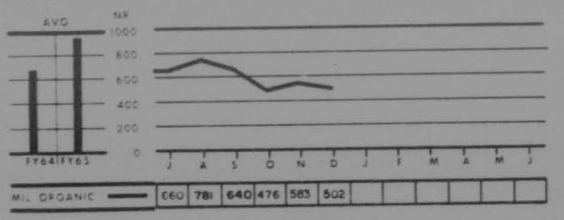
DOMESTIC/LOGISTICAL SUPPORT AIRLIFT

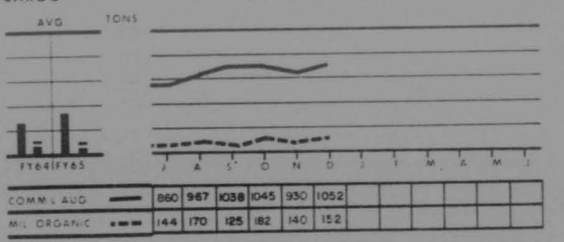
ORIGINATING

PASSENGER



MIL ORGANIC	660	781	640	476	583	502							

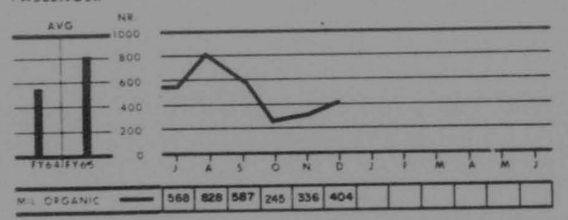
CARGO



COMM'L AUG	860	967	1038	1045	930	1052							
MIL ORGANIC	144	170	125	182	140	152							

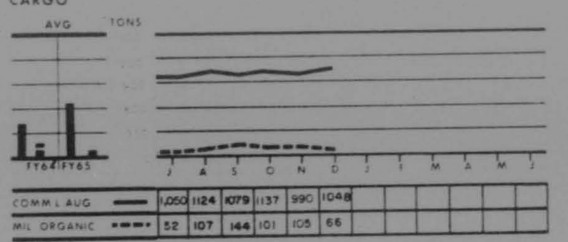
TERMINATING

PASSENGER



MIL ORGANIC	568	828	587	245	336	404							

CARGO



COMM'L AUG	1,050	1124	1079	1137	990	1048							
MIL ORGANIC	52	107	144	101	105	66							

SOURCE: RCS: MATS J14

0410

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C-124 AIRCREW PERSONNEL STATUS

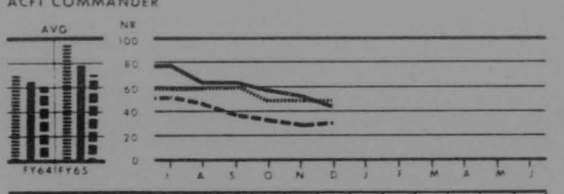
AS OF 31 DEC 1965

CREW POSITION C-124	LINE			ADMINISTRATIVE			ATTACHED			% LINE & ADMIN ASGD SQ
	AUTH	ASGD	PROD	AUTH	ASGD	PROD	REQ	ASGD	PROD	
ACFT COMMANDER	48	43	30	7	7	7	12	20	20	90.9
CO PILOT	48	59	27	0	0	0	0	3	0	120.8
TOTAL PILOTS	96	101	57	7	7	7	12	23	20	104.9
NAVIGATOR	48	47	32	1	1	1	2	10	8	100.0
FLT ENG TECH	96	92	77	1	1	1	5	7	7	95.9
LOADMASTER	48	54	30	1	1	1	1	6	6	112.5
TOTAL	288	294	196	10	11	10	20	48	41	102.3

THOSE NONPRODUCTIVE APPLY TO PERSONNEL NOT CONTRIBUTING TO THE UNIT PROGRAMMED FLYING HRS BUT ARE PRODUCTIVE IN OTHER DUTIES. THIS INCLUDES UNO AS WELL AS THOSE WHO ARE NOT AVAILABLE FOR 15 DAYS OF FLYING BECAUSE OF TDY, ILLNESS, TTU, ETC

LINE AIRCREW PERSONNEL

ACFT COMMANDER



AUTH	.....	60	60	60	48	48	48					
ASGD	———	78	61	61	57	50	43					
PROD	- - - -	53	47	37	34	27	30					

SOURCE RCS MATS-P51

0411

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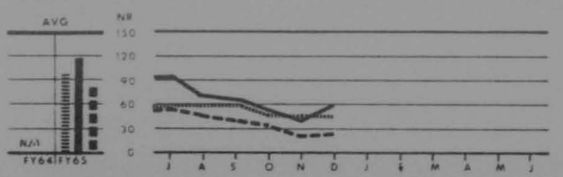
C-124 AIRCREW PERSONNEL STATUS

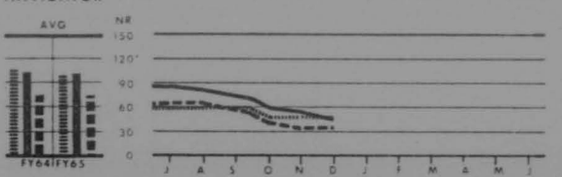
LINE AIRCREW PERSONNEL

CO-PILOT



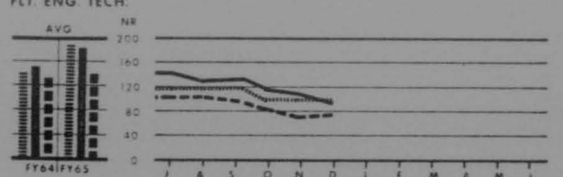
AUTH	60	60	60	48	48	48							
ASGD	93	72	64	56	45	58							
PROD	60	54	45	36	26	27							

NAVIGATOR



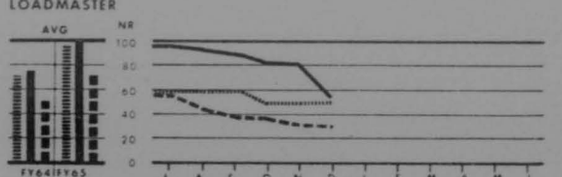
AUTH	60	60	60	48	48	48							
ASGD	88	83	73	60	57	47							
PROD	67	69	52	40	31	32							

FLT. ENG. TECH.



AUTH	120	120	120	96	96	96							
ASGD	148	125	126	118	104	92							
PROD	106	109	99	82	74	77							

LOADMASTER



AUTH	60	60	60	48	48	48							
ASGD	97	92	89	82	80	54							
PROD	60	46	38	37	33	30							

SOURCE RCS MATS-P51

0412

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C-124 AIRCREW TRAINING STATUS

CREW TRAINING

UPGRADED/LOSSES

AIRCREW POSITION	JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L
AIRCRAFT COMMANDER	6	6	9	9	3	1	0	1	0	4	0	0												
CO-PILOT	1	1	1	1	2	0	0	0	0	1	0	0												
NAVIGATOR	0	2	4	4	2	1	0	0	1	0	0	0												
FLIGHT ENG. TECH	4	1	1	0	5	0	1	1	0	1	0	0												
LOADMASTER	2	1	1	7	1	1	0	3	3	1	3	0												

AIRCREW QUALIFICATION STATUS

AS OF 31 DEC 65

AIRCREW POSITION	LINE		REQ FOR C-1	TRANSPORT						TACTICAL					
	AUTH	ASGD		LINE		ADMIN		ATCH		LINE		ADMIN		ATCH	
	A	B	C	D		E		F		G		H		I	
				QUAL	CURR	QUAL	CURR	QUAL	CURR	QUAL	CURR	QUAL	CURR	QUAL	CURR
AIRCRAFT COMMANDER	48	41	41	41	30	7	7	21	15	27	15	7	7	9	2
CO-PILOT	48	57	41	36	28	0	0	1	1	32	32	0	0	3	2
NAVIGATOR	48	48	41	41	39	1	1	8	4	36	30	1	1	2	0
FLIGHT ENG. TECH	96	90	82	88	87	1	1	7	6	88	87	1	1	7	6
LOADMASTER	48	51	41	42	39	1	0	6	3	31	26	1	0	6	3
TOTAL	288	285	——	248	221	10	9	33	29	214	190	10	9	27	13
REMARKS	C-STATUS — C-2														

SOURCE MATS - P5I & EASTAF - T13

0413

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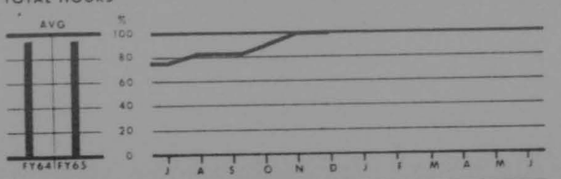
C-124 AIRCREW TRAINING STATUS

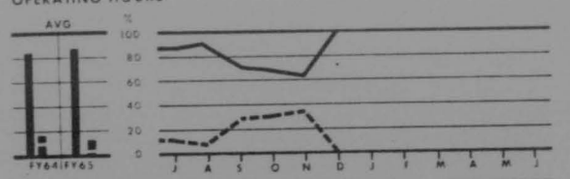
SIMULATOR UTILIZATION

TOTAL HOURS



SCHEDULED	252	228	220	232	182	104						
OPERATED	187	185	180	204	182	104						
% OPER OF SCH	74.2	81.1	81.8	87.9	100.0	100.0						

OPERATING HOURS



AIRCREW TNG	163	168	128	140	114	104						
MAINT ENG RUNUP	24	17	52	64	68	0						
TOTAL	187	185	180	204	182	104						
% TRAINING	87.2	90.8	71.1	68.6	62.6	100.0						
% ENG RUNUP	12.8	9.2	28.9	31.4	37.4	0.0						

SOURCE: OTN/S

0414

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C-130 AIRCREW PERSONNEL STATUS

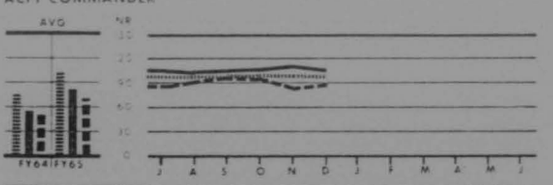
AS OF 31 DEC 65

CREW POSITION C-130	LINE			ADMINISTRATIVE			ATTACHED			% LINE & ADMIN ASGD SQ
	AUTH	ASGD	PROD	AUTH	ASGD	PROD	AUTH	ASGD	PROD	
ACFT COMMANDER	96	104	89	14	14	14	23	13	19	107.3
CO-PILOT	96	87	58	0	0	0	0	3	2	90.6
TOTAL PILOTS	192	191	147	14	14	14	23	22	21	99.5
NAVIGATOR	96	99	80	2	2	2	4	15	15	103.1
FLT MECHANIC	96	115	88	2	2	2	10	5	5	119.4
LOADMASTER	96	101	68	2	2	2	2	13	12	105.1
TOTAL	480	506	363	20	21	20	39	55	53	105.2

THOSE NONPRODUCTIVE APPLY TO PERSONNEL NOT CONTRIBUTING TO THE UNIT PROGRAMMED FLYING HRS BUT ARE PRODUCTIVE IN OTHER DUTIES. THIS INCLUDES UNO AS WELL AS THOSE WHO ARE NOT AVAILABLE FOR 15 DAYS OF FLYING BECAUSE OF TDY, ILLNESS, TTU, ETC.

LINE AIRCREW PERSONNEL

ACFT COMMANDER



AUTH	96	96	96	96	96	96						
ASGD	103	101	107	109	114	104						
PROD	88	92	93	95	87	89						

SOURCE RCS MATS PSI

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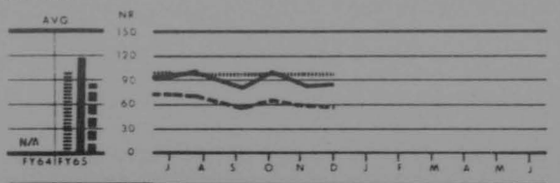
C-130 AIRCREW PERSONNEL STATUS

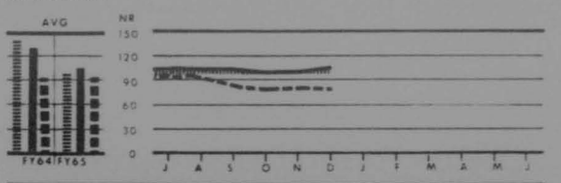
LINE AIRCREW PERSONNEL

CO-PILOT



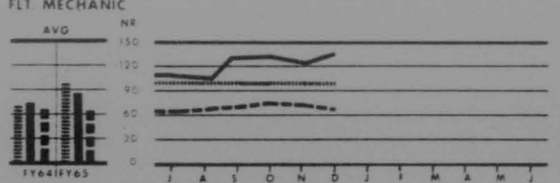
AUTH	96	96	96	96	96	96							
ASGD	94	99	81	98	84	87							
PROD	73	72	59	65	60	56							

NAVIGATOR



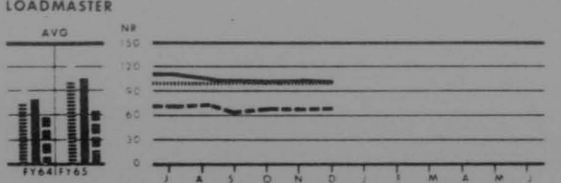
AUTH	96	96	96	96	96	96							
ASGD	105	103	103	96	96	99							
PROD	94	95	84	80	82	80							

FLT MECHANIC



AUTH	96	96	96	96	96	96							
ASGD	110	100	85	127	122	115							
PROD	63	67	72	79	78	68							

LOADMASTER



AUTH	96	96	96	96	96	96							
ASGD	114	108	105	104	104	101							
PROD	70	71	62	67	67	68							

SOURCE RCS MATS-P51

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C-130 AIRCREW TRAINING STATUS

CREW TRAINING

UPGRADED/LOSSES

AIRCREW POSITION	JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L
AIRCRAFT COMMANDER	9	1	5	6	7	4	2	1	4	8	2	1												
CO-PILOT	2	0	3	2	4	0	3	3	0	1	2	0												
NAVIGATOR	2	2	2	2	2	6	0	0	2	3	0	4												
FLIGHT MECHANIC	0	0	4	0	7	1	4	1	0	0	7	1												
LOADMASTER	3	1	4	0	1	5	3	1	2	0	0	0												

AIRCREW QUALIFICATION STATUS

AS OF 31 DEC 65

AIRCREW POSITION	LINE		REQ FOR C-1	TRANSPORT						TACTICAL					
	AUTH	ASGD		LINE		ADMIN		ATCH		LINE		ADMIN		ATCH	
	A	B	C	D		E		F		G		H		I	
				QUAL	CURR	QUAL	CURR	QUAL	CURR	QUAL	CURR	QUAL	CURR	QUAL	CURR
AIRCRAFT COMMANDER	96	104	82	103	94	14	14	19	18	62	41	13	10	10	2
CO-PILOT	96	87	82	61	59	0	0	2	2	51	44	0	0	1	0
NAVIGATOR	96	99	82	84	84	2	2	15	15	67	53	2	2	11	0
FLIGHT MECHANIC	96	115	82	90	90	2	2	5	5	90	90	2	2	5	5
LOADMASTER	96	101	82	72	72	2	2	13	12	56	56	2	2	13	9
TOTAL	480	506	——	410	399	20	20	54	52	326	286	19	16	40	16
REMARKS	C-STATUS : C 2														

SOURCE MATS-P5I & EASTAF-T13

0417

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C-141 AIRCREW PERSONNEL STATUS

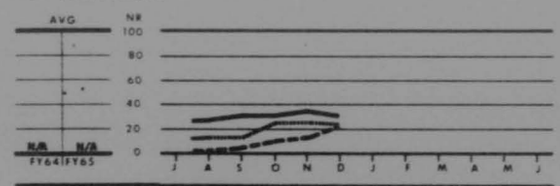
AS OF 31 DEC 65

CREW POSITION	LINE			ADMINISTRATIVE			ATTACHED			% LINE & ADMIN
	AUTH	ASGD	'PROD	AUTH	ASGD	'PROD	REQ	ASGD	'PROD	ASGD SQ
ACFT COMMANDER	25	31	23	7	5	5	11	11	4	137.5
CO-PILOT	24	57	27	0	0	0	0	1	0	237.5
TOTAL PILOTS	49	96	50	7	5	5	11	12	4	180.4
NAVIGATOR	29	43	28	1	1	1	2	4	0	146.7
FLIGHT ENG TECH	48	135	42	1	1	1	5	8	5	277.6
LOADMASTER	24	50	20	1	1	1	1	6	4	204.0
TOTAL	150	324	140	10	8	8	19	30	13	207.5

THOSE NONPRODUCTIVE APPLY TO PERSONNEL NOT CONTRIBUTING TO THE UNIT PROGRAMMED FLYING HRS BUT ARE PRODUCTIVE IN OTHER DUTIES. THIS INCLUDES UNO AS WELL AS THOSE WHO ARE NOT AVAILABLE FOR 15 DAYS OF FLYING BECAUSE OF TDY, ILLNESS, TTU, ETC.

LINE AIRCREW PERSONNEL

ACFT COMMANDER



AUTH	—	15	15	25	25	25						
ASGD	—	27	30	31	37	31						
PROD	—	0	2	10	16	23						

SOURCE: RCS: MATS-P51

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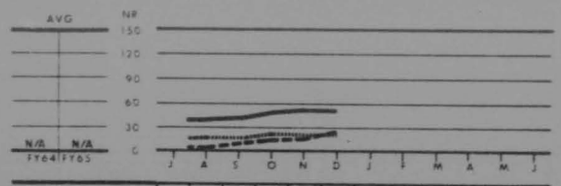
C-141 AIRCREW PERSONNEL STATUS

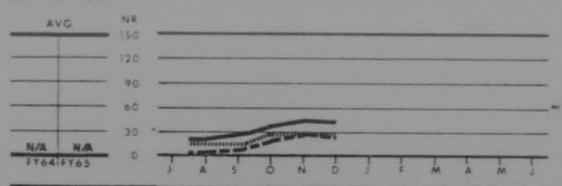
LINE AIRCREW PERSONNEL

CO PILOT



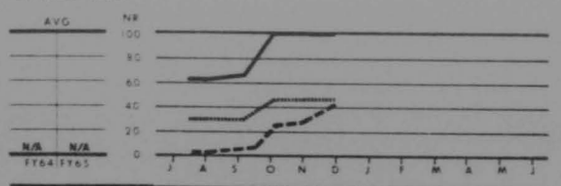
AUTH	—	15	15	24	24	24
ASGD	—	36	39	51	57	57
PROD	—	2	9	16	20	27

NAVIGATOR



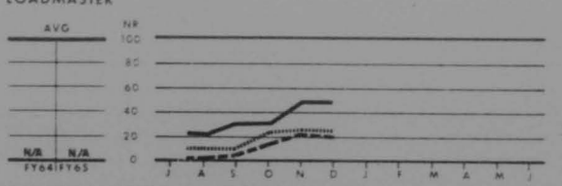
AUTH	—	15	15	29	29	29
ASGD	—	19	30	36	45	43
PROD	—	2	8	22	29	28

FLT ENG TECH



AUTH	—	30	30	48	48	48
ASGD	—	62	67	109	129	135
PROD	—	4	7	26	29	42

LOADMASTER



AUTH	—	15	15	24	24	24
ASGD	—	24	30	31	50	50
PROD	—	3	6	16	23	20

SOURCE MATS - P5I

0419

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C-141 AIRCREW TRAINING STATUS

CREW TRAINING

UPGRADED/LOSSES

AIRCREW POSITION	JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L	U	L
AIRCRAFT COMMANDER	–	–	1	0	8	0	5	0	3	2	2	1												
CO-PILOT	–	–	2	0	11	0	0	0	2	0	5	0												
NAVIGATOR	–	–	2	0	10	0	6	0	2	1	2	0												
FLIGHT ENG TECH	–	–	0	0	15	0	3	0	3	0	9	5												
LOADMASTER	–	–	1	0	9	1	2	1	5	0	4	0												

AIRCREW QUALIFICATION STATUS

AS OF 31 DEC 65

AIRCREW POSITION	LINE		REQ FOR C-1	TRANSPORT						TACTICAL					
	AUTH	ASGD		LINE		ADMIN		ATCH		LINE		ADMIN		ATCH	
	A	B	C	D		E		F		G		H		I	
				QUAL	CURR	QUAL	CURR	QUAL	CURR	QUAL	CURR	QUAL	CURR	QUAL	CURR
AIRCRAFT COMMANDER	25	39	21	23	23	5	5	4	4	0	0	0	0	0	0
CO-PILOT	24	55	20	28	28	0	0	0	0	0	0	0	0	0	0
NAVIGATOR	22	48	19	33	33	1	1	0	0	0	0	0	0	0	0
FLIGHT ENG TECH	48	120	41	43	42	1	1	5	5	43	42	1	1	5	5
LOADMASTER	24	50	20	29	29	1	1	3	3	1	1	1	1	1	1
TOTAL	143	258	—	156	155	8	8	8	8	44	43	2	2	6	6
REMARKS	C-STATUS: C-4														

SOURCE: MATS-PSI & EASTAF-T13

0420

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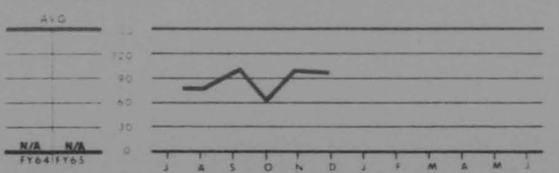
C-141 AIRCREW TRAINING STATUS

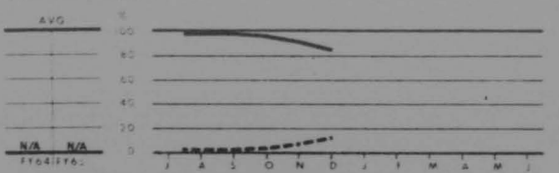
SIMULATOR UTILIZATION

TOTAL HOURS



SCHEDULED	—	120	168	172	160	117						
OPERATED	—	104	167	108	159	112						
% OPER OF SCH	—	86.7	99.4	62.8	99.4	95.7						

OPERATING HOURS



AIRCREW TNG	—	104	167	104	145	96						
MAINT ENG RUNUP	—	0	0	4	14	16						
TOTAL	—	104	167	108	159	112						
% TRAINING	—	100.0	100.0	96.2	91.2	85.7						
% ENG RUNUP	—	0.0	0.0	3.8	8.8	14.3						

SOURCE: OTN/S

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MATERIEL
SECTION B

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MATERIEL

MAINTENANCE

OPERATIONAL READY RATES:

THE MINIMUM DESIRED OPERATIONAL READY RATE WAS EXCEEDED FOR C-124 AND C-130 AIRCRAFT. THE C-141 SUPPLY RATE WAS ALMOST THREE (3) TIMES THE MAXIMUM DESIRED AND WAS THE PRIMARY REASON FOR THE C-141 NOT REACHING THE OPERATIONAL READY GOAL.

AIRCRAFT TYPE	MATS STANDARD	DECEMBER RATE (POSS)
C-124	71%	81.5%
C-130	71%	82.8%
C-141	71%	62.2%

NON-OPERATIONAL READY RATES OUT OF STANDARD:

AIRCRAFT TYPE	CATEGORY	MATS STANDARD	DECEMBER RATE
C-124	SCHEDULED MAINTENANCE	11%	12.6%
C-141	SCHEDULED MAINTENANCE	11%	14.9%
C-141	SUPPLY (NORS)	5%	14.7%

MAINTENANCE FACTORS:

ALL THREE (3) TYPES OF AIRCRAFT WERE UNDER THE MAXIMUM DESIRABLE MAINTENANCE GOAL OF 24%. MORE SCHEDULED INSPECTIONS WERE PERFORMED ON THE C-141 THAN IN ANY OF THE PREVIOUS MONTHS. THE C-141 SUPPLY RATE WAS OVER THE DESIRED STANDARD DUE TO CRITICAL AIRCRAFT SPARES THAT WERE NOT AVAILABLE TO BASE OR DEPOT AND WERE ONLY AVAILABLE FROM THE MANUFACTURER'S PRODUCTION LINES. THE C-124 SCHEDULED MAINTENANCE DESIRABLE RATE OF 11% WAS EXCEEDED BECAUSE OF EXCESSIVE CORROSION REPAIR ON HORIZONTAL STABILIZER OF AIRCRAFT 1042, CAUSING THE AIRCRAFT TO REMAIN IN PERIODIC FOR NINE (9) DAYS. AIRCRAFT 1080 WAS IN PERIODIC FOR ELEVEN (11) DAYS DUE TO LEFT MAIN GEAR VIBRATIONS WHICH RESULTED IN DAMAGE TO WIRING AND INTERPHONE SYSTEM.

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MATERIEL CONT.D

MAINTENANCE

WING/BASE TCTO MANHOUR BACKLOG TREND:

AVG MANHOUR BACKLOG PER AIRCRAFT

TYPE AIRCRAFT	DEC 64	AUG 65	SEP 65	OCT 65	NOV 65	DEC 65
C-124	14.0	11.9	18.0	14.3	2.72	2.72
C-130	31.0	33.1	38.3	21.7	30.3	26.8
C-141	0	38.0	363.0	311.6	303.0	292.4

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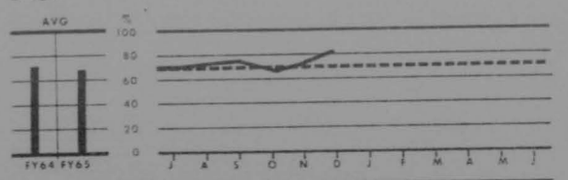
AIRCRAFT OPERATIONAL STATUS

OPERATIONAL STATUS

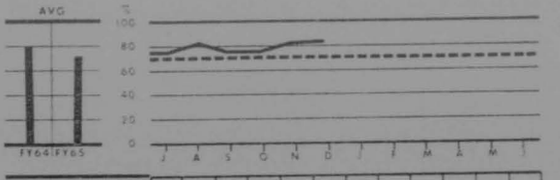
C-124



OP RDY RATE	71.2	73.7	76.2	67.2	73.3	81.5
OP RDY HRS/DAY	17.1	17.7	18.3	16.1	17.6	19.6
OP RDY RATE-N/FLY	56.5	58.3	55.5	49.2	36.4	63.3
OP RDY HRS/DAY-N/FLY	13.6	14.0	13.3	11.8	8.7	15.2

MATS GOAL 71% (17.04 HRS)

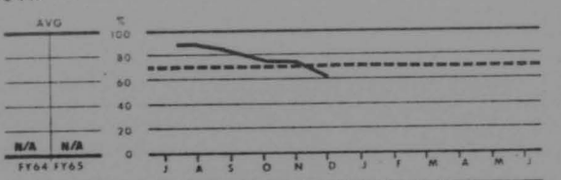
C-130



OP RDY RATE	77.1	81.7	78.6	78.1	82.3	82.8
OP RDY HRS/DAY	18.5	19.6	18.9	18.7	19.7	19.9
OP RDY RATE-N/FLY	57.7	62.4	59.6	53.1	21.6	58.7
OP RDY HRS/DAY-N/FLY	13.8	15.0	14.3	12.7	5.2	14.1

MATS GOAL 71% (17.04 HRS)

C-141



OP RDY RATE	—	88.0	84.9	73.9	73.6	62.2
OP RDY HRS/DAY	—	21.1	20.4	17.7	17.6	14.9
OP RDY RATE-N/FLY	—	75.5	64.2	59.7	35.9	47.9
OP RDY HRS/DAY-N/FLY	—	18.1	15.4	14.3	8.6	11.5

MATS GOAL 71% (17.04 HRS)

SOURCE RCS 1-AF-A1

0425

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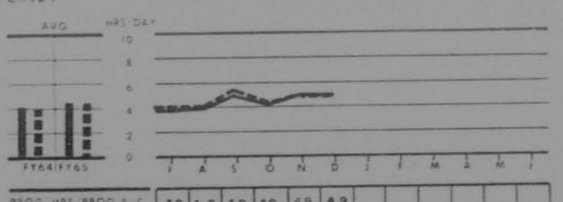
AIRCRAFT OPERATIONAL STATUS

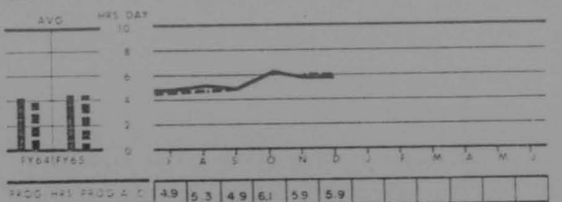
UTILIZATION

C-124



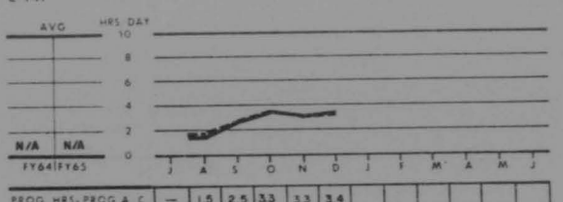
PROG HRS/PROG A/C	3.8	4.0	4.9	4.0	4.9	4.9
COMM HRS/PROG A/C	3.8	4.0	4.9	4.0	4.9	4.9
ACT HRS/PROG A/C	4.0	4.0	5.3	4.1	4.9	4.9
COMM HRS/POSS A/C	3.4	3.7	4.6	4.4	4.6	4.4
ACT HRS/POSS A/C	3.0	3.7	5.0	4.5	4.7	4.9

C-130



PROG HRS/PROG A/C	4.9	5.3	4.9	6.1	5.9	5.9
COMM HRS/PROG A/C	4.9	5.3	4.9	6.1	5.9	5.9
ACT HRS/PROG A/C	4.9	5.1	4.9	6.1	5.9	5.9
COMM HRS/POSS A/C	4.6	4.8	4.6	6.2	6.1	5.8
ACT HRS/POSS A/C	4.6	4.6	4.6	6.2	6.2	5.8

C-141



PROG HRS/PROG A/C	—	1.5	2.5	3.3	3.3	3.4
COMM HRS/PROG A/C	—	1.5	2.5	3.3	3.3	3.4
ACT HRS/PROG A/C	—	1.6	2.5	3.4	3.3	3.4
COMM HRS/POSS A/C	—	2.6	5.0	3.4	3.7	3.4
ACT HRS/POSS A/C	—	3.0	5.1	3.5	3.8	3.4

SOURCE: RCS 1-AF-A1

0426

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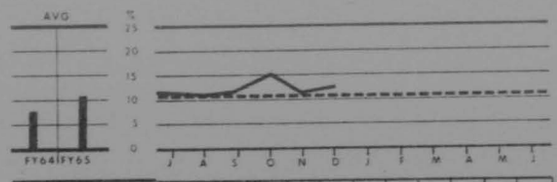
AIRCRAFT NON-OPERATIONAL STATUS

SCHEDULED MAINTENANCE

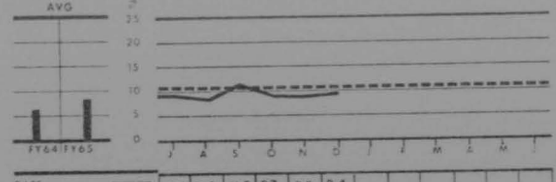
C-124



RATE	12.1	11.0	11.9	15.8	11.3	12.6						
HRS / DAY	2.91	2.64	2.85	3.79	2.71	3.02						

MAX. 11% (2.64 HRS) ----

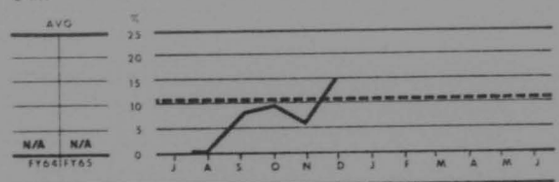
C-130



RATE	9.2	8.0	11.8	8.7	8.2	8.4						
HRS / DAY	2.22	1.93	2.83	2.09	1.97	2.01						

MAX. 11% (2.64 HRS) ----

C-141



RATE	—	0	8.3	9.7	5.8	14.9						
HRS / DAY	—	0	1.99	2.33	1.39	3.58						

MAX. 11% (2.64 HRS) ----

SOURCE: RCS 1-AF-A1

0421

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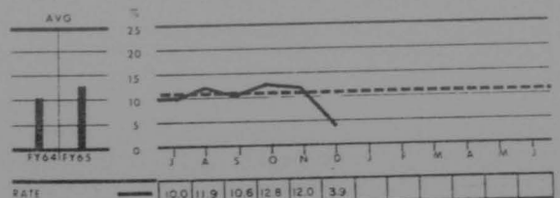
UNSCHEDULED MAINTENANCE

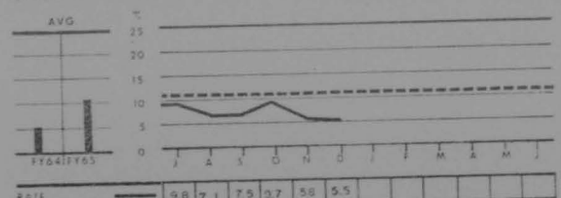
C-124



RATE	—	10.0	11.9	10.6	12.8	12.0	3.9						
HRS./DAY	—	2.39	2.86	2.54	3.07	2.88	0.94						

MAX 11% (2.64 HRS)

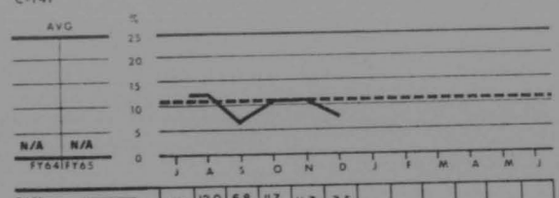
C-130



RATE	—	9.8	7.1	7.5	9.7	5.8	5.5						
HRS./DAY	—	2.54	1.70	1.77	2.33	1.39	1.32						

MAX 11% (2.64 HRS)

C-141



RATE	—	—	12.0	6.8	11.7	11.7	7.5						
HRS./DAY	—	—	2.88	1.61	2.81	2.81	1.81						

MAX 11% (2.64 HRS)

SOURCE: RCS 1-AF-A1

0428

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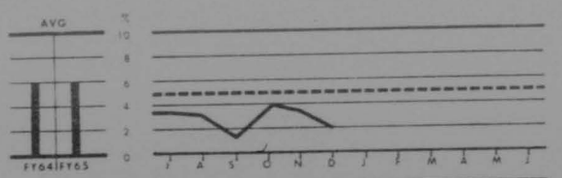
AIRCRAFT NON-OPERATIONAL STATUS

SUPPLY (NORS)

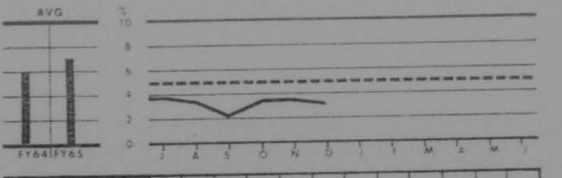
C-124



RATE	3.6	3.4	1.3	4.2	3.4	2.0							
HRS/DAY	.86	.80	.31	.98	.82	.46							

MAX 5% (120 HRS) ----

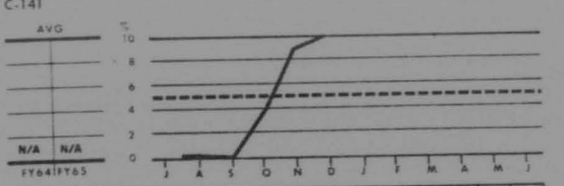
C-130



RATE	3.9	3.2	2.1	3.5	3.7	3.3							
HRS/DAY	.94	.77	.50	.82	.89	.79							

MAX 5% (120 HRS) ----

C-141



RATE	—	0	0	4.7	8.9	14.7							
HRS/DAY	—	0	0	1.13	2.14	3.53							

MAX 5% (120 HRS) ----

SOURCE: RCS T-AF-A1

0429

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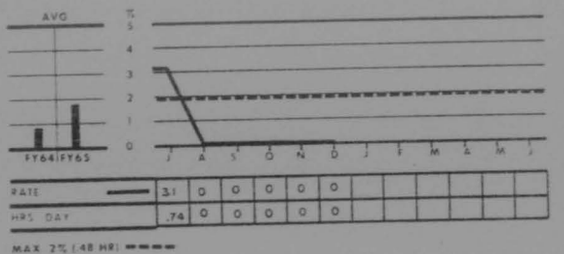
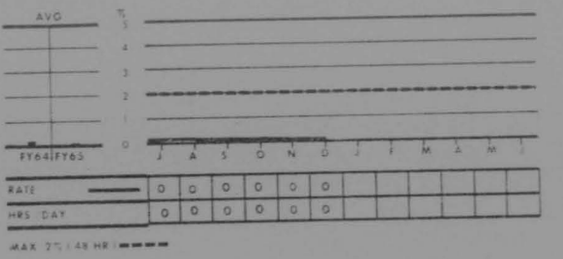
AIRCRAFT NON-OPERATIONAL STATUS

TECH. ORDER COMPLIANCE & OTHER

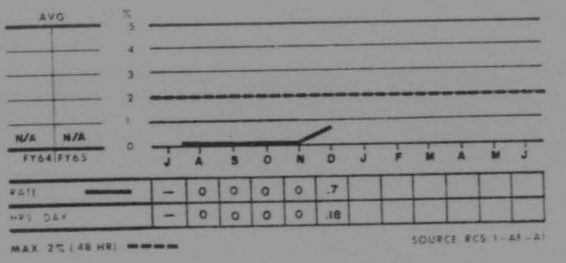
C-124



C-130



C-141



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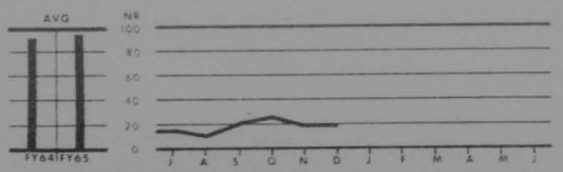
AIRCRAFT MAINTENANCE STATUS

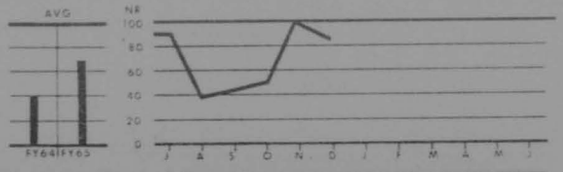
CANNIBALIZATION ACTIONS

C-124



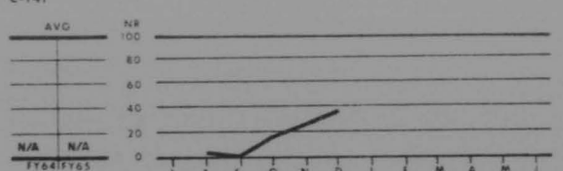
ACTIONS	15	10	20	25	19	19						
DIRECT M/H	25	5	26	21	29	23						

C-130



ACTIONS	88	39	43	50	103	85						
DIRECT M/H	170	67	48	40	78	106						

C-141



ACTIONS	—	3	1	17	25	35						
DIRECT M/H	—	1	1	17	24	37						

SOURCE RCS MATS-539

0431

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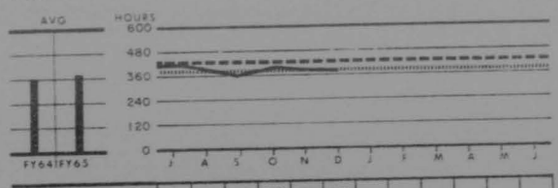
AIRCRAFT MAINTENANCE STATUS

HOURS FLOWN BETWEEN PERIODIC INSPECTIONS

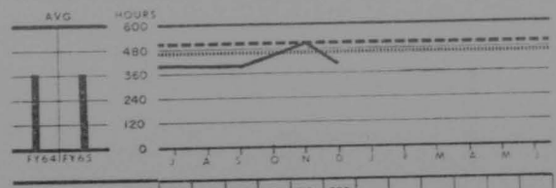
C-124



AVG FLY HRS PER A/C	401	383	360	406	390	379						
% RESIDUAL HRS	63.0	58.0	36.0	65.0	51.0	47.0						

STD 400 FLY HRS 5% ALLOW. DEVIATION:
420 HRS. UPPER ---
380 HRS. LOWER .....

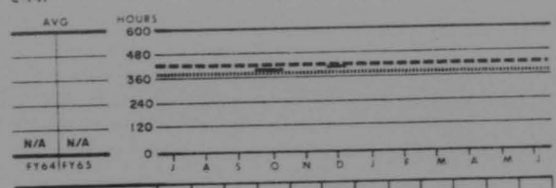
C-130



AVG FLY HRS PER A/C	397	392	396	474	512	499						
% RESIDUAL HRS	50.0	55.0	60.0	49.0	53.0	47.0						

STD 500 FLY HRS 5% ALLOW. DEVIATION:
525 HRS. UPPER ---
475 HRS. LOWER .....

C-141



AVG FLY HRS PER A/C	—	—	—	378	—	396						
% RESIDUAL HRS	—	82.0	79.0	60.0	48.0	34.0						

STD. 400 FLY HRS 5% ALLOW. DEVIATION:
420 HRS. UPPER ---
380 HRS. LOWER .....

SOURCE: MATL WORKLOAD CONTROL

B-8

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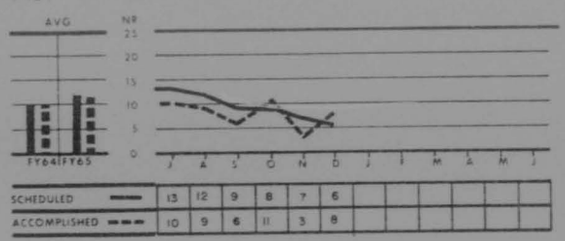
AIRCRAFT MAINTENANCE STATUS

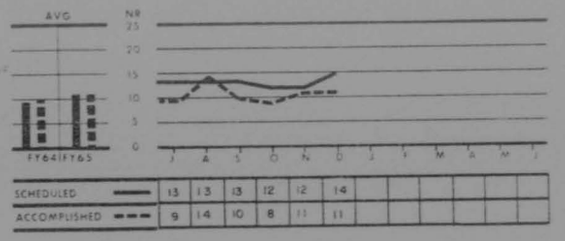
PERIODIC INSPECTIONS

C-124



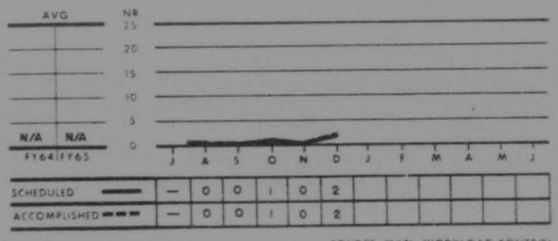
SCHEDULED ——	13	12	9	8	7	6						
ACCOMPLISHED - - -	10	9	6	11	3	8						

C-130



SCHEDULED ——	13	13	13	12	12	14						
ACCOMPLISHED - - -	9	14	10	8	11	11						

C-141



SCHEDULED ——	—	0	0	1	0	2						
ACCOMPLISHED - - -	—	0	0	1	0	2						

SOURCE: MATL WORKLOAD CONTROL

0433

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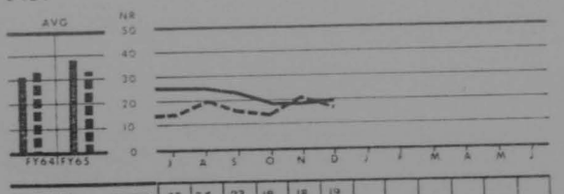
AIRCRAFT MAINTENANCE STATUS

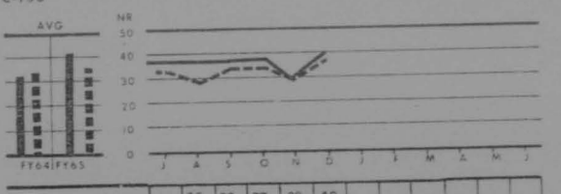
POSTFLIGHT INSPECTIONS

C-124



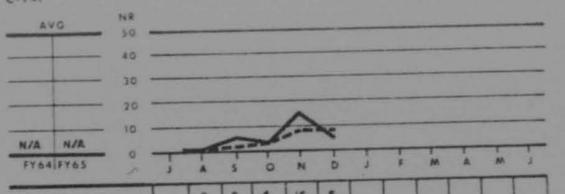
SCHEDULED	25	25	23	18	18	19							
ACCOMPLISHED	14	20	16	13	21	17							

C-130



SCHEDULED	36	36	36	37	28	40							
ACCOMPLISHED	32	28	34	34	28	37							

C-141



SCHEDULED	—	0	6	4	15	5							
ACCOMPLISHED	—	0	2	4	9	9							

SOURCE MATL WORKLOAD CONTROL

0434

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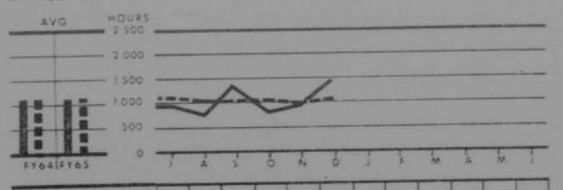
AIRCRAFT ENGINE STATUS

ENGINE LIFE

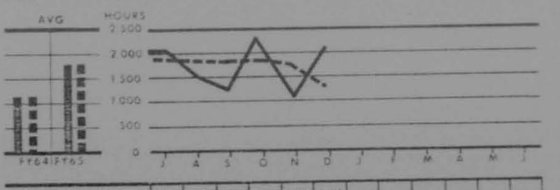
R-4360 (C-124)



AVG MO LIFE(THS)	.980	.749	1.37	.645	.904	1.45
AVG CUM LIFE(THS)	1.13	1.09	1.08	1.04	.979	1.04
TOT ENG CHANGED	13	16	13	8	8	5
ENG BUILT UP	22	9	22	6	10	9

CUM ENG LIFE BASED ON 12-MO RUN AVG

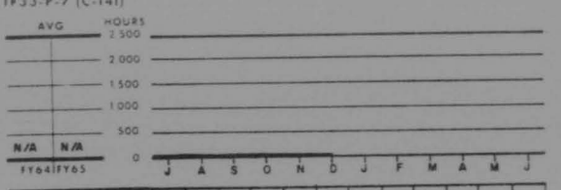
T-56 (C-130)



AVG MO LIFE(THS)	2.05	1.57	1.23	2.46	1.07	2.14
AVG CUM LIFE(THS)	1.86	1.83	1.80	1.81	1.72	1.31
TOT ENG CHANGED	5	11	4	3	6	9
ENG BUILT UP	14	9	14	7	12	9

CUM ENG LIFE BASED ON 12-MO RUN AVG

TF33-P-7 (C-141)



AVG MO LIFE(THS)	–	0	0	0	0	0
AVG CUM LIFE(THS)	–	0	0	0	0	0
TOT ENG CHANGED	–	0	0	0	0	0
ENG BUILT UP	–	2	0	2	1	2

CUM ENG LIFE BASED ON 12-MO RUN AVG

SOURCE: MATL ENGINE RECORDS

0435

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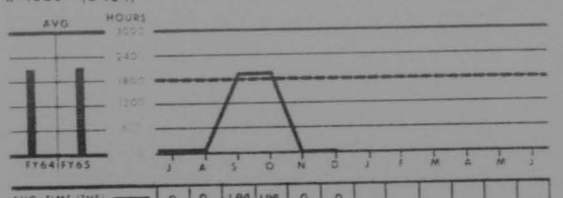
AIRCRAFT ENGINE STATUS

TIME CHANGES

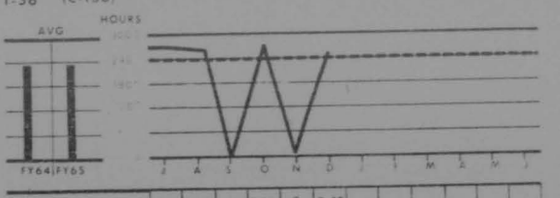
R-4360 (C-124)



AVG TIME (THS)	0	0	1.84	1.96	0	0							
NR CHANGED	0	0	5	1	0	0							

OPTMUM MAX ALLOW OP TIME 1800 HRS ----

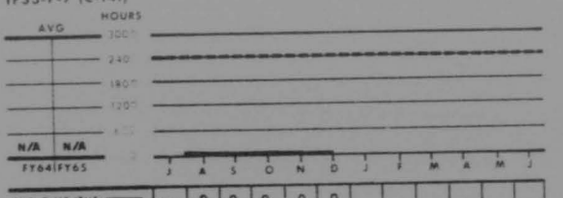
T-56 (C-130)



AVG TIME (THS)	2.51	2.48	0	2.54	0	2.45							
NR CHANGED	3	2	0	2	0	6							

MAX ALLOW OP TIME 2400 HRS ----

TF33-P-7 (C-141)



AVG TIME (THS)	—	0	0	0	0	0							
NR CHANGED	—	0	0	0	0	0							

MAX ALLOW OP TIME 2400 HRS ---- SOURCE MATL ENGINE RECORDS

0436

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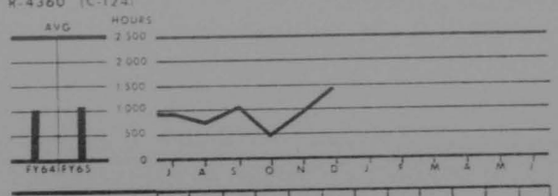
AIRCRAFT ENGINE STATUS

DEPOT REPAIR REQUIRED

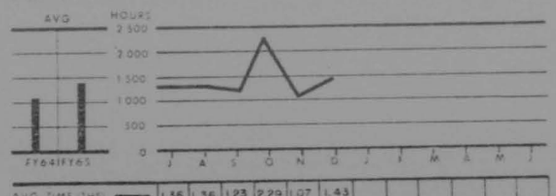
R-4360 (C-124)



AVG TIME (THS)	980	749	108	.471	.904	1.45						
NR FAILURES	13	16	8	7	8	5						

(DEPOT REPAIR FAILURES DO NOT INCL TIME CHANGES)

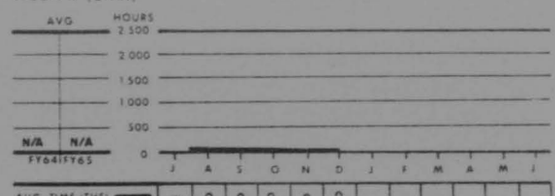
T-56 (C-130)



AVG TIME (THS)	1.36	1.36	1.23	2.29	1.07	1.43						
NR FAILURES	2	9	4	1	6	3						

(DEPOT REPAIR FAILURES DO NOT INCL. TIME CHANGES)

TF33-P-7 (C-141)



AVG TIME (THS)	—	0	0	0	0	0						
NR FAILURES	—	0	0	0	0	0						

(DEPOT REPAIR FAILURES DO NOT INCL TIME CHANGES) SOURCE MAIL ENGINE RECORDS

0437

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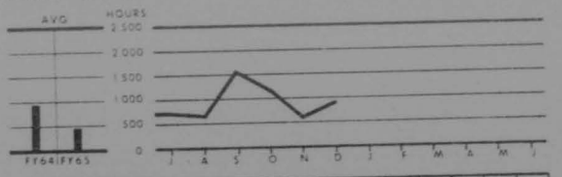
AIRCRAFT ENGINE STATUS

MINOR REPAIR REQUIRED

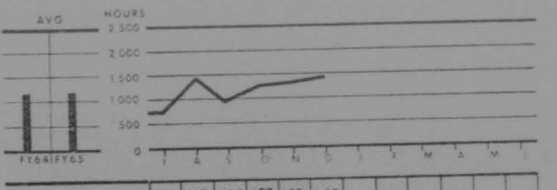
R-4360 (C-124)



AVG. TIME (THS)	.740	.700	1.56	1.20	525	.899						
NR. FAILURES	1	1	1	6	2	2						

(MINOR REPAIR FAILURES NOT INCL. IN ENGINE LIFE)

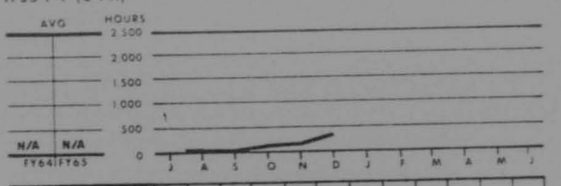
T-56 (C-130)



AVG. TIME (THS)	.780	1.47	.990	1.27	1.32	1.42						
NR. FAILURES	7	8	6	8	10	8						

(MINOR REPAIR FAILURES NOT INCL. IN ENGINE LIFE)

TF33-P-7 (C-141)



AVG. TIME (THS)	—	0	0	.091	.194	.369						
NR. FAILURES	—	0	0	2	1	2						

(MINOR REPAIR FAILURES NOT INCL IN ENGINE LIFE)

SOURCE: MATL ENGINE RECORDS

0438

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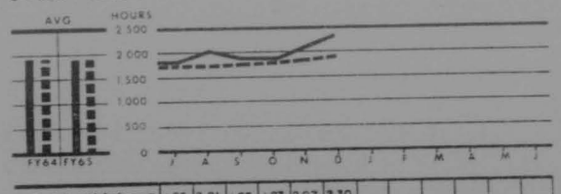
AIRCRAFT PROPELLER STATUS

PROPELLER LIFE

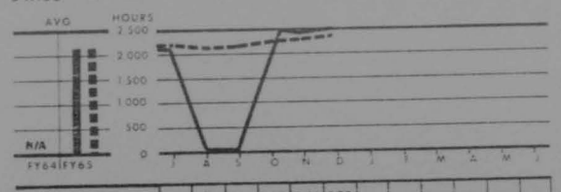
C-7355 (C-124)



AVG MO LIFE(THS)	1.85	2.01	1.86	1.83	2.07	2.30
AVG CUM LIFE(THS)	1.83	1.82	1.76	1.74	1.79	1.82
TOT PROPS CHANGED	6	10	13	4	8	1
PROPS BUILT UP	9	9	10	5	1	10

CUM PROP LIFE BASED ON 12-MO RUNNING AVG

54H60 (C-130)

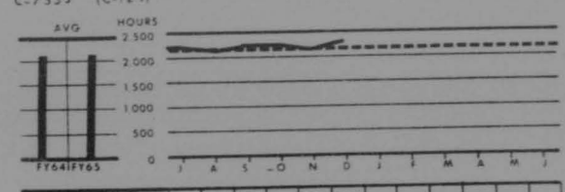


AVG MO LIFE(THS)	2.13	0	0	2.66	2.44	2.52
AVG CUM LIFE(THS)	2.20	2.19	2.24	2.26	2.29	2.34
TOT PROPS CHANGED	4	0	0	2	4	5
PROPS BUILT UP	1	1	0	4	0	25

CUM PROP LIFE BASED ON 12-MO RUNNING AVG

TIME CHANGES

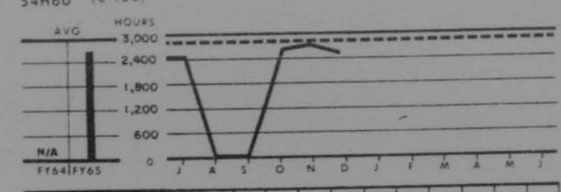
C-7355 (C-124)



AVG TIME (THS)	2.26	2.20	2.21	2.25	2.20	2.30
NR CHANGED	4	8	9	3	6	1

MAX ALLOW OPER TIME 2200 HRS ----

54H60 (C-130)



AVG TIME (THS)	2.41	0	0	2.66	2.77	2.52
NR CHANGED	3	0	0	2	3	5

MAX ALLOW OPER TIME 2800 HRS ----

SOURCE MATL PROP RECORDS

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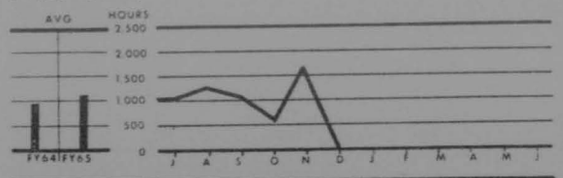
AIRCRAFT PROPELLER STATUS

DEPOT REPAIR REQUIRED

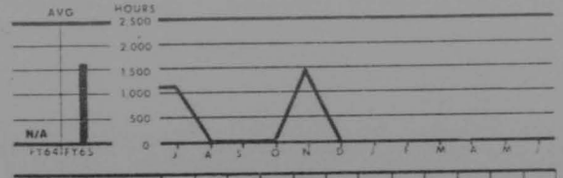
C-735 (C-124)



AVG TIME (THS)	1.02	1.25	1.08	.568	1.69	0							
NR FAILURES	2	2	4	1	2	0							

(DEPOT REPAIR FAILURES DO NOT INCLUDE TIME CHANGES)

54H60 (C-130)



AVG TIME (THS)	1.27	0	0	0	1.46	0							
NR FAILURES	1	0	0	0	1	0							

(DEPOT REPAIR FAILURES DO NOT INCLUDE TIME CHANGES)

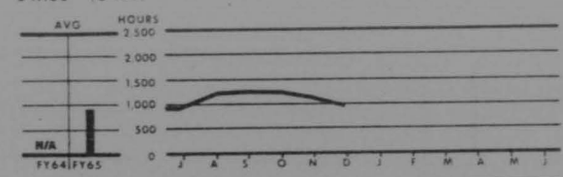
MINOR REPAIR REQUIRED

C-73[illegible] (C-124)

AVG TIME (THS)	.990	1.14	.868	2.11	1.12	1.56							
NR FAILURES	11	24	12	12	18	8							

(MINOR REPAIR FAILURES NOT INCL IN PROP LIFE)

54H60 (C-130)



AVG TIME (THS)	.950	1.21	1.25	1.26	1.11	.972							
NR FAILURES	13	10	8	11	15	11							

(MINOR REPAIR FAILURES NOT INCL IN PROP LIFE)

SOURCE MATL PROP RECORDS

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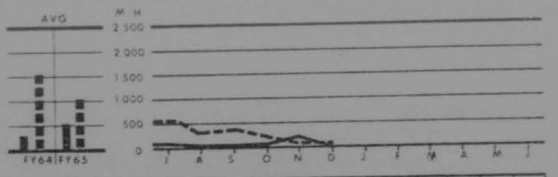
AIRCRAFT T.C.T.O. STATUS

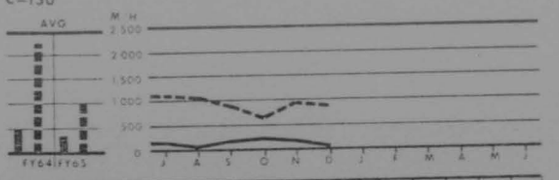
WING/BASE T.C.T.O. MANHOURS

C-124



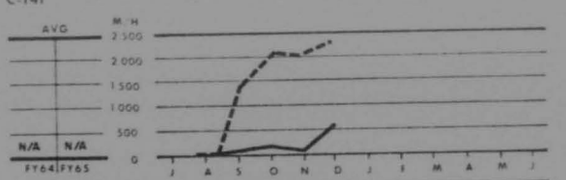
M/H ACCOMP	95	72	20	44	208	0						
M/H OUTSTG (THS)	.548	.298	.427	.257	.049	.049						
M/H OUT PER A/C	17.1	11.9	18.0	14.3	2.72	2.72						

C-130



M/H ACCOMP	135	49	143	211	160	42						
M/H OUTSTG (THS)	1.19	1.09	.890	.652	.908	.856						
M/H OUT PER A/C	37.3	33.1	26.3	21.7	30.3	26.8						

C-141



M/H ACCOMP	—	1	92	164	62	565						
M/H OUTSTG (THS)	—	.038	1.45	2.18	2.12	2.34						
M/H OUT PER A/C (THS)	—	.038	.363	.311	.303	.292						

· SOURCE MATL T.C.T.O. RECORDS

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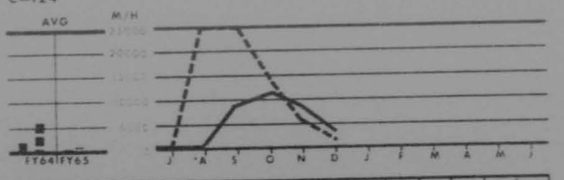
AIRCRAFT T.C.T.O. STATUS

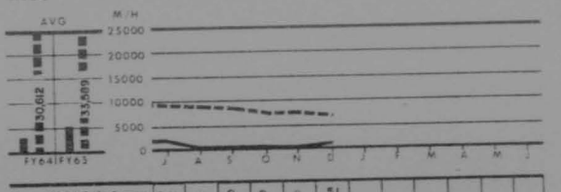
DEPOT T.C.T.O. MANHOURS

C-124



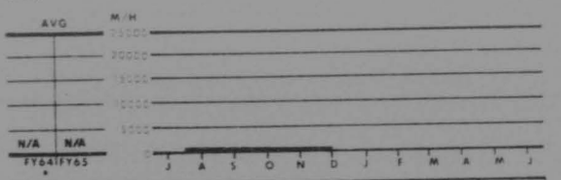
M/H ACCOMP (THS)	0	0	8.50	130	9.32	3.73							
M/H OUTSTG (THS)	0	46.5	29.7	14.9	5.59	1.86							
M/H OUT PER A/C (THS)	0	1.86	1.42	.828	.310	.103							

C-130



M/H ACCOMP (THS)	2.11	0	0	0	0	.51							
M/H OUTSTG (THS)	9.27	9.06	8.55	7.83	7.83	7.54							
M/H OUT PER A/C (THS)	.270	.270	.270	.261	.261	.236							

C-141



M/H ACCOMP (THS)	—	0	0	0	0	0							
M/H OUTSTG (THS)	—	0	0	0	0	0							
M/H OUT PER A/C (THS)	—	0	0	0	0	0							

SOURCE MATL T.C.T.O. RECORDS

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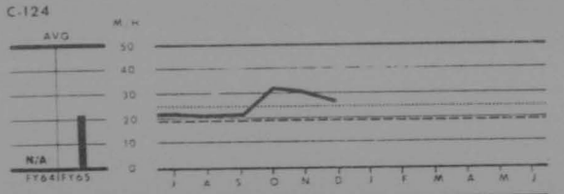
DIRECT AIRCRAFT MAINTENANCE

MANHOURS PER FLYING HOUR

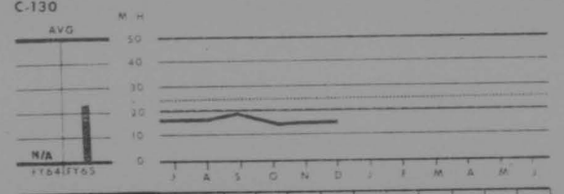
C-124



FLIGHT LINE	5.8	5.3	5.3	7.0	6.0	4.9
SCHED MAINT	2.3	2.5	2.7	5.5	4.3	4.1
FIELD MAINT	5.8	6.2	6.0	6.6	9.5	8.4
ENGINE	5.0	4.4	4.6	6.2	5.6	5.1
C & E MAINT	2.9	2.6	3.5	5.2	4.7	3.9
CHIEF MAINT	0.1	0.1	0.1	0.1	0.1	0.1
TOTAL	21.9	21.1	22.2	32.6	30.2	26.5

MATS CONTROL LIMITS UPPER – 24.2 M/H LOWER – 19.8 M/H

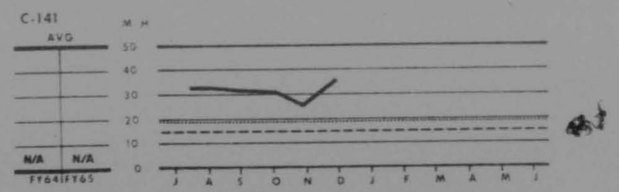
C-130



FLIGHT LINE	3.9	4.0	4.3	3.3	2.5	3.3
SCHED MAINT	3.4	3.4	3.8	2.8	3.6	3.4
FIELD MAINT	2.9	2.7	3.1	2.4	2.6	2.5
ENGINE	3.8	3.8	5.2	3.6	3.8	4.1
C & E MAINT	2.2	2.3	3.2	2.6	3.0	2.5
CHIEF MAINT	0.1	0.1	0.1	0.1	0.1	0.1
TOTAL	16.3	16.3	19.7	14.8	15.6	15.9

MATS CONTROL LIMITS UPPER – 25.3 M/H LOWER – 20.7 M/H

C-141



FLIGHT LINE	—	22.3	17.5	13.3	10.8	13.7	
SCHED MAINT	—	0.0	2.6	2.1	2.8	4.9	
FIELD MAINT	—	1.7	4.3	5.0	5.6	7.3	
ENGINE	—	5.0	3.2	4.4	2.8	4.5	
C & E MAINT	—	4.4	4.4	5.1	4.0	5.4	
CHIEF MAINT	—	0.0	0.0	0.1	0.2	0.1	
TOTAL	—	33.4	32.0	30.0	26.2	35.9	

MATS CONTROL LIMITS UPPER – 19.01 M/H LOWER – 15.55 M/H

(TOTAL M/H SHOULD REMAIN WITHIN CONTROL LIMITS COMPUTED IN ACCORDANCE WITH CHAP 16, AFM 66-1 / MATSUP 1

SOURCE: RCS: 2-AF-K11 RCS: 1-AF-A1

0443

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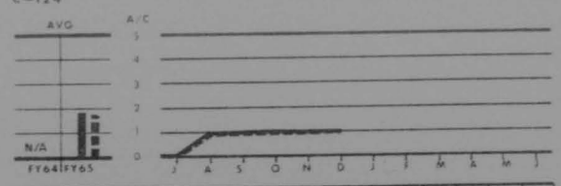
CONTRACTUAL & DEPOT AIRCRAFT MAINTENANCE

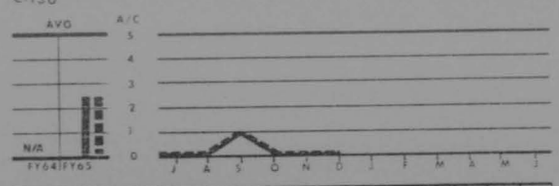
IRAN SCHEDULE

C-124



NR A/C SCHED	0	1	1	1	1	1
NR A/C INPUT	0	1	1	1	1	1
AVG CAL DAYS SCHED	0	22	22	22	22	22

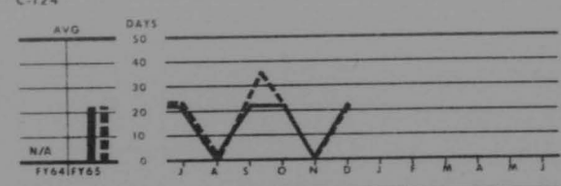
C-130



NR A/C SCHED	0	0	1	0	0	0
NR A/C INPUT	0	0	1	0	0	0
AVG CAL DAYS SCHED	0	0	95	0	0	0

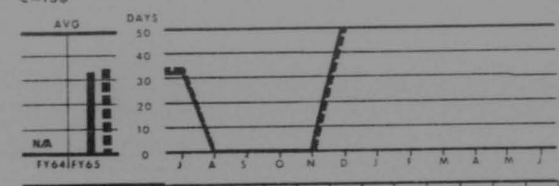
IRAN FLOW-TIME

C-124



NR A/C OUTPUT	1	0	1	2	0	1
AVG CAL DAYS SCH	22	0	22	22	0	22
AVG FLOW-TIME	23	0	35	21	0	22

C-130



NR A/C OUTPUT	1	0	0	0	0	1
AVG CAL DAYS SCH	33	0	0	0	0	95
AVG FLOW-TIME	34	0	0	0	0	93

SOURCE MATL WORKLOAD CONTROL

0444

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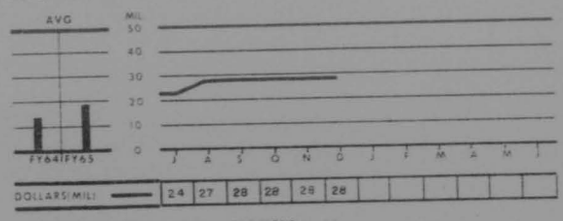
BASE SUPPLY

INVENTORY

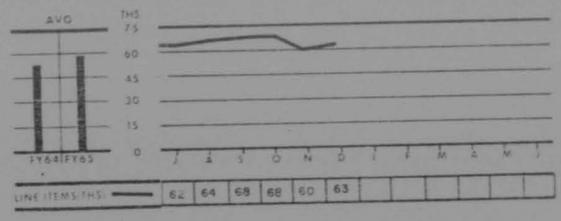
INVENTORY DOLLAR VALUE



DOLLARS(MIL)	24	27	28	28	28	28						

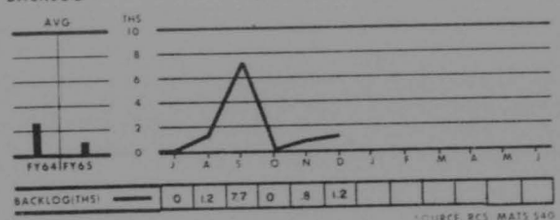
(DATA NORMALLY PRESENTED ON A ONE MONTH

TOTAL NUMBER LINE ITEMS



LINE ITEMS-THS	62	64	68	68	60	63						

BACKLOG



BACKLOG(THS)	0	12	77	0	8	12						

(SOURCE: RCS MATS 540

0445

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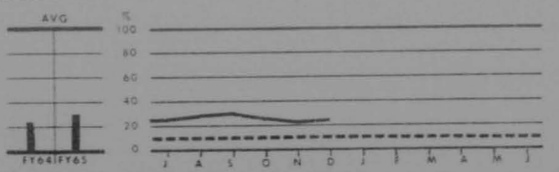
BASE SUPPLY

PRIORITY REQUISITIONS ACTIONS

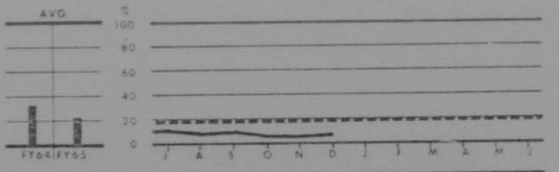
ISSUE GROUP I (PRI 1–3)



TOT REQNS (THS)	10.1	7.9	6.9	9.2	9.6	10.9
GP I REQNS (THS)	2.4	2.2	2.0	2.1	2.0	2.4
% GP I / TOT	24.1	27.7	29.6	23.3	21.3	22.1

MGT IMPROVEMENT GOAL 10%/MAX ----

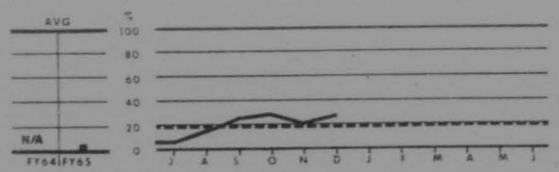
ISSUE GROUP II (PRI 4–8)



TOT REQNS (THS)	10.1	7.9	6.9	9.2	9.6	10.9
GP II REQNS (THS)	1.2	.8	.8	.6	.6	.7
% GP II / TOT	12.1	9.5	11.6	6.1	6.0	6.4

MGT IMPROVEMENT GOAL 20%/MAX ----

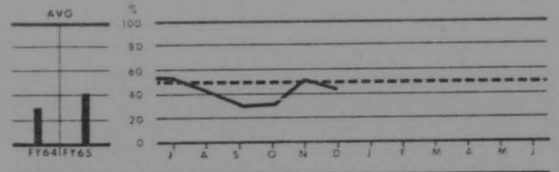
ISSUE GROUP III (PRI 9–15)



TOT REQNS (THS)	10.1	7.9	6.9	9.2	9.6	10.9
GP III REQNS (THS)	1.3	1.6	1.9	3.4	2.0	3.0
% GP III / TOT	12.6	19.6	27.3	36.6	20.0	27.1

MGT IMPROVEMENT GOAL 20%/MIN ----

ISSUE GROUP IV (PRI. 16–20)



TOT REQNS (THS)	10.1	7.9	6.9	9.2	9.6	10.9
GP IV REQNS (THS)	5.2	3.4	2.2	3.1	5.1	4.8
% GP IV / TOT	51.2	43.2	31.5	33.9	52.7	44.4

MGT IMPROVEMENT GOAL 50%/MIN ----

SOURCE RCS MATS 540

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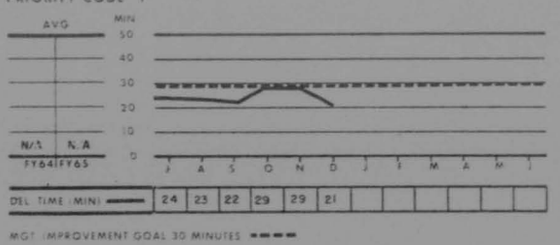
BASE SUPPLY

ON–BASE ISSUE DELIVERY TIME

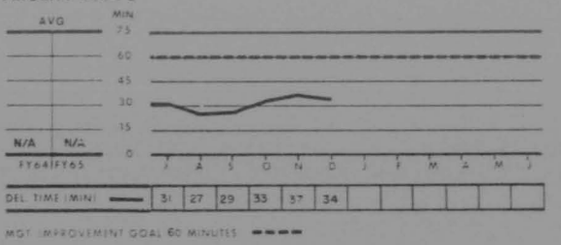
PRIORITY CODE 1



DEL TIME (MIN)	24	23	22	29	29	21

MGT IMPROVEMENT GOAL 30 MINUTES ----

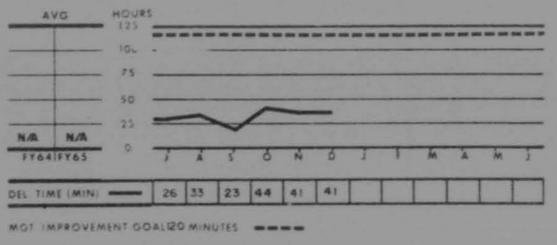
PRIORITY CODE 2



DEL TIME (MIN)	31	27	29	33	37	34

MGT IMPROVEMENT GOAL 60 MINUTES ----

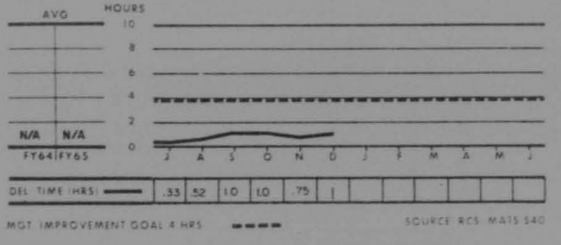
PRIORITY CODE 3



DEL TIME (MIN)	26	33	23	44	41	41

MGT IMPROVEMENT GOAL 120 MINUTES ----

PRIORITY CODES



DEL TIME (HRS)	.33	.52	1.0	1.0	.75	1

MGT IMPROVEMENT GOAL 4 HRS ----

SOURCE: RCS: MATS 540

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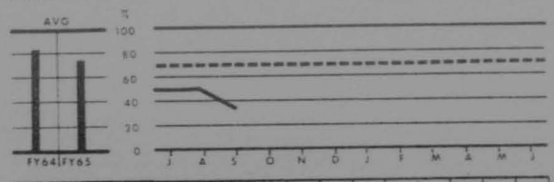
BASE SUPPLY

BENCH STOCK TURNOVER

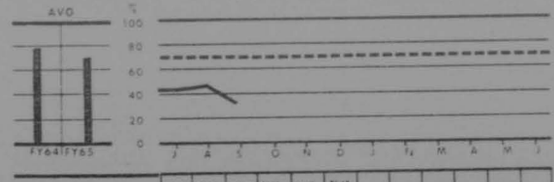
MAINTENANCE ACTIVITY



L/ITEMS AUTH(THS)	8.8	11.6	11.2	N/A	N/A	N/A
REQUISITIONS(THS)	4.3	5.7	4.0	N/A	N/A	N/A
% OF TURNOVER	49.3	49.6	35.5	N/A	N/A	N/A

MGT IMPROVEMENT GOAL 70%(MIN) ----

ALL ACTIVITIES

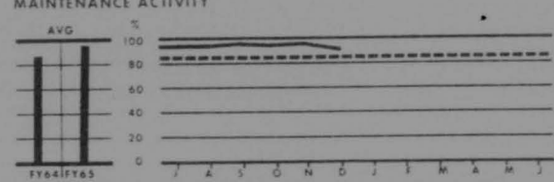


L/ITEMS AUTH(THS)	12.2	14.5	14.2	N/A	N/A	N/A
REQUISITIONS(THS)	5.0	6.4	5.0	N/A	N/A	N/A
% OF TURNOVER	41.4	44.0	35.6	N/A	N/A	N/A

MGT IMPROVEMENT GOAL 75%(MIN) ----

BENCH STOCK EFFECTIVENESS

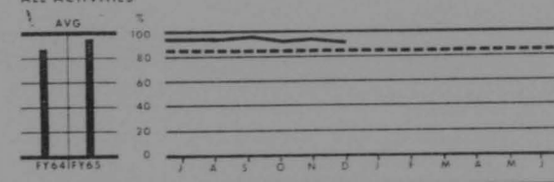
MAINTENANCE ACTIVITY



TOT REQ (THS)	4338	5744	3989	6090	5625	4226
TOT ISSUES(THS)	4089	5409	3839	5806	5401	3925
% EFFECTIVE	94.3	94.2	96.2	95.3	96.0	92.9

MGT IMPROVEMENT GOAL 85 %(MIN) ----

ALL ACTIVITIES



TOT REQ (THS)	5033	6397	5047	6785	6494	5021
TOT ISSUES(THS)	4753	6027	4867	6487	6231	4671
% EFFECTIVE	94.4	94.2	96.4	95.6	96.0	93.0

MGT IMPROVEMENT GOAL 85%(MIN) ----

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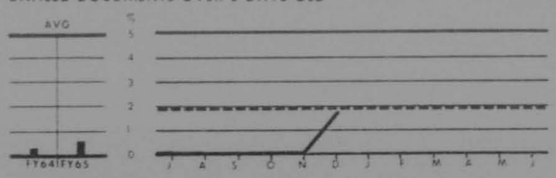
BASE SUPPLY

DOCUMENT CONTROL

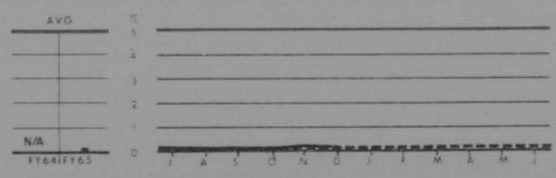
UNFILED DOCUMENTS OVER 5 DAYS OLD



OVER 5 DAYS OLD(HDS)	0	0	0	0	0	165
TOT TRANSACT (THS)	84.6	96.4	80.3	84.2	102.2	90.4
% UNFILED DOC —	0	0	0	0	0	1.8

MGT IMPROVEMENT GOAL 2%(MAX) ----

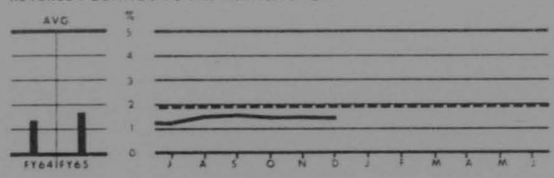
UNFILED DOCUMENTS OVER 30 DAYS OLD



OVER 30 DAYS OLD	0	0	0	0	54	93
TOT TRANSACT (THS)	84.6	96.4	80.3	84.2	102.2	90.4
% UNFILED DOC —	0	0	0	0	.05	.10

MGT IMPROVEMENT GOAL 0 % ----

REVERSE POSTINGS TO ALL TRANSACTION A



TOT REVERSALS(THS)	1.0	1.5	1.4	1.3	1.6	1.3
TOT TRANSACT (THS)	84.6	96.4	80.3	84.2	102.2	90.4
% OF REVERSALS —	1.2	1.5	1.7	1.5	1.6	1.5

MGT IMPROVEMENT GOAL 2%(MAX) ----

SOURCE RCS MATS 140

0449

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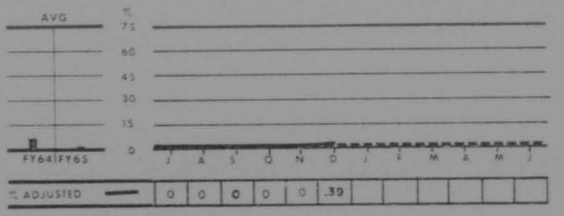
BASE SUPPLY

INVENTORY ERRORS

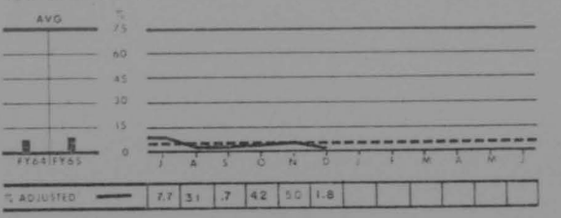
COST CATEGORY I(HI-VALUE)



% ADJUSTED	0	0	0	0	0	.39						

MGT IMPROVEMENT GOAL 0 % ----

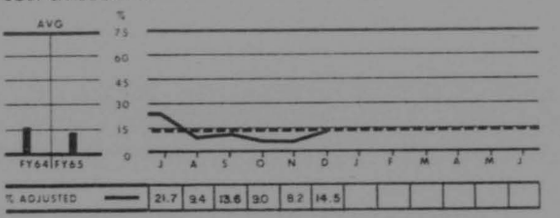
COST CATEGORY II



% ADJUSTED	7.7	3.1	.7	4.2	5.0	1.8						

MGT IMPROVEMENT GOAL 5%(MAX) ----

COST CATEGORY III



% ADJUSTED	21.7	9.4	13.6	9.0	8.2	14.5						

MGT IMPROVEMENT GOAL 15%(MAX) ----

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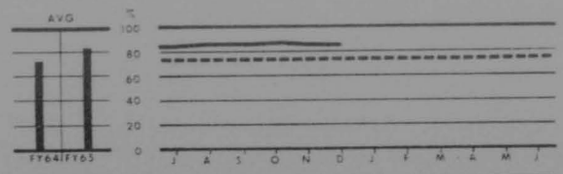
BASE SUPPLY

OVERALL EFFECTIVENESS

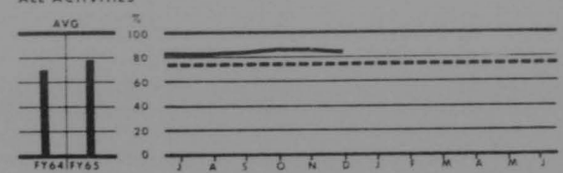
MAINTENANCE ACTIVITY



TOT REQ (THS)	12.0	13.5	11.5	13.0	11.8	10.6						
TOT ISSUES(THS)	10.0	11.4	9.7	11.4	10.1	9.1						
% EFFECTIVE	85.1	84.9	84.6	87.7	85.9	85.2						

MGT IMPROVEMENT GOAL 75%(MIN)

ALL ACTIVITIES



TOT REQ (THS)	15.3	16.6	15.4	15.9	15.2	17.1						
TOT ISSUES(THS)	12.4	13.7	12.8	13.7	13.1	14.3						
% EFFECTIVE	81.5	82.8	83.2	86.1	86.0	83.8						

MGT IMPROVEMENT GOAL 75%(MIN)

SOURCE RCS MATS 540

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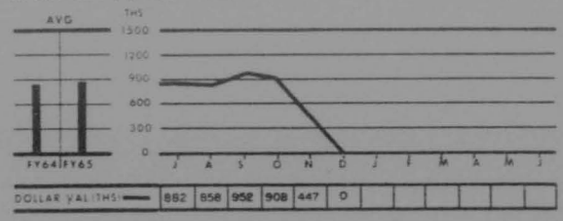
OTHER SUPPLY ACTIVITIES

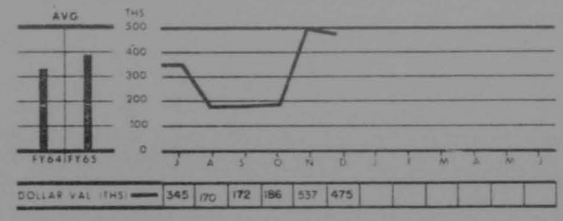
REDISTRIBUTION & MARKETING

INVENTORY DOLLAR VALUE



DOLLAR VAL (THS)	882	858	952	908	447	0

DOLLAR VALUE OF ITEMS DISTRIBUTED

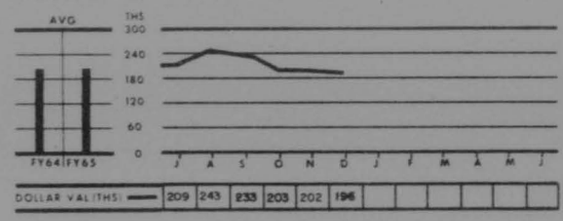


DOLLAR VAL (THS)	345	170	172	186	537	475

SOURCE RCS AF-537

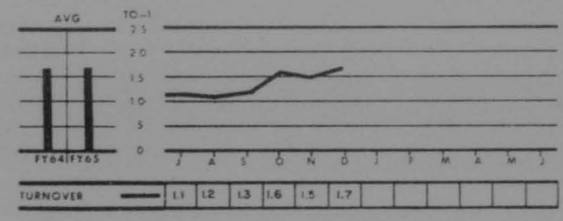
AVIATION FUEL AND LUBRICANTS

INVENTORY DOLLAR VALUE



DOLLAR VAL (THS)	209	243	233	203	202	196

INVENTORY TURNOVER



TURNOVER	1.1	1.2	1.3	1.6	1.5	1.7

SOURCE RCS AF-C160(POL)

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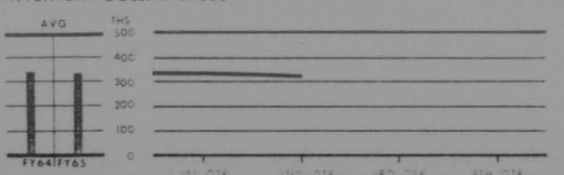
OTHER SUPPLY ACTIVITIES

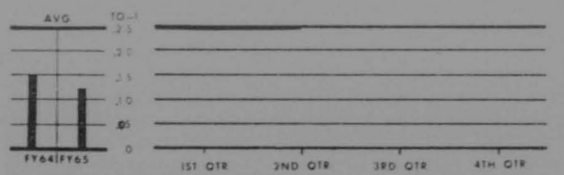
MEDICAL – DENTAL

INVENTORY DOLLAR VALUE



DOLLAR VALUE	1ST QTR	2ND QTR	3RD QTR	4TH QTR
	347479	332,217		

INVENTORY TURNOVER



TURNOVER	1ST QTR	2ND QTR	3RD QTR	4TH QTR
	.31	.27		

SOURCE: RCS AF-XDD (1)

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REPORTS OF SURVEY

BY ORGANIZATION

ORGANIZATION	TOTAL REPORTS OF SURVEY	TYPES									CAUSES					
		HAND TOOLS	CLO & IND EQUIP	FURN.	OFF MACH.	WEAPONS	VEHICLES	TOOLS & EQUIP.	INST & TEST EQ	OTHER	SHORTAGE	DAMAGE	MISC & ADMIN	A & E ACCT	SPOILAGE	THEFT
1608TH ATW	5	1	0	0	0	0	0	0	0	4	2	0	0	0	0	3
1608 AERIAL PORT SQ	5	0	0	0	1	0	0	0	0	4	4	0	0	0	0	1
1608 USAF DISP	2	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
1608 SUP SQ	8	2	0	1	0	0	0	0	0	5	5	1	0	0	0	2
2nd ATS	8	0	1	0	0	0	0	0	0	7	2	0	0	0	0	6
27th ATS	4	1	1	0	0	0	0	0	0	2	1	0	0	0	0	3
41st ATS	9	2	2	0	0	0	0	0	0	5	2	0	0	0	0	7
70th ATS	9	2	2	0	0	0	0	0	0	5	3	0	0	0	0	6
1608 FLD MAINT.	17	3	3	0	0	0	0	0	1	10	3	0	0	0	0	14
1618 OMS (C-124)	9	7	0	0	0	0	0	0	0	2	2	0	0	0	0	7
1608 OMS (C-130)	25	20	1	0	0	0	0	0	1	3	3	0	0	0	0	22
1628 OMS (C-141)	7	2	0	0	0	0	0	0	0	5	2	0	0	0	0	5
1608 C & E SQ	4	0	1	0	0	0	0	0	1	2	1	0	0	0	0	3
HQ 1608 ABG	4	0	0	0	1	0	0	0	0	3	0	1	0	0	0	3
1608 CIVIL ENG SQ	8	3	0	0	0	0	0	0	0	5	1	0	0	0	0	7
1608 TRANS SQ	12	1	1	1	0	0	0	0	1	8	8	3	0	0	0	1
1608 AIR POLICE SQ	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1608 SVCS SQ	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL 1608TH ATW	38	45	13	2	2	0	0	0	4	72	39	7	0	0	0	92

FOR PERIOD 1 JULY 1965 THRU 31 DECEMBER 1965

SOURCE MCSS

0454

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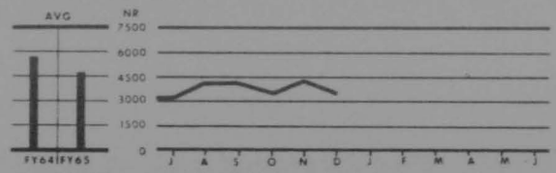
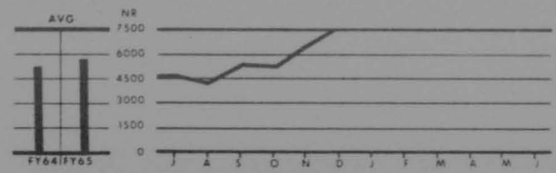
PROCUREMENT

LINE ITEMS REQUESTED



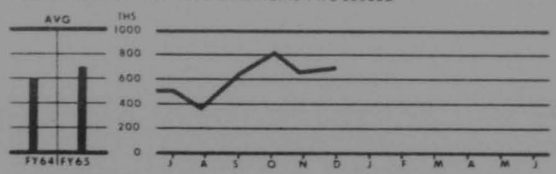
REQUESTED	3197	4066	4128	3789	4371	3967							
REQ ON HAND	522	217	669	N/A	N/A	N/A							

LINE ITEMS PROCURED



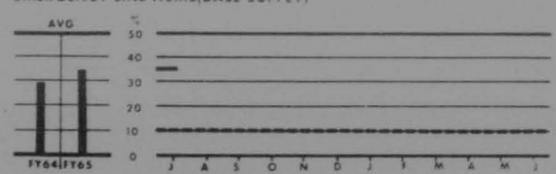
PROCURED	4526	4381	5622	5485	6483	7742							

DOLLAR OBLIGATION FOR LINE ITEMS PROCESSED



TOT $ OBLG (THS)	510	393	661	849	662	686							

EMERGENCY LINE ITEMS(BASE SUPPLY)



LINE ITEMS REQ	1148	1411	1467	1617	1367	1543							
EMERGENCY REQ	408	N/A	N/A	N/A	N/A	N/A							
% EMERGENCY	35.5	N/A	N/A	N/A	N/A	N/A							

MGT IMPROVEMENT GOAL = 10% MAX

SOURCE BPRO

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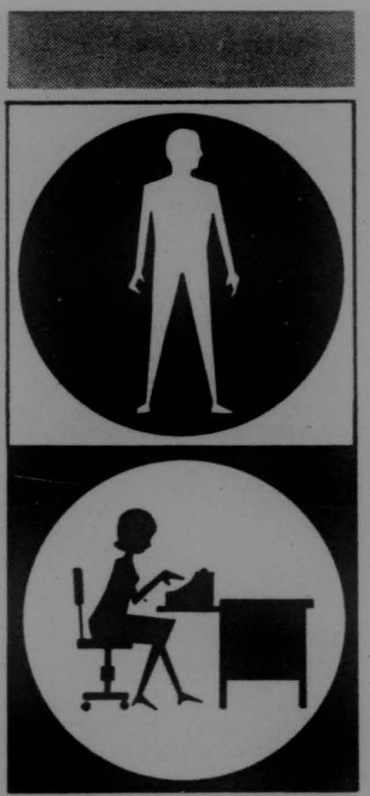

PERSONNEL
SECTION C

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PERSONNEL

OVERALL ASSIGNED STRENGTH INCREASED BY 360 PERSONNEL. MANNING AS OF THE END OF THE REPORTING PERIOD WAS UP BY 3.0% FOR A RATE OF 101.9%. AUTHORIZED STRENGTH INCREASED BY 10 SPACES FOR A TOTAL STRENGTH OF 6818 SPACES

COURT MARTIALS - SIX PERSONS OF THE WING WAS COURT MARTIALLED DURING 1965. FOLLOWING IS A BREAKDOWN:

TYPE	ORGANIZATION	ARTICLE	CHARGE
GENERAL	1618 OMS	86	AWOL
		121	LARCENY
SPECIAL	1608FMS	86	AWOL
SPECIAL	1608ATW	86	AWOL
SPECIAL	1608ATW	134	BAD CHECKS
SPECIAL	1608 USAF DISP	121	LARCENY
SUMMARY	1608 USAF DISP	134	DISORDERLY IN STATION

REENLISTMENT RATES: REENLISTMENT RATES SHOWED A 4.5% DECREASE TO 84.0%. FIFTY PERSONNEL WERE ELIGIBLE TO REENLIST AND 42 PERSONNEL REENLISTED. FOLLOWING IS A BREAKDOWN:

	ELIGIBLE TO REENLIST	REENLISTED	REENLISTED RATE
CAREER AIRMAN	37	36	97.3
FIRST TERM AIRMAN	13	6	46.2
TOTAL	50	42	84.0

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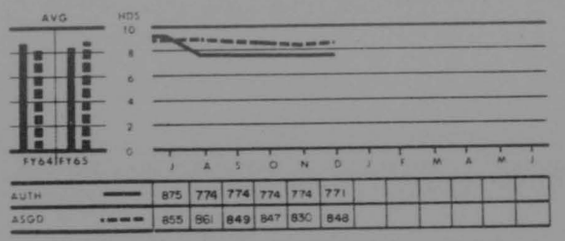
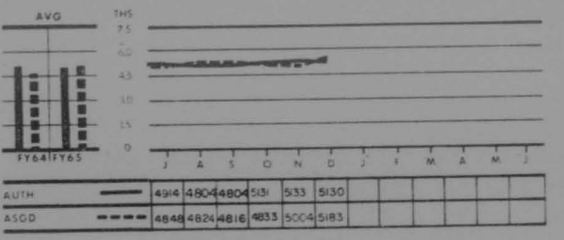
AUTHORIZED & ASSIGNED STRENGTH

OFFICERS



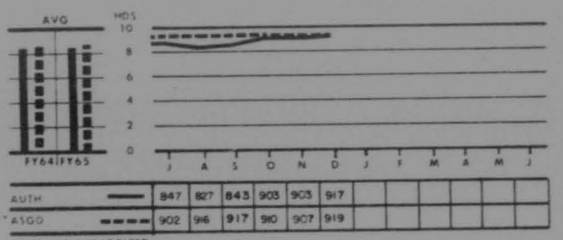
AUTH	875	774	774	774	774	771	
ASGD	855	861	849	847	830	848	

AIRMEN



AUTH	4914	4804	4804	5131	5133	5130	
ASGD	4848	4824	4816	4833	5004	5183	

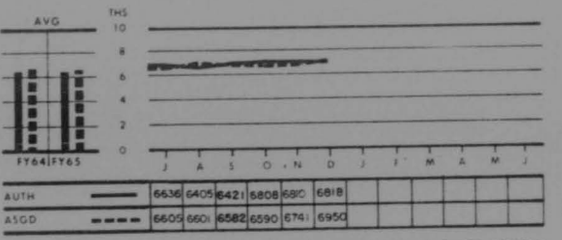
CIVILIANS



AUTH	847	827	843	903	903	917	
*ASGD	902	916	917	910	907	919	

*OVERHIRE AUTHORIZED

TOTAL



AUTH	6636	6405	6421	6808	6810	6818	
ASGD	6605	6601	6582	6590	6741	6950	

SOURCE BMP BPER & BCPT 5

C-1

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AUTHORIZED & ASSIGNED STRENGTH

BY ORGANIZATION

ASSIGNED UNITS	OFFICERS		AIRMEN		CIVILIANS		TOTAL	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
HQ 1608 ATW *	87	123	468	515	73	63	628	701
1608 AERIAL PORT SQ	16	14	323	315	115	149 **	454	478
1608 USAF DISP	32	34	141	127	11	10	184	171
1608 SUP SQ	7	7	500	367	69	72 **	576	446
2nd ATS	80	149	81	188	0	0	161	337
17th ATS	152	135	153	153	0	0	305	288
41st ATS	152	154	105	121	0	0	257	275
74th ATS	152	140	105	121	0	0	257	261
1608 FLD MAINT	8	5	1022	969	222	214	1252	1188
1818 OMS (C-124)	3	3	225	247	1	1	229	251
1608 OMS (C-130)	5	4	527	464	1	1	533	469
1628 OMS (C-141)	6	5	81	155	1	1	88	161
1608 C & E SQ	5	5	361	332	52	42	418	379
HQ 1608 ABG	49	54	323	352	102	101	474	507
1608 CIVIL ENG SQ	5	4	276	284	152	156**	433	444
1608 TRANS SQ	4	3	187	207	36	33	227	243
1608 AIR POLICE SQ	3	4	131	132	1	1	135	137
1608 SVCS SQ	5	5	121	134	81	75	207	214
TOTAL	771	848	5130	5183	917	919	6818	6950

*INCLUDE DETACHMENTS REFLECTED ON PAGE C-3.
**OVERHIRE AUTHORIZED.

SOURCE: BPER, DET 15 MATS

AS OF 31 DECEMBER 1965.

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DETACHMENTS

BY ORGANIZATION

ASSIGNED UNITS	OFFICERS		AIRMEN		CIVILIANS		TOTAL	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
1608TH AIR TRANS WING								
DET 1 HOWARD AFB	1	1	3	3	0	0	4	4
DET 2 RAMEY AFB	4	6	69	48	16	16	89	70
DET 3 RECIFE AFB	2	2	2	2	0	0	4	4
DET 4 PATRICK AFB	2	2	47	27	0	0	49	29
DET 5 RIO DE JANEIRO AFB	1	1	1	1	0	0	2	2
DET 6 ZANDERIJ	2	1	1	1	0	0	3	2
DET 7 POPE AFB	1	1	8	5	0	0	9	6
1608 AERIAL PORT SQ								
DET 1 HOMESTEAD AFB	0	0	1	0	0	0	1	0
DET 2 GREENVILLE S C	0	0	1	0	0	0	1	0
TOTAL	13	14	133	87	16	16	162	117

SOURCE: 2-AF-PI

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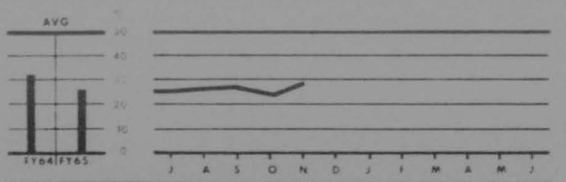
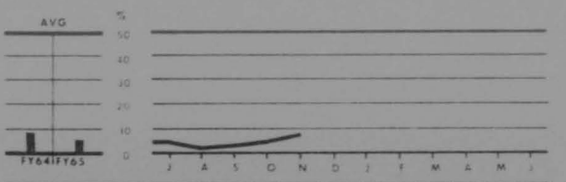
OJT STATUS

IN TRAINING



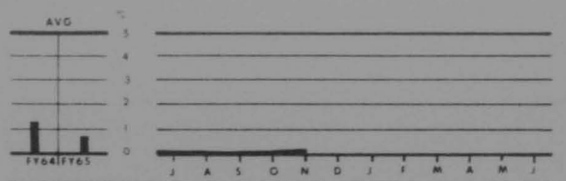
ASSIGNED (AVG)	4849	4821	4810	4924	5183								
INTRAINING (AVG)	1243	1298	1301	1223	1485								
% INTRAINING	25.6	26.9	27.0	24.8	28.7								

UPGRADED



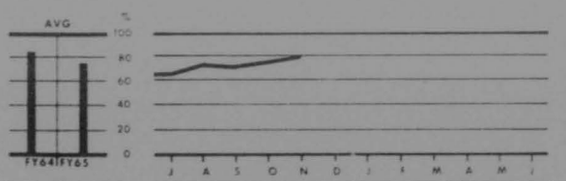
INTRAING (AVG)	1243	1298	1301	1223	1485								
UPGRADED	55	22	40	70	118								
% UPGRADED	4.4	1.7	3.1	5.7	7.9								

IN EXTENDED TRAINING



INTRAINING	1243	1298	1301	1223	1485								
IN EXTENDED TNG	1	1	1	2	1								
% IN EXT TNG	0.1	0.1	0.1	0.2	0.06								

TEST RESULTS



TESTED	71	200	75	94	150								
PASSED TEST	45	147	54	70	118								
% PASSED TEST	63.4	73.5	72.0	74.5	78.7								

SOURCE BPER

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OJT STATUS

BY ORGANIZATION

ORGANIZATION	NUMBER						PERCENT			
	AVERAGE		UPGRADED	IN EXTENDED TRAINING	SKT * TEST RESULTS		IN TNG	UPGRADED	EXTENDED TNG	PASSED TEST
	ASSIGNED	IN TNG			PASSED	FAILED				
HQ 1608 ABG * *	867	222	8	0	8	5	25.6	3.6	0.0	61.5
1608 AERIAL PORT SQ	315	193	0	0	0	0	61.3	0.0	0.0	0.0
1608 USAF DISP	127	30	8	0	8	2	23.6	26.7	0.0	80.0
1608 SUP SQ	367	134	6	0	6	4	7.4	0.0	0.0	60.0
3rd ATS	188	14	0	0	0	0	0.0	0.0	0.0	0.0
17th ATS	153	17	2	0	2	0	13.3	11.8	0.0	100.0
41st ATS	121	40	0	0	0	3	33.1	0.0	0.0	0.0
76th ATS	121	39	5	0	5	2	32.2	12.8	0.0	71.4
1608 FLD MAINT	969	216	29	0	29	4	22.2	13.4	0.0	87.9
1618 OMS (C-124)	247	36	13	0	13	13	14.6	36.1	0.0	100.0
1608 OMS (C-130)	464	135	8	1	8	4	29.1	5.9	0.7	66.7
1628 OMS (C-141)	155	68	21	0	21	6	50.4	30.9	0.0	77.8
1608 C & E SQ	332	101	17	0	16	1	30.4	16.8	0.0	94.1
1608 CIVIL ENG SQ	284	81	0	0	0	0	28.5	0.0	0.0	0.0
1608 TRANS SQ	207	86	0	0	0	0	41.5	0.0	0.0	0.0
1608 AIR POLICE SQ	132	50	0	0	0	0	37.9	0.0	0.0	0.0
1608 SVCS SQ	134	59	2	0	2	1	44.6	3.4	0.0	66.7
TOTAL	5183	1485	118	1	118	32	28.7	7.9	0.06	78.7

*RESULTS RECEIVED DURING NOVEMBER.
**HSS ATW & ABG

SOURCE BPER

AS OF 30 NOVEMBER 1965

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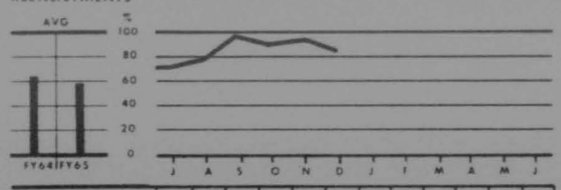
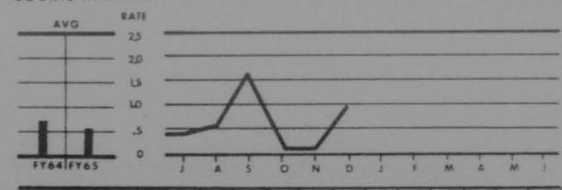
REENLISTMENTS, COURTS MARTIAL & AWOL

REENLISTMENTS



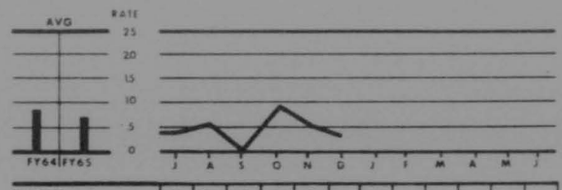
TOTAL SEP	118	152	126	136	102	111
ELG TO REENL	99	72	64	78	45	50
REENLISTMENTS	72	57	62	69	41	42
% REENLISTED	72.7	79.2	96.9	88.5	91.1	84.0

COURTS MARTIAL



GENERAL	0	0	0	0	0	1
SPECIAL	2	3	0	1	1	4
SUMMARY	0	0	1	0	0	1
TOTAL	2	3	1	1	1	6
RATE	.43	.53	.17	.18	.18	.95

AWOL *



NUMBER	2	3	0	5	3	2
RATE *	.43	.53	0	.88	.51	.33

NO PERS AWOL PER 1,000

* INCLUDES DETACHMENTS

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REENLISTMENTS, COURTS MARTIAL & AWOL

BY ORGANIZATION

ORGANIZATION	REENLISTMENT				COURTS MARTIAL				AWOL	RATE	
	SEP	EL TO REEN	REEN	% REEN	SUMMARY	SPECIAL	GENERALL	TOTAL		CO. MARTIAL	AWOL
HQ 1608 ATW *	8	5	5	100.0	0	2	0	2	0	3.1	0.0
1608 AERIAL PORT SQ	9	3	3	100.0	0	0	0	0	0	0	0.0
1608 USAF DISP	6	3	2	66.7	1	1	0	2	0	12.4	0.0
1608 SUP SQ	5	3	3	100.0	0	0	0	0	1	0	2.7
3rd ATS	3	2	2	100.0	0	0	0	0	0	0	0
17th ATS	6	6	6	100.0	0	0	0	0	0	0	0
41st ATS	2	2	2	100.0	0	0	0	0	0	0	0
76th ATS	1	1	1	100.0	0	0	0	0	0	0	0
1608 FLD MAINT	16	7	5	71.4	0	1	0	1	0	1.0	0
1618 OMS (C-124)	3	2	2	100.0	0	0	1	1	0	4.0	0
1608 OMS (C-130)	10	5	1	20.0	0	0	0	0	0	0	0
1628 OMS (C-141)	1	1	1	100.0	0	0	0	0	0	0	0
1608 C & E SQ	14	4	3	75.0	0	0	0	0	0	0	0
HQ 1608 ABG	15	4	4	100.0	0	0	0	0	0	0	0
1608 CIVIL ENG SQ	4	0	0	0.0	0	0	0	0	1	0	3.5
1608 TRANS SQ	3	1	1	100.0	0	0	0	0	0	0	0
1608 AIR POLICE SQ	3	1	1	100.0	0	0	0	0	0	0	0
1608 SVCS SQ	2	0	0	0.0	0	0	0	0	0	0	0
TOTAL	111	50	42	84.0	1	4	1	6	2	.95	.33

NO PERSONS AWOL PER 1,000 ASSIGNED MILITARY PERSONNEL

SOURCE BJA BCPT S BPER

SOURCE: BJA S BPER

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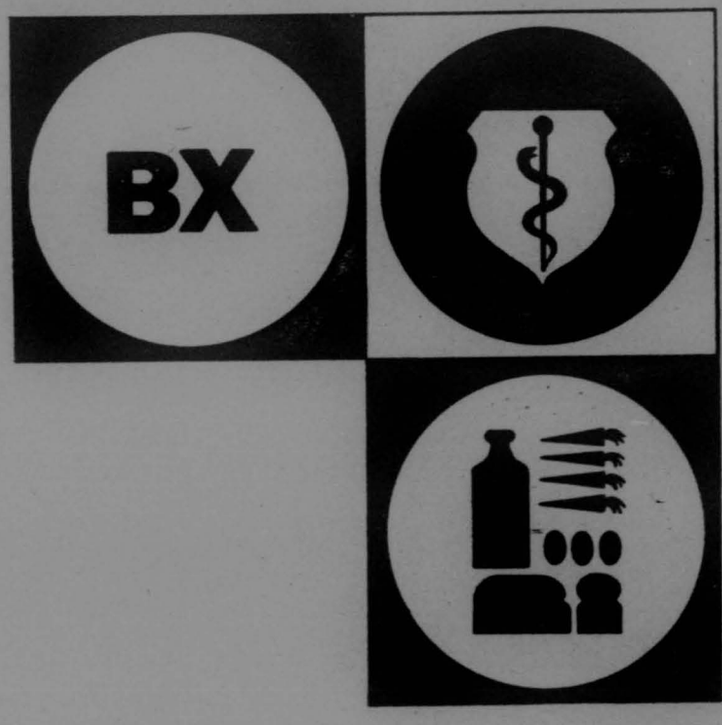
SERVICES
SECTION D



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SERVICES

TRANSPORTATION - THE MOTOR VEHCILE IN-COMMISSION RATE OF 96.9% IN DECEMBER WAS .6% BELOW NOVEMBER BUT 1.9% ABOVE THE MATS GOAL. THE 1% VDP RATE WAS .2% BELOW THE PREVIOUS MONTH AND 1.5% UNDER THE MATS STANDARD. AVERAGE ASSIGNED MOTOR VEHCILES INCREASED FROM 525 TO 529.

SIXTY-THREE MAINTENANCE PERSONNEL WERE AUTHORIZED DURING THE MONTH AND 62 WERE ASSIGNED, REPRESENTING 98% OF THE AUTHORIZATION. EIGHTY-FOUR PERCENT OF TOTAL ASSIGNED MANHOURS WAS AVAILABLE FOR DUTY IN DECEMBER, EXCEEDING THE NOVEMBER UTILIZATION BY 2%. FIFTY-FIVE PERCENT OF TOTAL AVAILABLE MANHOURS WAS EXPENDED ON DIRECT LABOR DURING THE MONTH; THIS WAS 2% ABOVE THE PREVIOUS MONTH.

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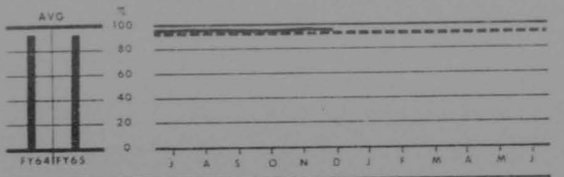
TRANSPORTATION

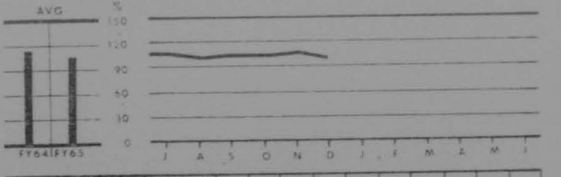
VEHICLE IN-COMMISSION RATE



IN COMM RATE	96.5	96.2	95.3	96.5	97.5	96.9
VDP RATE	1.6	1.3	1.9	2.2	1.2	1.0
VOCM RATE	1.9	2.5	2.8	2.3	1.3	2.1
AVG ASGD VEH	544	541	543	527	525	529

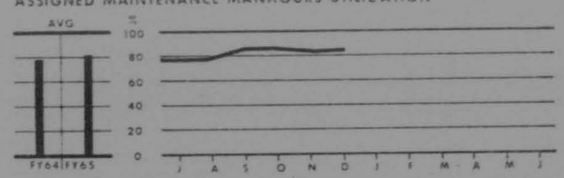
MATS GOAL 95%** MATS VDP STD 2.5%

AUTHORIZED & ASSIGNED MAINTENANCE PERSONNEL



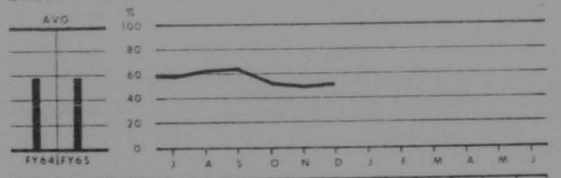
AUTHORIZED	57	57	57	58	58	63
ASSIGNED	61	57	59	60	62	62
% ASGD	107	100	104	103	107	98

ASSIGNED MAINTENANCE MANHOURS UTILIZATION



ASGD M/H AVAIL (THS)	8.3	8.2	8.3	8.5	9.0	8.7
TOT ASGD M/H (THS)	10.8	10.5	9.8	10.0	9.8	10.4
% ASGD M/H UTIL.	77	78	85	85	92	84

DIRECT MAINTENANCE MANHOURS EXPENDED



DIRECT M/H (THS)	5.0	5.4	5.5	5.2	4.8	5.1
TOT AVAIL M/H (THS)	8.5	8.7	8.8	9.4	9.0	9.2
% DIRECT M/H	59	62	63	55	53	55

SOURCE RCS MATS-E 2

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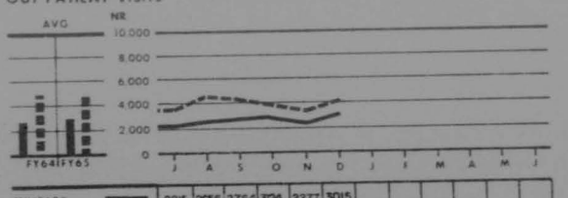
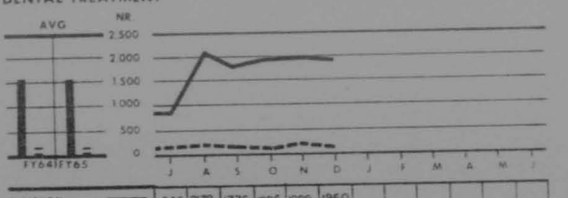
BASE MEDICAL & DENTAL SERVICES

OUT PATIENT VISITS



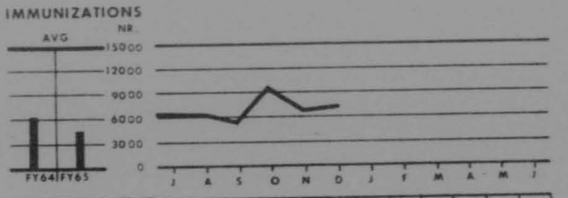
MILITARY	2215	2656	2764	324	2277	3015							
NON-MILITARY	3533	4380	4100	3923	3663	4007							
TOTAL	5748	7036	6864	7047	5940	7022							

DENTAL TREATMENT



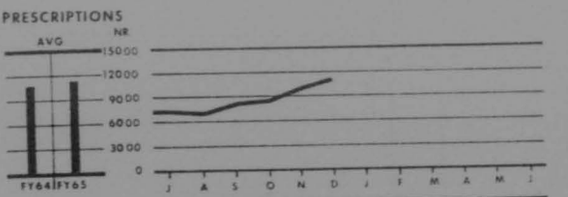
MILITARY	845	2172	1776	1924	1988	1960							
DEPENDENTS	149	166	128	121	210	135							

IMMUNIZATIONS



NUMBER	6442	613	5709	6882	6691	7052							

PRESCRIPTIONS



NUMBER	7692	7142	8152	8653	10331	10975							

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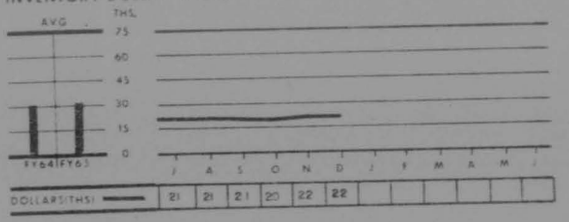
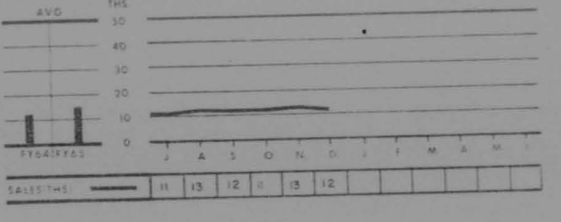
CLOTHING SALES STORE

INVENTORY DOLLAR VALUE



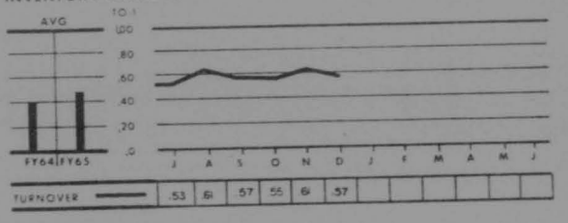
DOLLARS(THS)	21	21	21	20	22	22

DOLLAR SALES



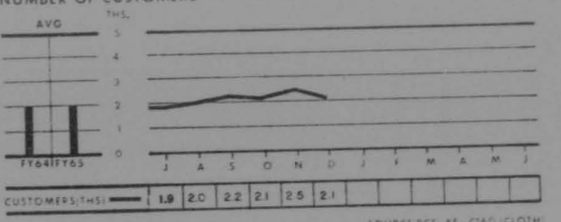
SALES(THS)	11	13	12	11	13	12

INVENTORY TURNOVER



TURNOVER	.53	.61	.57	.55	.61	.57

NUMBER OF CUSTOMERS



CUSTOMERS(THS)	1.9	2.0	2.2	2.1	2.5	2.1

SOURCE: RCS: AF--(IA6) (CLOTH)

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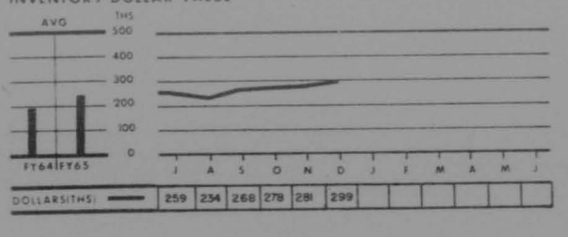
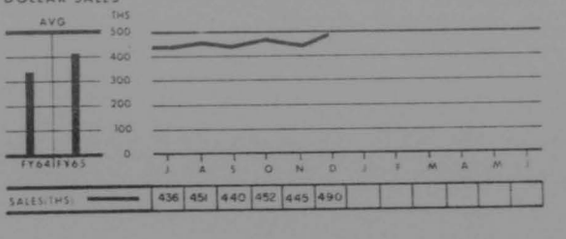
COMMISSARY SALES STORE

INVENTORY DOLLAR VALUE



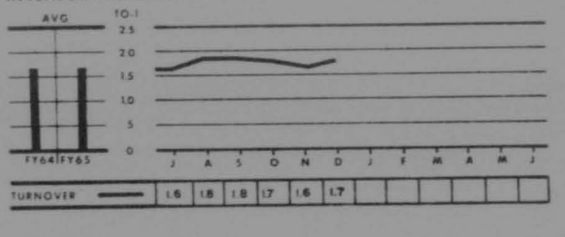
DOLLARS(THS)	259	234	268	278	281	299

DOLLAR SALES



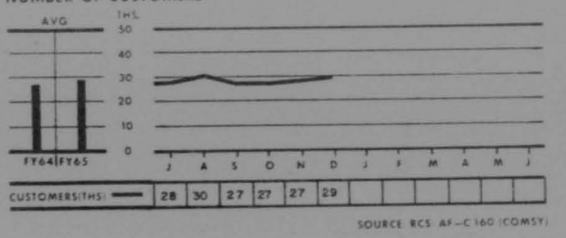
SALES(THS)	436	451	440	452	445	490

INVENTORY TURNOVER



TURNOVER	1.6	1.8	1.8	1.7	1.6	1.7

NUMBER OF CUSTOMERS



CUSTOMERS(THS)	28	30	27	27	27	29

SOURCE RCS AF-C160 (COMSY)

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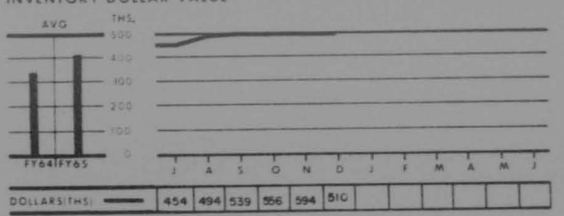
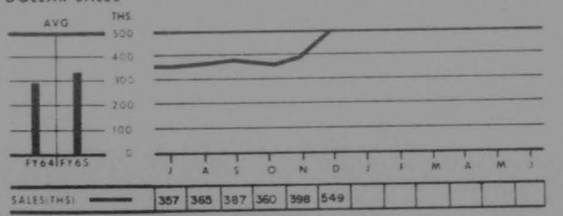
BASE EXCHANGE

INVENTORY DOLLAR VALUE



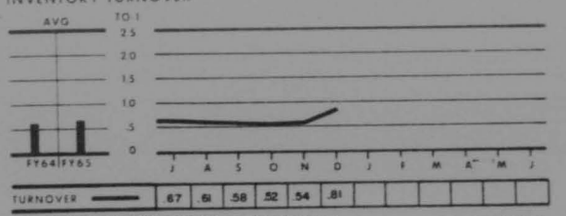
DOLLARS(THS)	454	494	539	556	594	510						

DOLLAR SALES



SALES(THS)	357	365	387	360	398	549						

INVENTORY TURNOVER



TURNOVER	.67	.61	.58	.52	.54	.81						

DATA IS NORMALLY FURNISHED ON A ONE MONTH LAG

SOURCE RCS AAFES (R2)

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GOVERNMENT QUARTERS OCCUPANTS

BARRACKS

BLDG NO.	SQUADRON	NO. BILLETED
S-231	1608TH AIR POLICE SQUADRON & 1608 USAF DISPENSARY	146
S-232	1608TH ORGANIZATIONAL MAINTENANCE SQ (C-130)	143
S-233	1608TH ORGANIZATIONAL MAINTENANCE SQ (C-130)	139
S-234	1608TH COMMUNICATIONS & ELECTRONICS MAINT SQ	119
S-245	1608TH AERIAL PORT SQ DET 3, 15TH WEA SQ, DET 11, HQ WRAMA	192
S-246	76ATS, 41ATS, 3ATS, 17ATS, 1608TH CEMS	124
S-247	HQ SQ SEC, 1608TH AIR BASE GROUP	184
S-248	1608TH TRANS SQ 1968TH COMM SQ 1608TH SEEVICES SQ	192
S-300	1608TH WAF SQUADRON	99
S-302	NCO BARRACKS	128
S-304	TRANSIENT AIRMEN QUARTERS	233
S-451	444TH FIGHTER INTERCEPTOR SQUADRON	133
S-462	1608 CES, 1628TH OMS	213
S-464	1608TH SUPPLY SQUADRON	193
S-466	1618TH ORGANIZATIONAL MAINTENANCE SQUADRON	118
S-473	1608TH FMS	137
S-475	1608TH FIELD MAINTENANCE SQUADRON	143
S-477	1608TH FIELD MAINTENANCE SQUADRON	137
TOTAL		2773

BOQ

BLDG NO.	FIELD GRADE	COMPANY GRADE	NO. BILLETED
S-344	1	26	27
S-346	4	28	32
TOTAL	5	54	59

FAMILY HOUSING

GRADE	NO. MILITARY	ADULT DEPENDENTS	CHILD DEPENDENTS	NO. OCCUPANTS
OFFICERS	347	347	719	1413
NCO'S	600	602	1457	2659
TOTAL	947	949	2176	4072

AS OF 31 DECEMBER 1965

SOURCE: CAFB S3

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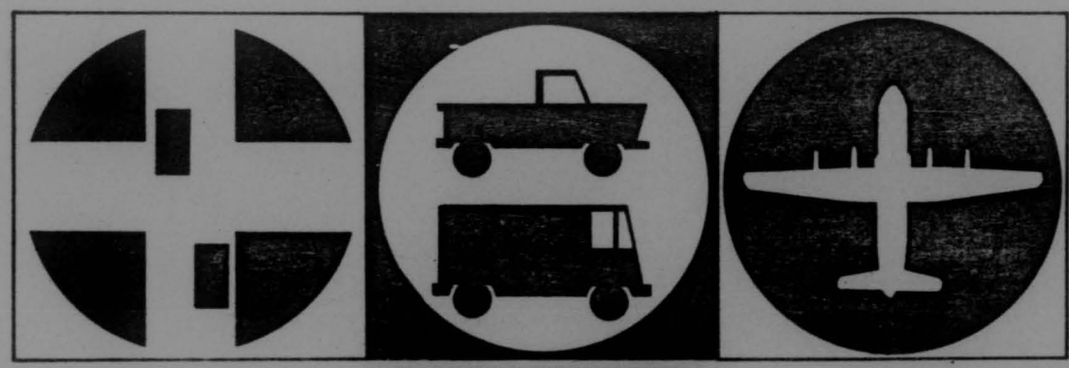
SAFETY
SECTION E



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SAFETY

FOR THE MONTH OF DECEMBER 1965 THERE WERE FIVE MILITARY DISABLING INJURIES, ALL OFF DUTY. WE HAD NO CIVILIAN ON DUTY DISABLING INJURY. WE HAD FOUR REPORTABLE GOVERNMENT VEHICLE ACCIDENTS FOR THE MONTH OF DECEMBER 1965. NO FATALITIES OR AIRCRAFT DAMAGED OCCURRED DURING THE MONTH OF DECEMBER 1965.

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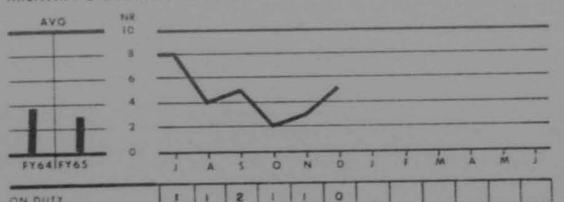
GROUND ACCIDENT EXPERIENCE

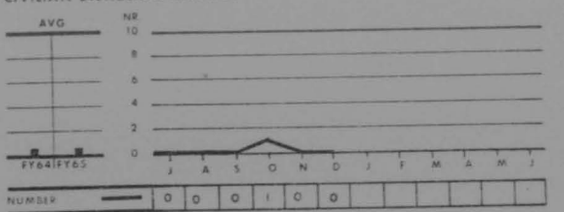
MILITARY DISABLING INJURIES



ON DUTY	1	1	2	1	1	0							
*OFF DUTY	7	3	3	1	2	5							
TOTAL	8	4	5	2	3	5							

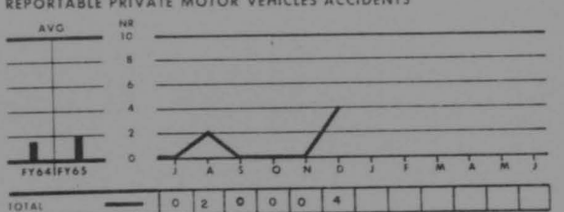
*INCLUDES INJURIES FROM PRIVATE MOTOR VEHICLES

CIVILIAN DISABLING INJURIES



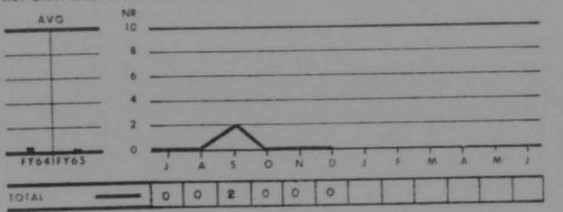
NUMBER	0	0	0	1	0	0							

REPORTABLE PRIVATE MOTOR VEHICLES ACCIDENTS



TOTAL	0	2	0	0	0	4							

REPORTABLE GOVERNMENT MOTOR VEHICLE ACCIDENTS



TOTAL	0	0	2	0	0	0							

SOURCE: RCS AF-CDI-X2

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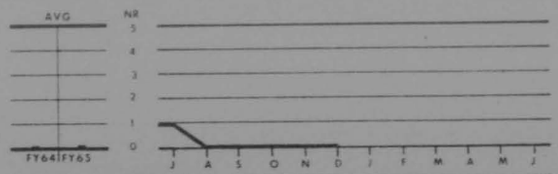
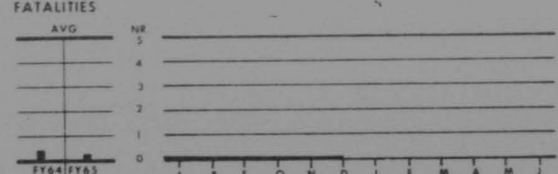
GROUND ACCIDENT EXPERIENCE

AIRCRAFT DAMAGED



	J	A	S	O	N	D	J	F	M	A	M	J
DMG. TOWING	0	0	0	0	0	0						
DMG. BY MOV. VEH.	0	0	0	0	0	0						
DMG. CARGO HANDL	0	0	0	0	0	0						
OTHER	1	0	0	0	0	0						
TOTAL	1	0	0	0	0	0						

FATALITIES



	J	A	S	O	N	D	J	F	M	A	M	J
NUMBER	0	0	0	0	0	0						

SOURCE: RCS: AF-CDI-X2

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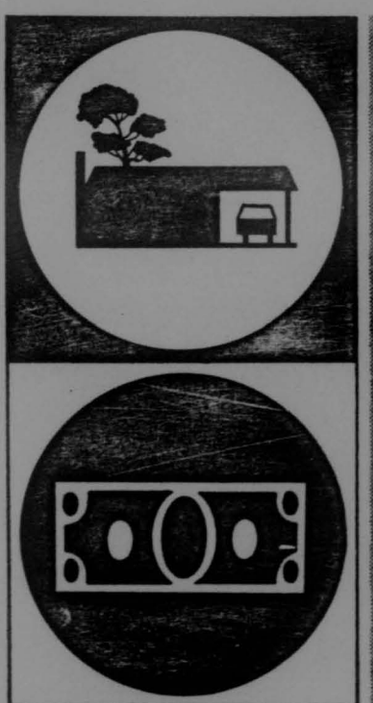

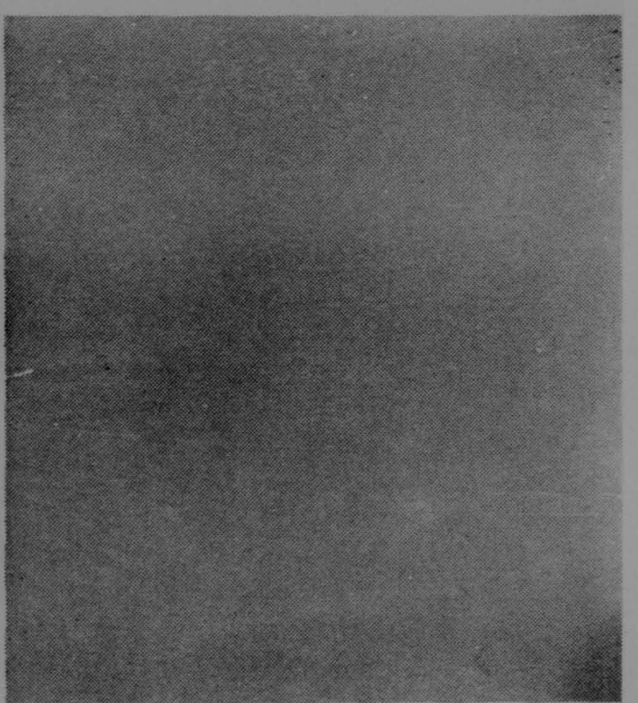

COMPTROLLER
SECTION F

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COMPTROLLER

FUNDS - THE DECEMBER OBLIGATIONAL RATE OF THE BASE OPERATION AND MAINTENANCE FUND, P458, AT 9.43%, UP OVER NOVEMBER'S LOW OF 7.95%, WAS BASED ON MONTHLY OBLIGATIONS OF $839,660, AND A MONTH END ABA OF $8,900,802. AMONG THE P458 OBJECT CLASSES EXPERIENCING INCREASED OBLIGATIONAL ACTIVITY DURING DECEMBER AS COMPARED TO NOVEMBER, WERE CONTRACTUAL MAINTENANCE OF EQUIPMENT - 2560, 10.63% VS 3.89%. MISCELLANEOUS CONTRACTUAL SERVICES - 2593, 1.00% VS .70%, SUPPLIES AND MATERIEL - 2600, 12.08% VS 7.03%, AND EQUIPMENT - 3100, 10,70% VS 4.65%. INCREASED OBLIGATIONAL RATES FOR THE PERIOD WERE ALSO RECORDED BY THE MILITARY FAMILY HOUSING O & M FUND, P720, 6.69% VS 5.44% AND BY THE OPERATION AND MAINTENANCE OF THE MEDICAL TREATMENT FACILITIES FUND, P478, 10.80% VS 8.05%. CONVERSELY, THAT OF THE AIRLIFT SERVICES INDUSTRIAL FUND, P923, WAS DOWN 8.67% VS 13.52%.

ADPS MACHINE OPERATIONS - THE TOTAL PRODUCTIVE HOURS OF THE GE225 DECREASED 28 HOURS DURING DECEMBER (396 AS COMPARED TO NOVEMBER 424) WHILE THE PCAM TOTAL PRODUCTIVE HOURS WERE UP 372, FROM NOVEMBER'S 5367 TO DECEMBER'S 5739. EXTRA SHIFT HOURS FOR THE GE225 WERE DOWN, 196 VS 224 WHILE PCAM WERE UP, 445 VS 147.

OTHER - DECEMBER DISBURSEMENTS, $4,416,789, WERE UP FROM NOVEMBER'S $4,186,444.

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GLOSSARY

FISCAL YEAR (FY) - The period of time, beginning 1 July and ending 30 June, which is used for accounting and fiscal purposes. FY 1966 began 1 July 1965 and ends 30 June 1966

ANNUAL BUDGET AUTHORIZATION (ABA) – The total amount of an appropriation or fund which is available for incurring obligations during the specific fiscal year specified in the appropriations act.

OBLIGATION – The monetary amount of any transaction for which an appropriation or fund has been legally reserved, as that for an order placed, a contract awarded, or service received.

CUMULATIVE OBLIGATIONS – The total monetary amount of all transactions for which an appropriation or fund has been legally reserved from the beginning of the current fiscal year to date.

OBLIGATIONAL RATE – The obligations of a given period of time divided by the annual budget authorization in effect during that period.

GENERAL LEDGER VALUE – The monetary value at which a base asset, liability, or equity is being carried in the general ledger or book of accounts.

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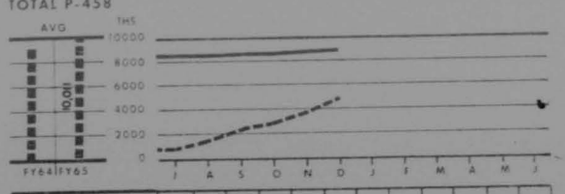
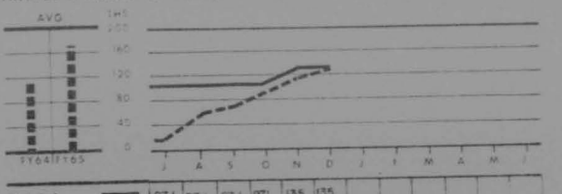
BASE OPER. & MAINT. FUND - P-458

TOTAL P-458



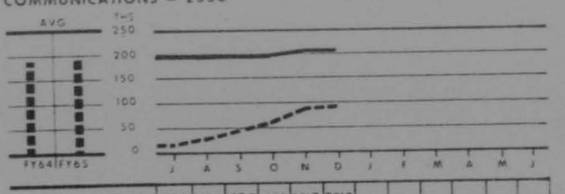
ABA (THS)	8,401	8,401	8,453	8,673	8,868	8,941	
OBLIGATIONS (THS)	852	819	767	778	705	840	
CUM OBLG (THS)	852	1,671	2,438	3,216	3,920	4,760	
MO OBLG RATE (%)	10.14	9.74	9.08	9.18	7.95	9.43	

TRAVEL & TRANS OF PERSONS – 2100



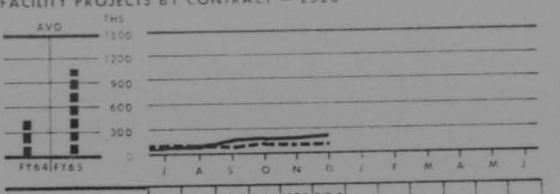
ABA (THS)	97.1	97.1	97.1	97.1	135	135	
OBLIGATIONS (THS)	22.8	27.2	25.1	14.7	23.1	13.5	
CUM OBLG (THS)	22.8	50.0	75.1	89.7	118.8	132.3	
MO OBLG RATE (%)	23.46	27.99	25.83	15.11	21.52	10.01	

COMMUNICATIONS – 2330



ABA (THS)	197.8	197.8	197.8	197.8	201.3	201.3	
OBLIGATIONS (THS)	16.5	15.5	17.0	20.0	12.5	6.4	
CUM OBLG (THS)	16.5	32.0	49.0	69.1	81.6	88.0	
MO OBLG RATE (%)	8.34	7.81	8.62	10.12	6.23	3.18	

FACILITY PROJECTS BY CONTRACT – 2520



ABA (THS)	62.8	62.8	114.4	134.4	180.9	213.4	
OBLIGATIONS (THS)	62.8	—	—	46.0	—	—	
CUM OBLG (THS)	62.8	62.8	62.8	108.8	108.8	108.8	
MO OBLG RATE (%)	100.0	0	0	34.2	0	0	

SELECTED OBJECT CLASSES ONLY SHOWN

SOURCE RCS AF C 31

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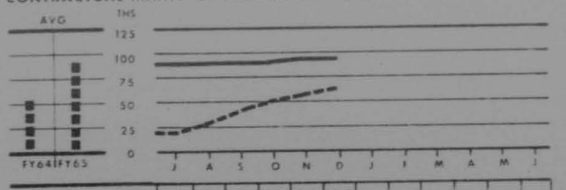
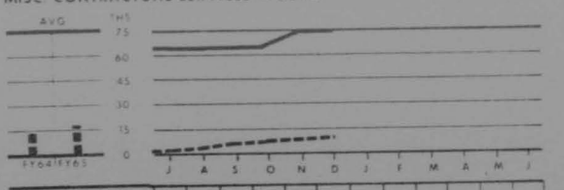
BASE OPER. & MAINT. FUND - P-458

CONTRACTUAL MAINT. OF EQUIPMENT – 2560



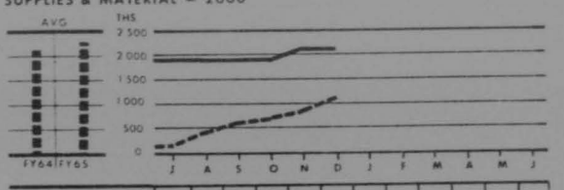
ABA (THS)	87.6	87.6	87.6	87.6	96.6	96.6
OBLIGATIONS (THS)	20.5	6.6	19.6	4.9	3.8	10.3
CUM. OBLG. (THS)	20.5	27.1	46.7	51.6	55.3	65.6
MO. OBLG. RATE (%)	23.36	7.50	22.39	5.62	3.89	10.6

MISC. CONTRACTUAL SERVICES – 2593



ABA (THS)	65.6	65.6	65.6	65.6	96.3	96.3
OBLIGATIONS (THS)	2.6	2.9	2.5	1.2	.7	.9
CUM. OBLG. (THS)	2.6	5.5	8.0	9.2	9.9	10.7
MO. OBLG. RATE (%)	3.97	4.43	3.82	1.80	.70	1.0

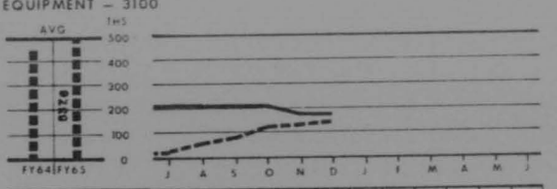
SUPPLIES & MATERIAL – 2600



ABA (THS)	1,920	1,920	1,920	1,920	2,200	2200
OBLIGATIONS (THS)	197	233	135	191	155	266
CUM. OBLG. (THS)	197	430	565	755	910	1175
MO. OBLG. RATE (%)	10.25	12.31	7.01	9.96	7.03	12.08

SELECTED OBJECT CLASSES ONLY SHOWN

EQUIPMENT – 3100



ABA (THS)	216.0	216.0	216.0	216.0	186.0	186.0
OBLIGATIONS (THS)	20.9	29.1	41.6	27.9	8.6	19.9
CUM. OBLG. (THS)	20.9	50.0	91.6	119.5	128.1	148.0
MO. OBLG. RATE (%)	9.70	13.5	19.3	12.9	4.7	10.7

SOURCE RCS: AF-C 31

0481

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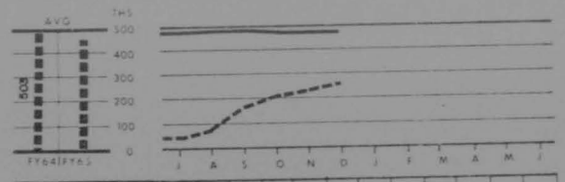
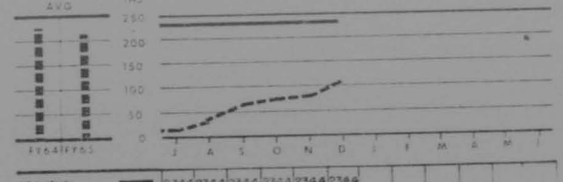
MILITARY FAMILY HOUSING OPER. & MAINT. FUND - P-720

TOTAL P-720



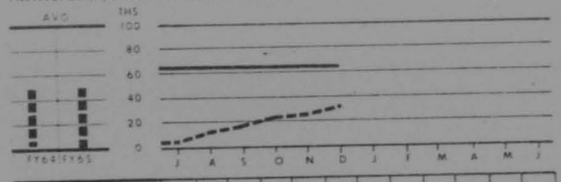
ABA (THS)	490.0	490.0	490.0	484.3	484.3	484.3	
OBLIGATIONS (THS)	46.9	31.9	91.7	33.7	26.4	32.4	
CUM. OBLG. (THS)	46.9	78.8	170.5	204.1	230.4	262.8	
MO. OBLG. RATE (%)	9.57	6.50	18.71	6.95	5.44	6.69	

PURCHASED UTILITIES – 2340



ABA (THS)	234.4	234.4	234.4	234.4	234.4	234.4	
OBLIGATIONS (THS)	16.0	20.3	23.7	12.6	13.5	20.3	
CUM. OBLG. (THS)	16.0	36.3	60.0	72.6	86.1	106.4	
MO. OBLG. RATE (%)	6.83	8.66	10.11	5.37	5.75	8.67	

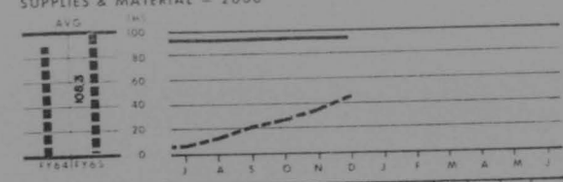
TRANSFERS (CIVILIAN LABOR COSTS) – 2595



ABA (THS)	64.9	64.9	64.9	64.9	64.9	64.9	
OBLIGATIONS (THS)	6.0	5.9	6.7	7.1	4.0	3.1	
CUM. OBLG. (THS)	6.0	11.9	18.6	25.7	29.7	32.8	
MO. OBLG. RATE (%)	9.24	9.16	10.29	10.87	6.18	4.77	

SELECTED OBJECT CLASSES ONLY SHOWN

SUPPLIES & MATERIAL – 2600



ABA (THS)	92.2	92.2	92.2	92.2	92.2	92.2	
OBLIGATIONS (THS)	8.6	3.4	9.7	9.3	7.5	6.8	
CUM. OBLG. (THS)	8.6	12.0	21.7	30.9	38.5	45.3	
MO. OBLG. RATE (%)	9.27	3.70	10.49	10.08	8.18	7.38	

SOURCE: RCS AF-C 31

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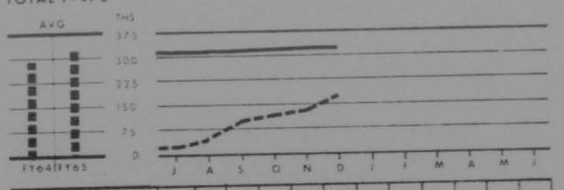
OTHER FUNDS

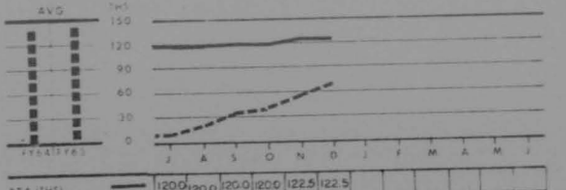
OPER. & MAINT. OF MED. TREAT. FAC. (P-478.)

TOTAL P-478



ABA (THS)	314.7	314.7	314.7	365	320.9	321.7							
OBLIGATIONS (THS)	24.8	11.1	48.9	31.6	25.8	34.7							
CUM. OBLG. (THS)	24.8	35.9	84.8	116.4	142.2	176.9							
MO. OBLG. RATE (%)	7.87	3.52	15.5	10.03	8.05	10.80							

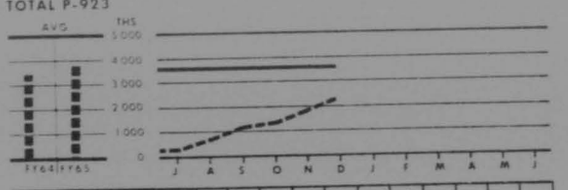
SUPPLIES & MATERIAL – 2665



ABA (THS)	120.0	120.0	120.0	120.0	122.5	122.5							
OBLIGATIONS (THS)	9.7	13.2	9.6	13.0	13.7	10.5							
CUM. OBLG. (THS)	9.7	22.9	32.5	45.6	59.3	69.7							
MO. OBLG. RATE (%)	8.1	11.01	8.0	10.86	11.18	8.53							

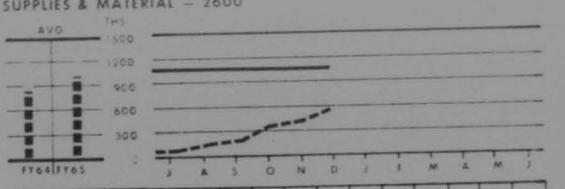
AIRLIFT SERVICES INDUSTRIAL (P-923)

TOTAL P-923



ABA (THS)	3,601	3,601	3,601	3,601	3,601	3601							
OBLIGATIONS (THS)	293	366	363	410	487	312							
CUM. OBLG. (THS)	293	659	1,022	1,433	1,919	2232							
MO. OBLG. RATE (%)	8.14	10.18	10.09	11.39	13.52	8.67							

SUPPLIES & MATERIAL – 2600



ABA (THS)	1,066	1,066	1,066	1,066	1,066	1066							
OBLIGATIONS (THS)	53	93	84	94	136	129							
CUM. OBLG. (THS)	53	146	230	324	460	589							
MO. OBLG. RATE (%)	4.99	8.72	7.88	8.78	12.77	12.11							

SOURCE RCS AF [illegible] & MATS [illegible]

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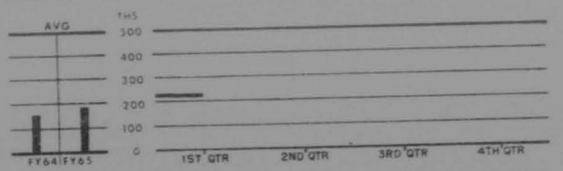
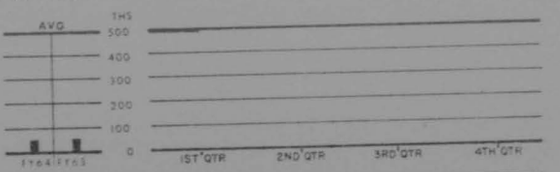
SELECTED BASE OPER. COSTS

UTILITIES OPERATIONS



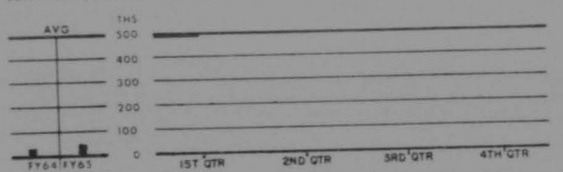
PERSONNEL	40,579				
MAT SVCS OTHER	165,620				
TOTAL	206,199				

FIRE PROTECTION OPERATIONS



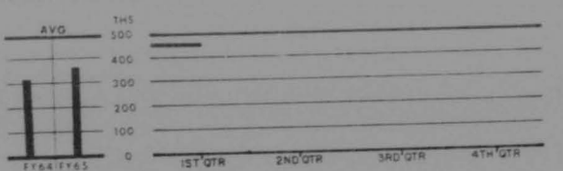
PERSONNEL	50,251				
MAT SVCS OTHER	7,351				
TOTAL	57,602				

SERVICES (JANITORIAL, ETC.)



PERSONNEL	34,059				
MAT SVCS OTHER	34,260				
TOTAL	68,319				

FACILITIES MAINTENANCE



PERSONNEL	223,042				
MAT SVCS OTHER	244,180				
TOTAL	467,222				

SOURCE AF C128

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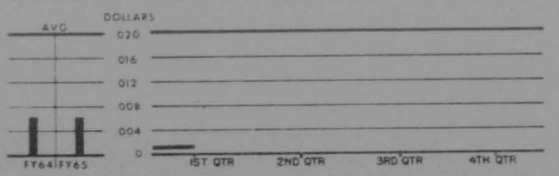
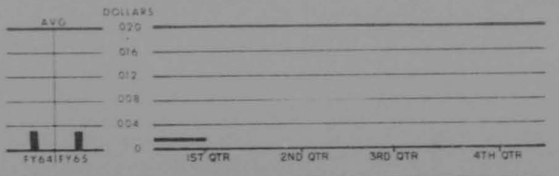
BASE FACILITIES MAINTENANCE COST

OPERATIONS & TRAINING FACILITIES



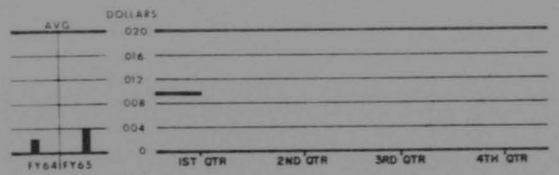
GEN LED VALUE *	10,114,727			
MAINT COST	106,156			
MNT COST/G L V	.010			

MAINT. & PRODUCTION FACILITIES



GEN LED VALUE *	6,241,804			
MAINT COST	15,575			
MNT COST/G L V	.002			

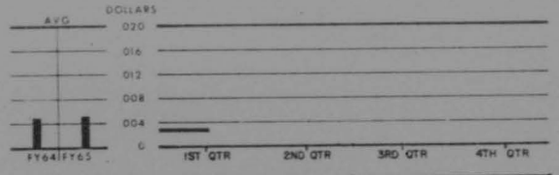
SUPPLY FACILITIES



GEN LED VALUE *	1,845,838			
MAINT COST	16,678			
MNT COST/G L V	.009			

* AS OF LAST DAY OF QUARTER

HOSPITAL & MEDICAL FACILITIES



GEN LED VALUE *	475,488			
MAINT COST	1,436			
MNT COST/G L V	.003			

SOURCE RCS 1AF-Z17

RCS AF-C128

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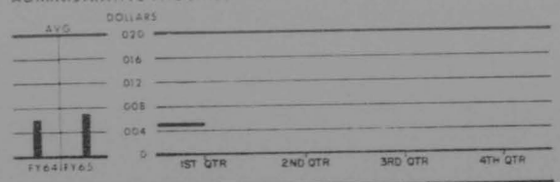
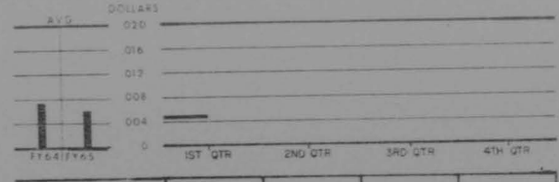
BASE FACILITIES MAINTENANCE COST

ADMINISTRATIVE FACILITIES



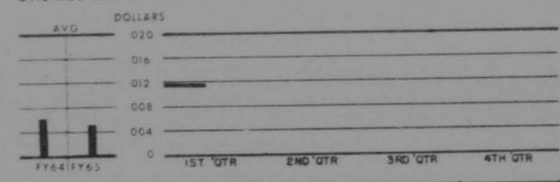
GEN LED VALUE *	1,386,775			
MAINT COST	7,038			
MNT COST G L V	.005			

HOUSING & COMMUNITY FACILITIES



GEN LED VALUE *	19,449,730			
MAINT COST	105,759			
MNT COST G L V	.005			

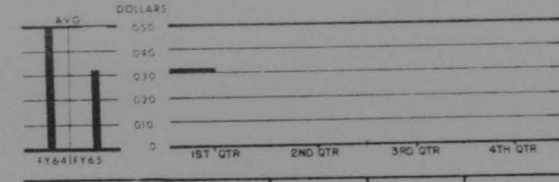
UTILITIES & GROUND IMPROVEMENT



GEN LED VALUE *	11,441,205			
MAINT COST	131,017			
MNT COST G L V	.011			

* AS OF LAST DAY OF QUARTER

REAL ESTATE



GEN LED VALUE *	623,686			
MAINT COST	21,113			
MNT COST G L V	.034			

SOURCE RCS 1- AF 2

RCS AF-0128

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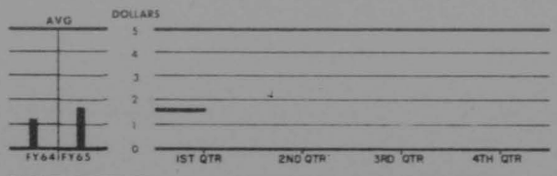
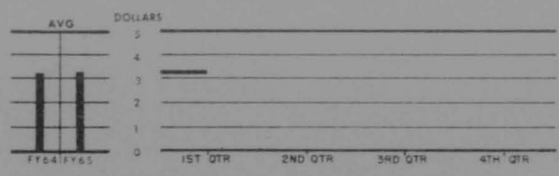
OTHER COSTS

BASE FACILITIES MAINT. – MILITARY LABOR COST



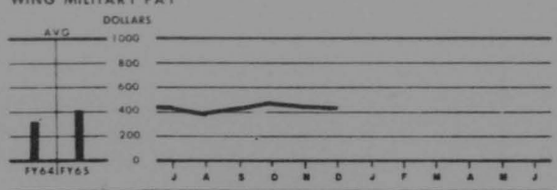
COST	82,070				
NR OF M/H	66,942				
COST PER M/H	1.67				

BASE FACILITIES MAINT – CIVILIAN LABOR COST



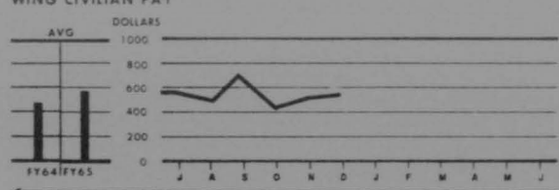
COST	110,972				
NR OF M/H	34,174				
COST PER M/H	3.25				

WING MILITARY PAY



COST (THS)	2,362	2250	2696	2582	2592	2597						
NR OF ASGD PERS	5703	5685	5666	5680	5834	6031						
COST/ASGD PERS	418	396	476	449	444	431						

WING CIVILIAN PAY



COST (THS)	515	459	649	378	485	499						
NR OF ASGD PERS	902	916	917	910	907	919						
COST/ASGD PERS	571	502	708	416	535	543						

SOURCE: BCPT/F & A RCS: AF-C120

0487

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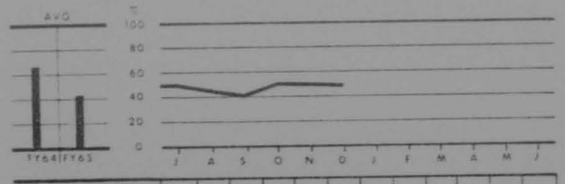
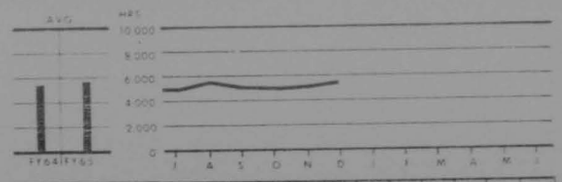
ADPS MACHINE OPERATION

G.E. 225 – BASE SUPPLY



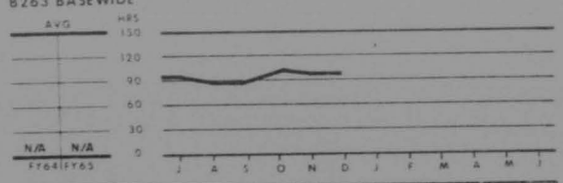
EXTRA SHIFT HRS	192	144	134	228	224	196
NORMAL SHIFT HRS	200	200	200	200	200	200
TOTAL PROD HRS	392	344	334	428	424	396
% EXTRA SHIFT	49.0	42.0	40.1	53.3	52.8	49.5

PCAM – BASEWIDE



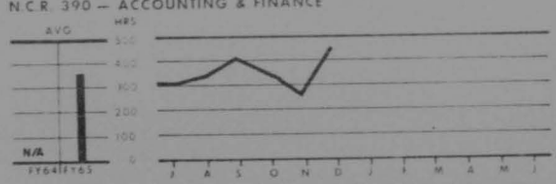
EXTRA SHIFT HRS	16	41	0	92	147	445
NORMAL SHIFT HRS	4946	5599	5229	5093	5220	5294
TOTAL PROD HRS	4962	5640	5229	5185	5367	5739
COST (DOL)	6826	6819	6894	5962	5803	5901

B263 BASEWIDE



EXTRA SHIFT HRS	0	0	0	0	0	0
NORMAL SHIFT HRS	94	89	89	99	96	96
TOTAL PROD HRS	94	89	89	99	96	96
COST (DOL)	2612	2612	2612	2612	2612	2612

N.C.R. 390 – ACCOUNTING & FINANCE



TOTAL PROD HRS	301	355	402	335	269	451
COST (DOL)	1990	1990	1990	1990	1990	1930

SOURCE BCPT-5

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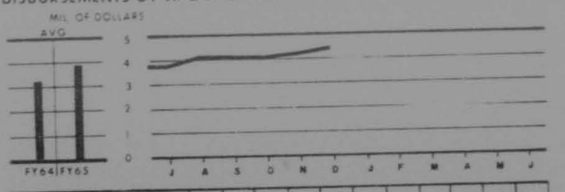
DISBURSEMENTS-BONDS PURCHASED

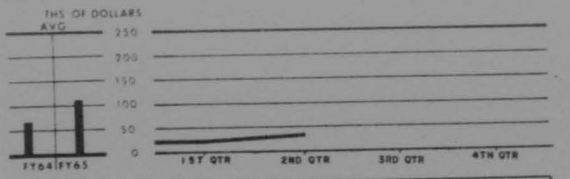
DISBURSEMENTS BY A. & F. OFFICE *



MO DOL AMT (MIL)	3.8	4.1	4.1	4.1	4.2	4.4						
FY CUM DOL AMT (MIL)	3.8	7.9	12.0	16.2	20.4	24.8						

* LOCAL DISBURSEMENTS OF BASE ADMINISTERED FUNDS & OPEN ALLOTMENTS (MILITARY PAY)

U.S. SAVING BONDS PURCHASED



QTR DOL AMT	22,275	38,677		
CUM DOL AMT	22,275	60,952		

SOURCE: BCPT/F

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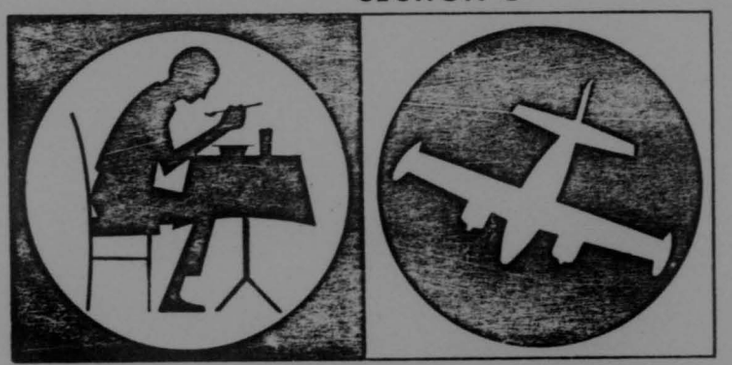
NON-APPROPRIATED FUND ACTIVITIES

SECTION G



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NONAPPROPRIATED FUNDS

*OFFICERS' OPEN MESS - THE OFFICERS' OPEN MESS DECEMBER NET PROFIT, $583, WAS DOWN $388 FROM NOVEMBER'S $971, AND $1,238 FROM OCTOBER'S $1,821. ALTHOUGH SALES INCREASED DURING THE DECEMBER PERIOD, THE COST OF GOODS SOLD, SALARIES AND WAGES, AND ENTERTAINMENT ALSO INCREASED. A SLIGHT INCREASE IN MEMBERSHIP WAS EXPERIENCED, 5733 VS 5721. THE CURRENT AND ACID TEST RATIOS SHOWED IMPROVEMENT DURING DECEMBER COMPARED TO NOVEMBER AS DID THE INVENTORY TURNOVER RATE.

*NCO OPEN MESS - ALTHOUGH THE NET PROFIT DECREASED $582 FROM OCTOBER TO NOVEMBER, $3,648 VS $4,230, THERE WAS AN INCREASE OF $3,709 FROM NOVEMBER TO DECEMBER'S $7,357. INCREASED NET PROFIT FROM THE OPERATION OF THE PACKAGE STORE, BAR, AND OTHER ACTIVITIES WERE PRIME FACTORS CONTRIBUTING TO THIS INCREASE.

*AERO CLUB - THE AERO CLUB'S DECEMBER NET PROFIT, $365, WAS DOWN $705 FROM OCTOBER'S $1,070, AND $523 FROM NOVEMBER;S $888. LESS FLYING ACTIVITY INCOME, INITIATION FEES AND OTHER INCOME WERE THE PRIMARY CAUSES OF THIS DECREASE. THE CURRENT RATIO ALSO DECREASED, 4.78 VS 4.95-1.

*OTHER - THE BILLETING FUND'S DECEMBER NET GAIN, $1,139, WAS DOWN $955 FROM OCTOBER'S $2,094, AND DOWN $1,015 FROM NOVEMBER'S $2,154. THE GOLF COURSE'S DECEMBER NET GAIN, $1,006, WAS DOWN $273 FROM OCTOBER'S $1,279, AND UP $137 FROM NOVEMBER'S $869. THE BOLWING LANES' DECEMBER NET GAIN, $1,318, WAS DOWN $1 FROM OCTOBER'S $1,319, AND UP $8 FROM NOVEMBER'S $1,310. THE HOBBY SHOPS' DECEMBER NET LOSS $744, WAS GREATER BY $308 AS TO OCTOBER'S $436 AND GREATER BY $189 AS TO NOVEMBER'S $555.

*DATA PRESENTED ON A ONE MONTH LAG DUE TO NON-AVAILABILITY OF CURRENT FIGURES.

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GLOSSARY

CURRENT ASSETS – Cash and other assets such as accounts receivable, inventory, and prepaid expenses that presumably will be converted into cash or used during a normal operating cycle.

CURRENT LIABILITIES – The debts or obligations that will, according to reasonable expectations, be settled by the use of assets properly classifiable as current assets.

CURRENT RATIO – The ratio that current assets bear to current liabilities.

ACID TEST RATIO – The ratio that quick current assets bear to current liabilities. Quick current assets are those current assets such as cash as well as accounts receivable and prepaid expenses which are highly liquid or convertible into cash.

INVENTORY TURNOVER RATE – The ratio that the cost of goods sold for a given period bears to the average inventory for the same period.

NET WORTH – In terms of Open Mess operations, it is the ownership's (member's) equity in the total assets of the activity.

