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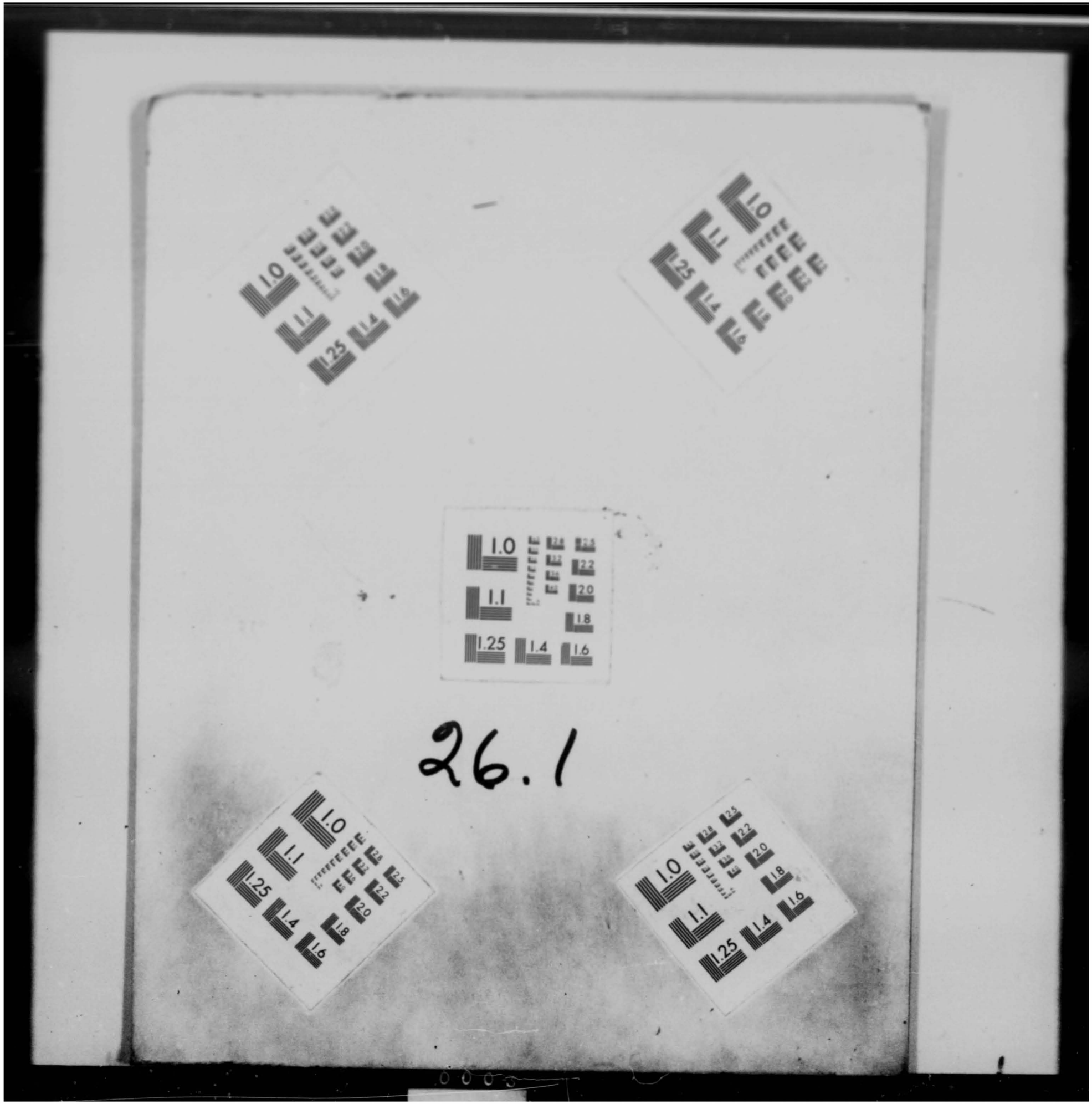

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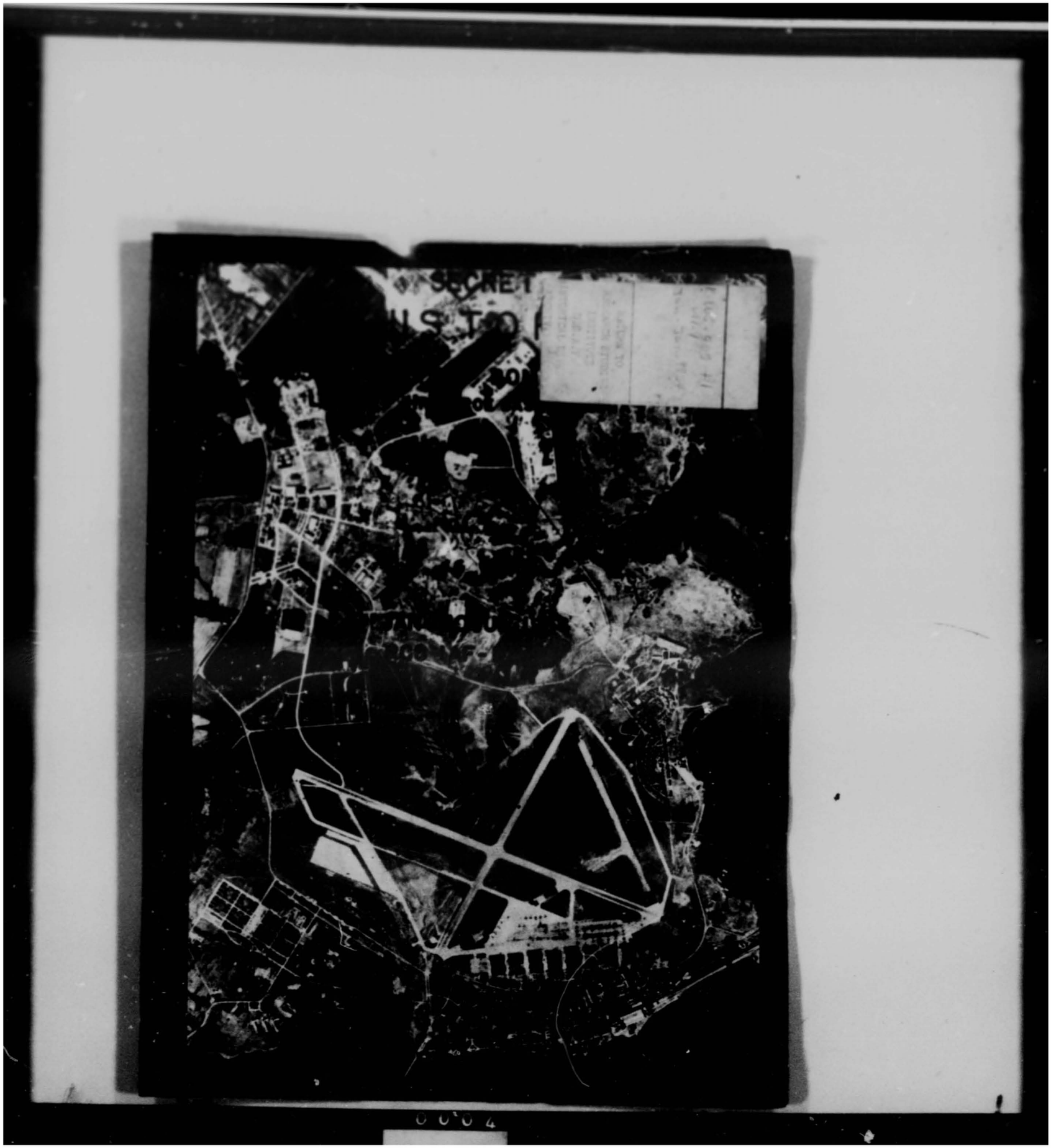

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HISTORY

405th Fighter Bomber Wing

Tactical Air Command

United States Air Force.

Langley Air Force Base, Virginia

1 January 1954 to 30 June 1954

Richard H. Ryan

RICHARD H. RYAN
Master Sergeant, USAF
Historian

EDWIN S. GHICKERING
Brigadier General, USAF
Commander

3-2224-1

RSI Cont No
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CHAPTER I

ORGANIZATION AND ADMINISTRATION

The principal combat mission of the 405th Fighter Bomber Wing from 1 January to 30 June 1954 was obscured in Top Secret classification in the 405th Fighter Bomber Group but, from a base standpoint, the wing had a mission similar to that of its predecessor, the 4430th Air Base Wing. The latter wing was deactivated in 1953 and all base functions assumed by the 405th as the wing responsible for the operation of Langley Air Force Base.

The 405th Fighter Bomber Wing was organized along standard lines but, because of the complex operations at the base and additional responsibilities faced by the commander, many attached units and additional people were required to perform all the functions of the installation. A chart of the headquarters 1/ shows many of the offices included on the staff in the organization. Of course there were others, some of which were not shown on the chart. The Passive Defense Staff Officer, for example, functioned under the Operations and Training Officer. His duties were to keep the commander informed of all developments in radiological defense and to recommend types and character of training for such defense. The Surgeon on the commander's staff was the Commander of the 4450th USAF Hospital and his staff duties were in addition to his medical and administrative responsibilities at the hospital. The Public Information Office, not shown on chart, had been

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1/ Organization Chart, Hq 405th Ftr Bmr Wg

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reestablished under the new name Office of Information Services. It included history, internal information and public information. Actually a renewed responsibility to carry on public relations was entwined in the responsibilities of the office and the commander required direct reporting of information in the public interest. The Installation Engineer was also the Commander of the 405th Installations Squadron. Thus the Surgeon, Installation Engineer, and Passive Defense Officer each had two jobs. Change in nomenclature had removed the 405th Medical Group as such. The 4450th USAF Hospital was organized to take over medical services on the base and the 405th Tactical Infirmary designed to replace the 405th Medical Group and travel with the wing in event of change of station. Nominally the base hospital is a fixed installation and operates as such at Langley being, as far as the 405th Fighter Bomber Wing is concerned, that organization's medical facility but of course it is obvious that brick buildings cannot be removed with a wing in transit, so mobile facilities are kept ready to move with the infirmary in event of such change. The organization chart shows the tactical infirmary in place of the medical group.

Those who conceived the Wing Base Plan and put it into effect in 1948 probably knew that the fixed installations could not be moved when a wing was transferred. Since that time six wings have had jurisdiction over Langley and in all cases they had a medical group that operated the hospital. Every time a base wing moved out, hospital facilities had to be reorganized. Organization of the 4450th USAF Hospital was a

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step to solve this problem at Langley. The mission of the hospital was to achieve and maintain a level of operational effectiveness which enabled the unit to provide medical services, including organic medical supply, for units assigned or attached to the 405th Fighter Bomber Wing. Of course it also served tenant units in like manner.

Hospital commanders were changed on 20 May 1954 when Colonel Adanto A. S. D'Amore was transferred to the 7280th Medical Group, 17th Air Force, in Europe. 2/ Colonel James S. Fisackerly was named Commander of the 4450th USAF Hospital. 3/ Lieutenant Colonel Joseph A. Connor, Jr., was commander of the 405th Tactical Infirmary.

The next chart 4/ shows organization of the units and includes direct responsibility of the Commander, 405th Fighter Bomber Wing to the Commander, Tactical Air Command. It encompases three groups although four are listed. The fourth was the 405th Medical Group until organization changes made that unit the 405th Tactical Infirmary. Another group as well as the base hospital were attached, but were very much a part of Langley operations. The group was the 4400th Tactical Bombardment Group and had been functioning as a school for training light bombardment crews until the need for such replacement crews was diminished by cessation of hostilities in Korea.

The group with greatest diversity of functions was the 405th Air Base Group. It was composed of the usual air base squadrons and in

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2/ Hq 405th Ftr Bmr Wg, SO 52, 18 Mar 54

3/ Hq 405th Ftr Bmr Wg, GO 8, 28 Jun 54

4/ Chart, Units Asgn, Atchd and Tenant, 405th Ftr Bmr Wg, 1 Jan 54

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addition had many small organizations attached. The mission of each was peculiar to the needs of Langley. For example, much flying in and out of Langley was done over water and the 16th Crash Rescue Boat Flight patrolled the waters adjacent to the air base for obvious service. The 4424th Helicopter Flight and Flight "A", 2d Liaison Squadron, transported people over waters, flew mercy rescue missions to the Eastern Shore of Virginia, and to hospitals with patients picked up off boats at sea. They also assisted in searching for lost aircraft, boats and people and were obviously organized and attached to the 405th to assist in responsibilities peculiar to Langley and its geographical and physical composition. A chart of the group 5/ shows both the assigned and attached units.

Effective 18 January the 4500th Headquarters Support Squadron was organized on Langley to administer to Headquarters, Tactical Air Command, and even though it was a part of TAC, it had to be housed, fed and otherwise supplied by the 405th. The squadron contained 15 officers, 185 airmen and 19 civilians.

The 3497th Mobile Training Squadron of Chanute Air Force Base, Illinois, training specialists, sent the F-84F-17 Mobile Training Detachment to Langley on 25 March 1954 to train pilots and others in flying intricacies of the F-84F. The unit was at Langley on temporary duty until 25 June when it was attached for logistical and administrative support as required, effective 25 March. 6/

5/ Chart, 405th Air Base Gp, 33A

6/ Hq 405th Ftr Bmr Wg, LAFB, Va, GO 7, 25 Jun 54

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Brigadier General Charles D. Jones assumed command of the 405th Fighter Bomber Wing upon its activation in 1953 and was present for duty daily from 1 January 1954 until 31 March when Colonel Donald A. Baccus took over for one day. 7/ Colonel Baccus also replaced General Jones for the same day as Commander of Langley Air Force Base. 8/ General Jones returned to command both the 405th and the Base on 1 April 1954. 9/ 10/ The next change in command occurred when General Jones was temporarily absent from 18 to 21 May. Colonel Burton K. Sams, senior at that time, assumed command of both the 405th Wing and the Base. 11/ 12/ General Jones returned and accepted command again on 22 May 1954 by issuance of General Orders number four. 13/ 14/ The next temporary assumption of command covered three days from 21 to 23 June and again Colonel Donald B. Baccus took command on 21 June 1954. 15/ 16/ General Jones returned to Langley and resumed command of both the

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7/ Hq 405th Ftr Bmr Wg, LAFB, Va, GO 1, 31 Mar 54

8/ Hq Langley AFB Va, GO 1, 31 Mar 54

9/ Hq 405th Ftr Bmr Wg, LAFB, Va, GO 2, 1 Apr 54

10/ Hq Langley AFB, Va, GO 2, 1 Apr 54

11/ Hq 405th Ftr Bmr Wg, LAFB, Va, GO 3, 18 May 54

12/ Hq Langley AFB, Va, GO 3, 18 May 54

13/ Hq 405th Ftr Bmr Wg, LAFB, Va, GO 4, 22 May 54

14/ Hq Langley AFB, Va, GO 4, 22 May 54

15/ Hq 405th Ftr Bmr Wg, LAFB, Va, GO 5, 21 Jun 54

16/ Hq Langley AFB, Va, GO 5, 21 Jun 54

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405th Wing and Langley Air Force Base on 24 June 1954. 17/ 18/

Thus General Jones was in command at Langley for this six months period with exception of only eight days.

Major Robert T. Best was appointed Wing Provost Marshal in addition to other duties on 4 February. 19/ Major Best was also Commander of the 405th Air Police Squadron.

The Commander of the Wing took positive steps to retain information considered necessary for operation of the staff in event of hostilities and detailed the kind and manner of keeping Emergency Staff Action directives within the headquarters. A central Control Agency was set up to maintain a Wing Master Emergency File and each Wing Air Staff Office was required to designate two officers cleared for Top Secret for processing EASA within each staff office. The entire file was to be maintained for study and use in event of hostilities, designated as "D" day. 20/

A letter of appreciation was received by the commander on behalf of all units that joined in the joint operation phase with the US Army, which was named TACAIR 54-7 by Tactical Air Command, and was scheduled at the same time the Army was training under Operation Flashburn. The letter was signed by Major General E. J. Timberlake and attested to

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17/ Hq 405th Ftr Bmr Wg, GO 6, 24 Jun 54

18/ Hq Langley AFB, Va, GO 6, 24 Jun 54

19/ Hq 405th Ftr Bmr Wg, Personnel Actions Memo No. 17, 9 Feb 54

20/ Hq 405th Ftr Bmr Wg, Staff Memo 11-2, LAFB, 18 May 54

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splendid accomplishment by officers and airmen in the exercise. 21/

In continuation of the commander's policy of assisting the United States Army, Navy, Marine Corps and Coast Guard in training, a request was received from the Armored Center, Fort Knox, Kentucky to acquaint members of the staff of the Armored Center and School with the newest jet aircraft at Langley. After the army officers had been given orienting flights and demonstrations of air power, a letter of appreciation was written to Langley by Major General J.H. Collier 22/ which expressed appreciation for the outstanding demonstration of jet aircraft which portrayed the tremendous striking power available to ground units and procedures for securing air support.

Headquarters of the 4710th Defense Wing at Wilmington, Delaware was concerned over general court-martial jurisdiction at Langley inasmuch as one of their units was located at Cape Charles, Virginia and came under the administrative jurisdiction of the 405th Wing at Langley. The letter was suitably indorsed, explaining that the Commander, Langley Air Force Base, had been granted General Court-Martial jurisdiction on 29 July 1953. Since the Commander of Langley Air Force Base was also Commander of the 405th Fighter Bomber Wing, Tactical Air Command wrote a letter directing the exercise of general court-martial jurisdiction and thus the commander had jurisdiction over the 771st Aircraft Control and Warning Squadron. 23/

21/ Hq 405th Ftr Bmr Wg, Ltr OT-MIL, Subj: Ltr of Appreciation, 10 May 54

22/ Hq The Armored Center, Ft Knox, Ky, 26 Apr 54

23/ Hq 4710th Defense Wg, Wilmington, Del, Ltr 29 Jun 54, Subj: Exercise of Adm Jurisdiction, with 1st Ind and 2d Ind

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Fighting mosquitoes had been a constant problem at Langley ever since establishment of the base and the Aerial Spray Flight organized and operated from Langley was a major factor in control. General spraying brought some deleterious results and even distribution to the mosquito infested areas was always a problem. Withal good results were achieved and 1954 was a comfortable year. A drought persisted during most of the summer and the sparse rainfall reduced mosquitoes. This fact emphasized the advisability of drainage of salt marshes eliminating mosquito breeding places in future years.

The Virginia State Department of Health proposed a plan for permanent salt marsh mosquito control and wrote a letter to the Commander which outlined the plan. Under date of 15 January, Brigadier General Jones wrote the Commonwealth of Virginia and pledged authorities at Langley to take all possible action with other agencies in furthering the objective. 24/

Langley was operated with full application of budget management in the fiscal year 1954 and in fact was managed so efficiently that Headquarters USAF put it on a cost auditing basis to study effects and results of an intense and complete cost accounting system. The Budget Management Committee met at stated intervals to consider all factors pertaining to costs in operating Langley and to maintain balance between appropriated and obligated funds. This prevented over spending in all particulars.

The Budget Management Committee consisted of the Executive Officer,

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24/ Hq 405th Ftr Bmr Wg, Ltr to R. E. Dorer, signed Jones, 15 Jan 54

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commanders of groups, budget and supply officers, and others. Whenever it met, details of spending, increases in expenses and prospects of savings in costs were always considered and arrangements made to keep expenditures in balance. The committee was a useful group and saw to it that the commander's instructions to operate Langley within all budgets were carried out. A typical report of the minutes of one such meeting is included. 25/

Further in the economical management of Langley the Adjutant, through his forms management noncommissioned officer, discontinued 27 forms on 12 May. 26/

The Commander continued interest during this period in all worthy local and national charities which Langley had always taken an interest in and he appointed project officers for campaigns including the March of Dimes drive which personnel of Langley had always supported with large contributions. The campaign was started with a letter from General Jones to Commanders of Groups and Separate Units. Lt Col Calvin V. Robinson was named Base Project Officer and the result was $9,542 in contributions to the National Foundation for Infantile Paralysis. 27/

Control of alcoholic beverages came under close scrutiny of the commander during the Spring of 1954. Both the Officers Open Mess and the Noncommissioned Officers Open Mess had been granted permission to sell bottled goods and had enjoyed sales that netted good profits, but

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25/ Hq 405th Ftr Bmr Wg, Budget Mgmt Committee, 4 Feb 54

26/ Hq 405th Ftr Bmr Wg, Base Reg 9-2, 12 May 54

27/ Hq 405th Ftr Bmr Wg, Ltr Subj: March of Dimes Campaign, 1954, 11 Jan 54

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on 1 April these little stores were ordered closed and the right to sell whiskey, et cetera, was removed. Also on 6 May the command issued a regulation 28/ restricting the consumption of beverages of any alcoholic content in temporary or permanent barracks or any buildings immediately adjacent thereto. This had the effect of restricting the use of beer, whiskey and other alcoholic beverages to clubs, Base Exchange bars, and public quarters other than barracks.

A survey was conducted in March to determine if Langley possessed any property which might be classified as historical property. 29/ The Historian followed this matter up with units and described some of the types of property that might be valued in the future and might be classed as Historical Property. Due to general cleanup in recent years, it was easy for most squadrons to determine that they had no property of historical significance on hand at the time.

After having received complaints from the Washington, D. C. police that airmen of Langley were soliciting passengers at bus and railway stations in that city for return to Langley, a directive was issued designed to put an immediate stop to the practice. 30/ The airmen did not realize that they were competing with public carriers and in most cases were trying to do favors, nor did they realize that they were violating laws and liable to trouble.

28/ Hq 405th Ftr Bmr Wg, Base Reg 900-2, 6 May 54

29/ Hq 405th Ftr Bmr Wg, Ltr OI-SUP, Subj: Air Force Historical Properties Inventory, 1 Mar 54

30/ Hq 405th Ftr Bmr Wg, Ltr HP MIL, Subj: Solicitation of Mil Personnel, 25 Mar 54

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Langley had enjoyed blossoms from a prolific greenhouse for many years and the cost of operation was borne by appropriated funds. In addition the Central Base Fund appropriated $50.00 per month to purchase seeds, etc to grow additional flowers for enjoyment of the airmen. Distribution of these extra flowers had not been following a rigid plan and upon investigation the Commander discovered that a firm policy was necessary to place flowers where they could be enjoyed by those who were most entitled to them. A letter, signed by General Jones 31/ required that the surplus of flowers in the future be distributed to the following in order: First, chapels; Second, Service Clubs; Third, the hospital; Fourth, other base activities and then only at the discretion of the Installation Engineer and depending on availability. The other base activities to be considered included the Officers' Club, Noncommissioned Officers' Club, Youth Center and groups of that kind.

Brigadier General Charles D. Jones, Base Commander, through Colonel Burton K. Sams, Executive Officer of Langley, expressed appreciation to the 2d Beacon Flight for the exemplary manner in which its members performed their administrative and personnel functions during a staff visit 32/ in February by the Personnel Administrative Team from the 405th Fighter Bomber Wing Headquarters.

One administrative procedure was altered in the Flight Surgeons Office to decrease man hours and increase efficiency. The change was the

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31/ Hq 405th Ftr Bmr Wg, Ltr B INS, Subj; Operation of the Langley Air Force Base Greenhouse, 19 Apr 54

32/ Hq 405th Ftr Bmr Wg, Ltr PA, Subj: Staff Visit, 12 Mar 54

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procedure of handling data for the annual medical examination report. Formerly, the information was logged daily in a paper binder. The resulting job of arranging names alphabetically in the various groups was long and tedious. The situation was resolved by the institution of a card file which was typed as soon as the clearance for flying was made. At the end of the month the cards were withdrawn and, in a matter of minutes, assorted alphabetically into various colors representing the type of physical examination. For example, orange cards represented general military service without waiver. The typist accomplished the annual report in accordance with the existing directive in a much more efficient manner. The results for one month were excellent and estimated man hours saved were approximately four to six hours per reporting period.

The Office of the Registrar, Admissions and Disposition Office, and the Hospital Cashier were all combined into one office. Prior to this time, these activities were located in three different offices in the main hospital building. The move coordinated the work of the sections, pinpointing all details of admittance and discharge in one location and simplified the many administrative details previously overlapping.

The move of three unit orderly rooms in December 1953 from the Shellbank Area to the flight line resulted in saving approximately 22,080 man hours, or $30,249.00 annually. The savings were realized through closer coordination between sections; between the unit orderly rooms and headquarters; and the time saved on mail call, records checks,

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and numerous other items which required the officers and airmen to frequently visit their orderly rooms. Other savings, not easily expressed in man hours and dollars, can be realized as a result of more efficient operation of the orderly rooms and better control over the airmen.

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CHAPTER II

Personnel

The military personnel situation at Langley during the first half of 1954 was complicated by two major difficulties. The most serious was early substitutions on key jobs caused by overseas tours time limits. The other one was determination to make manpower a noticeably effective labor and money saver, through combining jobs, eliminating unnecessary authorizations and keeping qualified specialists in the positions for which they were properly trained. The civilian personnel employment situation was much more stable, although some shortages existed in special fields.

Of course, many officers and airmen returned from overseas to replace those going to distant air bases, but these gains were offset to a large extent by loss of trained officers and airmen due to end of tours or enlistment. Since they could get government benefits while attending school, Langley lost hundreds to pursue that desire. Professional people such as doctors and dentists did not remain longer than their minimum tour time, and airmen seeking higher education could not easily be reenlisted. Civilian employment was quite consistent as, for the most part, they were older and rooted to home life on the Peninsula.

The 405th Wing operated Langley in a highly satisfactory manner despite occasional changing of occupants of jobs and classification played its part by bringing people with experience in given lines in as replacements.

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The Wing Personnel office was expanded to meet management needs and keep records that assured compliance with the many fair practice policies of the Air Force. By the same token, manpower surveys and control obtained better utilization of trained personnel throughout the base.

The 405th command had reached a point in May where further losses of qualified personnel in certain areas prevented accomplishment of the Wing mission. The recent establishment of a Personnel Priority Designator system governing requisitioning of replacement by the 405th to obtain additional authorizations had been unsuccessful. With minor exceptions, the Wing attempted to perform its mission with the same support authorizations that were in effect a year previously. Many additional missions were being performed that were not required in 1953. They ranged from support of tactical fighter bomber and bombardment groups to support of a small liaison flight. A recapitulation of the steps taken by the 405th to resolve the situation follows.

On 9 April 1953 the 4430th Air Base Wing requested an augmentation of 134 officers, 1,290 airmen and 1,135 civilians to support the 405th Fighter Bomber Wing upon its arrival at Langley. Headquarters TAC stated that the increased authorizations were not favorably considered and that AFM 150-1 would be the governing factor in Non Table of Organization authorizations. Also, the application of the standards in AFM 150-1 took approximately 90 days to apply. Inasmuch as

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no action was taken by Headquarters TAC by 7 August 1953, the request was resubmitted. This request was returned by 3d Indorsement, dated 21 August 1953, recommending that members of TAC and Base Headquarters meet in conference to review an analyze the Non-T/O manning document in effect. On 13 November 1953, a Management Review was started in the 405th Food Service Squadron. Later surveys were completed in the 405th Food Service Squadron, 405th Communications Squadron, 405th Air Police Squadron, the 405th Installations Squadron and Headquarters, 405th Air Base Group.

Progress on the survey indicated that it would take approximately another six months before requirements were established. During the interim the 405th continued to be undermanned for performance of its mission. The final results of the survey were unsatisfactory to this Command. Even though the survey resulted in the recognition of legitmate requirements, space authorizations upon which to requisition personnel had not been granted in most cases. Therefore the survey served only to consume time and effort without producing the desired results.

The Wing was granted authorization early for 103 officers, 1,262 airmen and 1,112 civilians. The latter had been employed by previous base wings and were already at work on the jobs at Langley. This settled the civilian jobs authorizations problem but the problem on military personnel needs persisted. Finally in order to properly accomplish the mission, it was requested that the Wing be granted

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increased authorizations of 44 officers, 327 airmen and 10 grade civilians. Headquarters scrutinized the requirements and felt that it had proper and sufficient justification for the increases. The matter was still being considered by TAC on 30 June.

The Wing Personnel Section, within its own capability, organized a personnel team for the purpose of assisting subordinate units in maintaining and eliminating erroneous entries in their personnel records. The team did not conduct inspections but assisted in raising standards in the performance of their work within the personnel, classification and administrative fields.

Not only did the team correct deficiencies in personnel records but it furnished valuable training to airmen assigned to the personnel and administrative sections. In addition, the team assisted individual organizations to initiate and maintain a comprehensive, progressive on-the-job training program.

Implementation of the team did not save man hours but it enabled all personnel records to be brought up to the standards desired by the Air Force. Indirectly the result was savings by eliminating erroneous entries and should result in a man hour savings when personnel records are transferred to another base.

Manning Document T/O 1-7502-A authorized 19 organizational supply personnel in Base Supply. Organizational supply personnel assigned had no previous Base Supply experience, and it was necessary to provide continuous and detailed training in Base Supply procedures to these

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individuals. It was felt that personnel progressing from AFSC 64131 level to 64151 and 64173 levels would not be able to assume organizational supply duties on their next assignment. It was evident that the majority of persons assigned were in the stock record and warehouse career fields. Due to this factor, these fields were overcrowded while shortage existed in the organizational supply field. This precluded upgrading of AFSC and promotion of personnel in stock records and warehouse career fields as well as made it necessary to provide a more detailed training program than would ordinarily be required.

In January 1954, a T/O Change Request was submitted through channels requesting deletion of the organizational supply career AFSC from T/O 1-7502-A and substituting therefor AFSC's in the stock records and warehouse career fields. Approval of the changes was received in May 1954 with an effective date of 1 July 1954. It was expected that the change would result in an increased efficiency in Base Supply.

Interesting developments in the scientific management of personnel are shown in a report of The Classification and Utilization Team which visited the Wing in May. 33/ The letter includes a resume of conditions covering assignments not authorized and others not performing duties in specialties attained. The report included instances of airmen not being utilized in training but these cases were few. Test-

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33/ Hq TAC, Ltr, MP-C-2, Subj: Report of TAC Classification and Utilization Team Visit, 4 May 54 and 1st Ind, 18 May 54

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ing had been done right said the report and classification of officers found to be satisfactory. Classification of airmen was satisfactory. The report mentioned every detail of personnel management and utilization covered by existing regulations and was exhaustive in details. The consensus of the team members was that great improvement in personnel subjects had been effected throughout the wing during the past six months.

The primary function of the team was to provide operating personnel with on-the-spot assistance in correcting faulty procedures. Therefore the team did not operate as inspectors. The team provided operating personnel with an impartial, comprehensive and objective analysis of personnel conditions within each command echelon.

A survey at Langley concerning the improvement of attractiveness of a career in the Air Force furnished the staff military personnel officer a long list of items to forward to Headquarters USAF. The object was to catalog all valuable adjuncts to attract men to Air Force careers. Eighteen subjects were covered and all were determined to be advantageous. Among important ones were schooling during duty hours, high school courses at reduced prices, social clubs for dependent children, NCO dining room service, free radio messages through Military Air Radio Service, nurseries, library, free swimming pools golf at nominal cost, hobby shops, cheap personal laundry service. After the survey it was recommended that another swimming pool and

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automotive and photographic hobby shops be provided at Langley. 34/

The commander, being cognizant of the potential value of AFROTC Cadets to the Air Force, encouraged all military persons at Langley to help sell the Air Force as a career to the young men in the ROTC camp. He directed a letter to all group commanders, directing them to give fullest cooperation to make the encampment a success. 35/

Losses because of refusal to reenlist were tremendous and plainly showed that this posed the greatest personnel problem. To emphasize it, see the table on the next page.

34/ Inclosures to Ltr, P Mil, Subj: Improvement of Attractiveness of a Career in Air Force, 2 July 1954

35/ Hq 405th Ftr Bmr Wg, Ltr B TNG, Subj: 1954 AFROTC Summer Camp, 16 Apr 54

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WHAT THE BASE SEPARATION CENTER WAS DOING

	Jan	Feb	Mar	Apr	May	Jun	Totals
Expiration of term of service	52	25	39	26	25	63	230
Pregnancy	0	1	3	3	1	3	11
Hardship	3	4	11	5	6	3	32
Resignation	2	3	3	1	0	0	9
Unfitness	2	2	0	1	2	3	10
Sentence by court-martial	2	5	2	2	1	1	13
Convicted by civil authorities	0	2	1	0	2	0	5
Retirement	0	0	1	3	1	0	5
Marriage	1	0	0	2	2	0	5
Convenience of Government	31	0	0	2	2	13	44
Medical evaluation	2	0	0	0	0	0	2
Homosexuals	0	0	0	1	1	0	2
Officers release from AD	0	0	0	2	1	0	3
Reenlisted in regular Air Force	0	3	10	9	7	2	31

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Critical shortage of airmen in several career fields was the main problem of the 405th Fighter Bomber Group. The loss of technicians in key positions continued throughout the period and requisitions for replacements were hard to fill. The Intelligence Section was the hardest hit by the shortage of qualified personnel and most of its losses were to overseas commitments.

The members of the 405th Installations Squadron held a squadron picnic in May at the Yorktown, Va. Recreation Area.

The appearance of the squadron's dining hall was greatly improved by the acquisition of potted plants and by the painting of murals by Airman First Class Edward F. Welch of the 405th Installations Squadron.

The members of the 509th Fighter Bomber Squadron, along with other Air Force personnel of Langley, were under greater stress and strain due to the stricter security measures introduced at the base in February. A great deal of this tension was relieved by such personalized measures as individual mail boxes and a new mail room, an airmen's coffee shop with free coffee several times a month and identification signs over each desk. Weekly close order drills helped to make the men more military minded and was received with much enthusiasm.

A Personnel Status Board was set up in April in the orderly room on which the pertinent data of each individual was entered. This board not only gave officers an easily accessable report of the members of the 509th but also helped the men to know each other.

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During the month of May, 1st Lt Robert F. Daley was awarded the Distinguished Flying Cross for meritorious flying during his tour of duty in Korea.

Many officers and men went on leave during the month of May. This was due to the fact that the summer months were expected to be months of extensive training because the squadron had begun to receive it's F-84F aircraft and the maximum personnel strength was required during this period.

In January the 510th Fighter Bomber Squadron gained its first POW veteran of Korea when 1st Lt Roger Warren joined the squadron. Lieutenant Warren was a prisoner of war for seven months in Korea.

In an effort to maintain the high morale level of the 510th, a reading room was established in April including subscriptions to numerous popular magazines and floor lamps to improve the over-all facilities.

Major Harry K. Evans, Squadron Operations Officer, was transferred to the 509th Fighter Bomber Squadron in June and assumed new duties as squadron commander.

The 511th Fighter Bomber Squadron experienced considerable difficulty in the implementation of administrative policies because of the irregular schedules, abnormal workloads and the increasing number of untrained personnel. Some difficulty was also experienced with on-the-job training because of an apparent lack of interest on the part of some supervisors. The 511th commander impressed the respon-

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sibility on supervisors and some improvement was noted thereafter in both problems. A revised filing and storage system was put into effect in March that aided office personnel to carry out their work in a more expedient manner.

The lack of sufficient office supplies and adequate modern equipment existed in the early part of the year but by April the problems began to resolve themselves, though the poor condition of obsolete typewriters continued to hamper operations.

Assignment of new members to the squadron helped to ease the personnel shortage. A new chief clerk was gained by the squadron in June. He had accumulated considerable experience in that field while serving with the Army. This was one of the ways in which the untrained personnel problem was met. Another was by placing a clerk on OJT for the Morning Report to take over in event of the absence of the morning report clerk.

The 511th reported that use of antiquated office equipment continued and contributed greatly to the squadron's inability to establish more stable procedures.

Coordination was effected between the Motor Pool Squadron and Air Installation Engineers resulting in the assignment of a motor vehicle supervisor, as well as dispatching personnel, to the Air Installation Office Motor Pool on a 24-hour, seven-day week basis. This released five civilians who were reassigned to positions where their services were necessary.

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The Air Police Squadron had 74 staff sergeants assigned and was authorized only 33. The overage made it necessary to have noncommissioned officers performing guard duty on the ramp with the airmen of lower grades thereby lowering the morale and prestige of the noncommissioned officers.

It was decided by the Commander that by replacing the airmen on the traffic squad with noncommissioned officers the problem of surplus noncommissioned officers would be solved. At that time there were 14 staff sergeants and one master sergeant on the traffic squad. Utilization of the noncommissioned officers in this type of work not only resulted in the improvement of both appearance and prestige of the traffic squad but increased efficiency and morale as well.

Colonel M. A. Richer was assigned as Commander of the Maintenance and Supply Group in January.

Colonel James S. Fisackerly, Tenth Air Force surgeon for two and one-half years, took command of the Langley Air Force Base Hospital and became Wing Surgeon on 14 June.

A Legion of Merit winner, he had accumulated more than 2,000 flying hours as a medical aircraft observer in the first ten years of his 15 years of active duty.

Colonel Fisackerly spent 15 months as Air Surgeon of the Japan Air Defense Command where he established the largest Air Force overseas hospital of 1,200 beds before his Langley assignment.

He joined the Tenth Air Force for the second time in September 1951. He had served with the Tenth in its infancy in the China-Burma-

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India theater of operations in World War II. Colonel Fisackerly, 40 years of age, also served in Korea.

As Tenth AF surgeon at Selfridge AFB, Michigan, he supervised a medical staff of 1,200, including some 400 reserve physicians and dentists, in the 13-state Midwest area.

An eye, ear, nose and throat specialist, he entered the Army Medical Corps 1 July 1939 after two years on the medical staff of Panama's Gorgas Hospital in Panama City.

In June Colonel William S. Cowart, Jr, assumed command of the 405th Fighter Bomber Group.

Lieutenant Colonel John C. Crum was retired at Langley AF Base on 31 May 1954 after 30 years service in the US Army and Air Force. Colonel Crum had been Wing Materiel Officer for one year prior to retirement. The commander commended Colonel Crum for his long service in a letter 36/ sent to his home address, 705 Bayview Avenue, Buckroe Beach, Va.

Lieutenant Colonel Calvin V. Robinson, Director of Personnel, 405th Fighter Bomber Wing, completed the Manpower Management Training Program at the George Washington University in April. The course was designed for commanders and potential commanders and was under the direction of Professor Joe L. Jessup, Assistant Dean of the School of Government.

36/ Hq 405th Ftr Bmr Wg, Ltr to Crum signed Jones, 1 Jun 54

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During the month of April, Chaplain (Major) Vernon O. Rogers was promoted to Lieutenant Colonel.

Major Joseph F. Govoni succeeded Major Leslie A. Spindelman as commander of the 405th Motor Vehicle Squadron in January.

Major Govoni's military career started in 1930. He was commissioned second lieutenant in June 1942 and served extensively in the Pacific theater from 1943 to 1945. Since entering the service he had been assigned almost exclusively to duties within the transportation field. Prior to his assignment to Langley, Major Govoni was commander of the 63d Motor Vehicle Squadron at Donaldson AFB.

Major Guy L. Shafer, Jr, Assistant Operations and Training Officer, was transferred to the Air Command and Staff School on 3 June 1954. 37/ Major Shafer had been a useful and valuable member of the staff, having served under Lt Col Martin P. Crabtree and Lt Col August M. Hendry, Jr. For several months Shafer had acted as Operations and Training Officer on behalf of Colonel Crabtree who was hospitalized.

Major Harry K. Evans, Operations Officer of the 510th Fighter Bomber Squadron -- former member of the "Skyblazers" jet acrobatic team, veteran of 94 combat missions in Korea and a member of the third jet transition class -- was recognized as an old timer as far as jet aircraft were concerned.

Major Evans had flown fighter aircraft for his entire twelve years in the Air Force, had logged 2100 hours in jets since his entry

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37/ Hq 405th Ftr Bmr Wg, SO 101, 27 May 54

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into the transition school at Williams AFB, Arizona in 1946.

While his tour of combat in Korea was, in his words, "...uneventful" his three years with the Skyblazers -- a jet acrobatic team that received wide acclaim throughout Europe as well as the United States -- was certainly not so. The four-man, precision flying team, members of the 36th Fighter Bomber Group, gave demonstrations all over Europe and in many sections of the United States.

Captain Gregory H. Oldenburgh, former aide to Major General David W. Hutchison, assumed the duties of Public Information Officer of Langley AFB, on 10 May. He succeeded Captain Joe B. Hughes, who had held the assignment for one year.

Captain Oldenburgh, a veteran in the advertising and promotion end of the newspaper business, served for six years with the LaCrosse, Wis. Tribume before his recall to active duty in May 1951.

Upon recall he was assigned as PIO for the Strategic Air Command's 21st Air Division at Forbes AFB, Topeka, Kan., the assignment that he occupied prior to assisting General Hutchison. He had been in Morrocco in that capacity since that time and arrived in the United States with the General.

The Captain entered military service originally as a flying student with the Royal Canadian Air Force in April, 1942, graduating as a Pilot Officer. He remained with the RCAF until September 1944, when he transferred to the USAF and was placed on inactive duty in October 1945.

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Twelve Langley captains were placed on promotion qualification on 1 March and 38 first lieutenants likewise. They were listed in a 405th letter 38/ and were to don new insignia upon notification of T/O vacancies authorized to cover their new grades.

Second Lieutenant John E. Evak, AF Reserve, reported for active duty and training for a period of fifteen days during the month of March.

Outstanding qualities and military conduct raised many airmen to selection of Airman of the Month in every squadron on the base. Throughout the year recognition was publicly given to airmen who towered over their associates in qualities recognized as outstanding by their first sergeants and commanders. Among those who were selected as Airman of the Month were Gary M. Hozworth, Archie V. Cochran and Herbert R. Miller of Headquarters Squadron Section, 405th Air Base Group; David F. Boyte and Ronald N. Hennison, 29th Communications Squadron; Catherine M. McCarthy, 405th Communications Squadron; Colossie M. Batts, Thomas L. Farley and Alphonse J. Boduch, 405th Supply Squadron; Ancil C. Jones, Marvin J. Malish and Peter M. Filippone of the 2220th Field Printing Squadron; Floyd L. Boeh, Eldon F. Oldnette and Cecil G. Canterbury, 405th Motor Vehicle Squadron; Don D. Mainzer, Clair E. Ligo and Gerald D. Burk of the 405th Maintenance Squadron.

38/ Hq 405th Ftr Bmr Wg, Ltr, PO MIL, Subj: Promotion of Officers, 1 Mar 54

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During the year the Air Force conducted a campaign by direct mail designed to obtain more reenlistments. Efforts of the 405th Wing did not please the Tactical Air Command and their letter claiming "considerable lack of support" was reproduced and disseminated to commanders of all units on Langley Air Force Base. 39/ The response was gratifying and letters were artfully used in enticing airmen back into the service.

There were 132 awards made during this period. Of these 113 were Good Conduct Medals awarded during April. The following named men were recipients of awards: M Sgt William G. Bradden, 511th Fighter Bomber Squadron, Commendation Ribbon; S Sgt Thomas D. Mack, 4400th Combat Crew Training Group, Air Medal; M Sgt James Covington, 4400th Tactical Bombardment Group, Legion of Merit; Major Vernon Ellifritz (posthumously), Distinguished Flying Cross and Purple Heart; S Sgt R. G. Easter, 2d TAC Support Squadron, Commendation Ribbon; Captain John F. Lane (posthumously), Air Medal and Purple Heart; M Sgt George Eldridge, Inspector's Office, 405th Fighter Bomber Wing, Commendation Ribbon; and First Lieutenant Robert F. Daley, 405th Fighter Bomber Group, Distinguished Flying Cross.

At an awards and decoration ceremony on 13 April the Distinguished Flying Cross was awarded to:

Capt Herbert C. Pinkerton, 405th Fighter Bomber Wing

39/ Hq TAC, Ltr MP-A-2, Subj: Direct Mail Campaign and 1st Ind dated 13 Jul 54

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Capt George W. Cap, 423d Bombardment Squadron (Light)

Capt Peter W. Hanley, 4400th Tactical Bombardment Group

Capt Emmett B. Winn, 4400th Tactical Bombardment Group

1st Lt Chester L. Blunk, 4400th Tactical Bombardment Group

1st Lt Marvin Hamilton, 423d Bombardment Squadron (Light)

1st Lt Ralph T. Peterson, Jr, 423d Bombardment Squadron (Light)

Technical Sergeant Daniel W. Hunt was awarded the Commendation Ribbon. Captain Winn also received the Bronze Star.

A squadron party was the highlight of the social activities for the members of the Headquarters Squadron Section, 405th Fighter Bomber Wing, in January, with 225 members and their guests attending.

The establishment of a day room, reading room, a game room with pool table, ping pong table and dart game and a television room, in February, helped to keep the morale of the men at peak.

On 8 May the squadron gained a new commander when Capt Joe B. Hughes replaced Capt Howard K. Carter. The latter was promoted to Major on 11 June and sent to an Air Force school for special training to become the new Flying Safety Officer of Langley.

An airman of the 510th Fighter Bomber Squadron had lived under communist rule in Poland in earlier years. He was Stan Jastowski. He was born in Poland and came to the United States in 1950. Within one year he had enlisted in the Air Force. Having seen his father's farm confiscated by the state and his mother and father made to work as laborers on the land they once owned, he had developed a deep appreciation for his opportunities in America and the USAF.

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During the period the Wing Personnel Office continued to select officers and airmen for various schools and courses to further their technical education. Forty-two officers and 107 airmen were sent to such schools during the January-June period.

The Non-T/O authorization of the Air Police Squadron was reduced 59 spaces in February. This was the result of a mandatory reduction of security spaces by Headquarters USAF.

An augmentation of two spaces to cover Chaplains' Assistants was authorized by Manpower in February.

The manpower survey, begun in the Installation Engineer's office during January 1954, was completed in March. One of the major difficulties in arriving at a conclusion as to manpower utilization in engineering was experienced in determining units of work measurement. Inasmuch as USAF did not have units of work measurements that could be used as a guide, it was difficult to determine actual manpower needs in relation to the mission of the organization.

In years past Headquarters USAF had published all Tables of Organization, drawing on the experience and imagination of high level staff officers to determine personnel and equipment needs of organizations in the field. The tables gave authority to man an organization but seldom filled all of the needs of local units. Accordingly a new overall plan was authorized in May and the 405th received orders from the Tactical Air Command to construct a T/O for a bombardment squadron tactically equipped with B-66 aircraft. The Manpower and Organization

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Office of Wing Personnel handed in its version of a T/O suitable to the needs of a typical bombardment squadron. It was expected that the B-66 would arrive at Langley in 1955.

The practice of having small bands at the bar on Sundays, Mondays and Fridays was continued at the Officers' Open Mess along with midweek activities of songfest and tune quizzes on Wednesdays, Dixieland jazz on Thursdays, and bridge and bingo on Mondays and Tuesdays, respectively. Saturday nights featured dancing to the music of a full dance orchestra. Free beer was an added Dixieland jazz night feature while cocktails and snacks were gratis on Friday nights. Such special features as filet mignon at reduced prices on Mondays, free wine with spaghetti on Wednesdays and a family dinner on Sundays with children's portions being served for the younger members of the family were continued with huge success. Considerable buying was done at the base commissary but the majority of the purchases was with civilian concerns.

Stag nights were held monthly and a variety of shows, music and games, following excellent dinners, were highlighted. A Monte Carlo Benefit, sponsored by the Women's Club, was held in February with a record crowd attending. Proceeds were dedicated to the base nursery. Such famous orchestras as Count Baisie, Blue Barron, Ernie Rudy and Ralph Marterie appeared at the mess during the spring and early summer.