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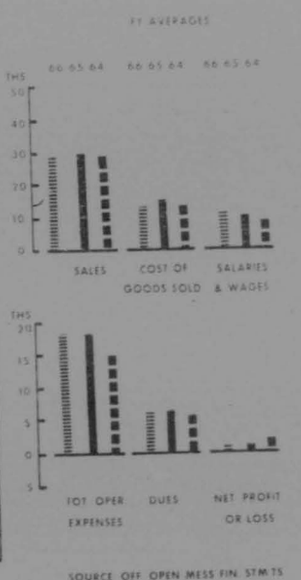
OFFICERS OPEN MESS

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
SALES	27,881	32,381	34,315	28,236	30,312	37,122						
COST OF GOODS SOLD	15,141	17,786	19,170	15,807	18,070	22,581						
% OF SALES	54.3	54.9	55.9	56.0	59.6	60.8						
GROSS PROFIT FROM OPERATIONS	12,740	14,595	15,145	12,429	12,242	14,541						
% OF SALES	45.7	45.1	44.1	44.0	40.4	39.2						
SALARIES & WAGES	10,899	10,668	10,922	9,413	9,453	10,474						
% OF SALES	39.1	32.9	31.8	33.3	31.1	28.2						
ENTERTAINMENT	3,570	3,572	4,060	3,181	3,268	4,186						
% OF SALES	12.8	11.0	11.8	11.3	10.8	11.3						
OTHER OPERATING EXPENSES	3,694	4,071	3,433	2,567	3,597	3,579						
% OF SALES	13.3	12.6	10.0	9.1	11.9	9.6						
TOTAL OPERATING EXPENSES	18,163	18,310	18,415	15,161	16,318	18,238						
% OF SALES	65.1	56.5	53.6	53.7	53.8	49.1						
PROFIT ORILOSS) FROM OPER	(5423)	(3,715)	(3,270)	(2,732)	(4075)	(3,697)						
% OF SALES	0	0	0	0	0	0						
NON OPERATING EXPENSES	1,515	1,087	1,162	1,122	1,091	1,499						
NON-OPERATING INCOME	25	121	4	86	416	46						
PROFIT ORILOSS) BEFORE DUES	(6,913)	(4,681)	(4,428)	(3,768)	(4,750)	(5150)						
MEMBERSHIP DUES	5,721	5,509	6,221	5,589	5,721	5,733						
NET PROFIT ORILOSS)	(1,192)	828	1,793	1,821	971	583						
% OF SALES	0	2.6	5.2	6.4	3.2	1.6						



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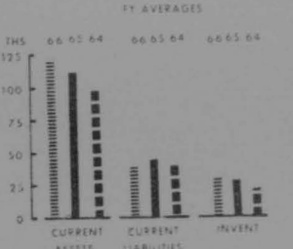
OFFICERS OPEN MESS

STATUS

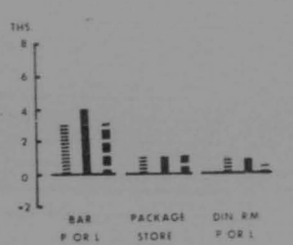
ITEM	JUL 31	AUG 31	SEP 30	OCT 31	NOV 30	DEC 31	JAN 31	FEB 28	MAR 31	APR 30	MAY 31	JUN 30
CURRENT ASSETS	121,203	127,004	130,533	126866	145,995	134,378						
CURRENT LIABILITIES	33,713	40,490	41,85	35,839	53,840	41,542						
CURRENT RATIO	3.60-1	3.14-1	3.12-1	3.54-1	2.71-1	3.23-1						
ACID TEST RATIO	2.63-1	2.27-1	2.24-1	2.51-1	1.73-1	2.01-1						
INVENTORIES	27,132	28,667	30,293	29,094	44,705	43,434						
INVENTORY TURNOVER RATE *	.54-1	.64-1	.65-1	.53-1	.49-1	.51-1						
FURN & FIXT (NET)	26,106	40,330	39,919	39,430	39,274	39,276						
LONG TERM LIABILITIES	0	0	0	0	0	0						
NET WORTH	134,183	135,011	136,804	136,625	139,595	140,179						
NUMBER OF MEMBERS	995	958	1,082	972	994	997						
SALES PER MEMBER *	28.02	33.80	31.74	29.05	30.49	37.23						



NET PROFIT OR(LOSS)

DEPARTMENT	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
BAR	2,934	3633	3792	2,890	2,571	2,569						
PACKAGE STORE	1,124	1393	1488	1,553	1,795	2,977						
DINING ROOM	822	567	904	267	74	215						
CLUB	(6120)	(5,251)	(5166)	(3753)	(4,173)	(6,211)						
OTHER	48	485	675	864	704	1133						

*FOR PERIOD OF GIVEN MONTH



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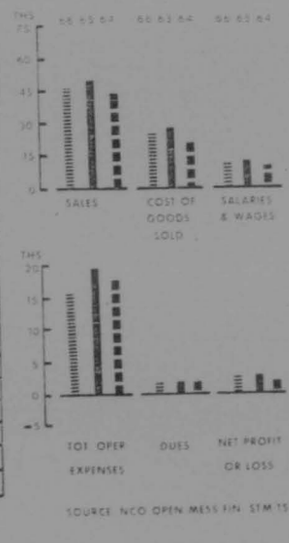
NCO OPEN MESS

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
SALES	45,500	60,903	57,635	49,959	39,516	58,268						
COST OF GOODS SOLD	27,698	35,383	34,300	30,703	25,332	40,010						
% OF SALES	60.9	58.1	59.5	61.4	64.1	68.7						
GROSS PROFIT FROM OPERATIONS	17,802	25,520	23,335	19,256	14,184	18,258						
% OF SALES	39.3	41.9	40.5	38.6	35.9	31.3						
SALARIES & WAGES	9,748	12,060	11,870	10,940	8244	8812						
% OF SALES	21.4	19.8	20.6	21.8	20.9	15.1						
ENTERTAINMENT	3,029	3,998	2,379	2804	1,274	1,125						
% OF SALES	6.7	6.6	4.1	4.8	3.2	1.9						
OTHER OPERATING EXPENSES	3649	4,629	3,902	3626	2,336	3,545						
% OF SALES	8.0	7.6	6.8	6.9	5.9	6.1						
TOTAL OPERATING EXPENSES	16,426	20,687	18,151	16,770	11,854	13,482						
% OF SALES	36.1	34.0	31.5	33.5	30.0	23.1						
PROFIT OR(LOSS) FROM OPER	1,376	4,833	5,184	2,526	2,330	4,776						
% OF SALES	3.0	7.9	9.0	5.1	5.9	8.2						
NON-OPERATING EXPENSES	1,093	1,231	1,170	1121	1,098	994						
NON-OPERATING INCOME	306	326	1,057	388	254	1,172						
PROFIT OR(LOSS) BEFORE DUES	589	3,928	5,071	1,793	1,486	4,954						
MEMBERSHIP DUES	2,108	2,224	2,349	2437	2,162	2,403						
NET PROFIT OR(LOSS)	2,697	6,152	7,420	4230	3,648	7,357						
% OF SALES	5.9	10.1	12.9	8.5	9.2	12.6						



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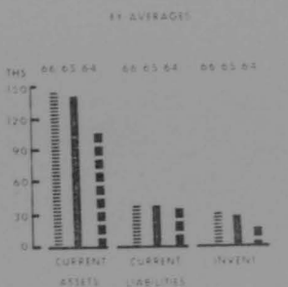
NCO OPEN MESS

STATUS

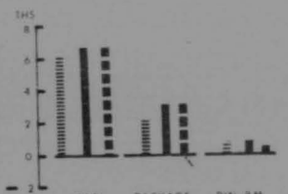
ITEMS	JUL 31	AUG 31	SEP 30	OCT 31	NOV 30	DEC 31	JAN 31	FEB 28	MAR 31	APR 30	MAY 31	JUN 30
CURRENT ASSETS	138,962	145,998	153,441	149,771	161,934	149,193						
CURRENT LIABILITIES	45,920	46,896	46,533	38,035	46,016	25,600						
CURRENT RATIO	3.03-1	3.11-1	3.30-1	3.94-1	3.52-1	5.83-1						
ACID TEST RATIO	2.12-1	2.38-1	2.59-1	3.17-1	2.61-1	4.71-1						
INVENTORIES	37,902	31,180	29,832	26,649	38,343	24,444						
INVENTORY TURNOVER RATE *	.70-1	1.02-1	1.12-1	1.09-1	.76-1	1.27-1						
FURN. & FIXT (NET)	30,037	33,209	29,183	28,934	28,385	25,641						
LONG TERM LIABILITIES	0	0	0	0	0	0						
NET WORTH	154,849	161,001	168,421	172,651	176,298	177,924						
NUMBER OF MEMBERS	2108	2,224	2,349	2,436	2,162	2,403						
SALES PER MEMBER *	21.58	27.38	24.54	20.53	18.28	24.25						



NET PROFIT OR(LOSS)

DEPARTMENT	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
BAR	686	8078	7,480	5,827	5,064	5,230						
PACKAGE STORE	2475	2,635	2,954	2,729	3,210	6,973						
DINING ROOM	652	3,034	2,072	509	(547)	332						
CLUB	(7371)	(9,968)	(6,476)	(6,138	(4,520)	(5,724)						
OTHER	755	2,373	1,390	611	206	302						

*FOR PERIOD OF GIVEN MONTH



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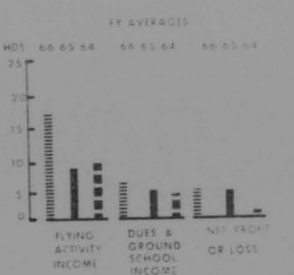
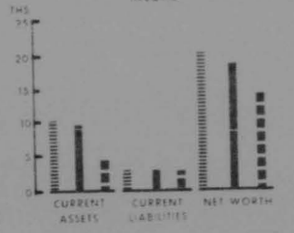
AERO CLUB

ITEMS	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FLYING ACTIVITY INCOME	1718	1,778	1,537	2015	1,975	1,125						
DUES & GROUND SCHOOL INCOME	733	713	668	686	750	753						
INITIATION FEES	173	245	346	560	280	105						
OTHER INCOME	106	371	103	180	224	89						
OPERATING EXPENSES	1932	1902	2,176	2126	2067	1538						
OTHER EXPENSES	223	205	203	245	274	169						
NET PROFIT OR LOSS	575	1000	275	1,070	888	365						



ITEMS	JUL 31	AUG 31	SEP 30	OCT 31	NOV 30	DEC 31	JAN 31	FEB 28	MAR 31	APR 30	MAY 31	JUN 30
CURRENT ASSETS	10,627	11,864	12,133	13,554	14,800	14,339						
CURRENT LIABILITIES	3,029	2,932	2,941	2,950	2,996	2,999						
CURRENT RATIO	3.5:1	4.05-1	4.12-1	5.45-1	4.95—1	4.78—1						
AIRCRAFT OWNED (NET)	21,739	21,550	21,361	21,172	20,983	20,794						
OTHER LIBABILITIES	9,023	9,153	8,944	9069	9,194	11,825						
NET WORTH	21,772	22,773	23,047	24,118	25,006	25,371						
NUMBER OF MEMBERS	177	173	155	181	184	187						



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OTHER NONAPPROPRIATED FUND ACTIVITIES

BILLETING FUND

ITEMS	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
OPER INCOME	13,087	11,672	10,081	9,135	9,585	9,566						
OPER EXPENSES	10,296	8,811	7,747	7,041	7,431	8,427						
NET GAIN ORILOSS)	2,791	2,861	2,334	2,094	2,154	1,139						

GOLF COURSE

OPER INCOME	2,340	2,294	2,323	2,582	2,134	2,232						
OPER EXPENSES	1,103	1,227	1,087	1,303	1,265	1,226						
OPER GAIN ORILOSS)	1,237	1,067	1,236	1,279	869	1,006						

BOWLING LANES

OPER INCOME	3,663	4,018	4,306	4,676	4,374	4,173						
OPER EXPENSES	2,873	3,107	2,996	3,357	3,064	2,855						
OPER GAIN ORILOSS)	790	911	1,310	1,319	1,310	1,318						

HOBBY SHOPS

OPER INCOME	905	1,084	1,455	1756	1,925	1,478						
OPER EXPENSES	1732	1,606	2,522	2,191	2,480	2,222						
OPER GAIN ORILOSS)	(827)	(522)	(1,067)	(435)	(555)	(744)						

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DISTRIBUTION

HQ 1608TH AIR TRANSPORT WING	
Commander	1
Vice Commander	1
Executive Officer	1
Safety	1
Information	2
OPERATIONS	2
Plans	1
SAACP	1
3rd Air Transport Sq	1
17th Air Transport Sq	1
41st Air Transport Sq	1
76th Air Transport Sq	1
1608th Aerial Port Sq	2
MATERIEL	5
1608 Field Maintenance Sq	1
1608 Communications & Elect Maint Sq	1
1608 Organizational Maint Sq (C-130)	1
1618 Organizational Maint Sq (C-124)	1
1628 Organizational Maint Sq (C-141)	1
Supply	5
1608TH AIR BASE GROUP	8
Personnel	1
Comptroller	8
Chaplain	1
Headquarters Squadron Section	1
Operations & Training	1
1608 Civil Engineering Sq	3
1608 Transportation Sq	8
1608 Air Police Sq	1
1608 Services Sq	4
Procurement	2
1608 USAF Dispensary	1
TENANT ORGANIZATIONS	
444th Fighter Interceptor Sq	1
792nd Radar Sq	1
Det 1318, Auditor General	1
1968th Communications Sq	1
HQ MATS	3
HQ EASTAF	3
63rd ABG	1
TOTAL	74

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ACTION

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INFO

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RFTU JAW RUCIYHB0195 2581852-UUUU--RUWTREA.
DE RUCDAA 58B 2581649
ZNR UUUUU
R 151625Z
FM MATS
TO RUWTREA/1608ATW CHARLESTON AFB SC
INFO RUEAGQ/EASTAF MCGUIRE AFB NJ
BT
UNCLAS MAFOI 31452 SEPT 65
FOR INFORMATION OFFICER
THE FOLLOWING IS CLEARED FOR LOCAL RELEASE UPON RECEIPT.
USAF EXPERIENCE WITH EXPANDED AIRLIFT TO SOUTHEAST ASIA
HAS DEMONSTRATED THE DESIRABILITY OF CREATING A NUMBER
OF RESERVE MOBILE EN ROUTE SUPPORT SQUADRONS TO PROVIDE
AUGMENTATION OF EN ROUTE AND TERMINAL SERVICES FOR AIR-
LIFT FORCES. WE PLAN TO ESTABLISH ONE OF THESE SQUADRONS
AT CHARLESTON AFB, S. C. BY THE SUMMER OF 1966. EACH
UNIT WILL BE AUTHORIZED 16 OFFICERS AND 149 AIRMEN AND

PAGE 2 RUCDAA 58B UNCLAS
WILL BUILD UP TO THIS STRENTGH DURING THE NEXT TWO FISCAL YEARS.
THE MILITARY AIR TRANSPORT SERVICE WILL BE RESPONSIBLE
FOR SUPERVISING THE UNIT TRAINING.
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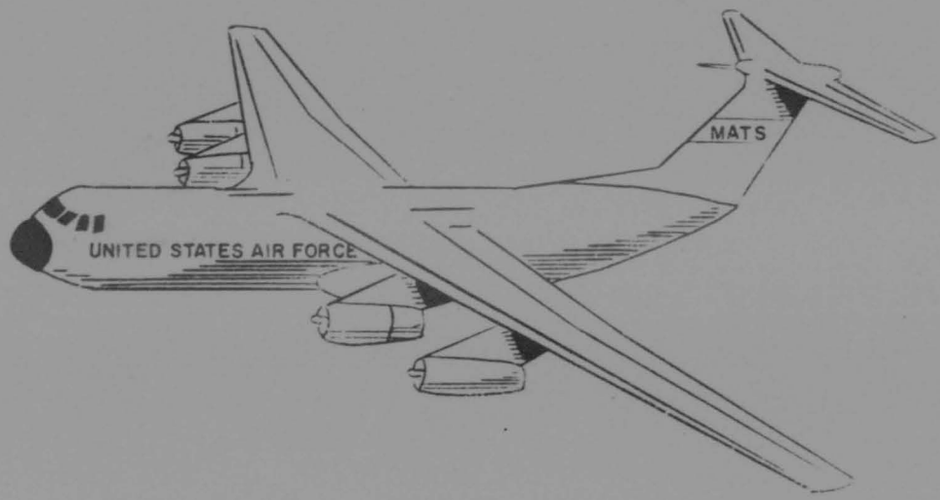

ACCEPTANCE CEREMONIES

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HQ 1608 AIR TRANSPORT WING (H) (MATS)
UNITED STATES AIR FORCE
CHARLESTON AIR FORCE BASE, SOUTH CAROLINA

2 August 1965

INFORMATION PLAN

CLASSIFICATION: UNCLASSIFIED - FOR OFFICIAL USE ONLY

TITLE: Information Plan 65-1, Delivery of First C-141A to the 1608th Air Transport Wing

REFERENCES: Military Air Transport Service, Information Plan, C-141 Turnover Ceremonies

Air Force Regulation 900-6, Honors and Ceremonies Accorded Distinguished Persons, 5 April 1962

Air Force Manual 50-14, Drill and Ceremonies, 25 November 1963

TASK ORGANIZATIONS:

1608 ATW Units, Wing/Base Staff
1968 Communications Squadron
Detachment 3, 15 Weather Squadron

1. GENERAL SITUATION:

a. The first Lockheed C-141A Starlifter to be assigned to the 1608 ATW will be flown to Charleston AFB by General Howell M. Estes, Jr., Commander, MATS. Scheduled arrival of General Estes and his party, which may include members of congress, executives of the Lockheed and Pratt-Whitney Companies, and newsmen is 1100 EST, 14 August 1965. Formal acceptance ceremonies will be conducted in a manner which will assure maximum favorable publicity for this new MATS program. The importance of this transition will be brought to the attention of all 1608th personnel and Charleston area civilians.

b. Friendly Forces:

Director of Information, MATS, Scott AFB, Illinois
Director of Information, EASTAF, McGuire AFB, New Jersey
1707 ATW, Tinker AFB, Oklahoma
444 Fighter Interceptor Squadron, Charleston AFB, SC
FAA, Charleston
581st Air Force Band

2. MISSION:

a. To insure that General Estes, his official party, Members of Congress, and

This Plan supersedes 1608 ATW Information Plan 65-1, dated 15 June 1965

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other honored guests are properly received and escorted during their visit to Charleston AFB.

b. To prepare the facilities and personnel of Charleston AFB to implement the formal C-141 Acceptance Program. This program will include appropriate ceremonies, displays, orientation flights, a press conference and social luncheon.

3. SCHEDULE OF EVENTS:

a. Friday, 13 August 1965 - Certain out-of-town DVs and guests may arrive early for personal schedule convenience. Honors will be accorded and/or escort furnished these individuals as appropriate.

b. Saturday, 14 August 1965:

FAIR WEATHER SCHEDULE

1000 EST	Base opened for visitors and local guests, display and exhibit area opened (See Annex D).
1020-1035	DVs assemble in Passenger Terminal (PAX Debriefing Room). Guests are seated in reserved area in front of Passenger Terminal.
1035	Band and Honor Flights take position on ramp. All other participating units in place.
1045	C-141 flyover and landing.
1055	C-141s block in. Newsmen deplane via RIGHT AFT door.
1100	Honors Ceremony commences.
1105	Acceptance Ceremony begins (See Annex C).
1130	Formal ceremony complete. General Estes and newsmen leave for press conference at Officers' Open Mess.
1135	Static display aircraft and ramp exhibits opened for inspection.
1145	Press Conference at Officers' Open Mess.
1205	DVs and guests depart Passenger Terminal for Officers' Open Mess.
1215	Luncheon at Officers' Open Mess for DVs and invited guests.
1220	C-141 "City of Charleston" cordoned off and closed to public.

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1300	Displays closed. Ramp cleared of visitors. C-130 and C-124 towed to normal parking positions. 463L loads removed from ramp.
1320	Passengers on first orientation flight and return flight to Dobbins AFB depart Officers' Open Mess for Passenger Terminal. First tour of C-141 facilities departs Officers' Open Mess.
1340	C-141 blocks out for 40 minute Orientation Flight.
1400	1707 ATW C-141 blocks out for Tinker AFB with passenger stop at Dobbins AFB, if required.
1420	C-141 blocks in. Facilities tour returns to Passenger Terminal.
1430	Second C-141 facilities tour departs Passenger Terminal (Transportation may be required for participants in first tour who wish to return to their autos).
1450	C-141 blocks out for 40 minute Orientation Flight.
1530	C-141 blocks in. (Transportation may be required for passengers who wish to return to their autos).

INCLEMENT WEATHER SCHEDULE

1000	Base opened for visitors and local guests. Passenger Terminal exhibit area opened (See Annex D).
1020-1040	DVs assemble in Passenger Terminal (PAX Debriefing Room). Guests are seated in terminal.
1050	General Estes' C-141 lands. Honor Flight takes position on ramp.
1055	1707 ATW C-141 lands.
1100	C-141's block in. Honors Ceremony commences.
1105	Acceptance Ceremony begins (See Annex C).
1130	Formal ceremony complete. Remainder of program is identical with fair weather schedule except that flights and static display may be cancelled dependent upon weather conditions.

4. CONCEPT OF OPERATION:

a. See Annex A for "C-141 Flyover, Landing and Taxi".

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b. See Annex B for "Honors Ceremony".

c. See Annex C for "Acceptance Ceremony".

d. See Annex D for "Area Layout and Visitor Parking".

e. See Annex E for "Distinguished Visitors Inspection of C-141 City of Charleston".

f. See Annex F for "Miscellaneous Activities".

5. TASKS OF PARTICIPATING ORGANIZATIONS:

a. The Wing C-141 Project Office will provide overall coordination and direction for the implementation of this plan. LtColonel Gilbert A. Priestley is designated Acceptance Program Project Officer.

b. The Wing Executive Office will invite selected military personnel to participate in ceremonies and to attend the Wing Commander's Luncheon. The invitation list will be approved by the Wing Commander.

c. The 1608 ATW Information Officer will:

(1) Serve as information adviser to Commander, 1608 ATW and the C-141 Project Officer.

(2) Plan and prepare necessary implementing instructions pertaining to information activities to responsible individuals, sections and organizations.

(3) Prepare, coordinate, and release news articles announcing the C-141 Acceptance Ceremony at Charleston AFB.

(4) Maintain close advance liaison with appropriate "working" members of press, radio, and television of local, state, and regional media who are invited to attend and cover the ceremony.

(5) Develop a suitable press kit containing photos and statistics on the C-141 and other essential information for distribution to the press.

(6) Provide brochure on the C-141 to be used as hand-out material in connection with the static display.

(7) Through MAIS Office of Information, effect contact with the Lockheed-Georgia Aircraft Company, Marietta, Georgia, to enlist their support of appropriate facets of this program.

(8) Provide personnel to man press center at the Passenger Terminal and assist newsmen in every way possible.

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(9) Arrange for photo coverage of the ceremony and social events by civilian and military photographers.

(10) In advance of delivery date arrange for briefing on the C-141, utilizing 14-minute film "Command Performance". Primary objective will be to acquaint local civilian leaders and the military community on Charleston AFB with this new aircraft, its need by MATS, and the important mission it will perform while operating from Charleston AFB. The local Chapter of the Air Force Association will assist with speakers for off-base engagements.

(11) Plan and prepare specific news stories for internal and public use on the following when timing is appropriate:

(a) Arrival date of first C-141.

(b) Phase-out of first C-124.

(c) First C-141 mission.

(d) Appropriate items to USAF Hometown News Center.

(12) Insure that 1608th Historian provides comprehensive historical coverage of the C-141 phase-in and related problems as a part of the semi-annual historical program.

(13) Work with the C-141 Acceptance Ceremony Committee of the Charleston Chamber of Commerce to develop maximum exposure off base for the Starlifter's arrival. The Chamber of Commerce committee will coordinate and arrange events held off base in conjunction with Acceptance Ceremony. The Chamber of Commerce plans to sponsor a "Starlifter Day" observance in the Charleston area that will include a special section of both the Charleston News & Courier and Post Newspapers devoted to the arrival of the C-141; displays in store windows and a luncheon on 14 August at Charleston AFB.

(14) Plan and provide editorial material for special section of Charleston News & Courier and Post newspapers devoted to a "Welcome C-141 to Charleston". Special section will run in Charleston Post and the News & Courier. Also special television and radio programs will be developed in advance of ceremony.

(15) Arrange for adequate transportation and accommodations for newsmen and special photo team from the 1356th Photo Sq.

(16) Arrange tours of Flight Line, Maintenance Control Center, and C-141 Simulator for distinguished visitors.

(17) Invite local and regional news media representatives. Hq MATS (MAFIOP) will issue invitations and arrange for national media (including Washington, D.C.)

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(18) Act as liaison between Commander, 1608 ATW and MATS Director of Information.

(19) Coordinate protocol matters with Hq MATS (MAFOIP). Hq MATS will issue invitations and arrange transportation for Congressional guests.

(20) Make arrangements, coordinated with MAFOIP, for General Estes' Press Conference at Officers' Open Mess following Acceptance Ceremony.

d. 1608 Chief of Maintenance will:

(1) Coordinate and assist in clearing the ramp area for the ceremonies.

(2) Coordinate on parking of aircraft.

(a) Provide Transient Alert personnel to park the C-141s upon arrival.

1. Transient Alert personnel will place steps at C-141 "City of Charleston" after it is in position for ceremony. Steps will be placed behind DV-Speakers Platform until used.

(3) Insure that aircraft under their control do not make engine runups between 1100 EST and 1230 EST on 14 August 1965.

(4) Furnish a C-130E and a C-124 for static display. These aircraft must be clean with markings, etc., in good condition.

(5) Appoint a Project Officer and notify Wing C-141 Project Officer.

e. 1608 Chief of Supply will:

(1) Provide fuel and supply support as required for the expeditious servicing of DV aircraft.

f. 1608 Aerial Port Squadron will:

(1) Coordinate on clearing the area to be used for the Acceptance Ceremony.

(2) Prepare representative loads for the C-141 and C-130. C-141 and C-130 loads should be maximum bulk loads palletized and to the extent possible mounted on 463L loaders. Loads will be planned so as to show the relative cargo capacity of the C-141 and C-130 and the flexibility of the 463L Materials Handling System. Additionally, a C-141 size airdrop load will be displayed on the ramp.

(3) Prepare the passenger debriefing room for assembly of Distinguished

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Visitors and the passenger processing area for implementation of Inclement Weather Program, if required.

(4) Arrange for a press room for members of the press. Coordinate with the Wing Information Officer on this matter.

(5) Provide chairs for DVs, invited guests and wives of DVs. Chairs to be placed in front of the Passenger Terminal and on DVs-Speakers Platform or inside terminal for inclement weather program (See Annex D).

(6) Arrange to have commercial logistics flights scheduled in and out before 1100 or after 1230 EST on 14 August 1965.

(7) Provide lift trucks and/or passenger steps for press use. Coordinate with Wing Office of Information on this matter.

(8) Prepare manifests and supervise passenger loading for Orientation Flights and return flight to Dobbins AFB.

(9) Appoint a Project Officer and notify the Wing C-141 Project Officer upon receipt of this plan.

g. 3 ATS, 17 ATS, 41 ATS and 76 ATS will:

(1) Furnish DV escort officers as required by BOI.

(2) 3 ATS will furnish C-141A flight crew for flight from Marietta and two local orientation flights. Crew members will wear prescribed flying clothing.

(3) 3 ATS will appoint a Project Officer and notify the Wing C-141 Project Officer. This officer will be responsible for decoration of speakers' stand and ceremony area, and the Officers' Open Mess Ballroom.

h. 1608 USAF Dispensary will:

(1) Provide adequate medical facilities during the Acceptance Program.

i. Hq and Hq Squadron, 1608 Air Base Group will:

(1) Be responsible for providing an Honor Flight of approximately 50 airmen. This flight will be in addition to the Honor Flight provided by the 1608 Air Police Squadron. This flight will be formed, if possible, from members of the Charleston Chapter NCOAAA.

(2) Appoint a Project Officer and notify the Wing C-141 Project Officer.

j. The Base Sergeant Major will:

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(1) Assign NCO's to duty at the Charleston House and other base agencies as directed by BOT.

(2) Provide a cleanup detail to police ceremony and display areas after festivities.

k. The Director of Operations and Training will:

(1) Act as Assistant Project Officer.

(2) Coordinate the arrangements for and timing of the Acceptance Ceremony.

(3) Arrange billets and transportation for DVs and party. Assign and brief escort officers.

l. The Comptroller (Graphics Section) will:

(1) Prepare name plates and charts as required.

(2) Support preparation of programs and handouts, as required.

m. The Services Squadron Commander will:

(1) Feed the 581st Air Force Band members and transient Air Force aircraft crew members, as required.

(2) Provide billets for transient personnel participating in the ceremony and DV aircraft crews.

n. The Personnel Services Officer will:

(1) Make the gymnasium available for the 581st Air Force Band members to change uniforms. Gymnasium will be closed from 0800 EST to 1400 EST, 14 August 1965.

o. The Officers' Open Mess will:

(1) Arrange for luncheon following the ceremony.

(2) Be responsive to DVs needs during the period DVs are at Charleston AFB.

(3) Provide coffee in the Passenger Debriefing Room at the Passenger Terminal for DVs.

p. The Base Operations Officer will:

(1) Issue appropriate NOTAMS.

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(2) Arrange for transient aircraft parking.

(3) Arrange to clear the area to be used for the Acceptance Ceremony.

(4) Provide an officer for the FAA Control Tower to assist in coordinating control of aircraft participating in the program.

(5) Appoint a Project Officer and notify the Wing C-141 Project Officer.

q. 1608 Civil Engineering Squadron will:

(1) Build steps for C-141s.

(2) Set up bleachers (See Annex D).

(3) Build Speakers Platform for Distinguished Visitors.

(4) Clean the ramp area for the Acceptance Ceremony.

(5) Remove front fence and fence on stoop in front of Passenger Terminal, if required.

(6) Appoint a Project Officer and notify the Wing C-141 Project Officer.

r. 1608 Air Police Squadron will:

(1) Rope off the ramp area to be used for ceremony and static displays.

(2) Direct traffic on base, at the Passenger Terminal, in the parking space on the ramp, and at the Officers' Open Mess.

(3) Police traffic routes to expedite DVs' and guests' traffic from the ramp to the Officers' Open Mess after the Turnover Ceremony.

(4) Arrange routes for normal traffic to depart the base with minimum conflict with DV and guest traffic during the period after the ceremony.

(5) Provide Air Police to control the roped off areas and DVs assembly area at the Passenger Terminal. Parking areas in the vicinity of the terminal should be cleared to the extent possible by 0800 EST, 14 August 1965.

(6) Provide on-the-ramp security for static display aircraft as appropriate.

(7) Control entry to Officers' Open Mess parking lots on 14 Aug 65.

(8) Provide honor flights for Commander, MATS and other DVs.

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(9) Appoint a Project Officer and notify the Wing C-141 Project Officer.

s. 1968 Communications Squadron will:

(1) Provide for public address systems:

(a) One microphone for speakers (include podium for speakers).

(b) One microphone for commentator.

(2) Provide two-way radio portable communications to the FAA [illegible] for use by the Program Coordinator.

(3) Prepare the Passenger Terminal PA system for use if the Inclement Weather Program is followed.

(4) Appoint a Project Officer and notify the Wing C-141 Project Officer.

t. 1608 WAF Squadron will:

(1) Provide six (6) WAFs to act as ushers in seating invited guests and wives of DVs.

(2) Provide six (6) WAFs to hand out programs.

u. 1608 Transportation Squadron will:

(1) Provide crew transportation for transient crews.

(2) Provide bus transportation for the 581st Air Force Band.

(3) Provide transportation and drivers for DVs, guests, and newsmen as indicated in schedule of events. Additional support will be acquired from Hunter AFB if necessary.

(4) Provide NCO's to supervise DVs' transportation at downtown hotels the evening of 13 August 1965 and morning of 14 August 1965, as required.

(5) Appoint a Project Officer and notify the Wing C-141 Project Officer.

v. Det 3, 15th Weather Squadron will:

(1) Keep the Project Officer informed of expected weather for ceremony.

6. TASKS OF FRIENDLY FORCES:

a. Director of Information, Hq MATS, will:

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(1) Insure 4-star general officer flag is delivered to Charleston AFB prior to the Acceptance Ceremony.

(2) Distribute copies of this plan within Hq MATS as deemed necessary.

(3) Furnish list of members of General Estes' official party to the 1608 ATW Project Officer as soon as practicable.

(4) Furnish names of individuals who will require return transportation to Dobbins AFB. This information should be furnished to the Charleston AFB Protocol Section upon arrival 14 August 1965.

(5) Advise 1608 ATW Project Officer of any changes affecting overall plan.

b. Director of Information, Hq EASTAF, will:

(1) Act as liaison between EASTAF and 1608 ATW Project Officer on information matters.

(2) Distribute copies of this plan within Hq EASTAF as deemed necessary.

(3) Furnish list of representatives of EASTAF who will attend ceremony.

(4) Insure that flags appropriate for EASTAF general officers attending ceremony are delivered to 1608 ATW Commanders' Office NLT 1200 EST, 13 August 1965.

c. 1707 ATW, Tinker AFB, will:

(1) Furnish a C-141 for flyover and static display at Charleston AFB on 14 August 1965. (See Annex A). This aircraft will also be utilized for return of personnel to Dobbins AFB following the luncheon and as backup for Orientation Flights. This aircraft should be configured for 60 passengers.

(2) The crew of the C-141 will establish HF contact with an AF Ground Station (preferably Andrews) as soon as practical after departing Tinker AFB. Departure information and ETA Charleston AFB should be relayed to Charleston ACP. Diversion instructions and/or changes in plans, if required, will be relayed through this ground station until UHF contact with Charleston ACP is established.

(3) Crew will remain in or near aircraft during ceremony and static display. The crew will wear prescribed flying clothing.

(4) The aircraft should arrive with sufficient fuel for the return trip without refueling at Charleston.

d. 444th Fighter Interceptor Squadron will restrict all flying and aircraft runup activities, except emergency, between 1100 and 1230 EST, 14 August 1965.

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e. Charleston FAA will control the traffic participating in the Turnover Ceremony to aid in meeting scheduled flyover and landing times.

NOTE: An Operations Officer will be stationed in the tower to coordinate activities. It is noted that runway 33/15 will be closed requiring absolute minimum traffic for noise prevention.

7. GENERAL INSTRUCTIONS:

a. The uniform for all military participants will be light weight blues.

b. A practice session will be held at 1000 EST, Thursday, 12 Aug 65, in the Passenger Terminal area for ceremony participants. A dry run of the facilities tour will be conducted at 1400 EST, 12 Aug 65.

c. Specific additional instructions will be issued on an informal basis as detailed plans are firmed up by assigned Project Officers.

d. Projects Officers will be available for planning sessions as required at the call of the Wing Project Officer.

KREIDLER
Brig Gen

OFFICIAL

KENNETH L. ODEN
Major, USAF
Executive Officer

6 Atch
1. Annex A
2. Annex B
3. Annex C
4. Annex D
5. Annex E
6. Annex F

DISTRIBUTION:

20 - HQ MATS
20 - HQ EASTAF
1- WCO
1- WVC
5- WOI
1- WSO
20- WDM
20- WDO
20- BCO
1- 1608 Dispensary
2- 1968 Comm Sq
5- 581 AF Band
2- 1707 ATW
1- 444 FIS
2- FAA, Charleston

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ANNEX A

Rendezvous, Flyover, and Landing

1. GENERAL INFORMATION:

a. The C-141 that is to be delivered to Charleston from the factory will be referred to as Starlifter #1 and the Tinker based C-141 will be Starlifter #2. Starlifters #1 and 2 will be cleared for enroute descent to arrive at Givhans Intersection (IP) at 3000 and 4000 feet respectively by Charleston Approach Control regardless of ceilings and visibility unless Charleston AFB is below landing minimums. (Discrete frequencies for Charleston Approach Control and inter-plane communications for this mission are; Primary 118.5 VHF, Secondary 381.6 UHF. These frequencies can be used until cleared by Approach Control to Charleston Tower. Charleston ACP frequency 349.4 is back-up for inter-plane communications). See specific details for procedures after entering the Givhans holding pattern.

b. Runway 15-33 will be closed for repairs during this ceremony necessitating the use of runway 03-21 for landing. To shorten taxi time runway 21 is preferred for landing, wind conditions permitting.

2. SPECIFIC DETAILS:

a. UNRESTRICTED VFR: (Ceiling 5000 feet or above)

(1) The Tinker aircraft (Starlifter #2) will enter the holding orbit at Givhans Intersection (Enroute Low Altitude - U.S. L-27 and Savannah Sectional Chart) by 1517Z, 14 August 1965. Hold at 4000 feet MSL on the Charleston 302° radial, inbound course 122°, right turns, two minute legs, 200 KCAS (See Appendix 1).

(2) The Charleston aircraft (Starlifter #1) will plan to enter this orbit at Givhans Intersection at 1532Z hours or earlier. Entry in the orbit for this aircraft will be on the Charleston 302° radial at 3000 feet MSL, 200 KCAS, right turns, two minute legs with the final orbit adjusted for timing. Should Starlifter #1 arrive at Givhans after the planned departure time, the holding orbit will not be entered or procedures will be as directed by Charleston Approach Control so as to expedite a VFR join-up and departure.

(3) Starlifter #1 and 2 will contact Charleston ACP seventy (70) miles out or as soon as possible on 349.4 MCS for any last minute changes or instructions. Starlifter #1 will establish radio contact with Starlifter #2 and Charleston Approach Control prior to entering the orbit fix on 118.5 primary or 381.6 secondary. Starlifter #2 will contact Charleston Approach Control on these frequencies for clearance to enter the holding orbit at Givhans and will monitor these frequencies for contact with Starlifter #1. After radio contact is established between aircraft, the times and routes may be adjusted, with approach control concurrence, to meet the IP time.

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(4) Visual contact between aircraft will be established in the Givhans area and confirmed on the discrete frequencies. Starlifter #2 will adjust its orbit pattern to follow #1 in-trail at 2000 feet horizontal separation (1/3 NM) at 3000 feet, 200 KCAS. When in-trail position, #2 will adivse #1 over UHF or VHF. During the remaining flight 2000 feet horizontal separation will be maintained for turns, descent, flyover and landing. See Appendix 2 for route of flight for flyover and landing. Precautions will be taken to insure that paragraph 4, "Proximity of one aircraft to another", AFR 60-16 is not violated during this flight.

b. MARGINAL VFR: (Ceiling between 2000 and 5000 feet)

(1) Starlifter #1 and 2 will be cleared to Givhans Intersection at 3000 and 4000 feet respectively and will be descended in the holding pattern by Charleston Approach Control until in VFR conditions. After both aircraft have descended into VFR conditions, join-up and flyover will be as outlined for VFR conditions above. The minimum safe altitude in the holding orbit is 1600 feet MSL.

c. IFR: (Ceiling below 2000 feet and/or visibility less than 5 miles in flight, 3 miles surface.)

(1) Starlifter #1 and 2 will be cleared by Charleston Approach Control at 3000 and 4000 feet to Givhans Intersection and then will be given individual IFR clearances and approaches for the appropriate runway. Starlifter #1 will depart first and make every effort to block in at Charleston at 1555Z and #2 at as soon as possible thereafter. No join-up or flyover will be attempted in the above weather conditions.

d. The flyover will be accomplished from north to south, parallel to the east side of the west ramp and viewing stand (Ref Appendix 2) at 600 MSL, 200 KCAS with tower approval. After the flyover, each aircraft will enter the traffic pattern for the active runway with a climbing 30° bank to downwind (90/270 to runway 03) after clearing the airport boundry. Traffic pattern altitude is 1200 MSL. Normal procedures will be followed for landing with a minimum of 5000 feet separation between landing aircraft.

e. After landing, Starlifter #2 will taxi without delay to establish and maintain a taxi interval of one aircraft length (145 feet). For parking, each aircraft will follow its own Marshaller and park in the specified area. (See Appendix 3).

3. SAFETY: For obvious reasons, the flight of these two aircraft cannot be considered a formation flight. Special consideration for safety and good judgment must be uppermost at all times. VFR and IFR separation between aircraft must abide by current regulations, yet still provide a suitable and appropriate flyover for this event. Reference: AFR 60-16 and AFR 60-6.

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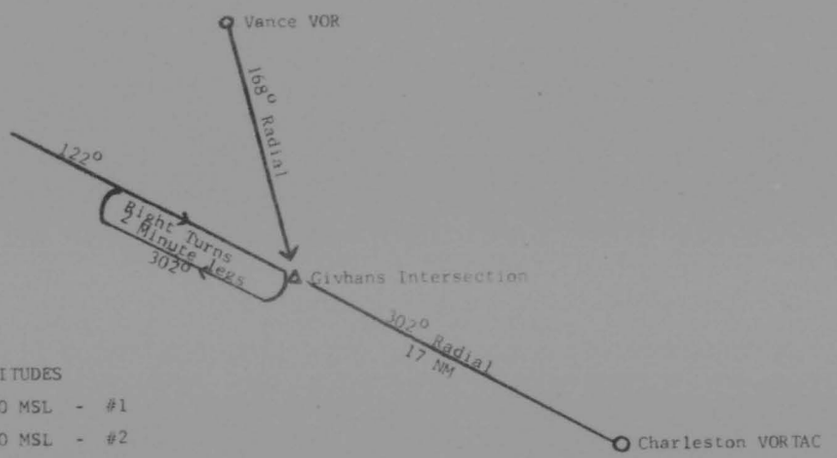
HOLDING ORBIT



ALTITUDES

3000 MSL - #1

4000 MSL - #2

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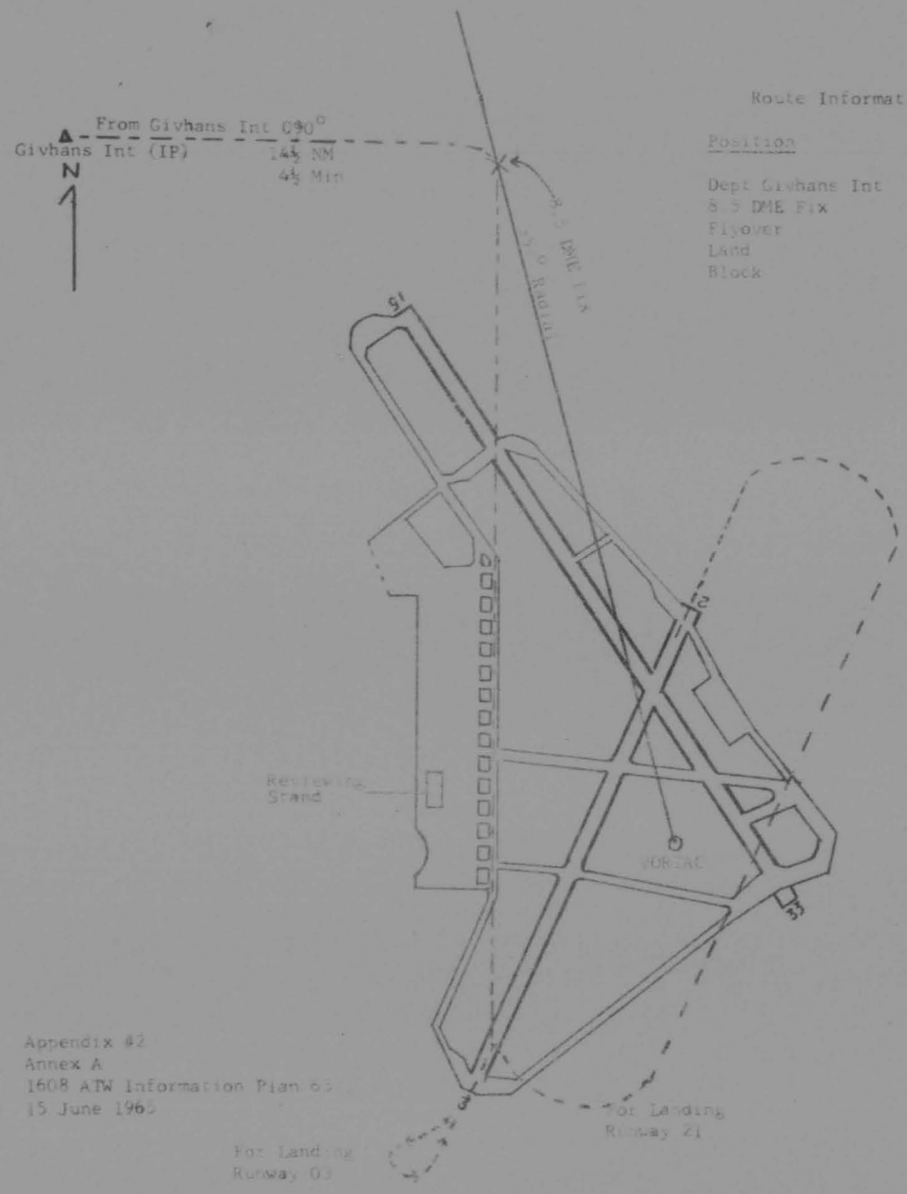
ROUTE AND LANDING INFORMATION



Route Information

Position	Time
Dept Givhans Int	1538Z
8.5 DME Fix	1542Z
Flyover	1545Z
Land	1550Z
Block	1555Z

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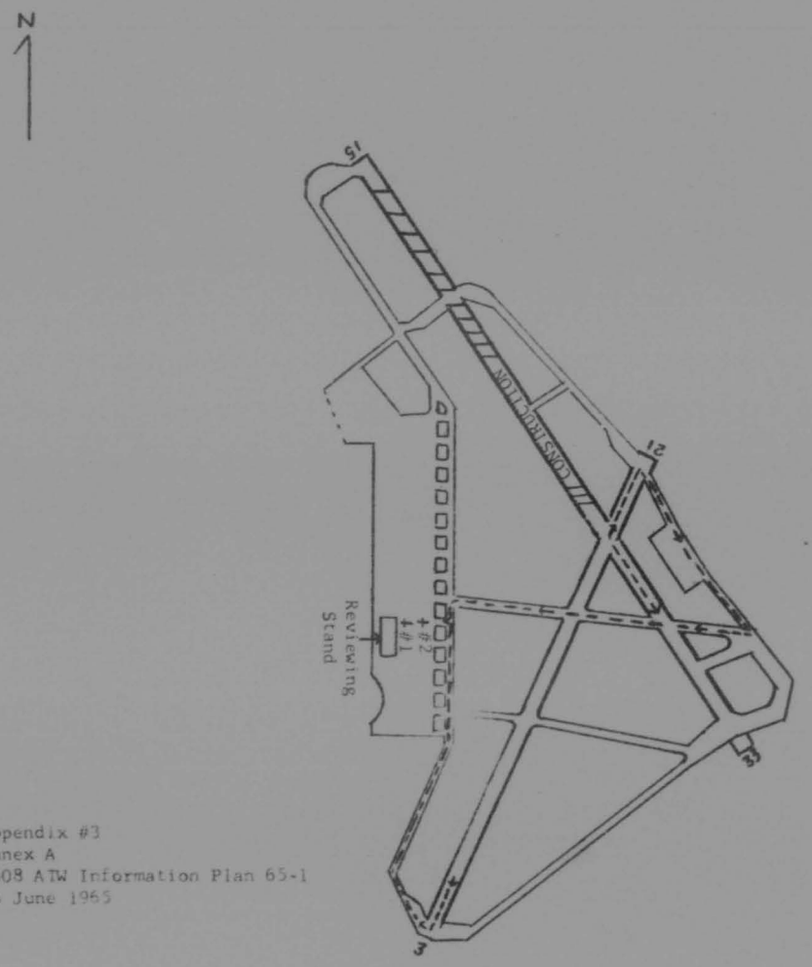
PARKING AND TAXI DIAGRAM



Appendix #3
Annex A
1608 ATW Information Plan 65-1
15 June 1965

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ANNEX B

Honors for Distinguished Visitors

1. Congressman Rivers has been invited to accompany General Estes on the ferry flight of the "City of Charleston" from Marietta, Georgia to Charleston. Assuming that he will be able to accept this invitation appropriate honors will be accorded to Mr. Rivers in accordance with Appendix 1 to this annex.

2. If, however, Mr. Rivers (or other Congressional representative) is unable to accompany the aircraft, honors will be accorded to General Estes as ranking officer of the arriving party in accordance with Appendix 2.

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Honors Ceremony for Congressman Rivers

1. As the aircraft nears its parking spot the band will play appropriate background music.

2. When the aircraft blocks and engines have been shutdown the newsmen and others not participating in the Honors Ceremony will immediately exit the aircraft through the RIGHT rear door. Distinguished members of the official party will remain on board until 1100 hours, at which time they will exit the aircraft through the LEFT front door. The honor flight commander will call the formation to attention as the first member of the official party exits the aircraft.

3. General Kreidler and members of the receiving party will extend greetings to the arriving DVs.

4. The honor flight commander will command "PARADE REST" while the DVs are meeting the receiving party.

5. When the last DV has been greeted, General Kreidler will escort Mr. Rivers to a center position two (2) paces from the honor flight aisle and then position himself two (2) paces to the left. General Estes, General Graham, Colonel Jones, Aide-de-Camp, and others designated by Mr. Rivers (if any) will take appropriate positions behind Mr. Rivers and General Kreidler. Other DVs and members of the receiving party will position themselves near the wing of the C-141 as shown in Attachment 1. These actions are all executed simultaneously.

6. The honor flight commander will call the flight to attention and the band will cease playing as Mr. Rivers takes his designated position.

7. When all dignitaries are in position, the honor flight commander will order "PRESENT ARMS".

8. The band then plays four (4) ruffles and flourishes and the "Stars and Stripes Forever". During the music all participants and spectators salute.

9. When the music stops, the honor flight commander commands "ORDER ARMS" for the honor flight.

10. General Kreidler then commands "FLIGHT PREPARE FOR INSPECTION".

11. The honor flight commander marches forward, halts three (3) paces in front of Mr. Rivers, salutes and states, "SIR, THE HONOR FLIGHT IS READY FOR INSPECTION".

12. As the band plays appropriate music the honor flight commander will escort Mr. Rivers, remaining parallel and to his right side during the inspection. The route of the inspection is shown in Attachment 1.

Appendix 1
Annex B
1608 ATW Information Plan 65-1
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13. The honor flight commander after escorting Mr. Rivers back to his original position, executes a salute, does an about-face and returns to his position in front of the Color Guard. When Mr. Rivers has returned to his position, the band will cease playing.

14. The honor flight commander commands "PRESENT ARMS". Only the honor flight salutes. The band will play appropriate music.

15. On the command, "ARMS", General Kreidler will escort Mr. Rivers through the honor flight, to his right past the colors, thence to the ceremonial stand. General Estes, General Graham, Colonel Jones, Aide, and other members of Mr. Rivers party sharing honors will follow entering the stand behind Mr. Rivers. Simultaneously Colonel Dixon will escort Mayor Gaillard and the Lockheed and Pratt-Whitney representatives to the stand entering on the side opposite from General Estes. Other guests not participating in the speaking portion of the ceremony will be escorted to seats in the invited guest seating area. The Chaplain will enter the stand following the Aide-de-Camp.

16. After the dignitaries have passed thru the honor flight the honor flight commander will give his men "ORDER ARMS" and execute an about-face. When all the dignitaries have taken their positions on the speakers' stand the music will cease and he will command the color guard "FRONT AND CENTER". The color guard will position itself as shown in Attachment 2 by executing a series of right turns around the speakers' stand.

17. When the color guard is in position at the right and left front of the speakers' stand, the honor flight commander will about-face and command the files of the honor flight "ABOUT-FACE"; then "FORWARD MARCH". The squad leader of each file will then command "RIGHT FLANK MARCH" or "LEFT FLANK MARCH", as appropriate, and halt his file in position beside the speakers' stand as shown in Attachment 2. Simultaneously, the honor flight commander will move to a position in front of and facing the speakers' stand and the NCOAAA flight commander will take a position to the rear center of his flight.

18. When the honor flight commander is in position he will command the NCOAAA flight commander and the band commander "POSITION YOUR FLIGHTS". Upon this order, the NCOAAA flight commander will move his flight forward halting the last rank on a line through the center of the speakers' stand. He will then command the flight "ABOUT-FACE". After the NCOAAA flight has been positioned the band will counter-march halting with the front rank on a line through the center of the speakers' stand.

19. As the band approaches the line the honor flight commander and the NCOAAA flight commander about-face to face the audience. All airmen will remain at attention.

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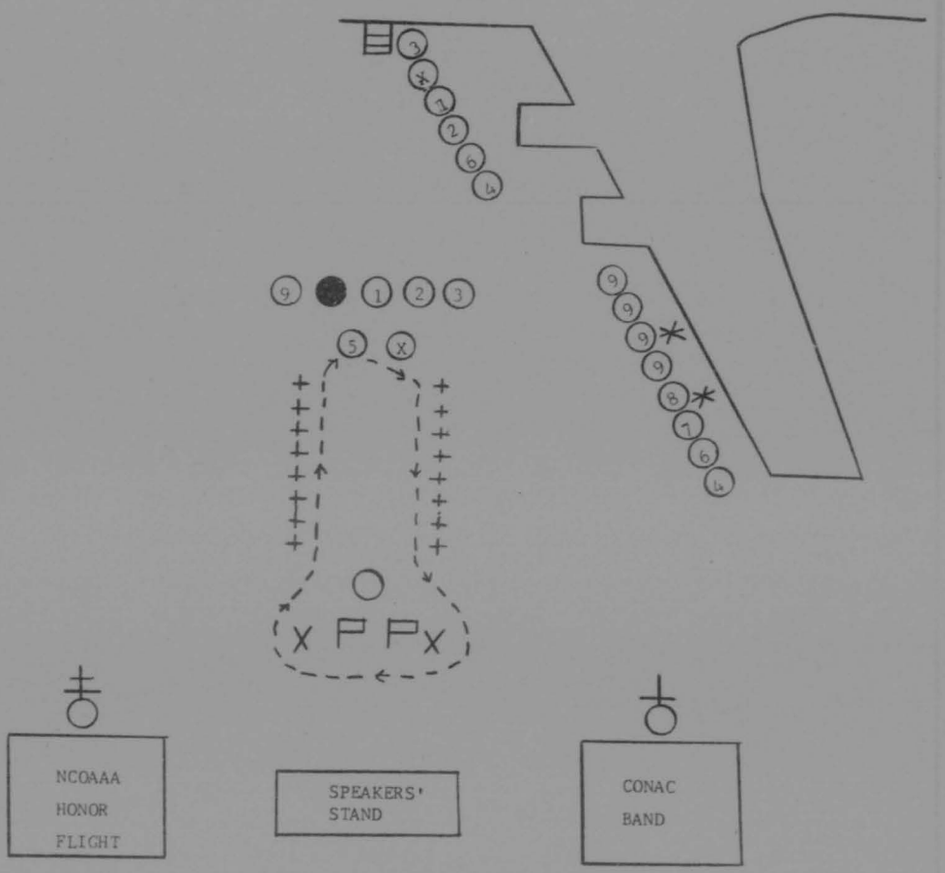

Gen Estes
Gen Kreidler
Honor Flt Comdr

1-Gen Graham
2-Col Jones
3-Gen Kreidler's Aide
4-Col Dixon
5-Mr. Rivers
6-Mayor Gaillard
7-Lockheed Rep
8-Pratt-Whitney Rep
9-Others

Escort Officers

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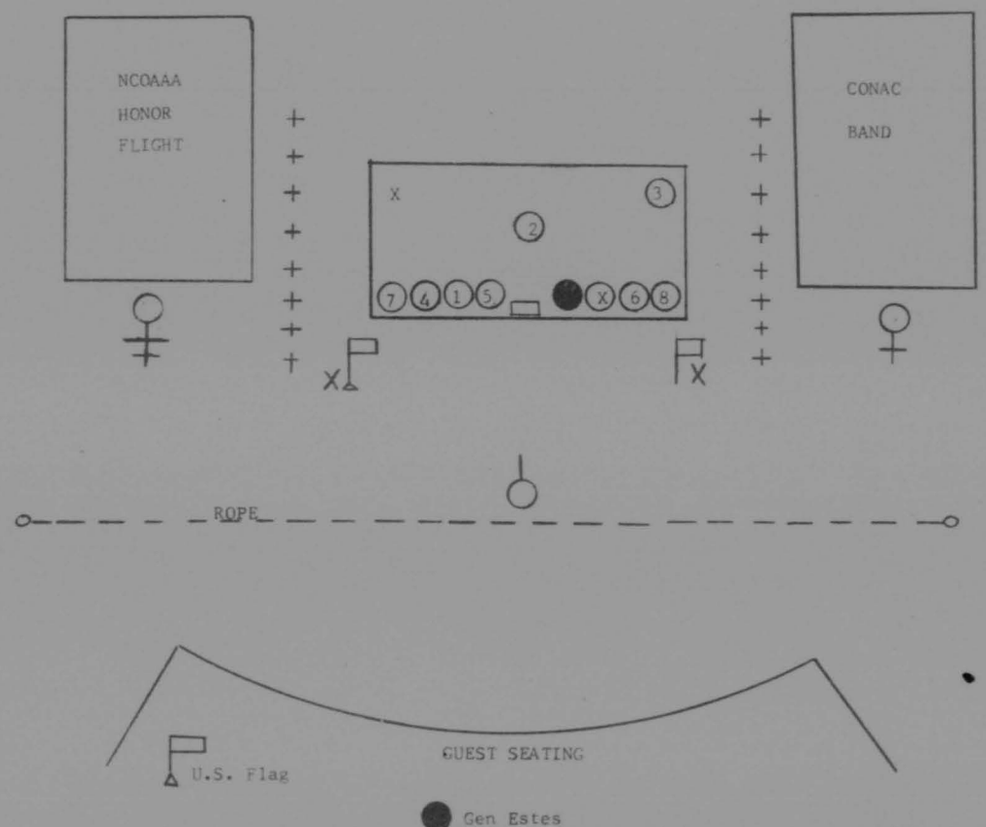

● Gen Estes

(X) Gen Kreidler

1-Gen Graham
2-Col Jones
3-Gen Kreidler's Aide
4-Col Dixon
5-Mr. Rivers
6-Mayor Gaillard
7-Lockheed Rep
8-Pratt-Whitney Rep
9-

X-Chaplain

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Honors Ceremony for General Estes

1. As the aircraft nears its parking spot the band will play appropriate background music.

2. When the aircraft blocks and engines have been shutdown the newsmen and others not participating in the Honors Ceremony will immediately exit the aircraft through the RIGHT rear door. General Estes and members of his party will remain on board until 1100 hours, at which time they will exit the aircraft through the LEFT front door. The honor flight commander will call the formation to attention as General Estes' party exits the aircraft.

3. General Kreidler and members of the receiving party will extend greetings to General Estes and members of his party.

4. The honor flight commander will command "PARADE REST" while the DVs are meeting the receiving party.

5. When the last DV has been greeted, General Kreidler will escort General Estes to a center position two (2) paces from the honor flight aisle and then position himself two (2) paces to the left. General Graham, Colonel Jones, and Aide will take positions behind General Estes. Other DVs and members of the receiving party will position themselves near the wing of the C-141 as shown in Appendix 1. These actions are all executed simultaneously.

6. The honor flight commander will call the flight to attention and the band will cease playing as General Estes takes his designated position.

7. When all dignitaries are in position, the honor flight commander will order "PRESENT ARMS".

8. The band then plays four (4) ruffles and flourishes and the Generals March. During the music, General Estes and all others (including spectators) salute.

9. When the music stops, the honor flight commander commands "ORDER ARMS" for the honor flight.

10. General Kreidler then commands "FLIGHT PREPARE FOR INSPECTION".

11. The honor flight commander marches forward, halts three (3) paces in front of General Estes, salutes and states, "SIR, THE HONOR FLIGHT IS READY FOR INSPECTION".

12. As the band plays appropriate music the honor flight commander will escort General Estes, remaining parallel and to his right side during the inspection. The route of the inspection is shown in Attachment 1.

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13. The honor flight commander after escorting General Estes back to his original position, executes a salute, does an about-face and returns to his position in front of the Color Guard. When General Estes has returned to his position, the band will cease playing.

14. The honor flight commander commands "PRESENT ARMS". Only the honor flight salutes. The band will play appropriate music.

15. On the command "ARMS", General Kreidler will escort General Estes through the honor flight, to his right past the colors, thence to the ceremonial stand. General Graham, Colonel Jones, and Aide will follow, entering the stand behind General Estes. Simultaneously Colonel Dixon will escort Mr. Rivers, Mayor Gaillard and the Lockheed and Pratt-Whitney representatives to the stand entering on the side opposite from General Estes. Other guests not participating in the speaking portion of the ceremony will be escorted to seats in the invited guest seating area. The Chaplain will enter the stand following the Aide-de-Camp.

16. After the dignitaries have passed thru the honor flight, the honor flight commander will give his men "ORDER ARMS" and execute an about-face. When all the dignitaries have taken their positions on the speakers' stand the music will cease and he will command the color guard "FRONT AND CENTER". The color guard will position itself as shown in Appendix 1, Attachment 2 by executing a series of right turns around the speakers' stand.

17. When the color guard is in position at the right and left front of the speakers' stand, the honor flight commander will about-face and command the files of the honor flight "ABOUT-FACE"; then "FORWARD MARCH". The squad leader of each file will then command "RIGHT FLANK MARCH" or "LEFT FLANK MARCH", as appropriate, and halt his file in position beside the speakers' stand as shown in Attachment 2. Simultaneously, the honor flight commander will move to a position in front of and facing the speakers' stand and the NCOAAA flight commander will take a position to the rear center of his flight.

18. When the honor flight commander is in position he will command the NCOAAA flight commander and the band commander "POSITION YOUR FLIGHTS". Upon this order, the NCOAAA flight commander will move his flight forward halting the last rank on a line through the center of the speakers' stand. He will then command the flight "ABOUT-FACE". After the NCOAAA flight has been positioned the band will counter-march halting with the front rank on a line through the center of the speakers' stand.

19. As the band approaches the line the honor flight commander and the NCOAAA flight commander about-face to face the audience. All airmen will remain at attention.

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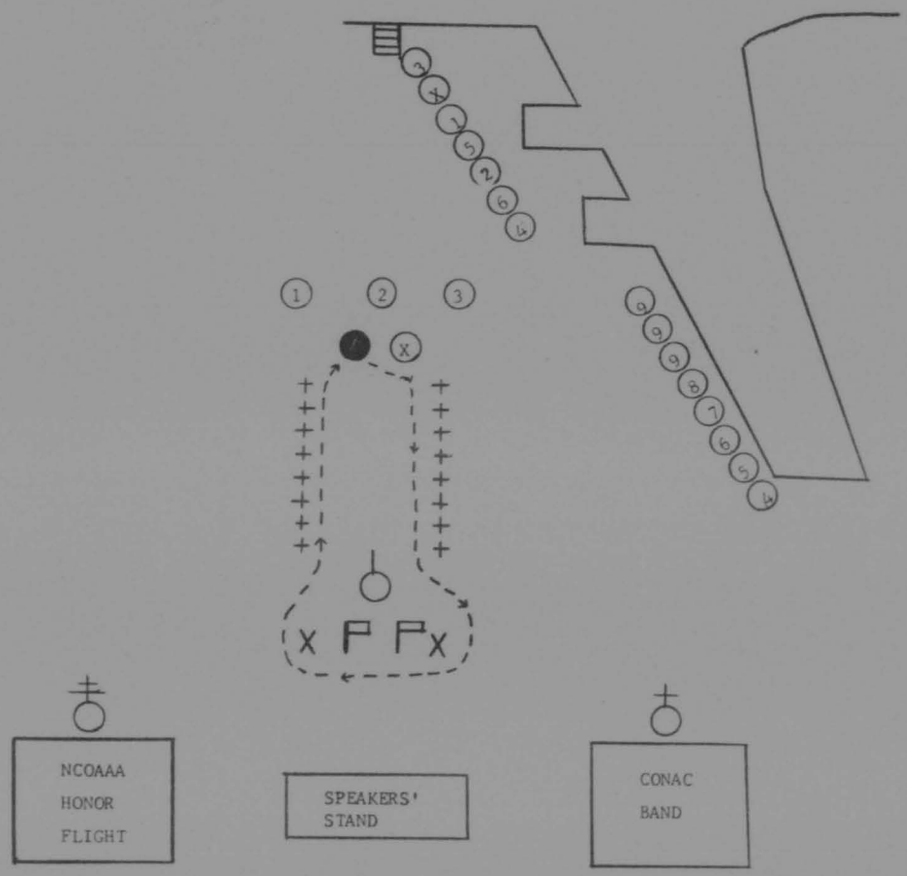

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ANNEX C

C-141 Turnover Ceremony

1. Upon termination of ceremonies outlined in Annex B, Colonel Dixon, the Master of Ceremonies, will take his position at the podium and announce: "LADIES AND GENTLEMEN, I ASK THAT YOU STAND DURING OUR NATIONAL ANTHEM AND THE INVOCATION".

2. The honor flight commander will command "PRESENT ARMS" and the band will play the "National Anthem". Upon conclusion, the honor flight commander will command "ORDER ARMS", "PARADE REST" and move to a position near the U.S. flag assuming a position of parade rest.

3. MC will introduce the Base Chaplain, announcing, "THE BASE CHAPLAIN WILL NOW GIVE THE INVOCATION".

4. Base Chaplain gives the "Invocation".

5. MC welcomes distinguished visitors with opening remarks. Each DV will be individually acknowledged in introduction.

Upon conclusion, he will introduce General Estes, "LADIES AND GENTLEMEN, IT IS MY HONOR TO INTRODUCE THE COMMANDER OF THE MILITARY AIR TRANSPORT SERVICE, GENERAL HOWELL M. ESTES, JR ... GENERAL ESTES." MC takes his original position on the stand.

6. General Estes, upon conclusion of his remarks, will present C-141 model to, and introduce General Graham. An aide will hand model to General Estes at the appropriate time for presentation.

7. General Graham, upon conclusion of his remarks, will present C-141 model to, and introduce General Kreidler.

8. General Kreidler after his remarks will introduce, in turn, the Lockheed and Pratt-Whitney representatives.

9. General Kreidler will acknowledge and introduce Mayor Gaillard.

10. General Kreidler will introduce the principal speaker, Mr. Rivers.

11. MC will acknowledge and state, "LADIES AND GENTLEMEN, THIS CONCLUDES THE ACCEPTANCE CEREMONY OF TODAYS PROGRAM. I INVITE YOU TO OBSERVE THE DEPARTURE OF OUR DISTINGUISHED VISITORS. AFTER THE HONOR GUARD AND BAND HAVE DEPARTED YOU ARE INVITED TO VISIT THE STATIC DISPLAYS AND RAMP EXHIBITS. GENERAL KREIDLER, WILL YOU ESCORT GENERAL ESTES AND PARTY TO THE OFFICERS' OPEN MESS FOR THE PRESS CONFERENCE?"

12. The honor flight commander will return to a front and center position and

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command, "FLIGHTS ATTENTION", the band will play as General Estes is escorted to his car.

13. The MC will signal the band to lower the volume of music and will announce "COLONEL JONES WILL YOU ESCORT OUR DISTINGUISHED VISITORS ON AN INSPECTION OF THE C-141 CITY OF CHARLESTON, SC".

14. As the last DV enters his car the music will stop. The honor guard commander will command the colors "CENTER MARCH". The color guard will march obliquely, joining and halting in front of the honor flight commander. He will then command "RIGHT TURN MARCH". On this command the band will commence a march; the color guard will execute a right turn; the honor flight commander will take a position ahead of the colors; and the right hand file of the air police honor flight will march forward. Upon reaching a position in line with the colors, the honor flight file will execute a column right movement. As the airmen of the right hand file approach, the squad leader of the left hand file will step off and execute a column right movement so as to join his file with the right hand file.

15. After the air police honor flight has passed his position the NCOAAA honor flight commander will order "RIGHT TURN MARCH" and follow the air police honor flight. As the NCOAAA fligt moves off the band commander will have the band execute a right turn so as to fall in behind the NCOAAA flight. All units will proceed to the area of Base Operations before dismissing the airmen.

16. As the band moves off the power units for the C-141's will be started and the ramps lowered before admitting spectators. The steps at the rear door of the "City of Charleston" will be moved to the front door of the Tinker aircraft.

17. After the ramps are lowered, the power units will be stopped and visitors admitted to the display area.

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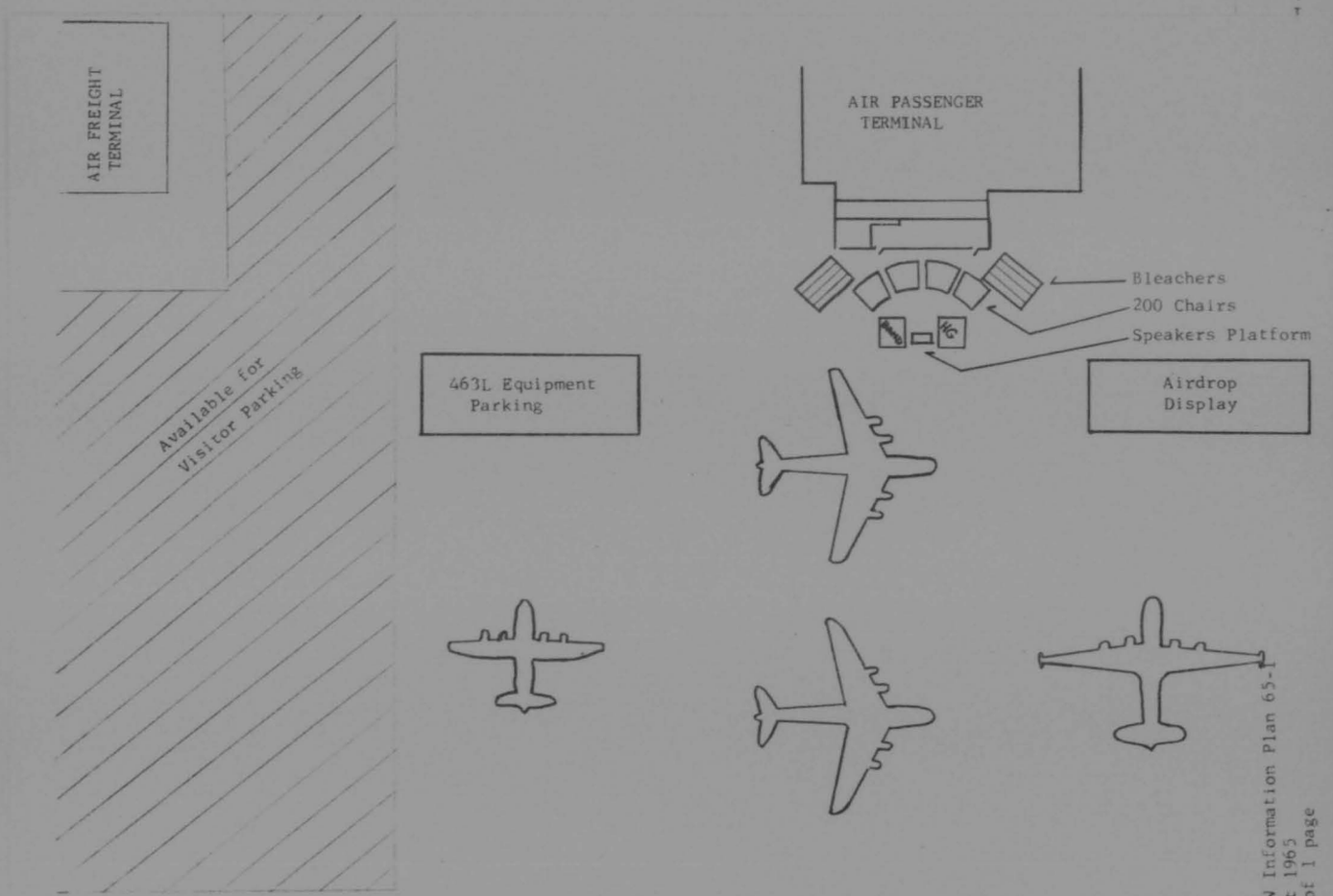

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ANNEX E

Distinguished Visitors Inspection of C-141

City of Charleston, South Carolina

1. The 3 Air Transport Squadron will provide a C-141 qualified crew member for each crew position to act as escorts and answer questions.

2. Upon conclusion of the inspection of the aircraft the DVs will proceed to the Officers' Open Mess for luncheon.

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ANNEX F

Miscellaneous Activities

1. A press conference will be held in the Television Lounge of the Officers' Open Mess at 1145 EST. Panel members will be General Estes, General Graham, General Kreidler, and Lockheed and Pratt-Whitney representatives. Refreshments will be available for newsmen following the conference and those desiring to inspect the static displays may return to the Passenger Terminal Area.

2. Participants in the social luncheon will be seated in the Ballroom of the Officers' Open Mess promptly at 1215 EST. Luncheon and festivities should be timed so as to allow departure of guests from the Mess at 1320 EST.

3. Two Orientation Flights will be flown to acquaint visitors and newsmen with the performance and characteristics of the C-141. The duration of these flights is to be 40 minutes block-to-block and will be conducted only in VFR conditions. To minimize turbulence caused discomfort and demonstrate climb capability, immediate climb to FL 180-250 will be made after takeoff. While demonstrating aircraft capability, maneuvers must be made with consideration for passenger safety and comfort. The aircraft commander should insure that passengers are adequately briefed on the proposed mission profile before take-off and are continuously informed of flight progress. Cockpit visits will be controlled and only as authorized by the aircraft commander. Safety of flight considerations must be paramount during the operation of these flights.

4. A base tour of the flight line, Maintenance Workload Control Center, and C-141 Flight Simulator will be conducted after the luncheon. Those DVs not participating in the flight may elect to take this tour. A bus marked base tours will be standing by at the Officers' Open Mess to depart at 1320 EST.

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W01

EXERCISE DEEP FURROW

FINAL EVALUATION

SEPTEMBER 1965

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EXERCISE DEEP FURROW

FINAL EVALUATION

SEPTEMBER 1965

1608th Air Transport Wing
CHARLESTON AIR FORCE BASE
SOUTH CAROLINA

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PREFACE

THE 1608TH AIR TRANSPORT WING REPORT ON EXERCISE DEEP FURROW (FINAL EVALUATION) IS PRESENTED IN THE PAGES WHICH FOLLOW. THIS REPORT PREPARED IN ACCORDANCE WITH MATS EXERCISE OPLAN 145 PROVIDES A SUMMARY, STAFF (JCA COMMENTS, AIRLIFT CONTROL FORCE REPORT AND STATISTICAL DATA AS RELATED TO THE WING PARTICIPATION IN THE EXERCISE.

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SUMMARY

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SUMMARY

OPERATION DEEP FURROW WAS A JOINT/COMBINED TRAINING EXERCISE HOSTED BY TURKEY. MATS PROVIDED AIRLIFT FOR DEPLOYING AND REDEPLOYING U. S. EXERCISE FORCES.

SPECIFICALLY, MATS WAS ASSIGNED THE MISSION OF AIRLIFTING 2,234 TROOPS AND 358 TONS OF CARGO FROM FOUR EAST COAST ONLOAD BASES TO FIVE OFFLOAD BASES IN TURKEY DURING THE DEPLOYMENT PHASE. DURING THE REDEPLOYMENT PHASE, MATS WAS ASSIGNED THE MISSION OF AIRLIFTING 1,339 TROOPS AND 255.8 TONS OF CARGO FROM FIVE TURKISH ONLOAD BASES TO FOUR EAST COAST CONUS OFFLOAD BASES. 1608 ATW, AS PART OF THE MATS FORCE, PARTICIPATED IN BOTH THE DEPLOYMENT AND REDEPLOYMENT PHASES OF OPERATION.

THE DEPLOYMENT AND REDEPLOYMENT PHASES OF MATS EXERCISE OPLAN 145 WERE RECEIVED, SO AS TO ALLOW AMPLE TIME FOR THE PLANNING AND EXECUTION OF THE TASKS ASSIGNED TO THE 1608 ATW. INSUFFICIENT COPIES (5) MADE THE DISSEMINATION OF INFORMATION, TO TASK AGENCIES HERE AT CHARLESTON AFB, THE ONLY MAJOR PROBLEM AREA DURING THE EXECUTION OF BOTH PHASES.

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STAFF
AREA
COMMENTS

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AIRLIFT OPERATIONS

1. EXERCISE DEEP FURROW WAS AN INTERNATIONAL OPERATION HOSTED BY TURKEY, CONSISTING OF A DEPLOYMENT, EMPLOYMENT PHASE. 1608 ATW, AS A PART OF MATS, ASSISTED IN THE DEPLOYMENT AND REDEPLOYMENT PHASES.

2. DEPLOYMENT BEGAN 6 SEPTEMBER 1965 WAS COMPLETED 16 SEPTEMBER 1965. 1608 ATW POSITIONED TWO BACKUP C-124'S AT SHAW AFB AND TWO BACKUP C-130'S AT POPE AFB. FOR AN OPERATION OF THIS SIZE, TWO EACH TYPE AIRCRAFT, AS BACKUP, SEEMED SUFFICIENT. 1608 ATW DEPLOYED A TOTAL OF NINE C-124 AIRCREWS ON THIS EXERCISE. INCLUDED IN THESE NINE WERE: TWO BACKUP CREWS POSITIONED WITH THE BACKUP AIRCRAFT AT SHAW; TWO STAGE CREWS AT KINDLEY AFB; ONE SUPPORT CREW AND AIRCRAFT; AND FOUR PRIME CREWS OPERATING FOUR PRIME MISSION AIRCRAFT. 1608 ATW DEPLOYED A TOTAL OF 19 C-130 AIRCREWS ON THIS EXERCISE. INCLUDED IN THESE 19 WERE: TWO BACKUP CREWS POSITIONED WITH THE BACKUP AIRCRAFT AT POPE; THREE STAGE CREWS AT CHATEAUROUX AS, FRANCE; ONE SUPPORT CREW AND AIRCRAFT; AND 13 PRIME CREWS OPERATING 13 PRIME MISSIONS AIRCRAFT.

3. REDEPLOYMENT BEGAN 24 SEPTEMBER 1965 AND WAS COMPLETED 30 SEPTEMBER 1965. 1608 ATW POSITIONED ONE BACKUP C-124 AT LAJES FIELD, AZORES, AND TWO C-130 AT TOPEL FIELD, TURKEY. 1608 ATW UTILIZED A TOTAL OF SEVEN C-124 AIRCREWS ON THE REDEPLOYMENT PHASE. INCLUDED IN THESE SEVEN WERE: ONE BACKUP CREW POSITIONED WITH THE AIRCRAFT AT LAJES; TWO STAGE CREWS AT CHATEAUROUX AS; AND FOUR PRIME CREWS OPERATING FOUR PRIME MISSION AIRCRAFT. 1608 ATW UTILIZED A TOTAL OF 19 C-130 AIRCREWS ON THE REDEPLOYMENT PHASE. INCLUDED IN THESE 19 WERE: TWO BACKUP CREWS POSITIONED WITH THE AIRCRAFT AT TOPEL; THREE STAGE CREWS AT CHATEAUROUX; AND 14 PRIME CREWS OPERATING 14 PRIME MISSION AIRCRAFT.

4. BOTH THE DEPLOYMENT AND REDEPLOYMENT PORTIONS OF MATS EXERCISE OPLAN 145 WERE RECEIVED, BY 1608 ATW, SO AS TO PROVIDE SUFFICIENT TIME TO PLAN AND OPERATE ALL MISSIONS OUTLINED IN THE FLOW PLANS. THE CHANGES TO THE DEPLOYMENT PHASE WERE ACCOMPLISHED WITHOUT ANY SIGNIFICANT DELAY. THERE WERE NO CHANGES TO THE REDEPLOYMENT PHASE. ALL SPECIAL MISSIONS, SUPPORT MISSIONS, AND BACKUP MISSIONS, DURING BOTH PHASES, WERE ASSIGNED ON AN INDIVIDUAL BASIS BY EASTAF.

5. THERE WAS ONLY ONE LIMITING FACTOR THROUGHOUT THE ENTIRE OPERATION OF BOTH THE DEPLOYMENT AND THE REDEPLOYMENT PHASES. 1608 ATW WAS PROVIDED WITH BUT (5) COPIES OF BOTH THE DEPLOYMENT AND REDEPLOYMENT OPLANS. 1608 ATW MUST BE FURNISHED WITH 15 COPIES OF ALL EXERCISE OPLANS, IN THE FUTURE, TO PROPERLY DISSEMINATE INFORMATION TO THE AGENCIES INVOLVED ON THIS BASE.

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1608 AERIAL PORT SQUADRON

1. OBSERVATIONS REGARDING THIS EXERCISE: (COMPLETE EXERCISE)

A. ADEQUACY OF PROGRAMMED LOADS AND ACL'S: ADEQUATE.

B. EXTENT OF SUPPORTING COMMANDS MEETING THEIR COMMITMENT TO THE 1608TH AERIAL PORT SQUADRON: ADEQUATE.

C. COOPERATION RECEIVED BY 1608TH AERIAL PORT SQUADRON FROM USER, NON-MATS MILITARY AND CIVIL AGENCIES: ADEQUATE.

D. ADDITIONAL SUPPORT RECEIVED BY 1608TH AERIAL PORT SQUADRON THAT WAS NOT PLANNED FOR: NONE.

E. IMPACT ON TRAFFIC OPERATION OF ANY AIRCRAFT SATURATION AT CAFB: NONE.

F. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: NONE.

G. DEVIATION FROM SOUND SAFETY PRACTICES: NONE.

H. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: EQUAL TO OTHERS.

2. SUMMARIZATION OF ANY EXCEPTIONAL, UNUSUAL, OR ABNORMAL HAPPENING: NOT APPLICABLE.

3. PROBLEMS ENCOUNTERED AND SOLUTIONS: NONE.

4. LESSONS LEARNED: NONE.

5. RECOMMENDATIONS AND/OR ANY SPECIFIC COMMENTS DESIRED TO BE MADE: NONE.

LOGISTICS PLANS

1. OBSERVATIONS REGARDING THE EXERCISE: (DEPLOYMENT)

A. ADEQUACY OF FINALIZED OPERATIONS ORDER: OUTSTANDING.

B. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: NONE.

C. DEVIATION FROM SOUND SAFETY PRACTICES: NONE.

D. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: THIS EXERCISE WAS SMALL IN COMPARISON TO OTHERS, AND VERY SIMPLE TO EXECUTE.

E. OTHER SPECIFIC COMMENTS DESIRED TO BE MADE: NONE.

2. SUMMARIZATION OF ANY EXCEPTIONAL, UNUSUAL, OR ABNORMAL HAPPENING: NONE.

3. PROBLEMS ENCOUNTERED AND SOLUTIONS:

A. THIS HEADQUARTERS HAS A SHORTAGE OF [illegible] RADIO REPAIRMAN.

B. THE 1611 ATW MCGUIRE AFB, N.J. ASSISTED WITH 2 EACH 30150 RADIO REPAIRMAN TDY TO POPE AFB, N.C.

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LOGISTICS PLANS

1. OBSERVATIONS REGARDING THE EXERCISE: (REDEPLOYMENT)

A. ADEQUACY OF FINALIZED OPERATIONS ORDER: OUTSTANDING.

B. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: NONE.

C. DEVIATION FROM SOUND SAFETY PRACTICES: NONE.

D. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: VERY WELL PLANNED BY HEADQUARTERS.

E. OTHER SPECIFIC COMMENTS DESIRED TO BE MADE: NONE.

MAINTENANCE

1. OBSERVATIONS REGARDING THE EXERCISE: (DEPLOYMENT)

A. EFFECTS ON HOME-BASED MAINTENANCE RESULTING FROM PERSONNEL LOANED TO DEPLOYED STATIONS: MINOR.

B. ADEQUACY OF FINALIZED OPERATIONS ORDER: EXCELLENT.

C. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: NONE.

D. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: MUCH BETTER.

E. EFFECT OF SCHEDULED GROUD TIME ON MAINTENANCE: O.K.

F. WHAT WAS THE IMPACT ON SCHEDULING MAINTENANCE AT HOME BASE BEFORE AND AFTER THE EXERCISE: AFTER EXERCISE---SOME AIRCRAFT RETURNED LATE CAUSING A DELAY IN PLANNED MAINTENANCE ACTIVITIES, NO GREAT PROBLEM. MORE AIRCRAFT ON THE GROUND THAN COULD BE NORMALLY BE WORKED.

MAINTENANCE

1. OBSERVATIONS REGARDING THE EXERCISE: (REDEPLOYMENT)

A. EFFECTS ON HOME-BASED MAINTENANCE RESULTING FROM PERSONNEL LOANED TO DEPLOYED STATIONS: MINOR.

B. ADEQUACY OF FINALIZED OPERATIONS ORDER: EXCELLENT.

C. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: NONE.

D. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: MUCH BETTER.

E. EFFECT OF SCHEDULED GROUND TIME ON MAINTENANCE: WE HAD MORE THAN NORMAL NUMBER OF AIRCRAFT ON THE GROUND AT ONE TIME CAUSING AN EXTENDED GROUND TIME DUE TO THE NUMBER OF AIRCRAFT WE COULD WORK AT ONE TIME.

F. WHAT WAS THE IMPACT ON SCHEDULING MAINTENANCE AT HOME BASE BEFORE AND AFTER THE EXERCISE: MORE AIRCRAFT ON THE GROUND (THAN NORMAL) THAN WE COULD WORK AT ONE TIME; DUE TO LACK OF PERSONNEL, EQUIPMENT AND SPACE.

2. SUMMARIZATION OF ANY EXCEPTIONAL, UNUSUAL, OR ABNORMAL HAPPENING: SAME AS F. ABOVE AND, NO SOLUTIONS EXCEPT TO PUT IN OVERTIME AND TO CONTINUE TO WORK AIRCRAFT AS PERSONNEL AND EQUIPMENT AND SPACE BECAME AVAILABLE.

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SUPPLY

1. OBSERVATIONS REGARDING THE EXERCISE: (DEPLOYMENT) (REDEPLOYMENT)

A. EFFECTS ON HOME-BASED MISSION RESULTING FROM PERSONNEL LOANED TO DEPLOYED STATIONS: NONE.

B. EXTENT OF DEPOT REQUISITIONING PRIOR TO EXERCISE: NOT EFFECTED.

C. ADEQUACY OF FINALIZED OPERATIONS ORDER: CONSIDERED ADEQUATE.

D. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: SAME.

E. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: NO DIFFICULTIES ENCOUNTERED.

BEMO

1. OBSERVATIONS REGARDING THE EXERCSE: (DEPLOYMENT & REDEPLOYMENT)

A. EFFECTS ON HOME-BASED MISSION RESULTING FROM PERSONNEL LOANED TO DEPLOYED STATIONS: NO PERSONNEL LOANED FROM BEMO.

B. EXTENT OF DEPOT REQUISITIONING PRIOR TO EXERCISE: NO REQUEST WAS MADE TO DEPOT FROM BEMO.

C. ADEQUACY OF FINALIZED OPERATIONS ORDER: ALL OPERATIONS ORDERS WERE ADEQUATE.

D. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: LESS EQUIPMENT SHIPPED FOR THIS EXERCISE.

E. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: NONE.

F. DEVIATION FROM SOUND SAFETY PRACTICES: NONE.

G. OTHER SPECIFIC COMMENTS DESIRED TO BE MADE: NONE.

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AIRLIFT
CONTROL
FORCE
REPORT

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ACF SECTION REPORT FOR OPERATION POPE AFB, N. C.

STAFF AREA: AIRLIFT CONTROL FORCES

1. Highlights of Exercise:

B/General Kriedler 1608 ATW Commander visited on 15 September 1965 0800 local. General Adams visited 15 September 1965 0900 local. CINCSTRIKECOM M/General Graham visited on 15 September 1965 1400 local.

2. Sequence of Events:

1. Message received on 1 September 1965 giving 1608 ATW Mission Command at Pope AFB for operation Deep Furrow.

2. Coordination effected between user and 1608 ATW on 2 September 1965.

3. Control team dispatched to Pope AFB in three phases, on 7 September 1965, 14 September 1965 and on 24 September 1965.

4. Final Mission departed Pope AFB at 0839Z 18 September 1965 on Deployment.

5. Final Mission departed Pope AFB at 0845Z 28 September 1965 on Redeployment.

6. ACF Off station Pope AFB at 0900Z 28 September 1965.

3. Observations Regarding the Exercise: None.

4. Problems Encountered:

A. Billeting continues a problem at Pope AFB. Off Base billets were used by all personnel during deployment. ACF officers acquired on base billets during Redeployment, however there were no billets available for aircrew or crews.

B. Message service was not satisfactory, however coordination by ACF Commander and communications service personnel is resolving this problem.

C. Computor flight plans were not received for three of the first four missions.

5. Recommendations to Improve Future Exercises: None.

AIRLIFT CONTROL FORCE EXERCISE SUMMARY FOR DEEP FURROW (DE-PLOYMENT)

OPERATIONS CONDUCTED AT POPE AFB NORTH CAROLINA

FROM 7 SEPTEMBER 1965 TO 18 SEPTEMBER 1965

1. Command Comments:

A. Adequate [illegible] operations orders, and directives in implementing operations orders appropriate.

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CONTINUATION OF COMMAND COMMENTS:

B. ADHERENCE TO PUBLISHED FLOW PLANS: ADHERED TO.

C. IMPACT ON CREWS OR DUE TO CHANGES IN FLOW PLAN: NONE.

D. IMPACT OF WEATHER ON OPERATIONS: DELAYS FOR DELAYED DEPARTURES AT POPE AFB AND WEATHER AT McGUIRE AFB DELAYED ARRIVALS.

E. ADEQUACY OF ACF MANNING: ADEQUATE. DEPLOYMENTS LESS THAN AUTHORIZED.

F. ADEQUACY OF HOST BASE SUPPORT: HOST BASE UNABLE TO SUPPLY ADEQUATE DRIVER SUPPORT.

G. DEVIATION FROM GOOD SAFETY PRACTICES: NONE.

H. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: NORMAL OPERATION.

I. COMMAND RECOMMENDATIONS:

1. TAC "CALSU" AIR MOVEMENT TABLE LISTED MATS MISSION DEPARTURE TIMES (BLOCK TIMES) AS TAKEOFF TIMES. IT SHOULD BE MADE CLEAR TO TAC AND ARMY REPRESENTATIVES AT PREPLANNING CONFERENCES THAT DEPARTURE TIMES INDICATED IN MATS OPLANS ARE SCHEDULED BLOCK TIMES.

2. CALSU INSISTENCE ON SINGLE POINT OF CONTACT.

2. OPERATIONS COMMENTS

A. SUFFICIENCY OF BACK-UP AIRCRAFT BY MODELS: ADEQUATE. BACK-UP WERE EXTENSIVELY USED AS MISSION AIRCRAFT. THEREFORE, DURING PORTIONS OF THE FLOW, NO BACKUP WAS AVAILABLE.

B. ADEQUACY OF PUBLISHED GROUND TIMES: ADEQUATE.

C. ACCURACY OF PLANNED ENROUTE TIMES, AND EFFECT ON SCHEDULED ARRIVAL TIMES: ADEQUATE.

D. ADEQUACY OF ARTC PROCEDURES AND COORDINATION: DURING THE COURSE OF THE MISSION, EASTAF CALLED REQUESTING "DEEP FURROW" BE PLACED IN THE REMARKS SECTION OF DD 175. IF THIS IS TO BE A REQUIREMENT RECOMMEND IT BE SPECIFIED IN MATS OPLAN.

E. ADEQUACY OF COMMUNICATIONS FACILITY, TO INCLUDE AIR/GROUND RADIO, NON-TACTICAL RADIOS, AND LAND LINES: ADEQUATE.

F. AIRFIELD SATURATION PROBLEMS: NONE.

G. OPERATIONS RECOMMENDATIONS: PREDEPARTURE CREW ARRIVED AT POPE AFB WITHOUT REQUIRED CLASSIFIED MATERIAL AND ROUTE GUIDES FOR OVERSEAS FLIGHT.

3. MAINTENANCE AND SUPPLY COMMENTS:

A. ADEQUACY OF PUBLISHED GROUND TIMES: ADEQUATE.

B. NUMBER OF ENROUTE CHANGES BY TYPE EN-ROUTE AND AIRCRAFT: NONE.

C. MAINTENANCE AVAILABILITY OF AIRCRAFT AT EN-ROUTE STATIONS: GOOD.

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CONTINUATION OF MAINTENANCE AND SUPPLY COMMENTS:

J. ADEQUACY OF PRE-POSITIONED EQUIPMENT, SPARES, WRM ASSETS, ETC.: ADEQUATE.

L. CANNIBALIZATION REQUIRED AT DEMOBILIZATION OR OFFLOAD STATION: NONE.

M. ADEQUACY OF MATERIAL DELIVERY SYSTEM TO THIS EXERCISE: ADEQUATE.

N. MAINTENANCE AND SUPPLY RECOMMENDATIONS: NONE.

O. LESSONS LEARNED:

1. WAS THE AGE FOR EACH BASE ADEQUATE TO SUPPORT THE EXERCISE? YES.

2. WERE SUFFICIENT MAINTENANCE AND SUPPLY PERSONNEL AVAILABLE TO SUPPORT A COMPRESS FLOW? YES.

3. WERE MAINTENANCE PERSONNEL ALLOWED TO COMPLETE THE JOB THAT THEY WERE ON, OR WERE THEY PULLED OFF? YES.

4. WERE COMMUNICATIONS ESTABLISHED AND MAINTAINED BETWEEN AIRLIFT COMMAND POST AND MAINTENANCE? YES.

5. WERE ANY PROBLEMS ENCOUNTERED RELATIVE TO AIRCRAFT CONFIGURATION? YES. AIRCRAFT WERE ARRIVING ONLOAD NOT PROPERLY CONFIGURED.

6. WERE MAINTENANCE GROUND COMMUNICATIONS ADEQUATE? YES.

7. WERE GROUND TIME ADEQUATE OR INADEQUATE FOR ACCOMPLISHMENT OF TURN-FLIGHT INSPECTIONS: ADEQUATE.

8. WERE SUFFICIENT PERSONNEL AVAILABLE FOR POSITIONING IN SUPPORT OF THE ACF? EFFECT UPON ACCOMPLISHMENT OF MAINTENANCE AT HOME BASE? YES.

9. MAINTENANCE PROBLEMS ENCOUNTERED AND METHODS USED TO RESOLVE SAME? NONE.

10. RECOMMENDATIONS FOR IMPROVEMENT OF MAINTENANCE CONCEPTS AND PROCEDURES? NONE.

11. EFFECTIVENESS AND FORMAT OF THE MAINTENANCE PORTION OF THE PLANS: ADEQUATE.

12. WAS EQUIPMENT PALLING ON/OFF LOADING EMPLOYED IN ACCORDANCE WITH TO-[illegible]-1,20? ANY PROBLEMS ENCOUNTERED? YES/NO.

13. DID THE HOST BASE PROVIDE ANY SUPPORT EQUIPMENT OR MAINTENANCE PERSONNEL? WERE MAINTENANCE SHOPS AVAILABLE? HOW MANY SHIFTS? YES/NO/YES/DAY ONLY.

14. WAS THERE ANY INDICATION THAT PERSONNEL ARE WORKING SUCH LONG HOURS THAT THEIR EFFICIENCY WAS IMPAIRED OR SAFETY COMPROMISED? NO.

15. WHAT WERE THE MAJOR DIFFICULTIES ENCOUNTERED IN THE MAINTENANCE AND SUPPLY ACTIVITY? NONE.

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16. WERE ADEQUATE FACILITIES AVAILABLE TO PROTECT MAINTENANCE PERSONNEL WHILE WORKING, WHEN EXPOSED TO LOCAL CLIMATIC CONDITIONS? YES/YES.

17. WERE MAINTENANCE STATUS REPORTS PREPARED IN ACCORDANCE WITH PARAGRAPH 52.2.3 OF AFM 55-1 BEING RECEIVED BY THE ACF AND FORWARDED TO MAINTENANCE CONTROL FOR ACTION? YES.

18. WAS MAINTENANCE MANNING COMPUTED IN ACCORDANCE WITH ACFM-(TEST)? YES.

4. TRAFFIC COMMENTS

A. ADEQUACY OF PLANNED GROUND TIMES: ADEQUATE. ADEQUATE.

B. ADEQUACY OF PROGRAMMED LOADS AND ACL'S: ADEQUATE.

C. ADEQUACY OF LOADING AND OFF-LOADING EQUIPMENT: ADEQUATE.

D. USER'S CAPABILITY TO MEET OPERATIONS ORDER RESPONSIBILITIES: EXCELLENT.

E. TRAFFIC RECOMMENDATIONS: REFERENCE 3H(5). CONSIDERABLE DIFFICULTY IN ESTABLISHING CORRECT AIRCRAFT CONFIGURATION AT McGUIRE AFB AND CHARLESTON AFB. WR 55-13 SECTION H-5 HAS CONSISE CONFIGURATION FOR C-130/60 PASSENGER OVERWATER.

5. KEY ACF PERSONNEL

LT COL A.D. SUDS
MAJ H. D. SLAY
CAPT R. S. NEMETH
TSGT J. F. PECK
TSGT P. E. GRIFFITH
SMSGT H. BUTLER

6. ACF MANNING

A. POSITION	GRADE	AFSC	NUMBER REQUIRED	NUMBER ON HAND	VARIATION
[illegible]	LtCol	1416	1	1	
[illegible]	Maj/Capt	1435			
[illegible]	E8/9	87150	1	1	
[illegible]	E7/8	87150	2	0	
[illegible]	E7/8	87150	2	1	
[illegible]	Capt/Lt	1XX	1	0	
[illegible]	E7	87170	1	1	
[illegible]	E5/6	70251	2	2	
[illegible]	E5/6	70251A	2	2	
[illegible]	Capt/Lt	1334	1	0	
[illegible]	E8/9	43150	1	1	
[illegible]	E6/7	43150/71F	1	0	
[illegible]	E7	43171	1	1	
[illegible]	E7/8	43171F	1	1	

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ACF MANNING CONTINUED

POSITION	GRADE	AFSC	NUMBER REQUIRED	NUMBER AUTHORIZED	VARIATION
ACFT MX	E5/4	43111F	0	1	A
ENG MECH	E5/4	43250	0	1	A
RADIO REPAIR	E5/4	30150	2	2	
RADAR REPAIR	E5/4	30151	2	2	
PROP REPAIR	E5/4	42151	2	1	A
INST REPAIR	E5/4	42152	2	1	A
ACFT SPEC	E5/4	42153	2	2	
INST REPAIR	E5/4	42253	2	1	A
MECH SPEC	E5/4	42251	1	1	
AUTO PILOT REP	E5	32550	1	1	
SHEET METAL	E5/4	53450	2	0	A
ACFT ELECT REP	E5	42350	0	2	A
AIR TRANS LIASON					
NCOIC	E6/5	60670	1	1	
LOADMASTER SUPV	E6	60770	1	1	
AIR FRT SUPV	E5	60551	2	6	A
AIR PSG SPEC	E4	60550	2	0	A
SUPPLY OFF	LT	6424	0	1	A
SUPPLY SPEC	E5/3	64550	0	2	A

A. CONFERENCE BETWEEN, LOGISTICAL PLANS, AIRLIFT CONTROL FORCE, AND HOST BASE, INDICATED NEED FOR PERSONNEL AS INDICATED.

B. PEAK PERSONNEL -- 49.

7. AIRCRAFT ON GROUND.

A. AIRCRAFT ON GROUND IN EXCESS OF 24 HOURS: NONE.

B. SUPPORT PERSONNEL/CARGO HANDLED:

ACFT	NON	POSITIONED PERS	POSITIONED CGO	DEPOSITIONED PERS	DEPOSITIONED CGO	SUPPORT AIRCRAFT	PRIME AIRCRAFT*
C130	5	72	17.2	72	8	4	1
C124	1	0	0	1*	0	1	0
C135	1	8	0	0	0	1	0

*CREW RETURNED TO HOME STATION

*PRIME MISSION AIRCRAFT USED TO TRANSPORT SUPPORT PERSONNEL AND EQUIPMENT.

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c. EXERCISE AIRCRAFT FLOW:

TYPE ACFT	OPR ACFT	OTHR ACFT	PRIME ARR	PRIME DEPT	DEPOT ARR	DEPOT DEPT	POE ARR	POE DEPT	DEPOT ARR	DEPOT DEPT	B/U A/C	CANX	TAC	TOTAL	POE DELAYS	CANCEL
C130	[illegible]	[illegible]	[illegible]	11	0	0	3	1	1	[illegible]	0	[illegible]	[illegible]	1	[illegible]	[illegible]
C130	1608	1611	[illegible]	1	0	0	0	0	0	[illegible]	1	0	1	1	0	
C130	[illegible]	[illegible]	[illegible]	1	1	0	0	0	0	[illegible]	0	[illegible]	1	1		
C130	1611	1611	[illegible]	[illegible]	0	0	0	0	0	[illegible]	1	[illegible]	[illegible]	[illegible]	1	[illegible]
C130	1611	1608	0	0	0	0	0	0	0	0	0	0	1	1		
C130	1611	USAFWR	3	3	0	0	0	0	0	0	0	0	3	3	1	LATE ARRIVAL
TOTAL			16	21	0	0	3	1	1	3	2	0	24	24	5	

d. PRIME MISSION TROOPS/CARGO HANDLED:

USER	TYPE ACFT	ACFT MSNS	TROOPS LOADED	CARGO LOADED	TROOPS OFFLD	CARGO OFFLD	AVG TRPS LOAD/OFFLD	AVG CARGO LOAD/OFFLD	AVG/ONLD TIME	AVG/OFFLD TIME
USARSTRIKE	C130	21	1072	18.2	0	0	51/0	0.9/0	:30	0

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AIRLIFT CONTROL FORCE EXERCISE SUMMARY FOR DEEP FURROW (REDEPLOYMENT)

OPERATIONS CONDUCTED AT POPE AFB, N. C.

29 SEPTEMBER 1967 [illegible]

1. Command Comments

A. Adequacy of finalized operations order, and difficulties in implementing operations order: Adequate/None.

B. Adherence to published flow plans: As [illegible].

C. Impact on operation due to changes in flow plans: None.

D. Impact of weather on operations: None.

E. Adequacy of ACF Manning: Adequate.

F. Adequacy of Host Base support: Adequate.

G. Deviation from sound safety practices: None.

H. Comparison of this exercise with previous exercises: Normal operations.

I. Command Recommendations: None.

2. Operations Comments

A. Adequacy of published ground times: Adequate.

B. Accuracy of planned enroute times, and effect on scheduled arrival times: Adequate.

C. Adequacy of ARTC procedures and coordination: Adequate.

D. Adequacy of communications facilities, to include air/ground radio, non-tactical radios, and land lines: Arrival station was not receiving Departure messages until one to two hours before actual arrival.

E. Airfield saturation problems: None.

F. Operations Recommendations:

A. Include in predeparture [illegible] ACF [illegible] facilities available for mission support [illegible] communications capabilities [illegible] ACF base.

B. TAC base coordination met [illegible] information ACF required. This duplication [illegible] be eliminated.

3. Maintenance and Supply Comments:

A. Adequacy of published ground times: Adequate.

B. Number of engine changes [illegible]: None.

C. Adequacy of [illegible] etc.: Adequate.

D. Cannibalization required at [illegible] station: None.

E. Adequacy of material [illegible]: Adequate.

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MAINTENANCE AND SUPPLY COMMENTS CONTINUED

F. MAINTENANCE AND SUPPLY RECOMMENDATIONS: NONE.

G. LESSONS LEARNED:

(1) WAS THE AGE FOR EACH BASE ADEQUATE TO SUPPORT THE EXERCISE? YES.

(2) WERE SUFFICIENT MAINTENANCE AND SUPPLY PERSONNEL AVAILABLE TO SUPPORT A COMPRESS FLOW? YES.

(3) WERE MAINTENANCE PERSONNEL ALLOWED TO COMPLETE THE JOB THAT THEY WERE ON, OR WERE THEY PULLED OFF? YES/NO.

(4) WERE COMMUNICATIONS ESTABLISHED AND MAINTAINED BETWEEN AIRLIFT COMMAND POST AND MAINTENANCE? YES.

(5) WERE ANY PROBLEMS ENCOUNTERED RELATIVE TO AIRCRAFT CONFIGURATION? NONE.

(6) WERE MAINTENANCE GROUND COMMUNICATIONS ADEQUATE? YES.

(7) WERE GROUND TIME ADEQUATE OR INADEQUATE FOR ACCOMPLISHMENT OF THR-FLIGHT INSPECTIONS: ADEQUATE.

(8) WERE SUFFICIENT PERSONNEL AVAILABLE FOR POSITIONING IN SUPPORT SUPPORT OF THE ACF? EFFECT UPON ACCOMPLISHMENT OF MAINTENANCE AT HOME BASE? YES.

(9) MAINTENANCE PROBLEMS ENCOUNTERED AND METHODS USED TO RESOLVE SAME? NONE.

(10) RECOMMENDATIONS FOR IMPROVEMENT OF MAINTENANCE CONCEPTS AND PROCEDURES: NONE.

(11) EFFECTIVENESS AND FORMAT OF THE MAINTENANCE PORTION OF THE PLAN: GOOD.

(12) WAS CONCURRENT FUELING ON/OFF LOADING EMPLOYED IN ACCORDANCE WITH TO-00-25-172? ANY PROBLEMS ENCOUNTERED? NO/NO.

(13) DID THE HOST BASE PROVIDE ANY SUPPORT EQUIPMENT OR MAINTENANCE PERSONNEL? WERE MAINTENANCE SHOPS AVAILABLE? HOW MANY SHIFTS? NO/YES/ONE.

(14) WAS THERE ANY INDICATION THAT PERSONNEL ARE WORKING SUCH LONG HOURS THAT THEIR EFFICIENCY WAS IMPAIRED OR GROUND SAFETY COMPROMISED? NO.

(15) WHAT WERE THE MAJOR DIFFICULTIES ENCOUNTERED IN THE INTENANCE AND SUPPLY CONCEPT? NO.

(16) WERE ADEQUATE FACILITIES AVAILABLE TO PROTECT INTENANCE PERSONNEL WHILE WORKING, WHEN EXPOSED TO LOCAL IMATIC CONDITIONS? YES/YES.

(17) WERE MAINTENANCE STATUS REPORTS IN ACCORDANCE WITH RAGRAPH 52.2.8 OF MM55-1 BEING RECEIVED BY THE ACF AND FORWARDED MAINTENANCE CONTROL FOR ACTION? YES. AFTER NOTIFICATION BY E ACF TO DO SO.

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(18) WAS MAINTENANCE MANNING COMPUTED IN ACCORDANCE WITH ACFMM (TEST)? YES.

4. TRAFFIC COMMENTS

A. ADEQUACY OF PLANNED GROUND TIMES: ADEQUATE.

B. ADEQUACY OF LOADING AND OFF-LOADING EQUIPMENT: ADEQUATE.

C. USER'S CAPABILITY TO MEET OPERATIONS ORDER RESPONSIBILITIES: GOOD.

D. TRAFFIC RECOMMENDATIONS: NONE.

5. KEY ACF PERSONNEL

MISSION COMMANDER	LT COL A. D. SUGG
DEPUTY MISSION COMMANDER	CAPT W. E. HARRIS
NCOIC OPERATIONS	TSGT J. E. PECK
TRAFFIC SUPERVISOR	TSGT P. E. GRIFFITH
MAINTENANCE SUPERVISOR	SMGT L. A. WILFRET

6. ACF MANNING

A.

POSITION	GRADE	AFSC	REQUIRED	DEPLOYED	VARIATION
MSN CDR	MAJ	1416	1	1	
DP MSN CDR	MAJ	1435	0	1	A
NCOIC	TSGT	27170	1	1	
PLOTTER	E5/4	27150	2	0	A
MSN DISP	E5/4	27150	2	2	
RAMPCOORD	CPT/LT	10XX/15XX	1	0	A
ACP CONT	CPT/LT	1435	2	0	A
ACP DISP	E6/7	27470	2	0	A
VEH DISP	E5/4	60351	2	0	A
DRIVERS	E4/3	60330A	4	2	A
MX OFF	CPT/LT	4344	1	0	A
LINECHIEF	E9.8	43190	1	1	
SPECCHIEF	E8/7	43190/71F	1	0	A
FLTCHIEF	E7/6	43171F	2	2	
APG	E6/7	43171F	4	0	A
APG	E5/4	43151F	8	4	A
ENGMECH	E5/4	43250	9	2	A
RADIORPMN	E5/4	30150	2	0	A
RADARRPMN	E5/4	30151	2	1	A
PROP	E5/4	42151	2	1	A
HYD	E5/4	42152	2	0	A
AGE	E5/4	42153	2	1	A
INST	E5/4	42250	2	0	A
MECHACC	E5/4	42251	1	0	A
AUTOPILOT	E5/4	32250	1	1	
SHEETMETAL	E5/4	53450	2	0	A
LOADCOORD	E9/8	60690	1	0	A
LOADMASTER	E7/6	60770	1	1	
AIRFRT	E6/7	60571	2	0	A
AIRFRTSP	E5/4	60550	2	2	
AIR PX	E5/4	60530	2	0	A
SUPPLY SP	E5/4	64650	0	2	A

A - CONFERENCE BETWEEN, LOGISTICAL PLANS, AIRLIFT CONTROL FORCE, AND HOST BASE, INDICATED NEED FOR PERSONNEL AS INDICATED.

B - PEAK PERSONNEL: 25

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7. STATISTICS

A. STAGE CREWS: NONE

B. EXERCISE AIRCRAFT ON GROUND IN EXCESS OF 24 HOURS: NONE.

C. SUPPORT PERSONNE/CARGO HANDLED:

TYPE ACFT	NBR	POSITIONED PERS	POSITIONED CGO	DEPOSITIONED PERS	DEPOSITIONED CGO	SUPT ACFT	PRIME ACFT*
C124	1	13	0.1	0	0	1	0
C130	3	0	0	15	17.1	0	3

*PRIME MISSION AIRCRAFT USED TO TRANSPORT SUPPORT PERSONNEL AND EQUIPMENT.

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D. EXERCISE AIRCRAFT FLOW.

TYPE ACFT	OPR ACFT	OPR CREW	PRIME ARR	PRIME DEPT	SUPP ARR	SUPP DEPT	POS POS ARR	POS POS DEPT	DEPOS ARR	DEPOS DEPT	B/U ARR	B/U DEPT	TOTAL ARR	TOTAL DEPT	NBR DELAYS	CARGO
C130	1608	1611	2	0									2	0	0	
C130	1608	NATWA	2	2									2	2	2	LATE ARR
C130	1608	1608	6	15					0	3			6	8	8	LATE ARR
C130	1611	1608	4	2									4	2	2	1 LATE ARR 1 LATE ARR & CREW
C130	1611	NATWA	4	4									4	4	3	LATE ARR
C130	1611	1611	3	5									3	5	5	LATE ARR
C124	1608	1608	0	0	0	0	1	1					1	1	0	
		TOTALS	21	28	0	0	1	1	0	3	0	0	22	22	20	

E. PRIME MISSION TROOPS/CARGO HANDLED:

USER	TYPE ACFT	NBR MSNS	TROOPS LOADED	CARGO LOADED	TROOPS OFFLD	CARGO OFFLD	AVG TRPS LOAD/OFFLD	AVG CARG LOAD/OFFLD	AVG/ONLD TIME	AVG/ONLD TIME
USARSTRIKE	C130	21	0	0	1099	10.6	0/52	0/.5	N/A	:30

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STATISTICAL
DATA

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STATISTICAL DATA

EXERCISE DEEP FURROW

1. AIRCRAFT INVOLVED

DEPLOYMENT			REDEPLOYMENT	
C-124	C-130		C-124	C-130
4	13	PRIME	4	14
2	2	BACKUP	1	2
1	1	SUPPORT	0	0
7	16		5	16

2. AIRCREWS INVOLVED

4	13	PRIME	4	14
2	2	BACKUP	1	2
1	1	SUPPORT	0	0
2	3	STAGE	2	3
9	19		7	19

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EXERCISE DEEP FURROW

AIRLIFT CONTROL FORCE, POPE AFB, N. C.

PRIME MISSION TROOP/CARGO HANDLED

DEPLOYMENT

	USER	TYPE AIRCRAFT	NUMBER MISSIONS	TROOPS LOADED	CARGO LOADED
3.	USARSTRIKE	C-130	21	1072	18.2 TONS

REDEPLOYMENT

	USER	TYPE AIRCRAFT	NUMBER MISSIONS	TROOPS OFF LOADED	CARGO OFF LOADED
4.	USARSTRIKE	C-130	21	1099	10.6 TONS

PEAK PERSONNEL

	DEPLOYMENT	REDEPLOYMENT
5.	49	25

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EXERCISE DEEP FURROW

HOURS FLOWN

TYPE AIRCRAFT	PLANNED FLYING HOURS	ACCOMPLISHED FLYING HOURS	IN EXCESS OF PLANNED
C-124	255	381	126
C-130	602	1183	581
TOTAL	857	1564	707

MISSION DEPARTURES CHARLESTON

TYPE AIRCRAFT	OPERATOR WING/MSN	DEPLOYMENT	REDEPLOYMENT
C-124	1608/1608	17	10
	1607/1608		1
	63/1608		1
	63/63	3	
C-130	1608/1608	32	47
TOTAL		52	59

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EXERCISE DEEP FURROW

SUPPORT MISSION TROOPS & CARGO HANDLED AT CAFB

TYPE ACFT	OPER WING	TRIPS	TROOPS LOADED	TROOPS OFFLOADED	TONS OF CARGO LOADED	TONS OF CARGO OFFLOADED
C-124	1608	16	5	3	4.1	35.4
C-130	1608	58	80	82	27.8	27.2
TOTAL		74	85	85	31.9	62.6

LOADING TIME AVERAGE	AVERAGE OFFLOADING TIME
18 MIN	45 MIN
28 MIN	23 MIN
23 MIN	34 MIN

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9. POL CONSUMED AT CAFB (TURBO-PROP/JET): (DEPLOYMENT)

JP-4	JET OIL	LOX	HYD FLUID	DISTILLED WATER	PROP OIL
134,953 GLS	*	*	0	0	N/A

*JET OIL (7808) AND LOX ISSUED IN BULK QUANTITIES TO ISSUING ORGANIZATIONS.

10. POL CONSUMED AT CAFB (RECIPROCATING ENGINE): (DEPLOYMENT)

AVGAS	AVOIL	OXY GAS	ADI	HYD FLUID
24,494 GLS	1,137 GLS	0	290 GLS	N/A

11. POL CONSUMED AT CAFB (TURBO-PROP/JET): (REDEPLOYMENT)

JP-4	JET OIL	LOX	HYD FLUID	DISTILLED WATER	PROP OIL
76,543 GLS	*	*	N/A	0	N/A

*JET OIL (7808) AND LOX ISSUED IN BULK QUANTITIES TO ISSUING ORGANIZATIONS.

12. POL CONSUMED AT CAFB (RECIPROCATING ENGINE):

AVGAS	AV OIL	OXY GAS	ADI	HYD FLUID
9,487 GLS	30 GLS	N/A	52 GLS	N/A

13. SPARES ISSUES RECAP AT CAFB:

STOCK NO.	NOMENCLATURE	QUANTITY
2840-T56-A7	ENGINE	1

14. TRAFFIC PERSONNEL FURNISHED OTHER STATIONS TO SUPPORT EXERCISE:

STATION	GRADE	AFSC	NO. OF PERSONNEL	MANHOURS EXPENDED	NUMBER DAYS OF DEPLOYMENT
POPE AFB	A1C	60550	1	168	7
	A1C	60551	1	120	5
	A2C	60551	4	624	26
	A2C	60550	1	168	7
	A3C	60551	2	336	14
	A3C	60530	3	504	21

IV-V

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15. EQUIPMENT POSITIONED AT POPE AFB, N. C.

STOCK NUMBER	NOMENCLATURE	QTY	WEIGHT	CUBE	WEIGHT	CUBE
	C-130 WRM TRANSPORTABLE KIT	1	19000	2400	---	---
	C-130 PROP B/U	1	1802	853	---	---
	T56-A7 ENGINE	1	---		---	---
	WHEEL/B/U C130 MAIN	2	---	---	1135	114
	WHEEL B/U C130 NOSE	2			515	48
	C130 BENCH STOCK	1			1500	125
6115-553-8957	PD3A GENERATOR	1			3300	289
	C-130 ENGINE CHANGE TOOLS		200	7		
	C-130 PROPELLER CHANGE TOOLS		300	7.5		
61156355595	GEN MD-3		4000			
51201445207	ADAPTER		1			
51202390022	SOCKET		½LB			
51202278079	EXT 3/4D 16"L		1			
51202431687	UNIV JOINT		½LB			
51206185301	PULLER MECH		3			
5120NL	ALLEN STOCK 5/8 X 5 LONG		1½LB			
5120NL	ALLEN STOCK 9/16 X 5 LONG		½LB			

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ASSEMBLED BY
MANAGEMENT ANALYSIS
COMPTROLLER
CHARLESTON AFB, S. C.

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O/R File - Prime Beef

[redacted]
[redacted]rd Combat Support Group
[redacted]
APO San Francisco 96240
29 December 1966

Colonel Wilberg
Director of Civil Engineering
[redacted] Headquarters
Scott AFB, Illinois

Dear Colonel Wilberg,

Thought I'd give you a first hand unofficial report on what we of [redacted] Prime Beef III Team are doing over here in this war country.

We arrived at Tan Son Nhut AB (Saigon) on 16 and 17 October. All of us [redacted] boys are working together as a team. We arrived here at Phu Trung on 20 October with a total of 32 men including 2 Marines from Da Nang, and myself from Hunter. We had ten men from Travis, eight from the Guire, five from Denver and Charleston and four from Hunter. The thirty enlisted personnel are from the following career fields:

9 Carpenters	1 Equip. Developer or Surveyor
7 Work Control	1 [illegible] man
3 Construction Equipment Operators	1 [illegible]
2 Electricians	1 Roofer Specialist
2 Refrigeration	1 POL Maintenance Specialist
2 Clerks	

I don't know why they included all the work control people, the Roofing Specialist and POL Maintenance man, in this team. We don't go too much by AFSC's over here, we are all working together and getting the job done.

Most of our work is the construction of [redacted] from building's on concrete slabs [illegible] roofing, and siding, including electrical connection and wiring. For each building [illegible] we have built the planking for the latrines. We have completed or plan to complete, before we return, the following projects:

Construct [redacted] and install equipment	Complete
Construct 10 Standby Personnel shelters (Approx 8'x20')	40% complete
Install runway strobe type approach lights	Complete
Construct one 20'x20' dormitory hut	Complete
Construct two 20'x20' latrines	Complete
Construct nine 20'x20' dormitory huts	Complete
Construct 16'x16' POL maintenance shed	Complete
Repair or replace runway lighting cable as necessary	Complete
Construct two additional 20'x20' latrines	40% complete

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Modify one 20'x40' dormitory hut for use as Dispensary By Installing partitions and sink	Complete
Install approximately 600 linier feet of 4" water main	70% Complete
Construct two 40'x100' supply warehouses	Work Started
Construct 4ft" wide sidewalk in new cantonment area	

The rain has been a big hold back ever since we've been here. The average rainfall for December in this area is 7.1 inches. We have already had better than 2½ inches this month.

We get between eight and twenty Vietnamese helpers from MOS each day but we are lucky to get six hours of work per day out of them. They have to get their two hours siester at noon each day and sometime it's a lot better to go ahead and do the work ourself, rather than trying to make them understand what we want done.

When we arrived the base had a dozer and a grader but no concrete mixer and no cement. We really had problems getting equipment and material at first but we just about got that problem solved now. The first thing we needed here fill dirt, cement and a concrete mixer. We were able to get the Army engineers to load the fill dirt in our trucks without too much trouble. We traded the grader to the Army for a concrete mixer, this was on a day to day basis but we were able to keep the mixer until we received the about the first of December. Getting our first cement was another problem. It seems the first load fell or else needed some carpenter and electrical work done and the Army boys of the contractor (RMK) wanted some merchandise taken. So by doing the work for the NCO club we got the beam which we traded to RMK for several hundred bags of cement. This kept us in business until our cement was airlifted here from Tan Son Nhut and Clark Air Base. If it had not been for the trading ability of some of our fellows we would have had a work stoppage at first. We've got most of the problems solved now, although we don't have a front end loader yet. I understand we've got the front end loaders on a ship at Cam Ranh Bay and we should get them in another week or two.

We haven't had to use our weapons yet although there have been some activity with the V.C. in the area. We never know when to expect a V.C. attack so we have to stay on the alert at all times.

All of the MOS's are living in town on the economy and drawing $7.00 per day. The airmen are living on base but eating wherever they can and drawing $4.90 per day. Some of the fellows have had colds and some type of stronge fever but at present all are healthy and counting the days until they return to their home bases.

I think we are very fortunate to have been assigned here at Nha Trang. From what I have seen and heard of the other bases over here I think if a fellow has to be over here, Nha Trang is the best location by far. Nha Trang is located on the coast of the South China Sea about 250 miles northeast of Saigon. It is known as the Riviera of South Vietnam.

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Colonel Jones the Base and Group Commander here has requested another Prime Beef Team be sent TDY to arrive here a few days before we depart. If the route is approved it would definitely be to the benefit of everyone for at least some of the team to arrive before we leave. We have a lot of tools, equipment, material, vehicles and many personnel contacts we could plan directly to the new tent. If they arrive after we depart here they will spend at least the first 30 or 45 days getting everything together again and finding who to contact for what. Some of the projects that are needed in the next months are as follows:

4	40'x100' Supply Warehouses
1	9000 SF Group Headquarters Building
20	Dormitories 20'x50'
1	40'x120' Mess Hall Dry Storage
8	20'x20' Operations and Support Building for A/C Squadron
5	20'x40' Maintenance and Support Building for A/C Maintenance

I recommended to Colonel Jones that the next team consist of the following ranks, AFSC's and number of personnel:

Capt	5534	Construction Engineer	1
MSgt	55370	Construction Supervisor	1
TSgt	55470	Structural Technician	3
SSgt	55450	Carpenter	5
A1C	55250	Carpenter	4
SSgt	55475	Plumber	1
A1C	55255	Plumber	1
TSgt	54270	Electrician	1
SSgt	54250	Electrician	1
SSgt	55274	Painter	1
SSgt	55470	Site Developer	1
SSgt	55450	Mason	1
A1C	55253	Mason	1
SSgt	55170	Pavements Maint Supervisor	1
SSgt	55150	Pavements Maint Specialist	1
SSgt	55172	Construction Equipment Operator	1
A1C	55151	Construction Equipment Operator	1
SSgt	64570	Supply Specialist	1
A1C	64750	Supply Specialist	1
A1C	70150	Administrative Specialist	1
		TOTAL	34

All of the fellows are working hard and doing an excellent job. None of the men on this team have gotten into the trouble yet. We all realize that the work we are doing is definitely needed and is excellent experience for everyone in that we are actually doing construction work and not any maintenance work. At the end of each day we can physically see what we've accomplished.

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Two of our team have returned to the states. On 24 November AIC Boucher, a Construction Equipment Operator, from Fo Dulce broke his right leg and was medically air evacuated back to the states. Airman Boucher was getting off the dozer when he slipped and his right leg went between the tracks and the blade yoke causing a double simple fracture of his leg. Boucher is an excellent airman and we sure have missed his outstanding ability not only as an equipment operator but in all phases of construction work. SSgt Holbach a carpenter also from Fo Dul e returned to the states on emergency leave on 10 December. His father had a heart attack and was not expected to live. SSgt Holbach is an outstanding NCO and excellent carpenter and we sure did hate to see him leave.

Lt Col Bourman is the OIC at Tan Son Nhut and I see him every time I get down there. I think he is awaiting the name of his replacement.

Colonel William J. Dolby is the Director of Civil Engineering for 2nd Air Division and Lt Col L.J. Arnold is the project officer for all of the Prime Beef Teams.

I hope this gives you some idea of what we are doing over here sir, and if there is any more information I can send you please let me know. You can rest assure that your 554 Prime Beef boys are doing an excellent job over here.

Hoping to see another RAF Prime Beef Team arrive here before we depart.

Sincerely,

Robert A. Chandler

ROBERT A. CHANDLER, FR22A3343
Captain, USAF
554th Prime Beef III Team
(Home Station: 43rd CES, Pease AFB, N.H.)

Copies to Base Civil Engineer at:
Travis AFB, Calif.
Seymour Afb, N.C.
Dover AFB, Del.
Charleston AFB, S.C.
Dunter AFB, Ga.

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HOST-TENANT SUPPORT AGREEMENT

DATE: 31 Mar 1965

I UNIT INFORMATION

1. NAME OF TENANT UNIT: 457th Medical Service Flight (Res)

2. PARENT COMMAND: 3d Air Force Reserve Region (CONAC), Dobbins AFB Ga

3. HOST BASE AND ADDRESS: 1608 Air Trnsp Wg (H) (MATS) Charleston AFB SC

4. UNIT STRENGTH	5. OFFICERS RATED	5. OFFICERS NON-RATED	5. AIRMEN	5. CIVILIANS
26	3	7	16	0

II MISSION EQUIPMENT

6. AIRCRAFT

TYPE	QUANTITY	AVERAGE MONTHLY FLYING HOURS
	None	

7. VEHICLES

TYPE	QUANTITY
	None

If above space is insufficient, reflect additional aircraft and/or vehicles on an attached 8x10½ inch sheet of paper, identifying same as "Sec. II."

III REAL PROPERTY AND FACILITIES ASSIGNED TENANT

9. DESCRIBE BRIEFLY (Use additional plain sheet of paper if necessary.) Real property of the 1608th USAF Dispensary, Class "A," is being utilized for all training required by the 457th Medical Service Flight (Res)

IV SUPPORT TO BE PROVIDED

Tenant will check appropriate box to the left of each function to indicate support required to conform to the intent of AFR 11-4 and Attachment 1 for those functions checked. Place 2 check marks in appropriate box to the left of the particular function, to reflect any additional support not included in Attachment 1 and additional pertinent information not in conflict with AFR 11-4. Explain these modifications and/or additional support functions on separate 8x10½" sheets of paper.

See Addendum 1 to Section IV attached.

	SUPPORT FUNCTION AND BASIC FUNCTION ACCOUNTS				
X	ACCOUNTING AND FINANCE 18000	1500		MAINTENANCE, ORGANIZATIONAL ---1-	2200
X	ADMINISTRATIVE SERVICES 42000	1100	X	MEDICAL SERVICES 54000	5000
X	CHAPLAIN 06000	1050	X	MILITARY PERSONNEL 11000	1601
	CIVIL ENGINEERING 35000	4400	X	MORTUARY SERVICES 47000	4700
	CIVILIAN PERSONNEL 09000	1650		OPERATION, AIRCRAFT 80020	4700
	COMMAND (Operational control) 01000	1300	X	PERSONNEL SERVICES 12000	4500
X	COMMUNICATIONS 45000	2600	X	PROCUREMENT AND PRODUCTION 41000	1250
X	DATA SYSTEMS AND STATISTICS 23000	1540	X	SAFETY 10000	1080
X	INFORMATION SERVICES 53000	1040	X	SECURITY AND LAW ENFORCEMENT 50000	4300
X	INSPECTION 49000	1030	X	SUPPLY 42000	4100
X	INTELLIGENCE 28000	3500	X	TRANSPORTATION (Services) 43000	4200
X	JUDGE ADVOCATE 48000	1020		VEHICLES, AIR 809-0	
	MAINTENANCE, FIELD ---1-	2300	X	VEHICLES, MOTOR 920-0	4200

Estimated Additional Logistical and Administrative Personnel Required by Host Unit to Provide Support to Tenant (Host will maintain workload data record)

OFFICER	AIRMAN	CIVILIAN
None	1	None

For each function currently performed by the tenant and being assumed by the host, detailed workload data will be included on additional 8x10½" sheets under each such function in the agreement. Tabulate (A) the number of personnel by category (Officers, Airmen, and Civilians) currently authorized in the tenant UMD for the particular function, (B) same information currently authorized in the host's UMD, and (C) the additional number of personnel, if any, by category host requires to assume this workload.

This document constitutes a Host-Tenant Support Agreement under the provisions of AFR 11-4. Is subject to change by addendum or amendment only upon consent of the signatories or their duly appointed representatives, and will become effective when approved by appropriate signatories. Approval will not be placed on this document in event any condition, stipulation, addendum, or amendment is not in accordance with pertinent Air Force Regulations. This agreement will be reviewed annually.

NEGOTIATING OFFICIALS (Typed name and grade)		APPROVING OFFICIALS (Typed name and grade)	
DATE	HOST	DATE	HOST
31 Mar 65	CHARLES F. WRIGHT, Lt Col, USAF	15 APR 1965	CHAS. BIMMOCK, Col, USAF
DATE	TENANT	DATE	TENANT
31 Mar 65	CHARLES L. FARNESSY, Capt, AFRes	19 JUL 1965	JOSEPH A. ARMIENTO, Lt Col, USAF

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Addendum 1 to Section IV, AF Form 149, 31 Mar 65, 457th Medical Service Flight (Res)

DETAILED HOST AND TENANT RESPONSIBILITIES

SUPPORT FUNCTION	THE HOST BASE WILL	TENANT UNIT WILL
COMMISSARY 4630	Grant Commissary privileges to Reserve Personnel while on annual two week active duty encampment in accordance with AFR 145-15 as amended.	Insure that personnel comply with existing directives governing the use of Commissary facilities.
BILLETING 4650	Provide adequate billeting facilities for Reserve Personnel during inactive duty training assemblies and annual two week active duty encampment in accordance with AFR 34-26, 25 Jun 1964, AFR 34-28, 28 May 1963 and MICTOs #2 and #3 to AFR 34-28.	Advise Host Base Billeting Officer six months in advance of annual two weeks active duty tour and two weeks in advance of inactive duty training assemblies as to dates of training periods and the number of personnel expected to utilize billeting facilities.
BASE EXCHANGE 4660	Grant Base Exchange privileges to Reserve Personnel during inactive duty training periods and annual two week active duty encampment in accordance with paragraph 55 and paragraphs 1 and 20 of the Appendix to AFR 147-14 as amended.	Insure strict compliance with regulations governing the use of Base Exchange facilities.
FOOD SERVICE 4670	Provide adequate food service facilities for Reserve airmen during inactive duty training assemblies and annual two week active duty encampment in accordance with paragraph 5-5, AFM 146-1.	Advise Base Food Services Officer ninety days in advance of annual two weeks active duty tour and thirty days in advance of inactive training assemblies as to dates of training periods and the number of personnel expected to utilize food service facilities.

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HOST-TENANT SUPPORT AGREEMENT

DATE: 22 June 65

I UNIT INFORMATION

1. NAME OF TENANT UNIT	2. PARENT COMMAND				
Det #11, Hq WRAMA (APLO)	Air Force Logistics Command				
3. HOST BASE AND ADDRESS	4. UNIT STRENGTH	5. OFFICERS		6. AIRMEN	7. CIVILIANS
		RATED	NON-RATED		
Charleston Air Force Base Charleston, S. C. (MATS)	31	1		13	17

II MISSION EQUIPMENT

7. AIRCRAFT			8. VEHICLES	
TYPE	QUANTITY	AVERAGE MONTHLY FLYING HOURS	TYPE	QUANTITY
N/A			N/A	

If above space is insufficient, reflect additional aircraft and/or vehicles on an attached 8x10½ inch sheet of paper, identifying same as Sec. II.

III REAL PROPERTY AND FACILITIES ASSIGNED TENANT

9. DESCRIBE BRIEFLY *(Use additional 8x10½" sheet of paper, if necessary.)*

Bldg S-110 (5 rooms) 1606 sq ft on 2nd floor; 3 rooms, 630 sq ft on 1st floor.
Bldg S-178 - Packaging and Materiels Processing Area, 10,000 sq ft.

IV SUPPORT TO BE PROVIDED

Tenant will check appropriate box to the left of each function to indicate support required to conform to the intent of AFR 11-4 and Attachment 1 for those functions checked. Place 2 check marks in appropriate box to the left of the particular function, to reflect any additional support not included in Attachment 1 and additional pertinent information not in conflict with AFR 11-4. Explain these modifications and/or additional support functions on separate 8x10½" sheets of paper. (See attached continuation sheet)

SUPPORT FUNCTION AND BASIC FUNCTION ACCOUNTS

X	ACCOUNTING AND FINANCE 18000	1500		MAINTENANCE, ORGANIZATIONAL -----	2200
XX	ADMINISTRATIVE SERVICES 47000	1100	X	MEDICAL SERVICES 54000	5000
X	CHAPLAIN 08000	1050	X	MILITARY PERSONNEL 11000	1601
X	CIVIL ENGINEERING 39000	4400	X	MORTUARY SERVICES 37000	4700
X	CIVILIAN PERSONNEL 09000	1650		OPERATION, AIRCRAFT 80020	4700
	COMMAND *(Operational control)* 01000	1300	X	PERSONNEL SERVICES 12000	4500
X	COMMUNICATIONS 45000	2600	X	PROCUREMENT AND PRODUCTION 41000	1250
X	DATA SYSTEMS AND STATISTICS 23000	1540	X	SAFETY 18000	1060
X	INFORMATION SERVICES 53000	1040	X	SECURITY AND LAW ENFORCEMENT 50000	4300
	INSPECTION 49000	1030	X	SUPPLY 42000	4100
X	INTELLIGENCE 28000	3500	X	TRANSPORTATION *(Services)* 43000	4200
X	JUDGE ADVOCATE 48000	1020		VEHICLES, AIR 800-0	
	MAINTENANCE, FIELD -----	2300	X	VEHICLES, MOTOR 820-0	4200

Estimated Additional Logistical and Administrative Personnel Required by Host Unit to Provide Support to Tenant *(Host will maintain workload data record)*

OFFICER	0	AIRMAN	0	CIVILIAN	0

For each function currently performed by the tenant and being assumed by the host, detailed workload data will be included on additional 8x10½" sheets under each such function in the agreement. Tabulate (A) the number of personnel by category (Officers, Airmen, and Civilians) currently authorized in the tenant UMD for the particular function, (B) same information currently authorized in the Host's UMD, and (C) the additional number of personnel, if any, by category host requires to assume this workload.

This document constitutes a Host-Tenant Support Agreement under the provisions of AFR 11-4, is subject to change by addendum or amendment only upon consent of the signatories or their duly appointed representatives, and will become effective when approved by appropriate signatories. Approval will not be placed on this document in event any condition, stipulation, addendum, or amendment is not in accordance with pertinent Air Force Regulations. This agreement will be reviewed annually.

NEGOTIATING OFFICIALS *(Typed name and grade)*		APPROVING OFFICIALS *(Typed name and grade)*	
DATE	HOST	DATE	HOST
22 Jun 65	Charles F. Wright CHARLES F. WRIGHT, Lt Col, USAF	2 AUG	FRED CAPIO, Jr., Col, USAF
DATE	TENANT	DATE	TENANT
22 Jun 65	[illegible] Maj USAF	15 JUL 1965	Earl C. Hedlund EARL C. HEDLUND Maj General, USAF Commander, WRAMA For the Commander, AFLC

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ADDENDUM 1 to Section IV, AF Form 149, 22 June 1965, Det #11, Hq WRAMA (APLQ)

Detailed Host and Tenant Responsibilities

Support Function	The Host Base Will	Tenant Unit Will
Administrative Services 1100		Make enlisted personnel assigned to Charleston AFB available for duty at the airman dining halls on the same basis as other Base units.

NOTE: This agreement supersedes previous agreement, 16 June 1964, between Det #1, 3122nd USAF Logistic Control Gp (Gulf) and Charleston AFB, S. C. per Hq AFLC Special Orders G-16, 9 March 1965.

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HOST-TENANT SUPPORT AGREEMENT

DATE: 26 Aug 1965

I UNIT INFORMATION

1. NAME OF TENANT UNIT	2. PARENT COMMAND				
Detachment 1, 1608 Air Trnsp Wg (H)	MATS				
3. HOST BASE AND ADDRESS	**4. UNIT STRENGTH**	**5. OFFICERS**		**6. AIRMEN**	**7. CIVILIANS**
		RATED	NON-RATED		
United States Air Force Southern Command Albrook Air Force Base, Canal Zone	4	1	0	3	0

II MISSION EQUIPMENT

7. AIRCRAFT			8. VEHICLES	
TYPE	QUANTITY	AVERAGE MONTHLY FLYING HOURS	TYPE	QUANTITY
SEE ADDENDUM 1			1/2 Ton Pickup with Radio Station Wagon, 9 Passenger	1 1

If above space is insufficient, reflect additional aircraft and/or vehicles on an attached 8x10½ inch sheet of paper, identifying same as Sec. II.

III REAL PROPERTY AND FACILITIES ASSIGNED TENANT

9. DESCRIBE BRIEFLY (*Use additional 8x10½" sheet of paper, if necessary.*) Building 707, Howard AFB, four air conditioned rooms for MATS enlisted crew quarters. Bldg 13, Albrook, Rooms 9 & 10. Hangar Nr 2, 700 sq ft office space and 1000 sq ft supply storage.

IV SUPPORT TO BE PROVIDED

Tenant will check appropriate box to the left of each function to indicate support required to conform to the intent of AFR 11-4 and Attachment 1 for those functions checked. Place 2 check marks in appropriate box to the left of the particular function, to reflect any additional support not included in Attachment 1 and additional pertinent information not in conflict with AFR 11-4. Explain these modifications and/or additional support functions on separate 8x10½" sheets of paper. See Addendum 2 & 3

SUPPORT FUNCTION AND BASIC FUNCTION ACCOUNTS

XX	ACCOUNTING AND FINANCE 18000	/1510		MAINTENANCE, ORGANIZATIONAL---1-	
XX	ADMINISTRATIVE SERVICES 47000	/1100	XX	MEDICAL SERVICES 54000	/5000
XX	CHAPLAIN 08000	/1030	X	MILITARY PERSONNEL 11000	/1601
X	CIVIL ENGINEERING 39000	/4400	XX	MORTUARY SERVICES 37000	/4600Z
	CIVILIAN PERSONNEL 09000	/1650	XX	OPERATION, AIRCRAFT 80020	/3100A
X	COMMAND (*Operational control*) 01000	/1010	X	PERSONNEL SERVICES 12000	/4800
X	COMMUNICATIONS 45000	/1350C	XX	PROCUREMENT AND PRODUCTION 41000	/1050
X	DATA SYSTEMS AND STATISTICS 23000	/1540	X	SAFETY 10000	/1060
X	INFORMATION SERVICES 53000	/1040	X	SECURITY AND LAW ENFORCEMENT 50000	/4300
X	INSPECTION 49000	/1030	XX	SUPPLY 42000	/4100
X	INTELLIGENCE 29000	/3510	XX	TRANSPORTATION (*Services*) 43000	/4200
XX	JUDGE ADVOCATE 48000	/1020		VEHICLES, AIR 800-0	
XX	MAINTENANCE, FIELD ---1-	/2352	XX	VEHICLES, MOTOR 920-0	

Estimated Additional Logistical and Administrative Personnel Required by Host Unit to Provide Support to Tenant (*Host will maintain workload data record*) -

OFFICER	AIRMAN	CIVILIAN

For each function currently performed by the tenant and being assumed by the host, detailed workload data will be included on additional 8x10½" sheets under each such function in the agreement. Tabulate (A) the number of personnel by category (Officers, Airmen, and Civilians) currently authorized in the tenant UMD for the particular function, (B) same information currently authorized in the Host's UMD, and (C) the additional number of personnel, if any, by category host requires to assume this workload.

This document constitutes a Host-Tenant Support Agreement under the provisions of AFR 11-4, is subject to change by addendum or amendment only upon consent of the signatories or their duly appointed representatives, and will become effective when approved by appropriate signatories. Approval will not be placed on this document in event any condition, stipulation, addendum, or amendment is not in accordance with pertinent Air Force Regulations. This agreement will be reviewed annually.

NEGOTIATING OFFICIALS (*Typed name and grade*)		APPROVING OFFICIALS (*Typed name and grade*)	
DATE	HOST	DATE	HOST
3 Aug 65	FLOYD M. CECIL, Lt Col, USAF	29 Oct 65	DONALD M. DESSERT, Col USA
DATE	TENANT	DATE	TITLE
3 Sep 65	CHARLES F. WRIGHT, LtCol, USAF	4 Oct 65	[illegible] COMMOCK, Col, USAF

F FORM 149 JUN 63 PREVIOUS EDITION OF THIS FORM IS OBSOLETE.

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ADDENDUM NUMBER ONE

HOWARD/ALBROOK

Continuation of Section II, block seven (7), AF Form 149, 26 August 1964

Mission Equipment (Aircraft)

a. There will be thirty-two (32) MATS scheduled trips to Howard/Albrook AFB per month, consisting of the following type aircraft:

Type Aircraft	Scheduled Trips
C-97	6
C-118	2
C-121	4
C-124C and/or C-130E	20

b. Estimated unscheduled trips to Howard/Albrook AFB per month will be two (2) each. Type of aircraft for unscheduled trips may be any of those reflected in para a above.

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ADDENDUM NUMBER TWO

(HOWARD/ALBROOK SUPPORT)

Continuation of Section IV, AF Form 149, 26 August 1965

SUPPORT FUNCTION	THE HOST BASE WILL	TENANT UNIT WILL
Aircraft and Missile Maintenance Field 2352	Provide Transient Maintenance IAW T.O. 00-20 Series and Chapter 10, AFM 66-1.	
Operations, Aircraft 3100A		Provide base supporting agencies with all pertinent information concerning inbound and outbound aircraft to include fuel loads, ACL, ground and airborne meal requirements, and other ground processing required of such local base activities.
a. Flight planning for aircraft under the Operational Control of MATS	Provide 700 and 500 MB upper air charts on which "D"-field Tau and "S" factors have been recorded at specified bases, when available.	
b. Enroute Weather Monitoring and Advisory Service to aircraft under the Operational Control of MATS	Provide flight plan information recorded on DD Forms 175 and position reports received in Military Flight Service Center locations from ground/air communication stations, or other agencies.	
c. Diversion of aircraft under the Operational Control of MATS	Maintain airport diversion authority as specified in AFR 60-16.	1. Coordinate with alternate airport to insure that sufficient arrangements are made to accommodate the flight. 2. Fulfill command supervision requirements established by COMATS and Commander EASTAF.

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? PORT FUNCTION	THE HOST BASE WILL	TENANT UNIT WILL
d. Preparation of Flight Documents and Pre-Departure Paperwork for MATS Crews.	Prepare and have available for issue to MATS crews sufficiently in advance of schedule departure for review and signature the following documents: AFSAL (when required) and NOTAM's.	Prepare flight plans, DD Forms 175 and radio and route briefing sheets.
e. Alerting MATS Crews		Alert MATS crews.
f. Route Briefing	Provide briefing/flight planning facility in accordance with AFR 60-8.	Provide supplemental briefing/ flight planning information to the MATS/EASTAF operation such as fuel planning data, approved routes, communications instructions, forms or format for the presentation of briefing material and special operation instructions.
Supply 4100	In addition, furnish common items of aircraft supplies.	
Transportation (Services) 4200	Provide and operate all services and facilities incident to handling traffic (passengers, cargo and mail) on MATS transport aircraft to include MATS commercial contract carriers. Documentation and loading of such traffic will be consistent with the provisions of AFR 76-15, MM 70-1, MM 70-2, MM 76-1, MM 171-6 and as otherwise directed by EASTAF and MATS. This includes manifesting traffic, loading and unloading aircraft, submitting appropriate traffic statistical reports required under the Industrial Fund concept of operations as follows to include MATS load message IAW MM 55-3.	

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'PORT FUNCTION	THE HOST BASE WILL	TENANT UNIT WILL
AUTHORITY	REPORT LISTING	NOMENCLATURE
MM 76-1	RCS: 1-MATS-J4	Mishandled Baggage Report
MICTO #3 to MM 76-1	RCS: 1-MATS-J5) RCS: 2-MATS-J5) RCS: 3-MATS-J5	Cargo/Mail Intransit Time Reports
EASTAF Reg 76-21	RCS: J-12	Backlog Report
MR 76-3	RCS: J-14	Monthly Station Traffic Handling Report
AFR 67-13/MATSUP 1	**RCS: 1-AFLC-J50**	**Monthly system 463L Pallet and Net Control Report**
Vehicle, Motor 920-0	Provide sufficient vehicles and drivers for crew transport to be dispatched at the request of MATS Detachment Commander. Provide vehicles as indicated in Block 8, AF Form 149, attached hereto.	Provide base motor pool dispatcher with crew transport requirements.
efueling .30	Issue fuel, oil, oxygen, (LOX and gaseous), ADI and demineralized water as required and provide into aircraft servicing to meet MATS Schedule.	Advise host of programmed requirements.
Food Service 4670	Provide dining facilities as required by the tenant.	
In-Flight Kitchen 4674	Provide in-flight meals for MATS Air Transport crews and passengers to be ready at times specified by the tenant in accordance with AFM 146-2, AFR 146-16, EASTAF Reg 146-1 and changes thereto. The kitchen will also clean and pre-heat or pre-cool food and beverage containers and furnish in-flight meal support accessories, i.e., paper cups, napkins, etc. Deliver passenger meals from in-flight kitchen to departing MATS aircraft.	Advise the kitchen sufficiently in advance of in-flight meal requirement for crews and arrange for delivery to aircraft.

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ADDENDUM NUMBER THREE

(RECIFE SUPPORT)

Continuation of Section IV, AF Form 149, 26 August 1965

SUPPORT FUNCTION	THE HOST BASE WILL	TENANT UNIT WILL
Accounting and Finance 1510	Assist in Reports of Survey on all lost or damaged property.	
Administrative Services 1100	Furnish tenant all USAF Southern Command regulations requiring compliance and applicable forms.	
Chaplain 1050		Furnish religious guidance to other USAF personnel on same schedules as to personnel of tenant organization.
Judge Advocate 1020	See Par 10 of AFR 11-4	
Medical Services 4000	Permission granted to local commander to evacuate personnel for medical reasons.	Furnish other USAF personnel medical service on same schedules as to tenant unit. Special requirements will be responsibility of Host Base. Local Commander has permission granted to evacuate personnel for medical reasons.
Mortuary Services 4600A	Furnish necessary equipment to expedite the removal of deceased from country. Removal must be within 24-hours.	
Procurement and Production 1250	Provide packing and crating contractual service for personnel returning to ZI on PCS movement.	Advise USAFSOUTHCOM contractual representative as far in advance as possible of services required.
Disposable Property 4610	Dispose of all USAF property turned over to the property representative; e.g., vehicles.	
Weather 3400		Provide weather information to all USAF aircraft arriving or departing Recife.

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SAFETY

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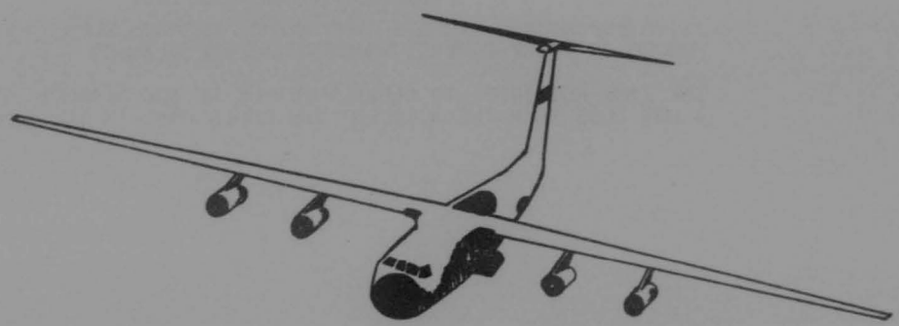

1608TH ATW

PREPARED BY:
MANAGEMENT ANALYSIS
COMPTROLLER
CHARLESTON AFB, S.C.

DECEMBER 1965

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ARE YOU DRIVING BLIND???

A TRAFFIC SURVEY OF VEHICLES ENTERING AND LEAVING THE BASE BETWEEN 0645 - 0750 HOURS REVEALS THAT SOME PERSONNEL ARE DRIVING WITH THE WINDSHIELD AND GLASS OF THEIR VEHICLE FOGGED UP OR COVERED WITH FROST.

IT IS IMPOSSIBLE TO SEE AND AVOID HAZARDS WHEN YOU DRIVE WITH FOGGED OR FROST-COVERED WINDSHIELDS AND GLASSES.

THE TIME REQUIRED TO CLEAN WINDSHIELDS AND GLASSES WILL COST YOU A LOT LESS THAN THE ACCIDENT YOU COULD HAVE IF YOU DON'T.

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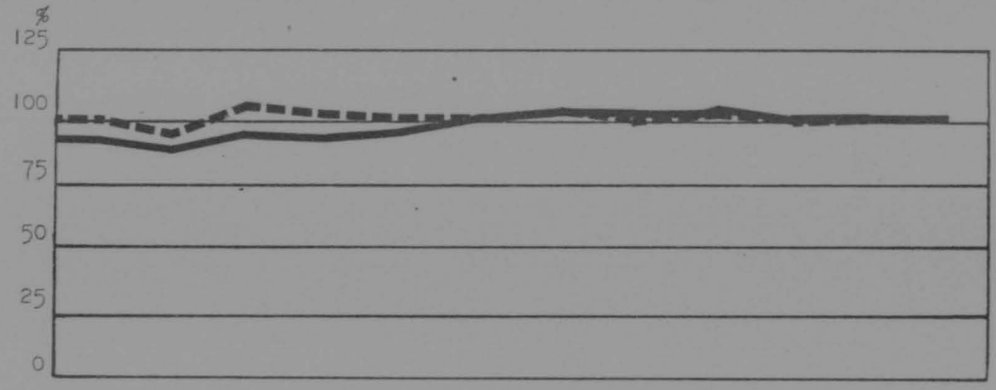
TOTAL FLYING HOURS



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PROGRAMMED	9920	8960	9920	9521	9758	9071	8628	8328	7644	8743	8772	9088
COMMITTED	9156	8320	8957	8881	9438	9071	8628	8373	7869	8743	8772	9088
FLOWN	9164	8042	9568	8991	9501	9115	8813	8554	8081	8786	8783	9098
% PROG	92.4	89.8	96.5	94.4	97.4	100.5	102.1	102.7	105.7	100.5	100.1	100.1
% COMM	100.1	96.7	106.8	101.2	100.7	100.5	102.1	102.2	102.7	100.5	100.1	100.1

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EASTAF AREA VS WESTAF AREA FLYING HOURS

C-124	JUL	AUG	SEP	OCT	NOV	DEC
FLY. HRS. - ATLANTIC	2150	808	1198	1149	1353	624
FLY. HRS. - PACIFIC	1799	2675	1953	1295	1001	1804
TOTAL FLY. HRS.	3949	3483	3151	2444	2354	2428
% FLY. HRS. - ATLANTIC	54.4	23.2	38.0	47.0	57.5	25.70
% FLY. HRS. - PACIFIC	45.6	76.8	62.0	53.0	42.5	74.30
C-130						
FLY. HRS. - ATLANTIC	2681	2592	2812	4367	3759	2228
FLY. HRS. - PACIFIC	2183	2428	1890	1464	1881	3594
TOTAL FLY. HRS.	4864	5020	4702	5831	5640	5852
% FLY. HRS. - ATLANTIC	55.1	51.6	59.8	74.9	66.6	38.26
% FLY. HRS. - PACIFIC	44.9	48.4	40.2	25.1	33.4	61.74
C-141						
FLY. HRS. - ATLANTIC	---	51	120	334	643	387
FLY. HRS. - PACIFIC	---	0	108	177	146	461
TOTAL FLY. HRS.	---	51	228	511	789	848
% FLY. HRS. - ATLANTIC	---	100.0	52.6	65.4	81.5	45.64
% FLY. HRS. - PACIFIC	---	0	47.4	34.6	18.5	54.36
TOTAL						
FLY. HRS. - ATLANTIC	4831	3451	4130	5850	5755	3239
FLY. HRS. - PACIFIC	3982	5103	3951	2936	3028	5859
TOTAL FLY. HRS.	8813	8554	8081	8786	8783	9098
% FLY. HRS. - ATLANTIC	54.8	40.3	51.1	66.6	65.5	35.60
% FLY. HRS. - PACIFIC	45.2	59.7	48.9	33.4	34.5	64.40

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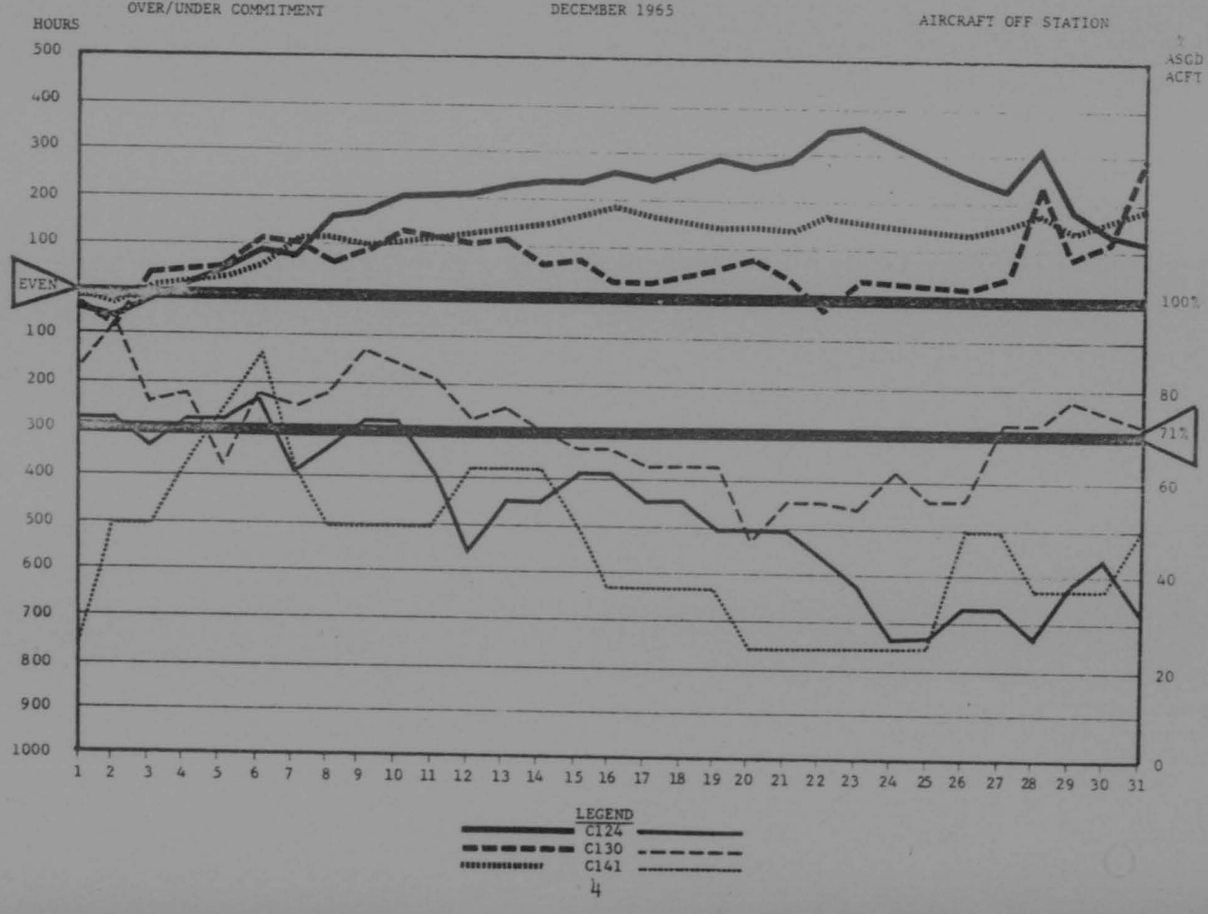
AIRCRAFT MANAGEMENT



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SPECIAL PAY FOR HAZARDOUS DUTY

EFFECTIVE 1 JANUARY 1966, REQUIREMENTS FOR ENTITLEMENT WILL CHANGE. NO LONGER WILL ENTITLEMENT EXIST SIMPLY BY FLYING OVER OR LANDING IN A DESIGNATED COMBAT ZONE. YOU MUST MEET ONE OR MORE OF THE FOLLOWING REQUIREMENTS:

A. BE PERMANENTLY ASSIGNED AND REQUIRED TO PERFORM DUTY IN A DESIGNATED HOSTILE FIRE AREA (THIS INCLUDES TDY FOR 30 DAYS OR MORE).

B. BE PRESENT IN A DESIGNATED HOSTILE FIRE AREA TO PERFORM ASSIGNED DUTY FOR 6 (SIX) CALENDAR DAYS, NOT NECESSARILY CONSECUTIVE, WITHIN A CALENDAR MONTH.

C. HAVE PARTICIPATED IN A LAND, SEA, OR AIR TACTICAL OR STRATEGIC COMBAT OPERATION IN A DESIGNATED HOSTILE FIRE AREA.

D. HAVE BEEN SUBJECT TO HOSTILE FIRE WHILE PERFORMING DUTY IN A DESIGNATED HOSTILE FIRE AREA (THAT IS, IN SUCH PROXIMITY TO THE ACTUAL TRAJECTORY OR POINT OF IMPACT OR EXPLOSION OF HOSTILE ORDNANCE THAT HE WAS PLACED IN DANGER OF BEING WOUNDED, INJURED, OR KILLED FROM SUCH CAUSES.

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SOCIAL SECURITY TAX

BEGINNING WITH THE CHECK YOU RECEIVE ON 15 JANUARY 1966, THE USAF IS REQUIRED TO DEDUCT MORE FROM YOU TO PAY YOUR SOCIAL SECURITY TAXES THAN IN 1965. THESE HIGHER TAXES WERE IMPOSED BY THE SOCIAL SECURITY-MEDICARE LAW PASSED BY CONGRESS IN 1965.

IN 1965, THE TAX RATE WAS 3-5/8% ON THE FIRST $4,800 OF YOUR PAY. IN 1966, THE RATE HAS BEEN INCREASED TO 4-1/5% ON THE FIRST $6,600 OF YOUR PAY, RESULTING IN A MAXIMUM TAX OF $277.20 OR $103.20 MORE THAN 1965's TAX.

THE USAF IS REQUIRED TO MATCH YOUR TAXES, DOLLAR FOR DOLLAR. THIS MEANS THAT 8-2/5% OF THE TOTAL TAXABLE PAYROLLS PAID DURING 1966 WILL BE REQUIRED BY THE GOVERNMENT TO HELP PAY THE COSTS OF THE SOCIAL SECURITY SYSTEM - A MAXIMUM OF $554.40 PER MEMBER. THE 1965 LAW CALLS FOR STILL FURTHER INCREASES IN FUTURE YEARS AS FOLLOWS: (ONLY MEMBER'S PORTION IS SHOWN.)

YEAR	MAXIMUM TAXABLE	(SOC.SEC.) FICA	(MEDICARE) FHI	TOTAL	MAXIMUM AMOUNT
1965	$4,800	3.625%	----	3.625%	$174.00
1966	6,600	3.85%	.35%	4.2%	277.20
1967-68	6,600	3.9%	.5%	4.4%	290.40
1969-72	6,600	4.4%	.5%	4.9%	323.40
1973-75	6,600	4.85%	.55%	5.4%	356.40
1976-79	6,600	4.85%	.6%	5.45%	359.70
1980-86	6,600	4.85%	.7%	5.55%	366.30
1987 & ON	6,600	4.85%	.8%	5.65%	372.90

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OPERATIONAL READY STATUS

C-124	% STD	JUL	AUG	SEP	OCT	NOV	DEC
OPS RDY	71	71.2	73.7	76.2	67.2	73.3	81.5
SUPPLY (NORS)	5	3.6	3.4	1.3	4.2	3.4	2.0
*SCHED MAINT	11	12.1	11.0	11.9	15.6	11.3	12.6
*UNSCHED MAINT	11	10.0	11.9	10.6	12.8	12.0	3.9
*TOC & OTHER	2	3.1	0	0	0	0	0
C-130							
OPS RDY	71	77.1	81.7	78.6	78.1	82.3	82.8
SUPPLY (NORS)	5	3.9	3.2	2.1	3.5	3.7	3.3
*SCHED MAINT	11	9.2	8.0	11.8	8.7	8.2	8.4
*UNSCHED MAINT	11	9.8	7.1	7.5	9.7	5.8	5.5
*TOC & OTHER	2	0	0	0	0	0	0
C-141							
OPS RDY	71	---	88.0	84.9	73.9	73.6	62.2
SUPPLY (NORS)	5	---	0	0	4.7	8.9	14.7
*SCHED MAINT	11	---	0	8.3	9.7	5.8	14.9
*UNSCHED MAINT	11	---	12.0	6.8	11.7	11.7	7.5
*TOC & OTHER	2	---	0	0	0	0	.7

*TOTAL MAINTENANCE SHOULD NOT EXCEED 24% OR 5.76 HOURS PER [redacted] AIRCRAFT PER DAY.

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AIRCRAFT UTILIZATION

C-124	JUL	AUG	SEP	OCT	NOV	DEC
PROG HRS/PROG ACFT	3.8	4.0	4.9	4.0	4.9	4.9
COMM HRS/PROG ACFT	3.8	4.0	4.9	4.0	4.9	4.9
ACTUAL HRS/PROG ACFT	4.0	4.0	5.3	4.1	4.9	4.9
C-130						
PROG HRS/PROG ACFT	4.9	5.3	4.9	6.1	5.9	5.9
COMM HRS/PROG ACFT	4.9	5.3	4.9	6.1	5.9	5.9
ACTUAL HRS/PROG ACFT	4.9	5.1	4.9	6.1	5.9	5.9
C-141						
PROG HRS/PROG ACFT	---	1.5	2.5	3.3	3.3	3.4
COMM HRS/PROG ACFT	---	1.5	2.5	3.3	3.3	3.4
ACTUAL HRS/PROG ACFT	---	1.6	2.5	3.4	3.3	3.4

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COST REDUCTION PROGRAM

HOW TO IDENTIFY A COST REDUCTION SAVINGS.

TO QUALIFY AS A REPORTABLE SAVINGS A COST REDUCTION MUST:

A. RESULT FROM A SPECIFIC NEW, IMPROVED, OR INTENSIFIED MANAGEMENT PRACTICE OR ACTION.

B. BE EVALUATED AND APPROVED BY THE APPROPRIATE FUNCTIONAL MANAGER.

C. BE MEASURABLE IN DOLLARS.

D. BE APPROVED BY THE APPROPRIATE COMMANDER OR HIS DESIGNEE.

E. BE SUBJECT TO CERTIFICATION BY BUDGET, VALIDATION BY THE MANAGEMENT ENGINEERING TEAM (IF MANHOUR/MANPOWER SAVINGS ARE REPORTED), AND VALIDATION BY INDEPENDENT AUDIT.

THE FOLLOWING TYPES OF SAVINGS ARE EXCLUDED FROM THE PROGRAM:

A. THOSE THAT DECREASE MISSION EFFECTIVENESS.

B. THOSE ACHIEVED BY DEFERRING THE PROCUREMENT OF MATERIAL OR SERVICES.

C. THOSE THAT RESULT FROM OR DIRECTLY REFLECT A CHANGE TO THE APPROVED USAF FORCE STRUCTURE (EXCEPT THAT IF SUCH A CHANGE HAS AN IMPACT ON BASE UTILIZATION, IT MAY PRODUCE A VALID SAVING IN TERMINATING UNNECESSARY OPERATIONS).

D. THOSE THAT BENEFIT ONLY A NON-GOVERNMENTAL OR NON-DEFENSE ACTIVITY.

ALL USAF PERSONNEL ARE EXPECTED TO IDENTIFY OR TO ASSIST IN IDENTIFYING COST REDUCTION SAVINGS. HOWEVER, THE PERSON, GROUP, OR ACTIVITY THAT INITIATES A MANAGEMENT ACTION IS PRIMARILY RESPONSIBLE FOR IDENTIFYING ANY SAVING THAT MAY RESULT FROM THAT ACTION.

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COST REDUCTION PROGRAM (CONT'D)

A COST REDUCTION SAVINGS DIFFERS FROM A MANAGEMENT IMPROVEMENT IDEA OR SUGGESTION IN THAT IT REFLECTS AN IMPLEMENTED MANAGEMENT ACTION THAT CAN BE FULLY DOCUMENTED. MANY BENEFICIAL IDEAS AND SUGGESTIONS DEAL WITH ITEMS THAT HAVE NO TANGIBLE SAVINGS. HOWEVER, AN IMPLEMENTED MANAGEMENT IMPROVEMENT SUGGESTION THAT HAS SIGNIFICANT SAVINGS THAT CAN BE DOCUMENTED WOULD BE REPORTABLE UNDER THE COST REDUCTION PROGRAM.

COST REDUCTION SAVINGS MAY BE GENERATED WITHIN THE REPORTING ACTIVITY, THROUGH ACTION DIRECTED BY HIGHER HEADQUARTERS, OR THROUGH BUDGET AND FINANCIAL PLAN REVIEWS. A REPORTABLE SAVINGS GENERATED THROUGH BUDGET AND FINANCIAL PLAN REVIEWS CAN BE REPORTED ONLY IF:

(1) THE SAVINGS WAS CAUSED BY A SPECIFIC MANAGEMENT ACTION.

(2) THE REPORTING ACTIVITY CAN DESCRIBE THE MANAGMENT ACTION THAT ENABLED IT TO LIVE WITHIN THE REDUCED LEVEL OF FUNDING AT NO LOSS OF EFFICIENCY.

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PERIODIC INSPECTIONS

C-124

	JUL	AUG	SEP	OCT	NOV	DEC
SCHEDULED	13	12	9	8	7	6
ACCOMPLISHED	10	9	6	11	3	8

C-130

SCHEDULED	13	13	13	12	12	14
ACCOMPLISHED	9	14	10	8	11	11

C-141

SCHEDULED	---	0	0	1	0	2
ACCOMPLISHED	---	0	0	1	0	2

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POSTFLIGHT INSPECTIONS

C - 124

	JUL	AUG	SEP	OCT	NOV	DEC
SCHEDULED	25	25	23	18	18	15
ACCOMPLISHED	14	20	16	13	21	17

C - 130

SCHEDULED	36	36	36	37	28	40
ACCOMPLISHED	32	28	34	34	28	37

C - 141

SCHEDULED	--	0	6	4	15	5
ACCOMPLISHED	--	0	2	4	9	9

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ENGINE LIFE

R-4360 (C-124)

	JUL	AUG	SEP	OCT	NOV	DEC
AVG MO LIFE (THS)	.980	.749	1.37	.645	.904	1.45
AVG CUM LIFE (THS)	1.13	1.09	1.08	1.04	.999	1.04
TOT ENG CHANGED	13	16	13	8	8	5
ENG BUILT UP	22	9	22	6	10	9

T-56 (C-130)

AVG MO LIFE (THS)	2.05	1.57	1.23	2.46	1.07	2.14
AVG CUM LIFE (THS)	1.88	1.83	1.80	1.81	1.72	1.31
TOT ENG CHANGED	5	11	4	3	6	9
ENG BUILT UP	14	9	14	7	12	9

TF33-P-7 (C-141)

AVG MO LIFE (THS)	---	0	0	0	0	0
AVG CUM LIFE (THS)	---	0	0	0	0	0
TOT ENG CHANGED	---	0	0	0	0	0
ENG BUILT UP	---	2	0	2	1	2

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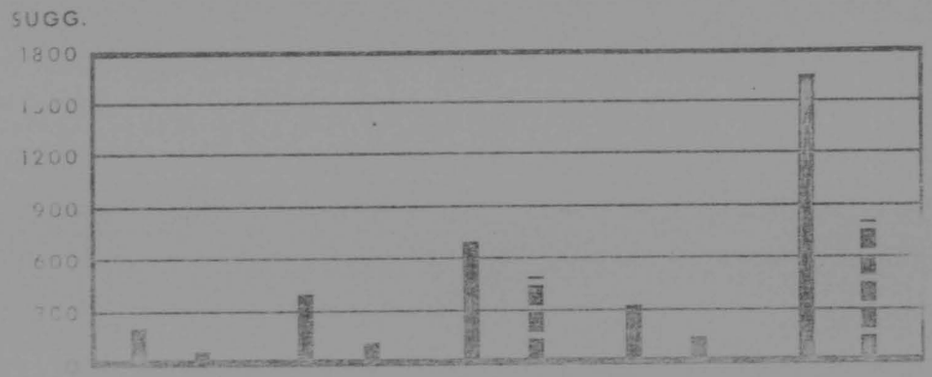
CAFB MILITARY SUGGESTION PROGRAM

1 JUL 65 THRU 31 DEC 65



	*WING	OPERATIONS	MATERIEL	GROUP	TOTAL
TOTAL SUGG. REC.	208	423	703	225	1639
TOTAL SUGG. SUB.	66	106	484	136	792
NEED BY 30 JUN	142	317	219	189	897
NEED EA. MO. TO 30 JUN	24	53	37	32	145
PERSONNEL PARTICIPATION %	9.5	7.5	20.7	12.6	14.3
TOTAL SUGG ADOPTED	10	10	69	19	108
EST $ SAVINGS ON ADOPT SUGG	13,814	2,412	129,772	4,184	150,182

COMMAND GOAL FY66 30% PARTICIPATION

*WING INCLUDES WING, OPERATIONS & MATERIEL STAFFS & DISPENSARY

(THE CUMULATIVE PARTICIPATION RATE AS OF 31 DEC 65 SHOULD HAVE BEEN 15%. WING WAS 5.5% UNDER THE RATE; OPERATIONS WAS 7.5% UNDER; MATERIEL WAS 5.7% OVER; AND GROUP WAS 2.4% UNDER, FOR A COMPOSITE RATE OF 14.3% OR .7% UNDER THE CUMULATIVE GOAL FOR THE FIRST HALF OF FISCAL YEAR 1966.)

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TDY

SOME TRAVELERS ARE RETURNING FROM TDY WITH IMPROPERLY AUTHENTICATED DD FORMS 1351-5. PERSONNEL WHO ARE NOT AUTHORIZED TO USE THE AUTHORITY LINE ARE SIGNING THE STATEMENT. THIS CAUSES AN UNNECESSARY ADMINISTRATIVE BURDEN AS CORRESPONDENCE MUST BE INITIATED WITH THE TDY BASE TO OBTAIN PROPERLY AUTHENTICATED FORMS. WHEN GOVERNMENT QUARTERS OR MESS IS NOT AVAILABLE, A STATEMENT BY THE COMMANDER OR HIS DESIGNATED REPRESENTATIVE, MUST BE ISSUED ON DD FORM 1351-5 (PARA 4451-3, JTR). TO SIGN THIS STATEMENT, A DESIGNATED SUBORDINATE MUST USE THE AUTHORITY LINE "FOR THE COMMANDER" (PARA 3A, AFR 11-17).

PUBLIC LAW 89-62

EFFECTIVE 1 OCTOBER 1965, PL 89-62 LIMITS THE DUTY-FREE EXEMPTION ON ALCOHOLIC BEVERAGES TO ONE (1) QUART FOR U.S. RESIDENTS RETURNING TO THIS COUNTRY AS TOURISTS OR FROM TDY STATUS. THIS LIMITATION, COUPLED WITH A TOBACCO LIMITATION OF "NOT MORE THAN 100 CIGARS," APPLIES TO THOSE RETURNING FROM EXTENDED OVERSEAS DUTY ASSIGNMENTS AS WELL.

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FAMILY SEPARATION ALLOWANCE (FSA)

FSA IS NOT A PART OF PER DIEM. IT IS PAID TO THOSE WHO QUALIFY ON THEIR MILITARY PAY RECORD BASED ON A CERTIFIED MILITARY PAY ORDER PROVIDED BY YOUR PERSONNEL SECTION. PLEASE CONSIDER THIS WHEN "ESTIMATING" YOUR PER DIEM ENTITLEMENT.

ACCRUED LEAVE

PAYMENT OF ACCRUED LEAVE ON SEPARATION IS PAID LOCALLY PROVIDED ALL ACCRUED LEAVE CAN BE VERIFIED AND A LEAVE LISTING FOR EACH FISCAL YEAR IS PROVIDED TO THE ACCOUNTING AND FINANCE OFFICE. IN THE EVENT ACCRUED LEAVE CANNOT BE VERIFIED, THE MILITARY PAY RECORD MUST BE FORWARDED TO THE ACCOUNTING AND FINANCE CENTER FOR VERIFICATION AND SETTLEMENT. MEMBERS SEPARATING IN THE NEAR FUTURE ARE URGED TO VERIFY THEIR LEAVE RECORDS IN SUFFICIENT TIME TO AFFORD MILITARY PERSONNEL THE OPPORTUNITY TO TAKE CORRECTIVE ACTION IF NECESSARY.

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HEADQUARTERS
CHARLESTON AIR FORCE BASE (MATS)
UNITED STATES AIR FORCE

REPLY TO
ATTN OF:

SUBJECT: Comments and Suggestions*

TO: BCPT/M

*Please limit your suggestions or comments on this sheet to improvements, additions, or deletions to this booklet and subject matter.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CHARLESTON AIR FORCE BASE (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-5

23 August 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 1608 Air Base Group, effective this date, during the temporary absence of Colonel BRENDAN DIXON, 5998A.

C. H. DENT
Lt Colonel, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CHARLESTON AIR FORCE BASE (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-6

30 August 1965

Under the provisions of AFR 35-54, COL BRENDAN DIXON, 5998A, assumes command of the 1608 Air Base Group, effective this date, vice LT COL G. H. DENT, 10967A, relieved.

Brendan Dixon

BRENDAN DIXON
Colonel, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CHARLESTON AIR FORCE BASE (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-7

25 October 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 1608 AB Gp, effective this date, during the temporary absence of Colonel BRENDAN DIXON, FR5998A.

G. H. DENT
LT COLONEL, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS CHARLESTON AIR FORCE BASE (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-8

29 October 1965

Under the provisions of AFR 35-54, COL BRENDAN DIXON, FR5998, assumes command of the 1608 Air Base Group, effective this date, vice LT COL G. H. DENT, FR10967, relieved.

BRENDAN DIXON
Colonel, USAF
Commander

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HEADQUARTERS
1608TH AIR TRANSPORT WING (H) (MATS)
UNITED STATES AIR FORCE
Charleston Air Force Base, South Carolina 29404

WOI

SPECIAL ORDER
G-46

12 July 1965

1. The following named personnel, organizations indicated, MATS, this stn, are awarded the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
CMSGT ROBERT A ROBERTS, AF33581412	1608th Air Trnsp Wg
SMSGT JOHN B PEERBOOM, AF20929558	1608th Air Trnsp Wg
TSGT KENNETH P VIVEIROS, AF10102802	1608th Air Trnsp Wg
SSGT WILLARD D BRANCH, AF14434176	1608th Air Trnsp Wg
SSGT MARTIN A JAMROWSKI, AF23751733	1608th Fld Maint Sq
SSGT JOHN M WRIGHT, AF14390505	1608th Aerial Port Sq
A1C CORNELIUS J PRATHER, AF16591842	1608th Civil Engr Sq
A2C KENNETH N BURROW, AF14788497	1608th Fld Maint Sq
A3C RICHARD T HALE JR, AF19820013	1608th Civil Engr Sq
A3C MONROE HARRELL, AF14879504	1608th Civil Engr Sq
A3C ANTHONY W LUCAS, AF16794629	1618th Orgl Maint Sq

2. The following named personnel, 1618th Orgl Maint Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
MSGT ALONZO J SKINNER, AF17102286	19 Jun 62 to 18 Jun 65
A1C CHARLIE D BASS JR, AF14797234	8 Jun 62 to 7 Jun 65
A1C JOHN W GODFREY, AF13651322	2 Jun 62 to 1 Jun 65
A1C GEORGE E LYONS, AF14710405	26 Jun 62 to 25 Jun 65
A1C ROBERT A STEIN, AF14694332	8 Jun 62 to 7 Jun 65
A2C CLARENCE D BLASSINGAME, AF14792800	8 Jun 62 to 7 Jun 65
A2C JIMMY E CANNADY, AF14789994	7 Jun 62 to 6 Jun 65
A2C MITCHELL L GEDDINGS JR, AF14787512	13 Jun 62 to 12 Jun 65
A2C MICHAEL P SHEEHAN, AF13758941	14 Jun 62 to 13 Jun 65
A2C PASCHELL M WHITE, AF14792731	4 Jun 62 to 3 Jun 65

FOR THE COMMANDER

OFFICIAL

WILLIAM R WEAKLEY
CMSgt, USAF
Chief of Administrative Services

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HEADQUARTERS
1608TH AIR TRANSPORT WING (H) (MATS)
UNITED STATES AIR FORCE
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-47

12 July 1965

1. The following named personnel, 1608th Trnsp Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
SSGT ERNEST D JORDAN JR, AF14223939	2 Jun 62 to 1 Jun 65
A1C JOHN M RILEY, AF13759110	21 Jun 62 to 20 Jun 65

2. SSGT EARL D SELLERS JR, AF24981703, 1608th Svc Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 28 Jun 62 to 27 Jun 65. Authority: AFR 900-10.

3. The following named personnel, 1608th Comm & Elect Maint Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
TSGT LEON BROWN JR, AF14405656	9 Feb 62 to 8 Feb 65
TSGT RICHARD A RUTHERFORD, AF19196940	6 Mar 61 to 5 Mar 64
A1C JOSEPH M KNIGHT, AF14797912	17 Apr 62 to 16 Apr 65
A1C JAMES P KUK, AF16539080	6 Apr 62 to 5 Apr 65
A2C JOHN D MANIFOLD, AF16736679	28 Jun 62 to 27 Jun 65

4. MSGT RAOUL J PICHARDO, AF18252537, 1608th Orgl Maint Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 16 Jan 62 to 15 Jan 65. Authority: AFR 900-10.

5. The following named personnel, 1608th Orgl Maint Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
A1C JERRY L EDIE, AF15672094	12 Jun 62 to 11 Jun 65
A1C RONALD K JOHNSON, AF17546145	9 Jun 62 to 8 Jun 65
A2C CARL J ACQUAVIVA, AF13748168	12 Jun 62 to 11 Jun 65
A2C DANIEL W BLACKSTONE JR, AF14798425	11 Jun 62 to 10 Jun 65
A2C MARVIN L BRITTON, AF14792778	7 Jun 62 to 6 Jun 65
A2C CHARLES D HITE, AF15673786	12 Jun 62 to 11 Jun 65
A2C JERRY L HINKLE, AF13765912	7 Jun 62 to 6 Jun 65
A2C JAMES E MCCREERY, AF24748364	18 Jun 62 to 17 Jun 65
A2C WILLIAM M TINDALL, AF14790026	12 Jun 62 to 11 Jun 65
A3C CHARLES H FISHER, AF13761664	12 Jun 62 to 11 Jun 65
A3C LAWRENCE E GRIFFITH, AF19735374	12 Jun 62 to 11 Jun 65

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SO G-47 12 Jul 65 HQ 1608TH AIRTRNSPWG(H)(MATS)Charleston AFB,SC 29404

6. SSGT LUTHER C WILLIAMS, AF24503997, Det #4, this Hq, Patrick AFB, Fla, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 15 Jun 62 to 14 Jun 65. Authority: AFR 900-10.

7. The following named personnel, Det #2, this Hq, Ramey AFB, P.R., are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN		PERIOD
A1C	WILLIAM E DICKSON, AF16736455	19 Jun 62 to 18 Jun 65
A1C	GILBERT E MCKISSIC, AF14802582	20 Jun 62 to 19 Jun 65

8. The following named personnel, 1608th USAF Disp, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN		PERIOD
TSGT	STANLEY L LIPPS, AF18252636	8 Jun 62 to 7 Jun 65
A1C	GARRY E REDDEL, AF17439360	16 Jun 62 to 15 Jun 65

9. The following named personnel, 1608th Aerial Port Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN		PERIOD
SMSGT	EUGENE P HANS JR, AF32839808	28 Jun 62 to 27 Jun 65
A1C	WILLIAM J KARWOSKI, AF13751020	31 Jan 62 to 30 Jan 65

10. A2C JARVIS L TARTER, AF14802263, 3rd Air Trnsp Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 29 Jun 62 to 28 Jun 65. Authority: AFR 900-10.

FOR THE COMMANDER

OFFICIAL

WILLIAM R WEAKLEY
CWO, USAF
Chief of Administrative Services

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HEADQUARTERS
1608TH AIR TRANSPORT WING (H) (MATS)
UNITED STATES AIR FORCE
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-50

14 July 1965

AB ROBERT R. SLATE, AF12639037, Hq 1608TH AB GP, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 10 Aug 61 to 9 Aug 64. Authority: AFR 900-10.

FOR THE COMMANDER

OFFICIAL

WILLIAM B. WE[illegible]EY
W3, USA
Chief, Administrative Services

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HEADQUARTERS
1608TH AIR TRANSPORT WING (H) (MATS)
UNITED STATES AIR FORCE
Charleston Air Force Base, South Carolina

SPECIAL ORDER
G-52

25 July 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 1608 Air Transport Wing, effective this date, during the temporary absence of Brigadier General Howard D. Kreidler, 9177A.

PAUL A. JONES
Colonel, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-53

30 July 1965

The following named personnel, organizations indicated, MATS, this stn, are awarded the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
MSGT PHILIP D. KING, AF35750040	This Hqs
TSGT JAMES D. CAMPBELL, AF23304162	1608 Fld Maint Sq
TSGT RAYMOND C. PORTER, AF24525165	1608 Air Police Sq
TSGT BILLY H. SEAGROVES, AF14277715	17 Air Trnsp Sq
SSGT FELTON H. BRINSON, AF14337948	1608 Civil Engr Sq
SSGT ELWOOD A. HARPER, AF14565611	1608 Comm & Elec Maint Sq
SSGT ERNEST D. JORDAN, JR, AF14223939	1608 Trnsp Sq
SSGT GERALD W. KELLOGG, AF17353330	76 Air Trnsp Sq
SSGT ELMER J. LEVI, AF14519650	1618 Orgl Maint Sq
SSGT JAMES B. MEEKS, AF14327048	1608 Trnsp Sq
SSGT CHARLIE W. OVERCASH, AF53100905	1608 Fld Maint Sq
SSGT ROBERT E. REED, AF19447698	1618 Orgl Maint Sq
SSGT JASPER E. SUMMERS, AF14020460	1608 Svc Sq
A1C JAMES R. BREWESTER, AF13704592	1618 Orgl Maint Sq
A1C JOHN H. BURKETT, AF18601710	1608 Orgl Maint Sq
A1C BEN A. JOHNSON, AF14756009	1608 AB Gp
A1C EARL A. PINCKNEY, AF14755780	1608 Comm & Elec Maint Sq
A1C DOUGLAS L. ZIMMERMAN, AF17591247	1608 Fld Maint Sq
A1C ROBERT R. THOMAS, AF21308270	1608 AB Gp
A2C JOHN M. CARTER, AF19781292	1608 Orgl Maint Sq
A2C RICHARD M. DELORA, AF19792015	1608 Comm & Elec Maint Sq
A2C LEROY FRANKEL, AF12668801	1608 Comm & Elect Maint Sq
A2C DAVID E WALLACE, AF16779743	1608 Fld Maint Sq
A3C LARRY D HAM, AF13839569	1608 Comm & Elect Maint Sq
A3C VAN B HONEYCUTT, AF13811605	1608 Fld Maint Sq

FOR THE COMMANDER

OFFICIAL

WILLIAM R. [illegible]
CWO, USAF
Chief, Administrative Services

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HEADQUARTERS
1608TH AIR TRANSPORT WING (H) (MATS)
UNITED STATES AIR FORCE
Charleston Air Force Base, South Carolina

SPECIAL ORDER
G-54

2 August 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 1608 Air Transport Wing, effective this date, vice COLONEL PAUL A. JONES, 5228A, relieved.

HOWARD E. KNEDLER
Brigadier General, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 72

30 September 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 1608 Air Transport Wing, effective this date, vice COL PAUL A. JONES, 5228A, relieved.

HOWARD E. KREIDLER
Brigadier General, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-62

27 August 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 1608 Air Transport Wing , effective this date, vice COLONEL PAUL A. JONES, 5228A, relieved.

HOWARD E. KREIDLER
Brigadier General, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-61

25 August 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 1608 Air Transport Wing, effective this date, during the temporary absence of Brigadier General Howard E. Kreidler, 9177a.

PAUL A. JONES
Colonel, USAF
Commander

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W07

HEADQUARTERS
1608TH AIR TRANSPORT WING (H) (MATS)
UNITED STATES AIR FORCE
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 55

5 Aug 1965

1. The following named personnel, 1608 Fld Maint Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE,	NAME, AFSN	PERIOD
MSGT	MARSHALL E RICE, AF34653567	2 Jul 62 to 1 Jul 65
SSGT	GENE A AUBREY, AF18505709	10 Jul 62 to 9 Jul 65
SSGT	LEONARD G BAGGIE, AF19568523	10 Jul 62 to 9 Jul 65
SSGT	THOMAS W MARSH, AF17353858	13 Jul 62 to 12 Jul 65
SSGT	JAMES G TEMPLETON, AF14485543	29 Jul 62 to 28 Jul 65
A1C	FRANK E MICELI, AF12659506	16 Jul 62 to 15 Jul 65
A1C	JACKIE D STAFFORD, AF16533909	27 Jul 62 to 26 Jul 65
A2C	FREDERICK S BRIGGS, AF12653669	30 Jul 62 to 29 Jul 65
A2C	KENNETH L CRAVER, AF15673153	30 Jul 62 to 29 Jul 65
A2C	JOHN M EGGEN, AF19745729	26 Jul 62 to 25 Jul 65
A2C	DUANE E FARNSWORTH, AF19732100	6 Jul 62 to 5 Jul 65
A2C	WAYNE E FOREMAN, AF18651253	31 Jul 62 to 30 Jul 65
A2C	FRED J HAYES, AF24541917	17 Jul 62 to 16 Jul 65
A2C	TIMOTHY L KATHOL, AF17625768	13 Jul 62 to 12 Jul 65
A2C	JOHN B LOCKWOOD, AF12651050	31 Jul 62 to 30 Jul 65
A2C	HARLON R OTTS, AF18647184	18 Jul 62 to 17 Jul 65
A2C	HARLEY O WAGNER JR, AF13769334	31 Jul 62 to 30 Jul 65
A2C	FRANK E WIGGINS, AF14804060	31 Jul 62 to 30 Jul 65

2. The following named personnel, 1608 Comm Elec & Maint Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE,	NAME, AFSN	PERIOD
SSGT	MARION E CLAPPER, AF17460381	6 Jul 62 to 5 Jul 65
SSGT	LOUIS N DANIEL, AF14575655	20 Jul 62 to 19 Jul 65
SSGT	CHARLES R HAWK, AF13536008	25 Jul 62 to 24 Jul 65
SSGT	MAX E POWELL, AF16446718	20 Jul 62 to 19 Jul 65
A1C	JAMES A GARVALIA, AF17635517	10 Jul 62 to 9 Jul 65
A1C	JAMES C IVEY, AF14806107	30 Jul 62 to 29 Jul 65
A1C	LAWRENCE YOUNG JR, AF17587096	3 Jul 61 to 2 Jul 64
A2C	BRIAN G COLLETTE, AF12648707	25 Jul 62 to 24 Jul 65
A2C	THERON K MCCOY, AF15673240	31 Jul 62 to 30 Jul 65
A2C	DANA G MESSER JR, AF13765458	16 Jul 62 to 15 Jul 65
A2C	ADOLPHUS PURYEAR JR, AF14805120	27 Jul 62 to 26 Jul 65
A2C	WILLIAM L VAN RYN, AF13749018	24 Jul 62 to 23 Jul 65

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SO G-55, 5 Aug 65 , HQ 1608TH AIRTRNSPWG(H)(MATS)Charleston AFB, SC

3. The following named personnel, 1608 USAF Disp, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
SSGT DONALD L REHERT, AF13336069	26 Jul 62 to 25 Jul 65
A1C ROBERT W S MOSTELLER, AF14691292	14 Jul 62 to 13 Jul 65

4. The following named personnel, 1608 Trnsp Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
A1C VINCENT J MANALIO, AF12653514	10 Jul 62 to 9 Jul 65
A1C WILLIAM H PRIDGEN, AF14705386	2 Jul 62 to 1 Jul 65

FOR THE COMMANDER

HEADQUARTERS OFFICIAL

WILLIAM R WEAKLEY
GM-, Wg, USAF
Chief, Administrative Services

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HEADQUARTERS
1608TH AIR TRANSPORT WING (H) (MATS)
UNITED STATES AIR FORCE
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 56

5 Aug 1965

1. The following named personnel, organizations indicated, MATS, this stn, are awarded the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
MSGT MAURICE W CAMPBELL, AF14315469	1618 Orgl Maint Sq
SSGT WESLEY R RICHARDSON, AF13636862	1608 Supply Sq
SSGT HERBERT C SMITH, AF14435103	1608 Supply Sq
SSGT FRANKLIN R TURNER, AF13467905	1608 Supply Sq
A1C WARREN G POWELL, AF14755581	1608 Orgl Maint Sq
A2C DORIAN E DODD, AF15666712	1608 Orgl Maint Sq
A2C ROBERT G HOIM, AF15660672	1608 Orgl Maint Sq
A2C GERALD D ELLIOTT, AF14796705	1608 Orgl Maint Sq
A2C SALVATORE J MASTROPAOLO, AF14779130	1608 Orgl Maint Sq
MSGT JAMES E BROWN, AF14117698	1608 Comm Elec & Maint Sq
TSGT EDWARD A LAROCHE, AF11245958	1608 Comm Elec & Maint Sq
SSGT DOUGLAS S HOPKINS, AF11273831	1608 Comm Elec & Maint Sq
SSGT JOSEPH E MATTHEWS, AF11290470	1608 Comm Elec & Maint Sq
A1C HAROLD B RAY, AF18460211	1608 Comm Elec & Maint Sq
A3C CHARLES P PACATTE, AF17612581	1608 Comm Elec & Maint Sq

2. SSGT ODIS L BROWN, AF14407107, 1628 Orgl Maint Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 8 Jul 62 to 7 Jul 65. Authority: AFR 900-10.

3. The following named personnel, 1618 Orgl Maint Sq, MATS, this stn, are awarded the A ir Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
SMSGT HIRAM W SMITH JR, AF14001457	24 Jul 62 to 23 Jul 65
A2C CHARLES L HAMILTON JR, AF14748116	7 Jul 62 to 6 Jul 65
A2C ROBERT E RADELL, AF12650984	24 Jul 62 to 23 Jul 65
A2C WILLIAM D SPENCE, AF13768268	25 Jul 62 to 24 Jul 65
A2C SAMUEL H WILMOTH, AF14797595	12 Jul 62 to 11 Jul 65
A2C THOMAS L WITNER, AF15673107	31 Jul 62 to 30 Jul 65

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SO G-56, 5 Aug 65 , HQ 1608TH AIRTRNSPWG(H)(MATS)Charleston AFB, SC

4. SSGT JAMES R JONES, AF16465346, 17 Air Trnsp Sq, MATS, this stn, is awarded the Good Conduct Medal Bronze Clasp with 3 loops for his demonstration of exemplary behavior, efficiency and fidelity during the period from 24 May 60 to 23 May 63. Authority: AFR 900-10.

5. The following named personnel, 17 Air Trnsp Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
SMSGT WILSON L CLOW, AF12241673	19 Jul 62 to 18 Jul 65
MSGT JOHN L DIKE, AF14411917	23 Aug 60 to 22 Aug 63
TSGT JAMES E GOSWICK, AF18418740	27 Jul 61 to 26 Jul 64
SSGT MELVIN W THOMPSON, AF14451918	2 Dec 61 to 1 Dec 64

6. The following named personnel, 3 Air Trnsp Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
SSGT WARREN A EVERHART, AF16253231	28 Jul 62 to 27 Jul 65
A2C TRACY E CROZIER JR, AF14802855	31 Jul 62 to 30 Jul 65

7. SSGT HAROLD P WHITE, AF13476120, 1608 Orgl Maint Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 15 Jul 62 to 14 Jul 65. Authority: AFR 900-10.

8. The following named personnel, 76 Air Trnsp Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
MSGT JACK L ROSE, AF27539907	5 Jul 62 to 4 Jul 65
TSGT GEORGE J RANUSCH, AF36042449	10 Jul 62 to 9 Jul 65
SSGT GERALD G WHISLER, AF15484041	2 Jul 62 to 1 Jul 65

FOR THE COMMANDER

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Chief, Administrative Services

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HEADQUARTERS
1608TH AIR TRANSPORT WING (H) (MATS)
UNITED STATES AIR FORCE
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 57

5 Aug 1965

1. A1C ANTHONY S COLBERT, AF13686054, 76 Air Trnsp Sq, MATS, this stn, is awarded the Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 4 Apr 60 to 3 Apr 63. Authority: AFR 900-10.

2. MSGT EDMUND O MARTINEZ, AF18514725, 41 Air Trnsp Sq, MATS, this stn, is awarded the Good Conduct Medal Bronze Clasp with 2 loops for his demonstration of exemplary behavior, efficiency and fidelity during the period from 17 Aug 59 to 16 Aug 62. Authority: AFR 900-10.

3. The following named personnel, 41 Air Trnsp Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
MSGT PAUL A GACKE, AF16247656	28 Jul 62 to 27 Jul 65
SSGT ROBERT D CLEMENTS, AF19565165	6 Jul 62 to 5 Jul 65
SSGT THOMAS E MILLS, AF18425115	16 Jul 62 to 15 Jul 65
A1C JOSEPH M WILLMAN, AF13755399	31 May 62 to 30 May 65

4. The following named personnel, 1608 Aerial Port Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
TSGT GERALD D DUBOIS, AF18172479	15 Jun 62 to 14 Jun 65
SSGT LORETTA L FARRIS, AA8214533	17 Jul 62 to 16 Jul 65
A1C ROY L DUNAHAY, AF18652099	3 Jul 62 to 2 Jul 65
A2C RICHARD G ANDERSON, AF13745343	1 Jun 62 to 31 May 65
A2C JAMES A ALGER, AF12663899	17 Jul 62 to 16 Jul 65

5. The following named personnel, 1608 Civil Engr Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
A1C DALE W BOWERS, AF13261035	2 Jul 62 to 1 Jul 65
A1C GAYMOND G PREAST JR, AF13660137	6 Jul 62 to 5 Jul 65
A2C ROBERT A COLUNIO, AF12651053	31 Jul 62 to 30 Jul 65
A2C JAMES C HARRISON JR, AF14797557	3 Jul 62 to 2 Jul 65

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SO G-57, 5 Aug 65, HQ 1608TH AIRTRNSPWG(H)(MATS)Charleston AFB,SC

6. The following named personnel, 1608 Svc Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
SSGT HILDRED R CHILDS, AF14618002	19 Jul 62 to 18 Jul 65
SSGT ABELARDO G RODRIGUEZ, AF18503718	1 Aug 62 to 31 Jul 65
A2C GARY L MORGAN, AF19745624	23 Jul 62 to 22 Jul 65

7. SSGT RUSSELL L HUGGINS, AF14434303, HQ 1608 AB Gp, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 3 Jan 62 to 2 Jan 65. Authority: AFR 900-10.

8. The following named personnel, 1608 Supply Sq, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
SSGT WESLEY HARMON, AF14621644	10 Jul 62 to 9 Jul 65
A1C BILLIE J CLEMENT, AF14694669	13 Jul 62 to 12 Jul 65

FOR THE COMMANDER

HEADQUARTERS 1608TH AIR TRANSPORT WING OFFICIAL

WILLIAM H WEAKL
CWO [illegible], USAF
Chief, Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-63

2 Sep 1965

1. SSGT GERALD A BECHTEL, AF13529144, 3 Air Trnsp Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 2 Jun 62 to 1 Jun 65. Authority: AFR 900-10.

2. AIC JOHN M BARTEE, AF15668325, 1608 Comm Elec & Maint Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 30 Apr 62 to 29 Apr 65. Authority: AFR 900-10.

3. AIC RONALD D GRUBB, AF15672595, 1608 USAF Disp, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 28 Apr 62 to 27 Apr 65. Authority: AFR 900-10.

4. AIC WIMER C DAIL, AF14455726, 1608 Civil Engr Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 14 Jun 62 to 13 Jun 65. Authority: AFR 900-10.

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Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 64

2 Sep 1965

1. The following named personnel, organizations indicated, MATS, this stn, are award the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
A2C RONALD L RAGER, AF16727024	1608 Orgl Maint Sq
SSGT GILBERT BABISCHKIN, AF12346143	1608 Comm Elec & Maint Sq
A2C HARLEY B DICKERSON, AF19722887	1608 Comm Elec & Maint Sq
A2C DARWIN W PIATT JR, AF18597576	1608 Comm Elec & Maint Sq
TSGT CHARLES W CROCKER, AF14485681	1608 Aerial Port Sq
A1C DOUGLAS E RHYMER, AF14775726	1608 Aerial Port Sq
TSGT TROY C LOWMAN, AF14326959	17 Air Trnsp Sq
SSGT HARRY T FRETZ, AF17512486	1618 Orgl Maint Sq
SSGT CARL C PICKELS, AF14508410	1618 Orgl Maint Sq
SSGT ERNEST TOWNSEND JR, AF13420223	1618 Orgl Maint Sq
A2C ROGER D PENICK, AF16740550	1618 Orgl Maint Sq
A3C RUSSELL E BEAVER, AF14867842	1618 Orgl Maint Sq
SSGT JOHN H GRUBER, AF12425052	1608 Svc Sq
A1C WILLIAM T MALONE, AF14508687	1608 Svc Sq
A1C WARREN P NEWSOME, AF14697672	1608 Svc Sq
A3C ERNEST B NAVE, AF13806923	1608 Svc Sq
SMSGT PAUL H BRICKELL, AF34107456	1608 Supply Sq
A1C JAMES Q LESTER, AF14464716	1608 Trnsp Sq
A1C CHARLES E REEVES, AF17586034	1608 Trnsp Sq
TSGT ROBERT J DRAGHI, AF15460827	1608 Fld Maint Sq
TSGT JAMES M ING, AF34728158	1608 Fld Maint Sq
TSGT CHARLES J SMITH, AF34653787	1608 Fld Maint Sq
SSGT FREDDIE L MITCHELL, AF14562594	1608 Fld Maint Sq
SSGT EARL T SETTLES, AF16391730	1608 Fld Maint Sq
A1C EDGAR A MCGINNIS, AF14741077	1608 Fld Maint Sq
A2C GLEN D GIBSON, AF15673414	1608 Fld Maint Sq

2. MSGT JOHN C KISNER, AF19256077, this Hq, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 16 Aug 61 to 15 Aug 64. Authority: AFR 900-10.

3. A1C WILLIE V LEONARD, AF14736753, this Hq, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 4 Oct 60 to 3 Oct 63. Authority: AFR 900-10.

4. TSGT MICHAEL A UHALL, AF13268539, 1608 Aerial Port Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 28 Jul 61 to 27 Jul 64. Authority: AFR 900-10.

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SO G-64, 2 Sep 65 HQ 1608TH AIRTRNSPWG(H)(MATS)Charleston AFB,SC

5. A1C CHARLES W SALE, AF14777345, 1608 Orgl Maint Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 19 Jan 62 to 18 Jan 65. Authority: AFR 900-10.

6. The following named personnel, Det 2, this Hqs, MATS, Ramey AFB, P.R., are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during the periods indicated. Authority: AFR 900-10.

GRADE, NAME, AFSN	PERIOD
A2C EDUARDO L COSTAS-LOYOLA, AF10202006	30 Jul 62 to 29 Jul 65
A2C WILLIAM D MAURICE JR, AF14793210	12 Jul 62 to 11 Jul 65

7. SMSGT RALPH W BOWERS, AF14262368, HQ 1608 AB Gp, MATS, this stn is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 12 Jun 62 to 11 Jun 65. Authority: AFR 900-10.

8. A1C RONALD E BEST, AF14703299, 1608 Aerial Port Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 8 Jun 62 to 7 Jun 65. Authority: AFR 900-10.

FOR THE COMMANDER

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WILLIAM R WEAKLEY
CWO, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 65

8 September 1965

The following named personnel, organization indicated, MATS, this stn, are award the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
TSGT GEORGE G BALL, AF33503495	this Hq
TSGT DONALD E. ERBE, AF14624261	this Hq
TSGT MILTON J SHEELY, AF12184179	this Hq
[redacted] WILLIAM E WHITE, AF16245077	this Hq
SSGT HAROLD W SCHUKNECHT JR, AF16248408	1608 Air Base Gp
A1C CHARLES W REYNOLDS, AF18597181	1608 Air Base Gp
MSGT [illegible]GH P MINOR JR, AF14284365	1618 Orgl Maint Sq
SSGT EDWIN J FRECHE SR, AF14520144	1618 Orgl Maint Sq
[illegible] GEORGE E LYONS, AF14710405	1618 Orgl Maint Sq
A3C RICHARD P. STROBEL, AF12700801	1618 Orgl Maint Sq
TSGT ALBERT L CALVERT, AF14418804	1608 Air Police Sq
A2C DAVID A STRASSEL, AF11375022	1608 Air Police Sq
A1C DELMAR D PEET, AF16420003	1608 Trnsp Sq
MSGT LOUIS J HENKENBERNS, AF15248542	1608 Civil Engr Sq
MSGT DON A SADLER SR, AF38150897	1608 Supply Sq
TSGT RUSSELL E TODORA, AF18414744	1608 Fld Maint Sq
SSGT CLAUDE M BENNETT, AF14284993	1608 Fld Maint Sq
SSGT JACK D SNYDER, AF15522189	1608 Fld Maint Sq
A1C ROBERT J DIETSCHE, AF15660438	1608 Fld Maint Sq
A1C JAMES E MAYNARD, AF15656284	1608 Fld Maint Sq
A1C WILLARD R THOMPSON, AF14622601	1608 Fld Maint Sq
A2C BOWMAN E PACE II, AF14807725	1608 Fld Maint Sq
A3C [illegible] A WEISIGER, AF11443032	1608 Fld Maint Sq

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CWO, [illegible]
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 69

20 September 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 1608th Air Transport Wing, effective this date, during the temporary absence of Brigadier General Howard E. Kreidler, 9177A.

PAUL A. JONES
Colonel, USAF
Commander

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W01

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 70

23 September 1965

1. The following named personnel, organization indicated, MATS, this stn, are award the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
SSGT CLYDE E. BEDELL JR, AF11454659	1608 Fld Maint Sq
A1C KENT L. ERICKSON, AF28787731	1608 Fld Maint Sq
A2C TIMOTHY L. KATHOL, AF17625768	1608 Fld Maint Sq
A1C HAROLD R. JELLISON, AF13540548	1608 Trnsp Sq
A2C WELDON L. BORLAND, AF14775994	1608 Trnsp Sq
A2C JAMES M. FIFIELD, AF17617126	1608 Trnsp Sq
MSGT MARSHALL G. JENKINS, AF37506146	17 Air Trnsp Sq
SSGT DAVID G. MARTIN, AF14515069	1608 Comm & Elect Maint Sq
A1C FRANCIS L. GAUTHIER, AF19728567	1608 Comm & Elect Maint Sq
A3C TOMMIE H. FITE, AF14870910	1608 Orgl Maint Sq
SSGT MILTON E. CAMPBELL, AF14326249	1618 Orgl Maint Sq
A1C RICHARD B. GOECKNER, AF19610466	1628 Orgl Maint Sq

2. So much of Special Order Number G-68, dated 16 Sep 1965, Hq 1608th Air Transport Wing, MATS, this stn, pertaining to the award of the Small Arms Expert Marksmanship Ribbon to SSGT David W. Woods, AF26374201, 1608 Fld Maint Sq, MATS, this stn, is revoked.

FOR THE COMMANDER

HEADQUARTERS
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Chief of Administrative Services

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W01

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-71

27 September 1965

Each of the following airmen, having held a principle duty assignment in a First Priority (crew member) AFSC for a period of 7 years, is awarded the Senior Aircrew Member Badge. Authority: Par 5-9, AFM 35-13.

SSGT ROBERT L. BAIRD, AF13449638, 17 Air Trnsp Sq, MATS, this stn
SSGT ALBERT E. CADORETTE, AF11299837, 1608 Aerial Port Sq, MATS, this stn

FOR THE COMMANDER

HEADQUARTERS
OFFICIAL
1608TH AIR TRANSPORT WING

WILLIAM R. WEAKLEY
CWO, W4, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDERS
G-73

6 October 1965

1. MSGT WILLIAM F. IGNATZI, AF35270382, 1608 Aerial Port Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 19 Aug 62 to 18 Aug 65. Authority: AFR 900-10.

2. A2C THOMAS R. KALK, AF16720816, 1608 USAF Disp, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 7 Dec 61 to 6 Dec 64. Authority: AFR 900-10.

3. A3C LAWRENCE C. WILSON, AF16744675, 1608 Aerial Port Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 9 Aug 62 to 8 Aug 65. Authority: AFR 900-10.

4. SSGT GYON C. ENSLEY, AF25029487, 17 Air Trnsp Sq, MATS, this stn, having held a principle duty assignment in a First Priority (crew member) AFSC for a period of 7 years, is awarded the Senior Aircrew Member Badge. Authority: Par 5-9, AFM 35-13.

FOR THE COMMANDER

HEADQUARTERS ★ OFFICIAL ★ AIR TRANSPORT WING

WILLIAM R. WEAKLEY
CWO, W4, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 74

15 October 1965

1. So much of Para 1, SO G-68, dated 16 Sep 65, this Hq, MATS, this stn, pertaining to the award of the Small Arms Expert Marksmanship Ribbon to the following named airmen, organization indicated, MATS, this stn, is revoked.

SMSGT WALKER E. ALLEN, AF34705880, 1608 Air Base Gp
SSGT ROLAND A V GARRETT, AF14578190, this Hq

2. The following named personnel, organization indicated, MATS, this stn, are awarded the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
MSGT JAMES A. BROUGHTON, AF14391971	this Hq
MSGT WILLIAM H. CHANEY, AF13208780	1608 Supply Sq
MSGT CHARLES E. WILLIAMS, AF14255087	1608 Air Base Gp
TSGT HEROD G. MCCLANAHAN, AF13322509	1608 Orgn Maint Sq
SSGT ROBERT L. MAJESKI, AF17503877	1608 Orgn Maint Sq
SSGT RAYMOND A. PRESCOTT, AF18439078	1608 Supply Sq
SSGT WILLIAM M. RACKLEY, AF14599909	this Hq
SSGT CHARLES K. RAMEY, AF15525591	1608 Fld Maint Sq
SSGT FRED E. REISS, AF23033681	1608 Air Base Gp
SSGT GEORGE D. TREXLER JR, AF17381948	1608 Comm & Elect Maint Sq
SSGT DONALD E. WALTON, AF17433289	1608 Air Base Gp
A1C BOBBY B. BRUMFIELD, AF14490964	1608 Fld Maint Sq
A1C DAVID E. CROWE, AF17436723	this Hq
A1C JERRY L. EDIE, AF15672094	1608 Orgn Maint Sq
A1C THOMAS W. FRANCO, AF13708214	1608 Orgn Maint Sq
A1C RONALD J. LOCKHART, AF14765953	1618 Orgn Maint Sq
A1C JACKIE D. STAFFORD, AF16533909	1608 Fld Maint Sq
A2C MONROE L. HILLSMAN, AF15691592	1608 Air Police Sq
A2C KENNETH H. DAVIS, AF14825699	1608 Air Base Gp
A2C WINSTON M. WEST, AF17621776	1608 Fld Maint Sq
A3C JOSEPH J. ST LOUIS, AF13872008	1608 Aerial Port Sq

3. A1C GEORGE I. WOODY, AF14790474, 1608 Fld Maint Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 13 Jun 62 to 12 Jun 65. Authority: AFR 900-10.

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WILLIAM H. MCKEY
MSgt, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-75

22 October 1965

1. The following named personnel, organization indicated, MATS, this stn, are awarded the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
CMSGT JOSEPH A. MESTNIK, AF36840661	1608 Fld Maint Sq
SMSGT JOHN J. JENKS, AF20509495	1608 Supply Sq
SSGT CHARLES R. CROTTS, AF14410815	1608 Aerial Port Sq
SSGT COURTNEY J. PLANTE, AF11202193	this Hq
A1C DAVID O. CAMPBELL, AF15658293	1608 Comm & Elect Maint Sq
A1C JERRY M. GUINN, AF14746599	1608 Comm & Elect Maint Sq
A1C JOSEPH A. HOLCOMB, AF14004414	this Hq
A1C SEYMOURE MIDDLETON, AF14679746	1608 Supply Sq
A1C RICHARD J. SULLIVAN, AF13625226	76 Air Trnsp Sq
A2C CHARKES K. GARDNER JR, AF15687233	1608 Fld Maint Sq
A2C CHARLES R. MCCORMICK, AF 15701212	1608 Comm & Elect Maint Sq
A2C JAMES A. MILLER, AF18637562	1608 Fld Maint Sq

2. MSGT AMOS H. PITTMAN JR, AF14276588, 1608 Air Base Gp, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 3 Sep 62 to 2 Sep 65. Authority: AFR 900-10.

3. MSGT LEWIS L. NEEDHAM JR, AF39002092, 1608 USAF Disp, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 24 Sep 62 to 23 Sep 65. Authority: AFR 900-10.

4. A1C ROBERT R. WALDEN, AF17464957, 1608 Fld Maint Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 10 Sep 62 to 9 Sep 65. Authority: AFR 900-10.

FOR THE COMMANDER

HEADQUARTERS 1608TH AIR TRANSPORT WING OFFICIAL

WILLIAM R. MEAKEY
Wlt, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 76

2 November 1965

1. The following named personnel, organization indicated, MATS, this stn, are awarded the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
MSGT COLUMBUS P. CALVERT, AF6965511	1608 Aerial Port Sq
TSGT GILBERT H. DOVE, AF14408037	1608 Trnsp Sq
A1C WILLIAM B. HOLDEN, AF14229184	1608 Trnsp Sq
A1C CHARLES D. STEVENS, II, AF14568891	1608 Trnsp Sq
A3C HARRISON L. AUSMUS, AF16828457	1608 Aerial Port Sq
A3C CHESTER G. HOWELL, JR, AF18695737	1608 Fld Maint Sq

2. The following named individuals, organization indicated, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during period indicated. Authority: AFR 900-10.

3d Air Trnsp Sq
SSGT HERSHEL L. LANTZ, AF13532490, 29 May 62 to 28 May 65
A1C MAMIE L. JORDAN, AA8220810, 11 Sep 62 to 10 Sep 65

1618 Orgl Maint Sq
A1C JOHN L. DOUGLAS, AF14797168, 4 Jan 62 to 3 Jan 65
A2C JAMES L. GARLAND, AF13761162, 17 Apr 62 to 16 Apr 65

1608 Air Base Gp
A1C THOMAS L. FELDHAUS, AF16736045, 29 May 62 to 28 May 65

FOR THE COMMANDER

HEADQUARTERS 1608TH AIR TRANSPORT WING OFFICIAL

WILLIAM R. WEAKLEY
CWO, W4, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-77

15 November 1965

1. The following named personnel, organization indicated, MATS, this stn, are awarded the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
MSGT THOMAS C. HATCH, AF37329410	3d Air Trnsp Sq
TSGT CLYDE R. DAY, AF15298740	Det 4, this Hq
TSGT GENE I. JONES, AF19421914	Det 4, this Hq
TSGT HEN L. PORTER JR, AF18355810	this Hq
SSGT BILL LATSHAW, AF13286551	Det 4, this Hq
SSGT ROBERT W. MCDANIEL JR, AF14374835	1608 Civil Engr Sq
SSGT PATRICK REILLY, AF12435752	Det 4, this Hq
A1C RAYMOND E. KANTOLA, AF17649018	1608 Svcs Sq
A1C THOMAS J. SHIELDS, AF12608365	1608 Svcs Sq

2. The following named individuals, organization indicated, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during period indicated. Authority: AFR 900-10.

1608 Aerial Port Sq
A2C JOYCE E. WALLACE, AA08223242, 23Oct62 to 22Oct65
A2C ANNA B. WILLIAMS, AA08328573, 23Oct62 to 22Oct65

1618 Orgn Maint Sq
A1C HOMER R. HANEY, JR, AF14792219, 9Jul62 to 8Jul65

3. So much of para 1, SO-P 163, 11May64, this Hq, MATS, this stn, as pertaining to the award of the Good Conduct Medal Bronze Clasp w/4 loops to A1C RONALD K. MONTEITH, AF11238621, 1608 USAF Disp, MATS, this stn, is revoked.

4. A1C RONALD K. MONTEITH, AF11238621, 1608 USAF Disp, MATS, this stn, is awarded the Good Conduct Medal Bronze Clasp w/4 loops for his demonstration of exemplary behavior, efficiency and fidelity during the period from 11Jan61 to 10Jan64. Authority: AFR 900-10.

FOR THE COMMANDER

HEADQUARTERS OFFICIAL

WILLIAM R. WEARLEY
CWO, W4, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 78

19 November 1965

1. The following named personnel, organization indicated, MATS, this stn, are awarded the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
1st Lt Daniel L Ringler, FR70253	3 Air Trnsp Sq
Capt David B Austin, FV3040447	76 Air Trnsp Sq
Major William T Wilkenson, FV931892	1608 Air Trnsp Wg
1st Lt Gregory M Delowery, FV3156250	41 Air Trnsp Sq
1st Lt Artemus J Cox Jr., FR77266	17 Air Trnsp Sq
Capt David E Bosh, FV3117643	3 Air Trnsp Sq
2nd Lt Robert V Woods, FR79001	76 Air Trnsp Sq
Capt John W Graves, FV3041051	76 Air Trnsp Sq
Major Charles G McCarthy, FR22831	1608 Air Trnsp Wg
Major George P Forsyth, FV580733	1608 Air Base Gp

2. 2nd Lt Earl J Welbes, FV3168133, 1608 USAF Disp, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 24Jul62 to 23Jul63. Authority: AFR 900-10.

3. A2C William E Evans Jr., AF14804724, 1608 ABGp, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 19Nov62 to 18Nov65. Authority: AFR 900-10.

4. A1C Charles E Evans, AF14710978, 1608 ABGp, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 7Oct62 to 6Oct65. Authority: AFR 900-10.

FOR THE COMMANDER

OFFICIAL

WILLIAM R. WEARLEY
CWO, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, S. C. 29404

SPECIAL ORDER
G- 80

29 November 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 1608th Air Transport Wing, effective this date, during the temporary absence of Brigadier General Howard E. Kreidler, 9177A.

PAUL A. JONES
Colonel, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 81

9 December 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 1608 Air Transport Wing, effective this date, vice COL PAUL A. JONES, 5228A, relieved.

HOWARD E. KREIDLER
Brigadier General, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 82

10 December 1965

1. The following named personnel, organization indicated, MATS, this stn, are awarded the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
MSGT FRANCIS A. DEMEUSE, AF16275514	this Hq
MSGT MISAEL GUILLEN, AF18326416	1608 Air Base Gp
TSGT GERALD D. DUBOIS, AF18172479	1608 Aerial Port Sq
TSGT EDDIE J. HEWETT, AF24630442	1608 Air Base Gp
TSGT ROBERT R. MILLER JR, AF34036189	this Hq
TSGT WAYNE H. MONSEN, AF16284839	3d Air Trnsp Sq
SSGT WATSON R. JONES, AF14389650	this Hq
SSGT JAMES L. KENNY, AF25353886	1608 Orgn Maint Sq
SSGT HAROLD E. LANIER, AF14639112	this Hq
SSGT ROBERT F. LOUDERBACK, AF12335994	this Hq
A1C LELAND J. LLOYD, AF15552283	1608 Air Base Gp
A1C EDMUND F. MARTEL, AF14794505	1608 Air Base Gp
A1C DAVID E. STOHLMANN, AF17596975	1608 Comm & Elect Maint Sq
A1C RUSSELL D. RUBINGH, AF16624359	1608 Fld Maint Sq
A2C JERRY R. CANNON, AF14734438	1608 Air Base Gp
A2C PAUL D. COE, AF15681022	1608 Supply Sq
A2C [redacted] EDWARDS, AF14858169	1608 Air Base Gp
A2C JESSE T. MYERS, AF14833922	this Hq
A3C ROBERT L. HENDRICKS, AF14876991	1608 Air Base Gp
A3C RICHARD L. MILLER, AF18665754	1608 Orgn Maint Sq

FOR THE COMMANDER

WILLIAM A. WEAKLEY
Capt, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 83

10 December 1965

1. The following named individuals, organizations indicated, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during period indicated. Authority: AFR 900-10.

1608 USAF Disp
CMSGT WILLIAM L. WEEKS, AF33539410, 23 Sep 62 to 22 Sep 65
MSGT ROBERT A. BOWMAN, AF14271539, 14 Nov 62 to 13 Nov 65
MSGT RUSSELL P. MC COY, AF17051945, 22 Nov 62 to 21 Nov 65
TSGT THOMAS P. BROWN JR, AF14629291, 30 Oct 62 to 29 Oct 65
TSGT BILLY G. DAVIS, AF17298292, 6 Dec 62 to 5 Dec 65
SSGT CHESTER D. COX, AF18438829, 24 Oct 62 to 23 Oct 65
SSGT HAROLD RICHARDSON, AF14418816, 29 Nov 61 to 28 Nov 64
SSGT JACK L. TURNER, AF14225766, 9 Dec 62 to 8 Dec 65
A1C JOHN R. BRASHEAR, AF14816051, 15 Nov 62 to 14 Nov 65
A1C ELBERT M. DAMON III, AF13776689, 19 Sep 62 to 19 Sep 65
A1C GARY L. FOSTER, AF14812124, 8 Nov 62 to 7 Nov 65
A1C ARCHIE V. FRITTS, AF14785087, 24 Aug 62 to 23 Aug 65
A1C DOUGLAS E. HARDISON JR, AF14806590, 21 Sep 62 to 20 Sep 65
A1C JOHN R. MEIKLE, AF11367289, 2 Nov 62 to 1 Nov 65
A1C ROBERT G. POWERS, AF15644791, 2 May 62 to 1 May 65
A2C GEORGE A. CHEWNING, AF14816020, 13 Nov 62 to 12 Nov 65
A2C RONALD C. COVINGTON, AF13771072, 29 Oct 62 to 28 Oct 65

2. SSGT JAMES W. MILFORD, AF18517094, 1608 Fld Maint Sq, MATS, This stn, is awarded the Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 23 Oct 56 to 22 Oct 59. Authority: AFR 900-10.

3. SSGT JAMES W. MILFORD, AF18517094, 1608 Fld Maint Sq, MATS, this stn, is awarded the Good Conduct Medal Bronze Clasp w/1 loops for his demonstration of exemplary behavior, efficiency and fidelity during the period from 23 Oct 59 to 22 Oct 62. Authority: AFR 900-10.

FOR THE COMMANDER

HEADQUARTERS OFFICIAL

WILLIAM R. WEAKLEY
CWO, W4, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER 13 December 1965
G-84

Each of the following airmen, having held a principle duty assignment in a First Priority (crew member) AFSC for a period of 7 years, is awarded the Senior Aircrew Member Badge. Authority: AFM 35-13.

MSGT DAVIS R. LINDBERG, AF14332007, 3 Air Trnsp Sq
SSGT JOSEPH E. BROCKMAN, AF14511433, 76 Air Trnsp Sq
SSGT WALTER E. PEACE, AF18429560, 3 Air Trnsp Sq

FOR THE COMMANDER

HEADQUARTERS ★ OFFICIAL ★ FOURTH AIR FORCE

WILLIAM R. WEAKLEY
CWO, W4, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G- 85

14 December 1965

1. The following named personnel, organization indicated, MATS, this stn, are awarded the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

GRADE, NAME, AFSN	ORGANIZATION
MSGT JAY R. RICE, AF13221342	1608 Fld Maint Sq
MSGT PHILLIP G. WASHINGTON, AF15265548	1608 Fld Maint Sq
SSGT GEORGE W. BANNAN JR, AF28003097	1608 Fld Maint Sq
SSGT MARTIN L. HEPNER JR, AF13463635	1608 Supply Sq
SSGT AUBREY A. LOVE, AF19616165	1608 Fld Maint Sq
SSGT GEORGE L. OLIVIER, AF18203947	1608 Fld Maint Sq
A1C ROBERT W. BACHMAN, AF13734807	1608 Fld Maint Sq
A1C WILLIAM E. BURRIS, AF16725537	1608 Comm & Elect Maint Sq
A1C GILBERT R. HAMMAN, AF19496127	1608 Orgn Maint Sq
A1C ALFREDO HERRERA, AF26006093	1608 Fld Maint Sq
A1C LONNIE G. HURLEY, AF17561224	1608 Fld Maint Sq
A1C RONALD L. JONES, AF13672358	1608 Supply Sq
A1C LEE R. MCLEOD, AF18612627	1608 Comm & Elect Maint Sq
A2C RONALD W. FISH, AF14870271	1618 Orgn Maint Sq
A2C HOWARD M. KLINE JR, AF13804549	1608 Comm & Elect Maint Sq
A2C DENNIS L. KNOX, AF12703221	1608 Fld Maint Sq
A2C ARTHUR W. LAUX, AF11442917	1608 Fld Maint Sq
A2C CALEPH E. RAYMOND JR, AF18638098	1608 Orgn Maint Sq
A2C JACKIE L. SIMS, AF16774862	1608 Trans Sq
A2C MARK SMITH, AF12663325	1608 Fld Maint Sq
A2C CHARLES E. WOODFORD, AF12651298	1608 Comm & Elect Maint Sq

2. A1C DONALD L. GADBERRY, AF15525386, 1608 Comm & Elect Maint Sq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 7 Sep 61 to 6 Sep 65. Authority: AFR 900-10.

3. SSGT DOUGLAS HILL, AF19431037, 1608 Air Base Gp, MATS, this stn, is awarded the Small Arms Expert Marksmanship Ribbon. Authority: AFR 900-10.

FOR THE COMMANDER

OFFICIAL

WILLIAM R. WESTLEY
Capt, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1608TH AIR TRANSPORT WING (H) (MATS)
Charleston Air Force Base, South Carolina 29404

SPECIAL ORDER
G-87

15 December 1965

1. The following named individuals, this Hq, with permanent duty stn at Det 2, Ramey AFB, Puerto Rico are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during periods indicated. Authority: AFR 900-10.

TSGT WILLIAM H. MAYNE, AF11265413, 1 Sep 62 to 31 Aug 65
A1C ISAAC W. BRAXTON JR, AF14702690, 23 Sep 62 to 22 Sep 65

2. SSGT WAYNE H. GLADDEN, AF13476218, this Hq, MATS, this stn, is awarded the Air Force Good Conduct Medal for his demonstration of exemplary behavior, efficiency and fidelity during the period from 7 Oct 62 to 6 Oct 65. Authority: AFR 900-10.

3. The following named individuals, organizations indicated, MATS, this stn, are awarded the Air Force Good Conduct Medal for their demonstration of exemplary behavior, efficiency and fidelity during period indicated. Authority: AFR 900-10.

1608 Transportation Sq
A2C KENNETH A. JOLLEY, AF15674744, 21 Sep 62 to 20 Sep 65
A2C KENNETH E. PETRINA, AF12671298, 26 Nov 62 to 25 Nov 65
A2C JOHN W. PURDUM JR, AF15682347, 29 Sep 62 to 28 Sep 65
A2C BERYL S. WALTER JR, AF15676203, 10 Sep 62 to 9 Sep 65
A2C LECTOR W. WATSON, AF14806213, 13 Aug 62 to 12 Aug 65
A2C MATTHEW L. WELLS, AF14806836, 24 Oct 62 to 23 Oct 65
A2C GLEN D. WHITE, AF14807027, 28 Nov 62 to 27 Nov 65

1608 Supply Sq
TSGT ROSS B. WOLFE, AF13257906, 14 Dec 62 to 13 Dec 65
TSGT CHARLES H. WILLIAMS, AF14477453, 16 Dec 62 to 15 Dec 65
A1C BOBBIE E. MORGAN, AF14621017, 14 Dec 62 to 12 Dec 65
SSGT CHARLES W. SKIPPER, AF14641186, 14 Nov 62 to 13 Nov 65
SSGT JOHN D. WEILER, AF16516530, 5 Oct 61 to 4 Oct 64

FOR THE COMMANDER

HEADQUARTERS OFFICIAL MILITARY AIR TRANSPORT WING

WILLIAM R. WEAKLEY
Capt, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, MILITARY AIR TRANSPORT SERVICE
SCOTT AIR FORCE BASE, ILLINOIS 62226

SPECIAL ORDER
T-2903

13 August 1965

1. So much of Para 1, SO T-2827, Hq MATS, 10 Aug 65, relating to authorization of news media and contracting officials as pertains to LEE FITZGERALD, (only) Australian Business Review, Sydney, Austrailia is revoked.

2. Mr. MAURICE ADAMS, Australian Business Review, Sydney, Austrailia, is authorized to travel aboard a MATS aircraft on 14 Aug 65 from Charleston AFB, SC to Marietta, Ga, and return to participate in and report upon the delivery flight of the MATS C-141 to EASTAF. Travel is necessary in the military service and authorized per AFRs 76-15, 190-13 and message SAF-OIPC 88030, 17 Jul 65, at no expense to the US Government. Non-revenue traffic.

FOR THE COMMANDER

U.S. AIR FORCE — OFFICIAL — MILITARY AIR TRANSPORT SERVICE

W. J. ATKINS, Colonel, USAF
Director of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, MILITARY AIR TRANSPORT SERVICE
SCOTT AIR FORCE BASE, ILLINOIS 62226

SPECIAL ORDER 10 August 1965
T-2827

1. The following news media representatives and contracting officials are authorized to travel aboard the C-141 type aircraft from Marietta, Ga, to Charleston AFB, SC, on 14 Aug 65, to participate in and report upon the delivery of the MATS C-141 to EASTAF and return to Marietta, Ga, by same or other MATS type aircraft. Travel is necessary in the military service and authorized per AFRs 76-15, 190-13 and message SAF-OIPC 88030, 17 Jul 65, at no expense to the US Government. Non-revenue traffic.

Lockheed Aircraft Corp:

CHESS ABERNATHY	A C KOTCHIAN
C T BENDORF	C E LITTLEJOHN
WALTER J BRODERICK	W D PERRAULT
JOE DABNEY	W A PULVER
COURTLAND S GROSS	RALPH ROGERS
CARL HADDON	WILLIAM SMITH
D J HAUGHTON	M L ST JOHN
TURNER HIERS	C S WAGNER
VERNE JOHNSON	

Pratt & Whitney Aircraft:

HUGH A GOSSELIN	R C MOORES
J S LEE	ARTHUR E SMITH

United Aircraft Corp:
RALPH VILLERS

News Media:

MISS SANDRA ALLEY, Atlanta Times	Atlanta, Ga
JERRY BLYTH, Daily Mail	London, Great Britain
RICHARD BURBAG, News & Courier	Charleston, SC
TOM CRENSHAW, WCSC-TV	Charleston, SC
LEE FITZGERALD, Australian Business Review	Sydney, Australia
MRS RENEE GESMAR, LeMond	Paris, France
CHARLES HUNTER, Evening Post	Charleston, SC
BILL KINNEY, Smyrna Herald	Smyrna, Ga
MICHAEL KLOUES, Australian News Limited	Sydney, Australia
CLAUDE LORIEUX, Agence France-Presse	Paris, France
HARRY MILLER, Daily Telegraph, Morning Post	London, Great Britian
JERRY PSENKA, WAGA-TV	Atlanta, Ga
LEO SALVAGE, Le Figaro	Paris, France
JACK SCOTT, WSB	Atlanta, Ga
GRAHAM SMITH, WCIV-TV	Charleston, SC

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Para 1 (Cont'd)
News Media:

RON SNIDER, Atlanta Journal	Atlanta, Ga
JAMES TOWNSEND, Atlanta Magazine	Atlanta, Ga
C TROEBST, Springer Newspapers	Hamburg, Germany
ED WEBB, WUSN-TV	Charleston, SC
WILLIAM WORKMAN, News & Courier	Charleston, SC
JAMES WYNNE, Marietta Journal	Marietta, Ga
BILL YOUNG, WAII-TV	Atlanta, Ga

2. The following news media representatives are authorized to travel aboard a MATS aircraft from Charleston AFB, SC, to Marietta, Ga, on 14 Aug 65, prior to the Marietta Charleston C-141 flight. Travel is necessary in the military service and authorized per AFRs 76-15, 190-13 and message SAF-OIPC 88030, 17 Jul 65, at no expense to the US Government. Non-revenue traffic.

RICHARD BURBAG, News & Courier	Charleston, SC
TOM CRENSHAW, WCSC-TV	Charleston, SC
CHARLES HUNTER, Evening Post	Charleston, SC
GRAHAM SMITH, WCIV-TV	Charleston, SC
ED WEBB, WUSN-TV	Charleston, SC
WILLIAM WORKMAN, News & Courier	Charleston, SC

FOR THE COMMANDER

W. J. ATKINS, Colonel, USAF
Director of Administrative Services

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1608th Aerial Port Squadron
1608TH AIR TRANSPORT WING (H) (MATS)
UNITED STATES AIR FORCE
Charleston Air Force Base, South Carolina

SPECIAL ORDER
36

1 December 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 1608th Aerial Port Squadron, effective this date, vice LT COLONEL HURST G. BOWERS, FR17159, relieved.

S/
HOWARD W. METTS
Lt Colonel, USAF
Commander

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Charles R Wyrosdick

CHARLES R. WYROSDICK
Lt Colonel, USAF

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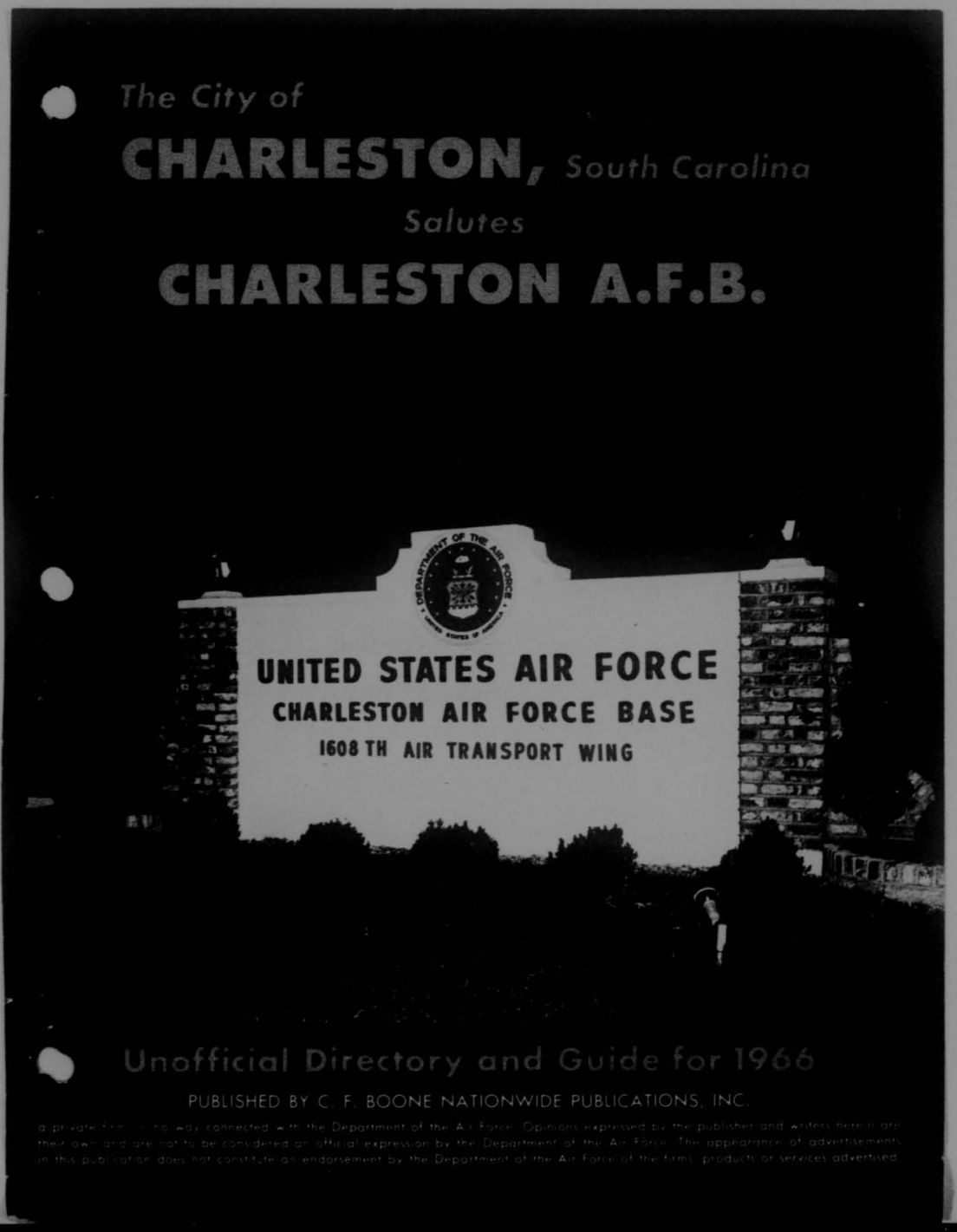

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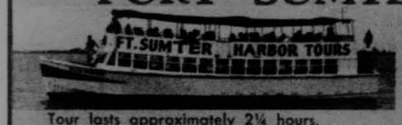
EXCITING – HISTORIC – ADVENTURE

FORT SUMTER HARBOR TOURS



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ONLY TOUR BOAT THAT
ACTUALLY LANDS AT THE
FORT SUMTER NATIONAL MONUMENT
Fort Sumter Is Where The
War Between The States Began
April 12, 1861

Tour lasts approximately 2¼ hours.
Fare (including tax) $1.85—Child (under 12) 85c
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Touring Historic Charleston Harbor with 1 Hour Conducted Tour of The Fort by National Park Historians
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Fanjet C-141 StarLifter Over Charleston

CARGO WINGS FOR THE 437th MAW

From nearby Lockheed-Georgia at Marietta, aided by its subassembly plant in Charleston, come the giant C-141 fanjet StarLifters, and the C-130E propjet Hercules which are flown by the men of the 437th Military Airlift Wing. The men and women of Lockheed are pleased to be partners with you at the Charleston Air Base in providing the needs for Defense of Freedom.

LOCKHEED-GEORGIA COMPANY

A Division of Lockheed Aircraft Corporation
Marietta, Ga. and Charleston, S. C.

Fanjet C-141 StarLifters Over Charleston

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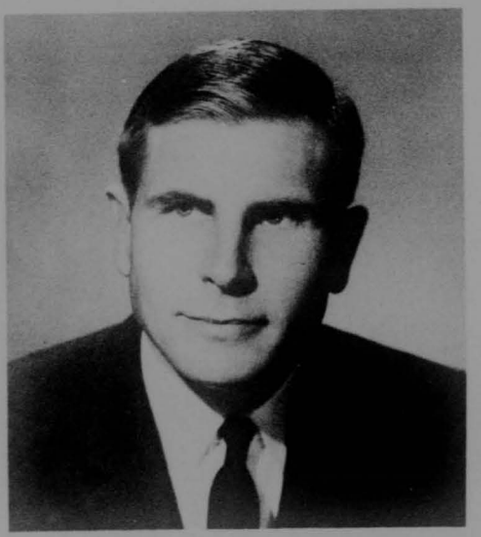

Welcome to

Charleston

City of Charleston
South Carolina
Executive Department
J. Palmer Gaillard, Jr.
Mayor

As Mayor of the City of Charleston, it is my pleasure to extend to you the City's official Greeting, and wish for you a pleasant and memorable stay in our City.

This booklet will serve as an exciting introduction to the many attractions and opportunities of America's Most Historic City.

On behalf of all our citizens, I say sincerely, "Welcome To Charleston."

Cordially,

J. Palmer Gaillard, Jr.
J. Palmer Gaillard, Jr.
Mayor
City of Charleston, South Carolina

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Charleston, South Carolina

America's Most Historic City

Charleston, South Carolina, is a rich blend of magnificent beauty, historic charm and modern progress. Many of her streets and buildings have not changed appreciably during the past century, but against this old backdrop her commerce flourishes. While maintaining the beauty and tradition of her glorious past, her citizens have not overlooked the opportunities for progress in the modern age of commerce and industry.

Historic Background

Although the first settlement of "Charles Town" as it was called, was located on the west bank of the Ashley River in 1670, the city has been located on the narrow peninsula between the Ashley and Cooper Rivers since 1680. At the time of its incorporation in 1783 it was officially renamed Charleston.

Charleston's citizens were strongly inclined toward independence of thought and action. It was here that the first independent government in America was set up—the seat of government being located in the old Exchange Building, which still stands today at the foot of Broad Street. With the opening of actual warfare Charleston harbor became the scene of the first major naval defeat suffered by the British at the hands of the "newborn Americans". With the coming of peace the city's progress continued. Rice and indigo plantations flourished in the rural areas, and there developed a great commerce with other world ports. Cotton and tobacco were added, and Charleston became one of the important centers of imports and exports in the rapidly developing New World.

Much of the old part of the city has a distinct European flavor, having been influenced principally by the English, the French and the Germans. The old spacious colonial mansions, both in and near Charleston, remind one that here, indeed, was the center of the culture and gracious living of another era. Other houses, rising straight up from the sidewalks three or four stories high, and touching one another, remind the visitor that their early occupants, newly arrived from Europe, had experienced the necessity of conserving space. The most famous of these houses are found on East Battery in a section known as "Rainbow Row", where each house is painted in a different pastel shade. Many visitors are fascinated by the "single house", which has a front door through which one enters the porch (known as a piazza) which runs the length of the house. Entrance to the house itself is

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through a door leading off the porch to a hall. This type house has a parlor (for "company") and a "sitting room" for the family. The term "single house" is derived from the fact that these houses are one room wide. Tours of many old homes are very popular with visitors. The Charleston Museum, one of Charleston's most popular attractions, is the oldest municipal museum in America. Another building seen by most visitors is the Dock Street Theater, a restoration of the first theater in America built solely for dramatic productions. It is used regularly by a local dramatic group. Equally famous are the beautiful old churches where many notable visitors have worshipped along with the generations of Charlestonians. The tall steeples stand out magnificently above the skyline, telling the world that religion has played a leading role in the development of this region. Many other buildings are of historic significance — the Fireproof Building, first in America; the Exchange Building, where the first independent government in America was set up; City Hall, built as one of the first federal banks; the old Powder Magazine; and the Old Market, which now houses a priceless collection of relics from the War Between the States.

From the Battery one can see Fort Sumter in Charleston Harbor. It was the target of the opening shots fired in the War Between the States. It is now a National Monument under the care of the National Parks Service. Boats ply to and from the Fort daily. Fort Moultrie, which played an important part in every war in which the United States has been engaged, is located on nearby Sullivan's Island, which was chosen by Edgar Allen Poe as the setting for the "Gold Bug." Perhaps the most interesting features are the dungeon and grave of Osceola, an Indian Chief who was captured in Florida and imprisoned at Fort Moultrie during the Seminole War. He died at Fort Moultrie in 1838.

The City of Progress

Although famous as a tourist center, Charleston has by no means neglected its development as a center of commerce and industry. The city serves as a shopping center and a center of wholesale distribution for the southeastern area of the state. The Charleston-Berkeley metropolitan area with its population in excess of 200,000 is probably the fastest growing metropolitan area in the two Carolinas. Retail sales are estimated to be $275,000,000 and wholesale volume amounts to about $165,000,000.

Total processing industrial and services employment in Charleston County is currently over 35,000 persons with an annual payroll in excess of $146,000,000. These figures include the 10,000 persons employed in manufacturing and processing, with payrolls just over $50,000,000 annually. Manufacturing in Charleston County is widely diversified. Products of wood, metal, tobacco, concrete, food, paper, asbestos, roofing, rubber chemicals, plastics, and fabrics are included in the estimated $265,500,000 annual output. One of the largest cigar manufacturing plants in the United States is located here, and the county stands high in the nation

COLOR PHOTOS AT LEFT speak of the charm and beauty to be found at every turn in Charleston.

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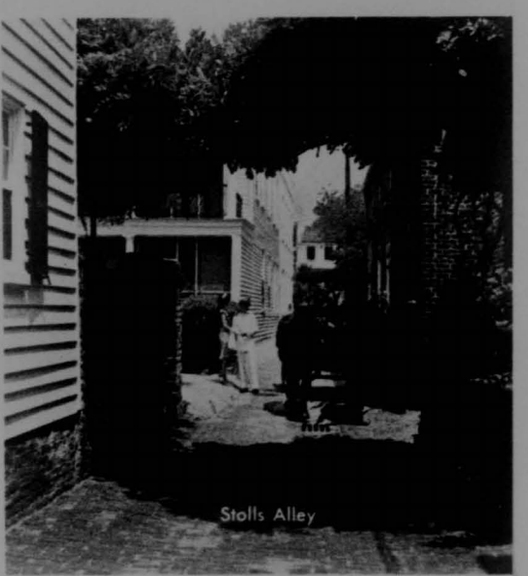
Fort Sumter

in the number of persons employed in the manufacture of tobacco products. The Charleston Development Board is constantly at work in the effort to bring in industrial plants. One of the newer industrial plants is the aircraft sub-assembly plant of the Lockheed-Georgia Company.

Port of Progress

Charleston is the leading South Atlantic port in value of commerce. In the latest survey by the U. S. Department of Commerce it ranked 15th in the nation in value of foreign trade. At the end of World War II the port ranked 65th in the nation. In the past fifteen years South Carolina has led every state in the nation in its increase in value of foreign trade. Covering a fifteen-year period, 1941-1956, a U. S. Department of Commerce survey showed that South Carolina's import and export trade had increased by 81% to lead every state in the nation. Private and public interest have combined to aggressively promote the State's three ports: Charleston, Georgetown, and Port Royal. In the past five years the South Carolina State Ports Authority with the authorization of the South Carolina Legislature has constructed over twenty-four million dollars in new port facilities. For the past fourteen years Charleston has led every port in the importation of long staple cotton. The port now leads the nation in wool importing, passing Boston and Philadelphia. Many new industries have been brought to the state by the ports'



Stolls Alley

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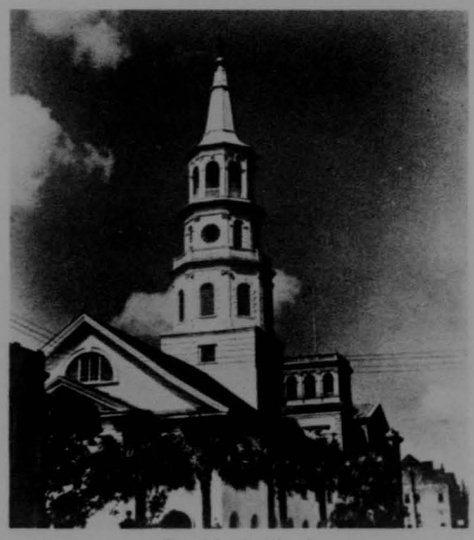
program. For the past five years about six million dollars has been invested in wool processing and scouring plants for export. It is estimated that full one-third of all new industries brought to South Carolina since the end of World War II have been directly or indirectly influenced by the booming ports trade and improved facilities. Approximately 1,250 South Carolina businesses and over 100 cities of the state now either import or export through one of the state's three ports. Each ship calling at one of the ports brings an estimated $10,000 into the state's economy, a direct benefit to the state of $16,000,000 a year. It is estimated that the ports bring some $200,000,000 annually into the state in direct or indirect benefits. Over 1,400 merchants now call annually at the principal port, Charleston, which is served on a regular schedule by 40 major steamship lines and 50 steamship lines on an irregular basis for a total of 90 lines serving the port. South Carolina's ports, by their service, are linked to a hundred major foreign ports around the world. Some 26 countries, for instance, bring in wool through the ports' facilities. The port of Charleston boasts the best Far Eastern steamship service of any port on the Atlantic, outside of New York, with some 325 vessels annually serving the Far East. Charleston can best be described as a general cargo port handling high value commodities ranging from artificial flowers to huge road grading tractors.

Educational and Medical Facilities

Charlestonians have always appreciated the necessity of adequate facilities of all types. Charleston was the first city in America to provide a tuition-free education from the first grade through college. The College of Charleston, founded in 1770, is the oldest municipal college in the United States. Two other institutions of higher learning are located in the city. They are The Citadel (the Military College of South Carolina), and the South Carolina Medical College. Other educational facilities within the metropolitan area include 21 high schools, 2 junior high schools, 59 elementary schools, 3 private and several parochial schools. There are also several business and trade schools.



St. Michael's Church

Medical facilities have been expanded greatly in recent years. The modern facilities of the expanding Medical Center are now valued in excess of $35 million. There are four hospitals for general treatment, one teaching hospital in connection with the Medical College, one tuberculosis hospital, one crippled children's rehabilitation center, four training schools for nurses and two convalescent homes within the Medical Center area. The Veterans Administration was constructing a 500-bed general medical hospital close to the Medical College Hospital as this booklet went to press.

Recreational Facilities

This area abounds in recreational facilities. In addition to parks and playgrounds, there are numerous regular and drive-in theatres, bowling alleys, public and private golf courses (open throughout the year), a modern municipal stadium for large events, and four fine sun-kissed beaches. During the summer months thousands of vacationists enjoy surf bathing and water sports, and fishing is popular throughout the year.

Within 35 miles of the city are Lake Moultrie and Lake Marion. Both freshwater lakes were formed by damming the Santee and Cooper Rivers. A variety of game fish abound in these lakes and here are found the large striped bass or rock fish that grow to a record weight of 45 pounds.

Transportation

Charleston is served by one railroad for passengers, and by three railroads for freight. Four interstate bus lines and twenty-six motor freight lines serve the city and surrounding territory. Local bus service is furnished by one regularly scheduled utility and one charter bus service. Four commercial air lines furnish 22 flights daily, and charter flights are available through local flying services.

Utilities, Communications, News Media

Charleston is served by the Southern Bell Telephone and Telegraph Company, Western Union Telegraph Company, and the South Carolina Electric and Gas Company. There are six radio stations, three television stations, two local newspapers (morning and afternoon daily, except Sunday), and one local weekly newspaper.

Culture

Charlestonians have long been known for their interest in cultural development. The Charleston Symphony Orchestra, the Charleston Choral and Opera Company, the Society for the Preservation of Spirituals, the Footlight Players, the Charleston Civic Ballet, and the Charleston Artists Guild are among the organizations which offer opportunity for expression to those

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participating, and offer entertainment to both local citizens and visitors. The Gibbes Art Gallery, maintained by the Carolina Art Association, and the Charleston Museum house excellent collections. Three libraries are maintained in the city, two being free libraries and the other operated by the Charleston Library Society.

Accommodations

In the Greater Charleston area there are 3 hotels, 52 motor courts, and numerous comfortable tourist homes. Three hotels and several large motor courts have facilities for conventions, and adequate meeting rooms are provided for groups up to 500 persons. There are approximately 200 eating establishments, including all types, with a score or more offering gourmet selections — seafoods, foreign dishes, or best of all — famous Charleston recipes.

Climate

Weather records covering more than fifty years show that Charleston has a mean annual temperature of 66.3 degrees, and a mean annual rainfall of 47.25 inches. The temperature rises to 90 degrees or above an average of 28 days per year, and it falls to 32 degrees or below only 9 days. The climate is moderate throughout the year, and the temperature is warm enough for surf bathing from early May to late September. An average year includes 263 days of sunshine, either total or partial.

Chamber of Commerce

Charleston holds the distinction of have the oldest local Chamber of Commerce in America. It was organized in 1773, and it has served the community ever since. Quite appropriately, it is located at the corner of Broad and Church Streets. Church Street is symbolic of Charleston's glorious history, and Broad Street — the principal financial district — is symbolic of the continuing effort to promote the future progress of the community. That is Charleston — the old and the new — blended together to form an environment to be found nowhere else in the world.

Defense Installations

In addition to being a colorful, historic city, a center of industry, and a progressive world port, Charleston is one of the nation's most important centers of Armed Forces installations. Armed Forces personnel and civilian employees connected with these installations number approximately 36,000. Together with their dependents they account for more than one-fourth of the population of Greater Charleston. Total expenditures by all services in the Greater Charleston area are approximately $200,000,000 annually — an amount sufficient to have a great economic impact on any community. The Navy, Air Force, Army and Coast Guard all have installations in the immediate area. Charleston is also becoming the adopted home of more and more retired personnel, from both officer and enlisted ranks. Having served at the various bases in the area, these individuals know that they can enjoy their retirement in the "City by the Sea."

The Beauty of the Coastal Region

Nature was most kind and generous when she decorated the coastal area around what is now Charleston. The serene pine forests, the groves of majestic oaks, draped with tropical Spanish Moss, and the mysterious cypress swamps all have their individual type of beauty. For more than two centuries man has labored to improve the work which Nature so nobly began. In the vicinity of Charleston are three beautiful gardens, open to the public for a modest admission charge. In these gardens from December to March the gorgeous Camellias bloom in unexcelled profusion. As the Camellias fade out the multicolored Azaleas come into their own in March and April. These gardens are Middleton, Magnolia and Cypress. Middleton, America's oldest formal garden, dating back to 1741, was landscaped under the direction of a protege of the great LeNotre, designer of the famous gardens of Versailles. Owned by the same family for more than 200 years, Magnolia Gardens boast one of the largest collections of Camellias in America. There are more than 500 varieties, and some of the plants are virtually trees, exceeding 25 feet in height. At Cypress Gardens visitors can stroll leisurely along its many paths, but the gardens are seen to their greatest advantage by floating gently over the inky, black waters in gaily painted little boats, quietly paddled midst the ghost-like trees hung with shimmering moss.

The various gardens in the area abound in fragrant magnolias, wisteria, stately oaks, azaleas, iris

Shown above are high school boys and girls enjoying an outing at historic Fort Sumter in Charleston (S. C.) Harbor. The boys are wearing the uniforms of the Charleston High Schools Rebel Band. These are authentic reproductions of Confederate Artillery uniforms. The girls are wearing costumes of the Confederate period.

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Scenic drive through Hampton Park, adjacent to The Citadel, Military College of South Carolina.

High Battery and White Point Gardens overlooking historic Charleston Harbor and Fort Sumter.

Louis deSaussure house on East Battery, with view of Civil War cannon at White Point Gardens.

Picturesque foot bridge at Magnolia Gardens.

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and many other lovely flowers. Nor is all the beauty of Charleston confined to its famous gardens. White Point Gardens, located on the Battery, attract many visitors, not only for beauty, but also for interesting relics and monuments to be found there. Hampton Park, with its sunken gardens, rolling lawns, rose-lined walks, tree-lined drives, and its profusion of shrubs, particularly azaleas, serves as a popular retreat from business cares and household worries. The park includes a small zoo and an aviary with an unusual collection of birds, sufficient to attract those with casual interest. For the more ardent lover of our feathered friends, the "low country" is a veritable paradise. In South Carolina 442 species of birds have been observed. Most of these can be seen in the coastal region, with some of them being found exclusively in the Charleston area. Both fresh water and salt water fowl are found here.

In addition to the parks and gardens, many oleanders, which bloom all summer, and Palmetto trees, which are green the year round, are scattered throughout the city, lining prominent streets and boulevards, as well as approaches to the city itself. Nearby Summerville, known as "The Flower Town in the Pines" is also a favorite beauty spot with visitors.

The Charleston Museum

Founded in 1773, the Charleston Museum is the oldest public museum in this country. The collections and exhibitions include the cultural and natural history of the whole world with special emphasis placed on South Carolina material. Of unusual interest are examples of the craftmanship of early Charleston artisans and the dioramas in the natural history hall which depict local birds and animals in the natural settings.

The Charleston Museum.

The Charleston Museum is subsidized by the city and county of Charleston and by contributions and memberships. The total annual attendance is over 100,000 persons.

Many and varied activities fill the yearly calendar of the museum. It is open to the public every day throughout the year without charge. In addition the Museum offers monthly planetarium shows, Audubon Wildlife films, exhibitions and lectures. All of these are open to the public (some for a small fee).

In addition, the museum maintains two subsidiary houses: the Joseph Manigault House, and the Heyward-Washington House.

For children the museum conducts an extensive free program with varying actities for different age groups and different seasons.

SOME INTERESTING CHARLESTON "FIRSTS"

- *In 1736 the first fire insurance in America was the "Friendly Society for Mutual Insurance of Houses Against Fire."*
- *Charleston shipped America's first export cotton — seven bags to England in 1748.*
- *The Charleston Chamber of Commerce was the First City Chamber of Commerce in this country, organized in 1773.*
- *The Charleston Museum Society, also organized in 1773, was the first in America.*
- *The first time a British flag was hauled down and replaced by an American flag was in Charleston in 1775.*
- *At Fort Moultrie the first decisive victory of the American Revolution was gained when in June, 1776, strong British naval and land forces under Sir Peter Parker were repulsed.*
- *The first prescription drug store in America began operation in Charleston in 1780.*
- *The first municipal institution of higher education in the U. S. was the College of Charleston, chartered in 1785.*
- *The first attempt at fireproof construction in America was the "Fireproof Building" overlooking Washington Square. It was designed by Robert Mills, designer of the U. S. Treasury Building and the Washington Monument, and was occupied in 1826.*
- *The first steam locomotive train ever to operate with passengers and freight was "The Best Friend," from Charleston to Hamburg, S. C., in 1830.*
- *The first shot of the War Between the States was fired on April 12, 1861, from Fort Johnson directed against Fort Sumter in Charleston Harbor.*
- *The first submarine ever used in warfare was "Hunley's Boat," used by the Confederates 1863-65 in Charleston Harbor.*
- *Artificial ice was first made by John Gorrie in Charleston in 1851.*
- *First book jackets in America were made in Charleston by Isaac Hammond in 1890.*

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MESSAGE FROM THE WING COMMANDER

It is a pleasure to welcome you to Charleston Air Force Base, home of the 437th Military Airlift Wing.

As one of the operational Wings of the Military Airlift Command, we have the mission of conducting daily war-readiness training on an international scale and of assisting MAC in sustaining its airlift capablity to react to any emergency. The airlift, operated as a result of this war-readiness training, is used to support U. S. interests throughout the world.

Our global mission will require exacting performance of duties and at times be a challenge to your abilities. I know that you will find your assignment interesting and can look with pride upon your accomplishments, knowing that you are a member of the world's greatest airlift force dedicated to freedom and peace.

You will find this a friendly base and that the City of Charleston is a friendly community. We want you to feel that you are an important member of our Air Force and that we are glad you are here.

HOWARD E. KREIDLER
Brig Gen USAF
Wing Commander

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COL. PAUL A. JONES

COL. BRENDAN DIXON

Col. Paul A. Jones, 437th Military Airlift Wing vice commander, came to Charleston Air Force Base in June, 1963, from Scott Air Force Base, Illinois.

Col. Brendan Dixon, Charleston Air Force Base commander, assumed his position in July, 1964, coming from Scott Air Force Base, Illinois.

Col. Donald L. Brooks, deputy commander, Materiel, came to Charleston in June, 1963, from the 63rd Carrier Wing at Donaldson Air Force Base, South Carolina.

COL. DONALD L. BROOKS

Col. Arthur E. Ryan, director, Base Medical Services, arrived at Charleston in August, 1962. He served earlier at the 5010th USAF Hospital, Eielson Air Force Base, Alaska.

Col. Davis F. "Red" Ervin, Jr., deputy commander, Operations, assumed his position with the 437th Military Airlift Wing during July, 1965, after serving a tour in Viet Nam.

COL. ARTHUR E. RYAN

COL. DAVIS F. ERVIN

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Charleston Air Force Base

Charleston AFB, S. C., home of the 437th Military Airlift Wing, is located 10 miles northwest of the City of Charleston on U.S. Highway 52.

The mission of the 437th Military Airlift Wing is to command, operate, administer, and maintain Charleston AFB for the purpose of transporting, by air, personnel, materiel, mail, and strategic materials, and other cargo for all agencies of the Department of Defense. Included is support of the Air Force Missile Test Center down range activities and for other governmental agencies of the U.S.

The Charleston base is one of two Military Airlift Command Aerial Ports of Embarkation and Debarkation on the Atlantic seaboard. It provides airlift support for military installations in Europe, Africa, and the Middle East, as well as the missile tracking sites extending from Florida to Ascension Island in the South Atlantic, to Johannesburg, South Africa. A modern passenger terminal complete with facilities for speedy processing of passengers plus a giant cargo terminal and materials handling system are operated by the base. Some 12,000 passengers and 6,000,000 pounds of cargo are flown in and out of Charleston AFB monthly.

Three types of aircraft, the C-141 Starlifter, the C-130 Hercules and the C-124 Globemaster are stationed at Charleston Air Force Base. The gigantic new Starlifter, introduced on the East coast at Charleston in August, 1965, is scheduled to gradually replace the Globemasters. All three types of aircraft are currently used for troop movement and airlifting bulk cargo. Passengers flown in and out of the Charleston port are carried by commercial airlines under Air Force contract and by MAC passenger aircraft operating from McGuire AFB, N.J. However, in some instances, the Air Force aircraft are configured to carry mixed loads of passengers and cargo.

Tenant units on Charleston AFB are the 444th Fighter Interceptor Squadron, equipped with the F-101 Voodoo; The 1968th Communications Squadron; Detachment 3, 15th Weather Squadron; Detachment 21, MAC Management Engineering Team; USAF Detachment 2108, 21st District OSI; EASTAF Detachment 27, Contract Airlift Survey Team; Detachment 317A, 3321st Field Training Squadron; representatives of the Army, Navy, and Air Force ATCO; Detachment 1, 3122 USAF Log Control Group; Resident Auditor of Auditor General, USAF; Resident Engineer; and International Aerospace Services Incorporated, Charleston Division.

In addition to supporting the foregoing units, Charleston AFB provides limited support to the 792d Radar Squadron which is located adjacent to the base on property known as North Charleston Air Force Station. A unit of the Air Defense Command, the 792d Radar Squadron is a radar surveillance station, reporting directly to the Washington Air Defense Sector (SAGE).

The U.S. Air Force's new turbofan-powered jet airlifter, the Lotkheed C-141 Starlifter, was accepted at Charleston AFB August 14, 1965. Capable of cruise speeds of more than 550 mph, the C-141 has a maximum flight weight of 316,000 pounds. A total of 48 of the giant transports will join the MAC force at Charleston by mid-1967.

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Charleston AFB was activated in 1942 to serve as a WW II training base. Closed in 1946, it reopened in 1951. After a period of renovation, the 456th Troop Carrier Wing assumed occupancy until March 1955 when control passed to the 437th Military Airlift Wing. Extensive construction started at that time makes the base a modern, well-equipped transport center. Charleston AFB is now owned in fee simple by the United States with joint use by commercial aircraft.

Charleston AFB covers an area of more than 3,500 acres with mostly permanent type construction. Jointly used with commercial airlines whose administrative facilities are located on the eastern side of the base, it serves the city of Charleston as a municipal airport. There are two runways, one oriented NW/SE, 9,000 feet long and 200 feet wide. The second oriented NE/SW and is 7,000 by 150 feet. Instrument approach and landing facilities include ILS (OM/IM), low frequency range, VOR, TACAN, and radar approach control. The facilities plus the control tower and a civilian weather station are operated by FAA personnel.

On-base housing includes 950 Capehart units, all of which are of recent construction. All are centrally air conditioned and modern in every respect.

Charleston AFB is singularly fortunate in its location. The city of Charleston with its historic background, ten miles south, is situated on a peninsula between the Ashley and Cooper rivers which converge to form Charleston Harbor. The city was incorporated in 1783. Much of the old part of the city has a distinct European flavor. Many of the streets and buildings have not changed appreciably during the past century. From the Battery, one can see Fort Sumter in Charleston Harbor. This was the target for the opening shots fired in the Civil War.

The coastal area around Charleston is decorated with Pine forests and Oaks all draped with Spanish Moss. In the vicinity of Charleston are fine, beautiful gardens filled with magnificent Camellia and Azalea flowers which bloom profusely each year from December to March.

Charleston has a deep water harbor with 55 piers, wharves, and docks. The port handles everything from heavy machinery to tropical fruit.

The oldest municipal college in the United States, founded in 1770, is located in Charleston. The city boasts a large Medical Center valued at more than $20,000,000. The Citadel, famous Military College of South Carolina, is also located here.

Besides Charleston AFB, the military installations located nearby are: Headquarters, Sixth Naval District, the Naval Shipyard with Destroyer and Minesweeper Flotillas, the Polaris Missile Assembly and Loading Base, an Army Depot, and a Coast Guard Station. The annual military payroll for all military establishments is over $100,000,000. The military population is roughly 24,000.

The Douglas C-124 Globemaster, long known as the "Workhorse of the Command," has been in service since 1952. The Globemasters at Charleston AFB are being phased out to make way for the new C-141 Starlifters.

QUICK REFERENCE NUMBERS

Air Force Aid Society	2158	Family Services	3146
Airmen's Service Club	2280	Fire Department	2814
Barber Shop	2230	First National Bank of South Carolina	2500
Base Exchange	2322	Gas Station (ESSO)	3471
Base Library	3134	Hobby Shop — Automotive	2937
Base Message Center	2232	Hobby Shop — Woodworking	3293
Base Nursery	2588	Hotel and Billeting	2802
Base Operations Dispatcher	3506	Information at Passenger Terminal	3142
Chaplain	2541	MARS Station	3189
Civilian Personnel	3337	Military Locator File (After duty hours — 3136)	2202
COMMANDER:		Motor Pool Dispatcher	3177
Wing Commander	3201	NCO Open Mess	2014
Wing Vice Commander	3202	Officers' Open Mess	2116
Air Base Group Commander	2200	Post Office	2758
Deputy Commander Operations	3264	Red Cross	3377
Deputy Commander Materiel	2211	Reenlistment	2717
Dental Clinic	2112	South American Area Command Post	2531
Desk Sergeant (A.P.)	2214	Theatre	2106
Dispensary	2163	Weather	2275
Dry Cleaners (Port City)	2169	Weather Forecast (Recording)	2355
Emergency Repair (Civil Engineering Sq)	2992	Wing Office of Information	2453

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Sunrise over the Voodoos

Radar Tower and Height Finder

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Capehart Housing

Chapel—Charleston AFB

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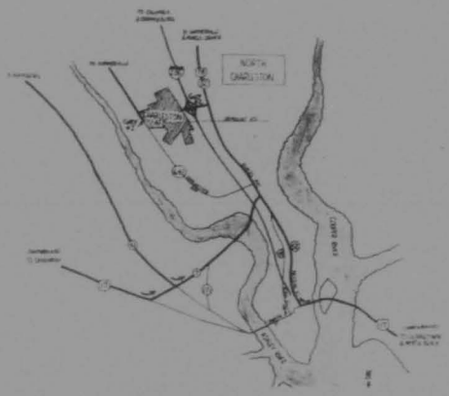
General Information



HOW TO GET TO CHARLESTON AFB

Charleston Air Force Base is located 10 miles Northwest of Charleston, S.C., off U.S. Highway 52. As you approach from the Northwest on Rt. 52 or I-26, watch for road signs indicating the base location when you reach North Charleston. If arriving on Rt. 17 from Southeast or Northeast, follow the highway signs until they intersect Rt. 52 and then follow it through the city, northwest to North Charleston.

New arrivals to the Base will find it advantageous to report in during duty hours (0800-1630). Planning your arrival as early as possible in the day will enable you to complete many items on your incoming clearance and orient yourself to the various organizations on the base.

UNIFORM

Winter and summer uniforms are optional year-around. Appropriate dress for special occasions will be specified in advance. Special emphasis is placed on the proper wearing of the uniform and the neatness of same.

REPORTING IN

All personnel reporting in to Charleston AFB will proceed to Room 308 of Building S-322. During normal duty hours, personnel will be immediately processed. After duty hours, personnel will sign the roster (Rm. 308) and may use their orders to secure lodging at the Transient Barracks (Airmen and NCOs) or Charleston House (Officers) and food at Dining Hall 2 (Airmen and NCOs) or the Officers' Open Mess (Officers).

INFORMATION DESK

Located in the Passenger Terminal, Bldg. S-164, the Information Desk provides information concerning base facilities and flight information on a 24-hour basis, seven days a week. Telephone ext. 3141.

LOCATOR

The Postal Locator for all military personnel is located on the first floor Day Room, Bldg. 101, ext. 2202.

VEHICLES

REGISTRATION — All military and civilian personnel assigned to Charleston AFB who desire to operate private vehicles on base will report to the Pass and Registration section of Air Police, Bldg. S-255. Officers and NCOs will show their registration, a valid operator's license, and sign a sworn statement certifying that they have liability insurance and that their car is in safe operating condition. All enlisted personnel will be required to have with them the registration, valid operator's license and proof of liability insurance.

Decals are required for all cars on the base and cost 40 cents. Colors are: Blue—Officers; Gold—NCOs; Red—Airmen; Black—Civilian.

TRAFFIC LAWS — The speed limit on the base is 25 mph unless otherwise posted.

Courteous and efficient Air Policemen greet the new arrival at Charleston AFB.

The Information desk is located in the Air Passenger Terminal.

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Base Facilities and Services

PROTOCOL

Protocol, staffed entirely by WAF personnel, is located in the MAC Passenger Terminal. This section provides the friendly personal touch to visiting dignitaries by arranging for billeting, transportation, and expediting the handling of baggage and other arrangements that might be needed. Transportation is provided to the Municipal Airport as well as other areas of the surrounding community when on official business.

Protocol also works closely with Family Services to provide any humanitarian service that may be needed. The telephone extension is 2012 or 2013.

Charleston AFB personnel often give freely of their time to make distressed visitors as comfortable as possible.

NEWSPAPER

The Base Newspaper, the Airlift Dispatch, is published on Tuesday and distributed Wednesday. It contains news of interest to Charleston AFB personnel. Copies are distributed to organizations on the base and delivery is made to the Capehart housing units. If you hear of anything you consider newsworthy, call the Wing Information Office, ext. 2453.

Classified ads may be inserted by calling or writing the North Charleston Banner Publishing Co., 4823 Virginia Ave., P.O. Box 5698, Charleston, S. C., telephone 747-6101.

Stories submitted for publication should be in the WOI office not later than 2 p.m. on Friday. Photographic requests should be made a minimum of 24 hours in advance. Only requests for publicity purposes will be honored.

LOCKER SERVICE

Locker Service is provided on a 24-hour basis in the Passenger Terminal (Building S-164) for 10c, 20c, and 25c.

The Charleston House offers temporary quarters for many military families arriving from and departing for overseas.

HOUSING AND BILLETING

There are presently 955 Capehart housing units on the base: 347 units for officers and 608 for enlisted personnel. There are five sets of additional government quarters on base. Those personnel not eligible for base housing may obtain houses or apartments in Charleston or the surrounding community. For additional housing information, contact the Base Housing Office, located in the Charleston House, Bldg. S-362, ext. 2104.

Assignment to base family quarters is made by rank and date of rank basis.

For unmarried personnel: Airmen are housed in dormitory type barracks, by squadron, and two permanent type BOQs are available for officers.

VOQ

The Visiting Officer's Quarters are located in the Charleston House, Bldg. S-362, ext. 2802. Accommodations for eighty officers are available.

CHARLESTON HOUSE

The Charleston House, Bldg. S-362, ext. 2802, is utilized by military personnel and their dependents and single officers arriving and departing Charleston for overseas bases. Single enlisted personnel or married enlisted personnel traveling without their dependents will stay in the Transient Barracks only. Personnel on leave status that are eligible to stay in the Charleston House may do so strictly on a space available basis.

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TRANSIENT BARRACKS

All enlisted service personnel on competent orders can find lodging at the Transient Barracks, Bldg. S-304, ext. 2219. Retired enlisted service personnel can find lodging there on a space available basis.

Three story permanent dormitories are provided for the single airmen.

Medical Facilities

AIR FORCE CLINIC: The medical department on this Base consists primarily of the general practitioner type office medical care given by family physicians elsewhere. There is no specialist service. When consultations are necessary, you will be referred to the appropriate department of our supporting institution, the Charleston Naval Hospital. This Base has no surgical or obstetric capability. In order to achieve the goal of making care available for everyone with the least amount of delay and confusion, out-patient service is operated on an appointment basis for both military and their families. Appointments are made only for 24 hours in advance. Patients unable to obtain an appointment will be seen between 1500-1530 hours on a first come - first served basis.

Out-Patient	Ext. 2163, 2164, 2165
Pediatric	Ext. 2303
Optometry	Ext. 2929
Immunizations	Ext. 2065
(Military: 0730-1200)	
(Dependents: 1300-1600)	

IN-PATIENT CARE: The Dispensary capacity is limited to a 24-bed ward. Military personnel and their families are hospitalized here if it is felt that the condition requiring hospitalization is a short term illness which ordinarily will not terminate in any serious complications. Complete care is given to about ninety per cent of the patients with these facilities.

VETERINARY SERVICES (ANIMAL CLINIC): The Base Veterinary Food Inspection Service maintains a small animal clinic every Thursday morning from 0800 to 1130. The clinic is maintained on an appointment basis only. Appointments may be requested on Monday of each week by calling ext. 3560. Treatments are limited to immunizations, including Rabies, Distemper, and Infectious Hepatitis, and minor dermatology and parasite problems.

DENTAL CLINIC: The Dental Clinic provides dental service for all personnel except those on flying status who are treated at the Dental Annex. The Clinic is maintained on an appointment basis, hours of operation are 0800-1700 on Monday, Tuesday, Wednesday and Thursday. On Friday, the Main Clinic is open from 0800 to 1500. The Dental Annex is open from 0730 to 1630 Monday through Friday. Appointments may be made by calling extension 2112 or 2113.

Military personnel and their dependents receive medical care at the Dispensary.

Professional dental care is provided for military personnel at the base's modern dental clinic.

RELIGIOUS ACTIVITIES

Base Chaplains are always available for counseling.

CATHOLIC

Sunday Masses: Chapel 1—0730
Chapel 2—1000, 1115 & 1230
Daily Masses: Chapel 2—Monday, Wednesday & Friday—0620

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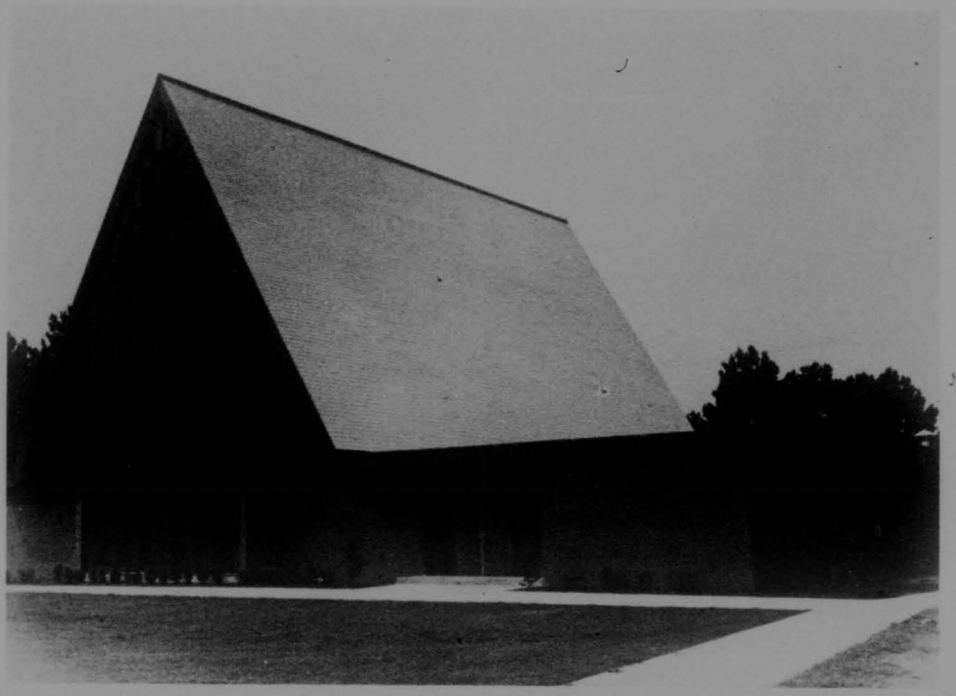

The spacious new base chapel, accepted in July, 1965, helps accommodate the 6,700 military personnel stationed at Charleston Air Force Base.

Tuesday & Thursday—1130
Saturday—0900
First Friday: Chapel 2—Masses at 0630 & 1130
Confessions: Chapel 2—Saturday 0930-1030 & 1900-2030
Ladies' Sodality: Chapel 2—First Sunday at 1000
Holy Name Society: Chapel 2—Second Sunday at 1000
Baptisms by appointment
Marriages: Arrangements should be made at least two months in advance.
Children's Catechism: Sunday at 0845 (For information call 2537)
Adult Instructions: Chapel 2—Tuesday at 1950
Choir: Chapel 2—Thursday at 1930
Catholic Youth Organization: Chapel 2—Third Sunday at 1000

Communion: First Sunday of the month, Chapel 1
Lutheran Communion: Chapel 2—1930
Choir Rehearsal: Children's Choir—Chapel 1 annex 1630 (Wednesday)
Junior Choir—Chapel 1 annex, 1730
Senior Choir—Chapel 1, 1930
Protestant Women of the Chapel: Chapel 1—First Tuesday of each month at 0945
Protestant Men of the Chapel: Officers' Club—First Sunday of each month at 0800
Protestant Youth of the Chapel: Chapel 1 Annex—Sunday at 1900
Religious Instructions: By appointment
Weddings and Baptisms: By appointment

PROTESTANT:

Sunday School: Age 3 through Adults—1000
(Call 2541 for information and location)
Morning Worship: Chapel 1—1000 & 1115
Chapel 2—0845

JEWISH

Synagogue Emanuel at 2015
78 Gordon St. at 11th, Charleston, S.C.
Telephone: RA 2-3534

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Wives of flying squadron personnel receive a tour and a briefing on the jobs that their husbands perform.

AIR FORCE AID

The Air Force Aid representative is located in the Personal Affairs office, Bldg. S-222, ext. 2158. This section offers assistance and financial aid to military personnel and dependents in unforeseen emergency situations. It also administers base CHAP Program for disabled children.

RED CROSS

The Red Cross Field Office (ext. 3377) is located in the MAC Passenger Terminal, Bldg. S-164. The purpose of the Red Cross office is to assist military personnel with verification of emergency situations involving the immediate family of the Armed Services member. This office also assists the serviceman with personal and family problems in general, and gives financial aid when necessary. Information pertaining to hardship discharges and transfers can be obtained through the Red Cross. Other general Red Cross services such as First Aid and Water Safety Training are available.

Though regular office hours are 0730 to 2030, services are available 24 hours a day by calling the Base Telephone Operator.

FAMILY SERVICES

Family Services is located in the Family Services Cottage, extension 3146. Limited cooking and bedding supplies are maintained for emergency use. Information on state-side and overseas bases are maintained in their files. It is manned by members of the Officer and NCO Wives' Clubs on a volunteer basis.

Family Services volunteers help to make the change of station a little more pleasant.

NURSERIES

Two nurseries are maintained on the Base. One is located in the MAC Passenger Terminal (Building S-164). The Terminal Nursery is staffed by five wage-board employees with practical nurse experience and serves all military personnel on in-bound and out-bound flights. The Terminal Nursery is open seven days a week, 24 hours a day.

The second nursery, the Base Nursery, located in the Charleston House, Building S-330, is open for military dependents: Monday, 0745-1700; Tuesday, 0745-2330; Wednesday and Thursday, 0745-2030, Friday and Saturday, 0745-0100; and Sunday, 0845-1330 and 1700-2100. Parents should provide lunches for their children.

Men of the 437th Civil Engineering Squadron provide maintenance for the base's 950 Capehart housing units.

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PERSONAL AFFAIRS OFFICE

Personal Affairs Office, in Bldg. S-322, ext. 3719, provides casualty service (reporting and assistance) and general personal affairs counseling (survivors benefits, insurance, retirement, etc.) to all base personnel. Information is available concerning retired serviceman's benefits and complete casualty assistance service to next-of-kin. Counseling is also available on commercial insurance for the lower-four grade airmen.

Included among the base's many sports facilities is this modern skeet range.

PASSPORTS

The Passport and Visa Section, located in Room 18, Building S-103, 437th Military Airlift Wing Headquarters building, is responsible for all passport functions pertaining to military and civilian personnel assigned to this Base. This section may also process dependents for passports to join or accompany their sponsors on an overseas tour. No tourist passports are processed, although information can be obtained as to the particular requirements of countries to be visited.

Normally, a certified copy of a birth certificate and/or an old passport and photographs must be submitted with a passport application. A Baptismal Certificate and/or Birth Affidavit may sometimes be acceptable in lieu of a birth certificate. It will save you considerable time to contact the Passport Section, ext. 2006, and determine if your birth evidence is acceptable as soon as possible after notification that a passport must be obtained.

THRIFT SHOP

Sponsored by the Officer's Wives Club, the Thrift Shop, located in Bldg. S-502, ext. 3480, is open Monday, Tuesday, Thursday, and Friday from 1000 to 1400. All proceeds are donated to charity. Uniform items, civilian clothing, luggage, books, cooking utensils, toys, and many household appliances may be purchased.

CREDIT UNION

Open from 0900 to 1300 Monday thru Friday, the Credit Union, located in the rear of the Base Theater (Bldg. S-215) is a source for base personnel interested in saving or borrowing money. Telephone ext. 3370. The Credit Union's purpose is to encourage savings and to furnish financial aid at low interest rates to members. Annual dividends are paid on savings. Membership in the Union provides a life insurance certificate equal to the value of the savings account up to $2,000. Loans are also insured. If the borrower becomes totally and permanently disabled or dies, the loan is paid in full.

MORTUARY AFFAIRS

The Mortuary Affairs Office is one of four Mortuary Aerial Ports of Entry in the United States. The remains of military personnel and their dependents, all branches of the service, who expire in South America, the Caribbean Area, Bermuda, North Africa and the Middle East are processed at this port.

This office also functions as Base Mortuary Affairs for personnel of Charleston AFB and an adjacent area of 100 miles.

Representatives are available 24 hours a day to render mortuary assistance. Total and complete facilities are available, by contract, in the city of Charleston. Representatives may be contacted by calling the base operator at night, or during normal duty hours, please call ext. 3696.

A modern, well-equipped trap range is available for Charleston AFB personnel.

The base WAF Drill Team performs at an open house.

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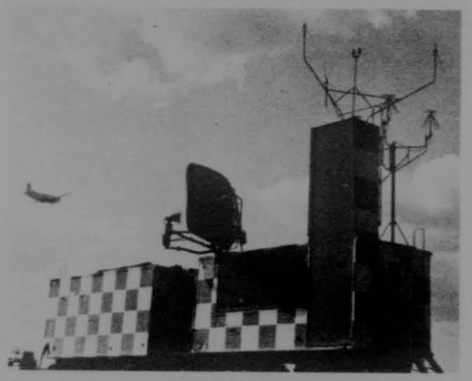
Courteous drivers provide transportation for distinguished visitors.



The ground control approach (GCA) unit is a vital part of air traffic control.

FAA personnel work closely with the base in air control.

TRANSPORTATION

The following companies maintain a consolidated ticket office in the MAC Passenger Terminal, Bldg. S-164: The Atlantic Coast Line Railroad; Delta, National, Eastern, and Southern Air Lines; Carolina Scenic Trailways, Southern Greyhound, Southeastern Stages, and Queen City Coach Company Bus Lines. Open from 0700 to 2400 hours daily, the representatives are subject to recall for the arrival of overseas flights.

Taxi service (commercial) is available 24 hours a day at the MAC Passenger Terminal.

A base bus makes a 20-minute shuttle run from 0630 to 2330 hours, stopping at key points on the base.

COMMERCIAL TRANSPORTATION

Commercial Transportation provides complete services for movement of personnel, baggage, household goods, and cargo arriving and departing this installation plus serving all armed services personnel and dependents of Charleston, Dorchester, Colleton, and Berkeley counties.

The Commercial Transportation Office and Household Goods Section are open during normal duty hours and function as a part of the 437th.

The Commercial Travel Section in the Terminal operates 24 hours a day.

A Consolidated Ticket Office for Air, Bus, and Rail companies is located in the MAC Passenger Terminal and is open 0700-2400 hours daily and subject to recall for arrival of overseas flights.

The Baggage Warehouse at the MAC Air Freight Warehouse is open during normal duty hours.

CIVILIAN EMPLOYEES

The civilian personnel program is administered by the Base Civilian Personnel Office, Bldg. 520, located in the vicinity of the flagpole. It is open Monday thru Friday from 0800 to 1630, telephone ext. 3337. Applicants for employment in the Federal Civil Service on Charleston AFB must apply at the Base Civilian Personnel Office.

DINING HALLS

Airmen are assigned to one of the following dining halls depending on their squadron assignment:

DINING HALL #2, Building S-250 (Transient personnel for all meals).

Early Breakfast	0400-0500
Breakfast	0600-0800
Dinner	1100-1230
Supper	1600-1730 and 2000-2100
Midnight	2300-0030

DINING HALL #4, Building S-446

Breakfast	0600-0800
Dinner	1100-1230
Supper	1600-1730

DINING HALL #5, Building S-447

Breakfast	0600-0800
Dinner	1100-1230
Supper	1600-1730

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For Your Entertainment

NCO OPEN MESS

Open from 0700 to 2300 (0100 on Friday and Saturday and evenings preceding holidays), the NCO Open Mess, Bldg. S-325, ext. 2104, offers complete dining and recreational facilities for its members. Every day a buffet lunch is offered, and Wednesday from 1630 to 1830 and Sunday from 1200 to 1500 buffet-style meals are served. The dining room provides a well-rounded selection of meals at reasonable prices.

Coffee is free at all times. There is a barber shop with two barbers on duty on a reservation basis. There are two bars: a main bar opening at 1700 for members and their guests, and a stag bar with TV, opening at 0930.

The NCOOM offers a well-rounded fun schedule in a handsome setting: Monday night pinochle is played, and reduced prices on drinks prevail from 1630 to 1800, Monday through Thursday; Tuesday is game night for prizes; Wednesday is special priced dinner night and Saturday is steak special night. Dances are held every Friday and Saturday night, with an orchestra each night. Daily club card drawings are held for cash and beer.

The Open Mess also operates a telephone food delivery service. For orders, call ext. 2613.

The commander's Air Force Birthday Reception is one of the yearly social highlights at Charleston AFB.

OFFICERS' OPEN MESS

Here in a modern setting is a large dining room which is open every day, a cocktail lounge which features a combo Wednesday through Sunday evening, a beverage package store, a large ballroom, a lounge with TV, a swimming pool (open during the summer months from 1000 to 1800, Monday through Saturday and 1200 to 1800 on Sunday) with a snack bar.

The dining room offers breakfast and lunch daily in cafeteria style except Saturdays, Sundays and holidays, at which time the snack bar is open. For the evening meal, waitresses provide table service. Coffee is available anytime the club is open.

The bar is open on a limited basis during regular duty hours. The package store is open Monday through Friday between 1645 and 1900 hours and from 1100 to 1700 hours on Saturday. The package store is closed on Sundays.

Activities at the club are many. Buffet nights are the first and third Sundays of each month. In the dining room, specialty nights are as follows: Monday—Smoked spare ribs; Tuesday—Mexican dinner; Wednesday—Chicken-in-the-basket; Thursday—Italian dinner; and Friday—Seafood dinner. A complete menu is served in addition to the specialties.

The club frequently caters to organizational meetings, base socials, wives groups, bridge parties, coffees, lunches, cocktail parties and banquets.

Dress requirements vary. Duty uniform is permissible anytime Monday through Friday. After 1900 hours, Monday through Friday, coat and sportshirt are permissible. Saturday, after 1900 hours, Class A uniform or civilian coat with tie is mandatory, and the same requirements are in effect on Sunday after 1700 hours.

The club is located in Bldg. S-355, ext. 2116.

The Service Club serves as a gathering place for many of the younger airmen.

SERVICE CLUB

Airmen arriving at Charleston will find the Base Service Club, Bldg. S-221, ext. 2280, one of the largest and most modern clubs in the Air Force. Programs and activities are geared to the wants, needs and desires of the off-duty airmen and their dependents and guests. The Service Club provides numerous facilities and a variety of entertainment including dances, variety shows, patio cook-outs, splash parties and bingo. Other facilities the club has to offer are game rooms, music rooms, TV and reading rooms, Pool, table tennis, small games and musical instruments are among the airmen's favorite pastimes. The club is open from 1300 to 2200 hours daily, except Monday, when it is closed for cleaning.

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Various swimming meets are held at the Base Swimming Pool.

A Cub Scout and Kiwanis member get a first-rate tour during Kids' Day, 1965.

AIRMAN'S POOL

The Airman's Pool is located at Bldg. P-224, across from the Service Club, and is open to all enlisted personnel and their dependents. Normal swimming hours are 1200 to 1800, Monday thru Friday; 0900 to 1800 Saturday; and 1200 to 1800, Sunday; however, hours of operation change according to the season.

CLUBS AND ASSOCIATIONS

WOMEN'S CLUBS

There are several women's clubs at Charleston AFB and their members perform a great amount of volunteer work in aiding others and entertaining club members and families. They are as follows: Officers' Wives Club, NCO Wives Club, Catholic Ladies Sodality, Protestant Women of the Chapel, and Family Services.

TOASTMASTERS

The Transat Toastmasters Club, dedicated to better speaking and listening, meets every Wednesday night at 1900 hours in the Officers' Open Mess.

An Aero Club member is checked out for a flight in one of the club's four aircraft.

AERO CLUB

The Charleston AFB Aero Club operates from and maintains its aircraft in a hangar located in the maintenance area. Operating the year-round, the club provides pilot training and recreational flying for all military and Department of Defense civilians and their families.

GOLF ASSOCIATION

Run by Special Services, the Golf Association is open to all military personnel, their dependents and house guests, and all retired military. Membership is open to all branches of the service. The clubhouse is opposite the BOQs. Limited rental of clubs and carts is available. The course, a challenging nine-hole layout along Arthur Drive, offers fun and recreation for the beginner as well as the experienced player.

YOUTH CENTER

The Youth Center, Bldg. S-502, ext. 2789, provides a meeting place for the base youths from 1300 to 1730, Monday thru Saturday, during the summer months, and 1300 to 1730, Tuesday thru Saturday, during the winter months. The Younger Set is composed of those six through nine years, the Sub-Teen from 10 thru 13, and the Teens from 14 thru 18. Activities, sports, and dancing are regular features of the center. During the summer months, a special program called the Summer Fun Program is conducted. Youth Center facilities include a game room, hi-fi room, dance floor, ballroom, and patio. Sub-teen and teen membership is $5 per year. The Younger Set membership is $2.50 per year. The first two children in a family pay regular price — all others pay half price.

BASE THEATER

The Base Theater is located in bldg. S-219, ext. 2106. The feature is shown at 1830 and 2030 hours, seven days each week. In addition, there are special matinees on Saturday at 1000 and 1400 and on Sunday at 1400. Information on special movies or movies that run over two and one half hours and that cause a change in the admission and starting time appear in the Daily Bulletin.

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BASE BOWLING ALLEY

The Base Bowling Alley, with 10 fully automatic lanes, is located in Bldg. S-214, extension 2514. Hours of operation are as follows:

Monday	0900-0100
Tuesday	1000-0100
Wednesday	1000-0100
Thursday	0900-0100
Friday	0900-0200
Saturday	0800-0200
Sunday	1300-2300

A snack bar and beverage take-out service located within the bowling alley maintains the same hours as the bowling alley.

The new bowling alley has modern automatic equipment and is available for both individual and league bowling.

GYMNASIUM

A handball court, a squash court, an exercise room, steam room, locker rooms, basketball court, volleyball facilities, tennis courts, and an athletic equipment check-out facility are all part of the gym complex, located in Building S-225, extension 2560. Males can use the gym Monday, Wednesday, and Friday from 0800 to 2100 and Tuesday and Thursday from 1200 to 2100, and Saturday from 1230 to 1800. Females have exclusive use of the facilities on Tuesday and Thursday from 0900 to 1200. Sunday hours are 1300 to 1700.

LIBRARY

The Base Library, Bldg. S-215, extension 3134, maintains material to fulfill all reading needs. There are over 20,000 non-fiction and fiction volumes. In addition, 89 periodicals, including current newspapers and technical journals, are available.

The children's section maintains books for all ages. The Library is also equipped with hi-fi rooms and over 450 L.P. records of varied music.

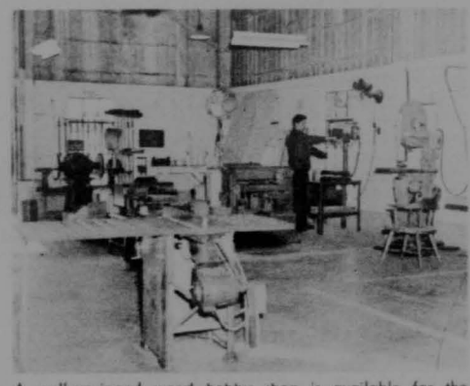
Hours are Monday, Wednesday, and Friday from 1030 to 2100; Tuesday and Thursday from 1200 to 2100; and Saturday, Sunday, and holidays from 1300 to 2100.

The Base Library offers a large selection of reading material.

HOBBY SHOPS

THE AUTO HOBBY SHOP, Bldg. T-634, extension 2937, is open at the following times: Tuesday, Wednesday, Thursday, and Friday from 1230 to 2100; Saturday from 1000 to 1800; and is closed Sunday and Monday. Auto parts can be ordered at wholesale discount for installation by the individual in the shop. There are two parts deliveries daily and one on Saturday. Other facilities include lubrication, washing, metal lathe service, welding, plug cleaning, and rental of tools and equipment. Machine work is performed by experienced personnel. Tires and car glass can be ordered through outside connections at a discount.

THE WOOD HOBBY SHOP, Bldg. T-635, ext. 3293, housing almost $13,000 worth of power equipment, contains everything from sandpaper to lathes and a drill press. Personnel must furnish their own wood. There are qualified instructors on duty at all times to assist on any project. Closed Monday and Tuesday, the Wood Hobby Shop is open 1300 to 2100, Tuesday through Friday; 1100 to 1800 on Saturday; and from 1300 to 1800 on Sunday.



A well-equipped wood hobby shop is available for the handy man.

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General Facilities

COMMISSARY

The Commissary Sales Store, Bldg. S-312, provides meat, groceries, and dairy products to authorized personnel from 0930 to 1730 Monday, Tuesday, Thursday and Friday; from 1200 to 2000 on Wednesday, and from 0920 to 1230 on Saturday.

BASE EXCHANGE

The Base Exchange, Bldg. S-201, extension 2322, is open Monday, Tuesday, Thursday and Friday from 0930 to 1730, Wednesday from 0930 to 2100, and Saturday from 0900 to 1300. The Main Store offers a layaway plan and a check cashing facility which is open during normal store hours. Special orders are taken for authorized items not carried in regular stock.

GARDEN STORE

Providing garden tools and supplies, outdoor sporting equipment, hardware and paint items, the Garden Store, Bldg. S-203, extension 3355, is open Monday, Tuesday, Thursday and Friday from 0830 to 1730, Wednesday from 0830 to 2100 and Saturday from 0900 to 1300.

SHOE REPAIR

Regular shoe repair and dye work is provided in the BX, Bldg. S-201, Monday through Friday from 0930 to 1730, and Saturday from 0900 to 1300.

WATCH REPAIR

The Watch Repair service, located in the BX, Bldg. 201, is open Monday through Friday, 0920 to 1730, and Saturday, 0900 to 1300, to provide watch service and repair, engraving, and key making.

CAFETERIAS AND SNACK BARS

PASSENGER TERMINAL CAFETERIA — in Bldg. S-164, open 24 hours per day, provides short orders as well as complete meals.

BASE EXCHANGE CAFETERIA—in Bldg. S-201, open Monday through Saturday, 0700-2200, and Sunday from 1530-2300, provides meals, short orders, and sells beer every night.

FLIGHT LINE SNACK BAR—in Bldg. S-50, open 24 hours per day, provides short orders as well as beer, milk, and bread to go.

GOLDEN PARROT DRIVE-IN

The Golden Parrot Drive-In Restaurant is located across from the Base Service Station and serves a wide variety of fried foods as well as hamburgers, milk shakes, soft drinks, and complete meals to carry out.

The Main Exchange Snack Bar at Charleston AFB is said to be one of the best in the Air Force.

Orders may be placed for pick-up service by calling extension 3120. Hours of operation are 0900 to 2300 hours, seven days a week.

BARBER AND BEAUTY SHOPS

Barber Shops in the Base Exchange, Charleston House, Maintenance Snack Bar, and Passenger Terminal provide service from 0800 to 1730 daily, and 0800 to 1300 Saturdays. The NCO Shop operates from 0800 to 1800 daily and from 0800 to 1700 Saturdays. Haircuts, shaves, shampoos, tonics, singes, massages, and shoe shines are provided.

The Beauty Shop, located in the Charleston House, renders permanents, shampoos, sets, color rinses, haircuts, manicures, hot oil treatments, bleaches, facials, pedicures, and eyebrow arches from 0800 to 1730 daily, and 0800 to 1300 Saturdays.

BULK BEVERAGES

Beer, soft drinks, diet drinks, canned nuts, ice cream, and potato chips are available at the Bulk Beverage Store, located in the rear of the Service Station, Building S-210. The hours of operation are Monday through Friday, 0930-1830, and Saturday and Sunday, 0500-1600.

SERVICE STATION

Routine service and minor repair work can be obtained Monday through Friday from 0700-1830 at the Base Service Station, Building S-210, extension 3471. Repair work is available from 0700 to 1300 on Saturday. Gas, oil, and products in the station office can be obtained anytime during the above hours plus the following: Saturday from 0700 to 1600 and Sunday from 1000 to 1400. U-Haul trailer rental service is also available.

TAILOR

Alterations and general-tailor service is available in the Tailor Shop, located in Bldg. S-411, across from the Commissary. It is open Monday through Friday, 0900 to 1700, and Saturday, 0800 to 1100.

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CLEANING AND LAUNDRY

The base laundry, located in Bldg. S-411, across from the Commissary, provides military and civilian laundry service Monday through Friday from 0830 to 1700, and Saturday, 0800 to 1100.

Port City Laundry provides dry cleaning, laundry, and flat work service Monday through Friday, 0930 to 1730, and Saturday from 0900 to 1300.

Delivery service by truck to the Capehart housing area is provided by the Summerville Laundry (telephone 873-7591) for dry cleaning, laundry, and flat work on Monday and Thursday and upon call by Dixie Cleaning at 744-1676.

Guild's Laundry and Dry Cleaning Service is located between the Garden Shop and the Service Station. Operating hours are 7 a.m. to 10 p.m., Monday through Saturday and 10 a.m. to 6 p.m. on Sunday. Self-service washing and drying is available and one-day dry cleaning service is available upon request.

CLOTHING SALES STORE

The Clothing Sales Store, Bldg. S-411, located across the street from the Commissary, provides clothing on a self-service basis for all military personnel on active duty, retired personnel, and dependents who are purchasing for their sponsor. The store hours are Monday thru Friday from 0900 to 1620. When pay day falls on Saturday the store is open from 0900 to 1300.

POST OFFICE

The base Post Office, Bldg. S-306, a branch of the Charleston Post Office, receives mail six times daily: 0700, 0830, 0930, 1100, 1400, and 1700. Hours of operation are Monday through Friday from 0800 to 1630, and Saturday from 0800 to 1129. Services include the sale of postal stamps and money orders.

BANK

The base Bank, Bldg. S-306, is a branch of the First Commercial National Bank of South Carolina and is in operation Monday through Thursday, 0900 to 1300, and every Friday from 0900 to 1300 and 1530 to 1715. The Bank is also open from 0900 to 1300 and 1430 to 1600 on military pay days.

LEGAL ASSISTANCE

Legal assistance is available to military personnel and their dependents Monday thru Thursday from 1300 to 1500 in the Judge Advocate's office, Room 10, Building S-103. No assistance will be given by telephone. The section renders legal assistance on domestic relations, wills, leases, sales contracts, citizenship applications, and other problems.

Notary Public services are provided from 1300 to 1500 hours to affix necessary acknowledgements to documents, free of charge.

EDUCATION SERVICES OFFICE

This office promotes educational programs for base officers, airmen, civil service employees, and military dependents.

Through the Education Office, elementary, high school, college, vocational, and technical courses may be taken. On-base college programs are sponsored by Florida State University. Its courses are fully accredited. The Extension Course Institute (ECI), a branch of the Air University, is accessible as are Army and Navy correspondence courses and the U. S. Air Force Institute correspondence work. Also high school and college level General Education Development (GED) and College Comprehension Test (CCT) exams are given.

This office helps process airmen for the Education and Commissioning Program and officers for the Air Force Institute of Technology (USAFIT) at Wright-Patterson AFB, Dayton, Ohio. Office hours are during normal duty hours in Bldg. S-101, second floor, extension 2309.

FINANCE

The Travel and Military Pay sections are located in the west end of Bldg. S-101, extension 2809. Hours of operation are 0900 to 1130 and 1300 to 1500.

The cashier's window, located in the same office, is open from 0800 to 1130, and 1300 to 1600.

WEAPONS

Persons permanently assigned to the base will register with BSLE (Base Security and Law Enforcement) any weapon brought or kept on the base. In accordance with AFR 125-22 as supplemented. Transient personnel will store weapons in the Air Police armament room, building S-255, while on base. For instructions on shipping, contact the Air Traffic Coordinating Office (ATCO) office.

Maintenance crews make necessary repairs and inspections prior to the next mission.

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Many Golf tournaments are held at the fine nine-hole Base Golf Course.

A spacious and comfortable club house is available adjacent to the Golf Course.

For the Sportsman

Charleston AFB's Personnel Services Section plans and carries out a varied sports program on the base. This program is divided into four main departments, base, intramural, individual, and youth. All base teams have as their nickname, The "Hurricanes."

The base sports program includes a basketball team that begins playing in early November and finishes its regular season in February. At this time, the team participates in the MAC double elimination tourney for the command title.

Base teams are also sponsored in softball and volleyball. The installation has been well represented in these sports in the past.

Other base teams representing the installation are selected from all-star units or tryouts. In the group are skeet and trap, tennis, bowling, and golf. The 1958 softball team captured the South Carolina state title, and the 1965 team won the MAC (then MATS) championship. In basketball, the 1960-61 and the 1961-62 fives won the command championship and Charleston's bowlers won the 1965 command bowling crown. This base was runner-up in the command tennis championships.

Charleston AFB participates strongly in the intramural sports division. This phase of the sports program lists on the average of 20 games each in basketball, softball, volleyball, touch football, and golf. These teams compete for their respective league titles and the top teams in each loop then clash in a double elimination tournament for the base championship. The twenty or more teams make up three leagues, and play five days each week.

Individual activity consists of many forms. There are challenge round ladders in squash, handball, and badminton, while many people play tennis and pitch horseshoes on their own. Tournaments are also held. Many times in the past, some of these athletes have kept up their particular skills and have won local titles, some even as high as state championships.

In the youth department, which primarily concerns dependents of the base personnel, there are many forms of athletic participation. The command takes care of a great part of it when they sponsor, through the base, a MAC Junior Sports Fitness Program. Included in this are track and field events, body building exercises, bowling, and swimming. Some top honors in the past year's program were captured by local boys and girls.

Another of the youth attractions is the Charleston AFB Baseball Commission which, in cooperation with local youth groups, have three boy's diamond leagues on base. Involved in this are the Small Fry team, ages 8-9; Little League, ages 10-12; and Pony League, 13-16.

In order to carry out this vast athletic program places and equipment are needed. Charleston AFB has virtually everything needed. The gym here is one of the best equipped in the Air Force. Its facilities include a handball and squash court; exercise room in which all body building apparatus are housed including ropes, bar bells, horses, parallel bars, chinning bars, and bicycles; a boxer's training room; spacious locker room; steam and rubdown room; and a supply room.

There are two softball diamonds located across from Bldg. S-101 which are utilized for base and intramural play and two baseball diamonds sited behind the base gym for the youth baseball teams. Also located beside the gym are the tennis courts. Sports, camping, fishing equipment, and other items are usually available for check-out at the base gym.

The Special Services section has also put playground equipment in areas throughout the Officer's and NCO's housing areas, including slides, swings, etc.

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HODGE PODGE LODGE

Hodge Podge Lodge is the official off-base recreational area. This site, located just 35 miles from the base on Lake Moultrie, is ideal for fishing, boating, swimming, and picnicking. Cabins are available for rent the year round. Reservations can be made during the off-season by calling Moncks Corner, 825-5881. During the season, 15 May to 30 Sept., the gymnasium, on base, extension 2560, should be contacted.

FIRING RANGE

The Base Small Arms Range is located off Arthur Drive on the road to the MARS Station. It has 12 firing points with turning targets at 25 yards and stationary targets at 50 yards. All types of pistols can be fired safely, but rifles must be in the class of the .30 caliber carbine or smaller.

The range is used for military training and for small arms competition. The base has pistol, small bore and big bore rifle teams both competing in military and civilian matches. Persons for these teams are selected in competitive shoot offs. The base also sponsors an active program of intrasquadron small arms competition.

MARS (Military Affiliated Radio System)

The MARS Station provides third party traffic on Monday through Friday from 0745 to 1615 to Washington, D.C.; Bermuda; Puerto Rico; Canal Zone; Brooks AFB, Texas; Bergstrom AFB, Texas; Dobbins AFB, Ga.; Langley AFB, Va.; Shaw AFB, S.C.; Myrtle Beach AFB, S.C.; Cape Charles AF Station, Va.; Patrick AFB, Fla.; Orlando AFB, Fla.; Tyndall AFB, Fla.; and Eglin AFB, Fla. Our MARS station provides message traffic to Wiesbaden, Pforzheim, Rhein Main, and Sembach, Germany; Thule, Greenland; Abilene and Houston, Texas; Scott AFB, Ill., Michigan, Kansas, Indiana, and Florida. Personal as well as official messages may be sent anywhere in the U.S. as well as most points overseas free of charge by calling extension 2256 or 3189. The services of the MARS Station may be used by all military personnel.

Interior of the Officers' Open Mess.

Many groups take advantage of the facilities provided at the picnic area.

Adjoining the modern gymnasium are tennis courts and softball diamonds.

A full schedule of Intramural Softball takes place each summer.

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AUTO PROCESSORS

Handling all paperwork, the Auto Processors, located in the MAC Passenger Terminal, provide their assistance and services to all military personnel shipping cars to and from overseas areas. Cars will be delivered to and picked up from the port depot. Commercial shipments will be arranged. Storage service as well as motor repairs and servicing is arranged. The Auto Processors are available by phone 24 hours a day at the Passenger Terminal, extension 2489 during duty hours, and at either 766-4165 or 553-2318 after hours.

FIRE DEPARTMENT

The fire department has a three-fold mission: (1) crash rescue, (2) structural fire protection, and (3) fire prevention.

In addition to 24 hour protection for the Base, Fire Department personnel will, upon request, check fire extinquishers in the housing area and provide information on proper storage conditions. The Fire Chief or his assistants may be reached at ext. 2814.

IN CASE OF FIRE . . . . . .

1. Call the Fire Department—dial 3323—and give Bldg. number and area.
2. Get everyone out of the building.

FIRE PREVENTION IS EVERYONE'S BUSINESS AT CHARLESTON AFB.

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Nearby Communities

MONCKS CORNER

Moncks Corner, county seat of Berkeley County, has a history dating back to 1735. In that year, Thomas Monck, a Charleston merchant, purchased 1,000 acres from James LeBas. In 1738, a mortgage given by Mr. Monck on 600 acres of the tract describes it as commonly called Mitton. The road from Charleston to the eastern Santee section and a road from Storey Landing to Nelson's Ferry crossed on the Mitton Plantation. These roads and the north boundary of Fair Lawn Signiary formed an angle, or corner, on Monck's land. Thus, when the settlement was first started, it was called Monck's Corner. In 1885 an act was passed which made Monck's Corner an incorporated town.

In 1857 the first brick court house was erected and in 1912 a public school was built. In 1916 a brick school house with two class rooms and an auditorium was erected on the site of the present high school. A library was built and equipped with a traveling bookmobile. An eight-page weekly newspaper, the Berkeley Democrat, begun in 1918, is still being published.

It was not until work was started on the Santee-Cooper project that Moncks Corner began to grow and become a radial point for industry. Population increased and in a short time, Moncks Corner supplanted St. Stephen as the largest town in the county.

The Santee-Cooper project has brought about the excellent fishing that now exists in the area of Lake Moultrie of the Santee-Cooper hydro-electric systems. The lake is filled with large-mouth bass, rock fish, bream, and crappie.

Lake Moultrie offers varied recreational attractions. Little Fanny Branch has backed up into a great arm of the lake and going westerly, east of Pinopolis, its shores are lined with many summer homes, affording their occupants plenty of swimming, boating and skiing.

In the fall of the year the county's forest and bays abound in deer, and its old plantation marshlands in duck. The country is also noted for its wild fowl, turkey, dove and quail.

This Bookmobile serves the Berkeley county area. Moncks Corner, S.C., located some 25 miles north of Charleston AFB is the seat of Berkeley County.

SUMMERVILLE

Here, Old South charm and New South "know-how" as to making a living and enjoying it are happily combined. Here is a town that is unique on several counts. It is small but not rural. Southern but not "sleepy", it is a town that is self-sustaining, not suburban. These are but a few of the advantages enjoyed by Summerville and its 4,000 friendly people.

ITS SITUATION

Located on Highways 17-A, 78, and 178 at the I-26 interchange, 23 miles northwest of Charleston on a high sandy ridge in South Carolina's Coastal Plain, in the midst of centuries-old long-leaf pines and moss-draped live oaks, the town is healthy as well as picturesque.

ITS BEAUTY

Summerville's quiet, winding streets, its towering trees (pine trees are protected against cutting by a town ordinance), and luxurious shrubbery, make it a story book town the year round. But in spring it turns into what has been called a "paradise in technicolor". Wisteria drips from trees and telephone poles, brilliant azaleas and camellias are embroidered by yellow jessamine and dogwood — the whole picture enhanced by a veil of Spanish moss. It is famed far and wide as "The Flowertown in the Pines."

ITS HISTORY

First settled as a summer health resort in 1729 by owners of plantations in lower South Carolina, Summerville is really a descendant of the town of Dorchester, six miles away, which was settled by a band of Puritans who decided in 1695, in Dorchester, Mass., to "goe to Carolina to settle the gospell ther."

The fascinating remains of the town, with its ancient fort built of "tabby" (oyster shells in a bond or matrix of burnt shell lime) and its Anglican church tower dating back to 1720, has been made a State Historical Memorial. Numerous artifacts of colonial life are still being excavated.

In 1775, Fort Dorchester was commanded by the famed "Swamp Fox," General (then Captain) Francis Marion; and later by Colonel "Light Horse" Harry Lee and the first Wade Hampton.

ITS INDUSTRIAL ADVANTAGES

Low taxes, good climate, availability of labor, and cooperation of the townspeople have helped to draw industry to Summerville. Executives have met with friendliness and kindness, and have found it a pleasant place for adults and a wholesome place for children. New industries are exempt from county taxes for five years.

ITS RECREATIONS

At the Country Club are a fine nine-hole golf course, tennis courts, and swimming pool, with seasonal membership for visitors and service personnel.

Fishing in nearby rivers and lakes is a flourishing sport. Motorboat and water-ski enthusiasts find sport

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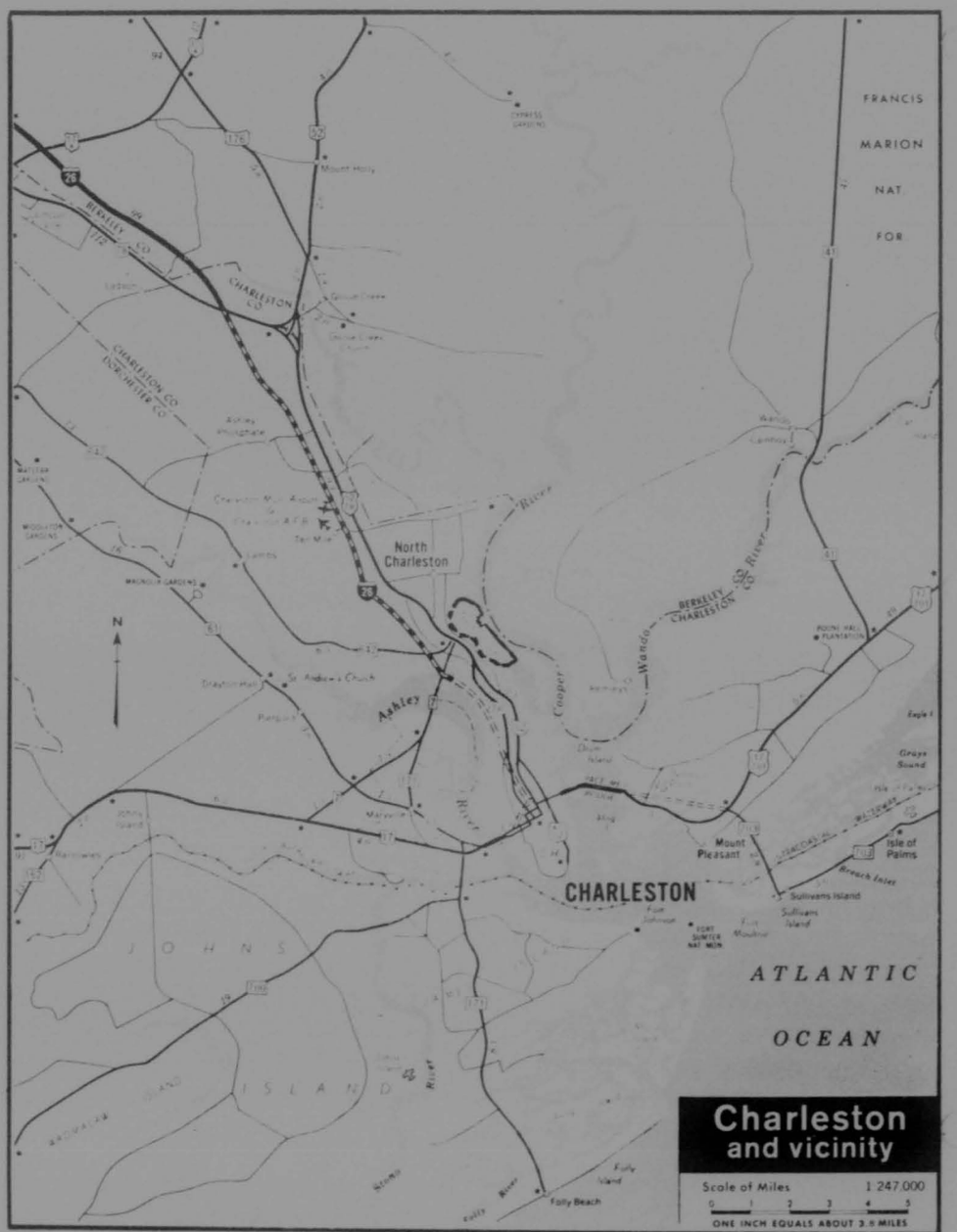

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For Man Sized Pleasure . . . .

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"Sales and Service Since 1935"

THE NEAREST CHEVROLET AND OLDSMOBILE DEALER TO CHARLESTON AIR FORCE BASE

SEE AND DRIVE THE ALL NEW OLDS FOR 65 — "SPECIAL DISCOUNT TO SERVICEMEN"

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SERVICE AFTER THE SALE MAKES THE DIFFERENCE

ALWAYS A GOOD SELECTION OF OK USED CARS

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THE PAUSE THAT REFRESHES

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—INTERIOR DESIGNING SERVICE AT NO ADDITIONAL COST—

THE LATEST IN MODERN FURNITURE AT VERY REASONABLE PRICES

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"Congenial Atmosphere"

CHARLESTON'S MOST BEAUTIFUL RESTAURANT

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DELCO REMY
AC — CHAMPION & AUTOLITE
SPARK PLUGS

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FLOOR SHIFT KITS
CLUTCHES
FUEL PUMPS

IGNITION PARTS
EXHAUST SYSTEMS
STARTERS AND
GENERATORS

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Store #2
Charleston Heights

747-3639—747-3630
553-3952

Goose Creek Shopping Plaza, Goose Creek, S.C.
Owned & Operated By Ed Livingston

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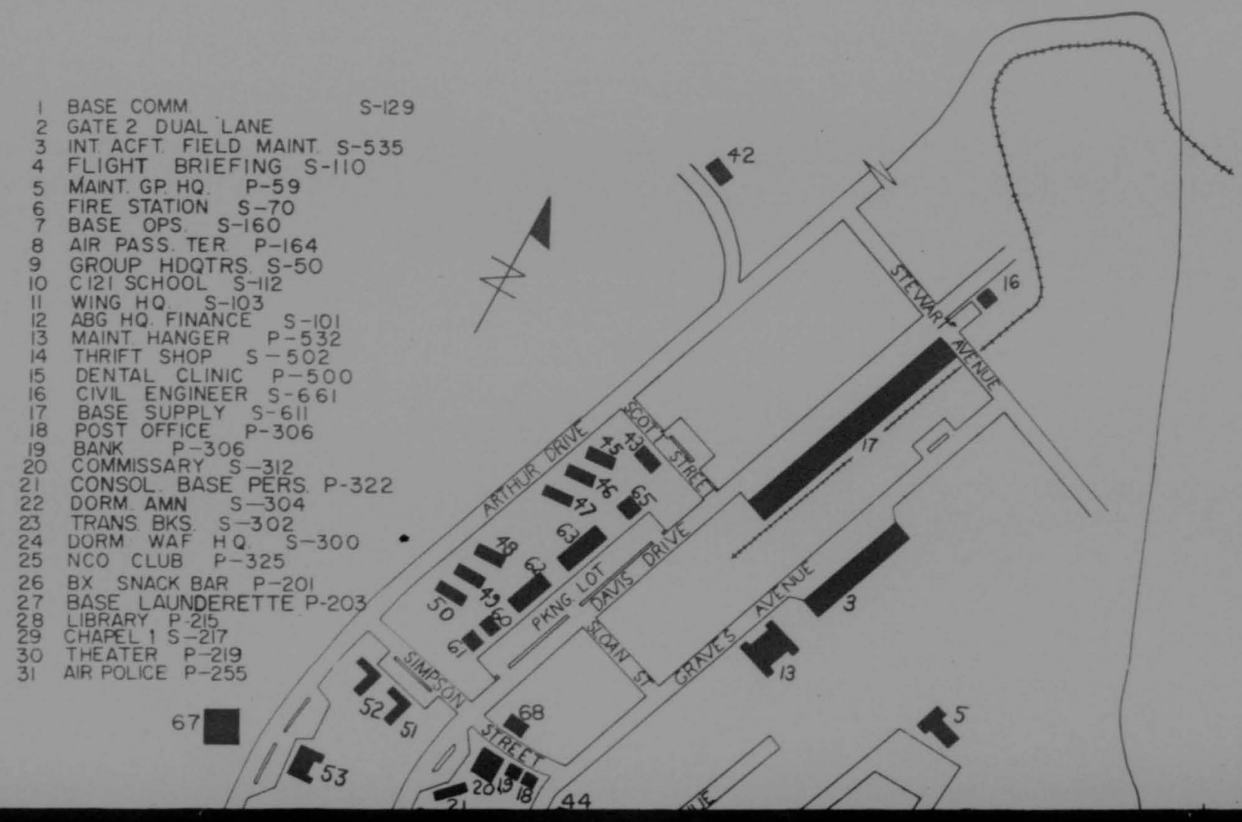

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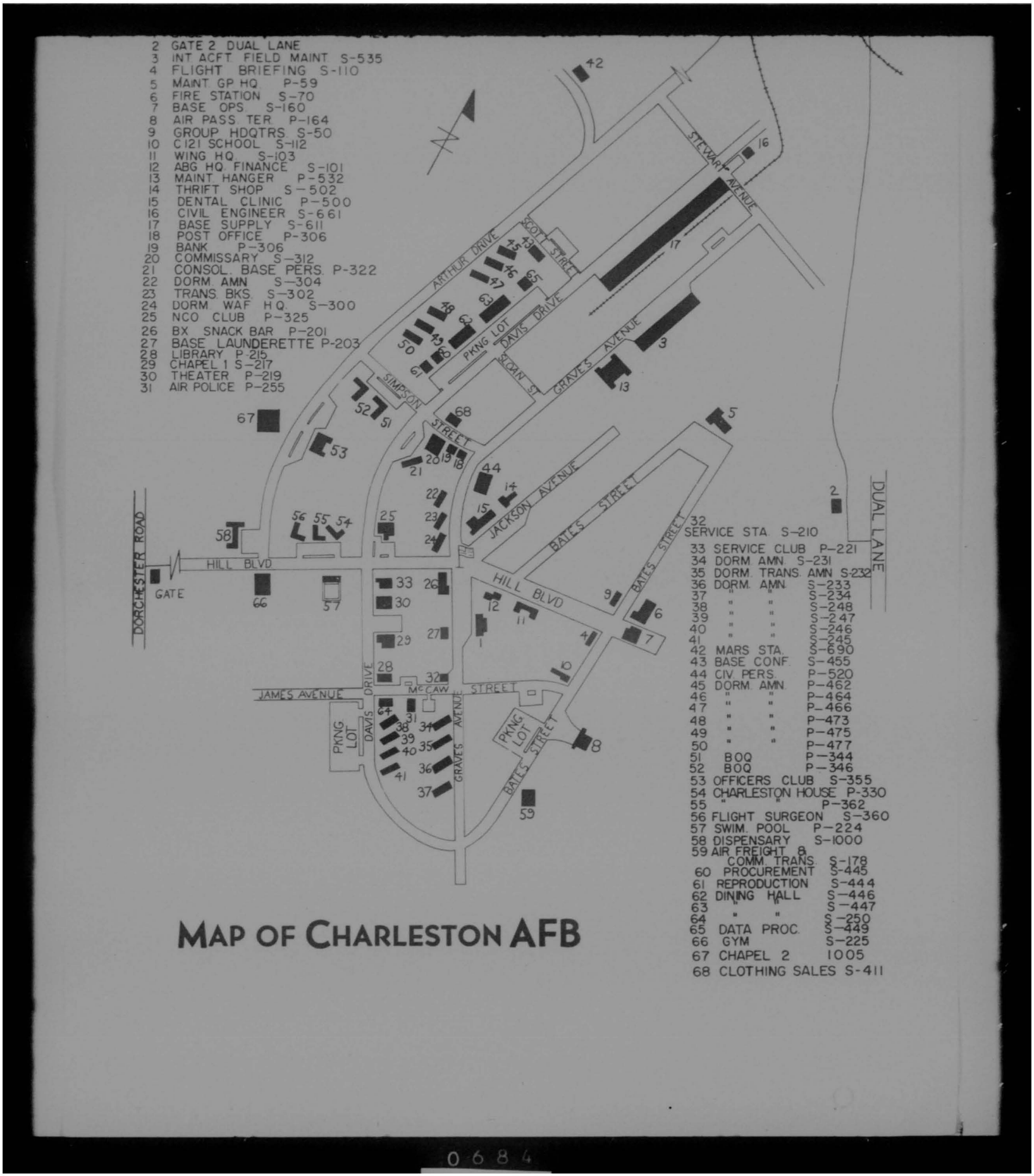

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Normal turnover of personnel at any airbase is from two to three percent a month. Persons using this list should take this into consideration. The publisher assumes no liability for errors and omissions from this directory.

A

ABELL, JOHNNY S., TSGT
1671A Bradford Ave.

ABRAMS, ROBERT T., CIV
1359 Lakeland Ave., N.C.

ACKERMAN, ROBERT E., CIV
6322 Brandt St. C.H.

ACKLEY, EDGAR A., CIV
2808 S. Oakridge Cir., C.H.

ADAMS, GARY B., TSGT
104 Vector Ave., Site Housing

ADAMS, HAROLD J., SMSGT
310 Pinehurst Ave., Sumvl

ADDITON, MARLENE A., TSGT
Bks 300, Rm 22

ADEH, MARY R., CIV.
1746A Sumerset Cir., Chas

AILSTOCK, CHARLIE M., CIV
930 Society St. Chas

ALLEN, LEO, TSGT
1606A W Jackson Dr., CAFB

ALLEN, PHYLLIS C., LT
Woodrich Rd., C.H.

ALLEN, ROBERT E., CIV
49 Wedge Park Rd., Chas

ALLEN, WALKER E., SMSGT
1604 W Jackson Dr., CAFB

ALLGOOD, DOUGLAS W., MAJ
1146 Richardson Dr., CAFB

ALLRED, MILTON L. SSGT
3349 Montague Ave., C.H.

ALTMAN, JEROME S.Q SSGT
1772B Frick Ave., CAFB

ALTMAN, SNOW H., SSGT
Rm 319, Bks 302, CAFB

ANDERSON, VIVIAN B., SSGT
1026 St Andrews Blvd, Chas

ANDREEA, JOSEPH E., MAJ.
2396 Keller Dr., CAFB

ANTLEY, MIKE R., CIV
622 Dowling Ave., Walterboro

ARNOLD, TONEY R. JR., MAJ
2362 N O'Neal Ave., CAFB

AUSTIN, HERBERT W., MAJ.
1142 Richardson Dr., CAFB

AUSTIN, TIMOTHY OL, LT.
5129 Monterey St., N.C.

AXT, RICHARD C., MAJ.
2361 O'Neal Ave., CAFB

B

BABCOCK, RICHARD L., MSGT
1774A Frick Ave., CAFB

BACKUS, HA.A., Civ
101 Hottinger Ave., C.H.

BAERGA, FRANK, TSGT
2221 Lawson Dr., CAFB

BAILEY, EDNA L., SSGT
Johnny's Trailer Ct. N.C.

BAKER, H. CLAYTON, CIV.
1127 Darwin St., Chas

BAKER, EDNA S., CIV.
119 Oak St., Sumvl

BAKER, GEORGE F. JR., MAJ
1124 Doyle Ave., CAFB

BAKER, LEE T., SSGT
1528B James Ave., CAFB

BAKER, PAUL, SMSGT
Rt 2 Box 653, C.H.

BAKER, WILLIAM O., MAJ
1284 Hodge Ave. CAFB

BALL, GEORGE G., TSGT
139 D Woodbine Ave., C.H.

BALL, ROBERT W., ALC
9B Mary Ellen Dr., Chas.

BARKER, PAUL E., MSGT.
1716B Frick Ave., CAFB

BARKS, HAROLD W., CAPT.
2333B N. O'Neal Ave., CAFB

BARROW, WILLARD G., SSGT
903 Central Ave., Sumvl

BARTZ, DONALD R., SSGT
Rt 8, Hanahan

BATTEN, DANIEL M. JR., CIV
1623 Canty Lane, C.H.

BEAM, MARION J., CIV
25 Lansing Rd., Mt Pleasant

BEANE, BOBBY H., SSGT
Rt 9 Box 474A, C.H.

BEARD, CHARLES E., JR., LT COL
1120 Doyle Ave., CAFB

BEARDEN, JOHN W., MSGT
1785A James Ave., CAFB

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Rt 2 Box 600, C.H.

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PRICE, VIRGIS R., MSGT
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1110 W Jackson Dr., CaFB

PRIDGEN, WILLIAM H., A1C
211B Leesville St., N.C.

PRIESTER, CLARENCE, CIV
1846 Overdell St., Chas

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RATLIFF, JACK H., TSGT
2205B Lawson Dr., CAFB

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5134 Dorchester Rd., C.H.

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NCO Bks S-302, Rm 326

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Lot 3, Belnap Rd., N.C.

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4115 Olivia Dr., Chas

RICE, MARY D., CIV
340 Canterbury Rd., Chas

RICE, JAMES L., TSGT
Langley Acres Trl Pk, Chas

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4759 Glenn St., C.H.

RICHARDSON, WESLEY H., SSGT
2805 N. Oakridge Cir., C.H.

RICKARD, ERNEST H., MAJ
1245 Batson Dr., CAFB

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RIDPATH, CHARLES S., TSGT
5322 Trudy St., C.H.

RINCHKO, CHARLES A., CAPT
410 Parkside Dr., N.C.

RIORDAN, R.C., TSGT
101 Floyd Cir., C.H.

RITENOUR, DONALD L., CAPT
2932 Keller Dr., CAFB

RIVENBARK, ABNER, SSGT
NCO Bks 475, Rm 228, CAFB

ROARK, EDWIN H., CMSGT
NCO Bks, CAFB

ROBBINS, JAMES H., TSGT
NCOBks 302, Rm 101, CAFB

ROBERTS, ROBERT A., CMSGT
2209B Lawson Dr., CAFB

ROBERTSON, GEORGE B., JR., MAJ
1116 Doyle Ave., CAFB

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1836A S. O'Neal, CAFB

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1224 Yeamans Hall Rd., Chas

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1629B Jackson Dr., CAFB

ROBINSON, HALCYON S., CIV
1027 Travers Dr., Chas

ROBINSON, MARVIN E., SSGT
5726 Allison Ave., N.C.

ROBINSON, THOMAS R., CAPT
2330 O'Neal Ave., CAFB

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1201 Woodside Dr., N.C.

ROCKETTE, GARY K., LT
POW CAFB

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35 Guerry Cir., C.H.

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213 Buist Ave., N.C.

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1141 Richardson, CAFB

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116 Jedi St., C.H.

ROSS, CLARENCE C., TSGT
113 Intercept Ave., Site Housing

ROSS, JAMES W., SSGT
1814 Wedgefield Rd., Chas

ROSS, RAYMOND W., SPC
1565A E. Jackson Dr., CAFB

RUCCBA, REGINALD, LT
2411 Eagle Dr., C.H.

RUDOWSKE, HERMAN E., CMSGT
5639 Flanders Ave., N.C.

RUSSELL, THOMAS J., MSGT
1524 James Ave., CAFB

RUTLEDGE, RICHARD L., CAPT
2397 Keller Dr., CAFB

RUTLEDGE, WILLIAM T., JR., LT
POW Rm 719, CAFB

RYAN, ARTHUR E., COL
1171 Arnold Dr., CAFB

RYLE, EDGAR A., SMSGT
1752 Frick Ave., CAFB

S

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19 River Dr., N.C.

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1813B S. O'Neal, CAFB

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4749 Yardly Dr., C.H.

SCHEIDEGGER, RANDALL B. JR., SSGT
3533 Admiral Dr., C.H.

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112 Birch St., Chas

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SCHOFFSTALL, EUGENE J., TSGT
1855B Henry Dr., CAFB

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1638A Yongue Ave., CAFB

SCHRONTZ, WALLACE A., MAJ
1357 Gross Ave., CAFB

SCHUKNECHT, HAROLD W., JR., SSGT
1648A E. Jackson, CAFB

SCHUMAN, JOHN R., CAPT
2324A N. O'Neal Ave., CAFB

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1614B W. Jackson, CAFB

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Bks 346 Rm 911, CAFB

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1529B Chance Dr., CAFB

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1676A Bradford Ave., CAFB

SHANKS, JAMES L., CAPT
2356B Bellamy Cir., CAFB

SHANNON, DALE M., MSGT
1682A E Jackson, CAFB

SHATLEY, FLETCHER C., CMSGT
1820A S. O'Neal Ave., CAFB

SHAW, ALGIE P., TSGT
1868B O'Neal Ave., CAFB

SHAW, JAMES K., TSGT
1679A Bradford Ave., CAFB

SHELEY, MILTON J., TSGT
1637B Yongue Ave., CAFB

SHEELEY, WILLIAM R., SSGT
204B Celtic Ave., N.C.

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1372 Gross Ave., CAFB

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1810B S. O'Neal Ave., CAFB

SHINN, DARREL D., 1LT
48 Constellation Dr., C.H.

SIBERS, MARVYN J., 1LT
7023 Terrace Dr., Chas

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1278 Hodge Ave., CAFB

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1142 Sumner St., N.C.