A retirement reception was held in March in honor of General John K. Cannon's renowned services to the Air Force. May featured the re-

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ception dinner of General Otto P. Weyland as new TAC Commander. Such noted dignitaries as Secretary of State John Foster Dulles and General Nathan F. Twining were guests of the mess in March.

Italian Air Force officers were entertained at the club on 9 February.

The Officers' Open Mess suffered loss of $249.95 in cash funds in May and the amount was reimbursed by the Travelers Insurance Co. However, the commander, on 13 July, appointed a board to investigate the facts and circumstances. 40/

The Statement of Financial Condition of 30 June 1954 indicated that the Officers' Open Mess had net worth of $61,951.77 with $24,312.39 cash in bank and other assets totaling $77,234.26. Details may be checked in 41/.

Election of the Board of Governors of the NCO Open Mess was held in January and M Sgt Carlisle L. Dunn was elected President and M Sgt Russell A. Teague, Vice President.

Master Sergeant Shelly Connor, Jr, was relieved of his duties as Secretary-Treasurer of the NCO Open Mess in May and M Sgt Clyde C. Marshall, Headquarters Squadron Section, 405th Fighter Bomber Wing, was appointed to succeed him. Connor reported to Alaska for duty. Sgt Connor had held the position from 15 March 1951 until 1 May 1954.

40/ Hq 405th Ftr Bmr Wg, SO 133, 13 Jul 54

41/ Officers Open Mess, LAFB, Statement, 30 Jun 54

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Sgt Marshall was not a stranger to the post either, having filled the same spot from 1946 to 1949 at Langley, prior to service in Korea. Sgt Marshall also saw service in Africa during World War II and during the Berlin airlift.

Monthly entertainment included dancing on Saturday and Sunday evenings along with a regular couples night euphemistically called "Buck and Doe Night." Bingo was held every Tuesday and proved so popular that in February members were restricted to two sponsored guests other than those in their immediate families. By April only immediate families and bona fide house guests were permitted to attend. Single members were allowed to bring one guest of the opposite sex.

One of the main topics of conversation for many months was the contracting, installation, progress and effect of the new air conditioning system. This system was installed at a cost of $42,249. Insufficient electrical power was a major factor and delayed readiness of the system by months. Electrical installations of a greater volt capacity were installed in order to correct the condition.

Even though the membership varied periodically, a profit was shown for the entire period. In June alone a net profit of $1,614.42 was made in the over-all operation of the mess. The food service had a gross profit of 46.13% for June while the bar and bingo showed profits of 45.57% and 30.49% respectively, however, expenses of $4,838.17 reduced net profits to $2,324.77.

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The winter months brought an increase in membership, sales and profits in the Noncommissioned Officers Mess, but all declined with the coming of warm weather. The weather was not the only factor that affected sales and profits. The closing of the package liquor store 42/ in April was another telling item of grave import in the sales and profits story.

Four officers of the Royal Netherlands Air Force were guests at Langley on 20-26 February. They included the Chief of Air Materiel Command, Maj Gen Johannes A. Bach; Lt Col Arnaud J. De Vries, Chief of Staff Air Defense Force; Maj Jekle L. Bosch, Aide to Minister of Defense; Maj Gerardul H. J. Ruygrok, Chief of Air Intelligence. Major Cecil C. Young, USAF, was the escort officer.

General S. A. Fernando Silvestri, Secretary General, Italian Air Force; General Siro Fossati, Deputy Chief of Staff, Italian Air Force; General Ranieri Cupini, Commander 56th Tactical Air Command, IAF; General Ugo R. Rampelli, Inspector for Schools, and Colonel Pietro Noto, Executive Officer Aircraft Director of Air Minister, IAF, were at Langley on 10-11 February where they were made acquainted with operations and supply.

Mr. Rudolph W. Weitz, Director of Maintenance, Office of the Secretary of Defense, USA; Mr. Axel E. Johnson, Assistant; David M. Lancaster; Col Paul K. Walker, Chief Maintenance Division, AFOAI;

42/ NCO Open Mess, Ltr 1-AF-D2, Subj: Historical Data for Mar, 5 Apr 54

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Mr. Marvin L. Parler, Jr, Assistant to Chief; Maj Arnold L. Pach, Assistant to Chief; Maj Albert M. Doherty, pilot, and Captain Howard W. Wells, co-pilot, came to Langley on 9-10 February where they were brought up-to-date on Langley's maintenance and operations as well as inspection.

Character guidance was important at Langley in 1954. The commander emphasized efforts to administer to youthful airmen who, in many respects, were in their formative years. The goal was not only to curb criminal tendencies and prevent malfeasance, but to encourage interests of a substantial nature and deportment to develope good character. The Wing Character Guidance Council met monthly and considered ways and means of being of service to airmen who needed help in training for a future free from malefactions. The council in June was composed of leaders from all representative offices and recommended establishment of an auto hobby shop as one step in character guidance at Langley. 43/

It is a significant fact that during the first five months of 1954 Langley military people were free from traffic accidents off the base, security violations, sex offenses, general courts-martial and had a very limited number of assaults, thefts of personal property and uniform violations.

43/ Hq 405th Ftr Bmr Wg, LAFB, Va. Minutes Character Guidance Council, 8 June 54

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The record of conduct attests to the tendency of Langley airmen to obey the laws and the influence of those who help to guide their character. In fact, all violations reported by Air Police would not justify having traffic courts or police courts if Langley were a civil city. In five months there were only six cases of theft of government property. The Character Guidance Council meeting 44/ brought out these facts.

An educational level survey conducted by the base Information and Education Office indicated that only thirty percent of the officers of the 405th Fighter Bomber Wing held a bachelors degree or higher. The survey prompted Brigadier General Charles D. Jones, Commander of Langley, to write a letter 45/ urging that all officers, particularly the junior officers, avail themselves of the opportunity to further their educations by attending a degree program of resident study offered by George Washington University through the Information and Education Office. The General emphasized the fact that the cost per course was moderate and that, for lieutenants, the Air Force would pay three-quarters of the tuition.

During March a survey was made to determine the number of Langley airmen who lacked eighth grade schooling. It was found that there were 76 in this category. Another group of 381 had completed the

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44/ Ibid

45/ Hq 405th Ftr Bmr Wg, Ltr A MIL, Subj: Officers Academic Education, 29 Jan 54

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seventh or eighth grade. 46/

The headquarters decided to establish a formal school during duty hours for the 76 airmen with less than seventh grade education. They attended classes four hours per day, five days each week and completed the schooling in 120 days.

The intermediate course started in April and was to bring those who needed it, up through the eighth grade; another course to further education of airmen through the eighth grade was also provided. 47/ Certificates of completion were awarded.

The opportunities of the USAFI courses were realized with 177 correspondence courses being taken along with 84 GED tests. Educational counciling was rendered to 1,230 Langley persons. Of the 84 GED tests taken, 34 were of the college level. Upon the completion of the correspondence courses, 25 end of course tests were given.

During the months of April and May, the "Air Force Story" film was shown at the base theater. Although attendance was mandatory for all personnel it was felt that the majority would have journeyed to see it regardless. A portion of the movies consisted of actual aerial combat films from World War I which were readily compared with today's jets. It was agreed by all that this was one of the most interesting series of training films ever released by the Air Force.

46/ Hq 405th Ftr Bmr Wg, LAFB, Va, Ltr PA MIL, Subj: Basic Education for Airmen, 30 Mar 54

47/ Hq 405th Ftr Bmr Wg, Ltr PM MIL, Subj: Intermediate Education for Airmen, 22 Apr 54

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Four topics a month were prepared by the education office for open forum. These topics were conducted as forums by squadron leaders, except when the groups were large and then they were conducted as lectures. Such enlightening and controversial subjects as The Bricker Amendment, McCarthyism and Military Training and Reserve Obligations were discussed.

Major Albert G. Hamel, Commander of the 405th Installations Squadron, initiated a program in January to raise the educational level of all noncommissioned officers in his squadron. The objective of the long range plan was higher effectiveness with a more efficient organization. The means of achieving this was through individual participation in off duty schooling such as USAFI and class work using qualified instructors from the organization.

Base Chaplain's Activities. During the month of January 96 religious services were held on the base with a total of 9,507 people in attendance. There were 12 Sunday School sessions with an attendance of 1722.

The Chaplains assigned to the 405th Fighter Bomber Wing presented 19 character guidance lectures to organizations on the base during the month. Subject for the month was Sincerity. A total of 9,990 military persons attended the lectures.

On 3 February the Feast of St. Blaise, the traditional blessing of throats, was given by the Catholic chaplains of Langley to about five hundred Roman Catholic military personnel and their dependents.

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The blessing was given hourly from 1200 to 2000 hours.

On Sunday, 7 February, during the protestant worship service, the Base Chaplain presented the "God and Country" award to two Langley Air Force Base Boy Scouts, Kenneth Ulrich, son of Col Joseph V. Ulrich, and Philip McGann, son of M Sgt Philip J. McGann. It is believed that these scouts were the first to earn this coveted badge at Langley.

Plans were made to hold special lenten services for Protestant personnel each Thursday evening during Lent. Posters were printed and distributed to every organization and building on the base. A folder entitled "In Contemplation of Lent" was distributed at all Protestant services on Sunday, 28 February. A schedule of lenten services was included.

A Choral group was organized at the Shellbank Chapel for the purpose of providing special music for the 1000 hour protestant worship service which was held in the Shellbank Chapel each Sunday.

Protestant lenten services were held each Thursday at 1930 hours in the Base Chapel during the month of March. The theme for the series or services was "Think On These Things." The services were led by Chaplains Rogers, Johnson, Hart, Hayward and Guin, consecutively. The offerings from each lenten service, plus the offering on the first Sunday of April were sent to Church World Service for "One Great Hour of Sharing." This money helped to alleviate the need and suffering in Europe and Asia where food, clothing, vitamins and other supplies were so desperately needed.

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The Protestant Women's Guild sponsored a supper party at the boathouse on the 6th of March for members' husbands and friends. It was very well attended.

On 14 March 1954 the problem of overcrowded Sunday School classrooms was alleviated because of the fine cooperation of the Base Nursery and the Base Kindergarten. Classes for children 2 and 3 years old were held in the Base Nursery, and ages 4 and 5 in the Base Kindergarten, while children 7 to 17 remained in the Base School.

Chaplain Hart formed a "Steering Committee" at the Shellbank Chapel for the purpose of urging people to build up church attendance. The committee did a wonderful job, and church attendance increased considerably.

The Murray Court Ladies Society voted to send $50.00 to the Virginia Society for Crippled Children.

At the monthly meeting of the Catholic Women's Club, Father Joseph C. Otterbein of Blessed Martin de Porres Mission Center presented an illustrated lecture on "The Shroud." It was most interesting and instructive.

Chaplain (1st Lt) Ralph A. Aschoff left Langley for an overseas assignment. The WAF's Sodality of Our Lady, which he organized while on this base, presented him with a spiritual bouquet. The Catholic Women's Club and the Holy Name Society members presented to him an engraved ciborium for his mass kit to be used overseas.

During the month of April a Roman Catholic preaching mission was

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held at the Base Chapel. The mission began on Sunday, 4 April, and ended with a special service on Saturday, 10 April 1954. The missioners were The Very Reverend Thomas F. Conlon, O.P., P.G., and Reverend Francis L. Regan, O.P., members of the Dominican Fathers stationed at St Mary's Priory, New Haven, Connecticut. Twenty-six services were conducted by the missioners at which a total of 2,612 persons attended. Special meetings were held with the Catholic children of the base. The mission proved to be highly successful. Of course an evaluation of this mission in terms of sanctifying grace and other spiritual blessings to the souls of individuals will have to wait for eternity. However it produced the return to the sacraments of a number of individuals and an increase in attendance at the regular Sunday masses and the reception of the sacrament of the Holy Eucharist. The mission was well advertised and the response was gratifying. However the two guest missioners said that certain difficulties had developed with the advent of television. It was believed that missions on military bases within the Zone of the Interior should adopt some of the practices used by the missionaries in their work in civilian life. The Sunday night opening service was particularly affected by the Sunday night television shows, so it was decided that future missions would be more effective if open services were held at 1600 or 1630 hours.

Special services in observance of the Easter season were held by both Protestant and Catholic Chaplains during April. The Base

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Chapel Protestant Choir presented a program entitled "Worship in Music" as part of the special Protestant Holy Week services. A Holy Communion service for Protestant personnel and services on Good Friday were held for Protestant personnel at 1930 hours.

Holy Thursday and Good Friday services were held for Roman Catholic personnel on the base. All services were very well attended. On Holy Saturday special Catholic services were held in the Base Chapel beginning at 0900 hours. This service included a high mass with a procession and blessing of candles and holy water. All services appropriate to the vigil of Easter were conducted this year.

Over 2000 persons attended Easter services on Sunday, 18 April. The chapel was very beautifully decorated by the personnel of the base greenhouse under the supervision of the Installation Engineer.

On Armed Forces Day, 15 May 1954, the chapel facility on the base was open to the public for visitation. Also, the chaplain section presented a pictorial display of the Air Force Chaplains' six point program in the hangar on the flight line.

For Roman Catholics the month of May was dedicated to honoring the mother of Jesus, the Blessed Virgin Mary, in a special manner. As was customary, the rosary was recited daily before the scheduled mass and a prayer composed by Pope Pius XII known as the Marian Year Prayer was recited daily before the alter after each mass. Springtime was the time for other special Catholic activities. On the first Sunday of May the annual communion breakfast for Catholic men and women

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of the base was held at the NCO Club with 240 persons attending. Chaplain (Brig Gen) Terrance P. Finnegan, Deputy Chief of Air Force Chaplains, delivered an instructive and inspiring lecture on world conditions. The third Sunday 40 children made their first Holy Communion at a special mass at 0800 in the Base Chapel. On the fourth Sunday, the traditional ceremony of crowning the statue of the Blessed Virgin Mary, symbolic recognition of her position as being next to Jesus, her son, as the highest of God created beings, was held. The ceremony was marked by a procession in which over 100 children participated. Carol Ann Shtogren, Daughter of Col and Mrs. Anthony T. Shtogren, placed the crown upon the statue of the Blessed Mother.

The schedule of services at the Murray Court Chapel was changed for the summer season. Sunday School was moved to 0900 and the regular Protestant worship service to 1000 hours.

The Murray Court Sunday School had a pot luck picnic luncheon at Wimsatt Park on Sunday, 13 June. Various games and entertainment were provided for the children. The picnic was well attended.

Attendance awards for perfect Sunday School attendance were given to deserving children at a joint Sunday School and worship service at Murray Court Chapel 6 June. The children of the Sunday School presented a special program at the service and the junior choir sang.

Elections were held in June for new officers for the Roman Catholic Holy Name Society and the Catholic Women's Club of Langley. Newly elected officers of the Holy Name Society were: Maj John Rose,

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President; S Sgt Thomas Oveka, Vice-president; Mr John Raden, Secretary; Capt Stephen Rycyna, Treasurer. Officers of the Catholic Women's Club were Mrs Rebecca Farnam, President; Mrs Patricia McCabe, Vice-president; Mrs Patricia Short, Secretary.

The annual daily Vacation Bible School was held from 14 to 25 June. The total enrollment for the school was 302. Average attendance at the sessions was 257, including teachers. Twenty-Seven teachers and three chaplains made up the faculty of the school. The school offered Bible study, religious music, crafts and hobbies, physical training and daily devotions. A picnic was held on 23 June for the faculty and students at the Winsatt Park recreation area on the base. Chaplain (1st Lt) Phillip R. Hart was project officer for the school. Total cost for the operation of the two weeks school was $557.15.

On Friday, 4 June, a picnic was held at the Dolph Henry estate near Yorktown, Virginia, for the Protestant chancel choir of the base chapel. Approximately 50 persons attended.

An adult Sunday School class was started at Shellbank Chapel by Chaplain (1st Lt) Philip R. Hart on 6 June. The class was designed to attract officers, airmen and their families. Enrollment was 20 persons.

An adult Bible class at Murray Court Chapel had its first meeting in June with a "coffee" period. The class was studying the Old Testament. Chaplain (1st Lt) Richard B. Hayward was in charge.

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The Murray Court Chapel Choir sang for personnel of the Kecoughtan Veterans Hospital and Veterans Home in two separate programs. They sang at the hospital at 1800 hours on Easter Sunday and at the Veterans Chapel at 1900 hours.

A junior choir for the Murray Court Chapel was organized in April. Membership was limited to those who were ten years old and over. Fifteen children attended the first meeting and real enthusiasm to sing was evidenced at the meeting.

Chaplain (1st Lt) Ralph A Aschoff was invited by the principal of the Langley View School, Hampton, Virginia to give a talk to the children of the school at the weekly Thursday convocation hour. His topic concerned the subject "What is Meant by Angels and Devils."

On Sunday, 28 February, Chaplain Aschoff, through the cooperation of Special Services, arranged a Marian Year Pilgrimage to the national shrine of the Immaculate Conception, Washington D.C. for the WAF's of Our Lady Sodality. Fourteen WAF's from Langley took advantage of this opportunity. Bolling Air Force Base cooperated by providing transportation from the base to the shrine.

The Murray Court Ladies' Society sent three boxes of clothing to the Korean Christian Mission at Seoul Korea. This was done periodically as part of the Chaplains' six point program which included humanitarian services.

Several large boxes of clothes were also collected during the period and distributed by the Catholic Women's Club to needy families in the immediate area.

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During the month of May 1954, the third annual Protestant preaching mission was held in the Base Chapel. Reverend Wallace E. Fisher, pastor of the Trinity Lutheran Church, Lancaster, Pennsylvania was the guest missioner. 48/ Reverend Fisher was recommended by the Office, Chief of Air Force Chaplains. 49/ Reverend Fisher was the recipient of the "Freedom Foundations Award," in Gettysburg, Pa, on 22 February 1954. He had been guest speaker on a dozen college and university campuses and was stated preacher for the US Army's religious conference in Bavaria in August 1952. The Chaplain's office had 150 posters printed and distributed to units on the base and to business establishments in the adjacent areas. Also, personal letters were printed and sent to each Protestant officer and airman on the base. The mission began with the 1100 hour service on Sunday, 9 May 1954. There were approximately 360 persons in attendance at the first service. The second session was held on that same evening with the Crusaders, a choral group from Hampton, Virginia, presenting a concert of sacred music. Reverend Fisher preached a total of seven sermons during the mission. A total of 805 persons attended the mission. Special music was provided by various choirs from chapels on the base. The mission was arranged by Chaplain (Lt Col) Vernon O. Rogers.

The annual preaching mission was established in 1951 by Chief of Air Force Chaplains (Maj Gen) Charles I. Carpenter, as a means of increasing the religious feeling in Air Force personnel all over the world.

48/ Hq 405th Fighter Bomber Wing, LO #259, 21 Apr 54

49/ Office of Chaplain, LAFB, Ltr 1 May 54

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Each year, guest missionaries, both at home and abroad, are invited to participate in the missions at Air Force bases.

Dr. Virgil M. Howie of the base hospital was teacher of the Sunday morning bible class at the Shellbank Chapel in 1954. The class met each Sunday morning at 9 o'clock. The course of study centered around the Bible as the basic source of material and was a study of its history, literature and teachings for daily living.

Dr. (1st Lt) Howie, a 26-year old physician on duty with the Air Force, was a native of Jackson, Mississippi. At Vanderbilt University, where he took his college and medical work, he was active in the Wesley Foundation, a Methodist student organization.

Chaplain's funds at Langley were more or less flourishing in 1954 and much good was done with the money, especially where it was contributed to needy organizations. A statement of operations of the Protestant Chaplain's Fund 50/ from 1 January through 31 March shows that $416.54 was contributed to CARE and the Base Nursery. The Fund collected $2,538.79 and had a balance in bank on 31 March of $1,444.74. The Base Nursery used the fund for payment to attendants and nursing of children who were necessarily cared for when their parents were attending church activities and other affairs on the base. Other good causes to which $681.50 was applied included the Sunday School bus driver, janitor and nursery attendants.

50/ Protestant Chaplain's Fund, Statement of Opns, 1 Jan-31 Mar 54

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Wing Inspector. During the period from 1 January to 30 June the Wing Inspector's office conducted the second semiannual inspection of the various organizations at Langley. Reports of audits were processed and indorsed to Headquarters, Tactical Air Command after verification of accomplishment of recommended corrective action. Monthly personal conferences were held at which time complaints and requests were resolved and recorded. The Air Force Operations Section of the Armed Forces Staff College at Norfolk, Virginia was inspected in April and conditions were quite satisfactory. Inspection of such special subjects as control of lumber and lumber products, passive defense, handling, care and transportation of ammunition, explosives and dangerous articles was conducted and results of the inquiries were reported to the Wing Commander.

The Wing Inspector provided experts in every line to accompany Tactical Air Command inspection teams when the 405th was combed by TAC Inspectors. They also assisted TAC in inspections of organizations for Preparation of Overseas Movement (POM).

In March an informal inspection of the 48th Fighter Interceptor Squadron was conducted by inspectors of the Wing. The inspection was made to assist the Commander of the unit in ascertaining the general quality of aircraft maintenance.

As a result of a complaint, an administrative investigation was conducted and report submitted regarding refusal on the part of a Medical Officer to approve X-ray services.

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Second semiannual inspections, Fiscal Year 1954, were conducted in the following activities in June and reports were submitted to the respective organizations: 4450th USAF Hospital, 405th Infirmary, 4427th Radiological Test Flight, 2d Shoran Beacon Flight, 4412th WAF Squadron, Detachment 3-8, 3d Weather Squadron (MATS), 1913th AACS Squadron, 2d TAC Support Squadron, and Headquarters Squadron Section, 405th Fighter Bomber Wing.

The Provost Marshal's Office set a plan in motion in April whereby the relationship of Air Police and persons on the base, especially motor vehicle operations, was improved. The Air Police were thoroughly trained and educated so as to recognize the reaction of a driver when suspected of some infraction of the law.

This course proved a tremendous help to the Air Police in carrying out their duties. It was pointed out that when a driver was informed of an infraction of the law in a tactful manner his mental reaction, in most cases, was favorable and that his future cooperation was voluntary and spontaneous.

During the entire period the Provost Marshal's office effected coordination with civil authorities on all cases involving Langley persons who violated local and state laws.

Study was made of traffic flow in and out of the Langley south gate. The morning traffic went as high as 618 entering in 25 minutes. Going out in the afternoon, traffic was slower because of pile-up outside the gate in the city of Hampton. Movement in this bottle-neck

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was slowed down some by a traffic light outside the base.

A highway motor patrol was established to patrol the military access highway from the Main Gate to the Langley traffic circle one mile south and return. It consisted of highly trained, well qualified Air Policemen. The mission of the patrol was to enforce traffic regulations and good road discipline of all military personnel traveling the route. The Air Police patrol had the following limitations imposed on its activities:

a. All military vehicles could be apprehended, but only those private vehicles whose drivers were uniformed members of the armed forces were to be summoned by the Air Police Patrol for traffic violations.

b. Under no circumstances would an Air Policeman exceed the speed limits to apprehend an individual who had committed a traffic violation.

c. The base decal or state tag number of a vehicle observed violating traffic laws, driven by a person not in uniform, was taken and reported to Air Police Headquarters. If it was determined that the vehicle was owned by a military person stationed on Langley Air Force Base, a traffic ticket was processed through normal channels.

Since the daily average number of privately owned vehicles parked on Langley was approximately 7,000, with approximately 2,800 owned by NACA employees, it was an easy matter to appreciate the tremendous responsibility placed on the access highway motor patrols, especially

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during the periods when people entered the base for duty and left at the end of their respective work periods.

The area surrounding Langley Air Force Base, which was under the jurisdiction of the Air Police, was kept under constant observation to prevent attempts to undermine the morals of military personnel.

There had been only one establishment in the Langley area where during the past year it was deemed necessary to take severe action and place the establishment "Out of Bounds" for a period of one month, or until existing conditions were improved therein.

The Provost Marshal was a member of the Armed Forces Disciplinary Control Board as set forth by AFR 14-15, dated 12 September 1950, whereby all civilian establishments that failed to meet requirements of sanitary and moral acceptance where strongly warned and if conditions were not corrected, placed out of bounds.

The Staff Judge Advocate's Office presided over 164 cases during the period with 39 being of the Special Court-Martial class. This was an average of 27 cases a month, or approximately one every day. Base clothing claims were one of the major causes for these hearings with 23 in the month of January alone. The following chart is a recapitulation of the types of cases heard.

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Staff Judge Advocate Activities

	Jan	Feb	Mar	Apr	May	Jun	Totals
Special Courts-Martial	11	4	6	7	2	9	39
Summary Courts-Martial	11	5	6	12	6	6	46
Article 32 Cases	0	0	1	1	0	0	2
Base Clothing Claims	23	9	4	5	2	0	43
No. 112 Series Claims	3	5	7	8	3	8	34
Totals	48	23	24	33	13	23	164

On 30 March Major Harry Scheiner was transferred overseas and Major Arthur J. Sullivan was appointed Chief of Military Justice. 51/ At the same time 1st Lt Fred R. Langford was appointed Chief of Military Affairs Division and 2nd Lt Herbert A. Jolovits was made Assistant Chief, Claims Division.

Langley, like other bases in the Air Force, had grown to depend on Central Base Funds for many of the activities that mean much to the morale of residents of the base and for many services that otherwise would not have been furnished. Despite objections of merchants, the Base Exchange continued to do business and to pour profits into the Army-Air Force Exchange System. Few of the merchants engendered with such opposition could hark back to the days when committees in

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51/ Hq 405th Ftr Bmr Wg, SO 12, 1 Apr 54

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local communities had to supplement the recreation and entertainment of military men by heavy contributions which they are not now called on to make. The Base Exchange is a self sustaining business and the nonappropriated funds which are provided from profits were all important to Langley during this period.

The Base Fund received $4,130.25 for distribution in January.52/ and had net working capital of $6,924.65 as of 31 December 1953. The funds were similarly distributed for benefit of activities on Langley every month and at the close of this historical period there was $3,934.50 for distribution in the month of June.53/ The budget included $229.16 as salary for the bookeeper, $961.30 for athletics, $383.00 for publication of the Langley Flyer, Base Newspaper and $787.10 for the two service clubs.54/

In June the printer notified the Commander that publication of The Tailspinner, Base Newspaper at Langley for quite a few years was not profitable to him. He had been selling advertising in the bi-monthly and publishing it as a semi-official newspaper, but inability to maintain close contact with his advertisers and to sell advertising was too much for him. It was a burden to do this in addition to composition, make-up and printing the publication. This was a blow at Langley nonappropriated funds and the Commander was given two alternatives, viz: publish the Langley Flyer, which had succeeded the Tailspinner,

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52/ Central Base Fund, LAFB, Financial State 31 Dec 53

53/ Central Base Fund, LAFB, Financial State 31 May 54

54/ Central Base Fund, LAFB, Budget 16 Jun to 15 Jul 54

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twice monthly at a cost of $383.00 each month to publish the Flyer once each week for $727.30 per month. Later, the printer revised his monthly charge for a weekly publication to approximately $677.00 per month. The Commander authorized continued publication weekly on a temporary basis and took the matter under advisement. As this historical period ended, the Flyer was being published weekly on oral agreement with nonappropriated funds expected for payment of about $677.00 per month.

Nonappropriated funds business on Langley Air Force Base was very important to the base and to the Air Force in 1954 partly because Langley made high profits in its Exchange stores and contributed vast amounts to the Regional Office at Baltimore, Maryland for the benefit and support of morale building activities at other bases. Langley also benefitted greatly through reapportionment of its lawful part of the fund. To control, outline and assist in management of the funds Langley issued a new Base Regulation numbered 176-2, 16 February. 55/

A special meeting of the Central Base Fund Council was held on 7 June 1954, with startling and expensive proposals for tremendous improvement of facilities at Langley. The Council approved submitting to The Tactical Air Command Welfare Fund, projects that would cost $289,850.00. The following were requested: 56/ construct new bath-house at the Airmen's Outdoor Swimming Pool. Estimated cost $10,000.00. Rehabilitate the Base Theatre including improved latrine facilities. Estimated cost, $15,000.00. Air condition the Base Chapel. Estimated cost $30,000.

55/ Hq 405th Ftr Bmr Wg, Base Reg 176-2, 16 Feb 54.

56/ Minutes Special Meet, Central Base Fund, 7 Jun 54.

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Rehabilitation of the Base Gymnasium to include a new floor and general reconstruction. Estimated cost $20,000.00. Construct an addition to the indoor swimming pool which would include locker, dressing room and toilet facilities for women, a locker, dressing room and relocation of toilet facilities for men, and an addition to the Base Library. Estimated cost $36,000.00. Air condition the Base Library, Estimated cost $5,000.00. To include the addition requested above, $10,000.00. Replace cushions on kneelers and pews in Base Chapel. Estimated cost, $3,650.00. Replace furniture in airmen's dayrooms. Estimated cost, $20,000.00. Procure and install night lighting equipment on the baseball diamond. Estimated cost $18,000.00. Construct a swimming pool in the Shellbank area to include an adequate filtering system, night lighting and bath-houses. Estimated cost $100,000.00. Rehabilitate the base tennis courts. Estimated cost $12,800.00. Procure adequate equipment to present a complete photography hobby shop. Estimated cost $3,000.00. Procure stage curtains, including tract, for the portable stage in the Base Gymnasium and the fixed stage in the Boathouse Ballroom. With the installation of Cinemascope in the Base Theatre any live production would have to be staged in either of the aforementioned places. Estimated cost $3,900.00. Air condition the two upstairs offices in the Base Gymnasium. Estimated cost $2,500.00.

The Central Base Fund Council decided that insurance should be carried on the Library, Gymnasium, Service Club number one, Service Club Annex, Boathouse, Boats and Motors and not on the Dayrooms. The Custodian was requested to procure two insurance estimates on furniture and equipment located in the cited buildings.

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Insurance estimates for Fire and Extended Coverage on the Library, the Gymnasium, Service Club #1, Service Club Annex, the Boathouse and specified perils on boats and motors were submitted from Mutual Underwriters and from Arthur G. Crimmins. The bid from Mutual Underwriters for $41,000.00 coverage on the buildings for a three-year policy, premium being $370.03, and on the boats and motors valued at $2,738.00 for a three-year policy, premium being $273.80, was accepted by the Council.

The sale of golf clubs netted the Central Base Fund $61.80 in February.

The Custodian informed the Council that he had not been able to locate a piano on the base for the use of the Youth Center. He submitted the following estimates on factory reconditioned pianos:

Nachman's	$ 298.00
Thomas Piano Co	245.00

The Council accepted the estimate from Thomas Piano Co and approved $245.00 to purchase it.

In regard to Bingo and Tournament prizes for the Service Clubs, it was reported that each Club had approximately ten activities and gave one hundred prizes per month.

The Air Base Group Commander requested a piano to be used in the Consolidated Airmen's Mess. The Council approved the purchasing of one at a cost not to exceed $245.00. The piano was purchased for $100.

A banquet for the cast of "Tops in Blue" at a cost of $100.00

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orally approved by the Council, 8 February 1954, was brought to the attention of the Council. It was suggested that in the future service personnel in shows be fed by the Food Service Squadron rather than use Central Base Funds.

A letter from Lt Charles K. Septer regarding the loss of Central Base Fund property was read. The Council agreed to write off the following items:

1	pr	10 oz Boxing Gloves
5		Basketball Warm-up Jackets
6		Baseball shirts (white)

In February the Council approved renewal of Liability and Compensation Insurance in the amount of $78.50.

A letter was read from Chaplain (Maj) Vernon O. Rogers requesting funds to purchase a carpet for the Murray Court Chapel. The Council disapproved and stated that such a request could be submitted to Tactical Air Command for a special grant in the future.

The Special Services Officer requested $65.00 to cover expenses for the Little Theatre cast. About forty people were interested in participating in the plays. The plays were presented on the base, admission free. The Council approved.

He also requested $65.00 to cover additional expenses pertaining to the WOR Variety Show. The Council approved.

The Miscellaneous Fund of the Personnel Services Office for the period 16 March 1954 to 15 April 1954 was expended as follows:

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Whistles for the base gym	$ 4.80
Award jacket for base basketball team trainer	15.00
Repairs to phonograph - Service Club #1	5.75
Pay waiters for base basketball team banquest	35.00
Phonograph needle for Base Library	1.50
6 pairs of oars	36.00
Total	$98.05

The Special Services Officer reported that a buffer loaned to the 405th Food Service Squadron was broken when dropped off a truck during transport. The Council voted to relieve Special Services of responsibility for the buffer.

The Custodian read a letter from Headquarters Tactical Air Command stating the tentative approval of the following projects for Langley Air Force Base:

Air condition Service Club #1	$ 17,500.00
Air condition Service Club Annex	12,500.00
Dayroom furniture and equipment	20,000.00
Total	$ 50,000.00

The Council approved submitting formal requests for funds from the TAC Welfare Fund.

Two letters from Lt Larry L. Sellers were read requesting the write-off of (1) 11 Craft-tools missing from the Leathercraft Hobby Shop, value about $10.00 and (2) 1 desk lamp, green shade, from Service Club #1, value about $2.00. The Council approved both losses.

A letter from 1st Lt Atlee R. Ellis of the 424th Bombardment Squadron was read requesting relief from responsibility of one chair, lounge, chrome, two-cushion, which was missing when inventory was

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taken 23 March 1954. The Council disapproved and recommended that a further search be made for the chair.

A letter from 1st Lt George M Maxwell, Adjutant of the 4427th Radiological Test Flight, was read requesting funds in the amount of $70.40 for the purchase of softball uniforms. The Council disapproved since it was contrary to regulations to make additional Central Base Funds available to individual units.

The quotation of $2,931.41 from Lester Grossman Company of Norfolk for installing stage curtains in the Base Gymnasium was accepted by the Council.

The miscellaneous fund of the Personnel Services Office for the period 16 May to 15 June was epended as follows:

Talent contest entry fee	$ 91.75
Repair of compressor for swimming pool	7.50
Total expenditures	$ 99.25

The Special Services Officer stated that he was in receipt of a letter from Fort Monroe saying that Langley Air Force Base personnel would be given hunting privileges at Fort Monroe if Langley would share the cost of planting the shooting area. The Council approved expending $36.22 as Langley's share of the costs.

Major DeBorger notified the Council that sanitary regulations require that the water in the swimming pool be tested and requested that the proper water testing equipment be purchased. The Council approved the expenditure of $39.90 pending a check with the Instal-

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lation Engineers and Purchasing and Contracting to see if the purchase could be made with appropriated funds.

The Custodian read a letter from Headquarters USAF concerning the World-wide WAF Basketball Championship held at Langley Air Force Base from 2 to 6 March 1954. The letter transmitted a check in the amount of $3,578.00 to cover expenses of the championship. The expenditure of the funds, as requested by 1st Lt Charles R. Septer, Championship Project Officer, was approved by the Council prior to the meeting.

The tournament project was completed on 31 March 1954 by the refund to Headquarters USAF Special Services Fund to the sum of $96.26, undisbursed funds. $2,411.74 was expended during the tournament.

A letter was read from 1st Lt Carl A. Carlson, responsible Officer for the Command Defense School, requesting the write-off of the following items missing in his semiannual inventory:

1 table, occasional, chrome legs, gray formica top

1 lamp, floor, bronze

The Council approved the loss of the items.

The expenditure of $60.00 was approved orally by a majority of the members of the Council on 9 March 1954 for the Norfolk Naval Air Station variety show presented in Theatre #1 on 10 March 1954.

The Council requested an investigation of the greenhouse to determine the reason why sufficient flowers cannot be obtained for use in the service clubs.

Investigation of the Greenhouse revealed that the man who was

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in charge had been giving out flowers indiscriminately. He was replaced. The chapels and the service clubs then started receiving flowers.

Major Grimmer, Commander of the 405th Supply Squadron, requested payment of the premiums in the amount of $13.50 on the official bond for two airmen for the position of cashiers at the Clothing Sales Store. The Council approved this expenditure.

The Custodian informed the Council that on 27 April 1954 a majority of the members had orally approved the expenditure of $115.00 for a stage curtain track for the boathouse ballroom and $20.00 for rental of costumes for the Langley Little Theatre.

The Council recommended that a monthly inventory of the Leathercraft Shop be conducted and that a statement be submitted each month showing the income and expenditures for supplies. It was also recommended that all leathercraft supplies be bought from a revolving fund consisting of income from sales of supplies. The necessary tools and instructor's pay would not come from this fund.

The Custodian read the report of operations for the Leathercraft Shop for the period 18 September 1953 through 25 May 1954. The Council approved the following method of operation for the Leathercraft Shop: The Custodian was to request that the Air Force resident auditors set up a simple bookkeeping system to be administered by the leathercraft instructor and verified monthly. A revolving fund of $300.00 was set up for the purchase of supplies and incidental items other than tools. The tools and instructor's pay were to be purchased through the Per-

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sonnel Services Budget as in the past. The stock was to be inventoried monthly.

Ground Safety Activities. Five Langley Air Force Base airmen were awarded trophies by Brig Gen Charles D. Jones, base commander, as winners in a base-wide elimination contest for an upcoming Air Force "roade-o".

Airman Elliott C. Fannin, driving a 29-passenger bus; Airman Bobby L. Hatfield, driving a 1½ ton truck; Airman Melvin H. Eppley, with a five-ton semi-trailer; Airman John A. Hudnall, operating a sedan, and Airman Aaron Bradley, with a refueling unit type F-1 were the winners.

Airman Fannin was top man with a score of 428 out of a possible 450. All drivers except Airman Bradley were members of the 405th Motor Vehicle Squadron at LAFB. Bradley is from the 405th Supply Squadron.

The Air Force roade-o, sponsored in conjunction with the American Trucking Association's national roade-o, is designed to determine best drivers in the five classes.

The contest at Langley was a preliminary run-off and winners competed in a Tactical Air Command contest. Command winners competed for zone championships and zone winners entered the national competition.

"Operation Impact", driving safety program, got underway in May with the initial plans for six weeks of activity. Major Joseph Govoni was base project officer.

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Local law enforcement officers Police Chiefs Nichols, Peach and Woody, from Phoebus, Newport News and Warwick respectively pledged full support to the Langley program in the effort to reduce traffic accidents in the area.

"The Chiefs realized the importance of the program", Major Govoni said, "as 30 percent of all driving accidents in this area involved military personnel". There had been no published breakdown of Langley's percentage in this total.

The official operation gave Major Govoni an apportunity to start a program which was to continue after the six weeks period had passed, and he had the complete cooperation and backing of the local enforcement officials to continue it.

Beginning 30 May, Driver Training Week, inspired a desire by all persons to actively participate in methods and techniques of safe driving. For this, the project officer distributed a printed sheet in the form of a vow, to be signed and observed by all those willing to be safe drivers both during and after the program was over.

On 6 June, there was seven days called Courtesy Week to promote good fellowship among all drivers while on the road.

Law Enforcement week started on 13 June, to teach the necessity of laws and regulation controlling traffic as fundamental to safety, and to inspire a self disciplined adherence to them. Then there were Vehicular Maintenance, Defense Driving, and Highway Safety weeks to round out the program.

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Ground Safety Record Of

Military Disabling Injuries

	Number	Rate	Cost
Jan	7	4.52	$ 4,935.00
Feb	7	4.69	6,660.00
Mar	11	6.89	3,000.00
Apr	12	7.76	36,250.00
May	7	4.42	2,760.00
Jun	10	6.5	95,430.00
Total	54	Av. 5.79	$149.035.00

USAF Motor Vehicle Accidents On Langley

	Number	Rate	Cost
Jan	1	0.67	$ 2.00
Feb	1	0.53	24.00
Mar	0	0.00	0.00
Apr	1	0.59	0.00
May	0	0.00	0.00
Jun	1	0.53	0.00
Total	4	Av. .38	$26.00

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Ground Safety Record Of

Civilian Disabling Injuries

	Number	Rate	Cost
Jan	1	4.96	$ 490.00
Feb	0	0.00	000.00
Mar	1	4.19	70.00
Apr	1	4.66	140.00
May	0	0.00	000.00
Jun	1	4.40	42.00
Total	4	AV. 3.03	$ 742.00

The Commander and his staff kept after drivers of privately owned vehicles to require adherence to the rules of driving and prevent accidents. Two years previously General Jones had started a campaign to get rid of old automobiles. He ordered all jalopies removed from Langley. The next step was to insist on compliance with driving rules. A letter was personally signed by General Jones, requiring commanders to counsel personnel relative to safe operation of vehicles prior to granting leaves over Memorial Day. 57/ The result was improvement in the accident record of Langley.

Besides the regular duties of maintenance and installation at Langley the shop foremen conduted bi-weekly safety inspection of

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57/ Hq 405th Ftr Bmr Wg, Ltr GS MIL, Subj: Accident Prevention, 25 May 54

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all shops, tools and equipment. Weekly inspections were conducted by Installation Engineer personnel. These safety inspections proved extremely effective in that only one lost time accident was recorded for this entire period.

During the first six months of 1954, the Ground Safety Council met six times to consider all possible ways to prevent and reduce accidents from all causes. Full reports of two of these meetings are included as documents. At the meeting on 17 February 58/ traffic, parking, security fencing and other hazards were discussed. The monthly meeting held on 24 June 59/ included lectures to 2,961 military and civilian persons on Operation Impact, which is discussed at length on following pages. Other topics included hazards at beaches, runway hazards and traffic congestion. It was reported that off-base offenses and accidents continued to decline, there being only 14 moving traffic violations off of the base during May.

The Air Force Aid Society Office at Langley had a very successful half year and was useful, making loans of $5,849.00. The Langley office also gave $3,249.35 away. Complete record may be seen on next page.

58/ Minutes Wg Ground Safety Council, LAFB, 17 Feb 54

59/ Hq 405th Ftr Bmr Wg, LAFB, Meet G S Council, 24 Jun 54

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RECORD OF FINANCIAL ACTIVITIES OF
AIR FORCE AID SOCIETY LAFB, 1954

	JAN	FEB	MAR	APR	MAY	JUN	TOTALS
Grants	0	4	4	6	5	7	26
Amt of Grants	0	$207.40	$621.68	$549.42	$825.00	$1,045.85	$3,249.35
Loans	7	12	8	16	10	7	60
Amt of Loans	$475.00	$1,233.00	$845.00	$1,758.00	$758.00	$780.00	$5,849.00
Accounts Trans Out	8	2	4	4	0	0	18
Amt of Acts	$615.00	$30.00	$305.00	$149.00	0	0	$1,099.00
Accounts Trans In	3	2	0	4	2	1	12
Amn of Acts	$90.00	$125.00	0	$235.00	$115.00	$125.00	$690.00
BALANCE	$4,250.00	$4,141.60	$3,827.92	$2,569.00	$2,000.00	$1,325.15	$18,113.67

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Special Services. The "Do It Yourself" program that took the country by storm really showed it's affects at Langley's woodworking and leathercraft hobby shops. The two shops averaged better than 400 aspirants per month. Not only did the urge of airmen to create work of their own origin affect the popularity of the two hobbies but the facilities put at their disposal by the Office of Personnel Services was another inducement.

The Special Services Boathouse Ballroom was available at all times and was used frequently by units and organizations of Langley throughout the winter months. One of the many extra features offered the personnel was the privilege of winter berthing of privately owned boats at the boathouse.

Service Club Activities

	Jan	Feb	Mar	Apr	May	Jun	Total
Bingo	7	8	8	10	8	8	49
Tournaments	4	2	2	3	3	3	17
Quizzes	5	2	2	3	2	4	18
Parties	4	4	2	3	5	4	22
Dances	7	8	12	12	11	12	62

The trend towards novel reading was on an upgrade also with approximately 25% of the library books in circulation at all times. Total attendance at the library between 1 January and 30 June was 24,424. This constituted an average of more than 4,000 persons a month.

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Base Library Activities

	Jan	Feb	Mar	Apr	May	Jun	Total
Total attend	3523	3735	4680	4425	4444	3617	24,424
Total volumes	17223	17349	17510	17227	17302	17354	103,965
Total circ	3297	3153	3696	3039	2907	2934	19,026
Airmen cleared	109	61	56	71	57	85	439
Registrations	141	132	152	107	105	95	732

Although many attractive activities were available to the personnel at Langley, the movies drew top honors. Over 100,000 military persons and their dependents paid to see movies at Langley theaters. This attendance total was a good indication of the calibre of pictures shown.

Commanders just can't do everthing they want to now because of the necessity of counting costs. A case in point is shown in correspondence between the commander of the 405th Wing and Tactical Air Command over opening a theatre for benefit of ROTC and CAP cadets.60/ The commander wanted to provide nightly movies at the usual base price, at a theatre in proximity to the encampment site. Because an average attendance of 201 nightly could not be forseen the plan was disapproved.

60/ Hq 405th Ftr Bmr Wg, Ltr ABS/PS Subj: Reopening of Theatre #2

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Base Theater Activities

	Paid Attendance	Meetings Other Than Charged For
Jan	19,141	54
Feb	17,200	59
Mar	18,537	57
Apr	15,943	67
May	16,636	54
Jun	14,786	81
Total	102,243	372

The 372 meetings shows extent that the Main Base Theater was utilized for training and orienting purposes during the six month period.

Airmen Bettie Jo Mahan, female vocalist, Carter Harrison, male vocalist and Byron L. Adkinson, pianist, represented Langley in the Southern Division finals of the Air Force Variety and Barbershop Quartet Contest. They captured first places in their respective categories at Bolling Air Force Base, in 1954. They then competed at Scott Air Force Base and occupied the spotlight as the only base represented where all the contestants were selected as winners. The Langley participants competed against other USAF installations in the Eastern Tournament but did not win further honors.

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The 2d Liaison Squadron was inactivated on 18 June 61/ and personnel and equipment transferred to the Headquarters, 405th Air Base Group. This was part of a plan to form an operational squadron in the 405th Air Base Group that would permit more efficient operation of small units and combine administrative functions. The new squadron was scheduled for activation later in the summer.

During May an organization and classification survey was conducted on Langley in accordance with instructions from TAC and Headquarters USAF. One of the primary purposes of the survey was to effect savings in man power dollars. As a result it was found that there were a few areas in which both military and civilian supervisors were authorized. Recommendations were made to the Commander concerning the alleviation of this problem; however, due to the complexity of the problem, final action had not been taken by 30 June.

Civilian Personnel. A joint area wage survey of the Navy-Army-Air Force was held in Norfolk on 5-6 January for civilian employees. Langley was represented by Mr. Harry R. Livers, Sr., of Installation Engineering, and Mr. John M. Garrison, Chief of Classification Branch of the Civilian Personnel Office, who represented the Air Force in this area and attended both sessions. The following

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61/ Wing Personnel Hist Data 1-30 Jun 54

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week wage data was collected on the penisula area from industrial firms for comparative purposes to be used by the Army- Air Force Wage Board to determine the going rates in the Hampton Roads, Virginia locality.

Messers Carl Rapp, Joseph Strup, John Garrison, 2d., Mrs. Marian Falin, Mrs. Francis Moore and Miss Catherine Clynes attended the Hampton Roads Federal Personnel Council meeting 27 January which was held at the Naval Amphibious Base, Little Creek, Virginia. A larger delegation than usual attended as it was the first meeting since the transfer of the Peninsula area from the 4th Civil Service Region, which is no longer in existence, to the 3d Region, located in Philadelphia, Pa.

There were several major changes in Personnel Allotment Authorizations which will be noted in the following breakdown for January:

Unit	Command	Authorized Dec.	Authorized Jan.	Employed
Hq Tactical Air Command	TAC	217	219	209
405th Fighter Bomber Wing	TAC	1049	1026	1019
4450th USAF Hospital	TAC	61	61	59
4500th Support Sq	TAC	0	19	19
4400th Combat Crew Training Gp	TAC	5	2	2
29th Communications Sq	ConAC	0	7	7
2220th Field Printing Sq	USAF	42	42	39
21st District OSI	MATS	9	8	8
2d Weather Group	MATS	2	2	2
1913th AACS Sq	ADC	1	1	1
AF Develop Field Office	EADF	6	5	5
771st Acft Control & Warn Sq		11	11	10
Total		1403	1403	1380

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The Civil Service Board of Examiners of Langley administered Typist and Stenographer examinations to persons throughout the area who had filed for the examinations with the expectation of receiving Civil Service appointments.

A course in Management Training of civilian employees was initiated 15 February. The class was composed of supervisors from various organizational segments and was conducted by Mr. Carl Rapp, Civilian Personnel Officer. Sessions lasted two hours.

Mrs. Marion F. Falin and Mrs. Frances C. Moore attended the meeting of the Federal Personnel Council at Cheatham Annex, Naval Supply Center on 7 April 1954. Mr. Mandell of the Test Development Section, Civil Service Commission, Washington, D. C. spoke on internal testing. The U.S. Civil Service Board of Examiners tested 77 applicants for Typist and Stenographers, and 85 applicants for Accounting Clerk, GS-4.

A Tactical Air Command Personnel Conference was held on 26-30 April at Langley. Those attending parts of the conference pertaining to their sections from Civilian Personnel Office were: Messers Carl F. Rapp, Joseph S. Strup, Walter Huggman, John M. Garrison and Mrs. Lois B. Stacey, Miss Margaret K. Doane, and Miss Catherine C. Clynes.

An award of $10.00 was made to Mrs. Bernice Thomas for a suggestion that allowed additional space for storage of medical supplies on the second floor of the Station Hospital. This was achieved by converting the incinerator closet into a supply closet.

A survey team consisting of Messers Wright, Smudge, Fay and Cheatham of the East Central Area Office of the Air Force located in

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Atlanta, Georgia, was in the Civilian Personnel Office the week of June 18. The purpose of the visit was to evaluate the personnel program to determine the effectiveness of its operation in meeting the needs of the installation.

Six warehouse positions, one clerical position, one aircraft mechanic foreman and two aircraft mechanic positions were abolished in June. This necessitated issuing Reduction-in-Force notices. Actions as a result of the RIF will take place in July.

The Installation Engineer was authorized sixteen positions comprising one plasterer, four carpenters and eleven painters. These positions were authorized for a period of 90 days for general maintenance.

The Board of Civil Service Examiners tested 96 applicants for typist and stenographer positions, 2 applicants for calculating machine operator, 8 for accounting and auditing clerk, GS-4, and 18 for clerical positions, all in the month of June.

The following reflects civilian authorizations and employment as of 30 June 1954.

Unit	Command	Authorized	Employed
Hq Tactical Air Command	TAC	221	213
405th Fighter Bomber Wing	TAC	1081	1062
4450th USAF Hospital	TAC	70	68
4500th Hq Support Squadron	TAC	19	19
4400th Combat Crew Training Gp	TAC	2	2
29th Communications Squadron	TAC	7	4
2220th Field Printing Squadron	ConAC	41	40
21st District OSI	USAF	8	8
2d Weather Group	MATS	2	2

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Unit	Command	Authorized	Employed
1913th AACS Squadron	MATS	1	1
AF Development Field Office	ARDC	5	5
771st Acft Control & Warning Sq	EADF	11	11
AF ROTC	TAC	6	4
Total		1474	1439

The Board of U. S. Civil Service Examiners reported that recruiting shortages existed in Medical Records Librarian, GS-7. Letters requesting recruiting assistance, were sent to the schools listed in Handbook X-118 which were approved by the American Medical Record Librarians. Replies were received from Massachusetts General Hospital, Boston, Mass., and St. Louis University School of Nursing, St. Louis Mo. stating that no applicants were available. An application was received from a student who finishes training in September 1954.

A register was established by the Civil Service Examining Board for Medical Technician, GS-5 which was subsequently suspended by the Civil Service Representative of the Third U.S. Civil Service Regional Office. The register was suspended because the officer-in-charge of the Medical Laboratory required that the technicians be registered with the American Society of Clinical Pathologists. Since that was not included in the standards approved by the Civil Service Commission, a letter was forwarded to the regional office requesting authority to amend the qualification requirements as listed in the announcement issued by the Board. The position could be filled until reply was received from the regional office.

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There continued to be a shortage of qualified shorthand reporters, stenographers, sign painters and medical librarians, during January. This problem was eased to some extent by the Civil Service Board administering examination to applicants for some of these positions. In January Langley was authorized to have 1,403 civilian workers in military units but employed only 1,380 which was a shortage of 23 persons. In June there were 1,439 persons employed at Langley but there was still a shortage of 35 employees partly because of the increased authorization of civilian employment.

The Langley Civilian Personnel Office attempted to keep Langley under total authorized strength, but there was a balancing factor also that kept the condition from deceleration. It was the fact that in some skilled positions it was difficult to hire all the people needed. Experience showed that the competition in bidding for skilled labor attracted people in this category away from instead of to, Langley.

After the 405th had been authorized 45 civilian spaces for the Base Level Accounting Test Project and hiring was partially complete, another problem arose which loomed important; a large number of government quarters were vacant due to general deterioration. Although the two projects were not related, getting the quarters habitable was a big and useful project.

Accordingly it was proposed to utilize 16 unfilled accounting

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spaces to provide manpower to assist in the renovation of the vacant quarters as they were not in livable condition. A letter to Tactical Air Command, proposed a plan to hire installation people for 90 days instead of accountants. It was approved by first indorsement from TAC on 10 June 1954.62/

The recurring query regarding segregation and employment conditions came in January and the Civilian Personnel Section made inspection, as had been done the previous year to determine if policies of nonsegregation were being followed. Accordingly, higher headquarters was informed by indorsement 63/ that no problem existed which arose from unfair practices. Segregation had been eliminated at Langley Air Force Base and the use of lunch rooms, drinking fountains, rest rooms and transportation was equal for all people.

Major Arthur J. Sullivan and Mr. Bernard T. Deem of the 405th were appointed to the Security Hearing Board for the third US Civil Service Region in March.64/

Despite the effort to minimize overtime on the part of civilian workers, it was necessary under normal working conditions and overtime had to be used in order to carry on the work of operating the base. For example overtime hours of civilians were computed for the third quarter of the fiscal year 1954 and it was found that 9,983 hours were worked.

62/ Hq 405th Ftr Bmr Wg, Ltr M&O Mgt Subj: Temporary Utilization of Civilian Spaces & 1st Ind, 10 Jun 54

63/ 2d Ind to Ltr, CP CIV, 8 Jan 54

64/ Hq 405th Ftr Bmr Wg, Ltr to Director, signed Pinkerton, 31 Mar 54

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Frank R Paxton was awarded $125 for a money saving suggestion on 10 May 1954. Suggestions that produced savings to the Air Force were recognized by awards of $20 to Margaret A Robinson and $10 to Mrs. Frances Moore, both on 10 March.

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CHAPTER III

OPERATIONS AND TRAINING

The attention of the Wing Operations and Training Officer for several years had been mostly directed to operations while training was administered largely by squadron commanders. Plans for Wing directed training had been growing and early in 1954 the training section was expanded. The O&T Officer had charge of Passive Defense, as this form of training was born in 1950 and the Tactical Air Command authorized a school which originally was known as the TAC Passive Defense School. In 1953 the name was changed to TAC Defense School. Much of the training at this radiological defense school was supervised by the Wing Operations and Training Officer and all personnel was retained in the 405th Wing Headquarters Squadron Section. It was primarily a TAC school and military personnel from all TAC bases matriculated, but the 405th operated it.

The school senior officer was Wing Passive Defense Officer. Passive defense training was mainly training in protection of persons in a chemical, biological or atomic attack. An important step in connection with this training was the conduct of survey teams. The Passive Defense Officer prepared a training program to qualify all area survey teams for this training in May. 65/ A lecture on all details of defense against these

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65/ Hq 405th Ftr Bmr Wg, Ltr OT-TNG Subj: Passive Defense Team Training, 19 Apr 54

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agents is included.66/ This lecture was orally given to every student at the TAC Defense School and was distributed to personnel of the Wing in May.

It was brought to the attention of the Operations and Training Officer by Norfolk Air Traffic Control that considerable delay was often experienced in the cancellation of IFR flight plans. Such delay resulted in restricted IFR traffic flow in the highly congested traffic control area in Eastern Virginia. Flying units were directed to advise their pilots to cancel IFR flight plans as soon as it became possible to proceed safely according to Visual Flight Rules.

Air Force regulations prohibited the closing of an Air Force Base because weather conditions were below published minimums. AF policy had been for many years that the term "below minimums" would be used under such conditions. Failure on the part of responsible operations personnel to relay properly the correct information to Air Traffic Control had resulted in erroneous information being transmitted over ATC facilities that a field was "closed". Units were advised to instruct their pilots to submit an incident report whenever advised by a control tower or Air Traffic Control that an Air Force Base was closed due to weather.

Upon request from Chief, Army Field Forces, Fort Monroe, Va., ten tracking missions of one and one-half hours each were performed by the

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66/ Hq 405th Ftr Bmr Wg, Ltr, OT-TMG, Subj: Passive Defense Training, 13 May 54

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405th Fighter Bomber Group. Missions were in the SECOND Army area using F-84 aircraft early in the year.

The 405th Fighter Bomber Wing was designated as the advisory unit for two Air National Guard Wings, the 106th and 131st, which were programmed for mobilization assignment directly to TAC in the event of a national emergency. Headquarters 405th redelegated the responsibility to the 4400th Tactical Bombardment Group (Tng). The group was to be responsible for advising, assisting, providing liaison and active support, and evaluating the training and state of training of the units.

The Operations and Training Officer completed the Langley Air Traffic Control Plan in March and General Jones signed a letter to the Commander, Tactical Air Command offering the plan as a proposed solution to the traffic problem at Langley.67/ The letter stated that the missions of the command could not be accomplished and that plans of the Civil Aeronautics Administration were inadequate and unrealistic. It further stated that Langley efforts to coordinate an acceptable plan with CAA had been fruitless. The General's letter stated that the plan was feasible within the resources of the 405th Fighter Bomber Wing. Also that local opposition to the reservation of airspace precluded coordination at this level and request was made for a concentrated effort to secure the operational space necessary for accomplishment of assigned missions.

67/Hq 405th Ftr Bmr Wg, Ltr OT-OBS, Subj: Air Traffic Control Plan, 22 Mar 54

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The plan itself is attached.68/ This is an improved version of the one included with SECRET history of the 405th Fighter Bomber Wing for 17 April through 31 December 1953 and details of the efforts made by Langley authorities to secure cooperation on the matter with other agencies and representatives including the CAA are covered in detail in that history beginning on page 103, Volume II.

Many of the operations and training functions on Langley were performed by the 405th Air Base Group including Base Operations, Flight Training, Ground Training Instrument school, Gunnery Ranges and the Photographic Laboratories. These and other responsibilities were shown on a chart 1 January.69/

BASE OPERATIONS DISPATCH SECTION

	Jan	Feb	Mar	Apr	May	Jun	Totals
Transient Aircraft	377	483	528	492	473	538	2891
Cross Country Flights	816	952	1106	1052	923	1116	5965
Take-Offs	3434	4640	4552	3402	2930	4265	23223
Landings	3436	4636	4556	3406	2931	4266	23231
Bombing and Gunnery Missions	144	110	72	68	65	75	534

68/Proposed Control of Air Traffic in Langley Area, 19 Mar 54

69/Chart, Hq 405th Air Base Gp, 34C, 1 Jan 54

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By adding landings and take-offs you get 46,454 and that averages more than 250 aircraft per 24 hour day. It shows great activity and excellent control to land and take-off such a large number of aircraft.

In support of the Alternate Interim Headquarters Plan (AIHP) responsibility was placed upon Headquarters Tactical Air Command to assume command of the United States Air Forces should an attack on the Washington D. C. area render the present headquarters inoperative. This plan fixes Langley AF Base in an important strategic spot in the defense of the United States and requires great secrecy in the protection of physical facilities that would be put into use if Washington headquarters should be knocked out.

The plan encompasses a communications center with 10,000 feet of floor space to house $300,000.00 worth of equipment.

The AIHP required TAC and Langley to make immediate provisions for the center which will not be established in operational status but rather, space will be allocated, necessary wiring will be installed and the equipment will be stored sufficiently close so that it can be quickly moved into place and plugged in within one hour's time. It will lie dormant in the meanwhile, and, may never be used.

Estimates on construction of a new building or addition to any existing building was estimated to cost $250,000.00.70/

70/ Office of the CofS, SECRET, Ltr, Subj: Message Center at LAFB in Support of USAF Disaster Plan, 16 Jun 54

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A survey revealed that the basement of BOQ Austin Hall was not in use and would suffice. Accordingly representatives of the base wing met and agreed to use of the basement of Austin Hall.71/ The plan was to be pursued and completed in due course.

Langley Air Force Base was designated as a Special Foreign Clearing Base by Headquarters USAF in January and the Wing Commander assigned the functions to the 405th Air Base Group inasmuch as the latter organization was responsible for clearing aircraft and personnel for any such shipment.72/

In the Langley Hurricane Evacuation Plan it was important to have definite plans to evacuate aircraft to refuge bases outside of threatened areas. The list was revised from time to time and organizations assigned to definite refuges by Base Regulation 55-4. The newest list included airports at Pittsburgh, Selfridge, Chanute as distant points and to Preston Glenn, Va. as well as others.73/

Student officers of the Army War College numbering 230, visited Langley on 15 April as part of a plan to orient them in Air Force Knowledge. In addition to the 405th and attached organization the 18th Air Force and 9th Air Force furnished aircraft and ordnance to set up a complete static display for the visitors. The display was

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71/ SECRET notes of meeting, signed Lt Col Flygare, 6 Jul 54

72/ USAF Chart and Info Center, CONFIDENTIAL Ltr A CRIC, Subj: Designation of LAFB Special Foreign Clearing Base, & 1st Ind, 13 Jan 54

73/ Hq 405th Ftr Bmr Wg, Base Reg 55-4A, 29 Jun 54 and attachment

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extensive and included secret items. The Ninth Air Force provided aircraft as follows: RB-45, RB-57, RF-80, F-86, and B-61. The 18th Air Force provided one C-119, C-122 and C-124. Those furnished by Langley organizations included B-26, T-33, F-84G, L-20, H-19 Helicopter, F-94, and all available ordnance. The War College visitors arrived at 1315 and after a one hour briefing by Col Francis C. Timlin they were escorted to the display, which was suitably guarded, on the Langley ramp.

The aircraft were all equipped with normal complement of armament, cameras and other equipment and the crewmen dressed in proper flying uniforms were of typical rank for each aircraft. They talked about the capabilities and limitations of all equipment. Identifying placques described each aircraft on display and the crews were posted to give out pertinent information. After a lecture of Top Secret nature and visit to the display, the War College Officers departed for Fort Monroe for Army orientation. Selected military persons of Langley were then permitted to visit the display which was impressive and inspiring.

Early in June the citizens of Norfolk and Petersburg, as well as the Civil Defense authorities of those two cities, were victims of simulated bombing attacks of both the conventional type and the atomic type, with aircraft from the 405th Fighter Bomber Group and the 4400th Bombardment Group in the attack.

Norfolk got a particularly realistic account when two smoke equipped B-26 bombers from the 425th Bombardment Squadron laid a 2,000 foot diameter circle over the center of the city to be followed in one

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minute by a jet fighter-bomber theoretically carrying an atomic bomb, dropped from an altitude of 5,000 feet.

The city of Petersburg, however, was the victim of attack by 12 "Intruders" bombing in a continuous stream and dropping leaflets on the area.

The operation was a joint effort between the Civil Defense authorities of the two cities and personnel of Langley, and was the first of its type held in Eastern Virginia. After the "bombing", the civil defense authorities went into high gear to control the devastated area, evacuate the wounded and other responsibilities under their charge.

After the alert defense mission a letter of appreciation was received from C.H. Dalby, Civil Defense Coordinator of Norfolk, Va. In it he thanked the command for the simulated bombing mission in operation alert on 14 June 54.74/ The mission added realism that emphasized the necessity of Civil Defense. The letter was then directed by the commander to the 345th Bombardment Group and the 48th Fighter Intercepter Squadron to apprise those attached organizations of the Civil Defense authorities appreciation. The 345th Bombardment Group had been the 4400th Bombardment Group at time of the Civil Defense Mission and the letter arrive after change in designation of the group.

After providing facilities and training assistance to the Civil Air Patrol the commander was thoroughly thanked in a letter of

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74/ Hq 405th Ftr Bmr Wg, Ltr OT-MIL, 23 Jul 54

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appreciation from Col Allan C. Perkinson, commander of the Virginia Wing CAP.75/ The letter included thanks for assistance of Langley Officers and evidence that the CAP mission was efficiently carried out because of the assistance of persons and facilities at Langley.

Operations at Langley throughout the first six months of 1954 included participation in many exercises throughout the East and South. Three B-26's from the 4400th participated in a firepower demonstration at Elgin AFB, Florida on 9 May. A B-26 from the 4400th Bombardment Group participated in a leaflet dissemination exercise conducted by the Psychological Warfare School, Ft Bragg, N.C. on 3 Jun 54. Aircraft of the 4400th participated in a battlefield illumination exercise in support of "Sky Drop 1" on 27 May at Ft Campbell, Ky.

The 366th Fighter Bomber Wing conducted a firepower demonstration at Camp A.P. Hill, Va. on 21 June. To carry out the mission 15 F-86F's from the 389th Fighter Bomber Squadron staged out of Langley. Necessary support such as quarters and mess for 20 officers and 42 airmen, parking space, ramp security, fuel, ordnance etc was provided by Langley.

A flight of four fighters conducted flybys for the Transportation School at Fort Eustis, Va. on 28 Jun - 2 July. This was a five day logistical support problem to demonstrate the role of the Transportation Corps, U.S. Army in supporting the operation of a field army through the medium of logistical command and Langley's part in the exercise assumed the role of the Air Force under simulated combat conditions.

75/ Ltr from Col Perkinson to Cmdr 405th Ftr Bmr Wg, Subj: Ltr of Appreciation, 21 Jun 54

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In recent years an amphibious landing exercise had been held near the Naval Amphibious Training Station at Little Creek near Virginia Beach, Va. The maneuver called Tramid, meant "training midshipmen". It was an annual amphibious training operation for USMA cadets and USNA midshipmen conducted by the Atlantic Fleet. Langley provided base support for 16 F-86 aircraft, 16 officers and 35 airmen of the 434th Fighter Day Squadron operating in this maneuver from 14 through 20 June. The USMA cadets were observers during this exercise.

The commander was provided with visual aids in his Conference Room to enable him to quickly explain to authorized visitors about the operations and logistical mission of the 405th in assisting and supporting organizations both on the base and throughout the area. A copy of one of these charts is included.76/ The organizations are abbreviated on the chart so they are listed herewith, starting at 12 o'clock and going clockwise and including inner circles by deviating inward and back to outer circle: 345th Tactical Bombardment Group, 499th Tactical Bombardment Squadron, Civil Defense of Richmond Va, Advisory Team 106th Light Bombardment Wing, same for 131st Light Bombardment Wing, 500th Tactical Bombardment Squadron, 2d Tactical Support Squadron, 564th Air Force Ban, 4424th Helicopter Flight, Civil Defense of Roanoke Va, 16th Crash Rescue Boat Flight, 2d Shoran Beacon Flight, 4412th Women in the Air Force Squadron, TAC Passive Defense School (actually TAC Defense School), Aerial Spray Flight, 4427th

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76/ Support Chart, Organizations shown in circle

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Radiological Test Flight, Detachment 5, 728th Aircraft Control and Warning Squadron, Oyster Point (Ammunition Storage), Fort Monroe Va, Armed Forces Staff College (Norfolk Va), University of Richmond, The Virginia Military Institute, The Virginia Polytechnic Institute, USAF Recruiting, 771st Aircraft Control and Warning Squadron, Byrd Field Detachment 28, 3944th Reconnaissance Bombardment Squadron, AFROTC Encampment, Fort Eustis Va, Reserve Forces Encampment, Langley View (Housing Area), Air Explorer Scouts Encampment, 3d Radio Relay, Civil Air Patrol Encampment, Fort Custis (Actually Cape Charles Air Station, Cape Charles Va), 4500th Headquarters Support Squadron, Detachment 5, 728th Aircraft Control and Warning Squadron (TAC), Air Research and Developement Command Liaison Office, 1031st USAF Auditor General Squadron Detachment, 5th Naval District, 21st District Office of Special Investigations, 2220th Field Printing Squadron, Air Force Selection Team number 69, 1913th Airways and Air Communications Service, Flight "C" 36th Communications Security Squadron, F-84-F Mobile Training Unit, 48th Fighter Squadron, Detachment 3-8 3d Weather Squadron, 2d Weather Group, National Advisory Committee for Aeronautics, 29th Communications Squadron, Headquarters Tactical Air Command and the 498th Tactical Bombardment Squadron.

Another Chart that was used in the Conference Room to orient Very Important Persons and organization officers was one that gave data on housing, runways, fuel tank capacities, acreage etc, electric lines, communications, roads and railroad, administration buildings, warehouses and the hospital. Data on these will be found in Chapter V.

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Langley Air Force Base rolled out its planes, equipment and activity demonstrations 15 May for an open to the public show in observance of Armed Forces Week.

In addition to the program on the base, Langley equipment and personnel participated in demonstrations at Fort Lee, Richmond, and Fishersville, Virginia, Clarksburg, W. Va., and the U.S. Naval Academy at Annapolis, Md.

General Charles D. Jones said that as in previous years, Langley was to go all out to provide the people of the Lower Peninsula and other areas with "inspiring ground and aerial displays".

Activities at LAFB included a static display and an aerial air parade with flights of T-33 jet fighters and B-26 light bombers.

The display included helicopter flights, jet landing maneuvers, liaison aircraft demonstrations, aerial spraying by C-47s and a flyover and landing of B-26s.

The static display included radiological, medical, weather, chaplain and Red Cross units at the base. There also was a showing of personal equipment, aircraft engines and types of ammunition.

The following aircraft were on display at Langley's hanger 533: F-82, F-84, F-86, F-94, B-25, B-26, B-57, B-61, C-47, C-119, C-122, AS-16, C-124, T-33, L-20, F-97F, H-19B, H-136, and PV2 (Navy).

The LAFB exhibits were only a part of a large scale Lower Peninsula observance of a nationwide tribute to America's armed forces.

General Mark W. Clark, USA, wrote an appreciative letter to the Commander, Tactical Air Command pertaining to the air show put on by

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Langley Personnel for the Citadel Military College of South Carolina on 1 May 1954. The letter was indorsed down to the 509th Fighter Bomber Squadron because that unit had put on the show. The display included formation flying and acrobatics as well as static displays on the ground. Organizations from other TAC bases also participated.77/

A letter of appreciation was received from Brig Gen Stoyte O Ross pertaining to the flyby honoring Capt John S. Walmsley Jr, a posthumous recipient of the Congressional Medal of Honor.78/ The letter came from General Ross as commander of Headquarters Command Bolling Air Force Base, Washington, D. C.

It was suitabley indorsed down to the Commander of the 4400th Tactical Bombardment Group and went in the record of all participants and organizations concerned.

Fifteen B-26 aircraft from the 4400th Combardment Group flew in the formation at the presentation of the Medal of Honor to the widow of Capt Walmsley former flyer with the local bomb group. Capt Walmsley was killed in Korea.

They flew as four flights of four planes each with the number two position in the lead flight vacant in honor of the former mate of many of the pilots.

77/ The Citadel Charleston S.C. Ltr to Cmdr TAC from Mark W. Clark and attached Ltrs from Weyland and Jones

78/ Hq Comd USAF Ltr HC7A Subj: Ltr of Appreciation, 30 Jun 54 and Inds

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The first two of seven RB-57's the Air Force's top jet light reconnaissance bomber arrived at Langley on 22 June 1954. The B-57 was the USAF version of the British Camberra.

This began a lengthy conversion from the piston-driven B-26 in the 4400th Tactical Bombardment Group though the durable and dependable twin-engined light bomber that had made its own chapter in the history of the Korean fighting no doubt had much flying left in Langley operations before it was to leave the scene.

The RB-57 (the reconnaissance version) was an outgrowth of more than two years of night bombing operations in Korea. While USAF crews were in combat in Korea, specifications were being assembled from their experiences as to what would be necessary to provide the ultimate in a light jet bomber.

The data was built up over these years, based on actual experience of the flyers in day to day combat and it was decided that the closest thing to the ultimate was the B-57, which had been designed and was at that time being manufactured in Great Britain.

Giving up the B-26, to many of the crew members, over 90 percent of whom had flown extensive combat operations in the aircraft, was like losing an old friend.

Since August 1950, the 4400th had grown from a special training squadron to a group with three tactical squadrons assigned, and though the training requirement subsided with the fighting in Korea, the unit continued to train as an operational organization.

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Fourteen hundred and seventeen crews went through the ever changing systems of training and the requirments in the training program changed with altering phases of combat in Korea and were immediately implemented in the curriculum for the benefit of new students.

A number of flyers departed for transition training on B-57 aircraft at Shaw Air Force Base, South Carolina.

This period was also marked by arrival of some of the longed for F-84F Republic made Thunderstreak Aircraft. When the first one comae, the morale of the Fighter Bomber Group improved greatly. Major Charles H. Spencer 511th Fighter Bomber Squadron set wheels of the first F-84F down on Langley on 12 May 1954. The other squadrons received an aircraft each in May and more were received by all squadrons in June.

This type of aircraft was capable of delivering atomic weapons and plans had been made to carry out the using mission with the F-84F while training daily in F-84G's and T-33's.

During February an exercise was being staged in Alaska with the USAF termed "North Star". The 405th Fighter Bomber Group sent an officer to this exercise as an observer and he reported what he saw to Tactical Air Command upon his return.

The Motor Vehicle Squadron carried on a training schedule for all drivers of government motor vehicles and required every officer and airman to pass physical and mental tests to obtain a government Vehicle Operators Permit.

Major Joseph F. Govoni assumed command of the squadron in January replacing Major Leslie A. Spindelman. First Lieutenant Samuel D. Thomp-

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son, Jr., relieved 1st Lt John A. March as supply officer on 31 March. Lt March was assigned to another command.

Drivers permits were issued to 316 individuals and 44 students were enrolled in the drivers school in January. Although this was not a record it was an indication of the extensive work that was done by the squadron to emphasize safe driving.

A marked decrease in the AWOL rate and in the court martial rate was noted over the rate established in June 1953. It was felt that improvement in the billeting area was one reason for higher morale.

Colonel Milton H. Ashkins, commanding officer of the 4710th Air Defense Wing, of which the 48th Fighter-Interceptor Squadron at Langley Air Force Base was a unit inspected facilities of the 48th at Langley in January. He told Major Royal E. Koons, commanding officer of the 48th, that the Langley based squadron had the "finest safety record in the Air Force." The colonel, who is qualified to fly all aircraft used in his command, arrived at Langley in a F-84 Thunderjet.

The first two weeks of February found the Operations Section of the 509th Fighter Bomber Squadron exerting maximum effort to maintain full utilization of all in-commission aircraft and available pilots. Due to the high percentage of aircraft in commission, the operations section hit a new high record of flying time for a two week period. However, due to both inclement weather and aircraft maintenance difficulties during the latter two weeks of the month, the flying decreased. The total pilot hours for February was exceeded only by the month of June which in itself was a good indication of the number of flying hours accumulated in the

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first two weeks of the month.

Because the night and instrument phases of AFR 60-2 requirements were completed by all pilots, Operations pointed toward the gunnery phase of the Unit Training Program. Fifteen gunnery and dive bombing missions were accomplished over Plum Tree Island range. This total represented almost 50% of all the missions for this period.

The new program for monitoring local flight by the 509th Squadron was begun. A two-way UHG radio was installed in Operations with which all local flying by the 509th was monitored. The new system proved to be a great asset, saving both squadron and group operations an appreciable amount of time and work.

Because of the upgrading of restricted material to a confidential status throughout the Air Force, the 509th Fighter Bomber Squadron was introduced to security measures during February.

First Lieutenant T.H. Barker, Squadron Security Officer, did a fine job by incorporating the ticklish subject in minimum time.

Persons were checked for clearances, access sheets, passes made out, and guards posted to insure security, with one guard stationed at the only entrance to check personnel going in and out of the hangar.

Five reconnaissance missions were flown in coordination with the Transportation Corps of Fort Eustis by the 509th Fighter Bomber Squadron in March. These missions were assigned by the 405th Fighter Bomber Group and were placed under the direction of 1st Lt A.W. Ripley who briefed the pilots connected with the missions.

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Two practice flybys, under the direction of Major Croner, were performed using 16 F-84G aircraft in diamond and fingertip formation. The flyby was in honor of General Cannon and took place on 29 March 1954.

Operations during April included flyby in honor of the late General Vandenberg, three days of familiarization flights given officers from Fort Knox, preparations for "Operation Flashburn" and a flyby at Charleston, South Carolina. In Flight Refueling missions from 15 to 21 April gave pilots of this squadron an opportunity to gain valuable experience for the future.

In May the 509th lost all of its F-84G's. This loss made it necessary to utilize to the maximum T-33A aircraft. The increase in total flying time in May above the two previous months was a very good indication of this accomplishment. Checkouts of squadron pilots progressed rapidly as soon as acceptance checks were completed on the "F".

509TH FIGHTER BOMBER SQUADRON OPERATIONS

	Jan	Feb	Mar	Apr	May	Jun	Totals
Total Pilot Time in hours	504	807	614	536	783	1,182	4,426
Total Instrument Pilot Time	91	244	91	77	234	234	971
Total Navigation Time	178	313	175	301	598	849	2,414
Total Hours Weather Flights	17	19	27	21	58	72	214

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	Jan	Feb	Mar	Apr	May	Jun	Totals
Formation Sorties	40	169	114	150	73	236	778
Total Night Flying Time	70	116	38	34	95	159	512
Dive Bombing Sorties	0	15	9	9	0	0	33
Gunnery Sorties	0	15	9	7	0	0	31

The 509th inaugurated a weekly drill period for each Wednesday afternoon at 1600 hours. The personnel formed in ranks and participated in close order drill as prescribed by the new Air Force Manual 50-14. Much enthusiasm was shown with improvement being noted each week.

During the period from 1 January 1954 to 30 June 1954 airmen of the 509th completed 19,926 hours of ground training.

Early in the year the 510th Fighter Bomber Squadron had almost complete turnover of key personnel when Lt Col Robert R. Scott assumed command and Major Harry K. Evans assumed duties as Operations Officer.

Although adverse weather, highlighted by snow and sleet, was intermittent throughout January, fullest utilization of aircraft available stepped up flying activities considerably. Night flying was also increased during the month, and during the month of February.

A F-80A was received in February by the organization for training, using the special equipment that was installed. Two pilots from each squadron, plus a project officer were assigned to complete the training. All pilots received transition in the aircraft and familiarization on the

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special equipment. The project was hampered to some degree because of improper operation of the equipment.

During the month of March, the in commission rate on the F-84G's assigned was unusually high. The total time logged in the F-84G's was well above the two previous months of 1954.

During the month of May, all F-84G aircraft with the exception of one, were transfered to Brookley Air Force Base, Alabama and the first F-84F was received. All pilots checked out in the new type aircraft, but some delay was experienced due to AOCP aircraft.

During June pilots of the 510th accomplished dinghy drills and helicopter pickups under the direction of Capt Sitzmann.

510TH FIGHTER BOMBER SQUADRON OPERATIONS

	Jan	Feb	Mar	Apr	May	Jun	Totals
Total Flying Hours	838	859	822	558	830	661	4,568
Night Hours	124	119	106	77	40	8	474
Hood Hours	142	132	77	83	132	126	692
Weather Hours	31	41	54	48	113	54	341
Navigation Sorties	105	182	96	127	181	190	881
Formation Flying Hours	83	130	154	122	109	34	632

All of the 453 pilot hours flown by members of the 511th Fighter Bomber Squadron were accomplished in T-33A and F-84G in the month of

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January. Pilot's ground training included MTU on the F-84F, instrument school, passive defense, skeet shooting, military justice orientation and F-84F familiarization training conducted by the technical representatives.

Emphasis in flying training during January was laid on proficiency for newly assigned pilots and maintenance of proficiency for experienced pilots. During the month of February emphasis was on F-84G training, particularly gunnery.

A shortage of personal equipment existed in some sizes of oxygen masks in January but by March this shortage had been alleviated somewhat due to the arrival of new masks.

In anticipation of the arrival of new F-84Fs in April as much schooling and training as possible was completed during March so as to concentrate wholly on the F-84F transition program upon the arrival of the new aircraft. MTU on the F-84F, instrument school, passive defense and military justice orientation were included in the schools.

The officers and airmen participated in the parade and flyby in honor of General Cannon, retired commander of Tactical Air Command, on 29 March.

The month of April proved to be a very busy month for the members of the 511th. Along with flying training, with emphasis put particulaly on instruments, formation and pre-flight planning prior to cross country flights, there were numerous briefing sessions by the Group Commander and the Republic Technical Representative on the F-84F. In-flight refueling was practiced in F-84G on April 16, 19 and 20.

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On 23 April through 30 April the 511th participated in TACAIR 54-7 previously mentioned. Approximately fifteen sorties were flown by the squadron and about 65% of the pilots present for duty participated in the operation. Much knowledge was gained in this operation particularly by the newer members of the squadron. The F-84Gs were used for the sorties and although no armament was carried a considerable amount of film was exposed over the target areas.

The 511th participated in the indoctrination rides given to Army personnel from Fort Knox during April with simulated gunnery and bombing runs on tanks at Fort Eustis. The 511th squadron also participated in a flyby at Bolling Air Force Base during Congressional Medal of Honor award ceremonies.

The delivery of the F-84F aircrafts was delayed twice during the month of April. Scheduled for 15 April, they were delayed until 25 April because of a change in the Elevator Boost Ratio. On 25 April the squadron was notified of another indefinite delay due to an undetermined modification. The first F-84F aircraft was received on 12 May and by the end of the month one more was added to the squadron.

One of the major problems of the squadron, lack of aircraft, was slightly alleviated with the acceptance of approximately half of the F-84Fs, in April, that were authorized the squadron.

Upon the completion of the checkout and transition program by all pilots in the F-84F, attention was turned toward all phases of gunnery training.

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First Lieutenant Roger P. Swaine, Engineering Officer, and T Sgt John L. Howard, of the 511th Fighter Bomber Squadron, were sent to Weight and Balance School at Chanute Air Force Base, Illinois in January.

511TH FIGHTER BOMBER SQUADRON OPERATIONS

	Jan	Feb	Mar	Apr	May	Jun	Totals
Total Pilot Hours	453	827	653	625	608	820	3,986
Total Acft Hours	298	517	437	457	359	460	2,528

Langley's B-26's and F-84G's were flying daily to southern points for participation in TACAIR 57-7, the Air Force exercise held jointly with the Army's "Exercise Flashburn". This was a full scale tactical operation in April.

The 4400th Tactical Bombardment Group handled the night intruder missions, scheduling 16 aircraft nightly, while the 405th Fighter Bomber Group flew day missions in F-84G's in support of some 100,000 Army troops who were participating in this maneuver.

Approximately 30 pilots of the 405th Fighter Bomber Wing, joined with 600 aircraft of other bases in the over-all exercises that were held in the Carolinas.

The Tactical Air Command's exercise, known as TACAIR 54-7, was the parallel to "Exercise Flashburn", the Army's first large scale atomic defense maneuver, with exercise headquarters at Fort Bragg, N.C.

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The training program in the 4400th Tactical Bombardment Group had been instituted to duplicate support operations as closely as possible, beginning with a complete briefing that included target assignments received from Headquarters 9th Air Force.

The setup was complete with a Ground Liaison Officer, 1st Lt C.A. Woodard, of the 188th Air-borne Infantry Regiment, Fort Campbell, Ky., who handled the ground side of the crew briefings and interrogations. He spotted particular items such as troop concentrations, supply concentrations and the like, that proved interesting to pilots seeking targets.

The air phase of the exercise was one of the largest ever concucted by Tactical Air Command. All parts of Langley's operations were utilized to test and train air units in all phases of field operations.

With individual target assignments, the B-26s started leaving Langley shortly after 6 p.m. and continued regular single plane take-offs until midnight, and shortly afterwards the early flights began setting down and the crews went through their reporting and interrogation where they listed their results and noted what intelligence could be used in the future.

Each of the three bombardment squadrons, the 423d, 424th and 4400th Bombardment Squadron, supplied the aircraft for the missions on alternate days, making a maximum effort necessary every third day. The maneuvers continued until 6 May.

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The 9th and 18th Air Forces were fully committed to the exercise and air-landed 12,616 persons and 672 vehicles and weapons which included 233 jeeps, 88 trucks, nine ambulances, a wrecker, two tractors, a road grader, 12, 105-millimeter howitzers and three helicopters, for participation in Flashburn.

Action in the exercise was concentrated against a theroetical invader who held Florida and most of Canada, and who was launching an invasion into the Carolinas where most of the air activity took place. The maneuver was unique in the respect that the "Aggressor" force was uniformed completely different from U. S troops, making the stage more realistic.

Atomic weapons were the main item of the exercise, and a force of 2,000 men assessed imaginary casualties, thus determining the effectiveness of atomic explosions that were simulated during the maneuver.

Brigadier General Charles D. Jones, base commander, was named to the staff of Maj Gen Robert W. Douglass, Jr, exercise director. Also on the staff was Lt Col Daniel J. Duval of Langley, public information officer, for the maneuver.

After the maneuver the 405th received a complimentary message from Major General Edward J. Timerlake, which attested to the part Langley units played in the highly effective joint operation phase by the Air Force.79/

79/ Hq 405th Ftr Bmr Wg, Ltr OT-MIL, Subj: Letter of Appreciation, 10 May 54

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The 4400th Tactical Bombardment Group (Training) graduated its last combat crew in 1954 at Langley. It was the 1417th night intruder crew to complete the course that was created as a direct result of the United Nations police action in Korea. With the graduation of this class, the group continued to maintain combat readiness.

Having its origin on the 1st of August, 1954, the combat crew training squadron was organized and commanded by Lt Col John P Crocker, and on the 11th of August, 1950, the first class of 43 officers and airmen completed their training and left immediately for Korea. The Squadron grew into a group and continued to train combat crews from that date until June 1954.

The Tuesday night meetings for training of pilots in the 405th Fighter Bomber Group were held whenever Colonel Baccus was available. Many interesting subjects were presented and it was believed that with experience the programs got better. The Group Commander reported that air conditioning was sorely needed to make the place more comfortable and consequently, the meetings more profitable. Action was taken to expedite the installation of such equipment.

Although Langley had owned rights to the bombing range known as Ship Shoal Island for many years, no night bombing had been possible until 1954. Installation of long needed lights was completed and night bombing started on 19 January. Details on the acquisition of the Ship Shoal Bombing range may be found in histories of the 4430th Air Base Wing for April 1953 and the 405th Fighter Bomber Wing ending 31 December 1953.

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The perplexing bombing range problem of Langley was solved through exhaustive study and compromise in February and a regulation defining it and stipulating rules, was published.80/

Contractor technicians were utilized to instruct in operation of Link Aviation Devices and Curtis Wright Aviation Devices. They were engaged generally on a monthly basis, and they assisted materially in training Langley Personnel to master use of training aids. Among the Reps were S.D. Davis, D. Hitchcock, and Charles Hawkins of Link and James McEvoy of Curtis Wright.

Major Reed C. Patrick, a reserve officer, was assigned duty with the Flying Safety Section during his 15 day summer tour in January.

Colonel Burton K. Sams, Executive Officer of the 405th Fighter Bomber Wing, was one of the 96 Air Force Senior Officers and civilians graduating on 29 January 1954 from the Air Force management training program at George Washington University in Washington, D.C. The graduating group brought the total, taking the course since it was inaugurated in 1951, up to 1,500.

Whereas 2500 to 6000 per month had been attending training movies, at Langley the attendance shot up tremendously when everyone was ordered to view "The Air Force Story" in 24 films. The series came to Langley in April and boosted attendance to 18,917. May and June also were high months.

80/ Hq 405th Ftr Bmr Wg, BR 55-10, 26 Feb 54

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BASE FILM LIBRARY ACTIVITIES

	Jan	Feb	Mar	Apr	May	Jun	Total
No. of Showings	85	41	72	519	404	377	1,498
Attendance	6,131	2,532	5,329	18,917	18,885	18,655	70,449

By direction of Colonel William J. Sabo, Commander, 405th Air Base Group, the Air Base Group NCO School became a reality on 7 December 1953 with twenty (20) students in the first class. The student body of the initial class was comprised of Master Sergeants. Classes were planned for the one week in December and taking into account the Christmas holidays, the next class was to commence 4 January 1954. Administration and supervision of the school became the responsibility of Major Clifford J. Galliot, OIC, Ground Training Section, Air Base Group, who put into effect a workable program that had been in the planning stages since June 1953.

The progress of the initial class was under close scrutiny by higher headquarters and its acceptance by the students resulted in immediate action by Brigadier General Charles D. Jones, Commander, 405th Fighter Bomber Wing, who had long envisaged a school of this nature. By his order, the school became a base-wide function and all units, assigned or attached to the 405th Fighter Bomber Wing were directed to participate. Tenant units were invited to request quotas. The school now came under the Wing Staff supervision of Lt Col Calvin V. Robinson, Wing Personnel Officer. With minor changes, the schedule of classes submitted by the

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Air Base Group was accepted and the school, increased to a student body of 42 per class, continued anew on 11 January 1954.

With NCO strength of 1,763 indicated by reports, a long range program was planned whereby all NCO's would attend the school. When this phase had been accomplished, the course was expected to be lengthened and Airmen first class of potential NCO material, would be scheduled. Successful completion of the school would be a prerequisite for promotion to the grade of Staff Sergeant.

Under a program whereby the students were permitted, anonymously, to comment on the courses offered, the curriculum was revised to insure maximum interest and cooperation.

On 11 January 1954, General Jones gave the opening address and with the exception of a brief period, the school continued in operation until 26 May 1954 when classes were suspended because of the summer months. 742 students had successfully completed the course as of that date. With the transfer of Major Clifford J. Galliot, Lt Col Ross M. Clem, Executive Officer, 405th Air Base Group, became director of the school.

Invitation to send noncommissioned officers from units stationed at Langley but not assigned or attached to the 405th was included in the letter establishing the school.81/

The base parade scheduled for 23 January 1954 was cancelled due to inclement weather, but it was held once each month thereafter.

81/ Hq 405th Ftr Bmr Wg, Ltr P 353, Subj: Langley Air Force Base Noncommissioned Officers School, 31 Dec 53

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Eighty-six airmen and one officer completed the required course of instruction in the operation of the 16MM motion picture projector and were issued operator's permits for same.

Unit Training Program 40-9, establishing a physical fitness training program for all military personnel assigned and attached to the 405th Fighter Bomber Wing, was published and disseminated on 4 May 1954.

It was realized that the personal equipment field was relatively new and there were few airmen fully trained in all aspects of the duties associated with the personal equipment section. The Unit Training Program included attendance at formal schools and on-the-job training, however, particular stress was put on unit training to insure that airmen were thoroughly familiar with policies and procedures of the organization in regards to care, storage, issue and use of all items of personal equipment. Each airman assigned to the personal equipment section was taught that proper storage and inspection procedures were necessary if the items of equipment were to remain servicable through normal use. Also that issuance of a defective item of personal equipment to an aircrew member could constitute a hazardous situation in flight.

All airmen assigned to the personal equipment section were required to accomplish the following:

Attend Training Command School Number 92250, Survival Training and Personal Equipment Specialist, when quotas were available and persons were qualified to attend.

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Participate in on-the-job training as prescribed in 405th Fighter Bomber Wing Unit Training Program 40-19.

Receive the following instruction at unit level: squadron procedures in issuing personal equipment, personal equipment storage, personal equipment use, personal equipment inspection and maintenance, and care in handling personal equipment.

For approximately 15 months the Base Supply School System operated classes in basic supply operation, posting, vouchering plant account, back ordering, warehousing basic, etc. Persons were selected from each unit on a percentage basis to attend specific classes for one hour each day for from two to four week periods. Classes assembled in a classroom designated by instructors who were selected to instruct in subjects in which they were currently employed.

It was obvious that certain discrepancies existed: loss of interest by personnel attending, due to poor instruction, the monotony of attending class daily, and the fact that, in many cases, individuals attended the same class numerous times; loss of interest by instructors caused by repitition in instructing the same classes, and failure of all supervisory personnel to assume the responsibilities of instruction; loss of time due to shifting of classroom sites with each new training period; loss of time due to inadequate control of personnel who were reporting directly to school and were not under the control of their supervisors, resulting in some personnel arriving late to classes.

To alleviate existing unsatisfactory conditions, the Management and Procedures Office of Base Supply established an entirely new school system.

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The new concept was based on a direct approach to the unsatisfactory conditions existing and the solution of the problems. To accomplish this, each deficiency was considered separately and resolved as follows:

Loss of interest by personnel attending - greater care was taken in the selection of instructors, six entirely new subjects were provided, two one-hour periods weekly were devoted to on-the-job training, and persons rotated so that they would not attend the same course twice. In most cases, the subjects of instruction applied to their jobs and increased the daily work output since the OJT period would accomplish some phase of work for which they were responsible. Under the old system over 330 people attended classes 20 days a month. The expenditure of man hours in school training alone was approximately 80,000 yearly. The implementation of the OJT periods reduced this by 32,000 hours.

Instructors were being selected for willingness to instruct, expertness of instruction, and subject knowledge. All possible assistance was given to instructors by providing facilities, training aids and counseling. Problems and questions instructors were unable to solve were resolved by competent management and procedures personnel. During the OJT period, instructors assisted supervisors where practicable.

Loss of time due to shifting of classroom - Working units were first grouped and designated as classes together homogeneously in areas

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of work. Under the old system, approximately 330 persons could lose from 10 to 20 minutes daily going from classroom to job. Under the new procedure, only the instructor was losing time. This resulted in savings of approximately 13,000 to 15,000 man hours a year. To further streamline the system, all classes established by working unit continued through all base supply classes as a unit.

After placing the new school system in effect, the interest and moral of personnel attending, as well as that of the instructors, increased tremendously. It was estimated that the new school system would divert approximately 48,000 man hours to a more economical, effective utilization. The keynote to continued success was the interest of personnel concerned.

Major Joseph F. Govoni, commander of the 405th Motor Vehicle Squadron and a 23 year veteran in the field of transportation and motor safety, began regular classes of members of Langley who had been recipients of traffic tickets or had been involved in traffic accidents either on or off the base.

The classes were established by the joint efforts of Maj Govoni and CWO Harvey Hasson, Ground Safety Officer, as part of the program to decrease traffic damage and casualities among base personnel.