SKINNER, JOHN F., CWO
16 Tasker Dr., Sumvl

SKIPPER, CHARLES J., SSGT
636C W. Montague Ave., N.C.

SKLANKA, PEARL G., CIV
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SLAY, WILLIAM PL, COV
4500 Withers Dr., C.H.

SLAW, VICTOR H., TSGT
110 Owens Cir., Sumvl

SLAYBACK, RALPH H., MSGT
1549B Chance Dr., CAFB

SMITH, ANDREW P., CIV
Gen Del, Pinopolis, S. Car.

SMITH, CHARLES J., TSGT
48 Anita Dr., Chas

SMITH, CHARLES M., JR., MAJ
1228 Batson Dr., CAFB

SMITH, CLARENCE D., TSGT
1761B Frick Ave., CAFB

SMITH, GEORGE L., MSGT
2212A Lawson Dr., CAFB

SMITH, HERBERT W., MSGT
1525B James Ave., CAFB

SMITH, HIRAM W., JR., SMSGT
1657B Hutchinson Dr., CAFB

SMITH, HUGO B., CIV
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Maple Ridge Rd., Chas

SNIDER, ERNEST J., MSGT
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1107 W Jackson Dr., CAFB

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1504B James Ave., CaFB

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2339A Bellamy Ave., CaFB

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1604A W Jackson, CaFB

TAKEYA, TOM K., TSGT
1797A MacDonald Cir., CaFB

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18A Eleanor Dr., Chas

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68 Louise Dr., C.H.

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4208 Marilyn Dr., N.C.

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1751 Hwy 8, Apt 242, Chas

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1618A W. Jackson Dr., CaFB

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110 Boots Ave., Chas

THIBODAUX, WESLEY J., TSGT
1531B Chance Dr., CaFB

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120 Radar Ave., Site Housing

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1239 Batson Dr., CaFB

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2304 Falcon Rd., C.H.

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St. George

TURNER, THOMAS A., SSGT
11 Houston St., C.H.

TURNER, WILLIAM C. JR., CAPT
1363 Cross Ave., CaFB

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Bks 247, Rm 208, CaFB

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4622 Montague Ave., N.C.

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1143 Richardson Dr., CaFB

VAN RIPER, FLEET, CWO
1135A Pouhey Ave., CaFB

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1537B Chance Dr., CaFB

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1756B Frick Ave., CaFB

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1545A Chance Dr., CaFB

WALLACE, GENE PE, MSGT
1545B Chance Dr., CaFB

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NCO Bks, CAFB

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120 Kennan Ave., Goose Creek

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No 5, Robert Rd, Rt 8, C.H.

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2339B Bellamy Cir., CAFB

WEAKLEY, WILLIAM R., CWO
1137A Touhey Ave., CAFB

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1639A Yongue Ave., CAFB

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1154 Richardson, CAFB

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2213B Lawson Dr., CAFB

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12 Hull St., C.H.

WEINSTOCK, RICHARD P., SSGT
2 Rye Lane, C.H.

WEST, THOMAS H., TSGT
24A Geo Legare Homes, C.H.

WESTERGAARD, FREDERICK, C., CAPT
2359 N O'Neal Ave, CAFB

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1111 W. Jackson Dr., CAFB

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4765 Yardley Dr., C.H.

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2213A Lawson Dr., CAFB

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4 Anita Dr., C.H.

WILMOT, ARNOLD D., TSgt
108 Wilson Dr., Sumvl

WINDHAM, CECIL F., MSGT
1606 W. Jackson Dr., CAFB

WINFREE, DALE F., TSGT
NCO Bks 302 Rm 106, CAFB

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1843A S O'Neal Ave., CAFB

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WOLFF, FRANCES M., CIV
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WOOD, THOMAS G., SSGT
5803 Pledge St., N.C.

WOODARD, JAMES H., SSGT
1507A James Ave., CAFB

WOMBLE, JAMES E., MSGT
1828B Manning Cir., CAFB

WONDERLY, PAUL C., LT
2326 Falcon Rd., C.H.

WOOD, GEORGE J., SSGT
Bks 462, CAFB

WOODFIN, JAMES E., SSGT
124 Annette St., Mt Holly

WOODS, HARVEY, TSGT
Bks 302, CAFB

WORNHAM, ERNEST O., CIV
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1430 Bacons Bridge Rd., Sumvl

WRIGHT, CLYDE H., MSGT
1679 Bradford Ave., CAFB

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14 Anita, C.H.

WRIGHT, WILLIAM H., SSGT
1347 Remount Rd., N.C.

WROBLEWSKI, DONALD B., SMSGT
Rt 1, Pimlico, M. Cor

WYROSDICK, CHARLES R., MAJ
1407 S. Main St., Sumvl

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YARBROUGH, ARTHUR F., MSGT
1839A S O'Neal Ave., CAFB

YARBOROUGH, WIATER J., MSGT
1704A Rhodes Ave., CAFB

YODIS, ALEXANDER E., MSGT
1575B Miller Ave., CAFB

YON, MARION J., CIV
Markham St., Chas

YOUNG, JAMES L., CMSGT
Ravenel

YOUNG, WILLIAM H., JR., TSGT
1843B S O'Neal Ave., CAFB

Z

ZECHINI, RICHARD R., CAPT
4156 O'Bear Ave., C.H.

ZENO, EIBERT E., SSGT
1251 Batson Dr., CAFB

ZOLLER, JOHN B., MSGT
7640 Winchester St., C.H.

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107 N. MAIN ST.
J. W. LONG
HEATING & AIR CONDITIONING
DIAL 873-7109
NIGHTS - SUNDAYS - HOLIDAYS — 873-5330
SALES Carrier SERVICE
DESIGNS
SUMMERVILLE

AIR CONDITIONING
J. W. Long Heating & Air Conditioning
107 N. Main St., Summerville ..... 873-7109, Nights 873-5330
(See our ad this Classification)

AIRCRAFT MANUFACTURERS
Lockheed-Georgia Company
A Division of Lockheed Aircraft Corp.
Main Ofc.—S. Cobb Dr., Marietta 424-9411
Employment Ofc.—834 W. Peachtree, N.W. ..... TR 5-4784
Industrial Products—1250 Chattahoochee, N.W. 355-7030
(See our ad Page One)

ANTIQUES AND TRIFLES

THE GOAT CART
RE-SALE SHOP
We Buy for Cash or Will Consign
• Furniture • Brass • Draperies, etc.
• Silver • China • Lamps
• Glass • Pictures • Mirrors
HOURS: 10 - 5
Saturday 10 - 1
0 ST. MICHAEL'S ALLEY CHARLESTON, S.C. DIAL 722-1128

APPLIANCES
Morris Sokol Discount Furniture
510 King St., Charleston 722-3874
(See our ad under Furniture)

AUTOMOBILE BODY SHOPS
E. M. Jones Chevrolet Co.
337 Main St., Summerville 873-7161
(See our ad under Automobile Dealers—New Cars & on Base Map)

AUTOMOBILE DEALERS—NEW CARS
E. M. Jones Chevrolet Co.
337 Main St., Summerville 873-7161
(See our ad this Classification & On Base Map)

AUTOMOBILE DEALERS—NEW CARS—EUROPEAN DELIVERY
Murdaugh Motors Imported Cars
1063 Morrison Dr., Charleston 722-8868
(See our ad Inside Back Cover)

AUTOMOBILE DEALERS—NEW CARS IMPORTED
Sam Bowman Auto Sales, Inc.
Your Authorized Datsun Dealer
3747 Rivers Ave., Charleston Heights 747-7328
(See our ad on Base Map)

AUTOMOBILE DEALERS—USED CARS
E. M. Jones Chevrolet Co.
337 Main St., Summerville 873-7161
(See our ad under Automobile Dealers—New Cars & On Base Map)

AUTOMOBILE FINANCING
The Carolina Bank & Trust Co. of Charleston
1 Broad St., Charleston 723-7482
(See our ad under Banks)

AUTOMOBILE FRONT END ALIGNMENT
O.K. Tire Stores
Dual Lane at 5 Mile Viaduct, Charleston Heights 747-1551
Mt. Pleasant (Hwy. 17 North) 884-8501
1217 Savannah Hwy., Charleston 766-9021
(See our ad under Tires)

AUTOMOBILE & MOBILE HOME LOANS
First Commercial National Bank of South Carolina
18 Broad St. ..... RA 3-6681
Cor. Simpson & Graves, Next to Charleston AF Base Post Office ..... SH 7-4111, Ext. 2500
(See our ad under Banks)

E. M. JONES CHEVROLET CO.
SUMMERVILLE, S.C.
Your Closest Dealer to Charleston AFB
(10 Miles on Hiway 61)
SPECIAL DISCOUNT TO SERVICEMEN
SALES & SERVICE
"Service After The Sale"
Dial 873-7161 For Transportation
337 N. MAIN ST. 873-7161

HERTZ RENT A CAR

Need a car?
Call HERTZ!
• Rent A New Chevrolet or Other Fine, Fully Equipped Car
• Low Rates Include Everything — Insurance and Gas
• You Need Only Your Driver's License and Identification
723-4522
—Address—
141 Calhoun St.—Charleston
HERTZ RENT A CAR
Municipal Airport SH 4-8530
let HERTZ put you in the driver's seat!

AUTOMOBILE PARTS
Port City Auto Supply, Inc.
4138 Rivers Ave., Charleston 747-3639, 747-3630
Goose Creek Shopping Plaza, Goose Creek 553-3952
(See our ad on Base Map)

AUTOMOBILE RADIATOR REPAIRING
E. M. Jones Chevrolet Co.
337 Main St., Summerville 873-7161
(See our ad Automobile Dealers—New Cars & on Base Map)

AUTOMOBILE RENTALS
Avis Rent-A-Car System (Truck Rental Service)
133 Calhoun St., Charleston 722-2977
(See our ad under Truck Rentals)
Hertz Rent A Car
141 Calhoun St., Charleston 723-4522
Municipal Airport, Charleston ..... SH 4-8530
(See our ad this Classification)

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W. M. BRITT'S GARAGE & WRECKER SERVICE

"24 Hour Wrecker Service"

FRONT END & BRAKE SPECIALISTS — "WE BUY USED CARS"
OPEN 8 A.M. TO 8 P.M. — SIX DAYS A WEEK

1935 KERRY ST. FERNDALE NORTH CHARLESTON

PHONE 747-9379 · DAY OR NIGHT

4% INTEREST ON ALL SAVINGS ACCOUNTS

BANK FREE WITH $50 MINIMUM BALANCE

LOW COST AUTO, HOME IMPROVEMENT AND PERSONAL LOANS

The CAROLINA Bank & Trust Co. OF CHARLESTON

MEMBER F.D.I.C.

A FULL SERVICE BANK — CONVENIENTLY LOCATED

CAROLINA BANK
& TRUST COMPANY OF CHARLESTON

DOWNTOWN	NORTH AREA	WEST ASHLEY
1 Broad St.	3980 Rivers Ave.	610 Wesley Dr.
723-7482	747-0931	766-1624

Your Base Bank

Corner Simpson and Graves Streets

HOURS:

9 A.M. - 1 P.M. MONDAY THROUGH THURSDAY
9 A.M. - 1 P.M., 3:30 - 5:15 P.M. FRIDAY

RE-OPENS ON MILITARY PAYDAY— 2:30-4 P.M.

The First Commercial National Bank of South Carolina

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

AUTOMOBILE REPAIRING

W. M. Britt's Garage & Wrecker Service—"24 Hour"
1935 Kerry St., "Ferndale", North Charleston 747-9379
(See our ad this Classification)

E. M. Jones Chevrolet Co.
337 Main St., Summerville 873-7161
(See our ad Automobile Dealers—New Cars & on Base Map)

AUTO REPAIR SKILLED MECHANICS

L&L MOTORS
COMPLETE AUTO REPAIRS
Pickup & Delivery Service
4 Miles South of A.F. Base Entrance at the corner of Montague Ave. and Dorchester Road
CHARLESTON HEIGHTS 747-1011

AUTOMOBILE REPAIRING—IMPORTED CARS

Sam Bowman Auto Sales, Inc.
Your Authorized Datsun Dealer
3747 Rivers Ave., Charleston Heights 747-7328
(See our ad on Base Map)

Murdaugh Motors Imported Cars
1063 Morrison Dr., Charleston 722-8868
(See our ad Inside Back Cover)

AUTOMOBILE UNDERCOATING

E. M. Jones Chevrolet Co.
337 Main St., Summerville 873-7161
(See our ad under Automobile Dealers—New Cars & on Base Map)

AUTOMOBILE WHEEL ALIGNMENT

"Signs of Life for You & Your Car"

LINE UP WITH BEAR

JOLLY'S ALIGNMENT SERVICE
Wheel & Front End Alignment
Wheel Balancing — Brake Service — Frame Straightening
3204 RIVERS AVE. CHARLESTON HEIGHTS 744-1218
ACROSS STREET FROM HOST OF AMERICA MOTEL

AUTOMOBILE WRECKER SERVICE

Paul's Body Shop — 24-Hr. Wrecker Service
Hwy. 17 North, Mt. Pleasant 884-8091

BAIL BONDS

The Sherman Agency
45 Broad St., Charleston 722-2602

BANKS

The Carolina Bank & Trust Co. of Charleston
1 Broad St., Charleston 723-7482
(See our ad this Classification)

First Commercial National Bank of South Carolina
18 Broad St. ..... RA 3-6681
Cor. Simpson & Graves, Next to Charleston AF Base Post Office ..... SH 7-4111, Ext. 2500
(See our ad this Classification)

The South Carolina National Bank

SCN Since 1834

South Carolina's Oldest and Largest Bank
10 Convenient Offices in the Charleston Area
PHONE RA 3-8311
16 BROAD ST. CHARLESTON

LOOK IN THE YELLOW PAGES FOR THE BEST BUYS

0700

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ALL SERVICE PERSONNEL . . . FIND A HEARTY WELCOME AT

Your Grocery Center

CENTRAL AVE. MERCANTILE, INC.

SELF SERVICE — CASH & CARRY
GEN. MERCHANDISE — GROCERIES
MEATS — VEG. — COMPETITIVE PRICES
SHELL GAS & OIL — COLD BEER

dial 873-9143

Owned & Operated by HELEN ARMSTRONG—U.S. Navy widow
816 Central Ave. Summerville Open 7 Days

THE RAFTERS

OPEN ? HOURS
ENJOY DRAUGHT BEER
TONIGHT
873-9143
816 CENTRAL AVE.

CHARLESTON'S OLDEST DISCRIMINATING DEPT. STORE • 260 KING STREET

Kerrisons

for the fashion minded

COVENIENT PARKING AT REAR OF STORE ON WENTWORTH STREET • PHONE 722-4011

BARS
The Rafters & Central Ave. Mercantile, Inc.
816 Central Ave., Summerville 873-9143
(See our ad this Classification)

BEER DISTRIBUTORS
Falstaff Beverage Sales, Inc.
2800 King St. Ext., Charleston 747-7651
(See our ad on Base Map)

BEVERAGES
Falstaff Beverage Sales, Inc.
2800 King St. Ext., Charleston 747-7651
(See our ad on Base Map)

BOTTLERS—SOFT DRINKS
Dorchester Coca-Cola Bottling Co.
118 S. Cedar St., Summerville 873-7153
(See our ad on Base Map)

BRIDAL SERVICE
Adams & Ortmann, Inc.
251 King St., Charleston 723-2765
(See our ad under Jewelers)

BUILDERS
Ervin Homes of Charleston, Inc.
#7 Broad St., Charleston 723-7831
(See our ad Outside Back Cover)

CARPETING & INTERIOR DECORATING
Southeastern Galleries
341 Meeting St., Charleston ..... RA 3-8387
(See our ad on Base Map)

CHURCHES—SERVICE CLUBS
The Lutheran Servicemen's Center
Ping-Pong, Fool, Hi-Fi, TV, Reading & Writing Material, Snack Bar
256 Meeting St., Charleston 723-7770

CLEANERS

Richter's Dry Cleaners & Laundry
Highway 17, Mount Pleasant, S.C.
Hand Cleaning for Your Finer Garments
LAWRENCE E. RICHTER, Owner • Dial TU 4-9044

CLINICS—CHIROPRACTIC
Dr. Robert E. Bennett, D.C. (Spinal Specialist)
3903 Rivers Ave., Charleston Heights 744-6501

SOUTH CAROLINA ELECTRIC & GAS CO.

Charleston has four offices to serve our customers, each conveniently located and easily accessible.

SOUTH CAROLINA ELECTRIC & GAS CO.

* GENERAL OFFICES: 141 MEETING ST. 722-6631
* 3340 RIVERS AVE.—CHAS. HEIGHTS 744-7443
* 2—SOUTH WINDERMERE BLVD.—S. WINDERMERE 766-8315
* HIBBEN ST.—MT. PLEASANT 884-4168
AND OFFICES IN SUMMERVILLE
* NIGHTS AND SUNDAYS 722-6631

CLOTHING—CHILDREN'S
Lorraine's Young Fashions
Fashions from Infants thru Juniors—Boys & Infants thru Size 7
1067 Savannah Hwy., (St. Andrews Shopping Center) 766-3221

COCKTAIL LOUNGES
Azalea Room, "Charleston's Cocktail Lounge of Distinction"
1500 Savannah Hwy., Charleston 766-9294

DECORATING SERVICE
A. M. Solomon & Sons
416 King St., Charleston ..... RA 2-7557
(See our ad under Furniture)

DEPARTMENT STORES
Kerrison's Department Store
260 King St., Charleston 722-4011
Ample Parking Behind the Store on Wentworth St.
(See our ad this Classification)

ELECTRIC COMPANIES
South Carolina Electric & Gas Co.
General Ofc.—141 Meeting St., Charleston 722-6631
3340 Rivers Ave., Charleston Heights 744-7443
2 S. Winderdmere Blvd., S. Windermere 766-8315
Hibben St., Mt. Pleasant 884-4168
Offices in Summerville — Nights and Sundays 722-6631
(See our ad this Classification)

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The J. M. Connelley Company

"FUNERAL DIRECTORS"
Serving the Caucasian Race Only Since 1886
Member of National Selected Morticians
309 MEETING ST. CHARLESTON 722-5731

"BUY AT CHARLESTON'S LARGEST FURNITURE STORE"
MORRIS SOKOL DISCOUNT FURNITURE
510 KING ST. CHARLESTON 722-3874
"CHOOSE FROM AMERICA'S FINEST FURNITURE & APPLIANCES"

THOMASVILLE	SIMMONS	ROWE	RCA VICTOR	COLOR &
WHITE	SEALY	LEES CARPETS	ZENITH	BLACK &
BASSETT	SELIG	RCA WHIRLPOOL	MOTOROLA	WHITE
GLOBE	KROEHLER	STANLEY		T.V.

A. M. SOLOMON AND SONS
FURNITURE & APPLIANCES SINCE 1900
"Famous Brands at Popular Prices"
★ HENREDON ★ SIMMONS ★ SEALY
HIBRITEN ★ BERNHARDT ★ MAYTAG
416 King St. CHARLESTON 722-7557

ENCYCLOPAEDIAS
Encyclopaedia Britannica, Inc.
2104 C. Reynolds Ave., Charleston Heights 747-0975

FABRICS

GLORY BEE CLOTH SHOP
DRESS MATERIALS
NOTIONS ZIPPERS
DRAPERY & UPHOLSTERY MATERIALS
McCALL PATTERNS ON ORDER
OLD TROLLEY RD. AT CRESTVIEW DR.
SUMMERVILLE DAY 873-5131 — NIGHT 873 8238

TINSLEY MOBILE HOME PARK
NEW - MODERN
LARGE SHADY LOTS

Maxx Fabrics
DRESS MATERIAL
NOTIONS
CUSTOM MADE DRAPERIES SLIPCOVERS UPHOLSTERY
KIRSCH HARDWARE BEAUTI PLEAT RODS
Fabians Shopping Plaza
4304 Rivers Ave., Chas. Hgts.
747-3800

FASHIONS FOR THE ENTIRE FAMILY
Kerrison's Department Store
260 King St., Charleston 722-4011
Ample Parking Behind the Store on Wentworth St.
(See our ad under Department Stores)

FINANCING (SEE ALSO LOANS)
Beneficial Finance Co. of Charleston, S. C.
241 King St. (Opp. J.C. Penney & Belk Dept. Store) ..... RA 3-4531
(See our ad under Loans)
Dial Finance Company
292 King St. ..... RA 3-2717
(See our ad under Loans)
The Carolina Bank & Trust Co. of Charleston
1 Broad St., Charleston 723-7482
(See our ad under Banks)
Personal Thrift Plan
2020 Carver Ave., Charleston Heights ..... SH 7-7324
(See our ad under Loans)

FISHING TACKLE—BAIT & SUPPLIES
Southland Tackle Shop "Your Favorite Beer in Stock"
Hwy. 52 at Ashley Phosphate Rd., Charleston Heights 553-2659

FUNERAL DIRECTORS
The J. M. Connelley Co. — Funeral Directors Since 1886
309 Meeting St., Charleston 722-5734
(See our ad this Classification)

FURNITURE
Morris Sokol Discount Furniture
510 King St., Charleston 722-3874
(See our ad this Classification)
Southeastern Galleries
341 Meeting St., Charleston ..... RA 3-8387
(See our ad on Base Map)
A. M. Solomon & Sons
416 King St., Charleston ..... RA 2-7557
(See our ad this Classification)

GAS COMPANIES
South Carolina Electric & Gas Co.
General Ofc.—141 Meeting St., Charleston 722-6631
3340 Rivers Ave., Charleston Heights 744-7443
2 South Windermere Blvd., S. Windermere 766-8315
Offices in Summerville — Nights and Sundays 722-6631
(See our ad under Electric Companies)

GROCERY STORES
Central Ave. Mercantile, Inc. & The Rafters
816 Central Ave., Summerville 873-9143
(See our ad under Bars)

GUNS & SUPPLIES
Veterans Pawn Shop
5200 Rivers Ave., Charleston Heights 747-8422
(See our ad under Pawn Shops)

HARDWARE

Palmetto Center Hardware Co.
Phone 747-7432 For
Paints — Tools — Garden Supplies — Toys — Gifts
Sporting Goods — Saddles — Bridals
Appliances — Complete Line of Hardware
5623 RIVERS AVE. (Palmetto Shopping Center) CHARLESTON

HEATING
J. W. Long Heating & Air Conditioning
107 N. Main St., Summerville ..... 873-7109, Nights 873-5330
(See our ad under Air Conditioning)

HOMES
Ervin Homes of Charleston, Inc.
47 Broad St., Charleston 723-7831
(See our ad Outside Back Cover)
National Home Builders
P.O. Box 3027, Charleston ..... SN 6-7683
(See our ad Inside Back Cover)

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ADAMS AND ORTMANN, INC.
DIAMONDS — WATCHES AND JEWELRY
STERLING BY AMERICA'S LEADING SILVERSMITHS
China—Lenox & Haviland Crystal—Fostoria & Tiffin
Registered Jewelers
Certified Gemologists — American Gem Society
251 KING ST. CHARLESTON 723-2765

CASH LOANS ON ARTICLES OF VALUE
GOLD MINE PAWN SHOP
UNREDEEMED PLEDGES FOR SALE
Diamonds - Watches - Luggage - Radios - TVs - Guitars
Musical Instruments - Shot Guns - Rifles & Ammunition
Cameras - Movie Cameras & Supplies
HUNTING & FISHING LICENSE
3324 Rivers Ave. Charleston Heights 744-8071

HOMES—FINANCING
Ervin Homes of Charleston, Inc.
#7 Broad St., Charleston 723-7831
(See our ad Outside Back Cover)

HOUSEWARES & LINENS
Kerrison's Department Store
260 King St., Charleston 722-4011
Ample Parking Behind the Store on Wentworth St.
(See our ad under Department Stores)

INSULATION
J. R. Deans Company
25 Ann St., Charleston 723-1694

INSURANCE
Altman Agency, General Ins. for the Military and Civilians
4142 Rivers Ave., N. Charleston 747-6383
Myrtle C. Barsh
3428 Meeting St., Charleston 744-3318
(See our ad under Real Estate)
Everett A. Knight Agency
Developer Quail Arbor & Oakdale Estates
1441 Bacon Bridge Rd., Summerville 873-9749
(See our ad under Real Estate)

"SEE VAN ROBINSON AT G★E★X★"
FOR ALL YOUR INSURANCE NEEDS
VAN IS A SPECIALIST IN MILITARY INSURANCE AND
CAN SAVE YOU MONEY ON ALL YOUR INSURANCE NEEDS
See Van For Insurance at G★E★X★
2630 Cornor Ave. Charleston Heights
PHONE 747-9515 AND SAVE

INVESTMENTS
Johnson, Coleman, Manning & Smith
7 State St., Charleston 723-9401
(See our ad under Stock Brokers)

JEWELERS
Adams & Ortmann, Inc.
251 King St., Charleston 723-2765
(See our ad this Classification)

LOANS (SEE ALSO FINANCING)
Beneficial Finance Co. of Charleston, S. C.
241 King St. (Opp. J.C. Penney & Belk Dept. Store) ... RA 3-4531
(See our ad this Classification)
Dial Finance Company
292 King St. ..... RA 3-2717
(See our ad this Classification)
Goldmine Pawn Shop
3324 Rivers Ave., Charleston Heights 744-8071
(See our ad this Classification)

Let Beneficial put
CASH
in your pocket today
Just phone! Get cash fast for furloughs, leaves, expenses, bills, any good reason! And get automatic cash credit at more than 1600 affiliated Beneficial offices! Servicemen everywhere prefer Beneficial. Phone now!
LOANS $25 to $1000
Life Insurance available (including Health & Accident) on all loans
Beneficial Finance Co. of Charleston, S. C.
241 King Street
(Opp. J. C. Penney & Belk Dept. Store)
RA 3-4531 Charleston, S. C.
BENEFICIAL
FINANCE SYSTEM

DIAL FOR MONEY $50 to $1500
Dial for Your Loan — Then Stop In!
Quick
Convenient
Confidential
Auto Loans
Furniture Loans
Signature Loans
YOU ARE ELIGIBLE—Loans are made to both men and women, married or single. Our service is designed for people in all walks of life and meets most borrower's needs.
NO ENDORSERS REQUIRED—You may borrow on your signature alone, or on such security as your furniture or your car.
GET MONEY YOU NEED—Borrow the amount YOU need . . . $50, $75, $100, $300, $500, up to $1500. Consolidate your bills, pay doctor or dentist, provide help in emergencies or for any other purpose.
MONTHLY PAYMENTS—Use our Budget Payment Plan . . . payments are the same amount each month and are designed to fit your budget.
COMPLETELY CONFIDENTIAL—Our service is a personal business deal just between us. Your friends, employer and relatives will not know of your loan. Phone from the privacy of your home.
QUICK ACTION—Phone us first. After your loan has been approved everything will be ready when you come in. If you prefer, visit our office in person. We specialize in one-trip service.
DIAL Finance Company
of CHARLESTON
292 King Street RA 3-2717

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Personal Thrift Plan

of Charleston Heights

2020 CARVER ● SH 7-7324

Ruby Cox Photographer

G-E-X-

Tru-Color Studio

- Living Color Portraits
- Black & White Portraits
- Oil Paintings
- Photo Restorations
- Weddings
- Children - A - Specialty

747-9588 — 747-0451 — EX-49
2650 CARVER AVE.

LOANS , Cont'd

Personal Thrift Plan
2020 Carver Ave., Charleston Heights ..... SH 7-7324
(See our ad this Classification)

MACHINE SHOPS

Port City Auto Supply, Inc.
4138 Rivers Ave., Charleston 747-3639, 747-3630
Goose Creek Shopping Plaza, Goose Creek 553-3952
(See our ad on Base Map)

MATERNITY WEAR

The Maternity Shop
"Serving Charleston's best dressed ladies in waiting"
46 George St., Charleston 723-9593

MOBILE HOME SALES

S & S Mobile Homes, Inc.
5144 Rivers Ave., Charleston Heights 747-1501
(See our ad this Classification)

MOBILE HOMES—NEW & USED

Berkley Mobile Home Sales, Inc.
1403 Dickson Ave., N. Charleston 553-3334
(See our ad Inside Front Cover)

MOBILE HOMES—PARKS & RENTALS

Berkley Mobile Home Sales, Inc.
6317 Rivers Ave., N. Charleston 553-3334
(See our ad Inside Front Cover)

MOBILE HOMES—USED

S & S Mobile Homes, Inc.
5144 Rivers Ave., Charleston Heights 747-1501
(See our ad under Mobile Home Sales)

MORTGAGE LOANS

First Federal Savings & Loans Association
34 Broad St., Charleston 722-0572
North Area: 3400 Rivers Ave.
West Ashley: Hwy. 17 South
East Cooper: Hwy. 17 North
(See our ad under Savings & Loans)

MOTELS

Dorchester Motor Lodge
Charleston's Newest Motor Lodge
Dorchester Rd. at Interstate Hwy. 1 & 26, Charleston .. 747-0961
(See our ad Inside Front Cover)
Host of America Motel
3245 Rivers Ave., Charleston 747-5713
(See our ad Inside Front Cover)

MUSIC INSTRUCTION

Greater Charleston Symphony Academy of Music
102 Broad St., Charleston 723-7528

NEW YORK STOCK EXCHANGE

Johnson, Lane, Space, Smith Co., Inc.
#6 Gillon St., Charleston 722-5767
(See our ad under Stock Brokers)

PAWN SHOPS

Goldmine Pawn Shop
3324 Rivers Ave., Charleston Heights 744-8071
(See our ad under Loans)
Veterans Pawn Shop
5200 Rivers Ave., Charleston Heights 747-8422
(See our ad this Classification)

PHOTOGRAPHY

True Color Portrait Studios (Living Color)
G * E * X * Store
2650 Carver Ave., Chas. Hgts. ..... 747-0451, Ext. 49, 747-9588
(See our ad this Classification)

FOR THE BEST MOBILE HOME VALUES
"ASK THOSE WHO BUY"
AT

S & S MOBILE HOMES, INC.

"BANK FINANCING"

Authorized Dealer for Fleetwood & Royercraft, Baron and Other Famous Makes

5144 RIVERS AVE. CHARLESTON HEIGHTS, S.C. 747-1501

VETERANS PAWN SHOP

MONEY TO LOAN ON ARTICLES OF VALUE

$ $ $ $ $ $ $ $ $ $ $ $ $ $ $

VETERANS PAWN SHOP

$ $ $ $ $ $ $ $ $ $ $ $ $ $ $

RADIOS — TV
DIAMONDS — WATCHES
5200 RIVERS AVE.

CAMERAS
POWER TOOLS
CHARLESTON HEIGHTS

DIAMOND SETTING
JEWELRY REPAIRING
PHONE 747-8422

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PICNIC & PARTY SUPPLIES
Dorchester Coca-Cola Bottling Co.
118 S. Cedar St., Summerville 873-7153
(See our ad on Base Map)

PORTRAITS
True Color Portrait Studios (Living Color)
G * E * X * Store
2650 Carver Ave., Chas. Hghts. .. 747-0451, Ext. 49, 747-9588
(See our ad under Photography)

REAL ESTATE
Myrtle C. Barsh
3428 Meeting St., Charleston 744-3318
(See our ad this Classification)
Ervin Homes of Charleston, Inc.
#7 Broad St., Charleston 723-7831
(See our ad Outside Back Cover)
Everett A. Knight Agency
Developer Quail Arbor & Oakdale Estates
1441 Bacon Bridge Rd., Summerville 873-9749
(See our ad this Classification)
National Home Builders
P.O. Box 3027, Charleston ..... SN 6-7633
(See our ad Inside Back Cover)

Pratt & Co.
REAL ESTATE in Every Form
● New & Old Homes
● Equity Sales
● Commercial
● Industrial
● Country Homes
Sales - Rentals - Insurance
Builders
"Agents & Developers of TWIN OAKS ESTATES"
107 S. MAIN ST. SUMMERVILLE 873-8486

WALKER, DEHON & SMITH, INC.
SALES — RENTALS
PROPERTY MANAGEMENT
142 S. CEDAR ST. SUMMERVILLE 873-7123

REAL ESTATE & INSURANCE

SUMMERVILLE UNDERWRITERS, INC.
HUGH W. WILSON — GRADY O. ALLEN
Real Estate — Sales and Rentals
All Types of Insurance
136 MAIN ST. SUMMERVILLE, S. C. TEL. 873-8925

RELIGIOUS SUPPLIES
Ava Maria Shop
The Cathedral of St. John the Baptist
120½ Broad St., Charleston ..... RA 3-4761

RESTAURANTS
Altman's Restaurant — Home Cooking, Homemade Pies
2204 Dorchester Rd., Charleston ..... SH 4-9119
Lorelei Restaurant
Hwy. 17, Mt. Pleasant (4 Mi. N. of Charleston) 884-4074
(See our ad this Classification)
Quarter House Restaurant — Dorchester Motor Lodge
Charleston's Newest Motor Lodge
Dorchester Rd. at Interstate Hwy. 1 & 26, Charleston 747-0961
(See our ad Inside Front Cover)
Vicks Drive-In
2402 Meeting St. Road, Charleston Heights ..... SH 4-9362
(See our ad on Base Map)

RESTAURANTS—DRIVE-IN
Vicks Drive-In
2402 Meeting St. Road, Charleston Heights ..... SH 4-9362
(See our ad on Base Map)

RESTAURANTS & TAVERNS
The Brown Derby
47 Calhoun St., Charleston ..... RA 2-9356

RE-WEAVING
Strocks Re-Weaving — Tears, Burns & Moth Holes
121 Willis Dr., Cor. of Russeldale —
2 Miles South of Base, Charleston 744-0531

Myrtie C. Barsh
REALTOR
Sales – Rentals
Insurance
3428 Meeting Street Road P.O. Box 4825
Charleston, S.C. Ofc. 744-3318 — Res. 747-0153

Real Estate and Insurance
HOMES for EVERY SIZE POCKETBOOK
Builder *Developer*
EVERETT A. KNIGHT AGENCY
QUAIL ARBOR ESTATES
HOMES FROM $16,000 TO $24,000
OAKDALE ESTATES
HOMES FROM $12,000 TO $16,000
1441 Bacon Bridge Rd. Summerville 873-9749

Lorelei Sea Food Restaurant
On Scenic Shem Creek—Overlooks the Harbor
CLOSED MONDAY
Open
Tues. thru Sat.
4:00 p.m. till 11:00 p.m.
Sunday
12 Noon till 9:00 p.m.
PHONE 884-4074
Hwy. 17 — 4 Miles North of Charleston, Mt. Pleasant

FOR HOME LOANS
AND
INSURED SAVINGS ACCOUNTS
FIRST FEDERAL SAVINGS & LOAN ASS'N OF CHARLESTON
4 LOCATIONS
DOWNTOWN
34 Broad Street
NORTH AREA
3400 Rivers Avenue
WEST ASHLEY
Highway 17 South
EAST COOPER
Highway 17 North
DIAL 722-0572

SAVINGS & LOANS
Cooper River Federal Savings & Loan Assn. of N. Charleston
Branches in Charleston Heights, Summerville & Moncks Corner
225 Montague Ave. 744-8221, 744-8127
First Federal Savings & Loan Association of Charleston
34 Broad St., Charleston 722-0572
North Area: 3400 River Ave.
West Ashley: Hwy. 17 South
East Cooper: Hwy. 17 North
(See our ad this Classification)

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Johnson, Coleman, Manning & Smith, Inc.

We Specialize in Service Men's Accounts

STOCKS BONDS MUTUAL FUNDS

COMPLETE INVESTMENT SERVICE
CORRESPONDENT • LEE HIGGINSON CORP.
MEMBERS • NEW YORK STOCK EXCHANGE & AMERICAN STOCK EXCHANGE
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LOCKHEED CORPORATION

INTEROFFICE COMMUNICATION

GFS/51836

Dept 64-21 Date 8 January 1965

Dept 64-21 Zone 279 Ext 2967

Subject: C-130 Record Flight

In view of many recent inquiries concerning the existing C-130 distance record flight, the following is submitted for general information. It should be noted that this is not a claim for an "official record". However, it is the longest non-stop flight reported to date.

In June 1963, a C-130E assigned to the 1608th ATW, Charleston AFB, flew a modified great circle route from Wake Island to Wayne County Airport Michigan, a distance of 6200 miles in 19 1/2 hours.

With two internal (Benson) tanks, plus wing tanks, the aircraft carried about 68,800 pounds of fuel. Normal cruise control settings were set starting at approximately 18,000 feet and finishing at approximately 37,000.

/s/
P. R. LaMons
C-130 Technical Group
Field Service Department

THIS IS A TRUE COPY:

Charles R Wyrosdick

CHARLES R. WYROSDICK
Lt Col, USAF

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Dep TIG USAF (AFIAS-E)
Norton AFB, Calif 92409

1. We can and do confirm that the 76th Air Transport Squadron has flown more accident-free hours than any other squadron in the history of military air transport. We cannot, however, vouch for the entire Air Force.

2. If, as we suspect, this squadron has indeed set an Air Force record for safe flying, we suggest that Aerospace Safety magazine feature this unit in a forthcoming issue. If this is approved, we suggest contact with the 76th Air Transport Squadron for the necessary background material. The January 1963 MATS Flyer featured the squadron as "An Outstanding Unit" upon completion of 200,000 hours accident-free.

FOR THE COMMANDER

(Signed)

[redacted], USAF
Asst Chief, Insp. Division
Office of the Inspector General

1 Atch
Ltr, 1608 ATWg (WDO), 23 Nov 65, Subj as above w/1st Ind

Cys to: EASTAF
1608 Air Trnsp Wg

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1 JULY - 31 DECEMBER 1965

EASTERN AIR TRANSPORT FORCE
MILITARY AIR TRANSPORT SERVICE Vol. III

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HISTORY OF THE 1608TH AIR TRANSPORT WING, HEAVY

FOR THE PERIOD

1 JULY - 31 DECEMBER 1965

VOLUME III

Prepared by
Kathryn M. Manning
Wing Historian
Office of Information

EASTERN TRANSPORT AIR FORCE

MILITARY AIR TRANSPORT SERVICE

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I N D E X

Chapter 4. SPECIAL ASSIGNMENT AIRLIFT MISSIONS

Brave Cat ---------- 1

Eastern Express ---------- 3

Polar Sweep ---------- 5

Individual Classified Special Missions ----- 6

SUPPORTING DOCUMENTS

#1 Special Mission Statistics

#2 Final Evaluation, Brave Cat.

#3 Final Evaluation, Eastern Express

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CHAPTER 4

SPECIAL ASSIGNMENT AIRLIFT MISSIONS

EXERCISE BRAVE CAT[1]

Operation Brave Cat was a joint combined national training exercise hosted by Norway and conducted in the Forsna area near Orland Air Base, Norway, during 4-8 November 1965. MATS provided airlift for deploying and redeploying U.S. exercise forces.

Specifically, MATS was assigned the mission of airlifting 981 troops and 450.1 tons of cargo for ARSTRIKE from one west coast air base and 177 troops and 66.7 tons of cargo for ARSTRIKE from two east coast bases. A total of 58 missions were required for the deployment phase and 64 for the redeployment phase operating into two air bases in Norway. The 1608th ATW, as part of the MATS force, participated in both the deployment and redeployment phases of the operation.

MATS EXOPLAN and changes thereto, were received in sufficient time for planning and execution of the tasks assigned to the 1608th ATW. Insufficient copies (10) were received, making dissemination

1. FINAL EVALUATION, Brave Cat, Supporting Document #2.

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of exercise information to base task agencies both difficult and inconvenient.

Deployment operations, 24 October and 1 November 1965, consisted of 14 aircraft and 20 aircrews of the 1608th ATW. Seven C-130's and three C-124's flew prime missions in support of ARSTRIKE with onload at McChord AFB. Two C-130's flew prime missions in support of AFSTRIKE with onloads at Shaw and MacDill AFBs. One additional C-130 flew a support mission by airlifting a 1608 ATS ACF team to MacDill AFB and subsequent to offload was used as a back-up aircraft. An additional C-124 airlifted ACF personnel, equipment and supplies, and stage crews from three EASTAF air bases to Goose Bay and assumed a back-up role. Eight C-130 and three C-124 basic prime crews were used and three C-130 and three C-124 basic stage crews were positioned at Goose Bay. An additional C-130 basic support crew flew to MacDill AFB and two other C-130 global crews were used on prime missions. C-130 aircraft and crews remained in Europe following Brave Cat deployment for Eastern Express Deployment and subsequently, Brave Cat redeployment.

Redeployment operations by the 1608th took place between 6-16 November 1965, consisting of eighteen aircraft and 28 aircrews. Nine C-130 and seven C-124 aircraft were used for prime missions, one C-124 flew stage crews and ACF personnel to Goose Bay and returned to Charleston AFB and one C-130 flew a 1608th ATW ACF team to MacDill AFB terminating at Charleston AFB. All C-124 prime

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prime aircraft carried priority channel cargo enroute to Europe for Brave Cat redeployment positioning. Nine C-130 basic prime, one C-130 augmented prime, and seven C-124 basic prime aircrews were used for redeployment. C-124 basic stage crews consisted of three that had been left at Prestwick following deployment, one positioned at Minneapolis, and two flown to Goose Bay. In addition, one C-124 augmented support, one C-130 basic support, and three C-130 basic stage crews were utilized.

Complete details of this exercise are included in the final evaluation, Supporting Document #2 of this history.

EASTERN EXPRESS[2]

Exercise Eastern Express was a CINCSOUTH/CINCENT sponsored joint/combined NATO Field Training Exercise conducted in southeastern Turkey during the period 3-24 November 1965. Forces from the United States, United Kingdom, Italy, Turkey, Belgium, and Germany participated in the exercise. MATS provided airlift for deploying and redeploying U.S. and German forces. Belgians, Italians, and British provided their own airlift.

Specifically, MATS was assigned the mission of providing 125 deployment and 107 redeployment sorties to airlift a U.S. battalion, German medical unit, German Battalion, and an Allied Central Europe Mobility Force (ACMF) between air bases in Germany and Turkey. The 1608th ATW, as part of the MATS force, participated in both the

2. Exercise Eastern Express, Final Evaluation, Supporting Document #3.

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Deployment operations by 1608th ATW forces took place between 27 October and 8 November 1965, consisting of ten aircraft and 13 aircrews. A Charleston AFB C-124 flew 55 1608 ATW ACF personnel to Dijabakir Air Base, Turkey. Ten 1608 C-130 aircraft repositioned in Europe from Exercise Brave Cat deployment to participate in Eastern Express Deployment operations. Thirteen C-130 aircrews (9 Basic prime, one global prime, and 3 basic stage) averaged three Germany-Turkey turnaround missions and then repositioned for Brave Cat redeployment. One 1608 ATW C-124 global support crew was used to position ACF personnel.

Redeployment operations by 1608 ATW forces took place between 15-26 November 1965, consisting of seven C-130 prime aircraft, seven C-130 basic prime aircrews, and four C-130 basic stage aircrews. These prime aircraft and crews flew channel airlift missions from east coast bases to European off-load stations while positioning for Eastern Express redeployment. They also flew channel missions on return flights to the US following redeployment operations. The 1608 ATW aircrews flew an average of two airlift missions between Turkey and Germany.

Statistics and staff comments are included in the final evaluation of Eastern Express, which is included in the history as Supporting Document #3, Volume III.

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EXERCISE POLAR SWEEP

A teletype received by the 1608th ATW on 24 December 1965 cancelled Exercise Polar Sweep. The following is an exact transcript of the notification.

"Confidential MAFOIP53 14 6 Dec 65.

For Info Offr. This msg in two parts. Part 1. The following confidential CINCAL ALCOM J3/5 ST 822, 21 Dec 65 msg is quoted for your information: Quote. Subject. Exercise Polar Sweep. (1) Due to the directed withdrawal of numerous participating forces, it is not feasible to conduct Exercise Polar Sweep, therefore, both the CPX, scheduled for the period 21 - 23 January 1966, and the FTX, scheduled for the period 24 Jan - 3 Feb 66, are cancelled. (2) This command is appreciative of the very great effort expended by a large number of organizations and sincerely regrets the necessity of this announcement. (3) Public release of this cancellation has not been authorized at this time. On receipt of approved release from OSD, you will be notified. End Quote. 8. This msg has been transmitted to TAFS, Services and ZI MATS units, including Navy wings. GP-4.

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INDIVIDUAL CLASSIFIED SPECIAL MISSIONS[3]

Classified special missions accomplished by the 1608th Air Transport Wing increased greatly during the six month period of this document. Based on special mission teletypes, it was noted that the greater percentage of these missions were in support of Southeast Asia.

Classified missions by month were as follows:

July -	28
August -	31
September -	16
October -	22
November -	43
December -	9
TOTAL -	149

Of this 149 total, 85 were to South Vietnam or Thailand, 37 to the Pacific (Japan, Korea, Wake, etc.) five to Santa Domingo, 15 to Africa, and one in support of the space program, Gemini 7.

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3. Special Mission Statistics, Supporting Document #1.

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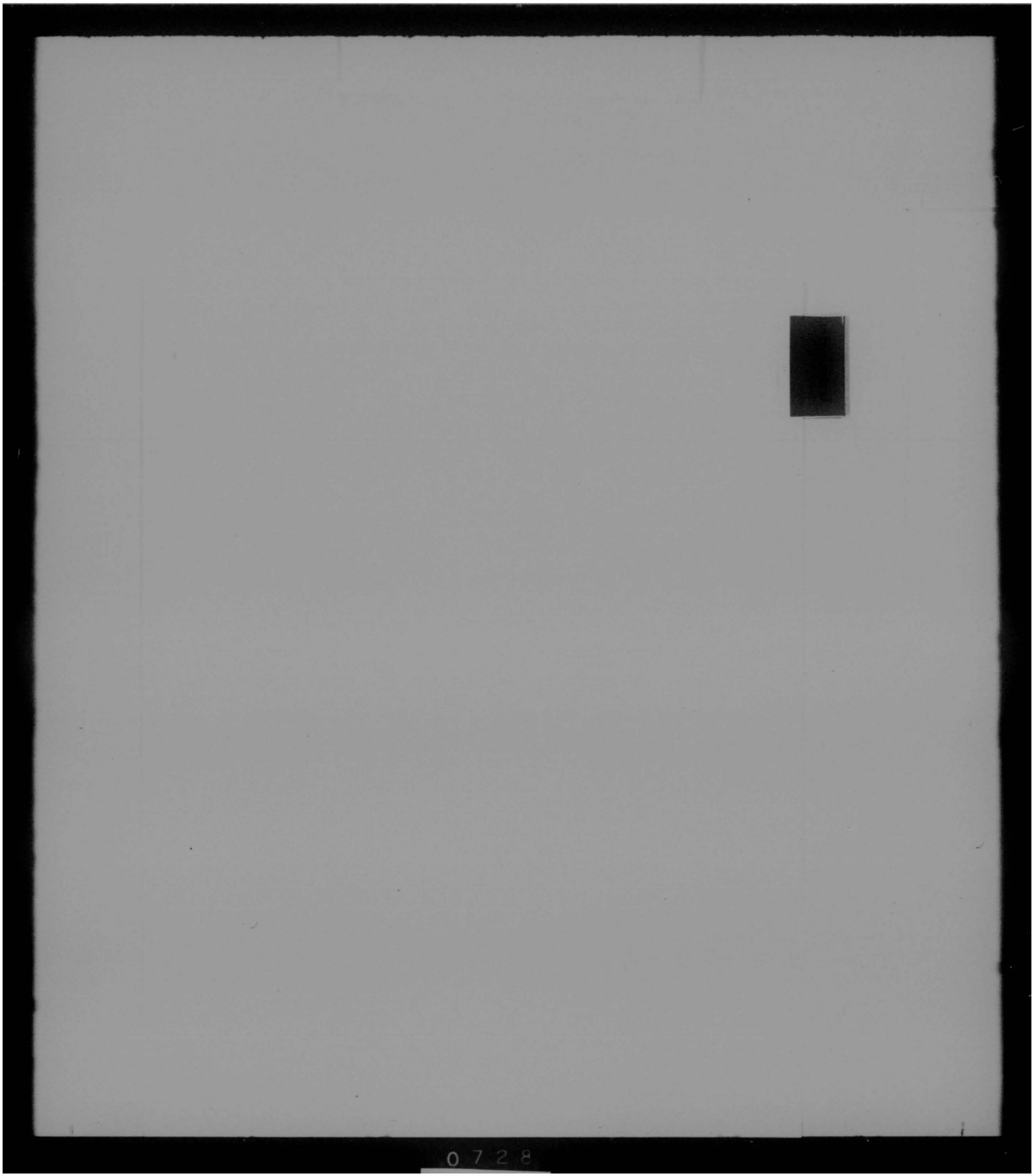

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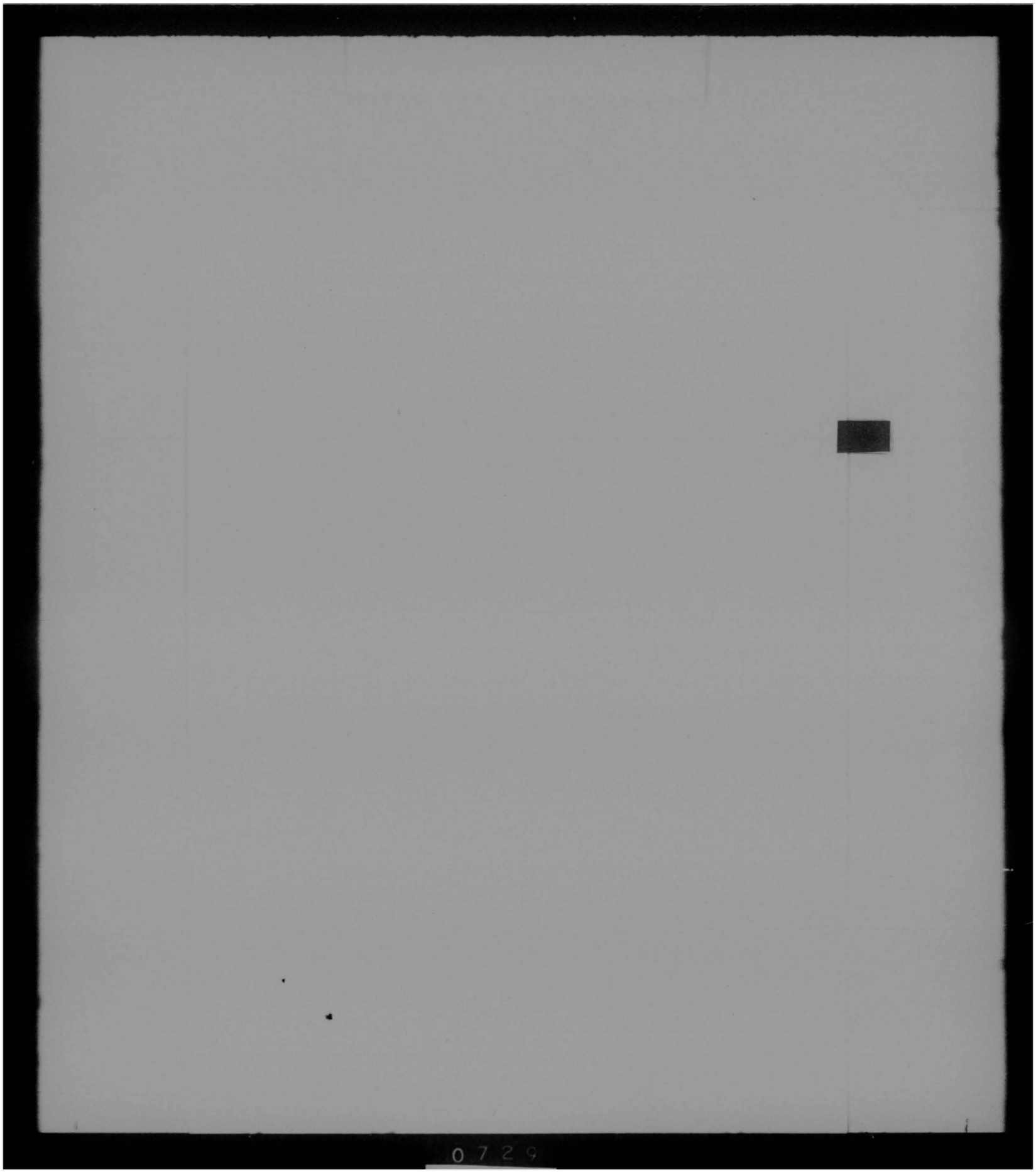

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SPECIAL MISSION STATISTICS TABLE
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1608th ATW

July 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AA01708/01 MOD 7-22-5 SARD 3137	C-130	76th	Chas, Goodman, Travis, Hickam, Wake, Andersen, Clark, Korat, Bangkok, Clark, Korat, Bangkok, Clark, Kadena, Wake, Hickam, Travis, Chas.	01-07	22,800 lbs cargo. 77 Acft hrs req.
AA01551/184 MOD 6-148-5 SARD 1898 AA01551P/184	C-130	41	Chas, Lajes, Chateauroux, San Pablo, Lajes, Kindley, Robins Chas.	03-07	Support of Banjo Chord 28,974 lbs cargo,
MOD 7-71-5 SARD 3153 AA01917/03 AA01918/05 AA01919/06	C-130 C-124	3/17	Chas, Ramey, San Isidro, Ramey Godman, Chas.	03-07	3 missions, 18 acft hrs total 11 pax, 42.8 tons cgo.
AA01931/04 MOD 7-75-5 SARD 1074	C-130	3	Chas, Offutt, Travis, Hickam Wake, Guam, Wake, Hickam, Travis Chas.	04-10	17,500 lbs cargo; 85 acft hrs req.
AJC313/AKA331J/ AA01550/04 MOD 6-147-5, SARD 1890	C-124	17	Chas, McGuire, Harmon, Keflavik Torrijon, San Pablo, Lajes, Kindley Chas, Tinker, Travis, Chas.	04-12	Channel to Keflavik, As Dir from San Pablo. 75 acft hrs req.

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SPECIAL MISSION STATISTICS TABLE
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1608th ATW

July 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AAM1691/06 MOD 7-18-5 SARD 3120	C-130	76	Chas, Travis, McChord, Hickam, Wake, Kadena, Tan Son Nhut, Kadena Midway, Travis, Chas.	06	30 pax, 8000 lbs cargo Support of 41st Signal Btn. 74 acft hrs req.
AAM1626/08 AAM1628/10 MOD6-173-5 SARD 1933	C-130 C-130	41 76	Chas, Olmstead, Travis, Hickam Wake, Kadena, Korat, Kadena, Midway, Travis, Chas.	08-13	Two missions, total 52,528 lbs cargo, 75 acft hrs req for each mission.
AAM1805/10 MOD 7-7-5 SARD 1056 AAM1804	C-130 C-130	41 76	Chas, Cannon, Travis, Hickam, Wake, Guam, Bien Hoa, Kadena, Midway, Travis, England, Chas.	10-17	TAC Rotation, Two Buck 6/1 Two flights, 75 acft hurs req. 22 pax, 6.20 tons cargo each flight.
AAM1898/11 AAM1899/11 MOD7-65-5	C-130	41	Chas, Pope, Travis, Hickam, Wake Guam, Kadena, Saigon, Kadena, Midway, Travis, Chas.	11-16	50 pax, 300 lbs cargo. 75 acft hrs req.
AAM1900/12 MOD 7-65-5 SARD 3151	C-130	76	Chas, Pope, Travis, Hickam, Wake Guam, Kadena, Saigon, Kadena, Saigon, Kadena, Midway, Travis, Chas.	12-17	24 pax, 8000 lbs cargo, 75 acft hrs req.
AAM 60/20 AAM 64/20 AAM66/22 MOD 7-122/5 SARD 1096	C-130 C-130	41 76 76	Chas, MacDill, Travis, Hickam, Wake Andersen, Ubon, Clark, Andersen, Wake, Hickam, Travis, MacDill, Chas.	20-28	TAC Rotation, Two Buck, 60 pax 77 acft hurs each mission

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SPECIAL MISSION STATISTICS TABLE
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1608th ATW

July 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AAM 138/24	C-130	41	Chas, Lawson, Travis, Hickam, Wake	24-28	60 pax plus baggage- 75 acft hrs
AAM 139/26	C-130	76	Kadena, Tan Son Nhut, Kadena,	26-31	75 acft hrs req - 34 pax
AAM 149/28	C-130	41	Midway, Travis, Chas.	28-02	34,659 lbs cargo.- 75 acft hrs.
MOD 7-134-5					
SARD 3158					
AAM 229/26	C0130	41	Support of 87 Engr. Co. Chas, Andrews, Travis, Hickam, Wake Kadena, Tan Son Nhut, Kadena, Midway, Travis, Chas.	26-31	60 pax plus 7000 lb cargo. 76 acft hurs req.
AAM335/29	C-130	41	Chas, Carswell, Travis, Hickam,	29-03	24,000 lbs cargo, 56:30 acft hurs
MOD 7-169-5			Wake, Andersen, Midway, Travis		req.
SARD 1130			Chas.		
AAM265/29	C-124	3	Chas, Bergstrom, Travis, Hickam	29/04	21,500 lb cgo - 108 acft hrs req.
MOD7-158-5			Wake, Andersen, Clark, Tan Son		
SARD 3164			Nhut, Clark, Andersen, Wake, Hickam, Travis, Chas.		
AAM 339/30	C-130	76	Chas, Fallon NAS, Travis, Hickam	30/04	25,653 lbs cgo. 75 acft hrs req
AAM340/01		41	Wake, Kadena, Korat, Kadena,	1/6 Aug	Two Missions.
MOD 7-171-5			Korat, Kadena, Midway, Travis,		
SARD 1131			Chas.		

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July 1965

MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AAM1266/30 MOD7-158-5 SARD 3164	C-124	17	Chas, Bergstrom, Travis, Hickam, Wake, Andersen, Clark, Tan Son Nhut, Clark, Andersen, Wake, Clark, Hickam, Travis, Chas.	30-05	21,500 lbs cargo, 108 acft hrs Req. Two Buck Mission
AAM1264/31 MOD7-158-5 SARD 3164	C-130	41	Chas, Bergstrom, Travis, Hickam Wake, Kadena, Tan Son Nhut, Kadena Midway, Travis, Chas.	31-05	Two Buck Mission, 50 pax, 16,700 75 acft hurs req.

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MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AAM248/02 MOD 8-17-5 SARD 3162	C-130	76	Chas, Langley, Travis, Hickam, Wake Kadena, Tan Son Nhut, Kadena, Midway, Travis, Chas.	02-07	56 Pax, 12,600 lbs cargo Support of 11 TC BW HHD 74 acft hrs. req.
AAM486/06 MOD 8-63-5 SARD 3174	C-130	41	Chas, Bergstrom, Travis, Hickam, Wake, Kadena, Tan Son Nhut, Kadena Midway, Travis, Chas.	06-10	27,000 lbs cargo, 76:30 acft hrs req.
AAM321/08 MOD 8-26-5 SARD 3173	C-130	41	Chas, Pope, Forney, Travis, Hickam Wake, Kadena, Nha Trang, Saigon Kadena, Midway, Travis, Chas.	08-13	46 pax, 7575 lbs cargo, 75 acft req. hrs.
AAM325/12 MOD 8-26-5 SARD 3172	C-130	41	Chas, Campbell, Travis, Hickam, Wake, Kadena, Tan Son Nhut, Kadena, Midway, Travis, Chas.	12/17	23 pax, 19,771 lbs cargo. 75 acft hrs req.
SARD 3172 MOD 8-26-5 AAM 326/12	C-124	17	Chas, Langley, Travis, Hickam, Wake, Tachikawa, MacTan, Tan Son Nhut, MacTan Guam, Wake, Hickam, Travis, Chas.	12/20	60 pax, 7367 lbs cargo. 100 acft hurs req.
AAM 608/14 MOD 8-93-5 SARD 3175	C-130	41	Chas, Bergstrom Travis, Hickam Wake, Kadena, Nha Trang, Kadena Midway, Travis, Chas.	14/19	16 pax, 20,800 lbs cargo. 75 acft hrs. req.
AAM621/225 MOD 8-100-5 SARD 3181	C-124	17	Chas, San Isidro, Ramey, Chas.	14/15	2400 lbs cargo, 15 acft hrs req.

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AAM496/14 AAM 502/16 AAM505/17 AAM 508/18 AAM 513/20 MOD 8-69-5 SARD 3177	C-130	76 41 76 76 41	Chas, Robins, Travis, Hickam, Wake, Kadena, Nha Trang, Kadena, Midway, Travis, Chas.	14/20	Support of 17 Buck, 60 pax 3000 lbs cargo. 75 acft hrs req. each flight
AAM 615/224 MOD 8-97-5 SARD 3180	C-124	3	Chas, San Isidro, Ramey, Chas.	15-16	24,000 lb cargo - 15 acft hrs req
AAM520/229 MOD 8-69-5 SARD 3177	C-130	76	Chas, Robins, Travis, Hickam, Wake, Kadena, Nha Trang, Kadena, Midway, Travis, Chas.	16-22	Support 17 Buck, 75 acft hrs req
AAM 495/20 MOD 8-68-6 SARD 3176	C-130	41	Chas, Langley, Travis, Hickam, Wake, Kadena, Tan Son Nhut, Kadena, Midway Travis, Chas.	20-25	Support of 21 Buck, 75 acft hrs req 60 pax, 6357 lb cargo
AAM535/21 AAM541/22 AAM546/23 AAM547/23 AAM549/24 SARD 1255	C-130	76 41 76 41 76	Chas, George, Hickam, Wake, Kadena Korat, Kadena, As Directed by TAC	21-24 22=25 23-26 24-27 23-27	Support Two Buck, 75 Acft hrs req.

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AA4695/234 MOD 8-112-5 SARD 3189	C-124	3	Chas, Andrews, Travis, Hickam, Wake, Andersen, MacTan, Nha Trang, MacTan, Nha Trang, MacTan, Andersen, Wake, Hickam, Travis, Chas.	22-29	40 px, 6000 lb cgo - 110 acft hrs req - Support of 21 Buck
AA4696/235 MOD 8-1212-5 SARD 3189	C-124	17	Chas, Campbell, Forbes, Travis, Hickam, Wake, Andersen, MacTan, Nha Trang, MacTan, Nha Trang, Andersen, Wake, Hickam, Travis, Chas.	23-30	41 pax, 2290 lbs cgo - 115 hrs req. Support of 21 Buck
AA4724/27 AA4733/30 AA4730/29 AA4727/29 MOD 8-119-5 SARD 3206	C-130	41 76 41 76	Chas, Langley, Travis, Hickam, Wake, Kadena, Quinhon, Kadena, Midway, Travis, Chas.	27-01 30-04 29-03 29-03	33 pax w 3000 lbs baggage plus 7,000 lbs cargo - 75 acft hrs req. each flight
AK018/27	C-124	17	Chas, George, Hickam, Wake, Andersen MacTan, Ubon, MacTan, Andersen, Wake, Hickam, Travis, Chas.	27/02	100 acft hrs req
AA4703/28 MOD 8-114-5 SARD 3185	C-124	17	Chas, Patterson, Travis, Hickam, Wake Andersen, MacTan, TanSonNhut, Mac Tan Andersen, Wake Hickam, Travis, Chas.	28-04	21,600 lb cgo Support 10 Buck 105 acft hrs req.
AK027/29 AK030	C-130	41 76	Chas, Seymour, Homestead, Moffet As Directed	29-30	75 Acft hrs req.
AA4706/31 MOD 8-114-5 SARD [illegible] 5	C-124	3	Chas, Patterson, Travis, Hickam, Wake, Andersen, MacTan, Tan Son Nhut MacTan, Andersen, Wake, Hickam, Travis, Chas.	31/07	105 Acft Hrs. Req. Support of 10 Buck, 19000 lb cargo

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MOD NR	AIRCRAFT INVOLVED	OPERATING UNIT	ROUTING	DATE	REMARKS
AAM452/01 AAM453/02 SARD 1264 MOD 8-59-5	C-130	41 76	Chas, Olmstead, Travis, Hickam, Wake, Kadena, Korat, Kadena, Midway, Travis, Chas.	01-06	19,584 lb explosive cargo 17,727 lb explosive cargo 75 acft hrs req each flight
AAM1060/02 MOD 9-56-5 SARD 3217	C-130	76	Chas, Andrews, McChord, Travis, Hickam, Wake, Kadena, Quinon, Nha Trang, Kadena, Midway, Travis, Chas.	02-07	52 pax, 82 acft hrs req.
AAM939/03 MOD 9-39-5 SARD 3210	C-130	41	Chas, Sheppard, Travis, Hickam, Wake, Kadena, TanSonNhut, Kadena, Midway Travis, Chas.	03-08	10 pax, 19000 lb cargo 75 acft hrs req, Support 24 Buck
AAM 939/09	C-130	76	Same as above	09-14	16 pax, 2150 lb cargo, 75 hrs req. Support 24 Buck
*AAM836/10 AAM837/11 MOD 9-28-5 SARD 3186	C-124	17	Chas, Wright, Patterson, Tinker, Travis, Hickam, Wake, Guam, MacTan Tan Son Nhut, MacTan, Guam, Wake, Hickam, Travis, Chas.	10-18 11-19	Total for two flights, 78,446 lbs 108 acft hrs req. each flight
AAM833/10 AAM835/11 AAM834/10 MOD 9-27-5 SARD 3178	C-130	76 76 41	Chas, Robins, Travis, Hickam, Wake Kadena, TanSonNhut, Kadena, Midway Travis, Chas.	10-15	total 75 pax, 32,386 lb cargo. 75 acft hrs req each flight
AAM839/14	C-124	124	Chas, Wright-Patterson, Tinker, See *above	14-22	78,446 lb total cargo see *above
AJC263J/28/AAM 1326	C-130	76	Chas, Patrick, Aanderij, Recife Ascension, Leopoldville, Albertville, Leopoldville, Ascension, Recife, Aanderij, Patric , Chas.	28-05	5,605 lb cargo - 1 boat, 71 acft hrs. req.

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AJC 263J/28/AAM MOD 9-116-5 SARD 900 Also AAM 1325/21	C-130	76	Chas, Patrick, Zanderij, Recife, Ascension, Leopoldville, Albertville, Leopoldville, Ascension, Recife, Zanderij, Patrick, Chas.	28-05	PROJECT YELLOW SAND 5,605 lb cargo - 1 boat 71 acft req. each flight 5,937 lb cargo - 1 boat.
AAM 1310/21 AAM 1311/22 MOD 9-112-5 SARD 1467	C-124	3 17	Chas, Brookley, Zanderij, Ascension Leopoldville, Ascension, Zanderij Chas.	21-29 22-30	3 pax, 10,876 lb cgo. 72 acft hrs 3 pax, 10,876 lb cgo. 72 acft hrs

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AAM1499 SARD 1646	C-130	41	Chas, Shaw, Kelly, Elmendorf, Tachikawa, Kadena, TanSonNhut, Tachikawa, Elmendorf	02-06	11 pax, 12,000 lb cargo, jeep and truck trailer. 75 acft hrs req.
AAM 1349/02 MOD 10-51-5 SARD 1646 AAM 1350/03	C-124	17	Chas, Shaw, Tinker, Travis, Hickam, Wake, Andersen, MacTan, Tan Son Nhut, MacTan, Andersen, Wake, Hickam, Travis, Chas.	02-10 03-11	11 pax w/baggage, 21,500 lb cgo. Support of Tactical Air Control 105 acft hurs req. Same info.
AAM1474 MOD 10-59-5 SARD 1660	C-130	76	Chas, Birmingham, Patrick, Ramey Zanderij, Ascension, Leopoldville, Ascension, Zanderij, Chas.	03-09	21,400 lb ammo/mortars. 55 acft hrs req
AAM 1456/07 AAM 1457/09 AAM 1458/06 AAM1459/07 MOD 10-50-5 SARD 901	C-124 17 C-130 41	17 76	Chas, New Iberia, Ramey, Zanderij, Ascension, Leopoldville, Albertville, Leopoldville, Ascension, Zanderij, Chas.	06-14 07-15 08-18 09-20	1 Hull section, and 1 engine total 15,000 lb cargo for C-124, 20,000 lb cargo for each C-130. C-124 85 acft hrs req. C-130 60 acft hrs req.
AAM00/09, OPORD 50-65-2 SARD 3680	C-124	17	Chas, Griffiss, Kindley, Lajes, Rota, Lajes, Kindley, Chas.	08-12	6 pax and 11,384 lb cargo. 37 acft hrs req. Simulated "Queen Bee"
AAM1151/11 AAM1552/12 MOD 10-88-5 SARD 1675	C-130	41 76	Chas, Birmingham, Patrick, Ramey, Zanderij, Ascension, Leopoldville, Ascension, Zanderij, Chas.	11-17	15.1 tons cargo - ammo/mortar, 55 acft hurs req each mission

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AAM1376 AAM1377 AAM1380 MOD 10-32-5 SARD 3248 SARD 3249	C-130	41 76	Chas, Bush Fld, Lajes, Wheelus, Cairo (overhead), Jedda (overhead) Harar Meda, Addis Ababa, Jedda (overhead), Cairo (overhead), Wheelus, Lajes, Chas.	11,12,15-23 18,19,22	pax, 20,400 lb cargo each mission. 61 Acft hrs req each mission.
AAM 1319/23 AAM1320/23 MOD 10-28-5 SARD 3245	C-130	76 41	Chas, Hill, Harmon, Rhein Main, Harmon, McGuire, Chas.	23-27 23-27	Airlift of Rocket Launcher, 5 to 6 tons cargo and 13 pax each mission. 43 Acft hrs req each.
AAM1519/25 AAM 1522/26 AAM 1603/27 AAM 1606/28 MOD 10-70-5 SARD 1664	C-124	17	Chas, Shaw, Travis, Hickam, Wake Andersen, MacTan, Tan Son Nhut, MacTan, Andersen, Wake, Hickam, Travis, Chas.	25,26-27	15 pax, 21,500 lb cargo each mission. 107 acft hrs req each.
AAM 1514/26 MOD 10-7#-5 SARD 1664	C-130	76	Chas, Shaw, Travis, Hickam, As Dir.	26 - As Dir.	20 pax - 5.1 tons cargo 70 acft hrs req.
AAM 1810/31 MOD 11-26-5 SARD 1847	C-130	41	Chas, MacDill, Travis, Hickam, Wake, Kadena, Nha Trang (overhead) Cam Rann Bay, Nha Trang, Clark, Tachikawa, Elmendorf, Chas.	31-06	50 pax, 4000 lbs cargo. Support Of Two Buck 22 and 22A. 75 acft hrs req.

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AAM1857/09 MOD 11-37-5 SARD 1855	C-130	41	Chas, Shaw, Norton, Hickam, Wake, Kadena, Saigon, Tachikawa, Midway, Hickam, Travis, Shaw, Chas.	09-16	Support of Two Buck 25. 60 pax. 75 Acft hrs req.
AAM1974/09 AAM1975/09 MOD 11-68-5 SARD 1866	C-130	41 76	Chas, McConnell, Norton, Hickam, Wake, Kadena, Korat, Kadena, Midway, Travis, McConnell, Charleston.	09-15	Support of Two Buck 23A and One Buck 14. 18,000 lb cargo - 17 pax outbound - 50 pax inbound. 75 acft hrs req each mission.
AAM1927/11 MOD 10-52-5 SARD 3296	C-130	76	Chas, Ft. Sill, Norton, Hickam, Wake, Kadena, Nha Trang, Tachikawa, Elmendorf, Chas.	11-15	Support of 22 Buck. 23 pax, 17,000 lb cargo. 75 acft hrs req.
AAM 1800/13 AAM 1901/14 AAM 1902/14 MOD 11-42-5 SARD 1856	C-130	41	Chas, MacDill Norton, Hickam, Wake, Kadena, Cam Ranh Bay, Tachikawa, Elmendorf, Chas.	13-17 14-18 14-17	38 pax 60 pax 60 pax 38 pax, 5.5 tons cargo. Support of Two Buck 22B. 75 acft hrs req each mission.
AAM 1895/13 AAM 1896/13	C-130	76	Chas, MacDill, Travis, Hickam, As Directed by PACAF Command Post	13 - As	Support of Two Buck 22B. 23 pax, 5.5 tons cargo. 75 acft hrs req each mission.

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AAM1829 AAM1831 AAM1834 MOD 11-29-5 SARD 1848	C-124	17	Chas, England, Travis, Hickam, Wake, Andersen, Macfan, Saigon, Macfan, Wake, Hickam, Travis, Chas.	03-9 03-10 14-11	21,500 lb cargo - Support of Two Buck 21 and 21A. 100 acft hrs req.
AAM1825/04 MOD 11-29-5 SARD 1848	C-130	41	Chas, England, Travis, Hickam, Wake, Clark, Saigon, Tachikawa, Elmendorf Chas.	04-09	Support of Two Buck 21 and 21A 14 pax, 7.7 tons cargo. 75 acft hrs req
AAM1839/05 MOD 11-30-5 SARD 3295	C-130	76	Chas, Pope, Langley, Travis, Hickam, Wake, Clark, Saigon, Clark, Wake, Hickam, Travis, Chas.	05-12	Support of advance parties of 32 Buck and 25 Buck. 35 pax, 3500 lbs baggage, 7,490 lb cargo. 75 acft hrs req.
AAM1819/05 AAM1820/07 MOD 11-28-5 SARD 1846	C-130	41 76	Chas, England, Kelly, Travis, Hickam, Wake, Misawa, Wake, Hickam Travis, England, Chas.	06-11	37 pax, 7.0 tons cargo 7.8 tons cargo 75 acft hrs req each msn.
AAM 66-12 MOD 11-94-5 SARD 3713	C-130	41	Chas, Nashville Metro, Travis, Hickam, Wake, Kadena, Saigon, Tachikawa, Elmendorf, Chas.	07-16	17,000 lbs. 75 acft hrs req
AAM1909/12 MOD 11-42-5 SARD 1856	C-130	76	Chas, MacDill, Norton, Hickam, Wake Kadena, Cam Ranh Bay, Tachikawa Elmendorf, Charleston.	12-16	Support of Two Buck 22B. 60 pax. 75 acft hrs req.
ACC201/07	C-130	41	Chas, Ontario	08	15 acft hrs req.

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AAM 1909/16 AAM 1912/17 AAM 1914/17 MOD 11-42-5 SARD 1856	C-124	17	Chas, MacDill, Travis, Hickam, Wake, Andersen, MacTan, Cam Ranh Bay, MacTan, Andersen, Wake, Hickam Travis, Chas.	16-23 17-24 18=19	15 pax, 21,500 lb cargo. Support of Two Buck 22B 100 acft hrs each mission
AAM 118/16 MOD 11-13-5 SARD 1891	C-124	17	Chas, Baltimore, Patrick, Zanderij Ascension, Zanderij, Chas.	16-22	1 pax, 8,000 lb cargo. Support of Gemini 7. 55 Acft hrs req.
AAM 1918/16 MOD 11-42-5 SARD 1856	C-141	3	Chas, MacDill, Travis, Hickam, Andersen, Nha Trang, Clark, Hickam, Travis, Chas.	16-22	Support of Two Buck 22B 50 acft hrs req.
AAM 113/18	C-130	41	Chas, Pope, Travis, Hickam, Wake, Kadena, Saigon, Tachikawa, Elmendorf Chas.	18-23	31 pax, cargo as directed. 75 acft hrs req.
AAM 1802/20 MOD 11-20-5 SARD 1844	C-130	41	Chas, Howard, Norton, Hickam, Johnston Island, Hickam, Travis, Chas.	19-23	23,657 lb cargo. Support of Project "Round Up: 45 acft hrs req.
ACC202/19	C-130	76	Chas, Ontario Intl. Chas.	19-20	8 acft hrs req.
AAM 154/20 AAM 156/21 MOD 11-130-5 SARD 1927	C-130	76 41	Chas, Eglin, Norton, Hickam, Wake, Kadena, Korat, Tachikawa, Elmendorf, Chas.	20-24 21-25	Support of Thirty Buck. 12 pax, 8.9 tons cargo each mission. 72 acft hrs req each mission.

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AOC 222/21	C-130	76	Chas, Ontario Intl., Chas.	20-22	8 acft hrs req.
AAM 151/22 MOD 11-129-5 SARD 1926	C-124	17	Chas, Shaw, Travis, Hickam, Wake, Guam, MacTan, Takhli, Bankok MacTan, Guam, Wake, Hickam, Travis, Chas.	22-30	Support of Two Buck 32 20,500 lb cargo. 111 acft hrs req
AAM 152/22 MOD 11-189-5 SARD 1986	C-130	76	Chas, Shaw, Norton, Hickam, Wake, Kadena, Takhli, Bangkok, Tachikawa Elmendorf, Chas.	22-27	Support of Two Buck 32 26,500 lb cargo. 75 acft hrs req.
AAM 404/23 AAM 405/23 AAM 403/24 MOD 11-145-5 SARD 1928	C-124	17	Chas, McConnell, Travis, Hickam, Wake, Guam, MacTan, Takhli, Bangkok, MacTan, Guam, Wake, Hickam, Travis, Charleston	23-02	Support of Two Buck 23C and Two Buck 10 - 20,000 plus 2 guards each mission -- 110 acft hrs req each mission.
AAM 147/23 MOD 11-129-3 SARD 1926	C-140	3	Chas, Shaw, Travis, Hickam, Wake, Kadena, Tan Son Nhut, Yokota, Elmendorf, Chas.	23-30	Support of Two Buck 32. 34,000 lb support equipment. 48 acft hrs req.
AAM 1849/25 MOD 11-35-5 SARD 1854	C-124	17	Chas, Phila. Intl., Travis, Hickam, Johnston Island, Hickam, Travis, Chas.	25-30	3 pax, 9,000 lb cargo. 59 acft hrs req.
AAM 194/27 AAM 195/27 MOD 12-18-5 SARD 1041	C-130	76	Chas, MacDill, Norton, Hickam, Wake, Kadena, Cam Ranh Bay, Tachikawa, Elmendorf, Chas	27-01	Support of Two Buck 22C. 25,000 lb cargo each mission. 71 acft hrs req, each mission

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AAM 101/27 AAM 102/27 AAM 103/27 MOD 11-107-5 SARD 1889	C-130	76 41 76	Chas, Myrtle Beach, Norton, Hickam, Wake, Misawa, Tachikawa, Elmendorf, England, Chas.	27-30	Support of Two Buck 27/ Lima Mike 29, 13.5 tons cargo. 59 acft hrs req each mission
AAM 200/29 MOD 12-18-5 SARD 1041	C-130	41	Chas, MacDill, Norton, Hickam, Wake, Kadena, Cam Ranh Bay, Kadena Midway, Travis, Chas.	29-05	60 pax, 74 acft hrs req.

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S3004	C-141	3	Chas, Dover, Travis, Hickam, Kadena, Hickam.	25-28	9 Stage crews OPOIRD 9-65 113 Acft Hrs Req.
AAM 282/09 MOD 12-28-5 SARD 1049	C-130	76	Chas, Seymour Johnson, Norton, Hickam, Wake, Kadena, Tahkli, Kadena, Midway, Travis, Seymour Johnson, Chas.	09-15	Support of Two Buck - 29 pax, 10.5 tons cargo outbound, 59 pax inbound. 77 acft hrs req
AAM 188/27 MOD 12-16-5 SARD 1040	C-130	41	Chas, Shaw, Norton, Hickam, Wake Kadena, Tan Son Nhut, Tachikawa, Elmendorf, Chas.	27-31	Support of 30 Buck 1A, 40 pax, 6,500 lb cargo. 71 acft hrs req.
AAM 187/26 MOD 12-16-5 SARD 1040	C-141	3	Chas, Shaw, Elmendorf, Yokota, Tan Son Nhut, Yokota, Elmendorf, Chas.	26-30	42,000 lbs cgo & two guards, Support of 30 Buck 1A 45 acft hrs req.
AAM 515/04 MOD 12-53-4 SARD 3308	C-124	17	Chas, Wright Patterson, Travis, Hickam, Wake, Anderseon, MacTan, Saigon, MacTan, Andersen, Wake, Hickam, Travis, Chas.	04-12	Support of Ten Buck. 20,950 lb cgo, 102 acft hrs req.
AAM 670/09 AAM 671/11 MOD 12-90-5 SARD 1074	C-141	3	Chas, Birmingham, Travis, Hickam, Andersen, Hickam, Chas.	09-13	44,000 lb cargo - 37 acft hrs req each mission
AAM 286/14 MOD 12-31-5 SARD 3302	C-130	76	Chas, Langley, Hanscom, Wright-Patterson, Norton, Hickam, Wake, Kadena, CAm Rahn Bay, Saigon, Kadena Tachikawa, Elmendorf, Chas.	14-20	49 pax, 5,550 lb cgo. Support of 32 Buck. 75 acft hrs req.

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AAI 1185/26 MOD 12-16-5 SARD 1040	C-141	3	Chas, Shaw, Travis, Hickam, Wake Clark, Tan Son Nhut, Yokota, Elmendorf, Chas.	26-31	Support 30 Buck IA, 25 pax and max ACL. 49 acft hrs req.

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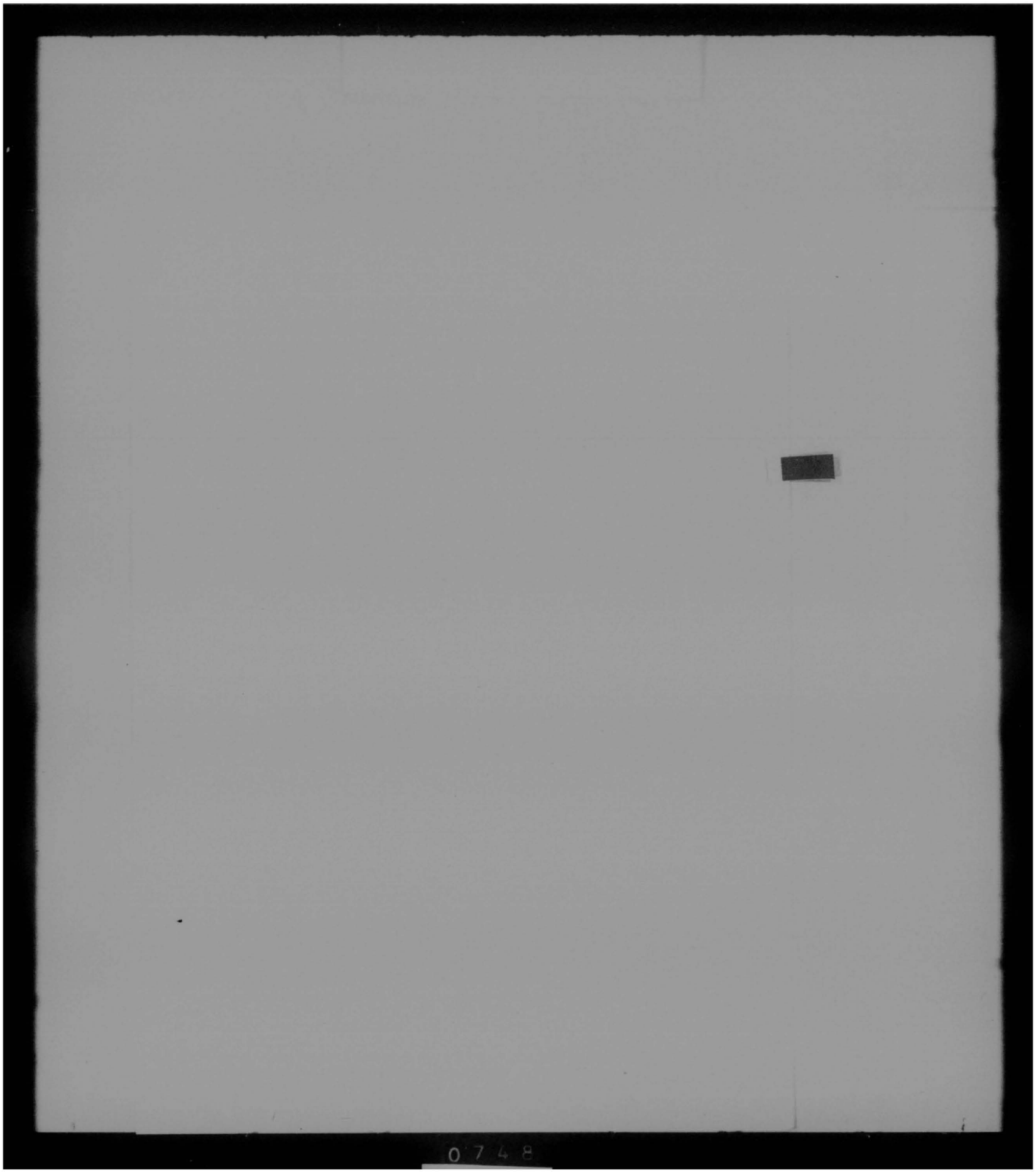

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EXERCISE BRAVE CAT

FINAL EVALUATION

OCTOBER - NOVEMBER 1965

1608TH AIR TRANSPORT WING
CHARLESTON AIR FORCE BASE
SOUTH CAROLINA

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
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PREFACE

THE 1608TH AIR TRANSPORT WING REPORT ON EXERCISE BRAVE CAT (FINAL EVALUATION) IS PRESENTED IN THE PAGES WHICH FOLLOW. THIS REPORT PREPARED IN ACCORDANCE WITH MATS OPLAN 144 (C) PROVIDES A SUMMARY, STAFF AREA COMMENTS, AIRLIFT CONTROL FORCE REPORT AND STATISTICAL DATA AS RELATED TO THE WING PARTICIPATION IN THE EXERCISE.

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SUMMARY

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SUMMARY

OPERATION BRAVE CAT WAS A JOINT/COMBINED NATIONAL TRAINING EXERCISE HOSTED BY NORWAY AND CONDUCTED IN THE FOSNA AREA NEAR ORLAND AIR BASE, NORWAY, DURING 4-5 NOVEMBER 1965. MATS PROVIDED AIRLIFT FOR DEPLOYING AND REDEPLOYING U. S. EXERCISE FORCES.

SPECIFICALLY, MATS WAS ASSIGNED THE MISSION OF AIRLIFTING 981 TROOPS AND 450.1 TONS OF CARGO FOR ARSTRIKE FROM ONE WEST COAST AIR BASE AND 177 TROOPS AND 66.7 TONS OF CARGO FOR AFSTRIKE FROM TWO EAST COAST AIR BASES. A TOTAL OF 58 MISSIONS WERE REQUIRED FOR THE DEPLOYMENT PHASE AND 64 FOR THE REDEPLOYMENT PHASE OPERATING INTO TWO AIR BASES IN NORWAY. THE 1608TH ATW, AS PART OF THE MATS FORCE, PARTICIPATED IN BOTH THE DEPLOYMENT AND REDEPLOYMENT PHASES OF THE OPERATION.

MATS EXOPLAN 144, AND CHANGES THERETO, WERE RECEIVED IN SUFFICIENT TIME FOR PLANNING AND EXECUTION OF THE TASKS ASSIGNED TO THE 1608 ATW. INSUFFICIENT COPIES (10) WERE RECEIVED BY THE 1608 ATW, MAKING DISSEMINATION OF EXERCISE INFORMATION TO BASE TASK AGENCIES BOTH DIFFICULT AND INCONVENIENT.

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STAFF
AREA
COMMENTS

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AIRLIFT OPERATIONS

1. OPERATION BRAVE CAT WAS A JOINT/COMBINED NATIONAL TRAINING EXERCISE HOSTED BY NORWAY AND CONDUCTED IN THE FOSNA AREA NEAR ORLAND AIR BASE, NORWAY, DURING 4-8 NOVEMBER 1965. MATS PROVIDED AIRLIFT FOR DEPLOYING AND REDEPLOYING U. S. EXERCISE FORCES.

2. DEPLOYMENT OPERATIONS BY 1608 ATW FORCES TOOK PLACE BETWEEN 24 OCTOBER AND 1 NOVEMBER 1965, CONSISTING OF 14 AIRCRAFT AND 20 AIR CREWS. SEVEN C-130'S AND THREE C-124'S FLEW PRIME MISSIONS IN SUPPORT OF ARSTRIKE WITH ONLOAD AT McCHORD AFB. TWO C-130'S FLEW PRIME MISSIONS IN SUPPORT OF AFSTRIKE WITH ONLOADS AT SHAW AND MACDILL AFB'S. ONE ADDITIONAL C-130 FLEW A SUPPORT MISSION BY AIRLIFTING A 1608 ATW ACF TEAM TO MACDILL AFB AND SUBSEQUENT TO OFFLOAD WAS USED AS A BACK-UP AIRCRAFT. AN ADDITIONAL C-124 AIRLIFTED ACF PERSONNEL, ACF EQUIPMENT AND SUPPLIES, AND STAGE CREWS FROM THREE EASTAF AIR BASES TO GOOSE BAY AND ASSUMED A BACK-UP ROLE. EIGHT C-130 AND THREE C-124 BASIC PRIME CREWS WERE USED AND THREE C-130 AND THREE C-124 BASIC STAGE CREWS WERE POSITIONED AT GOOSE BAY. AN ADDITIONAL C-130 BASIC SUPPORT CREW FLEW TO MACDILL AFB AND TWO OTHER C-130 GLOBAL CREWS WERE USED ON PRIME MISSIONS. C-130 AIRCRAFT AND CREWS REMAINED IN EUROPE FOLLOWING BRAVE CAT DEPLOYMENT FOR EASTERN EXPRESS DEPLOYMENT AND, SUBSEQUENTLY, BRAVE CAT REDEPLOYMENT.

3. REDEPLOYMENT OPERATIONS BY 1608 ATW FORCES TOOK PLACE BETWEEN 6-16 NOVEMBER 1965, CONSISTING OF EIGHTEEN AIRCRAFT AND 28 AIRCREWS. NINE C-130 AND SEVEN C-124 AIRCRAFT WERE USED FOR PRIME MISSIONS, ONE C-124 FLEW STAGE CREWS AND ACF PERSONNEL TO GOOSE BAY AND RETURNED TO CHARLESTON, AFB AND ONE C-130 FLEW A 1608 ATW ACF TEAM TO MACDILL AFB TERMINATING AT CHARLESTON AFB. ALL C-124 PRIME AIRCRAFT CARRIED PRIORITY CHANNEL CARGO EN ROUTE TO EUROPE FOR BRAVE CAT REDEPLOYMENT POSITIONING. NINE C-130 BASIC PRIME, ONE C-130 AUGMENTED PRIME, AND SEVEN C-124 BASIC PRIME AIRCREWS WERE USED FOR REDEPLOYMENT. C-124 BASIC STAGE CREWS CONSISTED OF THREE THAT HAD BEEN LEFT AT PRESTWICK FOLLOWING DEPLOYMENT OPERATIONS, ONE POSITIONED AT MINNEAPOLIS, AND TWO FLOWN TO GOOSE BAY. IN ADDITION, ONE C-124 AUGMENTED SUPPORT, ONE C-130 BASIC SUPPORT, AND THREE C-130 BASIC STAGE CREWS WERE UTILIZED.

4. EXOPLAN 144 WAS RECEIVED BY THE 1608 ATW IN SUFFICIENT TIME TO PLAN AND OPERATE ALL MISSIONS OUTLINED IN THE FLOW PLAN. MINOR CHANGES IN THE DEPLOYMENT PHASE WERE ACCOMPLISHED WITHOUT SIGNIFICANT DELAY. THREE C-124 STAGE CREWS WERE DIRECTED TO REMAIN AT PRESTWICK AND KEFLAVICK DURING THE INTERIM PERIOD BETWEEN DEPLOYMENT AND REDEPLOYMENT. THESE CREWS, THEREFORE, HAD ABOUT SEVEN DAYS OF INACTIVITY AND IN 17 DAYS OF TDY AVERAGED LESS THAN 50 FLYING HOURS PER CREW. IT IS RECOMMENDED THAT STAGE CREWS BE RETURNED TO HOME STATION BETWEEN OPERATIONAL PHASES, ESPECIALLY DURING PERIODS OF HEAVY WORLDWIDE AIRLIFT COMMITMENTS. THIS EXERCISE ALSO REVEALED THE NEED TO NAME INDIVIDUAL AIRCRAFT COMMANDERS ON ARRIVAL AND DEPARTURE REPORTS IN ORDER TO LOCATE CREW MEMBERS TO NOTIFY THEM OF EMERGENCIES, CREW CHANGES, ETC. C-124 REDEPLOYMENT DEPARTURE TIMES WERE CHANGED TWO OR THREE TIMES TO SUPPORT SAARDS AND CHANNEL TRAFFIC AIRLIFT TO EUROPE EN ROUTE TO REDEPLOYMENT ONLOAD STATIONS.

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CONTINUATION

OF

STAFF AREA COMMENTS

5. THE 1608 ATW CONTINUES TO RECEIVE INSUFFICIENT COPIES OF MATS EXOPLANS, EASTAF SUPPLEMENTS AND CHANGES, OPORDERS, ETC. TO PROPERLY DISSEMINATE INFORMATION TO ALL BASE ACTION AGENCIES AND EXPEDITE WING PLANNING AND EXECUTION OF EXERCISES AND CONTENGENCIES, IT IS NECESSARY TO RECEIVE A MINIMUM OF FIFTEEN (15) COPIES OF SUCH DOCUMENTS.

1608 AERIAL PORT SQUADRON DEPLOYMENT

1. OBSERVATIONS REGARDING THIS EXERCISE:

A. ADEQUACY OF PROGRAMMED LOADS AND ACL'S: ADEQUATE.

B. EXTENT OF SUPPORTING COMMANDS MEETING THEIR COMMITMENT TO THE 1608TH AERIAL PORT SQUADRON: ADEQUATE.

C. COOPERATION RECEIVED BY 1608TH AERIAL PORT SQUADRON FROM USER, NON-MATS MILITARY AND CIVIL AGENCIES: ADEQUATE.

D. ADDITIONAL SUPPORT RECEIVED BY 1608TH AERIAL PORT SQUADRON THAT WAS NOT PLANNED FOR: NONE.

E. IMPACT ON TRAFFIC OPERATION OF ANY AIRCRAFT SATURATION AT CAFB: NONE.

F. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: NONE.

G. DEVIATION FROM SOUND SAFETY PRACTICES: NONE.

H. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: EQUAL TO ALL OTHERS.

2. SUMMARIZATION OF ANY EXCEPTIONAL, UNUSUAL, OR ABNORMAL HAPPENINGS: SOME SUPPORT EQUIPMENT MISSENT BY COMMERCIAL TRUCK DUE IMPROPER MARKING.

3. RECOMMENDATIONS AND/OR ANY SPECIFIC COMMENTS DESIRED TO BE MADE: RECOMMEND THAT DOCUMENTATION AND LABELING BE IN ACCORDANCE WITH AFM 75-3.

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1608 AERIAL PORT SQUADRON REDEPLOYMENT

1. OBSERVATIONS REGARDING THIS EXERCISE:

A. ADEQUACY OF PROGRAMMED LOADS AND ACL'S: ADEQUATE.

B. EXTENT OF SUPPORTING COMMANDS MEETING THEIR COMMITMENT TO THE 1608TH AERIAL PORT SQUADRON: ADEQUATE.

C. COOPERATION RECEIVED BY 1608TH AERIAL PORT SQUADRON FROM USER, NON-MATS MILITARY AND CIVIL AGENCIES: ADEQUATE.

D. ADDITIONAL SUPPORT RECEIVED BY 1608TH AERIAL PORT SQUADRON THAT WAS NOT PLANNED FOR: NONE.

E. IMPACT ON TRAFFIC OPERATION OF ANY AIRCRAFT SATURATION AT CAFB: NONE.

F. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: NONE.

G. DEVIATION FROM SOUND SAFETY PRACTICES: NONE.

H. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: EQUAL TO OTHERS.

2. SUMMARIZATION OF ANY EXCEPTIONAL, UNUSUAL, OR ABNORMAL HAPPENING: NONE.

3. PROBLEMS ENCOUNTERED AND SOLUTIONS: NONE.

4. LESSONS LEARNED: NONE.

5. RECOMMENDATIONS AND/OR ANY SPECIFIC COMMENTS DESIRED TO BE MADE: NONE.

MAINTENANCE

1. OBSERVATIONS REGARDING THE EXERCISE:

A. EFFECTS ON HOME-BASED MAINTENANCE RESULTING FROM PERSONNEL LOANED TO DEPLOYED STATIONS: RESULTED IN APPROXIMATELY 50 HOURS OVERTIME PER DAY BEING NECESSARY TO PREPARE AIRCRAFT FOR DEPARTURE DURING DEPLOYMENT PERIOD. THESE HOURS WERE ABSORBED WITHOUT DIFFICULTY. THE SUPERVISORY EXPERIENCE REMAINING AT HOME STATION CONSIDERED MARGINAL.

B. ADEQUACY OF FINALIZED OPERATIONS ORDER: NO OPERATIONAL ORDER RECEIVED. AIRCRAFT COMMITTED TO EXERCISE RECORDED TO DAILY MISSION SCHEDULE.

C. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDERS: CONSIDERABLE DIFFICULTY FROM THE STANDPOINT OF AIRFRAMES TO SUPPORT EXERCISE. NECESSARY TO SCHEDULE AIRCRAFT UNDERGOING INSPECTION AND EXTENSIVE REPAIR PROCEDURES. AS HIGH AS THREE TAIL NUMBER CHANGES NECESSARY TO AFFECT ONE MISSION.

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CONTINUATION OF STAFF AREA COMMENTS

MAINTENANCE:

D. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: APPROXIMATELY SAME PROBLEMS.

E. REPORTING OF MAINTENANCE PROBLEMS BY AIRCREWS PRIOR TO LANDING: VERY SELDOM RECEIVE ADVANCE ALPHA CONDITION OF AIRCRAFT. AS THE HOME STATION, AIRCRAFT ARE NOT PLACED IN MISSION SCHEDULE PRIOR TO ARRIVAL EXCEPT UNDER CRITICAL AIRFRAME AVAILABILITY.

F. WHAT WAS THE IMPACT ON SCHEDULING MAINTENANCE AT HOME BASE BEFORE AND AFTER THE EXERCISE: ACCELERATION OF SCHEDULED INSPECTIONS NECESSARY PRIOR TO DEPLOYMENT. ACCOMPLISHED BY REDUCING "IN DOCK" HOURS AND ADJUSTING OF PERSONNEL TIME OFF PERIODS. LITTLE IMPORT ON REDEPLOYMENT DUE TO FLEET RESERVE TIME BEING SATISFACTORY.

G. OTHER SPECIFIC COMMENTS DESIRED TO BE MADE: INABILITY TO RETURN AIRCRAFT TO HOME STATION AS PLANNED DURING NORMAL OPERATION RESULTS IN CONSTANT PEAK AND VALLEY WORKLOAD WITHIN THE SCHEDULED MAINTENANCE BRANCH. THIS CONDITION HAS BEEN EVIDENT CONTINUOUSLY AND IS ACCEPTED AS NECESSARY TO SUPPORT MATS REQUIREMENTS. IT DOES HAVE A DEFINITE IMPACT ON STANDARDIZATION OF QUALITY AND ABILITY TO PLAN IN ADVANCE.

LOGISTIC PLANS

DEPLOYMENT AND REDEPLOYMENT

1. OBSERVATIONS REGARDING THE EXERCISE:

A. ADEQUACY OF FINALIZED OPERATIONS ORDER: VERY GOOD.

B. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: INSUFFICIENT PROGRAM TO AIRLIFT SUPPORT EQUIPMENT.

C. DEVIATION FROM SOUND SAFETY PRACTICES: NONE

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AIRLIFT
CONTROL
FORCE
REPORT

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STAFF AREA: AIRLIFT CONTROL FORCES

1. HIGHLIGHTS OF EXERCISE:

DURING "BRAVE CAT" DEPLOYMENT, THE 1608TH ATW HAD STATION RESPONSIBILITY FOR MACDILL AFB, FLORIDA. TOTAL OF 7 MISSIONS WERE SCHEDULED. SIX WERE OPERATED BY THE ACF ON LOADING A TOTAL OF 72 PAX AND 43.1 TONS OF CARGO. THE ACF WAS RELEASED FROM STATION BEFORE C-135 MISSION/B-208 OPERATED.

2. SEQUENCE OF EVENTS:

1608 ATW ACF ON STATION 29 OCT 65/1800
1608 ATW ACF OFF STATION 31 OCT 65/2000

3. OBSERVATIONS REGARDING THE EXERCISE: NONE.

AIRLIFT CONTROL FORCE EXERCISE SUMMARY FOR EXERCISE BRAVE CAT OPERATIONS CONDUCTED AT MAC DILL AFB, FLORIDA FROM 29 OCTOBER 1965 TO 31 OCTOBER. 1965.

1. COMMAND COMMENTS:

A. ADEQUACY OF FINALIZED OPERATIONS ORDER, AND DIFFICULTIES IN IMPLEMENTING OPERATIONS ORDER: ADEQUATE/NONE.

B. ADHERENCE TO PUBLISHED FLOW PLANS: ADHERED TO.

C. ADEQUACY OF ACF MANNING: A TOTAL OF 16 PERSONNEL WERE AUTHORIZED. EIGHTEEN WERE DEPLOYED. TWO ADDITIONAL FLEET SERVICE SPECIALIST WERE DEPLOYED.

D. ADEQUACY OF HOST BASE SUPPORT: ADEQUATE.

E. DEVIATION FROM SOUND SAFETY PRACTICES: NONE.

F. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: NONE.

G. COMMAND RECOMMENDATIONS:

2. OPERATIONS COMMENTS:

A. SUFFICIENCY OF BACK-UP AIRCRAFT BY MODEL. ONE C-130 SUFFICIENT (WAS USED TO RUN MISSION B-204).

B. ADEQUACY OF PUBLISHED GROUND TIMES: ADEQUATE.

C. ACCURACY OF PLANNED ENROUTE TIMES, AND EFFECT ON SCHEDULED ARRIVAL TIMES: ADEQUATE.

D. ADEQUACY OF ARTC PROCEDURES AND COORDINATION: ADEQUATE.

E. ADEQUACY OF COMMUNICATIONS, FACILITY, TO INCLUDE AIR/GROUND RADIO, NON-TACTICAL RADIOS, AND LAND LINES: ADEQUATE.

F. AIRFIELD SATURATION PROBLEMS: NONE.

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CONTINUATION

OF

AIRLIFT CONTROL FORCE REPORT

OPERATIONS COMMENTS

G. OPERATIONS COMMENTS: REFERENCE APPENDIX VII, ANNEX CHARLIE OPLAN 144, "INTERIM STATISTICAL REPORT" AND PAGE 123 OF MM 55-18, "FLASH REPORT". THESE REPORTS APPEAR TO BE DUPLICATIONS. RECOMMEND FUTURE OPLANS DELETE THE REQUIREMENT FOR THE "INTERIM STATISTICAL REPORT" AND, INSTEAD, INCLUDE THE FOLLOWING STATEMENT: "REPORTS WILL BE SUBMITTED IAW MM 55-18"

3. MAINTENANCE AND SUPPLY COMMENTS:

A. ADEQUACY OF PUBLISHED GROUND TIMES: ADEQUATE.

B. NUMBER OF ENGINE CHANGES BY TYPE ENGINE AND AIRCRAFT: NONE.

C. MAINTENANCE CONDITION OF AIRCRAFT ARRIVING ON-LOAD STATIONS: GOOD.

D. CANNIBALIZATION REQUIRED AT ON-LOAD AND OFF-LOAD STATION: NOT REQUIRED.

E. LESSONS LEARNED:

(1) WAS THE AGE FOR EACH BASE ADEQUATE TO SUPPORT THE EXERCISE? YES.

(2) WERE SUFFICIENT MAINTENANCE AND SUPPLY PERSONNEL AVAILABLE TO SUPPORT A COMPRESS FLOW? YES.

(3) WERE MAINTENANCE PERSONNEL ALLOWED TO COMPLETE THE JOB THAT THEY WERE ON, OR WERE THEY PULLED OFF? YES/NO.

(4) WERE COMMUNICATIONS ESTABLISHED AND MAINTAINED BETWEEN AIRLIFT COMMAND POST AND MAINTENANCE? YES.

(5) WERE ANY PROBLEMS ENCOUNTERED RELATIVE TO AIRCRAFT CONFIGURATION? NO.

(6) WERE MAINTENANCE GROUND COMMUNICATIONS ADEQUATE? YES.

(7) WERE GROUND TIME ADEQUATE OR INADEQUATE FOR ACCOMPLISHMENT OF THRU-FLIGHT INSPECTIONS: ADEQUATE.

(8) MAINTENANCE PROBLEMS ENCOUNTERED AND METHODS USED TO RESOLVE SAME? NONE.

(9) RECOMMENDATIONS FOR IMPROVEMENT OF MAINTENANCE CONCEPTS AND PROCEDURES. NONE.

(10) DID THE HOST BASE PROVIDE ANY SUPPORT EQUIPMENT OR MAINTENANCE PERSONNEL? WERE MAINTENANCE SHOPS AVAILABLE? HOW MANY SHIFTS? YES/YES/1.

(11) WAS THERE ANY INDICATION THAT PERSONNEL ARE WORKING SUCH LONG HOURS THAT THEIR EFFICIENCY WAS IMPAIRED OR GROUND SAFETY COMPROMISED? NO.

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CONTINUATION

OF

AIRLIFT CONTROL FORCE REPORT

MAINTENANCE AND SUPPLY COMMENTS:

(12) WHAT WERE THE MAJOR DIFFICULTIES ENCOUNTERED IN THE MAINTENANCE AND SUPPLY CONCEPT? NONE.

(13) WERE ADEQUATE FACILITIES AVAILABLE TO PROTECT MAINTENANCE PERSONNEL WHILE WORKING, WHEN EXPOSED TO LOCAL CLIMATIC CONDITIONS? YES.

(14) WERE MAINTENANCE STATUS REPORTS IN ACCORDANCE WITH PARAGRAPH 52.2.8 OF MM 55-1 BEING RECEIVED BY THE ACF AND FORWARDED TO MAINTENANCE CONTROL FOR ACTION? YES.

4. TRAFFIC COMMENTS

A. ADEQUACY OF PLANNED GROUND TIMES: ADEQUATE.

B. ADEQUACY OF PROGRAMMED LOADS AND ACL'S: ADEQUATE.

C. ADEQUACY OF LOADING AND OFF-LOADING EQUIPMENT: ADEQUATE.

D. USER'S CAPABILITY TO MEET OPERATIONS ORDER RESPONSIBILITIES: MET.

E. TRAFFIC RECOMMENDATIONS: NONE.

5. KEY ACF PERSONNEL

Lt Col [illegible]	MISSION COMMANDER
TSGT [illegible]	NCOIC OPS
TSGT [illegible]	NCOIC TRAFFIC
MSGT [illegible]	NCOIC MX

6. ACF MANNING

A. POSITION	GRADE	AFSC	NUMBER REQUIRED	NUMBER DEPLOYED	REASON FOR VARIATION
MSN CDR	Lt Col	1416	1	1	
ACF Offr	O7/6	27470	1	1	
Acft Mx	E7/6	43171F	2	1	NOTE 1
Acft Mx	E7/6	43190	0	1	NOTE 1
Acft Mech	E5/4	43151F	4	4	
Eng Mech	E5/4	43250	4	4	
Radio Rpm	E5/4	30150	1	1	
I. M. Supv	E5	60770	2	2	
Fleet Svc	E3/4	60531	0	2	NOTE #2

NOTE #1 43190 TRAINED TO FILL 43171F.
NOTE #2 AS DETERMINED BY MISSION COMMANDER.

B. PCAM PERSONNEL

1 OFFICER 17 AIRMEN

7. STATISTICS

A. STAGE CREWS: NONE.

B. EXPEDITE AIRCRAFT ON GROUND IN EXCESS OF 24 HOURS: NONE.

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CONTINUATION OF

AIRLIFT CONTROL FORCE REPORT

c. SUPPORT PERSONNEL/CARGO HANDLED:

TYPE ACFT	NBR	POSITIONED PERS	POSITIONED CGO	DEPOSITIONED PERS	DEPOSITIONED CGO	SUPT AIRCRAFT	PRIME AIRCRAFT*
C-130	27794	18	0				
C-130	40572			18	0		

*PRIME MISSION AIRCRAFT USED TO TRANSPORT SUPPORT PERSONNEL AND EQUIPMENT.

d. EXERCISE AIRCRAFT FLOW:

TYPE ACFT	OPR ACFT	OPR CREW	PRIME ARR	PRIME DEPT	TOTAL ARR	TOTAL DEPT
C130	1608	1608	6	6	6	6

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CONTINUATION OF

AIRLIFT CONTROL FORCE REPORT

E. PRIME MISSIONS TROOPS/CARGO HANDLED:

USER	TYPE ACFT	NBR MSNS	TROOPS LOADED	CARGO LOADED	TROOPS OFFLD	CARGO OFFLD	AVG TRFS LOAD/OFFLD	AVG CARGO LOAD/OFFLD	AVG/ONLD TIME	AVG/ONLD TIME
AFSTRIKE	C-130	6	72	43.1	N/A	N/A	N/A	7.2/N/A	1.2	N/A

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CONTINUATION OF

AIRLIFT CONTROL FORCE REPORT

STAFF AREA: AIRLIFT CONTROL FORCES/MAC DILL AFB, FLORIDA REDEPLOYMENT.

1. HIGHLIGHTS OF EXERCISE:

DURING "BRAVE CAT" REDEPLOYMENT 1608TH ATW HAD STATION RESPONSIBILITY FOR MACDILL AFB, FLROIDA. A TOTAL OF SIX MISSIONS WERE OPERATED, OFFLOADING A TOTAL OF 122 PAX AND 37.1 CARGO (TONS).

THE 1608TH ATW WAS ALSO ASSIGNED STATION RESPONSIBILITY AT MACDILL AFB TO OPERATE, CONCURRENT TO "BRAVE CAT" REDEPLOYMENT, SARDS 1846 AND 1856. THE ACF WAS MANNED TO HANDLE THE THREE OPERATIONS.

2. SEQUENCE OF EVENTS:

1608 ATW ACF ON STATION MACDILL 11 NOV/0300Z.

1608 ATW ACF OFF STATION MACDILL 19 NOV/0200Z.

3. OBSERVATIONS REGARDING THE EXERCISE: NONE.

4. PROBLEMS ENCOUNTERED: NONE.

5. RECOMMENDATIONS TO IMPROVE FUTURE EXERCISES: NONE.

AIRLIFT CONTROL FORCE EXERCISE SUMMARY FOR BRAVE CAT REDEPLOYMENT OPERATIONS CONDUCTED AT MAC DILL AFB, FLA FROM 6 NOVEMBER 1965 TO 19 NOVEMBER 1965.

1. COMMAND COMMENTS:

A. ADEQUACY OF FINALIZED OPERATINS ORDER, AND DIFFICULTIES IN IMPLEMENTING OPERATIONS ORDER: NONE.

B. ADHERENCE TO PUBLISHED FLOW PLANS: THREE MISSIONS ARRIVED LATE AT KMCF. MISSION B-702 HAD NOT YET OPERATED AT ACF DEPOSITIONIN TIME.

C. IMPACT ON OPERATION DUE TO CHANGES IN FLOW PLAN: NONE.

D. IMPACT OF WEATHER ON OPERATION: NONE.

E. ADEQUACY OF ACF MANNING: MORE THAN ADEQUATE. THE ACF WAS MANNED TO HANDLE A TOTAL OF THREE SEPARATE OPERATIONS. OPERATING CONCURRENTLY AT MACDILL AFB WERE BRAVE CAT REDEPLOYMENT, SARD 1846, AND SARD 1856.

F. ADEQUACY OF HOST BASE SUPPORT: ADEQUATE.

G. DEVIATION FROM SOUND SAFETY PRACTICS: NONE.

H. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: NONE.

I. COMMAND RECOMMENDATIONS: NONE.

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CONTINUATION OF

AIRLIFT CONTROL FORCE REPORT

AIRLIFT CONTROL FORCE EXERCISE SUMMARY FOR BRAVE CAT REDEPLOYMENT

2. OPERATIONS COMMENTS

A. ADEQUACY OF PUBLISHED GROUND TIMES: SCHEDULED 15 HOUR GROUND TIMES WERE DEEMED EXCESSIVE FOR EASTAF C-130 MISSIONS ORIGINATING AT GOOSE BAY.

B. ACCURACY OF PLANNED ENROUTE TIMES, AND EFFECT ON SCHEDULED ARRIVAL TIMES: ADEQUATE.

C. ADEQUACY OF ARTC PROCEDURES AND COORDINATION: ADEQUATE.

D. ADEQUACY OF COMMUNICATIONS FACILITY, TO INCLUDE AIR/GROUND RADIO, NON-TACTICAL RADIOS, AND LAND LINES: AIR/GROUND RADIO NOT ADEQUATE FOR AIR/GROUND CONTACT. USEABLE ONLY FOR GROUND/GROUND CONTACT. NON-TACTICAL RADIOS NOT USED.

E. OPERATIONS RECOMMENDATIONS: REFERENCE APPENDIX VII, ANNEX CHARLIES OPLAN 144, INTERIM STATISTICAL REPORT AND PAGE 123 OF MM 55-18, "FLASH REPORT". THESE REPORTS ARE DUPLICATIONS. RECOMMEND FUTURE OPLANS DELETE THE REQUIREMENT FOR INTERIM STATISTICAL REPORTS AND INSTEAD INCLUDE THE FOLLOWING STATEMENT:

"REPORTS WILL BE SUBMITTED IAW. MM 55-18."

3. MAINTENANCE AND SUPPLY COMMENTS

A. ADEQUACY OF PUBLISHED GROUND TIMES: MORE THAN ADEQUATE.

B. NUMBER OF ENGINE CHANGES BY TYPE ENGINE AND AIRCRAFT: NONE.

C. MAINTENANCE CONDITION OF AIRCRAFT ARRIVING ON-LOAD STATIONS: N/A.

D. LESSONS LEARNED:

(1) WAS THE ACC FOR EACH BASE ADEQUATE TO SUPPORT THE EXERCISE? YES.

(2) WERE SUFFICIENT MAINTENANCE AND SUPPLY PERSONNEL AVAILABLE TO SUPPORT A COMPRESS FLOW? YES.

(3) WERE MAINTENANCE PERSONNEL ALLOWED TO COMPLETE THE JOB THAT THEY WERE ON, OR WERE THEY PULLED OFF? YES/NO.

(4) WERE COMMUNICATIONS ESTABLISHED AND MAINTAINED BETWEEN AIRLIFT COMMAND POST AND MAINTENANCE? YES.

(5) WERE ANY PROBLEMS ENCOUNTERED RELATIVE TO AIRCRAFT CONFIGURATION? NO - OFFLOAD ONLY.

(6) WERE MAINTENANCE GROUND COMMUNICATIONS ADEQUATE? YES.

(7) WERE GROUND TIME ADEQUATE OR INADEQUATE FOR ACCOMPLISHMENT OF THRU-FLIGHT INSPECTIONS: ADEQUATE.

(8) MAINTENANCE PROBLEMS ENCOUNTERED AND METHODS USED TO RESOLVE SAME? NONE.

(9) RECOMMENDATIONS FOR IMPROVEMENT OF MAINTENANCE CONCEPTS AND PROCEDURES: NONE.

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CONTINUATION OF

AIRLIFT CONTROL FORCE REPORT

AIRLIFT CONTROL FORCE EXERCISE SUMMARY FOR BRAVE CAT REDEPLOYMENT

(10) WAS CONCURRENT FUELING ON/OFF LOADING EMPLOYED IN ACCORDANCE WITH TO-00-25-172? ANY PROBLEMS ENCOUNTERED? No.

(11) DID THE HOST BASE PROVIDE ANY SUPPORT EQUIPMENT OR MAINTENANCE PERSONNEL? WERE MAINTENANCE SHOPS AVAILABLE? HOW MANY SHIFTS? YES - AGE. YES - ONE.

(12) WAS THERE ANY INDICATION THAT PERSONNEL ARE WORKING SUCH LONG HOURS THAT THEIR EFFICIENCY WAS IMPAIRED OR GROUND SAFETY COMPROMISED? No.

(13) WHAT WERE THE MAJOR DIFFICULTIES ENCOUNTERED IN THE MAINTENANCE AND SUPPLY CONCEPTS? NONE.

(14) WERE ADEQUATE FACILITIES AVAILABLE TO PROTECT MAINTENANCE PERSONNEL WHILE WORKING, WHEN EXPOSED TO LOCAL CLIMATIC CONDITION CONDITIONS? YES.

(15) WERE MAINTENANCE STATUS REPORTS IN ACCORDANCE WITH PARAGRAPH 52.2.8 OF MM 55-1 BEING RECEIVED BY THE ACF AND FORWARDED TO MAINTENANCE CONTROL FOR ACTION? No - NOT RECEIVED.

(16) WAS MAINTENANCE MANNING COMPUTED IN ACCORDANCE WITH ACFMM (TEST)? YES

4. TRAFFIC COMMENTS

A. ADEQUACY OF PLANNED GROUND TIMES: MORE THAN ADEQUATE.

B. ADEQUACY OF LOADING AND OFF-LOADING EQUIPMENT: ADEQUATE.

5. KEY ACF PERSONNEL

LT COL SUGG	MISSION COMMANDER
MAJOR SLAY	DEPUTY MISSION COMMANDER
SMSGT RYLE	NCOIC MX
TSGT HILEMAN	NCOIC MX
TSGT PECK	NCOIC OPERATIONS.

6. ACF MANNING

A. POSITION	GRADE	AFSC	NUMBER REQUIRED	NUMBER DEPLOYED	REASON FOR VARIATION
MSN COMMANDER	LT COL	1416	1	1	0
DEP MSN CMDR	MAJ	1416	1	1	0
SP CONT	CAPT	1435	1	1	0
NCOIC OPS	E7/6	27170	1	1	0
SG DISP	E5/4	27150	2	2	0
TRAFFIC SUPV	E7/6	6077C	2	2	0
K SUPV	E9/8	42190	2	2	0
K TECH	E7/6	43171F	2	2	0
K TECH	E6/5	43151F	10	10	0

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CONTINUATION OF

AIRLIFT CONTROL FORCE REPORT

AIRLIFT CONTROL FORCE EXERCISE SUMMARY FOR BRAVE CAT REDEPLOYMENT

(ACF MANNING)

POSITION	GRADE	AFSC	NUMBER REQUIRED	NUMBER DEPLOYED	REASON FOR VARIATION
MX TECH	E7/6	43171A	2	2	0
MX TECH	E6/5	43151A	6	6	0
MX APP	E4/3	43131A	2	2	0
TURBO ENG TECH	E6/5	43250	2	2	0
MACH	E6/5	53150	2	2	0
HYD	E5/4	42152	2	2	0
PROP C-130	E5/4	42151A	1	1	0
PROP C-124	E5/4	43151B	3	3	0
AGE SPL	E5/4	42153	2	2	0
CONV ENG MECH	E5/4	43251	4	4	0
RADIO TECH	E6/5	30170	1	1	0
RADIO REPMN	E5/4	30150	1	1	0
RADAR RPMN	E5/4	30151	2	2	0
INST RPMN	E5/4	42250	2	2	0
ELECT	E5/4	42350	2	2	0
AUTO PLT	E5/4	32550	2	2	0
DRIVERS	E4/3	60330	2	2	0
TRAFFIC SPECL	E4/3	60550	10	10	0
SUPPLY	E5/4	64650	2	20	

8. PEAK PERSONNEL: 3 OFFICER / 69 AIRMEN

7. STATISTICS

A. STAGE CREWS: NONE.

B. EXERCISE AIRCRAFT ON GROUND IN EXCESS OF 24 HOURS: NONE.

C. SUPPORT PERSONNEL/CARGO HANDLED:

ASSET	NBR	POSITIONED PERS	POSITIONED CGO	DEPOSITIONED PERS	DEPOSITIONED CGO	SUPPORT AIRCRAFT	PRIME AIRCRAFT*
C-124	1	58	8.3			1	
C-133	1	6	0			1	
C-124	1			*59	*8.4	1	

*DEPOSITIONED SOME CARGO AND PERSONNEL ALREADY IN PLACE.

*PRIME MISSION AIRCRAFT USED TO TRANSPORT SUPPORT PERSONNEL AND EQUIPMENT.

D. EXERCISE AIRCRAFT FLOW:

TYPE ASSET	OPR ALTI	OPR CREW	PRIME ARR	PRIME DEPT	TOTAL ARR	TOTAL DEPT	NBR DLYD	CAUSED LATE
C-135	1611	1611	1	1	1	1	1	ARVL
C-130	NATWP	NATWP	2	2	2	2	1	"
C-130	1611	1611	1	1	1	1		
C-130	1608	1608	1	1	1	1		
C-124	1608	1608	1	1	1	1	1	"

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CONTINUATION OF

AIRLIFT CONTROL FORCE REPORT

AIRLIFT CONTROL FORCE EXERCISE SUMMARY FOR BRAVE CAT REDEPLOYMENT

c. PRIME MISSION TROOPS/CARGO HANDLED:

USER	TYPE ACFT	NBR MSNS	TROOPS OFFLD	CARGO OFFLD	AVG/TROOPS LOAD/OFFLD		AVG CARGO LOAD/OFFLD		AVG/OFFLD TIME
AFSTRIKE	C135	1	71	0	0	71	0	0	1/00
AFSTRIKE	C-130	4	38	28.1	0	9.5	0	70.2	1/00
AFSTRIKE	C-124	1	13	9.1	0	13	0	9.1	1/00

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STATISTICAL
DATA

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OPERATION BRAVE CAT

(Deployment)

1. Aircraft

Type	C-124	C-130
Prime	3	9
Backup/Support	1	1
TOTALS	4	10

2. Aircrews

Type	C-124	C-130
Basic Prime	3	8
Basic Stage	3	3
Basic Support	-	1
Augmented Prime	-	2
TOTALS	6	14

3. (Redeployment)

Aircraft

Type	C-124	C-130
Prime	7	9
Support	1	1
TOTALS	8	10

4. Aircrews

Type	C-124	C-130
Basic Prime	7	9
Basic Stage	6	3
Augmented Support	1	-
Basic Support	-	1
Augmented Prime	-	1
TOTALS	14	14

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5.

SCHEDULE OF PLANNED FLYING HOURS EXERCISE BRAVE CAT

ACFT TYPE MODEL C-124C

PHASE Deployment

Routes	Flying Hrs (Takeoff to Block In)	Positioning		Depositioning		Support		Main Flow	
		Nbr Legs	Total Hrs	Nbr Legs	Total Hrs	Nbr Legs	Total Hrs	Nbr Legs	Total Hrs
KCHS-KDOV	2+30					1	2+30		
KDOV-KWRI	1+00					1	1+00		
KWRI-CYYR	5+30					1	5+30		
CYYR-KCHS	9+00			3	27+00	1	9+00		
KCHS-KTCM	13+50	3	41+30						
KTCM-KDOV	10+40							3	32+00
KDOV-CYYR	6+00							3	18+00
CYYR-EGQC	9+45							3	29+15
EGQC-ENOL	4+00							3	12+00
ENOL-EGQC	4+15			3	12+45				
EGQC-CYYR	9+45			3	29+15				

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6. SCHEDULE OF PLANNED FLYING HOURS EXERCISE BRAVE CAT

ACFT TYPE MODEL C-130

PHASE Deployment

Routes	Flying Hrs (Takeoff to Block In)	Positioning Nbr Legs	Positioning Total Hrs	Depositioning Nbr Legs	Depositioning Total Hrs	Support Nbr Legs	Support Total Hrs	Main Flow Nbr Legs	Main Flow Total Hrs
KCHS-KMCF	2+00	5	10+00			1	2+00		
KMCF-KCHS	2+00					1	2+00		
KCHS-KSSC	1+00	1	1+00						
KSSC-KCHS	1+00							1	1+00
KCHS-CYYR	6+00							1	6+00
CYYR-ENOL	8+00							4	32+00
ENOL-ENRY	1+20							1	1+20
ENRY-LFOU	3+55			6	23+30				
LFOU-LPLA	5+45			1	5+45				
LPLA-KCHS	10+30			1	10+30				
KCHS-KTCM	9+45	2	19+30						
KTCM-CYYR	8+30							2	17+00
ENOL-LFOU	5+25			3	16+15				
KMCF-KLIZ	5+25							1	5+25
KLIZ-CYYR	2+15							1	2+15
KMCF-CYYR	7+05							5	35+25
CYYR-ENRY	8+20							5	41+40

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7.

SCHEDULE OF PLANNED FLYING HOURS EXERCISE BRAVE CAT

ACFT TYPE MODEL C-124C

PHASE Redeployment

Routes	Flying Hrs (Takeoff to Block In)	Positioning		Depositioning		Support		Main Flow	
		Nbr Legs	Total Hrs	Nbr Legs	Total Hrs	Nbr Legs	Total Hrs	Nbr Legs	Total Hrs
KCHS-CYYR	8+30	7	59+30			1	8+30		
CYYR-KCHS	8+30					1	8+30		
CYYR-EGQC	9+45	7	68+15						
EGQC-ENOL	4+00	7	28+00						
ENOL-BIKF	5+45							7	40+15
BIKF-CYYR	8+05							7	56+35
CYYR-KMSP	8+40							7	60+40
KMSP-KTCM	8+15							7	57+45
KTCM-KCHS	12+15			7	85+45				

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8. SCHEDULE OF PLANNED FLYING HOURS EXERCISE BRAVE CAT

ACFT TYPE MODEL C-130

PHASE Redeployment

Routes	Flying Hrs (Takeoff to Block In)	Positioning		Depositioning		Support		Main Flow	
		Nbr Legs	Total Hrs	Nbr Legs	Total Hrs	Nbr Legs	Total Hrs	Nbr Legs	Total Hrs
KCHS-KMCF	2+00								
KMCF-KCHS	2+00					1	2+00		
EGQC-ENRY	3+15	7	22+45	6	12+00	1	2+00		
ENRY-ENOL	1+20								
ENOL-CYYR	8+00							1	1+20
CYYR-KSSC	5+00							3	24+00
KSSC-KCHS	1+00							1	5+00
EGQC-ENOL	4+15	2	8+30	1	1+00				
CYYR-KTCM	8+30								
KTCM-KCHS	9+45							2	17+00
ENRY-CYYR	8+20			2	19+30				
CYYR-KLIZ	2+15							6	50+00
KLIZ-KMCF	5+25							1	2+15
CYYR-KMCF	7+05							1	5+25
								5	35+25

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9. SUPPORT MISSION TROOPS AND CARGO HANDLED AT CHARLESTON AIR FORCE BASE: (DEPLOYMENT)

User Orgn	Oper Wing	Acft Wing	Type Acft	No. of Trips	No. of troops Loaded	No. of troops off-Loaded	Tons of cargo Loaded	Tons of cargo off-Loaded	Ave. no troops Loaded	Ave. No. troops off-Loaded	Ave. tons cargo Loaded	Ave. tons cargo off-Loaded	Ave. on-load Time	Ave. off-load Time
1608	1608	1608	C130	19	92	0	253	14.2	4.8	0	1.3	.7	30	20
1608	1608	1608	C124	8	35	14	17.6	11.0	4.3	1.7	2.2	1.3	25	21

10. SUPPORT MISSION TROOPS AND CARGO HANDLED AT CHARLESTON AIR FORCE BASE: (REDEPLOYMENT)

User Orgn	Oper Wing	Acft Wing	Type Acft	No. of Trips	No. of troops Loaded	No. of troops off-Loaded	Tons of cargo Loaded	Tons of cargo off-Loaded	Ave. no troops Loaded	Ave. No. troops off-Loaded	Ave. tons cargo Loaded	Ave. tons cargo off-Loaded	Ave. on-load Time	Ave. off-load Time
1608	1608	1608	C130	12	0	14	.8	7.0	0	1.1	.01	.5	15	7 mins
1608	1608	1608	C124	18	57	46	10.2	.4	3.1	2.5	.05	.02	10	9 mins

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11. PRIME MISSION TROOPS AND CARGO HANDLED AT CHARLESTON AIR FORCE BASE, DEPLOYMENT: NONE.

12. PRIME MISSION TROOPS AND CARGO HANDLED AT CHARLESTON AIR FORCE BASE: (REDEPLOYMENT)

User Orgn	Oper Wing	Acft Wing	Type Acft	No. of Trips	No. of troops Loaded	No. of Troops Off-Loaded	Tons of Cargo Loaded	Tons of Cargo off-Loaded	Ave. No. Troops Loaded	Ave. No. Troops Off-Loaded	Ave. Tons Cargo Loaded	Ave. Tons Cargo off-Loaded	Ave. On-Load Time	Ave. off-load Time
1608	1608	C141	C141	1		Thru flight		3 pax/8.1 cargo						
1608	1608	1608	C124	1		Thru flight		13 pax/9.1 cargo						

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13. EXERCISE MISSION DEPARTURES CAFB (PHASE: DEPLOYMENT):

Type Equip	Operator Wing/Msn	Orig	Pos	De-Pos	Back-up	Supt	Total
C-124	1608	CHS	3	4	1		4
C-130	1608	CHS	9	1		1	10
							14

14. EXERCISE MISSION DEPARTURES CAFB (PHASE: REDEPLOYMENT)

Type Equip	Operator Wing/Msn	Orig	Pos	De-Pos	Back-Up	Support	Total
C-124	1608/G751	CHS			1		1
C-124	1608/A515	EGQC	1	1			1
C-124	1608/A518	EGPK	1	1			1
C-124	1608/A534	CHS	1	1			1
C-124	1608/A540	CHS	1	1			1
C-124	1608/A547	CHS	1	1			1
C-124	1608/A553	CHS	1	1			1
C-124	1608/A548	CHS	1				1
C-124	1608/A527	EGPK	1	1			1
C-130	1608/G751	CHS		1		1	1
C-130	1608/A514	EGPK	1	1			1
C-130	1608/A504	EGPK	1	1			1
C-130	1608/A523	CYYR	1	1			1
C-130	1608/A526	EGPK	1	1			1
C-130	1608/A528	CYYR	1	1			1
C-130	1608/ATV207	CHS	1				1
C-130	1608/A538	EGPK	1	1			1
C-130	1608/A542	EGPK	1	1			1
C-130	1608/A556	EGPK	1	1			1
C-141	1608/A552	LFUU	1	1			1
C-141	1608/A522	LFUU	1				1

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15. TRAFFIC PERSONNEL FURNISHED OTHER STATIONS TO SUPPORT EXERCISE. (DEPLOYMENT)

STATION	GRADE	AFSC	NO. OF PERSONNEL	MANHOURS EXPENDED	NUMBER DAYS OF DEPLOYMENT
SHAW AFB	A1C	60551	1	96	4
SHAW AFB	A2C	60551	3	192	12
SHAW AFB	A2C	60550	1	96	4
SHAW AFB	A3C	60531	3	192	12
SHAW AFB	A3C	60530	1	96	4
MACDILL AFB	A2C	60550	2	72	3

16. TRAFFIC PERSONNEL FURNISHED OTHER STATIONS TO SUPPORT EXERCISE. (REDEPLOYMENT): NONE.

17. POL CONSUMED AT CAFB (TURBO-PROP/JET):

JP-4	JET OIL	LOX	HYD FLUID	DISTILLED WATER	PROP OIL
57,856	NONE	NONE	NONE	NONE	NONE

18. POL CONSUMED AT CAFB (RECIPROCATING ENGINE):

AVGAS	AV OIL	OXY GAS	ADI	HYD FLUID
28,146	977	NONE	146	NONE

19. SPARES ISSUES RECAP AT CAFB:

STOCK NO.	PART NO.	NOMENCLATURE	QUANTITY
2840	T-56-47	ENGINE	ONE

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20. SPARES ISSUES RECAP AT CHARLESTON AFB

S/N	P/N	NOUN	QTY
16807199649	20-561-1225-3C	BRACKET	2
6220887230 8LA	44190	LIGHT	1
58416594293	SN-198-APN59	SYNCHRO	1
58417631458	3322-100-VC-1181A AP	TRACKER	2
61156786319EN	312220-004	GENERATOR	2
58218435412	RT463AARC34A	RECEIVER	1
29958581691	5539000	STARTER	1
58216763651	RT463ARC34A	RECEIVER	1
16305105461	4811B1	DETECTOR	2
15606718974LG	364993-1	MUD GUARD	1
16607302852	25730032-04	VALVE	2
66158570828	A2850-1	GYROSCOPE	3
58955714504EA	G575600 KY95AAPX25	KEYER	1
58217196134	RT750ARC34C	RECEIVER	2
59306360479	AN3227-2	SWITCH	1
58417631459	3322-300	TRANSMITTER	1
58266914896	RT220C-ARN21	TRANSMITTER	1
66052922996	1471C01	SEXTANT	2
16603481115	102076-3-13	CONTROLLER	1
66856841667	MILG24308, TYPEME1	GAGE	1
61152266062EN	1697201	GENERATOR	1
15606702119LG	375701-1	RETAINER	1
15605849599LG	373326-8	SEAL	1
66058944916	3318-000	CONTROL UNIT	1
59306296660	40122	SWITCH PRESSURE	1
16607931564	203430-1	TURBINE-COOLING	1
16300528403	9550071	BRAKE	2
58417592623	AS1168A-APN147	ANTENNA	1
29150939373	RR11640A1	PUMP	1
66052922996	P/N1471C01	SEXTANT, BUBBLE	1

21. EQUIPMENT POSITIONED AT MC CHORD AFB, WASHINGTON

NOMENCLATURE	QTY	UNIT WT	UNIT CUBE	TOTAL WT	TOTAL CUBE
WRM ATK C-130	1	20,000	3,000	20,000	3,000
ENG T-56 A-7 BU	1	4,450	670	4,450	670
PROP BU C-130	1	1,802	853	1,802	853
MAIN WHEEL BU C-130	2	814	60	814	60
NOSE WHEEL BU C-130	2	286	20	286	20

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Assembled by
Management Analysis
Comptroller
Charleston AFB, S. C.

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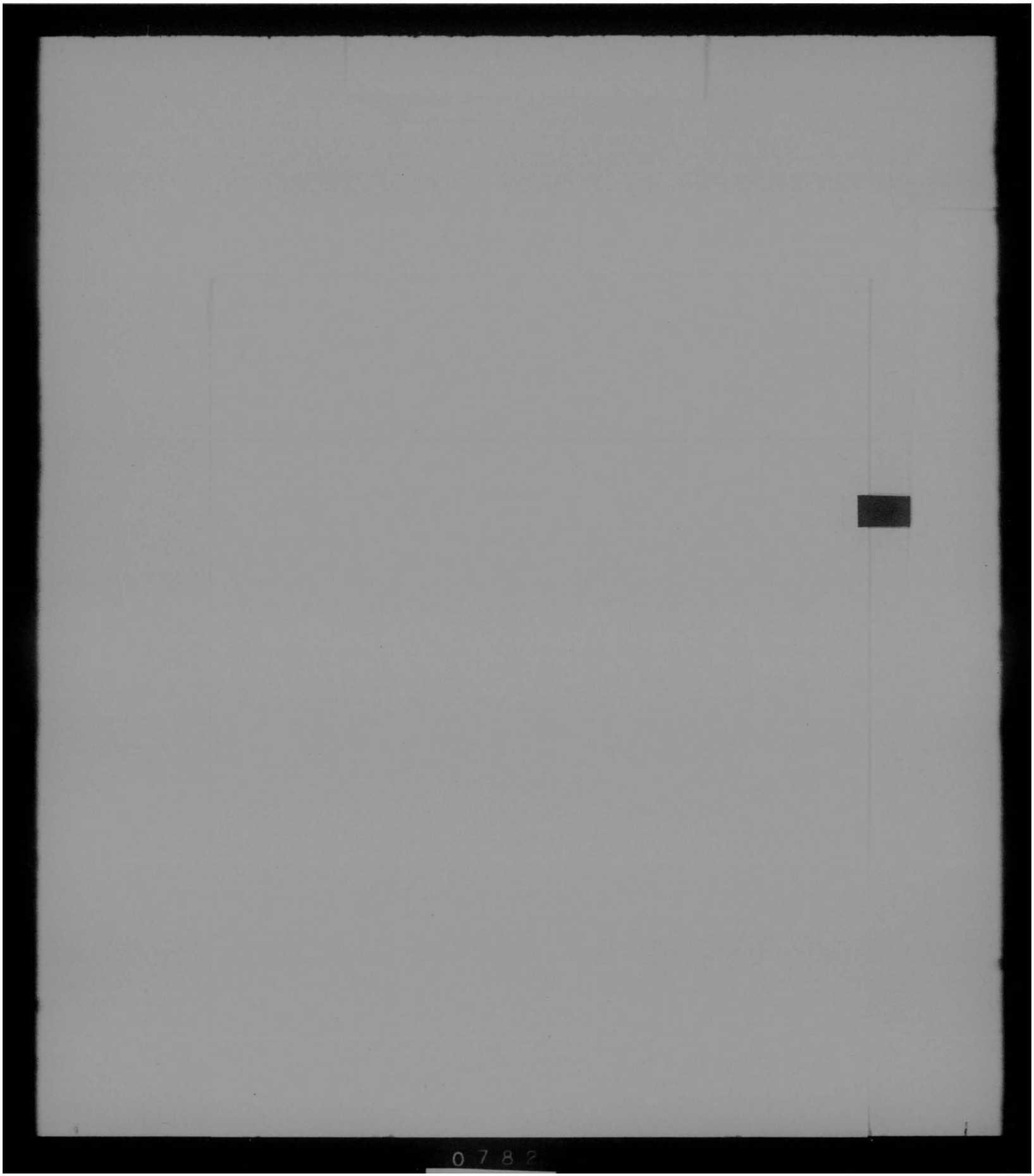

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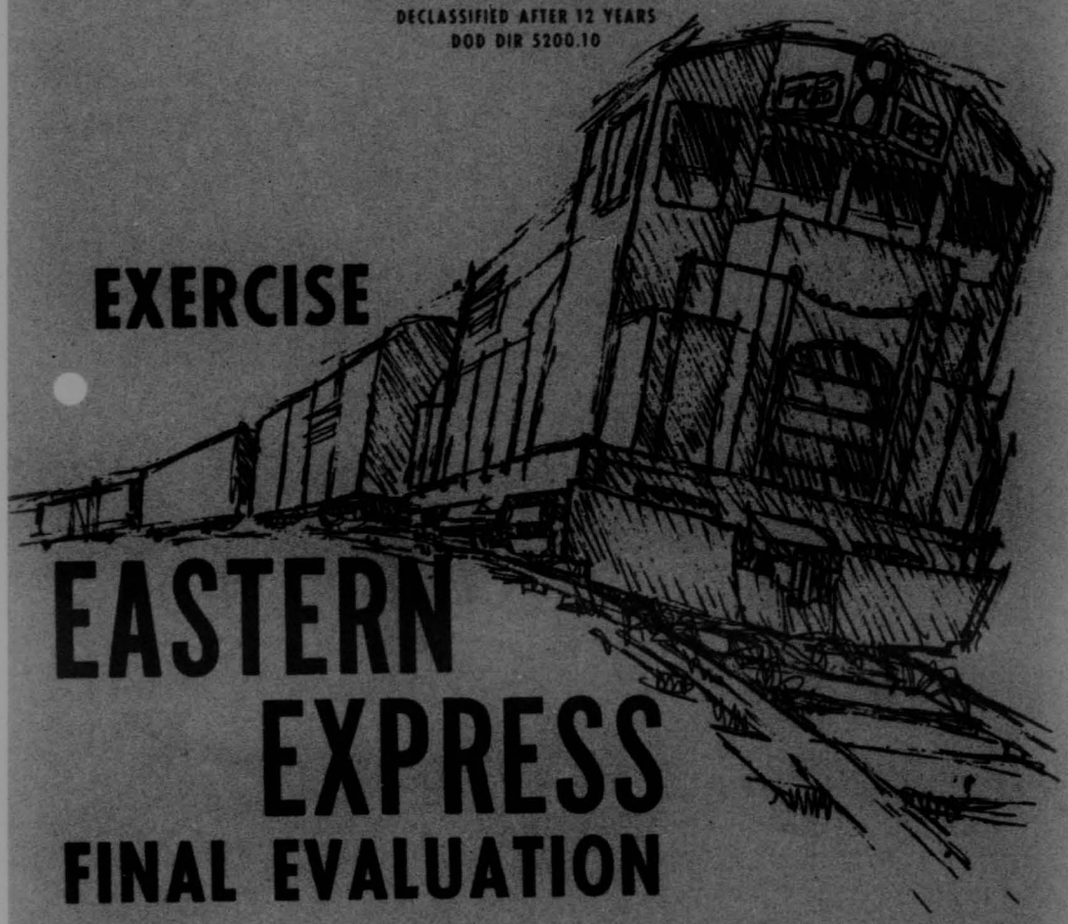

EXERCISE
EASTERN EXPRESS
FINAL EVALUATION

1608TH AIR TRANSPORT WING
CHARLESTON AIR FORCE BASE
SOUTH CAROLINA

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PREFACE

THE 1608TH AIR TRANSPORT WING REPORT ON EXERCISE EASTERN EXPRESS (FINAL EVALUATION) IS PRESENTED IN THE PAGES WHICH FOLLOW. THIS REPORT PREPARED IN ACCORDANCE WITH EXERCISE OPLAN 146 PROVIDES A SUMMARY, STAFF AREA COMMENTS, AND STATISTICAL DATA AS RELATED TO THE WING PARTICIPATION IN THE EXERCISE.

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SUMMARY

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SUMMARY

Exercise Eastern Express was a CINCSOUTH/CINCENT sponsored joint/combined NATO Field Training Exercise conducted in southeastern Turkey during the period 3-24 November 1965. Forces from the United States, United Kingdom, Italy, Turkey, Belgium, and Germany participated in the exercise. MATS provided airlift for deploying and redeploying U.S. and German exercise forces. Belgians, Italians, and British provided their own airlift.

Specifically, MATS was assigned the mission of providing 125 deployment and 107 redeployment sorties to airlift a U.S. Battalion, German Medical Unit, German Battalion, and an Allied Central Europe Mobility Force (AMF) between air bases in Germany and Turkey. The 1608 ATW, as part of the MATS force, participated in both the deployment and redeployment phases of the operation.

MATS EXOPLAN 146, and changes thereto, were received in sufficient time for planning and execution of the tasks assigned to the 1608 ATW. Insufficient copies (5) were received by the 1608 ATW, making dissemination of exercise information to base task agencies both difficult and inconvenient.

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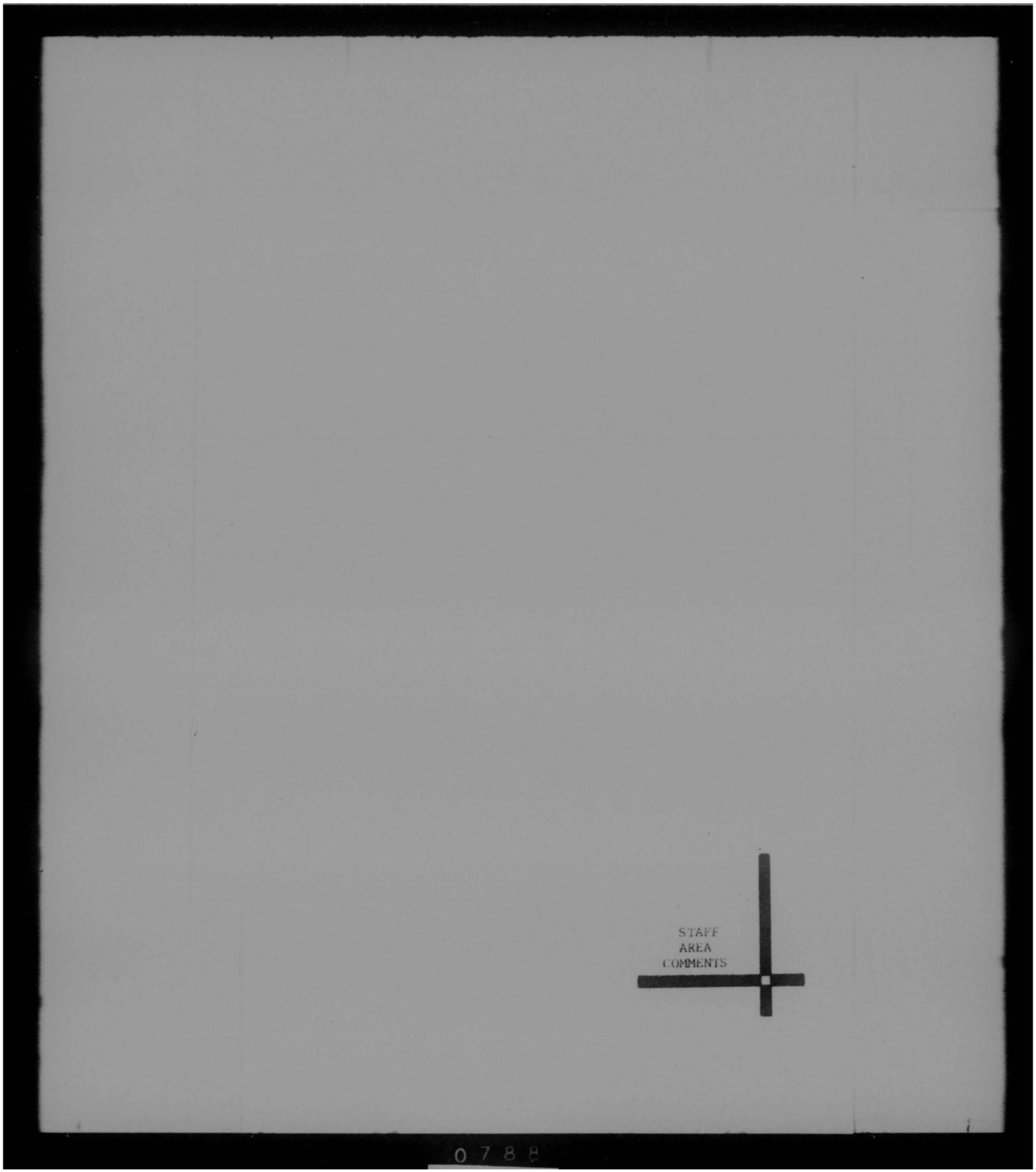

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AIRLIFT OPERATIONS

1. Exercise Eastern Express was a CINCSOUTH/CINCENT sponsored joint/combined NATO Field Training Exercise conducted in southeastern Turkey during the period 3-24 November 1965. Forces from the United States, United Kingdom, Italy, Turkey, Belgium, and Germany participated in the exercise. MATS provided airlift for deploying and redeploying U.S. and German exercise forces. Belgians, Italians, and British provided their own airlift.

2. Deployment operations by 1608 ATW forces took place between 27 October and 8 November 1965, consisting of ten aircraft and 13 aircrews. A 63rd Troop Carrier Wing C-124 airlifted 38 1608 ATW ACF personnel to Chateauroux, Furstenfeldbruck, and Mildenhall Air Bases and a Charleston AFB C-124 flew 55 1608 ATW ACF personnel to Dijabakir Air Base, Turkey. Ten 1608 ATW C-130 aircraft repositioned in Europe from Exercise Brave Cat deployment to participate in Eastern Express deployment operations. Thirteen C-130 aircrews (9 basic prime, one global prime, and 3 basic stage) averaged three Germany-Turkey turnaround missions and then repositioned for Brave Cat redeployment. One 1608 ATW C-124 global support crew was used to position ACF personnel.

3. Redeployment operations by 1608 ATW forces took place between 15-26 November 1965, consisting of seven C-130 prime aircraft, seven C-130 basic prime aircrews, and four C-130 basic stage aircrews. As was true during Exercise Brave Cat redeployment, these prime aircraft and crews flew channel airlift missions from east coast bases to European off-load stations while positioning for Eastern Express redeployment. They also flew channel missions on return flights to the U.S. following redeployment operations. The 1608 ATW aircrews flew an average of two airlift missions between Turkey and Germany.

4. EXOPLAN 146 was received by the 1608 ATW in sufficient time to plan and operate all missions outlined in the flow plan. Flow changes in the redeployment phase were accomplished without significant difficulty. Participating 1608 ATW aircrews commented that an excessive

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number of aircrews were positioned and staged at Furstenfeldbruck during deployment operations and that additional use of other nearby airbases (Sembach, Ramstein, etc.) would have expedited exercise airlift. Aircrews also remarked on the apparent absence or inadequacy of stage crews at Incirlik during deployment operations resulting in excessive aircraft ground time at that station.

5. The 1608 ATW continues to receive insufficient copies of MATS EXOPLANS, EASTAF supplements and changes, OPSORDERS, etc. To properly disseminate information to all base action agencies and expedite Wing planning and execution of exercises and contingencies, it is necessary to receive a minimum of fifteen (15) copies of such documents.

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1608TH AERIAL PORT SQUADRON

1. OBSERVATIONS REGARDING THIS EXERCISE: (DEPLOYMENT & REDEPLOYMENT)

A. ADEQUACY OF PROGRAMMED LOADS AND ACL's: ADEQUATE.

B. EXTENT OF SUPPORTING COMMANDS MEETING THEIR COMMITMENT TO THE 1608TH AERIAL PORT SQUADRON: ADEQUATE.

C. COOPERATION RECEIVED BY 1608TH AERIAL PORT SQUADRON FROM USER, NON-MATS MILITARY AND CIVIL AGENCIES: ADEQUATE.

D. ADDITIONAL SUPPORT RECEIVED BY 1608TH AERIAL PORT SQUADRON THAT WAS NOT PLANNED FOR: NONE.

E. IMPACT ON TRAFFIC OPERATION OF ANY AIRCRAFT SATURATION AT CAFB: NONE.

F. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: NONE.

G. DEVIATION FROM SOUND SAFETY PRACTICES: NONE.

H. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: EQUAL TO ALL OTHERS.

2. SUMMARIZATION OF ANY EXCEPTIONAL, UNUSUAL, OR ABNORMAL HAPPENING: NONE.

3. PROBLEMS ENCOUNTERED AND SOLUTIONS: NONE.

4. LESSONS LEARNED: NONE.

5. RECOMMENDATIONS AND/OR ANY SPECIFIC COMMENTS DESIRED TO BE MADE: NONE.

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LOGISTICS PLANS

DEPLOYMENT AND REDEPLOYMENT

1. OBSERVATIONS REGARDING THE EXERCISE:

A. ADEQUACY OF FINALIZED OPERATIONS ORDER: VERY GOOD.

B. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: NO DIFFICULTIES ENCOUNTERED BY THIS OFFICE MPL.

C. DEVIATION FROM SOUND SAFETY PRACTICES: NONE.

D. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: NORMAL.

E. OTHER SPECIFIC COMMENTS DESIRED TO BE MADE: NONE.

2. SUMMARIZATION OF ANY EXCEPTIONAL, UNUSUAL, OR ABNORMAL HAPPENING: NONE.

3. PROBLEMS ENCOUNTERED AND SOLUTIONS: NONE.

MAINTENANCE

DEPLOYMENT AND REDEPLOYMENT

1. OBSERVATIONS REGARDING THE EXERCISE:

A. EFFECTS ON HOME-BASED MAINTENANCE RESULTING FROM PERSONNEL LOANED TO DEPLOYED STATIONS: RESULTED IN OVERTIME TO COMPLETE OUR STATION MISSION.

B. DIFFICULTIES IN IMPLEMENTING THE OPERATIONS ORDER: FIVE (5) SPECIAL MISSIONS INSERTED BEFORE EASTERN EXPRESS REDEPLOYMENT NECESSITATING DELAYS OF EARLIER SCHEDULED A/C DEPARTURES ON REDEPLOYMENT.

C. COMPARISON OF THIS EXERCISE WITH PREVIOUS EXERCISES: FAVORABLE.

D. REPORTING OF MAINTENANCE PROBLEMS BY AIRCREWS PRIOR TO LANDING: NO PROBLEMS.

E. MAINTENANCE [illegible] OF AIRCRAFT ARRIVING: GOOD.

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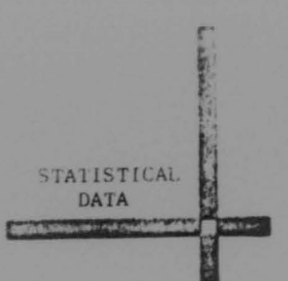

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EASTERN EASTERN EXPRESS

(Deployment)

1. Aircraft

Type	C-130	C-124
Prime	10	-
Support	—	1
TOTALS	10	1

2. Aircrews

Type	C-130	C-124
Basic Prime	9	-
Global Support	--	1
Global Prime	1	-
Basic Stage	3	-
TOTALS	13	1

(Redeployment)

3. Aircraft

Type	C-130
Prime	7
TOTAL	7

4. Aircrews

Type	C-130
Basic Prime	7
Basic Stage	4
TOTAL	11

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5. SCHEDULE OF PLANNED FLYING HOURS EXERCISE EASTERN EXPRESS

ACFT TYPE MODEL C-124C

PHASE Deployment

Routes	Flying Hrs (Takeoff to Block In)	Positioning Nbr Legs	Positioning Total Hrs	Depositioning Nbr Legs	Depositioning Total Hrs	Support Nbr Legs	Support Total Hrs	Main Flow Nbr Legs	Main Flow Total Hrs
KCHS-CYYR	8+00					1	8+00		
CYYR-LETO	12+10					1	12+10		
LETO-LTAG	10+10					1	10+10		
LTAG-LTCC	1+50					1	1+50		
LTCC-LTAG	1+50					1	1+50		
LTAG-LETO	10+10					1	10+10		
LETO-LPLA	6+00					1	6+00		
LPLA-MXKF	9+30					1	9+30		
MXKF-KDOV	3+25					1	3+25		
KDOV-KCHS	2+30					1	2+30		

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6.

* SCHEDULE OF PLANNED FLYING HOURS EXERCISE Eastern Express

ACFT TYPE MODEL C-130

PHASE Deployment

Routes	Flying Hrs (Takeoff to Block In)	Positioning		Depositioning		Support		Main Flow	
		Nbr Legs	Total Hrs	Nbr Legs	Total Hrs	Nbr Legs	Total Hrs	Nbr Legs	Total Hrs
KCHS-CYYR	8+20					1	8+20		
CYYR-EDSF	9+30	1	9+30						
EDSF-LTAG	7+40							1	7+40
LTAG-LTCC	1+20							1	1+20
LTCC-EDAS	8+40							1	8+40
EDAS-EDSF	1+00							1	1+00
LTCC-LTAG	1+20							26	34+40
LTAG-EDSF	7+40							26	199+20
EDSF-LTCC	8+20							26	216+40
EDSF-EGQC	2+30			27	67+30				

* Planned flying hours on this page are estimates only. All aircraft and crews depositioned from Exercise Brave Cat deployment while in Europe for Eastern Express deployment. Charleston AFB C-130 crews averaged three (3) Germany-Turkey turnarounds.

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7. * SCHEDULE OF PLANNED FLYING HOURS EXERCISE Eastern Express

ACFT TYPE MODEL C-130

PHASE Redeployment

Routes	Flying Hrs (Takeoff to Block In)	Positioning		Depositioning		Support		Main Flow	
		Nbr Legs	Total Hrs	Nbr Legs	Total Hrs	Nbr Legs	Total Hrs	Nbr Legs	Total Hrs
KCHS-LETO	12+50	6	77+00						
LETO-LTAG	7+25	6	44+30						
LTAG-LTCC	1+20	7	9+20						
LTCC-EDSF	9+00								
EDSF-LTCC	8+20							6	54+00
LTAG-EDSF	7+40							7	58+20
EDSF-CYYR	9+30							7	53+40
CYYR-KCHS	8+20			7	66+30				
KCHS-CYYR	8+20	1	8+20	7	58+20				
CYYR-EDSF	9+30	1	9+30						
EDSF-LTAG	7+40	1	7+40						
LTCC-EDAS	8+40								
EDAS-EDSF	1+00							1	8+40
LTCC-LTAG	1+20							1	1+00
								7	9+20

* Planned flying hours on this page are estimates only. Initial crew reports indicate that Charleston AFB C-130 crews averaged two (2) Germany-Turkey turnaround missions.

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8. SUPPORT MISSION TROOPS AND CARGO HANDLED AT CHARLESTON AIR FORCE BASE:

DEPLOYMENT

User Orgn	Oper Wing	Acft Wing	Type Acft	No. of Trips	No. of Troops Loaded	No. of Troops Off Loaded	Tons of Cargo Loaded	Tons of Cargo Off Loaded	Ave. No Troops Loaded	Ave. No. Troops Off-Loaded	Ave. Tons Cargo Loaded	Ave. Tons Cargo Off-Loaded	Ave. On-Load Time	Ave. Off-Load Time
1608	1608	1608	C124	1	55	0	3	0	55	0	3	0	55MIN	0
1608	63	63	C124	1	42	0	0	0	42	0	0	0	10MIN	0

REDEPLOYMENT

User Orgn	Oper Wing	Acft Wing	Type Acft	No. of Trips	No. of Troops Loaded	No. of Troops Off Loaded	Tons of Cargo Loaded	Tons of Cargo Off Loaded	Ave. No. Troops Loaded	Ave. No. Troops Off-Loaded	Ave. Tons Cargo Loaded	Ave. Tons Cargo Off-Loaded	Ave. On-Load Time	Ave. Off-Load Time
1608	1608	1608	C130	3	0	90	0	0	0	30	0	0	0	10 MIN

9. PRIME MISSION TROOPS AND CARGO HANDLED AT CHARLESTON AIR FORCE BASE: NONE.

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10. EXERCISE MISSION DEPARTURES CAFB (PHASE: DEPLOYMENT)

TYPE EQUIP	OPERATOR WING/MSN	ORIG	DE-POS	SUPPORT	TOTAL
C-124	1608/9003	CHS	1	1	1
C-130	1608/AGD 207	CHS		1	1

11. EXERCISE MISSION DEPARTURES CAFB (PHASE: REDEPLOYMENT)

TYPE EQUIP	WING/MSN	ORIG	POS	SUPPORT	TOTAL
C-130	1608/9060	LERT	1		1
C-130	1608/9130	LTAG			1
C-130	1608/9174	LTAG			1
C-130	1608/7168	LTAG			1
C-130	1608/9216	LGWA	1		1
C-130	1608/9364	LTCC	1		1
C-130	1608/9124	CYYR	1		1
C-130	1608/9230	LTAG			1
C-130	1608/9010	EDSF		1	1
C-130	1608/9260	LTAG			1
C-130	1608/9012	LTAG	1		1
C-130	1608/9368	KCHS	1		1
C-130	1608/9168	LTAG	1		1
					13

12. TRAFFIC PERSONNEL FURNISHED OTHER STATIONS TO SUPPORT EXERCISE.

STATION	GRADE	AFSC	NO. OF PERSONNEL	MANHOURS EXPENDED	NUMBER DAYS OF DEPLOYMENT
TURKEY	SSGT	60551	2	1584	66
TURKEY	AIC	60551	1	792	33
MACDILL	A2C	60550	2	144	6

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13. POL CONSUMED AT CAFB (TURBO-PROP/JET):

JP-4
29,919

14. DELAYS RATES AT CAFB: (REDEPLOYMENT)

ACFT TYPE	NO. OF DEPARTURES	NO. OF DELAYS	DELAY RATE
C-130	7	6	85.7%

15. EQUIPMENT POSITIONED AT TURKEY:

NOMENCLATURE	QTY	WEIGHT	CUBE	WEIGHT	CUBE
PROP BU C-130	1	4,450	670	4,450	670
MAIN WHEEL BU C-130	4	1,628	120	1,628	120

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Assembled by
Management Analysis
Comptroller
Charleston AFB, S. C.

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HISTORY OF

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AF/IGSPB Ltr., 13 Dec 1978
By AFSHRC
Date: OCT 15 1974

1611TH AIR TRANSPORT WING

1 JANUARY 1954 - 30 JUNE 1954

ATLANTIC DIVISION

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By AFSHRC
Date: OCT 15 1974

MILITARY AIR TRANSPORT SERVICE

RSI Cont. No
C 02746

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By AFSHRC
Date: OCT 15 1974

HISTORY OF

1611TH AIR TRANSPORT WING (MATS)

McGuire Air Force Base

Trenton, New Jersey

1 January 1954 - 30 June 1954

History prepared and written
by M Sgt Richard W. Evans,
1611th Air Transport Wing.
22 October 1954

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Date: OCT 15 1974

RSI Doc No
C02746

ATLANTIC DIVISION

Westover AFB, Mass.

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COMMAND

Colonel John D. Lavelle assumed command of McGuire Air Force Base on 26 December 1950, vice Lt. Colonel David J. Kirby.

Col. Lavelle was commissioned from Aviation Cadets at Randolph Field, Texas in June of 1940 and was assigned as an Instructor Pilot there.

In December of 1944 the Colonel went overseas with the 412th Fighter Squadron and flew P-47 fighters in combat throughout England, France, Holland, Belgium and Germany.

Upon his return to the states Col. Lavelle took over as Chief of the Analysis Section of the Comptroller, Air Materiel Command, Wright Patterson Air Force Base, Ohio.

While with the Air Materiel Command he was assigned with two special Air Force projects. In 1947 working with industry and service depots throughout the country, he helped set up the Unit Property Equipment Lists which we now use and know as UPREAL.

Prior to his assignment as Commanding Officer of McGuire Air Force Base, Col. Lavelle was Commanding Officer of the 6400th Supply Group in Japan where he was responsible for the supply of all Air Force units on Guam, Okinawa, Iwo Jima, Korea and Japan.

Colonel Lavelle holds the Legion of Merit, Korean Service Medal and the Air Medal.

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With the activation of the 1611th Air Transport Wing, effective 1 May 1954, Captain Charles F. Vickers assumed command of the 1611th Air Transport Wing on 1 May 1954. [1] Captain Vickers was the first Military Air Transport Service Officer to be permanently stationed at McGuire Air Force Base. Prior to 1 May 1954, Captain Vickers was attached to the 568th Air Defense Group pending formation of the 1611th Air Transport Wing.

1. 1611th ATW CO 1, dated 1 May 1954 (See GOs Exhibit C)

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ORGANIZATION

McGuire Air Force Base is located approximately ten miles below the center of the State of New Jersey about seventeen miles southeast of Trenton, New Jersey. McGuire is adjacent to Fort Dix, an Army Post, and at one time constituted a part of that post. There are within a radius of 23 miles from McGuire Air Force Base, over a hundred communities, towns and cities of varying size, ranging from such communities as Cookstown, with a population of less than 250, to Trenton the capitol of New Jersey, which has a population of over 130,000.

McGuire Air Force Base was dedicated on September 17, 1949 and was named after Major Thomas B. McGuire, a native of Redgewood, New Jersey, who during World War II, flew 340 combat missions with a P-38 Fighter Organization in the South Pacific. Major McGuire was killed while attempting to rescue his wingman who was under attack by an enemy fighter. For his gallantry in action, above and beyond the line of duty, Major McGuire was awarded the Congressional Medal of Honor. [2]

Prior to the dedication of McGuire Air Force Base the Air Base was occupied by the 91st Reconnaissance Wing under the command of Colonel Thomas Steed, and was later taken over by the 52nd Fighter Wing which was formerly stationed at Mitchell Air Force Base, New York.

On the 19th of April 1954, General Orders were published by Headquarters Military Air Transport Service establishing the designation and organization of the 1611th Air Transport Wing at McGuire Air Force Base, New Jersey, effective 1 May 1954. [3]

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2. Photo of presentation of portrait of Major McGuire to McGuire AFB during the dedication ceremony. (See Exhibit A)
3. MATS GO 1, 19 April 1954 (See GOs Exhibit C)

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Under this General Order the 1611th Air Transport Wing was organized under AF-MATS-TD NO T-295, dated May 1954, authorizing one (1) Officer and (1) Airman to establish the 1611th Air Transport Wing at McGuire Air Force Base, New Jersey.

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MISSION

The mission of the 1611th Air Transport Wing is to command, operate, administer, and maintain McGuire Air Force Base and such organizations, installations, and facilities as may be assigned by proper authority for the purpose of transporting by air, personnel (sick and wonded), materiel, mail, strategic materials, and other cargoes for all agencies of the Department of Defense and as authorized for other goverment agencies of the U. S., subject to priorities and policies established by higher authority.

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PERSONNEL

During this reporting period the 1611th Air Transport Wing was manned with one (1) officer and (1) airman. These two MATS personnel were attached to the 568th Air Defense Group, at McGuire, as a holding unit pending the formation of the 1611th Air Transport Wing. The target date for the formation of the Wing has been set for 1 July 1954. [4]

CONFIDENTIAL: No particular officer or airmen problems were anticipated at the end of this reporting period as far as manning predictions could be made. In general, the manning of the 568th Air Defense Group was considered adequate for the first quarter of 1955. Excessive overseas levies would not be made of the McGuire troops and they would be required only to provide their fair share of any such levies.

Detailed Stretegic Air Command requirements for the manning of Westover AFB, after Westover ATLD moves to McGuire, had not been received by higher headquarters at this time. After a receipt of detailed information by MATS headquarters, plans will be made for the transfer of personnel from the 1600th Air Base Wing at Westover to Dover and McGuire. The manning of the 18th and 38th Air Transport Squadrons is a separate action because these are Table of Authorization Units. [5]

4. Information received from Comptroller Section.
5. Minutes of McGuire Plans Staff Meeting, dated 16 June 1954.

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OPERATIONS

On 16 June 1954 a McGuire Plans Staff Meeting was held at Headquarters Atlantic Division, Westover Air Force Base, Mass. with members of Headquarters Military Air Transport Service, Atlantic Division, and McGuire Air Force Base in attendance.

During this meeting it was pointed out that a message from headquarters MATS to USAF, with an information copy to Atlantic Division, requested that appropriate action be taken to issue orders transferring McGuire AFB jurisdiction from the Air Defense Command to the Military Air Transport Service. The proposed date of transfer was set at 1 July 1954. Maintenance of facilities and off-base installation jurisdiction would be assumed by MATS. This transfer was coordinated with the Air Defense Command.

At this meeting it was brought out that the flight operations were primarily concerned with the long-range evolutionary problems which will confront the flying activity at McGuire. Two major areas were: Fort Dix firing range danger area, and the Air Traffic Control procedures for the McGuire Area.

In connection with the Fort Dix area, Installations and Flight Operations collaborated with the result that Installations submitted a formal study to headquarters MATS, including detailed maps, presenting the problem of the flying activity in comparison to the Ft. Dix firing requirements. Headquarters MATS, as the major command, had the master planning responsibility for McGuire and all other Atlantic Division bases. Therefor, it was MATS' responsibility to promulgate the action to reslove this situation. There was no official information at this time as to what MATS

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next action would consist of, but there appeared to be little choice but that it be referred to the Pentagon for resolution between the Department of the Army and Air Force.

A CAA conference convened on the 16th of June in New York where formal plans would be made at this meeting concerning the routing in and out of McGuire all trans-Atlantic traffic. In addition, a plan for the blocking of certain altitudes in the vicinity of McGuire for jet traffic would be drafted. Recommendations will be forwarded to the New York Regional Sub-Space Committee of the CAA during the month of July. After this action and resolution of any problems, all the proposals would be presented to the Washington Bureau of the CAA for final approval. o

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6. Minutes of McGuire Plans Staff Meeting, dated 16 June 1954.

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TRAINING

During the conference held on 16 June 1954, it was brought out that Col. Lavelle had repeatedly warned that Air Defense Headquarters would not give up the McGuire aircraft for Combat Readiness Training(CRT). The Air Defense Command had never given approval to the McGuire transfer agreement, not had it voiced official disapproval. Therefore, on Monday and Tuesday of the week of 14-19 June, telephone calls were made to Eastern Air Defense Force, Air Defense Command, and Military Air Transport Service. The Air Defense Command stated "MATS changed the agreement so much that staff analysis had to be initiated on it. This is not yet completed." Eastern Air Defense Force stated that in their forwarding indorsement to ADC, they took exception to the transfer of aircraft in spite of the EADF representatives signature, and that they had the priority to keep them." MATS stated that they had no official disagreement from ADC and still assumed the aircraft would be available. However, MATS assured that no CRT training would be missed and that they could make aircraft available. 7

7. Minutes of McGuire Plans Staff Meeting, dated 16 June 1954

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COMMUNICATIONS

Temporary heat and power were to be installed in the new communications center by the 9th of June so that the Western Electric Company could begin the installation of equipment. Also, the pole line in the old McGuire area was to be rehabilitated to enable the New Jersey Bell Company to erect their outside cable facilities. Close coordination with the New Jersey Bell Company was continually necessary so that the installation of telephone equipment in the newly constructed facilities would be proper for future requirements. [8]

8. Minutes of McGuire Plans Staff Meeting, dated 16 June 1954

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MANPOWER

The fiscal year 1/55 manpower spaces have been approved for sometime. The biggest problem in this field was in the civilian authorizations. Higher headquarters recognized the need as of 1 July for 248 civilian spaces for McGuire and hoped to get this approved by USAF before 1 July 1954. The USAF authorization was for only 215 spaces, a shortage of 33. However, at the end of this reporting period the approval for 248 spaces had not been received. [9]

9. Minutes of McGuire Plans Staff Meeting, dated 16 June 1954.

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MATERIEL

The master plan presented by Groll and Beach, who have the master plan contract for McGuire Air Force Base, indicated the old area as transient housing, both on the basic mission plan and ultimate development plan. Col. Lavelle and ATLD representatives advised the contractor of the new plan to use the seven (7) barracks and one mess hall constructed under FY 51 PWP. Further, it was requested that in view of the MATS passenger carrying mission of this station, the ultimate development plan show a hotel type facility for transients to be located as close to the passenger terminal as feasible. Subsequent to the May 27 and 28 conferences at McGuire, Materiel, Plans, and Traffic decided that first choice of ATLD would be to show a hotel in the area shown on the Master Plan as training area, and that second choice would be to locate this hotel in the immediate area of the barracks already selected for transient housing.

Representatives from MIE visited Headquarters MATS on 7 June to obtain a decision on the sighting of the transient facilities. A decision was reached that the ultimate development plan would show a transient hotel type facility at the intersection of Eagle and Crane Avenues, and that the basic mission plan would show the area previously selected as the interim transient housing area. [10]

At a master planning conference at McGuire Air Force Base on 1 June, Col Lavelle and ATLD representatives objected strongly to the location of the nose docks on the aircraft parking ramp and also to the siting of six (6) squadron operations buildings behind the terminal areas. Col. Lavelle stated that since he was not completely familiar with the MATS maintenance and operational concepts, he would leave the decision on this matter up to ATLD and concur in any recommendations made by that headquarters. This matter

10. Minutes of McGuire Plans Staff Meeting, dated 16 June 1954.

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was discussed at length by MIE representatives with MTL, OPS, and PLN upon return to ATLD. A sketch was prepared, proposing that the 15 docks located in two portions on the aircraft parking apron be relocated along the edge of the apron. When this proposal was presented to headquarters MATS on 7 June 54, it was agreed that this was a workable solution, in that separate maintenance areas had been provided for each of the three major categories of aircraft maintenance involved, i.e. R6D, C-121, and C-118 type aircraft. [11]

On 8 June, a conference was held at McGuire attended by representatives of USAF, MATS, ATLD, Nationsl Guard Bureau, New Jersey National Guard, EADF, 4709th ADWg, and 568th ADGru. The purpose of the meeting was to discuss a proposal prepared by McGuire and ATLD to transfer certain USAF facilities to the New Jersey Air National Guard in exchange for a hangar, warehouse, and other facilities located in an area between the MATS and ADC operations at McGuire. The Air National Guard representatives recognized the advisability of relocating their base of operations from between the MATS and ADC functions to the area proposed in the apex of the runway system. However, General Wilson, the National Guard Bureau representative, declared that he would not consider making this transfer until such time as USAF could assure him that permanent facilities of similar type to those now owned by the National Guard would be built with USAF funds. This assurance will have to be in the form of a budget authorization by Congress and the earliest PWP in which such an item could appear, is the FY 56 PWP. General Wilson will recommend to Hq. USAF that no transfer take place until this programming action could be accomplished, and that the ANG be allowed to move back into its permanent facilities as as the ADC squadrons are able to move into the new readiness hangar now being completed for their use. [12] END OF CONFIDENTIAL

11. Minutes of McGuire Plans Staff Meeting, dated 16 June 1954 (For photos of new construction area see exhibit B)
12. Ibid.

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FAMILY HOUSING AND OFF-BASE FACILITIES

The family housing situation at McGuire Air Force Base is extremely critical at the present time. There are no facilties at all for family housing at McGuire. However, there are two Wherry Housing Projects at Fort Dix which are controlled by the Army, and McGuire has an allotment of 50 units per project. Key personnel receive priority for the existing vacancies.

There is a scarcity of furnished apartments throughout the whole area, but there are unfurnished apartments available. At the present time there are several housing units being constructed in several of the surrounding communities and will be available in the near future. Two of these units have 340 units and the other two with 96 units each. Rent for these units will range from $65.00 to $90.00 per month depending on the size of the apartment desired.

Houses for sale are plentiful with developments springing up in all out-lying communities. Al of the developments are under the supervision of the Federal Housing Authority and prices for the houses are controlled. Rental units in the surrounding towns, Mount Holly, 11 miles; Pemberton, 5 miles; Bordentown, 8 miles; and Wrightstown, one-half mile (1/2) from the base, are in constant touch with the Base Billeting Office and vacancies are kept on file at that office.

The nearest town to McGuire is Wrightstown, with population of 1,200, and occupies an area of approximately three square miles. It is situated between the main gate of Fort Dix and McGuire AFB, and is almost entirely dependent on these two military installations for its existence. The shopping

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facilities are entirely limited in this town. Its shopping facilities are limited almost entirely to items of daily needs. The town has a large number of eating establishments about half of which could be classified as adequate and suitable. Social, banking, medical and church facilities are very limited.

Shopping facilities in the surrounding communities are limited primarily to food and grocery stores, and a few other stores that carry the more common needs, such as grug stores, and hardware stores. However, the larger cities, such as Trenton, 18 miles from the base, and Philadelphia, 38 miles from the base, have well rounded shopping facilities.

Recreational facilities, although limited in some of the smaller communities, are extremely plentiful in neighboring towns and areas. There are a great number of lakes with public swimming beaches available in this area to both civilian and military personnel. The Atlantic Coast with its summer resorts and beaches is 33 miles from McGuire; Atlantic City is 70 miles, and Asbury Park is 42 miles from the base.

Several communities in the McGuire area feature organized community functions, and have community centers, some of which have swimming pools and other recreational facilities. There are various women's clubs, Thespian, Veteran, Services, Rotary, Lion, Elks, and countless other organizations which organize and run various social functions.

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PHOTO OF PRESENTATION OF POTRAIT OF MAJOR THOMAS B. MCGUIRE AT THE DEDICATION CEREMONIES OF MCGUIRE AIR FORCE BASE ON 17 SEPTEMBER 1949. MR. MCGUIRE, FATHER OF MAJOR MCGUIRE, IN FOREGROUND. GENERAL GEORGE C. KENNEY AT EXTREME RIGHT.

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AERIAL PHOTO OF THE MAINTENANCE HANGAR BEING CONSTRUCTED AT MCGUIRE AIR FORCE BASE.

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AERIAL PHOTO OF THE CONSTRUCTION AREA AT MCGUIRE AIR FORCE BASE. THE NEW AREA WILL HOUSE HEADQUARTERS ATLANTIC DIVISION AND THE 1611TH AIR TRANSPORT WING, UPON ITS COMPLETION.

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PHOTO OF AIRMEN'S DORMITORIES (REAR) AND MESS HALL (FRONT)
TAKEN AT THE CONSTRUCTION AREA, MCGUIRE AIR FORCE BASE.
PHOTO TAKEN ON 17 MAY 1954.

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PHOTO OF THE NEW WING HEADQUARTERS BUILDING BEING CONSTRUCTED AT MCGUIRE AIR FORCE BASE. PHOTO TAKEN ON 17 MAY 1954.

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PHOTO OF THE MAINTENANCE HANGAR BEING CONSTRUCTED AT MCGUIRE AIR FORCE BASE. PHOTO TAKEN ON 5 JUNE 1954.

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PHOTO OF THE BACHELOR OFFICER'S QUARTERS BEING CONSTRUCTED AT MCGUIRE AIR FORCE BASE. PHOTO TAKEN ON 20 MARCH 1954.

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PHOTO OF NEW CHAPEL BEING CONSTRUCTED AT MCGUIRE AIR FORCE BASE. PHOTO TAKEN ON 20 MARCH 1954.

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PHOTO OF THE NEW BASE COMMUNICATIONS BUILDING BEING CONSTRUCTED AT MCGUIRE AIR FORCE BASE. PHOTO TAKEN ON 17 MAY 1954.

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PHOTO OF THE CENTER APRON AT THE NEW AREA NOW UNDER CONSTRUCTION AT MCGUIRE AIR FORCE BASE. PHOTO TAKEN ON 13 MAY 1954.

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PHOTO OF THE SERVICE CLUB BEING CONSTRUCTED AT MCGUIRE AIR FORCE BASE. PHOTO TAKEN ON 20 MARCH 1954.

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GENERAL ORDERS

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MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

GENERAL ORDERS)
NUMBER 77)

19 April 1954

	SECTION
REORGANIZATION OF FLIGHT "A", 53D WEATHER RECONNAISSANCE SQUADRON	I
ORGANIZATION OF DETACHMENT 12, 1602D AIR TRANSPORT WING	II
DESIGNATION AND ORGANIZATION OF THE 1611TH AIR TRANSPORT WING	III

I. REORGANIZATION OF FLIGHT "A", 53D WEATHER RECONNAISSANCE SQUADRON. -1. Flight "A", 53D Weather Reconnaissance Squadron, Air Weather Service, is reorganized at Kindley Air Force Base, Bermuda, at an authorized strength of twenty-four (24) officers and one hundred eleven (111) airmen, effective 18 May 1954.

2. This flight is attached to the 9th Weather Group fro administration. Administrative and logistical support will be furnished in accordance with Air Force Regulation 11-4, as amended. Operational control is vested in Headquarters, Air Weather Service, Military Air Transport Service.

3. Appropriate entries will be made in the Morning Report for the above unit in accordance with Air Force Manual 171-6. Action directed herein will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

4. AUTHORITY: Air Force Regulation 20-38, 17 November 1950.

II. ORGANIZATION OF DETACHMENT 12, 1602D AIR TRANSPORT WING. -1. Detachment 12, 1602d Air Transport Wing, is organized at Getafe Air Field, Madrid, Spain, in accordance with Table of Distribution T-207L, May 1954, at an authorized strength of one (1) officer and one (1) airman, effective 1 May 1954.

2. Personnel will be furnished from sources under control of the Commander, Atlantic Division.

3. Equipment is authorized by the approved Unit Allowance List. The UAL will be submitted in accordance with paragraph 8, MATS Regulation 67-8, 30 June 1953.

4. Appropriate entries will be made in the Morning Report for the above unit in accordance with Air Force Manual 171-6. Acttion directed herin will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

5. AUTHORITY: Air Force Regulation 20-52, 25 February 1952

III. DESIGNATION AND ORGANIZATION OF THE 1611TH AIR TRANSPORT WING. -1. The following unit is designated, assigned to Atlantic Division, Military Air Transport Service, and organized in accordance with Table of Distribution indicated, effective 1 May 1954:

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GO 77, MATS, USAF, Washington 25, D. C. 19 April 1954

UNIT	ORGANIZATION AF-MATS-TD-NO	AUTH STRENGTH OFF	AMN	CIV	LOCATION
Atlantic Division:					
1611th Air Transport Wing:					
Headquarters 1711th Air Transport Wing	T-295, May 54	1	1	0	McGuire Air Force Base, New Jersey

2. Personnel will be furnished from sources under control of the Commander, Atlantic Division.

3. Equipment is authorized by the approved Unit Allowance List. The UAL will be submitted in accordance with paragraph 8, MATS Regulation 67-8, 30 June 1953.

4. Initial Morning Report for the above unit will be prepared in accordance with Air Force Manual 171-6. Action directed herein will be reported by means of Air Force Organization Status Change Report (RCS-AF-01).

5. AUTHORITY: Air Force Regulation 20-52, 25 February 1952.

BY ORDER OF THE COMMANDER:

OFFICIAL

B. E. ALLEN
Brigadier General, USAF
Chief of Staff

JAMES G. HYLAND
Colonel, USAF
Adjutant

DISTRIBUTION:
F Plus
HQ USAF AAG ATTN: PUB DIV (30)
COMAWS (60)
COMATLD (50)
EA AF Depot (5)
HQ AMC (10)
HQ AMC ATTN: MCSR-4 (2)
AUL (2)
MATS DET 10 CP Kilmer (2)
MATS DET 11 Parks AFB (2)

A TRUE COPY
I. K. Dye
I. K. DYE
1st. Lt., USAF

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HEADQUARTERS
1611TH AIR TRANSPORT WING
Atlantic Division, (MATS)
McGuire Air Force Base
Trenton, New Jersey

GENERAL ORDERS)
NUMBER 1)

1 May 1954

ASSUMPTION OF COMMAND. — Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 1611th Air Transport Wing (MATS), effective this date.

DISTRIBUTION:
"SPECIAL"

CHARLES F VICKERS
Captain, USAF
Commander

A TRUE COPY

I. K. Dye

I. K. DYE
1st. Lt. USAF

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HISTORY OF

1611Th AIR TRANSPORT WING

1 JULY 1954 - 30 DECEMBER 1954

ATLANTIC DIVISION

MILITARY AIR TRANSPORT SERVICE

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1611TH AIR TRANSPORT WING

HISTORICAL REPORT

1 JULY - 30 DECEMBER 1954

PREPARED BY M SGT

RICHARD W. EVANS

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ATLANTIC DIVISION

MILITARY AIR TRANSPORT SERVICE

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ORGANIZATION

The 1611th Air Transport Wing, McGuire Air Force Base, New Jersey, was organized under Military Air Transport Service General Order number seventy-seven (77), dated 19 April 1954, effective 1 May 1954.[1] This Transport Wing operates under the jurisdiction of the Military Air Transport Service and was assigned to Atlantic Division, Westover Air Force Base, Mass.

At the end of this reporting period the following organizations were assigned to the 1611th Air Transport Wing: 1611th Air Base Squadron; 1611th Air Police Squadron; 1611th Food Service Squadron; 1611th Installations Squadron; 1611th Maintenance Squadron; 1611th USAF Dispensary; 1611th Motor Vehicle Squadron; 1611th Air Traffic Squadron.

The above organizations were reorganized under Military Air Transport General Orders number ninty-five (95), dated 2 June 1954.[2]

On 2 April 1954, General Orders were published by Headquarters, Military Air Transport Service, establishing the activation of the 18th Air Transport Squadron, Medium, at McGuire Air Force Base, effective 18 July 1954.[3] At the time of the publishing of the General Orders activating the 18th Air Tr nsport Squadron, the 1611th Air Trans port Wing had not been activated and the 18th Air Transport Squadron was assigned to Atlantic Division, pending organization of the appropriate parent unit at McGuire Air Force Base. On 19 April 1954, General Orders were published by Headquarters, Military Air Transport Service establishing

1. MATS GO # 77, dtd 19 Apr 54 (See 1611th ATW HR 1 Jan - 30 Jun 54)
2. MATS GO # 141, dtd 17 Aug 54 (See Tab # 1)
3. MATS GO # 61, dtd 2 Apr 54 (See Tab # 1)

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the designation and organization of the 1611th Air Transport Wing at McGuire Air Force Base, New Jersey.

Under the above mentioned General Order activating the 18th Air Transport Squadron, authorization was given for forty-five (45) officers and one hundred and fifty-six (156) airmen. Personnel were to be furnished from sources under the control of the Commander, Atlantic Division.

On 2 July 1954, General Orders were published by Headquarters, Military Air Transport Service, redesignating the 38th Transport Squadron to the 38th Air Transport Squadron, Medium, and assigning it to the 1611th Air Transport Wing, McGuire Air Force Base, New Jersey, effective 18 October 1954. [4]

Under the Military Air Transport Service General Order one sixteen (116) the 38th Air Trnsport Squadron, Medium, was assigned with an authorized strength of forty-five (45) officers, one (1) Warrent Officer and one hundred eighty four (184) airmen.

4. MATS GO 116, dtd 2 July 1954 (See Tab # 1)

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MISSION

The mission of the 1611th Air Transport Wing is to command, operate, administer, and maintain McGuire Air Force Base and such organizations, installations, and facilities as may be assigned by proper authority for the purpose of transporting by air, personnel (sick and wounded), materiel, mail, strategic materiels, and other cargoes for all agencies of the Department of Defense and as authorized for other goverment agencies of the United States., subject to priorities and policies established by higher authority.

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PERSONNEL

Colonel George B. Dany assumed command of McGuire Air Force Base on 19 July, vice Colonel John D. Lavelle.[5]

Colonel Dany graduated from West Point with the class of 1934 and won his pilot's wings in October 1935. The Colonel is also a graduate of the Air Force and Naval War College. He holds the Legion of Merit, Army Commendation Ribbon and the Asiatic-Pacific Ribbon.

Colonel Dany served as deputy director for training at Headquarters, United States Air Force prior to his assignment at McGuire.

At the end of this reporting period, the relationship of assigned strength to authorized strength reflected an average airman manning of 165.6 percent or an overage of 65.6 percent. This high overage was due to the limited unit manning device authorizations in existance during the second quarter of fiscal year 1954. An overage of approximately sixty (60) surplus airmen existed during this period, due to change of the base primary mission. Higher headquarters was notified of these non-utilization overages and reassignment actions were progressively reducing these overages.

During the later part of this reporting period, personnel continued to be allocated to this headquarters based on mission demands and availability of manpower resource allocated to Atlantic Division. Officer personnel were assigned against Military Air Transport Service requisitions and they were well qualified in the specialities against which they were assigned.[6]

With very few exceptions (low aptitudes, records of offenses, etc.) the calibre of airmen personnel assigned were of the quality desired to man mission authorizati ns. However, approximately two hundred and fifty (250) unskilled basic airmen (Directed Duty Assignees) were assigned from

5. 1611th GO # 4, dtd 19 Jul 54. (See Tab # 1)
6. Hist of 1611th Personnel Section

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These are airmen who were not entered into formal technical training schools. However, the limited training facilities of Fort Dix, coupled with individual unit training programs, will qualify these airmen for award of apprentice skill levels in their respective Air Force Specialties, within a training period normally provided for formal school students. Classification actions within the 1611th Air Transport Wing were carried out in full accord with current directives. [7]

Based on the authorizations, shortages of qualified personnel existed within the aircraft electronic (301) field; aircraft accessories (421) field; accounting (671) field; administrative (702) field; and personnel and classification (732) field. The shortages were critical within the overall Military Air Transport Service Command.

Allocation of critical personnel of this headquarters remained on a fair pro-rata share basis as compared to other units within Atlantic Division.

The Personnel Staff Section of this headquarters operated as a combined staff section and consolidated unit personnel section during the first quarter of this reporting period. The section operated effectively and efficiently, with a minimum of assigned personnel. However, in view of the rapid expansion in personnel and facilities, the employment of a consolidated unit personnel structure placed excessive demands on the limited personnel assigned. On 17 November, the personnel staff section was decentralized and the units of this headquarters assumed the responsibility of maintaining the individual personnel records files of officers and airmen. [8]

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7. Hist of 1611th Personnel
8. Ibid

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The strength of the 1611th Air Transport Wing for this reporting period was as follows:

	OFFICERS	AIRMEN	CIVILIAN GRADED	CIVILIAN UNGRADED
JULY				
Authorized	103	1016	115	133
Assigned	86	1168	97	114
AUGUST				
Authorized	103	1016	115	133
Assigned	91	1220	94	115
SEPTEMBER				
Authorized	149	1240	115	133
Assigned	136	1467	99	115
OCTOBER				
Authorized	195	1424	115	133
Assigned	159	1786	104	118
NOVEMBER				
Authorized	195	1424	119	133
Assigned	172	2037	118	117
DECEMBER				
Authorized	195	1424	156	133
Assigned	182	2330	125	120

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ROSTER OF KEY PERSONNEL

HEADQUARTERS, 1611th AIR TRANSPORT WING, MEDIUM

Commander	Colonel John D. Lavelle	(1 Jul - 18 Jul)
	Colonel George B. Dany	(19 Jul-)
Executive	Colonel John D. Lavelle	(19 Jul -)
Adjutant	1st Lt Edward R. Prince Jr.	(1 Jul - 23 Nov)
	Capt. Harry W. Whitenight	(24 Nov -)
Wing Inspector	Capt Edward A. Harbula	(1 Jul - 5 Sep)
	Lt. Col. Carl M. Cramer	(6 Sep -)
Judge Advocate	1st Lt William F. Hebert	(1 Jul - 10 Aug)
	Major Edgar P. Farnell	(11 Aug -)
Operations	Major John J. Nolan	(1 Jul - 5 Jul)
	Lt. Col. Carl M. Cramer	(6 Jul - 5 Sep)
	Major John J. Nolan	(6 Sep - 17 Nov)
	Lt. Col. John G. Williams	(18 Nov -)
Personnel	Major Willard C. Blackwell	(1 Jul - 8 Aug)
	Major J. D. Stone	(9 Aug -)
Materiel	Major Robert R. Rice	(1 Jul - 24 Aug)
	Major Walter D. Bousfield	(25 Aug - 7 Sep)
	Lt. Col. Porter B. Moore	(8 Sep -)
Traffic	Major Walter D. Bousfield	(1 Jul -)
Comptroller	Capt Gordon S. Brown	(1 Jul - 19 Oct)
	Major Harry S. Litle	(20 Oct -)
Flying Safety	Capt Richard B. Peterson	(1 Jul -)
Plans Officer	Major Nicholas B. Kehoe Jr.	(1 Jul - 14 Nov)
	Major Rollin R. Savage	(15 Nov -,)
Chaplain	Major Eugene L. Lamb	(1 Jul -)
Information Serv.	1st Lt Idellus K. Dye	(1 Jul - d

HEADQUARTERS, 1611th AIR TRANSPORT GROUP

Commander	Capt Frank J. Faykes	(1 Jul - 20 Jul)
	Col. John R. East	(21 Jul -)
Adjutant	None	(1 Jul - 8 Sep)
	Major Nathan Sutin	(9 Sep - 9 Oct)
	Major Willard C. Blackwell	(10 Oct -)

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HEADQUARTERS, 1611th AIR TRANSPORT GROUP

Personnel	None	
Operations	None	(1 Jul - 24 Aug)
	Major Charles M. Cornette	(25 Aug -)
Supply	None	

18th AIR TRANSPORT SQUADRON (ACTIVATED 18 JUL 54)

Commander	Lt. Col Augustin Rapisardi	(18 Jul -)
Operations	Major Wallace G. Matthews	(18 Jul - 22 Nov)
	Major Harry K. Blake	(23 Nov -)
Maintenance	Capt James C. Lamiell	(18 Jul - 16 Sep)
	1st Lt Everett H. Black Jr.	(17 Sep -)
Chief Pilot	Major Wallace G. Matthews	(18 Jul - 14 Aug)
	Major Harry K. Blake	(15 Aug - 22 Nov)
	Capt. James C. Lamiell	(23 Nov -)

38th AIR TRANSPORT SQUADRON (ACTIVATED 18 OCT 54)

Commander	Lt. Col Raymond J. DeBriyn	(18 Oct -)
Operations	None	(18 Oct - 31 Oct)
	Major Ralph I. Leslie	(1 Nov -)
Maintenance	None	(18 Oct - 31 Oct)
	WOJG Benjamin R. Scott	(1 Nov -)
Chief Pilot	None	

1611th AIR BASE SQUADRON

Commander	Major Robert F. Taylor Jr.	(1 Jul -)

1611th INSTALLATIONS SQUADRON

Commander	Major Clyde E. Lesher	(1 Jul - 24 Aug)
	1st Lt Ernest E. Ebrite	(25 Aug - 22 Dec)
	Lt. Col. Harlowe Girard	(23 Dec -)

1611th FOOD SERVICE SQUADRON

Commander	Capt Bill W. Pevey	(1 Jul -)

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1611th MOTOR VEHICLE SQUADRON

Commander	1st Lt Craig J. McSpadden	(1 Jul - 21 Oct)
	Major Edward A. Miller	(22 Oct -)

1611th FIELD MAINTENANCE SQUADRON

Commander	Major Milton F. Tarr	(1 Jul -)

1611th SUPPLY SQUADRON

Commander	Capt John T. Farrington	(1 Jul - 21 Jul)
	Major Edward A. Miller	(22 Jul - 21 Oct)
	Capt John T. Farrington	(22 Oct -)

1611th USAF DISPENSARY

Commander	Capt William H. H. Shea	(1 Jul - 2 Jul)
	Major Emanual A. Carbonaro	(3 Jul - 5 Jul)
	Col. James K. Gray	(6 Jul -)

1611th TERMINAL SQUADRON

Commander	2nd Lt John N. Dorman	(1 Jul - 8 Aug)
	2nd Lt Melvin T. Deschamps	(9 Aug - 17 Aug)
	Major Charles M. Cornette	(18 Aug - 24 Aug)
	1st lt William C. Smith Jr.	(25 Aug - 14 Sep)
	Major Ruskin M. Bland	(15 Sep -)

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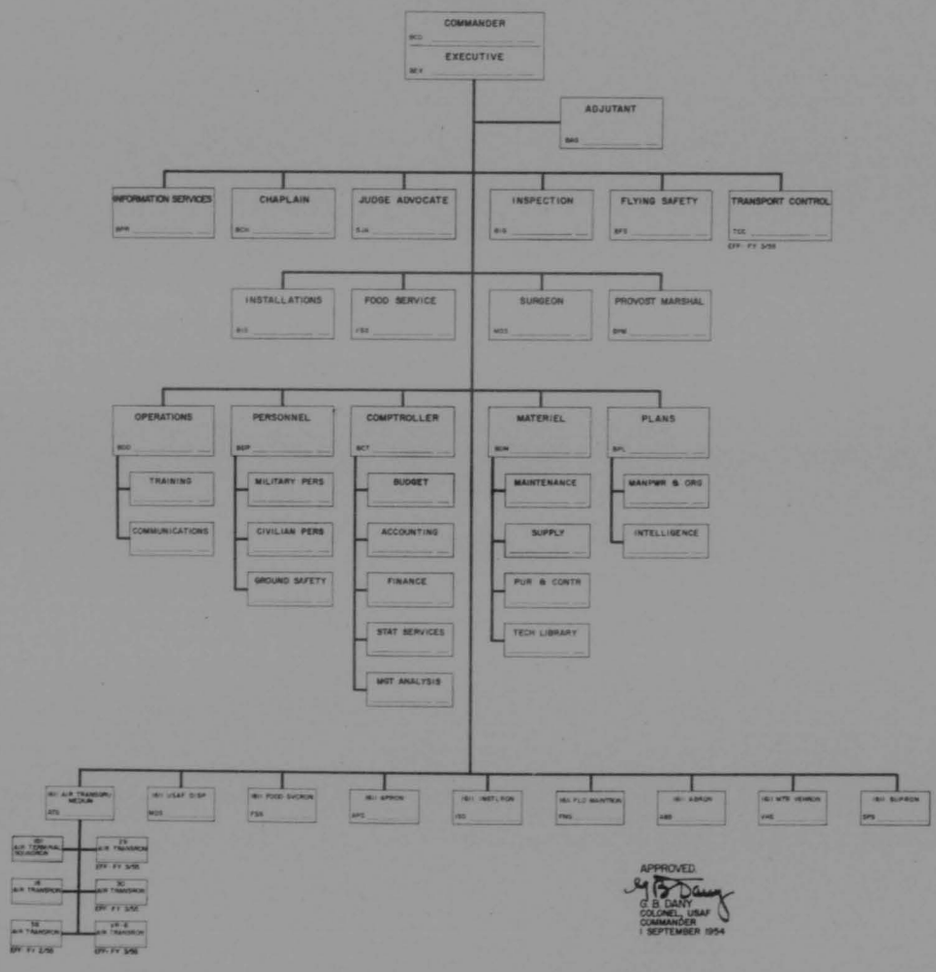
1611TH AIR TRANSPORT WING, MEDIUM



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OPERATIONS

The 1611th Air Transport Group Operations was organized on 25 August 1954. The primary function of the Operations at that time was to organize and monitor the training of one (1) flying squadron assigned to the Group, 18th Air Transport Squadron, Medium. To assist flying personnel to maintain their proficiency, two (2) C-54 aircraft were gained on a loan basis. On 12 August 1954 another C-54G SN 45-596 was gained from the 1610th Air Transport Group, Grenier Air Force Base, New Hampshire. On 19 August 1954 another C-54G SN 45-610 was gained from the 42nd Air Transport Squadron, Andrews Air Force Base, Washington, D. C. The C-54's were utilized for training and conducting special air missions and were flown a total of ninety-eight (98) hours.[9]

The first official mission was a "Mercy Mission" called Operation Ice Cube. On the 2nd of September 1954, the 18th Air Transport Squadron (M) participated in Operation Ice Cube, which was an airlift of dry ice from Newark, New Jersey to Boston, Mass.

On 20 September 1954, the two (2) C-54's utilized by the 18th Air Transport Squadron (M) were returned to their respective loaning organizations.

The first C-118 aircraft SN 53-3226 was gained on 10 September 1954, from Douglas Aircraft Corporation, Santa Monica, California, and assigned to the 18th Air Transport Squadron (M). During the first month the aircraft was assigned, it was flown a total of eighty-four (84) hours.[10] Transition and maintenance of proficiency accounted for the greater portion and utilization of the aircraft.

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9. Hist of 1611th ATG
10. Hist of 18th ATS (See Tab # 2)

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During the month of October three (3) additional C-118 aircraft were received by the 1611th Air Transport Group and assigned to the 18th Air Transport Squadron. The planes were received on 12, 22 and 27 October, respectively. On 25 October, one C-118 was lost to Transocean at Bradley Field, Conn. to undergo interior modification, and another C-118 was gained on 30 November and assigned to the 18th Air Transport Squadron. Three C-118 aircraft were gained during December and assigned to the 18th Air Transport Squadron on 1, 23 and 24 December. In addition, the aircraft undergoing interior modification at Bradley Field was returned on 20 December which brought the total of aricraft assigned during this reporting period to eight (8) programmed aircraft.[11]

The following is a breakdown of the programmed hours and actual flying hours for the aircraft assigned to the 18th Air Transport Squadron:[12]

	OCTOBER	NOVEMBER	DECEMBER
Hours Programmed	62	180	240
Actual Hours	234	411	502
Utilization	4.1	4.4	2.8

On 1 December 1954, the first trans-Atlantic passenger flight to be flown by an 18th Air Transport Squadron aircraft departed Westover Air Force Base for Keflavik, Iceland. The aircraft was a C-118, SN 53-3233 and was under the command of Major H. K. Blake. The flight was made without incident.

The total number of hours flown by the 18th Air Transport Squadron slowly increased each month, during this reporting period, until a total of 504 hours was reached in December. A resume of the flying time for the

11. Hist of 1611th ATG
12. Hist of 1611th ATG

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period follows:[13]

Flights (Hours per month)	OCTOBER	NOVEMBER	DECEMBER
Training	178	315	129
Scheduled	27	93	345
Air Evacuation			18
Test	4	3	12

At the close of this reporting period, no aircraft were assigned to the 38th Air Transport Squadron. Five (5) pilots and four (4) navigators, to be utilized as line crew, were assigned and immediately scheduled for training. Pilots were sent to West Palm Beach, Florida, and the navigators were sent to Westover Air Force Base, Mass. Although personnel assignments were better than average, the assignment of pilots was relatively slow.[14]

The following is a breakdown of the operational scope of the 1611th Motor Vehicle Squadron:[15]

FUEL CONSUMPTION

	JUL	AUG	SEP	OCT	NOV	DEC
Gasoline	16,482 G	16,289 G	14,208 G	18,781 G	17,271 G	17,894 G
Oil	512 Q	478 Q	420 Q	512 Q	583 Q	591 Q

PASSENGERS TRANSPORTED

JUL	AUG	SEP	OCT	NOV	DEC
37,186	33,281	28,397	29,381	31,361	30,892

TONNAGE HAULED

JUL	AUG	SEP	OCT	NOV	DEC
10,002	8,631	9,432	12,567	8,976	10,314

VEHICLES DESPATCHED

JUL	AUG	SEP	OCT	NOV	DEC
4,507	3,997	4,681	4,681	4,782	4,879

13. Hist of 18th ATS
14. Hist of 38th ATS
15. Hist of MVS

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MAJOR ACCIDENTS (Over $25.00)

JUL	AUG	SEP	OCT	NOV	DEC
2 - $69.07	1 - $64.02	1 - $150	1 - $173	1 - $82.87	3 - $367

MINOR ACCIDENTS (Under $25.00)

JUL	AUG	SEP	OCT	NOV	DEC
4	5	8	10	16	8

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MAINTENANCE

The Base Flight Section of the Field Maintenance Squadron had a total of sixty-seven (67) men assigned, twenty-three (23) of which were assigned to the Transient Maintenance Section. This left a total of forty-four (44) men to operate the Base Flight functions.

The following is a break-down of the number of hours the aircraft were in commission against the number of hours out of commission:[16]

	IN COMMISSION	OUT OF COMMISSION	IN COMMISSION RATE
JULY	3114 Hours	3964 Hours	64 %
AUGUST	3970 "	3964 "	50 %
SEPTEMBER	3626 "	2278 "	61.5 %
OCTOBER	2916 "	1726 "	62 %
NOVEMBER	2493 "	1224 "	57 %
DECEMBER	3742 "	2364 "	61 %

One of the major problems within the 18th Air Transport Squadron Maintenance Section during the first quarter of this reporting period was the lack of tools, maintenance equipment, aircraft parts, and shelter. Most of these various problems were complicated by the lack of an adequate authorization document. The existing authorization contained numerous errors and was unrealistic. However, a new Unit Authorization document was received and the situation was improved steadily.

The problem of shelter was temporarily solved with the erection of six (6) winterized hospital type tents and the receipt of three (3) maintenance docks during September 1954.[17]

16. Hist of Field Maintenance Sq.
17. Hist of 18th ATS

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Many aircraft maintenance difficulties were rapidly being overcome, during this period, with the arrival of a Douglas Aircraft Maintenance representative, Mr. Patrick. He established an On-the-Job- Training Maintenance Course which began to bring the desired results in aircraft maintenance.

During the later part of this reporting period the aircraft parts were arriving slowly but steadily and the supply was considered adequate at the end of this reporting period.

At the close of this reporting period there were no aircraft assigned to the 38th Air Transport Squadron. In order to get the Squadron Maintenance Section into operation many items of maintenance ground handling, special tools and test equipment, comprised the squadron's first list of critical items, which was forwarded for procurement assistance. This list was continually kept current by deleting items received and adding those required.

Two (2) G-118 portable maintenance units, which were stored in the new Air Freight Terminal, were moved to the 38th Air Transport Squadron maintenance area and an all out program initiated to erect maintenance stands. The erection of these stands was completed except for the installation of a few components that were short. These shortages were made known to the manufacturer and the squadron was notified that the company would furnish them.[18]

In the contemplation of the enlarged work load of the Field Maintenance Section in maintaining the new type aircraft and installed equipment of the Military Air Transport Service, plans and preparations

18. Hist of Field Maintenance Squadron

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were begun to prepare the section to meet anticipated maintenance commitments. Test equipment and classified equipment were installed.[19]

During the months of July and August, with Atlantic Division assuming command of the base, a new and expanded form of Contruactual Maintenance was required. Accordingly, on 1 July 1954, the commander of the Field Maintenance Squadron appointed two Non-Commissioned Officers to set up this program. On the 18th of July an NCO was transferred from Material Control, to set up the files and accomplish the paper work necessary to get this program underway.

From the 3rd through the 6th of August, an NCO was sent to the conference at West Palm Beach, Air Force Base, Florida, in order to become familiarized with the requirements that the Military Air Transport Service required. During the next two weeks there were several meetings held between Maintenance, Supply and Group Material, and Purchasing-Contracting, to set up and commence operations. Maintenance was ready to operate by the 16th of August. Due to unavoidable delays, Supply and Purchasing-Contracting required more time to become operational under this program.[20]

An officer was appointed as the coordinator effective 19 August 1954. There were a total of eighteen (18) different installations visited by the squadron commander and two Non-Commissioned Officers during this period. Most of them were in the Trenton-Philadelphia, and New York City Areas. Detailed reports and recommendations were prepared on each, prior to awarding any of them contracts for this type of work.

The first shipment of items for repairs commenced the 1st of September. During this month, thirty-seven (37) items under aircraft

19. Hist of Field Maintenance Sq.
20. Ibid

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"Critical" status, eight (8) under the provisions of T. O. 00-25-68, and nine (9) under Automotive Repairs, for a total of fifty-four (54) line items were shipped for repair. This volume was mostly in the last ten (10) days of September, increasing slowly, but surely.

Within the Motor Pool Section one of the main problems was first echelon maintenance. The factor which was responsible was the very high mileage on the vehicles, causing increased maintenance repair. Effective on the 1st of September the responsibilities for accomplishing weekly maintenance was made a part of the Motor Pool Section. Duties were pperformed at the Preventative Line Maintenance Shop and thirty-three (33) weekly inspections were performed daily.

A Production Control Section was established under the direct supervision of the Motor Pool Officer. The section controls all maintenance scheduling, and work orders. During the first quarter of this reporting period, 913 work orders were processed for the Maintenance Shop, a total of $1,376.82 was spent in aircraft recovery by personnel of the Motor Pool.

The following is a breakdown of the maintenance statistics for this reporting within the 1611th Motor Vehicle Squadron, Maintenance Section:[21]

COMPLETED WORK ORDERS

JUL	AUG	SEP	OCT	NOV	DEC
173	125	147	187	150	202

PREVENTATIVE MAINTENANCE INSPECTIONS PERFORMED

JUL	AUG	SEP	OCT	NOV	DEC
167	161	142	230	188	173

21. Hist of Field Maintenance Sq.

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VEHICLES OUT OF COMMISSION FOR MAINTENANCE AND VEHICLES DEADLINED FOR PARTS

	JUL	AUG	SEP	OCT	NOV	DEC
VDP	5	6	3	15	12	7
VOCM	0	0	0	0	0	0

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COMMUNICATIONS

After conferring with the Communications Section at Atlantic Division Headquarters it was decided that the 1611th Field Maintenance Squadron would undertake the C-124 Retrofit Program. This ment the removal of the Radio Set AN/ARC-21 and the installation of the dual 618S-1 radio sets, dual antenna tuners and dual BC-453 receivers. Parts and supplies were ordered and actual work on the first aircraft commenced on the 1st of August and was completed on the 18th of August. The second installation was completed approximately on the 4th of September. The project was discontinued as far as the 1611th Maintenance Squadron due to the limited amount of C-124 aircraft available for retrofit at one given time. [22]

Another project which was taken by the 1611th Field Maintenance Squadron was the "Little EVA II" project. This project was the second phase designed to test the reliability of Radio Set AN/ARC-34. Two men were assigned to this project and worked from approximately the 1st of September to the 8th of October with an Radio Cooperation of America representative to determine adequacy of training, supplying personnel, maintenance procedures and establishing logistic requriements. Air Priving Ground had the responsibility for for monitoring this test. On the 11th of October the 5th Fighter Intercepter Squadron assumed the responsibility for the maintenance of the equipment. [23]

The above mentioned project again became the responsibility of the Field Maintenance Squadron on the 16th of November and the equipment was maintained until the 15th of December which was the completion date for

22. Hist of Field Maintenance Sq.
23. Ibid

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the project. A report was compiled and submitted concerning On-the-Job-Training of personnel in the maintenance of the ARC-34 equipment. This OJT program was conducted in the 1611th Field Maintenance Squadron Communications Shop.[24]

During July approximately thirty (30) pieces of test equipment from the 1611th Field Maintenance Squadron and supported organizations were sent to Gentile Air Force Depot for repair and calibration. Again in September another shipment of test equipment was sent, but only twelve (12) items required maintenance. The Communications and Engineering Section of the 1611th Field Maintenance Squadron monitors, directs, and coordinates this service with Gentile Air Force Base.[25]

During the period from the 1st of October thru the 1st of December the Base Communications Section transmitted by electrical means 5,780 messages, received 2,800 messages, and relayed 24,400 messages. This is a total of 32,980 messages handled during this period.

The McGuire Telephone Exchange was placed into operation on the 26th of November. The telephone system was installed by the Western Electric Company, a subsidiary of the American Telephone and Telegraph Company. The New Jersey Bell Telephone Company assumed maintenance responsibility the 26th of November. New Jersey Bell also installed and maintained all telephones on McGuire Air Force Base. The operations of the switchboard was the responsibility of the Base Communications Section. At the end of this reporting period seventeen (17) civil service telephone operators were employed to operate the switchboard.[26]

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25. Hist of Field Maintenance Sq.
26. Hist of Base Communications Section

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McGuire Air Force Base had 323 main lines and 175 bridge extensions installed. The switchboard is a nine (9) position board with a 2000 line capacity.[27]

26. Hist of Base Communications Section

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INSTALLATIONS

At the end of this reporting period twenty-five (25) buildings under construction at McGuire Air Force Base had been accepted by the Air Force. The following is a list of the accepted buildings:[27]

BUILDING NOMENCLATURE	BUILDING NUMBER
Control Tower	16-1
Direction Finder Structor	16-8
Receiver Building (Type A)	16-9
Transmitter Building (Type B)	16-12
Radar Beacon Building	16-14
Air Freight Terminal	17-2
Deep Well Pumping Station	17-3
Deep Well and Pumping Station	19-4
Deep Well and Pumping Station	36-6
Alert Hangar (North South)	18-7
Inflamable Warehouse	21-2
Ordance Storage and Repair	23-4
Cahpel	25-3
Air Police Headquarters	29-2
1611th Air Transport Wing Headquarters	29-4
1611th Air Transport Group Headquarters	29-5
Air Base Squadron	29-6
Annex Hq. Atlantic Division	29-3
Base Communications	29-7

27. Hist of Installations Sq. (See Tab # 3)

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BUILDING NOMENCLATURE	BUILDING NUMBER
General Warehouse	21-7
Air Installations Administration Bld.	34-100
Air Installations Shops	34-101
Air Installations Warehouse	34-102
Crash and Fire Station	17-8
Training Facility Building	18-13

The following Buildings within the new construction area were not yet completed at the time of this report: [28]

BUILDING NOMENCLATURE	PERCENT COMPLETE	REMARKS
Inflammable Storage Warehouse	99	Seeding to be done
Airmens Dorm with Dining Hall	82	Interior not completed
Aircraft Maintenance Hangar	85	Doors not installed
Bachelor Officer's Qtrs	99	Closure Plates on doors rqd
Ordance Storage and Repair	99	Paving not completed
Central Heating Plant	98	Paving incomplete
Crash and Fire Station	98	Paving incomplete
Air Passenger Terminal	98	Interior Incomplete
Dispensary and Dental Clinic	90	Heating incomplete
Atlantic Division Headquarters	53	Construction not complete. Air conditioning not installed in annex
Engine Build-up Shop	22	Change in plans
Automotive Hobby Shop	5	Design incomplete

28. Hist of Installations Squadron

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BUILDING NOMENCLATURE	PERCENT COMPLETE	REMARKS
Motor Pool Admin. Bldg.	5	Design incomplete
Blood Processing Center	1	Foundation incomplete

Two problems which arose within the construction progress at McGuire Air Force Base was the slippage in the heating plant and the slippage in the Maintenance Hangar. The big hangar which was the only maintenance facility, was scheduled for completion approximately on the 1st of April. However, this was being delayed as a result of hangar doors which were expected to arrive on the 1st of February.

Every new building in the new area at McGuire was scheduled to be served by the Central Heating Plant.[29] The greatest concern in regards to the new area was when the heating plant would be installed and in operation. At a meeting held on the 5th of October at McGuire Air Force Base, attended by members of Headquarters, Military Air Transport Service, Atlantic Division, 1611th Air Transport Wing, Dover Air Force Base, Philadelphia District CE and the American Hydrotherm Corporation, Colonel Dany brought out that the date the heating plant would be installed should have the following considerations attached to it: Would the heating plant be tested as of that date, would it reach all facilities that it is required to reach on that date, would there be heat during periods of test or any operational difficulties, would there be a standby provided if there were operation deficiency and would a contract for the operation of the boiler system be included ?[29]

Colonel Venable brought out that a reasonable time to start operation of the heating plant would be the 15th of December. The heating plant was

29. Meeting Minutes held on 5 Oct at McGuire AFB

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tested and flushed during the month of November and was put into operation, on a test basis, during the month of December. At the end of this reporting period the heating plant was still operating on a test basis with only two boilers operating. When the Air Force takes over the heating plant on the 1st of April 1955 the four boilers needed to heat the old and new areas adequately are programmed to be in operation.

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TRAINING

During this reporting period the 38th Air Transport Squadron personnel were assigned to fill all school quotas made available to the squadron. Four (4) pilots, twelve (12) flight mechanics, three (3) engine specialists and three (3) aircraft specialists were placed on temporary duty to West Palm Beach, Florida for training on the C-118 aircraft in their respective speciality field. Limited on-the-job-training was conducted during this period, primarily due to unit preparation causing instability and the varied nature of work that had to be accomplished. The squadron took full advantage of all training quotas available and consequently trained the full complement of flight mechanics assigned. In the pilot category, limited personnel were sent to school due to lack of assigned pilots. In the maintenance field many more could have been trained because of the non-operational status of the 38th Air Transport Squadron. This would have appreciably reduced man hour losses that will be encountered later on when personnel are sent to school on temporary duty.[30]

The Field Maintenance Squadron increased their on-the-job-training program due to the great increase of personnel into McGuire Air Force Base. At the end of September a total of fifteen (15) airmen had completed the OJT and were upgraded to the next higher level. As of 31 September there were seventy-seven (77) airmen on OJT for upgrading to a higher level Air Force Speciality Code.[31]

During July and August a total of sixteen (16) airmen were sent to Westover Air Force Base, Mass. to attend a three week course of instruction on C-118 aircraft. This number of airmen were separated into three groups. One group of five (5) was sent on 26 July, another group of five (5)

30. Hist of 38th ATS
31. Hist of Field Maintenance Sq.

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on 7 August and the last group of six (6) on 20 August.

Because of the assignment of new type aircraft to McGuire Air Force Base more schools were anticipated for the Field Maintenance Squadron

Within the 1611th Air Transport Group all training functions were handled by the Group Operations Officer. Requests for quotas at the 1707th Air Transport Wing C-118 School at West Palm Beach, Florida were submitted during the first quarter of this reporting period for all crew members assigned to the squadron

In addition to the above, arrangements were made with the 1600th Air Transport Group at Westover Air Force Base, Mass. to include personnel of the 1611th Air Transport Group in their Navigation, Artic Survival, and Physiological Courses.

Base Defense and Ground Training subjects were being phased into each organization's training program. Due to the lack of qualified instructors, this phase of training had a slow start, however, as instructors became more proficient this training began to speed up.

During the 1 st quarter of this reporting period the following flying training hours were utilized for the periods indicated.

OCTOBER	NOVEMBER	DECEMBER
178	315	129

In addition to the above training, various crew members performed flights with the 1600th Air Transport Group at Westover Air Force Base.

All other organizations throughout this command initiated on-the-job-training programs and at the end of this reporting period all squadron training was well under way.

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SPECIAL ACTIVITIES

During this reporting period the Personal Affairs Section gave lectures on personal affairs to airmen in confinement and separation lectures concerning Insurance, Beterans Administration affairs, Air Force Reserve, Beterans benefits and Discharge Certificates. Personnel being discharged were assisted by a representative of the New Jersey Employment Division. Various industrial organizations in the McGuire area were contacted to obtain information concerning job opportunities awaiting discharged personnel.

The education program at McGuire Air Force Base grew steadily during this period with 488 individuals enrolled in the program on the 1st of October and 586 enrolled at the end of this period. These figures included all military personnel of this base taking correspondence courses from the United States Air Force Institute, the Air University, Rider College and Rutgers University. McGuire airmen were also attending Trenton Central High School and the Jersey Prep School. A total of 278 high school and college-level exams were administered for high school diplomas or college credits. Requirements for high school diplomas were completed by seventy-two (72) men who later received certificates of diplomas. A total of 1,050 personal interviews were conducted with individuals with educational problems.[32]

Plans were completed during this period to have a base-residence program with instructors from Temple University. Courses in Algebra, English, Psychology, Management and Investment were offered. Due to the lack of classroom space at this base these courses, sponsored by

32. Hist of Special Services

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the McGuire Education Center, were held in conjunction with the Army's program, with the classes being held at the Fort Dix Education Center

The facilities at the McGuire Hobby Shop were utilized by a daily average of fifty-one (51) persons during this period. The ceramics room was enlarged four times its past size. Lucite patterns for leather craft, new tools, kiln, slip and glazes for ceramic use, ceramic molds, and espendable supplies were purchased. A Model Railroad Club was formed and meetings were conducted every Wednesday night at the Hobby Shop.

Athletics proved to be well supported by participants and spectators during this period. Twelve (12) teams participated in the Intramural Softball Tournament. The winner of the double elimination tourament was the 4709th Defense Wing Headquarters with the Operations Squadron as runner up.

The Base Softball team played twelve (12) games and closed the season on the 12th of August. The McGuire Baseball team played thirty-five (35) games, winning eighteen (18) and losing seventeen (17).

The Touch Football season closed on the 10th of December completing a schedule of forty-four (44) games. The 1611th Air Base Squadron was the winning team with the 1611th Air Police Squadron as runner-up.

At the end of this reporting period the Base Basketball Team had played only six (6) games of their twenty-five (25) game schedule with a record of five (5) wins and one (1) loss.

The monthly attendance for the Base Theater during this reporting period was as follows:[33]

32. Hist of Special Services

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JUL	AUG	SEP	OCT	NOV	DEC
3,141	4,034	2,438	3,207	3,450	3,042

A Cinemascope Screen was installed in the Base Theater during the week of 9 - 15 December.

The annual Childres's Christmas Party was held in the Base Theater on the 24th of December. Approximately 850 children attended, including children of Air Force personnel and Mount Holly and Trenton Orphanages. Girts were distributed to all the children.

On the 25th of September McGuire Air Force Base held it's annual Kiwanis International "Kids Day".

Open house was held from 10 am through 1 pm with a beg parade on the flight line starting the day, after which, the base hangar doors were opened to show many displays prepared by units and squadrons at McGuire Air Force Base. The static displays included cutaway engines, both jet and reciprocating types, radio equipment, guns and tanks from Fort Dix, maintenance equipment, a Trenton Filter Center display, Photographic laboratory equipment display, weather and ground safety displays, personal flying equipment, and jet armament displays. A model airplane meet was also held on the flight line.

The day was climaxed with a colorful flyover of jets from the 4709th Air Defense Wing.

During this reporting period the Chaplain Section presented Character Guidance lectures in the Base Theater, or on occasions at Squadron Level, in Day Rooms. Weekly rehabilitationlectures were given in the Guard House, and frequent informal visits were made to the Guard House for instructions and consultations. Lectures were given to AFROTC units, Air National Guard Units and various USO agencies.

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GENERAL ORDERS

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MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

GENERAL ORDERS)
NUMBER 61)

2 April 1954

	SECTION
ACTIVATION OF THE 17TH, 18TH AND 46TH AIR TRANSPORT SQUADRONS, MEDIUM	II

II. ACTIVATION OF THE 17TH, 18TH AND 46TH AIR TRANSPORT SQUADRONS, MEDIUM. -1. The following units, having been reconstituted, redesignated, and assigned to Military Air Transport Service, are activated at stations indicated, effective 18 July 1954. The 17th Air Transport Squadron, Medium, is further assigned to the 1608 Air Transport Group, Atlantic Division. The 18th Air Transport Squadron, Medium, is assigned to Atlantic Division, pending organization of appropriate parent unit at McGuire Air Force Base, New Jersey. The 46th Air Transport Squadron, Medium, is further assigned to the 1700th Air Transport Group, Continental Division, Military Air Transport Service.

OLD DESIGNATION	NEW DESIGNATION	T/O COMPOSITION	AUTH STRENGTH OFF	AUTH STRENGTH AM	STATION OF ACTIVATION
17th Transport Squadron	17th Air Transport Squadron, Medium	1-1551P, 1 Dec 51 1 x Parts II, IIC	45	156	Charleston Air Force Base, South Carolina
18th Transport Squadron	18th Air Transport Squadron, Medium	1-1551P, 1 Dec 51 1 x Parts II, IIC	45	156	McGuire Air Force Base, New Jersey
46th Transport Squadron	46th Air Transport Squadron, Medium	1-1551P, 1 Dec 51 1 x Parts II IIC	45	156	Kelly Air Force Base, Texas

2. Personnel will be furnished from sources under control of the Commanders, Atlantic Division and Continental Division, respectively.

3. The above units are Category D units and are authorized Unit Essential equipment as listed in their Unit Property Record Equipment Authorization Lists. The UPREAL's will be prepared based on Column 3A of the MEAL, and above Table of Organization composition. In addition, equipment is authorized as specified in the Unit Allowance List (UAL). The UAL will be submitted in accordance with paragraph 8, MATS Regulation 67-8, 30 June 1953.

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4. Precedence categories for the above units as established in the current issue of the United States Air Force Operating Program-Priorities of Programmed Units are: for the 17th Air Transport Squadron, Medium, XX-33; for the 18th Air Transport Squadron, Medium, XX34; for the 46th Air Transport Squadron, Medium, XX-35. Any change in these precedences will be reflected in subsequent issues.

5. Upon activation, the 17th and 18th Air Transport Squadrons, Medium, are entitled to the history, battle honors, and any colors belonging to the 17th and 18th Transport Squadrons, respectively, disbanded 31 October 1943. The 46th Air Transport Squadron, Medium, is entitled to the history, battle honors, and any colors belonging to the 46th Transport Squadron, desbanded 30 September 1943. If desired unit histories may be obtained from the USAF Historical Division, Air University, Maxwell Air Force Base, Alabama.

6. Initial Morning Reports for the above units will be prepared in accordance with Air Force Manual 171-6. Action directed herein will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

7. AUTHORITY: Department of the Air Force Letter, AFOMO 98j, "Reorganization the 31st and Certain Other Air Transport Squadrons, Heavy; Reconstitution, Redesignation, and Activation of Certain Other U.S.AF Units," dated 22 March 1954.

BY ORDER OF THE COMMANDER:

B. E. ALLEN
Brigadier General, USAF
Chief of Staff

OFFICIAL:

s/James G. Hyland
JAMES G. HYLAND
Colonel, USAF
Adjutant

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Comdr, ATLD (20)
Comdr, CNTLD (20)
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Comdr, 1600 AT Gp (20)
Comdr, 1606 AT Gp (20)
Comdr, 1700 AT Gp (20)
Ea AF Depot (5)
Hq ANC ATTN: MCSR-4 (2)
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I. M. DYE
1st Lt USAF

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MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

GENERAL ORDERS)
NUMBER 116)

2 July 1954

RECONSTITUTION, REDESIGNATION AND ACTIVATION OF THE 38TH TRANSPORT SQUADRON

1. The 38th Transport Squadron having been reconstituted, redesignated as the 38th Air Transport Squadron, Medium, and assigned to Military Air Transport Service, is further assigned to 1611th Air Transport Wing, and is activated at McGuire Air Force Base, New Jersey, in accordance with T/O 1-1555P-M, 1 June 1954, 1 x Part II, with an authorized strength of forty-five (45) officers one (1) warrant officer and one hundred eight-four (184) airmen, effective 18 October 1954.

2 Personnel will be provided from sources under control of the Commander, Atlantic Division.

3. The above is a Category D unit and is authorized Unit Essential Equipment as listed in the MTAL. The UPTEAL, or UMC column of the Unit Allowance List (UAL) as appropriate, will be prepared based on Column 3A of the MTAL, and above Table of Organization composition. The parent commander will forward a list of equipment to this headquarters in accordance with paragraph 7a, Air Force Regulation 67-23, 8 April 1954 and MATSUP thereto.

4. The precedence category for the 38th Air Transport Squadron, Medium, is XX-35 as indicated in the current isue of the USAF Operating Program-Priorities of Programmed Units. Any change will be reflected in subsequent issues of this publication.

5. Upon activation, the 38th Air Transport Squadron, Medium, is entitled to the history, battle honors, and any colors belonging to the 38th Transport Squadron ended 18 October 1943. If desired, unit history may be obtained from the USAF Historical Division, Air University, Maxwell Air Force Base, Alabama.

6. Initial Morning Report for the above unit will be prepared in accordance with Air Force Manual 171-6. Action directed herin will be reported by means of the Air Force Organization Status Change Report (RCS-AF-61).

7. AUTHORITY: Department of the Air Force Letter AFOMO 286j, subject: "Reconstitution, Redesignation and Activation of the 38th Transport Squadron; Reorganization of the 34 Air Transport Squadron, Heavy," Dated 22 June 1954.

BY ORDER OF THE COMMANDER:

DON O. DARROW
Brigadier General, USAF
Acting Chief of Staff

OFFICIAL:

JAMES G. HELAND
Colonel, USAF
Command Adjutant

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I. N. UHL, 1st. Lt USAF

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MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

GENERAL ORDERS)
NO. MAR 141)

17 August 1954

SECTION

DESIGNATION AND ORGANIZATION OF THE 1619TH MAINTENANCE SQUADRON I
REORGANIZATION OF UNITS, ATLANTIC DIVISION

* * * * * * * * * * * * * * * *

II. REORGANIZATION OF UNITS, ATLANTIC DIVISION. -1. The following units, Atlantic Division, are reorganized in accordance with Tables of Distribution indicated effective 1 January 1955.

AIT	ORGANIZATION LATS-TD-NO	AUTH STRENGTH OFF	AMN	CIV	LOCATION
1611 Air Transport Wing:					
Headquarters 1611 Air Transport Wing	T-295, Jan 55	45	155	54	McGuire Air Force Base, New Jersey
1611 Air Base Squadron	T-296, Jan 55	25	132	41	McGuire Air Force Base, New Jersey
1611 Air Police Squadron	T-297, Jan 55	4	144	0	McGuire Air Force Base, New Jersey
1611 Food Service Squadron	T-298, Jan 55	4	201	0	McGuire Air Force Base, New Jersey
1611 Installations Squadron	T-299, Jan 55	5	296	117	McGuire Air Force Base, New Jersey
1611 Maintenance Squadron	T-274, Jan 55	17	402	66	McGuire Air Force Base, New Jersey
1611 Motor Vehicle Squadron	T-277, Jan 55	5	19[illegible]	11	McGuire Air Force Base, New Jersey
1611 Supply Squadron	T-276, Jan 55	11	297	70	McGuire Air Force Base, New Jersey
1611 USAF Dispensary	T-278, Jan 55	28	107	13	McGuire Air Force Base, New Jersey

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GO 1/1, HATS, Washington 25, D. C. 17 August 1954

UNIT	ORGANIZATION HATS-TD-RO	AUTH STRENGTH OFF AIR CIV	LOCATION
1611 Air Transport Group:			
Headquarters 1611 Air Transport Group	T-2,3, Jan 55	13 19 4	McGuire Air Force Base, New Jersey
1611 Air Traffic Squadron	T-294, Jan 55	21 265 75	McGuire Air Force Base, New Jersey

2. Personnel will be furnished from sources under control of the Commander, Atlantic Division.

3. The parent commander will submit to this headquarters the necessary adjustments to the Unit Allowance List (UAL) in accordance with Air Force Regulation 67-83, 8 April 1954 and HATSUP thereto.

4. Appropriate entries will be made in the Morning Report for the above units in accordance with Air Force Manual 171-6. Action directed herein will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

5. AUTHORITY: Air Force Regulation 20-52, 25 February 1952.

BY ORDER OF THE COMMANDER:

A. T. WILSON, JR.
Brigadier General, USAF
Acting Chief of Staff

OFFICIAL

/s/ Fred Leos
/t/ FRED KLEOS
Major, USAF
Assistant Command Adjutant

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N B Kehoe Jr.
N. B. KEHOE JR
Major USAF

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HEADQUARTERS
1611TH AIR TRANSPORT WING
Atlantic Division, (MATS)
McGuire Air Force Base
Trenton, New Jersey

GENERAL ORDERS)
NUMBER 4)

19 July 1954

ASSUMPTION OF COMMAND. - - Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 1611th Air Transport Wing (MATS), and of McGuire Air Force Base, Trenton, New Jersey, effective this date, vice Colonel JOHN D LAVELLE, 43594A, relieved.

DISTRIBUTION: "A"

CHARLES E DAVY
Colonel, USAF
Commander

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J. K. Kyle

I. K. KYLE
1st. Lt., USAF

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PHOTO OF FIRST AIRCRAFT ASSIGNED
TO THE 18TH AIR TRANSPORT SQUADRON

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CHART SHOWING THE NEW CONSTRUCTION AREA
WITH BUILDINGS THAT WERE ACCEPTED BY THE
AIR FORCE IN RED

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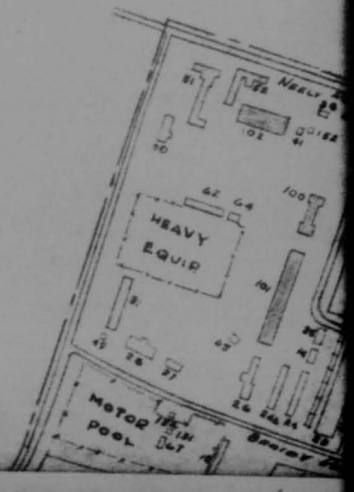

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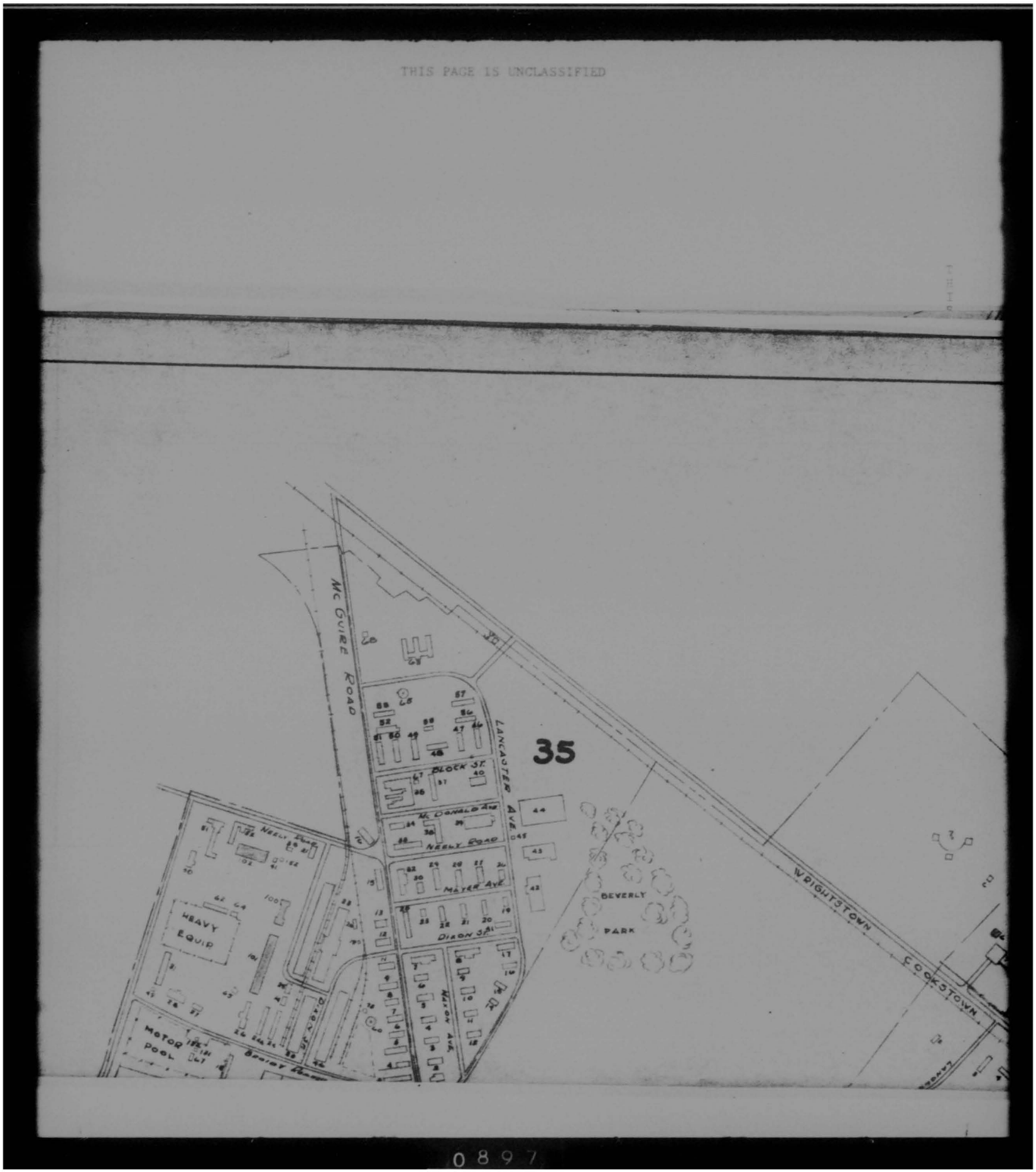

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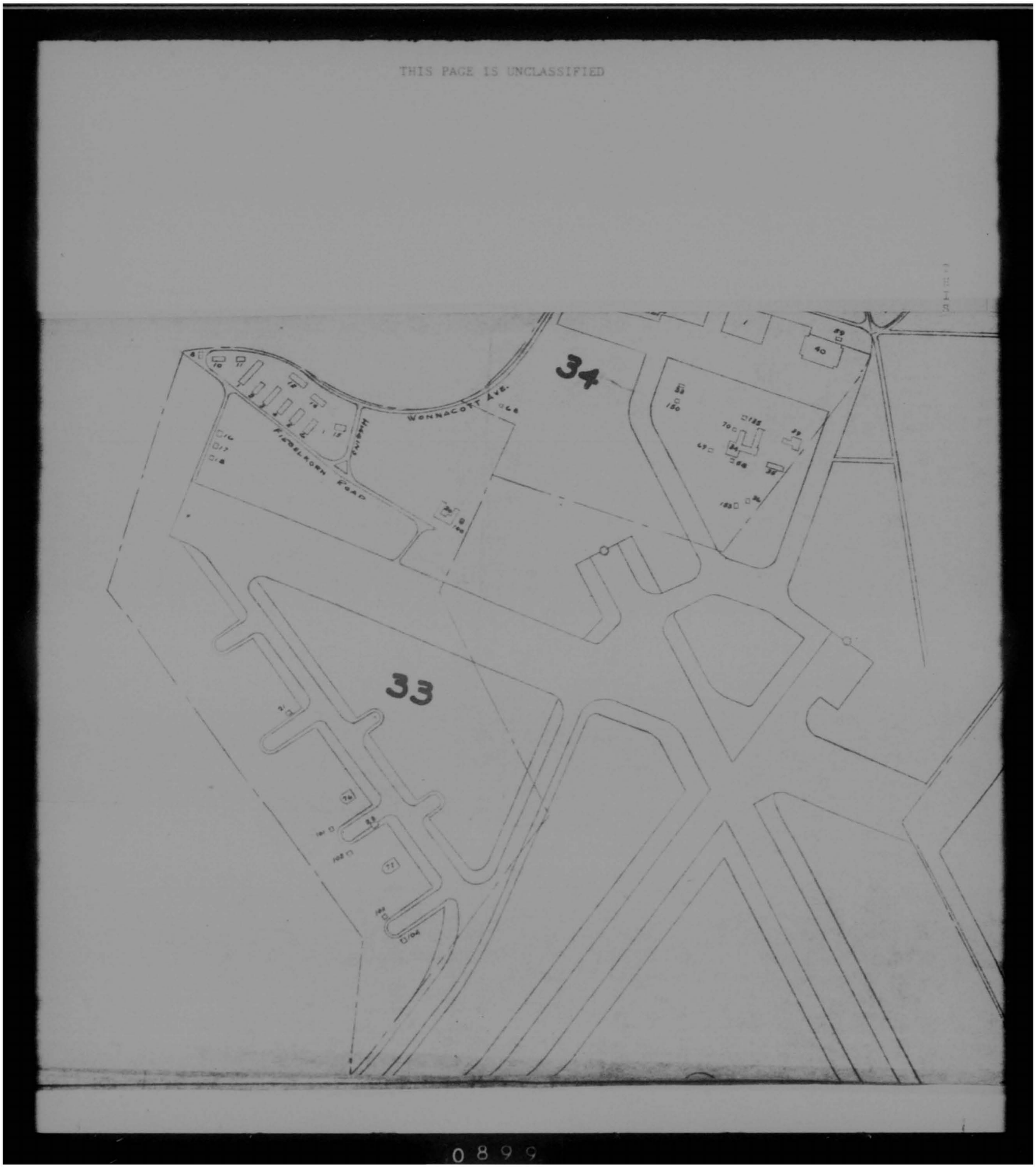

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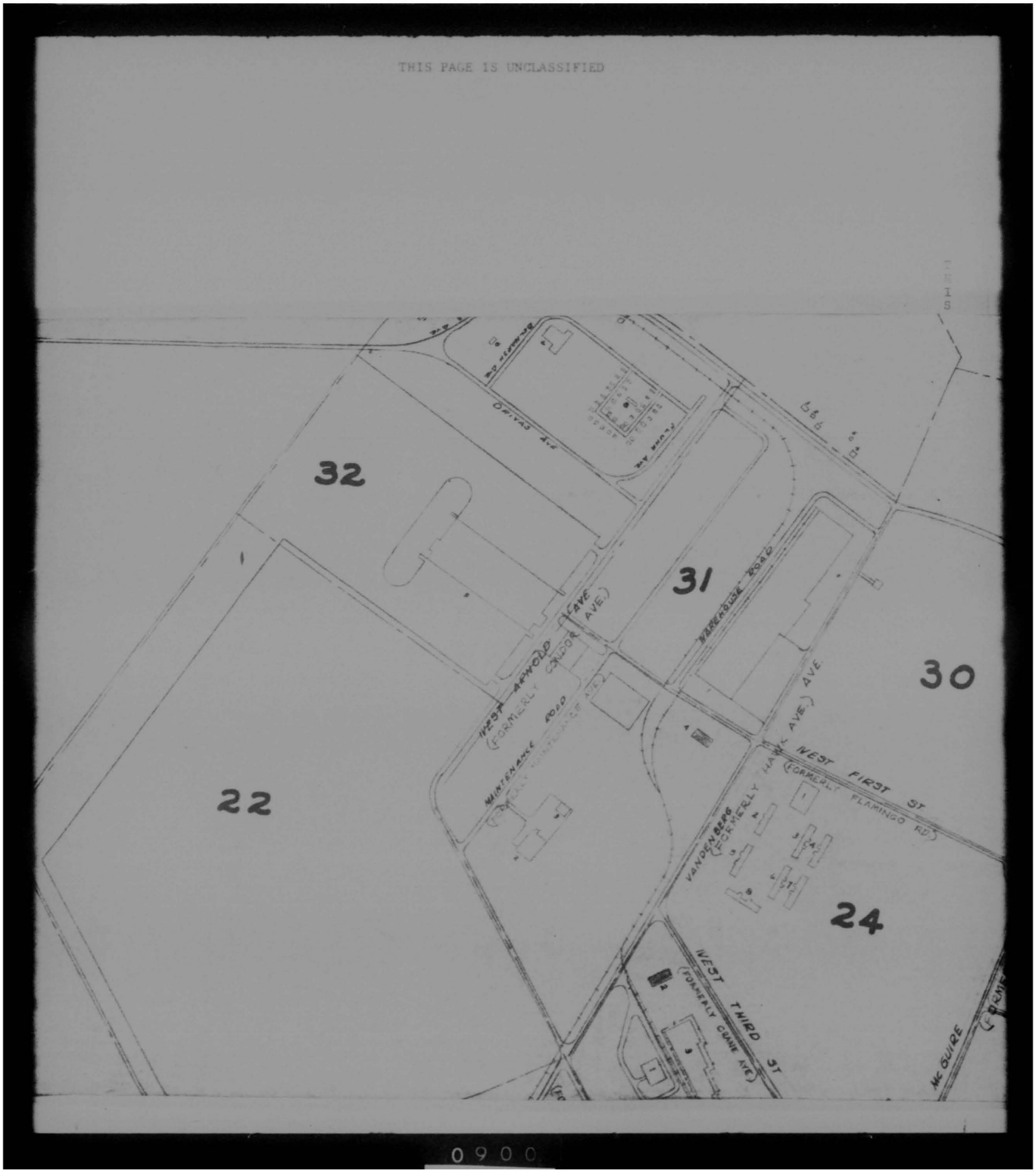

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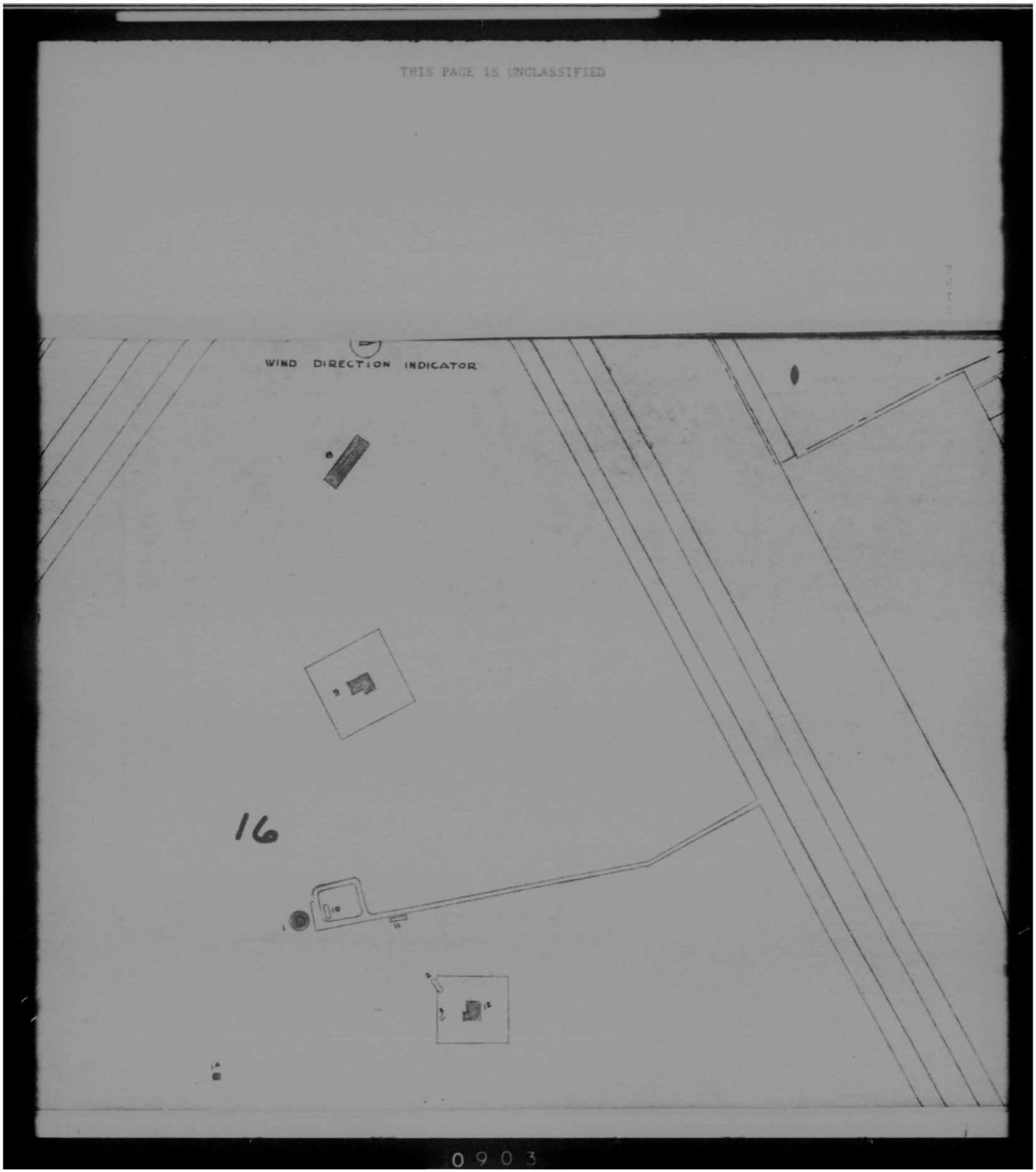

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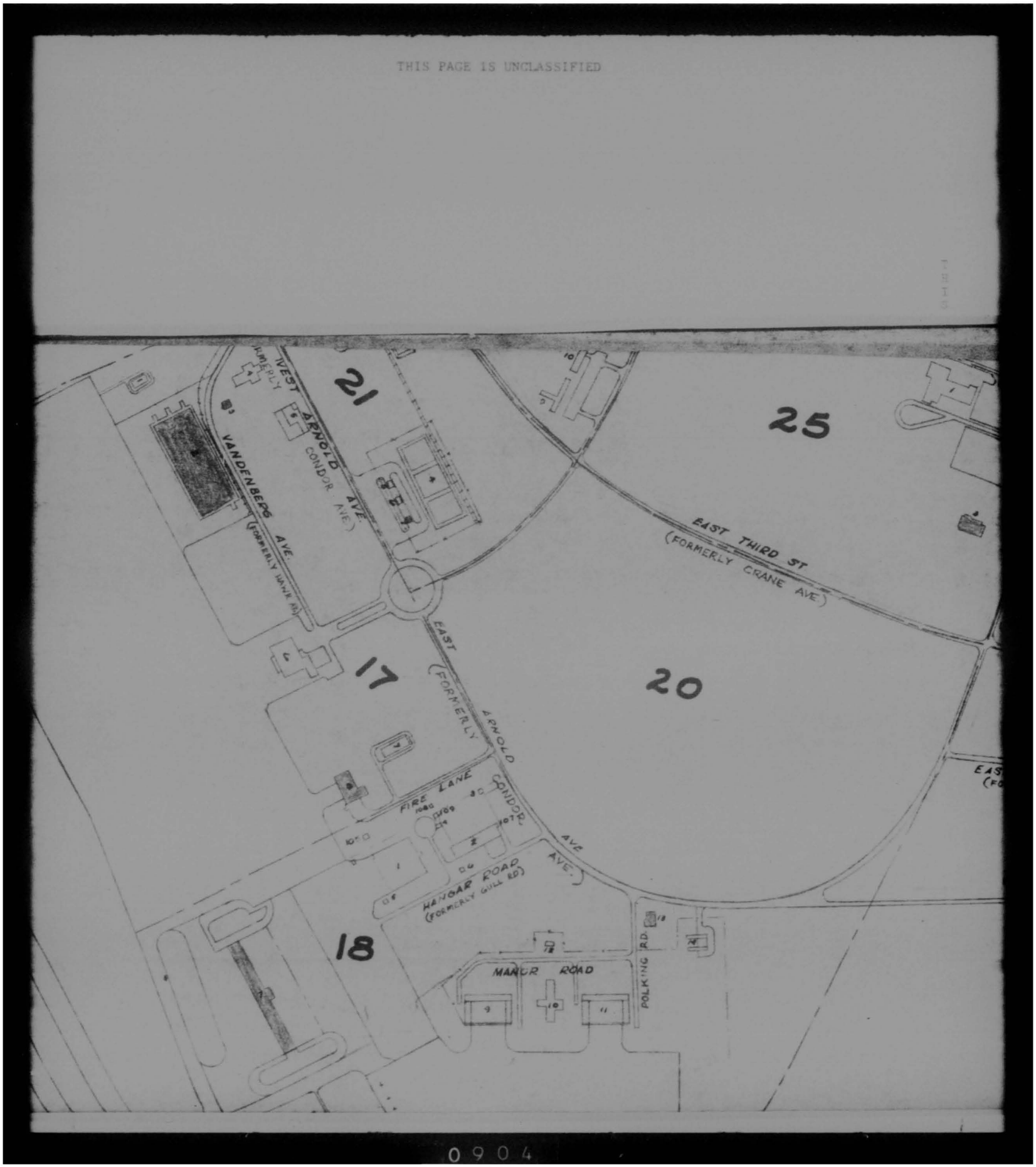

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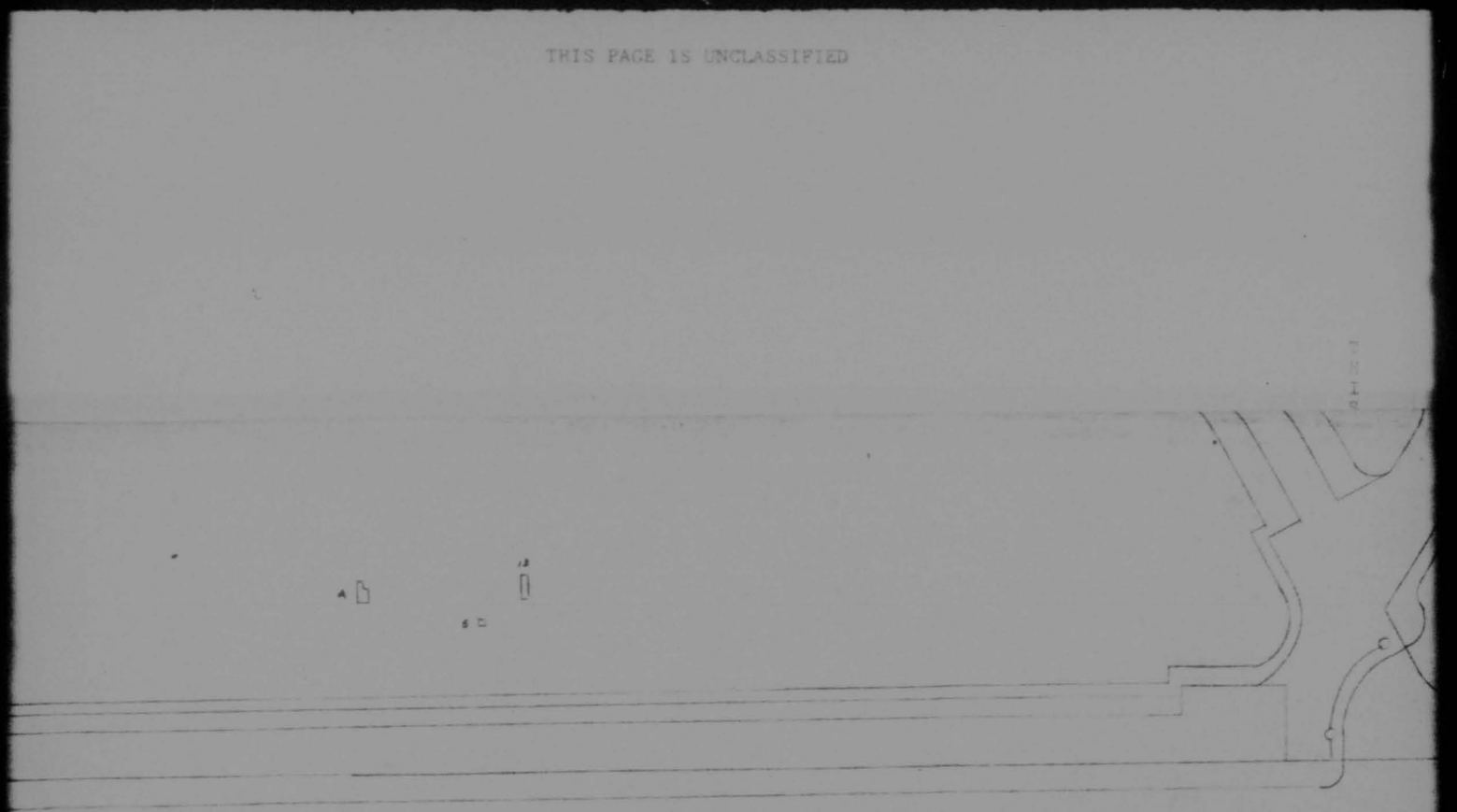

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A	28 MAR. 55	GEN'L REV. & ADDITION OF FORMER ROAD NAMES

REVISION

MATS—DIRECTORATE OF INSTALLAT

McGUIRE AIR FORCE

TRENTON, NEW JERSEY

BASIC — LAYOU

SUBMITTED:	RECOMMENDED:	APPR
DRAWN: R.H. TERRY	SCALE: 1"=400'	
CHECKED: M.D. Prior	PROJ. NO.	SHEE
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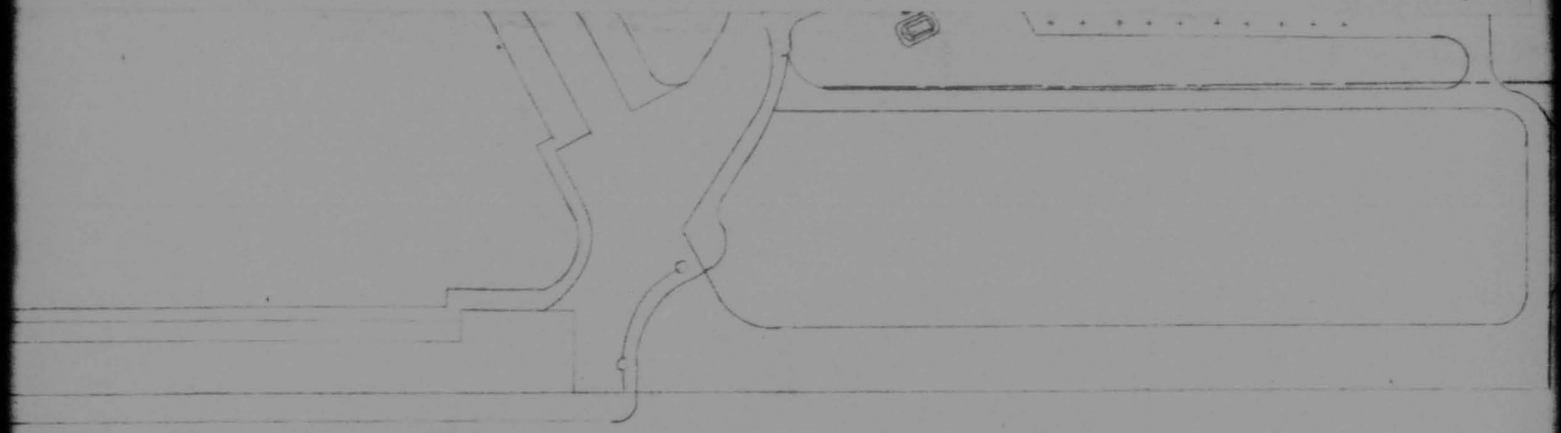

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REVISION

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McGUIRE AIR FORCE BASE

TRENTON, NEW JERSEY

BASIC — LAYOUT

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DRAWN: R.H. TERRY	SCALE: 1"=400'	DRAWING NUMBER 107-57
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DATE: 16 MAR. 55		

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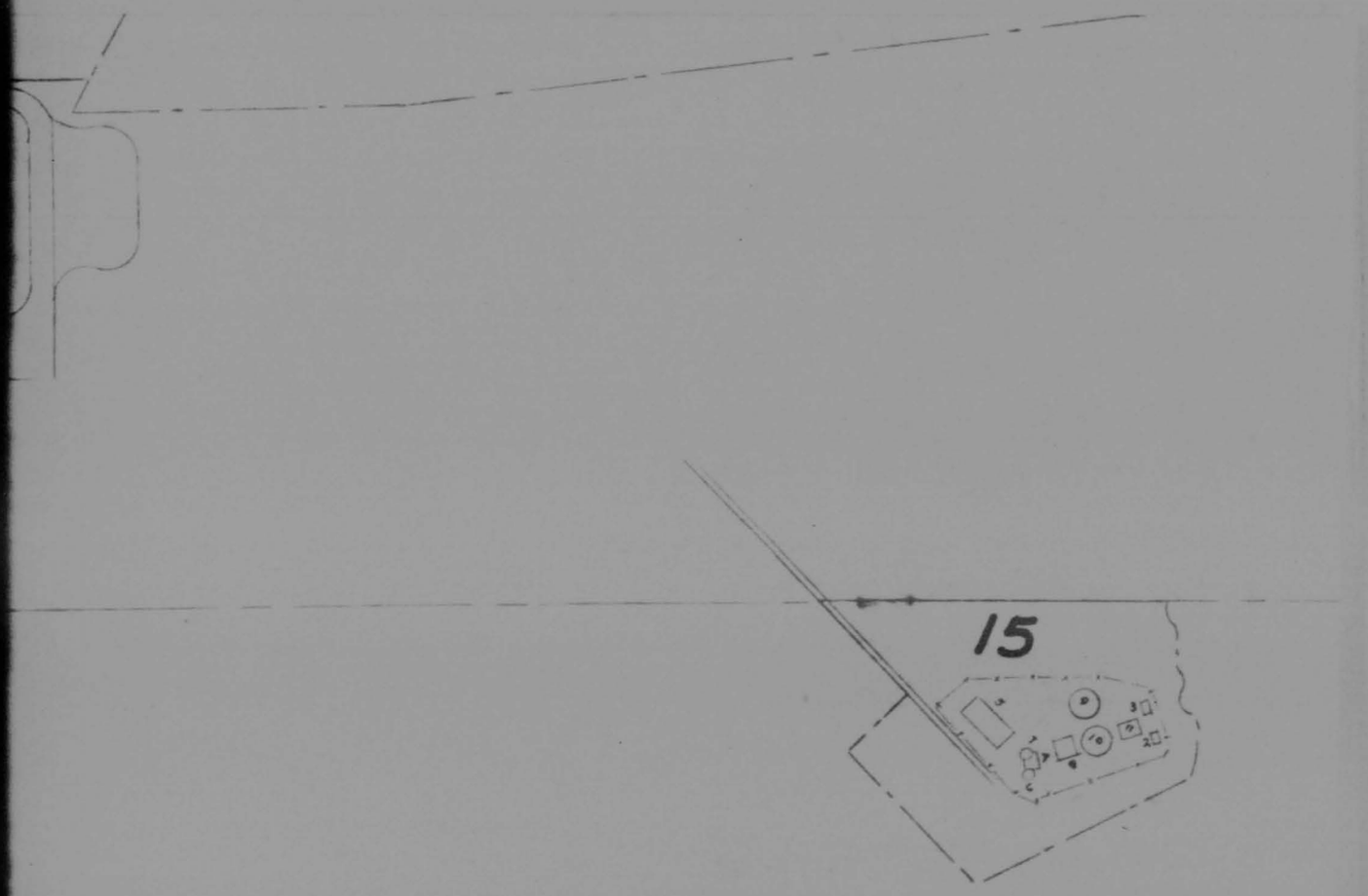

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Jan-June 1955
vol 1
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HISTORY

OF 1611th AIR TRANSPORT WING

ATLD, MILITARY AIR TRANSPORT SERVICE

JAN 55 - 30 JUNE 55

Vol. 1

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HISTORY OF

1611TH AIR TRANSPORT WING, MEDIUM

MCS AUD 5

M/SGT. RICHARD W. EVANS

ATLANTIC DIVISION

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COLONEL GEORGE B. DANY

Colonel George B. Dany assumed command of the 1611th Air Transport Wing, Medium, on July 19, 1954, replacing former commander, Colonel John D. Lavelle.

Colonel Dany graduated from West Point with the class of 1934 and won his pilot's wings in October 1935. From June of 1934 to August 1947 while the Air Force was still part of the Army, Colonel Dany held many positions including being a pilot instructor, director of training and director of navigation and training. He was an assistant and later Chief of Staff for the First Air Division. Also he was Administrative Assistant to Chief of Staff and Deputy Chief of Staff, Headquarters, MDTAC, Texas.

In August 1947 the Air Force became a separate branch of the Service and from that time until August of 1949, Colonel Dany was Deputy Chief of Staff, Headquarters, MDTAC. From 5 August 1949 to 23 July 1950 he was a student at the Air Force and Naval War College. He became Deputy Chief of Training at HQ USAF. From August 20, 1953 to July 16 1954, Colonel Dany was a student at the National War College, Maxwell AFB, Alabama.

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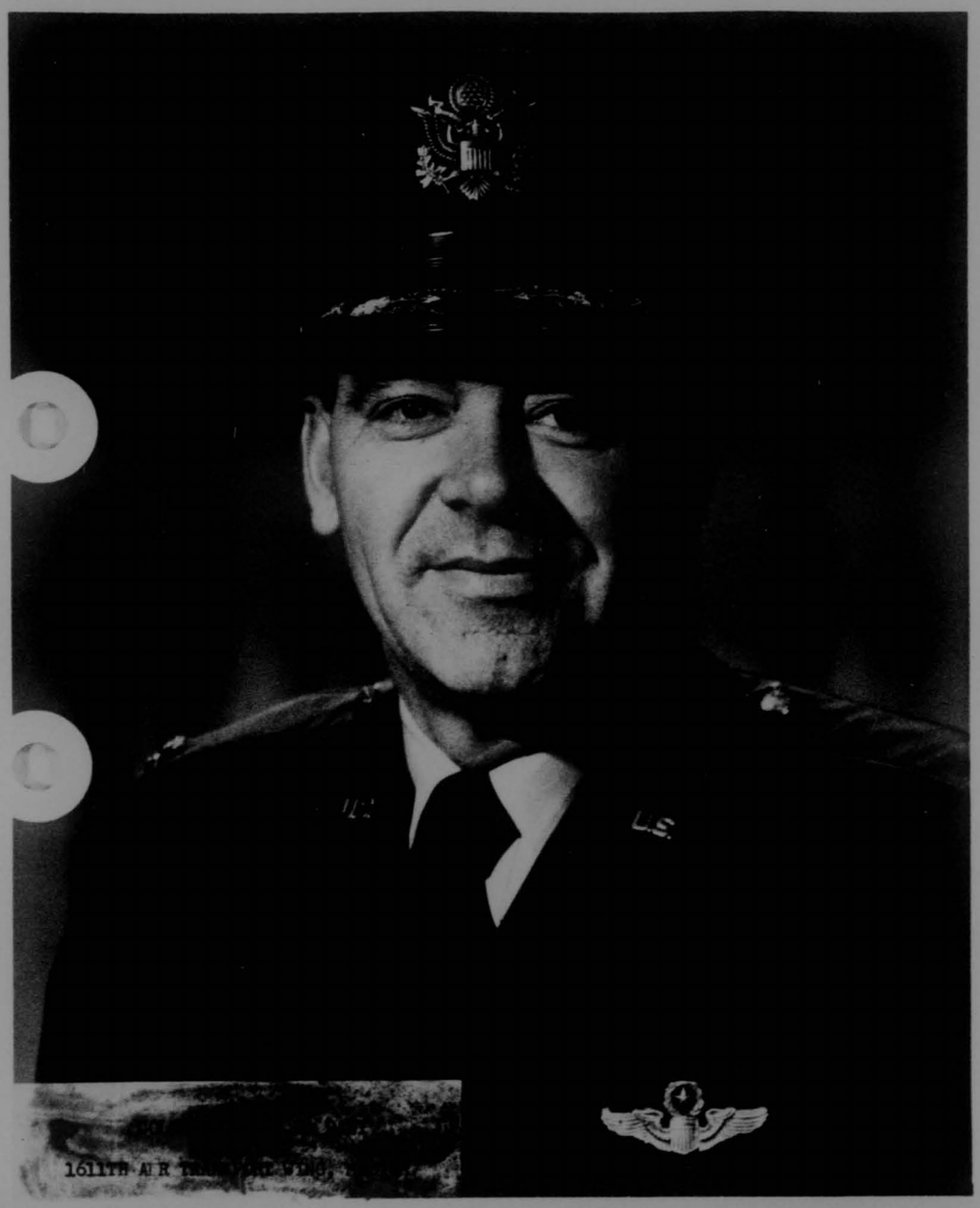

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MISSION

The mission of the 1611th Air Transport Wing is to command, operate, administer, and maintain McGuire Air Force Base and assigned organizations, installations, and facilities for the purpose of transporting by air, personnel, material, mail, strategic materials, and other cargos for all agencies of the Department of Defense and as authorized for other government agencies.

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MISSION REGULATIONS PUBLISHED DURING THIS PERIOD

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BASE REGULATION
NR 23-20

HEADQUARTERS
1611TH AIR TRANSPORT WING (M)
Atlantic Division (MATS)
McGuire Air Force Base
Trenton, New Jersey
29 Dec 54

ORGANIZATION

Mission of the 1611th Air Installations Squadron

	Paragraph
Purpose	1
Mission	2
Responsibility and Authority	3
Relationships	4

1. Purpose. To outline the mission, responsibilities and relationships of the 1611th Air Installations Squadron, 1611th Air Transport Wing, Medium.

2. Mission. The mission of the 1611th Air Installations Squadron is to provide management of all real estate; fire protection and aircraft crash rescue; installation facilities rehabilitation, alteration, extension or addition, deletion, relocation and restoration of damage caused by disasters; and repair, maintenance, or operation of buildings, structures, grounds, facilities, utilities, or other real property improvements, to include new construction in any place designated by the Wing Commander, in accordance with current Air Force Regulations, policies and directives.

3. Responsibility and Authority. Within the limits of policies and directives established by the Wing Commander and higher headquarters, the Commander, 1611th Air Installations Squadron, is designated Staff Installation Engineer and is responsible for, but not limited to, the duties set forth below and is delegated commensurate authority for their accomplishment. He may delegate to members of his organization those portions of his responsibilities that he shall determine, together with proportionate authority for their accomplishment, but he may not delegate or relinquish his overall responsibility for efficient results.

a. Command, organize and administer the personnel and activities of his unit to insure effective and efficient accomplishment of his assigned mission.

b. Provide for the security, health, welfare, morale and discipline of all personnel under his command.

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c. Insure continuous and progressive training of his personnel in order to attain and maintain a high state of operational readiness.

d. Strive for maximum safety, efficiency, and economy in the execution of his mission.

e. Be responsible for the proper utilization, upkeep, repair, and security of materials, supplies, equipment, and facilities assigned to his command.

f. Establish directives and SOP's necessary for the successful accomplishment of his assigned mission.

g. Maintain current plans and SOP's to enable his organization to rapidly and effectively meet its commitments as prescribed in base defense, domestic emergency, contingency, and war plans.

h. Prepare and submit to the Wing Manpower Office changes to Unit Manning Documents when necessary.

i. Prepare and submit budget and financial plan information for inclusion in the base budget when required.

j. Insure timely submission of reports required by the 1611th Air Transport Wing, Medium, and higher headquarters.

k. Advise the Wing Commander on all matters pertinent to real estate, buildings, installed property, fire protection and aircraft crash rescue.

l. Manage all installation owned real estate.

m. Provide adequate fire protection and aircraft crash rescue facilities.

n. Rehabilitate, alter, extend, delete, relocate and restore installation facilities as required.

o. Repair and maintain buildings, structures, facilities, grounds, and utilities as necessary.

p. Supervise real property improvements, to include new construction, as directed by the Wing Commander in accordance with current directives.

q. Serve as recorder on the Permanent Installation Planning Board in accordance with AFR 85-10.

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r. Provide custodial services as required.

s. Perform such other duties and special assignments as may be directed by the Wing Commander.

4. Relationships. The Commander, 1611th Air Installations Squadron will observe and conduct the following relationships:

a. Be accountable to the Wing Commander for the accomplishment of his mission. His effectiveness report will be prepared by the Wing Executive Officer and indorsed by the Wing Commander.

b. Coordinate and cooperate with Wing Staff Officers and seek and accept functional guidance from them on matters within their areas of responsibility.

c. Coordinate his activities and cooperate with Commanders of lateral organizations, to include tenant units, on matters of mutual concern.

d. Conduct and maintain liaison with the Air Force Installations Representative, Department of the Army Corps of Engineers, resident engineer and the public as are necessary to accomplish his mission.

BY ORDER OF THE COMMANDER:

Harry W. Whitenight

HARRY W WHITENIGHT
Captain, USAF
Adjutant

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BASE REGULATION
NR ~~20-20~~ 20-24
23-5

HEADQUARTERS
1611TH AIR TRANSPORT WING (M)
Atlantic Division (MATS)
McGuire Air Force Base
Trenton, New Jersey
29 Dec 54

~~ORGANIZATION~~ MISSION

Mission of the Wing Comptroller

Paragraph
Purpose.....1
Mission.....2
Responsibilities.....3

1. Purpose. To outline the mission and responsibilities of the Comptroller, 1611th Air Transport Wing, Medium.

2. Mission. As a staff member, the Wing Comptroller advises the Wing Commander on comptroller matters and directs the budget, accounting, financial, statistical and management analysis functions of the Wing.

3. Responsibilities:

a. Organizes, directs and supervises his activities to insure the successful accomplishment of his assigned mission.

b. Insures continuous and progressive training of his assigned personnel to attain and maintain a high state of efficiency and effectiveness.

c. Prepares and maintains a current check list of Emergency Staff Actions required upon implementation of Emergency War Plans.

d. Exercises administrative and technical supervision over comptroller functions.

e. Monitors the reports control system.

f. Provides a central graphic service.

g. Supervises the translation of the integrated programs of the Wing into budgetary requirements and justifies the budget.

h. Analyzes programs and functions relative to cost and makes recommendations for efficient, effective and economical utilization of manpower, materials and funds.

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i. Prepares annual financial plans and revisions thereto adapted to the mission of the Wing.

j. Supervises Wing accounting and finance procedures.

k. Provides statistical data on costs, finance, budget estimates and related management data within the Wing.

l. Acts as a financial and management adviser to the Wing Commander, and compiles data pertinent to the accomplishment of Wing objectives.

m. Performs such other duties and special projects as may be directed by the Wing Commander.

BY ORDER OF THE COMMANDER:

Harry W. Whitenight

HARRY W WHITENIGHT
Captain, USAF
Adjutant

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BASE REGULATION
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HEADQUARTERS
1611TH AIR TRANSPORT WING (M)
Atlantic Division (MATS)
McGuire Air Force Base
Trenton, New Jersey
29 Dec 54

~~ORGANIZATION~~ MISSION

Mission of the 1611th Air Base Squadron

Paragraph
Purpose.....1
Mission.....2
Responsibility and Authority....3
Relationships.....4

1. Purpose. To outline the mission, responsibilities and relationships of the 1611th Air Base Squadron, 1611th Air Transport Wing, Medium.

2. Mission. The mission of the 1611th Air Base Squadron is to provide base support functions for assigned and attached organizations of the 1611th Air Transport Wing, Medium, tenanted at McGuire Air Force Base, and administer the airmen assigned to Headquarters, 1611th Air Transport Wing, Medium.

3. Responsibility and Authority. Within the limits of policies and directives established by the Wing Commander and higher headquarters, the Commander, 1611th Air Base Squadron, is responsible for, but not limited to, the duties set forth below and is delegated commensurate authority for their accomplishment. He may delegate to members of his organization those portions of his responsibilities that he shall determine, together with proportionate authority for their accomplishment, but he may not delegate or relinquish his overall responsibility for efficient results:

a. Command, organize and administer the personnel and activities under his jurisdiction, to include airmen assigned to Headquarters, 1611th Air Transport Wing, Medium, to insure effective and efficient accomplishment of his assigned mission.

b. Provide for the security, health, welfare, morale and discipline of all personnel under his command.

c. Insure continuous and progressive training of his personnel in order to attain and maintain a high state of operational readiness.

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d. Strive for maximum safety, efficiency and economy in the execution of his mission.

e. Be responsible for the proper utilization, upkeep, repair and security of materials, supplies, equipment and facilities assigned to his command.

f. Establish directives and SOP's necessary for the successful accomplishment of his assigned mission.

g. Maintain current plans and SOP's to enable his organization to rapidly and effectively meet its commitements as prescribed in base defense, domestic emergency, contingency and war plans.

h. Prepare and submit to the Wing Manpower Office changes to Unit Manning Documents when necessary.

i. Prepare and submit budget and financial plan information for inclusion in the base budget when required.

j. Insure timely submission of reports required by the 1611th Air Transport Wing, Medium, and higher headquarters.

k. Provide Headquarters, 1611th Air Transport Wing, Medium with required administrative and logistical support.

l. Provide the following:

(1) BOQ, NCOQ and dependent housing services to permanently assigned personnel. Provide transient personnel with necessary billeting.

(2) Base Separation Center.

(3) Base Personal Affairs function.

(4) Air Force Aid Society function.

m. Operate and maintain:

(1) Personnel Services functions and related activities.

(2) Base Recruiting and Aviation Cadet-Officer Candidate Programs.

n. Administer and maintain:

(1) Base Operations Section.

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(2) Base Training Section.

(3) Base Photographic Section.

(4) Base Communications Section.

o. Perform such other duties and special assignments as may be directed by the Wing Commander.

4. Relationships. The Commander, 1611th Air Base Squadron will observe and conduct the following relationships:

a. Be accountable to the Wing Commander for the accomplishment of his mission. His effectiveness report will be prepared by the Wing Executive Officer and indorsed by the Wing Commander.

b. Coordinate and cooperate with Wing Staff Officers and seek and accept functional guidance from them on matters within their areas of responsibility.

c. Coordinate his activities and cooperate with Commanders of lateral organizations, to include tenant units, on matters of mutual concern.

d. Conduct such relationships with the public as are necessary to accomplish his mission.

BY ORDER OF THE COMMANDER:

HARRY W WHITENIGHT
Captain, USAF
Adjutant

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BASE REGULATION
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HEADQUARTERS
1611TH AIR TRANSPORT WING (M)
Atlantic Division (MATS)
McGuire Air Force Base
Trenton, New Jersey
13 Dec 54

MISSION
~~ORGANIZATION~~

Mission of the 1611th Supply Squadron

Paragraph
Purpose.....1
Mission.....2
Responsibility and Authority.....3
Relationships.....4

1. Purpose. To outline the mission, responsibilities and relationships of the 1611th Supply Squadron, 1611th Air Transport Wing, Medium.

2. Mission. The mission of the 1611th Supply Squadron is to provide for receipt, storage and issue of all classes of supplies, except medical, for all assigned and attached units of the 1611th Air Transport Wing, Medium.

3. Responsibility and Authority. Within the limits of policies and directives established by the Wing Commander and higher headquarters, the Commander, 1611th Supply Squadron is responsible for, but not limited to, the duties set forth below and is delegated commensurate authority for their accomplishment. He may delegate to members of his organization those portions of his responsibilities that he shall determine, together with proportionate authority for their accomplishment, but he may not delegate or relinquish his overall responsibility for efficient results.

a. Command, organize and administer the personnel and activities of his unit to insure effective and efficient accomplishment of his assigned mission.

b. Provide for the security, health, welfare, morale and discipline of all personnel under his command.

c. Insure continuous and progressive training of his personnel in order to attain and maintain a high state of operational readiness.

d. Strive for maximum safety, efficiency and economy in the execution of his mission.

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e. Be responsible for the proper utilization, upkeep, repair and security of materials, supplies, equipment and facilities assigned to his command.

f. Establish directives and SOP's necessary for the successful accomplishment of his assigned mission.

g. Maintain current plans and SOP's to enable his organization to rapidly and effectively meet its commitments as prescribed in base defense, domestic emergency, contingency and war plans.

h. Prepare and submit to the Wing Manpower Office changes to Unit Manning Documents when necessary.

i. Prepare and submit budget and financial plan information for inclusion in the base budget when required.

j. Insure timely submission of reports required by the 1611th Air Transport Wing, Medium, and higher headquarters.

k. Requisition, receipt, store and issue all classes of supplies and equipment except medical.

l. Receipt, classify, store, account for and dispose of all disposable property.

m. Control the precedence, select the most appropriate means and provide the necessary services for movement of supplies, equipment and personnel, baggage and household goods when government directives or expedience requires the use of commercial transportation facilities.

n. Operate and administer:

(1) The clothing sales store.

(2) The petroleum facilities to include refueling units and base supply service station.

(3) The commercial transportation facilities to include the government railroad and associated equipment.

o. Perform such other duties and special assignments as may be directed by the Wing Commander.

4. Relationships. The Commander, 1611th Supply Squadron, will observe and conduct the following relationships:

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a. Be accountable to the Wing Commander for the accomplishment of his mission. His effectiveness report will be prepared by the Wing Executive Officer and indorsed by the Wing Commander.

b. Coordinate and cooperate with Wing Staff Officers and seek and accept functional guidance from them on matters within their areas of responsibility.

c. Coordinate his activities and cooperate with Commanders of lateral organizations, to include tenant units, on matters of mutual concern.

d. Conduct such relationships with the public as are necessary to accomplish his mission.

BY ORDER OF THE COMMANDER:

JEROME N WALDOR
Captain, USAF
Acting Adjutant

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BASE REGULATION
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HEADQUARTERS
1611TH AIR TRANSPORT WING (M)
Atlantic Division (MATS)
McGuire Air Force Base
Trenton, New Jersey
13 Dec 54

~~ORGANIZATION~~ MISSION

Mission of the 1611th Food Service Squadron

	Paragraph
Purpose	1
Mission	2
Responsibility and Authority	3
Relationships	4

1. Purpose. To outline the mission, responsibilities, and relationships of the 1611th Food Service Squadron, 1611th Air Transport Wing, Medium.

2. Mission. The mission of the 1611th Food Service Squadron is to provide dining facilities with attendant food service functions for all organizations except non-appropriated fund facilities.

3. Responsibility and Authority. Within the limits of policies and directives established by the Wing Commander and higher headquarters, the Commander, 1611th Food Service Squadron, is designated Food Service Staff Officer and is responsible for, but not limited to, the duties set forth below and is delegated commensurate authority for their accomplishment. He may delegate to members of his organization those portions of his responsibilities that he shall determine, together with proportionate authority for their accomplishment, but he may not delegate or relinquish his overall responsibility for efficient results.

a. Command, organize and administer the personnel and activities of his unit to insure effective and efficient accomplishment of his assigned mission.

b. Provide for the security, health, welfare, morale and discipline of all personnel under his command.

c. Insure continuous and progressive training of his personnel in order to attain and maintain a high state of operational readiness.

d. Strive for maximum safety, efficiency and economy in the execution of his mission.

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e. Be responsible for the proper utilization, upkeep, repair and security of materials, supplies, equipment and facilities assigned to his command.

f. Establish directives and SOP's necessary for the successful accomplishment of his assigned mission.

g. Maintain current plans and SOP's to enable his organization to rapidly and effectively meet its commitments as prescribed in base defense, domestic emergency, contingency and war plans.

h. Prepare and submit to the Wing Manpower Officer changes to Unit Manning Documents when required.

i. Prepare and submit budget and financial plan information for inclusion in the base budget when required.

j. Insure timely submission of reports required by the 1611th Air Transport Wing, Medium, and higher headquarters.

k. Operate dining facilities for all organizations except non-appropriated fund facilities.

l. Operate the following:

(1) Central meat cutting and fat rendering plant.

(2) Central pastry and bakery shop.

(3) Ration breakdown and issue facilities.

(4) In-flight lunch kitchen.

m. Conduct studies and surveys of food service operations and prepare appropriate reports.

n. Handle all food service correspondence and disseminate information to operating personnel.

o. Assist in the establishment of the Menu Board and serve as board chairman.

p. Advise the Wing Commander on food service matters.

q. Perform such other duties and special assignments as may be directed by the Wing Commander.

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4. Relationships. The Commander, 1611th Food Service Squadron will observe and conduct the following relationships:

a. Be accountable to the Wing Commander for the accomplishment of his mission. His effectiveness report will be prepared by the Wing Executive Officer and indorsed by the Wing Commander.

b. Coordinate and ccoperate with Wing Staff Officers and seek and accept functional guidance from them on matters within their areas of responsibility.

c. Coordinate his activities and cooperate with Commanders of lateral organizations, to include tenant units, on matters of mutual concern.

d. Conduct such liaison and relationships with the Commissary Sales Officer and public as are necessary to accomplish his mission.

BY ORDER OF THE COMMANDER:

Jerome N Waldor

JEROME N WALDOR
Captain, USAF
Acting Adjutant

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BASE REGULATION
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HEADQUARTERS
1611TH AIR TRANSPORT WING (M)
Atlantic Division (MATS)
McGuire Air Force Base
Trenton, New Jersey
7 Dec 54

~~ORGANIZATION~~ MISSION

Mission of the 1611th Motor Vehicle Squadron

Paragraph
Purpose.....1
Mission.....2
Responsibility and Authority.....3
Relationships.....4

1. Purpose. To outline the mission, responsibilities, and relationships of the 1611th Motor Vehicle Squadron, 1611th Air Transport Wing, Medium.

2. Mission. The mission of the 1611th Motor Vehicle Squadron is to provide organizational and field maintenance for general and special purpose vehicles and powered ground equipment assigned to the Wing and to operate a motor pool for the efficient control and dispatch of vehicles and powered ground equipment assigned to the Wing and to operate a motor pool for the efficient control and dispatch of vehicles for the conduct of official business.

3. Responsibility and Authority. Within the limits of policies and directives established by the Wing Commander and higher headquarters, the Commander, 1611th Motor Vehicle Squadron, is responsible for, but not limited to, the duties set forth below and is delegated commensurate authority for their accomplishment. He may delegate to members of his organization those portions of his responsibilities that he shall determine, together with proportionate authority for their accomplishment, but he may not delegate or relinquish this overall responsibility for efficient results.

a. Command, organize and administer the personnel and activities of his unit to insure effective and efficient accomplishment of his assigned mission.

b. Provide for the security, health, welfare, morale and discipline of all personnel under his command.

c. Insure continuous and progressive training of his personnel in order to attain and maintain a high state of operational readiness.

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d. Strive for maximum safety, efficiency and economy in the execution of his mission.

e. Be responsible for the proper utilization, upkeep, repair and security of materials, supplies, equipment and facilities assigned to his command.

f. Establish directives and SOP's necessary for the successful accomplishment of his assigned mission.

g. Maintain current plans and SOP's to enable his organization to rapidly and effectively meets its commitments as prescribed in base defense, domestic emergency, contingency and war plans.

h. Prepare and submit to the Wing Manpower Office changes to Unit Manning Documents when necessary.

i. Prepare and submit budget and financial plan information for inclusion in the base budget when required.

j. Insure timely submission of reports required by the 1611th Air Transport Wing, Medium, and higher headquarters.

k. Perform organizational and field maintenance on general and special purpose vehicles and powered ground equipment to include aircraft auxiliary power units.

l. Operate and maintain a base motor pool and such subpools as may be required.

m. Provide a base driver's school for issuance of vehicle operator permits to mentally and physically qualified applicants.

n. Establish necessary controls to detect accident-prone personnel and recommend to the Wing Commander revocation of vehicle operator permits when dangerous trends are discovered.

o. Provide scheduled bus service to selected base areas and alter established bus stops and schedules only upon the approval of the Base Transportation Council.

q. Perform such other duties and special assignments as may be directed by the Wing Commander.

4. Relationships. The Commander, 1611th Motor Vehicle Squadron, will observe and conduct the following relationships:

a. Be accountable to the Wing Commander for the accomplishment of his mission. His effectiveness report will be prepared by the Wing Executive Officer and indorsed by the Wing Commander.

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b. Coordinate and cooperate with Wing Staff officers and seek and accept functional guidance from them on matters within their areas of responsibility.

c. Coordinate his activities and cooperate with Commanders of lateral organizations, to include tenant units, on matters of mutual concern.

d. Conduct such relationships with the public as are necessary to accomplish his mission.

BY ORDER OF THE COMMANDER:

Jerome N. Waldor

JEROME N WALDOR
Captain, USAF
Acting Adjutant

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BASE REGULATION
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HEADQUARTERS
1611TH AIR TRANSPORT WING (M)
Atlantic Division (MATS)
McGuire Air Force Base
Trenton, New Jersey
29 Dec 54

MISSION
~~ORGANIZATION~~

Mission of the Wing Materiel Officer

Paragraph
Purpose.....1
Mission.....2
Responsibilities.....3

1. Purpose. To outline the mission and responsibilities of the Materiel Officer, 1611th Air Transport Wing, Medium.

2. Mission. As a staff officer, the Wing Materiel Officer advises the Wing Commander and furnishes functional guidance to commanders of assigned and tenant units on aircraft and motor vehicle maintenance, transportation, installations, supply and supply services to include purchasing and contracting, food service commissary, base exchange, laundry and memorial functions; maintains a technical library for the Wing.

3. Responsibilities:

a. Organizes, directs and supervises his activities to insure the successful accomplishment of his assigned mission.

b. Insures continuous and progressive training of his assigned personnel to attain and maintain a high state of efficiency and effectiveness.

c. Prepares and maintains a current check list of Emergency Staff Actions required upon implementation of Emergency War Plans.

d. Establishes in consonance with existing directives maintenance, supply, and transportation priorities.

e. Monitors the purchasing and contracting functions.

f. Advises the Personnel Officer on assignments of key personnel and materiel activities manning.

g. Advises the Operations Officer on training requirements for logistics personnel and materiel organizational problems.

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h. Monitors and exercises staff supervision over the following functions:

(1) Aircraft maintenance.

(2) Motor vehicle maintenance.

(3) Supply.

(4) Transportation.

(5) Installations.

(6) Food Service.

(7) Supply Services to include:

(a) Commissary.

(b) Base Exchange.

(c) Laundry.

(d) Mortuary.

i. Negotiates and enters into mutual aid, joint use and cross-service agreements.

j. Maintains liaison with:

(1) The appropriate air material areas, depots and logistic activities of other services.

(2) The materiel activities of higher, lateral and subordinate echelons of command.

k. Maintains a centralized technical publications library appropriate to the accomplishment of the Wing mission.

l. Requisitions and distributes technical orders and materiel publications.

m. Establishes an unsatisfactory reports control system and maintains an appropriate station log.

n. Prepares and processes reports of survey.

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o. Performs quarterly staff visits in conjunction with the Wing inspection program, to all assigned organizations and tenant units when required, to render assistance in the accomplishment of their missions, and to determine the degree of compliance with materiel directives and policies.

p. Serves as president of the Base Equipping and Review Board in accordance with AFR 150-8.

q. Performs such other duties and special projects as may be directed by the Wing Commander.

BY ORDER OF THE COMMANDER:

HARRY W WHITENIGHT
Captain, USAF
Adjutant

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BASE REGULATION
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HEADQUARTERS
1611TH AIR TRANSPORT WING (M)
Atlantic Division (MATS)
McGuire Air Force Base
Trenton, New Jersey
29 Dec 54

MISSION
~~ORGANIZATION~~

Mission of the Wing Personnel Officer

Paragraph
Purpose.....1
Mission.....2
Responsibilities.....3

1. Purpose. To outline the mission and responsibilities of the Personnel Officer, 1611th Air Transport Wing, Medium.

2. Mission. As a staff officer, the Wing Personnel Officer advises the Wing Commander and furnishes functional guidance to commanders of assigned and tenant units on assignment, reassignment, classification, promotion and separation of military personnel.

3. Responsibilities:

a. Organizes, directs and supervises his activities to insure the successful accomplishment of his assigned mission.

b. Insures continuous and progressive training of his assigned personnel to attain and maintain a high state of efficiency and effectiveness.

c. Prepares and maintains a current check list of Emergency Staff Actions required upon implementation of Emergency War Plans.

d. Supervises personnel activities within the Wing and advises the Wing Commander on personnel matters.

e. Establishes policy and procedure for assignment, reassignment, classification, promotion and separation of military personnel.

f. Exercises staff supervision over personnel services, ground safety, civilian personnel, recruiting, and the personnel management program.

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g. Performs such other duties and special projects as may be directed by the Wing Commander.

BY ORDER OF THE COMMANDER:

HARRY W WHITENIGHT
Captain, USAF
Adjutant

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ORGANIZATION

The 1611th Air Transport Wing, Medium, McGuire Air Force Base, New Jersey, operates and maintains its transport mission under the command of Atlantic Division, Military Air Transport Service. The following units are under the command of the 1611th Air Transport Wing, Medium: 1611th Air Base Squadron, 1611th Air Police Squadron, 1611th Food Service Squadron, 1611th Installations Squadron, 1611th Field Maintenance Squadron, 1611th USAF Dispensary, 1611th Motor Vehicle Squadron, 1611th Supply Squadron, 1611th Air Terminal Squadron, 730th Air Force Band, and the 1611th Air Transport Group. The following transport squadrons are assigned with the 1611th Air Transport Group: 18th Air Transport Squadron, 29th Air Transport Squadron, 38th Air Transport Squadron, 30th Air Transport Squadron, and the 58th Air Transport Squadron. The Naval Transport Squadron Six (VR-6) is assigned to the 1611th Air Transport Wing, Medium, and operates under the same mission requirements as the Air Force Transport Squadrons.

There are nine (9) tenant organizations which are assigned to McGuire Air Force Base and come under the jurisdiction of the 1611th Air Transport Wing, Medium. They are as follows: Detachment four (4) 2017th Airways and Air Communications Service; Detachment twenty-two (22,) 9th Weather Group; 1732nd Air Evacuation Squadron; 4709th Defense Wing; Air Defense Command; 4602nd Air Intelligence Service; 2nd Office of Special Investigations District Headquarters; Resident Auditor; 7th Air Postal Squadron; and Headquarters Atlantic Division.

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On 3 March 1955 Movement Orders, Message Headquarters USAF AFOOP-OC-C 48642,[1] were dispatched reassigning the 29th Air Transport Squadron from Westover Air Force Base, Massachusetts, to McGuire Air Force Base, New Jersey, and assigning this squadron to the 1611th Air Transport Group, Medium. The 29th Air Transport Squadron, Medium, moved from Westover Air Force Base, Massachusetts, to McGuire Air Force Base, New Jersey, on 13 April 1955.

On 9 March 1955 Movement Orders were published by Headquarters, Military Air Transport Service, reassigning the 30th Air Transport Squadron, Medium, from Westover Air Force Base, Massachusetts, to McGuire Air Force Base, New Jersey.[2] The 30th Air Transport Squadron, Medium, moved from Westover Air Force Base, Massachusetts, to McGuire Air Force Base, New Jersey, on 16 May 1955 and was assigned to the 1611th Air Transport Group, Medium.

The 58th Air Transport Squadron, Medium, was reassigned from the 1700th Air Transport Group, Medium, Continental Division, Military Air Transport Service, to the 1611th Air Transport Group, Medium, 1611th Air Transport Wing, Medium, Atlantic Division, Military Air Transport Service, McGuire Air Force Base, New Jersey, under General Orders number 110,[3] Headquarters, Military Air Transport Service, dated 21 June 1955, effective 24 June 1955. The 58th Air Transport Squadron, Medium, moved from Kelly Air Force Base, Texas, to McGuire Air Force Base, New Jersey, on 24 June 1955 and was assigned to the 1611th Air Transport Group, Medium.

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1. Message not avail this hq. (tel conversation with 29th ATS).
2. M. O. MATS dtd 9 March 55 (see exhibit 1).
3. G. O. 110 Hq, MATS, dtd 21 June 55 (see exhibit 1).

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On 16 May 1955 an advance party from Atlantic Division at Westover Air Force Base, Massachusetts, arrived at McGuire Air Force Base to begin the initial preparations for the movement of Atlantic Division, MATS, from Westover Air Force Base to McGuire Air Force Base. The main party of Atlantic Division arrived at McGuire Air Force Base on 27-30 May and the rear guard arrived at McGuire Air Force Base on 31 May 1955. The Atlantic Division became operational at McGuire Air Force Base on 1 June 1955.

On 30 March 1955 a dispatch[4] was sent by the Chief of Naval Operations ordering Air Transport Squadron Six to change its permanent duty station from Westover Air Force Base, Massachusetts, to McGuire Air Force Base, New Jersey, effective 1 June 1955. On 5 April one officer and two enlisted personnel from the Naval Transport Squadron Six at Westover Air Force Base, Massachusetts, were issued orders to proceed to McGuire Air Force Base in order to establish a VR-6 detachment[5]. Between 10 June and 15 June the VR-6 personnel began to arrive at McGuire Air Force Base and the squadron became operational on 15 June 1955.

On 9 March 1955 Movement Orders[6] were published by Headquarters, Military Air Transport Service, reassigning the 730th Air Force Band from Westover Air Force Base, Massachusetts, to McGuire Air Force Base, New Jersey. The order read that the movement would begin on the earliest possible date after 1 June 1955 and would be completed not later than 1 July 1955. On 21 March a message[7] was issued changing the order to read that the move would be completed not later than 30 June 1955.

On 2 June 1955 a letter[8] was sent to Headquarters, Military Air Transport

4. Naval dispatch (see exhibit 1).
5. Naval orders dtd 5 April 55 (see exhibit 1).
6. M. O. MATS dtd 9 March 55.
7. Message MATS (see exhibit 1).
8. Ltr 730th AF Band dtd 2 June 55 (see exhibit 1).

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Service stating that the 730th Air Force Band departed Westover Air Force Base on 1 June 1955.

On 9 March 1955 Movement Orders[9] were published by Military Air Transport Service reassigning the 7th Air Postal Squadron from Westover Air Force Base, Massachusetts, to McGuire Air Force Base, New Jersey, to be accomplished by 1 July 1955. On 21 March a message[10] was dispatched changing the completion date to 1 June 1955. The 7th Air Postal Squadron arrived at McGuire Air Force Base on 1 June 1955.

At the end of this reporting period the 1611th Air Transport Group had five (5) transport squadrons in operation and working with the Naval Transport Squadron in transporting passengers on trans-Atlantic flights.

On 18 April 1955 the 1732nd Air Evacuation Squadron was reassigned from Westover Air Force Base, Massachusetts, to McGuire Air Force Base, New Jersey.

Further expansion is expected within the 1611th Air Transport Wing as evidenced by the expected reassignment of the 99th Air Transport Squadron, Medium, of the 1503rd Air Transport Wing, Medium, Pacific Division, Hanid Air Force Base, Tokeo, Japan. The move was scheduled for a four-month period beginning April, 1955. The squadron Command Post began scheduled transfers to McGuire Air Force Base on 6 July 1955.

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9. Not available this hq.
10. See exhibit 1.

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PROPOSED 1611 ATW(M) ORGANIZATIONAL CHART
(Indicating Wg & Gp Hqs Staff sections
& Sq Operating sections)

APRIL 1955

1611 AIR TRANSPORT WING HQ

Command
Operations
Traffic
Plans
Intell
Materiel
Supply

Personnel
Mil Pers
Comptroller
Analysis
Stat Svcs
Finance
Budget
Acctg

Adjutant
Mail/Rcds
Publ/Dist
Mnpr&Orga
Fly Safe
TCC
Hq Sq Sec

	Off	Amn	Civ
Wing Hq			
AT Gp			
Maint Gp			
AB Gp			
USAF Disp			
Wg TOTAL			

1611 AIR TRANSPORT GROUP HQ

Command
Materiel
Maint
Supply
Mil Pers
Adjutant
Hq Sq Sec

Operations
Trans Ops
Scheduling
Capabilities
Chief Pilot
Flight Ops
Navigation
APE
Flt Traffic
Radio
Comm
Training

18 ATS, MED
Command
Unit Admin
Unit Supply
Operations
Maintenance

29 ATS, MED
Command
Unit Admin
Unit Supply
Operations
Maintenance

30 ATS, MED
Command
Unit Admin
Unit Supply
Operations
Maintenance

38 ATS, MED
Command
Unit Admin
Unit Supply
Operations
Maintenance

58 ATS, MED
Command
Unit Admin
Unit Supply
Operations
Maintenance

1611 MAINTENANCE GROUP HQ

Command
Mil Pers
Adjutant
Hq Sq Sec

Materiel
Maint
Maint Ctl
Qual Ctl
Supply

FIELD MAINT SQ
Command
Unit Admin
Unit Supply
Maintenance
Trans Maint

PERIODIC MAINT SQ
Command
Unit Admin
Unit Supply
Maintenance
Dock Maint
Flt Test & Insp

FOOD SVC SQ
Command
Unit Admin
Unit Supply
Food Svc

1611 AIR BASE GROUP HQ

Command
Operations
Trng
Comm
Judge Adv
Chaplain
Info Svcs
Materiel
Supply&SQ
P&C
Housing
Base Ex

Personnel
Mil Pers
Civ Pers
Grd Safty
Pers Afrs
Pers Svcs
Off Mess
NCO Mess
Adjutant
Postal
Hq Sq Sec

AIR INSTL SQ
Command
Unit Admin
Maint&Repair
Util Oprs
Fire Protect & Crash Res
Engrng & Mgmt
Unit Supply

MTR VEHICLE SQ
Command
Unit Admin
Unit Supply
Motor Pool
Maintenance

OPERATIONS SQ
Command
Unit Admin
Unit Supply
A/C Ops
Clear&Disp
Nav & Bfrg
Pers Equip
Photo Lab
Base Trng
Syn Trnr
Base Comm

AIR POLICE SQ
Command
Unit Admin
Unit Supply
Operations

1611 USAF DISPENSARY
The medical facility will be organized in accordance with current directives

SUPPLY SQ
Command
Unit Admin
Base Supply
POL
Commissary
Clo Sales
Lndry & Dry Cleaning
Salvage & Disposal
Unit Supply

AIR TERM SQ
Command
Unit Admin
Space Ctl
Intransit Mail
Pass Svc
Pers Procsng
Air Freight
Fleet Service
Comm Trans
Unit Supply

SOURCE: MATS Reg 20-15, 2 Mar 55

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PERSONNEL

The personnel strength for the 1611th Air Transport Wing, Medium, for this reporting period was as follows:

			Civilian	
JANUARY, 1955	Officers	Airmen	Graded	Ungraded
Authorized	269	2584	221	230
Assigned	206	2429	131	123
FEBRUARY, 1955				
Authorized	269	2584	207	275
Assigned	229	2533	132	130
MARCH, 1955				
Authorized	269	2582	192	275
Assigned	252	2581	139	153
APRIL, 1955				
Authorized	362	2839	228	460
Assigned	316	3058	163	205
MAY, 1955				
Authorized	373	2897	228	460
Assigned	399	3264	175	312
JUNE, 1955				
Authorized	379	2897	228	460
Assigned	445	3558	191	347

The total strength chart gives the personnel strength breakdown of assigned and attached units at McGuire Air Force Base.

During the first three months of this reporting period the relationship of assigned strength to authorized strength reflected an

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average officer manning of 85.1% or a shortage of 14.9%. The primary reason for this shortage was the buildup of newly activated units.[11] Monthly officer personnel requisitions were submitted and through this means, shortages were gradually eliminated.

The relationship of assigned strength to authorized strength reflected an everage airman manning of 97.3% or a mathematical shortage of 2.7% during the first three months of the period. However, this shortage could not be acceptable as a true reflection of effective unit manning. Certain career fields were over strength, such as, Communications (291), 40 airmen surplus, and Aircraft Maintenance (431), 42 airmen surplus. Other specialties were under strength, such as, Firefighting (571), 20 airmen short; Flight Traffic Specialists (601-1), 50 airmen short; Senior Clerks (702), 66 airmen short; Dental Specialists (909), 10 airmen short.

During the last three months of this reporting period the relationship of assigned strength to authorized strength reflected an average officer manning of 100%.

The relationship of assigned strength to authorized strength reflected an everage airman manning of 144% or a mathematical overage of 14% for the last three months of this reporting period. Manning documents revisions reduced a number of previously authorized military positions and the influx of newly assigned units contributed to the overage reflection of assigned airmen. Overages of military personnel in the Communications (291), Aircraft Maintenance (431), Air Frame Repair (534), and Supply (641), career fields existed during this period. Shortages, however, existed within such career fields as

11. Hist of Wg per.

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Firefighting (571), Flight Traffic Specialists (601-1), Administrative (702), Finance (671), and Personal Equipment (922). Although the ratio between authorized and assigned vehicle operators indicated favorable manning, excessive mission demands on the Base Motor Pool structure necessitated temporary assignment of personnel not possessing drivers' specialties (603-0)[12] into the Motor Vehicle Squadron. Manning document augmentations were submitted to effect increased authorizations to meet current and projected requirements. Temporary duty assignments were also employed as an expedient in alleviating the excessive work loads that existed within the Base Finance Office.

Higher Headquarters was periodically notified of existing shortages and overages.

Personnel continued to be allocated to this headquarters based on mission demands and the command availability of manpower resources. With very few exceptions, (low aptitudes, records of offenses, etc.) the caliber of airmen personnel assigned were of the quality desired to mission authorizations.

Directed Duty Assignees assigned duty at the semi-skilled level of various specialties continued to be upgraded in accordance with the provisions of AFM 35-1. The limited qualitative experience of this category of airman has hampered the workload commitments of such functions as Accounting, Finance, Administration, and Personnel.

During this reporting period five (5) Directed Duty Assignees were changed to duty assignments in other fields due to either mental or physical inabilities. This headquarters received approval from

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higher headquarters on four (4) requests to permit training which would normally be contrary to the provisions of Project Guidance.

Allocation of critical personnel for assignment to this headquarters continued on a fair pro-rata share basis as compared to other units within Atlantic Division.

The airman promotion quotas allocated to this headquarters for this reporting period were as follows:[13]

	M/Sgt.	T/Sgt.	S/Sgt.	A/1C	A/2C
FEBRUARY	2	8	26	41	46
APRIL	2	10	43	48	52
JUNE	4	5	44	52	62

The above quotas were based on an overall eligibility as follows:

	M/Sgt.	T/Sgt.	S/Sgt.	A/1C	A/2C
FEBRUARY	119	112	177	133	93
APRIL	136	131	216	171	114
JUNE	157	136	200	198	172

On 1 January 1955 a new Non-T/O Personnel Authorization Table (ATLD T-293) went into effect within the 1611th Air Transport Group, Medium. The new Personnel Authorization Table made provisions for a Group Materiel Section consisting of three (3) officers, four (4) airmen, and one (1) civilian. Evaluation of the materiel workload indicated the lack of provisions for an Aircraft Inspection Section; consequently, the 1611th Air Transport Group initiated action to authorize six (6) airmen to be utilized as Maintenance Inspectors. Further authorizations were as follows:

13. Hist of Wg per.

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Operations Staff Officer

Group Chief Pilot and 1 Clerk (70250)

Group Navigator and 1 Clerk (70230)

Performance Engineer

Flight Engineer Technician

Communications Officer

Aircraft Radio Maintenance Technician

Apprentice Clerk

Educational Specialist and 1 Clerk

Stenographers (2) - 1 for Group Commander and 1 for the Operations Staff Officer

Clerk (civilian) for Group Adjutant

Total authorizations for the 1611th Air Transport Group, Medium, for the first quarters of this reporting period were as follows:[14]

Officers	Airmen	Civilians
13	19	4

During this reporting period the 38th Air Transport Squadron, Medium, were authorized the following personnel for the months indicated:

JANUARY, 1955	Airmen	Officers	Warrant Officers
Authorized	184	45	1
Assigned	135	29	1
FEBRUARY, 1955			
Authorized	184	45	1
Assigned	165	45	1

14. Hist of 1611th ATG.

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MARCH, 1955	Airmen	Officers	Warrant Officers
Authorized	184	45	1
Assigned	175	45	1
APRIL, 1955			
Authorized	184	45	1
Assigned	176	63	1
MAY, 1955			
Authorized	184	45	1
Assigned	191	63	1
JUNE, 1955			
Authorized	208	45	1
Assigned	203	66	1

As of the end of this reporting period the 38th Air Transport Squadron, Medium, was assigned ninety-seven percent (97%) of its authorized airmen personnel. The additional personnel authorized under the revised Unit Manning Document were Air Traffic Specialists. There were twelve (12) 60131's and twelve (12) 60151's which were non-Table of Authorization.[15]

Personnel strength for the 18th Air Transport Squadron, Medium, for this reporting period was as follows:

JANUARY, 1955	Airmen	Officers	Warrant Officers
Authorized	184	45	1
Assigned	192	54	0
FEBRUARY, 1955			
Authorized	184	45	1
Assigned	222	53	0

15. Hist of 38th ATS.

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MARCH, 1955	Airmen	Officers	Warrant Officers
Authorized	184	45	1
Assigned	217	52	0
APRIL, 1955			
Authorized	208	45	1
Assigned	206	54	0
MAY, 1955			
Authorized	208	45	1
Assigned	202	49	0
JUNE, 1955			
Authorized	208	45	1
Assigned	222	52	0

At the end of the reporting period the 30th Air Transport Squadron, Medium, was manned under the following strength figures:

	Airmen	Officers
Authorized	305	286
Assigned	65	75

The authorized and assigned strength were relatively what they should have been within this squadron. For some time the squadron operated with a critical shortage of flight attendants. This situation was greatly relieved during May and June when a total of nineteen (19) new flight attendants were assigned to the squadron. This situation will be further relieved in July when more flight attendants will be assigned to this squadron.[16]

16. Hist of the 30th ATSM.

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The following table illustrates the gains and losses for the 30th ATS during this reporting period:

	Airmen	Officers
Gained	39	14
Lost	24	4

The following table shows the authorized and assigned strength for the 29th Air Transport Squadron, Medium, for this reporting period:

MAY, 1955	Airmen	Officers	Total
Authorized	184	46	254
Assigned	199	50	249
JUNE, 1955			
Authorized	184	46	254
Assigned	203	57	260

The following table illustrates the gains and losses for the 29th ATS during the months covered by this reporting period:

	Airmen	Officers
Gained - May	9	7
Gained - June	14	7
Lost - May	3	1
Lost - June	10	2

At the end of this period the 29th Air Transport Squadron, Medium, was numerically up to strength; however, supervisory personnel, higher grade technicians, and clerical help were lacking. As of the end of this period there was no sign of obtaining the personnel required.

The authorized and assigned officer personnel strength within the Naval Transport Squadron Six (VR-6), fluctuated considerably during

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this period due to the move to McGuire Air Force Base. In order to preclude the necessity of personnel moving twice, those with orders to report to VR-6 were ordered to report directly to McGuire Air Force Base. A cut-off date of May 15 was set for the ordering of personnel to Westover Air Force Base. Other officers eligible for transfer from VR-6 remained at Westover until the squadron's final week.

It was efficient that the Bureau of Naval Personnel withheld ordering replacement officers until the move was completed.[17]

A comparison of officer allowance and assigned is shown below; also listed is the enlisted personnel allowance and assigned:

JANUARY, 1955	Airmen	Officers
Authorized	702	113
Assigned	657	118
FEBRUARY, 1955		
Authorized	702	113
Assigned	630	116
MARCH, 1955		
Authorized	702	113
Assigned	575	113
APRIL, 1955		
Authorized	702	113
Assigned	591	115
MAY, 1955		
Authorized	702	113
Assigned	571	114

17. Hist of VR-6 Sq.

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JUNE, 1955	Airmen	Officers
Authorized	702	113
Assigned	573	97

During this reporting period the VR-6 squadron was constantly short of enlisted personnel. As VR-6 is considered to be a part of operating forces of the United States Navy, its enlisted personnel are maintained at the average fleet percentage by the cognizant distribution commanders. This means that the VR-6 squadron was short of certain rated personnel because the fleet was also short and in the same proportion.

The sources of enlisted personnel are two: (1) Aviation personnel controlled and assigned by Commander Air Force, United States Atlantic Fleet, and (2) Non-aviation personnel controlled and assigned by Commander Service Forces, a deputy of Commander-in-Chief, United States Atlantic Fleet.

Among the Petty Officers, the caliber and aptitude was considered excellent. The non-rated men met the minimum requirements of caliber and aptitudes. As Navy Job Classifications were reviewed every three months, there were very few erroneous classifications.[18]

18. Hist of VR-6 Sq.

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The following is a roster of Key Personnel:

HEADQUARTERS, 1611TH AIR TRANSPORT WING, MEDIUM

Commander	Col George B Dany	
Executive	Col John D Lavelle	
Adjutant	Capt Harry W Whitenight	(-14 Jun 55)
	Maj Melville W Hightshoe	(15 Jun 55-)
Wing Inspector	Lt Col Carl M Cramer	(-26 Jun 55)
	Lt Col Armour McDaniel	(27 Jun 55-)
Judge Advocate	Maj Edgar P Farnell	
Operations	Lt Col John G Williams	(-24 Apr 55)
	Col John R East	(25 Apr 55-)
Personnel	Maj J D Stone	
Materiel	Lt Col Porter B Moore	
Traffic	Maj Walter D Bousfield	(- 3 Feb 55)
	None	(4 Feb 55-)
Comptroller	Maj Harry S Litle	
Fly Safety	Capt Richard B Peterson	(-16 Jan 55)
	Capt Homer A Tripp	(17 Jan 55-)
Plans Officer	Maj Rollin R Savage	(-24 Jun 55)
	Maj William E Doud	(25 Jun 55-)
Chaplain	Maj Eugene L Lamb	
Public Info	1st Lt Idellus K Dye	

HEADQUARTERS, 1611TH AIR TRANSPORT GROUP, MEDIUM

Commander	Col John R East	
Adjutant	Maj Willard C Blackwell	(-13 Mar 55)
	Maj Nathan Sutin	(14 Mar 55-)
Personnel	None	
Operations	Maj Charles M Cornette	(- 3 May 55)
	Capt Christopher Cammack	(4 May 55-)
Supply	Capt Norman S Relaford	(- 3 Mar 55)
	None	(4 Mar 55-)

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18TH AIR TRANSPORT SQUADRON, MEDIUM

Commander	Lt Col Augustin Rapisardi
Operations	Maj Harry K Blake
Maintenance	Capt Everett H Black, Jr
Chief Pilot	Capt James C Lamiell

29TH AIR TRANSPORT SQUADRON, MEDIUM

Commander	Lt Col Charles H Davis
Operations	Maj Alden G Glauch
Maintenance	Capt George E Griffin
Chief Pilot	Capt Gordon W Lake

30TH AIR TRANSPORT SQUADRON, MEDIUM

Commander	Lt Col Coleman O Williams
Operations	Maj Albert H Mikkelsen
Maintenance	Maj Lyle S Thomas
Chief Pilot	Capt David R Eppley

38TH AIR TRANSPORT SQUADRON, MEDIUM

Commander	Lt Col Raymond T DeBriyn
Operations	Maj Ralph I Leslie
Maintenance	WOJG Benjamin R Scott
Chief Pilot	Capt William Masyn

58TH AIR TRANSPORT SQUADRON, MEDIUM

Commander	Lt Col Morris E Mansell, Jr
Operations	Maj Henry A Reynolds
Maintenance	Capt Sterling E Owens
Chief Pilot	Capt Gordon W Vikan

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1611TH AIR BASE SQUADRON

Commander — Maj Robert F Taylor, Jr

1611TH INSTALLATIONS SQUADRON

Commander — Lt Col Harlowe E Girard

1611TH FOOD SERVICE SQUADRON

Commander — Capt Frederic T Kennedy

1611TH MOTOR VEHICLE SQUADRON

Commander — Maj Edward A Miller

1611TH FIELD MAINTENANCE SQUADRON

Commander — Maj Milton F Tarr

1611TH SUPPLY SQUADRON

Commander	Capt John T Farrington	(- 3 Feb 55)
	Lt Col Arnold V Egerland	(4 Feb 55-)

1611TH USAF DISPENSARY

Commander — Col James K Gray

1611TH AIR TERMINAL SQUADRON

Commander — Maj Ruskin M Bland

1611TH AIR POLICE SQUADRON

Commander — Capt H G Perkins, III

730TH AIR FORCE BAND

Commander — CWO Eugene A Dieter

2017TH AIRWAYS AND AIR COMMUNICATIONS SERVICE

Commander — Maj Merle E Anderson

DETACHMENT #22 9TH WEATHER GROUP

Commander	Capt John G Daly	(- 2 May 55)
	Capt Donald C Winner	(3 May 55- 2 Jun 55)
	Lt Col Frank Arietta	(3 Jun 55-)

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1732ND AIR EVACUATION SQUADRON

Commander	Maj Kenneth Framsted	(- 6 May 55)
	Maj DeWitt Baker	(7 May 55-)

4709TH DEFENSE WING (AIR DEFENSE COMMAND)

Commander — Col Eugene L Strickland

2ND FIGHTER INTERCEPTOR SQUADRON (ADC)

Commander — Maj James W Gray, Jr

5TH FIGHTER INTERCEPTOR SQUADRON (ADC)

Commander — Maj Marvin Glascow

4602ND AIR INTELLIGENCE SERVICE

Commander — Capt Chester Hanson

MCGUIRE DETACHMENT OFFICE OF SPECIAL INVESTIGATIONS 2ND DISTRICT HQ

Commander — Murray H Chasin

RESIDENT AUDITOR

Commander — Capt Alvin M Shapiro

7TH AIR POSTAL

Commander — 1st Lt Thomas H Barber

HEADQUARTERS ATLANTIC DIVISION (MILITARY AIR TRANSPORT SERVICE)

Commander — Emery S Wetzel

VR-6 (NAVY)

Commander — Capt Charles E Robertson

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1611TH AIR TRANSPORT WING(M)

TOTAL STRENGTH

M/R DATE 30 June 1955

ORGANIZATIONS	OFF AUTH	OFF ASGD	AMN AUTH	AMN ASGD	CIV AUTH	CIV ASGD	TOTAL AUTH	TOTAL ASGD
1611TH ATWM HQ	44	64	162	320	72	60	278	444
1611TH AB SQ	25	35	144	297	38	31	207	363
1611TH AP SQ	4	3	144	155			148	158
1611TH FD SV SQ	4	3	201	224			205	227
1611TH INSTLS SQ	5	11	272	279	172	196	449	486
1611TH FLD MAINT SQ	17	14	295	450	193	95	495	559
1611TH USAF DISP	27	18	110	130	14	6	151	154
1611TH MTR VEH SQ	5	3	181	202	40	20	226	225
1611TH SUP SQ	11	8	284	313	77	61	372	382
1611TH AIR TRAN GP	14	25	19	40	4	4	37	69
1611TH AIR TERM SQ	21	25	176	258	78	55	275	338
18TH AIR TRAN SQ	46	55	208	222			254	277
29TH AIR TRANS SQ	46	58	208	203			254	261
38TH AIR TRANS SQ	46	67	208	203			254	270
30TH AIR TRANS SQ	65	75	305	286			370	361
58TH AIR TRANS SQ	46	4	208	114			254	118
730TH AF BAND	1	1	19	18			20	19
TOTAL 1611TH ATWM	427	469	3134	3714	688	528	4249	4711

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OPERATIONS AND TRAFFIC

During the first quarter of this reporting period the most important problem confronting the Operations Section of the 1611th Air Transport Wing was the assumption of the function of Atlantic Aerial Port of Embarkation. This function was officially transferred to the 1611th Air Transport Wing on 1 April 1955. During the period from 1 January through 31 March all efforts were directed toward this end.

During the first quarter the 1611th Air Transport Group had two squadrons assigned to it. The 18th Air Transport Squadron became operational on 1 February 1955 and continued through the remainder of the period. The 38th Air Transport Squadron became operational on 1 March 1955 and also continued to function in a limited capacity throughout the remainder of the period.

During the latter part of January and the first few days of February representatives from Atlantic Division Headquarters conducted an annual staff inspection of the 1611th Air Transport Wing and the attached units. A critique was held on 3 February, at which time recommendations were received and discussed.

On 1 January 1955 the 1611th Air Transport Wing had nine (9) C-118 aircraft assigned. During the first quarter of this period aircraft were received from the manufacturer until a total of thirty (30) C-118 aircraft were on hand on 31 March 1955.

One of the major projects undertaken during the first quarter was an effort to coordinate zoning with various communities in the vicinity of McGuire Air Force Base. This project is continuing and

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much progress was noted in receiving the cooperation of the various local municipal governments regarding zoning of the height of structures adjacent to the flight traffic pattern around McGuire Air Force Base.

Another project was that of air traffic control, this project involving the problems of high speed jet aircraft, C-118 local transition flights, C-118 scheduled passenger flights, and transient aircraft operating in the vicinity of McGuire Air Force Base.

The problem involving the close proximity of the firing range to the normal operation of McGuire Air Force Base aircraft has been prominent within the 1611th Air Transport Wing Operations Section. When firing is being conducted on the Fort Dix ranges, a definite flying hazard is created. Close liaison between the McGuire Air Force Base tower and the Fort Dix range officer appeared to be the best solution. Excellent cooperation has been maintained between McGuire and Fort Dix and McGuire is informed of all scheduled firing on the Fort Dix ranges. Whenever it becomes necessary to direct all traffic in the vicinity of the Fort Dix ranges, the range controlling officer is notified and immediately suspends firing until a different traffic pattern may be established.

The problem of air space control was greatly assisted by the establishment of New York Radar Control at Mitchel Air Force Base. The Operations Section was included in much of the radar planning involved in this problem. With radar assistance, air space control has become much more efficient and the operations of transport aircraft has thereby become much safer in this vicinity.

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The 18th Air Transport Squadron accomplished 100% of programmed hours for the month of January and for the first month since activation was considered fully operational even though some crew position shortages existed. The 38th Air Transport Squadron in its personnel build-up phase during the first quarter of this report had no aircraft assigned. Assigned line crews in January showed a critical shortage of Aircraft Commanders and crew assistance was provided the 18th Air Transport Squadron by attached pilots to the maximum extent possible. This was a major factor in enabling the 18th Air Transport Squadron to meet their programmed flying hours. The flying hour commitment given to the 18th Air Transport Squadron in January was as follows:

	18th ATS
Scheduled Transport Hours	728
Training Hours	244
Ferry	10
Maintenance Test	10
Total	922

Airlift accomplishments were as follows:

Trip Number	Keflavik	Prestwick	Frankfurt	Number of Flights
A-439	X			13
A-421		X		12
A-453			X	3

MA-10 (Special mission to Ontario, California).

The following is a breakdown of the utilization of transport capabilities for the 18th Air Transport Squadron for the first part

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of this period:[19]

18th ATSM

	Percent	Programmed	Actual
Flying Hours	101	992	1001
Crews	63	992	620
Maintenance	97	992	958
Aircraft	99	8	7.9

The utilization program was 4.0 hours for eight (8) programmed aircraft. Actual utilization was 4.0 hours for 7.8 processed aircraft.

Controllable delay rate of the 18th Air Transport Squadron was 2.6%. This placed the 18th Air Transport Squadron at the top of all other Atlantic Division C-118 squadrons for January in this respect.

One (1) C-118 aircraft, #53-3241, was transferred on 17 January 1955 to Eglin Air Force Base, Florida, to conduct a four-month cold weather test for C-118 type aircraft.

The 38th Air Transport Squadron received their first C-118 aircraft, #53-3244, on 27 January 1955. No flying time was accomplished by the 38th Air Transport Squadron during the month of January.

The programmed utilization and flying hours were accomplished by both assigned squadrons during the month of February. Line crews continued to have a shortage in the Aircraft Commander position. Approximately 50% of programmed Aircraft Commanders were assigned during this period. A shortage of instructor pilots and flight examiners hampered our upgrading program considerably. Maximum use of attached pilots was still required to enable the squadrons to meet their program.

19. Hist of 1611th ATG.

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	18th ATS	38th ATS	Total
Scheduled Transport Hours	757	0	757
Training Hours	121	31	152
Ferry	0	20	20
Maintenance Test	18	5	23
Total	896	56	952

The airlift accomplishments for the 1611th Air Transport Group during the month of February were as follows:

Trip Number	Keflavik	Prestwick	Frankfurt	Number of Flights
A-439	X			10
A-421		X		12
A-453			X	6

A-403 (Trip to Biloxi, Mississippi; Airlift fifty (50), University of Pennsylvania ROTC Cadets).

Utilization of transport capabilities for March, 1955:

1611th Air Transport Group

	Percent	Programmed	Actual
Flying Hours	112	952	1065
Crews	76	952	728
Maintenance	116	952	1100
Aircraft	86	10	8.6

During February the programmed utilization and flying hours were accomplished by both the 18th and 38th Air Transport Squadrons.[20]

	18th ATS	38th ATS	Total
Programmed	896	56	952

20. Hist of 1611th ATG.

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	18th ATS	38th ATS	Total
Committed	896	56	952
Actual	905	160	1065

The 18th Air Transport Squadron had a controllable delay rate of 5.7% for the month of February and one (1) trip cancellation due to maintenance reasons at McGuire Air Force Base. The 38th Air Transport Squadron was not committed for any scheduled transport hours during this month.

During the month of March the 1611th Air Transport Group was committed to full program, which was exceeded by actual hours flown. The 38th Air Transport Squadron, in a build-up status, was programmed at five (5) aircraft and flew a 2.2 utilization on this programmed number with an average of 3.5 aircraft for the month. The flying hour commitment for the 1611th Air Transport Group was as follows:

	18th ATS	38th ATS	Total
Programmed	992	310	1302
Transport Committed	816	0	816
Transport Actual	880	0	880
Training Committed	150	260	410
Training Actual	162	286	448
Total Committed	992	310	1302
Total Actual	992	346	1438

The airlift accomplishments were as follows for the month of March:

Trip Number	Keflavik	Prestwick	Frankfurt	Number of Flights
A-439	X			10
A-421		X		14

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Trip Number	Keflavik	Prestwick	Frankfurt	Number of Flights
A-453			X	4

A-403 (Local flights; fifty-five (55) University of Princeton ROTC Cadets).

The aircraft utilization for the 1611th Air Transport Group for the month of March was as follows:

	18th ATS	38th ATS
Programmed	8	5
Estimated Aircraft Available	8	5
Average Aircraft Possessed	7.4	3.5
Actual Utilization of Programmed Aircraft	4.0	2.2
Committed Utilization	4.0	2.0
Actual Utilization of Available Aircraft	4.3	3.2

The controllable delay rate of the 18th Air Transport Squadron was approximately 4% for the month of March. The 38th Air Transport Squadron was not committed to any scheduled transport hours for this period.

At the end of the first quarter of this reporting period the crew limitations still showed the Aircraft Commander as the critical position. Shortage of C-118 instructor pilots, coupled with flying experience level, of newly assigned pilots continued to slow the upgrading program.

The first aircraft accident occurred within the 1611th Air Transport Group on 3 March 1955 when a C-118 assigned to the 18th Air Transport Squadron landed short of runway 03 at Keflavik, Iceland, resulting in total destruction of the aircraft. No passengers were injured;

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however, three (3) of the crew sustained minor injuries during evacuation. Stringent crew upgrading requirements were placed in effect as a result of this incident and will further delay the anticipated upgrading program within the 1611th Air Transport Group.

During the last quarter of this reporting period, 16 May 1955, the 1611th Air Transport Wing and the 1611th Air Transport Group Operations Sections were consolidated and moved to the second floor of the Wing Headquarters building (29-6).[21] Organizationally, with the exception of the above designation at Wing level, the Operations Section retained the sectional breakdown as previously indicated. With the Operations staff primarily functioning as a group operation, this change was made with the view toward the savings in manpower, elimination of an extra step in processing of correspondence, and an effort to expedite the operation and control of the squadrons assigned.

On 1 June 1955 McGuire Air Force Base was designated as the Aerial Port of Embarkation of the East Coast for the Department of Defense travel. All aerial embarkations originated from McGuire Air Force Base with the exception of the "hot dog" flights, number A-423, Washington to Paris, originating in Washington, D. C. This designation included all flights to and from all Military Air Transport Service, Atlantic Division stations; Thule, Greenland; North Africa; Near East; Saudi, Arabia; Bermuda; and the Azores. This responsibility was confined to passenger traffic only and involved eighteen (18) channels of traffic as follows:

Frankfurt	Kindley, Bermuda	Stephenville, Torbay, Argentia
Nouasseur	Keflavik	Stephenville, Torbay, Argentia

21. Hist of 1611th ATG.

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Port Lyautey	Burtonwood, Prestwick	Goose Bay
Tripoli	Madrid, Spain	BW-8
Dhahran	Thule	Thule
Lajes, Azores	Churchill	BW-8

This designation was previously assigned to Westover Air Force Base. In addition, to the above eighteen (18) channels of traffic, two (2) channels confined to cargo and mail previously originating from Westover Air Force Base were passed to 1607th Air Transport Wing, Dover Air Force Base, on 1 May 1955. Channels were to BW-8, Sondrestrom, and Churchill.

Considerable time was devoted to planning for the assumption of responsibility as a regular foreign clearance station at McGuire Air Force Base to be effected on 1 July 1955.[22]

Aircraft assigned to the 1611th Air Transport Group for the last three months of this reporting period were as follows:

	18th ATS	29th ATS	30th ATS	38th ATS	VR-6
APRIL	9 C-118	9 C-118	--	8 C-118	--
MAY	10 C-118	10 C-118	16 C-118	9 C-118	--
JUNE	10 C-118	11 C-118	18 C-118	10 C-118	R6-D 14 (C-118)

As of June 30th, the 18th, 29th, 30th, and 38th Air Transport Squadrons, and VR-6 were considered operational. During this period, flying hour program emphasized training for the new squadrons. Of a total of 10,038 flying hours, commitment exceeded program by fifteen (15) hours and actual flying exceeded programming by 685 hours. Monthly breakdown was as follows:

22. Hist of 1611th ATG.

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	April	May	June	Total
Programmed	1,974	2,976	5,088	10,038
Committed	1,992	3,124	4,937	10,053 (+ 15)

Squadrons - (18, 29, & 38) (18, 29, 30, & 38) (18, 29, 30, 38, & VR-6)

The squadrons of the 1611th Air Transport Group were committed one thousand three hundred sixty-six (1,366) hours for the latest quarter of this reporting period for training purposes. The squadrons exceeded the commitment by 550 hours, with a total actual flying time of 1,916 hours devoted to training.

The total commitments for the last quarter, by squadrons, are indicated below:

	18th	29th	30th	38th	VR-6
Committed	329	201	141	495	200
Actual	357	337	229	691	292

The airlift accomplishments for the transport squadrons for the last quarter of this reporting period were as follows:

31 - A-439 - Keflavik via Stephenville - return direct.

32 - A-421 - Prestwick via Stephenville.

20 - A-431 - Tripoli via Stephenville - Frankfurt - return via Frankfurt - Azores.

37 - A-453 - Frankfurt via Stephenville - return via Azores.

5 - A-461 - Frankfurt via Azores - Madrid - return via Azores.

11 - A-451 - Frankfurt via Stephenville - return via Landstuhl - Azores.

1 - A-403

7 - A-473 - Tripoli via Azores.

2 - A-435 - Dhahran via Azores - Tripoli.

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5 - A-475 - Tripoli via Azores - Nouasseur.

8 - A-429 - Frankfurt via Stephenville - return via Paris.

13 - A-423 - Frankfurt via Washington - Azores - Paris.

5 - A-457 - Frankfurt via Azores - Nouasseur.

3 - A-471 - Nouasseur via Azores.

The following were special trips to airlift students from the National War College:

1 - MA-45 to Washington.

1 - MA-53 to Norfolk, Virginia.

1 - MA-41 to London, England.

1 - MA-42 to Frankfurt, Oslo and return.

1 - MA-43 to Orly, France.

1 - MA-44 to Nouasseur.

1 - MA-54 to Norfolk, Virginia.

Other special flights which were made during this reporting period were as follows:

1 - A-403 - Local flight to approximately sixty (60) local area newspaper personnel in conjunction with promotion of Armed Forces Day.

1 - A-403A - Airlift sixty (60) CAP Cadets to Providence, Rhode Island, and A-403 airlift fifty-eight (58) CAP Cadets to Providence, Rhode Island.