The first class was small, from a total of 66 unofficially summonded violators, only 17 persons were assembled, but they did not forget the forceful delivery or content of the Vehicle Squadron Commander's talk as he spoke on the necessity of cutting down traffic violations and accidents.

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He was not gently reproving toward the offenders as is the case of so many reformers. In some instances he got downright rough with the offenders, spicing his lectures with his personal thoughts and recommended punishment considerably more drastic than the accepted punishment for this type violator. There were also two Air Force films, "The Motor Vehicle Operator" and "Smooth Operation", shown during the sessions.

As to the frequency of the classes, Maj Govoni said he would conduct them every night if necessary, or any time he could get 15 people together.

The Major, a disciple of traffic safety and safe driving in the military service, had worked closely with the American Trucking Association and the American Automobile Club for many years, taking their safety instructions to each base to which he had been assigned.

His efforts had been effective, even to the point of state legislation in a few cases, from Greenville, S.C., to March Air Force Base, California, and as far north as Ladd Air Force Base in Fairbanks, Alaska.

A comparatively new feature in aerial training was encompassed in the training program for Langley in 1954, when rules for Aerial Spray Flights were written. Mosquitos and other insects were reduced at Langley through aerial spraying from C-47, C-46 and L-20 aircraft and rigid requirements for pilots were advisable because of low flying and

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and systematic maneuvering in this type of flying. The reader is referred to 82/ for details.

Captain Douglas E. Hicks, Assistant Director of the Radio Mobile Unit of the Civil Air Patrol dedicated a new observation tower in Warwick, Va. for the Ground Observer Corps, on 1 May. Officers of Langley Air Force Base, Fort Eustis, Va., the Civil Air Patrol and the Richmond Va. Filter Center attended the dedication and participated in the exercises.

Major Westwood H. Fletcher Jr was the personal representative of Brig Gen Charles D. Jones, commander of Langley Air Force Base, at the dedication. The dedication was marked by a flying salute from the Civil Air Patrol squadrons from the Peninsula, Richmond and Norfolk. Mrs Robert L. Fletcher, post supervisor, stated that the new tower was probably the best in the nation. Mr William T. Radcliffe was awarded a certificate for more than 1,000 observer hours. Five other members received awards for 100 hours or more. Major Fletcher, in a brief statement said the event was an excellent example of unselfish and patriotic devotion to a community.

Nearly 400 Civil Air Patrol Officers of the Virginia Wing, representing 31 CAP squadrons, held their annual command and staff school at Langley Air Force Base June 12 and 13.

Colonel Allan C. Perkinson, wing commander, opened the program with the welcoming address, and the school agenda consisted of topics

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82/ Hq 405th Ftr Bmr Wg Unit Training Program No 10-13, 24 Jun 54

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concerning CAP cadets, civil defense coordination, cooperation between the Air Force and CAP, communications and a seminar dealing with administration, personnel, maintenance, public information and operations. The agenda was listed by Lt Col Alfred C. Nowitsky, deputy wing commander.

CAP officials presiding during the convocation were: Colonel Perkinson, Lt Col Nowitsky, Capt Ray W. Harrington, wing chaplain; Lt Col Howard A. Mayo, coordinator for civil defense; Maj Allen W. Carver, Sr., United States Air Force Liaison officer attached to CAP; Lt Florence S. Fitzgerald, wing adjutant; Capt Alvin J. Baum, Sr., director of personnel; Lt Col James R. L. Fitzgerald Jr., director of communications; Maj Carolyn A. Weiss, director of training; Maj George E. Tucker, director of supply; Maj Paul R. Loux, director of maintenance; Capt James C. Elliot, public information officer, and Lt Col Kermit M. Hale, the wing comptroller and commander of the staff and command school activities for 1954.

Lieutenant Colonel Louise K. Thaden, director of the Civil Air Patrol Cadets, was among those attending. Colonel Thaden at one time had set high altitude and speed records for women pilots. She won the Bendix Air Trophy in which she competed against both men and women. She also had won the Harmon Trophy.

The 31 squadrons were briefed on Operation Alert scheduled for Norfolk and Petersburg in June. "Operation Alert" was a national defense exercise and the Civil Air Patrol supported the civil defense and

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assisted the Air Force in air rescue work. Langley Air Force Base B-26's participated in the defense exercises.

Classes in Judo training were begun in the 405th Air Police Squadron in February.

In-flight refueling, which had become a part of the Air Force training program was practiced at Langley on 16, 19 and 20 April when the 405th Fighter Bomber Group sent several F-84G type aircraft aloft and made an average of four contacts on each of 20 sorties. The KB-29 was the refueling ship and all hook ups with the tanker were dry but the experience gained was invaluable.

Flying Safety Officer. Captains John R. Thomas and MacDonald discussed crash procedures at Fort Monroe, Virginia with Major Haley, the Army Posts' Operations Officer, on 28 March.

During the reporting period the Flying Safety Officer made visits to various sections and units regarding Flying Safety matters. A brief summary of the visits and discussions is as follows:

He discussed with the Director of Flying Safety Officer, Hq TAC, matters pertaining to an amplified checklist, hazardous incident reports, and the accident investigator's guide.

A visit was made to all flying units on a weight and balance survey in accordance with AFR 60-20. All of the units met with minimum requirements.

Discussed with Base Operations Officer and the Executive 405th the possible approaches to the airfield in order to place signs to prohibit civilian vehicles on the airdrome.

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Discussed with the Operations Officer, 405th Fighter Bomber Group, and Base Operations Officer, the lack of precision flying in traffic and landing pattern.

Visit was made to Wing Inspector's Office, to coordinate inspection visits to the units which would be accomplished by the FSO.

Request was made to the Wing Executive for modification of a trailer to be used in crash recovery.

The FSO coordinated ROTC Cadets' visit to the crash boathouse for a demonstration of the crash crews going into operations.

The FSO participated in the Static Demonstration for officers of the Army War College in the capacity of crew member of the SA-16.

A check was made of the UHF/DF frequencies for this base. They were deemed adequate above 2,000 feet within a 50 mile radius.

The proposed regulations, "Inadvertent Release of Materiel from Aircraft" and "Hazardous Incident Reporting", were forwarded to the Adjutant for publication. Base Regulation 62-8, "Abandonment of Aircraft in Flight", was reviewed and returned to the Adjutant. No changes were recommended.

The Legal Officer requested the FSO to make a statement concerning alleged damage of oyster beds in recovery of aircraft F-84G, 51-926. This accident occurred 28 April 1952. This request was complied with and a statement was forwarded to the Legal Section.

Initiated the procedure for cross-checking the Unsatisfactory Reports submitted by units of Langley.

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The Flying Safety Council met monthly and accomplished many acceptable improvements in flying conditions at Langley. In January the council discussed training and shortage of equipment radio and radar facilities and fuel reserves required. Other items will interest pilots.83/ At the meeting on 23 March the council discussed popped parachutes. They were used to brake F-94's. Other topics included availability of oxygen regulators, reporting of hazardous conditions and incidents and air traffic control.84/ At the May meeting the council talked about GCA runs and other useful subjects.85/

At the May meeting of the Flying Safety Council members were advised that the Base Commander had directed a through study be made on air traffic control. In order to accomplish this as efficiently as possible the Council President appointed panels and gave each a specific subject to cover, ie., Panel One - Air Traffic Procedures and Control, Panel Two - Nav Aids, Panel Three - Coordination and Panel Four - Ground Control. Meetings were scheduled weekly for panels to discuss problems encountered, findings, etc. After a series of such meetings, panels were to submit their reports in writing. These reports would then be consolidated in a final report to the Base Commander.

83/ Hq 405th Ftr Bmr Wg, Flying Safety Council, 27 Jan 54

84/ Hq 405th Ftr Bmr Wg, Flying Safety Council, 23 Mar 54

85/ Hq 405th Ftr Bmr Wg, Flying Safety Council, 11 May 54

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The panels worked up good information and their recommendations, submitted at subsequent meetings were practicable and appealing. The minutes of the meetings on 18 May 86/ and 1 June are appended.87/

There were 17 aircraft accidents either near Langley or involving Langley aircraft at other bases during the first six months of 1954. Five of the accidents were to craft stationed at other bases and 12 were to Langley flyers. Only three of them brought fatalities and in most of the others there were no injuries.

One incident on 19 March involved a T-33 which had been pressed into service to fly an army captain on a mission. The pilot made an emergency landing at Wright-Patterson AFB, Ohio, when the captain became unconscious. The captain died in the base hospital without regaining consciousness. The Director of Flight Operations at Wright-Patterson investigated and it was determined that the passenger became ill at high altitude and succumbed from the effects of decompression sickness.88/

FLYING SAFETY INVESTIGATIONS*

	Jan	Feb	Mar	Apr	May	Jun	Totals
Major Accidents	2	2	6	0	2	0	12
Aircraft Incidents	2	0	1	2	0	0	5

*The reader should be cognizant of the fact that these accidents

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86/ Hq 405th Ftr Bmr Wg, Meet Air Traffic Control Panel, 18 May 54

87/ Hq 405th Ftr Bmr Wg, Meet Air Traffic Control Panel, 1 Jun 54

88/ FS MGT 1-4, Hist Rpt 16-31 Mar 54

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and incidents did not involve Langley aircraft and pilots exclusively, and that each incident cited involved either Langley aircraft and personnel or aircraft and personnel from other air force bases and were investigated by Langley's Accident Investigating Board.

The 424th Bomb Sq had the best flying safety record by far of the B-26 organizations on Langley, according to Maj Munroe Boersma, squadron operations officer.

Their last major accident occured in June 1953 and, since then, the squadron piled up over 9,000 flying hours without serious mishap.

The cumulative rate for the 4400th Tactical Bombardment Group, of which the 424th was a part, is 48, which is something like half the rate for the Tactical Air Command as a whole.

Pitted against both of these, however, the 424th averaged only 24 major and minor mishaps per 100,000 hours since its reactivation in 1950. With a total of 42,906 hours logged, that means only 11 accidents (six major and five minor) in almost four years of extensive operational flying.

The fly safe theme was in evidence throughout the operational area of the hangar, featuring a nine by twelve foot board with all of the late publications and safety information adorning the wall of the briefing room.

"The eye-catching effect of the board proved its worth, according to comments from flying personnel", Maj Boersma said.

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Communications. On 5 January 1954, actual work began on duct and manhole installation for the consolidated cable project of the Langley telephone system. Jack Stone & Co. of Washington, D. C. was awarded the contract and work was to be completed on 28 April 1954. An extension of 60 days of this time was granted due to numerous changes by Warner Robins Air Material Area and inclement weather. The project was therefore completed late in June. Monitoring the entire project became one of the major responsibilities of the Wing Communication office. The Warner Robins Air Materiel Area (WRAMA) had been designated the engineering agency and on 7 Jan 54, Lt Rowe, engineer from WRAMA, arrived on Langley to supervise the cable duct project.

The Bill of Materials for the telephone project (TAC-18-COMM, 101 pair cable, RAPCON to Control Tower) was admitted on 19 January. A letter was written to TAC requesting that installation schedule be arranged.

On 21 January 1954, Capt Owen T. Felkel, Wing Communications Officer, discussed with General Jones the transfer of the Base MARS Station from the 405th Fighter Bomber Wing to Hq TAC, No action was taken, but at a subsequent meeting on 12 March 54 between General Jones, Hq, 405th Ftr Bmr Wg and Colonel Frost, TAC Communications, it was decided that on 1 April 1954 all responsibility for MARS would be transferred to 29th Communications Squadron under TAC and the Wing Communications Office would no longer be responsible for that facility.

The operational plan for 400 line expansion of Langley telephone system was written late in January by the Wing Communication Officer.

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Also in January it was decided by Wing Operations office to move the Dendron Homer from the Naval Supply Center at Cheatham Annex, Williamsburg, Va. to Ft Eustis, Va. On 12 February the Wing Communications Officer proceeded to Ft Eustis with Beacon Equipment and antenna to pick an appropriate site for Dendron. Technical difficulties with the equipment was experienced. The following week, on 17 February, tests were successfully run and a site for the homing beacon was chosen. However, the site conflicted with programming of Ft Eustis and on 24 February, Captain Owen T. Felkel selected another site for the beacon. All plans for the installation were made with work to begin as soon as permission from New York Airspace Subcommittee was granted.

The telephone cable project for the 101 pair line from the RAPCON to the Control Tower (TAC-18-COMM) was completed on 12 March.

Control of Langley Air Traffic had included certain homing beacons for several years and their location was important for radio direction to pilots in the Langley traffic pattern. For example, one was maintained in operation near Bacon's Castle, Virginia, approximately 40 miles generally westward from the base. After due approval by the Washington Air Space Committee, the staff communications officer, Capt Owen T. Felkel, concluded a survey and located the beacon four miles southwest of the original site. This brought it 3/4 of a mile south of an east-west line through the center of Rushmere, Va.89/

89/ Hq 405th Ftr Bmr Wg, Ltr OC-COM Subj: Final Approval for Bacon's Castle Beacon, 29 Jan 54

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After the site was selected, Mr Richards, Washington District Engineer, concluded legal research and reported to Washington.

On 6 April, invitations to bid on power installation at RAPCON were mailed. Bids were opened on 22 April and contract was awarded to Jack Stone & Co. and work began on 18 May.

The 405th Communications Squadron was instructed to take necessary action to procure illuminated key system (8 instruments) and associated equipment for the command section, TAC. Estimated delivery date was 75 days.

A vertical antenna for the 16th Crash Rescue Boat Flight ground station was installed and put into satisfactory operation on 3 May 54. The Assistant Wing Communications Officer spearheaded the installation.

On 11 May 1954, a meeting was held for the Norfolk District Army Engineer's Office concerning the FY 55 program for a Communications Center building with Wing Communications Officer attending. A 7,000 square foot building had been authorized. The base commander requested a change of design and authorization for 800 additional feet of floor space to accomodate both telephone center and communications center. The Washington representative turned down the proposed change. The outcome of the meeting was: Telephone exchange building as authorized will be constructed.

A new weather teletype facility was inspected and accepted by the Assistant Wing Communications Officer on 17 June 54.

The Base Commander requested installation team for RAPCON from 1st Airways and Air Communications Service, Installation and Maintenance Squadron on 17 June with construction to begin on 1 July 1954.

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The Nurses Call system (between patients and nurses) at the 4450th Base Hospital was inspected by the Assistant Wing Communications Officer on 30 June 1954. All equipment called for by contract had been installed and was operating properly. Information was passed to Mr. Miller at Base Supply, so they could certify completion for USAF payment to the contractor.

Early in the year five special circuits were moved from the operations tower to the communications site at Big Bethel which was the water supply locale for Langley and Fort Monroe. Other improvements included changing over 90 telephones of the old style to the new 500 series and a 26-pair cable was replaced across the south bridge by a 101-pair cable to bring the number of pairs coming into Langley to 303. Then a 1-A Key Telephone system was installed in Headquarters 405th Fighter Bomber Wing. These improvements were under supervision of the 405th Communication Squadron. The organization maintained service on Langley and was beset with problems, especially when civilian contractors cut telephone cables inadvertently. This happened as often as four times a month but the squadron made connections with little loss of service. Most all of the telephone cables at Langley were underground and ditching with modern machines caused most of the trouble.

Experts on communications installation came to Langley on 23 April to make installations needing the services of an experienced crew. The two projects requiring their skill were: installation of a fire reporting telephone system and navigational aids cable from building 119 to

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the remote receiver site. The crew came from the 4th Communications Construction Squadron of Robins Air Force Base, Georgia.90/ The squadron was organized to perform installations missions for USAF throughout the world. The crew consisting of a Master Sergeant and eight airmen, completed the jobs and departed Langley on 5 August.

The Air Force through its command for responsibility, the Air Materiel Command included in its studies of costs the question of whether or not it was profitable to continue to own and operate its communications facilities on bases. Accordingly 11 bases were selected for study to determine if commercial rates and ownership would be cheaper to the government. Langley was one of the bases decided upon for study. Although the Air Materiel Command notified the Bell System, the local subsidiary is the Chesapeake and Potomac Telephone Company and the Norfolk, Virginia office of that company undertook the survey. They were said to have been making a study of Navy facilities in the Norfolk area also.

Upon their visit to Langley, full cooperation of the Communications officials was proffered. Captain Owen T. Felkel, Wing Staff Communications Officer assembled a group which included First Lieutenant E.C. Gatz and Messers B.M. Gilbert and W.W. Parkerson. The four were able to supply full information needed by the telephone company representatives and in fact received a glowing letter attesting to the cooperation.

90/ 4th Comm Constructions Sq, Ltr, Subj: AMC Communications Installation Teams

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The letter addressed to the Commander and indorsed in appreciation to all of the above was another evidence of the value of accounting and record keeping at Langley Air Force Base.91/ Results will not be known for some months and the Air Materiel Command after accumulating information on all of the 11 bases selected will make recommendations to Headquarters USAF. In 1954 Langley owned most all of its communications facilities and if it were to be decided that the commercial company could operate at a saving to the government, it would be necessary to sell all existing lines and equipment to the C & P Telephone Company and then enter into a contract to lease the services to Langley on a monthly charge basis.

91/ Ltr, Chesapeake and Potomac Tele Co, 26 May 54

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CHAPTER IV

MAINTENANCE AND SUPPLY

Although there was a staff office at Wing Headquarters for maintenance and supply management, the principal and detailed operation was vested in the Commander, 405th Maintenance and Supply Group. The Group included the 405th Headquarters and the 405th Maintenance Squadron, 405th Supply and 405th Motor Vehicle Squadrons.92/

The squadrons had multiple responsibilities and functions requiring many experts to maintain, repair and supply needs of the wing, keep it operational and maintain Langley as a base. The 405th Maintenance Squadron kept 15 shops going to complete each requirement. They were listed on a functional chart of 1 January 1954.93/

The 405th Supply Squadron embraced eight operations, viz: Personnel and Administration, Unit Supply, Commissary, Clothing Sales Store, Consolidated Base Supply, Petroleum, Salvage and Dispcsal and Ration Breakdown, although the latter was transferred to the Commissary on 1 April. A functional chart of 1 January indicated their lines of responsibility.94/

The Consolidated Base Supply Division was the biggest from the standpoint of people employed and was organized to give daily service

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92/ Chart, 405th Maint and Supply Gp, 1 Jan 54

93/ Functional Chart, Maint Supervision, 1 Jan 54

94/ Chart, 405th Supply Sq, 1 Jan 54

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in supply matters. Names of its component sections may be seen on a functional chart of 1 January 1954.95/

On 5 May 1954 a Supply Officers Questionnaire covering some of the duties and responsibilities of a supply officer was received. Headquarters 3450th Technical Training Wing, Francis E. Warren Air Force Base, Wyoming, which conducted a basic supply officers course in which solution of typical management and personnel problems were stressed, requested the 405th to list some of the supply problems that existed at Langley with a view toward assisting them in making the program more realistic by supplying problems which could be discussed in future classes.

Captain Allen B. Johnson, Management and Procedures Officer at Base Supply, stated his problem with its solution as follows: Manning Document T/O 1-7502P-A authorized 19 organizational supply personnel in base supply. The organizational supply personnel assigned had no previous Base Supply experience which made it necessary to provide continuous and detailed training in Base Supply procedures for these individuals. It was felt that personnel progressing from 64131 level to 64151 and 64173 levels would not be able to assume organizational supply duties on their next assignment. It was evident that the majority of personnel assigned to Base Supply were of the stock records and warehouse career fields. Due to this factor, these fields were overcrowded

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95/ Functional Chart, Consolidated Base Supply, 1 Jan 54

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while shortages existed in the organizational supply field. This reduced morale, precluded the upgrading of AFSC's and promotion of personnel in the stock records and warehouse AFSC's, and made it necessary to provide a more detailed training program than would ordinarily be required.

In January 1954, a T/O Change Request was submitted requesting deletion of the organizational supply career AFSC from T/O 1-7502P-A and substituting therefore AFSC's in the stock records and warehouse career fields. Approval of these changes was received in May 1954 with an effective date of change of 1 July 1954.

Captain William E. Catrett, Group Supply Officer, stated his problem and its solution as follows: The Supply Squadron had been operating with five separate accounts with five separate responsible officers: Unit Supply, Base Supply, Commercial Transportation Office, Clothing Sales Store, and Commissary. This was a duplication of work, creating an unnecessary workload on the Base Accountable Officer, and especially on the Plant Account Section of Base Supply.

By consolidating all accounts under one officer, duplication of work was eliminated, and a more efficient system of account supervision was achieved.

During March, emphasis continued to be placed on the acceleration of production in all squadrons. Squadron Commanders were instructed by Colonel M. A. Richer, M&S Group Commander, to pay close attention to the technical end of their units, and to vest in their first sergeants the authority to conduct the routine administration of the squadron.

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As a result of a survey of logistics management practices conducted by a team representing the Office of the Inspector General, USAF, Norton Air Force Base, California, the Commander, 405th Fighter Bomber Wing, requested that a study be made on the procedures suggested by the team to delete deficiencies and irregularities. Reports were made to the 405th Maintenance and Supply Group Headquarters by squadrons and units late in December and in early January.

Attention of personnel of the Supply Section was centered on the conversion from the current Air Force Identification System to the Federal Catalog System. The change provided a single catalog system within the Department of Defense. It was accomplished through existing stock list change procedures. All supply personnel were given a course in the background principles and objectives of the Federal Catalog System.

Copies of the Federal Cataloging Program were distributed to all groups and separate units on the base. Personnel was indoctrinated in the policies, principals and schedules set forth in this program.

In the Plant Account Section of Base Supply a method for verification of Plant Account Property for turn-in to the Base Supply Officer was being used in lieu of an approved method listed in any current Air Force Regulation.

With the establishment of the plant account in lieu of the memorandum receipt section, the individual jacket files for each document became obsolete. The jacket files contained a listing of all memorandum receipt property charged to each individual responsible officer,

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and verification was made thereon by checking the amount to be turned in against the amount charged to the account.

The verification card initiated by Base Supply was a device used by the palnt account custodian for the purpose of establishing a simple one line posting of the verification of AF Form 447. The cards showed the account number, the date of the verification, the quantity verified, and the initials of the posting clerk recording the transactions. There was a verification card for each Form 90A (abstract record card), and the card was filed above each abstract card to which it pertained.

When an AF Form 447 turn-in slip was brought to the plant account section for verification, the posting clerks checked the abstract card to see if the account involved was charged with the item that was being turned in. If the 447 and the abstract card agreed, then the information listed was recorded on the verification card; the 447 was stamped credit P.A. and the date and initials of the posting clerk entered in the appropriate columns of the AF Form 447. The verification remained on the card until such time as the property was turned in to Base Supply Officer, and a voucher number recorded on the AF Form 447. After vouchering, the AF Form 447 was returned to the plant account section; the verification deleted from the verification card and the voucher posted to the abstract card.

The method proved to be highly satisfactory both in simplicity and effectiveness. Monetary and man hour savings were realized due to the fact that discrepancies were discovered at the time of verification; thus,

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it was unnecessary for extensive research of property not charged to the responsible officer who was turning in property. If existing discrepancies were not discovered before the property was turned in, corrective paper work (extraction of vouchers, I.V's, etc.) would have to be initiated to correct vouchers. Vouchered documents would be delayed in their return to the voucher file by waiting for corrections; corrected postings would have to be made, etc. It was difficult to estimate the monetary savings of this verification system since many transactions were returned to the responsible officers each day for corrections before verifications were complete.

A course of instruction in supply procedures for all base supply personnel, both officers and airmen, was started in April in the George Washington University classrooms, under the direction of Capt William L. Finch, 405th Air Base Group Materiel Officer.

The first class was composed of commanders in the 405th Fighter Bomber Wing and was introduced by Col Burton K. Sams, base executive officer. Col Sams spoke of the importance of very close cooperation between the squadron commander and the unit supply officer, and the importance of the commander knowing the problems of his supply officer.

The squadron commanders covered the exact territory that the supply men covered, including the intricacies of supply procedure. The course lasted one week per class, and six weeks were necessary to include all supply personnel on the base.

Twenty-five individual topics were included in the course which comprised every major aspect of base and unit supply.

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All the various forms, accounts, unit allowances, files, clothing, the newly formed cash sales store and many other things. Each was instructed by a specialist on the subject.

Among the things that Colonel Sams included in his introductory address, was the necessity for supply discipline---the knowledge of supply men as well as the commander as to the up to date location and status of all unit property, and the inadvisability of hoarding materials. This point was stressed.

Langley was dependent on rainfalls for water in 1954 and there were times when drought caused limitations to be placed on consumption to conserve supplies at Big Bethel, the Fort Monroe controlled lake which supplied both establishments. The December to February shortage was relieved in February and Fort Monroe authorized Langley to increase use of water 96/ on 16 February. The drought continued however through June and conservation had to be practiced through that period. Rain was needed at the end of June.

The Base Film Library was greatly hampered by the lack of dependable projectors. Requisitions for replacement projectors had been repeatedly submitted, but the projectors were not received. Deteriorated equipment seriously impaired the operating efficiency of the section.

To further carry out desires of the commander, to help restore prestige and authority of Sergeants, an NCO dining hall was established.

96/ Ltr AICE 671.1 to Comdr from CG Signed Kurzawski, 16 Feb 54

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a constitution organized the service, established memberships, and detailed the rules.97/

The 405th Food Service Squadron maintained strength of three officers and 196 airmen during most of the historical period but was reduced by 11 airmen during the month of June. Eleven dining halls were operated excluding two serving operations not having kitchens. The latter two were the Officer's and NCO's dining halls which were opened in March. Dining Hall T-281 was reopened on 20 June to provide subsistence for the summer encampment of the Air Force Reserve Officers Training Camp.

In addition to the 13 dining halls the squadron operated a central meat cutting plant, a central pastry shop, a fat rending plant and an in-flight kitchen. The base cafeteria, flight line snack bar and snack bars at three sub-exchanges were operated by the Base Exchange.

The Food Service Squadron was moved from the Shellbank Area to the main base (Building 115) effective 16 January 1954. This movement improved the squadron morale and facilitated squadron operations due to the close proximity to the majority of the operating units.

A food service refresher course was conducted each week in March by members of this organization in accordance with 405th Fighter Bomber Wing Manual 50-1. All of the personnel of the squadron attended and completed the school. The food service school was concluded on 26 March.

97/ Constitution of the Consolidated NCO Dining Hall

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An NCO dining hall was established in building 1336 on 27 March 1954 and an officers' field ration dining hall was opened in the same building on 30 March.

The 405th Maintenance Squadron dining hall, located in building 117-A was given the general, neat appearance of a first class, well managed restaurant by members of the squadron who were justifiably proud of a job well done.

The tables were spruced up with decorative linen and neatly arrayed table necessities while the walls were decorated with three outdoor life pictorial panels. But the thing that hit the eye when stepping into the dining room was the black and white composition tile floor covering. This floor job was completed by squadron personnel in twelve hours of off duty time.

Thus the organization had proved that the Air Force dining hall could look as attractive as any eating establishment anywhere. All that was needed was a little incentive, a little ambition and plenty of volunteer labor.

A study of possible prepackaging of fruits and vegetables for resale in the produce section of the Commissary Store was accomplished. A limited self-service operation was to be established as soon as the various types of bags could be procured. It was anticipated that they would eliminate undue waiting lines to obtain desired items.

In instituting the new Air Force method of operating within the normal budget a "Cash Sales Store" in automotive was opened in January

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which stocked many of the sub classes of property. The store was called a cash store to emphasize the fact that an organizations' budget was being eaten into every time something was "purchased". The term purchased was a new appelation for the so called drawing of supplies, which had been in effect for many years. Under the new system which started in January commanders should be more impressed with what their units cost to operate and with a stated allowance to "spend", they were expected to remain within allowances. No money changed hands at the "Cash Sales Store". It was just imaginative with the brakes on unnecessary spending. The 405th Motor Vehicle Squadron was the principal customer.

Later in the Summer other "Cash Sales Stores" were opened in plumbing, heating and general hardware stocks.

By placing the new Base Supply School system into effect, approximately 48,000 man hours had been diverted to a more economical, effective utilization. Working units had been grouped and designated as classes in their areas of work with less time being consumed in going from classrooms to jobs. Greater care was taken in the selection of instructors, six entirely new subjects being introduced and two one-hour periods weekly were spent on-the-job training. The Commander, 405th Maintenance and Supply Group was complimented on this training improvement that saved so much working time.

These projects were in direct accord with a Policy Letter published by Colonel M.A. Richer, Group Commander, on 18 June 1954. The subject,

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Conservation of Manpower, was throughly discussed.98/

In the Packing and Crating Section, a stock pile of lumber necessary for the operation of packing and crating could not be stored within the section due to the shortage of adequate storage space. It was necessary for personnel to make several trips outside the building to bring in the lumber, which would then be placed on the floor or on a trailer. This created working hazards as lumber was generally stacked in the center of the floor and a piece at a time carried to the woodworking machine for cutting or finishing.

In order to increase efficiency and to overcome hazards, a mobile tired lumber rack was designed and constructed to hold various sizes and lengths of lumber making it possible to adequately store most of the lumber used in the section and to wheel the lumber rack to the woodworking machine being used. This resulted in eliminating hazards, provided a neater, less congested work area, and speeded up the work. Five hundred man hours should be saved annually.

Priority was given to accomplishing the transition from Service Unit to Local Purchase Sales Store operation in Service Unit B. All property not destined for the store was relocated and stock records cards transferred to other accounting units.

After the first F-84F type aircraft was received by the 405th Fighter Bomber Group in June, Base Supply had difficulty determining the items

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98/ Hq 405th M&S Gp Policy Ltr #11 Conservation of Manpower, 18 Jun 54

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required to support this type aircraft since spares were allotted by aircraft serial block numbers because of the high amount of configurations accomplished since the inception of this basic aircraft. Representatives of Base Supply were dispatched to Mobile, Alabama to attend a special conference on these difficulties.

Base Supply received a tentative new Air Force Manual 67-1 covering the detailed instructions on monetary accounting as formally published by Headquarters USAF and changes incorporated therin were discussed and implemented. As a result of some of the changes a voucher cut-off date was established during February to clearly distinguish between old procedure and new. Although the deadline for the implementation of the new manual Air Force wide was 1 April 1954, Langley being the service test base, immediately adopted it in an effort to work out any difficulties and submitted amendments before the deadline date.

Ration Breakdown functions was assumed by the Food Service Squadron. Prior to this the Ration Breakdown had been a duty of the Base Commissary. The ration breakdown and the issuance section were consolidated by order of higher authority and the Food Service Squadron assumed the responsibility of making a strength report to the issuance section of the Base Commissary.

The biggest supply mission of the Wing was to furnish all organizations within the scope of Langley's responsibility with food, clothing, ordnance, aircraft, fuel, office supplies and related items. Langley had to supply 32 organizations in addition to its own assigned units. These

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These may be seen on Support Chart in documents.99/ The reader will find the titles of the organizations and services in Chapter III.

Base Supply representatives visited the Norfolk Navy Yard for the purpose of setting up a cross service agreement for oxygen and other type gases for the Fiscal Year 1955. Navy representatives indicated they would be happy to continue the existing arrangements; however, the price of gas per unit was so much higher than last year, there was doubt as to using the Navy source of supply.

A change in the logistical support mission was effected upon receipt of several F-84F aircraft equipped for liquid oxygen. Positive priority action was initiated by the Wing Materiel Officer, to effect automatic shipment of tanks for storage and distribution. Arrangements were made through MAAMA and the liquid oxygen supplier to make first delivery without delay. Pending receipt of adequate bulk storage tanks and their installation, the contractor said he will make every effort to keep Langley supplied by frequent deliveries to the 50 gallon transfer tanks.

AMMUNITION SUPPLY SECTION ACTIVITIES

	Lbs Received	Lbs Issued	Lbs Sent To Salvage	Lbs Handled in Storage	Lbs Shipped Off Base	Total Lbs Handled
Jan	372,612	106,500	23,000	1,575,217	1,338	2,078,667
Feb	333,766	110,841	11,800	1,917,504	1,980	2,375,891
Mar	134,039	174,660	34,600	1,024,114	11,653	1,379,066

99/ See Footnote 76/

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	Lbs Received	Lbs Issued	Lbs Sent To Salvage	Lbs Handled in Storage	Lbs Shipped Off Base	Total Lbs Handled
Apr	21,483	102,000	12,000	651,000	101,199	887,682
May	216	84,850	2,250	211,680	10,528	409,524
Jun	36,468	78,680	2,465	472,920	11,268	601,801
Total	898,584	657,531	86,115	5,952,435	137,966	7,732,631

During this historical period great emphasis was required on changes in maintenance procedures and practices due to the gradual changing from reciprocating aircraft to jet aircraft.100/ Plans had been made some years before but it was uneconomical to maintain two effective crews, one each to maintain two different types of aircraft. The situation was met by training experienced mechanics, making full use of technical representatives from jet engine builders and enrollment at technical schools. Conversion from J-35-29A minor repair program to J-65 was accomplished through tapering off work on reciprocating engines and enlarging the work load effort in the jet sections while conversion from B-26 to B-57 was similarly accomplished.101/

Two projects were given priority by the 405th Maintenance and Supply Group during the early part of the year. A study on engine build-up section problems was conducted and the receipt and shipment of C-119 and C-124 maintenance stands.

100/ Hist Rpt, 405th Maint Sq, 1-30 Jun 54

101/ Ibid

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Due to the inadequacy of available space for the efficient conduct of engine build-up, a survey was conducted to determine the approximate aircraft engine requirements for the forthcoming 18 months. With the information obtained, a plan was devised to provide the section with floor space necessary to repair the required number of engines monthly. Man hour requirements were studied, and available manpower was considered adequate. Suggested floor plans and information on monthly engine requirements and engine build-up stall arrangements were submitted to Wing for approval. Sample sections were laid out and approval from Wing was received to move the engine build-up section from hanger 530B to hanger 532F. This project was finally completed and inspected on 30 April 1954.

The project on Engine Maintenance Shelter for C-119 and C-124 aircraft was completed 31 May. During this operation M Sgt Harry L. Stephens, was cited in a letter of appreciation from Major Kenneth E. Kay, Executive Officer, 405th Maintenance and Supply Group, for the highly efficient manner in which he conducted the operation.102/

With the arrival of the F-84F, it was anticipated that many maintenance problems would be encountered. However, few problems arose which were not easily solved. The aircraft was so good it generated much enthusiasm.

Spare parts and special tools and equipment came in for the new aircraft. Special equipment and tools too, were either on order, back order

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102/ 405th Maintenance and Supply Gp, Ltr MSB, Subj: Letter of Appreciation, 18 Feb 54

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or had been received. All things considered, the Maintenance and Supply Group was in fair shape in this respect.

On 12 June 1954, Standing Operating Procedure, number 66-2, subject: Cleaning of Oxygen Lines and Fittings was published. It stated that the improper cleaning of oxygen systems and the use of anti-size compounds could result in possible loss of life and valuable equipment, and listed correct procedures to be followed in cleaning oxygen equipment in order to eliminate contamination of oxygen systems.103/

The Maintenance Squadron was confronted with a major problem early in January when drag chute doors of F-94C aircraft continually cracked on the bottom after being opened only a few times. Tests were run throughout the Air Force without obtaining a fix. The sheetmetal section of the squadron initiated a plan that proved successful at Langley. By replacing .016 inch thickness stainless steel skin with stock number 6800-46450 of .025 thickness, another bead, similar to the two beads running from rib 48, was added. The bead was pressed directly into the center of the skin and ran lengthwise from angle 48 to the after end of the chute door.

These suggestions were forwarded to the primary depot for F-94C aircraft with a recommendation that it be accepted as a fix throughout the Air Force.104/

103/ Hq 405th Maintenance and Supply Gp SOP 66-2, Subj: Cleaning of Oxygen Lines and Fittings, 12 Jun 54

104/ Hist Rpt, 405th Maint Sq, 1-31 Jan 54

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TRANSIENT ALERT SECTION OF BASE FLIGHT MAINTENANCE

	Aircraft Received	Aircraft Serviced	Fuel Serviced (Gals)	Oil Serviced (Qts)
Jan	655	322	210,460	5,346
Feb	731	351	182,032	2,028
Mar	871	440	228,897	4,314
Apr	864	380	176,224	2,704
May	835	369	179,491	2,738
Jun	944	427	192,417	2,750
Totals	4,900	2,289	1,169,521	19,880

A reorganization was effected in the Maintenance and Operations Branch of the Installation Engineer's organization. The reorganization in effect established crews and teams of men to work in that manner rather than as individuals, as had been the practice in the past. It was anticipated that this system eliminated the previous preventive maintenance system wherein preventive maintenance personnel inspected buildings, structures, equipment, etc., until something wrong was found and then repaired. Under the new system, periodic inspections were to be made by competent engineers and a list of corrections compiled. The list would be turned over to the shops for accomplishment by their crews or teams. It was estimated that the capabilities of the function would increase savings.

A Production and Control Section was established in the Installations Engineer's Office where the work was to be accepted and scheduled

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out to various shops in accordance with the availability of materials and potential man hours. The section was responsible for the procurement and delivery of materials to each individual shop which saved the respective shop foreman this duty plus scheduling his work. End result was more time for better supervision.

A method was devised to eliminate the necessity of shipping carbines off the base to an ordnance depot for the purpose of relocating obscured serial numbers. By changing the stamped adjustment for the machine type sight, the original serial number could be read more easily. The result was a one time saving of 500 man hours and $200.00 in packing, crating and transportation charges.

The communications section of the Field Maintenance Shops established a system whereby the stock list for each mock-up will be kept with the mock-up. The stock list included a list of the most used replaceable parts with nomenclature, stock number, part number, price and status of each part thus eliminating hours spent in research. It was estimated that savings of 1,000 man hours per annum was achieved.

The Sheetmetal Section at Langley worked out a time saving method of complying with the technical order that required installing a metal plate inside the air scoop on the inboard side of each T-33A aircraft to prevent the original skin from cracking. Since the TOC called for installing approximately 175 cherry rivets in each scoop, it was found that it would take approximately 50 man hours to repair one aircraft, with equipment available in the Field Maintenance Shop. In order to accomplish the

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change effectively and with the least number of man hours expended, a pneumatic cherry riveter was borrowed from the National Advisory Committee for Aeronautics.105/ By use of the borrowed riveter, the man hours were reduced from 50 to 32 per aircraft.

During the month of June the Sheetmetal Section also modified the tail section of F-84F aircraft in an effort to stop possible cracking of fairing plates above and below horizontal stablizers.

Difficulty was encounted by the sheetmetal section of the 405th Maintenance Squadron in complying with T O IT-33A-217. It was found that it was impossible to remove the airduct on T-33 aircraft without drilling out the rivets and that when drilling rivets between fuselage stations 163.875 and 163.875 plus 26.625, residue and rivet heads fell behind skin surfaces and were trapped. A request for information and a possible solution to this problem was sent to the Sacramento Air Materiel Area. Their answer stated that these difficulties were recognized, however the location of the area to be reinforced limited the methods which could be employed. After receipt of the answer from Sacramento the sheetmetal section complied and let the residue remain in its secluded place.

The sheetmetal section was reorganized in February and put under the supervision of the Aircraft and Engine Repair Shop. The reorganization enabled closer relationship between the crews of the aircraft

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105/ Hist Rpt 405th Maint Sq, 1-28 Feb 54

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and members of the sheetmetal section and was a great aid in planning work schedules on aircraft.

Changes were made from time to time to improve working conditions or for safety reasons. One change that took place in February was the installation of an exhaust hood over the plating and acid baths, in the metal processing section of the Specialist Shop. This prevented fumes from spreading to other parts of the shop. Also during this time the machine section removed all milling machines to a central location and away from grinding machines and the danger of excessive wear and damage caused by dust from the grinders.

The maintenance and supply activities of the Group gave highest priority during March to insuring that a sufficient number of F-84's were in commission for the fly by over Bolling Air Force Base on 31 March and for the aerial review at Langley on 29 March honoring General Cannon on the occasion of his retirement from the Service.

Difficulty has been encountered in securing AOCP parts since the institution of the new "Mercury" airlift system. Under this system, the Air Force had a contract with a commercial airline to airlift AOCP parts from depots in the Zone of Interior. At the time it was taking approximately three times as long to receive a part as it did under the old system.

The hydraulic shop received, installed and put into operation an electrical machine which was used for installing fittings on rubber hose assemblies. The machine reduced the job time 75%.

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The Maintenance Section monitored all Group Work Orders. A new method of logging work orders, which enabled a clear picture of work order progress, was put in effect. A new system of priorities was established also, whereby Group established priority for work precedence with the Air Installation Engineer.

The Motor Vehicle Squadron requested in May that the Engineer Depot responsible for Langley be requested to send a qualified inspector to inspect all engineering type vehicles on the Base. Many of the vehicles were beyond the life expectancy period as established by existing directives and others in need of complete rehabilitation.

A mobile communications testing unit to be utilized on the flight line which resulted in savings of 600 man hours or $822.00 annually was locally manufactured by one unit at Langley.

A four day orientation course at Republic Aviation Corporation, Farmingdale, Long Island, was attended by the Wing Materiel Officer. The agenda of the course consisted of talks by "key personnel" of that organization. The subject of the talks covered the various problem areas in the F-84F program. The information received which was of benefit to the 405th, was mainly in the supply and maintenance field.

A supplemental agreement was let during the month of February by Headquarters Tactical Air Command for the manufacturing, delivery and shipment of nine sets of C-124 aircraft maintenance shelters and 27 sets of C-119 shelters. The 405th Maintenance and Supply Group received, stored and shipped the shelters. The Commercial Transportation Officer

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had the responsibility of loading stands into the aircraft. Headquarters 18th Air Force made aircraft available for air pickup of the stands and arranged for arrival of C-124 type aircraft at Langley prior to 1300 hours and C-119 type aircraft before 1500 hours on the day desired for pickup. This prevented overtime for civilian loading crews. Permission was granted to store shelters on the edge of the new taxi ramp opposite Building T-134 to facilitate loading into aircraft.

Early in February, the construction of an armament and sight radar section was completed and painted. After installing partitions, there was more security and adequate working space. The sight mock-up was tested and all malfunctions noted were corrected.

The office Machine Repair Section made arrangements with local representatives for them to unpack all new typewriters being received. This permitted a one year warranty on all such machines and saved the government expenses of maintenance and repair of subject machines for the first year of use. There was also, the saving of time and manpower involved in the unpacking and inspection of the new machines.

A sequence guide for semi-annual inspections of the office machines was devised and used by the repairmen of the office Machine Repair Section. It was a guide to eliminate time being consumed on machines that required major and minor repairs. A list of sequence adjustments was set up to give the repairmen a guide to determine the amount of repairs to be made on any office machine. There was an average of 100 service calls made monthly. Average time servicing each typewriter, inspection

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and general cleaning was one and a half hours prior to use of the sequence guide. Through the use of this guide it was estimated that one half hour per machine was saved, resulting in a monetary savings of $125.00 monthly.

Sales and issues in the clothing store in January increased 66 2/3 per cent over December. This was attributable to interest in dressing up after advent of the New Year. In May the store was visited by the Cooper Committee, to observe accounting procedures. There was another noticeable gain in June, and summer clothing was responsible. The gain was 22 percent over May.

CLOTHING SALES STORE ACTIVITIES

	Officers and Airmen Processed	Amount of Sales
Jan	2,088	$19,887.28
Feb	1,503	13,338.56
Mar	1,761	14,825.43
Apr	1,582	13,148.78
May	1,312	9,886.77
Jun	1,462	12,030.91
Total	9,708	$83,117.73

The Crash Recovery Crew made two trips for reclamation of crashed aircraft. One aircraft, a TB-26B, crashed at Amelia Court House, Virginia and the Crash Recovery Crew was dispatched to bury aircraft. This aircraft belonged to the Air Training Command.

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An F-51 type aircraft, belonging to the Michigan Air National Guard crashed in mountainous area near Tazewell, Virginia on 19 March 1954. Since the wreckage was inaccessible for purposes of reclamation, it was painted yellow to comply with AF Regulation 62-14 by the Crash Recovery Crew.

Accountability for the two aircraft was dropped by Air Materiel Command and US Property and Disbursing Officer, Michigan Air National Guard.

The Reclamation Section started reclaiming salvaged lumber early in the year and re-issued to disposal 10,000 board feet of reclaimed lumber the first month. The section enlarged the lumber department by building a shed and platforms to protect all lumber from the weather. Working conditions and appearance were greatly improved.

Among the items sold by the Base Property Disposal Office were two cranes which brought $5,040.00 and $6,643.88, and a clamshell bucket, backhoe and shovel at $5,830.00.

Other items sold included hospital bed tables, electrical power portable plant, power post machine hammer, overshoes, air compressor, hardwear, fire fighting trucks, tractors, tires, steel cots, printing press, kitchen ranges, aluminum, iron, steel and paper scraps.

An air compressor and supply of hardwear was donated to the Halifax County, Va, School Board.

Property valued at $4,163.48 was donated in March to Hampton Institute, Hamtpon City School Board and the Greene-Madison Counties School Board. Donation of property was made to the Boy Scouts.

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In April equipment valued at $1,140.18 was given to the Woodrow Wilson Rehibilitation Center at Fisherville, Va.

PROPERTY DISPOSAL ACTIVITIES

	Materiel Generated (lbs)	Materiel Sold Or Transfered	Navy Proceeds	Langley Proceeds
Jan	228,078	137,375	$ 776.57	$ 41.50
Feb	323,629	398,814	25,354.00	76.25
Mar	274,863	226,444	2,717.00	55.25
Apr	505,556	413,966	5,800.00	53.50
May	394,556	324,801	4,459.21	317.75
Jun	408,721	479,958	1,682.40	156.25
Totals	2,135,403	1,981,358	$40,789.18	$690.50

A committee, consisting of Major Raymond B. Levis, Captain William C. Catrett, and Captain Marion M. Robinson, was appointed by the Commander to survey warehouse utilization within the Maintenance and Supply Group area. The committee presented a plan for reallocating warehouse space within the fenced industrial area in order to provide maximum security to those activities in the Group most related to the "Special Mission" of the Wing. It was suggested that all insensitive supplies, administrative section, and commissary storage should be removed beyond the fence.

Stress was placed upon good housekeeping, efficient warehousing, and sound shop practices. In the words of the Group Commander, "Efficiency deteriorates when working areas are cluttered and dirty. Accidents

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increase, fire hazards increase, the appearance of warehouses and shops becomes amateurish when poor principles are employed. The pride of the individual suffers when he works in poorly arranged, unkempt areas. Proper housekeeping, good shop and warehousing practices build his pride, increasing his efficiency and productivity."106/

The Materiel Facilities Section began a rewarehousing program in the base publications warehouse designed to effect availability of additional storage space and proper warehousing methods in June. In addition the Materiel Facilities Section assumed responsibility for a new building which housed the repairable furniture from quarters awaiting contracutal maintenance along with kitchen appliances.

The scope of commercial transportation activities at Langley was surveyed through a questionaire sent out by Tactical Air Command in August 1953. The object was to determine why there was a divergence in personnel strength between TAC bases. Langley was then operating with one officer, 14 airmen and 20 civilians. The questionaire 107/ brought out many facts for comparison. The result was a decrease of six airmen and increase of three civilians. Thus the operating strength was reduced three people at Langley.

106/ 405th Maint and Supply Group, Ltr MSM/MSS, Subj: Housekeeping and Shop Practices

107/ Hq TAC. LAFB. Ltr TNMTR 500, Subj: Personnel Manning of Commercial Transportation Office, 20 Aug 53

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COMMERCIAL TRANSPORTATION FACTS

	Pounds Public Property Received Commercial Means	Pounds Public Property Received Military Air	Pounds Public Property Shipped Commercial Means	Pounds Public Property Shipped Military Air
Jan	10,770,113	9,418	425,564	160,254
Feb	7,594,459	15,867	612,758	219,756
Mar	13,281,927	73,615	1,054,773	33,395
Apr	11,695,428	23,123	805,905	965,549
May	6,284,625	58,001	416,891	63,978
Jun	10,819,238	52,693	859,238	254,620
Totals	60,445,790	232,717	4,175,129	1,697,552

Tactical Air Command questionnaires regarding air-freight and passenger terminal requirements were received in April. It was determined that no requirement existed for either a passenger or an air-freight terminal at Langley Air Force Base. During the preceding year an average of 10,000 pounds monthly was generated and flown to air force depots, namely Robins and Brookly Air Force Bases. C-47 type aircraft were used primarily for transporting air cargo, but due to doorway and load limitations only containers of small cubeage and weight were considered for air-freight movement. Existing facilities were deemed adequate to air-lift the tonnage generated for the above mentioned depots. The passenger terminal facilities at Langley were considered adequate to handle transient and official persons arriving and departing Langley.

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Langley was one of the Air Force Bases selected to be scrutinized through an accounting system and the plan was put into effect in March. For cost accounting purposes the base was divided into 47 departments or cost accumulating areas. Each division was identified by a letter followed by a number. To permit easier understanding the majority of the numbered areas corresponded with numbered organizations. Others were composed of whole units of original organizations.

Each officer and airman was considered to be assigned to one of the sub-areas. Military Pay Orders were to be made out on all personnel and were to show pay records, flying pay and all such personnel documents affecting finance and accounting records. Upon transfer even within Langley, record was to be made by the losing organization or gaining office to determine the cost and thus record was kept of all such expense.108/

Twenty-five civilian employees were hired to implement the accounting system and supervision was vested in the Comptroller and his accountants who normally functioned on cost accounting that permitted Langley to be managed economically and within all budget allowances.

FINANCE OFFICE OPERATIONS

	Jan	Feb	Mar	Apr	May	Jun	Totals
Travel Payments	929	1026	1273	1236	1398	1493	7355
Checks Issued	6497	5588	6153	6164	6454	6011	36867

108/ Hq 405th Ftr Bmr Wg, Accounting Instructions No 1, 2 Mar 54

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	Jan	Feb	Mar	Apr	May	Jun	Totals
Bonds Issued	1219	1107	1329	916	1503	1362	7436
Commercial Invoices Paid	1344	1153	1313	1296	1254	1389	7749

GROSS DISBURSEMENTS	
Jan	$7,455,980.05
Feb	3,912,345.02
Mar	4,292,376.86
Apr	4,291,480.69
May	4,877,037.53
Jun	4,748,923.93
Total	$29,578,144.08

CASH DISBURSEMENTS	
Jan	$590,033.27
Feb	695,445.56
Mar	700,337.10
Apr	692,546.28
May	640,546.28
Jun	678,762.41
	$3,998,091.07

The Motor Vehicle Squadron averaged better than 184,884 miles per month, which is equivalent to more than seven trips around the world, while performing its duties during this period. It totaled 242 dispatches of motor vehicles a day. Scheduled maintenance reached a high in February of 156. During this period 269 vehicles were repainted; an average of three vehicles every two days.

At a meeting of Wing, Group and Motor Vehicle Squadron representatives, in January, a request for a ten percent increase in vehicle authorization for Langley was submitted. It was also agreed at that time that the Motor Vehicle Squadron Commander would make assignment of

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permanent dispatch vehicles.

Replacements were received during January for two C-2 wreckers quthorized Langley. Instructions were received to ship two authorized C-2 vehicles and two unauthorized C-2's to the depot. Two 2½ ton tractors were ordered for the refueling section in order to bring the section UPREAL up. Two F-7 refueling trailers were put into service during the month. Three 5-ton tractors were received for a project called "Roundup".

Drivers of the Main Base Motor Pool operating under the supervision of Major Joseph F. Govoni, and M Sgt Richard G. Hocevar, ammassed a total of 595,782 accident free miles from January to June 1954.

As commander of the 405th Motor Vehicle Squadron, Major G oni was in charge of the main base motor pool and six sub-pools. The main motor pool had 131 airmen and 386 vehicles assigned. M Sgt Hocevar was NCO in charge of the main base motor pool.

"This outstanding record was made possible through strict adherance to three main factors", the major said, "They are: high quality training given to driver students before they received government operators permits; the high level of supervision maintained by the NCO's of the motor pool; and, the complete cooperation by all drivers in observing base traffic rules."

"Topnotch maintenance played a vital role in the mileage record, too", Sgt Hocevar said. Major Govoni and Sgt Hocevar set a tentative goal of one million accident free miles for the main base motor pool.

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MECHANICAL WORK DONE IN THE MOTOR REPAIR SHOP

	Jan	Feb	Mar	Apr	May	Jun	Total
Vehicles Discharged by Heavy Equipment Shop	125	175	136	168	136	159	899
Scheduled Maintenance	146	156	149	140	149	132	872
Unscheduled Maintenance	79	62	56	43	65	93	398
Daily Work Order Average	3.5	3	2.5	3	3.25	4.75	3.33 Av
Daily Average of Preventive Line Maintenance	6.75	7	7	7	7.25	7	7 Av
Vehicles Re-Painted And Reconditioned	27	71	38	30	73	30	269
Daily Average Deadlined Vehicles	4.75	2.8	2.25	1.5	4	4	3.20 Av

ACTIVITIES IN THE MOTOR POOL

	Jan	Feb	Mar	Apr	May	Jun	Total
Tires Repaired	162	566	315	294	621	503	2,461
Vehicle Accidents	1	1	2	0	0	1	5
Comm Vehicles Dispatched	6,647	5,800	7,880	10,380	7,230	5,738	43,675

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Total mileage was: January 167,309; February 199,285; March 185,268; April 177,406; May 183,840; June 196,199 with an aggregate of 1,109,307.

The Base Taxi-service program proved to be very effective. During January and February from 15 to 60 calls were handled daily. Records for the month of May reveal that the service averaged between 250 and 300 calls daily. This increase was accomplished with an average of seven vehicles.

An inspection was made in April on the interior of the tanks on th F-6 refueling trailers. All tanks that were found to have cracks or discoloration of the coating were withdrawn from service and scheduled for depot maintenance.

All light and medium sedans were given an inspection to insure that they were in top condition. In view of no replacement sedans being available, the ones on hand were repaired and maintained in the best possible condition.

A visit was made in May by Wing Materiel officials to the vehicle storage lot at Langley. Action was taken to have the serviceable vehicles put into long time storage and vehicles for salvage were released from all forms of preservation.

Major Allen W. Carver, Sr., Air Force-Civil Air Patrol Liaison Officer, requested transportation assistance from Langley Air Force Base for the annual conference of the Middle East Region, Civil Air Patrol, held at Byrd Field, Richmond, Virginia, on 24 and 25 April

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1954. The Middle East Region was composed of CAP Wings from Maryland Delaware, West Virginia, District of Columbia, Virginia, North Carolina, and South Carolina. Due to the large number of persons involved, approximately 500 Civil Air Patrol and Air Force Personnel, three sedans, four carryalls, and three 37 passenger buses with drivers were provided.

All necessary supply and transportation support was provided to the Air Force ROTC encampment during the month of June. Authorization was received from Tactical Air Command to hire vehicles from commercial sources in the event that the transportation requirement constituted a peak load which was beyond the base motor vehicle capability. Authority to hire vehicles was contained in paragraph 28, Chapter 3, AFM 77-1, dated 1 March 1954.

As a result of the survey for informative and planning purposes, initiated during the month of February to determine the aircraft tire consumption on Langley it was determined that 300 tires were consumed each month. It was estimated that an average of two man hours were required to build-up each tire or an estimated 600 man hours to build-up 300 tires. Approximately 176 man hours were required for supervisory administration and supply handling, making an estimated total of 776 man hours. An area approximately 28 by 40 feet was required for the build-up and storage space. This was 1,120 square feet. The following equipment was required: two stationary tire mounting units viz, bead breaking, press, and bead roller; three sets of hand tools for tire

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mounting and two torque wrenches. This information was used as the basis for setting up a tire build-up section in the 405th Maintenance Squadron. Build-up was a term and meant mounting, inflating etc.

Tire build-up was begun during the latter part of April and operated by personnel borrowed from other shops within the Maintenance Squadron.

A project was initiated to inspect and put motor vehicle spare tires in serviceable condition with particular attention given to correct tire pressure. The project was of a continuing nature and spare tires were to be serviceable at all times.

It was found that an average of 9,455 miles was established on tires per set and that although no standards had been set on military vehicles this average did not compare favorably with that attained by private automobiles. Tire inspection was stressed by Major Spindleman, Motor Vehicle Squadron Commander, and tires were rotated as often as possible in an effort to obtain a better average.

The Langley Petroleum Section operated with one officer, 59 airmen and 14 civilians in January. By June the airmen strength had grown to 65 but simmered down to 61.

Two to three barge loads of fuel were received at Langley every month and 564 transport loads come in by motor tanks, in six months.

Instructions were issued for extra caution to be taken on strainers and connections on all fuel storage equipment since corrosion inhibitor has been added. Corrosion inhibitor was known as santolene "C".

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Letters of appreciation to airmen of the 405th Supply Squadron for their outstanding performance of duty during the operational period of "Exercise Boxkite", were received from the Commander, Headquarters 309th Air Base Squadron (Prov), North Air Force Base, South Carolina. Airman Cleven Reese assisted in the establishment of a Base Supply to complete its mission with a fine record of property accounting and an absolute minimum of loss and damage to Government property. Staff Sergeant William E. Peagler of the Petroleum Section worked twelve and sometimes fifteen hours a day during the twenty-four days of flight operations at North Air Force Base assisting in delivering 1,473,912 gallons of JP-4 fuel, and in unloading tanks of the commercial carriers that were bringing the fuel to the base.

The Purchasing and Contracting Office averaged 821 purchases a month at a monthly cost of $359,688.50. Supplies purchases sufficed the immediate needs of Langley Air Force Base and were purchases in such quantities as to minimize storage space. The constant need for transitory supplies necessitated maintaining Purchasing and Contracting.

Forty-four contracts with a monetary value of $297,294.00, were negotiated with firms for modification, installation, consolidation and repairs to rehibilitate and maintain facilities in an adequte manner. Outside repair contracts were at a minimum during the early part of the year due mainly to prevailing weather conditions. A sharp increase was noted during the early summer. The average monthly cost of the 44 contracts negotiated was $49,549.00. In May the emergency re-

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placement of cable across the bridge over the South branch of Back River resulted in awarding a $12,453.30 contract to E.C. Ernst, Inc. of Washington, D.C.

Writing specifications, prior to accepting bids and awarding contracts, was one of the many intricate duties of Purchasing and Contracting. Specifications were always written in the best interests of the Air Force and Langley and at the same time the contracts were attractive to bidders. Such efforts were best realized by a surplus of $54.00 at the close of the fiscal year.

During January purchase requests were initiated for contract maintenance in the local area for the following: 650 chests of drawers; one vari-type machine; 420 mattresses; one ozalid machine; one time-stamping machine; one adding machine; 17 refrigerators; 299 steel wall lockers; 60 desks, 51 pieces of furniture and eight starters. The total cost of the contracts was $27,884.37.

PURCHASING AND CONTRACTING
For Langley First Six Months of 1954

	Number of Procurements	Value of Procurements
Jan	724	$203,145
Feb	753	183,026
Mar	929	462,064
Apr	946	512,058
May	806	216,480
Jun	768	581,358
Totals	4,926	$2,158,131

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	Requirement Contracts	Value of Req Contracts
Jan	2	$ 1,380
Feb	3	5,741
Mar	4	97,524
Apr	4	10,648
May	5	29,941
Jun	26	152,060
Totals	44	$297,294

The Base Commissary employed one officer, 12 airmen and 33 civilians at the beginning of the year. By the end of the period the strength had grown to one officer, 19 airmen and 39 civilians. In the meantime the commissary had been enlarged and the produce section added. The Commissary inherited five airmen and four civilians with transfer of the ration breakdown function.

For some years produce had been sold through a concession operated under the Base Exchange. After enlargement of the commissary to accomodate the produce section the concession was discontinued. Mr. Joseph C. Carli who had been operating the concession accepted the job as produce manager in the Commissary.

Due to management and volume, fruits and vegetables were much cheaper after the move.

On 17 February a property issue was submitted to Squadron Supply for equipment needed to establish the produce section. The Air Install-

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ation Office began the installation of a prefabricated refrigerator on 24 March for use in storing produce for resale. Procurement of fresh fruits and vegetables from local wholesale produce companies for the section began 9 April. Authority was given to procure produce stands for the display of dry produce and to match those already installed on which grocery staples were displayed. Vendors delivery date on the display stands was set for 10 July 1954.

Major Lester A. Kurtz and Mr. S.S. Smallwood attended a meeting at Purchasing and Contracting Office on 24 May and it was decided that Purchasing and Contracting would be responsible for the daily procurement of produce items, effective 1 June.

RECORDS OF THE BASE COMMISSARY

	Number of Field Rations	Value of Rations	Value of Each Field Ration	Value of Each Garrison Ration
Jan	63,731	$ 67,335.00	$1.057	$1.061
Feb	61,051	64,599.00	1.058	1.082
Mar	67,662	71,337.00	1.054	1.088
Apr	65,235	68,316.00	1.038	1.069
May	183,012	66,806.00	1.086	1.086
Jun	199,254	71,508.00	1.091	1.091
Totals	639,945	$409,901.00		

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BASE COMMISSARY ACTIVITIES

	Cash Sales	Charge Sales	Total Sales
Jan	$104,869.00	$14,355.00	$119,204.00
Feb	101,360.00	10,601.00	111,961.00
Mar	114,065.00	12,388.00	126,453.00
Apr	111,344.00	13,642.00	124,986.00
May	107,289.00	12,856.00	120,145.00
Jun	111,909.00	11,757.00	123,666.00
Totals	$650,836.00	$75,579.00	$726,415.00

	Collection For Meals	Surcharge on Subsistence	Surcharge on Meals
Jan	$ 2,993.00	$ 5,245.00	$ 45.70
Feb	3,049.00	5,068.00	34.85
Mar	3,181.00	5,686.00	49.30
Apr	4,422.00	3,896.00	109.35
May	3,753.00	3,756.00	547.10
Jun	4,261.00	3,911.00	577.50
Totals	$21,659.00	$27,562.00	$1,363.80

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The Base Exchange operated every week day except 23 January when a snow storm paralyzed traffic and prevented clerks from going to work. There were two officers and 101 civilians employed in January and by the end of June one officer and 98 civilians were on the pay roll. The civilians were employed by the Army and Air Force Exchange Service and had no obligation to the Civilian Personnel Office which recruited all other civilians for Langley.

The Service Station was being enlarged and improved to provide faster service to military personnel and their dependents. New modern equipment was purchased and the lubricating and car washing areas were to be enlarged. The work was scheduled for completion in July.

During February the Base Exchange was visited by Mr. Joseph Mattern, Fixture Display Supervisor from New York and Mr. Otis Phillips, Merchandise Supervisor, from the Baltimore Regional Office. Mr Mattern was sent with orders from the Chief of Operations, New York, to draw plans for remodeling the main store to make it a model exchange for the Baltimore Region. Mr. Phillips was down to accompany Mr. Mattern and assist him with the merchandising layout.

On 5 March 1954, Colonel Skidmore, Assistant Chief Army and Air Force Exchange Service Officer from New York, Lieutenant Colonel R. W. Endsley, Regional Officer, Baltimore Regional Office, Army and Air Force Exchange Service and Mr Russel Potter, Chief of Operations, Baltimore Regional Office, visited the activity for a brief period. They visited the cafeteria, main store, service station and beer tavern.

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The flight line snack bar which had been relocated in building T-108 was officially opened by the Base Commander on 29 March. Free doughnuts and coffee were offered during the day.

Remodeling of the Main Store commenced on 15 March and was completed during the latter part of June. Renovation of the new warehouse building commenced on 8 March and moved during the second week of April. Renovation and enlarging of the Exchange Service Station commenced on 22 March and was completed in June.

As of 31 March the produce market, an Exchange concession, was closed by Headquarters, USAF, and its activities were taken over by the Base Commissary.

BASE EXCHANGE FINANCIAL ACTIVITIES

	Total Volume	Net Profit
Jan	$108,577.07	$ 5,115.00
Feb	122,082.88	6,160.57
Mar	143,873.94	8,707.37
Apr	136,605.07	6,326.30
May	119,703.00	2,534.36*
Jun	152,365.00	14,702.00
Totals	$783,206.96	$43,545.60

* Profits declined in May because the main store was being remodeled and purchases of sundry items were less than usual.

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January found the Base Photographic Laboratory with a critical shortage of 35mm film, used for identification pictures, and 4x5 film endangered proficiency of the laboratory. This shortage could be traced to the extensive number of dependents pictures being taken for identification cards. Local purchases eased the situation. The acquisition, by the Base Air Police, of a new identification camera resulted in their handling the bulk of the identification photographs. By April, adequate photographic needs were being received through normal supply channels.

Additional photographic work in May and June resulted from early summer activities such as Armed Forces Day and visiting dignitaries as well as the Air Force Reserve Officers Training Corps camp.

A new base regulation 109/was issued in June outlining the function and responsibility for the operation of the Base Photographic Laboratory. Procedures concerning limitations, priorities, and emergencies were fully covered.

109/ Hq 405th Ftr Bmr Wg, Base Reg 95-1, 4 Jun 54

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CHAPTER V

FACILITIES

Facilities were largely managed by the Installations Engineer at Langley. He hired hundreds of civilians and carried on complex duties in maintaining and keeping in operation the hundreds of structures and afiliated services. The Engineer was directly under the Commander 405th Air Base Group but he collaborated with Wing Headquarters and the Wing Commander in order to carry out the program of improvements recommended by the Master Planning Board and the Commander.

The Installation Engineer was also the Commander of the Installations Squadron and that unit was also in the Air Base Group. The squadron was organized into seven major components, viz; Personnel and Administration, Installation Engineering, Supply, Management, Engineering, Fire Department and Maintenance and Utility Operations.110/

The Installation Engineer utilized the Installations Squadron Adjutant and a secretary and under the Deputy Installation Engineer was organized with a Deputy for Management and a Deputy for Engineering. Under Management there was a Production Control, Cost Accounting, Mail and Records, Real and Installed Property, Memorandum Receipt Property and Airmen Training.111/

110/ Chart, 405th Installations Sq, 1 Jan 54

111/ Organization Chart, Installation Engineer, 15 Jan 54

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Engineering was composed of a Structural Section, Drafting Section, Roads, Grounds and Pavements Section and another section known as Mechanical and Electrical.

The Fire Department included a Fire Chief, Assistant Chiefs and six fire stations, the latter with full modern and effective equipment. Only five were in operation during this period as station number five had been destroyed by hurricane in 1953 and the rebuilding project was pending.

The Maintenance and Operations department was composed of Maintenance Shops, Maintenance of Roads, Grounds and Pavements, Heating Plants, Sewage Disposal and Langley View Maintenance. The last named was a section just south of the River, off of the base and used to house noncommissioned officers and airmen and their families.

Warehousing was handled within the Installations Squadron as was administration on behalf of the officers and airmen.

Under the Maintenance Shop there were shops for the following specialties: Electric, Plumbing, Carpenter, Paint, Metals, Refrigeration, and Heating Equipment.

During January, four important projects were completed by private contractors. They had been in process for several months and all had been scheduled for earlier completion but time had been extended through necessity. One of the contracts included additional ladies and men's restroom facilities, and Officers Dining Hall in Building 170. The contractor, which was Dominion Construction Co., started work 22 July 1953 and completed it on 8 January 1954. The cost was $3,692.00.

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Lighting for the bombing range on Ship Shoal Island was entrusted to Enterprise Electric Co. The work started on 6 July 1953 and was completed on 18 January 1954. The cost was $17,500.00.

Installation of air conditioning in the Base Weather Station, was done by Enterpirse Heating and Air Conditioning Corp. It was completed on 18 January 1954, and cost $6,592.00.

Concrete sidewalks on the Main Base were completed by W. W. Muller, contractor, on 20 January 1954. Cost $4,623.00.

In February the cost of contract work that was in progress on facilities aggregated $354,087.29. The following was being accomplished and conditions as of 24 February are reported:

Replacement of cables and equipment of the electric distribution system, Enterprise Electric Co, contractor. Work started 24 July 1952, 99% complete. Cost $13,000.00.112/

Repairs to asphalt roofs, flashing etc at Langley AFB, Langley View NCO Homes and Oyster Point, Va. Rowe Sheet Metal Co was the contractor and work started 30 October 1953. In February it was 95% complete at a cost of $19,776.40.

The Installation Engineer reproduced a new map in 1954 of Langley proper which shows new runways, parking strips and taxiways as well as buildings and congested areas.113/ There also is a diagram of the surface

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112/ Office Base Install Engineer, Ltr BIE Subj: Status of Contract Projects, 17 and 24 Feb 54

113/ Basic Layout Plan, LAFB Approved 5 Mar 54

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windrose and cross sections of the pavements. Starting in the lower left corner you see the Contonment Area. This is normally referred to as the Shellbank section and gets this name from the former name of the principal farm that existed before the plat was developed into warehousing space and living quarters for the military. Base Headquarters is in this area and can be found at cooridnates 23-C. This is a remote location for base headquarters but was pressed into service in 1953 to take advantage of a modern, air conditioned building that existed. Tactical Air Command Headquarters is on the main post and occupies building number one at 24-C. The built up area labeled Lighter Than Air at 14-R is mostly quarters for non commissioned officers and its name came from the term applied when baloons and dirigibles were the vehicles of the air. At this time though, there are no aircraft of this nature at Langley. Most all of the buildings represented by outlines and filled in areas in upper left of the map belong to the National Advisory Committee for Aeronautics. This is only part of the NACA laboratory. There are many other buildings in use by that agency on the main base at lower right labeled Heavier Than Air. At coordinates 14-G one will find a series of buildings which were built for a hospital but in fact is little used for that purpose bacause Langley has another and more permanent set of buildings on the Main Base which are in fact the base hospital. The one at 14-G is of temporary construction and although it houses some of the medical services, there was little of that service in those buildings in 1954 except the Dental Clinic. Buildings were utilized by the 2220th Field Printing Squadron, George Washington University Exten-

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sion Courses, Base College and barracks.

The Shellbank or Cantonment Area can be further examined through the close-up that shows names of some of the buildings and the listed numbers of others.114/

A close-up drawing of the Heavier Than Air area, which is otherwise known as the Main Base, is also appended.115/ This shows the Commissary, Base Exchange, Chapel, Theatre Number one, Red Cross Building, Officer's Club, Officers Quarters and Hangars.

The Lighter Than Air area, arranged in two semi-horseshoes is expanded from the original map to better depict all buildings in the section. 116/ This area houses most of the Non-Commissioned Officers homes as well as location of the NCO Open Mess (NCO Club).

Another area that is shown in larger detail includes many of the spacious buildings of the laboratory of the National Advisory Committee for Aeronautics 117/ although this chart does not show all of the laboratories at Langley. Other buildings of NACA are on the main base and are shown in upper part of Heavier Than Air map.

114/ Map Contonment Area, LAFB 1954

115/ Map Heavier Than Air Area, LAFB 1954

116/ Map Lig and Aircraft, LAFB 1954

117/ Map Nat'l Advisory Committee for Aeronautics

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Although the National Advisory Committee for Aeronautics employed 2,975 people, they all resided off the base and commuted daily to and from homes in the eastern district of Virginia. The organization was capable of maintaining and securing their own buildings and the Base Commander had little direct responsibility for the facilities of the laboratory. Of course, these employees used the roads, entrances, sidewalks etc of the base but in most all other respects they were independent.

Langley occupied 13,433 acres with 46.2 miles of roads and a 6.9 mile railroad. It had 40 miles of communications cable and 282,050 linear feet of electric lines. The two runways were 150 feet wide and 8,00 and 5,840 feet long respectively and fuel tanks that could store 3,940,000 gallons and 25,000 gallons in automotive vehicles. Units and Buildings numbering 724 included 120 officer units, 175 airmen units, 350 Langley View units, administrative buildings 37 and 42 warehouses. The capacity of airmen's dormitories was 4,073 and WAF's 59, whereas officer capacity in BOQ and VOQ was 340. These facts are shown on a chart, used by the Commander when Very Important Persons had to be briefed expeditiously.118/

The Oyster Point ammunition storage area was a rectangular tract of timberland measuring approximately 2,000 by 4,000 feet. It was fenced and sufficiently cleared for a site in which 20 standard concrete earth covered igloo magazines were located. The structures measured 26 by 80 feet. They were laid out in five rows or lines, four igloos per line and each line was staggered. There was a distance of 400 feet between each

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118/ Chart General Data, Housing etc

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igloo. One line of igloos, facing a public highway 1,8000 feet away was provided for each igloo. The types and approximate quantities of ammunition and explosives stored included cartridges, blasting caps, bombs, flares, FS Smoke, demolition blocks, cresylic acid, napalm, marker slick, jet thrusts, fire bombs and ammunition.

Amazing high costs for construction work were brought into serious perspective to officials when costs of new traffic control houses were realized. Widening the road and construction of a new pass and traffic control house at the main gate cost $10,463.00. Completion date was scheduled for 1 August. Another small sentry house at the Tide Mill gate cost $1,950.00. It occupied only about 5 by 14 feet in the roadway, was divided into two little rooms and did not have toilet facilities. The Air Policeman on duty was required to phone for relief.

Several big projects which although had been scheduled for completion in 1953 were carried over into 1954 because of conditions that affected fulfillment. One was the airmen barracks with dining hall in the Shellbank area. The cost was $1,478,000.00. Another big project which had been delayed was completed in the Summer of 1954. It was the Bachelor Officers Housing costing $669,300.00. These new buildings were also in the Shellbank Section near the new airmen's barracks.

Utilities expansion covered in funds from Fiscal Year 1952 were finished up in the first half of 1954 and cost $683,000.00. Building on this started in May 1952.

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In June Langley was winding up the big building and improvement effort wherein 22 millions of dollars was spent. Most of the large projects had been completed, but there still was $589,127.57 worth in progress on 21 June 1954. The list is contained in document 119/

Interior repairs and conversion of Building T-401 cost $23,308.00. The Farmville Plumbing and Heating contractor was installing a hot water system in Building 82. Cost was to be $5,600.00.

C. E. Ernest contractor, started work on 8 January 1954 on a 20' by 30' cinder block storage, and it was completed on 16 February 1954 at a cost of $3,650.00.

The Rowe Metal Co. repaired two roofs for $3,585.00.

Installation of additional air conditioning in the Officers' Mess was completed at a cost of $9,900.00.

The Paint Products Company had a contract to convert building T-108 to cost $12,535.33.

Air conditioning was installed in the NCO Club by W.H. Martin, contractor at a cost of $42,249.00.

The cleaning and resealing of expansion joints in airfield pavements was done by Railroad Waterproofing Corporation after delay. Weather conditions necessitated extention of performance time and the cost was $43,583.80.

119/ Office Base Install Engineer, BIE, Subj: Status of Contract Projects, 21 Jun 54

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In order to construct a combined supply and hobby shop building a temporary transformer was set up on 25 February 1954. The cost was $26,793.00.

Modification of heating distribution system was made at 771st Aircraft Control and Warning Squadron at Cape Charles by M.F.M. Mechanical Co Inc, contractor. The final inspection was made on 25 February 1954. The cost was $35,071.89.

Concrete drain covers were supposed to be made of reinforced steel but were not and some broke. The Airfield contractor had been directed to test each individual cover at his own expense. The cost for replacement was $54,710.00.

Repairs to asphalt roofs, flashings, etc., at Langley AFB, Langley View, NCO homes and Oyster Point, Va., Norlin Roofing and Deck Co., contractor. Shipments of tile were incorrect and color and size were wrong. An extension was given for performance time and the cost was to be $10,210.00.

A military maintenance and operation section was organized under the Base Installation Engineer with the same mission as the maintenance and operation section already in existance, except that it had the additional purpose of training and qualifying military personnel in their specialties.

Fifty sets of family quarters were renovated in January and were occupied shortly thereafter bringing an income to the government of the equivalent of approximately $4,300.00 per month.

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To provide safety in take-offs and landings two resident buildings on the extended clear zone of Runway 07 were sold to the highest bidder and removal was started.

A joint study was made in the Winter of 1953 and 1954 by Engineers of Headquarters, Tactical Air Command, National Advisory Committee for Aeronautics, and Langley in order to determine the requirements necessary to effect a joint electric contract for Langley Air Force Base and NACA and the following conclusions were derived:

Existing National Advisory Committee for Aeronautics power cables serving their "East Area" were loaded to full capacity and could not support the additional overload that the base requirements would impose.

Upon completion of an active contract for construction of a 19 foot pressure tunnel, it will be necessary to get the National Advisory Committee for Aeronautics to operated some of their facilities, alternately with the 19 foot tunnel, to provent overtaxing existing power cables from the "West Area" source. A transformer then under contract for the 19 foot tunnel repowering was determined to be suitable for Aeronautics to install a 110 KV power line which would include sufficient capacity to accommodate the Langley Air Force Base needs. It was estimated that a 110 KV line would cost in excess of $500,000.00 at 1954 prices.

The cable would be adequate to supply the Air Force and National Advisory Committee for Aeronautics through one source from the Virginia Electric and Power Company, although an estimated additional $35,000.00 was to be required for equipment and cable necessary to combine the two systems.

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It was determined that any other means of power consolidation would still require a new cable from the "West Area", some three miles distant. The present cable, could be of considerable less voltage than the above planned cable, but would still require an estimated expenditure of approximatley $300,000.00. Under these circumstances it was not considered practicable to attempt immediate programming of any consolidation which would eventually require the larger cable anyway, and would result in a total expenditure in excess of $800,000.00.

Langley Officials were not familiar with the system the National Advisory Committee for Aeronautics used for budget programming, but they did know that such a project through Air Force channels would require that requests, with adequate justification, be submitted two years in advance. It was said to be doubtful if the savings per annum would be ample justification for the tremendous investment involved. However, as a joint venture with the National Advisory Committee for Aeronautics and firm future requirements, such a consolidation was considered to be entirely feasible.

Further joint study is being conducted that will reflect present conditions of load and demand, and as near as possible the exact savings that could be realized by consolidation. At this writting it appeared that savings would be somewhat less than the previously estimated $17,-000.00 per year.

A conference was held with officers of the Virginia Electric and Power Company in an effort to obtain agreement for a joint contract under

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existing conditions at the present National Advisory Committee for Aeronautics reduced rates. This was found to be unfavorable to the power company since there are two power sources at widely separated locations and such an agreement could not be reached.

In view of the foregoing, consolidation of power sources did not appear to be justifiable in 1954. The Langley Commander recommended postponing any further study until such time as future National Advisory Committee for Aeronautics power requirements become a reality.

Following is a chart showing some of the aircraft rescue work and fire protection activities of the 405th Installations Squadron.

	Jan	Feb	Mar	Apr	May	Jun	Totals
Crash Calls	3	1	2	0	1	3	10
Emergency Landings	45	40	29	38	30	33	215
Gas Spills	6	5	12	4	5	16	48
Standby Welding	5	6	2	8	11	15	47
Air Evacuation	4	6	6	10	8	7	41
Crash Drills	6	7	2	13	5	10	43
Structural Drills	21	22	3	13	18	16	93
Gas Drains	41	47	42	45	37	49	261
Ramp Calls	17	37	43	64	25	61	247
Building Evacuation	4	3	2	4	4	7	24

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Back in 1916 when Langley was established it was designated as a part of the post of Fort Monroe and the Big Bethel Virginia site was purchased to provide water for both Fort Monroe and what was then known as Langley Field. Fort Monroe has retained title to the Big Bethel Water Works and today, Langley Air Force Base buys water from Fort Monroe. To establish the quantity needed and the price therefor to the Commanding General of Fort Monroe, it is necessary for Langley to send a tabulation of personnel every week. A typical report for June shows a total of 10,985 people who used water on Langley.120/ Of course, this included 2,975 employees of the National Advisory Committee for Aeronautics and all visitors on the base as well as military personnel and residents.

After plans had been made to route telephone cable lines for Langley across Big Bethel Reservoir under its water, it was decided by the communications officers that it would not be practicable. The submerged lines would have been troublesome and hard to work on in the future. Rerouting around the reservoir was decided on and permission of authorities at Fort Monroe was obtained.121/ The U.S. Army owned Big Bethel Reservoir and supplied both Langley and Fort Monroe with water therefrom.

The Installation Engineer maintained a master operations board on which they kept visual record of all persons working to maintain and

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120/ Hq 405th Ftr Bmr Wg, Ltr R MIL, Subj: Tabulation of Personnel, 10 Jun 54

121/ Hq Warner Robins Air Material Area, Ltr Subj: Rerouting Telephone Cable, 30 Apr 54

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repair facilities on Langley. The blackboard contained a record of those assigned in each type of work and the sections they were working in, such as plumbing, painting, heating etc. The jobs too were listed and the board was corrected daily.122/ It promoted efficiency and kept everyone informed who was concerned.

Although the project is scheduled for Fiscal Year 1955, plans have been made to build a new railroad into Langley. The trackage would start at Lee Hall, Va., on the Chesapeake and Ohio Railroad.123/

Rerouting of the railroad trackage would reduce freight handling costs by approximately one third of the freight charge from Richmond, Va., to Langley Air Force Base. It will eliminate the hazard of handling ammunition by rail through three heavily populated cities.

The proposed trackage will provide a railroad facility capable of handling heavy loads and long rolling stock, which, at present is not possible due to the light construction of present railroad. Several sharp curves along the present railroad preclude the utilization of long rolling stock and passenger cars.

Doctor H. J. E. Reid, Director of the National Advisory Committee for Aeronautics and Mr. William S. Colburn, City Manager of Hampton, Va., have expressed desire to reroute rail service and have indicated great concern regarding the danger existing under present railroad system.

122/ Installation Engineer Master Opn Board, 11 Jan 54

123/ Hq 405th Ftr Bmr Wg, Ltr, A INS 1-9, Subj: Rerouting of Railroad, 15 Jan 54

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When the new trackage is laid and present rails abandoned the city of Hampton can widen the main thoroughfare to Langley to four lanes. A requirement exists for the wider street.

One other step was in prospect to obtaining the new railroad. The project was scheduled for defense before the Review Panel, Office of the Secretary of Defense.

On 1 March Capt Ernest E. Weisemiller, Base Exchange Officer, and Mr A. Lapin, General Manager, traveled to the Baltimore Regional Office and the New York Exchange Service Headquarters with a request for funds for enlarging the service station, remodeling the main store and renovating building T-299, the new exchange warehouse. On 4 March they returned with the approvals. Although official approval for remodeling the main store was not received until March plans for making it a model exchange for the Baltimore Region were started in February when Mr Joseph Mattern, Fixture Display Supervisor from New York was sent with orders from the Chief of Operations, New York, to draw up the detailed plans. Mr Otis Phillips, Merchandise Supervisor from the Baltimore Regional Office, accompanied Mr Mattern and assisted him with the merchandising plans.

In June Mr Phillips and Mr John Brown, Display Manager of the Army and Air Force Exchange Service, New York office, set up all new displays for the remodeled main exchange.

Renovation and remodeling of the Main Base Exchange Store and the Exchange Warehouse cost $34,311.70 and was completed in the Summer of

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1954.[124]/

After these improvements the Exchange was enabled to increase its lines considerably and volume of sales was expected to grow. When plans were made the Langley Exchange did $80,000.00 per month. After expansion volume was expected to increase to $100,000.00 per month.

The Base Postal Office was remodeled and expanded in June. The lobby was enlarged, a large vestibule added and the former entrance hall was used to enlarge the personal mail services room. The newly painted interior enhanced the building and tile floor covering gave the lobby an inviting appearance.

Dining hall T-252 was closed in April because the subsisting organization was on maneuvers for approximately 30 days. A new fat rendering plant was installed in the Central Meat Cutting Plant in April.

The installation construction plan which was carefully designed and has been followed during recent years included removal of unsightly drainage ditches and graded slopes woven into the pattern, for drainage purposes. The plan required grading that permitted seeding and mowing and the leveling of seedareas at ends of runways to prevent upending in the event an aircraft continued off the end of a runway.

One of the major projects of the maintenance and operations section of the Installation Squadron was the renovation of the family quarters at Langley View. This renovation program was deemed necessary after an inspection showed that the housing was inadequate.

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[124]/ Hq 405th Ftr Bmr Wg, Ltr ABPX 123, Subj: Special Capital Expenditure Budget, 26 Feb 54

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KODAK SAFETY FILM

A new maintenance shop was put into operation at Langley View to operate as a sub office of the Installation Engineer. It was manned by military personnel from the Installations Squadron and maintained close supervision on facilities at Langley View. This decentralization of maintenance effort permitted quicker attention to the needs of facilities at Langley View.

Monthly safety meetings were held in Installations Engineering and were a factor in an extremely low disabling accident rate. The Installation Engineer insisted on safe practices and supervisors cooperated in maintaining all rules promulgated by the Ground Safety Office.

The Billeting Office submitted a very satisfactory financial statement as of 30 June 1954. There was a balance of $1,099.03 on 1 June and $782.48 profit was added during the month. This resulted in $1,881.51 profit on hand and was added to $3,232.20 which had been accumulated from previous profits. The total gave the BOQ-VOQ Fund assets and surplus of $7,765.52.125/

During the month of January the supply section of the Base Billeting Office outdid itself. This section delivered 80 gas ranges, picked up 80 gas ranges and processed them to Base Supply. Also delivered were 480 new bedsteads complete to Langley View and 20 to the officers section of the base. This section also turned in 16 truck loads of repairable property to Base Supply in January. So much property was turned into Base Supply that it was impossible for them to accept any more for several weeks.

125/ BOQ-VOQ Fund, Langley Air Force Base, Va., 30 Jun 54

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A rent appraisal Committee was appointed by the Commander on 17 March. Its purpose was to establish comparable rents on rental quarters supplied Federal employees and members of the Military service. The following composed the Committee: 1st Lt Thomas S. Redford, MOJG Harry L. Williams and Mr Gerald Patesel.

In complying with the renovation program of Langley View the Supply Section of the Base Billeting Office went all out in their efforts. During January they delivered or processed 160 gas ranges, delivered 480 bedsteads to Langley View and 20 to the officers' section on the base and received 375 double beds and mattresses. In February they issued 700 complete single beds and in March received 700 new rugs and 347 new lamps for BOQ-VOQ. By March 1036 new beds had been issued since the renovation started.

BASE BILLETING OFFICE

	Jan	Feb	Mar	Apr	May	Jun	Totals
Family Type Quarters Assigned	65	32	40	29	34	24	
Family Type Quarters Terminated	51	42	31	41	23	23	225
Percent of B.O.Q.'s Occupied	85	87	90	85	73	81	84 Av.
Nightly average for V.O.Q.	12	9	7	8	7	7	8 Av.

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	Jan	Feb	Mar	Apr	May	Jun	Totals
Trailer Park Terminations	3	4	2	1	1	2	13
Trailer Park Assignments	3	4	2	1	1	2	13
Pers. Assisted Off-base Rentals	250	224	150	113	95	85	917
Rentals Listed and Posted	210	227	141	120	102	79	879

RECEPTION SECTION BASE BILLETING

Incoming Clearances Processed	452	224	260	190	199	254	1,579
Outgoing Clearances Processed	299	227	288	314	194	251	1,573
Privilege Cards Issued	1,422	607	545	505	315	609	4,003

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CHAPTER VI

SPECIAL SUBJECTS

With a final handshake and personal farewell to the members of the Tactical Air Command staff, and the Ninth and Eighteenth Air Force Commander, General John K. Cannon said goodby to Langley following the review in March.

Several thousand people filled the bleachers which had been set up on the ramp to watch the senior USAF officer receive honors before retiring from active duty.

General Cannon was flanked by General Thomas D. White, Vice Chief of Staff, USAF; Major General Earl W. Barnes, TAC Deputy Commander, and Brigadier General Charles D. Jone, Langley Commander.

To the left of the reviewing stand were the commanders of the numbered air forces of the Tactical Air Command and their deputies; Major General Robert W. Douglass, Jr., Eighteenth Air Force and his deputy, Brigadier General Edward H. Alexander; and Major General Edward J. Timberlake with his deputy, Brigadier General James Ferguson. They were joined later by Brigadier General William M. Gross, Commandant of the USAF Air Ground Operations School.

The ceremonies were topped off by a flyover of seven types of cargo, bombardment and jet aircraft, including C-124's, C-199's, B-26's, F-80's, F-84G's, and F-94C's. The latter were from the 48th Fighter Interceptor Squadron.

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As the 564th Air Force Band marched into position in front of the stand, Warrant Officer Adam Shaffer signaled his musicians to play a medley of favorites for the departing general including "For He's a Jolly Good Fellow," "Farewell to Thee" (Aloha), and "California Here I Come" symbolic of the Generals trip to that west coast state.

Langley airmen lined the streets and bridge from his residence to the gate when General Cannon and his family departed for California in civilian attire on 1 April.

Colonel Donald A. Baccus, Commander of the 405th Fighter Bomber Group and veteran of 115 combat missions in World War II Fighter Operations, left Langley in June for study at the Air War College at Maxwell Air Force Base, Montgomery, Alabama.

Colonel Baccus, holder of the Silver Star, the DFC with one Oak-leaf Cluster, the Air Medal with Ten Oak-leaf Clusters, was credited with five enemy aircraft destroyed in aerial combat and four more on the ground while flying F-4l's with the Eighth Air Force from England.

The Jamestown, North Dakota native was assigned as Chief of the Fighter Bomber Division, Headquarters TAC from April, 1951 until June, 1953, when he assumed command of the 405th.

Colonel Baccus started his jet career on the T-33A, graduating to the F-80 and F-84G, with which the 405th was equipped. He was a graduate of the Field Officer's Course at the Air University.

Colonel Baccus, lacking just 100 hours of hitting the 3,000 hour mark, had accumulated much time in C-47's and B-25's, besides his jet

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and single engine fighter time, when he departed.

For the third consecutive year Lt Col Kenneth E. Kay, of the 405th Maintenance and Supply Group, was winner of the Langley AFB Short Story Contest. His second short story entry was judged second best and third place was claimed by Airman Marshall Brement of the 4500th.

Lieutenant Colonel David C. Barrow, of the 2d Weather Group, Langley, had the leading role as Captain Corcoran, and S Sgt Dallas Brown of the 405th Medical Group was seen as a member of the ship's crew in the Gilbert and Sullivan favorite "H.M.S. Pinafore", on 4 May in the Warwick High School Auditorium. Mr. A.A. Angelucci conducted as he had done for the past nineteen years. Lieutenant Colonel Barrow was also a regular member and bass baritone soloist of the Langley Chapel Choir.

On 20 May Secretary of the Air Force Harold E. Talbott and Assistant Secretary Roger Lewis arrived at Langley and were flown by helicopter to Williamsburg, Va. where they inspected restoration of the colonial capital.

Thirty-one imaginary round trips to the moon, a total of 14,875,000 miles, was the approximate distance flown by the 27 pilots of the 423d Bombardment Squadron. The flights included operation of 67 different types of aircraft ranging from liaison and gliders to jet fighters. The distance was estimated by computing an average of 200 mph for each of the 74,375 hours logged in the careers of the pilots. The aircraft included in the count were 19 different types of trainers, 15 cargo types, seven fighters, nine bombers, six attack, two observation, four gliders and five different liaison planes.

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High man on the hour total was Squadron Leader Frank M. Griggs, of the Royal Australian Air Force with a total of almost 8,300 hours. Every pilot in the squadron was a combat veteran of either the Korean fighting or World War II.

Squadron Leader Griggs, veteran of 79 bombardment missions in World War II, seven crash landings and the recipient of the RAF Distinguished Flying Cross with bar and the Distinguished Flying Medal, started B-26 crew training with the 4400th Tactical Bombardment Group in 1954.

Griggs, a native of Nayh, Australia had served in England during the hectic days of 1942 and 1943, when that country was under continual bombardment by the Luftwaffe.

Langley Air Force Base, as in past years, went all out in preparation for Armed Forces Day, 1954, with static displays of many activities, an air parade in the immediate area and flyovers of various cities in the state of Virginia and West Virginia.

Langley represented the Air Force; Fort Eustis and Fort Monroe were on hand for the Army; Navy and Marines from the Norfolk, Va. Naval Operating Base and the Naval Mine Depot, Yorktown, Va. and the Coast Guard from Cheatham Annex, Va. participated in the all service parade in Hampton. Langley supplied a WAF contingent, the 564th Air Force Band, three marching units and the colors. Honor Parade Marshals were M Sgt Richard Hocevar, Air Force; Mineman Second Class Basil Mark, Navy; M Sgt John Martino, Army and S Sgt Beauford Haynie, Marine Corps. These men served as the service representatives throughout the celebration.

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Not limited to participation in the open house, B-26's flew over Waynesboro, Staunton, Covington, Institute and New Market, Virginia and Bluefield, Beckley, Elkins, Charleston and South Charleston, West Virginia.

As to static displays at points other than the base and the immediate area, Langley forwarded equipment to Fort Lee, Virginia, the United States Naval Academy, Annapolis, Maryland; Richmond and Fisherville, Virginia. There were two Air Force Nurses dispatched to Clarksburg, West Virginia to help in the local demonstration there.

At the base, a variety of demonstrations were presented. Major Carl Grimmer was base project officer. They included helicopter flights, flyovers and landings of eight T-33 jet aircraft, short field landings and takeoffs by liaison aircraft, a demonstration of aerial spraying by C-47 aircraft and the flyover and landing of a flight of B-26's as they returned from their wide flyover tour.

On the ground were static setups of radiological, medical, Chaplain and Red Cross. One of the highlights of the static displays was the Martin B-61A Pilotless Bomber---on public view for the first time.

The 48th Fighter Interceptor Squadron of the Eastern Air Defense Force, under the commandof Major Royal E. Koons, Jr, had a standard 24 hour a day job in their defense of the nation. Its main mission was to prevent any unidentified aircraft from gettin past, what the fliers call the air defense identification zone. This zone was an invisible frontier line about 20 miles out to sea.

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When the 48th first came to Langley the single seater F-84 was standard equipment but this was soon changed to the all-weather F-94C Starfires. The efficiency of their operation was so great that three minutes after the first alarm they were in the air ready to meet all invaders.

Men on duty in the ready room were required to remain fully dressed in flying suits at all times. Mae West life jackets and antigravity suits completed their garb. Loss of time was decreased to a minimum by leaving parachutes, oxygen masks and helmets in the aircraft.

Most of the pilots were veterans of the Korean action, and training flights were carried out frequently to insure maximum proficiency. New hangers were opposed at the ends of different runways, allowing planes to take off into the wind and thus eliminate taxiing time.

The 564th Air Force Band, a Langley institution participated in the Cumberland County Bicentenial Celebration at Fayetteville, N.C. on 22 April. The band was flown to Pope Air Force Base, which is adjacent to Fayetteville.

After participating in a parade, the band returned to Pope for dinner and was flown back to Langley.