1 - A-403 to Wright-Patterson Air Force Base, airlifting thirty-three (33) Rutgers University ROTC students.

On 9 May 1955 the first Military Air Transport Service Trans-Atlantic flight without use of radio operators was made to Rhein Main, Germany, by the 29th Air Transport Squadron. This flight was made

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possible by the new 618S-1 high frequency radio installation and SELCAL electronic selective calling system.

On 7 June 1955 a record of fourteen (14) hours and fourteen (14) minutes was made in a non-stop flight from Orly, Paris, France, to McGuire Air Force Base. The distance flown was 3,930 miles at a flight altitude of 12,000 feet.

During this reporting period the shortage of Aircraft Commanders and first pilots throughout the Transport Squadrons was considered a major problem. In order to maintain scheduled flights and commitments, squadrons received help from qualified personnel performing administrative duties both in other squadrons and at Wing and Group level. Continuous studies were underway to determine ways to alleviate this situation and speed up upgrading. As a result of such shortage, pilots and crews were required to fly maximum allowable hours per month and much of their time not devoted to scheduled flights was devoted to training both in the air and on the ground.

On the 5th of May 1955 the 18th Air Transport Squadron flew a special mission to South America via Mexico and Central America to transport a group of forty-three (43) graduates of the Air War College. The mission was completed without delay or mishap on the 28th of the month.

During the month of May the 18th Air Transport Squadron flew a special mission transporting the Air Force Symphony Band through a Scandinavia and Germany concert tour. This mission was completed on the 24th of the month.

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During this reporting period the Naval Transport Squadron Six utilized its eighteen (18) R6D-1 Douglas Liftmasters in carrying passengers to Rhein Main, Dhahran, and Tripoli. Air Evacuation flights were flown from Nouasseur and Rhein Main. Augmentation of crews was utilized to the maximum on all scheduled flights. This provided more flexibility of routing, enabling the VR-6 Squadron to meet all transport commitments, and avoided a large percentage of delays which might have occurred due to enroute weather.

Naval Air Transport Six flew in excess of four and seven-tenths (4.7) hours, utilization based on its assigned aircraft for the first five months. During the month of June the squadron was programmed for a utilization of one and six-tenths (1.6) hours, utilization based on its assigned aircraft. The total flying time during the reporting period was 11,265 hours.

Two hundred and nine trips were scheduled with two hundred and six actual trips flown. A breakdown of these trips are as follows:

	Scheduled	Flown
Dhahran	61	60
Tripoli	46	45
Rhein Main	97	96
Nouasseur	5	5

Breakdown of Hours Flown	Committed	Flown
Transport	9024	9043.2
Training	1569.0	1821.1
Test and Ferry	360.0	206.7 (Test) 194.4 (Ferry)

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Breakdown of Hours Flown	Committed	Flown
Supplemented Support	213.5	---
Total	11,166.5	11,265.4

Operating overseas flights from McGuire Air Force Base has presented some operating problems for VR-6. McGuire Air Force Base is located in a highly saturated flying area. On the Northeast side is the high density area of Washington, D. C. and Philadelphia. Because of the great number of planes flying in this relatively small area, there is often a long delay in obtaining instrument flight clearance from air traffic control. Returning flights often have to hold before making instrument approaches. Overseas flights are usually loaded with only the necessary gas for average holding and delays. This problem has not been solved or alleviated by the Naval Transport Squadron during this reporting period.

Another problem which confronted the Naval Air Transport Squadron Six was the lack of availability of nearby airfields for practice approaches and landings. Most of the surrounding fields are already overburdened by operating traffic. This problem was gradually relieved as fields farther inland volunteered their facilities.

Within the housekeeping squadrons the work load became much greater as the reporting period came to a close due to the greater responsibility placed on each squadron to maintain its mission in support to the large build-up program at McGuire Air Force Base.

The expansion of the base with the accompanying increase in personnel necessitated a corresponding extension of food service activities.

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The internal structure of the Food Service Administration Section and the Ration Breakdown Section was reorganized as a Food Service Accounts Section, a Food Service Administration and Inspection Section, and a Ration Breakdown Supply Section. The Food Service Accounts Section maintains Food Service records and files and handles all financial matters. The ration Breakdown Section was charged with drawing, warehousing, and distributing rations to all dining halls. The Food Service Administration and Inspection Section was charged with the responsibility of supervising the operation of all of the Food Service activities.

Facilities in operation at the end of the reporting period included eight (8) dining halls, consisting of an Officers' Mess, a Non-Commissioned Officers' Mess, and four Airmen Messes. Also in operation was an In-Flight Kitchen, Alert Kitchen, and Central Baking Plant, and the Ration Warehouse. During the reporting period, dining hall number eleven (11), a new 500 man mess, was put into operation on 14 May 1955 and on 1 May, the ration warehouse was opened.

The total number of rations consumed and the daily average fed during the two quarters are indicated in the following chart:

CONSUMPTION OF RATIONS AND DAILY AVERAGE FED

	Total Rations Consumed	Daily Average Fed
January	46,276	1,492.24
February	44,935	1,604.82
March	50,364	1,590.08
FIRST QUARTER TOTAL	141,575	

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CONSUMPTION OF RATIONS AND DAILY AVERAGE FED

	Total Rations Consumed	Daily Average Fed
April	51,895	1,729.25
May	62,768	2,024.24
June	73,483	2,449.00
SECOND QUARTER TOTAL	188,146	

A comparison of the total rations consumed indicates an increase of 46,571 rations in the second quarter over the first quarter of 1955. This increase of approximately 33 per cent was primarily the result of the phasing in of personnel from the 1611th Air Transport Wing and the VR-6 Squadron from Westover Air Force Base. Because of additional messing facilities acquired by the Food Service Squadron during the last quarter, the increased feeding was handled without difficulty.

The following data indicates the operational scope of the 1611th Motor Vehicle Squadron:

TOTAL MILES DRIVEN

Jan.	Feb.	Mar.	April	May	June
113,415	111,816	124,558	152,478	173,489	194,191

FUEL CONSUMED

Jan.	Feb.	Mar.	April	May	June
20,632 Gal	19,684 Gal	24,681 Gal	28,632 Gal	33,287 Gal	37,659 Gal-Gas
601 Qts	681 Qts	912 Qts	911 Qts	1,018 Qts	1,381 Qts-Oil

PASSENGERS TRANSPORTED

Jan.	Feb.	Mar.	April	May	June
30,519	31,386	31,596	36,812	41,917	62,812

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TONNAGE HAULED

Jan.	Feb.	Mar.	April	May	June
8,943	12,681	15,268	9,314	9,917	10,682

VEHICLES DISPATCHED

Jan.	Feb.	Mar.	April	May	June
4,859	4,875	4,902	5,312	5,516	5,933

MAJOR ACCIDENTS (OVER $25.00)

Jan.	Feb.	Mar.	April	May	June
1-$131.47	1-$38.14	1-$30.57	2-$152.95	1-$107.43	1-$33.10

MINOR ACCIDENTS (UNDER $25.00)

Jan.	Feb.	Mar.	April	May	June
5 ---	14 ---	6 ---	4-$56.00	2-$37.54	3-$38.82

The cost figures for the first quarter were not available at the time of this report.

Prior to the transfer of the 30th Air Transport Squadron, Medium, this squadron published a movement plan[23] from Westover Air Force Base to McGuire Air Force Base, dated 20 March 1955. This plan has been entered as a supporting document to show the scope and problems involved for such as movements of this kind. It is hoped that this plan may be of value for future organizations making a similar move.

During the first quarter of this reporting period the 1611th Air Transport Wing Communications Section and the 1611th Air Transport Group Communications Section were consolidated and were moved into a separate room within the 1611th Air Transport Wing, Medium, Headquarters building. The arrival of the 29th, 30th, and 58th Air Transport

23. 30th ATS Movement Plan dtd 20 March 55 (See Vol. 2, exhibit I).

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Squadrons increased the communications function within the Group Communications Section.

Modification installation of AN/ARC-49 equipment in the C-118 type aircraft was completed on thirty-eight (38) aircraft during the first quarter of this reporting period; also twelve (12) aircraft of the 30th Air Transport Squadron had the second 618S-1 transceiver installed.

The Field Maintenance Section was working under adverse conditions due to the shortage of AN/ARC-49 equipment in Supply. A bench check project was in operation for this particular type of equipment. There was also a major supply shortage of radomes, amplifiers, tuning units, and various installators. A new maintenance process for the repair of CW-141/ARN was established with the help of the 30th Air Transport Squadron.

A maintenance team was sent to the Military Air Transport Service Facility at Kelly Air Force Base, Texas, to observe the maintenance procedures used in their system, particularly of periodic maintenance.

Mr. Cundiff of Collins Radio Corporation of Dallas, Texas, arrived on orders from Atlantic Division, MATS, to McGuire Air Force Base to assist in demonstrations and instructions for the proper techniques of operation and maintenance procedures to be used for the Collins 618-1 equipment preparatory to release of airborne radio operators. Mr. Cundiff did an excellent job in training the officers and airmen. Approximately 119 officers were trained in this new equipment.

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On 24 February 1955 the 1611th Air Transport Wing, Medium, Plans Section forwarded to Atlantic Division one copy of 1611th Air Transport Wing, Medium, Operations Plan #107-55 in support of Atlantic Division Operation Plan #107-55. This plan is currently in effect and adequately provided for 1611th Air Transport Wing, Medium, accomplishments of tasks assigned.

During this reporting period, 15 March, the 1611th Air Transport Wing, Medium, Plans Section published and distributed to all units concerned McGuire Air Force Base Defense and Emergency Plan #651-55, dated 1 March 1955.[24]

One of the major problems within the 1611th Installations Squadron was the problem of soil erosion within the McGuire Air Force Base new construction area.[25]

The erosion problem was being taken care of by continual grading, seeding, and planting. This will tend to hold the soil together and cut down greatly the erosion problem.

24. ATWM Local Emer Plan #651-55 dtd 1 Mar 55 (See volume 2, exhibit 2).
25. Photos erosion problem (see exhibit 2).

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29th Makes First Paris-MAFB Trip; Total Time Only 14 Hours

Another first was registered by the 29th Air Transport Sq. when they made the first scheduled flight from McGuire to Orly Field, Paris and return to McGuire. Not being content with making the first flight to this base the 29th took advantage of the situation and established a Trans-Atlantic flight record for McGuire.

The non-stop flight from Orly to McGuire consumated 14 hours and 14 minutes. This time was officially recorded as a record flight this week by Atlantic Division Headquarters. The flight left Paris at 7:15 am (EDST), June 7 and arrived at McGuire 9:29 pm (EDST), June 7.

Captain Gordon W Lake, aircraft commander, and Lt Robert L Bullard, first navigator, planned to make the flight in accordance with the latest techniques of Minimal Flight Planning. This system is used to take advantage of the best tailwinds or least head-wind conditions.

The total distance flown to set the record flight was 3930 statute miles at an altitude of 12,000 feet. The ground speed for the flight was 276 miles-per-hour. This was made possible by constantly checking latest wind conditions to maintain and insure a maximum tailwind.

The crew for the record flight consisted of; Colonel John D Lavelle, pilot; Captain Lake, Captain Benjamin A Foreman, pilot; Lt Bullard, Lt Russell E Tupper; navigator; T-Sgt Jerrell W Hammons, first engineer; T-Sgt Howard S E Johnson, engineer; A-1C Henry C Steele, first flight clerk; and A-3C Ronald Schulz, flight clerk.

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First Overseas Flight From McGuire Leaves at 3:30 P. M.

A C-118 assigned to the 38th Air Transport Squadron here commanded by Lt. Col. Raymond DeBriyn, is scheduled to leave McGuire AFB today for Keflavik, Iceland, on the first scheduled debarkation flight from this base as a Military Air Transport installation.

At 3:30 p.m., the C-118 (counterpart of the civilian DC-6B) will speed down the runway piloted by Major Howard Headley, aircraft commander, Major Bayard Nelson, first pilot, and Capt. William Masyn, flight examiner.

The first flight will have 58 passengers aboard composed of 26 Air Force officers and airmen, 11 civilians with Corps of Engineer personnel, 8 or 10 Navy personnel and 12 Army passengers. No dependents are scheduled for this first flight.

This flight will stop at Harmon AFB, Newfoundland, enroute to Keflavik. The flight from McGuire to the Iceland airbase is 2424 air miles, and the time of flight has been estimated at 12 hours, which includes the time at Harmon for refueling.

Crew members of the 38th ATS for this flight are: Major Headley, aircraft commander, Major Nelson, first pilot, Capt. Masyn, flight examiner, Major Rollin R. Savage, navigator, Lt. Phillip Wendt, navigator, T-Sgt. Charles H. Potter, engineer, S-Sgt. William B. McKee, engineer, A-1C George H. Giberson, radio operator, A-2C George B. Thompson, radio operator, and flight attendants A-1C David R. Maloney, A-3C Sigmund K. Kuczynski, A-3C Louis P. Messier.

During April the only scheduled debarkation flights from McGuire are to Iceland and England.

A small ceremony will be held in front of the new Air Terminal Building before the flight signifying McGuire's becoming an official aerial port of debarkation and embarkation port.

Col. George B. Dany, base commander, will make a short talk and Bishop George Ahr of Trenton will be present at the ribbon cutting ceremony.

McGuire today officially replaces Westover AFB, Mass., as the aerial port of embarkation and debarkation for passengers to and from Iceland and England.

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McGUIRE GETS LARGEST AIR TRANSPORT SQ.

The 30th Air Transport Squadron, the largest Air Transport Squadron to be assigned to McGuire, is scheduled to arrive here May 2, 3, and 4. The 30th ATS has 16 aircraft assigned, eight more than normal transport sq.

Commanded by Lt. Colonel C. O. Williams, Jr., the 30th has a compliment of 65 officers and 275 airmen, and their route commitments cover runs to Lajes Air Force Base, Azores; Orly Field, Paris; and Rhein-Main, Germany. These runs will continue throughout the transfer from Westover AFB to McGuire. The 30th will be fully operational from McGuire by May 5.

This squadron has maintained an enviable flying safety re-

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Largest ATS

(Continued from Page 1)

cord, and have received an excellent rating. This record has been maintained while the squadron flew an average of 4 hours per aircraft daily.

Three officers and one airman are presently at McGuire preparing for the arrival of the squadron. They are Major Lyle S. Thomas, project officer, Captain Gordon W. Vikan, assistant chief pilot, Captain Charles W. Cummings, assistant supply officer, and M-Sgt. John H. Mahoney, NCOIC of Transfer.

A C-124 will start the transfer of the squadron's equipment from Westover. The C-118s assigned to the squadron will complete the move the early part of next week.

Chief Pilot for the 30th is Captain David E. Eppley, Operations Officer is Major Albert Mikkelson, Engineering Officer is Major Lyle S. Thomas, M-Sgt. William Lodge, first sergeant, and M-Sgt. Earl Kennedy, line chief.

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30th Sets Non-Stop Record From Paris

A non-stop Air Force flight record from Paris, France, to Washington, D.C. was set by a C-118 crew of the 30th Air Transport Sq. last weekend in the record time of 16 hours and 25 minutes.

The record was confirmed, after contact was made by Lt. Col. C. O. Williams, 30th ATS commander and aircraft commander of this flight, with New York Oceanic Control, Washington Air Traffic Control and Base Operations at Washington, D.C. The three contacts stated that they had no knowledge of any previous such flights.

Normal flight time for this scheduled flight of the 30th ATS is 18 hours 30 minutes. The 30th flies this route three times weekly, leaving McGuire for Washington, D.C. then to Paris and to Rhein-Main, Germany. It normally stops at Lajes.

The total distance covered in the record breaking time was 3400 nautical miles with a

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NON–STOP

(Continued from Page 1)

ground speed of slightly over 200 knots.

Credit for the record has been passed on to the navigators who constructed the necessary weather charts while in flight.

In order to make this flight possible minimal navigation was used. To use this type it is necessary for the navigators to obtain existing weather data at each weather station along the flight pattern so that maximum assistance can be obtained on the wind velocity.

Crew members of plane 3821 which broke the record are: Lt. Col. C. O. Williams, aircraft commander, Capt. D. A. Brown, pilot, Lt. Col. A. G. McDaniel, pilot, Capt. G. W. Olah, navigator, Lt. J. R. Davis, navigator, S-Sgt. D. L. Martina, engineer, S-Sgt. Ruth Bloom, flight attendant, A-1C R. E. Patterson, radio operator, A-2C Virginia Womack, flight attendant, and A-2C L. L. Wills, flight attendant. Crew chief is T-Sgt. G. D. Balls.

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McGuire Given Aviation Award

The Safety Council of the Philadelphia Chamber of Commerce held its Inter-Plant Safety Achievement Contest Award Luncheon last week at which Colonel G. B. Dany, 1611th AT W commander, was the principal speaker.

Col. Dany received the industry-wide award in the aviation division in behalf of McGuire's splendid safety record which contributed to the greater Philadelphia record.

(Continued on Page 12)

McGUIRE RECEIVES

(Continued from Page 1)

Achievement awards, honor awards, and industry-wide awards were presented to 60 companies, corporations and industries in the Philadelphia area.

Many industrial leaders attended the luncheon, along with Chamber of Commerce members and safety personnel.

Col. Dany was introduced by J. Mark Kirchgasser, Chairman of the Board of Governors of the Philadelphia Safety Council. Some of the industrial leaders were: W. B. Heyburn, Chairman, Del. River Port Authority; Joseph A. Fisher, President, Reading Railway System; Howard Simpson, President, Baltimore and Ohio Railroad; J. M. Symes, President, Pennsylvania Railroad; H. W. Pierce, President, New York Shipbuilding Corp; E. G. Plowman, President, National Defense Transportation Association; Major General R. P. Hollis, Commanding General, Philadelphia Quartermaster Depot; Rear Admiral Sheldon Spangler, Commanding officer, Navy Air Materiel Center; and Rear Admiral F. L. Hetter, Commanding officer, Naval Aviation Supply Depot.

Colonel G. B. Dany was the principal speaker at the Philadelphia Safety Council luncheon last week. On the left is Robert Scott, Safety Director of Montgomery County Manufacturer's Association. On the right is J. Mark Kirchgasser, Chairman of the Board of Governors of the Safety Council.

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SUPPLY

During this reporting period the Property Accounting Section of the 1611th Air Transport Wing, Medium, Supply Squadron was moved to a new location in the General Purpose Warehouse. It was felt that the section move was necessary due to the great distance involved between the warehouse and the Property Accounting Section.

The Materiel Facilities Section had been moving physical stocks from the old area to the new warehouse for some six months prior to the Property Accounting Section moving. In the old area these two sections were housed in separate buildings; however, the distance between them was not great.

After movement of physical stocks to the new warehouse, this picture was changed considerably. The new General Purpose Warehouse is approximately two miles from the old area. Since physical stocks would be located in the new area and stock record cards in the old area, it was extremely difficult to determine stocks on hand in relation to stocks reflected on the cards and flow of paper work was bogging down to inefficiency and sometimes even being lost.

Another factor was lack of communications. Property Accounting Section has ample number of telephones; however, there were only four in the entire General Purpose Warehouse. Since the warehouse is 200 feet by 1000 feet overall, it caused considerable manhours lost answering these phones. It was necessary for a warehouseman, in some instances, to walk 400 feet just to answer the phone and after the information was relayed to him, he would then either have to call the

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Property Accounting Section back later or have them standby while he again walked some 400 feet to check a stock position.

Since these and many other problems were evident, it was decided to move the Property Accounting Section down into the new warehouse area. The problem in doing this was the fact that the office area previously designated for housing of the Property Accounting Section was considered inadequate and was undergoing alterations. A second story expansion was being added and the completion date for this was approximately eight to nine months away. To overcome this, an area in one of the new warehouse bays was designated as Property Accounting Section area and an invisible boundry line was drawn approximately 50 by 100 feet. The telephone people were contacted and asked if a temporary arrangement could be made wherein telephones could be hooked up by stringing wires across the beams and dropping them down to the desks. Although the telephone company was not entirely in agreement with this operation, it was finally arranged. In March, 1955, movement of the Property Accounting and Base Supply Office was begun.

The entire move of furniture, office machines, etc. was completed in the span of eight hours. All enlisted personnel were called in for Saturday work and two flatbed trailers were employed. Two crews were working, one at the Material Facilities Warehouse and one at the Property Accounting Section. One crew would load the trailers and send them on their way and the other crew would unload and set things up. As a result, this move was accomplished in the eight hours indicated, smoothly and efficiently. It has effectively improved supply

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operations and although there were inconveniences involved, including lack of adequate latrine facilities, all personnel have willingly co-operated in this effort of Base Supply.

Shortly after the setup of the Property Accounting Section within the General Purpose Warehouse, several new systems and responsibilities were put into effect and accomplished. Number one among these was a Jack Rabbit phone delivery system. By that it is meant that a battery of phones were established in the Priority Section. Squadron Supply Officers were informed that they would be allowed to phone in Priority Section paperwork prepared by the Priority Jack Rabbit phoneman and materials delivered by the Jack Rabbit Section utilizing half-ton trucks. This program was in effect during the last quarter of this reporting period and was working smoothly and the organizations authorized the use of the Jack Rabbit system were whole-heartedly accepting it.

During the first quarter of this reporting period the crystal bank located at Westover Air Force Base was transferred to McGuire Air Force Base, New Jersey. Responsibility for operation of this crystal bank was a joint Property Accounting Materiel Facilities effort. However, the project monitor was setup as a Property Accounting function and operated as a part of the Priority Section. Requests for crystals for all Atlantic Division controlled bases were received at McGuire Air Force Base. It was the Base Supply responsibility to furnish what crystals were in the bank or extract on to supplying depot. The intent is that the bank be located and established to a point where no extrac-

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tions were necessary, but that stocks on hand were sufficient to fill requirements of these Atlantic Division Bases.

Also during the first quarter of this reporting period, the responsibility for establishing an Arctic clothing service stock was given again jointly to the Property Accounting and Materiel Facilities of the 1611th Air Base Supply Squadron. The Property Accounting Section was charged with the responsibility of controlling the issue and return of this clothing while the Materiel Facilities Section physically issued it. The purpose of the Arctic clothing service stock was to issue this clothing to the personnel processing through the Aerial Port of Embarkation here at McGuire enroute to the Arctic areas, such as Iceland, Greenland, and other NEAC stations.

During the last quarter of this reporting period, the overall picture of the Property Accounting Section of the 1611th Air Base Supply Squadron at McGuire Air Force Base was one of the many in the progressive expansion to keep pace with the logistical problems of the expanding operations of the Military Air Transport Service. The following excerpts from the Base Supply records for the last quarter gives an indication of the rate at which the expansion had grown:

MONTH	BASE ORGANIZATIONS LINE ITEMS		TOTAL LINE ITEMS PROCESSED
	Requested	Issued	
April	6,856	2,993	17,662
May	8,358	5,986	18,835
June	10,787	5,604	19,397

A review of the figures shows that the number of line items requested increased on the ratio of six to eight to ten (6-8-10). Whereas

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six items were requested in April, eight were requested in May and ten were requested in the month of June. The total number of line items processed increased the constant rate of 1,000 per month.

With the assignment of new organizations, the major items of consideration were primarily with the housekeeping variety, such as furniture for offices, quarters, and shops. Also high on the list of essential equipment items of offices were machines and tools for the maintenance activities. This constituted a major portion of the property required.

To keep pace with the expansion at McGuire Air Force Base, the 1611th Supply Squadron Property Accounting Section underwent some modification during the last quarter of this reporting period. The establishment of a "Jack Rabbit" Unit in the Priority Section proved satisfactory for the expedious handling of aircraft parts to the various organizations. Basically, this unit, which had personnel on duty twenty-four hours a day, seven days a week, accepted telephone requests for parts required immediately and checked the stock record cards for availability. If the item was available, the paperwork was prepared by the Jack Rabbit Unit and delivery was effected by truck drivers assigned to the unit for that purpose. If the item was not available, the organization was notified to submit their required request to the Priority Section.

Another modification took place within the Stock Record Section. In place of the one consolidated Stock Record Unit previously used, three Stock Record Units were established. The first unit consisted of the Air Force classes 01 thru 05. The second unit consisted of

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Air Force classes 06 thru 16. The third unit consisted of the Air Force classes 16 thur 70, plus all Federal Classes activated to date and the technical classes of Ordinance, Signal, and Chemical Property. This breakdown of the one large unit into three smaller units permitted better control of the vouchers being processed and fixed the responsibility for maintenance of each class to a smaller number of personnel.

A third modification was made in the processing of issue slips thru the Editing Section. Prior to this change, the issue slips were being completely edited for each line item. This system slowed the processing of the issue slip from two hours to eight hours. The change consisted of editing incoming issue slips for form and authority only. Documents were then vouchered and passed on to the appropriate Stock Record Unit. If a stock record card existed, the item was posted and forwarded for warehouse action. If no stock record card existed, the document was returned to the Editing Section for a complete check against the stock list; preparation of a stock record card request, which was then attached to the issue slip; and forwarded to the Requirements Section for preparation of the Stock Record Card. When the card was completed, the card request was withdrawn from the issue slip and replaced by the Stock Record Card and both were then forwarded to the posting clerk in the appropriate Stock Record Unit. In addition to speeding up the documents thru the Editing Section, the revised system eliminated the duplication of effort in rechecking the stocklist for information that was presently available on the Stock Record Cards.

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During the month of May the Clothing Sales Store received the first shipment of WAF clothing from the Supply Depot. This was only the initial distribution and did not include such items as sweaters, raincoats, hoods, and service shoes. Sales for WAF items were fairly heavy since about one third of the WAF items were being sold to Civil Air Patrol Personnel.

A request was submitted for approval of a larger and more centrally located building to be authorized for the Clothing Sales Store at McGuire Air Force Base. In addition, it was requested that the building, if authorized, have a different type floor space to enable it to be better used for a sales and display section. However, the request was disapproved and it was said that a building would not be authorized until the fiscal year 1957. In order to make the present building more presentable, personnel of the Clothing Sales Store worked on weekends and nights to paint the interior of the building, rearrange the stock for faster and easier handling so that the personnel could see most of the types of items on hand for sale.

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MATERIEL AND SERVICES

During the month of January the 18th Air Transport Squadron had one aircraft a signed to Eglin Field Florida for experimental purposes. This squadron supplied the tools and equipment which were requested for the experiment.

The individual aircraft crews were reduced in strength within the 18th Air Transport Squadron and a nine (9) man roving maintenance crew was established for each flight. The purpose of this crew was to assist the dock crew in performance of general aircraft maintenance during a periodic inspection, assist the crew chief in the correction of any major discrepancies that might have been listed at the termination of the flight. This was proposed to increase over all maintenance efficiency, there-by reducing the percentage of out-of-commission aircraft.

During the first quarter of this reporting period, January, the 38th Air Transport Squadron, Medium, received its first aircraft, werial number 53-3244. Another aircraft was received during February, serial number 53-3246 and during that month the first periodic inspection was made on this type of aircraft by the 38th Air Transport Squadron. This called for preplanning and created an opportunity to gain some training for the maintenance personnel. The inspection was accomplished and a considerable amount of knowledge was gained by the problems encountered. It disclosed methods necessary and equipment neces ary to get the job done.

Since the arrival of the 38th Air Transport Squadron at McGuire Air Force Base the maintenance and other working shops we e set up in tents on the line which made an uncomfortable situation but a nexessary one.

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One of the problems concerning the 30th Air Transport Squadron was the fact that all maintenance and repair was being done outside and the dust blowing from the construction area worked its way into the engines and bearing sufraces. The winds made it impossible to carry on an accurate retraction test on the line. Whenever possible work of this kind was refered to the Base Shops, which were extremely overcrowded. Tarpaulins were used to cover ground power units, jacks, and stand-jacks stored in the open. This was hardly satisfactory, but had to suffice pending movement of the equipment indoors.

Another problem was the inadequacy of the electrical lines leading to the 29th Air Transport Squadron Maintenance Section. This situation will be releived as soon as the squadron maintenance moves into the new permanent quarters. The problems mentioned above also existed within the other transport squadrons and should be releived as soon as the construction period and build-up phase at McGuire Air Force Base is completed.

During this reporting period two (2) R6D-1 aircraft were transferred to VR-22, on 16 June and the other on 22 June. This reduced the assigned aircrait fo fourteen (14) with two in the progressive maintenance cycle. In addition to the R6D-1 aircraft the squadron also operated one R4D-8 and one JRB-4 for administrative flying and training purposes. This included use of these aircraft by Naval Officers attached to Atlantic Division, MATS.

The VR-6 squadron continued to switch low-time engines from aircraft going to the maintenance cycle, with high-time engines removed from other operating aircraft. During this six month period it was necessary to replace thirteen (13) engines before their normal overhaul time for the following reasons: Six for pinon shaft failure, one for impeller failure

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The disadvantages of the present area included no water and latrine. The nearest latrine was in the barracks area and this caused loss of considerable manhours. At the end of this reporting period no immediate parking space for automobiles had been planned. The Maintenance Section had been providing for a temporary arrangement to park a limited number of automobiles.

During the month of February two additional tents were constructed in the 38th Air Transport area, ceilings were installed and sides were painted inside and out. The tents were utilized as storage of aircraft 263 equipment, such as seats, litter posts, tie downs, and troop seat equipment and tool box racks and ground equipment repair shop.

Much emphasis was stressed to all maintenance personnel of the 38th Air Transport Squadron on corrosion control and cleaning of aircraft. Several demonstrations were made available during February with representatives of aircraft cleaning solvent manufactures. The maintenance personnel were familiarized with different cleaning methods and a standard operating procedure was formulated for cleaning.

During the month of March the 38th Air Transport Squadron received five (5) new aircraft. Five new maintenance crews were made up and an additinnal flight was intitiated to cope with additional aircraft and crews.

During the month of April the 38th Air Transport Squadron came up to full strength with a total of eight aircraft assigned and during that month they started their first month of scheduled transport operation.

During this reporting period the 30th Air Transport Squadron, Medium, placed special emphasis onimproving facilities for the "Hot Dog" flights.

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three for internal failure (matal in sumps), and two for excessive number of cylinder changes and one for the pulling out of cylinder hold-down studs. In addition there were eighty-eight cylinder changes because forty-five (45) had fireland failures, and thirty-two (32) had low compression, and eleven (11) for valves feathering, cracking push-rod adapters.

During the latter part of 1954 and during the earlymonths of 1955 the General Purpose Warehouse was being established. This entailed setting up racks, bins, and at the same time moving physical stacks from the old area warehouse to the new General Purpose Warehouse. When the warehouse was turned over to Base Supply it was in effect a shell. It had no facilities installed in it. The erection and operation of this was all done by Materiel Facilities personnel. The physical layout had first of all been arranged in 3-D scale and using this model as a guide the move was begun. Within thirty days time eighty-five percent (85%) of the bin areas had been constructed and partially in use. This was a tremendous tribute to the efforts of the Materiel Facilities personnel. There was a necessity for each man to work at peak effort during this period and without loss of operational effeciency. Not only did they accomplish this but were able to continue operations without interruptions. Movement of all warehouse facilities insofar as storage was concerned was 100% completed during the first quarter. The magnitude of this task was only realized after consideration was given to the fact that five complete warehouses were utilized in the old warehouse area. Approximately 30,000 line items of stock were involved. In addition to the warehouse enclosed areas mentioned there were considerable outside storage being utilized. All of the property was moved and located in the new warehouse area.

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As a result of the move several of the functions that were conducted in the old warehouse area were discontinued. The warehouse personnel operated in teams or flights. There were basically three of these which were further broken down into sub-teams. Each crew chief had a team of five (5) men who moved, stored, issued, property within the given flights. A special detail section was established wherein it was solely responsible for special tasks such as additional erection of bins, additional erection of racks, etc., as they occured. This allowed the team members charged with the responsibility for storing and issuing supplies to be completely free of these additional duties and made for very efficient operation.

Warehouse operations were continuing on twenty-four (24) hour duty, therefore it was necessary to have personnel on duty at all times. These men were charged with the responsibility for accepting requests for materials, actual delivering of thise material if this was necessary, delivery of bedding as called for by new organizations when personnel arrived, and a myriad of after hour operations, over the counter issue as had been employed in the old area was discontinued. The repalcement for this was the Jack Rabbit delivery system, and further delivery system of all on base issues was planned. The necessity for delivery of materials required that one dispatcher of all vehicles be appointed and two drivers who were also supply men be assigned to the vehicles involved. These personnel were supplied by the Materiel Facilities Section. The Dispatcher's duties were primarily to dispatch the vehicles and keep a record of vouchers involved, indicate the times in the dispatch log required to complete the issue and in fact log in the log out vouchers. The driver personnel as indicated were trained supply people and were charged with getting the material from the stock handlers in the flight involved, delivering the material to the organization, obtaining necessary signaturres, returning

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paperwork, etc. This relieved the organizations involved from all responsibility other than actually accepting the property. This made for quicker delivery, quicker utilization of supplies and generally was a more effective operation. During this period of time the necessity for redesigning the Shipping and Receiving conveyor system was discovered. The supervisor in chargo of the Shipping and Receiving Section and his assistant were sent to Middletown Air Materiel Area for evaluation of their conveyor system and to also discuss the problem with area activities personnel to gain information and ideas necessary to adequately evaluate a system and to establish a new one. These men spent two days at the depot reviewing these aspects and on their return a proposed plan was submitted by the supervisor to the Base Supply Officer. The plan was evaluated and discussed with the Transportation Section and was ultimately adopted.

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COMPTROLLER

During the period 1 January 1955 to 31 March 1955, the 1611th Air Transport Wing, Medium, Comptroller Section performed its function without a breakdown in procedures. However, the operation was severly hampered due to the lack of personnel. Although the Comptroller Section was authorized twenty-three (23) persons in the Accounting Section, the staff consisted of not more than thirteen (13) people. This deficiency in manpower resulted in an extremely heavy workload and necessitated a great amount of overtime for both military and civilian personnel.

During the first quarter the accounting records were maintained for the following units: 1611th Air Transport Wing, Medium; 2nd and 5th Fighter-Interceptor Squadrons; Headquarters 4709th Defense Wing; 646th AC&W Squadron; Detachment #3, 4670th Ground Observer Squadron; and 3501st Recruiting Detachment.

Atlantic Division performed its Annual General Inspection and was visited by Mr. A. Barowski during the period 12 - 24 January 1955. All areas were reviewed and revisions were made to conform with the recommendations submitted.

As of 31 March 1955, the Fiscal Year financial picture indicated unobligated and unliquadated balances as follows:

	P458	P459	P478
Allotments	$2,529,617.70	$62,630.00	$57,987.30
Obligations	2,529,617.70	30,386.55	50,944.58
Liquidations	1,264,596.04	7,921.55	32,005.92

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	P458	P459	P478
Unobligated	---	$31,973.45	$ 7,042.72
Unliquidated	$1,265,021.66	22,465.00	18,938.66

On 7 March 1955 the Finance activity moved to its new location in the Wing Headquarters building.

On 21 March 1955, a visit was made by Mr. Porter, Deputy Finance Officer, to Atlantic Division and to the Base Finance Office at Westover Air Force Base. The purpose of this visit was to correlate procedures relative to the Base Finance Office at McGuire Air Force Base, assuming the responsibility of providing U. S. Currency requirements for the Finance Officer, Iceland Air Defense Force, and to effect a smooth transfer of the bonding requirements of the sub-agent located at Keflavik, Iceland.

A report was rendered to Military Air Transport Service Headquarters relative to the reaction of base personnel and the local community as to the effect of a semi-monthly pay plan. The report from this headquarters was favorable to maintaining such a plan. Information was received at this headquarters on 25 March 1955 in which the Secretary of the Air Force approved the semi-monthly pay plan for the Air Force personnel on a permanent basis.

During this period the 1611th Air Transport Wing Comptroller was designated by the Wing Commander as Special Projects Officer for the following:

(1) Obtaining grants for day rooms for the new dormitories. This work was accomplished and the Wing was successful in securing the grand from the Military Air Transport Service Welfare Fund in the

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amount of $24,000.00. The Comptroller also work with a committee of Non-Commissioned Officers, which selected and placed orders for the purchase of furniture for fifteen (15) day rooms.

(2) Furnishing Airmen's rooms. The Comptroller established a plan and procedure for the furnishing of airmen's rooms with additional items which were not authorized for issue. These items consisted of rugs, lamps, curtains, bed spreads, etc. This plan was being followed through by committees appointed by the unit commander. The ultimate goal was to have all airmen's rooms furnished with these additional items with no expense to the government.

During the last quarter of this reporting period, a branch cashier was put in operation located in the passenger terminal. On 27 June 1955, financial service was offered around the clock on a seven-day schedule for all transit personnel arriving at McGuire Air Force Base.

On 21 and 22 April, the Deputy Finance Officer visited the Class "B" Finance Office located at Suffolk County Air Force Base, Westhampton Beach, Long Island, New York for an Administrative Inspection of the Finance operation.

As of 30 June 1955, the fiscal year financial picture indicated unobligated and unliquidated banances as follows:

	P458	P459	P478
Allotments	$4,063,666.00	$105,135.00	$78,255.00
Obligations	4,085,138.18	100,773.05	67,538.81
Liquidations	2,747,685.46	50,648.98	56,071.38
Unobligated	21,472.18	4,361.95	10,716.19
Unliquidated	506,801.15	---	6,968.79

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TRAINING

Training within the 1611th Air Transport Group, Medium, progressed at a steady pace during this reporting period with maximum utilization being made of available courses at the C-118 Tactical Training Unit, West Palm Beach Air Force Base, Florida, and the technical and special courses at Tactical Training Air Force Bases throughout the country. As of 31 March 1955, the following types of training with the number of personnel participating are indicated as follows:

Tactical Training Unit at West Palm Beach Air Force Base

118-AP	1
118-RP	21
118-AM	29
118-EM	22
118-FM	2
60-PS	15
60-AT	8
29-RO	8
118-IP	1

During this reporting period the training program within the 18th Air Transport Squadron progressed satisfactorily with two sessions each month, scheduled on days so that maximum attendance was attained. Training films proved to be the back bone of the effort with guest lecturers and instructors from units used when possible.

For the first three months the training program within the 38th Air Transport Squadron was mostly used to indoctrinate the aircrew

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members with Military Air Transport procedures and C-118 aircraft techniques.

Although considerably handicapped by the transfer of assigned personnel, the training program of the 38th Air Transport Squadron attained its mission. All flight personnel completed dry ditching drills. Sixteen pilots, 15 flight engineers, and 5 radio operators completed their respective C-118 courses at West Palm Beach, Florida. Twelve navigators and three radio operators completed their respective training courses at Westover Air Force Base, Massachusetts. Twelve navigators completed the Academic phase of the Arctic Survival School and two navigators completed the Minikal Flight Course at Westover Air Force Base, Massachusetts.

Training in a unit with a personnel organization similar to that of Naval Air Transport Squadron Six was two-fold. First, there was flight crew training, including "on-the-job" training, and secondly, training for the enlisted personnel eligible for advancement in rate.

One of the most important and costly aspects of a training program in a transport squadron is the upgrading of pilots. The Navy differs from the Air Force in that all its transport pilots are first required to qualify as navigators and then after reaching certain standard of proficiency, continue on up the education ladder to the top rung of flight examiner. Total upgrading in their respective categories during the last six months may be seen in the following:

Category	Total Upgraded
Flight Examiner	4
Aircraft Commander	9

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Category	Total Upgraded
Instructor Aircraft Commander	2
First Pilot	13
Second Pilot	14
Navigator Flight Examiners	2
Instructor Navigator	7
Transport Navigator	12

An R6-D Ground School of two weeks' duration had to be completed for advancement to second pilot, to first pilot, and to plane commander. Flight crew training progressed at a steady rate with an average of three hundred and three hours of training flight time each month.

Enlisted flight crew members were continuously scheduled for various schools and equipment checkouts in order that only well-qualified personnel fly the line. Schools and number that attended are as follows:

School	Number Attended
Flight Traffic Specialist School	40
Dry Ditching	38
R6-D Electrical School	4
Engine Analyzer School	2
R6-D School	2

By attendance at the above schools, the following flight crew upgrading was accomplished:

Category	Number
Qualified First Orderlies upgraded	8
Qualified First Orderlies trained	29
Qualified Radio Operators upgraded	4

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Category	Number
Qualified Radio First Operators trained	25
Qualified Flight Mechanics trained	20
Qualified Flight Mechanics upgraded	4

In the Naval Transport Squadron Six a great deal of effort and time was spent on preparation for advancement in rate. Twice each year the Navy administers service-wide advancement examinations for enlisted personnel. To insure that only worthy and qualified personnel present themselves for examination, a qualifying examination is introduced at the end of the training courses conducted by the squadron's Education Section. Only those passing the qualifying test are eligible for advancement examinations. A retake of the qualifying test is permissible after more study time. A military training school program was set up to include the military requirements of the Naval service in preparation for service-wide examinations with two hundred and thirty (230) persons attending. Two hundred and thirty-six persons passed the preliminary and Naval Training Course examinations. Forty-four percent of the two hundred and forty-seven (247) persons passed the service-wide examination for pay grade E-4, E-5, E-6, and E-7. From the above number, seventy-seven (77) persons were advanced, giving a percentage of thirty-two (32%).

During the period of this report three persons attended the Navy Service Schools. One commissaryman graduated from the Commissary Course at the U. S. Naval Base at Newport, Rhode Island. An aviation machinist and an aviation electronicsman graduated from the Electronics Conversation Course at the Naval Air Technical Training Center at Memphis,

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Tennessee. A part of the squadron educational system, often unnoticed on the surface, is the Correspondence Course Program. Thirty-seven (37) officer courses and eighty-four (84) enlisted courses were completed.

During the month of June, the 30th Air Transport Squadron accomplished the following training:

Manhours	Type of Training	Number of Persons
48	Psychological Training	12
320	Navigation Training	4
86	618 Radio School (Collins)	43
406	Weapon Familiarization	203
504	Weapon Firing	168
2408	Physical Training	301
93	Character Guidance & Commander's Call	93

During the month of May, 1955, 157 training hours were flown by the 29th Air Transport Squadron and 87 training hours were flown in June. During this reporting period the following upgrading occurred within the 29th Air Transport Squadron:

	May	June
To Flight Examiner	1	0
To Instructor Pilot	1	0
To 1st Pilot	1	0
To 2nd Pilot	2	5
To Flight Examiner Navigator	0	1
To MATS Qualified Navigator	1	4

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There were no limiting factors with respect to crew position in May or June within the 29th Air Transport Squadron. As of the end of June, the following personnel were non-qualified:

4 Assigned pilots and 4 attached pilots

9 Assigned navigators and 4 attached navigators.

2 Engineers, 3 radio operators, and 3 flight attendents.

All non-qualified personnel were newly attached.

In May, two pilots were sent to West Palm Beach, Florida, to attend C-118 Transition School. Four maintenance men also attended specialized C-118 maintenance courses at West Palm Beach.

During the month of June the Navigational Proficiency School was placed in operation at McGuire Air Force Base for training of assigned navigators. This school was a twelve-day period and instructed the navigators assigned to McGuire Air Force Base new modern techniques and class room work on all phases of navigation that is used by navigators flying the Trans-Atlantic flights.

During this reporting period a Passive Defense Course was set up at McGuire Air Force Base. The Passive Defense Course was a ten (10) day course covering instruction in defense again biological, chemical, and radiological warfare.

The administration course was a basic administration course for airmen assigned to the clerical field and was held primarily for those airmen from basic training. This was a twenty (20) day course.

A special Arctic Indoctrination course was held for those airmen that were assigned to flight crews. This course was designed to enable a crew to survive in the event of a crash in the Arctic. Upon completion

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of the course, the students were sent to Goose Bay, Laborador, for a five (5)-day field test.

The students in the Passive Defense Course had the opportunity of working with Geiger Counters, Iion Chambers, Film Badges, Gas Identification and Detonation Kits, Decontamination Agents, Brushes, and other equipment that is used in bacteriological warfare.

The administration, Navigation, and Management Courses were taught with mockups in the classrooms, while the Arctic Survival Course was taught with equipment that included parachutes, knives, and other assorted items that would be salvageable from an aircraft following a crash.

The purpose of the school was to prepare personnel of McGuire Air Force Base to meet all types of emergencies in the event of an attack, emergency of problem that might arise in their course of duties.

Training within the house keeping units at McGuire Air Force Base continued steadily, but were slightly hampered with the large personnel buildup program during the last three months of this reporting period.

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Preparedness: School Motto

Training School Established To Meet Basic Requirements

Today's airmen must have the knowledge of passive defense, administration, Arctic indoctrination, navigation and primary management in order to fulfill obligated duties in peace or war.

To be aware and able to meet these requirements a base school is being formed. The school under the direction of WO Lucyus Lada and S-Sgt. Joseph I. Brown will start classes in June.

The Passive Defense course is a 10-day course covering instruction in defense against biological, chemical and radiological warfare.

The Administration course will be a basic administration course for airmen assigned to the clerical field, and will be held primarily for those airmen from basic training. This is a 20-day course.

A special Arctic Indoctrination course will be held for those airmen that are assigned to flight crews. This course is designed to enable a crew to survive in the event of a crash in the Arctic. Upon completion of the course the students will be sent to Goose Bay, Labrador for a five day field test.

A Navigation course will be given to all officer personnel on flying status. This course will deal primarily on problems of navigation and will be a 40 hour class.

The Primary Management course will be given to personnel that are in the 7 level of their respective fields. This course is currently being taught at Westover AFB and the instructors will be transferred here for the school.

Most of the courses will have a 20 student enrollment. Students will be chosen from personnel assigned to this base. A quota will be sent to the various squadrons on the base and they are required to fill their quotas.

Students in the Passive Defense course will have the opportunity of working with Geiger counters, Ion chambers, film badges, gas identification and detonation kits, decontamination agents, brushes, and other equipment that is used in bacteriological warfare.

The Administration, Navigation, and Management courses will use mockups in the classrooms while the Arctic Survival course will use equipment that will include parachutes, knives, and other assorted items that may be salvageable from an aircraft following a crash.

The purpose of the school is to prepare personnel of this station to meet all types of emergencies in the event of an attack, emergency or problem that may arise in their course of duties.

Personnel of the new Training School demonstrate some of the equipment that will be used in the Passive Defense course given by the school. They are: A-3C Robert E. Brozozowy, with Geiger Counter, A-3C Valdemar Pitts, with gas mask, and S-Sgt. David VanWormer, with ION Chamber.

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SPECIAL SUBJECTS

During the first quarter of this reporting period the 1611th Inspection Section held preliminary inspections and Staff visits of all units under the 1611th Air Transport Wing, Medium, prior to the Atlantic Division Annual General Inspection, which was conducted from 19 January thur 3 February 1955.

On 20 January 1955 the Purchasing and Contracting Activity of the 1611th Air Transport Wing was given a special inspection by the Office of the Inspector General, Headquarters Military Air Transport Service, assisted by Staff Personnel of this Headquarters.

On 2 February 1955 a Special Inspection was conducted by personnel of Headquarters, Warner-Robbins Air Materiel Area, Robbins Air Force Base, Georgia, to assist in supply problems. Assistance was given by personnel of the 1611th Air Transport Wing Director of Materiel.

During the first quarter the Inspection Section was made surveys to establish adequacy of housing military personnel assigned to McGuire Air Force Base, Schooling accommodations (in the vicinity of McGuire Air Force Base) for dependent children of military personnel and a survey of school children by age, of military personnel expected to arrive at McGuire Air Force Base in the fiscal year 1955-1956.

The Wing Inspector was designated Deputy Fair Employment Officer for McGuire Air Force Base during the first quarter of this period. It was the responsibility of the Deputy Fair Employment Officer to receive, acknowledge, and make necessary investigations of greivances relating to allegations of discrimination; to hold hearings and to

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serve as chairman of the Hearing Committee, and to recommend action to be taken to the Commander of this base.

The Wing Inspector was also designated as the representative of the Base Commander, in surrounding communities, where Air Force personnel reside, in order to develop sound community relationships with all surrounding communities.

A follow-up inspection of the Atlantic Division Annual Inspection was conducted by the Wing Inspection Section from 18 April thru 1 June 1955. Staff visits to all subordinate units were also conducted during this period.

During the period 16 May thru 20 May 1955, Military Air Transport Service Headquarters conducted a special inspection of Support Activities of the 1611th Air Transport Wing, Medium.

During the last quarter of this reporting period the Wing Inspector was assigned as Charman of the Passenger Relations Committee. This committee convenes every Monday at 0900 hours. Its mission is to review discrepancies or deficiences of the Passenger Service and to make recommendations for improvement of passenger relations.

Throughout this six-month period, the Wing Inspector conducted twenty-four (24) personal conferences and Fort Dix Hospital and McGuire Air Force Base Confinement Center were visited once each month during the same period.

The following is a breakdown of the 1611th Air Transport Wing, Medium, Procurement Office:

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	Number of Contract and Purchase Orders	Dollar Amount
April	794	$264,604.00
May	1001	373,123.00
June	1010	420,264.00
Quarterly Total	2805	$1,057,991.00

During the last quarter the Passenger Branch of the Commercial Transportation Section moved from the old area to the McGuire Passenger Terminal for commencement of processing and furnishing inbound personnel from overseas. Transportation requests and/or meal tickets to cover transportation to their ultimate destination were furnished. Base personnel were also being furnished transportation from this new base of operations effective 1 April 1955. Hours of operation were not firm; however, all inbound flights from overseas were completely covered and tours of duty for assigned personnel varied from eight (8) to sixteen (16) hours per day, six (6) days per week. Operation of this branch was at least sixteen (16) hours per day, seven (7) days per week from 1 April to 26 June 1955. On 27 June 1955, the Passenger Branch initiated a three-shift work force and commenced operating twenty-four (24) hours per day, seven (7) days per week.

During this reporting period the Wherry Housing situation was extremely inadequate in number. At that time there were two Wherry Projects, Sheridanville and Nelson Courts, both located at Fort Dix, New Jersey.[26] The Air Force was allotted fifty units at each of these projects. The waiting list totalled one hundred forty-one (141) at the end of this reporting period. However, a new project, Kennedy

26. Photos Wherry Housing (see exhibit 3).

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Courts, was nearly finished at the end of this reporting period and the Air Force will be allotted two hundred (200) units out of the four hundred (400) available. This will help the housing situation considerably.

During the month of June a welcome to McGuire Air Force Base booklet was published by the New Jersey Bell Telephone Company in coordination with the 1611th Air Transport Wing Office of Information Services. This book was distributed to all organizations at McGuire Air Force Base and passed out at the Passenger Terminal to incoming passengers.[27]

The Education Program at McGuire Air Force Base continued to operate with no major difficulties. Enrollment in the Education Program was increased from six hundred thirty-three (633) to seven hundred twenty-eight (728) at the end of this period. This included military personnel enrolled or engaged in all phases of the Education Program, including the United States Air Force Institute Correspondence Courses and Testing, Air University Courses, Corresponding civilian high school and college courses, courses offered in residence at the nearby universities and high schools, and a new program of on-base courses.

The on-base education program was started during the last quarter of this reporting period and consisted of four (4) courses offered on the base. They were courses in Psychology, Management, Speed Reading, and Typing. The Education Section plans to expand this program in the fall.

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27. Welcome booklet (see exhibit 4).

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The last quarter showed a total of approximately 1,050 personal initial and follow-up interviews with persons with education problems. Two hundred and sixty-four (264) high school and college level examinations were administered. During this period, four hundred and ninety-two (492) individuals were studying courses.

A program of lectures on education to the various units was started on a rotating plan. These lectures on education opportunities were given during the unit's Commander's Call, as a means of improving the amount of participation in the program.

The following is a breakdown of the Special Services activities for the last quarter of this reporting period:

	Month	Attendance
Service Club	April	1960
	May	2710
	June	1770
Hobby Shop	April	1027
	May	449
	June	358
Auto Hobby Shop	April	468
	May	545
	June	213
Library	April	1012
	May	1406
	June	853

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	Month	Attendance
Gymnasium	April	1072
	May	470
	June	350
Theater	April	4690
	May	3996
	June	4581

On 4 February and 5 February 1955 McGuire Air Force Base held its annual Mardi Gras. The Mardi Gras is a method devised by the officers and airmen at McGuire to raise funds for the United Charities and Welfare Fund. This fund contributes annually to such organizations as the American Red Cross, Community Chest, Salvation Army, March of Dimes, Air Force Society, and local Fire and Rescue Squads. In order to make the Mardi Gras a success, each squadron at McGuire Air Force Base went out to provide different kinds of amusements to raise money for this affair. Duke Ellington and his orchestra provided dance music on both evenings of the Mardi Gras and many celebrities were on hand to help with the activities, such as: Miss Cleo Moore, who was crowned "Queen of the Mardi Gras"; Miss Arlene Tye, MGM Recording Star; Steve Lawrence, of Steve Allen fame; and many others.[28]

It was estimated that 40,000 people turned out for the Mardi Gras and about $50,000 was realized from this event. The money was prorated and given out to the different charities.

28. Photos of Mardi Gras (see exhibit 5).

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HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

GENERAL ORDERS)
NUMBER 110)

21 June 1955

SECTION

INACTIVATION OF CERTAIN TABLE OF ORGANIZATION UNITS, ATLANTIC DIVISION, MATS	I
REDESIGNATION OF THE 41 AIR TRANSPORT SQUADRON, MEDIUM	II
REASSIGNMENT OF THE 58 AIR TRANSPORT SQUADRON, MEDIUM	III
REORGANIZATION OF CERTAIN UNITS, ATLANTIC DIVISION	IV
DESIGNATION AND ORGANIZATION OF CERTAIN UNITS, ATLANTIC DIVISION	V
DISCONTINUANCE OF THE 1608 AIR BASE SQUADRON	VI
REORGANIZATION OF CERTAIN UNITS, ATLANTIC DIVISION	VII
REASSIGNMENT OF CERTAIN UNITS, ATLANTIC DIVISION	VIII

I. INACTIVATION OF CERTAIN TABLE OF ORGANIZATION UNITS, ATLANTIC DIVISION, MATS.

1. The following units, Atlantic Division, MATS, are inactivated, effective 1 July 1955:

UNIT	ORGANIZATION MATS-UMD-NO	AUTH STRENGTH OFF	WO	AMN	CIV	LOCATION
21 Air Transport Sq, H	A-021, Jun 55 (T/O Portion) 1-1554, 1 Aug 54	47	1	226	0	Dover AFB, Delaware
	(Non-T/O Portion)	0	0	12	0	
	Sq Total	47	1	238	0	
23 Air Transport Sq, M	A-023, Jun 55 (T/O Portion) 1-1551P, 1 Dec 51	45	0	156	0	Charleston AFB, South Carolina
Air Transport Sq, H	A-045, Jun 55 (T/O Portion) 1-1554, 1 Aug 54	47	1	226	0	Dover AFB, Delaware
	(Non-T/O Portion)	0	0	12	0	
	Sq Total	47	1	238	0	
86 Air Transport Sq, M	A-086, Mar 55 (T/O Portion) 1-1551P, 1 Dec 51	45	0	156	0	Charleston AFB, South Carolina

2. Concurrently with inactivation, these units will revert to the control of the Department of the Air Force.

3. Personnel rendered surplus by this action will be absorbed by other units under control of Commander, Atlantic Division.

4. Equipment rendered surplus by this action will revert to stocks to fill present and future requirements.

5. Organizational records will be suspended as of date of inactivation and disposed of in accordance with instructions contained in Air Force Manual 181-5, 1 August 1954, as amended.

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6. Organizational funds will be disposed of in accordance with Air Force Regulations 176-1, 4 November 1953, and 176-2, 24 February 1954, as amended.

7. Final Morning Report for the above units will be prepared in accordance with Air Force Manual 171-6. Action directed herein will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

8. AUTHORITY: Department of the Air Force Letter, AFOMO 692j, subject: "Redesignation and Reorganization of the 41st Air Transport Squadron, Medium; Reorganization and Inactivation of Certain Other Transport Squadrons," 1 June 1955.

II. REDESIGNATION OF THE 41 AIR TRANSPORT SQUADRON, MEDIUM. -1. The 41 Air Transport Squadron, Medium, located at Charleston AFB, South Carolina, is redesignated as the 41 Air Transport Squadron, Heavy, effective 1 July 1955. There is no change in assignment, authorized strength or location as a result of this action.

2. Appropriate entry will be made in the Morning Report for the above unit ordance with Air Force Manual 171-6. Action directed herein will be reported s of the Air Force Organization Status Change Report (RCS-AF-01).

. AUTHORITY: Department of the Air Force Letter, AFOMO 692j, subject: esignation and Reorganization of the 41st Air Transport Squadron, Medium; Reorganization and Inactivation of Certain Other Transport Squadrons, 1 June 1955.

III. REASSIGNMENT OF THE 58 AIR TRANSPORT SQUADRON, MEDIUM. -1. The 58 Air Transport Squadron, Medium, is reassigned from the 1700 Air Transport Group, Medium Continental Division, MATS, to the 1611 Air Transport Group, Medium, 1611 Air Transport Wing, Medium, Atlantic Division, MATS, effective 24 June 1955. Unit is located at McGuire AFB, New Jersey.

2. Appropriate entry will be made in the Morning Report for the above unit in accordance with Air Force Manual 171-6. Action directed herein will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

. AUTHORITY: Air Force Regulation 20-27, 12 July 1954.

. REORGANIZATION OF CERTAIN UNITS, ATLANTIC DIVISION. -1. The following , Atlantic Division, are reorganized in accordance with Unit Manning Documents ndicated, with non-T/O Authorizations, effective 1 July 1955:

UNIT	ORGANIZATION MATS-UND-NO	AUTH STRENGTH OFF	WO	AIN	CIV	LOCATION
22 Air Transport Sq, M	A-022, Jul 55	83	1	208	0	Charleston AFB, South Carolina
30 Air Transport Sq, M	A-030, Jul 55	64	1	305	0	McGuire AFB, New Jersey
58 Air Transport Sq, M	A-058, Jul 55	45	1	184	0	McGuire AFB, New Jersey
17 Air Transport Sq, M	A-017, Jul 55	65	1	150	0	Charleston AFB, South Carolina
35 Air Transport Sq, M	A-035, Jul 55	45	0	156	0	Kindley AFB, Bermuda
18 Air Transport Sq, M	A-018, Jul 55	45	1	208	0	McGuire AFB, New Jersey

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GO 110, Hq MATS, USAF, Washington 25, D. C. 21 June 1955

UNIT	ORGANIZATION MATS-AMD-NO	AUTH STRENGTH OFF	WO	AMN	CIV	LOCATION
44 Air Transport Sq, M	A-044, Jul 55	45	1	208	0	Grenier AFB, New Hampshire
29 Air Transport Sq, M	A-029, Jul 55	45	1	208	0	McGuire AFB, New Jersey
38 Air Transport Sq, M	A-038, Jul 55	45	1	208	0	McGuire AFB, New Jersey
39 Air Transport Sq, M	A-039, Jul 55	65	1	230	0	Dover AFB, Delaware
83 Air Transport Sq, M	A-083, Jul 55	45	0	155	0	Grenier AFB, New Hampshire
42 Air Transport Sq, H	A-042, Jul 55	65	1	237	0	Andrews AFB, Maryland
20 Air Transport Sq, H	A-020, Jul 55	71	1	357	0	Dover AFB, Delaware
40 Air Transport Sq, H	A-040, Jul 55	70	2	357	0	Dover AFB, Delaware
1 Air Transport Sq, H	A-001, Jul 55	94	2	476	0	Dover AFB, Delaware
15 Air Transport Sq, H	A-015, Jul 55	67	1	342	0	Dover AFB, Delaware
31 Air Transport Sq, H	A-031, Jul 55	67	1	342	0	Dover AFB, Delaware
41 Air Transport Sq, H	A-041, Jul 55	83	1	303	0	Charleston AFB, South Carolina

2. Personnel will be furnished from sources under control of the Commander, Atlantic Division.

3. Equipment. The above units are authorized equipment in accordance with provisions of Section C, paragraph 7a (1) and (2) and 7d of Air Force Regulation 5-25, 9 February 1955. Additionally, the parent commander will take action as outlined in paragraph 7a (1) MAT SUP-1 to Air Force Regulation 67-83, dated 8 April 1954.

4. Appropriate entries will be made in the Morning Report for the above units in accordance with Air Force Manual 171-6. Action directed herein will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

5. AUTHORITY: Department of the Air Force Letter, AFOMO 692j, subject: "Redesignation and Reorganization of the 41st Air Transport Squadron, Medium; Reorganization and Inactivation of Certain Other Transport Squadrons," 1 June 1955.

V. DESIGNATION AND ORGANIZATION OF CERTAIN UNITS, ATLANTIC DIVISION. -1. The following units are designated, assigned to Atlantic Division, MATS, with further assignment indicated by indentation, and organized in accordance with Unit Manning Documents indicated, effective 1 July 1955:

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GO 110, Hq MATS, USAF, Washington 25, D. C. 21 June 1955

UNIT	ORGANIZATION MATS-UMD-NO	AUTH STRENGTH OFF	WO	AMN	CIV	LOCATION
Atlantic Division						
1608 Air Trans Wg, M						
1608 Maintenance Gp						
Hq 1608 Maint Gp	A-213, Jul 55	7	0	32	1	Charleston AFB, South Carolina
1608 Periodic Maint Sq	A-216, Jul 55	5	0	353	1	Charleston AFB, South Carolina
1608 Air Base Gp						
Hq 1608 Air Base Gp	A-214, Jul 55	23	0	68	18	Charleston AFB, South Carolina
1608 Operations Sq	A-215, Jul 55	16	0	57	9	Charleston AFB, South Carolina

2. Personnel will be furnished from sources under control of the Commander, Atlantic Division.

3. Equipment. The parent commander will take action as outlined in paragraph 7a (1) MATSUP-1 to Air Force Regulation 67-83, 8 April 1954.

4. Initial Morning Report for the above units will be prepared in accordance with Air Force Manual 171-6. Action directed herein will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

5. AUTHORITY: Air Force Regulation 20-27, 12 July 1954.

VI. DISCONTINUANCE OF THE 1608 AIR BASE SQUADRON. -1. The following unit, Atlantic Division, is discontinued, effective 1 July 1955:

UNIT	ORGANIZATION MATS-UMD-NO	AUTH STRENGTH OFF	AMN	CIV	LOCATION
1608 Air Base Sq	A-201, Jun 55	25	121	12	Charleston AFB, South Carolina

2. Personnel will be reassigned as directed by Commander, Atlantic Division.

3. Organizational property and equipment will be disposed of in accordance with Air Force Manual 67-1, 1 July 1953, as amended.

4. Organizational records will be disposed of in accordance with Air Force Manual 181-5, 1 August 1954, as amended.

5. Organizational funds will be disposed of in accordance with Air Force Regulation 176-1, 4 November 1953, and Air Force Regulation 176-2, 24 February 1954.

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6. Final Morning Report for the above unit will be prepared in accordance with Air Force Manual 171-6. Action directed herein will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

7. AUTHORITY: Air Force Regulation 20-27, 12 July 1954.

VII. REORGANIZATION OF CERTAIN UNITS, ATLANTIC DIVISION. -1. The following units, Atlantic Division, are reorganized in accordance with Unit Manning Documents indicated, effective 1 July 1955:

UNIT	ORGANIZATION MATS-UMD-NO	AUTH STRENGTH OFF	WO	AMN	CIV	LOCATION
Hq 1608 Air Trans Wg, M	A-200, Jul 55	27	1	90	33	Charleston AFB, South Carolina
Hq 1608 Air Trans Gp, M	A-209, Jul 55	19	0	29	3	Charleston AFB, South Carolina
08 Field Maint Sq	A-204, Jul 55	11	0	355	77	Charleston AFB, South Carolina
1608 Motor Vehicle Sq	A-207, Jul 55	5	0	149	6	Charleston AFB, South Carolina
1608 Supply Sq	A-203, Jul 55	10	1	273	63	Charleston AFB, South Carolina
1608 Air Terminal Sq	A-211, Jul 55	18	0	211	18	Charleston AFB, South Carolina
1608 USAF Dispensary	A-208, Jul 55	20	0	82	1	Charleston AFB, South Carolina

2. Personnel will be furnished from sources under control of the Commander, Lantic Division.

3. Equipment. The parent commander will take action as outlined in paragraph 7a (1) MATSUP-1 to Air Force Regulation 67-83, 8 April 1954.

4. Appropriate entries will be made in the Morning Report for the above units in accordance with Air Force Manual 171-6. Action directed herein will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

5. AUTHORITY: Air Force Regulation 20-27, 12 July 1954.

VIII. REASSIGNMENT OF CERTAIN UNITS, ATLANTIC DIVISION. -1. The following units, Atlantic Division, are reassigned as indicated, effective 1 July 1955. There is no change in authorized strength or location as a result of this action.

UNIT	PRESENT ASSIGNMENT	NEW ASSIGNMENT
1608 Installations Sq	1608 Air Trans Wg, M	1608 Air Base Group
1608 Air Police Sq	1608 Air Trans Wg, M	1608 Air Base Group
1608 Food Service Sq	1608 Air Trans Wg, M	1608 Air Base Group

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GO 110, Hq MATS, USAF, Washington 25, D. C. 21 June 1955

UNIT	PRESENT ASSIGNMENT	NEW ASSIGNMENT
1608 Air Terminal Sq	1608 Air Trans Wg, M	1608 Air Base Group
1608 Motor Vehicle Sq	1608 Air Trans Wg, M	1608 Air Base Group
1608 Supply Sq	1608 Air Trans Wg, M	1608 Air Base Group
1608 Field Maintenance Sq	1608 Air Trans Wg, M	1608 Maintenance Group

2. Apropriate entries will be made in the Morning Report for the above units in accordance with Air Force Manual 171-6. Action directed herein will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

3. AUTHORITY: Air Force Regulation 20-27, 12 July 1954.

BY ORDER OF THE COMMANDER:

OFFICIAL

E. MOORE
Major General, USAF
Chief of Staff

OFFICIAL:

H. P. BONNEWITZ
Colonel, USAF
Command Adjutant

DISTRIBUTION:
X plus
Hq USAF AAG Attn: Pub Div (30)
Hq USAF, DCS/O, MEO (3)
COMCNTLD, MEO (2)
ATID (400)
AF Depot (5)
AMC (10)
AMC Attn: MCAR-4 (2)
AUL (2)
MATS Det 11 Parks AFB (2)
MATS Det 10 Cp Kilmer (2)

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U. S. NAVAL DISPATCH

From:	CNO	Unclas...	DEFERRED

Action: COMATS
COMAIRLANT // COMFLOGWINGLANT // AIRTRANSRON SIX // COMLANTDIVMATS
Info: BUPERS

ADV CHG OPNAVINST 3111.1hA X REF 1 JUN CHG PERM DY STA FROM WESTOVER AFB TO MCGUIRE AFB FOR AIRTRANSRON SIX

WU/PA 20052 30 MAR 1955 3016122

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HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

SUBJECT: Movement Orders, 730th Air Force Band 9 March 1955

TO: Commander
Atlantic Division, MATS
Westover Air Force Base
Massachusetts

Commander
730th Air Force Band
Westover Air Force Base
Massachusetts

1. It is desired that you take the necessary action for which you are responsible to move the 730th Air Force Band, from its present location, Westover Air Force Base, Massachusetts, to McGuire Air Force Base, Wrightstown, New Jersey, for a Permanent Change of Station. The unit will move at current strength. Movement may begin on the earliest possible date after 1 June 1955, and will be completed not later than 1 July 1955. Specific reference is directed to paragraph 11c, Air Force Regulation 75-20, 10 November 1954.

2. Movement will be made in accordance with applicable provisions of Joint Travel Regulations, Air Force Regulations 75-2, 75-19, 75-20, and 75-38. Military aircraft may be used. Travel by privately owned conveyance is authorized.

3. The unit remains assigned to Atlantic Division, MATS. Effective upon the date the unit move is completed, the 730th Air Force Band will be relieved from its present assignment, and will be assigned to the 1611th Air Transport Wing, Medium, McGuire Air Force Base, Wrightstown, New Jersey.

4. Organic equipment to accompany unit: All UME equipment; that USE equipment necessary, plus items of equipment as agreed upon between the Commander, 8th Air Force, Strategic Air Command, and Commander, Atlantic Division, MATS, within the provisions of the Westover Air Force Base transfer agreement.

5. Dates of departure and arrival of the unit will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

6. Cite Permanent Change of Station Open Allotment Accounting Classification 5753500 048-201 P532-99 S99-999 for all PCS costs from the home station in accordance with the provisions of AFM 172-1 except that transportation costs of organizational equipment and impedimenta is chargeable to Base Maintenance and Operations funds available to your command.

A CERTIFIED TRUE COPY:

STUART L. KREBER
Capt., USAF
Info. Serv. Off.

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HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

SUBJECT: Movement Orders, 30th Air Transport Squadron, Medium 9 March 1955

TO: Commander
Atlantic Division, MATS
Westover Air Force Base
Massachusetts

Commander
1600th Air Transport Group, Heavy
Westover Air Force Base
Massachusetts

Commander
30th Air Transport Squadron, Medium
Westover Air Force Base
Massachusetts

1. It is desired that you take the necessary action for which you are responsible to move the 30th Air Transport Squadron, Medium, from its present location, Westover Air Force Base, Massachusetts, to McGuire Air Force Base, Wrightstown, New Jersey, for a Permanent Change of Station. The unit will move at current strength. Movement may begin on the earliest possible date after 1 May 1955, and will be completed not later than 1 June 1955. Specific reference is directed to paragraph 11c, Air Force Regulation 75-20, 10 November 1954.

2. Movement will be made in accordance with applicable provisions of Joint Travel Regulations, Air Force Regulations 75-2, 75-19, 75-20, and 75-38. Military aircraft may be used. Travel by privately owned conveyance is authorized.

3. The unit remains assigned to Atlantic Division, MATS. Effective upon date a unit move is completed, the 30th Air Transport Squadron, Medium, will be relieved from assignment to the 1600th Air Transport Group, Heavy, and will be assigned to the 1611th Air Transport Group, Medium, 1611th Air Transport Wing, Medium, McGuire Air Force Base, Wrightstown, New Jersey.

4. Organic equipment to accompany unit: All UME equipment; that USE equipment necessary, plus items of equipment as agreed upon between the Commander, 8th Air Force, Strategic Air Command and the Commander, Atlantic Division, MATS, within the provisions of the Westover Air Force Base transfer agreement.

5. Dates of departure and arrival of the unit will be reported by means of the Air Force Organization Status Change Report (RCS-AF-01).

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B/Ltr, HQ MATS, subj: Movement Orders, 30th Air Transport Squadron, Medium, 9 Mar 55

6. Cite Permanent Change of Station Open Allotment Accounting Classification 5753500 048-201 P532-99 S99-999 for all PCS costs from the home station in accordance with the provisions of AFM 172-1 except that transportation costs of organizational equipment and impedimenta is chargeable to Base Maintenance and Operations funds available to your command.

7. AUTHORITY: Message, Headquarters USAF, AFOOP-OC-C 48642, date time group 031547Z (March 1955).

BY ORDER OF THE COMMANDER:

SAMUEL W MARSH
Lieutenant Colonel, USAF
Acting Command Adjutant

IBUTION:
Plus
Hq USAF AAG ATTN: Pub Div (30)
Hq USAF, DCS/O, M&O (3)
Hq USAF, DCS/O (2)
COMCNTLD, M&O (2)
COMATLD (30)
COM 1600th AT Gp, H (20)
COM 30th AT Sq, M (30)
COM 1611th AT Wg, M (20)
COM SAC (2)
AUL (2)

A TRUE COPY:

STUART L. KREBER
Capt., USAF
Info. Serv. Off.

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NAVAL AIR TRANSPORT SQUADRON SIX
1600TH AIR TRANSPORT GROUP, ATLD-MATS
WESTOVER AIR FORCE BASE, MASS.

145302/1310
FF12/VR-6
00:CER:hl
P16-4/2/00
5 April 1955

From: Commanding Officer
To: Leiutenant Commander Robert T. BARBOR, USN, 145302/1310

Subj: Change of Duty

Ref: (a) CNO dispatch 301612Z of Mar 1955

1. Upon receipt of these orders, and when directed by your commanding officer, you will proceed to McGuire Air Force Base, New Jersey; establish, and assume command, as the Officer in Charge, of the Naval Air Transport Squadron SIX detachment thereat.

2. This certifies that you were attached to and serving on board Naval Air Transport Squadron SIX at the time of receipt of reference (a), quoted below for information:

ADVANCE CHANGE OPNAV INSTRUCTION 3111.14A X EFFECTIVE 1 JUN CHANGE PERMANENT DUTY STATION FROM WESTOVER AFB TO MC GUIRE AFB FOR AIR TRANSPORT SQUADRON SIX

3. Cost of travel is chargeable to 1751453.18 MPN 1955, object class 029, expenditure account 74120, Bureau control 22/31600.

4. Upon reporting and assuming command notify your commanding officer and the Commander, 1611th Air Transport Wing by latter.

W. E. HARDY

W. E. HARDY
Acting

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STUART L. KREBER
Capt., USAF
Info. Serv. Off.

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NAVAL AIR TRANSPORT SQUADRON SIX
1600TH AIR TRANSPORT GROUP, ATLD-MATS
WESTOVER AIR FORCE BASE, MASS.

FF12/VR6
P16--4/MM
Ser: 461
5 Apr 1955

TO: SULLIVAN, Lawrence M., 202 95 43, PR2
TURVEY, Junior P., 283 26 80, AMC

From: Commanding Officer
TO: Dennison, Joseph E., SN (PN-2609-04), 750 06 61, USN

SUBJ: O R D E R S

Ref: (a) CNO dispatch 301612Z March 1955

1. Upon receipt of these orders you will proceed immediately and report to the Officer-in-Charge, Naval Air Transport Squadron SIX detachment at McGuire Air Force Base, New Jersey for duty or such other duty as the Commanding Officer may assign.

2. This is a permanent change of station as defined by Article 3003, Joint Travel Regulations. This certifies that you were attached to and serving on board when reference (a) which directs the deployment of this squadron from Westover Air Force Base, Mass. to McGuire Air Force Base, N. J. was received. Reference (a) is quoted below:

"ADV CHG OPNAVINST 3111.14A X EFF 1 JUNE CHG PERM DY STA FROM WESTOVER AFB TO MCGUIRE AFB FOR AIRTRANSRON SIX"

3. You are authorized to draw advance pay not to exceed three months pay in execution of these orders provided you have the required amount of obligated service. The Disbursing Officer, Naval Air Transport Squadron SIX is directed by these orders to make all payments due to you.

4. Upon the official moving of the command, Naval Air Transport Squadron SIX, from Westover Air Force Base, Mass. to McGuire Air Force Base, N.J., and when directed by the Officer-in-Charge of the detachment you will report to the Commanding Officer for duty.

5. Your records and accounts will be maintained at Westover Air Force Base, Mass. until after the actual movement of the parent unit.

6. Travel for yourself, your dependents, and household effects is chargeable to APPN: 1751453.18 MPN 1955 OC 029 EXPACCT 74121 ALOT NO. 22/31600. Government transportation is not available.

E. J. RIVARD,
By direction

CC: OinC VR6 Detach(McGAFB)

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STUART L. KREBER
Capt., USAF
Info. Serv. Off.

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730TH AIR FORCE BAND
McGuire Air Force Base
Wrightstown, New Jersey

2 June 1955
EAD/lgg

SUBJECT: Movement Order
(RCS-AF-01)

TO : HEADQUARTERS MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE,
WASHINGTON 25, D.C.

1. In compliance with para 5 B/Ltr HQ MATS Movement Order, 730th AF Band dtd 9 Mar 55, the following report RCS-AF-01 is herewith submitted:

31 May 1955 departed Westover AFB, Mass., arrived McGuire AFB, N.J. EDCSA 1st June 1955.

1 Incl:
Movement Order

EUGENE A. DIETER
CWO.,USAF
Commander

A CERTIFIED TRUE COPY:

STUART D. KREBER
Capt., USAF
Info. Serv. Off.

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EOC147 TDB 133FFB 104
RR JEPEO JEIMH
DE JEPFF 98 Mar 21 21 09 '55
R 21951 Z
RM COMATS ANDREWS AFB MD
TO JEPEO/COMATLD MATS WESTOVER AFB MASS
INFO JEPEO/COMDR 31ST ATSQ H WESTOVER AFB MASS
JEPEO/COMDR 7TH AIR POSTAL HQ WESTOVER AFB MASS
JEIMH/COMDR SAC OFFUTT AFB NEBR
BT
MACMO 21C-57 SO MUH OF PARA 1 OF MO FOR 31ST AIR TANS SQ, H, 9 MAR 55, AS READS: "AND W/B COMPL NOT LATER THAN 15 JUL 55" IS AMND TO READ: "AND W/B COMPL NOT LATER THAN 30 JUN 55." SO MUCH OF PARA 1 OF MO FOR 730TH AF BAND AND 7TH AIR POSTAL SQ, 9 MAR 55, AS READS: "AND W/B COMPL NOT LATER THAN 1 JUL 55" IS AMND TO READ" AND W/B COMPL NOT "ER THAN 30 JUN 55". CHANGES ABOVE NEC TO COMPL WITH WEXTOVER AFB AGREEMENT AND TO PRECLUDE CIT OF FY 56 FUNDS. COPIES OF THESE AMENDMENTS BEING PUB AND W/B DISTR.
BT
21/2011Z MAR JEPFF

A CERTIFIED TRUE COPY:

STUART L. KREBER
USAF
Asst. Ser. Off.

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WHERRY HOUSING

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MCGUIRE BOOKLET

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WELCOME TO

McGUIRE

AIR FORCE BASE

MILITARY AIR TRANSPORT SERVICE

U.S. AIR FORCE

HOME OF

1611th AIR TRANSPORT WING (M)

HQ. ATLANTIC DIVISION (MATS)

4709th AIR DEFENSE WING

108th FIGHTER BOMBER GP. NJANG

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Welcome to McGuire Air Force Base

The officers, airmen, and civilians here at McGuire welcome you and sincerely hope you will enjoy your stay here. Your assignment to McGuire places you on a very modern and a vital Air Force Base, which has had a continuous series of fine accomplishments. Your arrival here presents a challenge to you to add to these achievements.

Reporting for Duty

Atlantic Division (MATS) Personnel report to Bldg. 29-1.

1611th Air Transport Wing (M).

OFFICERS: Sign in at Base Headquarters, Bldg. 29-6, then report to Base Personnel, Bldg. 29-1.

AIRMEN: Sign in at Air Base Sqd. Bldg. 26-1, then report to Base Personnel, Bldg. 29-1.

4709th Air Defense Wing

OFFICERS: Sign in at Air Defense Wing Headquarters, Bldg. 35-63.

AIRMEN: Sign in at Headquarters Squadron Orderly room Bldg. 35-6.

THIS BOOKLET *was prepared by the Office of Information Services, McGuire Air Force Base, and was published by the New Jersey Bell Telephone Company as a public service. There was no expense to the U. S. Government involved in its publication.*

C-118

TRANSPORTATION

TAXI SERVICE—A & C Cabs—For all points on Ft. Dix or McGuire.
Cruising service, 25¢ per person.
D & M Cabs—For all points off base. Available at the passenger terminal.

BUS SERVICE — Hourly departures from the Passenger Terminal, McGuire Hotel, Officers Mess, Base Headquarters, Service Club (Bldg. 35-11), West Gate, and Fort Dix Bus Terminal to Trenton, New York, and Philadelphia. Frequent buses to Atlantic City, Asbury Park, Wildwood, Ocean City, and Lakewood. For complete rates and schedules call Ticket Information Booth at Passenger Terminal or Fort Dix Bus Terminal. Posted bus stops will have complete schedule.

Information on train and airlines available at Passenger Terminal.

Travelers Checks and T/R's can be obtained at terminal.

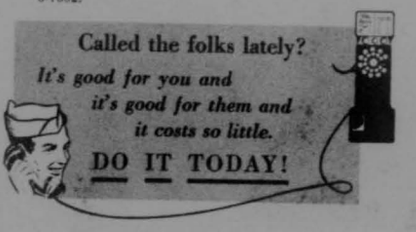
For further information:

Trenton Transit Co. Passenger Terminal or EXport 6-9171.

Lincoln Transit Co. Passenger Terminal or telephone 23125.

Quaker City Bus Co. Passenger Terminal or telephone 23125.

Public Service Transport. Terminal or RAymond 3-7602.



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McGUIRE AIR FORCE BASE
Trenton, New Jersey

6-55 30M

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MATS Organization and Mission

MATS — Military Air Transport Service — was established June 1, 1948, with the consolidation (per the Unification Act of 1947) of two wartime agencies: ATC and NATS — Air Transport Command and Naval Air Transport Service, respectively. This was the first time in U.S. military history that elements of separate services were integrated into one permanent organization. MATS Headquarters is at Andrews Air Force Base, Washington, D.C.

Consolidation of parallel air routes, elimination of duplicating functions, and adoption of techniques and regulations combining the best features of ATC and NATS resulted in an increased efficiency and economy.

The primary mission of MATS is to provide scheduled and strategic worldwide airlift support to the Department of Defense. This service is furnished by the three transport divisions, each operating in its own geographic area: Continental, Pacific and Atlantic, with respective headquarters at Kelly AFB, Texas, Hickham AFB, Hawaii, and McGuire AFB, New Jersey.

As essential Air Force support elements, MATS has five technical services: Airways and Air Communications Service, Air Weather Service, Air Rescue Service, Flight Service, and Air Photographic and Charting Service. The first four were original MATS services, and the last became a MATS service in April, 1952. All provide services as their titles signify. They function for the entire USAF, and are also available for other military and civil aircraft.

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McGUIRE MISSION

McGuire Air Force Base is Headquarters for the Atlantic Division of MATS. Its mission is to fly passengers across the Atlantic to Greenland, Iceland, Labrador, United Kingdom, Europe, North Africa, and the Middle East to Saudi Arabia via Bermuda, Newfoundland and the Portuguese Azores.

Over 100 C-118 (R6D) type aircraft are used to transport over 20,000 passengers who arrive and depart here monthly. The C-118, a fast, safe, comfortable, pressurized aircraft operates at about 20,000 feet. It has been modified to carry passengers, freight, mail and air evacuation patients. MATS safety attitude reflected in meticulous training of flight crews and careful aircraft maintenance can best be summed up in a well expressed motto of MATS: "Service is second only to safety."

McGuire has the responsibility for the logistical support of the 4709th Air Defense Wing. The Wing consists of the 2nd and the 5th Fighter-Interceptor Squadrons. These squadrons, equipped with F-86 D Saberjets, protect the area of Trenton, Philadelphia, Camden, New York City, Washington and the lower Delaware Valley.

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History of McGuire Air Force Base

McGuire Air Force Base was named on January 13, 1948, in honor of Major Thomas B. McGuire, Jr., of Ridgewood, New Jersey, who lost his life in the service of his country on January 7, 1945, while flying over the Los Negros Islands in the Philippines. During World War II, Major McGuire was assigned to the Fifth Air Force and was awarded the Congressional Medal of Honor, the Distinguished Service Cross, Silver Star, Distinguished Flying Cross, Air Medal, and the Purple Heart. At the time of his death he was the ranking active ace in the Southwest Pacific Theater. In his brilliant career Major McGuire destroyed 38 Japanese aircraft.

Aircraft first operated here in 1937 on a single dirt strip, and in that same year present runways and flight line were roughed out. In 1940, after General H. H. Arnold, then Chief of the Air Service, had visited the field, construction was begun on two runways, and additional barracks, mess halls and other structures were built, supplementing the building erected for the original National Guard tenants. In October 1949, the modern phase of McGuire's history began when the 52nd (All weather) Fighter Interceptor Wing moved here from Mitchel Air Force Base, N. Y. McGuire today is the home of the 4709th Air Defense Wing, which includes two combat-ready fighter units, the 2nd and 5th Fighter-Interceptor Squadrons.

On July 1, 1954, the Military Air Transport Service assumed command jurisdiction of the base as the 1611th Air Transport Wing was activated, while the 4709th Air Defense Wing and the New Jersey Air National Guard remained as tenant units.

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PERSONAL ASSISTANCE

LEGAL OFFICE—Bldg. 29-6. Wing Headquarters: Wills, Power of Attorney, other legal documents can be made out at no cost. Notary Public service also available. Phone 2208-2209.

PERSONAL AFFAIRS—Bldg. 29-4. Aid to dependents in event of casualties, death benefits, etc. Air Force Aid Society offers financial assistance in time of need. Phone 3617.

AMERICAN RED CROSS—Bldg. 29-4. Assistance to personnel and dependents in emergency, any reasonable request granted. Phone 3616.

DISPENSARY—Bldg. 24-10. Sick call 0800 daily. Phones: Ambulance 2333, Flight Surgeon 2201, Sick call 2204.

Dependents Dispensary: Bldg. S35-29. Sick call daily 0800-1200, 1300-1700. Phone 2333. For emergencies after duty hours tel. 2201.

DENTAL CLINIC—Bldg. 24-9. Examinations daily except Sat. and Sun. 0800-0900. Dependents examinations 1300-1400 Friday. Dependent children, 0800-1100 Saturday. Dependents appointments Friday 1300-1600.

FINANCE OFFICE—Bldg. 29-6. Hours 0800-1645. Pay cage hours, 0800-1200, 1300-1600. Telephones, Officers pay, 2922, military pay section, 2928.

HOUSING COORDINATING OFFICE — Bldg. 29-4. Assistance in securing housing in nearby areas. Daily 0800-1645. Telephone 2107.

BILLETING — BOQ, VOQ, Officer aircrew rest, report to Central Billeting Office, Bldg. 27-6, Telephone 2949.

Transient airmen, aircrew rest, report to Bldg. 26-7. CQ on duty 24 hours. Guest House Bldg. 27-1, report to Room 129, Bldg. 27-6. McGuire Hotel Area: Transients awaiting MATS transportation report to Bldg. 24-1.

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BASE EXCHANGE—Main Exchange, Bldg. 26-4. Mon.-Fri. 0900-1730. Sat. 0900-1200.

Passenger terminal: 7 day operation: 0800-2100. Cafeteria and retail store.

Hotel Area PX: 7 day operation. 0900-1000, 1400-1500, 1900-2000.

Branch Exchange: Bldg. 35-12 & 13, same as main exchange hours. Snack Bar. Daily 0800-1600, Sat. 0900-1200. Beer Garden, barber shop, evenings 1700-2200, Sat. & Sun. 1300-2200.

TRANSPORTATION OFFICE—Bldg. 21-2. Shipping and receiving household effects of incoming personnel, meal tickets, railroad, bus, aircraft travel information. Telephones: Commercial Transportation Officer, 2502; Freight Section 2503; Household Goods 2504; Passenger and Administration 2505.

POST OFFICE—Bldg. S35-49 Tel. 3516. Military Section, Registered, and Insured, 0800-1630. Money orders, postal savings, etc., 0800-1200, 1230-1530. Hours of dispatch 0830, 1200, and 1600. Mail should be posted 10 minutes prior to dispatch time. Mail boxes at PX, Post Office and Base Operations.

EDUCATION CENTER—Bldg. 29-4. Educational Counseling, 0800-1645 daily except Sat. & Sun. High School and College GED tests. Phone 608.

PROVOST MARSHAL—Bldg. 29-2. Car stickers, passes for restricted areas, PX and theatre cards for dependents. Commissary cards for dependents processed. Tel. 2004.

CHAPEL SERVICES—Chapel No. 1. Bldg. S35-40, Protestant service, Sunday 1100. Sunday Mass 0900. Chapel No. 2. Bldg. 25-3, Protestant service, Sunday 1000, Mass 1100. Jewish Services, Fort Dix Chapel No. 5, Tuesday and Friday, 2000. Daily Mass 0700, Chapel No. 2.

SUNDAY SCHOOL—Bldg. S35-47, Nursery classes (up to 3 years old) 1100, regular classes 1100.

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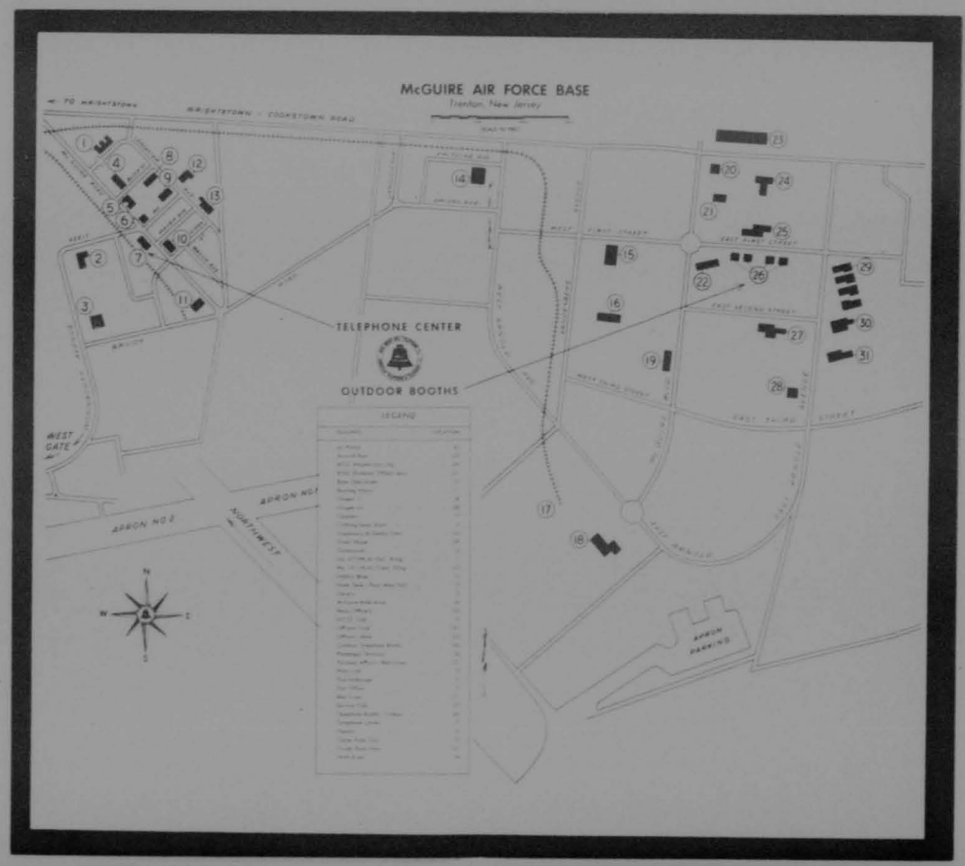

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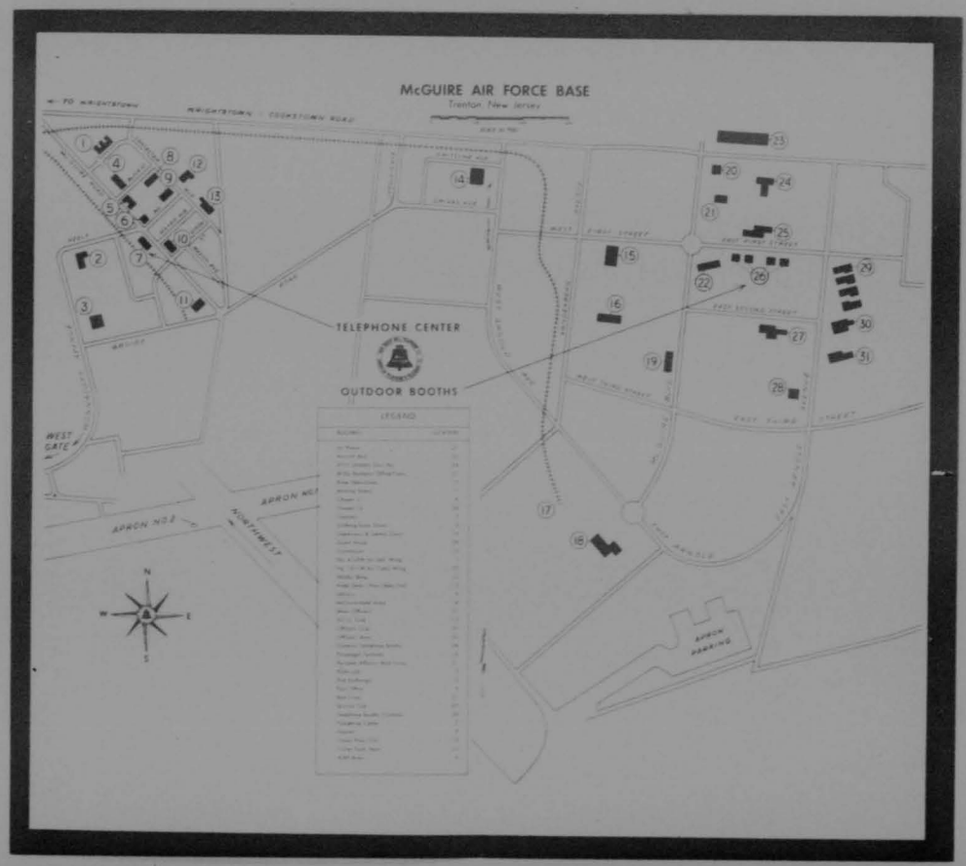

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Personal Assistance (continued)

GAS STATION—Bldg. 834-38. Daily 0800-1715, Sat., 0800-1300.

OFFICERS FIELD RATION MESS—Bldg. 27-5. Breakfast 0630-0745 daily, Sunday 0800-1030. Dinner, 1145-1315 daily. Supper 1700-1830 daily, Sunday dinner 1300-1600.

NCO AND AIRMEN DINING HALLS—Breakfast 0630-0745, Dinner 1130-1245, Supper 1630-1745.

BARBER SHOPS—Officers, Mon.-Fri. 0900-1700, Bldg. 27-6. Airmen, Mon.-Fri. 0800-1700, Bldg. 35-22.

CLOTHING SALES STORE—Mon.-Fri. 0800-1600, Sat. 0800-1130. Bldg. 34-52.

TELEPHONE CENTER—Bldg. 834-15. Attendant on duty 0900-2230. Booths available 24 hours. Coin boxes are located in the terminal building, BOQ, billeting office, ADC alert area, 1611th Wing Hdqts., with 4 outside booths in the barracks area.

In the hotel area, No. 5, see the following new shops: Beauty shop, barber shop, retail store, and a laundry and dry cleaning pick-up shop.

BASE NEWSPAPER—AIRTIDES, located in building 29-5, is distributed every Friday. Information and news items can be forwarded to AIRTIDES, Office of Information Services, Ext. 2046.

SURPRISE THE FOLKS WITH A TELEPHONE CALL

They'll love it—and it costs so little

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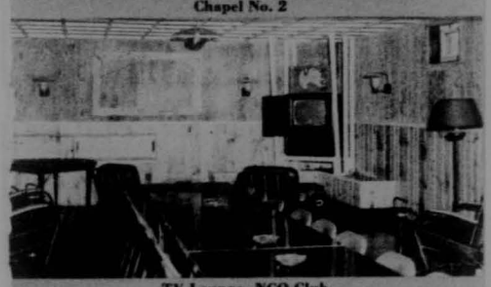
Officers Club

Chapel No. 2



TV Lounge - NCO Club

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RECREATION

SERVICE CLUB—Bldg. 25-1; Open Daily 0800-2230; Saturday—Sunday 1300-2200. There are 16 public phones here.

NCO OPEN MESS—Bldg. S35-42; Open Daily 0900-1500, 1700-2230, telephone 509; Saturday 1200-2230. Sunday 1200-2230.

OFFICERS' CLUB—Bldg. S35-35; Open Daily 0800-2330; Bar hours daily—1700-2300; Sat. 1200-0030; Sunday 1200-2330. Snack Bar: Daily 1145-1315—1830-2330, Sat. & Sun. 1500-Closing. Telephone 3208, Customer paging 3209 & 3211.

THEATER—Bldg. S35-39; Open Daily Sunday through Thursday, show starts at 1900.

LIBRARY—Bldg. 26-2; Open Mon. thru Fri., 0800-2200, Telephone 604.

HOBBY SHOP—Bldg. S35-25; Open 1300-2000, Telephone 603.

GYMNASIUM—Bldg. S35-43; Open Mon.-Fri., 0800-2200. Telephone 602.

TENNIS COURTS—Next to gymnasium; four courts, open at all times. Racquets and balls available at Gym on signature.

GOLF CLUB—Greens fees $1. Equipment available at Gym on signature.

BOWLING—Bldg. S34-5, Open Daily 1800-2200, Sat.-Sun. 1300-2200. Fee 30¢ a line. McGuire Road, Telephone 3104.

BASEBALL—Free tickets for major league games in New York and Philadelphia, usually available at Special Services Office, Bldg. 29-4.

RADIO, TELEVISION, THEATRE—Free tickets usually available at Special Services Office, Building 29-4. Telephone 601.

USO CENTERS—Trenton, Philadelphia and New York provide entertainment nightly. 132 N. Warren St., Trenton, N. J.; YWCA, 2027 Chestnut St., Philadelphia, Pa., New York USO addresses may be obtained at 43rd St. and Broadway, New York City.

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THE SLOANE HOUSE (YMCA)—356 W. 34th St., New York City, provides inexpensive lodging, also USO entertainment.

RED SHIELD CLUB—Salvation Army maintains this excellent club in nearby Wrightstown, N. J. Regular schedules of events each week.

THE LOCAL AREA—McGuire is strategically located between two great cities, 73 miles southwest of New York and 35 miles northeast of Philadelphia. The base is spread out on 2600 acres of flat sandy land southeast of Wrightstown, New Jersey and 17 miles south of Trenton. Many cities such as Trenton, Mt. Holly, Pemberton, and Burlington provide modern shopping facilities, restaurants, and night clubs. Fine bathing, deep sea fishing, boating, and aquatic sports are available at such cities as Atlantic City, Wildwood, Ocean City, and Asbury Park. Points of historic interest are Trenton, Washington Crossing, Freehold, Princeton, and many other nearby communities. This area has been called the "Cockpit of the Revolution." Philadelphia offers much of historic and scientific interest, including Independence Hall, the Betsy Ross Home, Fels Planetarium, and Franklin Institute.

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Speed Limits

Maximum speed limit on base is 25 miles per hour. Strict observance is necessary. Signs on roads near flight line call for complete stop to avoid accidents with low-flying aircraft.

Restricted Areas

There are five security areas on the base where only authorized personnel are permitted to transact official business. The flight line, communications center, fuel aqua system zone and the two rocket storage buildings are restricted areas on McGuire. Personnel authorized to transact business in restricted areas must have special passes bearing a photograph and other pertinent information. All others will be barred.

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Your Telephone Service

AT McGUIRE AIR FORCE BASE

BETWEEN 1800 and 2100 each evening there is usually a rush for telephones, not only at McGuire, but throughout the area, as thousands of people take advantage of lower night rates. You'll get quicker service by making your calls, when possible, during the less busy hours. (On calls of 40¢ or less—tax not included—rates are the same twenty-four hours a day, and on Sundays the night rates apply all day on all calls.)

A TELEPHONE CENTER with attendants to make change has been provided for your convenience. (For location, see map on center pages.)

TELEPHONE DIRECTORIES of many cities may be found at the Telephone Center, so that numbers can be looked up and given to the operator. Calling by number will give you faster service.

STATION-TO-STATION CALLS: When you are willing to talk to anyone who answers, just give operator name of place and number. For example, "Providence, Rhode Island, JAckson 1-9901." Charges begin when called telephone answers.

PERSON-TO-PERSON CALLS: When you wish to talk to a particular person, give operator name of place, number, and name of person wanted. For example, "Providence, Rhode Island, JAckson 1-9901, Mr. J. R. Green." Rates on person-to-person calls are somewhat higher than station-to-station, but charges do not begin until person called answers.

COLLECT CALLS may be charged to called party, if that party is willing to accept the charge. When making a "collect" call, please make this request when placing call. This is a regular service, and there is no extra charge for it on calls of 30¢ or more (station-to-station rate, tax not included).

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MARDI GRAS

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NEW AREA

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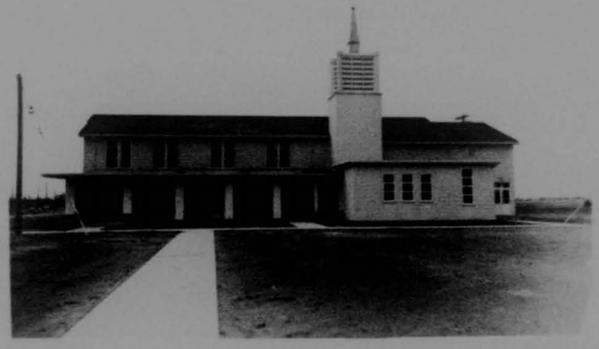
NEW CHAPEL



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HISTORY

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By AFSHRC
Date: OCT 15 1974

OF 1611th AIR TRANSPORT WING ATLD, MILITARY AIR TRANSPORT SERVICE

1 JAN 55 - 30 JUNE 55

Vol. 2

03871

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Date: OCT 15 1974

SUPPORTING DOCUMENTS

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HISTORY OF

1611TH AIR TRANSPORT WING, MEDIUM

MCS AUD 5

M/SGT. RICHARD W. EVANS

ATLANTIC DIVISION

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TAB NUMBER TWO - - - - EMERGENCY DEFENSE PLAN

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30TH AIR TRANSPORT SQUADRON
MOVEMENT PLAN • 20 MARCH 1955
WESTOVER AFB, MASS. — McGUIRE AFB, N.J.

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30TH AIR TRANSPORT SQUADRON, MEDIUM
1600TH AIR TRANSPORT GROUP, HEAVY
WESTOVER AIR FORCE BASE, MASS

SUBJECT: Squadron Movement Plan 20 March 1955

TO: All Concerned

1. Purpose:

The purpose of the Squadron Movement Plan is:

a. To move the 30th Air Transport Squadron from Westover AFB, Mass. to McGuire AFB, N. J.

b. To be capable of performing the War Plan Mission at all times.

c. To be fully operational as soon as possible after arrival at McGuire AFB with minimum support from any other organization.

2. Scope:

This movement plan will have a direct effect on all personnel and equipment of this organization. Each section will have specific responsibilities as listed herein. Changes to this plan will be held to an absolute minimum and brought to the attention of appropriate sections concerned immediately.

3. Responsibilities:

It will be the responsibility of each section to carry out instructions as outlined in appropriate Annexes and Appendices.

C. O. Williams, Jr.

C. O. WILLIAMS, JR.
Lt Colonel, USAF
Commander

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- Appendix F Alternate Building Layout
- Appendix G Electrical and Construction Requirements
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ANNEX III LOADING PLAN

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- Appendix Y Aircraft Trip and Maintenance Schedule
- Appendix Z Crew Scheduling

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ANNEX I

CONSTRUCTION PLANS

This annex portrays construction and building plans for all sections.

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APPENDIX "A"

PRIMARY BUILDING LAYOUT

Request buildings assigned this organization be located as indicated in this drawing.

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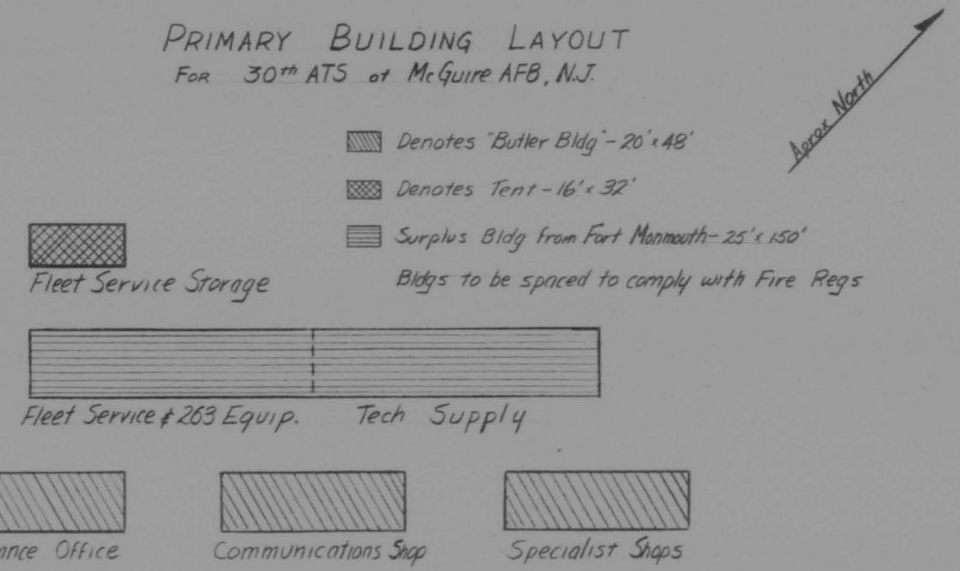
PRIMARY BUILDING LAYOUT

FOR 30th ATS at McGuire AFB, N.J.



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APPENDIX "B"

ELECTRICAL AND CONSTRUCTION REQUIREMENTS

This appendix has electrical and construction data as indicated. Additional construction detail drawings are attached where necessary.

1. Commander's Office
2. Orderly Room
3. Mail Room
4. Unit Supply
5. Operations
6. Maintenance
7. Tech Supply
8. Communications Shop
9. Specialist Shop
10. Fleet Service and 263 Equipment

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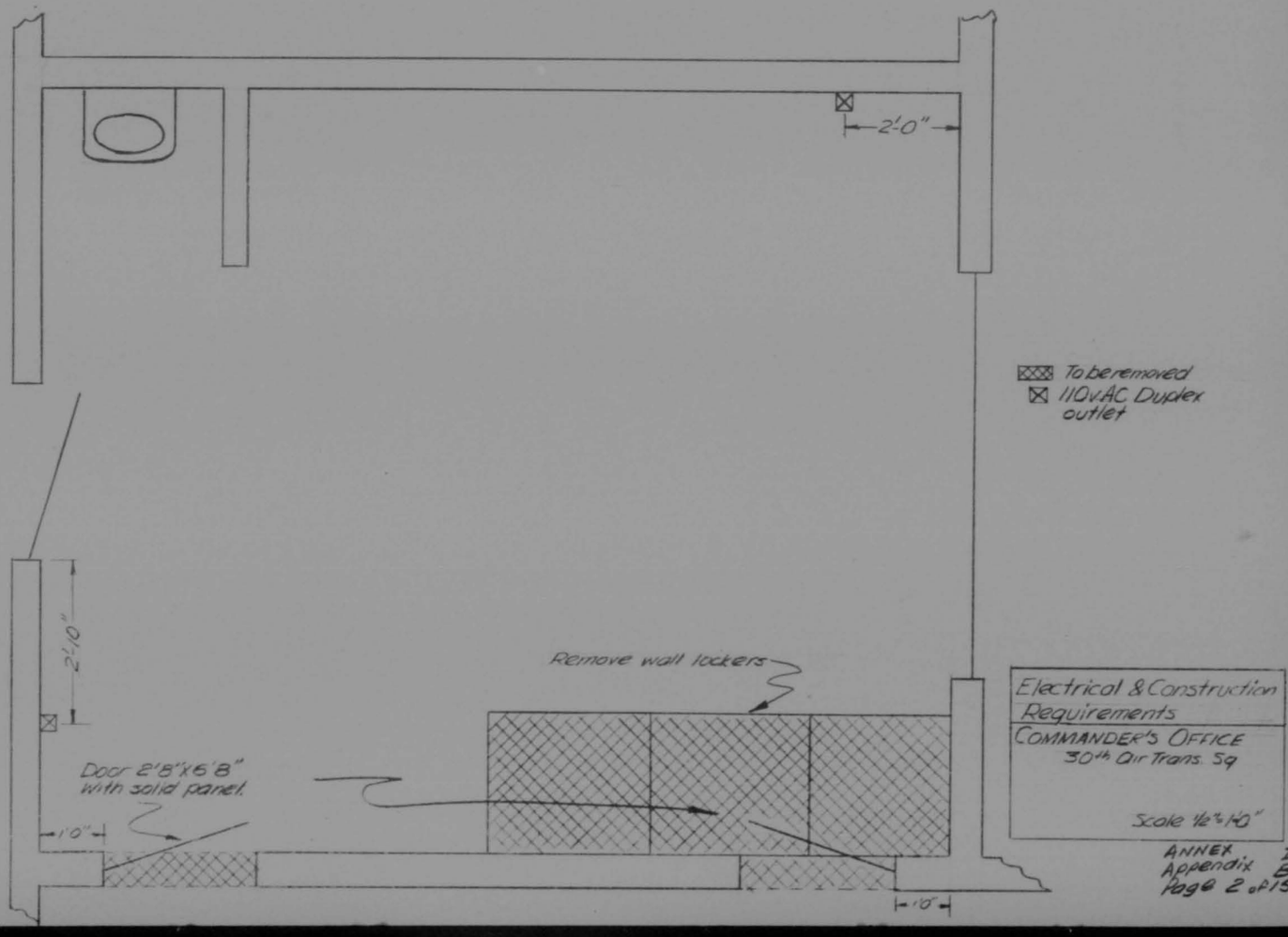

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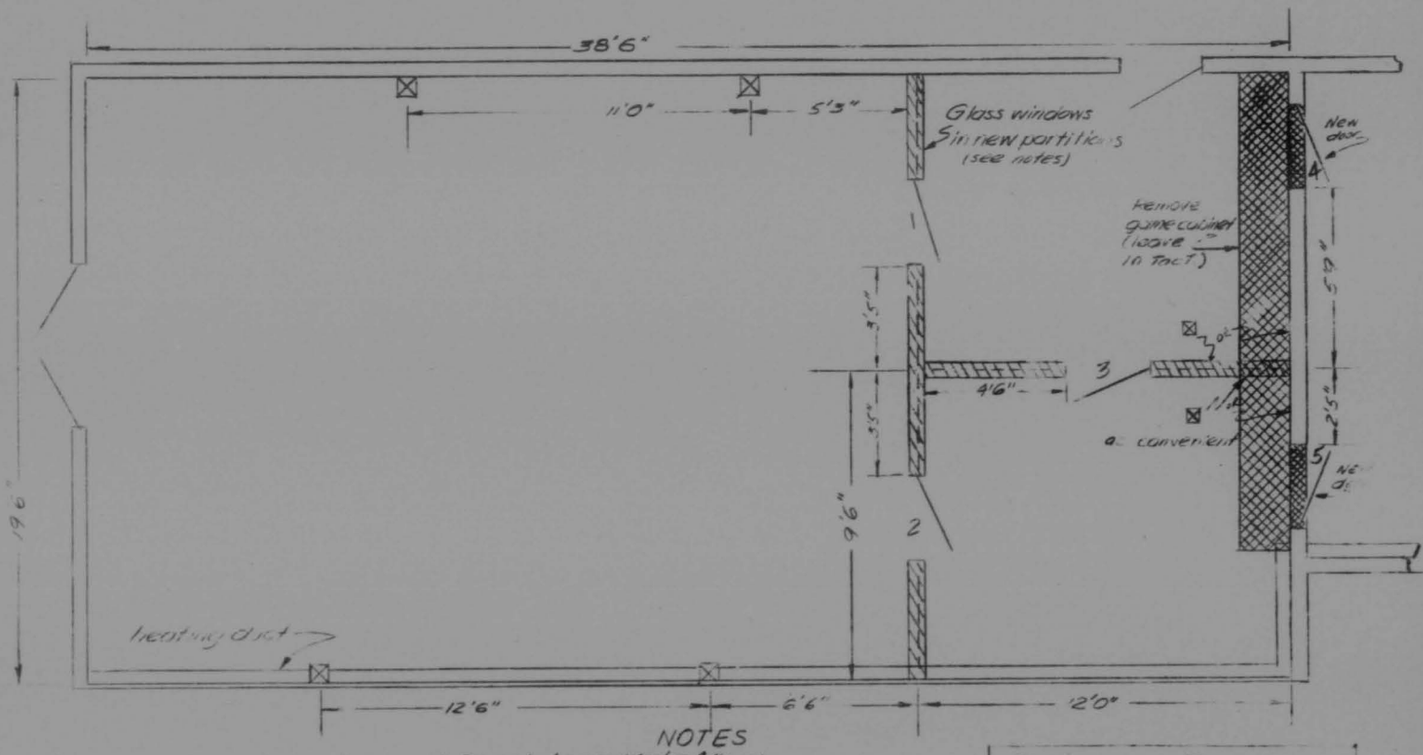

NOTES

1. Doors to be provided as follows:
   a. Openings 1, 2, & 3 - 2'8" x 6'8" with glass panels to match windows in partition
   b. Openings 4 & 5 - 2'8" x 6'8" doors with solid panels.
2. Partition walls to contain glass windows 36" high and as wide as respective sections of partition will permit. Window sills 42" above floor. Total partition height floor to ceiling
3. No revision of overhead lighting necessary

⊠ 110 VAC DUPLEX WALL OUTLET
▨ To be removed
▥ To be constructed

ORDERLY ROOM
30th AIR TRANSPORT SQ

Electrical & Const. Requirements

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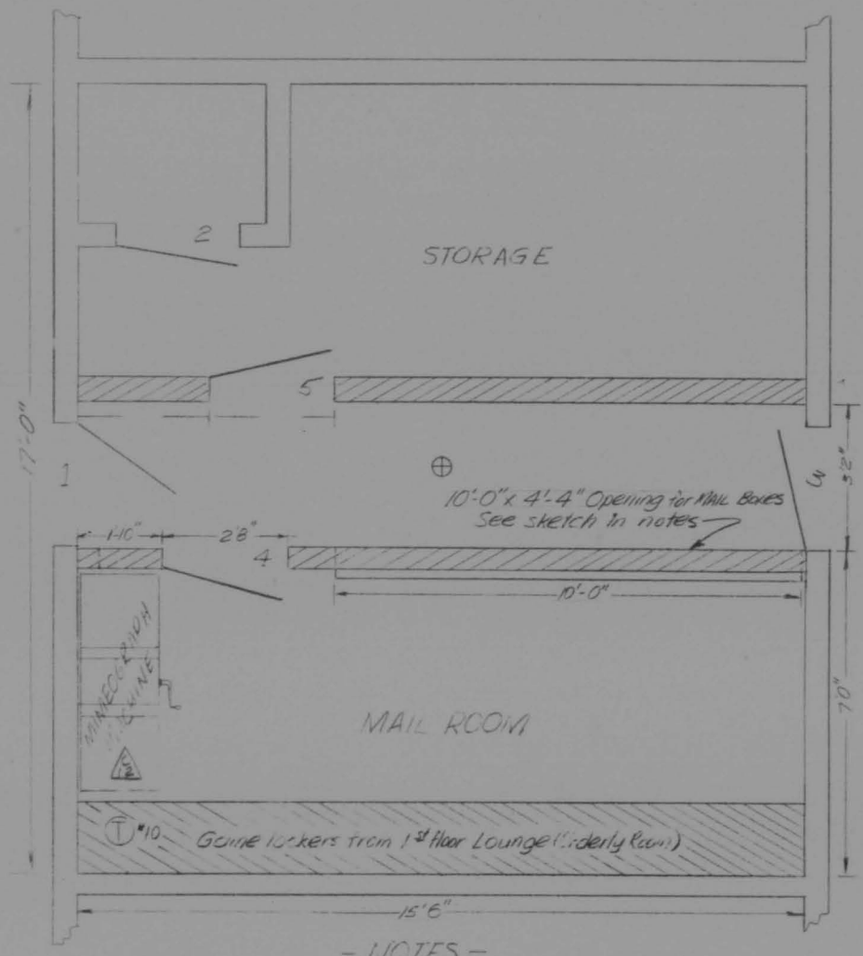
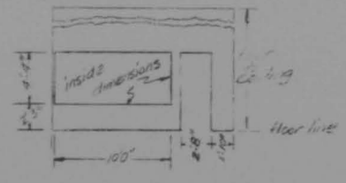


- NOTES -

1. Mail Room Wall



2. Openings 1-2 & 5 to remain as originally installed.
3. Openings 4 & 5 to be partitioned as shown. Doors to be "DUTCH DOORS" with top panel 3'-5" from floor line.
4. Only electrical revision required is light in hall.

⊕ Ceiling box for light drop
Ⓣ Telephone

Electrical & Construction Equipment & Telephone
Mail Room & Storage Room
30th Air Trans Sq.
Scale 3/8" = 1'0"

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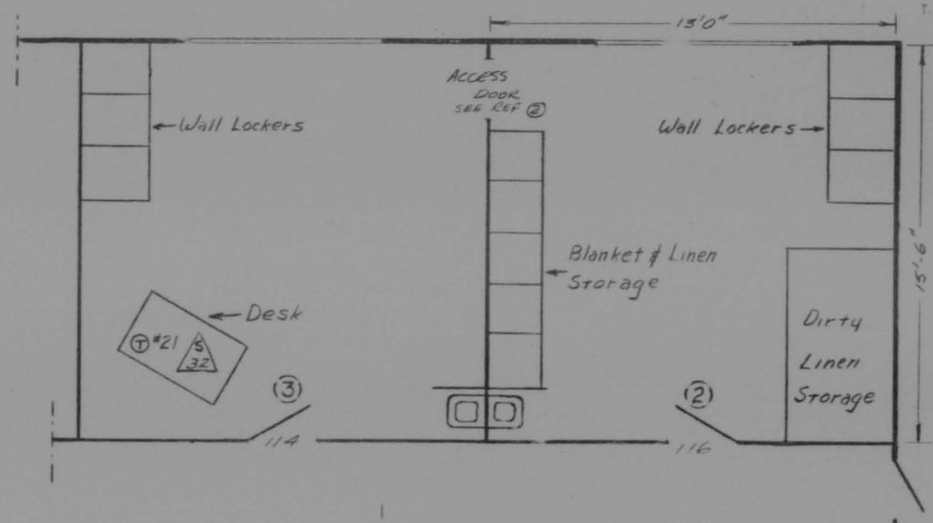

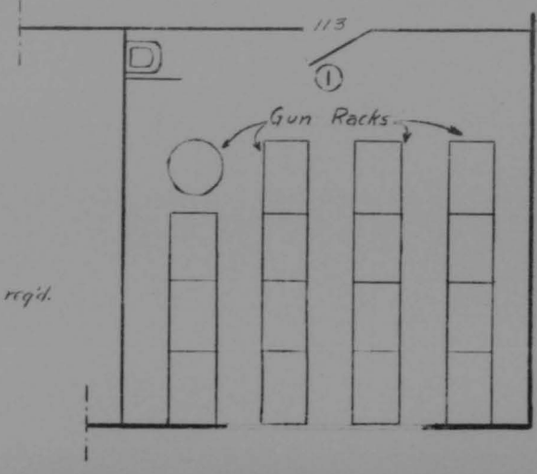

Furniture Layout for Unit Supply

Notes: (by room ref no)

(1) Gun Room:
security bars reqd on window
"dutch" type door req'd
wall lockers to be removed

(2) Linen Room
"dutch" type door req'd
access opening to office to be cut as shown — no door req'd.

(3) Office
class "A" telephone (T) req'd

This drawing shows end of grid floor of Barrack 26-15
not a scale duty

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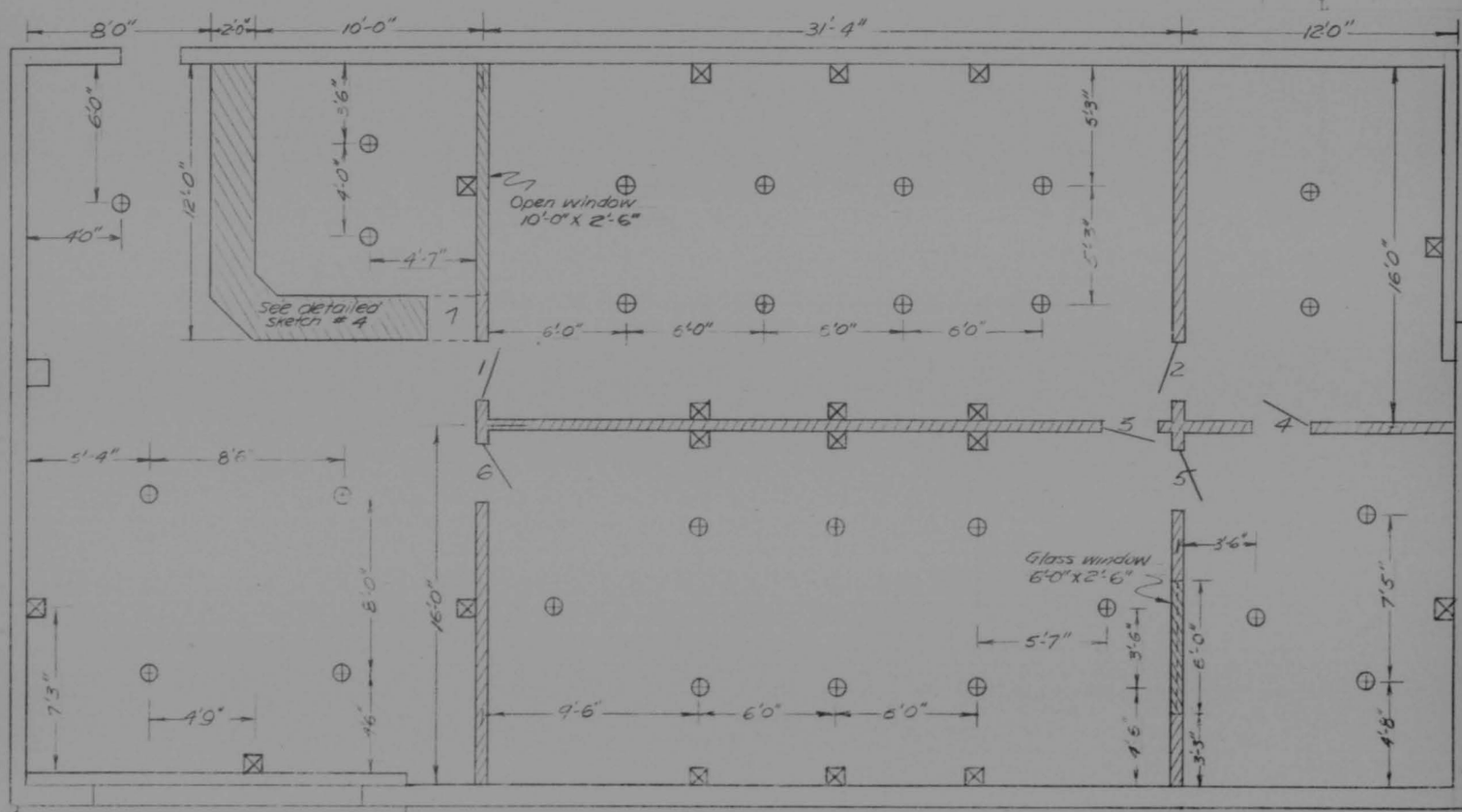

NOTES

⊠ 110 v AC Duplex wall outlet
⊕ Ceiling box for fluorescent lighting

1. Openings #1 through #6 – 2'8" x 6'8" doors or wider
2. Opening # 7 hinged counter top.

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Const. & Electrical Requirements
OPERATIONS SECTION - 30TH ATS
Scale - 3/16" = 1'-0"

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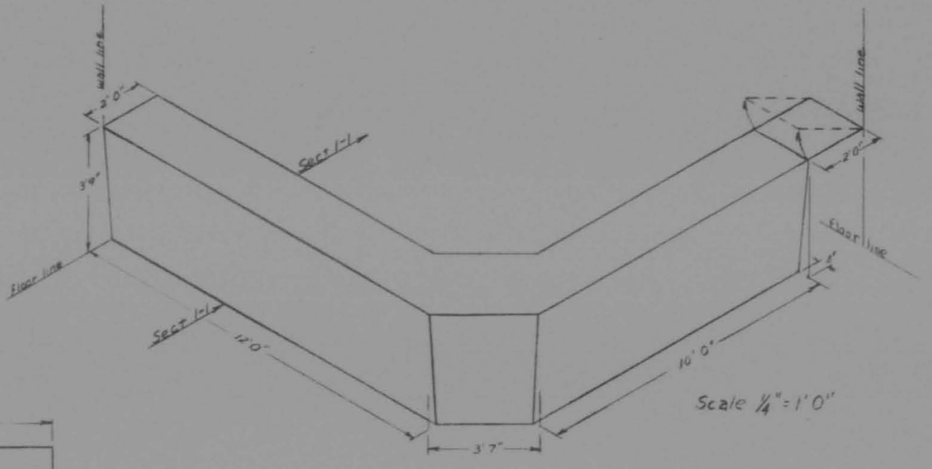
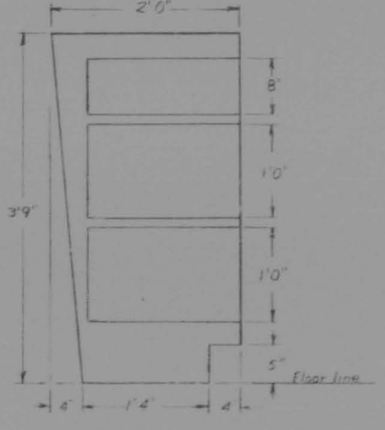


Scale 1/4" = 1'0"



Sect I-I

Scale 3/4" = 1'0"

NOTE:

All construction details omitted

No doors req'd behind counter

Access 'trap-door' hinged on wall

CONSTRUCTION DETAILS
SKETCH "4

30" ATS Operations Office

Scale as shown

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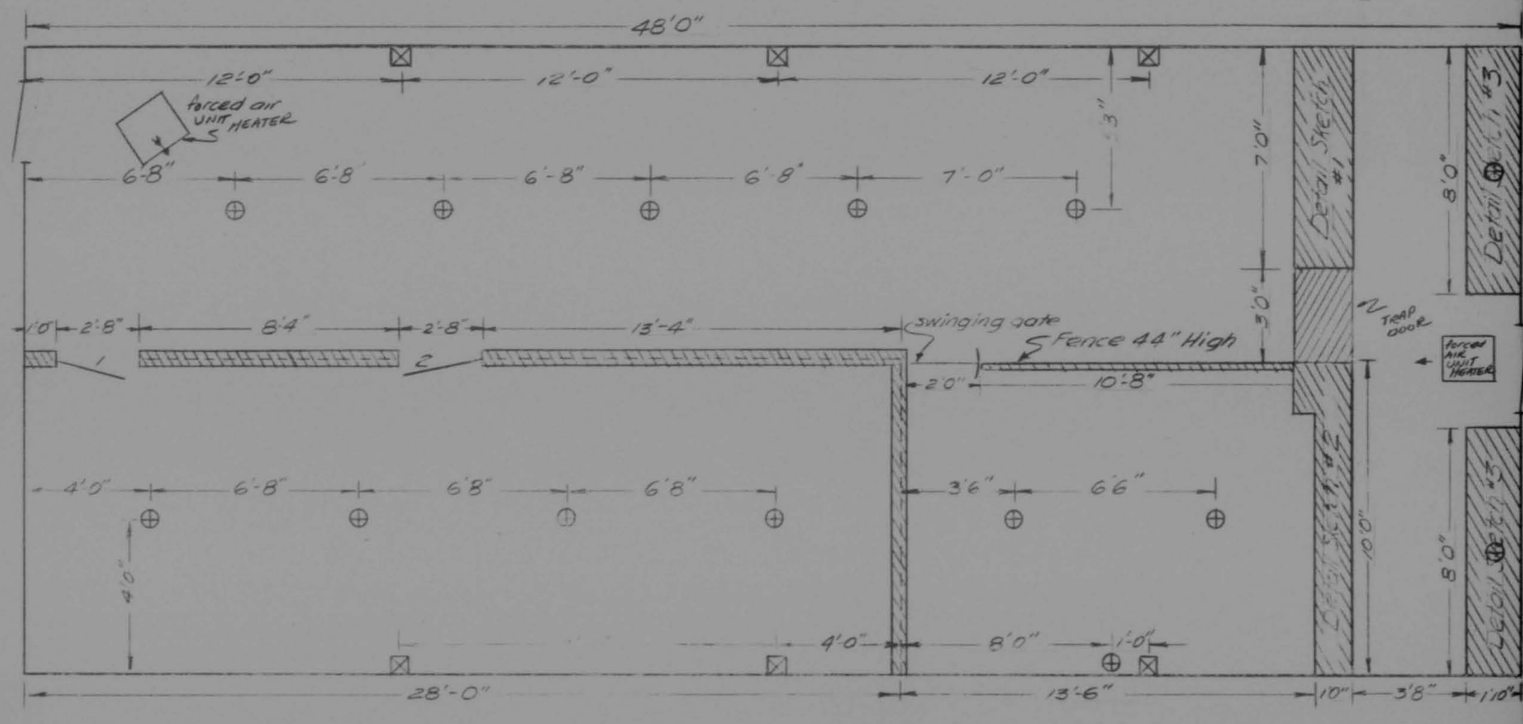

NOTES

⊠ 110v AC DUPLEX WALL OUTLET

▨ To be constructed

⊕ Ceiling box for fluorescent lighting fixtures

1. Doors to be provided as follows: 11 openings 1&2 - 2'-8"x6'-8" with glass panels to match windows in partition

2. Partition walls to contain glass windows 36" high and as wide as respective section will permit. Window lower sill 5'6" above floor. Total partition height 7'-6"

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ELECTRICAL & CONST. REQUIREMENTS

30th ATS Maintenance Office

Scale 1/4"=1'0"

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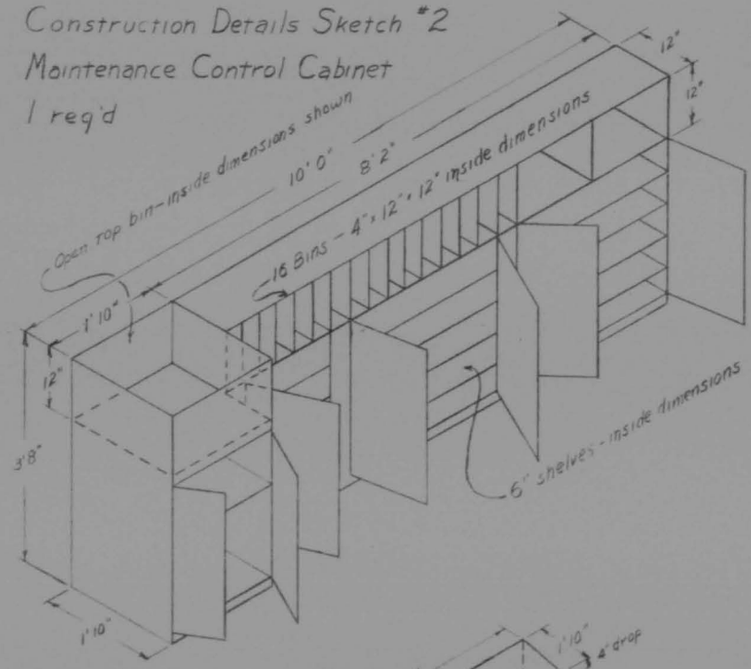
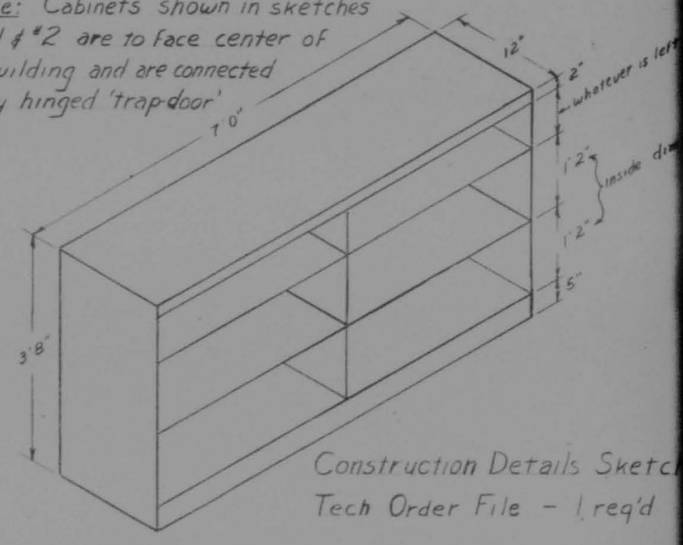
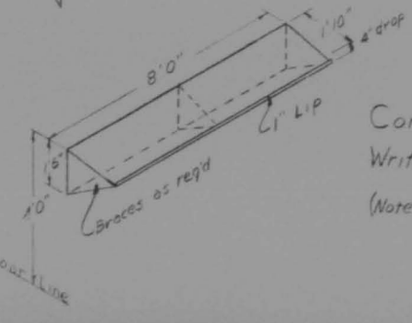
Construction Details Sketch #2
Maintenance Control Cabinet
1 req'd



Note: Cabinets shown in sketches #1 & #2 are to face center of building and are connected by hinged 'trap-door'



Construction Details Sketch
Tech Order File - 1 req'd



Construction Details Sketch #3
Writing Shelf - 2 req'd
(Note: Scale for this detail ½"= 1'0")

CONSTRUCTION DETAIL SKETCHES #1, #2 & #3
30th ATS Maintenance Office
Scale ½"=1'

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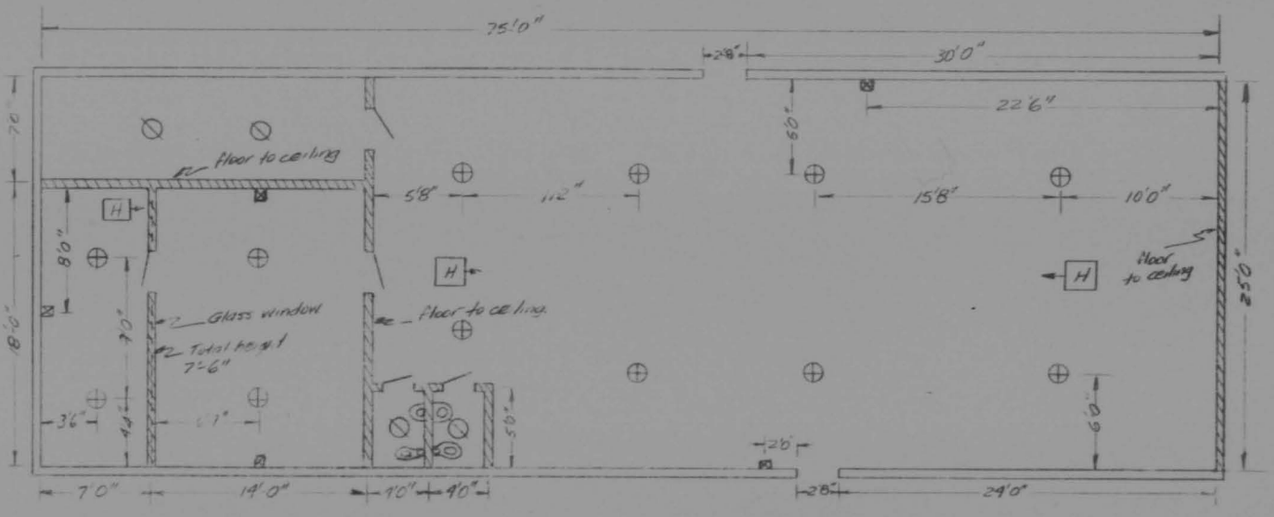

H fan driven unit heater
Toilet
Lavatory
110VAC Duplex Outlets
Ceiling drops for electric lights
Ceiling boxes for fluorescent lights
To be constructed

NOTES
1. Glass window where indicated 2'-6" in length of section window to be 3'-6" above floor. Portion total height as noted on drawing.
2. Rest room doors 2'-0" x 6'-8" All other doors 2'-8" x 6'-8".

Preliminary Plan
Electrical & Construction Req'mts.
Technical Supply
30th Air Transport Squadron
Scale: 1/8" = 1'-0"

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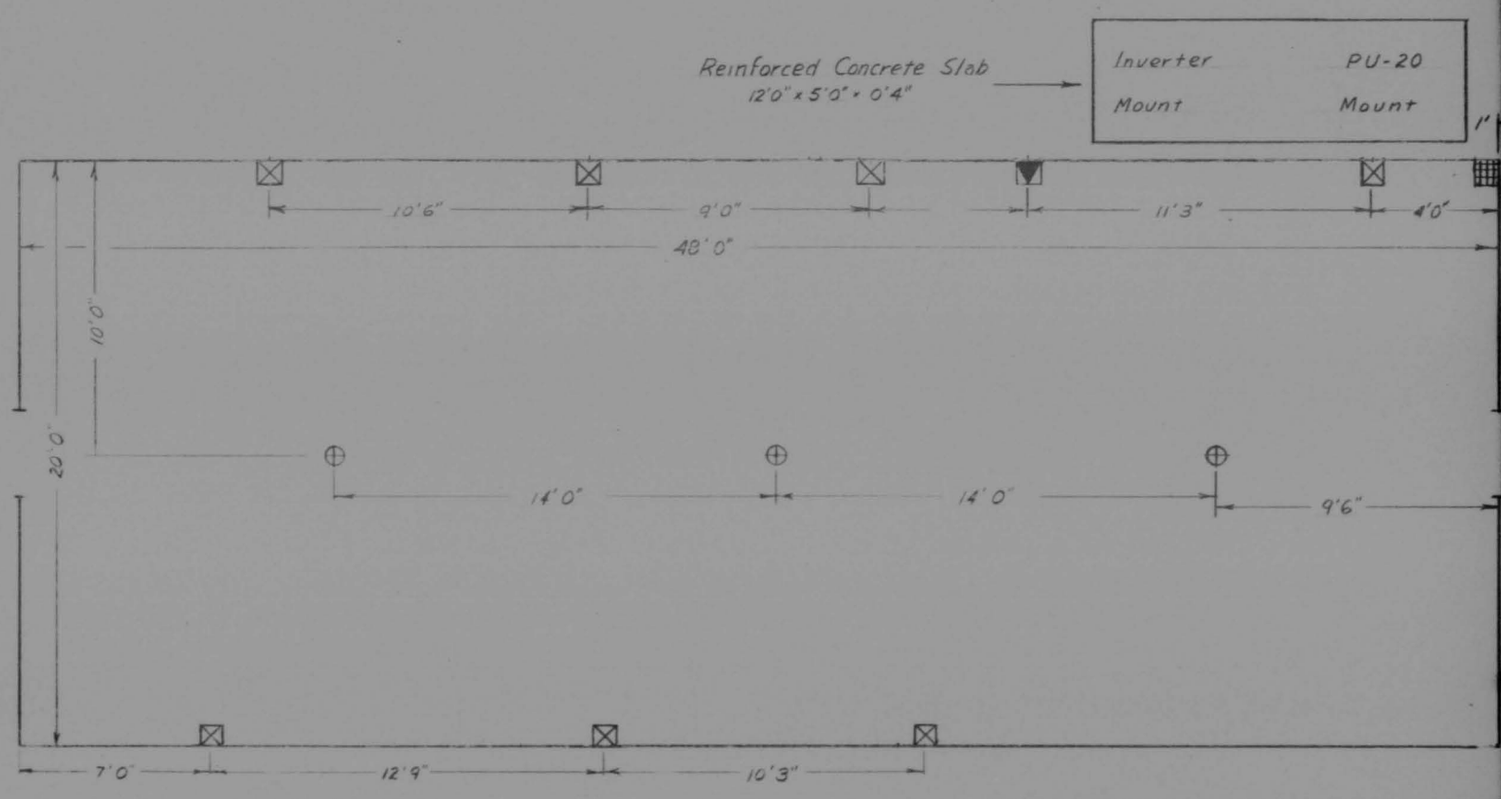

110V AC Duplex Wall Outlet
220V AC 3ph w/fuse box on inside wall
220V AC 1ph w/fuse box on inside wall
Ceiling Outlets for Fluorescents

CONSTRUCTION & ELECTRICAL REQM'TS
COMMUNICATIONS SHOP
30th Air Trans. Sqdn
Not to scale

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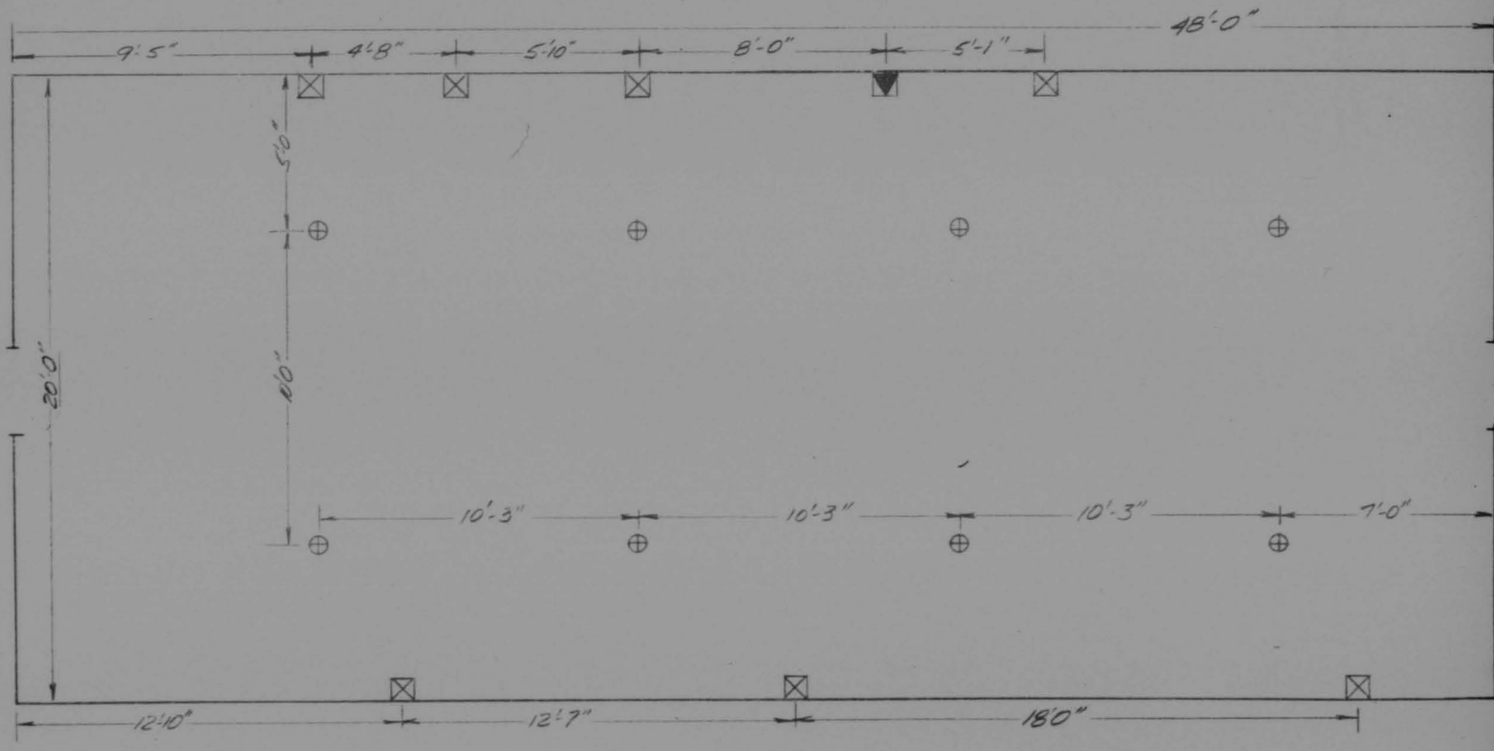

⊠ 110VAC Duplex Outlet
▼ 220V 3 phase AC Duplex Outlet
⊕ Ceiling boxes for fluorescent lights

NOTE
No Construction Required

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Primary Plan
CONSTRUCTION & ELECTRICAL REQMT'S.
SPECIALIST'S SHOP
30th Air Trans. Sq
Scale 1/4" = 1'-0"

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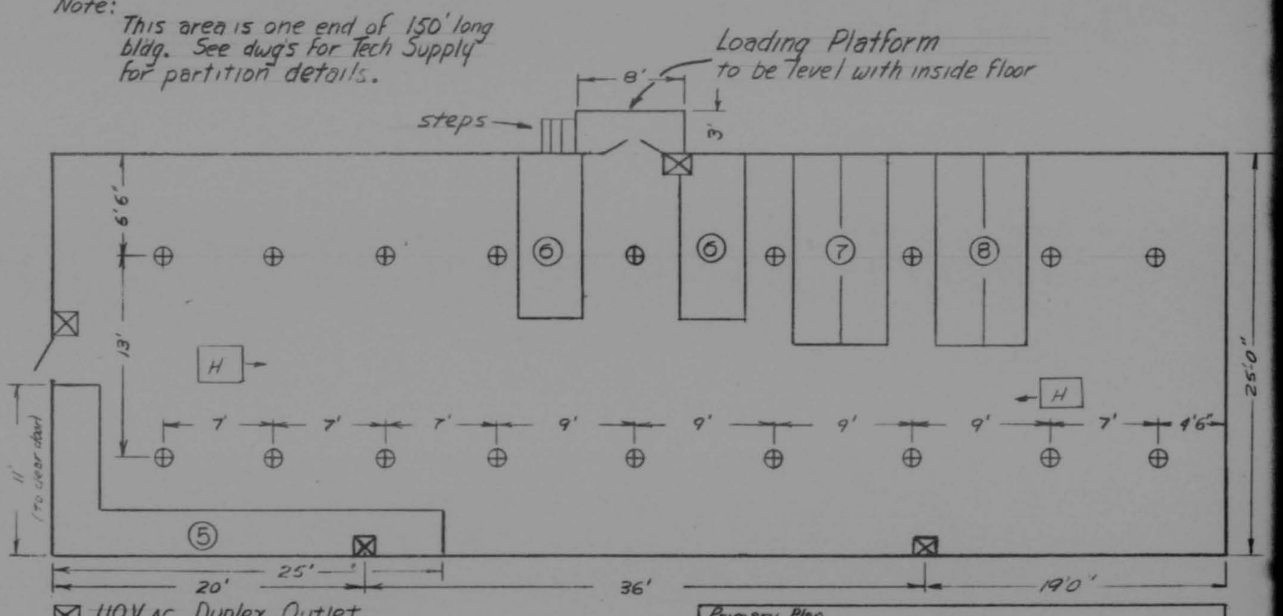
Note:
This area is one end of 150' long bldg. See dwg's for Tech Supply for partition details.



⊠ 110V AC Duplex Outlet
⊕ Ceiling Outlets for Fluorescents
⑤ Ref. No's. for Construction Detail Dwg's.
H Forced Air Unit Heater

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Primary Plan
CONSTRUCTION & ELECTRICAL REQMT'S.
FLEET SERVICE & 263 SECTION
30th Air Trans Sqdn
Scale: 1/8" = 1'0"

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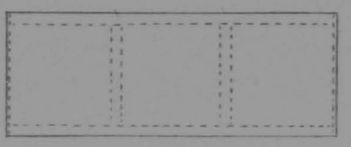
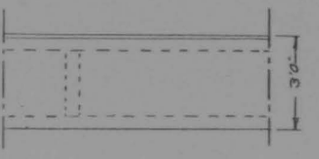
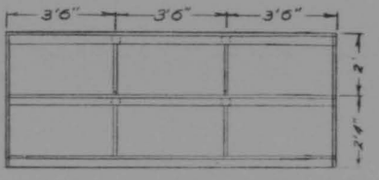


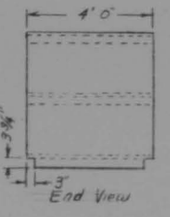
Top View



Typical Top View

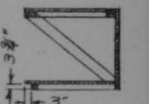


Front & Back View



End View

Typical Front View



Typical End View

Construction Detail #6
Life Raft Bins - 2 reqd

Construction Detail #5
Work Bench

MAT'L REQ'D:
¾" plywood & 2"x4" stock

Primary Plan
CONSTRUCTION DETAIL DRAWINGS #5 & #6
FLEET SERVICE & 263 SECTION 30TH Air Trans Sqdn
Scale ¼" = 1'0"

ANNEX I
Appendix B
Page 14 of 15

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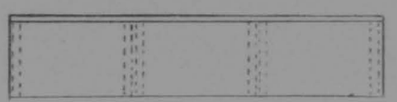
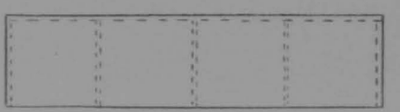
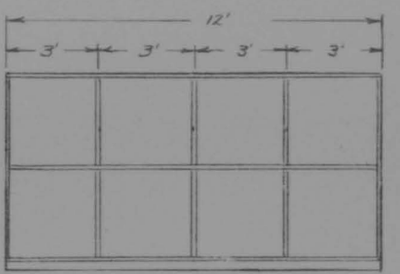


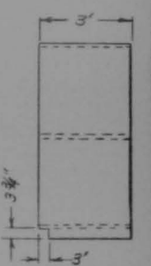
Top View



Top View

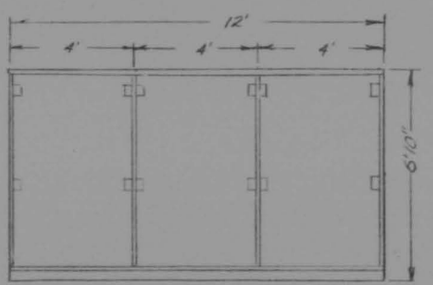


Front View



End View

CONSTRUCTION DETAIL #8
Anti-exposure Suit Bin - 2 req'd.



Front View

End View

Construction Detail # 7
Life Vest Bin - 2 req'd.

MAT'L REQ'D:
¾" plywood & 2" x 4" stock

Primary Plan
CONSTRUCTION DETAIL DRAWINGS #7 & #8
FLEET SERVICE & 263 SECTION
30TH Air Trans Sqdn
Scale ½ = 1' 0"

ANNEX I
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Page 15 of 15

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APPENDIX "C"

COMMUNICATIONS, FURNITURE AND EQUIPMENT

This appendix has Communications, Furniture and Equipment data as indicated:

1. Commander's Office
2. Orderly Room
3. Mail Room (see Annex I, Appendix B)
4. Unit Supply (see Annex I, Appendix B)
5. Operations
6. Maintenance
7. Tech Supply
8. Communications Shop
9. Specialist Shop
10. Fleet Service and 263 Equipment

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ANNEX I APPENDIX B PAGE 10 of 11

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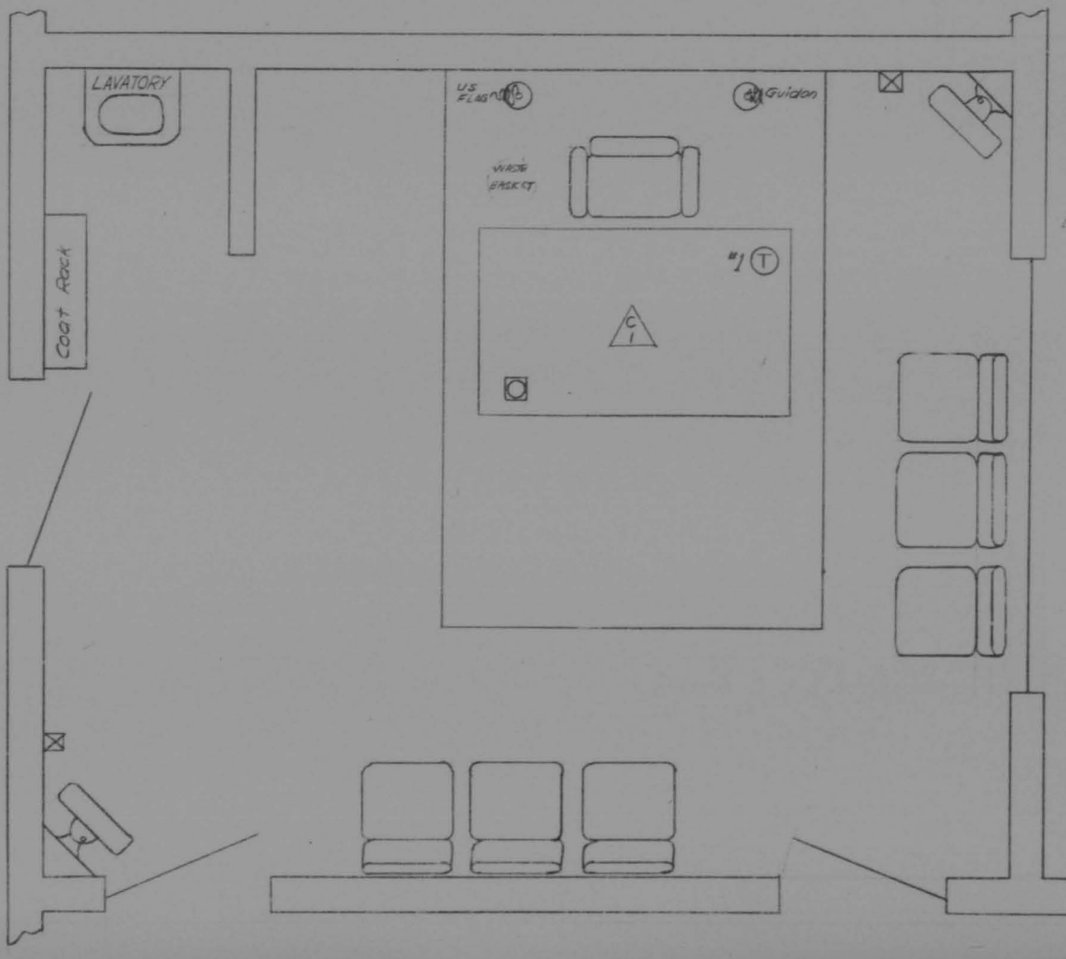

T Telephone
110v AC Duplex outlet
Inter-office communication
C/I Furniture & Equip. Ref. No.

Furniture Layout
COMMANDER'S OFFICE
30th Air Trans. Sq.
Scale 1/2"=1'-0"

ANNEX I C
Appendix
Page 2 of 11

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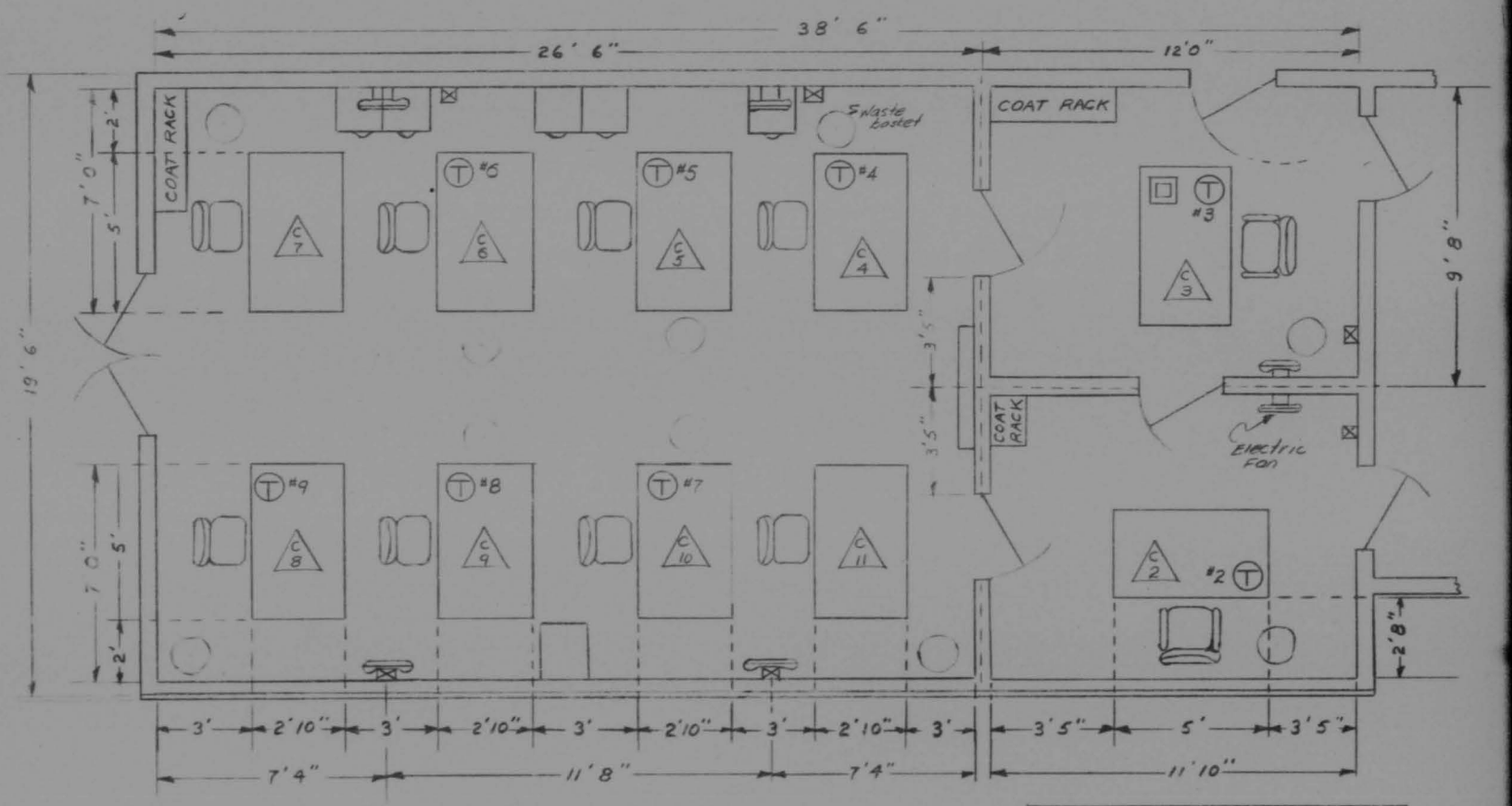

⊠ 110 VAC DUPLEX WALL OUTLET
Ⓣ Telephone
Ⓑ Barracks Public Address System

ELECTRIC FAN
WASTE BASKET
FURNITURE & EQUIP. REF. No.

ANNEX I C
Appendix
Page 3, P 11

Furniture & Equipment
ORDERLY ROOM - 30th ATS
Scale 1/4" = 1'0"

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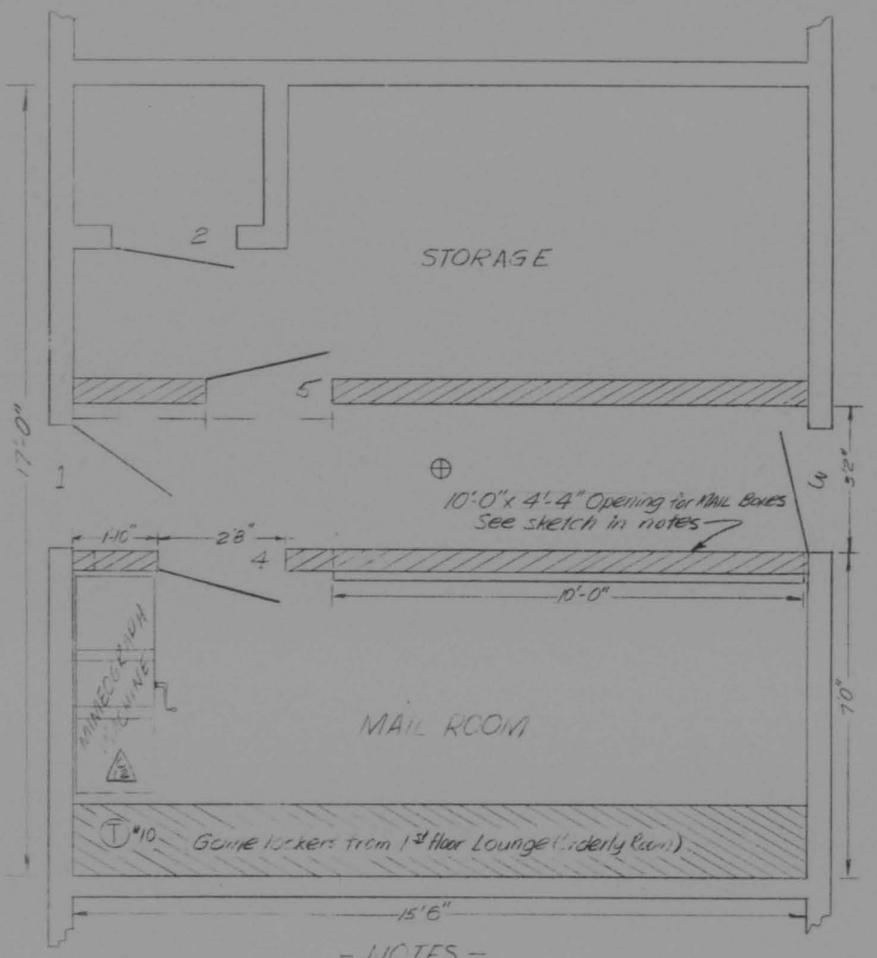
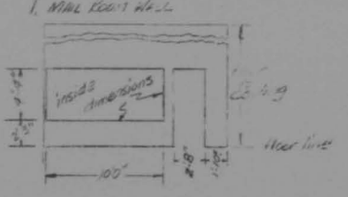


- NOTES -

1. MAIL ROOM WALL



⊕ Terminal box for light drop
Ⓣ Telephone

2. Openings #2 & 5 to remain as originally installed.
3. Openings #3 & 4 to be provided as shown. Doors to be "DUTCH DOORS" with top panel 3'-5" from floor line.
4. Only electrical revision required is light in hall.

Electrical & Construction Equipment & Telephone
Mail Room & Storage Room
30th Air Trans Sq.
Scale 3/8" = 1'0"

Appendix C
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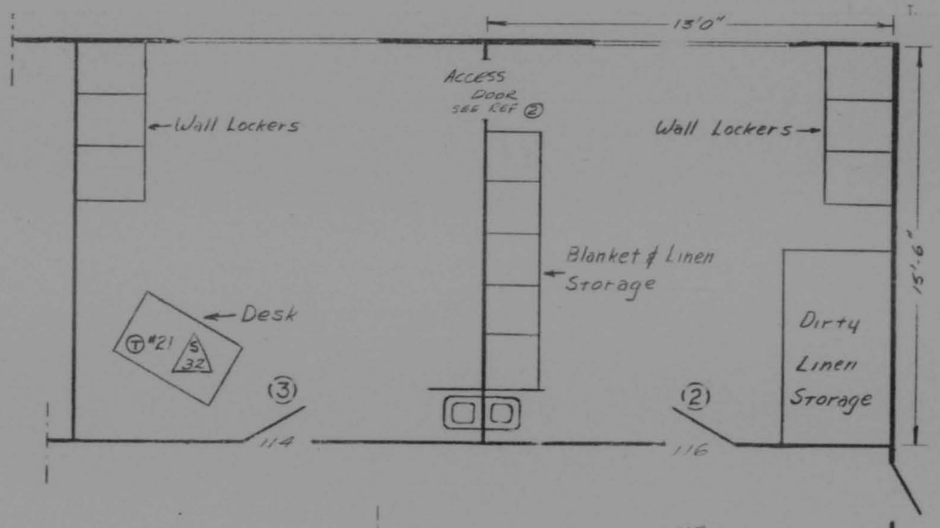

Furniture Layout for Unit Supply

Notes: (by room ref no)

(1) Gun Room:
security bars reqd on window
"dutch" type door req'd
wall lockers to be removed

(2) Linen Room
"dutch" type door req'd
access opening to office to be cut as shown — no door req'd.