Five musicians from the 564th Air Force Band were awarded the USAF "Roger" in March for their work with the Air Force touring show Tops in Blue. The award was for exemplary service in the field of entertainment.

The group, which included Noel Hurst on bass, Don Zampi, drums, George Jones, tenor sax, Billy Hargett, trombone and Carl Garbo on

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trumpet, made up five-sixths of the traveling band that supported the show on the trip through the states and North Atlantic Bases.

The Langley quintet answered the call for Tops in Blue late in December without having played together before as a combination and were selected for the job.

They began their tour in January, covering bases all over the United States, the Bahama Islands, and the Northeast Air Command, including Thule, Greenland and Frobisher Bay in Northern Canada.

A letter of appreciation was given to Chief Warrant Officer Adam B. Shaffer, 564th Air Force Band Bandmaster, in April for his inspiring leadership, professional ability and his contribution to military and civilian relationship in the Langley area, by Brigadier General Charles D. Jone, Base Commander at Langley.126/

The band on a whole was recognized for its outstanding performances and highly trained and skillful members. General Jones credited the band and Bandmaster Shaffer, as a result of their many voluntary performances for local civic groups, for the receipt of numerous letters of appreciation from prominent persons in eastern communities. The letter was made a part of Warrant Officer Shaffer's military record.

The 1954 Red Cross Fund Campaign was conducted 1 March to 5 April. Majors L. S. Wiegele and Robert Lee King were Base Project Officers and was assisted by project officers appointed at each group, squadron and

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126/ Hq 405th Ftr Bmr Wg, Ltr PO MIL, Subj: Letter of Commendation, 19 Apr 54

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attached unit.127/ All project officers attended the initial meeting in accordance with a letter from Brigadier General Charles D. Jones, Base Commander. This helped to insure a successful campaign. $4,556.73 was raised in the drive. The amount was $900 less than the total in 1953 but explained by the fact that the base strength was less this year.

The Red Cross Volunteer services were very active during the six months. The Gray Ladies, under the leadership of Mrs Sadye Mauro, rendered the usual Red Cross services at the base hospital. In addition they served as volunteers at various hospital clinics. This last service was initiated at the request of the hospital commander.

The volunteers also served at all of the Bloodmobile visits, in various capacities, such as canteen, registration, temperature and pulse recording, preparation of bottles and assisted in the donor room. A total of 1,491 volunteer hours were served.

During the six months, 899 pints of blood were collected. This was possible only through the excellent response of both military and civilian personnel, and the base command. The blood collected was distributed by the Red Cross Tidewater Regional Blood Center to military and civilian hospitals in the vicinity and also to the Defense Department.

There was constant contact and referral between the Langley Red Cross and Air Force Aid Society at all times. All assistance, Red Cross services and supplies were never sold to members of the Armed Forces.

127/ Hq 405th Ftr Bmr Wg, Ltr A Subj: Red Cross Fund Campaign, 23 Feb 54

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The Field Directors office of the American Red Cross was located at 1170 Dodd Boulevard. It was open for service to Langley personnel on normal duty hours and provided emergency coverage by telephone when the office was closed. Thirty percent of the Langley loans were made after normal office hours.

The staff consists of: Adam Y. MacDonald, Field Director, Mrs. Jesse W. Towler, Assistant Field Director, and Edith B. Harlow, Secretary.

The following statistical data for Langley Air Force Base, gives, briefly, a resume of the services rendered during the first six months of 1954.

Total cases recorded	1,166	Government Benefits	60
Dishcarge and Separation	84	Counselling	387
Leave and Extension	409	Other	71
Reporting Services	364		

Loans and Grants:

Total number of loans	178	Total amount of loans	$8,965.00
Total number of grants	12	Total amount of grants	585.10

In addition to the above, the Hampton Chapter of the American National Red Cross, gave to dependents of personnel of Langley Air Force Base, financial assistance amounting to $2,165.00 in loans and $725.00 in grants.

Communication statistics are as follows:

Letters received	320	Telegrams received	444
Letters written	276	Telegrams sent	364

Communication expenses for the 6 months are as follows:

Telegraph - Western Union (95% of the wires were handled by ARC leased wire and do not show on station expense.	$112.52	Telephone expense	$151.55
		Postage	$ 22.00

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Military and civilian personnel contributed wholeheartedly to the Langley 1954 March of Dimes campaign. The net total after all expenses were paid was $9,542. Langley personnel contributed $12,503.48 to the worthy cause. Expenses were $2,961.48, representing purchase of an automobile which was raffled.

A variety show and boxing card was presented by Langley in cooperation with the Hampton Police Department. Service Club No 1 used the "Bottle State Contest". Officers and NCO wives solicited at different establishments on the base. A "Mile of Dimes Booth" was placed in front of the Base Exchange.

The contributions were turned over to Mr. Samuel Hendin, representative of the Hampton Va. Chapter of the March of Dimes, by General Jones, base commander.

This made another successful year for Langley in annual contributions to the March of Dimes drive. Lt Col Calvin V. Robinson was base project officer for the campaign.

The 405th Maintenance and Supply Group proved to be one of the most generous groups at Langley in 1954 contributing $1,809.54 to the March of Dimes campaign in January and $787.76 to the Red Cross Drive in April. The latter was the largest donation by any group on the base.

The Tidewater Red Cross bloodmobile paid a two day visit to Langley in February and collected 312 pints of blood donated by persons at the base. This was 88 pints short of the goal of 400 pints even though the 405th Motor Vehicle Squadron, not scheduled for the drive, contributed 28

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pints. Eight members of the military force at Langley, including Maj Joseph Govoni, commander of the 405th Motor Vehicle Squadron, were awarded gold pins as members of the gallon club. Assisting in this operation were Gray Ladies from the volunteer organization of the American Red Cross.

The Samual Pierpont Langley branch of the Aero Medical Association held meeting in January at Langley's base hospital with Col Raymond T. Jenkins, Surgeon of the 18 Air Force, as guest speaker. Colonel Jenkins' topic was Adequate training of Flight Surgeons for Service in a Theater of Operations.

An all day symposium on Aero Medical Combat Support with Brig Gen Clyde Brothers as chairman, was held at this time. General Brothers, surgeon at Scott Air Force Base, had served extensively in combat zones during World War II and in the Korean conflict. The symposium was under the sponsorship of the USAF aviation medical residency program.

Early in January Langley was visited by Lieutenant Colonel G. Shohat of the Israeli Air Force.128/ Colonel Shohat made the visit at the request of the Israeli Embassy and was given the standard unclassified briefing of the Tactical Air Command organization, doctrine, training and operation. Charts, diagrams, and model aircraft were used to permit comprehension of the briefing. Colonel Shohat was particularly interested in close support missions and requested that a copy of Joint Training Directive for Air-Ground Operations be forwarded to him through channels. Briefing at wing level was given Colonel Shohat in order to assist him in the organization and command of a fighter-bomber wing.

128/ Hq 405th Ftr Bmr Wg, Ltr I REL Subj: Visit of Lt Col C. Shohat, Israeli Air Force, 8 Jan 54

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The visitor was taken on a tour of the 4400th Combat Crew Training Group and Operations and Training Headquarters, 405th Fighter Bomber Wing, where he was briefed on the organization and operation of a group and the wing staff and its functions.

Colonel Shohat had no difficulty with the English language and therefor was not hampered in his comprehension of the wing and group methods and procedures. Because the Colonel's briefings were all of the standard unclassified nature no instances arose where questions could not be answered.

A delegation of twelve Canadian navigators, with Wing Commander H. A. Forbes in charge, visited Langley during the month of January. The party was from the Central Navigation School of the Royal Canadian Air Force Station, Summerside, Prince Edward Island.129/

During their stay they saw and discussed the role of the 4400th Combat Crew Training Group in Tactical Air Command, intruder aircraft operations in Korea, shoran as a bombing navigation aid, procedures and techniques and AN/MSQ test results.

The visit was intended to give the visitors an appreciation of current U S Air Force Navigational problems and to show the developments and trends in navigation. Security clearance for all members of the

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129/ Hq 405th Ftr Bmr Wg Ltr, 6T-REL Subj: Visit of Canadian Personnel, 12 Jan 54

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group was Secret excluding classified information on Atomic Energy intelligence and cryptography.

Representatives of the Office of Information services conducted tours of Langley for 40 Newsome Park Grade School children on 12 January. They also escorted 13 Royal Canadian Air Force Navigators over Langley on 13 January; eight AFROTC cadets from the University of Maryland on 27 January, members of the Office of Secretary for Defense on 9 February, twenty ROTC Cadets with Father Quain and Colonel Krouse of Fordham University on 14 February, twenty school children from Langley on 26 February, and 40 Civil Air Patrol Cadets on 26 February. The Office also provided escorts for 13 Chilean officers on 10 March; assisted Panyotis Kanellopolus, the Greek minister of Defense and party on 13 March; Newsome Park Elementary School tour on 4 May; tour of High School students from Rural Retreat, Virginia on 5 May and assisted in the tour of Langley by a Brazilian Air Force officer and his staff on 5 May. They also conducted a tour of Langley for members of the office, Secretary of Defense from Washington, D. C. on 10 May; a tour by High school students from Windsor, Virginia on 13 May; Herr Von Bonin from East Germany on 17 May and tours on 20 May of students from Kilmarnock Virginia High School, Boy Scouts of Richmond, Virginia on 22 May and a visit of Congressman F. E. Hovert on 25 May.

The Information Office also coordinated speeches by First Lieutenant Hungerford before the Hampton Junior Women's Club and one by Colonel William J Sabo before the Hampton Chapter Veterans of Foreign Wars. Colonel

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Sabo also appeared with "Tiny " Hutton on his radio broadcast over W G H for the March of Dimes financial campaign. Another speech was sponsored at the Naval Port of Embarkation, Norfolk, Virginia on 16 March and given by First Lieutenant O. K. Stephens.

Technical Sergeant Richard Cozine was elected president and S Sgt Jerry Sheffield, vice president of the 511th Fighter Bomber Squadron Flying Club. Maintenance chief, T Sgt John Howard was made secretary-treasurer.

After the beginning of the club's operations in the middle of April, the members logged 49 hours on their Taylorcraft flying from Patrick Henry Airport and Lt Roger Swaine, flying instructor, had checked out three club members in the craft. Sqaine was 511th squadron maintenance officer. One of the three members checked out included S Sgt Melvin Buesseler, the only airman besides Howard who had any flying experience before the formation of the club. Four Air Force pilots were on the club's rolls.

One hundred and eighty-nine Air Force Reserve Officers Training Corps cadets representing 15 colleges and universities began their 30-day summer encampment at Langley in June. They followed Air Force procedures in every activity they undertook, even to their cadet organization.

Organized into one group that was composed of two squadrons, the cadets were under the jurisdiction of a cadet group commandant, chosen weekly, who coordinated administration, training and associated activities of the summer camp. The two squadron commanders were chosen on a weekly basis and the five flight officers were selected twice weekly.

Over-all supervision of the cadet summer camp was made by Lt Col Ross M. Clem.

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Ten of the cadets attending the encampment received commissions as second lieutenants in the Air Force Reserve upon completion of the camp. Usually the cadets attend their summer camp between their junior and senior years in college. However, circumstances prevented this in some cases, and the ten cadets had completed their senior year before attending the encampment.

Cadets receiving commissions were Gerard M. Anthony, Trinity College; Joseph L. Falletti, Connecticut University; Walter N. Greer, Williams College; Peter E. Geis, Yale; Donald F. Johnson, Trinity College; Lee Schellenberger, Connecticut University; Michael P. Thamas, Trinity College; David A. West, Williams; Charles R. Wood, II, Yale.

The commissions were awarded at graduation ceremonies scheduled for 17 July.

Heading the administrative staff of nine officers assigned to the summer camp was Lt Col Ross M. Clem, Executive Officer, 405th Air Base Group. Colonel Clem was over-all supervisor. Major Darvan K. Anderson, of the Base Installation Office, was camp supply officer. Other officers were assigned to the camp from four universities: Major Thomas K. Ewell, Western Reserve, training officer; Major Robert C. Schrom, University of Virginia, adjutant; Major Fred Casoli, University of Pittsburgh, chief tactical officer; Major James W. Minow, Penn State, tactical officer; Captain Walter E. Carper, Penn State, tactical officer; Captain David Rode, Western Reserve University, tactical officer, and WOJG Jack C. Overstreet, tactical officer.

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The number of cadets from each institute included: Brown 30, Yale 30, Brigham Young one, University of Connecticut 16, Holy Cross 25, Kansas State one, University of Massachusetts nine, University of Miami (Ohio) two, Newark College of Engineering 23, St. Joseph's College 14, Trinity 18, Virginia Military Institute 15 and Williams five.

Starting 28 June the Air Force ROTC members were each given two orienting flights -- one tactical and one nontactical. The tactical flights were in the B-26 and the nontactical flights were in C-47's, L-20's, etc.

Twenty ROTC students from Virginia Polytechnic Institute spent two days at Langley in May as guests of the base commander for a complete tour of base installations and a look at the different operational squadrons. The group, with Capt William Pryor, a member of the AFROTC staff at VPI, in charge, was the first from VPI to take advantage of the Air Force program which was designed to acquaint undergraduate ROTC students with Air Force activities.

Hampton High School and the University of Virginia announced proposed classes for spring terms early in the year which were available to Langley Military persons. Courses offered by Hampton High were: Art I and II, Photography, Sewing, Woodworking, Bookkeeping, Shorthand, English, Algebra, French, Geometry, Spanish, Trigonometry and Public Speaking, while the University held classes in: U.S. History, Psychology, Math Analysis, Calculus, Statistics and Descriptive Geometry.

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The Langley Little Theater presented the Pulitzer Prize winner, by Zona Gale, "Miss Lulu Bett" in the spring at the Special Service Boathouse Ballroom. The play was well received by approximately 200 people who attended. The play was under the direction of Airman Ron Summers.

Langley Air Force Base Sports. The Langley bowling team took second place in the Northeast Air Force Bowling Tournament held at Andrews Air Force Base in April. In the team event, the Langley bowlers captured the runner-up spot with a total of 2,638, second only to the Presque Isle Air Force Base Squad, which rolled a 2,654 set. Representing Langley were team captain M Sgt Joe Kubalak, M Sgt Thomas McGreevy and S Sgt Herb Sisson, all of the 423d Bombardment Squadron; T Sgt George Richards, 405th Fighter Bomber Wing; S Sgt John Rader, 1913th Airways and Communications Service and First Lieutenant Emil Nyman, 29th Communications Squadron.

The Wing Headquarters Bowling League had a very successful season and the games contributed much to the morale and physical training of officers and airmen. The Inspection Section won the league title and during the Troop Training Program on 10 June 1954, Colonel Burton K. Sams presented trophies to the following members of the bowling teams within the headquarters:

First Place (Inspection Section)
Captain Gerald Byrum
Captain Willard G. Mattson
Master Sergeant Floyd Hoggard
Master Sergeant Charles J. Godley
Master Sergeant Oliver G. King
Master Sergeant Harold Smith

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Second Place (Adjutant Section)
Captain Joe B. Hughes
CWO Richard G. Coker
Technical Sergeant Harry N. Kirkpatrick
A/1C Robert F. Bryant
A/2C Ronald J. Summers

Third Place (Supply Section)
Technical Sergeant Wade M. Lockman
Staff Sergeant William C. Williams
A/1C Harold T. Duncan
A/1C Steve E. Holhencin
A/1C Robert E. Weaver

Technical Sergeant James L. Guthrie (Statistical Services Division) was presented two trophies for High Individual Average and High Three Game set. Staff Sergeant Peter A. Lupacchino (Finance Section) was presented two trophies for Second High Individual Average and Second High Individual Three Game Set. Lt Colonel Calvin V. Robinson was presented a trophy for Third High Individual Average.

The Base Softball schedule contained 22 teams in 1954 with two divisions called the American and National Leagues. Many of the games were played under lights and others started at 1745 so they would not interfere with duties which for the most part were carried on in normal daytime office hours.

Langley's WAF softball entry in 1954 female diamond competition, opened the seasons play against the Fort Lee femmes at Fort Lee.

Co-captains Donna Kennedy and June Castor made half of the returning forces, manager-coach Don Goddard depended on much new material in his attempt to preserve the winning percentage posted in last year's 30 won and 20 lost season.

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In 1954 Langley had no Air Force sponsored rod and gun clubs but the commander indorsed the activities of the Langley Rod and Gun Club which was privately operated under aegis of the National Rifle Association. A private skeet club was also operated at Langley but was unsponsored.

Captain C. R. Kinsey, shot five under par 36-hole 137, to defeat a field of 65 in the annual Langley Golf Association Spring Tournament for the new John K. Cannon Trophy. Kinsey came in just one stroke under Major G. Hargrove and M Sgt H. Molloy (Ret) who finished deadlocked at 138.

The next best were A. N. Mierchuk and Frank Morgan who shot 139's. Morgan was a NACA employee and Mierchuk worked as a civilian in the Base Salvage Section.

The Cannon Trophy was named for General John K. Cannon, (Retired), former Commander, Tactical Air Command, who was a golf enthusiast.

Jack Isaacs, Langley golf pro competed in the Masters Tournament in Augusta, Ga., in April and finished with a creditable score. He had been invited because of his good showing in the 1953 Professional Golfers Association Tournament.

Twenty squadrons had participants in the newly inaugurated Intramural Golf League which started competition at Langley in May.

The Central Base Fund of Langley appropriated $658.00 to finance Langley teams in the Northeast Area Sports Conference.130/ This was a liberal gesture and enabled the Langley basketball team to compete.

130/ Hq 405th Ftr Bmr Wg, Ltr CP FIN, Subj: Budget, 13 Jul 54

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Second seeded Langley, dumping Pittsburgh 83-63 in the opening round and smothering Bolling 100-70 in the second day playoffs, fell before top seeded Andrews AFB 115-70 in the semifinals of the single elimination Northeast Air Force Basketball Championship tournament in March at Andrews.

But the Rockets, with All American Bobby Watson connecting from all angles, took a commanding 22-11 lead at the end of the first quarter. From then on with their superior height and effective shooting, Andrews breezed past Langley to reach the century mark for the thrid consecutive day and eliminated Langley from tourney play.

During the three games that Langley participated in, the one-two scoring punch of Ward Filley and Loran Smith totaled 134 points. Smith connected for 69 points while Filley ammassed 65. Outstanding defensively were Deac Nelson, Jim Burrows and Clarence Dean.

With cowbells, halloween horns and police whistles sounding off loudly, at the annoyance of the partisans of the 29th Communications Squadron, through four thrilling periods of basketball, the well supported Maintenance Squadron won the '54 Intramural Base Championship by edging a good 29th Communications Squadron quintet 43-41.

Over 600 spectators, roaring continuiously for forty minutes, witnessed the hard fought thriller.

The Communications boys started off by grabbing a 10-5 first quarter lead with Ward Filley setting the scoring pace. Playmakers Deac Nelson and Dick Sippel spearheaded the drive in the second quarter which

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enabled the 405th quint to pull ahead 20-14. Filley, scoring all but two points, dumped in 11 to push his squad within three points of the Maintenance boys in the third period, but the force of the Maintenance Squadron kept on matching baskets with the Communications Squadron in the remaining 10 minutes of action to oust the defending champs chances of accepting another trophy. Ward Filley was the game's high scorer with 21 points. Nelson had 12 and Lieutenant Sippel, 10.

After that an invitational tournament was held and with Ward Filley caging 23 points, the 29th Communications Basketeers captured the Base Intramural Invitational Basketball Championship for the second consecutive year. They defeated the 405th Medical Group 52-40 in 1954 at the base gym.

Ward Filley was named the tourney's most valuable player by the officials refereeing the five day contests.

They also picked an all-star team, composed of Filley; Loran Smith, Medics; Jim Burrows, Food Service; William Patrick, F-B Wing, and Bob McDonald, Medics.

Overconfident, Fort George G Meade Took it on the chin as 500 cheering spectators saw a spirited Langley Flyer quintet score an overtime victory 91 to 86 to wind up regular season's play in 1954.

The Flyers ended the cage season with 20 wins against 11 losses as compared to 22-10 performance in 1953.

Ward Filley and Loran Smith combined their scoring technique to dump one of the nations's better service clubs with 25 and 28 points respectively.

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Fort Meade took an eight point lead at the half, but Langley deadlocked the regulation fracas 78-78 with Smith and Filley hitting the net from all angles.

In the overtime period, the Flyers sailed into an 80-78 lead but Meade fought back to tie the contest before Smith put the host team back on top 82-80.

Langley playing one of its better games in the second half, took a seven point lead and then matched baskets with the Marylanders to insure Langley of it's 20th win of the season.

The Flyers, had hoped to upset powerful Andrews AFB in the tourney and boosted their hopes with the impressive showing over Meade, the club that handed Andrews one of its few losses earlier in the season.

Over 800 stunned hometown fans saw the underdog Langley Flyers trounce their favored Chesapeake Athletic Club 91-71 in the finals of the Invitational Basketball Tournament at Portsmouth, Va., in March to walk away with the championship for the second consecutive year.

Clarence Deane, led the scoring with 29 points. Filley and Smith pushed in 18 and 16, respectively.

Loran Smith, a standout both offensively and defensively, won the outstanding player award, replacing last year's winner, teammate Ward Filley.

Langley advanced to the finals without trouble, smothering the Navy Yard Reps 103-64 in the quarter finals and romping to an easy 81-56 decision over the hapless USS Mississippi quintet in the semi-finals.

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The Intramural Basketball League, comprising 26 teams, ended its' regular season's play with an elimination tournament in April. The 405th Maintenance Squadron defeated the 29th Communications Squadron in the tourney finals to take undisputed championship honors. The 405th Motor Vehicle Squadron ended the regular season in first place in the National League, while the 405th Maintenance Squadron finished in the runner up spot. Maintenance gained the runner up berth by virtue of their win over the 405th Air Base Group. In the Langley American League, Wing Headquarters emerged in first place and 29th Communications finished second. The Communications Squadron was the defending champ in 1954.

The World Championship WAF's Basketball Tournament got underway at Langley in March and attracted eight sextettes to Langley, for the battle to wear the title "The Best In The Air Force".

Keesler AFB represented the Southeast Conference; March AFB, the Pacific Coast loop; Great Falls AFB, Northwest; Westover AFB, the Northeast; Wright-Patterson AFB, the Great Lakes; Tinker AFB, the Great Plains, Weisbaden, the Germany-European-African Conference, and Fort Myer, Va., the East and the reigning champs--Lackland AFB--the Southeast.

The Lackland girls, owning a 17-1 season's record, repeated in 1954 as the same superior players had done the previous year.

With spring came the first call for candidates for the Langley baseball team and training by the track team for the North East Area Air Force Sports Regional Conference.

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The base golf team journeyed to Bolling Air Force Base in May to participate in matches there and followed up by playing host to the same Bolling team in June. May also was the month of inauguration of the Intramural Softball League and the start of the WAF's softball games for 1954.

The non-competitive sport of swimming also proved popular at Langley but was delayed for some time because of neccessary painting to the indoor pool, and replenishing the filters with new sand. The pool was officially opened in March with an average attendance of 150 a day. Warm weather permitted opening of the outdoor swimming pool in the middle of June. The attendance for June was 3,000 relief seeking bathers.

Boys of the Langley Youth Center organized a basketball team in honor of General John K. Cannon and played a schedule in early 1954 with neighborhood teams composed of boys 12 years of age and younger.

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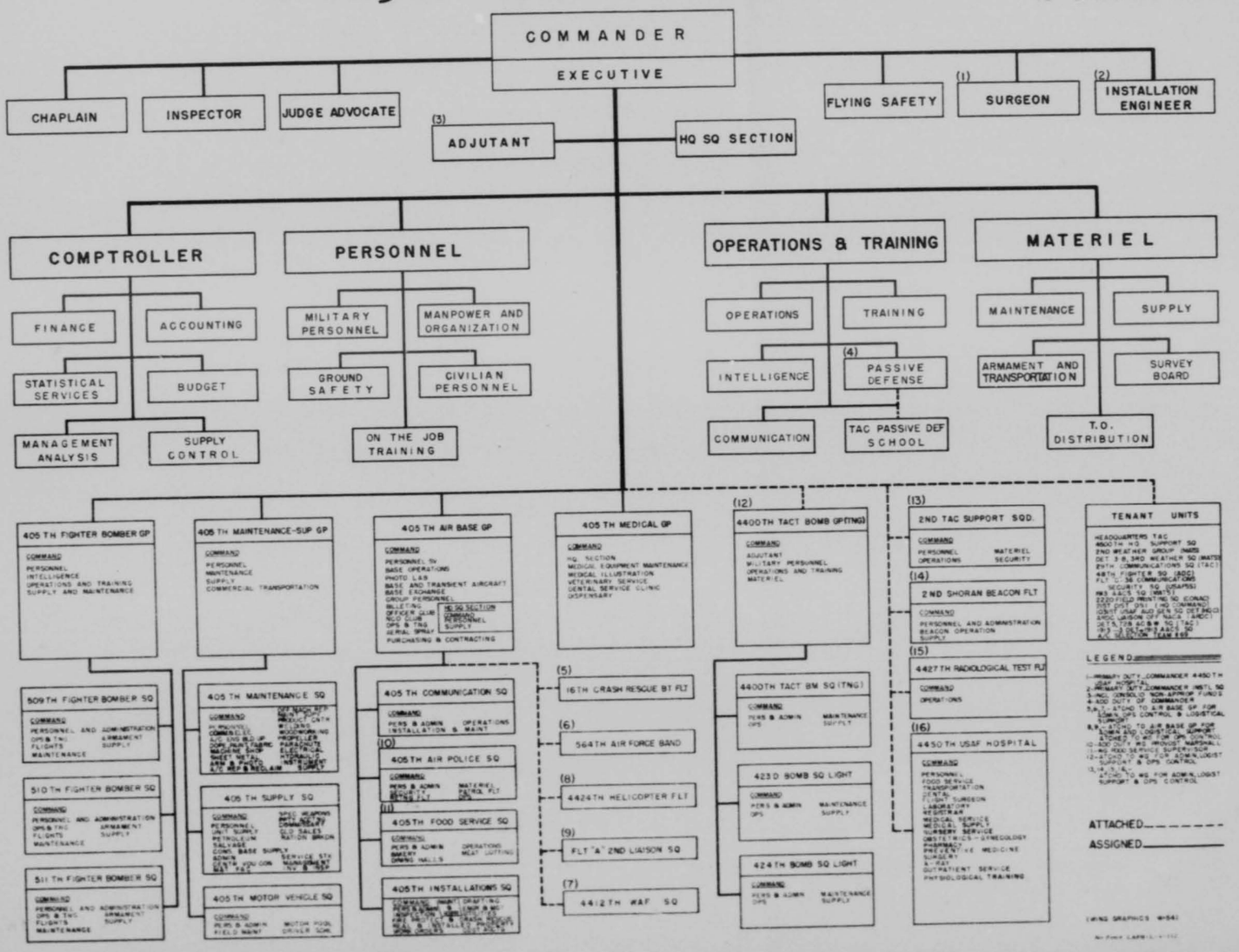
405TH FIGHTER BOMBER WING

18 JANUARY 1954



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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

SPECIAL ORDERS)
NUMBER 52) EXTRACT

18 March 1954

16. COL ADANTO A S D'AMORE, 19137A (MC) (UAFSC) is reld fr asgmt & dy w/4450th USAF Hosp this sta (TAC) asgd; 1600th Aerial Port Sq Westover AFB Mass for further perm asgmt to the 7280th Med Gp 17th AF (USAFE) APO 30 rptg to PAS NLT 25 May 54 under Air Priority WA-3D-0534 -RF5. Off auth one (1) day tvl time. TPA auth. Tvl by coml air, rail and/or bus auth. If tvl not performed by TPA the tvl time w/b the time of common carrier used. AFM 35-6 w/b complied w/. Immun w/b accomp immed IAW AFR 160-102. Mail & baggage w/b add to 1600th Aerial Port Sq Westover AFB Mass. WP. POS. TDN B&F Control #2357 5743500 448-341 P533.5 -02-03 S99-999. Auth: AFR 35-59 & Msg Hq USAF AFPMP-A 46630 dtd 2 Feb 54. EDCSA: 20 May 54.

17. Cfmg VOC 16 Mar 54 A/1C DONALD R WHITE, AF17322258 having been asgd this Wg fr 3700th Pers Proc Sq LAFB San Antonio Tex per par 140 SO 47 that orgn dtd 10 Mar 54 is further asgd 405th Instl Sq 405th AB Gp this sta. No tvl involved. EDCSA 16 Mar 54.

18. OP 7 SO 49 this Hq as pertaining to A/B JOHN W PORTER, JR, AF14390605 as reads "atchd 405th AP Sq" is amnd to read "asgd 405th AP Sq".

19. SSGT MELVIN WOOLEM, AF37395629 4500th Hq Spt Sq this sta is terminated fr sep rat eff 12 Feb 54.

20. Cfmg VOC dates indicated folg named amn orgn indicated are auth to live off B and rat sep HP AFR 24-4:

	EFF DATE
A/1C LESTER F HEAL, AF11206867 423d Bomb Sq (L)	5 Mar 54
A/1C JOSEPH E MATTINGLY, AF15428149 405th Instl Sq	15 Mar 54
A/2C ALLEN J JORDAN, AF13336840 405th Mtr Veh Sq	13 Mar 54
A/2C FREDERICK RIPP, AF12408036 4500th Hq Spt Sq	16 Mar 54
A/2C RICHARD L BOATES, AF13032523 1913th AACS Sq	12 Mar 54
A/2C STEPHEN O TYLER, AF11233892 405th Sup Sq	13 Mar 54
A/3C HAGEN L DELK, AF14512[illegible] 405th Instl Sq	8 Mar 54
A/3C CARMELO J GARBO, AF13416470 564th AF Band	11 Mar 54

BY ORDER OF THE COMMANDER:

OFFICIAL:

HERBERT C PINKERTON
Capt, USAF
Adjutant

RICHARD G COKER
CWO, USAF
Asst Adjutant

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HEADQUARTERS
40TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 8)

28 June 1954

STAFF ASSIGNMENTS. COL JAMES S FISACKERLY, 19173A 4450th USAF Hospital this station is assigned as Surgeon effective 21 June 1954 vice COLONEL ADANTO A. S. D'AMORE, 19137A relieved.

BY ORDER OF THE COMMANDER:

HERBERT C PINKERTON
Capt, USAF
Adjutant

OFFICIAL:

RICHARD G. MOORE
CWO, USAF
Asst Adjutant

DISTRIBUTION:
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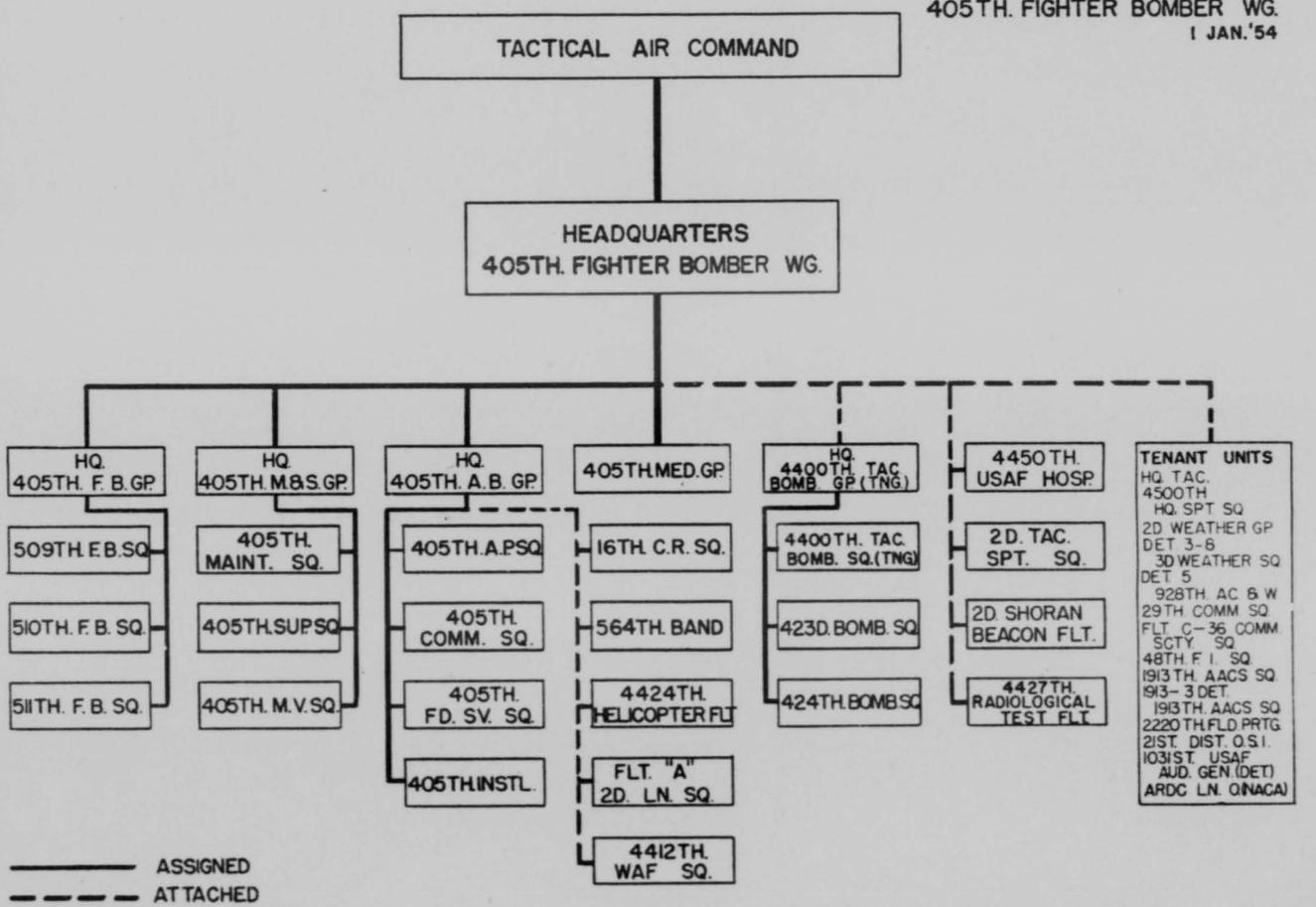
UNITS ASSIGNED, ATTACHED AND TENANT TO THE 405TH. FIGHTER BOMBER WG.
1 JAN. '54



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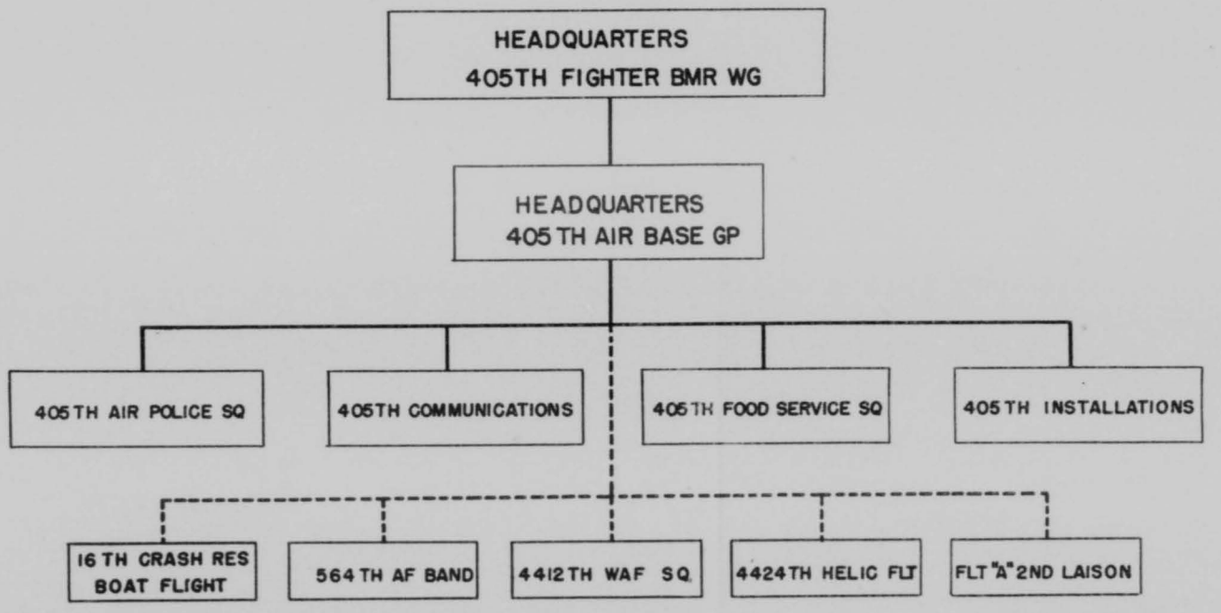
405 TH AIR BASE GROUP
ORGANIZATIONAL CHART



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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

25 June 1954

GENERAL ORDERS)
NUMBER 7)

ATTACHMENT OF UNITS

The F-84-17 Mobile Training Detachment (parent unit 3497th Mobile Training Squadron, Chanute Air Force Base, Illinois) is attached Headquarters 405th Fighter Bomber Group, this station, for logistical and administrative support as required, effective 25 March. Unit presently temporary duty this station per Letter Headquarters 3499th Mobile Training Wing, Chanute Air Force Base, Illinois, GA, Subject: Movement Order 35, F84F-17 Mobile Training Detachment, dated 2 March 1954.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HERBERT C PINKERTON
Capt, USAF
Adjutant

Herbert C. Pinkerton

HERBERT C PINKERTON
Capt, USAF
Adjutant

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GO 26 HQ 405TH FTR BMR WG (TAC) IS THE LAST OF THE SERIES FOR 1953

HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

31 March 1954

GENERAL ORDERS)
NUMBER 1)

Under the provisions of paragraph 4 Air Force Regulation 24-1, the undersigned hereby assumes command of the 405th Fighter Bomber Wing, Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL CHARLES D. JONES.

Donald A Baccus

DONALD A BACCUS
Colonel, USAF
Commander

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GO #3 HQ LANGLEY AIR FORCE BASE (TAC) LANGLEY AFB VA IS THE LAST OF SERIES FOR 1953

HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 1) 31 March 1954

Under the provisions of paragraph 4 Air Force Regulation 24-1, the undersigned hereby assumes command of Headquarters Langley Air Force Base (TAC) Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL CHARLES D JONES.

Donald A Baccus

DONALD A BACCUS
Colonel, USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 2)

1 April 1954

RESUMPTION OF COMMAND

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of Headquarters, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia.

CHARLES D. JONES
Brig. Gen., USAF
Commanding

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

1 April 1954

GENERAL ORDERS)
NUMBER 2)

RESUMPTION OF COMMAND

Under the provisions of paragraph 4, Air Force Regulation 24-1 the undersigned hereby resumes command of Headquarters, Langley Air Force Base (TAC) Langley Air Force Base, Virginia.

CHARLES D. JONES
Brig. Gen., USAF
Commanding

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 3)

18 May 1954

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of Headquarters 405th Fighter Bomber Wing, Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL CHARLES D. JONES.

BURTON K SAMS
Colonel, USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 3)

18 May 1954

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of Headquarters Langley Air Force Base, (TAC) Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL CHARLES D. JONES.

Burton K Sams

BURTON K SAMS
Colonel, USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

22 May 1954

GENERAL ORDERS)
NUMBER 4)

RESUMPTION OF COMMAND

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of 405th Fighter Bomber Wing, Langley Air Force Base, Virginia.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

22 May 1954

GENERAL ORDERS)
NUMBER 4)

RESUMPTION OF COMMAND

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of Langley Air Force Base (TAC), Langley Air Force Base, Virginia.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 5)

21 June 1954

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of 405th Fighter Bomber Wing, Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL CHARLES D. JONES.

Donald A Baccus

DONALD A BACCUS
Colonel, USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

21 June 1954

GENERAL ORDERS)
NUMBER 5)

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of Langley Air Force Base, Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL CHARLES D. JONES.

Donald A Baccus

DONALD A BACCUS
Colonel, USAF
Commander;

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

24 June 1954

GENERAL ORDERS)
NUMBER 6)

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of 405th Fighter Bomber Wing, Langley Air Force Base, Virginia.

Charles D. Jones

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 6)

24 June 1954

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of Langley Air Force Base, Langley Air Force Base, Virginia.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

PERSONNEL ACTIONS MEMORANDUM)
NUMBER 17) 9 February 1954

1. Maj Robert T. Best, AO 803 731, 405th AP Sq, 405th AB Gp, this sta is designated Wg Provost Marshal in add to his regular duties eff 4 Feb 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:
James L. Sloan
JAMES L. SLOAN
Capt., USAF
Asst Pers Off

C. V. ROBINSON
Lt Col USAF
Wing Personnel Officer

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1 Sq Pers Sec
2 Sq M/R Clerk
1 ea gp and separate unit

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STAFF MEMORANDUM)
NUMBER 11 - 3)

HEADQUARTERS 405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia
18 May 1954

ADMINISTRATIVE PRACTICES

Processing Emergency Air Staff Actions

	Paragraph
PURPOSE	1
DEFINITIONS	2
POLICY	3
RESPONSIBILITIES	4
PROCEDURES	5
FORMAT OF EASA DIRECTIVES	6

1. PURPOSE. To prescribe a uniform and controlled method of processing Emergency Air Staff Action (EASA) directives within this headquarters.

2. DEFINITIONS. For the purpose of this memorandum, the following definitions will apply:

a. Central Control Agency (CCA). The EASA coordinating agency for this headquarters, established as a function of the Wing Adjutant.

b. EASA. Action taken through Air Staff planning for anticipated D-Day emergency operations. This planning will be in the form of an EASA directive.

c. Air Staff. The Air Staff referred to in connection with EASA pertains to major staff sections and other comparable staff offices; i.e., coordinating and special staff offices.

d. EASA Index. A comprehensive list of EASA Directives issued by higher headquarters which require action by Air Staff Offices to insure that responsibilities of this headquarters are properly executed in the event of hostilities.

e. Emergency Book. An up-to-date compilation, maintained by each Air Staff Office, of appropriate detailed emergency plans, operational procedures, copies of appropriate EASA directives, and implementing directives prepared by that office in anticipation of hostilities and/or wartime operations.

f. Wing Master Emergency File. A consolidation of all Wing Air Staff Offices' emergency books, EASA directives issued by higher headquarters and other communications relating to the EASA program.

g. EASA Directive. Specific instructions or orders conveyed by letters or messages which are dispatched prior to the outbreak of hostilities. These will be retained by the addressee and used for "planning purposes only" until implementing communication is received.

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h. Implementing Communications. Letters or messages conveying information that will put directives into effect. These letters or messages will be identified by an appropriate code word previously disseminated.

3. POLICY. EASA directives received from higher headquarters will, if considered appropriate, be republished as directives emanating from this headquarters and distributed for "planning purposes only" to subordinate groups, separate units, and to tenant units. This is not to be construed as limiting Air Staff Offices to reproduction of directives received from higher headquarters. Air Staff Offices can, and are encouraged to, originate EASA directives if they conform to the purposes of the program.

4. RESPONSIBILITIES.

a. The Central Control Agency (CCA) will:

(1) Maintain in current status the Wing Master Emergency File and EASA Index.

(2) Prepare and maintain on file semi-annual status reports of EASA to insure that:

(a) Emergency plans, directives, and appropriate implementing communications are current.

(b) Necessary action is being taken to distribute to all subordinate groups and separate units and to tenant units, prior to hostilities, all possible directives which will be required.

(3) Review the coordination that has been obtained for all directives.

(4) Supervise compilation and transmission of D-Day messages.

(5) Make available the EASA Index and Wing Master Emergency File to interested Air Staff Offices.

(6) Review the actions and responsibilities of each Air Staff Office to insure that there are no conflicts, duplications, or omissions of required actions.

(7) Publish and distribute all EASA directives emanating from this headquarters.

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b. Each Wing Air Staff Office will designate two officers, cleared for TOP SECRET, to be responsible for processing EASA within their respective offices and who will:

(1) Maintain in current status the emergency book for their particular Wing Air Staff Office.

(2) Insure that proper coordination has been obtained for all EASA for which their Air Staff Office is the office of primary interest.

(3) Periodically review EASA to insure that they are complete, adequate, up to date, and do not contain duplications.

(4) Provide liaison with and assistance to the CCA.

5. PROCEDURES.

a. EASA directives received from higher headquarters will be routed to the Wing Air Staff Office having primary interest for action.

b. The Wing Air Staff Office of primary interest will, if appropriate, prepare in draft form the EASA directive to be distributed to subordinate units of this command and forward same to the CCA for review and publication.

(1) A "Disposition Form", DD Form 96 will be attached to each EASA directive forwarded to the CCA, to contain the following information:

(a) Present security classification typed in the appropriate space at the top of form.

(b) Office symbol, name and rank of preparing officer, and date of preparation.

(c) Classification the document should have on D-Day.

(d) Recommended distribution to subordinate units (see par 3 above).

(e) Coordination, with name and office symbol of the coordinators.

c. The CCA will furnish the Air Staff Office of primary interest a copy of the published directive, indicating distribution effected.

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WGSM 11-3

6. FORMAT OF EASA DIRECTIVES. EASA directives emanating from this headquarters will be published in letter form; special provisions as follows:

a. The notation "EMERGENCY AIR STAFF ACTION" will be typed at the top and bottom of each page.

b. The first paragraph of each EASA directive will read as follows:

"This is an Emergency Air Staff Action (EASA) directive. It is to be used for planning purposes only until ordered to be implemented by this headquarters."

c. The last paragraph of each EASA directive will indicate the classification the directive is to receive in the event of hostilities (D-Day).

BY ORDER OF THE COMMANDER:

OFFICIAL:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

RICHARD G. COKER
CWO, USAF
Asst. Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

OT-MIL 10 May 1954

SUBJECT: Letter of Appreciation

TO: Commander, 405th Air Base Group, Langley AFB, Virginia
Commander, 405th Fighter Bomber Group, Langley AFB, Va.
Commander, 4400th Tactical Bomb Group (Trng), Langley AFB, Va.
Commander, 405th Tactical Infirmary, Langley AFB, Virginia
Commander, 2d Tactical Support Squadron, Langley AFB, Virginia
Commander, Detachment 3-8, Weather Squadron, Langley AFB, Va.
Commander, 405th Maint & Supply Gp, Langley AFB, Virginia

The commander has noted with pleasure the contents of the following message from Major General Timberlake, Ninth Air Force:

"NAFOT 5-0395. I wish to express my appreciation for the splendid accomp demonstrated by offs and amn of your organization during the joint opr phase of TACAIR 54-7. The personal effort of ea indiv in CAC and your units contributed materially in the integration of effort nec for max effectiveness. Your display of flexibility and teamwork under changing situations indicate our ability to function as a well organized tac AF. The close harmony achieved in J opr with the Third Field Army reflects credit upon your unit and Ninth AF. Signed Maj Gen E. J. Timberlake."

BY ORDER OF THE COMMANDER:

BURTON K. SAMS
Colonel, USAF
Executive

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HEADQUARTERS THE ARMORED CENTER
Office of the Commanding General
Fort Knox, Kentucky

26 April 1954

SUBJECT: Letter of Appreciation

TO: Commanding General
Tactical Air Command
Langley Air Force Base, Virginia

1. I want to express my appreciation to you and your command for again making possible the outstanding demonstration of jet aircraft to members of the Staff of The Armored Center and School.

2. The orientation rides conducted at Langley Air Force Base vividly portrayed the tremendous striking power available to ground units and procedures for securing air support. The experience will be a subject of conversation for some time to come.