(3) Office
class "A" telephone (T) req'd

This drawing shows end of grid floor of Barrack 26-15
not a scale drwg

ANNEX I
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Page 5 of 11

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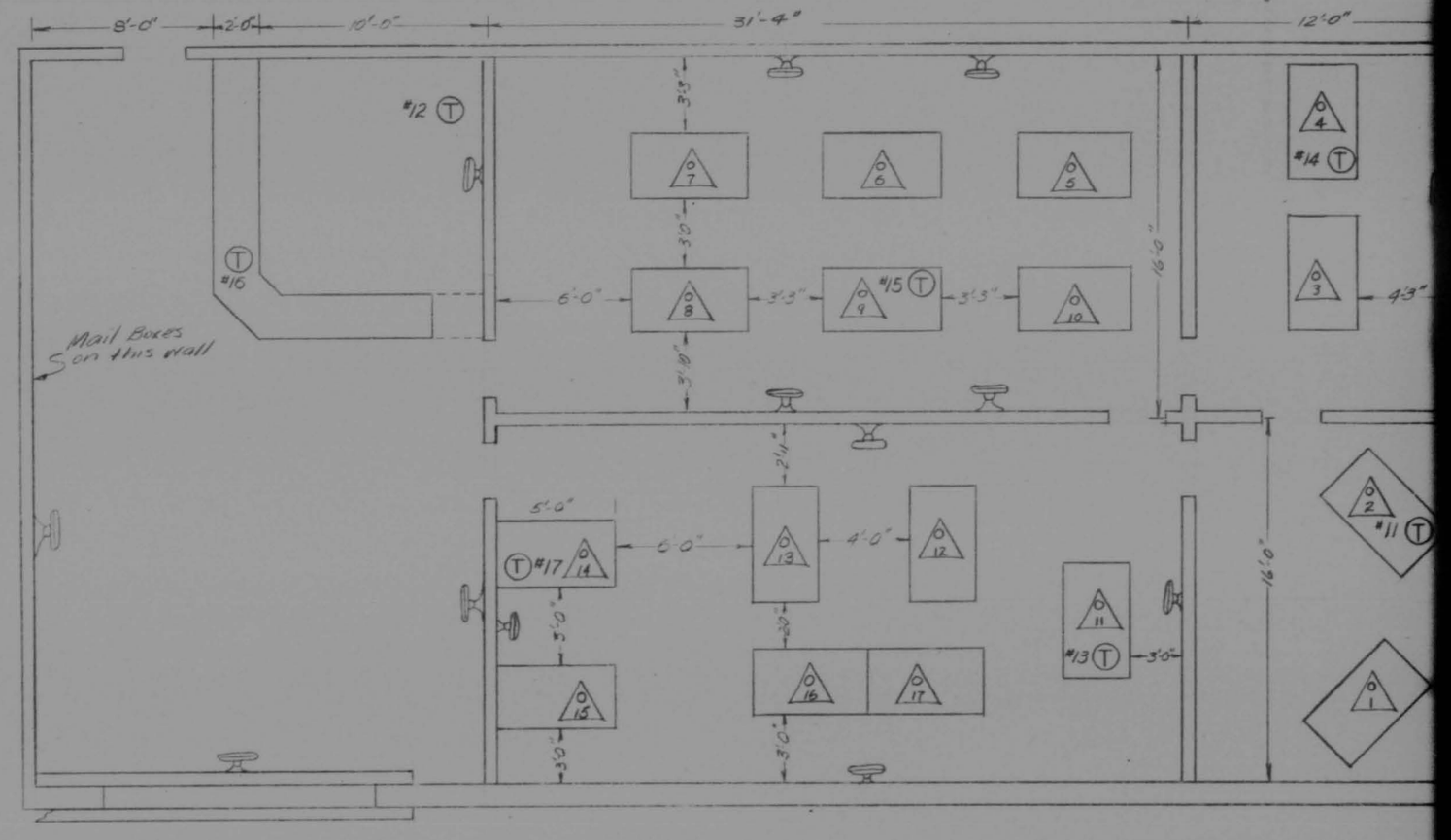

ANNEX I
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FURNITURE & EQUIP.
30th Air Trans. Sq. Operation
Scale 3/16"-1'-0"

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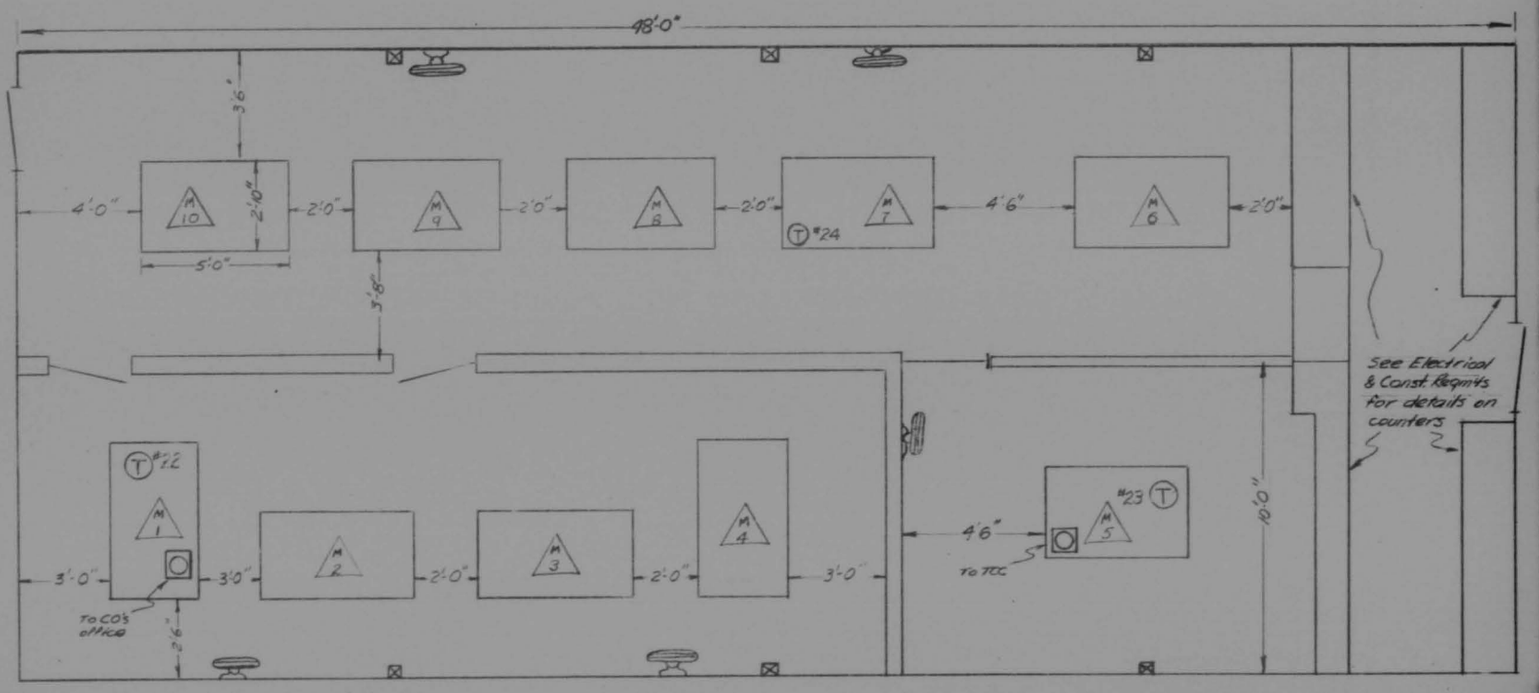

⊠ 110 vAC Duplex Wall Outlet
Ⓣ Telephone
◻ Inter-office public address
Electric Fan
△ Furniture & Equip. Ref. No.

Furniture & Equipment Telephone Installation

MAINTENANCE Office - 30" ATS

SCALE 1/4" = 1'-0"

ANNEX I C
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Page 7 of 11

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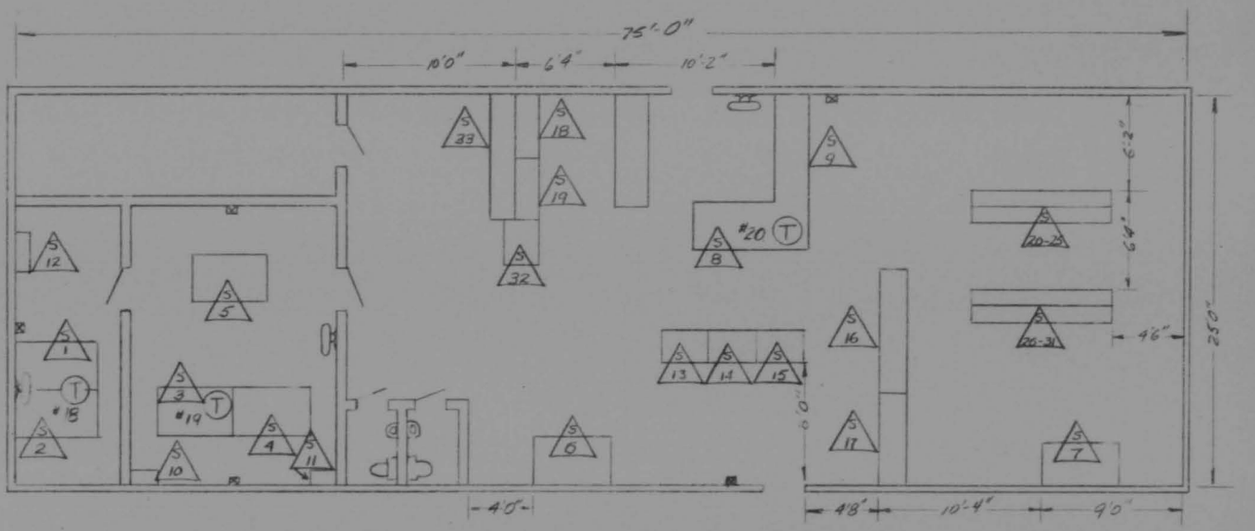

Ⓣ Telephone
Electric Fan
110 V AC Duplex Outlet
Furniture & Equip. Ref. No.

Primary Plan
FURNITURE & EQUIPMENT

Technical Supply
30th A.. Transport Sqn.

Scale 1/8" = 1'0"

ANNEX
Appendix
Page B-

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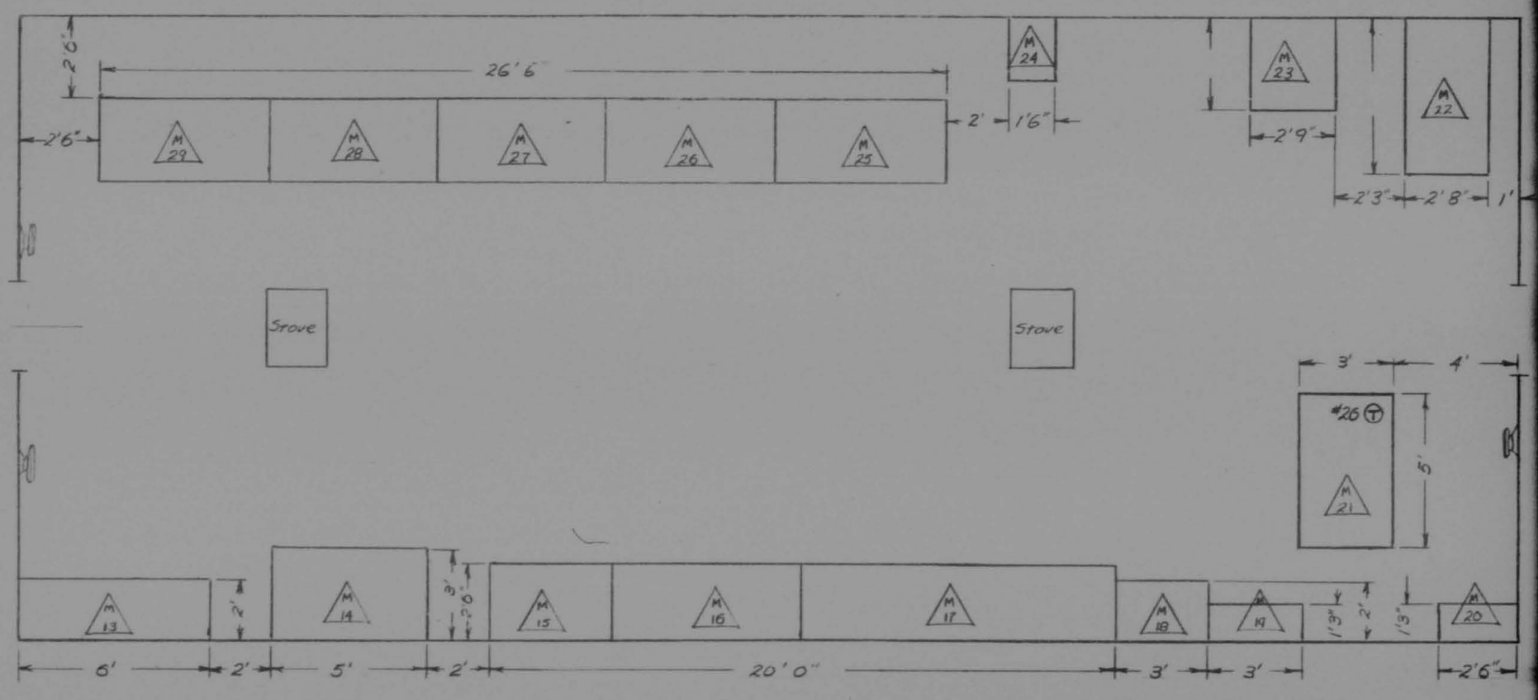

T Telephone

M 13 Furniture & Equip. Ref No.

Electric Fan

NOTE:
Slab for Inverter & PU-20 not shown

FURNITURE & EQUIPMENT

COMMUNICATIONS SHOP

30th Air Transport Sqdn

Scale: 1/4" = 1'0"

ANNEX I
Appendix C
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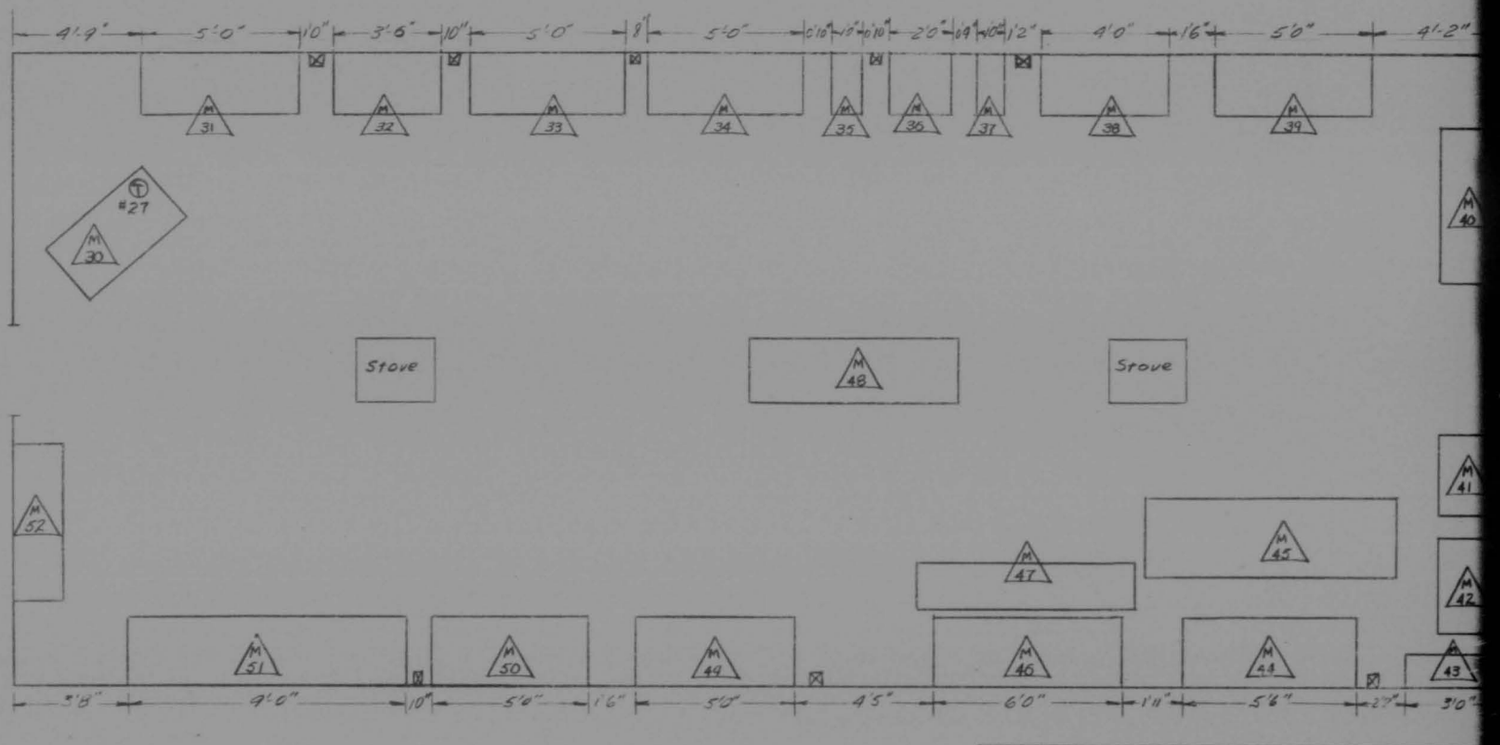
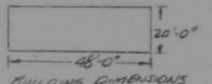


⊠ 110V AC Duplex outlets
T Telephone
M 52 Furniture & Equip. Ref. No.



Primary Plan
FURNITURE & EQUIPMENT
Specialists' Shop
30th Air Transport Sq
Scale 1/4"=1'0"

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Page 10 of 11

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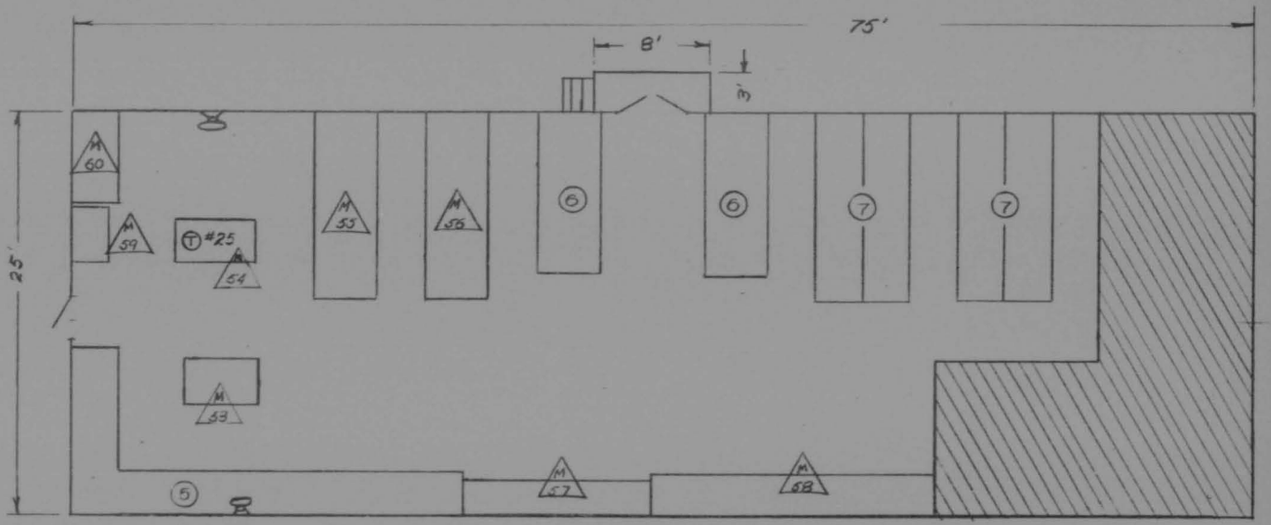

Bulk Storage Area
T Telephone
Electric Fan
Furniture & Equip. Ref. No

(5) Ref No for Construction Detail Dwg's.

Preliminary Plan
FURNITURE & EQUIPMENT
FLEET SERVICE & 263 SECTION
30th AIR TRANS SQDN
scale: 1/8" = 1' 0"

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PRIMARY BUILDING LAYOUT
FOR 30th ATS at McGuire AFB, N.J.

Approx North

Denotes "Butler Bldg" - 20' x 48'

Denotes Tent - 16' x 32'

Surplus Bldg from Fort Monmouth - 25' x 150'

Bldgs to be spaced to comply with Fire Regs

Fleet Service Storage

Fleet Service & 263 Equip. Tech Supply

Maintenance Office

Communications Shop

Specialist Shops

Ramp

Nose Docks

Equip. Storage

Ramp

This is not a scale drwg

ANNEX I
Appendix A
Page 2 of 2

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APPENDIX "B"

ELECTRICAL AND CONSTRUCTION REQUIREMENTS

This appendix has electrical and construction data as indicated. Additional construction detail drawings are attached where necessary.

1. Commander's Office
2. Orderly Room
3. Mail Room
4. Unit Supply
5. Operations
6. Maintenance
7. Tech Supply
8. Communications Shop
9. Specialist Shop
10. Fleet Service and 263 Equipment

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ANNEX I
APPENDIX B
PAGE 1 of 15

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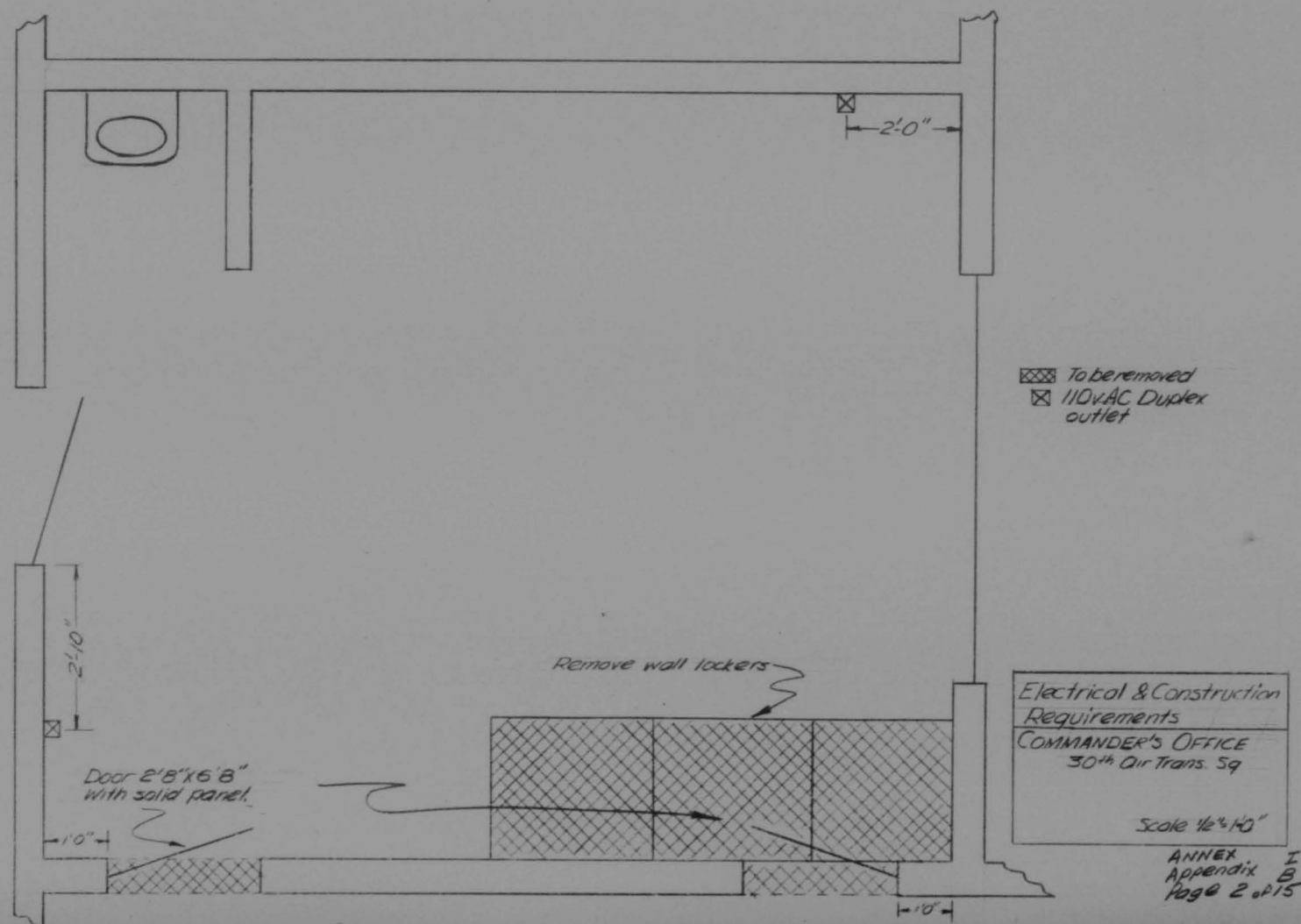

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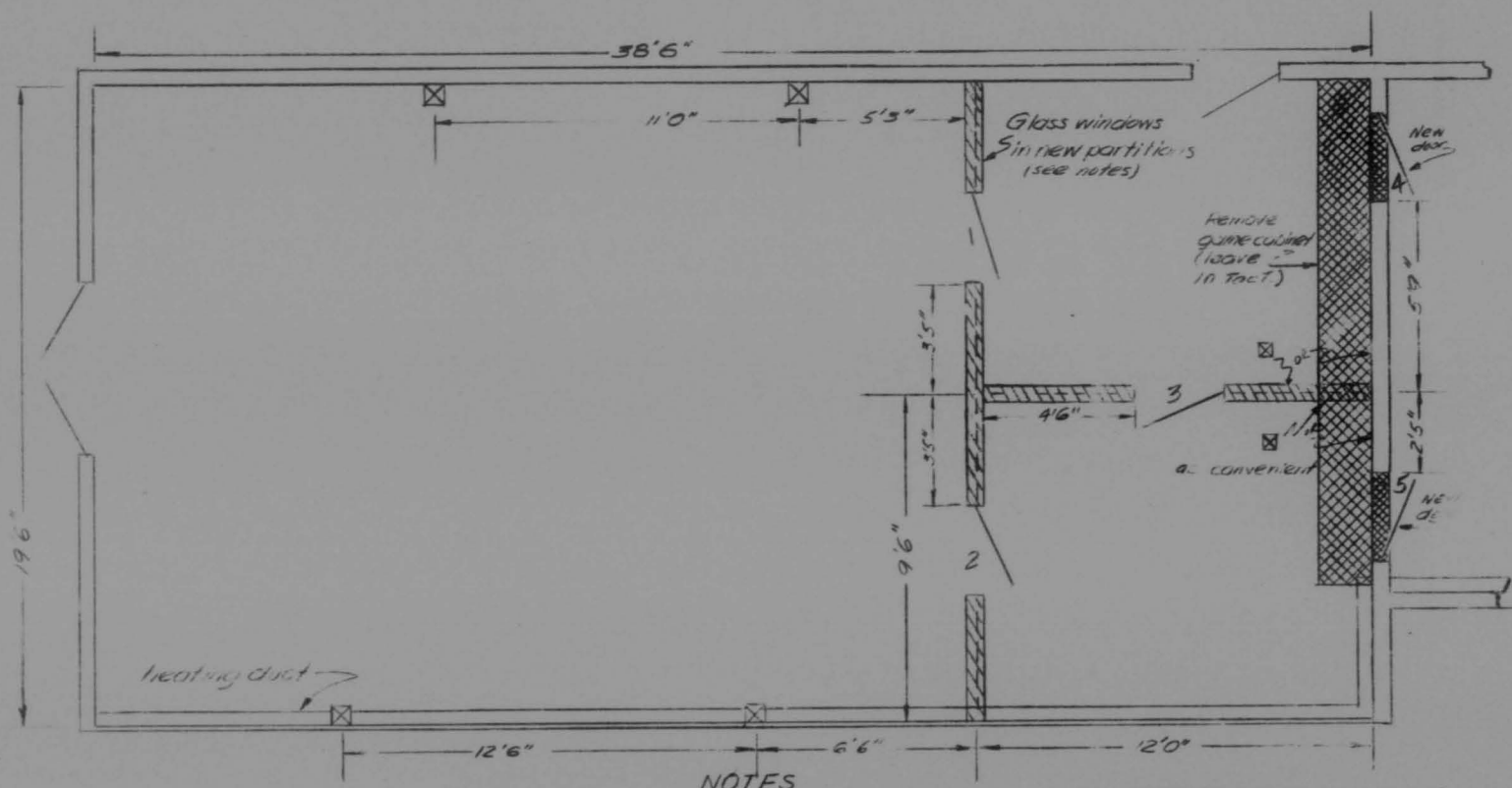

⊠ 110 V AC DUPLEX WALL OUTLET
To be removed
To be constructed

NOTES

1. Doors to be provided as follows:
   a. Openings 1, 2, & 3 - 2'8" x 6'8" with glass panels to match windows in partition
   b. Openings 4 & 5 - 2'8" x 6'8" doors with solid panels.
2. Partition walls to contain glass windows 36" high and as wide as respective sections of partition will permit. Window sills 42" above floor. Total partition height floor to ceiling
3. No revision of overhead lighting necessary

ORDERLY ROOM
30th AIR TRANSPORT SQ

Electrical & Const. Requirements

ANNEX I
Appx 11 x B
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1103

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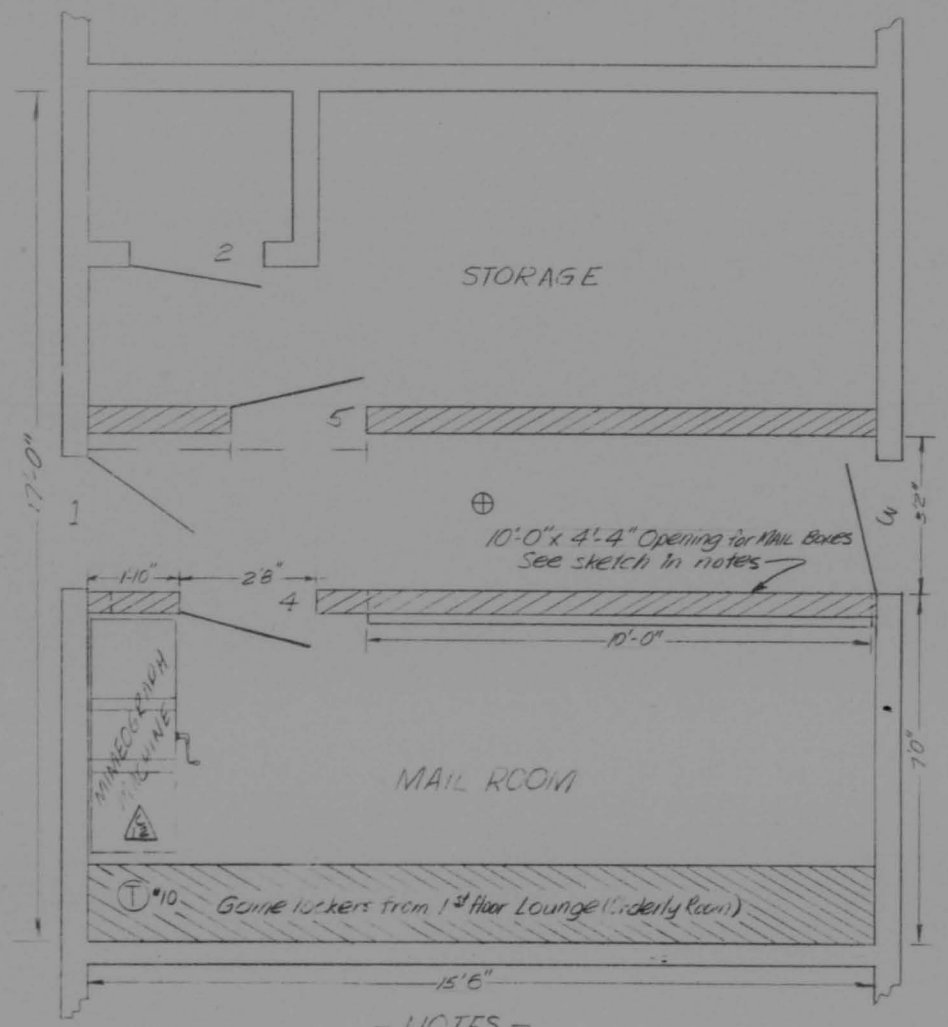
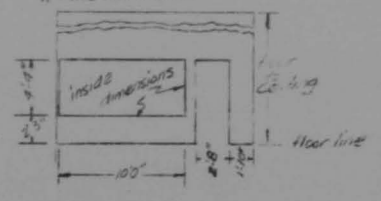


- NOTES -

1. Mail Room Wall



2. Openings 1-2&3 to remain as originally installed.
3. Openings 4 & 5 to be partitioned as shown. Doors to be "DUTCH DOORS" with top panel 3'-5" from floor line.
4. Only electrical revision required is light in hall.

(C) Ceiling box for light drop
(T) Telephone

Electrical & Construction Equipment & Telephone
Mail Room & Storage Room
30th Air Trans Sq.
Scale 3/8" = 1'0"

ANNEX 7
Appendix 8
Page 4 of 5

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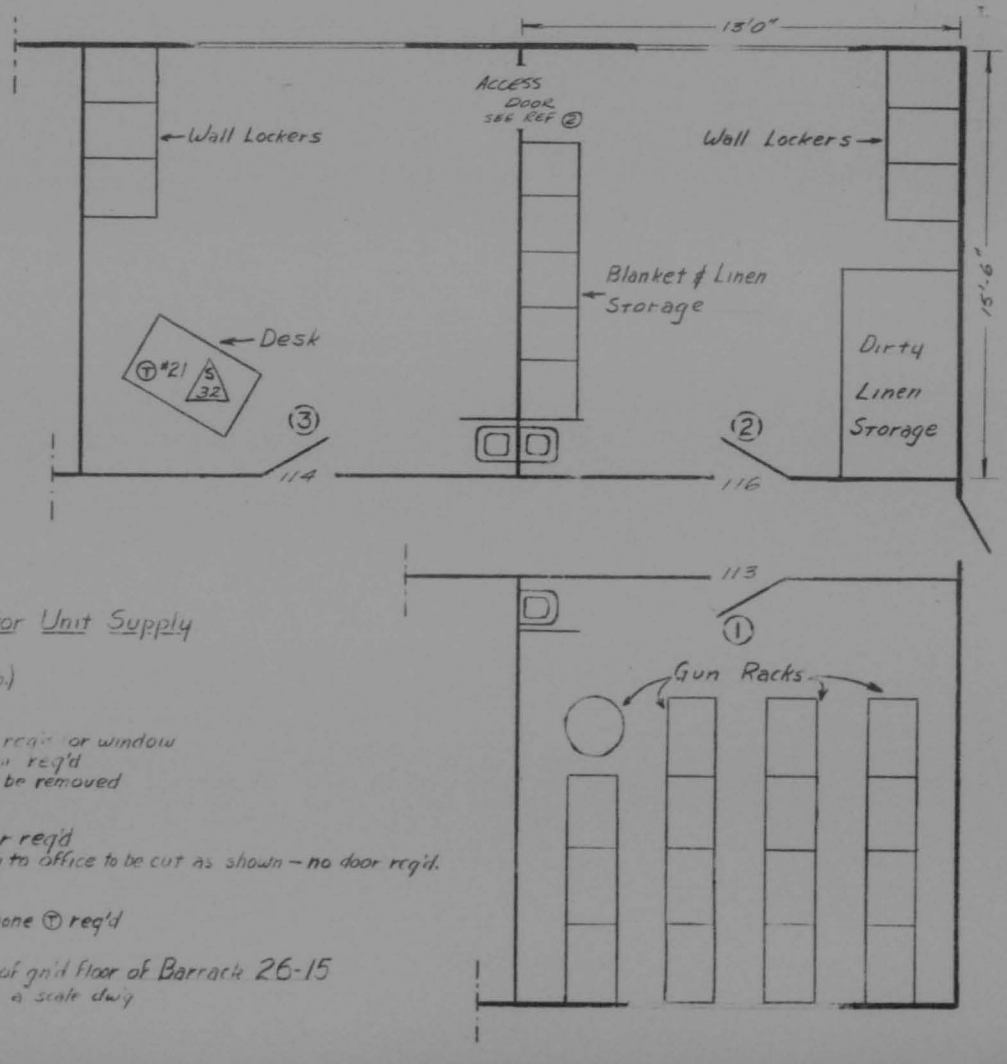

Furniture Layout for Unit Supply

Notes: (by room ref no.)

① Gun Room:
security bars req'd for window
"dutch" type door req'd
wall lockers to be removed

② Linen Room
"dutch" type door req'd
access opening to office to be cut as shown – no door req'd.

③ Office
class "A" telephone (T) req'd

This drawing shows end of grid floor of Barrack 26-15
not a scale dwg

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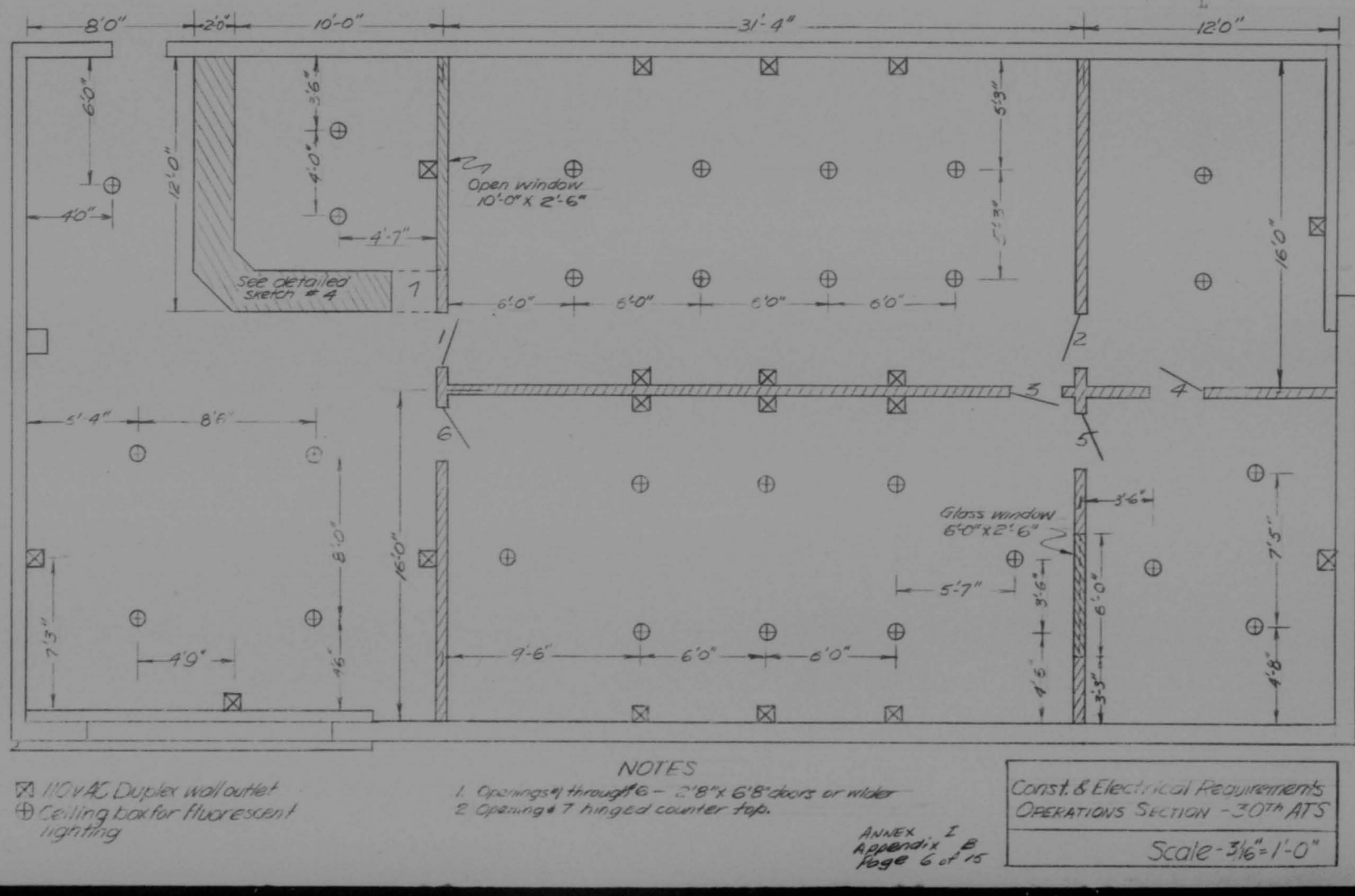

NOTES

⊠ 110 VAC Duplex wall outlet
⊕ Ceiling box for fluorescent lighting

1. Openings #1 through #6 – 2'8" x 6'8" doors or wider
2. Opening #7 hinged counter top.

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Const. & Electrical Requirements
Operations Section - 30th ATS
Scale - 3/16" = 1'-0"

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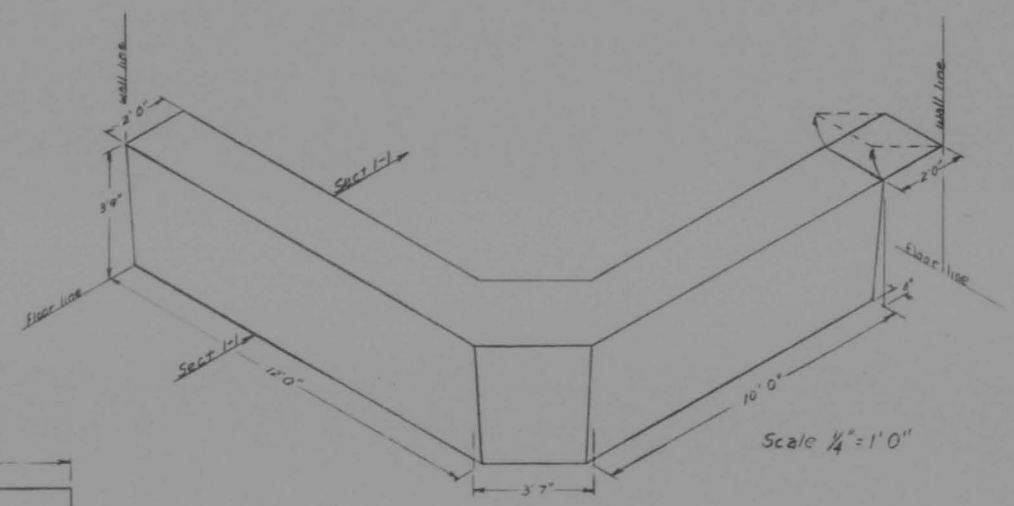
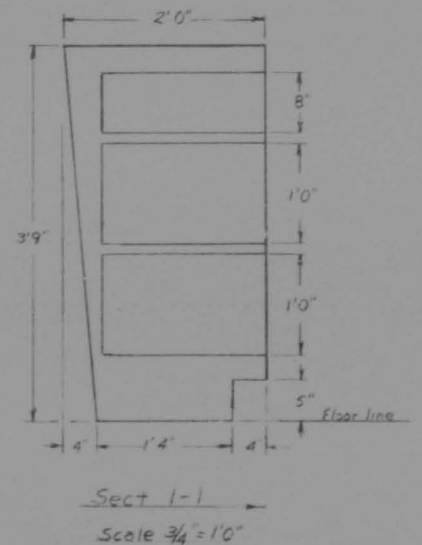


Scale 1/4"=1'0"



Sect 1-1

Scale 3/4"=1'0"

NOTE:

All construction details omitted

No doors req'd behind counter

Access 'trap-door' hinged on wall

CONSTRUCTION DETAILS SKETCH "4
30" ATS Operations Office
Scale as shown

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Appendix B
Page 7 of 15

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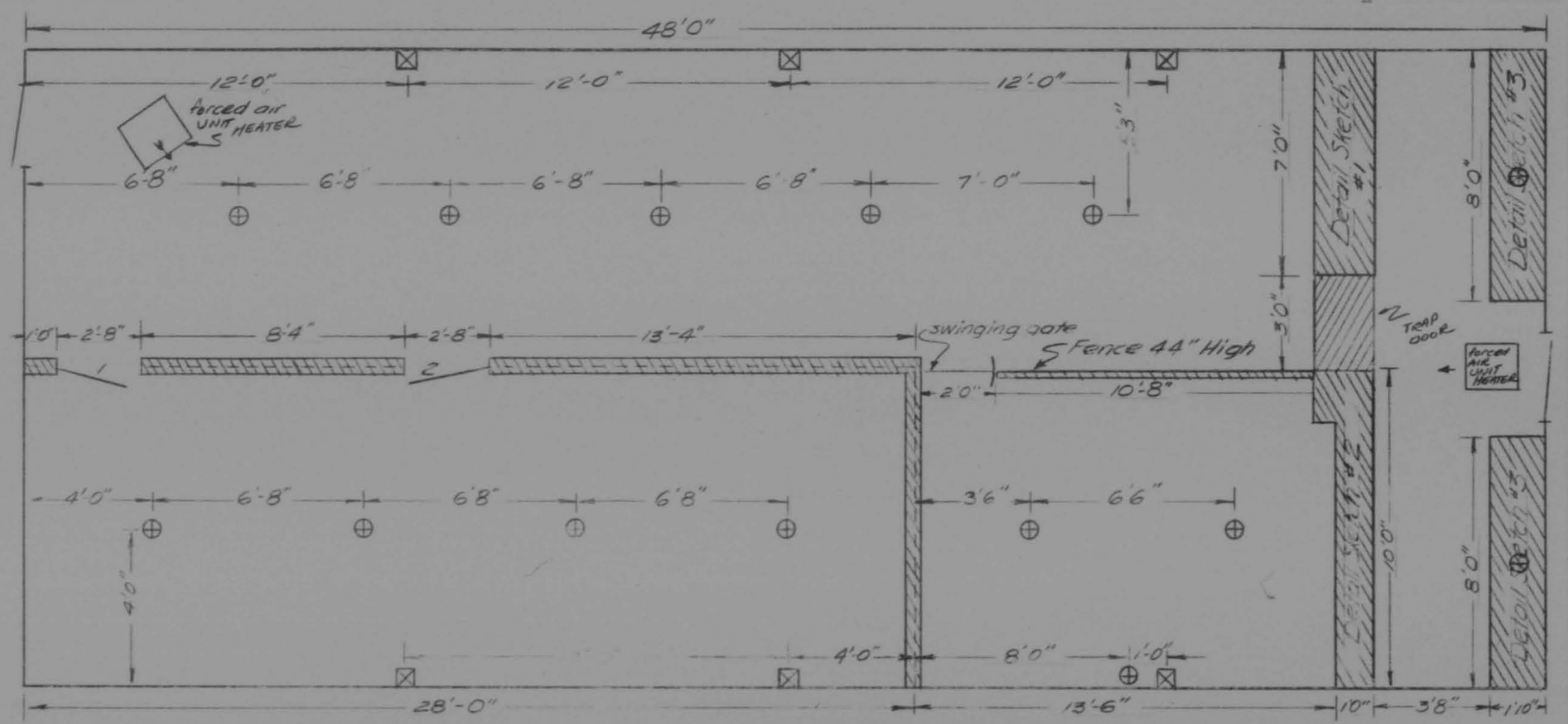

NOTES

⊠ 110v AC DUPLEX WALL OUTLET

▨ To be constructed

⊕ Ceiling box for fluorescent lighting fixtures

1. Doors to be provided as follows:
   1.1 Openings 1&2 - 2'-8" x 6'-8" with glass panels to match windows in partition
2. Partition walls to contain glass windows 36" high and as wide as respective section will permit. Window lower sills 2'6" above floor. Total partition height 7'-6"

Handbook Appendix I & Page B-115

ELECTRICAL & CONST. REQUIREMENTS

30th ATS Maintenance Office

Scale 1/4" = 1'0"

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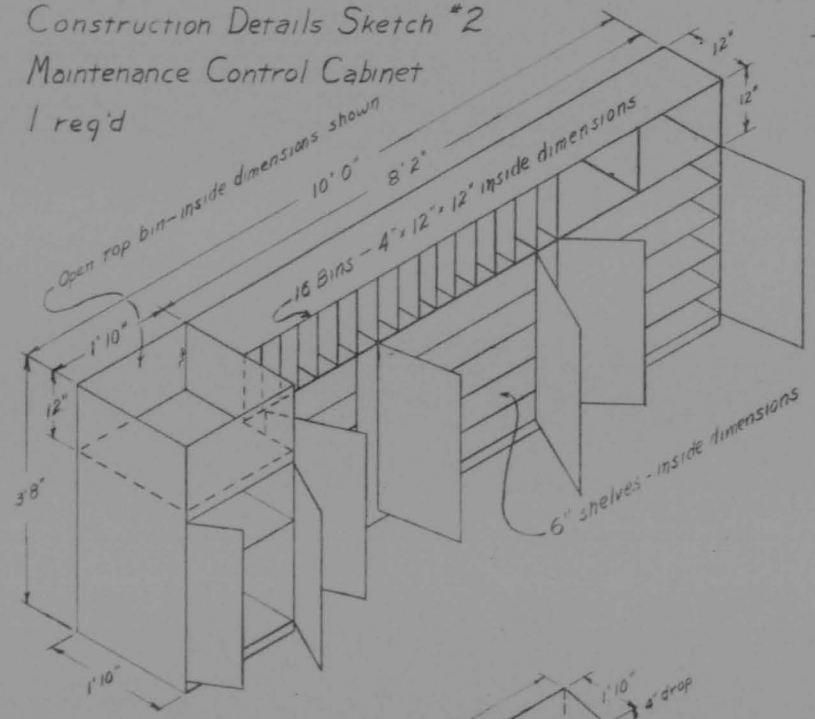
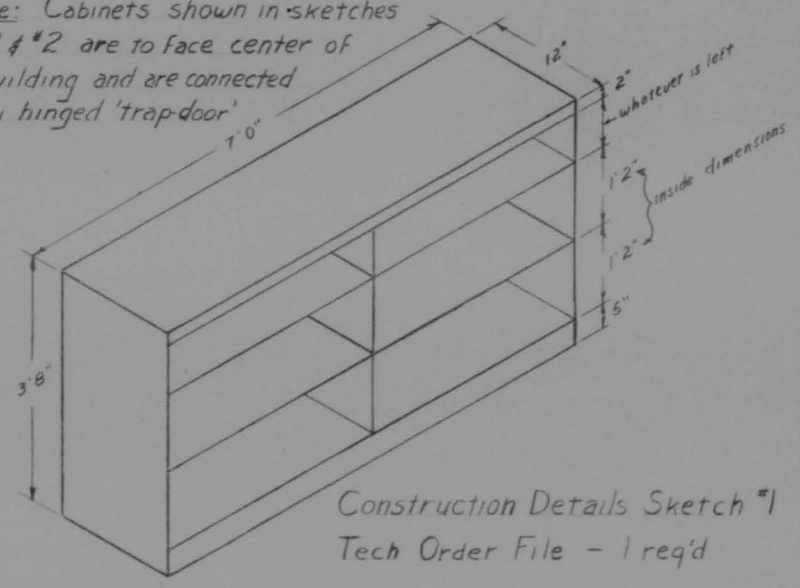
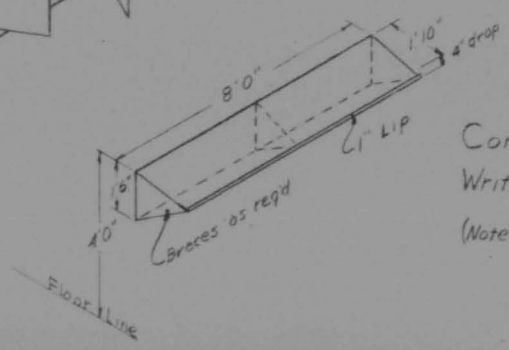
Construction Details Sketch "2
Maintenance Control Cabinet
1 req'd



Note: Cabinets shown in sketches "1 & "2 are to face center of building and are connected by hinged 'trap-door'



Construction Details Sketch "1
Tech Order File - 1 req'd



Construction Details Sketch "3
Writing Shelf - 2 req'd
(Note: Scale for this detail ¼" = 1'0")

CONSTRUCTION DETAILS SKETCHES "1, "2 & "3
30th ATS Maintenance Office
Scale ½" = 1'0"

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1109

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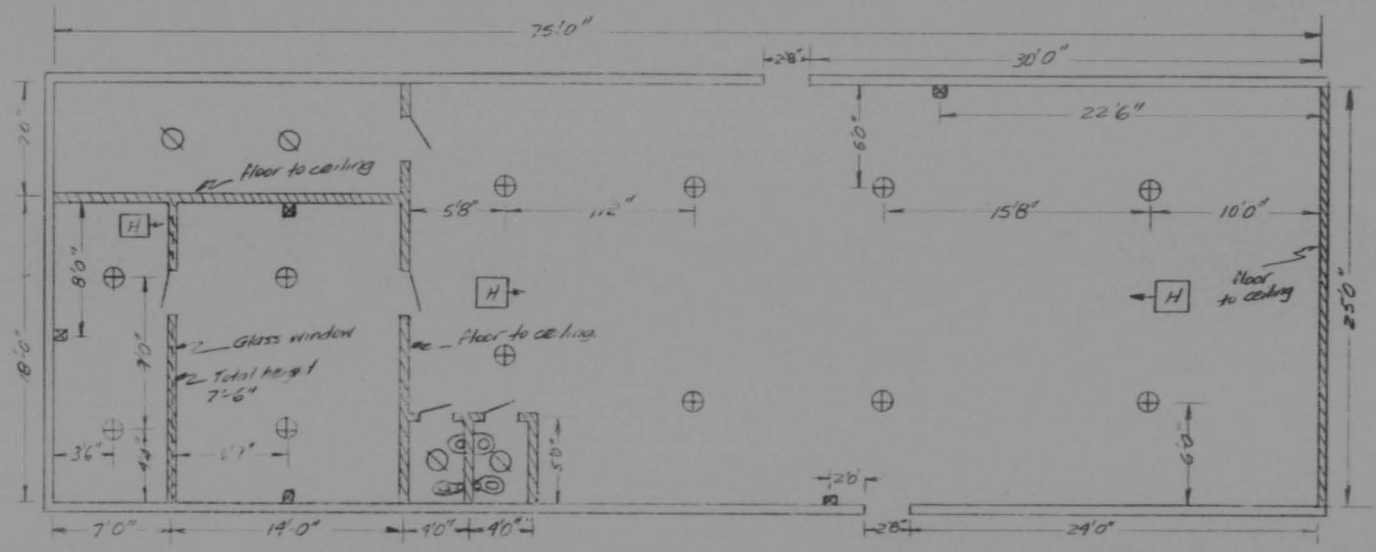

H fan driven unit heater
Toilet
D Lavatory
110VAC Duplex Outlets
Ceiling drops for electric lights
Ceiling boxes for fluorescent lights
To be constructed

NOTES

1. Glass windows where indicated 2'-6" length of section window to be 3'-6" above floor. Portion total height as noted on drawing.
2. Rest room doors 2'-0"x6'8" All other doors 2'8"x6'8".

Preliminary Plan
Electrical & Construction Reqmts.

Technical Supply
30th Air Transport Squadron

Scale 1/8"=1'0"

ANNEX I
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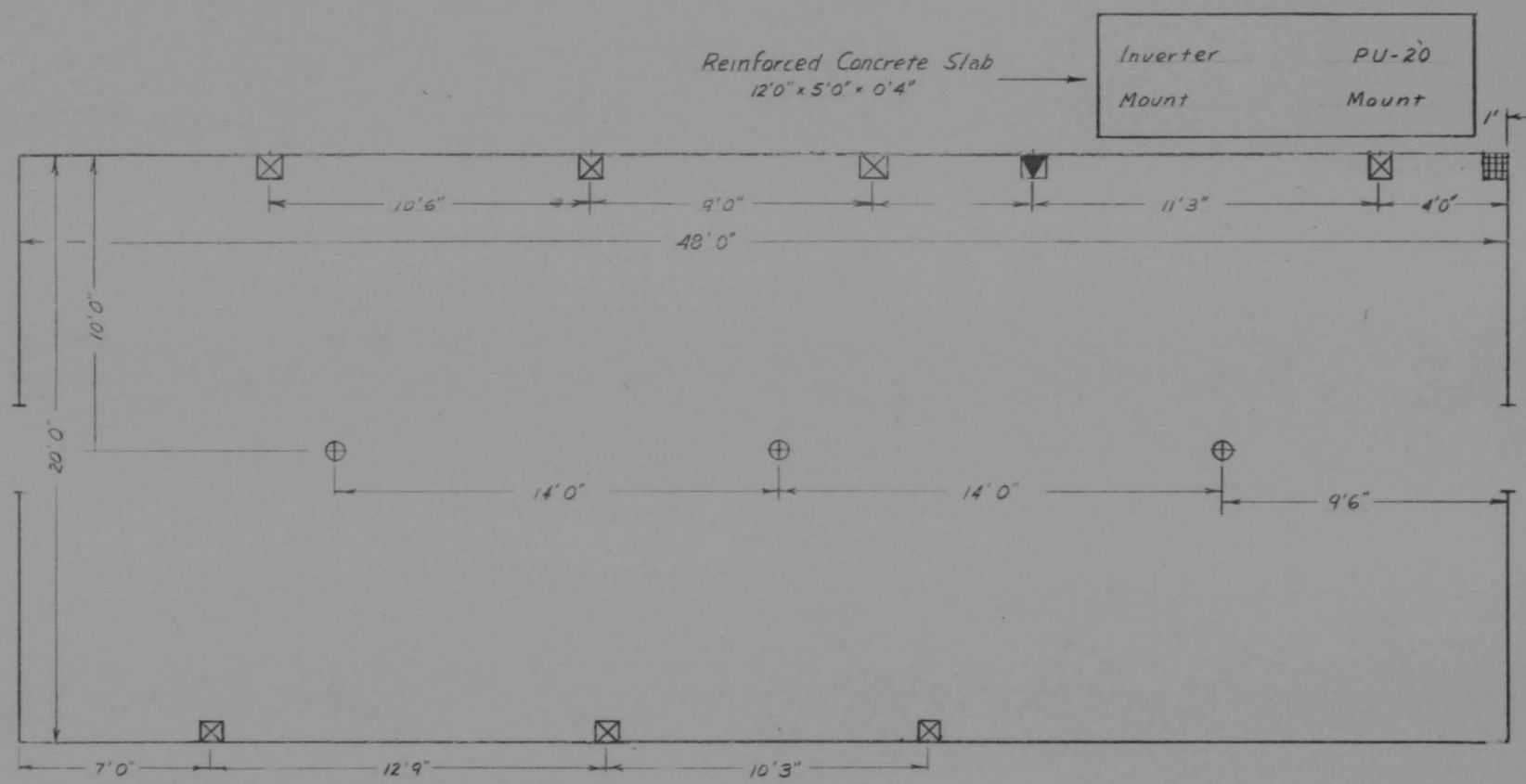

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CONSTRUCTION & ELECTRICAL REQM'TS

COMMUNICATIONS SHOP
30th Air Trans. Sqdn
Not to scale

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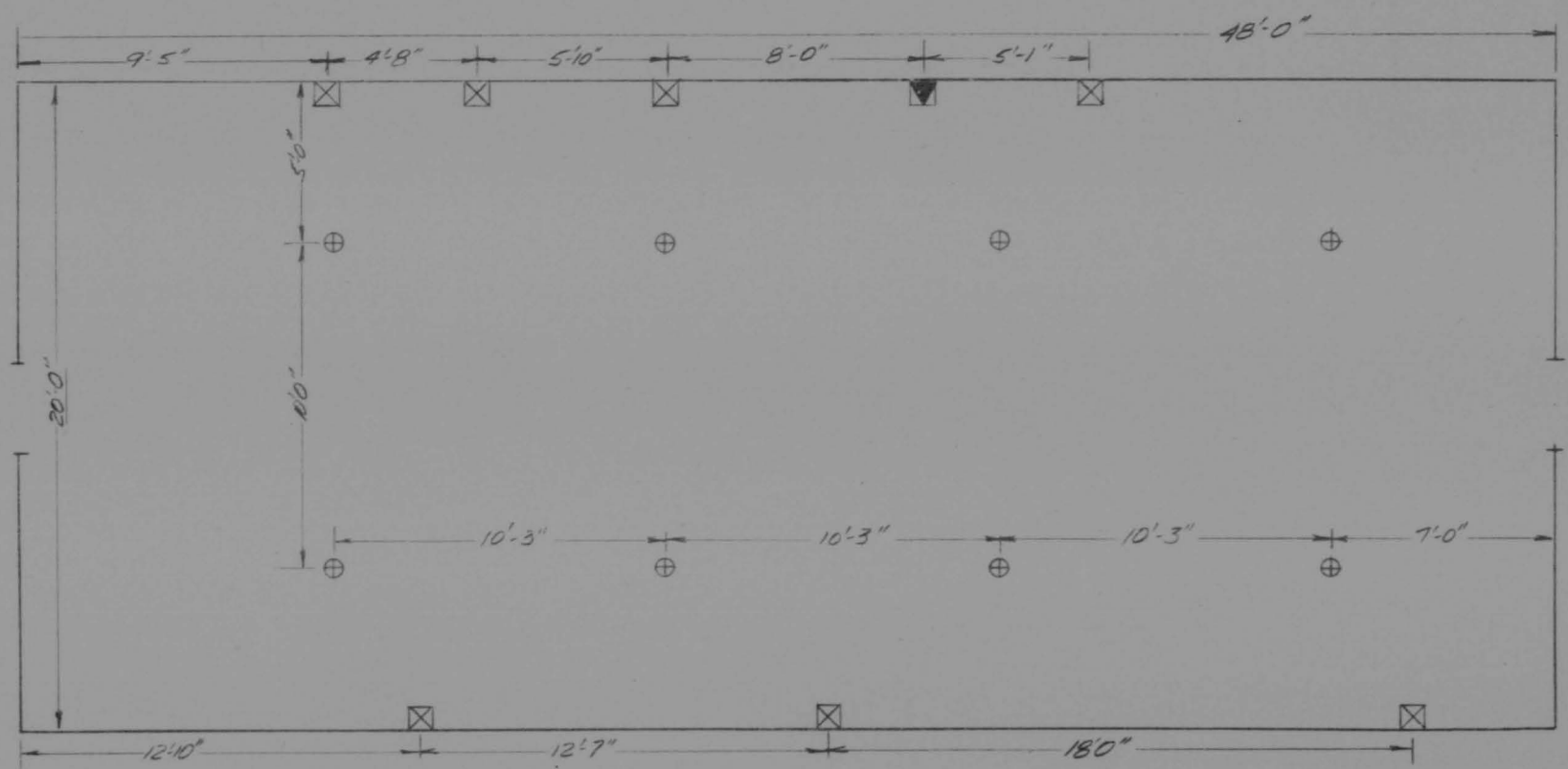

⊠ 110 VAC Duplex Outlet
▼ 220 V 3 phase AC Duplex Outlet
⊕ Ceiling boxes for fluorescent lights

NOTE
No Construction Required

ANNEX I
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Page 12 of 15

Primary Plan
CONSTRUCTION & ELECTRICAL REQMT'S.

SPECIALIST'S SHOP
30th Air Trans. Sq

Scale 1/4" = 1'-0"

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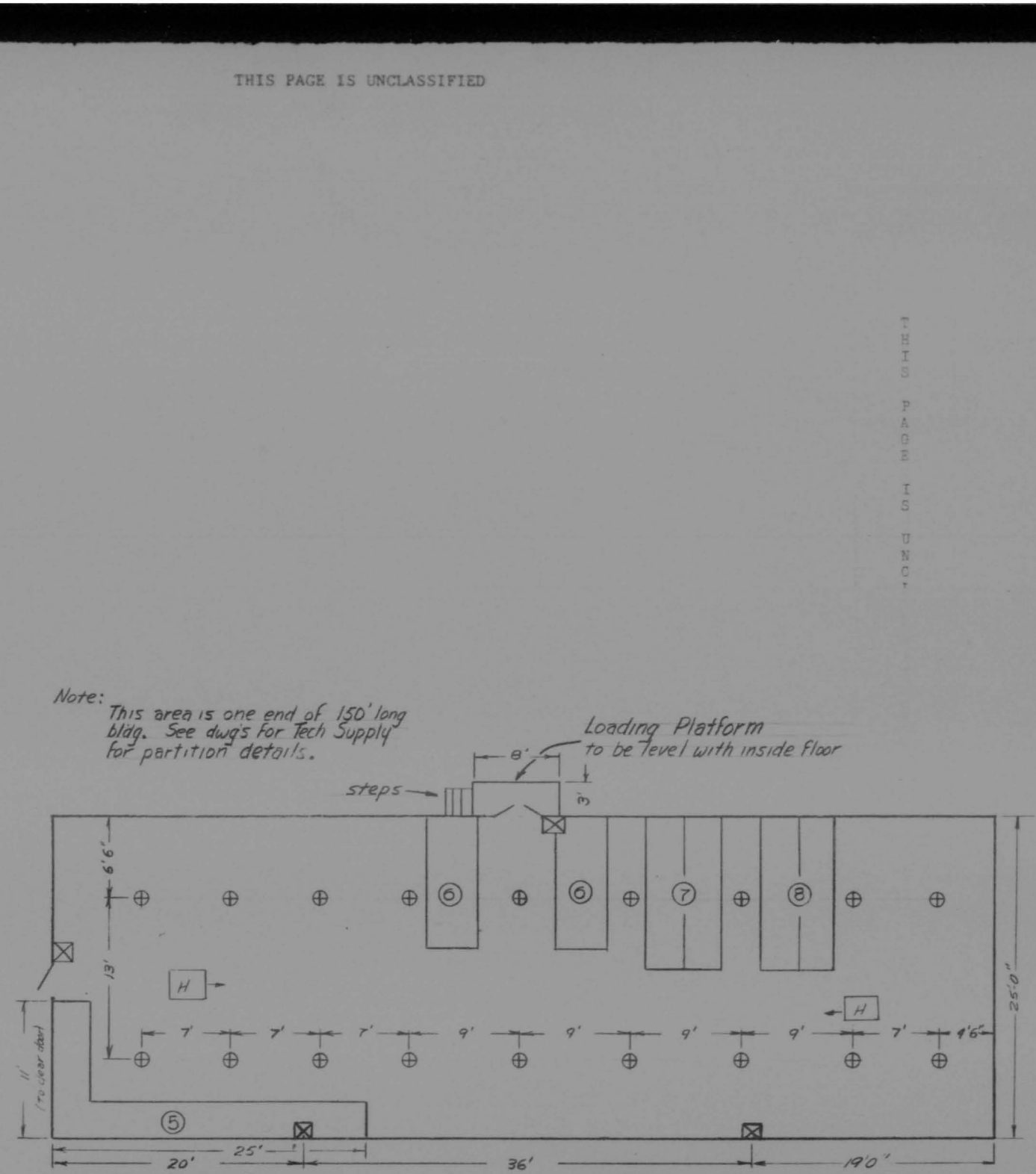
Note: This area is one end of 150' long bldg. See dwg's for Tech Supply for partition details.



⊠ 110V AC Duplex Outlet
⊕ Ceiling Outlets for Fluorescents
⑤ Ref. No's. for Construction Detail Dwg's.
H Forced Air Unit Heater

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Primary Plan
CONSTRUCTION & ELECTRICAL REQMT'S.
FLEET SERVICE & 263 SECTION
30th Air Trans Sqdn
Scale: 1/8" = 1'0"

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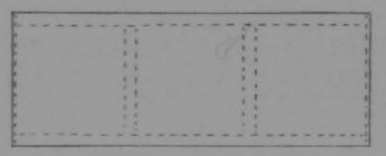
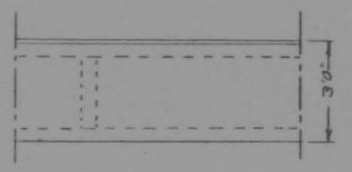
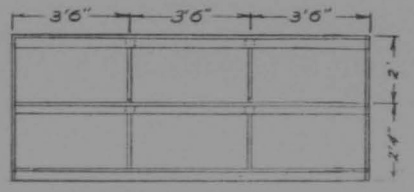


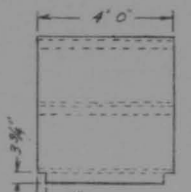
Top View



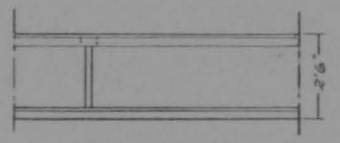
Typical Top View



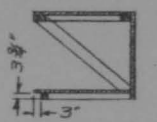
Front & Back View



End View



Typical Front View



Typical End View

Construction Detail #6
Life Raft Bins - 2 req'd

Construction Detail #5
Work Bench

MAT'L REQ'D:
¾" plywood & 2"x4" stock

Primary Plan
CONSTRUCTION DETAIL DRAWINGS #5 & #6
FLEET SERVICE & 263 SECTION 30TH Air Trans Sqdn Scale ¼" = 1'0"

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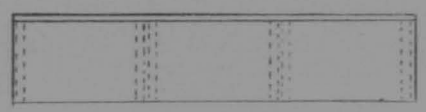
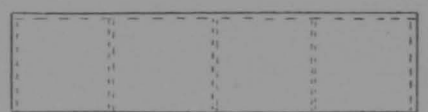
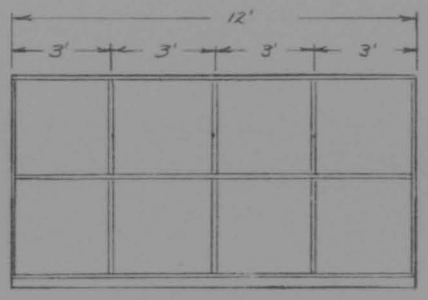


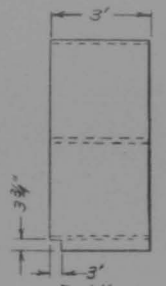
Top View



Top View

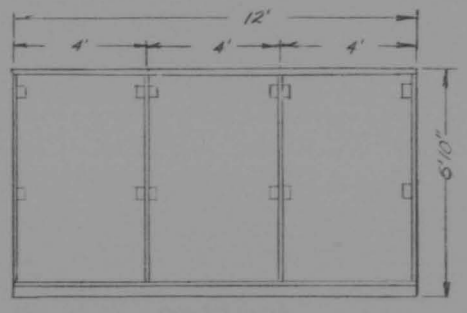


Front View

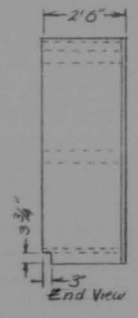


End View

CONSTRUCTION DETAIL #8
Anti-exposure Suit Bin - 2 req'd.



Front View



End View

Construction Detail # 7
Life Vest Bin - 2 req'd.

MAT'L REQ'D:
¾" plywood & 2" x 4" stock

Primary Plan
CONSTRUCTION DETAIL DRAWINGS #7 & #8
FLEET SERVICE & 263 SECTION 30th Air Trans Sqdn Scale ½" = 1' 0"

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APPENDIX "C"

COMMUNICATIONS, FURNITURE AND EQUIPMENT

This appendix has Communications, Furniture and Equipment data as indicated:

1. Commander's Office
2. Orderly Room
3. Mail Room (see Annex I, Appendix B)
4. Unit Supply (see Annex I, Appendix B)
5. Operations
6. Maintenance
7. Tech Supply
8. Communications Shop
9. Specialist Shop
10. Fleet Service and 263 Equipment

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ANNEX I APPENDIX C PAGE 10 of 11

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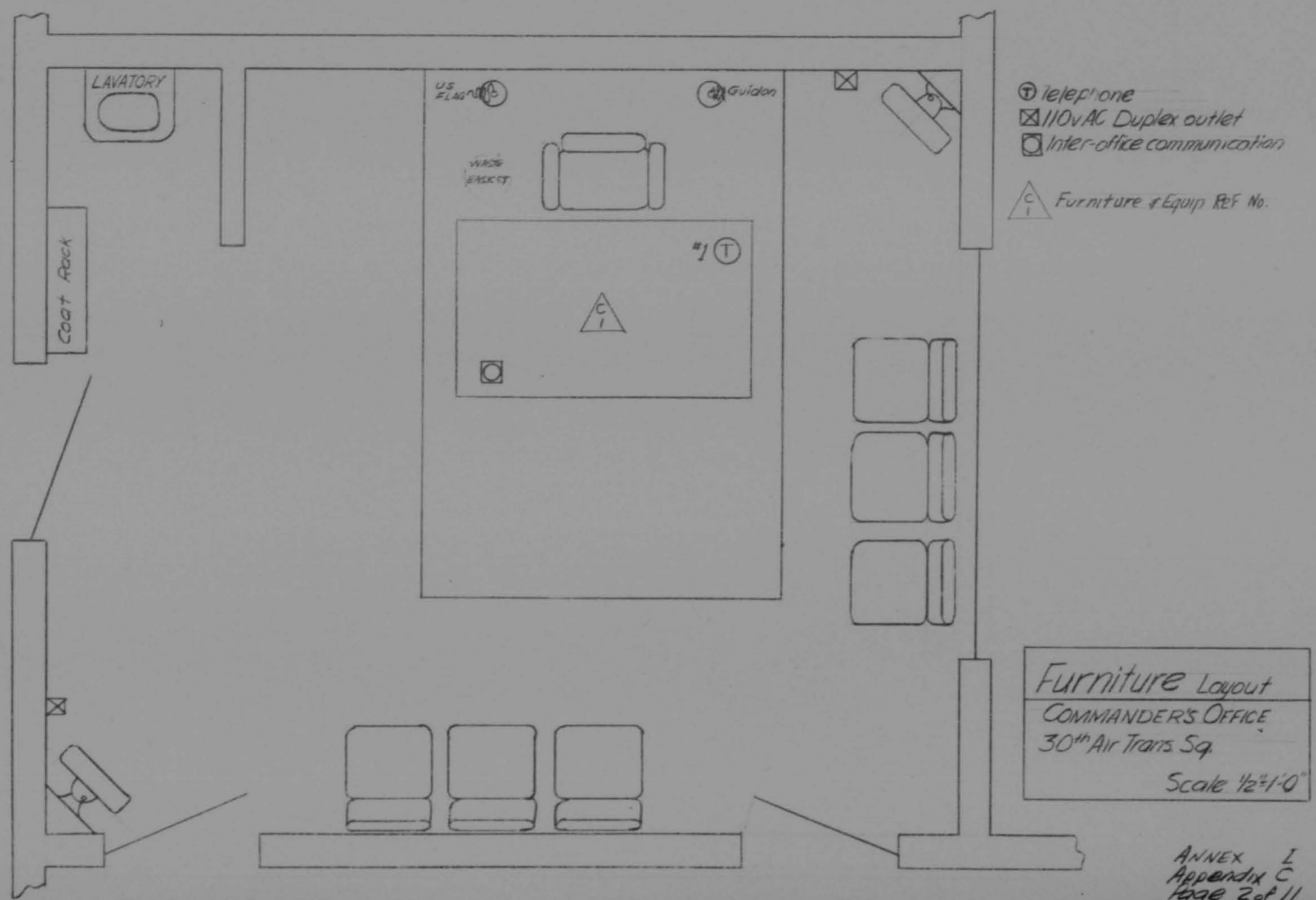

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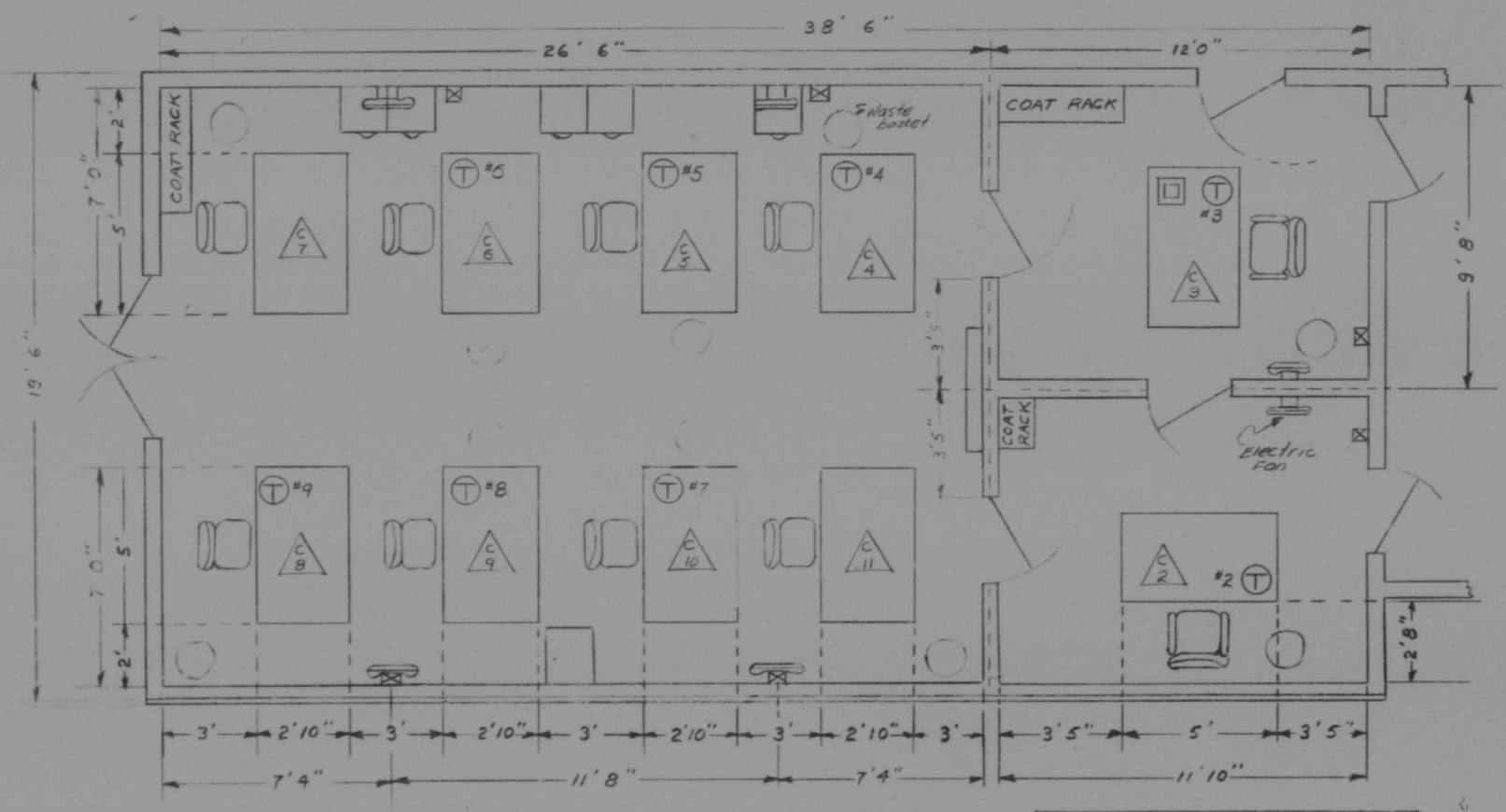

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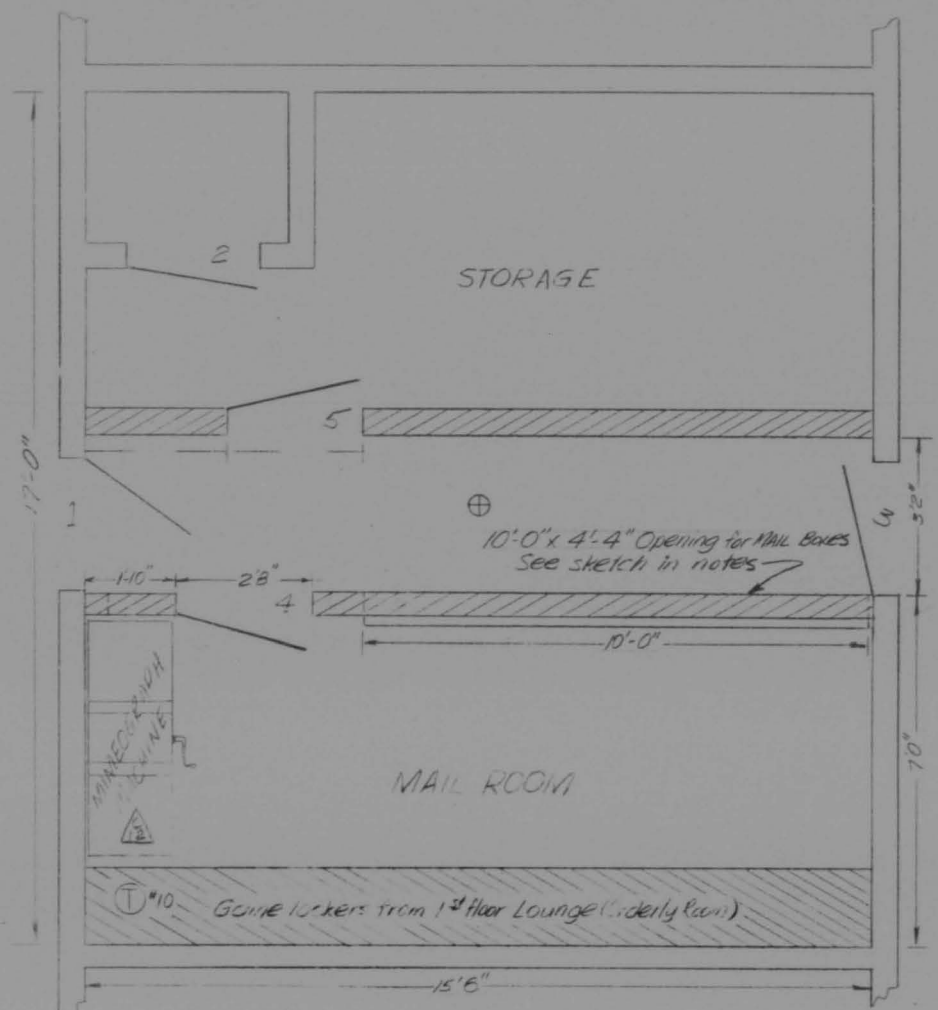
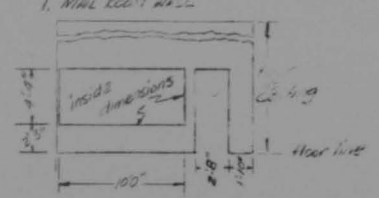


- NOTES -

1. Mail Room Wall



2. Openings 1-2&3 to remain as originally installed.
3. Openings 4 & 5 to be partitioned as shown. Doors to be "DUTCH DOORS" with top panel 3'-5" from floor line.
4. Only electrical revisions required is light in hall.

⊕ Terminal box for light drop
Ⓣ Telephone

Electrical & Construction Equipment & Telephone
Mail Room & Storage Room 30th Air Trans Sq.
Scale 3/8" = 1'0"

Annex I C
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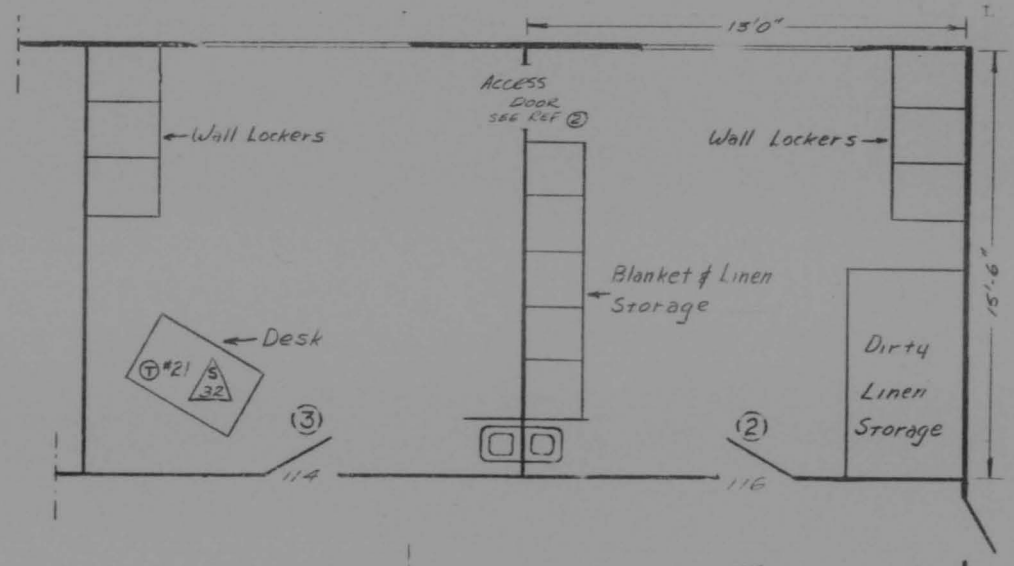

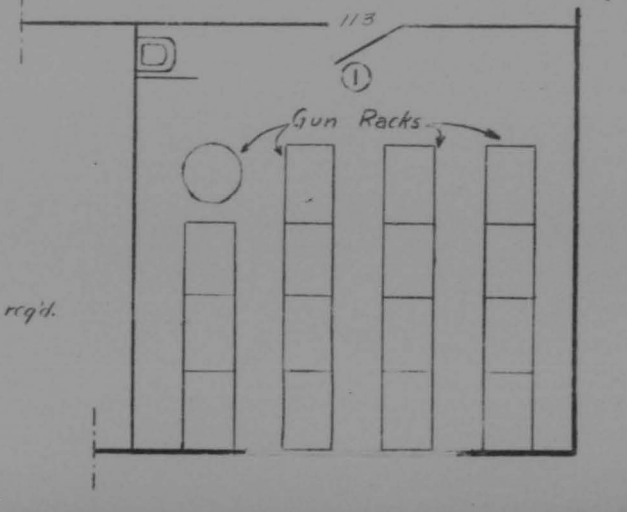

Furniture Layout for Unit Supply

Notes: (by room ref no)

① Gun Room:
security bars removed on window
"dutch" type door req'd
wall lockers to be removed

② Linen Room
"dutch" type door req'd
access opening to office to be cut as shown — no door req'd.

③ Office
"class A" telephone Ⓣ req'd

This drawing shows end of grid floor of Barrack 26-15
not to scale duly

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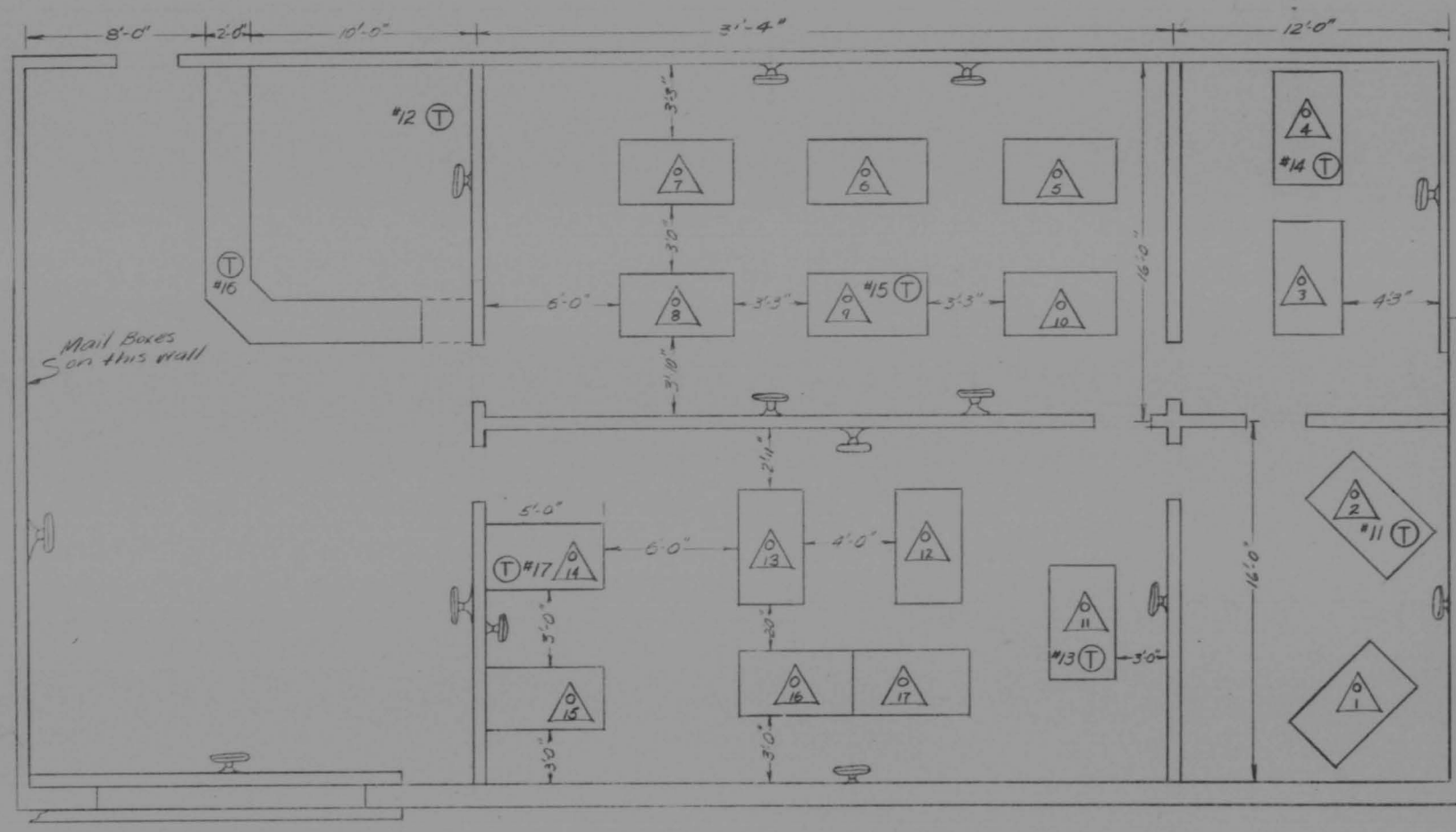

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FURNITURE & EQUIP.
30th Air Trans. Sq Operations
Scale 3/16"=1'-0"

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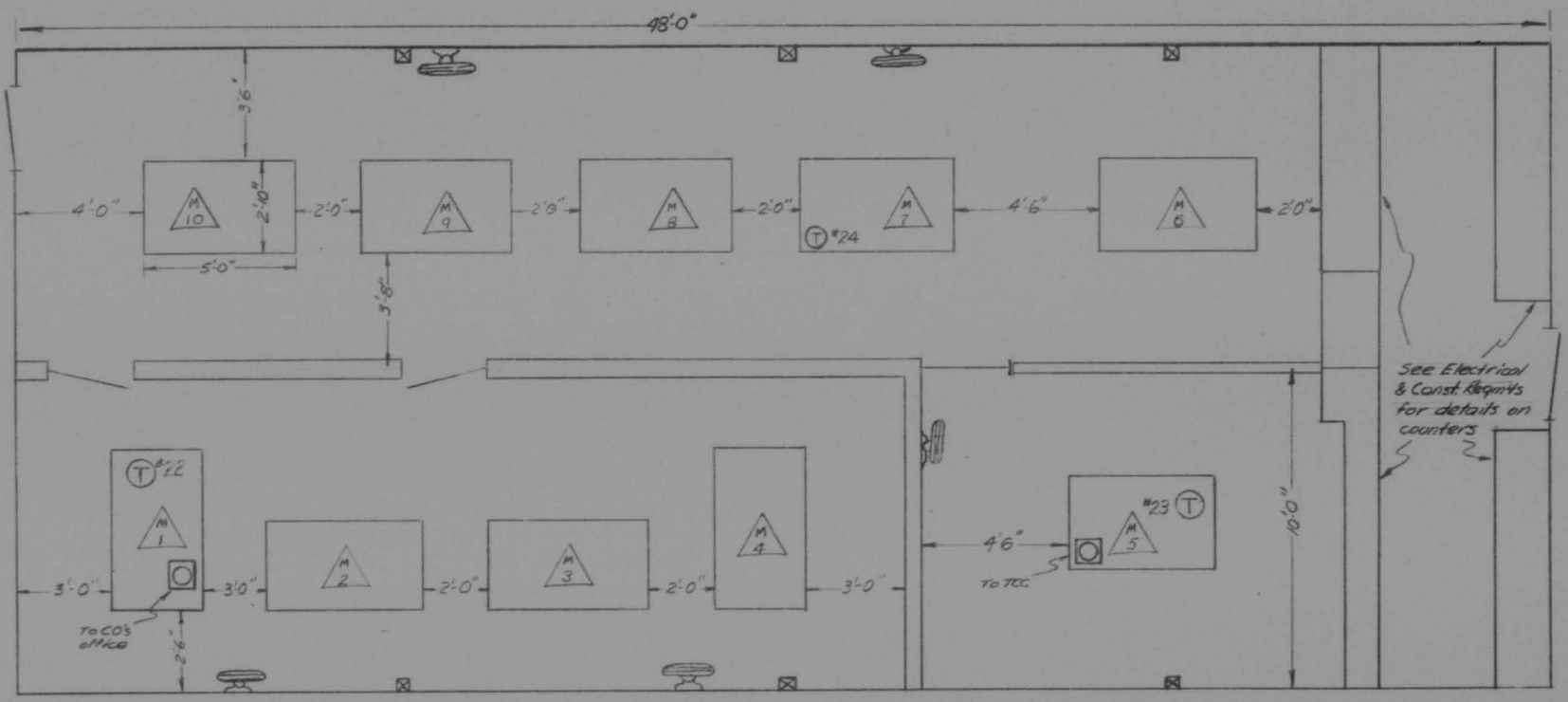

- ⊠ 110 vAC Duplex Wall Outlet
- Ⓣ Telephone
- ◘ Inter-office public address
- Electric Fan
- M Furniture & Equip. Ref. No.

Furniture & Equipment Telephone Installation

MAINTENANCE Office - 30th ATS

SCALE 1/4"=1'-0"

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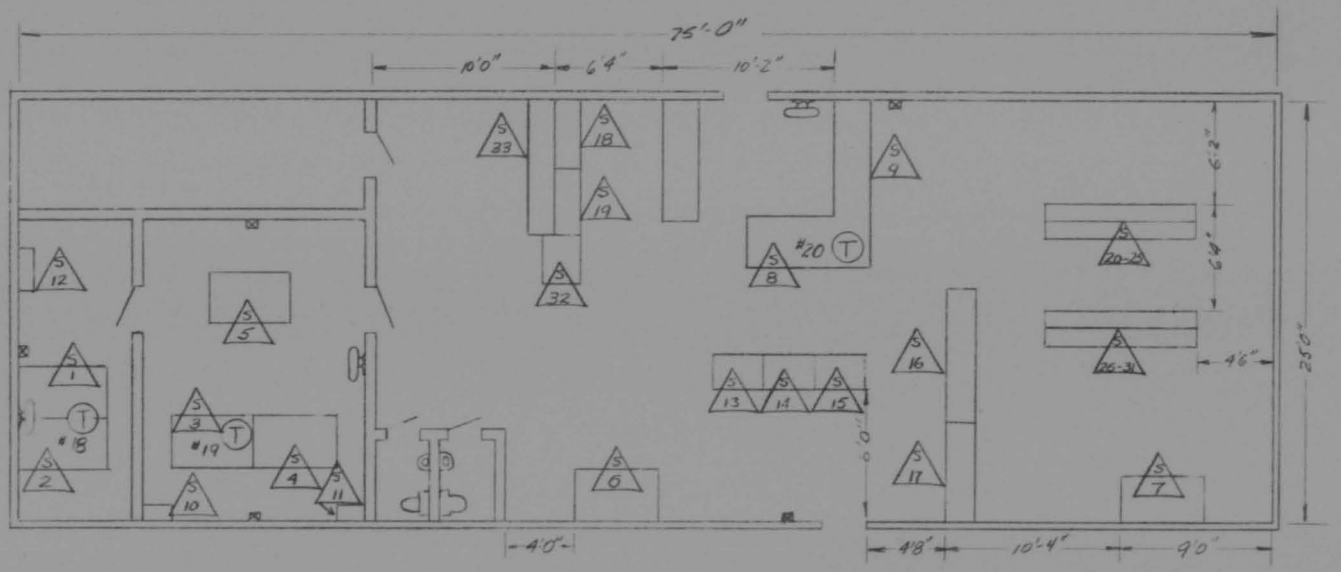

Ⓣ Telephone
Electric Fan
110V AC Duplex Outlet
Furniture & Equip. Ref. No.

Primary Plan
FURNITURE & EQUIPMENT

Technical Supply
30th A.. Transport Sqn.

Scale 1/8" = 1'0"

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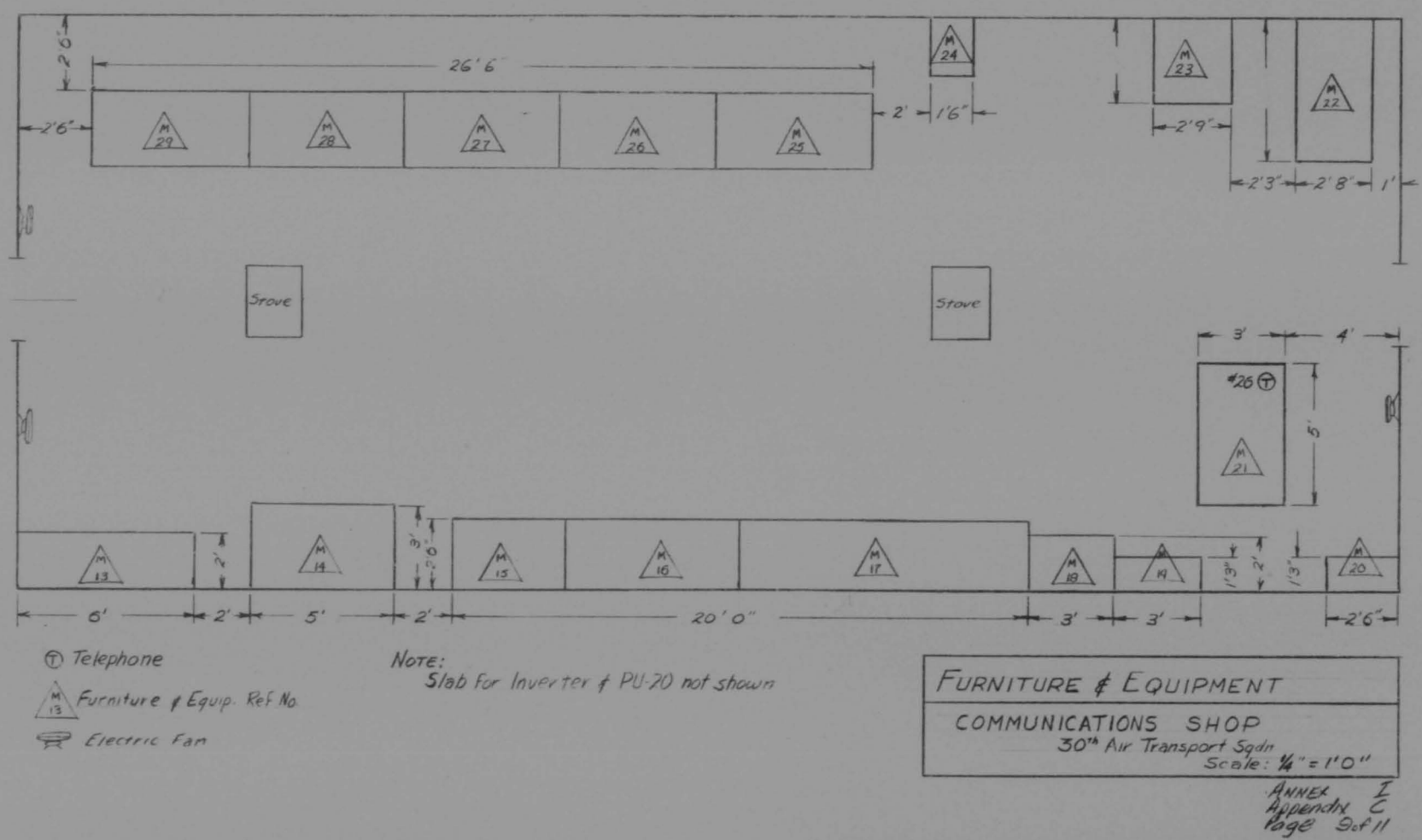

T Telephone

M 13 Furniture & Equip. Ref. No.

Electric Fan

Note:
Slab for Inverter & PU-20 not shown

FURNITURE & EQUIPMENT

COMMUNICATIONS SHOP
30th Air Transport Sqdn
Scale: 1/4" = 1'0"

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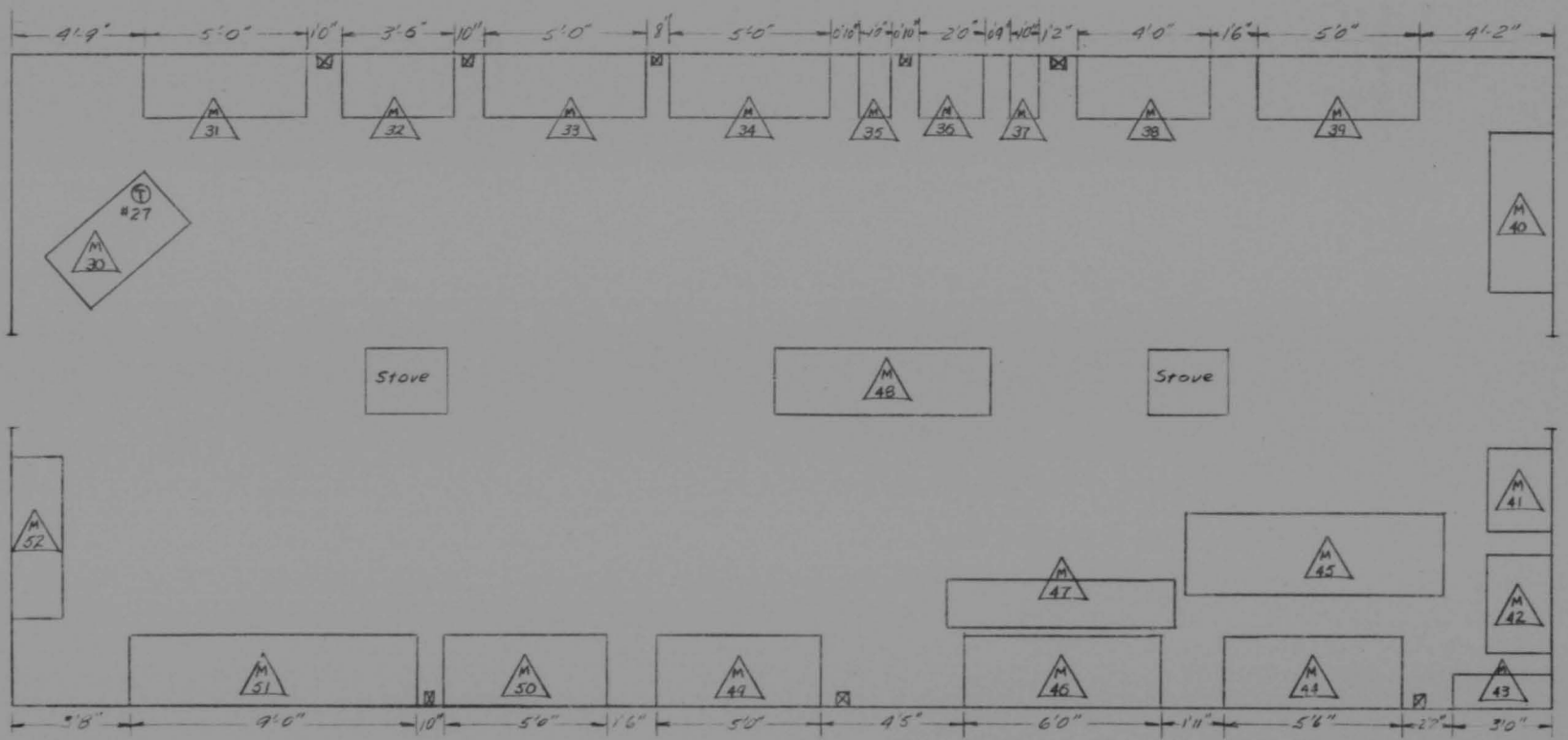
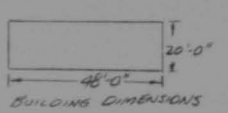


⊠ 110V AC Duplex outlets
Ⓣ Telephone
△ Furniture & Equip. Ref. No.



Primary Plan
FURNITURE & EQUIPMENT
Specialists' Shop
30th Air Transport Sq
Scale 1/4"=1'0"

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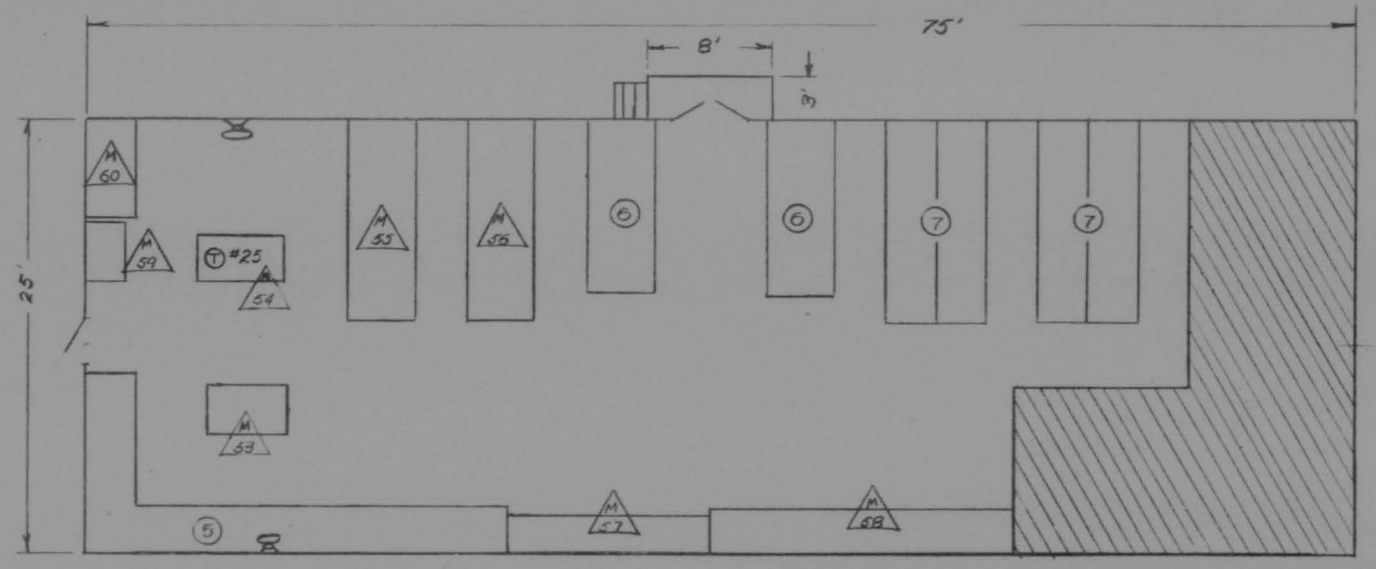

Bulk Storage Area
T Telephone
Electric Fan
A 11 Furniture & Equip. Ref. No

(5) Ref. No. for Construction Detail Dwg's.

Primary Plan
FURNITURE & EQUIPMENT

FLEET SERVICE & 263 SECTION
50th AIR TRANS SQDN
scale: 1/8" = 1' 0"

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APPENDIX "D"

TELEPHONE AND VEHICLE REQUIREMENTS

This appendix outlines the telephone requirements for all sections of this organization. See Annex I, Appendix C for exact location of instruments. The instruments are numbered on the drawings to correspond with references in this appendix.

1. Request the following telephone lines be installed in the respective sections of this organization as described herein:

a. Command Section

(1) Commanding Officer (denoted by #1 on drawing): One instrument with three illuminated keys and a hold button connected as follows--extension on Class "A" line #1, Class "A" line (unlisted number), and extension on Class "A" line #2.

(2) Adjutant (denoted by #2 on drawing): One instrument with three illuminated keys and a hold button connected as follows--Class "A" line #1, Class "A" line #2 and extension on Class "A" line #3.

(3) First Sergeant (denoted by #3 on drawing): One instrument with four illuminated keys and a hold button connected as follows--Class "A" line #3, extension on Class "A" line #2, extension on Class "C" line #1, extension on Class "C" line #6.

(4) Distribution Section (denoted by #4 on drawing): One instrument with switch key for two lines connected as follows--Class "C" line #1, extension on Class "C" line #2.

(5) Records Section (denoted by #6 on drawing): One instrument with switch key for two lines connected as follows-- Class "C" line #3, extension on Class "C" line #4.

(6) Classification Section (denoted by #6 on drawing): One instrument with switch key for two lines connected as follows--Class "C" line #4, extension on Class "C" line #3.

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(7) Morning Report Section (denoted by #7 on drawing): One instrument with switch key for two line connected as follows--Class "C" line #2, extension on Class "C" line #1.

(8) Pay Section (denoted by #8 on drawing): One instrument with switch key for two line connected as follows--Class "C" line #5, extension on Class "C" line #6.

(9) Duty Sergeant (denoted by #9 on drawing): One instrument with three illuminated keys and a hold button connected as follows--Class "C" line #6, extension on Class "A" line #3, extension on Class "C" line #5.

(10) Mail Room (denoted by #10 on drawing): One plain instrument connected to Class "C" line #7.

b. Operations Section:

(1) Operations Officer (denoted by #11 on drawing): One instrument with four illuminated keys and a hold button connected as follows--Class "A" line #4, Class "A" unlisted number, extension on Class "C" line #8, extension on Class "C" line #9.

(2) Scheduling Officer (denoted by #12 on drawing): One instrument with three illuminated keys and a hold button connected as follows--Class "A" line #5, extension on Class "A" line #4, extension on Class "C" line #8.

(3) NCOIC Administrative Section (denoted by #13 on drawing): One instrument with three illuminated keys and a hold button connected as follows--Class "C" line #9, extension on Class "A" line #4, extension on Class "A" line $5, extension on Class "C" line #8.

(4) Chief Pilot and Chief Navigator (denoted by #14 on drawing): One instrument plain, connected to Class "C" line #8.

(5) Flight Commanders, NCOIC's of Flight Engineers, Radio Operators, and Flight Traffic Specialists (denoted by #15 on drawing): One instrument with switch key for two lines connected as follows-- Class "C" line #8 and extension on Class "A" line #5.

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ANNEX
APPENDIX 2
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(6) Crew Lounge (denoted by #16 on drawing): One instrument plain with extension on Class "A" line #2.

(7) Training Officer and Plans officer (denoted by #17 on drawing): One instrument plain connected to Class "A" line #6.

c. Supply Section:

(1) Technical Supply Officer (denoted by #18 on drawing): One instrument with switch key for two lines connected as follows--Class "A" line #7, extension on Class "C" line "10.

(2) Supply Office Clerk (denoted by #19 on drawing): One instrument with switch key for two lines connected as follows--extension on Class "A" line #7, extension on Class "C" line #10.

(3) Supply Issuing Clerk (denoted by #20 on drawing): One instrument connected to class "C" line #10.

d. Maintenance Section:

(1) Maintenance Officer (denoted by #22 on drawing): One instrument with three illuminated keys and a hold button connected as follows--Class "A" line #8, extension on Class "A" line #9, extension on Class "C" line #11.

(2) Maintenance Control (denoted by "23 on drawing): One instrument with three illuminated keys and a hold button connected as follows--Class "A" line #9, extension on Class "A" line #8 extension on Class "C" line #11.

(3) Maintenance Clerk (denoted by #24 on drawing): One instrument connected to Class "C" line #11.

(4) Fleet Service and 263 Section (denoted by #25 on drawing): One plain instrument installed to Class "C" line #12.

(5) Communications Shop (denoted by #26 on drawing): One instrument connected to Class "C" line #13.

(6) Specialists' Shop (denoted by #27 on drawing): One instrument connected to Class "C" line #14.

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ANNEX Appendix 3 Page 30 of 47

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e. Above installations are required by 1 May 1955.

f. Request the three-thousand (3000) block of numbers be utilized for all telephones in the 30th Air Transport Squadron. (Example: 3001 for Commanding Officer).

2. The following Vechicles are required for this squadron.

a. Headquarters

One (1) "Jeep"
One (1) Bicycle (With Basket)

b. Operations

One (1) Bicycle (With Basket)

c. Maintenance

One (1) one half (½) ton Truck

* One (1) three quarter (3/4) ton Truck

One (1) Bicycle (With Basket)

d. Supply

One (1) one half (½) ton Truck

One (1) Bicycle (With Basket:

* Three quarter (3/4) ton truck to be utilized in conjunction with service test on fleet service equipment directed by Headquarters Military Air Transport Service.

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ANNEX Appendix 2 to Page 4 of 10

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APPENDIX "E"

INTER-OFFICE COMMUNICATIONS SYSTEM

1. Request inter-communications instruments be located in the Commander's Office, Operations Office, Maintenance Office and Supply Office with two way switches. (See Annex I, Appendix C for exact location of instruments.)

2. Request a separate inter-communication system be installed on the First Sergeant's desk with a speaker mounted in each end of the hall on all floors of the barracks, and one speaker in the Day Rooms on the second and third floor.

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ANNEX I
APPENDIX E
PAGE 1 of 1

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ANNEX II

ALTERNATE CONSTRUCTION PLANS

In the event Fort Monmouth type buildings cannot be furnished it is requested that building and construction data contained in this Annex be followed.

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Annex II Appendix I Page 10 of 1

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APPENDIX "F"

ALTERNATE BUILDING LAYOUT

[redacted]

Request buildings assigned this organization be located as indicated in this drawing.

ANNEX H
Appendix F
Page 1 of 2

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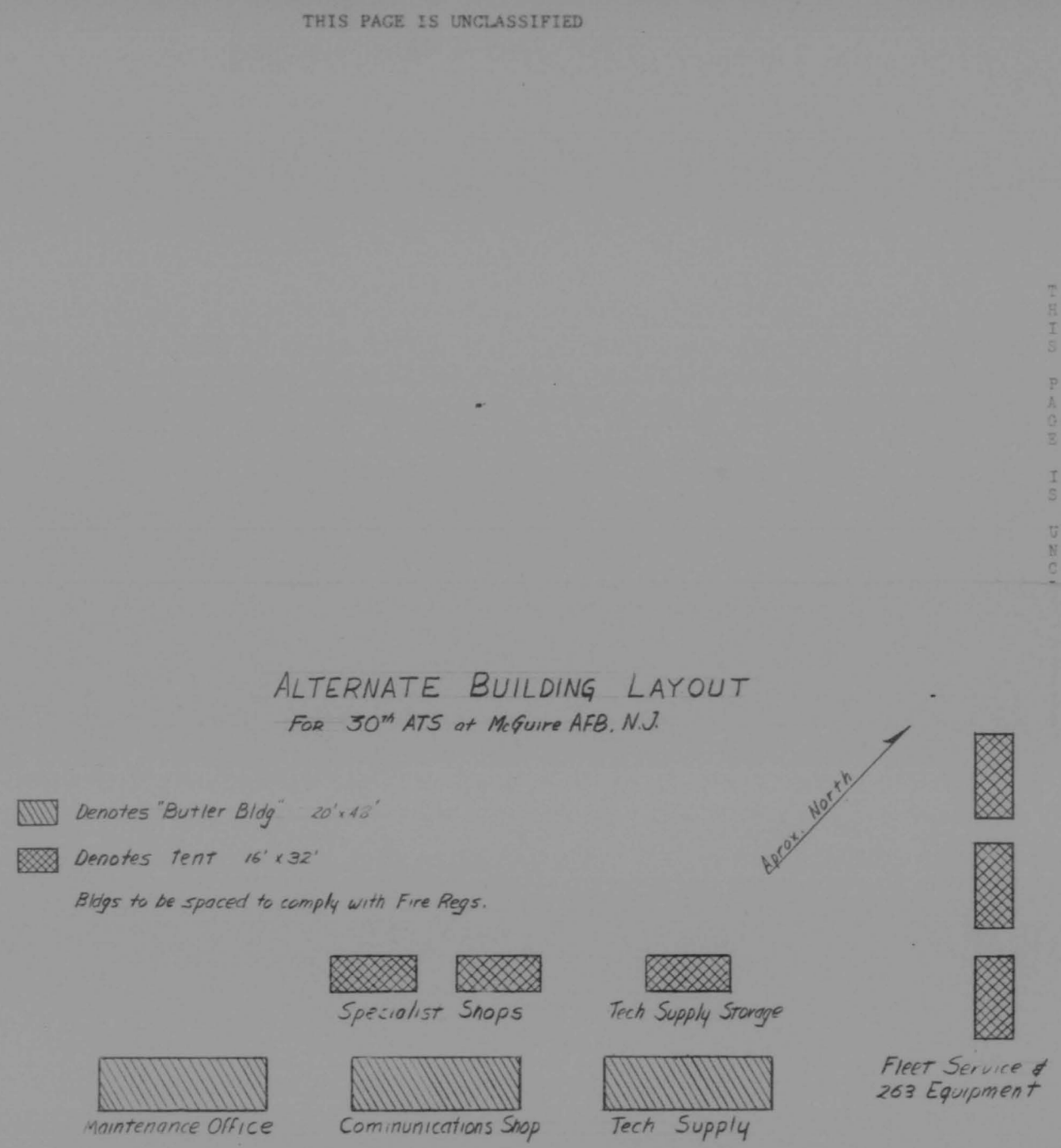
ALTERNATE BUILDING LAYOUT

FOR 30th ATS at McGuire AFB, N.J.



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ANNEX II
Appendix F
Page 2 of 2

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APPENDIX "G"

ALTERNATE ELECTRICAL AND CONSTRUCTION REQUIREMENTS

This appendix has alternate electrical and construction data as indicated:

1. Tech Supply
2. Specialist Shop
3. Fleet Service and 263 Equipment

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ANNEX G
Appendix
Page 1 of 4

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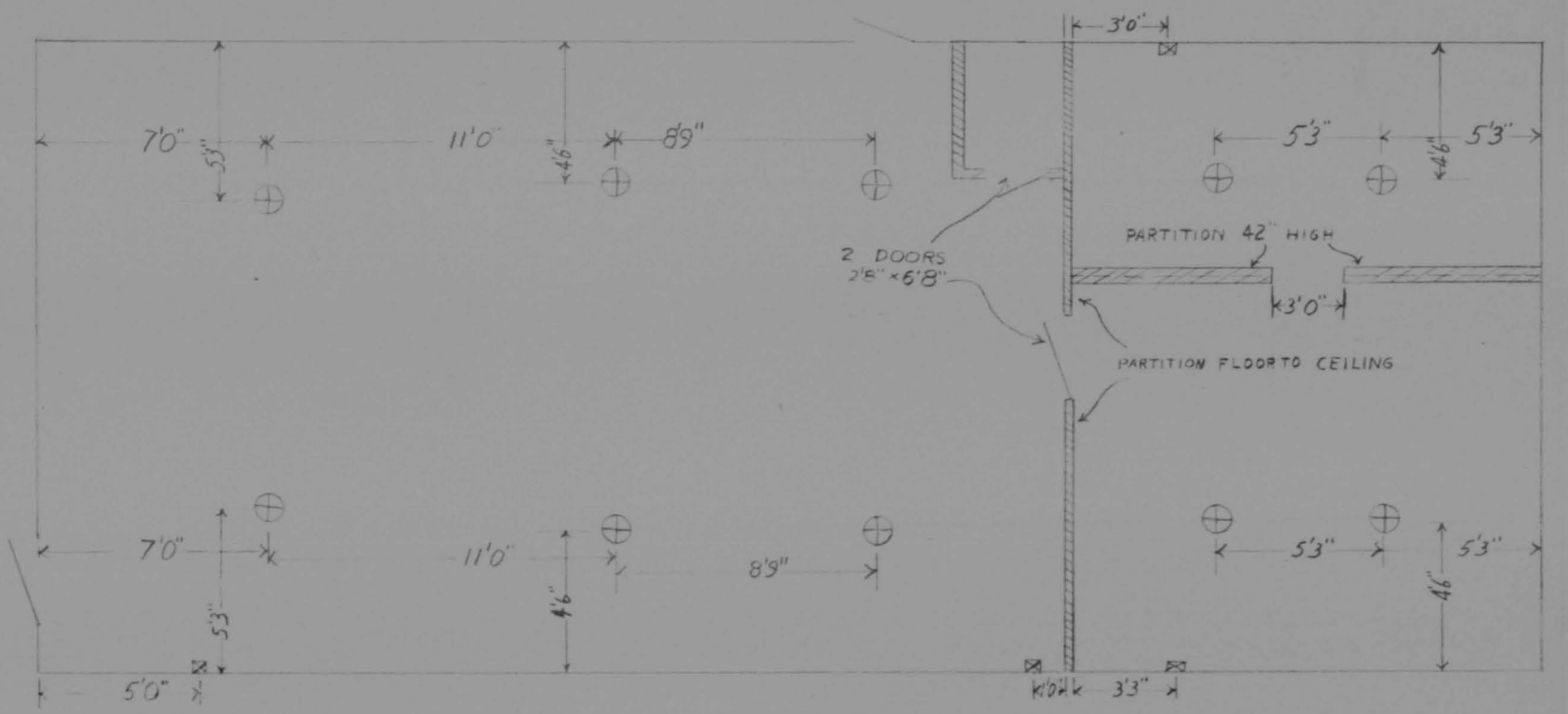

⊠ 110 V AC DUPLEX WALL OUTLET
TO BE CONSTRUCTED
⊕ CEILING BOXES FOR FLUORESCENT LIGHTING FIXTURES

ANNEX II
Appendix G
Page 2 of 4

ELECTRICAL AND CONSTRUCTION REQUIREMENTS

30'" A.T.S. TECH SUPPLY OFFICE

SCALE: 1/4" = 1'

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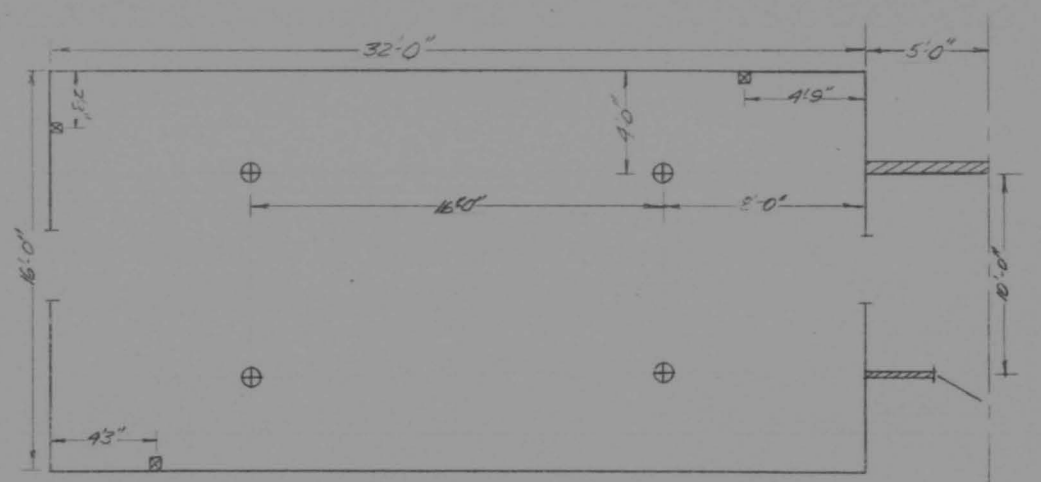

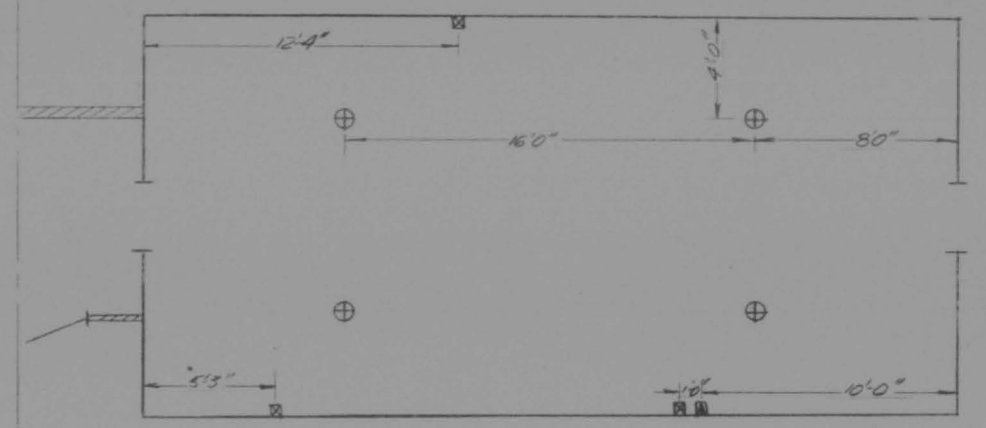

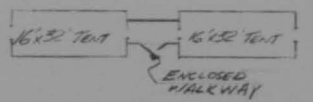

⊠ 110V AC Duplex outlet
▲ 220V AC 3 phase
▨ To be constructed
⊕ Ceiling boxes for fluorescent lights.

Alternate Plan
Electrical & Const. Requirements

SPECIALISTS SHOP
30 Air Trans. Sq.

Scale 3/16"=10"

ANNEX II
Appendix 9
Page 35 of 4

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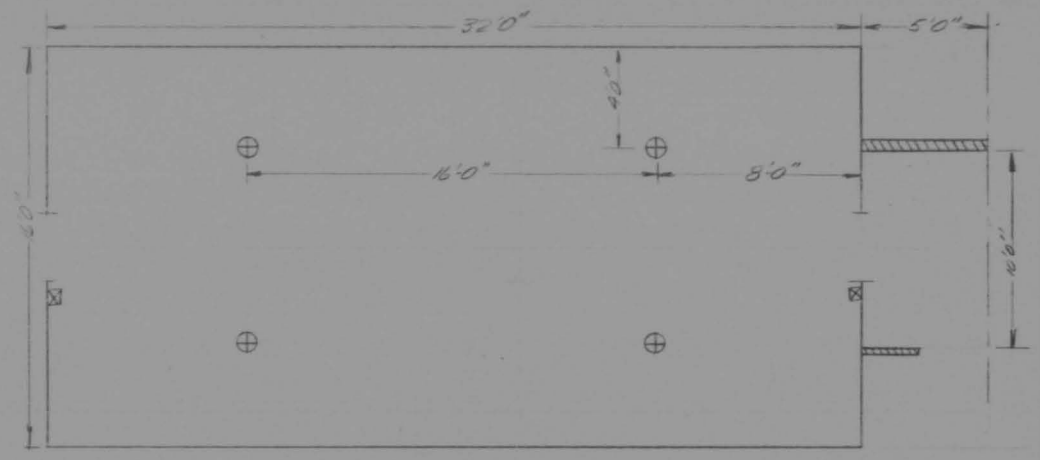

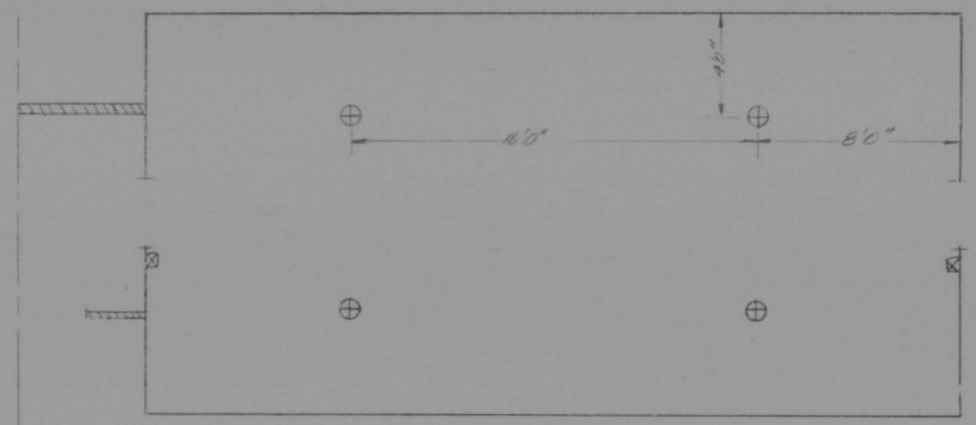

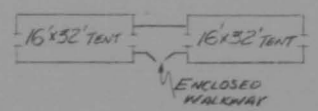

⊠ 110V AC Duplex Outlets
▨ To be constructed
b Ceiling boxes for fluorescent lights.

Alternate Plan
Electrical & Construction Requirements

FLEET SERVICE & 263
30th Air Transport Sq
Scale 3/16" = 1'0"

ANNEX Appendix B Page 4 of 4

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APPENDIX "H"

ALTERNATE COMMUNICATIONS, FURNITURE AND EQUIPMENT

This appendix has alternate Communications, Furniture and Equipment data as indicated:

1. Tech Supply
2. Specialist Shop
3. Fleet Service and 263 Equipment

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ANNEX II
Appendix H
Page 1 of 4

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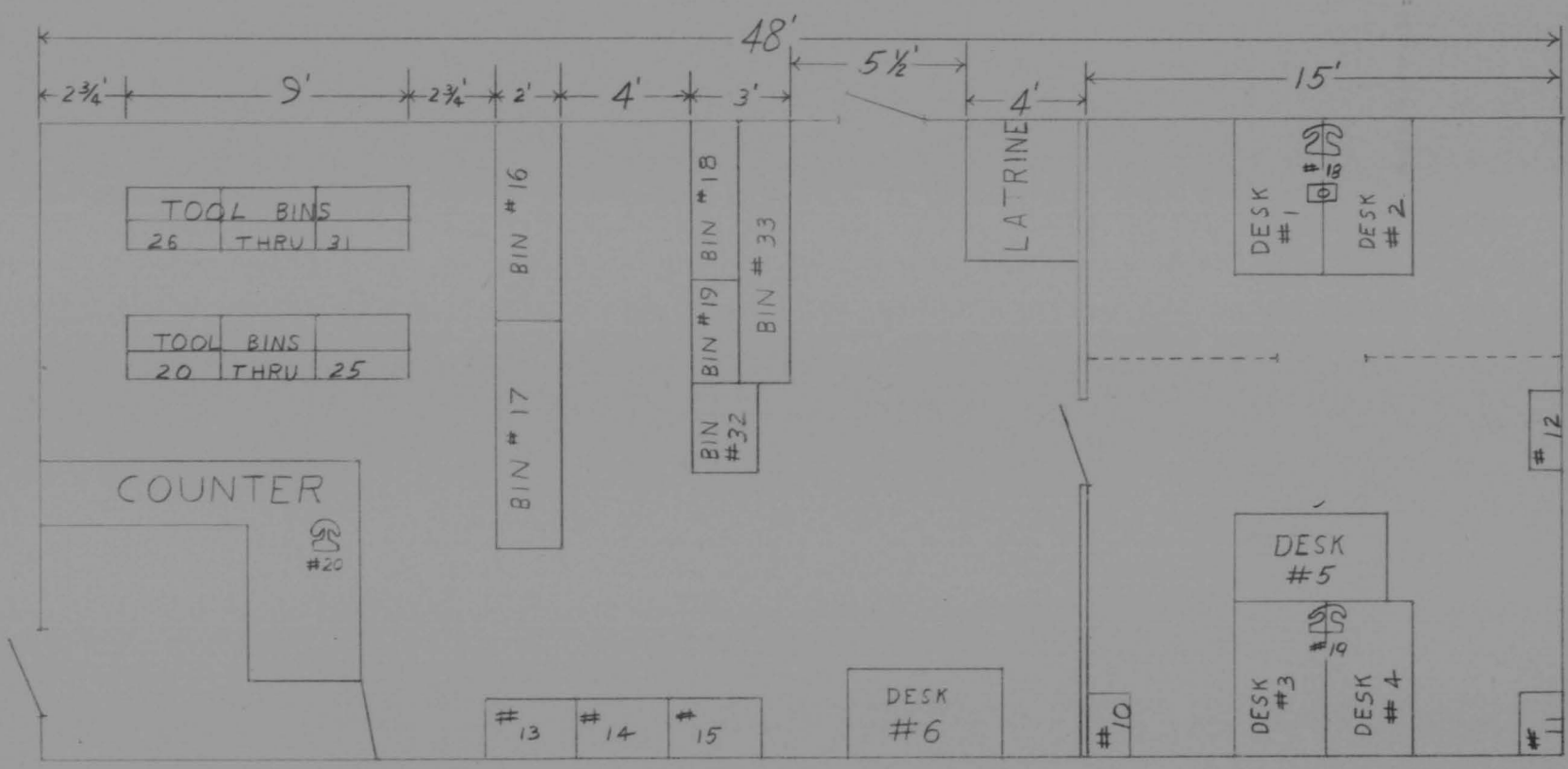

ANNEX II
Appendix H
Page 2 of 4

INTER OFFICE PA.
TELEPHONE

TECH SUPPLY 30TH A.T.S.

FURNITURE, EQUIPMENT, & TELEPHONE INSTALLATION SCALE ¼" = 1'0"

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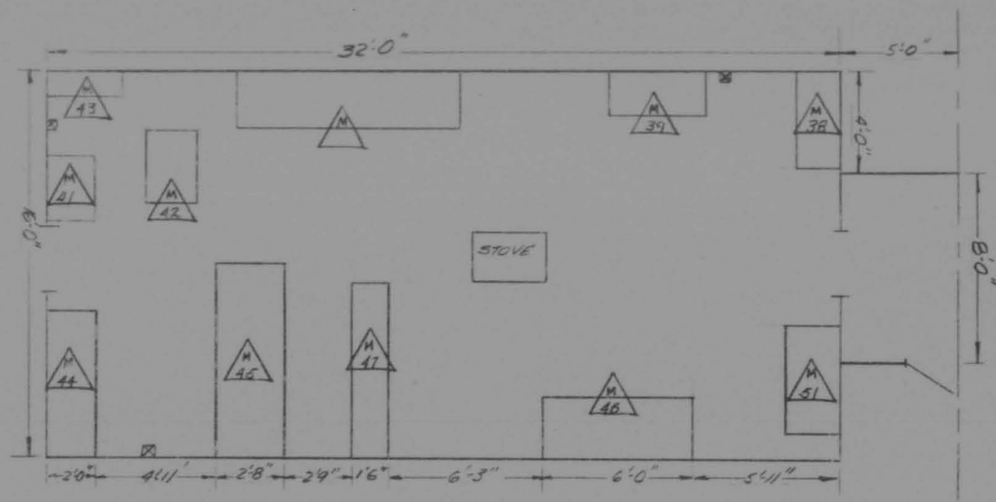

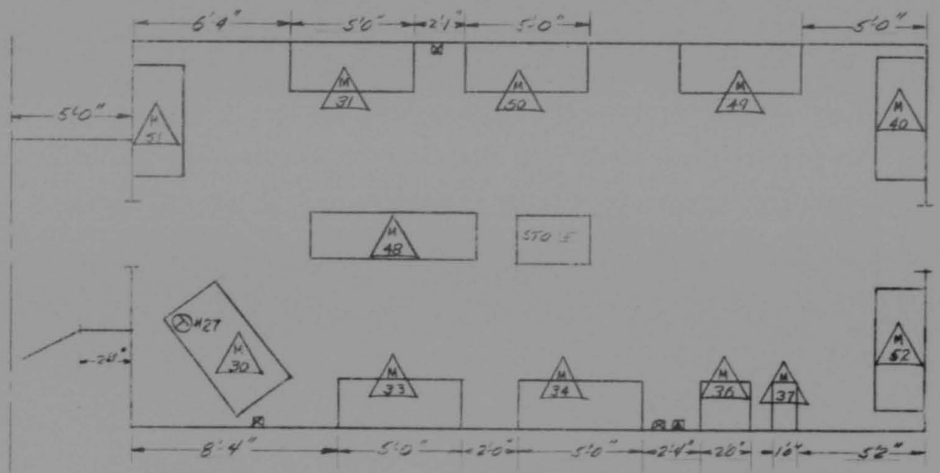

- 110v AC Duplex wall outlet
- Telephone
- 220 vAC 3-Phase
- Furnitur & Equip. Ref. No.

ALTERNATE PLAN
Furniture & Equip.

SPECIALISTS' SHOP
30th Air Trans Sq

Scale 3/16" = 1'0"

ANNEX Appendix II Page 3 of 4

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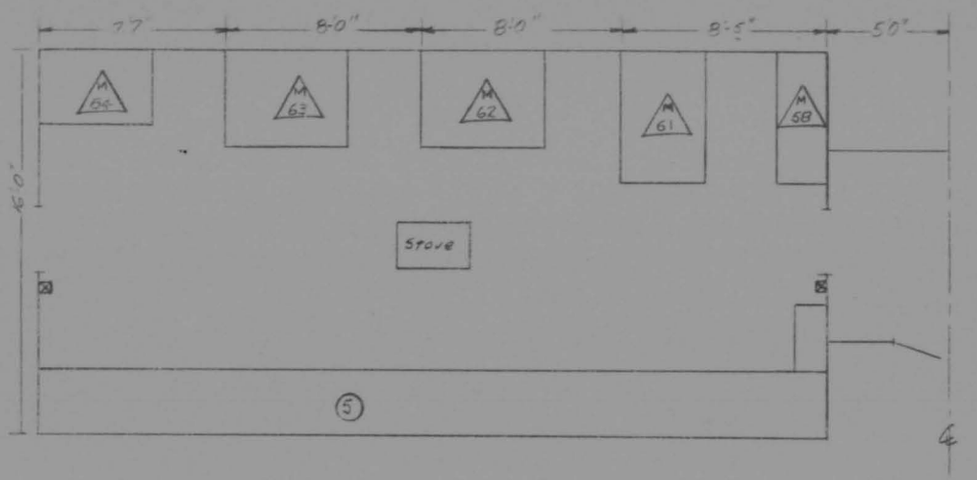

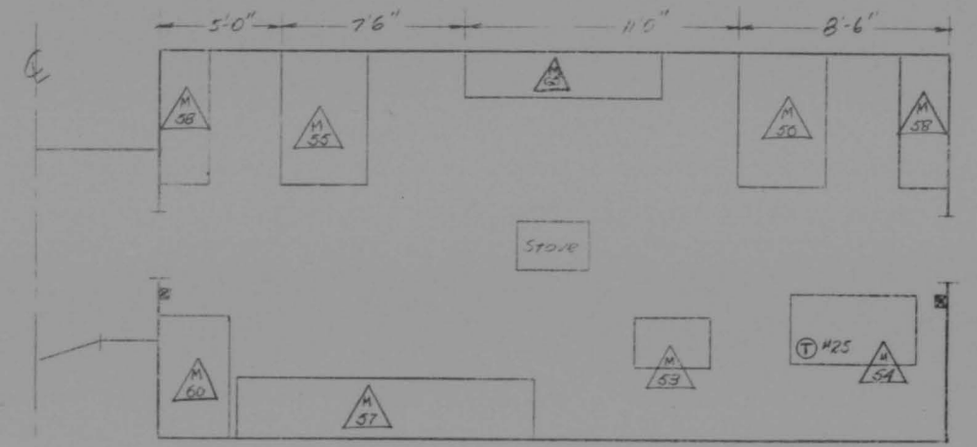

⊠ 110VAC Duplex outlet
Ⓣ Telephone
M Furniture & Equip. Ref. No.
(5) Ref No. for Construction Detail Dwg's

Alternate Plan
FURNITURE & EQUIPMENT

Fleet Service & 263 Section
30th Air Transport Sq.

Scale 3/16"=1'-0"

ANNEX II
Appendix 4
Page 4-19

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APPENDIX "I"

ALTERNATE TELEPHONE AND VEHICLE REQUIREMENTS

Telephone and Vehicle requirements will be the same as those indicated in the Primary Plan.

[redacted]

ANNEX II
APPENDIX I
PAGE 1 OF 1

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APPENDIX "J"

INTER OFFICE COMMUNICATION SYSTEM

The inter office communication system will be the same as that in the Primary Plan (Annex I, Appendix E).

[redacted]

Annex B Appendix J Page 1 of 1

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LOADING LIST

TECH SUPPLY

Departure Date: 2 May 55
Departure Time: 0900

Type Aircraft C-118

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. 30 Tool Kits	60 Ft.	1,800
2. 1 Tool Bin	72 Ft.	750
3. 1 Parts Bin	45 Ft.	400
4. 2 Tool Bins	60 Ft.	600
5. 1 Parts Bin	48 Ft.	300
6. 20 Packing Cases	185 Ft.	1,500
7. Spare Parts	100 Ft.	500
8. 4 Enroute Kits	370 Ft.	1,400
9. 1 Tool Bin	128 Ft.	750
Totals	1,068 Ft.	9,200

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ANNEX III
APPENDIX #7
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LOADING LIST

PASSENGER

Departure Date: 2 May 55 Type Aircraft C-118
Departure Time: 0800

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. Three (3) Command		900
2. Four (4) Operations		1,200
3. Forty-one (41) Maintenance		12,300
Totals Forty-eight (48) Pers.		14,400

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ANNEX III
Appendix 17
Page 32 of 46

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LOADING LIST

MAINTENANCE

Departure Date 2 May 1955 Type Aircraft C-124
Departure Time 0800

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. C-21B	85 Ft.	2,000
2. C-21B	85 Ft.	2,000
3. Coleman	1,512 Ft.	33,500
4. B-1 Stand	222 Ft.	1,680
5. B-1 Stand	222 Ft.	1,680
6. Truck, Hand Cargo	24 Ft.	85
7. Ladder, A-1	250 Ft.	700
8. Oil Bowser	185 Ft.	750
9. Barrel Rack	150 Ft.	200
Totals	2,735 Ft.	42,595

Note: To be loaded 1 May 1955.

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ANNEX [illegible]
APPENDIX #1
PAGE 20 of 46

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ANNEX III

Loading Plan

Squadron aircraft will be utilized to the maximum during this move. C-12L aircraft will be utilized to transport equipment too large to transport by C-118 aircraft. Rail transportation will be utilized for equipment too large to move by C-12L aircraft.

[redacted]

ANNEX III
Appendix —
Page 1 of 1

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APPENDIX "K"

PACKING, CRATING AND MARKING EQUIPMENT

1. Requirements for packing and crating of equipment will be determined by each section and lumber requirements drawn through squadron supply.

2. All sections will pack, crate and mark their own equipment. Each section will number its packing cases according to the following system:

a. Command 100 Series

b. Operations 200 Series

c. Maintenance 300 Series

d. Tech Supply 400 Series

e. Unit Supply 500 Series

3. Packing lists will be made up in five (5) copies for each packing case. One (1) copy will be placed inside the case, one (1) for the packing case register, one (1) to squadron supply, one (1) to the officer in charge of the advance echelon, and one (1) to be kept by the section. Each packing case will also list weight and cubic displacement.

a. All packing cases will be painted with a triangular stripe extending three (3) inches from the corner in all directions. Any two opposite corners will be painted.

b. Large containers will be painted on opposite corners only. All property not boxed or crated will be properly tagged, listing weight cubic displacement and section.

4. All furniture and equipment will be numbered as indicated in Annex V.

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ANNEX III
Appendix K
Page 1 of 1

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APPENDIX "L"

LOADING

1. Each section will be responsible for having their equipment in place for loading at the proper time. (See Annex III, Appendix N.)

2. Equipment to be moved by C-118 aircraft will be placed on the ramp between Hanger #5 and #7 at least six (6) hours prior to scheduled departure. In case of inclement weather, equipment will be placed inside Hanger #5.

3. Equipment to be moved by C-124 aircraft will be placed in Hanger #5 at least eight (8) hours prior to scheduled departure. (See Appendix O for departure times of aircraft.)

4. One set of dock stands will be moved to the commercial transportation area on 15 April. All other dock stands will be moved to commercial transportation area on 5 May. Maintenance will be responsible for moving docks to commercial transportation.

5. Each section will furnish the following supervisory personnel for permanent loading crew effective 1 May. These personnel are to be augmented as required with temporary work details.

Operations	3)
Supply	1)
Maintenance	(8)

6. Fork lifts will be furnished by the 1600th Air Terminal Squadron. Loadmasters will assist loading of all C-124 aircraft.

7. Personnel departing on aircraft will assemble in Hanger #5 one (1) hour prior to scheduled departure of aircraft.

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ANNEX III
Appendix L
Page 1 of 1

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APPENDIX "M"

LOADING LIST

Attached is the loading list for all sections.

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Annex III
Appendix M
2 of 16

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LOADING LIST

MAINTENANCE

Departure Date: 2 Mar 55
Departure Time: 1000

Type Aircraft C-118

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. Tow Bar	8 Ft.	107
2. Welding Set	32 Ft.	300
3. Rectifier (3)	96 Ft.	1,200
4. Roto Bin	72 Ft.	250
5. C-1 Stand	120 Ft.	120
6. A-1 Stand (2)	62 Ft.	464
7. B-6 Power Unit	100 Ft.	1,000
8. Radio Stands	300 Ft.	4,800
9. Chief Dock Stand	60 Ft.	475
10. Radar Stand	120 Ft.	170
11. Sheet Metal Brade	32 Ft.	650
Totals	938 Ft.	9,536

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ANNEX III
APPENDIX 'A'
TAB 5 of 16

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LOADING LIST

UNIT SUPPLY

Departure Date: 2 May 55
Departure Time: 1300

Type Aircraft C-118

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. 10 Boxes Field Packs	92 Ft.	250
2. 2 Racks Carbines	40 Ft.	620
3. 1 Footlocker Ammo & Clips	6 Ft.	300
4. 8 Boxes Blankets	100 Ft.	1,200
5. 10 Footlockers Flying Equip	47 Ft.	1,350
6. 2 Cases Records & Forms	18 Ft.	75
7. Wooden Shelves	25 Ft.	900
8. 1 Box Brief Cases	12 Ft.	200
9. 9 Cases Blankets	106 Ft.	1,440
10. Carbines & Racks	240 Ft.	2,700
11. Pistols & Racks	24 Ft.	585
12. 3 Footlockers Ammo & Clips	18 Ft.	700
Totals	728 Ft.	10,400

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ANNEX III
Appendix #1
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LOADING LIST

MAINTENANCE

*Departure Date: 3 May 55
Departure Time: 0800

Type Aircraft C-124

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. 3 C-21B	250 Ft.	6,000
2. 2 Prop Dolly	660 Ft.	2,400
3. Oxygen Trailer	56 Ft.	350
4. Compressor	50 Ft.	400
5. Jack, 10 Ton	32 Ft.	265
6. Jack, 20 Ton	63 Ft.	800
7. "A" Frame	250 Ft.	2,100
8. 2 B-1 Stands	444 Ft.	3,360
9. F-2 Trailer	90 Ft.	1,000
10. Utility Trailer	85 Ft.	1,200
11. Two Heater Carry-All With Heaters	480 Ft.	3,000
Totals	2,460 Ft.	20,875

*Note: To be loaded 2 May 1955.

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ANNEX III
APPENDIX IV
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LOADING LIST

PASSENGER (MAINT PERS)

Departure Date: 3 May 55
Departure Time: 0800

Type Aircraft C-118

	WEIGHT
1. 50 Maint Pers	15,000

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ANNEX III
Appendix M
Page 8 of 16

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LOADING LIST

TECH SUPPLY

Departure Date: 3 May 55
Departure Time: 0900

Type Aircraft C-118

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. 20 Tool Kits	40 Ft.	1,800
2. 10 Tool Bins	300 Ft.	3,000
3. 4 Parts Bins	183 Ft.	1,500
4. 2 Parachute Bins	96 Ft.	300
5. 20 Cases Spec. Tools	184 Ft.	1,500
6. Spare Parts	300 Ft.	1,500
7. 20 Pkg. Cases Tools Typewriters, & Records	170 Ft.	1,000
8. Flying Equipment	12 Ft..	150
9. Flying Clothing	24 Ft.	650
Totals	1,309 Ft.	11,400

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Annex III
Appendix VI
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LOADING LIST

MAINTENANCE

Departure Date: 3 May 55
Departure Time: 1000

Type Aircraft C-118

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. Bbls Univ 54	12 Ft.	400
2. Supercharger Bleeder	75 Ft.	400
3. Barrel Rack	150 Ft.	200
4. 5 Boxes 263 Equip	425 Ft.	2,000
5. 4 Flood Lights	40 Ft.	160
6. 2 Work Benches (Radio Shop)	20 Ft.	300
7. 2 Wall Lockers (IFF Equip)	34 Ft.	350
8. Hydraulic Test Stand	120 Ft.	170
Totals	876 Ft.	3,980

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ANNEX III
Appendix A
Page 10 of 26

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LOADING LIST

OPERATIONS

Departure Date: 3 May 55 Type Aircraft C-118
Departure Time: 1300

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. Record Boxes	200 Ft.	2,250
2. Status Boards	54 Ft.	550
3. Operations Desk	63 Ft.	450
4. Misc Fleet Service Equip	500 Ft.	4,000
Totals	817 Ft.	7,250

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ANNEX III
Appendix #7
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LOADING LIST

MAINTENANCE

*Departure Date: 4 May 55
Departure Time: 0700

Type Aircraft C-124

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. Aero Stand (2)	420 Ft.	4,200
2. Coleman	1,512 Ft.	33,500
3. Compressor, 3 Stage	190 Ft.	1,200
4. 2 B-1 Stands	444 Ft.	3,360
5. Oil Bowser	140 Ft.	500
6. Alumaloy "P" Tank	135 Ft.	500
Totals	2,841 Ft.	43,260

*Note: To be loaded 3 May 1955.

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LOADING LIST

MAINTENANCE AND SUPPLY

Departure Date: 4 May 55
Departure Time: 1000

Type Aircraft C-124

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. Misc. Equipment Unit Supply	1,200 Ft.	4,700
2. Misc. Equipment Maintenance	1,465 Ft.	6,600
Totals	2,665 Ft.	11,300

ANNEX III
APPENDIX NO
PAGE 132 of 146

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LOADING LIST

COMMAND

Departure Date: 4 May 55
Departure Time: 0900

Type Aircraft C-118

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. Day Room Equip	639 Ft.	1,319
2. Bks T-8 Equip	26 Ft.	150
3. Bks T-9 Equip	72 Ft.	131
4. Bks T-10 Equip	46 Ft.	111
5. Bks T-7	173 Ft.	396
6. Misc Equip	16 Ft.	62
7. 14 Packing Boxes	112 Ft.	1,120
8. Memo Machines	25 Ft.	150
9. Drawing Table	25 Ft.	50
10. Mirror	1 Ft.	10
11. Buffer	4 Ft.	25
Totals	1,139 Ft.	3,524

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ANNEX III
Appendix #1
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LOADING LIST

MAINTENANCE

Departure Date: 4 May 55
Departure Time: 1100

Type Aircraft C-118

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. 4 Boxes 263 Equip	340 Ft.	1,600
2. 2 Radio Tables	25 Ft.	225
3. 7 Tool Box Racks	664 Ft.	1,400
4. 2 Tire Racks	120 Ft.	120
5. Work Bench (Radio)	45 Ft.	200
Totals	1,194 Ft.	3,575

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ANNEX III
APPENDIX M
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LOADING LIST

MAINTENANCE

Departure Date: 4 May 55
Departure Time: 1300

Type Aircraft C-118

ITEM OR BOX NO.	CUBIC DISPLACEMENT	WEIGHT
1. Tow Bar	8 Ft.	107
2. Truck, Hand Cargo	24 Ft.	85
3. 2 A-1 Stands	62 Ft.	464
4. 2 Roto Bins	144 Ft.	2,000
Totals	438 Ft.	3,156

ANNEX III
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APPENDIX "N"

LOADING SCHEDULE

Each section will have their equipment in place for loading at the time indicated below. (Note: For proper place see Annex III, Appendix L.)

	DATE	TIME	TYPE ACFT
1. Headquarters	4 May 55	0600	C-118
2. Operations	2 May 55	0900	C-118
3. Tech Supply	1 May 55	1600	C-118
Tech Supply	2 May 55	1600	C-118
Tech Supply	2 May 55	1000	C-118
Unit Supply	* 4 May 55	0600	C-124
4. Maintenance	1 May 55	1600	C-124
	2 May 55	0600	C-118
	2 May 55	1600	C-124
	3 May 55	0600	C-118
	* 3 May 55	1000	C-118
	2 May 55	1600	C-124
	* 3 May 55	0600	C-124
	4 May 55	0700	C-118
	4 May 55	0900	C-118

Aircraft scheduled to carry passengers will depart from Hanger #5 at 0800 hours 2 and 3 May.

* Indicates Two sections using same aircraft.

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APPENDIX "N"
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APPENDIX "C"

MOVEMENT

Listed below are movement dates and times for all aircraft:

2 May 1955.

One C-124 to depart at 0800 hours A403/2-2(Loaded 1 May 55)

One C-118 to depart at 0800 hours A403/2-1(Passengers)

One C-118 to depart at 0900 hours A403/2-3(Loaded 1 May 55)

One C-118 to depart at 1000 hours A403/2-4

One C-118 to depart at 1300 hours A403/2-5

3 May 1955.

One C-124 to depart at 0800 hours A403/3-2(Loaded 2 May)

One C-118 to depart at 0800 hours A403/3-1(Passengers)

One C-118 to depart at 0900 hours A403/3-3(Loaded 2 May)

One C-118 to depart at 1000 hours A403/3-4

One C-118 to depart at 1300 hours A403/3-5

4 May 1955.

One C-124 to depart at 0700 hours A403/4-1(Loaded 3 May)

One C-124 to depart at 1000 hours A403/4-3(" ")

One C-118 to depart at 0900 hours A403/4-2

One C-118 to depart at 1100 hours A403/4-4

C-118 aircraft departing on 2 and 3 May 1955 for McGuire will return to Westover as soon as equipment has been unloaded. C-118 aircraft departing on four (4) May will remain at McGuire AFB. All other aircraft (except "Hotdog") not utilized in the actual move will depart Westover AFB for McGuire on four (4) May 1955.

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ANNEX IV

UNLOADING PLAN

Aircraft loaded with equipment for the Orderly Room, Operations, and Unit Supply will park in front of the warehouse on the south end of the main ramp. All other aircraft will park in front of the nose docks on the south side of the maintenance hanger.

ANNEX II Appendix 1 Page 1 of 1

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APPENDIX "P"

UNLOAD

(A) Advanced echelon personnel will unload all aircraft arriving prior to arrival of the first increment of airman. Loadmasters will supervise and assist unloading of C-124 aircraft.

(B) The first increment of airmen will arrive at approximately 0900 hours on 2 May 1955. These airmen will assist the advanced echelon in unloading all aircraft arriving through out the move.

(C) Special equipment, such as fork lifts and trucks will be furnished by the 1611th Motor Vehicle Squadron.

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Annex III
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APPENDIX "Q"

PLACEMENT OF EQUIPMENT

1. Trucks and special vehicles will be furnished by the 1611th Motor Vehicle Squadron to disperse equipment.

2. Advanced echelon personnel will move equipment to the respective buildings and arrange it according to the floor plans in Annex V. If alternate plans must be used, see Annex II, Appendix H.

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Appendix Q
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ANNEX V

FURNITURE AND EQUIPMENT ARRANGEMENT

Furniture and equipment will be placed in respective sections as indicated on the following drawings:

1. Commander's Office
2. Orderly Room
3. Mail Room
4. Unit Supply
5. Operations
6. Maintenance
7. Tech Supply
8. Communications Shop
9. Specialists Shop
10. Fleet Service and 263 Equipment

ANNEX V
APPENDIX I
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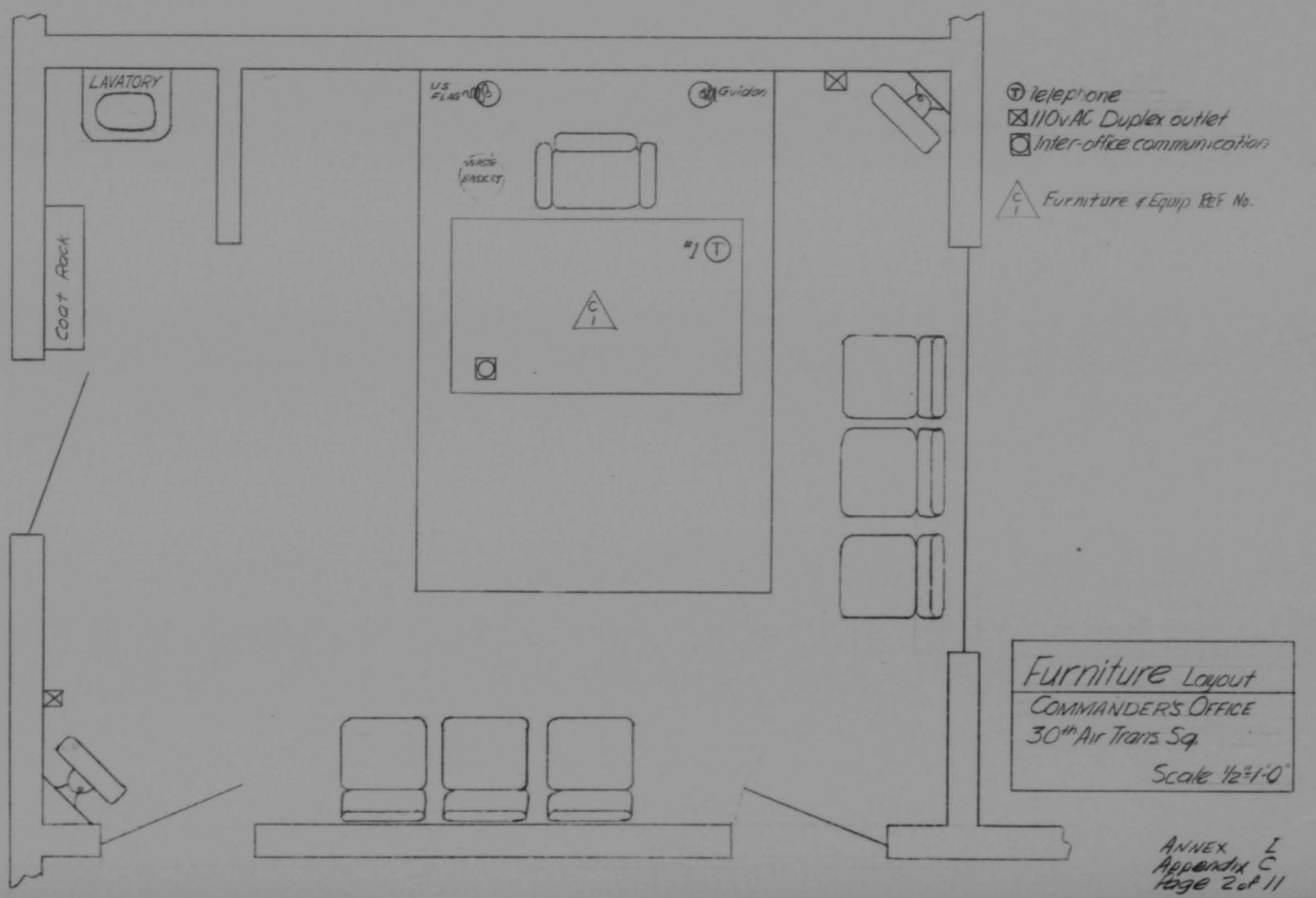

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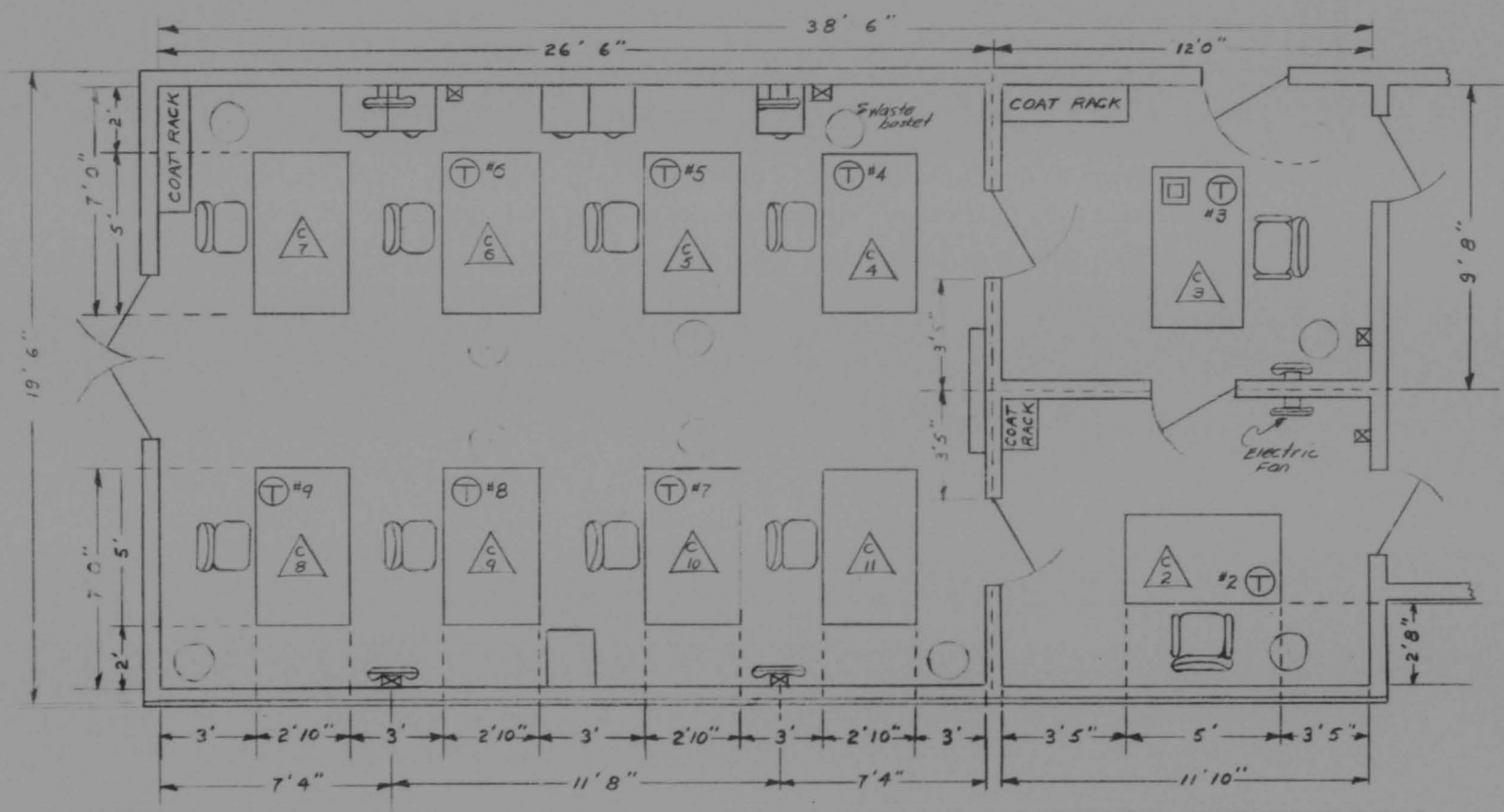

⊠ 110 VAC DUPLEX WALL OUTLET
Ⓣ Telephone
Barracks Public Address System

ELECTRIC FAN
WASTE BASKET
FURNITURE & EQUIP. REF. No.