3. We are looking forward to demonstrating the part the ground units play in the air-ground team to some of your officers this June.

/s/ J. H. Collier
Major General, U. S. Army
Commanding

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Hq The Armored Center, Fort Knox, Kentucky, Subject: Letter of Appreciation, 26 April 1954

1st Ind 29 April 1954

Headquarters Tactical Air Command, Langley Air Force Base, Virginia

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

1. The recent orientation rides in jet aircraft given to members of the staff of The Armored Center and School has certainly made an excellent impression on the personnel concerned.

2. It is a pleasure to forward this letter, and on behalf of the Commander, Tactical Air Command, I wish to congratulate all personnel concerned.

BY ORDER OF THE COMMANDER:

E. K. WARBURTON
Brigadier General, USAF
Chief of Staff

G MIL (26 Apr 54) 2d Ind

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Va. 6 May 1954

TO: Commander, 405th Fighter Bomber Group, Langley AFB, Va

I have noted with pleasure the contents of the basic letter, and 1st Indorsement thereto, and wish to express my appreciation to all concerned for the excellent manner in which the jet orientation program was conducted.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
4710TH DEFENSE WING
New Castle County Airport
Wilmington, Delaware

29 Jun 1954

WSJA

SUBJECT: The Exercise of Administrative Jurisdiction

TO: Commander
Tactical Air Command
Langley Air Force Base, Virginia

1. Under letter from Eastern Air Defense Force dated 1 Oct 51 and your indorsement thereon dated 5 Oct 51, your command accepted all courts-martial jurisdiction over the 771st Aircraft Control and Warning Squadron, a tenant organization located at Fort Custis, Virginia.

2. To avoid confusion as to administrative matters, it is requested that under the provisions of AFR 11-40, 7 Jul 52, your headquarters issue general orders attaching the 771st Aircraft Control and Warning Squadron, 4710th Defense Wing, Eastern Air Defense Force, Fort Custis, Virginia, to the 4430th Air Base Wing for processing proceedings under the provisions of AFR 35-62, 35-66, 39-10, 39-14, 39-16, 39-17, 39-18, 39-21, 39-22, 39-23 and AFR 35-20, in addition to special and summary court-martial jurisdiction.

3. Request that action by board proceedings initiated under existing directives, which require approval of higher headquarters, and charges on which action by general court-martial is indicated, be forwarded through command channels to your headquarters, whereby your headquarters will now assume jurisdiction on both types of action.

FOR THE COMMANDER:

s/ Edwin P. Leonard
EDWIN P. LEONARD
Captain USAF
Adjutant

1st Ind

JA

Hq Tactical Air Command, Langley Air Force Base, Va. 2 Jul 1954

TO: Commander, 405th Fighter-Bomber Wing, Langley Air Force Base, Va.

BY ORDER OF THE COMMANDER:

LAWRENCE E. WHEELER
Capt, USAF
Asst Command Adjutant

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Hq 4710th Def Wg, Wilmington, Del, WSJA, Subject: The Exercise of Administrative Jurisdiction, 29 Jun 54

J LEG 2d Ind

Hq Langley Air Force Base (TAC), Langley Air Force Base, Va. 13 Jul 1954

TO: Commander, 4710th Defense Wing, New Castle County Airport, Wilmington, Delaware

1. The following data is submitted for your information:

a. Pursuant to letter, Hq Tactical Air Command, Subject: Assumption of Court-Martial Jurisdiction, dated 5 May 1953, the Commander, 405th Fighter Bomber Wing was directed to assume court-martial jurisdiction formerly exercised by the Commander, 4430th Air Base Wing. That commander formerly exercised summary and special court-martial jurisdiction over the 771st Aircraft Control and Warning Squadron. Effective 3 August 1953, Section VII, General Orders No. 28, Department of the Air Force, dated 29 July 1953, conferred general court-martial jurisdiction upon the Commander, Langley Air Force Base, who is also the commander of the 405th Fighter Bomber Wing. Further letter directive from Headquarters, Tactical Air Command, Subject: General Court-Martial Jurisdiction, dated 7 August 1953, authorized the Commander, Langley Air Force Base, to exercise general court-martial jurisdiction over all personnel subject to the special court-martial jurisdiction of the Commander, 405th Fighter Bomber Wing. Langley Air Force Base is, therefore, currently exercising all court-martial jurisdiction over the 771st Aircraft Control and Warning Squadron.

2. You are advised that this headquarters will continue to exercise all court-martial jurisdiction over the 771st Aircraft Control and Warning Squadron and will assume administrative jurisdiction over those proceedings requested in paragraph 2 of the basic communication.

FOR THE COMMANDER:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

Info cy to:
Comdr, 771st AC&W Sq
Comdr, TAC

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

15 January 1954

Mr. R. E. Dorer
Virginia State Department of Health
301 Essex Building
Bank and Plume Streets
Norfolk 10, Virginia

Dear Mr. Dorer:

Your letter dated 15 December 1953 with inclosure on the Proposal for Permanent Salt Marsh Mosquito Control has been reviewed with considerable interest.

Mosquito populations invading this installation from local marshes have at times annoyed and affected the morale of personnel. Although airplane spraying is utilized and depended upon for the control of salt marsh mosquitoes, it is limited by many factors such as wind, rain, temperature and thermal updrafts. In addition, the ability of mosquitoes to build up a resistance to present day insecticides decreases the effectiveness of this type of control. It is therefore advisable that a permanent means of mosquito control be initiated in the Virginia Peninsula Area.

The Proposal for Permanent Salt Marsh Mosquito Control, as outlined in your letter, is considered to be a suitable means of reducing the mosquito problem. I strongly recommend its adoption and will take all possible action with other agencies concerned in furthering its objective.

Sincerely yours,

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS 405TH FIGHTER BOMBER WING
Langley Air Force Base, Va.

The Budget Management Committee held its eighth meeting of Fiscal Year 1954 in the Wing Conference Room at 0900 hours on 4 February 1954.

MEMBERS PRESENT:

Colonel Sams, Executive Officer, 405th Ftr Bmbr Wg
Colonel Sabo, Commander, 405th AB Gp
Colonel Richer, Commander, 405th M&S Gp
Lt. Colonel Hendry, 4400th CCTG
Lt. Colonel Long, 2nd TAC Support
Major Levis, Base Accountable Supply
Major Shafer, Operations, 405th Ftr Bmbr Wg
Major Hamel, Air Installations Officer
Major Powell, Comptroller, 405th Ftr Bmbr Wg
Capt. Ostrowski, P&C, 405th Ftr Bmbr Wg
Capt. Cahill, 405th Medical Group
Lt. Clarke, Budget Officer, 405th Ftr Bmbr Wg

Lt. Clarke opened the meeting by pointing out that we are running a little behind schedule by being only 72.2% obligated and 74.4% committed, or in dollars, approximately $248,000.

The Financial Management Program as of 31 January 1954 was then reviewed and the following significant recommendations were made and accepted by the Committee: An increase of $110 in Chaplain Supplies was recommended due to the forthcoming Easter Season. $20,000 was withdrawn from Headquarters Expenses, Other and added to Sales Store Supplies. $500 was withdrawn from I & E Classes. $81 was added to Air Police Supplies to cover commitments. It was pointed out at this time that approximately $800 will be required to purchase revolving red lights for the Air Police. Col. Sams said the purchase of these red lights had been approved some time ago and it didn't make any difference when we obligated the money. The Coal Contract for FY'55 has been obligated. AIO Supplies may seem rather low on obligations at the present but this category of expense will increase when the purchase of Lyndane Insecticide is put on the books. AIO Contracts are running rather low at the present time but Major Hamel said that $63,200 worth of contracts left his office yesterday (3 Feb) to be processed. Capt. Ostrowski told Major Hamel what contracts he has received thus far and further stated that he would like to get all the projects by 1 March. Lt. Clarke also pointed out to Major Hamel that he had requested an additional $141,346 from Hqs. TAC for projects but as yet has received no increase. The rates for F.I.C.A. have increased from 1½ to 2% effective 1 Jan. 1954. We may need more money for F.I.C.A. but it is too early to tell yet. It was recommended that $529 be withdrawn from Operational TDY to cover the overall increases and decreases that have been made to the Program. Col. Sams said that TDY was a big sum of money so we want to keep a close watch on it. The 79900 series will have to be increased by $912 to purchase plastic covers for I.D. Cards to be used by all military dependents. Air Police wants overtime for one civilian to type these I.D. Cards. Col. Sams stated that overtime for this purpose should not be used unless absolutely necessary.

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The Status of Overtime was then reviewed. Major Hamel said the peaks of overtime had been accomplished and the balance allotted to him should be sufficient through the remainder of the quarter unless he receives additional funds for projects.

Lt. Clarke pointed out at this point that we should be 77.7% obligated but by the end of February we should be well up on our obligations. Col. Sams wanted to know if this was a normal lag between obligations and commitments. Lt. Clarke explained that due to the projects the lag was a little high.

There being no further business the meeting was adjourned.

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BASE REGULATION)
NUMBER 9 - 2)

HEADQUARTERS 405th Fighter Bomber Wing
Langley Air Force Base, Virginia
12 May 1954

BLANK FORMS

Numerical Index to LAFB Forms

(This regulation supersedes Base Regulation 9-2, 15 March 1954)

1. PURPOSE: This regulation provides all organizations on Langley Air Force Base with a list of current LAFB Forms and a list of all forms rescinded since the issuance of previous index.

2. SUPPLY OF FORMS: All blank forms listed in paragraph 3 a, of this regulation are normally stocked in the Reproduction Section, Headquarters 405th Fighter Bomber Wing, and may be obtained from same. These forms will not be reproduced by organizations of Langley Air Force Base.

3. LAFB FORMS: a. The following is a list of current LAFB Forms:

FORM NO.	DATE	TITLE	AUTHORITY
10	15 Dec 53	Coordination Sheet	AFM 10-1
11	15 Apr 54	Certificate of Non-Availability of Quarters	BR 11-6
12	15 Apr 54	Officer of the Day Report	BR 11-3
18	15 Apr 54	Clothing Check List	BR 9-2
29	15 Apr 54	Record of Interview for Re-enlistment	AFP 34-1-17 AFP 34-1-19
30-1	12 Apr 50	Request for Travel Orders	BR 35-9
31	15 Apr 54	Reimbursement for TDY Travel Expenses	AFM 172-1
32	15 Jan 54	Report of Non-Disabling Injury	Par 3, TACR 32-2
34	15 Apr 54	Application for Permit to Solicit Commercial Life Insurance	AFR 34-21 BR 34-14
35	15 Apr 54	Airman's Pass	VOCOMDR
35-5	15 Mar 54	Incoming Clearance Authority	BR 11-1
35-16	27 Jul 53	Base Clearance Certificate	BR 11-1
36	27 Jan 54	Roster of Officers by Manning Document	BR 9-2

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FORM NO.	DATE	TITLE	AUTHORITY
38	15 Apr 54	Application for AF Technical School Training	BR 53-1
39	8 Mar 54	Recommendation for Promotion to Grade of _____	AFR 39-29
40-1	24 Feb 53	Request for Overtime	BR 40-4
45	1 May 54	Classification of (Officer)(Airman)	BR 39-3
50-8	20 Oct 53	Airman Training Report	UTP 40-12
53	15 Apr 54	Troop Training Report	BR 50-4
54	15 Apr 54	Individual Troop Training Report	BR 50-4
55	15 Apr 54	Shipment of Parachutes	AFM 67-1
55-4		Personnel Report Form	Base Defense Plan
56	15 Apr 54	Assignment & Utilization of Newly Assigned Personnel	Ltr Hq 4430 AB Wg
59	27 Jan 54	Aircraft Scheduling & Flight Log	AFR 20-47
60	26 Apr 54	Hazardous Condition or Incident Report	
60-2	19 Dec 50	Navagational Training Flight	BR 60-4
65	15 Apr 54	Certificate of Proficiency	
65A	15 Apr 54	Request for Kits or Parts for TO Compliance	BR 65-11
65B	15 Apr 54	TO Compliance Kits Record	BR 65-11
65C	15 Apr 54	Organizational TO Compliance Report	BR 65-11
66	15 Apr 54	Aircraft Out of Commission Report	BR 65-10
66-1	2[illegible] Apr 53	Aircraft Engine Conditioning	BR 66-1
6[illegible]	15 Apr 54	Check Sheet-Receipt & Transfer of Aircraft	BR 65-6
70-1	16 Feb 5[illegible]	[illegible]n-Appropriated Fund Construction [illegible]r ct	VOCOMDR

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FORM NO.	DATE	TITLE	AUTHORITY
70-2	1 Oct 53	Contract	AFPP 7-6-2
85	15 Apr 54	Certificate of Completion of Contract	AFR 85-5
86	1 May 54	Fire Warden Daily Check Sheet	BR 85-13
87	15 Apr 54	Facilities Utilization Report	BR 89-2
88	5 May 54	Area Fire Marshal's Report	BR 85-2
100-2	3 Apr 52	Summary of Long Distance Telephone Calls	BR 100-3
146	1 May 54	Headcount Statement	AFR 146-6
160-1	24 Sep 52	Sustained Injuries Report	AFR 160-53
171	5 May 54	Quarters Eligibility Report	BR 171-2
173	26 Feb 54	Notification of Indebtedness	BR 9-2
174	15 Apr 54	Certificate of Advance Payment	AFR 173-10
175	15 Apr 54	Mileage Information Sheet	AFM 173-4
176-1	Jun 49	Purchase Order	BR 176-2
177	15 Apr 54	Certificate for Longevity Pay	TM 14-501
178	15 Apr 54	MPO and Pay Data Reference Card	BR 9-2
179	15 Apr 54	Request for Review of Pay Account	BR 9-2
180	1 May 54	Certificate: Reimbursement for Travel of Dependents to a Designated Place	Par 7001-4, 7008-4, J.T.R
181	15 Apr 54	Affidavit for Use in Lieu of Indorsed Travel Order	Par 1003, AFM 173-30
182	15 Apr 54	Indorsed Travel Order	J.T.R.
183	1 May 54	Dependent Travel Claims	VOCOMDR
190	10 Nov 53	Public Information Survey	BR 190-1
205-2	17 Mar 52	Classified Correspondence Log	AFR 205-1

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FORM NO.	DATE	TITLE	AUTHORITY
205-3		Record of Safe Combination	BR 205-5
205-3A		Envelope for Transmitting Safe Combinations	BR 205-5
355	29 Dec 53	Unit Passive Defense Training Record	BR 355-1
355A	29 Dec 53	Consolidated Training Report of Assigned/Attached Units	BR 355-1

b. The following LAFB Forms have been rescinded since the issuance of the last index. All copies will be destroyed.

FORM NO.	DATE	TITLE	REPLACED BY (If applicable)
11-3	29 Apr 53	Report of the Officer of the Day	LAFB Form 12
15-1	15 May 50	Statistical Control AF 110A-Work Sheet	
30-2	21 Sep 50	Reimbursement of TDY Travel Expenses	LAFB Form 31
34-3	4 Aug 52	Weekly Report of Information Hour	
35-6	13 May 53	Permission to Ration Separately and Reside off Military Reservation	
35-11	13 Dec 51	Request for Quarters	
39-1	1 Aug 51	Application for AF Technical School Training	LAFB Form 38
39-3	16 Apr 53	Classification of Airman	LAFB Form 45
49-1	15 May 50	Collection Sheet for Meals at Mess Halls	TAC Form 226
49-3	15 May 50	Headcount Taken at Mess Halls	LAFB Form 146
50-1	13 Jul 51	Film Badge Data	
50-2	13 Jul 51	Film Badge Record	
50-6	6 Oct 52	Assignment & Utilization of Newly Assigned Personnel	LAFB Form 56

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FORM NO.	DATE	TITLE	REPLACED BY (If applicable)
50-7	1 Oct 52	Mobilization Assignee and Designee Training Record	
55-1	12 Apr 48	Shipment of Parachutes	LAFB Form 55
55-2	20 Jul 51	Target Information Data	
62-1	28 Sep 50	Pilots VHF/DF and GCA Comments	
75-1	28 Dec 51	Repair of Damaged Vehicles (Certificate)	
110-2	24 Feb 53	Court Martial Charges Against ____	
111-1	19 Jun 51	Report of Trial by Summary Court Martial	
125-1	8 Jul 49	Prisoners' Check List	
125-2	28 Dec 50	Traffic Ticket	
125-3	16 May 51	Report of the Air Police Duty Officer	
171-1	9 Mar 53	Quarters Eligibility and Separate Rations	LAFB Form 171
171-3	28 Jul 53	Report of Bonded Personnel	
172-1	24 Jun 52	Civilian Personnel Duty Assignment	
205-1	18 Sep 50	Classified Document Receipt (Local)	

BY ORDER OF THE COMMANDER:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

OFFICIAL:

RICHARD G. COKER
CWO, USAF
Assistant Adjutant

DISTRIBUTION:

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

11 January 1954

SUBJECT: March of Dimes Campaign, 1954

TO: Commanders
Groups and Separate Units
Langley Air Force Base, Virginia

1. The National Foundation for Infantile Paralysis has announced that the 1954 March of Dimes Campaign will be conducted during the period 2 - 31 January 1954. The Foundation relies solely on voluntary contributions from the public to support this most worthy cause. I am certain that the personnel of Langley Air Force Base will contribute as generously this year as they have in the past.

2. Each organization will appoint a project officer to meet with the Base Project Officer, Lieutenant Colonel Calvin V. Robinson, at 1300 hours, 13 January, Base Gymnasium to plan the campaign for Langley. Attendance at this initial meeting will be mandatory.

Charles D. Jones

CHARLES D. JONES
Brig. Gen., USAF
Commander

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BASE REGULATION)
NUMBER 900 - 2)

HEADQUARTERS 405th Fighter Bomber Wing
Langley Air Force Base, Virginia
6 May 1954

MISCELLANEOUS

Alcoholic Beverages

(This regulation supersedes Base Regulation 900-2, 21 April 1953)

1. PURPOSE. The purpose of this regulation is to prohibit the consumption of alcoholic beverages in defined areas of this base.

2. SCOPE. This regulation applies to all personnel assigned or attached to any unit, or in transient, or any other status on Langley Air Force Base.

3. RESPONSIBILITY. Compliance herewith is a command responsibility.

4. POLICY. The consumption of beverages of any alcoholic content in any barracks, temporary or permanent, or any building immediately adjacent thereto at this station is expressly prohibited.

BY ORDER OF THE COMMANDER:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

OFFICIAL:

RICHARD C. COKER
CWO, USAF
Asst. Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

OI-SUP 1 March 1954

SUBJECT: Air Force Historical Properties Inventory

TO: Commanders, All Groups and Separate Units, Langley AFB, Va.

1. It is requested that a survey be conducted in each unit on Langley Air Force Base to determine the possession of any item which might be classified as historical property, as defined by AFR 210-4 dated 20 March 1952.

2. Any unit having such property will submit to this headquarters a written report, to include a list of all such items on hand, a short description of each, the present storage place, the present condition and the present use being made of each item.

3. This report is to be forwarded to reach this headquarters prior to 17 March 54. Negative reports are not required.

BY ORDER OF THE COMMANDER:

HERBERT C PLUMERTON
Capt, USAF
Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

HP MIL 25 March 1954

SUBJECT: Solicitation of Military Personnel

TO: Commander
All Units
Langley AF Base, Virginia

1. Information has been received that Langley Air Force Base Personnel have been soliciting other military personnel as passengers in their private automobiles for return to duty stations in the Hampton area. Most of these solicitations occur in the Washington area on the premises of the Greyhound Bus Terminal, Trailways Bus Terminal and the Washington Terminal (Union Terminal).

2. Upon questioning, it was noted that none of such solicitors were found to be licensed carriers. In many instances it was found that the solicitors did not carry any type of insurance that would protect or cover the riders.

3. Such solicitation is a direct violation of Air Force Regulation 125-27, dated 14 September 1950, and Police Regulations of the District of Columbia. Conviction on this charge may result in a fine of $300.00, and further result in disciplinary action upon return to unit of assignment.

4. Commanders will insure dissemination of above to all personnel their command, and the seriousness of same offense.

BY ORDER OF THE COMMANDER:

Richard O. Coker

RICHARD O. COKER
CWO, USAF
Asst Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

19 April 1954

B INS

SUBJECT: Operation of the Langley Air Force Base Greenhouse

TO: All Unit Commanders
Langley Air Force Base
Virginia

1. The Langley Air Force Base greenhouse is operated by the Installation Engineer as a part of the base beautification plan. For the guidance of all concerned, the following operating rules have been established:

a. Shrubs, flowers, etc. for use in the base landscaping and beautification plan will be planted only by the Installation Engineer's Section.

b. Cut flowers and plants will be furnished to the following activities in the order listed:

(1) Chapels

(2) Service Clubs

(3) Hospital

(4) Any other activity such as the Officers' Club, the Non-Commissioned Officers' Club, the Youth Center, etc. will be furnished at the discretion of the Installation Engineer and depending on the availability of flowers and plants.

c. From time to time certain surpluses may generate which will permit a limited distribution of flowers and plants to individuals on a fair and equitable basis; however, no cut flowers, slips, shoots, etc. will be furnished to an individual without the explicit approval of the Installation Engineer.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

PA 12 March 1954

SUBJECT: Staff Visit

TO: Commander
2d Shoran Beacon Flight
Langley Air Force Base, Virginia

1. The Commander desires to express his appreciation for the exemplary manner in which your organization has performed its administrative and personnel functions.

2. The initiative and willingness demonstrated by members of your organization in fulfilling its assigned mission was reflected by the established high standards of morale, discipline, and leadership observed during the staff visit conducted 11 February 1954 by the Personnel Administration Team from this headquarters.

3. Examples of this type of performance indicate a most admirable spirit of cooperation in accomplishing the mission of this base.

BY ORDER OF THE COMMANDER:

BURTON K. SAMS
Colonel, USAF
Executive

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Hq TAC MP-C-2 Subject: Report of Tactical Air Command Classification and Utilization Team Visit

PM MIL (4 May 54) 1st Ind 18 May 54

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Virginia

TO: Commanders, All Units, 405th Fighter Bomber Wing, Langley AFB, Va.

1. The report of Tactical Air Command Classification and Utilization Team Visit is forwarded for your information and guidance.

2. The progress shown toward maximum utilization of personnel during the preceding six (6) months period is commendable. Request that all unit commanders continue to emphasize the importance of proper records maintenance and manpower utilization to their subordinates in order to effect the most economical use of our present personnel resources.

3. A comprehensive review of this report will be made by commanders of all echelons. Specific discrepancies indicated in this report will be called to the attention of all personnel responsible for maintenance or preparation of personnel records to insure that proper corrections are made.

4. Individual Unit Comparison Reports have been forwarded to Group and Separate Squadron Commanders for review and action deemed necessary to insure that corrective action has been taken.

5. After careful review of the above report, request this headquarters be advised of any existing problems that cannot be resolved within the resources of the group or separate squadrons.

BY ORDER OF THE COMMANDER:

6 Incls
n/c

RICHARD G. COKER
CWO USAF
Asst Adjutant

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HEADQUARTERS
TACTICAL AIR COMMAND
Langley Air Force Base, Virginia

IP-C-2 4 May 1954

SUBJECT: Report of Tactical Air Command Classification and Utilization Team Visit

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Va.

1. In compliance with AFR 35-36l and TAIR 35-7, the Tactical Air Command Classification and Utilization Team visited assigned and attached units of the 405th Fighter Bomber Wing, Langley Air Force Base, Va., to provide operating personnel with on-the-job assistance in correcting faulty procedures in classification, utilization and testing of personnel and qualification records maintenance.

2. Members of the team performing the visit were:

Capt	George P. Arnold	AFSC 7324
T/Sgt	John P. Bergeron	AFSC 73270
T/Sgt	Thomas W. Robinson	AFSC 73270
T/Sgt	Walter P. Britt	AFSC 73270
T/Sgt	Jaime Ferrer	AFSC 73270

3. In addition to all unit commanders and/or adjutants and classification specialists, the following personnel were contacted during the course of the visit:

Lt Col	Calvin V. Robinson	Director of Personnel
Capt	Angelo N. Castanza	Personnel Officer
Capt	James L. Sloan	Personnel Officer
Capt	Wilbur L. Coats	Manpower Officer

4. All subjects covered in this report were discussed with operating personnel within the units and were further discussed at the individual group critiques.

5. Action taken to alleviate discrepancies reported as a result of prior visit performed by the Classification and Utilization Team is

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considered adequate with the exceptions of the units cited as inadequate in the Unit Reports. Although individually cited discrepancies had been corrected, the same type of errors in existence at the time of prior visit but not reported, have not been corrected. The intent was and is taken to correct additional discrepancies noted.

6. Resume' of conditions existing at time of this visit follows:

a. Instances were noted where officers had been assigned duties in AFS's not authorized within the unit. In addition, officers were assigned duties in AFS's excess of authorizations, while at the same time they could be utilized in vacant positions of an authorized specialty. When operating and staff specialties in a career field are authorized, both authorizations should be shown as being filled rather than showing only the staff level specialty as being filled by more than one individual.

b. Sixteen (16) officers possessing limited resource specialties but not performing duties in those specialties were noted. At the same time, a requirement existed within the wing for officers who possess these specialties. Recommend a managerial screening of these skills be made and officers reassigned within the wing to fill the present needs. Surplus officers in limited resource specialties should then be reported under provisions of paragraph 5, AFR 35-75 and AFR 36-18.

c. One instance was noted where an officer was assigned in violation of a directed duty assignment in accordance with AFR 36-78. The assignment also constituted a violation of AFR 36-75 because the directed duty AFSC was a limited resource specialty.

d. Enlisted personnel were being assigned duties in excess of authorizations. It was recognized at the time of visit that some units were not utilizing personnel according to authorizations. Assignment directives do not prevent assigning a 7 skill level airman to a 5 level duty. When a surplus of supervisor technician level personnel exists, there is no need for placing a 5 skill level airman on OJT to the 7 skill level.

e. The individual units are generally exercising adequate control of "Project Guidance." However, it is the responsibility of the Wing Commander or an appointed representative to monitor "Project Guidance" in order to correct violations which exist. A list of discrepancies by name, rank, organization and discrepancy has been forwarded under separate cover for corrective action.

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All Personnel Actions Memorandums or the Airman Informational Rosters should be screened for these violations and units directed to correct malpractices immediately.

f. Instances of airmen not being utilized in training received were isolated and are indicated on the unit reports. Airmen will be assigned to duties utilizing training received in accordance with paragraphs 29 and 32b(1), AFM 35-1.

g. Testing of airmen has been satisfactory. However, instances were noted where airmen were not eligible for testing and a test had been administered.

(1) OJT must be completed prior to administering the AFJKT. (Ref par 18d(2), AFM 35-8)

(2) APT's will not be administered unless par 19i(1), AFM 35-8 has been satisfied.

h. Classification of officers was found to be satisfactory. Instances of malclassification actions noted follow:

(1) It is evident that the annual classification interview is not being performed in accordance with paragraph 18, AFM 36-1.

(2) AFSC's have been deleted when a director or staff officer specialty code has been awarded. Only AFSC's specified as mandatory requirements will be deleted. (Ref par 15a(6), AFM 36-1)

(3) Entry level AFSC's have not been awarded officers that do not possess the AFSC when assigned to a duty and that duty is intended to be permanent, in accordance with paragraph 13b(3)(a), AFM 36-1.

i. Classification of airmen was found to be generally satisfactory. Malclassification actions noted follow:

(1) Lack of mandatory board action in accordance with paragraph 16g, AFM 35-1.

(2) Award of an AFS without current demonstration of qualifying proficiency in the AFS. (Ref par 17a(2), AFM 35-1).

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(3) Failure to convert AFSC's in accordance with "Guides to Conversion," AFM 35-1

(4) Numerous utilization AFSC errors

(5) Improper duty AFSC's because T/O's had not been converted according to conversion lists

(6) Airmen have helper level PAFSC's when they possess apprentice or higher level AFSC's. (Ref par 18c, AFM 35-1)

(7) AFSC's of historical value should not be deleted when they are not in the direct progression pattern of the AFS.

(8) Descriptive duty titles are not being identified by appropriate AFSC's in all instances.

j. Maintenance of Officer Qualification Records, Forms 66, has been adequate in the units with the exception of a few. Units reported as inadequate had errors on the records affecting statistical data, thereby causing erroneous reporting. The errors noted were prevalent in Items 12, 17, 18, 19, 24, 27, 28, 36, 40, 41, 42, 45 and 59.

(1) Numerous erasures of permanent type entries in violation of paragraph 5b(3), AFR 35-580, and paragraph 5a, AFM 35-3.

(2) Most errors noted have been a result of lack of attention to detailed instructions contained in AFR 35-580, as amended.

k. Maintenance of Airman Qualification Records, Forms 20, has been adequart with the exception that the newly published AFR 35-500 has not been complied with, in that mandatory additional information has not been entered in Items 8, 9, 11, 21, 22, 23, 27 and 28.

l. Most errors noted on the officers' Classification and Audit Rosters were the use of improper coding. This situation could be relieved by proper distribution of changes to TACM 15-1 within the wing.

m. Errors noted on the airman Classification and Audit Rosters were chiefly because of lack of attention to instructions contained in TACM 15-1 and th special instructions accompanying the Classification and Audit Roster

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n. Most officers have verified their personnel records in accordance with paragraph 8, AFM 35-68. Recommend screening of records for a certificate to the effect the verification has been accomplished and all officers' records are current in accordance with cited regulation. Further attention is invited to paragraph 6, AFR 31-9, 3 Mar 54, and paragraph 18, AFM 35-1.

o. Verification of personnel records by airman personnel has been adequate with few exceptions as noted on unit reports.

p. Location of classification specialist and Morning Report clerk should be in close proximity to each other for close coordination and control of statistical data.

(1) Units separating officer and airman sections and Morning Report clerks were found to lack the necessary coordination.

q. Little or no effort to obtain missing reference material has been attempted since October 1953. A survey of missing reference material was conducted during the last visit of Classification and Utilization Team and the results of this survey were attached to each Unit Report. The technique of maintaining a current and complete reference file is essential for proper personnel administration.

r. Personnel Actions Memorandums have not been as effective as desirable for the following reasons:

(1) PERAMs are not being published as personnel changes occur. (Ref par 4, Chapter 8, AFM 30-3)

(2) PERAMs do not contain all required information. (Ref par 7, Chapter 8, AFM 30-3)

(3) Lack of coordination or internal control of PERAMs cause personnel actions not to be entered on the Morning Report.

(4) Each unit maintaining a Morning Report and field personnel records are authorized to publish PERAMs. (Ref par 2, Chapter 8, AFM 30-3)

Further attention is invited to paragraph 1, Chapter 8, AFM 30-3, PERAMs are used as an authority for entering data on the Morning Report and/or the qualification record.

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s. The Officer Effectiveness Report suspense system being utilized has been inadequate in many of the units. It was noted during the course of the visit, effectiveness reports had not been rendered at time required in the following instances: An AF Form 77 will be rendered

(1) When an officer changes principal duty assignment. (Ref par 11c, AFR 36-10)

(2) When an officer completes 60 days under observation of the reporting official after entry on active duty - "Initial Report". (Ref par 11a, AFR 36-10)

(3) When an officer completes 60 days under observation of the reporting official and a report has not been rendered during the previous 12 month period. (Ref par 12h, AFR 36-10)

It is recommend that a calendar type suspense system be established for reports as they become due.

t. Organizational and Functional Charts being displayed are considered adequate but not in conformance with the newly published TACR 20-1, 4 Mar 54.

u. Personnel accounting system being utilized within the units is adequate. However, some units have not developed the technique of managing the assignment of personnel. It is recommended assignment notification slips be utilized for the assignment of personnel to initial, intrasectional and intersectional duty assignments. It is further recommend that the commander and/or personnel officer maintaining the Field Personnel Records Group and the Morning Report control the assignment of personnel by utilizing assignment slips in order of preclude the assignment of personnel in excess of authorizations; in violation of "Project Guidance"; and in violation of other assignment restrictions contained in AFM 35-1, AFR 36-78 and AFR 35-75.

7. Discrepancies cited in subparagraphs 6a through 6u are general inmature. However, specific discrepancies have been furnished each unit in the form of duplicate copies of informal pencilled notes. The Classification and Utilization Team visit Report of Comparison by Organization is arranged in order to refer each item thereon to subparagraphs in paragraph 6 above for general comments and pencilled notes for specific discrepancies. Items requiring additional assistance in specific units have been pinpointed by appropriate remarks on the unit reports.

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8. The primary function of the Tactical Air Command Classification and Utilization Team is to provide operating personnel with on-the-spot assistance in correcting faulty procedures. Therefor, the team did not operate as an inspection activity and did not prepare a lengthy report of deficiencies. Further, it is believed that the team has provided the operating personnel with an impartial, comprehensive, and objective analysis of personnel conditions within each command echelon.

9. The consensus of the team members is that a great improvement in personnel subjects has been effected throughout the wing during the past six (6) months period. The courteous treatment and receptive attentiveness afforded the Classification and Utilization Team at all units visited are appreciated.

10. The next semiannual visit of the Tactical Air Command Classification and Utilization Team is tentatively scheduled during October 1954.

BY ORDER OF THE COMMANDER:

/s/t/ERLATH V. ZUEHL
Colonel, USAF
Command Adjutant

6 Incls
Unit Comparison Reports
1. 405th Hq Sq
2. 405th Tenant Units
3. 405th Ftr Bmr Gp
4. 4400th Tac Bomb Gp (TMG)
5. 405th M & S Gp
6. 405th AB Gp

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

P MIL 2 Jul 1954

SUBJECT: Improvement of the Attractiveness of a Career in the Air Force

TO: Commander
Tactical Air Command
Langley Air Force Base
Virginia

Attached lists of Actions Taken and Recommendations are forwarded in accordance with 1st Indorsement your headquarters, 6 May 1954, to letter Headquarters USAF, 22 March 1954, subject: "Improvement of the Attractiveness of a Career in the Air Force".

FOR THE COMMANDER:

RICHARD G. COKER
CWO USAF
Asst Adjutant

2 Incls:
1. Actions Taken for Improvement of Attractiveness of Career in the AF
2. Recommendations

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Improvement of the Attractiveness of a Career in the Air Force

Action Taken:

Item No.	Subject	Responsibility	Attractiveness
1.	Elementary school education. For Airmen without 8th grade diploma.	I & E Center, 405th AB Gp	Schooling during normal duty hours. Achieve a grammer school education. Enhance value of the man to the Air Force, and value of the Air Force to the man.
2.	High School and College education in local schools.	" "	General education and cultural advancement. Courses are at reduced prices.
3.	Local housing information and central clearing agency.	Base Billeting	Complete base housing and quarters information. Free information service on shopping, buying, recreation, etc.
			Clears Postal, provides all passes & badges.
4.	Dependents Youth Center.	Base Committee, Col. Sams, Pres M/Sgt Myers, Dir	Social Club for the 6 to 12 year olds. Social Club and dance for the teen agers.
5.	NCO Club	All NCO's	Fine, modern club with all around facilities: Mess, Bar, TV, Ballroom.
6.	NCO Mess	405th Food Service Sq, AB Gp	A semi-private mess for NCO's only, with dining room service.
7.	MARS Radio Station	29th Comm Sq	Free radio, world wide contact for morale uplift of military personnel only.
8.	Cub Scouts, BSA	Committee of parents.	Provides pleasure and character molding for boys of military families.
9.	Nursery for dependent children	405th AB Gp	An aid and convenience to parents.
10.	Library	405th AB Gp	Provides help towards professional advancement, provides pleasure of reading

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Improvement of the Attractiveness of a Career in the Air Force

Actions Taken: Contd,

Item No.	Subject	Responsibility	Attractiveness
11.	Swimming Pools a. Officers Outdoor b. Airmen's Outdoor c. Base Indoor	405th AB Gp	Athletic exercise with sun bathing. For good Health.
12.	Golf Course, 18 Holes	Golf Course	Sport and exercise at a nominal cost.
13.	Hobby Shop	405th AB Gp	The furnishing of tools & equipment to encourage Military Personnel to pursue their hobbies.
14.	Boathouse	405th AB Gp	Sport & Exercise.
15.	Consolidated Shopping center.	Post Exchange And/Or M&S Gp	Shopping and services conveniently centralized.
16.	Fishing, Big Bethel reservoir	Wing Hq's Issues Permits	Sport in a large and beautiful natural locale for Military personnel only
17.	Launderette	Civilian concession monitored by PX	Laundry service on a 24 hour basis.
18.	NCO School	Ground Training Sect, 405th AB Gp	Enhance prestige and skill of the NCO.

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Improvement of the Attractiveness of a Career in the Air Force

RECOMMENDATIONS:

1. To provide an Athletic activity contributing to General Health and well being of all age groups in the Base Population of approximately 6,000 people.

a. A swimming pool (out door) for airmen in the Shell Bank Area.

b. An Automotive and Photographic Hobby Shop.

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

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SUBJECT: 1954 AFROTC Summer Camp 16 APR 1954

TO: All Group Commanders
Langley Air Force Base
Virginia

1. Langley Air Force Base will be the site for a summer encampment of two hundred (200) AFROTC Cadets between 20 June and 18 July this year.

2. These camps provide, in most cases, the first contact with military installations for these future officers and impressions gained from this short training period will be lasting ones. Classroom instruction will be held to a minimum, and active observation of and participation in base functions will be scheduled to the maximum extent the facilities of the base will permit. The emphasis this year is on maximum motivation of those cadets physically qualified for flying training.

3. It is requested that all commanders on Langley Air Force Base give the Camp Commander and his staff the fullest cooperation to make this a successful encampment and to help sell the Air Force as a career to these cadets.

BY ORDER OF THE COMMANDER:

Burton K. Sams

BURTON K. SAMS
Colonel, USAF
Executive

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

1 June 1954

Lt. Colonel John C. Crum, USAF Retired
705 Bayview Avenue
Buckroe Beach, Virginia

Dear Colonel Crum:

Upon the occasion of the completion of thirty years faithful service in the Armed Forces of the United States, I wish to add my best wishes to those of your many friends for a long, enjoyable retirement.

During the period which you have been assigned to my command you have worked diligently and effectively. Your excellent record speaks well of your previous service and you are to be commended for your service during these past thirty years.

It is my fond hope that you and Mrs. Crum will both enjoy the retirement you have so well earned.

Sincerely,

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

SPECIAL ORDERS)
NUMBER 101)

27 May 1954

1. FNA having been asgd this Wg fr 3651st Basic Mil Tng Sq 3650th Basic Mil Tng Gp 3650th Mil Tng Wg Sampson AFB NY per par 31 SO 120 Hq Sampson AFB & 3650th Mil Tng Wg Sampson AFB NY 20 May 54 are further asgd 4400th Tac Bomb Gp(Tng) this sta w/dir dy asgmt 46010. NTI, EDCSA: 1 Jun 54.

A/3C EDDIE L BASLEY, AF15518874 A/3C ROBERT D TUCKER, AF16459912
A/3C WILLIAM H BARWELL, AF15518882

2. SSGT WALTER L HARGROVE, AF14314177 (Utilization AFSC 29370) is reld fr asgmt w/4427th Rdgl Test Flt this sta (TAC) asgd; 2266th Pers Proc Sq Cp Kilmer NJ rptg NLT 24 Jun 54 for subsequent o/s asgmt to 1975th AACS Sq. Air Movt Designator to be furnished by o/s command Liaison Off. 17 DALVP. TPA w/2 days tvl time auth. Tvl by coml air, rail and/or bus auth. If pvt owned conveyance not used; tvl time w/b the time of common carrier used. AFM 35-6 w/b complied w/. IAW AFR 160-102 immun w/b accomplished immed. Mail w/b add to show gr, name, AFSN, 2266th Pers Proc Sq Cp Kilmer NJ. Baggage w/b add to 2266th Pers Proc Sq Cp Kilmer NJ. WP. PCS. TDN B&F Control #2587 5743500 448-341 P533.5-02-03 S99-999. EDCSA: 12 Jun 54. AUTH: AFR 35-59 & Ltr Hq USAF AFPMP-2F 11 Mar 54.

3. Par 13 SO 80 this Hq cs pertaining to PCS of SSGT WALTER L HARGROVE, AF14314177 4427th Rdgl Test Flt this sta is revo.

4. Par 7 SO 82 this Hq cs pertaining to amnd of PCS of SSGT WALTER L HARGROVE, AF14314177 4427th Rdgl Test Flt this sta is revo.

5. Par 9 SO 81 this Hq cs pertaining to amnd of PCS of SSGT WALTER L HARGROVE, AF14314177 4427th Rdgl Test Flt this sta is revo.

6. COL BURTON K SAMS, 3787A Hq 405th Ftr Bmr Wg this sta is granted seven (7) days ordinary lv of abs eff o/a 13 Jun 54. UCMR proper orgn.

7. UP par 7b AFR 35-50 SSGT WILLIAM F BLACKWELL, AF13385419 Hq 405th Ftr Bmr Wg this sta having completed three (3) yrs of exemplary behavior, efficiency, fidelity in an enlisted status is awd the Good Conduct Medal for pd 17 Mar 51 to 16 Mar 54.

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SO 101 Hq 405th Ftr Bmr Wg Langley AFB Va dtd 27 May 54 (Cont'd)

8. MAJ GUY L SHAFER JR, 13344A is reld fr asgmt Hq 405th Ftr Bmr Wg this sta (TAC) asgd; Air Command & Staff Sch Air Univ Maxwell AFB Ala rptg NET 0800 hrs 2 Sep 54 & NLT 3 Sep 54 for Class 55 Fld Off Crse, AC&SS, length of crse two hundred seventy three (273) days. 3 DALVP. TPA w/3 days tvl time auth. If pvt owned conveyance not used; tvl time w/b the time of common carrier used. Tvl by coml air, rail and/or bus auth. Off cleared for access up to and inc TOP SECRET for pd of dy. WP. PCS. TDN B&F Control #2980 5743500 448-331 P533.4-02-03 S99-999. EDCSA: 3 Jun 54. AUTH: AFR 35-59 & Ltr MP-O-3 Hq TAC 28 A pr 54 & Ltr Hq USAF AFPMP-1 E-3 21 Apr 54 Subj: Attendance at Class 55 Fld Off Crse, AC&SS.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HERBERT C PINKERTON
Capt, USAF
Adjutant

RICHARD G. COKER
CWO, USAF
Asst Adjutant

DISTRIBUTION: "D"
25 - Pers concerned (par 2 & 8)
5 - Wg Fiscal
1 - Wg Pers
3 - Ea indiv concerned
1 - Rcds Set (SO Sect)
1 - Wg Mail & Rcds

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

PO 1 IL 1 March 1954

SUBJECT: Promotion of Officers

TO: Commanders, All Groups and Separate Units, 405th Fighter Bomber, Langley AFB, Virginia

The following message received from Headquarters Tactical Air Command, TP-C-3 2 2091, dated 1 March 1954, is quoted for your information:

"TP-C-3 2 2091. Following officers selected from list of eligibles your command for promotion to temporary grade as indicated under the current temporary promotion program (Fiscal Year 1954). Promotion of individuals concerned will be effective by seniority in increments commencing 1 March 1954 and announced on Special Orders issued by Headquarters USAF. Date of Rank for each group will be date of promotion orders except where officers are entitled to Date of Rank adjustment. This release does not constitute actual advancement. Some officers may be deleted for various reasons, therefore, individuals should not assume higher grade until receipt of orders effecting the promotion. Promotions of any officer released from active duty prior to effective date of orders is null, void and without effect. Special Orders announcing promotion will be mailed all concerned upon publication by Air Adjutant General, Headquarters USAF:

CAPTAIN TO MAJOR

CARTER, HOWARD K., 14 060A

GARVIN, CHARLES T., AO 1 704 172

HOLT, WARNER J., 10 428A

MC MASTER, JOHN B., 10 963A

PRICE, ROBERT H., 20 517A

ROHRER, SAMUEL T., AO 2 089 358

SATTERFIELD, G. W., JR., AO 673 812

SIMPSON, CHARLES M., AO 665 354

SIMS, PAUL, AO 730 976

VOGLE, GEORGE W., AO 686 702

ZDYBEL, FRANK, AO 711 300

(CHAPLAIN)

MARTINEAU, CHARLES D., AO 484 828

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FIRST LIEUTENANTS TO CAPTAIN

BEGGERLY, DOUGLAS J., AO 767 756
BLUNK, CHESTER L., AO 2 065 373
BOSCHERT, WILLIAM A., AO 2 033 185
FOWLER, DAVID S., AO 870 797
HEADDY, JOHN P., AO 1 909 062
DAVIS, SIDNEY L., AO 1 908 522
GLASGOW, CLESTON M., AO 842 312
GOULD, GEORGE F., AO 943 873
GRABOWSKI, JEROME, AO 842 212
HAMILTON, MARVIN, AO 2 024 530
JACOT, CHARLES J., AO 935 651
KEY, JOHN W., JR., AO 2 073 389
KLEIN, DONALD D., 18 440..
MC DONALD, WALTER B., AO 823 650
MOUZON, JOHN N., AO 933 059
NESTOR, WOODROW W., AO 2 065 874
NICOLAI, MARION C., AO 2 067 178
POYNS, WILLIAM E., AO 1 044 914
O'BRIEN, SYLVESTER F., AO 672 858

(NURSE)

SHROUP, LOUISE, AN 2 243 946

OGUIN, ADAM B., JR., AO 775 509
PETERSON, RALPH T., JR., 18 036A
PHILLIPS, JACK R., AO 775 714
PUGH, ROBERT F., JR., AO 1 908 854
REAM, CLYDE W., AO 719 744
RICKETTS, WILLIAM F., JR., AO 1 908 36
RUPP, VICTOR W., AO 791 772
SITZMAN, WILLIAM J., JR., AO 839 420
STAINKAMP, WILBUR W., AO 693 859
TAYLOR, HARRY W., JR., 22 790A
TECTOR, THOMAS, SR., AO 2 064 122
TRAVERS, MEDFORD J., AO 1 909 658
VAN BRUSSEL, P. B., JR., AO 1 909 659
WALTERS, HIRAM A., AO 2 074 271
WHISERLY, DONALD H., AO 876 984
WOOD, DAVID E., AO 828 619
YEAKIS, STANLEY S., AO 1 556 077
YEAGER, GEORGE G., JR., 25 5.8..

BY ORDER OF THE COMMANDER:

RICHARD G. COKER
CWO, USAF
Asst Adjutant

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HEADQUARTERS
TACTICAL AIR COMMAND
Langley Air Force Base, Virginia

MP-A-2 3 July 1954

SUBJECT: Direct Mail Campaign

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

1. The Direct Mail Campaign as authorized by Air Force Letter 39-30, as amended and supplemented by TACL 39-1 has been in effect for a period of approximately six months. Information copies of Letters of Authorization which have been received in this headquarters indicate this program is receiving far less attention than a program of this importance should be afforded. Reference is also made to letter this headquarters, subject and file as above, 29 April 1954. During the two month period from 1 May 1954 through 30 June 1954 records in this headquarters indicate no Letters of Authorization have been issued by your command.

2. Considering the number of separations in comparison with the number of Letters of Authorization issued by your command, there appears to be considerable lack of support of this program. It is recommended that you review the policies within your units to insure proper emphasis and control of the Direct Mail Campaign. All phases of the re-enlistment program have become of such paramount importance that special emphasis has been placed on it by the Secretary of the Air Force, and it behooves each of us to assure ourselves that every effort is being made to support this program to the fullest extent.