ANNEX I
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Furniture & Equipment
ORDERLY ROOM - 30 MAN ATS
Scale ¼" = 1'0"

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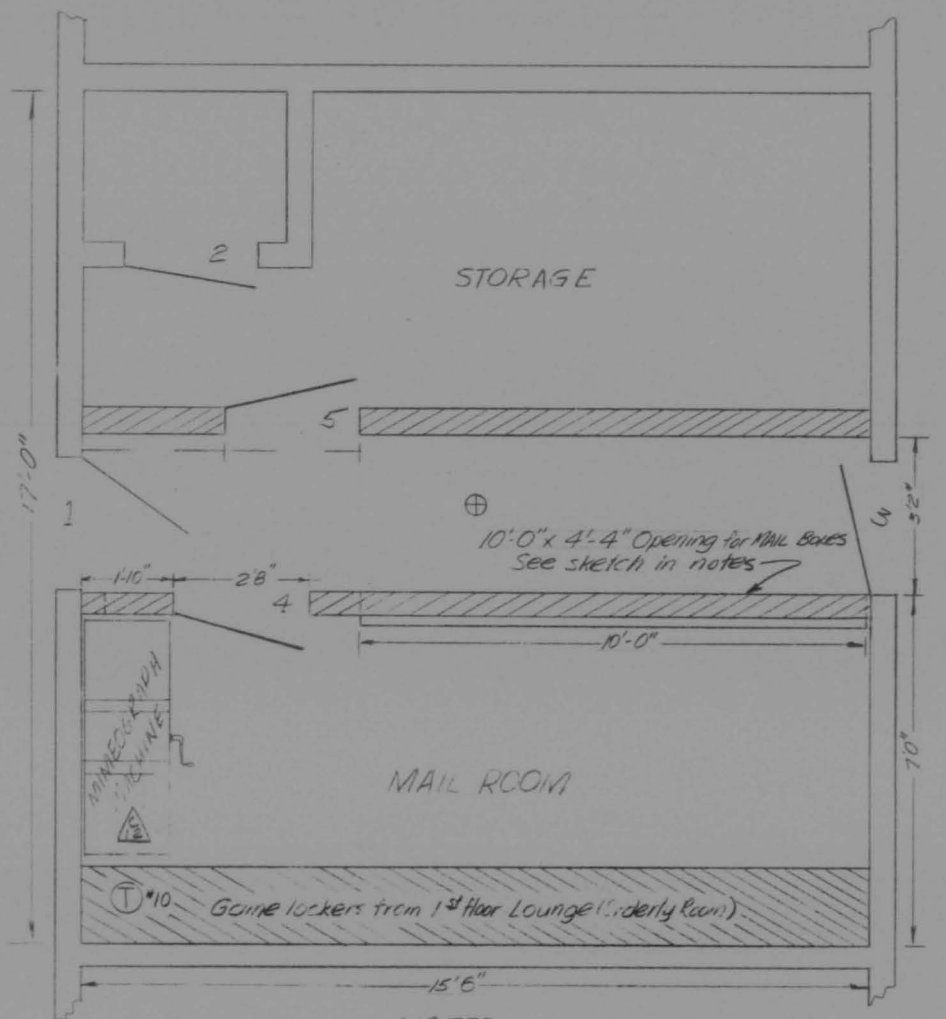
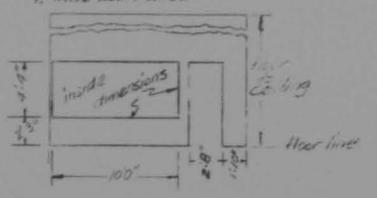


- NOTES -

1. Mail Room Wall



⊕ Ceiling box for light drop
Ⓣ Telephone

2 Openings 1285 to remain as originally installed.
3. Openings 485 to be provided as shown. Doors to be "DUTCH DOORS" with top panel 3'-5" from floor line.
4. Only electrical revision required is light in hall.

E[illegible]ical & Construction Equipment & Telephone
Mail Room & Storage Room
30th Air Trans Sq.
Scale 3/8" = 1'-0"

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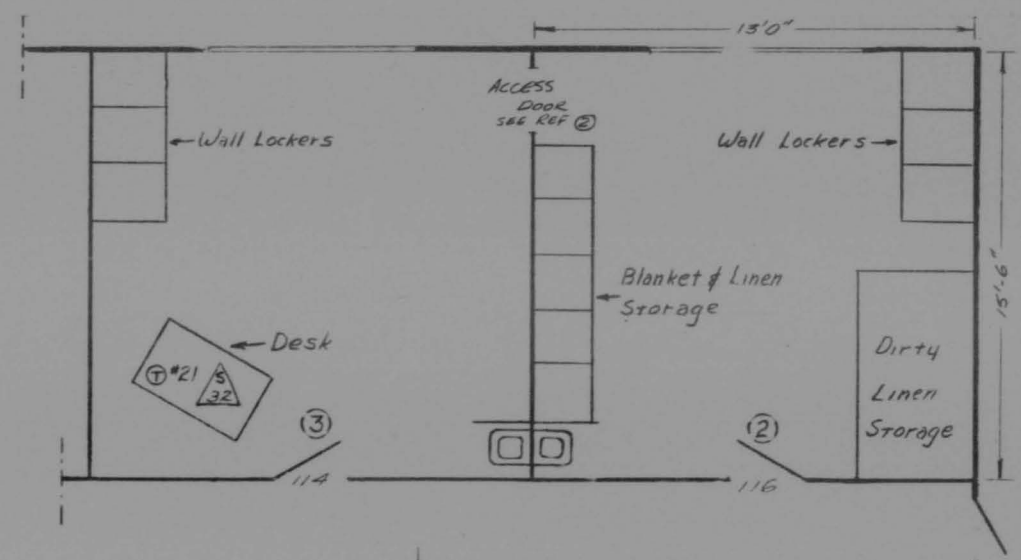

Furniture Layout for Unit Supply

Notes: (by room ref no.)

(1) Gun Room:
security bars req'd on window
"dutch" type door req'd
wall lockers to be removed

(2) Linen Room
"dutch" type door req'd
access opening to office to be cut as shown – no door req'd.

(3) Office
class "A" telephone (T) req'd

This drawing shows end of grid floor of Barrack 26-15
not to scale dwg

ANNEX I C
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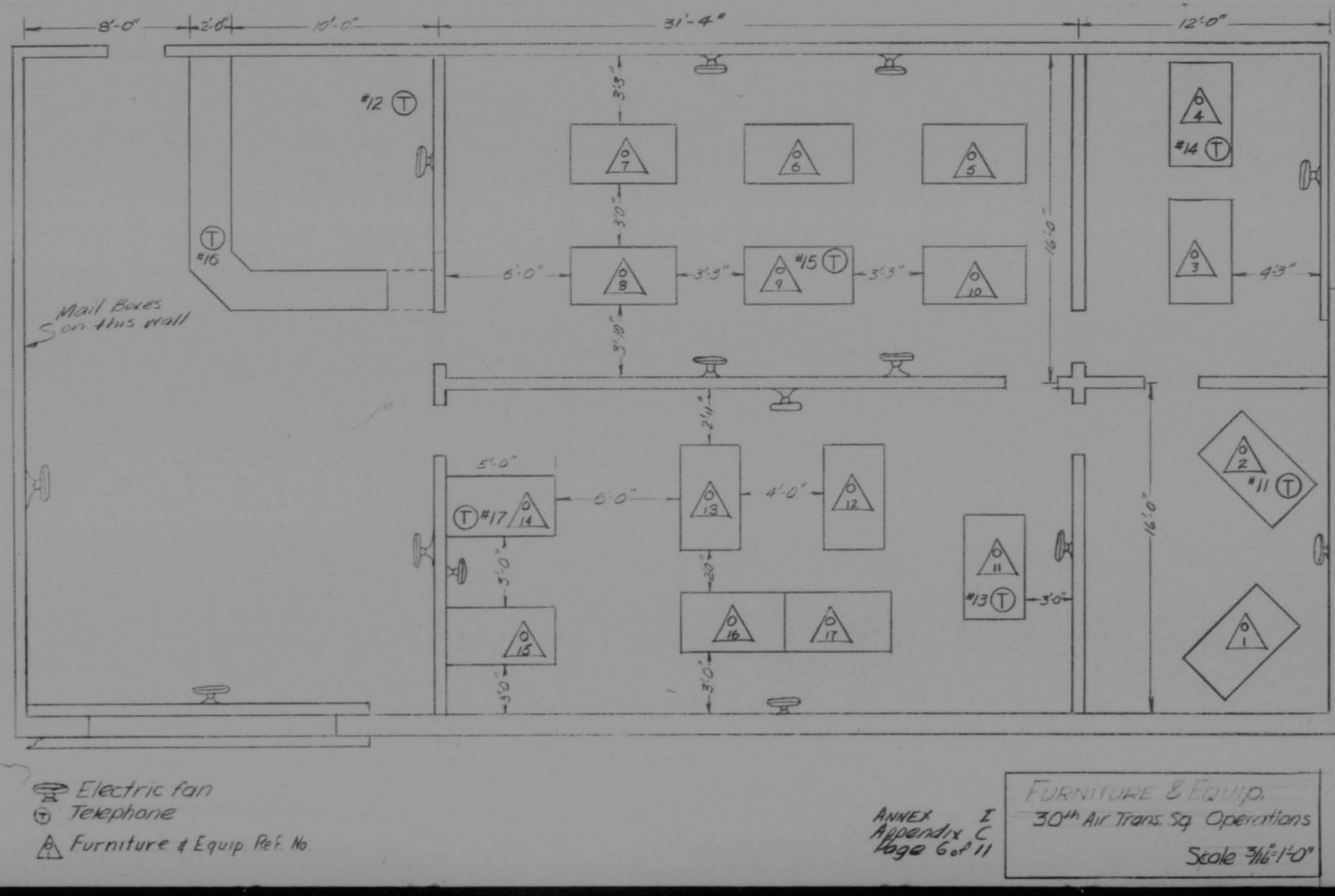

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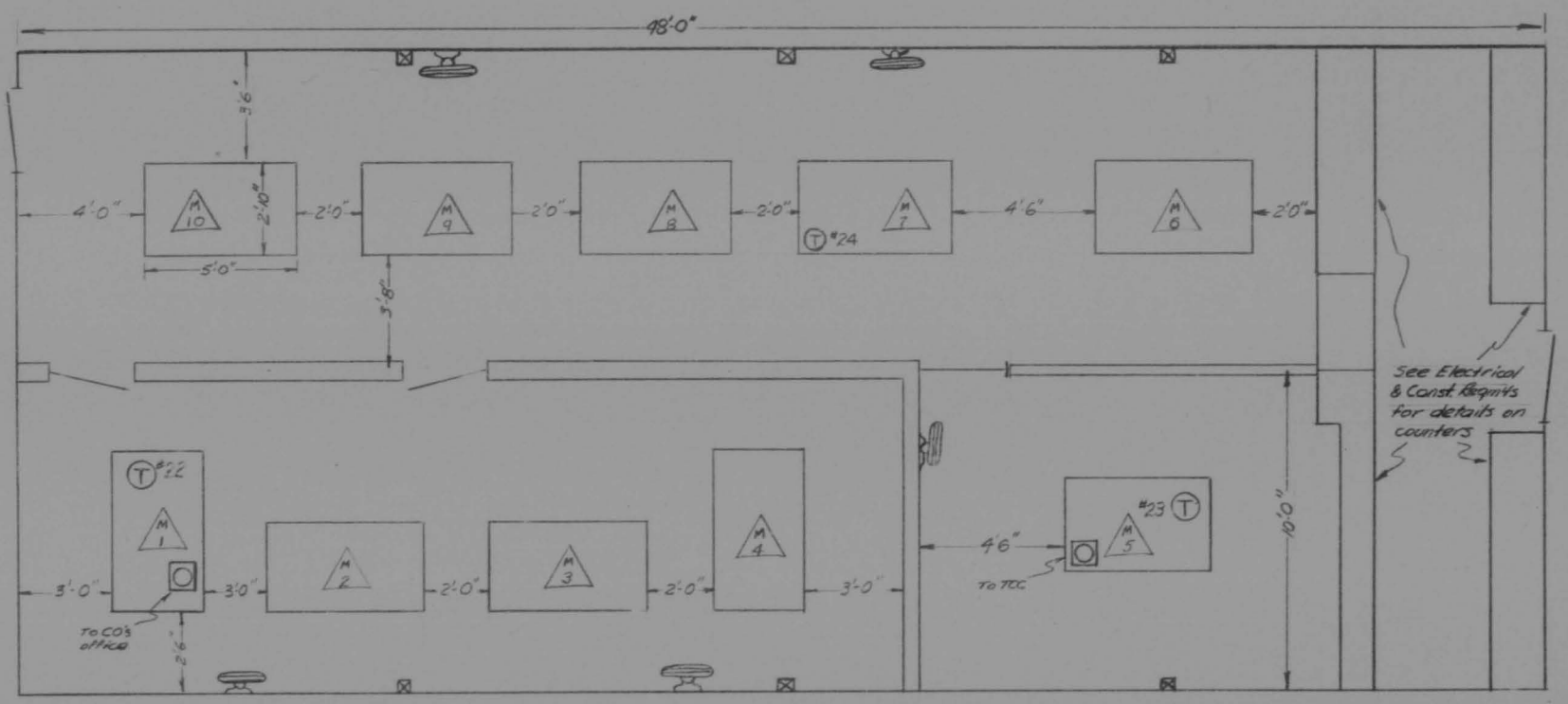

110 vAC Duplex Wall Outlet
Telephone
Inter-office public address
Electric Fan
Furniture & Equip. Ref. No.

Furniture & Equipment
Telephone Installation

MAINTENANCE Office - 30th AJTS

SCALE 1/4" = 1'-0"

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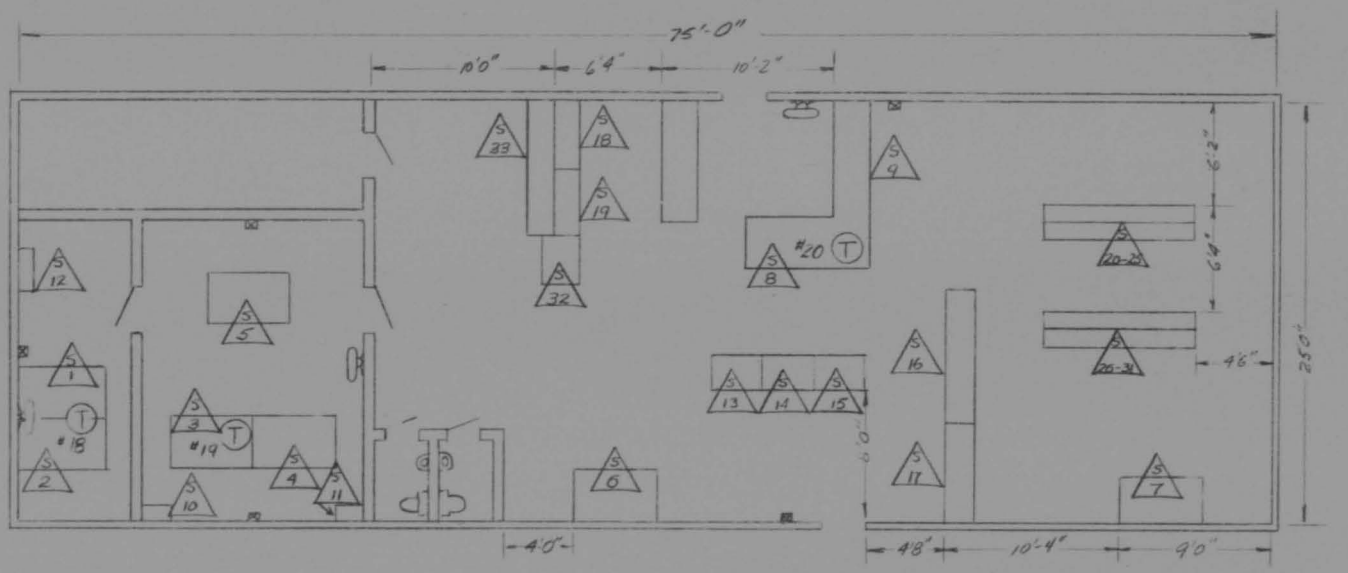

Ⓣ Telephone
Electric Fan
⊠ 110V AC Duplex Outlet
Furniture & Equip. Ref. No.

Primary Plan
FURNITURE & EQUIPMENT

Technical Supply
30th A.. Transport Sqn.

Scale 1/8" = 1'0"

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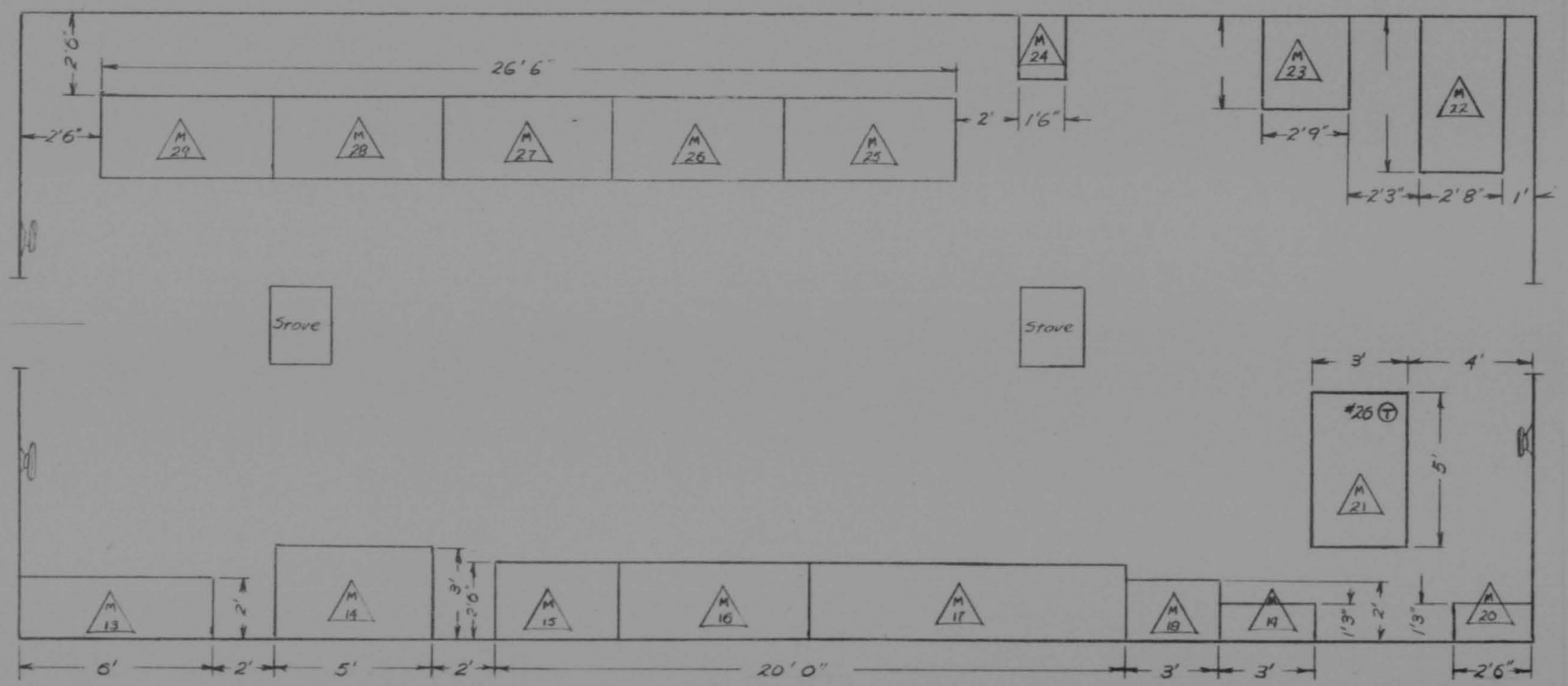

T Telephone

M 13 Furniture & Equip. Ref No.

Electric Fan

Note:
Slab for Inverter & PU-20 not shown

FURNITURE & EQUIPMENT

COMMUNICATIONS SHOP
30th Air Transport Sqdn
Scale: ¼" = 1'0"

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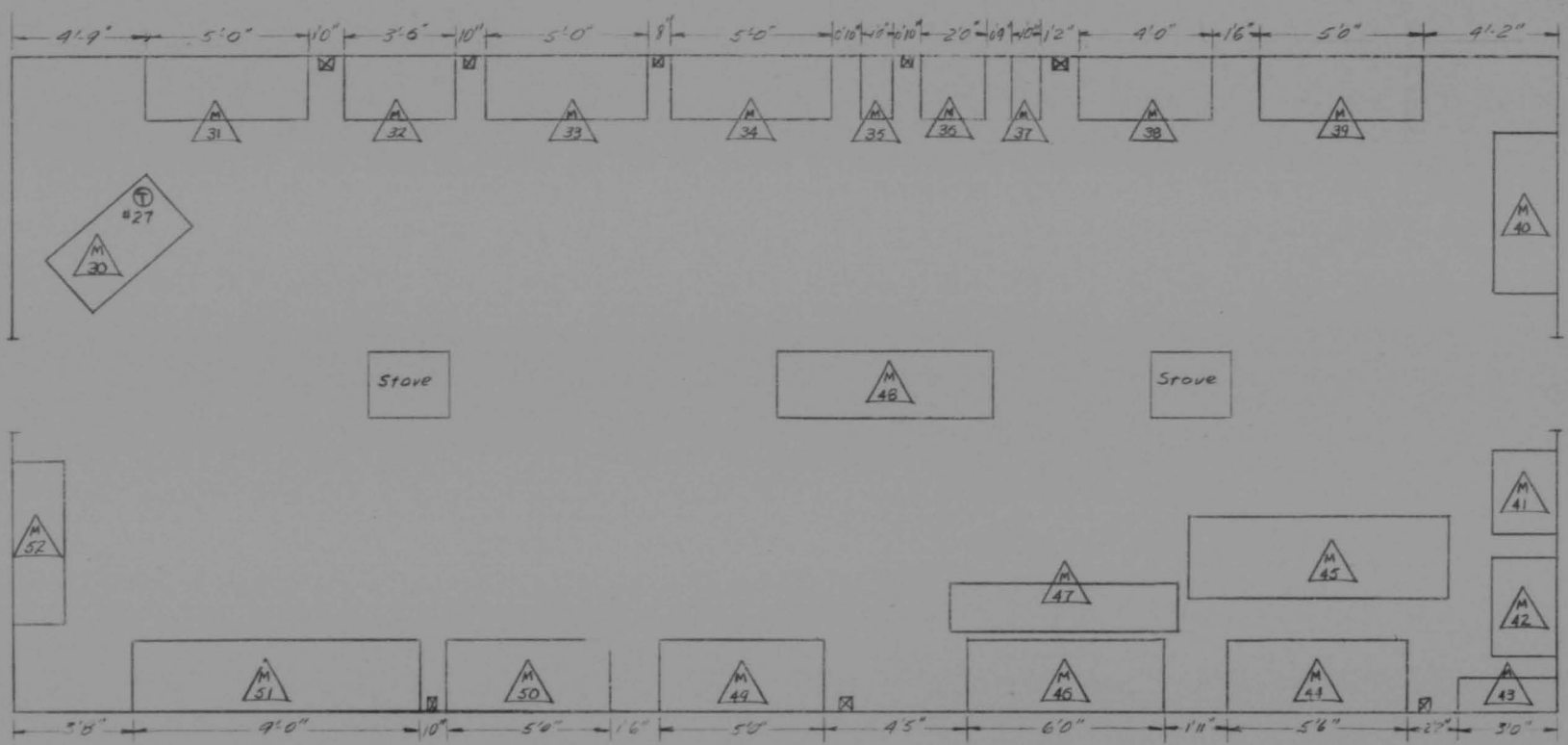
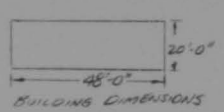


⊠ 110V AC Duplex outlets
T Telephone
M Furniture & Equip. Ref. No.



Primary Plan
FURNITURE & EQUIPMENT
Specialists' Shop
30th Air Transport Sq
Scale 1/4"=1'0"

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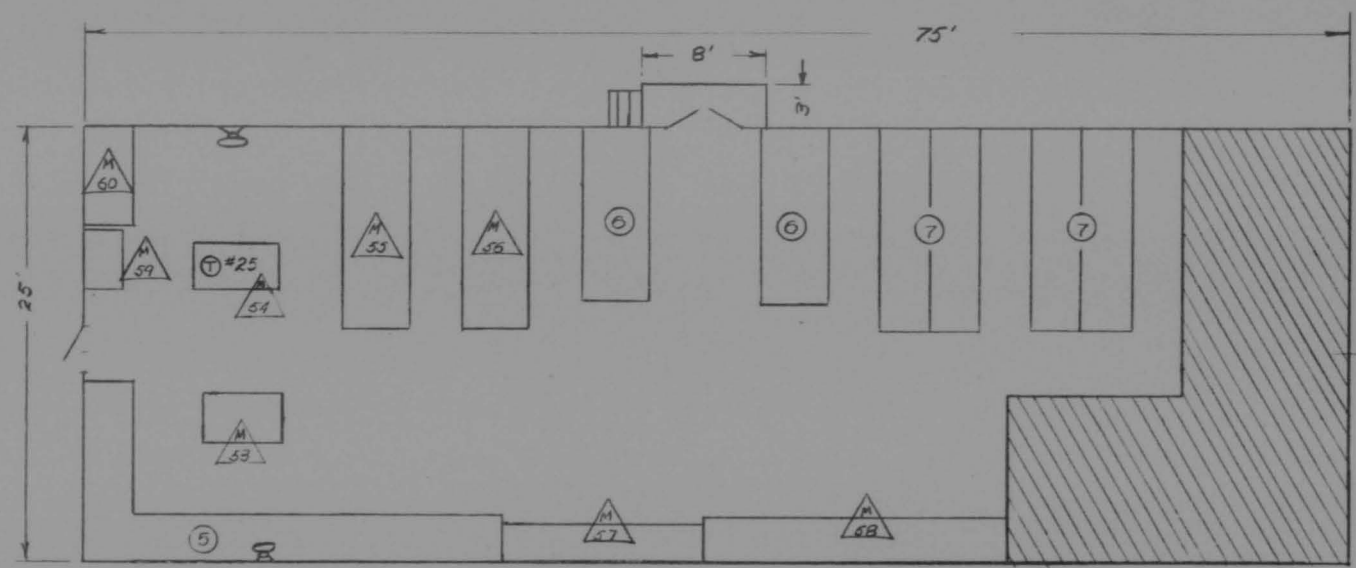

Bulk Storage Area
Telephone
Electric Fan
Furniture & Equip. Ref. No

(5) Ref No for Construction Detail Dwg's.

Primary Plan
FURNITURE & EQUIPMENT
FLEET SERVICE & 263 SECTION
30TH AIR TRANS SQDN
scale: 1/8" = 1' 0"

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ANNEX VI

PERSONNEL

All personnel assigned to the 30th Air Transport Squadron will be affected by this plan.

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APPENDIX "R"

ADVANCED ECHELON

1. The advanced echelon will proceed the squadron and be in place at McGuire AFB, approximately fifteen (15) days prior to the scheduled movement of the squadron. The purpose of the advanced echelon is as follows:

a. To provide liaison between the squadron and the new station.

b. To insure that quarters are ready and sufficient beds are erected, etc.

c. To insure that all buildings are ready for arrival of squadron.

d. To requisition Unit Support Equipment (USE) and have as much equipment on hand and in place before the squadron arrives.

e. To mark and number all areas to facilitate placement of furniture and equipment as indicated in Annex I, Appendix C.

2. The following personnel will comprise the advance echelon:

	NAME	SERIAL NR.	AFSC
Headquarters	Capt. Charles W. Wilkie	AO-2072935	7324
Operations	Capt. Gordon W. Vikan	AO-676836	1044B
	1/Lt. Oscar W. Payne	AO-1910179	1044B
Supply	Capt. Charles W. Cummings	AO-943580	1044B
	M/Sgt Eugene Pepper	AF-18025147	64151
	A/2C Rosario Trinceri	AF-12391101	64131
	A/2C Steve Kersanty	AF-16432068	64151
Maintenance	Maj. Lyle S. Thomas	15121-A	4344
	1/Lt. Robert J. Thurber	AO-1911055	4344
	M/Sgt John H. Mahaney	AF-32369515	43171
	T/Sgt Robert H. McVay	AF-14271228	43171
	S/Sgt Ralph T. Stricker	AF-16287467	43151
	S/Sgt Jimmie Brewer	AF-15256450	30150
	S/Sgt Ronald J. Messier	AF-11238252	53250
	A/1C Donald D. Castleman	AF-16387652	43151
	A/1C Edward J. Fregeau	AF-12381603	43151
	A/1C Victor Cupaiolo	AF-12395417	43151

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APPENDIX "S"

ORDERS

1. PCS orders for the advance echelon will be issued between 1 and 10 April 1955. Advance echelon personnel will proceed so as to arrive at McGuire AFB on/about 15 April 1955.

2. Orders for all other personnel will be issued as appropriate.

[redacted]

ANNEX II
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APPENDIX "T"

TRAVEL

1. Personnel who own a mode of private transportation are authorized TPA.

2. All other personnel will travel by government air. (Unit aircraft)

3. All personnel utilizing TPA will be instructed to report to the Orderly Room, Building 26-15, immediately upon arrival at McGuire AFB.

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APPENDIX "U"

LEAVES

The maximum amount of leave (delay enroute) will be granted married personnel consistant with the workload of the move. Each staff section will submit leave request through channels not later than 20 April 1955 for leave during the period 25 April through 15 May 1955.

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APPENDIX "V"

HOUSING

Seventeen (17) Wherry Units have been tentatively allotted to the squadron. Six (6) for officers and eleven (11) for airmen.

1. The following priority is established, for officers, by duty assignment:

Squadron Commander
Adjutant
Operations Officer
Maintenance Officer
Supply Officer
Asst. Operations Officer
Flight Commanders
Plans Officer
Sq. Navigator
Asst. Flight Commanders
Asst. Plans Officer
Chief Pilot
Asst. Chief Pilot

2. Additional quarters allocated to the squadron will be assigned by rank.

3. The following priority is established for officers who have expressed a desire to occupy Wherry Housing, indicating number of dependents and bedrooms.

	NAME	NUMBER OF DEPENDENTS	NUMBER OF ROOMS
a.	Lt Col. C.O. Williams, Jr.	2	3
b.	Maj. A. H. Mikkelsen	2	3
c.	Maj. C. H. Dennis	1	2
d.	Maj. W. L. Morgan	4	3
e.	Maj. B. K. Gouge	5	3
f.	Capt. T. C. Weir	2	2

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4. The following priority list is established for airmen.

	NAME	NUMBER OF ROOMS	NUMBER OF DEPENDENTS
a.	~~M/Sgt Earl Kennedy~~	~~2~~ - 1	4
b.	~~T/Sgt Gordon C Haynes~~	~~3~~ - 2	3
c.	~~M/Sgt John R. Lowry~~	~~2~~ - 3	3
d.	~~M/Sgt James E. Anderson~~	~~2~~ - 4	1
e.	T/Sgt Clement W. S. Chun	3 - 1	4
f.	~~M/Sgt Roger E. LaMuska~~	~~1~~ - 1	1
g.	~~T/Sgt Robert Vollbrecht~~	~~2~~	3
h.	~~M/Sgt John C. Hoover~~	~~2~~	4
i.	~~T/Sgt Charles W. Hartney~~	~~2~~ - 5	3
j.	~~M/Sgt Rufus York~~	~~1~~ - 6	1
k.	~~M/Sgt Eugene Pepper~~	~~3~~	3
l.	~~T/Sgt Ambrose Morris~~	2	3
M.	T/Sgt Joseph M. Michalac	3	2
n.	~~T/Sgt Bruce H. Brown~~	~~2~~	3
o.	~~T/Sgt Robert E. Martin~~	~~3~~	3
p.	~~T/Sgt Arthur Pfeiffer~~	~~1~~	2
q.	S/Sgt W.S.Y. Ching	2	3
r.	T/Sgt Dewayne D. Godfrey	2	2
s.	~~S/Sgt Stewart W. VanHoy~~	~~1~~ ?	1
t.	~~S/Sgt Tony L. Fabrizo~~	2	3
u.	~~S/Sgt Jaubiong~~	2	3

RICHARDS,

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Page 228

Sgt Hartney

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5. The following officers will occupy BOQ's permanently:

a.	Bandy, Robert G.	1/Lt
b.	Bay, John S.	1/Lt
c.	Brown, Eric C.	1/Lt
d.	Davis, Jack R.	1/Lt
e.	Friedman, Karl M.	1/Lt
f.	Cummings, David Q.	2/Lt
g.	Fedor, George M.	2/Lt
h.	Fisher, David S.	2/Lt
i.	Gardner, Donald S.	2/Lt
j.	Kirk, Leroy	2/Lt
k.	McDowell, John W.	2/Lt
l.	Roskind, William	2/Lt

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6. The following officers will occupy BOQ's for a period of thirty (30) to sixty (60) days:

a.	Williams, Coleman O. Jr.	Lt. Col.
b.	Dennis, Charles G.	Maj.
c.	Cichoski, John A.	Maj.
d.	Gouge, Bradley K.	Maj.
e.	Morgan, Whitney L.	Maj.
f.	Neri, Frank V.	Maj.
g.	Swenson, Lyle W.	Maj.
h.	Allen, John J.	Capt.
i.	Brown, David A.	Capt.
j.	Emlet, Eugene C.	Capt.
k.	Eppley, David R.	Capt.
l.	Fitzgerald, Johnstone	Capt.
m.	Hale, Philip R.	Capt.
n.	Mercer, Harold E.	Capt.
o.	Weir, Therman C.	Capt.
p.	Wuori, Ownie B.	Capt.
q.	Kniffen, Samuel K.	1/Lt
r.	Kozusyn, Stanley B.	1/Lt
s.	Senechek, Robert	1/Lt
t.	Simpson, John E.	1/Lt
u.	Kellogg, Darrell D.	2/Lt

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7. Barracks:

Attached are billeting assignments for all male airmen. Copies of these will be posted on all floors of the barracks. Barracks assignments as indicated here on will be strictly complied with. No changes will be made without approval of the First Sergeant.

WAF personnel will be billeted in the old BOQ. Room assignments will be made upon arrival of individual personnel.

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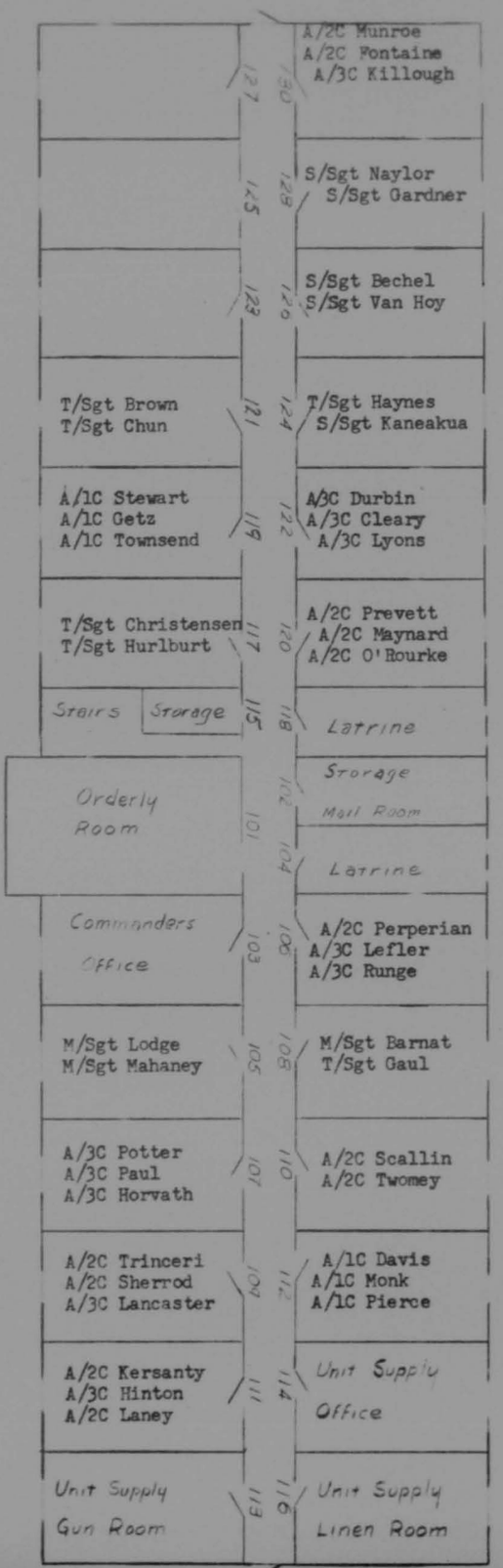
BARRACK 26-15 LOWER FLOOR
ROOM ASSIGNMENTS



ANNEX V
Appendix VI
Page 6 of 8

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BARRACK 26-15 CENTER FLOOR
ROOM ASSIGNMENTS

T/Sgt Hartney T/Sgt Martin	221	222	A/2C Spinella A/3C Rahn A/3C Matteis
S/Sgt Beddow S/Sgt Martina	225	224	S/Sgt Richards S/Sgt Valatka
T/Sgt Friedman S/Sgt Stricker	223	226	T/Sgt Michalac T/Sgt Taylor
A/1C Smith A/1C Patterson, R A/2C Williams, G	221	228	S/Sgt Boisclair S/Sgt Nausedas
S/Sgt Duke S/Sgt Flannery	219	222	T/Sgt Rankin T/Sgt Mathews
S/Sgt Crank S/Sgt Mac Leod	217	220	S/Sgt Mc Neil S/Sgt Goodrow
Stairs / Storage	215	218	Latrine
Day Room	201	202	Laundry
		204	Latrine
A/2C Measel A/2CCullen A/3C Peters	203	206	A/3C Phares A/3C Temple A/2C Metcalf
A/1C Reilly A/1C Meehan A/1C Towns	205	208	A/2C Jubinski A/2C Williams, B A/2C
S/Sgt Basinger S/Sgt Dubuque	207	210	M/SgtBarosky S/Sgt White
A/2C Melancon A/1C Matejowsky A/1C Lally	209	212	S/Sgt Szirmay S/Sgt Levangie
A/2C Robusto A/3C Hall A/3C Moore	211	214	A/2C Murawski A/1C Jacobs A/3C Kimmey
T/Sgt Kalember S/Sgt Van Dorn	213	216	A/2C Tucker A/2C Harris A/2C Wampler

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Appendix V
Page 7 of 8

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BARRACK 26-15 TOP FLOOR
ROOM ASSIGNMENTS

A/1C Anderson A/1C Barkley A/3C Keneklis	327	330	A/2C Everett A/2C Landry A/1C DiNucci
A/2C Stennis A/2C Marcotte A/2C Chadbourne	325	328	A/2C Watson A/2C Corbit A/1C Jankowski
A/2C Martin A/2C Petko A/2C Lesko	323	326	A/2C Sowa A/2C Boyd A/2C Lee
A/2C Bautista A/2C Hines A/2C Kellogg	321	324	A/3C Goodwin A/3C Mullins A/3C Meyer, R
A/1C Pataky A/2C Antkowiak A/2C Stieler	319	322	A/2C Lombardo A/2C Nelson A/2C Fuccillo
M/Sgt Zimmerman T/Sgt Stolleis	317	320	A/2C Brown, J.C. A/2C Valente A/2C Van Zuiden
Stairs / Storage	315	318	Latrine
Day Room	301	302	Laundry
		304	Latrine
A/1C Fregeau A/2C Stephens A/2C Woods	303	306	T/Sgt McVay S/Sgt Bajakian
A/1C Champion A/1C Ferraro A/2C Szewczyk	305	308	A/2C Folk A/2C Thompson A/2C Trantham
A/1C Milone A/1C Cheesman A/2C Meyers, W	307	310	A/2C Miller A/2C Craycraft A/2C Oros
A/1C Weaver A/2C Abbott A/2C Pasch	309	312	A/2C Cartwright A/3C Embry A/3C Laing
A/2C Gibbs A/2C Peixeiro A/2C Vish	311	314	A/1C Sokoloski A/1C Hlavac A/2C Komons
A/3C White, R.J. A/3C Borsotti A/3C Batten	313	316	A/1C Cupiaolo A/1C Danielson A/1C Mace

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APPENDIX V
Page 5 of 8

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[redacted]

APPENDIX "W"

RECORDS SHIPMENT

The adjutant will be responsible for packing and crating all Officers Records, Airmens Records, Pay Records and personally escort them to McGuire AFB.

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ANNEX VI
APPENDIX W
Page 1 of 1

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APPENDIX "W"

RECORDS SHIPMENT

The adjutant will be responsible for packing and crating all Officers Records, Airmens Records, Pay Records and personally escort them to McGuire AFB.

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ANNEX VI
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APPENDIX "X"

PAY

1. Advance Pay:

All personnel are authorized to draw, three (3) months advance pay in accordance with AFM 173-20. Anyone desiring to draw advance pay must contact the Squadron Adjutant on or before fifteen (15) April 1955.

2. Travel Pay:

Personnel desiring to draw travel pay in advance must contact the Squadron Adjutant on or before fifteen (15) April 1955.

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Annex XI
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ANNEX VII

AIRCRAFT TRIP, MAINTENANCE AND CREW SCHEDULE

This annex has aircraft and crew schedules as indicated.

[redacted]

ANNEX VII
Appendix —
Page 1 of 1

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APPENDIX "Y"

AIRCRAFT TRIP AND MAINTENANCE SCHEDULE

This appendix has aircraft trip and maintenance shedules as indicated.

[redacted]

Annex VII
Appendix Y
Page 1 of 4

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AIRCRAFT TRIP & MAINTENANCE SCHEDULE FOR MONTH OF MARCH

PE- INDICATES ~~POST~~ PERIODIC ~~FLIGHT~~ INSPECTION						
20 A-429- 3831 A- 451- 3818	21 A-423- 3824	22 A-451- 3828 3832-BRADLEY	23 A-453-3821	24 A-423-3833 A-453-3830	25	26 A-431-3818 PE-3828
27 A-429-3831 A-451-3835 PE-3828	28 A-423-3832 3833-BRADLEY PE-3828	29 A-451-3826 PE-3830	30 A-431-3828 PE-3830	31 A-423-3824 PE-3831 PE-3818 PE-3830		ANNEX JII APPENDIX Y Page 2 of 4

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AIRCRAFT TRIP & MAINTENANCE SCHEDULE FOR MONTH OF APRIL

PE- INDICATES ~~POST-FLIGHT~~ PERIODIC INSPECTION					1 A-453-3819 PE-3818 PE-3831	2 A-461-3830 PE-3818 PE-3831
3 A-423-3832 A-451-3835	4 A-453-3826 3824-BRADLEY	5 A-423-3833 A-451-3828	6 A-453-3830	7 A-423-3821 A-453-3819 PE-3835 PE-3832	8 A-453-3818 PE-3835 PE-3832	9 A-461-3828 PE-3835 PE-3832
10 A-423-3833 A-451-3831	11 A-453-3826 PE-3819	12 A-423-3832 A-451-3835 PE-3819 PE-3828	13 A-453-3821 PE-3819 PE-3828	14 A-423-3824 A-453-3819 PE-3833 PE-3828	15 A-453-3818 PE-3833 PE-3826	16 A-461-3831 PE-3833 PE-3826
17 A-423-3832 A-451-3830 PE-3821 PE-3826	18 A-453-3828 PE-3821 PE-3824	19 A-423-3833 A-451-3831 PE-3821 PE-3824	20 A-453-3818 PE-3830 PE-3824	21 A-423-3832 A-453-3826 PE-3830	22 PE-3830	23
24 A-423-3824 PE-3818	25 PE-3818 PE-3832	26 A-423-3833 PE-3818 PE-3832	27 PE-3832	28 A-423-3832	29	30 ANNEX VII Appendix Y Page 3 of 4

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AIRCRAFT TRIP & MAINTENANCE SCHEDULE FOR MONTH OF MAY

1	2	3	4	5	6	7
A-423-3824		A-423-3833		A-423-3832		
8 A-423-3824 PE-3833	9 PE-3833	10 A-423-3832 PE-3833	11	12 A-423-3833 PE-3824	13 PE-3824	14 PE-3824
15 A-423-3824 PE-3832	16 TRIP-3818 PE-3832	17 A-423-3833 PE-3832	18 TRIP-3819	19 A-423-3832	20 TRIP-3830	21 TRIP-3827 or 3828
22 A-423-3824	23 TRIP-3821	24 A-423-3833	25 TRIP-3835	26 A-423-3832	27 TRIP-3826	28 TRIP-3827 or 3828 PE-3833
29 A-423-3824 PE-3833	30 TRIP-3818 PE-3833	31 A-423-3832		PE- PERIODIC INDICATES [redacted] INSPECTION		

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APPENDIX "Z"

CREW SCHEDULE

This appendix has crew assignments by trips. No deviations will be made from attached schedule.

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Page 1 of 3

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CREW SCHEDULE FOR MONTH OF APRIL

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					A-423/15 PATCH OBARR WASKOM EMLET NARCISO GOODROW DUKE SPEAR STANLEY SYP	
	A-423/18 SWENSON ABBOTT FROWICK WUORI GAGNON TAYLOR CHING SALVIDIO JOHNSON BLOOM		A-423/20 JOHNSON MERCER FRIEDMAN GOUGE SENECHEK CRANK HAGLER BEDDOW LEWIS KENDIG		A-423/22 WILLIAMS PATTERSON SIMPSON KOZUSYN KNIFFEN MATTHEWS FLANNERY COSTON MOBLEY RICHARD	
	A-423/25 DENNIS ALBLECHT ALLEN NARCISO GARDNER VIOLA RICHARDS VALATKA WILLIAMS BAKER		A-423/27 MORGAN ABBOTT DOWD DAVIS FITZGERALD MARTINEZ HARTNEY BEDDOW JORDAN STANLEY		A-423/29 CHICOSKI WARD ROSKIND CUMMINGS FISHER TAYLOR SALVIDIO RAHN SYP POPE	

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CREW SCHEDULE FOR MONTH OF MAY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	A-423/2 BAY DELESSANDRO MAINZER BROWN SENECHEK MICHALAC MACLEDO MARTIN CHING BLOOM JOHNSON		A-423/4 MORGAN OBARR MALONEY OLAH KOZUSYN STEWART BEDDOW SMITH JORDAN THOMPSON		A-423/6 VIKAN FROWICK McCOMAS KNIFFEN MATTHEWS KANSEKUA DUKE CASCIOLI POPE EPPLEY VOWINKIE	
	A-423/9 SWENSON JOHNSON LEMYRG GARDNER NARCISO VIOLA HARTNEY HAGLER RICE WOMACK		A-423/11 DENNIS ABBOTT KELLOG DAVIS FISHER MARTINEX CHING COSTON RICHARD KENDIG		A-423/13 WILLIAMS NERI WASKOM FITZERALD CUMMINGS TAYLOR FANNERY PATTERSON MOBLEY SYP	
	A-423/16 WARD BROWN SIMPSON BROWN SENECHEK MICHALAC HARTNEY DUKE STANLEY RITTER					

Annex III
Appendix 2
Page 3 of 3

Note: A Trip a day will be flown after 16 May 1955.

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AIRCRAFT TRIP & MAINTENANCE SCHEDULE FOR MONTH OF MAY

1 A-423-3824	2	3 A-423-3833	4	5 A-423-3832	6	7
8 A-423-3824 PE-3833	9 PE-3833	10 A-423-3832 PE-3833	11	12 A-423-3833 PE-3824	13 PE-3824	14 PE-3824
15 A-423-3824 PE-3832	16 TRIP-3818 PE-3832	17 A-423-3833 PE-3832	18 TRIP-3819	19 A-423-3832	20 TRIP-3830	21 TRIP-3827 or 3828
22 A-423-3824	23 TRIP-3821	24 A-423-3833	25 TRIP-3835	26 A-423-3832	27 TRIP-3826	28 TRIP-3827 or 3828 PE-3833
29 A-423-3824 PE-3833	30 TRIP-3818 PE-3833	31 A-423-3832	PE- INDICATES POST FLIGHT INSPECTION			ANNEX JII Appendix Y Page 4 of 4

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APPENDIX "Z"

CREW SCHEDULE

This appendix has crew assignments by trips. No deviations will be made from attached schedule.

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CREW SCHEDULE FOR MONTH OF APRIL

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					A-423/15 PATCH OBARR WASKOM EMLET NARCISO GOODROW DUKE SPEAR STANLEY SYP	
	A-423/18 SWENSON ABBOTT FROWICK WUORI GAGNON TAYLOR CHING SALVIDIO JOHNSON BLOOM		A-423/20 JOHNSON MERCER FRIEDMAN GOUGE SENECHEK CRANK HAGLER BEDDOW LEWIS KENDIG		A-423/22 WILLIAMS PATTERSON SIMPSON KOZUSYN KNIFFEN MATTHEWS FLANNERY COSTON MOBLEY RICHARD	
	A-423/25 DENNIS ALBLECHT ALLEN NARCISO GARDNER VIOLA RICHARDS VALATKA WILLIAMS BAKER		A-423/27 MORGAN ABBOTT DOWD DAVIS FITZGERALD MARTINEZ HARTNEY BEDDOW JORDAN STANLEY		A-423/29 CHICOSKI WARD ROSKIND CUMMINGS FISHER TAYLOR SALVIDIO RAHN SYP POPE	

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CREW SCHEDULE FOR MONTH OF MAY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	A-423/2 BAY DELESSANDRO MAINZER BROWN SENECHEK MICHALAC MACLEDO MARTIN CHING BLOOM JOHNSON		A-423/4 MORGAN OBARR MALONEY OLAH KOZUSYN STEWART BEDDOW SMITH JORDAN THOMPSON		A-423/6 VIKAN FROWICK McCOMAS KNIFFEN MATTHEWS KANSEKUA DUKE CASCIOLI POPE EPPLEY VOWINKIE	
	A-423/9 SWENSON JOHNSON LEMYRG GARDNER NARCISO VIOLA HARTNEY HAGLER RICE WOMACK		A-423/11 DENNIS ABBOTT KELLOG DAVIS FISHER MARTINEX CHING COSTON RICHARD KENDIG		A-423/13 WILLIAMS NERI WASKOM FITZERALD CUMMINGS TAYLOR FANNERY PATTERSON MOBLEY SYP	
	A-423/16 WARD BROWN SIMPSON BROWN SENECHEK MICHALAC HARTNEY DUKE STANLEY RITTER					

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Note: A trip a day will be flown after 16 May 1955.

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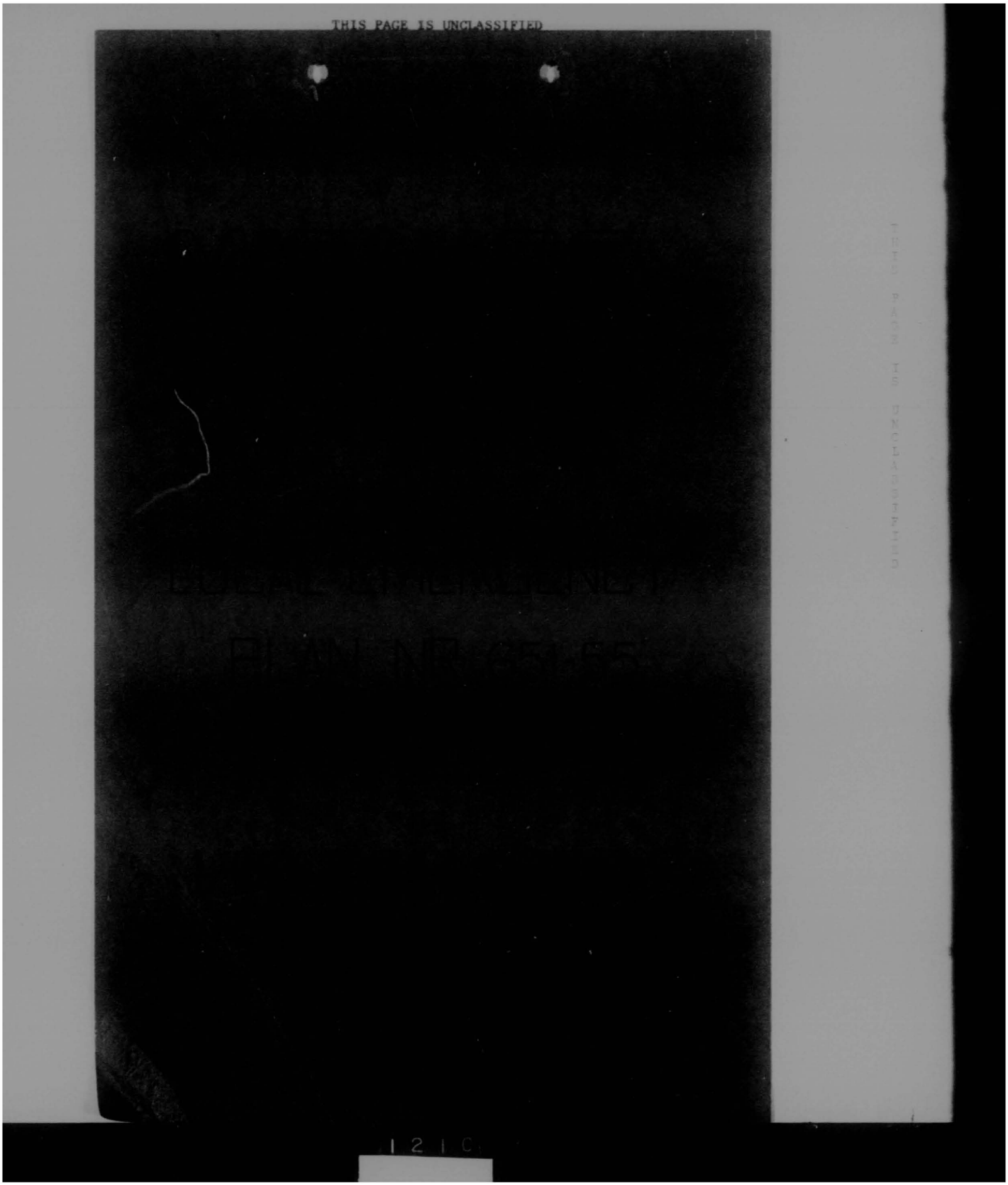

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McGuire Air Force Base
Trenton, New Jersey
22 August 1955

AMENDMENT NR 2
TO
McGUIRE AFB BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

1. The following changes should be made to McGuire AFB Base Defense and Local Emergency Plan Nr 651-55, dated 1 March 1955.

TABLE OF CONTENTS

Item 1: Under Annex CCCA, add "Appendix 1, Reports.....2".

BASIC PLAN

Item 2: Remove page 2 and insert new page 2.

ANNEX AIFA

Item 3: Para 3s(1) - Change to read: Provide ten (10) airmen to 1611th USAF Dispensary for utilization as guards. (As indicated in para 3d, Appendix 3, this annex).

Item 4: Remove page 7 and insert new page 7.

Item 5: Appendix 3, para 3d - Change to read: Provide ten (10) airmen to 1611th USAF Dispensary for utilization as guards.

ANNEX CCCA

Item 6: Page 4, above OFFICIAL insert:

1 Appendix
Reports

Item 7: Insert new Appendix 1, Annex CCCA, 2 pages.

2. Classified pages removed from the plan will be destroyed in accordance with paragraph 9d, AFR 205-1.

3. This amendment is classified CONFIDENTIAL in accordance with paragraph 24a, AFR 205-1. When classified enclosure is removed or detached the classification of this amendment will be cancelled in accordance with paragraph 25g, AFR 205-1.

4. This amendment should be filed with the plan between the front cover and Amendment Nr 2.

Encls:
4 pages as indicated

DANY
Commander

OFFICIAL:

William E. Doud

WILLIAM E. DOUD
Major, USAF
Plans Officer

CONFIDENTIAL

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McGuire Air Force Base
Trenton, New Jersey
28 May 1955

AMENDMENT NR. 2
TO
McGUIRE AFB BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

1. The following changes should be made to McGuire AFB Base Defense and Local Emergency Plan Nr. 651-55, dated 1 March 1955.

ANNEX ALFA

Item 1: Remove page 2, Tab 1, Appendix 1 and substitute new page 2.

ANNEX BRAVO

Item 2: Remove page 5, Annex BRAVO and substitute new page 5.

ANNEX COCA

Item 3: Paragraph 3. a. (1) Annex COCA. Add: "12 ½ton trucks - Air Base Squadron (Monitoring & Decontamination Teams)".

2. This amendment should be filed with the plan between the front cover and Amendment Nr 1.

Encls:
2 pages as indicated

DANY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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McGuire Air Force Base
Trenton, New Jersey
23 May 1955

AMENDMENT NR. 1
TO
McGUIRE AFB BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

1. The following changes should be made to McGuire AFB Base Defense and Local Emergency Plan Nr 651-55, dated 1 March 1955.

BASIC PLAN

Item 1: Remove basic plan (pages 1 thru 4) and substitute new basic plan (pages 1 thru 4).

ANNEX ALFA

Item 2: Remove pages 3, 4, 5, and 6 of Annex ALFA and substitute new pages 3, 4, 5, and 6.

Item 3: Remove page 1 of Appendix 1, Annex ALFA, and substitute new page 1.

Item 4: Remove Appendix 3, Annex ALFA, (2 pages), and substitute new Appendix 3 (2 pages).

ANNEX BRAVO

Item 5: Remove page 6, Annex BRAVO, and substitute new page 6.

ANNEX DELTA

Item 6: Remove pages 1, 2, 3, 4, and 5 of Annex DELTA and substitute new pages 1, 2, 3, 4, and 5.

Item 7: Remove page 1, Appendix 5, Annex DELTA and substitute new page 1.

2. This amendment should be filed with the plan between the front cover and the table of contents.

3. This amendment is classified CONFIDENTIAL in accordance with paragraph 24a, AFR 205-1. When classified enclosure is removed or detached the classification of this amendment will be cancelled in accordance with paragraph 25g, AFR 205-1.

Encls:
18 pages as indicated

DANY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

Amendment Nr 1
McGUIRE BD&LEP 651-55
23 May 1955

CONFIDENTIAL

ATW 55-487165

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McGUIRE AIR FORCE BASE

BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

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Appendix 3	Internal Security	2
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Appendix 2	Monitoring	2
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Tab 3	Administrative Team	2
Tab 4	Emergency Air Police Team	2
Tab 5	Aircraft Maintenance Team	1
Tab 6	Medical Team	1
Tab 7	Construction Team	2
Tab 8	Supply Team	1
Tab 9	Vehicle Maintenance Team	1
Tab 10	Operations Team	1
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McGUIRE AIR FORCE BASE

BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

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CONFIDENTIAL

McGuire Air Force Base
Trenton, New Jersey

McGUIRE AIR FORCE BASE

BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 661-55

REFERENCES: AFM 205-4
AFR 355-4
ADR 355-1
NR 11-7
Comdr's Estimate of the Security Situation
Charts and Maps as required

TASK ORGANIZATIONS:

1611th Air Base Squadron	Major George D Traynor
1611th Air Police Squadron	Capt Alfred H D Perkins III
1611th Field Maintenance Squadron	Major James J. Dorner
1611th Food Service Squadron	Capt Frederic T. Kennedy
1611th Installations Squadron	Lt Col Harlowe D Gerrard
1611th Motor Vehicle Squadron	Major Edward A Miller
1611th Supply Squadron	Lt Col Arnold V Egerland
1611th USAF Dispensary	Colonel James K Gray
1611th Air Transport Group, Medium	Colonel John R East
18th Air Transport Squadron	Lt Col Augustin J Rapisardi
29th Air Transport Squadron	Major Alden G Glauch
30th Air Transport Squadron	Lt Col C C Williams
38th Air Transport Squadron	Lt Col Raymond DeBriyn
58th Air Transport Squadron	Lt Col Morris E Mansell, Jr
Naval Air Transport Squadron SIX	Capt Robert C Milner (USN)
1611th Air Terminal Squadron	Major Ruskin M Blund
Headquarters Squadron Section (ATID)	Lt Col Summer Cho
Hq 4709th Air Defense Wing	Colonel Eugene L Strickland
Headquarters Squadron Section (4709 ADW)	Lt Edward B Lamar
2nd Fighter-Interceptor Squadron	Major James W Gray, Jr
5th Fighter-Interceptor Squadron	Major Marvin A Glasgow
2017th AACS Squadron	Major Merle E Anderson
1730th Air Transport Squadron (L)(AE)	Major DeWitt B Baker
4603rd Air Intelligence Service Squadron	Capt Chester B Hanson
108th Fighter Bomber Group, NJANG	Lt Col Francis R Girard
141st Fighter Bomber Squadron, NJANG	Major Arthur E Martone
730th Air Force Band	CWO Eugene A Dieter
Weather Detachment #22, 9th Weather Group	Lt Col Frank C Arietta
7th Air Postal Squadron	Lt Thomas H Barber
Office of Special Investigation	Special Agent Murray H Chasin
Resident Auditor	Capt Alvin M Shapiro

1. GENERAL SITUATION:

The mission and location of McGuire Air Force Base make it a high priority target for attack by hostile forces utilizing any or all of a number of means. It must be assumed that such means will consist of air attack, organized ground attack, and infiltration by agents or guerilla forces for the purpose of sabotage, espionage, etc. If the base is to operate satisfactorily in the face of such conditions, it is mandatory that all personnel be aware of such eventualities and be sufficiently indoctrinated as to be able to implement and successfully accomplish the provisions of this plan.

a. Eventualities:

This plan is based on the Commander's Estimate of the Security Situation. This estimate will be held by the Base Security Council and will be reviewed at least once every three (3) months or as often as conditions require. Actions which might necessitate the implementation of this plan are:

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(1) Internal or civil disorders.

(2) Direct or indirect attacks by hostile forces.

(3) Disasters caused by flood, fire, earthquake, or other acts of nature. Emergencies which arise as a result of natural disasters or domestic disturbances may threaten the normal functioning of McGuire Air Force Base as well as surrounding communities. The Commander, 1611th Air Transport Wing, Medium, may be directed by the Commander, First Air Force, to assist civil agencies, in coordination with other military units, in disaster relief and civil disturbance control activities. Task force requirements to meet such eventualities are listed in succeeding annexes to this plan.

b. Enemy Forces:

(1) Hostile air force.

(2) Hostile ground force.

(3) Hostile naval units.

(4) Groups of hostile unit sympathizers.

(5) Individual saboteurs, spies, and subversives.

(6) Acts of nature disrupting normal functions.

c. Friendly Forces:

(1) Air Force units.

(2) Army units.

(3) Naval units.

(4) Local law and civil defense enforcement agencies.

d. Assumptions:

(1) Initial attack by certain of the enemy forces can come without warning.

(2) Continued operation of key functions is vital.

(3) Assistance from friendly forces can be expected.

2. MISSION:

TO DEFEND McGUIRE AIR FORCE BASE TO THE EXTENT THAT KEY FUNCTIONS CAN BE MAINTAINED; TO MINIMIZE INJURIES, DAMAGE AND CONFUSION DURING GROUND AND/OR AERIAL ATTACK, SABOTAGE, ESPIONAGE, CIVIL DISORDERS, AND ACTS OF NATURE; TO LEND ASSISTANCE TO CIVIL AUTHORITIES IN ANY SIMILAR EMERGENCY WHEN DIRECTED BY PROPER AUTHORITY.

3. TASKS FOR SUBORDINATE UNITS:

x. General Instructions:

(1) Staff officers and commanders of subordinate and tenant units must be thoroughly familiar with the provisions of this plan and will take necessary action to enable compliance with tasks assigned. Each task organization will prepare SOP's in sufficient detail to be readily understood by all personnel in the execution of their duties as outlined by this plan. One copy of each of these SOP's, and amendments thereto, will be submitted to this headquarters within thirty (30) days of receipt of this plan.

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(2) Each unit will prepare a quarterly status report of factors influencing capability to perform assigned tasks and training accomplished for the period. The report will be submitted to reach this headquarters not later than the first calendar day of January, April, July, and October.

4. LOGISTICS:

As in Annex COCA.

5. COMMAND AND SIGNAL MATTERS:

a. Command:

(1) The Commander, McGuire Air Force Base, is responsible for over-all on-base defense. If the emergency exceeds the capabilities of base forces and facilities, he will request assistance from friendly forces as listed in paragraph 1c above.

(2) The Commander, McGuire Air Force Base, will order into execution any or all portions of this plan upon receipt of execution order from higher headquarters or as the local situation dictates.

b. Signal:

(1) Communications will be as outlined in succeeding annexes.

(2) Alert signals will be as outlined in succeeding annexes.

4 ANNEXES

DANY
Commander

1. ALFA - Active Defense
2. BRAVO - Passive Defense
3. COCA - Logistics
4. DELTA - Local Emergency Plan

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

(The overall classification of this plan is CONFIDENTIAL in accordance with paragraph 24a, AFR 205-1)

DISTRIBUTION:

	Copies		Copies
ATLD	3	1611 ATS	1
1611 ATW(M)	35	HSS, ATLD	1
1611 ABS	1	4709th ADW	6
1611 APS	1	HSS, 4709 ADW	1
1611 FMS	1	2nd FIS	1
1611 FSS	1	5th FIS	1
1611 ISS	1	2017th AACS	1
1611 VHS	1	1732 AFS	1
1611 SPS	1	4602 AISS	1
1611 MDS	1	108 FB Gp,NJANG	1
1611 ATG	2	141 FB Sq,NJANG	1
18th ATS	1	730 AF Band	1
29th ATS	1	Wea Det 22	1
30th ATS	1	7 Air Patl Sq	1
38th ATS	1	OSI	1
VR-6	1	Res Aud	1

McGUIRE BD&LEP 651-55
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ANNEX ALFA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

ACTIVE DEFENSE

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ANNEX ALFA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

ACTIVE DEFENSE

REFERENCES: As in basic plan.

TASK ORGANIZATIONS: As in basic plan.

1. GENERAL SITUATION:

The geographical location combined with the defense and transport mission of McGuire Air Force Base make it a likely target for attack by hostile forces. Although the probability of ground attack by unified forces is less than that of infiltration by subversives for the purpose of sabotage, espionage, etc., it is the purpose of this annex to assign subordinate and tenant units all tasks necessary to defeat such an effort by hostile forces. To do so it is necessary that extensive security preparedness be maintained and defense and support flights be formed to protect those areas designated as vital to basic missions.

a. Enemy Forces: As in basic plan.

b. Friendly Forces: As in basic plan.

c. Assumptions: As in basic plan.

2. MISSION: As in basic plan.

3. TASKS FOR SUBORDINATE UNITS:

a. 1611th Air Base Squadron will:

(1) Provide eighty (80) airmen for use as filler and replacement personnel, as indicated in para 3a(1), Appendix 3, this annex.

(2) Provide two (2) airmen for duty as runners between the base command post and subordinate units. Personnel with established security clearances will be utilized for this task.

(3) Provide personnel at the base command post as required.

b. 1611th Air Police Squadron will:

(1) Provide the nucleus of trained personnel for Defense Flights "A" and "B" and Support Flight "C".

(2) Be responsible for training of all personnel who can be expected to be assigned to the defense force.

(3) Maintain all guard posts in such a manner as to provide maximum security of the base, as indicated in Appendix 3, this annex.

(4) Establish and maintain Defense Force headquarters.

(5) Establish and maintain traffic control points to prevent interference with Defense Force operations.

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(6) Be responsible for internal security and sabotage alert. (See App 2).

(7) Provide two (2) airmen for duty as runners between base command post and subordinate units. Personnel with established security clearances will be utilized for this task.

(8) Effect all necessary coordination and liaison with friendly forces.

c. 1611th Field Maintenance Squadron will:

(1) Provide fifty (50) airmen for use as filler and replacement personnel, as indicated in paragraph 3f Appendix 3, this annex.

(2) Prepare the maximum number of aircraft for evacuation and/or dispersal if necessary.

(3) Provide two (2) airmen for duty as runners between the base command post andsubordinate units. Personnel with established security clearances will be utilized for this task.

d. 1611th Food Service Squadron will:

(1) Provide for the emergency rationing of all personnel engaged in the base defense plan while the plan is in effect.

(2) Provide two (2) runners for duty at the base command post. Personnel with established security clearances will be utilized for this task.

e. 1611th Installations Squadron will:

(1) Provide twenty (20) airmen for use as filler and replacement personnel, as indicated in paragraph 3b, Appendix 3, this annex.

(2) Provide two (2) runners for duty at the base command post. Personnel with established security clearances will be utilized for this task.

(3) Assist in the preparation of defense fortification if requested by the Defense Force Commander.

f. 1611th Motor Vehicle Squadron will:

(1) Provide two (2) runners for duty at the base command post. Personnel with established security clearances will be utilized for this task.

(2) Provide vehicular transportation for the defense force as required by its commander.

(3) Maintain sufficient reserve of vehicles to meet needs determined by the Base Defense Commander.

g. 1611th Supply Squadron will:

(1) Provide fifty (50) airmen foruse as filler and replacement personnel as indicated in para 3e, Appendix 3, this annex.

(2) Provide two (2) runners for duty at the base command post. Personnel with established security clearances will be utilized for this task.

(3) Maintain authorized supply levels to insure capability to support this plan.

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(6) Be responsible for internal security and sabotage alert. (See App 2).

(7) Provide two (2) airmen for duty as runners between base command post and subordinate units. Personnel with established security clearances will be utilized for this task.

(8) Effect all necessary coordination and liaison with friendly forces.

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(1) Provide fifty (50) airmen for use as filler and replacement personnel, as indicated in paragraph 3f Appendix 3, this annex.

(2) Prepare the maximum number of aircraft for evacuation and/or dispersal if necessary.

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(2) Provide two (2) runners for duty at the base command post. Personnel with established security clearances will be utilized for this task.

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(3) Assist in the preparation of defense fortification if requested by the Defense Force Commander.

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(1) Provide two (2) runners for duty at the base command post. Personnel with established security clearances will be utilized for this task.

(2) Provide vehicular transportation for the defense force as required by its commander.

(3) Maintain sufficient reserve of vehicles to meet needs determined by the Base Defense Commander.

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(1) Provide fifty (50) airmen foruse as filler and replacement personnel as indicated in para 3e, Appendix 3, this annex.

(2) Provide two (2) runners for duty at the base command post. Personnel with established security clearances will be utilized for this task.

(3) Maintain authorized supply levels to insure capability to support this plan.

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h. 1611th USAF Dispensary will:

(1) Procure medical supplies during normal operations to maintain an adequate level to support this plan.

(2) Organize and equip five (5) teams of two (2) men each to render first aid on the base and in dispersal areas.

(3) Coordinate with Commander, U.S. Army Hospital, Fort Dix, on the possible evacuation of Air Force letter and ambulatory patients.

i. 1611th Air Transport Group, Medium, will:

(1) Provide Base Defense Commander with aircraft status report.

(2) Provide ten (10) airmen, from each Transport Squadron assigned, for utilization by the Defense Force Commander, as indicated in para 3b, Appendix 3, this annex.

(3) Provide two (2) airmen, from each Transport Squadron assigned, for utilization as runners at the Base Command Post. Personnel with established security clearances will be utilized.

j. Headquarters Squadron Section, ATLD, will:

(1) Provide for internal security of ATLD headquarters building.

(2) Provide thirty (30) airmen for utilization by the Defense Force Commander, as indicated in para 3c, Appendix 3, this annex.

k. 4709th Air Defense Wing will:

(1) Continue primary mission as directed.

(2) Provide for internal security in the fighter area and other areas of responsibility, utilizing personnel from the 4709th Air Defense Wing structure as per instructions of the Defense Force Commander.

(3) Establish and maintain command posts of the Combat Alert Center.

l. Headquarters Squadron Section, 4709th Air Defense Wing, will:

(1) Post interior guards in the Headquarters, 4709th Air Defense Wing facilities.

(2) Provide two (2) airmen for utilization as runners at the Base Command Post. Only personnel with established security clearances will be utilized.

m. 2nd Fighter-Interceptor Squadron will:

(1) Continue primary mission and perform other duties as required by Commander, 4709th Air Defense Wing.

(2) Post qualified representatives at the pass gates to afford personal recognition of squadron personnel requiring access to the restricted areas.

(3) Post interior guards as required to maintain security in the squadron areas of responsibility.

n. 5th Fighter-Interceptor Squadron will:

(1) Continue primary mission and perform other duties as required by Commander, 4709th Air Defense Wing.

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(2) Post qualified representatives at the pass gates to afford personal recognition of squadron personnel requiring access to the restricted areas.

(3) Post interior guards as required to maintain security in the squadron areas of responsibility.

o. 2017th AACS Squadron will:

(1) Continue primary mission.

(2) Dispatch interior guards to radio range station.

p. 1732nd Air Evac Squadron will:

(1) Continue primary mission.

(2) Provide two (2) airmen for utilization as runners at Base Command Post. Only personnel with established security clearances will be utilized.

q. 4602nd Air Intelligence Service Squadron will:

(1) Continue primary mission.

r. 108th Fighter Bomber Group, NJANG:

141st Fighter Bomber Squadron, NJANG, will:

(1) Provide interior guards at the NJANG area as per instructions of Defense Force Commander.

s. 730th Air Force Band will:

(1) Provide ten (10) airmen to 6511th USAF Dispensary as guards for utilization ~~by the Defense Force Commander~~, (As indicated in para 3d, Appendix 3, this annex).

t. Detachment #22, 9th Weather Group will:

Continue primary mission.

u. 7th Air Postal Squadron will:

Continue primary mission.

v. Office of Special Investigation will:

(1) Continue primary mission.

(2) Dispatch special agent courier to Base Command Post.

x. General Instructions:

(1) Upon entry into any phase of this plan all units will establish a unit command post.

(2) All WAF personnel will be issued field equipment by WAF supply and return to duty section.

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(3) Operations under this annex are conceived as occurring in three separate and distinct phases, according to the strategic and tactical situations, and based upon internal security at all times.

(a) PHASE I - BLUE ALERT will be the initial alert. It will be placed in effect whenever a possible threat from hostile forces places base and personnel security in jeopardy.

Action Required:

1. Rigid enforcement of base security control measures; positive identification of all individuals at control and critical points; possible implementation of sabotage alert plan.

2. Preliminary activities and planning requisite to the execution of Phase II for both active and passive defense; assignment of personnel to positions in task flight; monitoring and decontamination teams, etc; circulation control system enforced; preparation of facilities to be used for passive defense; BW-CW briefings.

3. An accelerated training program; explanation of defense flight organization and duties; security indoctrination and physical safeguards, location of shelter areas; roster of non-combatants current.

(b) PHASE II - YELLOW ALERT will be entered when it is deemed advisable to be prepared as fully as possible to defend this base against probable ground attack or safeguard life and property from aerial attack.

Action Required:

1. Defense forces, as designated will be alerted and firmly organized; interior guards briefed and posted.

2. All preparations for passive defense will be completed; pre-positioning of supplies, etc.; alerting for possible evacuation of aircraft, dependents, and civilians.

3. Augmentation personnel will be deployed to respective units.

4. Weapons issued to all male military personnel; protective clothing and equipment issued to respective teams.

(c) PHASE III - RED ALERT will be entered when ground or aerial attack is imminent or underway. For required actions when aerial attack is imminent, see Passive Defense Annex, Annex BRAVO.

Action Required:

1. SOP's for active base defense in support of this plan will be placed in full effect.

2. All augmentation and reserve personnel will be deployed or in stand-by readiness.

3. Mobilization complete.

4. Evacuation of dependents and civilians to shelter areas if considered necessary.

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4. LOGISTICS: Annex Coca applies.

5. COMMAND AND SIGNAL MATTERS:

a. Command:

(1) This annex will be executed upon receipt of the Execution Order given by the Commander, McGuire Air Force Base.

(2) Executive, McGuire Air Force Base, is designated as Base Defense Commander.

(3) Operations Officer, 1611th Air Transport Wing, Medium, is designated as the Assistant Base Defense Commander.

(4) The Provost Marshal is designated Defense Force Commander.

b. Command Post:

(1) Command Posts during alerts for both active and passive defense for all units will be their normal headquarters. Reports will be submitted as indicated in Appendix 1, Annex Coca.

(2) A Staff Command Post to be known as CP #1 for both active and passive defense will be located at the Base Defense Commander's Office and will be manned and maintained by personnel of the Wing Adjutant's Section. The alternate CP will be located at Base Communications Center.

(3) The Base Defense Commander, assisted by the Defense Force Commander, will direct defense activities with the aid of the following staff representatives:

(a) Operations Officer.

(b) Materiel Officer.

(c) Plans Officer.

(d) Base Inspector.

(e) Passive Defense Officer.

(f) Surgeon.

c. Communications:

(1) Alert Signals:

(a) PHASE I - BLUE ALERT:

1. Through normal channels, either by message or telephone.

2. All Clear will be by the same method.

(b) PHASE II - YELLOW ALERT:

1. By telephone or runner, with confirming order to follow.

2. To revert to Phase I, the Base Defense Commander will transmit written order by positive means.

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(c) PHASE III - RED ALERT:

1. A steady blast on the siren of at least 5-minute duration.

2. To revert to Phase II, Base Defense Commander will transmit written order by positive means.

(2) See Appendix 1, this annex, for air and ground communications matters.

3 APPENDICES:

1 - Ground Defense Force
2 - Sabotage Alert Plan
3 - Internal Security

DANY
Commander

OFFICIAL:

R R Savage

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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APPENDIX 1

ANNEX ALFA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

GROUND DEFENSE FORCE

1. GENERAL:

The concept of local ground defense for McGuire Air Force Base provides for the formation of a ground defense task force composed of a nucleus of Air Police personnel augmented as required by other personnel from other units as fillers.

2. COMPOSITION:

a. Organization:

Based on the current "Commander's Estimate of the Situation", the base defense task force will comprise two defense flights and one support flight, organized in accordance with AFR 355-4, and as follows: (See Tab 1, this appendix)

(1) Defense Flights:

One (1) officer and fifty-five (55) airmen.

(2) Support Flight:

Twenty-nine (29) airmen.

3. TRAINING:

a. Upon receipt of this plan, Commander, 1611th Air Police Squadron, will institute a base defense training program for personnel of the Air Police Squadron and for those personnel selected as fillers for the defense and support flights. Emphasis will be placed on the following:

(1) Orientation of personnel on all authorized small arms and heavy weapons.

(2) Tactical doctrine.

(3) Erection of field fortifications.

(4) Duties of each position in the basic elements of each flight.

(5) Teamwork in operation.

b. A test performance will be made at least once every six months; however, practice application of the provisions of this plan will be effected as often as necessary to solve the problems of detail involved, and to permit development of individual proficiency.

4. EQUIPMENT:

a. Equipment used by the Defense Force will be normally issued items of organizational equipment, plus additional items as listed in Annex COCA.

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b. Each organization furnishing personnel to the Defense Flights will issue common items of personal equipment to their personnel. See Annex COCA.

c. The Defense Force Commander will stock and issue all equipment listed in Tab 2, this appendix.

5. AIR RAID PROCEDURES:

a. In the event attack by air is coupled with ground defense activities, ground defense force personnel manning emplacements will take cover in their prepared fortifications.

b. Reserve and/or support flight personnel will take cover in shelter areas designated for the sector in which they are physically located.

c. Interior guards will deploy and take cover in foxholes and slit trenches provided for that purpose.

6. COMMUNICATIONS:

a. Ground:

(1) Throughout all phases, it is the intent to utilize normal communications facilities augmented by auxiliary equipment suitable to the needs in the field.

(2) Upon entry into PHASE II, Base Communications Officer will furnish men and equipment to establish a field-phone network between command posts and elements of task forces, if required. The Defense Force Commander will establish a telephone installation priority list. Switchboard will be located in the main command post (CP#1).

(3) Maximum utilization will be made of the Air Police radio network. Radio-equipped vehicles will be provided to each defense flight.

(4) Each defense flight headquarters machine gun section and rifle section will be equipped with one each PRC-21 radio to insure communications between flights and individual elements.

(5) Runners will be provided between flights, CP's, etc., in event of complete breakdown of telephonic communications.

(6) Walkie-talkie radio sets will be procured for use between CP's, critical guard posts, etc.

(7) MARS will be made fully active for point-to-point communications.

7. OPERATIONS:

a. Defense activities under this plan will be directed toward the retention of the base as a whole, and toward the protection of personnel and material, the loss of which would affect the accomplishment of the primary mission. An analysis of base facilities results in the following priority for security:

(1) Category I - Indispensable.

(a) All aircraft.

(b) All hangar and shop buildings.

(c) Aqua system.

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(d) Telephone Exchange.

(e) Communications Center.

(f) Command posts.

(g) Water tank.

(h) GCA.

(i) MARS.

(j) Ammunition storage.

(2) Category II - Contributory

(a) Refueling area.

(b) Engine build-up area.

(3) Category III -

All other elements such as barracks, etc.

2 TABS:

1 - Defense and Support Flights
2 - Ordnance and Specialized Communications Equipment

DANY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

Appendix 1
Annex ALFA
McGUIRE BD&LEP 651-55
1 March 1955

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TAB 1

APPENDIX 1

ANNEX ALFA

DEFENSE AND SUPPORT FLIGHTS

1. GENERAL:

a. Defense Flights:

(1) Each defense flight will be organized as follows:

(a) Defense flight headquarters, which will consist of a flight commander, a second-in-command (NCOIC), and two NCO's to assist in supply and communications.

(b) Three rifle sections, each consisting of a section leader and three fire teams of four men each. Each team is armed with a BAR and three rifles, M1.

(c) One light machine gun section, consisting of a section leader and three fireteams of four men each. Each team is armed with a light machine gun, two pistols, and two supporting carbines.

(2) Personnel make-up of each defense flight will be as follows:

1 Officer in Charge	
1 NCOIC	Air Police
2 Asst NCO's	Filler Personnel
1 Mach Gun Sect Ldr	Air Police
3 Rifle Sect Ldrs	Filler Personnel
3 Machine Gunners	Air Police
3 Asst Machine Gunners	Filler Personnel
9 BAR men	Air Police
33 Riflemen	Filler Personnel

NOTE: For the purpose of this plan, McGuire Air Force Base will have two (2) Defense Flights.

b. Support Flight:

(1) The support flight will be organized as follows:

(a) The support flight headquarters, consisting of a flight commander (NCOIC).

(b) One 57mm recoilless rifle section consisting of a section leader, a forward observer, and four fire teams of three men each. Each fire team is armed with a 57mm recoilless rifle, two pistols, and one carbine.

(c) One 60mm mortar section consisting of a section leader, a forward observer, and four fire teams of three men each. Each fire team is armed with a 60mm mortar, two pistols, and one carbine.

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(2) Personnel make-up of the support flight will be as follows:

1	NCOIC	Air Police
2	Section Leaders	Air Police
2	Forward Observers	Filler Personnel
4	57mm Gunners	Air Police
4	60mm Mortarmen	Air Police
4	Asst 57mm Gunners	Filler Personnel
4	Asst 60mm Gunners	Filler Personnel
8	Carbine equipped	Filler Personnel

2. FILLER/REPLACEMENT PERSONNEL:

a. Source of filler/replacement personnel is as follows:

1611th Air Base Squadron	80 airmen
1611th Field Maintenance Squadron	50 airmen
1611th Supply Squadron	50 airmen
1611th Installations Squadron	20 airmen
1611th Air Transport Group	60 airmen

b. All filler/replacement personnel not assigned to a Defense or Support Flight will be utilized by the Defense Force Commander for interior guard duty.

DANY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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TAB 2

APPENDIX 1

ANNEX ALFA

ORDNANCE AND SPECIALIZED COMMUNICATIONS EQUIPMENT
REQUIREMENTS FOR DEFENSE FORCE

1. TOTAL ORDNANCE REQUIREMENTS FOR DEFENSE FORCE			AMMUNITION ALLOWANCES Total Basic Loads in rounds	Days of Resupply in rounds
2	ea.	Armored Car, M20		
4	ea.	57mm Rifles - Rec	200	60
4	ea.	60mm Mortars	200	60
20	ea.	Carbines, Cal .30	1000	180
18	ea.	BAR's	16,200	8100
54	ea.	M1 Rifles	8100	4050
6	ea.	Light Mach Guns, Cal .30	12,000	6000
28	ea.	Pistols, Cal .45	280	140
75	ea.	Grenade, Hand, Fragmentation, w/Fuse, M204A1, M26		
35	ea.	Grenade, Smoke, White (HC) M8		
35	ea.	Grenade, Hand, Riot M25A-1		
25	ea.	Adapter, Projection, M1A2		

2. SPECIALIZED COMMUNICATIONS EQUIPMENT REQUIRED FOR DEFENSE FORCE:

10 ea. Radios, PRC-21.

DANY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

Tab 2
Appendix 1
Annex ALFA
McGUIRE BD&LEP 651-55
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APPENDIX 2

ANNEX ALFA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

SABOTAGE ALERT PLAN

1. GENERAL:

Evidence at hand indicates that the Communist Party has been training saboteurs in specialized schools which develops in them a special ability for engaging in sabotage. Since a large percentage of known communists are located in the northeastern area of the United States and since they possess the capability through overt and covert acts of sabotage to disrupt the normal function of McGuire Air Force Base, it is necessarily important that all personnel be aware of the possibility of sabotage and how to combat it.

2. RESPONSIBILITY:

It is the responsibility of all personnel, civilian and military, to be constantly on the alert for any acts of attempted sabotage in any of its forms, such as mechanical or explosive sabotage, arson, subversion, etc. against any element of this base.

3. REPORTING:

a. Interior Guard Personnel:

Any sentry observing personnel in a restricted area without proper identification, personnel committing acts of sabotage, or is notified of known or suspected acts of sabotage will immediately:

(1) Notify the NCOIC of the Guard.

(2) Detain the person until properly relieved of the responsibility.

b. Officers, Airmen, or Civilians:

Whenever any officer, airman, or civilian discovers or observes any actual or suspected acts of sabotage, he will immediately notify the following officers and attempt to detain the person or persons until relieved of that responsibility by the Air Police:

(1) Nearest Air Policeman.

(2) NCOIC of the Guard.

(3) Base Provost Marshal.

(4) Command Post during Phases II and III.

4. INITIAL POLICE ACTION:

a. NCOIC of the Guard or the Desk Sergeant will immediately take the following action upon notification of attempted sabotage:

(1) Dispatch patrol vehicle to pick up suspect.

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(2) Dispatch additional air police to secure the area in which the incident occurred.

(3) Alert other internal security guards of the possibility of other attempts of sabotage.

(4) Notify the following personnel:

(a) Base Provost Marshal.

(b) Officer of the Day.

(c) Airdrome Officer.

(d) Wing Commanders:

1. 1611th Air Transport Wing, Medium.

2. 4709th Air Defense Wing.

(5) NCOIC of the Guard will proceed to the scene of the incident and assume charge pending the arrival of the Provost Marshal, the Officer of the Day, or the Air Police Officer.

b. Base Provost Marshal, Officer of the Day, or the Air Police Officer will make an immediate investigation of the area. If the report of sabotage is justified, the following action will take place:

(1) Close off the area with additional security guards and road blocks.

(2) Assure that all evidence and traces of sabotage are preserved intact until a complete investigation can be made.

(3) Contact the O.S.I. for assistance if needed, which will in turn contact the nearest office of the F.B.I. if suspect is a civilian.

(4) Notify Base Commander and Base Inspector of action taken.

c. If sabotage action is widespread alert the base for possible entry into Phase II, this plan, and use defense flight personnel as additional security guards.

DANY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

Appendix 2
Annex ALFA
McGUIRE BD&LEP 651-55
1 March 1955

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APPENDIX 3

ANNEX ALFA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

INTERNAL SECURITY

1. GENERAL:

Entry into Phase II - Yellow Alert of the base defense plan will necessitate the placing of all first line units of the defense force in such a position as to provide the best defense against an armed enemy. At the same time, the posting of interior guards will be undertaken to provide for overall protection of indispensable, contributory, and other facilities. (See paragraph 7, appendix 1, this annex).

2. RESPONSIBILITY:

a. Based on the situation at the moment, the defense and support flights will be deployed to those positions that have been determined to be most advantageous. The task organizations as listed in paragraph 3, this appendix, will post guards at the places indicated immediately upon the entry into Phase II - Yellow Alert. These guards will be taken from the number of filler personnel to be provided the Defense Force Commander. See paragraph 2, Tab 1, Appendix 1, this annex.

b. Once the initial guards are posted by each task organization, the Defense Force Commander will assume responsibility for their supervision and relief, utilizing personnel from the pool of filler personnel initially provided by task organizations.

3. TASKS FOR SUBORDINATE UNITS:

a. 1611th Air Base Squadron will:

(1) Dispatch 20 NCO's and 60 airmen to the Defense Force Command Post for use with Defense and Support flights.

b. 1611th Air Transport Group, Medium, will:

(1) Dispatch 4 NCO's and 6 airmen, from each Transport Squadron, to the Defense Force Command Post for use with Defense and Support flights.

c. Headquarters Squadron Section, ATLD, will:

(1) Dispatch 10 NCO's and 20 airmen to the Defense Force Command Post for use with Defense and Support flights.

d. 730th Air Force Band will:

(1) ~~Dispatch~~ Provide 10 airmen to ~~the Defense Force Command Post for use with Defense and Support flights.~~ 1611th USAF Dispensary for utilization as guards.

e. 1611th Supply Squadron will:

(1) Post 13 men as interior guards at following locations:

(a) Aqua System (Bldg 34-163) - 4 men.

(b) General Purpose Warehouse (Bldg 31-1) - 6 men.

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(c) Telephone Exchange (Bldg 29-7) - 3 men.

(2) Dispatch 37 men to Defense Force Command Post for use as additional interior guards.

f. 1611th Field Maintenance Squadron will:

(1) Post 14 men as interior guards at following locations:

(a) Ammo Storage Area (Area 19) - 4 men.

(b) Fuel Pump Houses: "A" (Bldg 18-8), "B" (Bldg 17-7), and "C" (Bldg 17-1) - 2 men each.

(c) Communications Center (Bldg 35-58) - 2 men.

(d) Control Tower (Bldg 34-36) - 2 men.

(2) Dispatch 36 men to Defense Force Command Post for use as additional interior guards.

g. 1611th Air Terminal Squadron will:

(1) Post 9 men as interior guards at following locations:

(a) Water Tower, 26 Area (Bldg 26-26) - 3 men.

(b) Jersey Central Sub-Station (30 Area) - 3 men.

(c) Central Heating Plant (Bldg 21-3) - 3 men.

(2) Dispatch 1 man to Defense Force Command Post for use as additional interior guard.

h. 1611th Installations Squadron will:

(1) Dispatch 20 men to Defense Force Command Post for use as additional interior guards.

i. 1611th Air Police Squadron:

(1) The Defense Force Commander will assume operational control of all interior guard posts.

(2) Interior guard reliefs will be rotated from those personnel indicated in sub-paragraphs e through h, above.

j. 1611th Air Transport Wing Staff and Special Staff Agencies will:

(1) Secure their immediate areas of responsibility utilizing personnel assigned.

(2) Dispatch to Commander, 1611th Air Base Squadron, all personnel not required to perform duties in their sections in support of this plan.

OFFICIAL:

DANY
Commander

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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ANNEX BRAVO

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

PASSIVE DEFENSE

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ANNEX BRAVO

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

PASSIVE DEFENSE

1. GENERAL SITUATION:

a. The location of McGuire Air Force Base coupled with the mission of the base make it a prime target for aerial attack. Practices of modern warfare make it very likely that an attack would involve atomic weapons. Therefor, it is essential that preparations be made to minimize damage to personnel and equipment.

b. The location of McGuire Air Force Base provides no degree of natural protection against an atomic attack due to the flatness of the terrain. Due to these features buildings constructed of concrete or brick will be designated as shelters and will be so designated on the shelter map.

c. Enemy Forces: As in basic plan.

d. Friendly Forces: As in basic plan.

e. Assumptions:

(1) The enemy will utilize all weapons developed for modern warfare.

(2) As the base is located close to the Atlantic Ocean there is the great possibility that guided missiles will be used. If so, there can be no degree of warning received.

(3) An H-bomb will be used with energy release powerful enough to cause:

(a) Complete destruction of all buildings within a five mile radius of ground zero. Communications, power and water facilities will be disrupted.

(b) Unsheltered personnel would become casualties from blast, flying debris, thermal and nuclear radiations within the same radius.

(4) Gas masks and related protective clothing will not be available for dependents and civilian employees.

2. MISSION: As in basic plan.

3. TASKS FOR SUBORDINATE UNITS:

a. 1611th Air Base Squadron will:

(1) Monitor and coordinate the overall passive defense planning of McGuire Air Force Base.

(2) Be responsible for the training, equipping and organizing personnel for passive defense.

(3) Furnish technical advice in the selection of monitoring personnel and decontamination teams.

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(4) Supervise periodic passive defense drills with coordination from higher headquarters to evaluate effectiveness of this plan.

(5) Establish and maintain decontamination control centers.

(6) Provide for the storage and issuing of equipment and protective clothing to the Monitoring and Decontamination teams.

(7) Maintain a current roster of all Monitoring and Decontamination teams and their areas of responsibility.

(8) Provide personnel for Monitor Team "A".

(9) Provide personnel for Decontamination Team #1.

b. 1611th Air Police Squadron will:

(1) Control evacuation vehicular traffic.

(2) Provide radio-equipped vehicles as monitoring sub-stations.

(3) Assist in rescue operations and insure that subversive activities, panic, and unrest are controlled.

c. 1611th Field Maintenance Squadron will:

(1) Restore and repair damaged aircraft.

(2) Be responsible for the Monitoring and Decontamination of all aircraft not assigned to the 18th and/or 38th Air Transport Squadrons.

(3) Maintain a current roster of personnel assigned to their monitoring and decontamination team and the aircraft they are responsible for.

(4) Provide personnel for Monitoring Team "B".

(5) Provide personnel for Decontamination Team #2.

d. 1611th Food Service Squadron will:

(1) Be responsible for the dispersion of food supplies to the designated shelter areas.

(2) Establish field messes to feed people being evacuated.

(3) Be responsible for the destruction of all food condemned by the medical officer.

(4) Provide personnel for Monitoring Team "E".

(5) Provide personnel for Decontamination Team #5.

e. 1611th Installations Squadron will:

(1) Establish an order of priority on the base showing a listing of buildings needed to be decontaminated.

(2) Maintain a listing of all buildings on the base showing what materials and equipment are stored in them.

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(3) Establish emergency repair teams to repair runways and airfield facilities and other base facilities as directed.

(4) Establish a training program for emergency repair teams.

(5) Maintain a stand-by water and power system.

(6) Establish training program for emergency Fire Fighter teams.

(7) Be responsible for the dispersion of mobile fire fighting equipment.

f. 1611th Motor Vehicle Squadron will:

(1) Provide evacuation transportation as directed.

(2) Establish a priority system for Motor Vehicles and Equipment decontamination.

(3) Provide personnel for Monitor Team "C".

(4) Provide personnel for Decontamination Team #3.

(5) Be responsible for the dispersion of vehicles and equipment in accordance with current SOP's.

g. 1611th Supply Squadron will:

(1) Be responsible for the dispersion of supplies and equipment to designated areas in the event of an atomic attack.

(2) Be responsible for the establishment of a priority system for materials and equipment that would be used in the event of atomic attack.

(3) Be responsible for supplying shelters with materials and making periodic inspections to see that they are kept up to date.

(4) Establish a priority for decontamination of warehouses under its jurisdiction.

(5) Provide personnel for Monitoring Team "D".

(6) Provide personnel for Decontamination Team #4.

h. 1611th USAF Dispensary will:

(1) Provide a priority for the evacuation of casualties.

(2) Be responsible for the establishment of First Aid Stations.

(3) Provide emergency medical supplies.

(4) Establish a Water Inspection Team to determine contamination.

(5) Provide personnel for monitoring teams at decontamination centers.

(6) Be responsible for the inspection of food supplies after an atomic attack to determine which are usable and which must be destroyed.

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i. 1611th Air Transport Group, Medium:

(1) 18th, 29th, 30th, 38th, & VR-6 Air Transport Squadrons will:

(a) Provide aircraft and crews for evacuation.

(b) Provide personnel for monitoring teams "F" thru "J" respectively.

(c) Provide personnel for decontamination teams #6 thru #10 respectively.

(2) 1732nd Air Evacuation Squadron will:

(a) Provide aircraft and crews for evacuation.

(b) Provide personnel for Monitoring Team "L".

(c) Provide personnel for decontamination Team #12.

(3) 1611th Air Terminal Squadron will:

(a) Coordinate with the 1611th USAF Dispensary to affect the orderly air evacuation of casualties.

(b) Establish a policy for the removing of classified and registered mail that had become contaminated.

(c) Be responsible for providing shelter for transient personnel located in the area at the time of attack.

(d) Be responsible for the establishing of a priority system; showing what equipment, buildings and materials need to be decontaminated in order to assume operations.

(e) Provide personnel for Monitoring Team "K".

(f) Provide personnel for decontamination Team #11.

j. 4709th Air Defense Wing will:

(1) Provide shelters for their personnel.

(2) Establish priority system for decontamination.

k. 2nd Fighter-Interceptor Squadron will:

(1) Provide shelter areas for their personnel.

(2) Provide monitoring teams for their aircraft.

(3) Provide decontamination teams for their aircraft.

(4) Establish a priority system for decontamination of their buildings and equipment.

l. 5th Fighter-Interceptor Squadron will:

(1) Provide shelter areas for their personnel.

(2) Provide monitoring teams for their aircraft.

(3) Provide decontamination teams for their aircraft.

(4) Establish a priority system for decontamination of their buildings and equipment.

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m. 2017th AACS Squadron will:

(1) Establish a priority system for equipment decontamination.

(2) Provide shelters for their personnel.

n. 108th Fighter Bomber Group, NJANG:

141st Fighter Bomber Squadron, NJANG, will:

(1) Provide shelter areas for their personnel.

(2) Be responsible for the dispersal of their aircraft.

(3) Provide personnel for monitoring teams to monitor their aircraft.

(4) Provide personnel for decontamination teams to decontaminate their aircraft.

(5) Establish a priority system for the decontamination of their equipment and materials.

o. Weather Detachment #22, 9th Weather Group will:

(1) Be responsible for the establishment of amonitoring team to determine radioactive fall out.

(2) Submit reports to the Control Center; showing radioactive fall out.

(3) Establish a priority system for equipment decontamination.

x. General Instructions:

(1) The concept of operations under this annex provides for implementation in three phases as follows:

(a) PHASE I - BLUE ALERT: Paragraph 3x(3)(a), Annex ALFA applies.

1. Dispersal of equipment and shelter of personnel.

2. Control Center personnel report to the Control Center.

3. All monitoring and decontamination personnel report for issuing of equipment and protective clothing.

4. Radiation Film Badges will be issued by individual units.

(b) PHASE II - YELLOW ALERT: Paragraph 3x(3)(b), Annex ALFA applies.

1. Monitoring and decontamination teams stand by "ready" at Control Center and shelter areas.

2. Prepare to place evacuation plans in operation.

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(c) PHASE III - RED ALERT: Enemy aircraft or missile in the area and attack imminent.

NOTE: If signal for aerial attack should come with very little warning which would preclude taking advantage of action under Phase I and II, primary consideration will be given to:

1. Evacuation direction to shelters, dispersal of equipment and materials.

2. Issuance of monitoring and decontamination team equipment.

3. Dispersal of aircraft and vehicles.

(2) Monitoring and Decontamination Teams will be established. (See Appendices II and III).

4. LOGISTICS: Annex COCA applies.

5. COMMAND AND SIGNAL MATTERS:

a. Alert signal for entry into Phase III will be sounded upon receipt of an order from the Base Defense Commander.

b. Command Post will be the same as in Annex ALFA.

c. Alert Signals:

(1) Phase I and Phase II: Paragraphs 5c(1)(a) and (b), Annex ALFA apply.

(2) Phase III - RED ALERT:

(a) A warbling blast on the siren of at least a 5 minute duration.

(b) To revert to Phase II, Base Defense Commander will transmit order by positive means.

d. Maximum utilization will be made of Air Police radio equipped vehicles and walkie-talkie sets.

4 APPENDICES:

DANY
Commander

1 - Evacuation and Shelter Plan
2 - Monitoring
3 - Decontamination
4 - Damage Control-Fire Suppression

OFFICIAL:

R R Savage

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

Annex BRAVO
McGUIRE BD&LEP 651-55
1 March 1955

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APPENDIX 1

ANNEX BRAVO

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

EVACUATION SHELTER PLAN

1. GENERAL:

Entry into Phase III (Red Alert) when an air attack is imminent or the base is actually under an air attack. The primary concern at this time will be to minimize casualties and the destruction of property resulting from an air attack. The instructions contained in this appendix are general in nature and apply to all staff agencies, subordinate, and tenant units unless otherwise specifically designated.

2. TASKS FOR SUBORDINATE UNITS:

x. (1) All personnel in the 34 and 35 areas will disperse to shelter area "A". See Tab 1, this appendix.

(2) Civilian dependents residing in the McGuire Trailer Park, 32 area, will disperse to shelter area "B". All military personnel in the 22, 23, 31, and 32 areas will disperse to shelter area "B". See Tab 1, this appendix.

(3) All personnel in the 17, 21, 24, 28, and 29 areas will disperse to shelter area "C". See Tab 1, this appendix.

(4) Personnel in the 18, 19, 20, 25, 26, and 27 areas will disperse to shelter area "D". See Tab 1, this appendix.

(a) The personnel in the fighter squadrons will disperse only on orders from the Commanders, 2nd and 5th Fighter-Interceptor Squadrons.

(5) Personnel in the 33 area will disperse to shelter area "E". See Tab 1, this appendix.

(6) Civilian employees will immediately leave the base utilizing private transportation.

(7) Civilians not possessing private transportation will meet in front of Base Personnel. Government transportation will be provided by the 1611th Motor Vehicle Squadron to evacuate employees to the nearest community possessing commercial transportation.

(8) The Wing Personnel Officer will insure that the civilian employees are evacuated.

3. COMMAND:

a. Shelter Area "A":

(1) The commander, 1611th Air Base Squadron, will be officer in charge.

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b. Shelter area "B":

(1) Automotive Field Maintenance Officer will be in command.

c. Shelter Area "C":

(1) Commander, 1611th Air Terminal Squadron, will be officer in charge.

d. Shelter area "D":

(1) Adjutant, 2nd Fighter-Interceptor Squadron, will be in command.

e. Shelter area "E":

(1) Adjutant, 18th Air Transport Squadron will be in command.

1 TAB

Shelter Map

DANY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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McGUIRE BD&LEP 651-55
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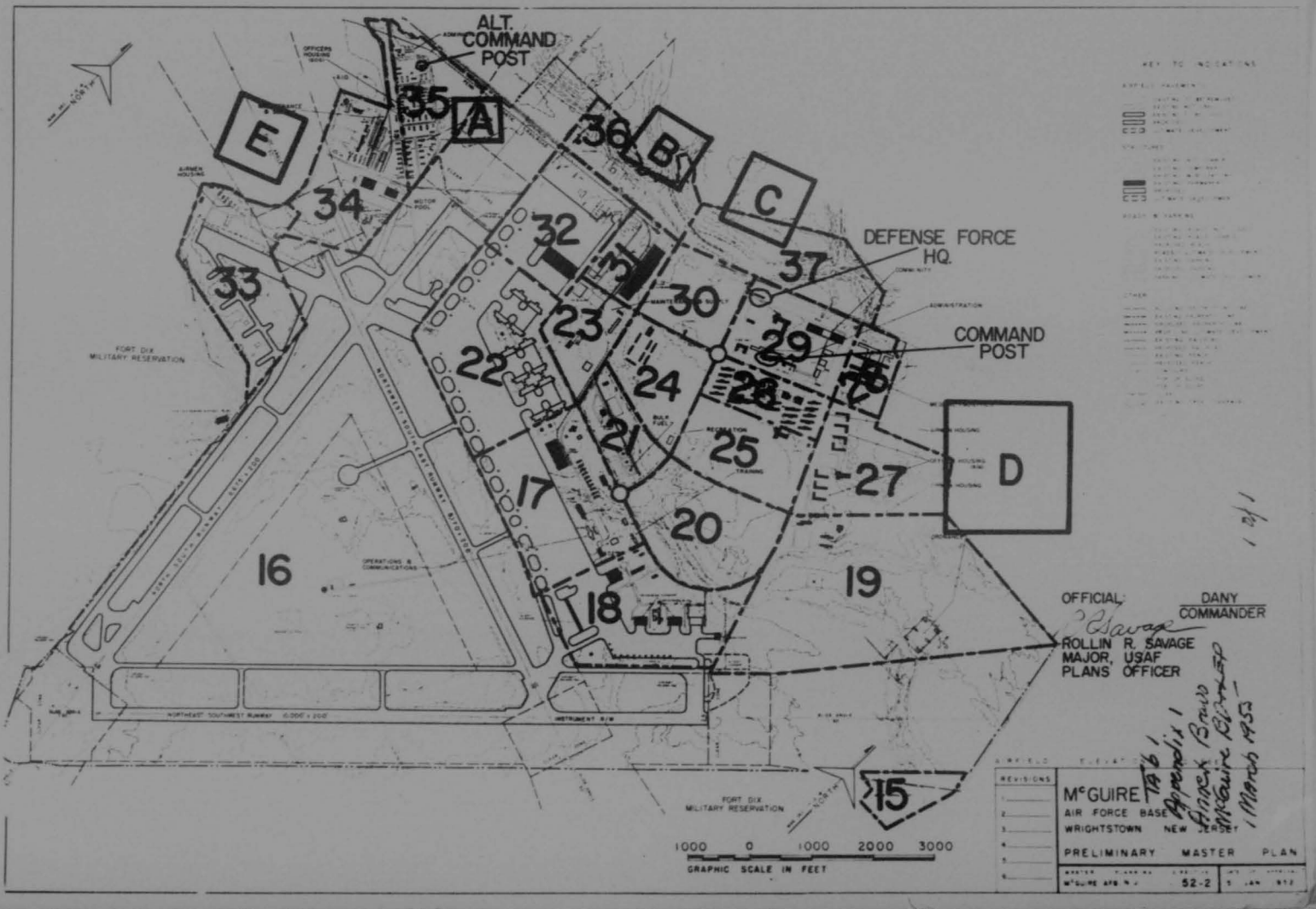

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APPENDIX 2

ANNEX BRAVO

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

MONITORING

1. GENERAL:

a. Monitoring teams will perform two main functions under this plan.

(1) Area Survey: To determine the amount of contamination or damage on the base.

(2) Service Monitoring: Protect fire, air police, and rescue personnel against over-exposure to radiological, chemical, or biological agents.

2. DUTIES OF PERSONNEL:

a. Each monitoring team will consist of one (1) officer and two (2) airmen and will be trained in accordance with MATS Regulation 50-7 and ATLD Manual 50-2.

b. A senior monitor will be appointed by the Base Defense Commander, to insure a continuing training program that is adequate, current, and of sufficient frequency to reach all personnel. He will be responsible to the Base Passive Defense Officer.

c. During normal operations monitoring team duties will be additional duties. After an attack, these duties will take precedence over all others.

3. PROCEDURE:

a. PHASE II - YELLOW ALERT:

(1) Monitoring teams will secure their personal and special equipment from the 1611th Air Base Squadron unit supply room. (See Annex COCA).

(2) After procuring equipment the individual teams will proceed to base motor pool to pick up vehicles.

b. PHASE III - RED ALERT:

(1) Upon entry into Phase III, teams will drive to shelter areas and await the recall signal from the Base Passive Defense Officer.

c. After the attack:

(1) Immediately after the attack, the senior monitor will take a radiation reading of the base command post. If the reading is in excess of that allowable, the Base Commander will be notified and the decontamination team will try to clear the area.

(2) The Passive Defense Officer will advise the monitoring teams by means of the Air Police patrol vehicles to return to Command Post #1.

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(3) Teams will then be directed into the blast area to make a survey.

(4) Roads blocked by debris will be cleared by Installations Squadron personnel.

(5) Reports will be made by radio, fixed communications, or runners to the Base Command Post.

(6) A map will be maintained by senior monitor showing all contaminated areas.

(7) All danger areas will be marked and closed to unauthorized personnel.

(8) Teams will pick suitable locations for decontamination stations.

(9) After complete survey, teams will return to base command post to conduct service monitoring.

DANY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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APPENDIX 3

ANNEX BRAVO

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

DECONTAMINATION

1. GENERAL:

It is reasonable to assume that after an air attack certain areas, personnel, buildings, and equipment will be contaminated to a sufficient degree to warrant decontamination. Decontamination teams will return to the base after an attack in order that decontamination can be effected as soon as possible at the direction of the Passive Defense Officer.

2. DUTIES OF PERSONNEL:

a. General:

(1) Teams will be trained in accordance with MATS Regulation 50-7 and ATLD Manual 50-2 and 50-2A.

(2) Each team will consist of one (1) officer and two (2) airmen, with auxiliary members to be drawn from unit personnel, as needed.

(3) Decontamination duties will be primary for team members after an attack.

b. Equipment:

(1) Personal and special equipment as outlined in Annex COCA will be stored in unit supply room, 1611th Air Base Squadron, and issued to team members during Phase II.

(2) Decontamination vehicles will be stored in base motor pool and will be issued to teams during Phase II to be evacuated to shelter areas.

c. Procedures:

(1) After the attack, teams will report back to command post #1. Recall will be issued through Air Police network.

(2) Teams will be dispatched by Passive Defense Officer to areas already surveyed by monitoring teams.

(3) Radiation film badges will be processed at Decontamination Centers by medical personnel.

d. Decontamination Stations:

(1) Station locations will be selected by Base Passive Defense Officer.

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(2) The Installations Officer will be responsible for the erection of decontamination stations when requested by the Base Passive Defense Officer or by the Base Surgeon.

e. Additional Equipment:

(1) Fire fighting and crash equipment will be utilized whenever possible as decontamination equipment.

(2) Additional fire fighting equipment may be requested from Fort Dix.

DANY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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APPENDIX 4

ANNEX BRAVO

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

DAMAGE CONTROL - FIRE SUPPRESSION

1. GENERAL:

a. Damage Control:

The Installations Engineer, 1611th Air Transport Wing, Medium, is designated Damage Control Officer.

b. Fire Suppression:

This appendix outlines the duties and responsibilities of the Base Fire Marshal.

2. MISSION:

a. Damage Control:

To minimize the loss of life and damage to property and equipment, re-establish utilities, and clear debris resulting from a hostile attack.

b. Fire Suppression:

To insure that adequate fire fighting equipment and personnel are available to minimize damage resulting from fires and crashes.

3. RESPONSIBILITIES:

a. Base Fire Marshal:

(1) Advise Installations Engineer of the availability of fire fighting and crash equipment during Phase I.

(2) Maintain functional control of fire fighting facilities and personnel.

(3) Formulate an evacuation plan for equipment and personnel which will insure the availability of fire fighting facilities after an attack.

4. PROCEDURES:

a. Damage Control:

(1) Recall personnel from dispersal areas utilizing the Fire Crash radio network.

(2) Coordinate with Base Passive Defense Officer as to areas to be cleared of debris.

(3) Establish an emergency runway maintenance crew to provide an operational runway.

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(4) Report to the Command Post the extent of damage to base facilities.

(5) Construct emergency decontamination stations as directed by the Base Passive Defense Officer.

(6) Report to Command Post the number of existing buildings that may be utilized as emergency housing.

(7) Locate and repair damage to utility lines to provide electrical power to disaster areas in accordance with priorities established by the Command Post.

b. Fire Suppression:

(1) PHASES II AND III:

(a) Base Fire Marshal will report to Command Post #1.

(b) Advise the Commander of the availability of fire fighting and crash equipment.

(2) Post Attack:

(a) Recall equipment and personnel from dispersal areas.

(b) Dispatch fire fighting and rescue equipment as necessary to disaster areas in accordance with priorities established by Base Defense Commander.

(c) Coordinate with Base Passive Defense Officer as to the possible use of fire and crash trucks as decontamination equipment.

DANY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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ANNEX COCA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

LOGISTICS

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ANNEX COCA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

LOGISTICS

1. SUPPLY:

a. Normal UAL Equipment:

It is the responsibility of each unit commander to requisition, store, issue, maintain, and account for all authorized UAL equipment necessary for the accomplishment of this plan.

b. Additional Equipment:

Where additional equipment in excess of current UAL authorizations is deemed essential, unit commanders will process a UAL Change Request in accordance with AFR 67-83 and local procedures. All added defense items must be included in the UAL for the particular unit concerned. UAL Change Requests and requisitions will be clearly marked as being "ESSENTIAL TO BASE DEFENSE".

2. SPECIFIC REQUIREMENTS:

a. Defense and Support Flight Personnel:

(1) The following items of personal equipment will be issued to Defense Flight personnel by the 1611th Air Police Squadron:

1 ea.	Shovel, entrenching
1 ea.	Bayonet, w/scabbard

b. Individual requirements:

(1) All officers and airmen, immediately upon assignment to a subordinate or tenant unit, will be issued the following items of personal equipment:

1 ea.	Helmet w/liner
1 ea.	Belt, pistol and/or cartridge
1 ea.	First aid pack
1 ea.	Canteen
1 ea.	Authorized weapon
1 ea.	Gas Mask, M9

(2) Upon entry into Phase II, airmen, not assigned to defense and support flights, will be issued the following items from their unit supply and return to their assigned job:

1 ea.	Radiation Film Badge
1 ea.	Carbine
1 ea.	Gas Mask, M9
3 ea.	Ammunition clips

(3) Officers will be issued the following items by their unit supply, upon entry into Phase II.

1 ea.	Radiation Film Badge
1 ea.	Authorized weapon

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1 ea.	Gas Mask, M9
2 ea.	Ammunition Clips
1 ea.	Belt, web, pistol

c. Passive Defense Requirements:

(1) It is the responsibility of the 1611th Air Base Squadron Unit Supply to requisition, store, and maintain the following equipment:

36 sets	Protective clothing
36 ea.	Dosage reading devices
6 ea.	Geiger Counters
6 ea.	Ion chambers
36 ea.	Orange Helmets w/liner
36 ea.	Gas Masks, M9

(2) The Base Passive Defense Officer will be responsible for the inspection and maintenance of the above listed equipment.

(3) Each monitoring team will be issued the following items of equipment, upon entry into Phase II:

3 ea. sets	Protective clothing
3 ea.	Gas Mask, M9
3 ea.	Dosage reading devices
3 ea.	Orange helmets w/liner
1 ea.	Geiger counter
1 ea.	Ion chamber

(4) Each decontamination team will be issued the following items of equipment, upon entry into Phase II:

3 ea. sets	Protective clothing
3 ea.	Orange helmets w/liner
3 ea.	Dosage reading devices
3 ea.	Gas Mask, M9
1 ea.	Radio Set, PRC/21

3. TRANSPORTATION:

a. The following listed vehicles will be designated as emergency vehicles and marked as such with a four by twelve inch card placed in the windshield.

(1) Card will contain the words "EMERGENCY VEHICLE".

1 Sedan	Base Defense Commander
1 Sedan	4709th Air Defense Wing Commander
1 Sedan	4709th Air Defense Wing Operations Officer
3 ½ ton trucks	Base Command Post
6 1½ ton trucks	Air Police Operations
5 Carryalls	Air Police Operations
2 ½ ton trucks	Fighter Readiness Building
1 1½ ton truck	Food Service Squadron Orderly Room
1 2½ ton truck	2nd Fighter Interceptor Squadron
1 2½ ton truck	5th Fighter Interceptor Squadron
1 ½ ton truck	Air Base Squadron Orderly Room
1 1½ ton truck	Air Base Squadron Orderly Room
1 1½ ton truck	Motor Vehicle Squadron Orderly Room (After duty hours)
1 Carryall	Base Operations
1 Bus	Base Personnel
1 1½ ton truck	Wire Maintenance Shop
12 ¼ ton trucks	Air Base Squadron (Monitoring & Decontamination Team)

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b. Twelve vehicles will be made available to the decontamination and monitoring teams and will be assigned to the individual teams during Phase II for possible evacuation.

(1) Vehicles will be marked with a four by twelve inch card placed in the windshield of the vehicle.

(2) Card will contain the words "EMERGENCY VEHICLE".

1 appendix
Reports

OFFICIAL:

DANY
Commander

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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APPENDIX 1

ANNEX COCA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 652-55

REPORTS

1. Upon notification of alert all units will immediately submit to the Base Command Post an acknowledgement of the alert.

2. Each Command Post will maintain an Alert Log to cover all activities of the Unit. For example:

a. Recall of all military personnel.

b. Briefing and posting of guards.

c. Issuance of field equipment and weapons.

d. Dispatch of Defense Force personnel.

e. Dispatch of Decontamination and Monitoring Teams.

f. Maintenance of non-combatant roster.

g. Alerting for possible evacuation.

h. Organizing all personnel into shifts for sustained operations.

i. Unit secured.

These items will be reported to the Command Post by runner at the time of accomplishment.

3. Upon notification of all clear, Alert Logs will be submitted to Command Post #1 for review. All items of unusual interest will be reported to the Command Post by most expeditious means.

4. All task organizations will submit Quarterly Status Reports to reach this headquarters not later than the first calendar day of January, April, July and October to include the following:

a. Deficiencies or shortages revealed by practice alert in:

(1) Supplies and/or materiel.

(2) Specific defense equipment.

(3) Personnel.

(4) Training.

(5) Alarm signals and communications.

(6) Deployment and tactics.

b. Actions taken to eliminate deficiencies observed in a above.

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4. c. Remarks. (To include adequacy of the plan, recommendations, etc.

DAIY
Commander

OFFICIAL:

William E. Doud

WILLIAM E. DOUD
Major, USAF
Plans Officer

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ANNEX DELTA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

LOCAL EMERGENCY PLAN

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ANNEX DELTA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

LOCAL EMERGENCY PLAN

CHARTS AND REFERENCES:

First Air Force OPLAN 1-55-(DEP)

TASK ORGANIZATIONS:

Hq, 1611th Air Transport Wing, Medium	Colonel George B. Dany
1611th Air Base Squadron	Major Robert F. Taylor Jr.
1611th Field Maintenance Squadron	Major Milton F. Tarr
1611th Supply Squadron	Lt Col Arnold V. Egerland
1611th Air Police Squadron	Capt Alfred H. D. Perkins, III
1611th Installations Squadron	Lt Col Harlowe D. Gerrard
1611th Air Transport Group, Medium	Colonel John R. East
18th Air Transport Squadron	Lt Col Augustin J. Rapisardi
29th Air Transport Squadron	Lt Col Charles H. Davis
30th Air Transport Squadron	Lt Col C. O. Williams
38th Air Transport Squadron	Lt Col Raymond DeBriyn
Naval Air Transport Squadron SIX	Capt Charles Robertson (USN)
1611th Food Service Squadron	Capt Frederick T. Kennedy
1611th USAF Dispensary	Colonel James K. Gray
1611th Motor Vehicle Squadron	Major Edward A. Miller
1611th Air Terminal Squadron	Major Ruskin M. Bland
1732nd Air Evacuation Squadron	Major DeWitt B. Baker
4709th Air Defense Wing	Colonel Eugene L. Strickland
2nd Fighter-Interceptor Squadron	Major James W. Gray, Jr
5th Fighter-Interceptor Squadron	Major Marvin A. Glasgow
2017th AACS Squadron	Major Merle E. Anderson
Detachment #22, 9th Weather Group	Capt John G. Daly

1. GENERAL SITUATION:

The protection of life and property of the citizens and the maintenance of law and order within the territorial jurisdiction of the state is primarily the responsibility of the state and its political subdivisions. However, emergency situations arise which may exceed the capabilities of the state and local governments. Federal troops may be employed to assist the local authorities in such emergencies as natural disasters and civil disturbances when authorized by competent authority.

a. Destructive Forces:

(1) Natural disasters in the form of fires, floods, tornadoes, explosions, etc.

(2) Civil disturbances caused by strikes coupled with violence, insurrection, etc.

b. Friendly Forces:

(1) Headquarters, First Air Force, Mitchell Air Force Base, New York.

(2) Air Force units.

(3) Army units.

(4) Naval units.

(5) Local Police and Fire Fighting Departments.

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(6) Local Civil Defense Authorities.

c. Assumptions:

It can be assumed that McGuire Air Force Base will be required by Hq First Air Force to lend assistance to local authorities in the event of local emergencies such as natural disasters and civil disturbances.

3. TASKS FOR STAFF AGENCIES AND SUBORDINATE UNITS:

a. Headquarters, 1611th Air Transport Wing, Medium:

(1) Adjutant will:

(a) Be responsible for safeguarding classified material in the event it is in danger of seizure or destruction.

(b) Supervise the Administrative Team. See Tab 3, Appendix 3.

(c) Submit to the Emergency Control Officer reports prescribed in appendix 5.

(2) Wing Operations Officer will:

(a) As Emergency Control Officer, be responsible for the submission of required reports to Headquarters First Air Force. See Appendix 5.

(b) Recommend to the Commander, McGuire Air Force Base, the possible courses of action in the event of an emergency and implement all required sections of this plan.

(c) Conduct emergency operations as required.

(d) Coordinate emergency actions with appropriate Army, Navy, and other Air Force Commands as directed by the Commander, McGuire Air Force Base.

(3) Wing Plans Officer will:

(a) Maintain a situation map and conduct briefings during emergency operations.

(b) Assist the Emergency Control Officer in the preparation of the reports required by First Air Force. See Appendix 5.

(4) Wing Materiel Officer will:

(a) Monitor transportation and equipment requirements of the base.

(b) Submit to the Emergency Control Officer reports prescribed in appendix 5.

(c) Advise Emergency Control Officer on supply and maintenance situation during emergency.

(5) Wing Inspector will:

(a) Review this plan semi-annually for completeness and practicability.

(b) Inspect units to determine state of readiness to implement emergency plans.

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(6) Wing Provost Marshal will:

(a) Assume command of the Emergency Air Police Team. See Tab 4, appendix 3.

(b) Advise Commander, McGuire Air Force Base, if situation is beyond the capabilities of the Emergency Air Police Team.

(c) Requisition, store, and maintain equipment needed by the Emergency Air Police Team.

(d) Conduct an adequate training program for the members of the Emergency Air Police Team.

(e) Render assistance to Emergency Control Officer if requested.

(7) Wing Public Information Officer will:

(a) Provide personnel to accompany Administrative Team. See Tab 3, appendix 3.

(b) Review releases to news media to insure that they are factual, do not express an opinion, or imply that the Air Force is taking action in any interest other than security or safety.

(8) Staff Judge Advocate will:

(a) Organize and supervise a recording committee to record the extent of damage to military installations and/or property during a disaster. The record of damage should, where possible, include:

1. Photographs of damage.

2. Description of damage.

3. On the spot interviews and pertinent comments.

b. 1611th Air Base Squadron will:

(1) Provide personnel for the following teams:

(a) Communications Team. See Tab 1, appendix 3.

(b) Administrative Team. See Tab 3, appendix 3.

(c) Operations Team. See Tab 10, appendix 3.

c. 1611th Field Maintenance Squadron will:

(1) Provide personnel for the Aircraft Maintenance Team. See Tab 5, appendix 3.

d. 1611th Supply Squadron will:

(1) Provide personnel for the Supply Team. See Tab 8, appendix 3.

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e. 1611th Air Police Squadron will:

(1) Provide personnel for the Emergency Air Police Teams A and B. See Tab 4, appendix 3.

f. 1611th Installations Squadron will:

(1) Provide personnel for the Construction Teams. See Tab 7, appendix 3.

g. 1611th Air Transport Group, Medium, will:

(1) Be prepared to provide personnel and material within the limits of unit capabilities when requested by the Emergency Control Officer.

h. 18th, 29th, 30th, 38th VR-6 Air Transport Squadrons will:

(1) Be prepared to provide personnel and materiel within the limits of unit capabilities when requested by the Emergency Control Officer.

i. 1611th Air Terminal Squadron will:

(1) Be prepared to provide personnel and material within the limits of unit capabilities when requested by the Emergency Control Officer.

j. 1611th Food Service Squadron will:

(1) Provide personnel for Food Service Teams, types A, B, or C. See Tab 2, appendix 3.

k. 1611th USAF Dispensary will:

(1) Provide personnel for Emergency Medical Teams, types B and C. See Tab 6, appendix 3.

l. 1611th Motor Vehicle Squadron will:

(1) Provide personnel for the following teams:

(a) Transportation Team. See Tab 11, appendix 3.

(b) Construction Team. See Tab 7, appendix 3.

(c) Vehicle Maintenance Team. See Tab 9, appendix 3.

m. 1732nd Air Evacuation Squadron will:

(1) Be prepared to provide personnel and material within the limits of unit capabilities when requested by the Emergency Control Officer.

n. 4709th Air Defense Wing will:

(1) Provide assistance in alleviating on-base emergencies when requested by Commander, McGuire Air Force Base.

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o. 2nd Fighter-Interceptor Squadron will:

(1) Provide personnel for emergency relief activities as directed by the Commander, McGuire Air Force Base in coordination with Commander, 4709th Air Defense Wing.

p. 5th Fighter-Interceptor Squadron will:

(1) Provide personnel for emergency relief activities as directed by the Commander, McGuire Air Force Base in coordination with Commander, 4709th Air Defense Wing.

q. 2017th AACS Squadron will:

(1) Provide personnel for Operations Team. See Tab 10, appendix 3.

r. Detachment #22, 9th Weather Group will:

(1) Provide personnel for Operations Team. See Tab 10, appendix 3.

x. General Instructions:

(1) Personnel assignments to the various teams will be made by name, AFSC, and duty assignments.

(2) All organizations will maintain current team rosters. Copies of these rosters and changes thereto will be submitted to the Emergency Control Officer.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

Appendix 2, this annex, will apply.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

(1) The Commander, First Air Force, will exercise command jurisdiction over all Air Force activities within the First Air Force area, irrespective of the major command to which they are assigned, when domestic emergency conditions prevail.

(2) Commander, McGuire Air Force Base will be responsible for the overall emergency relief activities involving personnel from McGuire Air Force Base.

(3) Wing Operations Officer, 1611th Air Transport Wing, Medium, will act as the Domestic Emergency Control Officer.

b. Communications:

(1) The Commander, First Air Force and Commander of each Air Force installation within the First Air Force area of responsibility will be prepared to maintain communication on 24 hours basis in the event of domestic emergency.

Appendices:

DANY
Commander

1 - Definitions
2 - Administration and Logistics

Annex DELTA
McGUIRE BD&LEP 651-55
1 March 1955

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Appendices (Cont'd):

3 - Personnel
4 - Emergency Airlift Procedures
5 - Reports

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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APPENDIX 1

ANNEX DELTA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

DEFINITIONS

1. DOMESTIC EMERGENCY:

Catastrophe or unlawful violence occurring in the continental United States which endangers life and property or disrupts the usual processes of government.

2. DISASTER:

The catastrophies resulting from excessive or uncontrolled action of natural phenomena such as flood, fire, explosion, snow, earthquake, or tornado.

3. DISASTER RELIEF:

Those measures taken to minimize the effects of disasters which have caused damage and suffering.

4. CIVIL DEFENSE:

a. All those activities and measures designed or undertaken to:

(1) Minimize the effects on the civilian population caused by an attack on the United States, its territories and possessions.

(2) Deal with the immediate emergency conditions which would be created by any such attack.

(3) Effect emergency repairs to, or the emergency restoration of, vital utilities and facilities destroyed or damaged by any such attack.

5. EMERGENCY MILITARY SUPPORT:

Employment of Federal Military Forces (Army, Navy, and Air Force), their supplies, facilities, personnel, and resources during domestic emergencies.

6. DOMESTIC DISTURBANCES:

Civil unrest or tension which takes the form of demonstrations or rioting, a situation which arises within the Continental U.S., its territories, and possessions, from acts of violence or disorder, and which is prejedicial to the maintenance of law and order.

7. MILITARY PROTECTION:

The use of organized military force to provide emergency protection, consistant with the law, of those industrial facilities in which the Air Force has predominant interest and those assigned the Air Force under policies prescribed by the Munitions Board.

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8. OPERATION TYPE "A":

Emergency Operations wholly within the limits of an Air Force installation.

9. OPERATION TYPE "B":

Emergency operations, outside the limits of Air Force installations, involving assistance to the Army and/or Navy.

10. OPERATION TYPE "C":

Emergency operations, outside the limits of an Air Force installation, involving immediate independent action by units of the USAF.

11. OPERATION TYPE "D":

Emergency operation at national-defense facilities of predominent interest to the Air Force involving independent action by units of the USAF.

DANY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

Appendix 1
Annex DELTA
McGUIRE BD&LEP 651-55
1 March 1955

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APPENDIX 2

ANNEX DELTA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

ADMINISTRATION AND LOGISTICS

1. GENERAL:

Headquarters, First Air Force, having been given jurisdiction of all Air Force installations within the First Air Force area of responsibility, irrespective of major command, during domestic emergencies, requires the Commander, McGuire Air Force Base, to maintain a current list of equipment, personnel, and medical facilities available for use during a domestic emergency. This information will be maintained in three (3) parts: Part I - Equipment; Part II - Personnel; Part III - Medical Facilities. Therefor, each task unit will prepare and maintain lists as indicated above on all those items applicable. A copy of these lists and all changes thereto will be submitted to Commander, McGuire Air Force Base, ATTN: Domestic Emergency Control Officer.

2. TRANSPORTATION AND EQUIPMENT RESOURCES:

a. Format. Equipment available for use in a domestic emergency will be portrayed in a form identical to Tab 1, this appendix, and will provide three sets of figures for each item available. The three sets of figures will represent:

(1) Column "A" - The total of each item on hand in the unit.

(2) Column "B" - The number of each item which is the minimum requirement to be retained at this installation for internal security and administrative functions.

(3) Column "C" - The number of each item available for use in domestic emergency operations.

3. PERSONNEL RESOURCES:

Personnel available for use in domestic emergencies will be organized into teams by the commander of task units as indicated in Tabs 1 through 11 of appendix 3, this annex, and will have the capabilities indicated.

a. Format. The accounting of personnel assigned for domestic emergency activities will be by team and reported on a form identical to Tab 2, this appendix. This figure will represent the maximum numbers of personnel that can be committed by each unit.

4. MEDICAL FACILITIES:

A list of available medical facilities and services, both government and civilian, within the vicinity of McGuire Air Force Base will be prepared in accordance with Tab 3, this appendix.

5. SERVICES:

a. Funds. The use and reimbursement of funds will be governed by Air Force Manual 172-1. Special cost reports will be submitted through channels

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whenever base units participate in domestic emergencies in order that Headquarters, USAF, may have a basis for recouping expenses through congressional action.

b. Supply. The issue, sale, receipt, purchase, and shipment of supplies will be governed by AFM 67-1.

6. MAPS AND CHARTS:

The Base Installation Engineer and Base Operations Officer will provide maps and charts of areas, landing fields, railroads, highways, and utilities in the vicinity of McGuire Air Force Base as required.

3 Tabs:

DANY
Commander

1 - List of Transportation and Equipment Resources
2 - Personnel Resources
3 - Medical Facilities

OFFICIAL:

R R Savage

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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TAB 1

APPENDIX 2

ANNEX DELTA

FORMAT FOR TRANSPORTATION AND EQUIPMENT RESOURCES

After initial submission of applicable portions of this list to the Domestic Emergency Control Officer, task units will submit revised copies by 20 December and 20 June of each year or more often if significant changes occur between reporting dates.

_____ (Unit)

PART I

_____ (Month) (Year)

TRANSPORTATION	A	B	C
Total No. of Litter Patients that can be accomodated at any one time in total available aircraft			
AIRCRAFT (All aircraft when committed must have complete crews and necessary auxiliary equipment for mission)			
C-47 Aircraft			
C-82 or C-46 Aircraft			
C-45 or T-11 Aircraft			
C-54 or C-119 Aircraft			
T-6 or T-28 Aircraft			
B-26 Aircraft			
B-25 Aircraft			
B-17 Aircraft			
Fighter Aircraft (All Types)			
Helicopters (List by Type)			
Other Aircraft (List by Type)			

VEHICLES			
Sedan, Light			
Sedan, Medium			
Bus, 29 Passenger			

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VEHICLES (CONT'D)	A	B	C
Bus, 37 Passenger			
Motorcycles (All Sizes)			
Ambulance, Metropolitan			
Ambulance, Field Type			
Station Wagon, 8 Passenger			
Carryall, 7 Passenger			
Trucks, ¼ Ton, 4x4			
Trucks, Weapons Carrier, ¼ Ton			
Trucks, Cargo, ¾ Ton, 4x4			
Trucks, Cargo, 1 Ton, 4x4			
Trucks, Pickup (All Sizes)			
Trucks, Water (All Sizes)			
Trucks, Tractor (All Sizes)			
Trucks, Oil (All Sizes)			
Trucks, Fuel (All Sizes)			
Trucks, ¾ Ton, 4x4, Telephone MAINT & Repair			
Trucks, Panel (All Types)			
Trucks, Dump (All Types)			
Trucks, Field Lighting			
Firetrucks (Including Crash)			
Trailer, Cargo, ¼ Ton			
Trailer, Signal, K-52			
Semi-Trailer, Fuel (All Sizes)			
Semi-Trailer, 3, 6 and 12 Ton Van			
Semi-Trailer, 10 Ton 28' A-2 Type			
Semi-Trailer, 10 Ton 40' A-3 Type			
Semi-Trailer, 10 Ton, Stake and Platform			
Wreckers, 2½ to 5 Ton and ¼ Ton			
Fork Lifts, 4000-6000 LBS Capacity			

Tab 1
Appendix 2
Annex DELTA
McGUIRE BD&LEP 641-55
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VEHICLES (CONT'D)	A	B	C
Tractors, Towing (All Types)			
Bulldozers, All Models			
Mobile Automotive Repair Shops			

BOATS	A	B	C
Small (Outside Motor or Row)			
Medium (Inside Motor, Accom 1-20 Passen)			
Large (Inside Motor, Accom Over 20 Passen)			

E Q U I P M E N T

COMMUNICATIONS (Communications Equipment should be listed by Type)	A	B	C
Field Telephone Switchboards			
Field Telephones			
Radio Equipment, Mobile Units			

STORAGE FACILITIES	A	B	C
Warehouse Storage Space, Cu. Feet			
91 Oct. Fuel Storage Capacity (Gal)			
100 Oct. Fuel Storage Capacity (Gal)			
Automotive Fuel Capacity (Gal)			

PORTABLE MAJOR MOBILE POWER UNITS	A	B	C
0-5 Kilowatt Units			
5-10 Kilowatt Units			
10 or Above Kilowatt Units			
Field Wire & Cable (NR of Reels)			
Power Wire (NR of Feet)			

Tab 1
Appendix 2
Annex DELTA
McGUIRE BD&LEP 651-55
1 March 1955

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ARMS & AMMUNITION (INCLUDING CHEMICALS)	A	B	C
Rifles (M-1, Springfield, etc., Bayonets)			
Carbine, Cal .30			
Pistols, Revolvers (All Types)			
Sub-Machine Guns, Cal .45			
Machine Guns, Cal .30 and .50			
Gun, 20 M.M.			
Ammunition, small arms. (All sizes up to and including 20 M.M. Report in case lots)			
Grenades, Hand, Fragmentation			
Grenades, Tear Gas			
Grenades, Smoke			
Tank Spray (Aircraft)			
Pots, Smoke			
Mask, Gas			
Water Purif. Units (MOB or Port.)			

ROAD REPAIR	A	B	C
Welding Units, Mob. or Port. (All Types)			
Plows, Snow and Road (All Types)			
Cranes (All Types)			
Rollers (All Types)			
Scrapers (All Types)			
Spreaders (All Types)			
Sweepers (All Types)			
Bulldozers (All Types)			
Tractors (All Types)			

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SAFETY FILM KODAK

TENTAGE	A	B	C
Small, Inc. Shelter Half			
Pyramidal			
Squad			
Large (Hosp., Command Post, etc.)			

MISCELLANEOUS	A	B	C
Barracks. Number of persons that can be accommodated in available barracks.			
Number of patients that can be given medical service.			
Number of persons that can be fed in available mess halls.			
Number of persons that can be fed in available field kitchens.			
Number of persons that can be outer clothed with unissued stock.			
Field Cots Available			
Blankets Available			
Picks, Shovels, Mattocks, Pickaxes			
Lanterns (All Types)			
Litters (All Types)			

DANY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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APPENDIX 2

ANNEX DELTA

FORMAT FOR PERSONNEL RESOURCES

After initial submission of applicable portions of this list to the Domestic Emergency Control Officer, task units will submit revised copies by 20 December and 20 June of each year or more often if significant changes occur between reporting dates.

_____ (Unit)

PART II

_____ (Month) (Year)

Personnel Resources

TEAMS	TYPES			MISCELLANEOUS SPECIALISTS	NR
	A	B	C		
Communications				Automotive Equipment Operator 60350	
Food Service				Construction Machine Operator 55151	
Administrative				Crane Operator 55151	
Emergency Police Squadrons				Heavy Auto Equipment Operator 60350	
Aircraft Maintenance				Special Vehicle Operator 60350	
Medical				Auto Equipment Mechanic 47151	
Construction				Facsimile Operator 29150	
Supply				Facsimile Technician 36350	
Transportation				Investigator 96230	
Ordnance				Counter Intelligence Investigator 96270	
Operations				Other Specialists	

OFFICIAL:

DANY
Commander

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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FORMAT FOR MEDICAL FACILITIES

After initial submission of applicable portions of this list to the Domestic Emergency Control Officer, task units will submit revised copies by 20 December and 20 June of each year or more often if significant changes occur between reporting dates.

PART III MEDICAL FACILITIES (Unit) (Date)

NAME AND LOCATION	TYPE OF FACILITY	NUMBER OF BEDS (NORMAL)	BED EXPANSION CAPABILITIES	*TOTAL NUMBER OF BEDS IN EMERGENCY	SPECIALIZED SERVICES AVAILABLE	NUMBER OF PATIENTS POSSIBLE TO ACCOMMODATE PER 24 HOURS ON EMERGENCY BASIS BY TYPE SERVICE	GENERAL STATEMENT ON CAPABILITY FOR PROCURING REPLENISHMENT OF MEDICAL SUPPLIES
EXAMPLE: John Doe Medical Center Utopia, Georgia	General Hospital	500	100	600	Surgical Obstetrical Closed Ward Dispensary	300 20 10 330	Excellent, Near Morris Medical Depot

NOTE: This list will prescribe the anticipated utilization, when directed by proper authority, of all medical facilities both Government and civilian available to the USAF for use in domestic emergencies. It should include all facilities that can be utilized within reasonable distance of the area of responsibility of the air base concerned. Forms may be reproduced locally. Use as many pages as necessary. (See example above.)

* Number of beds (Normal) plus "Bed Expansion Capabilities" equals "Total Number of Beds in Emergency."

DAFY
Commander

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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FORMAT FOR MEDICAL FACILITIES

After initial submission of applicable portions of this list to the Domestic Emergency Control Officer, task units will submit revised copies by 20 December and 20 June of each year or more often if significant changes occur between reporting dates.

PART III MEDICAL FACILITIES

(Unit)

(Date)

NAME AND LOCATION	TYPE OF FACILITY	NUMBER OF BEDS (NORMAL)	BED EXPANSION CAPABILITIES	*TOTAL NUMBER OF BEDS IN EMERGENCY	SPECIALTY SERVICES AVAILABLE	NUMBER OF PATIENTS POSSIBLE TO ACCOMMODATE PER 24 HOURS ON EMERGENCY BASIS BY TYPE SERVICE	GENERAL STATEMENT ON CAPABILITY FOR PROCURING REPLENISHMENT OF MEDICAL SUPPLIES
EXAMPLE: John Doe Medical Center-Utopia, Georgia	General Hospital	500	100	600	Surgical Obstetrics Closed Ward Dispensary	100 20 10 750	Excellent, Near Morris Medical Depot

NOTE: This list will prescribe the anticipated utilization, when directed by proper authority, of all medical facilities, both Government and civilian available to the USAF for use in domestic emergencies. It should include all facilities that can be utilized within reasonable distance of the area of responsibility of the air base concerned. Forms may be reproduced locally. Use as many pages as necessary. (See example above.)

* "Number of beds (Normal)" plus "Bed Expansion Capabilities" equals "Total Number of Beds in Emergency."

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

DAFY
Commander

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TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

PERSONNEL

1. Personnel assigned to each subordinate organization will be organized into domestic emergency teams as outlined in Tabs 1 through 11, this appendix. Personnel not given a specific duty on a domestic emergency team will continue their normal duty assignment unless otherwise directed.

2. Composition of Personnel Teams.

a. Communications Team - Tab 1.

b. Food Service Teams - Tab 2.

c. Administrative Teams - Tab 3.

d. Emergency Air Police Teams - Tab 4.

e. Aircraft Maintenance Teams - Tab 5.

f. Medical Teams - Tab 6.

g. Construction Teams - Tab 7.

h. Supply Teams - Tab 8.

i. Vehicle Maintenance Teams - Tab 9.

j. Operations Teams - Tab 10.

k. Transportation Teams - Tab 11.

DANY
Commander

11 Tabs:

1. Communications Teams
2. Food Service Teams
3. Administrative Teams
4. Emergency Air Police Teams
5. Aircraft Maintenance Teams
6. Medical Teams
7. Construction Teams
8. Supply Teams
9. Vehicle Maintenance Teams
10. Operations Teams
11. Transportation Teams

OFFICIAL:

R L Savage

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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COMMUNICATION TEAM

JOB DESCRIPTION	AFSC	Type A Off	Type A AMN	Type B Off	Type B AMN
Communications Officer	3034	1		1	
Communication Center Supervisor	29170		1		1
Wire Maintenance Supervisor (Outside)	36170		1		1
Radio Mechanic (Airborne)	30151		1		1
Apprentice Communication Center Spec	29130		3		2
Installer - Cableman	36150		4		2
Ground Radio Operator	29351		3		2
Apprentice Clerk	70230		3		1
Clerk	70250		1		1
TOTAL		1	17	1	11

1. PURPOSE:

The Communication Team is responsible for establishing and maintaining electrical communication within the emergency area and to higher headquarters within the limits of its capabilities.

2. THE TEAM COMMANDER WILL:

a. Be responsible for establishing and maintaining communications within the emergency area.

b. Be responsible for the requisitioning, receipt, and storage of Air Force communications equipment in the emergency area.

c. Determine the types of communications equipment necessary for efficient operation at the scene of the emergency.

3. CAPABILITIES:

a. Type "A" Communication Team can provide the following services indefinitely and the type "B" team can provide similar services for a period of seventy-two (72) hours.

(1) Establish and maintain communications with higher headquarters, local authority, etc.

(2) Establish and maintain local telephone service in the emergency area.

(3) Establish and maintain a message center.

4. PROCEDURES:

Normal landline facilities will continue to be the primary means of communications during an emergency. Every effort will be made to restore normal service whenever any of these communications channels fails.

a. Operating procedures will be conducted in accordance with instructions contained in appropriate ACP and JANAP publications.

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b. Communications security on all emergency nets will be governed by the provisions of ACP 122.

c. Authentication, if used, will be governed by the provisions of effective editions of AFSAG 1249 and ACP 122.

d. New control will normally be vested in Headquarters, First Air Force.

e. A-1 (CW) emission will be considered the primary means of radio communications. A-3 (Voice) emission may be used if circumstances or personnel limitations preclude the use of CW.

5. ACTIVATION:

Emergency operation of any or all communications facilities will be directed by Headquarters, First Air Force. Notification to stations concerned will be by the most expeditious means available.

6. OPERATION:

Once an emergency communications facility is activated, it will continue to operate on a 24-hour basis until relieved by proper authority.

7. TESTS:

Emergency tests of communication facilities will be by direction of Headquarters, First Air Force.

8. ARMY AND NAVY COMMUNICATIONS FACILITIES:

In the event of loss of Air Force communications facilities, any available facilities of Army and Navy units may be utilized.

9. FACILITIES:

Emergency use of any or all of the following facilities may be necessary and communication teams should be sufficiently familiar with the required procedures as to allow effective utilization.

a. Commercial and military wire services.

b. Radio and radioteletype.

c. Military Affiliate Radio System (MARS).

d. Civil Air Patrol net (CAP).

e. Air-to-ground mobile communications.

f. ANG and Reserve units radio net.

OFFICIAL:

DANY
Commander

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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FOOD SERVICE TEAM

JOB DESCRIPTION	AFSC	Type A		Type B		Type C	
		Off	AMN	Off	AMN	Off	AMN
Supply Services Officer	6434	1		1		1	
Asst Supply Services Officer	6431					1	
Food Service Supervisor	62270		1		2		2
Cook	62250		4		8		11
Food Service Attendant	62010		4		8		12
TOTAL		1	9	1	18	1	25

1. PURPOSE:

The Food Service Team is responsible for the requisitioning, receiving, preparation and serving of emergency rations (5 in 1 or comparable) in the emergency area, within the limits of its capabilities.

2. THE TEAM COMMANDER WILL:

a. Be prepared to furnish minimum food requirements for the appropriate number of personnel indicated for his type team.

b. Be responsible for establishing and maintaining adequate facilities for the preparation and serving of the required meals. This includes the requisitioning, receipt and storage of the required rations.

3. CAPABILITIES:

These teams are capable of providing emergency food service for the number of individuals indicated below providing one field mess is established for each team committed:

a. Type A is capable of feeding up to 1000 persons.

b. Type B is capable of feeding up to 2500 persons.

c. Type C is capable of feeding up to 5000 persons.

OFFICIAL:

DANY
Commander

R R Savage

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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ADMINISTRATIVE TEAM

JOB DESCRIPTION	AFSC	Type A Off	Type A AMN
Team Commander (See para 2 below)		1	
Assistant Team Commander	7024	1	
*Chaplain	7924	1	
Public Information Officer	7224	1	
Administrative Supervisor	70270		1
Clerk	70250		4
**Vehicle Operator	60350		2
Historical Technician	72171		1
Photographer	23250		1
TOTAL		4	9

* Will accompany team only on Team Commander's request.
** To act as runners or messengers in addition to duty as chauffeur.

1. PURPOSE:

The Administrative Team is responsible for the supervising and coordinating the activities of other USAF emergency teams placed under its control by proper authority, for acting as a liaison agent for these teams in the event coordination with other military or civilian agencies is necessary, and for providing public information coverage.

2. RESPONSIBILITIES AND DUTIES OF THE TEAM COMMANDER:

Normally the team commander will be in charge of all Air Force participation and, therefor, should not be below the grade of Lt. Colonel. In this case no AFSC is specified; however, if an administrative team is committed to an operation where there is need for administrative assistance only, the team commander should have AFSC 7024 and need not be above the grade of Major.

a. The Team Commander will:

(1) Direct the operations of the Administrative Team and determine its policy and procedure for efficient functioning.

(2) Supervise and coordinate the activities of the other USAF emergency teams in the area.

(3) Place the resources of his emergency teams at the disposal of the senior Army or Navy officer present in the event USAF emergency teams are furnishing aid under Operation B to the Army or Navy.

(4) Maintain liaison with interested military and civilian agencies within the emergency area.

(5) Require all emergency teams under his supervision to maintain a record of action taken, supplies expended, etc. and will maintain a consolidated log of action taken by USAF teams in the area.

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3. CAPABILITIES:

This team is capable of supervising and coordinating the actions of other USAF emergency teams, acting as liaison agent for USAF teams in the event coordination with other agencies is required, and providing public information coverage.

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DANY
Commander

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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EMERGENCY AIR POLICE TEAM

JOB DESCRIPTION	AFSC	Type A		Type B	
		Off	AMN	Off	AMN
Team Commander	7724	1			
Flight Commander	7724	2		1	
First Sergeant	73270		1		
Air Police Supervisor	77170		2		1
Air Policeman	77150		78		39
TOTAL		3	81	1	40

1. PURPOSE:

The Air Police Team is responsible for suppressing crime and violence and re-establishing and maintaining law and order in the emergency zone within the limits of its capabilities. This specifically includes riot control, prevention of looting and sabotage, and guarding critical areas in the emergency zone together with other duties normally associated with military police functions.

2. THE TEAM COMMANDER WILL:

a. Require each individual assigned to the team to become familiar with the duties connected therewith.

b. Secure detail maps of the emergency area and plan the deployment and utilization of his forces prior to arriving at the scene of the emergency.

3. CAPABILITIES:

These teams should be capable of effectively accomplishing their mission in areas of the approximate population indicated below.

a. Type "A" team to perform the above duties in an area of approximately 20,000 population.

b. Type "B" team to perform the above duties in a community of approximately 10,000 population.

c. Type "A" and "B" teams are to be trained in traffic control, police, and riot duty. (See FM 19-5 "Military Police", FM 26-5 "Interior Guard Duty", TM 21-75 with changes 2 and 4, "Patrol", FM 19-10 with change 1, "Military Police in Towns and Cities"). Each member of an emergency police team will be equipped with the following:

(1) Rifle

(2) Bayonet

(3) Gas Mask

(4) Web Belt

(5) Canteen

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(6) Helmet

(7) First Aid Pouch

(8) Night-Stick

d. Members of the above team should be assigned by name to specific positions and, in the event of transfer, replacement should be provided. Current rosters will be maintained. Either team should be available within eight hours of receipt of notice from Headquarters, First Air Force.

e. McGuire Air Force Base is responsible for a minimum of two Type "B" Air Police Teams. However, consideration should be given to the formation of a Type "A" team when personnel in excess of the base requirement are available.

OFFICIAL:

DANY
Commander

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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AIRCRAFT MAINTENANCE TEAM

JOB DESCRIPTION	AFSC	Type A Off	Type A AMN	Type B Off	Type B AMN
Aircraft Maintenance Officer	4344	1			
Aircraft Maintenance Supervisor	43170		1		1
*Aircraft Mechanic	43151		12		6
**Vehicle Operator	60350		2		2
TOTAL		1	15	0	9

* Where possible, should include one each Aircraft Propeller Mechanic, Aircraft Electrical Specialist and Radio Mechanic, Air Force.

** Required only if refueling is necessary and will be committed with refueling unit (complete).

1. PURPOSE:

The Aircraft Maintenance Team is responsible for providing emergency maintenance of aircraft in the emergency area within the limits of its capabilities.

2. THE TEAM COMMANDER WILL:

Provide required emergency maintenance of aircraft in an emergency area. This maintenance might be performed at a temporary landing strip or in conjunction with other maintenance personnel at other USAF bases.

3. CAPABILITIES:

These teams should be capable of providing emergency maintenance of aircraft as follows:

a. The Type "A" team to maintain six (6) C-47's or similar type aircraft.

b. The Type "B" team to maintain three (3) C-47's or similar type aircraft.

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DANY
Commander

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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MEDICAL TEAM

JOB DESCRIPTION	AFSC	Type A		Type B		Type C	
		Off	AMN	Off	AMN	Off	AMN
Medical Officer, Gen Duty	9326	4		2		1	
Hospital Administrator	9014	1		1			
Medical Admin Supervisor	90670		1		1		
Medical Service Specl	90250		3		2		1
Medical Service Apr	90230		5		3		1
*Medical Helper	90010		8		5		2
Medical Materiel Specl	90650		1		1		
TOTAL		5	18	3	12	1	4

* Where possible, should be qualified as a 90330.

1. PURPOSE:

The Medical Team is responsible for furnishing routine and emergency medical care and advise on medical sanitation for personnel of the emergency area, within the limits of its capability.

2. THE TEAM COMMANDER WILL:

Provide routine and emergency medical care and advice on medical sanitation.

3. CAPABILITIES:

These teams are capable of providing emergency medical service for the approximate number of individuals as indicated:

a. Type "A" team is capable of serving approximately 2,000 people.

b. Type "B" team is capable of serving approximately 1,000 people.

c. Type "C" team is capable of serving approximately 300 people.

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DANY
Commander

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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CONSTRUCTION TEAM

JOB DESCRIPTION	AFSC	Type A Off	Type A AMN
Team Commander	5524	1	
Asst Team Commander	5524	1	
Roads and Grounds Supervisor	55170		2
Building Crafts Supervisor	55270		1
Vehicle Maintenance Supervisor	47170		1
Vehicle Operator	60350		5
Automotive Mechanic	47151		1
Carpenter Woodworker	55250		10
Clerk (Typist)	70250		1
Organizational Supply Specialist	64151		1
Construction Equipment Mechanic	47150		1
Roads and Grounds Specialist	55150		9
Plumber	56450		2
Construction Equipment Operator(Tractor)	55151		1
Metal Processing Specialist (Welder)	53250		2
Electrician	56150		3
Construction Equip Opr (Power Shovel Opr)	55151		1
Construction Equip Opr (Road Grader Opr)	55151		1
Orgn Supply Specialist (Tool Room Keeper)	64151		1
Water Supply and Sanitation Specialist	56350		2
Water Supply and Sanitation Supervisor	56370		1
Construction Helper	55010		3
DEMOLITION SQUADRON			
Ammunition Officer	3254	1	
Munitions Supervisor	46170		1
Vehicle Operator (Air Compressor Opr)	60350		1
Munitions Specialist	46150		2
Electrician	56150		1
Construction Equip Opr (Tractor Opr)	55151		1
FIRE FIGHTING SQUADRON			
Installations Engineer	5524	1	
Firefighting Supervisor	95170		2
Firefighter	95150		10
TOTAL		4	67

1. PURPOSE:

The Construction Team is responsible for providing shelter, utility and sanitary facilities, fire control, and necessary construction to minimize damage in the emergency area within the limits of its capabilities.

2. THE TEAM COMMANDER WILL:

a. Supervise and/or provide shelter and sanitary facilities for the population of the emergency zone by converting existing buildings into quarters or by providing a "Tent City".

b. Provide potable water and re-establish sewage facilities and utility services.

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c. In the case of floods, assist in building dikes, levees or other construction to minimize damage.

d. In case of fire, explosion, tornado, hurricane, earthquake, riots, or similar disaster and disturbance, clean streets and, in case of fire, remove structures from the path of the fire.

e. In the case of explosion, earthquake, riots, etc, use all available resources to prevent the outbreak and/or spread of fire, and to extinguish fires.

f. Be responsible for requisitioning, receipt and storage of appropriate engineer equipment necessary in the emergency area.

3. CAPABILITIES:

The Construction Team is designed to provide personnel for supervising and assisting civilian agencies in disaster work in a city of approximately 1,000 population.

OFFICIAL:

DANY
Commander

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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SUPPLY TEAM

JOB DESCRIPTION	AFSC	Type A Off	Type A AMN
Supply Officer	6424	1	
Organizational Supply Supervisor	64173		1
Warehousing Specialist	64150		3
Organizational Supply Specialist	64151		3
Apprentice Warehousing Specialist	64130		1
TOTAL		1	8

1. PURPOSE:

The Supply Team is responsible for the requisitioning, receipt, storage, maintenance and the issue of supplies required in the emergency area, within the limits of its capabilities.

2. THE TEAM COMMANDER WILL:

Be responsible for requisitioning, receipt, storage, maintenance, and issue of supplies required in connection with the emergency.

3. CAPABILITIES:

The team is capable of providing for the requisitioning, receipt, storage, maintenance, and issue of Quartermaster, Ordnance, Chemical, Communications, Medical, Air Force and Engineer Supplies in sufficient quantities to maintain other emergency teams, as well as providing for the populace of the emergency area. The situation, density of population, and gravity of disaster dictate the number os supply teams needed.

OFFICIAL:

DANY
Commander

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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VEHICLE MAINTENANCE TEAM

JOB DESCRIPTION	AFSC	Type A Off	Type A AMN
Ground Equipment Maintenance Officer	4384	1	
Vehicle Maintenance Technician	47171		1
Auto Repairman	47171		4
TOTAL		1	5

1. PURPOSE:

The Vehicle Maintenance Team will provide field maintenance type repairs approximately twenty (20) vehicles in the emergency area.

2. THE TEAM COMMANDER WILL:

a. Direct the operation of the team to insure maximum availability of vehicles assigned by performing field maintenance repairs.

b. Maintain liaison with the Supply Officer in the emergency zone to provide for the procurement of spare parts necessary to effect repairs on the vehicles.

3. CAPABILITIES:

This team is capable of performing field maintenance type repairs on approximately twenty (20) vehicles.

OFFICIAL:

DANY
Commander

R. R. Savage

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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OPERATIONS TEAM

JOB DESCRIPTION	AFSC	Type A Off	Type A AMN
*Air Operations Officer	1435	1	
*Asst Air Operations Officer	1435	1	
Weather Officer	2524	1	
Administrative Supervisor	70270		1
Clerk	70250		1
Air Operations Specialist	27150		2
Control Tower Operator	27251		2
Organizational Supply Specialist	64151		1
Weather Observer	25250		2
Basic Airman	00010		4
TOTAL		3	13

* One officer should have experience in computing weight and balance.

1. PURPOSE:

The Operations Team is responsible for establishing and maintaining an emergency air operation facility in the emergency area within the limits of its capabilities.

2. THE TEAM COMMANDER WILL:

a. Establish and maintain, in conjunction with other team commanders, those facilities required for an operations section.

b. Control all flight operations at the emergency location.

c. Be responsible for the scheduling of aircraft and flying crews, the controlling of aircraft traffic, and the clearance of aircraft flights with military flight service.

d. Be responsible for the loading and unloading of aircraft dispatched in connection with the emergency.

3. CAPABILITIES:

a. Establishing, in conjunction with the communications team, an emergency air operation facility.

b. Maintenance of operational control of all aircraft and crews arriving at and departing from the scene of the emergency on a twenty-four (24) hour basis until emergency conditions are alleviated.

c. Loading and unloading equipment and supplies transported by aircraft to the scene of the emergency.

d. Provide adequate weather briefing facilities for air crews.

OFFICIAL:

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

DANY
Commander

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TRANSPORTATION TEAM

JOB DESCRIPTION	AFSC	Type A		Type B	
		Off	AMN	Off	AMN
Surface Transportation Officer	6034	1			
Vehicle Maintenance Supervisor	47170		1		1
Vehicle Dispatcher	60331		1		1
Automotive Mechanic	47151		2		1
Vehicle Operator	60350		21		11
TOTAL		1	25	0	14

1. PURPOSE:

The Transportation Team is responsible for furnishing vehicular transportation in the emergency area, within the limits of its capabilities.

2. THE TEAM COMMANDER WILL:

a. Be responsible for selecting and establishing a motor pool and vehicle fuel storage area.

b. Be responsible for the orderly dispatching of all vehicles in connection with the emergency.

c. Be responsible for securing road and street maps of the emergency area and adjacent roadways.

d. Aid other emergency teams to the limit of his capabilities.

3. CAPABILITIES:

The two teams are capable of furnishing transportation as shown above.

a. Type "A" team is capable of providing twenty (20) trucks, 2½ ton or smaller, with a maximum load of 100 tons of cargo or 360 personnel.

b. Type "B" team is capable of providing ten (10) trucks, 2½ ton or smaller, with a maximum load of 50 tons of cargo or 180 personnel.

OFFICIAL:

DANY
Commander

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

Tab 11
Appendix 3
Annex DELTA
McGUIRE BD&LEP 651-55
1 March 1955

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APPENDIX 4

ANNEX DELTA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

EMERGENCY AIRLIFT PROCEDURES

1. GENERAL:

Many agencies of the federal and state governments depend upon the USAF to transport personnel, equipment, and supplies by air to the scene of a disaster or disturbance with the least practicable delay.

2. PROCEDURES:

To enable the Commander, McGuire Air Force Base, to provide airlift assistance to agencies designated by Commander, First Air Force, the following procedures will apply:

a. Commander, First Air Force will:

(1) Notify Commander, McGuire Air Force Base when emergency air lift measures are anticipated or required.

(2) State requirements for movement by air:

(a) Number of personnel to be airlifted.

(b) Equipment to be airlifted, including number, weight, and cubic feet of items.

(c) Priority desired for movement of personnel and equipment.

(d) Pick-up and destination airfields.

(e) Name and telephone number (if available) of person to be contacted at both pick-up and destination airfields.

b. Commander, 1611th Air Transport Wing Medium, will:

(1) Notify Wing Operations Officer that the 1611th Air Transport Wing, Medium, will be involved in airlift operations.

c. Wing Operations Officer will:

(1) Issue directive to Base Operations Officer for airlift, specifying type and number of aircraft required, time of arrival at designated airfield, and time of departure from designated airfield.

(2) Secure crews and make sure that they are adequately briefed on the mission.

(3) Insure that all auxiliary equipment needed to perform the mission is aboard the aircraft. (At least one complete tool kit will be aboard each aircraft).

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(4) Additional equipment, listed below, will be carried in the event cold weather operation is expected:

(a) One type F-1A heater or Type D-1 heater.

(b) One pump, high pressure, air booster.

(c) One set of extra spark plugs for each aircraft engine.

(d) Engine cover for each engine.

(e) Five gallons of hydraulic fluid.

(f) One towing bar.

(g) One type C-13 portable electric power plant.

(h) Current emergency kits in the event of a forced landing.

OFFICIAL:

DANY
Commander

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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APPENDIX 5

ANNEX DELTA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

REPORTS

1. There are three basic type reports required by Headquarters, First Air Force, in conjunction with domestic emergency activities. The requirements of these reports are as follows:

a. Domestic Emergency Preliminary Report:

As soon as it becomes apparent that a domestic emergency condition will affect McGuire Air Force Base, the Domestic Emergency Control Officer will report the full particulars to Headquarters, First Air Force, by the most expeditious means available. The message format will be as indicated in Tab A, Appendix 3, Annex D of First Air Force Domestic Emergency Plan 1-55 (DEP). Each section thereof will be answered and RCS: 1-CNC-U6 is the reports control symbol assigned.

b. Domestic Emergency Action and Situation Report:

When any task unit of McGuire Air Force Base engages in a domestic emergency activity, a report will be prepared daily as of 1200 hours local time to reflect the activities of the past 24 hours and contemplated activity during the next 24 hours. The report will be submitted by the Domestic Emergency Control Officer to reach Headquarters, First Air Force, not later than 0900 E.S.T. on the day following the "as of" date of the report. This report will reflect the efforts of each unit participating in the domestic emergency activity. A sample report is contained in Tab B, Appendix 3, Annex D, First Air Force Domestic Emergency Plan 1-55 (DEP). Transmission will be by electrical means with a "Priority" precedence unless timely submission necessitates a higher precedence rating. The time element involved may necessitate preparing the report at the emergency command post of the unit or units participating. Flying time incidents and/or other desired information which become known too late for inclusion in daily report will be included in the next daily report. Reports control symbol 2-CNC-U6 is assigned this report.

c. Final Report (Letter Form):

This report will be prepared by the Domestic Emergency Control Officer in a narrative form to cover the entire period of preparation for the emergency, the emergency period, and action after the emergency. The report will include: date emergency ended; synopsis of emergency action taken; casualties and fatalities of both military and civilian personnel; supplies furnished (i.e., medical, mess equipment, blankets, cots, mattresses, lanterns, shovels, picks, etc); number of personnel and units deployed; number of persons evacuated; recapitulation of daily reports; an accurate tabulation of funds spend and expenses incurred (to include rations, pay and allowances, transportation, all incidental costs, etc); monetary claims outstanding against Federal Civil Defense Administration on damaged or non-returned Air Force equipment utilized; and other pertinent information. The report will be submitted to Headquarters, First Air Force, Mitchell Air Force Base, New York, Attention: Domestic Emergency Control Officer, not later than four (4) days following the termination of all emergency activities involving task units. Reports control symbol 3-CNC-U6 is assigned this report.

d. All task units will provide the Base Domestic Emergency Control Officer with information on the equipment, personnel, and facilities listed in Tabs 1, 2, and 3 of Appendix 2, this annex, applicable to their respective units. After initial submission, additional reports will be submitted by 20 June and 20

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ANNEX DELTA

TO

McGUIRE BASE DEFENSE AND LOCAL EMERGENCY PLAN NR 651-55

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December of each year or more often if significant changes occur between these reporting dates. A consolidated report will be forwarded by the Base Domestic Emergency Control Officer to Headquarters, First Air Force by 1 January and 1 July of each year or as significant changes occur.

DANY
Commander

OFFICIAL:

R Savage

ROLLIN R. SAVAGE
Major, USAF
Plans Officer

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Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K318.7-1608	Jan-Jun-65	3		History 1608th Air Transport Wing	S	
171	"	Jul-Dec-65	1		"	U	
325	"	Jul-Dec-65	2		"	U	
717	K318.7-1608	Jul-Dec-65	3		History 1608th Air Transport Wing	S	
804	K318.7-1611	May-Jun-54			History 1611th Air Transport Wing	U	
851	"	Jul-Dec-54			"	U	
912	"	Jan-Jun-55	1		"	U	
1063	K318.7-1611	Jan-Jun-55	2		History 1611th Air Transport Wing	U	
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