BY ORDER OF THE COMMANDER:

JAMES N. STEVENS
Capt, USAF
Asst Command Adjutant

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HisTSec

Ltr Hq TAC, Langley AFB, Va., MP-A-2, Subj: Direct Mail Campaign

PA MIL (3 Jul 54) 1st Ind 13 Jul 54

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Virginia

TO: Commanders, All Units, Langley Air Force Base, Virginia

1. The Direct Mail Campaign is a valuable means of USAF procurement.

2. Commanders of all units will emphasize the importance of furnishing information required by paragraph 3, 1st Indorsement this headquarters, PA MIL, to letter Headquarters Tactical Air Command, subject same as above, dated 29 April 1954.

BY ORDER OF THE COMMANDER:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

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SO 133 HQ 405th FTR BMR WG Langley AFB VA 13 JUL 54 (CONT'D)

26. A board of officers is APTD to investigate the facts and circumstances surrounding a loss of funds which occurred at the Langley AFB Officers' Club during the audit period 1 OCT 53 - 31 MAR 54. The proceedings of the board and its report together with all exhibits will be in accordance with the provisions of AFR 11-1 and AFM 10-1, as applicable. Report will be furnished this HQ in quintuplicate at earliest practicable date.

DETAIL FOR THE BOARD

LT COL THEODORE S CUTTING, AO278304 HQ 405th AB GP (President)
*MAJ CHARLES M PIPER, AO569776 HQ TAC
1ST LT CARL A CARLSON, AO2221601 HQ 405th FTR BMR WG (Recorder)
*W/concurrence COMDR TAC

27. CFM VOC 9 JUL 54 A/3C HOWARD C JACQUES, AF12360409 DES from 2nd TAC SPT SQ this STA having been returned to MIL control is ASG 2nd TAC DEPOT SQ this STA EFF 9 JUL 54. NTI.

BY ORDER OF THE COMMANDER:

HERBERT C PINKERTON
Capt, USAF
Adjutant

OFFICIAL:

Herbert C. Pinkerton

HERBERT C PINKERTON
Capt, USAF
Adjutant

DISTRIBUTION: "D"
3 - AMN concerned (par 1, 2, 17, 18, 19, 20)
5 - OFF concerned (par 26)
1 - Wg Mail & Rcds
3 - Wg Pers
5 - Wg Fiscal
1 - Rcds Set (SO Sect)

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SO 133 HQ 405th FTR BMR WG Langley AFB VA 13 JUL 54 (CONT'D)

18. SMOP 12 SO 107 CS this HQ pertaining to the promotion to GR of TSGT (PERM) of MSGT SAMUEL T WILLIAMS, AF39835007 as reads: W/date of rank 24 JAN 53 is amended to read: W/date of rank 12 JUN 51.

19. SMOP 13 SO 107 CS this HQ pertaining to the promotion to GR of SSGT (PERM) of SSGT CHARLES CRAWFORD, AF33423044 as reads: W/date of rank 13 JUL 52 is amended to read: W/date of rank 12 MAR 52.

20. UP PAR 17 AFR 39-29 TSGT(TEMP) HARRY N KIRKPATRICK, AF33207865 HQ 405th FTR BMR WG this STA is promoted to GR of TSGT (PERM) W/date of rank 1 NOV 49.

21. FNO having been ASG 405th FTR BMR WG from 3600th FLYING TNG GP (FTR) Luke AFB, Glendale ARIZ per PARA 22 SO 129 HQ 3600th FLY TNG WG Luke AFB Glendale ARIZ dtd 6 JUL 54 are further ASG HQ 405th FTR BMR GP (TAC) this STA REPT to the COMDR thereat NLT 16 AUG 54. NTI. EDCSA: 21 JUL 54.

2ND LT ROBERT W BOYDEN, A03024637
2ND LT STEVE M VAUGHT, A0224817
2ND LT HAROLD E WADDELL, A03024690

22. MAJ RAYMOND W MACKEY, A0859980 having been ASG 405th FTR BMR WG from HQ HQ COMD USAF Bolling AFB WASH 25 DC per PARA 17 SO 137 that HQ DTD 8 JUL 54 is further ASG 345th BOMB GP (TAC) this STA REPT to the COMDR thereat NLT 14 AUG 54. NTI. EDCSA: 25 JUL 54.

23. 1ST LT CARL A SANDS, A0943481 having been ASG 405th FTR BMR WG from HQ 1500th AB WG MIL AIR TRANS SV APO 953 per PARA 2 LO 1616 that HQ DTD 30 JUN 54 is ASG 345th BOMB GP (TAC) this STA for further ASGMT to 429th REFLG SQ. NTI. EDCSA: 5 AUG 54.

24. FNO having been ASG 405th FTR BMR WG from 3535th STU SQ, 3535th OBSR TNG GP, 3535th OBSR TRN WG (ATRC) Mather AFB CALIF per PARA 19 SO 154 HQ 3535th OBSR TNG WG Mather AFB Mather Field CALIF DTD 8 JUL 54 are further ASG HQ 345th BOMB GP (TAC) this STA REPT to the COMDR thereat NLT 28 AUG 54. NTI. EDCSA: 1 AUG 54.

2ND LT THIRL A FURNISS, A03025075
2ND LT MENELAOS J NECKAS, A03024143
2ND LT JOSEPH H JONES, A03025078
2ND LT WALTER L WHITTINGTON, A03025093

25. 1ST LT BOBBY L CURTIS, A0930275 having been ASG 405th FTR BMR WG from 6403d PPS (FEAF) APO 959 c/o PM San Francisco CALIF per PARA 1 LO 2262 that HQ DTD 30 JUN 54 is further ASG HQ 345th BOMB GP (TAC) this STA REPT to the COMDR thereat NLT 20 AUG 54. NTI. EDCSA: 20 JUL 54.

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OFFICERS' OPEN MESS
LANGLEY AIR FORCE BASE, VA.
STATEMENT OF FINANCIAL CONDITION
30 JUNE 1954

EXHIBIT A

ASSETS:

CURRENT ASSETS:				
Cash in Bank			$24,312.39	
Petty Cash			500.00	
Change Fund			5,000.00	
Acc'ts Rec. Members			1,898.98	
Dep. on Containers			240.63	
Returned checks			25.00	
INVENTORIES				
Bar	$10,704.48			
Mess	4,348.19	$15,052.67		
PREPAYMENTS				
Insurance	400.64			
Taxes	-0-			
Supplies	1,229.36			
Magazines	81.98			
Maint & Repairs	85.78			
Entertainment	265.00			
ABC Decals	.16			
Utilities (Swim Pool, Air Conditioning)	147.75	2,210.67		
TOTAL CURRENT ASSETS:				$49,240.34
OTHER ASSETS:				
Property owned				
Furniture & Equipment			$62,556.70	
Less: Depreciation			34,562.78	
TOTAL PROPERTY OWNED				$27,993.92
TOTAL ASSETS:				$77,234.26

ABC DECAL NUMBERS: XN0026500 - XN0026420

TOTAL MEMBERSHIP: 982

LIABILITIES AND NET WORTH

CURRENT LIABILITIES:			
Vouchers Payable			$13,763.27
Unclaimed Wages			6.67
W/H Taxes			629.31
Soc Sec Taxes			252.28
Womens Club Dues			342.50
Advance Dues			258.00
Travelers Inc.			30.46
TOTAL CURRENT LIABILITIES			$15,282.49
NET WORTH			
Earned Surplus			
Balance 1 June 1954	$45,048.88		
Net Profit June	1,494.85		
TOTAL A CUMULATED EARNINGS		$46,543.73	
Surplus Appropriated for Repairs Repl. & Renov.			
Bal. 1 June 1954	$15,792.02		
Less: Repairs for June	383.98	15,408.04	
TOTAL NET WORTH			$61,951.77
TOTAL LIABILITIES AND NET WORTH			$77,234.26

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OFFICERS OPEN MESS
LANGLEY AIR FORCE BASE, VIRGINIA
STATEMENT OF INCOME AND EXPENSE
MONTH ENDING 30 JUNE 1954

EXHIBIT B

	TOTAL	BAR	MESS	BINGO	CLUB	POOL
SALES	$25,713.11	$12,143.35	$11,458.26	$ 2,111.50		
COST OF GOODS SOLD						
Beginning Inventory	17,157.83	13,843.94	3,313.89			
Purchases	12,525.84	3,044.26	7,804.58	1,677.00		
Available for Sale	29,683.67	16,888.20	11,118.47	1,677.00		
Ending Inventory	15,052.67	10,704.48	4,348.19			
TOTAL COST OF GOODS SOLD	$14,631.00	6,183.72	6,770.28	1,677.00		
GROSS PROFIT ON SALES	$11,082.11	5,959.63	4,687.98	434.50		
% of Sales	43.1 %	49.08%	40.91%	20.58%		
DUES	4,981.80				$ 4,981.80	
OTHER REVENUES	423.34				74.84	$ 348.50
GROSS PROFIT ON OPERATIONS:	$16,487.25	$ 5,959. 3	$ 4,687.98	$ 434.50	$ 5,056.64	$ 348.50
OPERATING EXPENSE						
Expenses Applicable to Rev	90.99				90.99	
Salaries & Wages Civilian	6,365.32	567.80	3,376.36		1,875.46	545.70
Salaries & Wages Military	2,271.76	1,607.80	396.19	84.39	138.38	45.00
Maint & Repairs	13.51				13.51	
Insurance	94.17				94.17	
Stationery & Printing	33.82				33.82	
Telephone & Telephone	45.83				45.83	
Magazines	11.91				11.91	
Social Security	127.41				127.41	
Entertainment	3,220.90				3,220.90	
Bar Tax	4.17	4.17				
Auto Expense	16.69				16.69	
Laundry	270.97	31.00	189.91		56.06	
Ice	80.60	80.60				
Repairs & Repl.	93.53	28.59	27.52		37.42	
Other Supplies	919.35	94.93	312.55		270.38	241.49
Loss on Containers	5.79	5.79				
Utilities	291.84				280.69	11.15
Postage	3.00				3.00	
TOTAL OPERATING EXPENSES:	$13,967.56	$ 2,420.68	$ 4,302.53	$ 84.39	$ 6,316.62	$ 843.34
NET PROFIT FROM OP.	$ 2,519.69	$ 3,538.95	$ 385.45	$ 350.11	$(1,259.98	$(494.84
OTHER INCOME:						
Purchase Discount	10.23					
Cash Over	16.39					
Misc Income	26.12					
	$ 2,572.43					
OTHER EXPENSE:						
Depreciation	1,077.58					
NET PROFIT	$ 1,494.85					

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NON-COMMISSIONED OFFICERS' OPEN MESS
Langley Air Force Base, Virginia

1-AF-D2 5 April 1954

SUBJECT: Historical data for month of March

TO: Commander
405th Air Base Group
Langley Air Force Base, Virginia
ATTN: Historical Officer

1. For the month of March the membership in the NCO Open Mess was 1,862. This was an increase of 117 over February. The total income for the month was $24,695.45.

2. The air-conditioning project is still progressing and will be completed 20 May 1954.

3. The entertainment for the month included Saturday evening dances; Sunday evening dances; and a Buck and Doe Night. Bingo was held each Tuesday evening with dancing afterwards.

4. The package store was officially closed 31 March 1954 in accordance with Defense Order from Headquarters USAF.

Shelly Connor Jr.

SHELLY CONNOR, JR.
M/Sgt USAF
Secretary & Treasurer

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. The Wing Character Guidance Council was called to order by the Chairman, Lt Colonel C V Robinson, at 1330 hours 8 June 1954.

Members Present

Lt Col C V Robinson	Wg Personnel Officer
Maj Robert T Best	405th Air Provost Marshal
Maj Charles D Martineau	405th Ftr-Bmr Wg (Chaplain)
M/Sgt D C Hubbell	510th Ftr Bmr Sq
T/Sgt W H Walker	2220th Fld Printing Sq
T/Sgt J W Patterson	405th Maint & Supply Gp

Members Absent

Lt Col Joseph A Connor, Jr	405th TAC Infirmary
Lt Col Vernon O Rogers	405th Ftr Bmr Wg (Chaplain)
Maj Arthur J DeBorger	Hq 405th Air Base Gp (Pers Servs)
Maj George R Mrs	2d Weather Group
Capt Gregory H Oldenburgh	Hq 405th Ftr Bmr Wg (PIO)
Capt Donald J McCaughey	4450th USAF Hospital
M/Sgt George Eldridge	Hq 405th Ftr Bmr Wg
M/Sgt George W Saunders	405th Communications Sq
Mr. Robert Dewey	Base I & E

Visitors Present

1st Lt Masao Amano	405th TAC Infirmary (vice Lt Col J A Connor)
1st Lt Larry L Sellers	405th Air Base Gp (vice Maj A DeBorger)

2. INCOMPLETED BUSINESS:

a. Treatment of Prisoners in Confinement Center: After a study by the committee appointed to investigate this project it was found there was no need at this time to recommend changes to regulations pertaining to the treatment of prisoners in the Confinement Center.

b. Automotive Hobby Shop: This project is being held in abeyance, not because of lack of funds, but due to the fact that no space is available on the base to house such a project. After discussion by the Council it was recommended that space be made available for an Automotive Hobby Shop. The Personnel Services Officer will take this up with the Director of Materiel..

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c. Flying of Model Airplanes: The problem of locating a suitable place in which to fly radio controlled model airplanes has been alleviated with the area behind Annex 1 of the Service Club designated for this purpose. Major DeBorger, Personnel Services Officer, will inform all personnel of this designated area through notices in the Daily Bulletin.

3. NEW BUSINESS:

a. The following reports were made by members of the Council:

(1) Provost Marshal

	MARCH	APRIL	MAY
		AWOL RATES	
	19 (3.3)	20 (3.4)	23 (4.0)
		MAN DAYS LOST	
	663	602	471
		TRAFFIC ACCIDENTS ON BASE	
Mil	5	3	4
Civ	2	8	6
		TRAFFIC ACCIDENTS OFF BASE	
Mil	0	0	0
Civ	0	0	0
		TRAFFIC VIOLATIONS ON BASE	
Mil	44	44	81
Civ	4	13	19
		COURTS-MARTIAL	
General	0	0	0
Special	8 (1.4)	5 (0.8)	2 (0.3)
Summary	5 (1.0)	13 (2.2)	7 (1.2)
		ARTICLE 15'S	
	32 (5.5)	32 (5.4)	34 (6.0)

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MARCH	APRIL	MAY
SECURITY VIOLATIONS		
0	0	0
DRUNKENNESS AND DISORDERLY CONDUCT		
5 (1.8)	1	1
UNIFORM VIOLATIONS		
0	0	1
MISCELLANEOUS VIOLATIONS		
18 (3.0)	16 (2.7)	7 (1.2)
SEX OFFENSES		
0	0	0
THEFT OF GOVERNMENT PROPERTY		
2 (0.3)	0	0
ASSAULTS		
0	0	0

(2) Surgeon:

VD RATES

	White	Colored
March	1 (1.78)	8 (2.0)
April	2 (5.0)	7 (1.94)
May	0	4 (1.11)

b. Ten Ideas for your Character Guidance Program: At the last meeting of the TAC Character Guidance Council it was suggested that Wing Councils cover in their Character Guidance Council minutes the items listed in the pamphlet "Ten Ideas for your Character Guidance Program". A copy of this pamphlet will be furnished all members of the Wing Character Guidance Council for their information and guidance.

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Hq 405th Ftr Bmr Wg, subject: Report of Wing Character Guidance Council

c. Religious Emphasis: The minutes of the WC Character Guidance Council also recommended the use of place cards containing a blessing in all mess halls as well as the placing of religious literature on aircraft assigned to the base. Chaplain Martineau will explore the possibility of using these ideas at this base and report at the next meeting.

d. Photography Hobby Shop: A member of the Council stated he had been approached concerning the possibility of establishing a Photography Hobby Shop on the base. There seems to be a genuine interest in such a shop, but like the Automotive Hobby Shop, the problem is space rather than funds. The feasibility of converting the barn from a warehouse to space for Personnel Services activities was discussed. Lt. Colonel Robinson will investigate this possibility and report at the next meeting.

4. RECOMMENDATION:

Because of the intense interest displayed by airmen of this base, it is the recommendation of this council that suitable space be assigned to the Personnel Services Officer for the establishment of an Automotive Hobby Shop.

5. There being no further business the meeting adjourned at 1400 hours.

C. [illegible] ROBINSON
Lt. Col., USAF
Chairman

APPROVED: (with the exception of Par 4, due to lack of space at the present time)

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

A MIL

29 January 1954

SUBJECT: Officers Academic Education

TO: Commanders
All Units
Langley Air Force Base
Virginia

1. An educational level survey recently completed by the Base Information and Education Office indicates that only thirty percent of the officers of this command hold a bachelors degree or higher.

2. George Washington University offers a degree program of resident study on this base through the Information and Education Office. The cost per course is moderate; in fact, for lieutenants, the Air Force pays three quarters of the tuition.

3. A new cycle of classes is scheduled to begin 8 February 1954. All officers of this command, and particularly the junior officers, should avail themselves of this opportunity to further their education.

Charles D. Jones
CHARLES D. JONES
Brig. Gen., USAF
Commanding

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

PA MIL 30 March 1954

SUBJECT: Basic Education for Airmen

TO: Commanders, All Groups and Separate Units
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

1. In accordance with the Information-Education Section of the December issue of TAC Personnel News Letter, this wing was screened to determine the number of airmen who had not completed the eighth grade formal school. The following results were obtained:

Less than 7th grade	76
Completed 7th or 8th grade	361
Completed 9 thru 11	894
Completed 12 or more	2223

2. This headquarters plans to establish a formal school during duty hours for those 76 airmen with less than 7th grade education as recommended in the November issue of TAC News Letter. Students will attend classes four (4) hours per day, five (5) days per week. This will provide progress at the rate of one grade each month. At this rate, the entire program would be completed in 120 days.

3. USAFE Course Outline will be used and the entire program will be under the supervision of the Base I & E Officer. To accomodate the 76 airmen, three classrooms will be used. Three instructors qualified to instruct in Math, English and Reading, respectively, will be available.

4. Request this headquarters be advised not later than 12 April 1954, of the rank, name and AFSN of airmen now assigned to your organization included in the category less than 7th grade education. Airmen will have at least four (4) months service retainability as of 1 May 1954.

BY ORDER OF THE COMMANDER:

HERBERT C PINKERTON
Capt, USAF
Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

PM MIL

22 Apr 1954

SUBJECT: Intermediate Education for Airmen

TO: Commander
405th Air Base Group
Langley AFB, Virginia

1. A formal course of instruction will be established to provide necessary training for airmen listed on attached roster to attain the equivalent of eight grades of schooling.

a. Civilian instructors will be used if available.

b. Classes will be conducted during duty hours, four hours per day, five days per week.

2. USAFI Achievement Tests will be used to determine grade placement of airmen with less than seventh grade education indicated on their Qualification Records.

3. Airmen falling below the eighth grade achievement level will be selected to attend the Intermediate Education Course.

4. Certificate of Completion of the Eighth Grade (AF Form 173) will be awarded to students attaining appropriate test scores on the USAFI Achievement Tests.

BY ORDER OF THE COMMANDER:

1 Incl
a/s

RICHARD G. COKER
CWO USAF
Asst Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

21 April 1954

LO #259

SUBJECT: Invitational Travel

TO: The Reverend Wallace E. Fisher
Holy Trinity Lutheran Church
31 South Duke Street
Lancaster, Pennsylvania

1. The Secretary of the Air Force invites you to proceed on or about 7 May 1954 from Lancaster, Pennsylvania to Langley Air Force Base, Virginia on temporary duty for approximately ten (10) days, for the purpose of conducting a Protestant Preaching Mission at Langley Air Force Base, and upon completion thereof return to Lancaster, Pennsylvania.

2. Authority is granted for the performance of the above travel by rail, bus, or commercial aircraft, Goverment-operated vehicle or aircraft or privately owned automobile. If travel is by provately owned automobile you will be reimbursed by the Goverment at the rate of seven cents (7¢) per mile and for bridge, ferry and other highway tolls incurred while in travel status under this order. The reimbrusement of mileage for travel by privately owned automobile will not exceed the cost of travel by common carrier.

3. If transportation for travel authorized by this order is not procurred by United States Goverment transportation requests, you will be reimbursed by the Goverment for the actual transportation expenses for travel on commercial carriers within the limitations of Executive Order 9946. You will obtain receipts or retain ticket stubs and seat or berth checks for travel by common carrier. Receipts also will be obtained for other reimbursable expenses including official long distance telephone calls. If travel is performed by privately owned automobile, include statement of travel mileage and ferry and toll charges. These receipts and copies of transportation requests, if used will be filed with your claim voucher for reimbursement of expenses.

4. In lieu of actual costs of subsistence expense, you are authorized a flat per diem rate of ten dollars ($10.00) during the period of performance of duties and travel covered by this order. Expenses authorized in this order are chargeable to B&F Control #1820 5743400 478-1001 P458-02-03 S44-600.

5. Travel is authorized in accordance with section 5, Chapter AF T11 AFM 40-1 and is necessary in the public service.

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LO #259 Hq 405th Ftr Bmr Wg Langley AFB Va dtd 21 Apr 54 Subj: Invitational Travel

BY ORDER OF THE COMMANDER:

RICHARD G. COKER
CWO, USAF
Asst Adjutant

DISTRIBUTION:
8 - Indiv concerned
1 - Wg Pers
1 - Wg Mail & Rcds
3 - Wg Fiscal
1 - Rcds Set (SO Sect)
2 - Base Chaplain

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OFFICE OF THE CHAPLAIN
Langley Air Force Base, Virginia

1 May 1954

Dear Friend,

We of the Armed Forces are people who know what it means to be concerned with the accomplishment of a mission. Each of our units in the Air Force exists solely for the purpose of carrying out some type of mission, and each of us are assigned as individuals, in order that we might make our contribution as a part of the unit. But have you ever stopped to realize that the greatest mission ever given to men was that of Our Lord, when He told His disciples to take His Gospel to all the world? This mission is concerned with the nurture of souls that are going to live forever, and we are sure that you recognize its tremendous importance.

In carrying out our part of the work, the Chaplain Section of Langley AFB has arranged for a Protestant Preaching Mission to be held in the Base Chapel, each evening at 8:00 o'clock, May 9 - 14. To carry out your part of the mission, we are asking that you be present each evening to receive the message from God's Holy Word, and through it, find enrichment for your soul.

Our missioner will be the Reverend Wallace Fisher, pastor of Trinity Lutheran Church, Lancaster, Pa., who has conducted successful missions for military personnel in Europe, and comes to us highly recommended by the Chief of Air Force Chaplains Office.

We shall be looking forward to seeing you at the Preaching Mission.

Yours is His name,

The Protestant Chaplains
Langley Air Force Base

Copy of this letter was sent to each Protestant Officer and Airman

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PROTESTANT CHAPLAIN'S FUND
LANGLEY AIR FORCE BASE, VIRGINIA
1 January 1954 through 31 March 1954

STATEMENT OF OPERATIONS

BALANCE BROUGHT FORWARD	1 Jan 54		$1,824.56
RECEIPTS:			
Chapel Offerings		$2515.94	
Protestant Women's Guild		22.85	$2,538.79
TOTAL RECEIPTS AND BALANCE BROUGHT FORWARD			$4,363.35
DISBURSEMENTS:			
*Donations		416.54	
**Chapel Personnel		681.50	
Women's Guild		21.88	
Sunday School Literature		647.55	
***Chapel Equipment		972.24	
****Miscellaneous		163.44	$2,903.15
BALANCE IN BANK	31 March 1954		$1,460.20
OUTSTANDING LIABILITIES:	(Accounts Payable)		
Literature		7.50	
Music		3.96	
Altar flowers		4.00	15.46
NET WORTH	31 March 1954		$1,444.74

*C A R E and Base Nursery
**S.S. Bus Driver, Janitor, Nursery Attendants, etc.
***Celtic Cross, Tape Recorder, used piano & curtains
****Altar flowers, laundry, incidental expense of Murray Court Suppers

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

SPECIAL ORDERS)
NUMBER 12)

1 April 1954

1. MAJ ARTHUR J SULLIVAN, 6553A Hq 405th Ftr Bmr Wg this sta is placed on dy w/the Off of the SJA w/add dy as Chief Mil Justice Div eff 30 Mar 54 vice MAJ HARRY SCHEINER, AO1846532 reld.

2. 1ST LT FRED R LANGFORD, AO2254631 Hq 405th Ftr Bmr Wg this sta is placed on dy w/the Off of the SJA for dy as Chief Mil Affairs Div eff 30 Mar 54 vice MAJ HARRY SCHEINER, AO1846532 reld.

3. 2ND LT HERBERT A JOLIVITZ, AO3095341 Hq 405th Ftrf Bmr Wg this sta is placed on dy w/the Office of the SJA for dy as Asst Chief Claims Div eff 30 Mar 54.

BY ORDER OF THE COMMANDER:

HERBERT C PINKERTON
Capt, USAF
Adjutant

OFFICIAL:

RICHARD G. COKER
CWO, USAF
Asst Adjutant

DISTRIBUTION: "D"
3 - Ea indiv concerned
1 - Wg Pers
1 - Wg Mail & Rcds
1 - Rcds Set (SO Sect)

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CENTRAL BASE FUND
Langley Air Force Base, Virginia
FINANCIAL STATEMENT
As of 31 December 1953

NET WORKING CAPITAL, 1 DECEMBER 1953		$ 6,376.53
RECEIPTS:		
Monthly Distribution from Base Trust Fund	$ 4,349.25	
Leathercraft Income	75.15	
Reimbursement for Lost Property	1.35	4,425.75
		$ 10,802.28
EXPENSES:		
Special Services General	$ 250.70	
Service Club #1	579.57	
Service Club Annex	667.39	
Library	198.21	
Hobby Shop	122.50	
Leathercraft Shop	90.00	
Boathouse	34.06	
Boathouse Ballroom	23.70	
Athletics	795.52	
Information and Education	397.85	
Greenhouse	53.55	
Washing - Honor Guard	10.00	
Official Bond - Finance Cashier	5.00	
Decorations - Hospital	98.49	
Supplies - AF Band	298.00	
Decorations - Base Operations	5.75	
Bookkeeper's Salary & Office Expense	247.34	3,877.63
NET WORKING CAPITAL 31 DECEMBER 1953		$ 6,924.65
DISTRIBUTION TO BE RECEIVED IN JANUARY 1954		$ 4,130.25

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CENTRAL BASE FUND
Langley Air Force Base, Virginia
BUDGET
16 January to 15 February 1954

SPECIAL SERVICES GENERAL		
Newspapers	$ 37.63	
Telephone	25.00	
Miscellaneous Fund	100.00	
Variety Show	500.00	
2 - 5 Gal cans Liquid Wax @ $10.40. per can	20.80	$ 683.43
BOATHOUSE		
1 Gross 1x8" Brass Screws @ $3.50 per gross	$ 3.50	
1 Gross 1½x8" Brass Screws @ $5.00 per gross	5.00	
1 Gross 5/8x6" Brass Screws @ $2.00 per gross	2.00	
1 - 2" Paint Brush @ $4.50 ea	4.50	
Repair Fiber Glass Boat	22.00	
1 - 5 gal can Johnsons Beautiflor Traffic Wax, @ $13.50 per can	13.50	
1 - 5 gal can Johnsons Super Cleanser @ $13.35 ea	13.35	$ 63.85
LIBRARY		
New Adult Books	$ 138.00	
Music Albums for Music Hour	12.00	
Renewals from H W Wilson	53.00	$ 203.00
INFORMATION AND EDUCATION		
Additional Page for Langley Flyer	$ 15.00	
Printing of the Langley Flyer	383.00	
Repair of Tape Recorder	7.50	$ 405.50
SERVICE CLUB ANNEX		
Poster and Bulletin Board Equipment	$ 40.00	
Bingo and Tournament Prizes	150.00	
Refreshments	75.00	
Entertainment	85.00	
Phonograph Records and Albums	15.00	
2 - 5 gal cans Liquid Wax @ $10.40 per can	20.80	
Petty Cash Fund	10.00	
Cut Flowers for the Month	7.50	
Dancing and Handicraft Instructor	60.00	
Decorations for Valentine & Washington's Birthday	10.00	$ 473.30
SERVICE CLUB #1		
Bingo and Tournament Prizes	$ 150.00	
Petty Cash Fund	10.00	
Dancing Classes	60.00	
2 - 5 gal cans Johnsons Beautiflor Traffice Wax @ $13.50	27.00	
Two Pool Tables Recovered and Repaired	169.50	
Entertainment	85.00	
Records	10.00	
Refreshments	40.00	
Record Cabinet	30.00	$ 581.50

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ATHLETICS		
16 Ping Pong Bats, @ $ .75 ea	$ 12.00	
6 Swimming Suits for Life Guards @ $3.95 ea	23.70	
6 Jackets for Life Guards @ $3.95 ea	23.70	
Cleaning Services	50.00	
6 doz Sweat Socks, @ $6.00 per doz	36.00	
Officials Fees for Varsity Basketball Games - 6 Games @ $30.00 ea	180.00	
Officials Fees for WAF Basketball Games - 6 games @ $15.00 ea	90.00	
Officials Fees for Intra Mural Basketball League - 55 games @ $4.00	220.00	
Entry Fee to the NEAF Sports Conference	15.00	
Maintenance of Athletic Equipment and Supply	10.00	
2 Basketball Case Books	1.30	$ 661.70
SPECIAL SERVICES SUPPLY		
30 Decks of Pinochle Cards, @ $ .50 per deck		$ 15.00
HOBBY SHOP - WOODWORKING		
4 - ½# can Wood Glue, @ $3.75 per can	$ 15.00	
2 - ¼# can Wood Filler, @ $2.00 per can	4.00	
20 Gross Wood Screws, @ $1.60 per gross	32.00	
20 Boxes of Brads, @ $ .25 per box	5.00	$ 56.00
HOBBY SHOP - LEATHERCRAFT		
Instructor's Pay		$ 90.00
GREENHOUSE		
Seeds & Bulbs		$ 50.00
SUNDRY		
Magazines - 29th Comm Sq	$ 53.50	
Additional Charge - Band Accessories	94.45	
Washing White Accessories - Honor Guard	10.00	
Bookkeeper's Salary	272.50	
Federal Insurance Contributions	5.45	$ 435.90
GRAND TOTAL		$ 3,719.18

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CENTRAL BASE FUND
Langley Air Force Base, Virginia
FINANCIAL STATEMENT
As of 31 May 1954

NET WORKING CAPITAL, 1 May 1954		$ 2,869.19
RECEIPTS:		
Monthly Distribution from Base Trust Fund	$ 4,008.75	
Leathercraft Income	95.95	
Sale of CBF Property	1.00	4,105.70
		6,974.89
EXPENSES:		
Bookkeeper's Salary and Office Expense	$ 153.81	
Athletics	1,440.66	
Hobby Shop	139.30	
Leathercraft	140.66	
Information and Education	400.87	
Library	222.17	
Service Club #1	660.15	
Service Club Annex	900.97	
Boathouse	87.86	
Boathouse Ballroom	41.95	
Greenhouse	47.10	
Special Service General	103.60	
Washing White Accessories - Honor Guard	10.00	
Bond Clothing Sales Store Cashier	6.75	
	4,355.85	
Less: PO Cancelled - NAS Variety Show	250.00	4,105.85
NET WORKING CAPITAL, 31 MAY 1954		$ 2,869.04
DISTRIBUTION TO BE RECEIVED IN JUNE 1954		$ 3,934.50

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CENTRAL BASE FUND
Langley Air Force Base, Virginia
BUDGET
16 June to 15 July 1954

SPECIAL SERVICES GENERAL		
Hunting Privileges at Ft Monroe	$ 36.22	
"Melody Maids" - 9 July	60.00	
Newspapers	37.63	
Telephone	25.00	
Miscellaneous Fund for Personnel Services Office	100.00	$ 258.85
BOATHOUSE		
5 sets, 6' oars, @ $6.00 ea set	$ 30.00	
12 ea Kapok Life Cushions	57.00	
200 ft Sash Cord	4.00	
4 lbs, 40 penny Galv Nails	1.60	
1 gross, 1/8" Brass Screws	3.50	
1 Putty Knife	.85	
1 Coil, ¼" Manila Line	8.40	
6 ea, 1/8" Wire Rope Clamps	1.80	
10 ea, 1x5/8" Sdl Slides	1.65	
6 ea, 3" Pulley Blocks	2.00	
20 qts Motor Oil for Outboard Motors	8.00	$ 118.80
LIBRARY		
New Adult Books	$ 175.00	
Editorial Directory	12.95	
3 doz Shelf Label Holders	12.00	
500 Book Marks	4.00	
Poster Materials	20.00	$ 223.95
INFORMATION AND EDUCATION		
Printing of the "Langley Flyer"		$ 383.00
SERVICE CLUB ANNEX		
Bingo and Tournament Prizes	$ 150.00	
Refreshments	200.00	
Entertainment	125.00	
Phonograph Records	10.00	
2, 5 gal cans Liquid Wax @ $10.40 per can	20.80	
Petty Cash Fund	10.00	
Dancing and Handicraft Instructor	60.00	
Printing of Club Programs	22.65	$ 598.45
SERVICE CLUB #1		
Bingo and Tournament Prizes	$ 150.00	
Petty Cash Fund	10.00	
Dancing Instructor	60.00	
Phonograph Records	10.00	
Printing of Programs	22.65	
Entertainment	85.00	
Refreshments	200.00	
Repair TV Set	51.00	$ 588.65

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ATHLETICS		
Water Testing Equipment	$ 39.90	
Cleaning Services	50.00	
Officials Fees, Baseball, 13 games @ $25.00 game	325.00	
Officials Fees, Softball 110 games @ $3.00 game	330.00	
Officials Fees, Softball, WAF, 8 games @ $10.00 game	80.00	
Base Pegs, 24 ea, @ $ .35 ea	8.40	
Sanitary Hose, 6 doz, @ $3.25 per doz	19.50	
Lime, 10 bags, @ $ .90 ea	9.00	
Entrance Fee NEAF Track Meet	50.00	
Ferry Tickets, 10 Books, @ $4.50 ea	45.00	
Expenses, WAF Softball Team Trip to Norfolk	4.50	$ 961.30
HOBBY SHOP - WOODWORKING		
4 ea, 5# Can Weld Wood Glue	$ 15.00	
2 ea, 1# Can Water Putty	2.40	
300 Sheets Sandpaper (assorted grit)	10.00	
60 Boxes Brads (assorted)	12.00	
Repair and Rewind 1/3HP Motor	16.00	
Repair and Rewind 1/4HP Motor	16.00	$ 71.40
HOBBY SHOP - LEATHERCRAFT		
Instructor's Pay		$ 90.00
THEATRE #1		
Phonograph Records		$ 10.00
GREENHOUSE		
Seeds and Bulbs		$ 50.00
OTHER		
Bookkeeper's Salary	$ 229.16	
Federal Insurance Contributions	4.58	
Washing White Accessories - Honor Guard	10.00	
Annual Premium on $25,000.00 Position Schedule Bond for Custodian and Bookkeeper	32.50	$ 276.24
GRAND TOTAL		$ 3,630.64

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4 Pages
Page 1

BASE REGULATION)
NUMBER 176 - 2)

HEADQUARTERS 405th Fighter Bomber Wing
Langley Air Force Base, Virginia
16 February 1954

NONAPPROPRIATED FUNDS

Consolidated Nonappropriated Welfare Fund

(This regulation supersedes Base Regulation 176-2, 31 July 1952)

1. PURPOSE. To prescribe the procedures, as outlined in Air Force Regulation 176-1, Air Force Regulation 176-2 and Air Force Manual 176-20 by which units and special activities stationed at Langley Air Force Base will utilize nonappropriated welfare funds.

2. SCOPE. This regulation is applicable to all units and activities of this installation using Consolidated Nonappropriated Welfare Funds.

3. RESPONSIBILITY. The Custodian, Consolidated Nonappropriated Welfare Fund, is responsible for the custody of all nonappropriated welfare funds and is the sole agency designated to disburse welfare funds. The Councils of the various welfare funds will prescribe the policies and approve the expenditures of the funds concerned.

4. CENTRAL BASE FUND. The Central Base Fund may be obligated under the provisions of paragraph 11d (2), Air Force Regulation 176-2. Expenditures from the Central Base Fund will be approved by a Council appointed by the Base Commander under the provisions of paragraph 3b(2), Air Force Regulation 176-2. As soon as practicable after the first of each month, the Council will meet at the call of the president. The Council will approve or disapprove all requests for funds from activities financed through the Central Base Fund and will authorize any additional expenditures which may be required.

5. BUDGET REQUESTS. Prior to the 5th of each month, the officer in charge of each special activity financed through the Central Base Fund will submit a Budget Request, in duplicate, to the Custodian. This Budget Request will itemize all of the funds required for each activity for the subsequent month. The Custodian will consolidate the Budget Request for presentation to the Central Base Fund Council for consideration and will notify each activity of the action taken by the Council.

6. UNIT FUNDS.

a. Unit funds may be obligated in accordance with paragraph 11e (2), Air Force Regulation 176-2. Expenditures from these funds must be approved by the Unit Fund Council.

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SAFETY FILM

b. A Unit Fund Council will be appointed by the Unit Commander under the provisions of paragraph 3b (3), Air Force Regulation 176-2, and will consist of not less than three (3) officers. Non-commissioned officers may be appointed as members of these Councils. The senior member of the Council will be the President unless otherwise designated by the appointing authority.

c. On or about the seventh work day of each month, a financial statement will be forwarded to each unit maintaining a unit fund (see attachment #1). As soon as practicable after receipt of the financial statement the Unit Fund Council will meet to approve expenditures for the current month. The minutes of these meetings will indicate names of members present, names of members absent, action on old business and action on new business with a detailed list of items authorized for purchase (see attachment #2). The minutes of each Council meeting, in duplicate, signed by the Recorder and approved by the President, together with subsequent changes thereto, will be forwarded to the Custodian, Consolidated Nonappropriated Welfare Fund. Councils will meet when necessary but not less frequently than quarterly.

7. PURCHASE ORDERS.

a. When the Unit Fund Council has approved expenditures, Purchase Orders will be prepared in quadruplicate and will be forwarded for action to the Custodian, Consolidated Nonappropriated Welfare Fund with a vendor's quotation or other supporting evidence as to unit price, total price, terms of delivery, performance and payment. This procedure must be employed prior to any puchases; obligations incurred prior to approval of the Custodian, Consolidated Nonappropriated Welfare Fund, will not be honored by that fund. A separate Purchase Order will be prepared for each vendor, however several items to be purchased from one vendor may be consolidated on one Purchase Order. Purchase Orders disapproved as being an unauthorized expenditure or improperly prepared will be returned to the originating unit.

b. Approved Purchase Orders will be distributed as follows:

(1) Original copy will be sent to the vendor by the unit.

(2) First and second carbon copies will be returned to the Unit Fund Council pending delivery of goods or performance of services.

(a) Not later than the first work day following the receipt of the goods or performance of the services the first carbon copy of the Purchase Order (Receiving Report) will be signed by the Responsible Property Officer and returned to the Custodian, Consolidated Nonappropriated Welfare Fund with a notation thereon as to the date goods were delivered or services were performed.

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(b) The second carbon copy of the Purchase Order will be retained by the unit as a memorandum copy.

(c) The vendor's invoice or bill will be forwarded to the Custodian, Consolidated Nonappropriated Welfare Fund with the Receiving Report or as soon as possible thereafter to permit prompt payment of the obligation.

(3) The third carbon copy will be retained by the Custodian, Consolidated Nonappropriated Welfare Fund in a suspense file of undelivered purchases.

c. Purchase Orders for special activities will be prepared by the activity after approval of expenditures by the Central Base Fund Council. The distribution procedure followed will be the same as for units.

8. PROPERTY.

a. Records of all welfare fund property will be maintained by the Custodian as prescribed in the applicable provisions of AFM 176-20. A property record will be maintained for unit fund property by the appropriate Unit Fund Council and by each activity of Special Services as well as by the Custodian, Consolidated Nonappropriated Welfare Fund.

b. Physical inventory of all non-expendable Unit Fund and Central Base Fund property will be taken upon every change of responsible officers or Custodian, whichever is applicable, and will be inventoried not less than semi-annually. At such times a new Consolidated Custody Receipt (AF Form 90) will be accomplished bringing up to date all issues and turn-ins. Inventories will be completed on appropriate inventory sheets, the original of which will be forwarded to the Custodian, Consolidated Nonappropriated Welfare Fund (see attachment #3).

c. Unit fund property may be written off the records only by approval of the Unit Fund Council. Central Base Fund property may only be written off by approval of the Central Base Fund Council. This approval may be obtained by addressing a request to the President, Central Base Fund Council.

d. Central Base Fund property is intended for use only in Unit Davrooms. Property not utilized properly may be picked up and reissued to other units.

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e. Central Base Fund property and Unit Fund property is government property and is to be maintained as such. Each unit is responsible for the upkeep of this property from unit funds.

f. All requests for issue of Central Base Fund property must be submitted in writing to the Custodian, Consolidated Nonappropriated Welfare Fund.

g. Personnel who have signed a Consolidated Custody Receipt (AF Form 90) for either Unit Fund or Central Base Fund property will not be authorized to clear this installation until accounts are completely cleared.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

Herbert C. Pinkerton
HERBERT C. PINKERTON
Captain, USAF
Adjutant

3 Atchmts
1. Financial Statement Sample
2. Example of Minutes of Council Meeting
3. Sample Inventory Form

DISTRIBUTION
"A" plus all Nonappropriated
Fund Custodians and Personnel
Services Office

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FINANCIAL STATEMENT

(Name of Unit Account, Special Welfare Account, or Activity of Central Base Account)

DATE 195	EXPLANATION	VOUCHER NO. OR P/O NUMBER	CASH TRANSACTIONS		OBLIGATIONS			NET WORTH BALANCE
			RECEIPTS	DISBURSEMENTS	INCREASES	DECREASES PAYMENTS	DECREASES DISCOUNTS & CANCELLATIONS	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
June 1	Balance brought forward							$ 162.00
12	Repairs to billiard tables	P 402			47.00			115.00
30	Totals		- 0 -	- 0 -	$47.00	- 0 -	- 0 -	115.00
July 2	G. Kramer and Sons (P 402)	V3		47.00		47.00		115.00
7	June Dividend		64.00					179.00
26	Dayroom Decorations	P 514			8.00			171.00
28	William Smith (P 514)	V27		8.00		8.00		171.00
31	Totals		$64.00	$55.00	$ 8.00	$55.00	- 0 -	171.00
(Monthly Reconcilliation, Beginning Balance		$115.00	$-64.00	$-55.00	$-8.00	$+55.00	-- 0 -	$ 171.00)
	DISTRIBUTION DUE BUT UNPAID FOR THE MONTH OF JULY							$ 70.00

Attachment No 1

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(NAME OF UNIT)
Langley Air Force Base, Virginia

MINUTES OF (NAME OF UNIT) UNIT FUND COUNCIL MEETING

At the call of the President, the (Name of Unit) Unit Fund Council met at 0900 hours, 1 February 1954.

The following members were present:

_____ President

_____ Recorder

_____ Member

The following members were absent:

_____ Member

_____ Member

The following non-members were present:

_____

_____

1. The Financial Statement of the previous month was reviewed and approved. Funds in the amount of $_____ were available.

2. Old Business:

a. Business carried over from previous meetings.

3. New Business:

a. Items to be purchased. Indicate maximum price authorized.

b. Unit fund property write-off, etc.

4. There being no further business, the meeting was adjourned at 1100 hours.

(NAME OF RECORDER)
(RANK OF RECORDER), USAF
Recorder

APPROVED:

(NAME OF PRESIDENT)
(RANK OF PRESIDENT)
President, Unit Fund Council

(Attachment #2)

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INVENTORY OF CENTRAL BASE FUND PROPERTY/UNIT FUND PROPERTY		DATE OF INVENTORY		
ACCOUNT OF	RESPONSIBLE OFFICER			
ARTICLE	UNIT	TOTAL QUANTITY	PRICE	TOTAL

Attachment #3

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CENTRAL BASE FUND
Langley Air Force Base, Virginia

MINUTES OF THE SPECIAL MEETING OF THE CENTRAL BASE FUND COUNCIL

At the call of the President, the Langley Air Force Base Central Base Fund Council met at 0830 hours, 7 June 1954, for a Special Meeting to review Proposed Projects to be requested from TAC Welfare Fund.

The following members were present:

Col M A Richer, Hq 405th M&S Gp (President)
Col John G Napier, Hq 4400th Tac Bomb Gp
Lt Col Calvin V Robinson, Hq 405th Ftr Bmr Wg
Lt Col Gordon R Flygare, Hq 405th Ftr Bmr Wg
Maj Arthur J DeBorger, Hq 405th AB Gp
Capt Herbert C Pinkerton, Hq 405th Ftr Bmr Wg (Custodian)

The following members were absent:

Col Burton K Sams, Hq 405th Ftr Bmr Wg
Col Donald A Baccus, Hq 405th Ftr Bmr Gp
Col William J Sabo, Hq 405th AB Gp
Ch (Lt Col) Vernon O Rogers, Hq 405th Ftr Bmr Wg
Maj Royal E Koons, 48th Ftr Intcp Sq

The following non-members were present:

Ch (Maj) Charles D Martinesu, Hq 405th Ftr Bmr Wg
Maj Francis R Colbert, Hq 405th Ftr Bmr Gp
S/Sgt B R Hendershott, NCOIC Central Base Fund
Mrs Ruth Schler, Bookkeeper, CBWF

1. The Council approved submitting to TAC Welfare Fund the Proposed Projects listed in the following order of priority:

a. Construct new bathhouse at the Airmen's Outdoor Swimming Pool. Estimated cost: $10,000.00

b. Rehabilitate the Base Theatre including improved latrine facilities. Estimated cost: $15,000.00

c. Air condition the Base Chapel. Estimated cost: $30,000.00

d. Rehabilitation of the Base Gymnasium to include a new floor and general rehabilitation. Estimated cost: $20,000.00

e. Construct an addition to the Indoor Swimming Pool which will include locker, dressing room and toilet facilities for women, a locker, dressing room and relocation of toilet facilities for men, and an extension for the Base Library. Estimated cost: $36,000.00

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f. Air condition the Base Library. Estimated cost: $5,000.00

(a) To include the addition requested in e. above $10,000.00

g. Replace cushions on kneelers and pews in Base Chapel. Estimated cost: $3,650.00

h. Replace furniture in Airmen's Dayrooms. Estimated cost: $20,000.00

i. Procure and install night lighting equipment on the Base Hard Ball Diamond. Estimated cost: $18,000.00

j. Construct a swimming pool in the Shellbank Area to include an adequate filtering system, night lighting and bathhouses. Estimated cost: $100000.00

k. Rehabilitate the Base Tennis Courts. Estimated cost: $12,800.00

m. Procure adequate equipment to present a complete Photography Hobby Shop. Estimated cost: $3,000.00

n. Procure stage curtains, including track, for the portable stage in the Base Gymnasium and the fixed stage in the Boathouse Ballroom. With the installation of Cinemascope in the Base Theatre any live production will have to be staged in either of the aforementioned places. Estimated cost: $3,900.00

o. Air condition the two upstairs offices in the Base Gymnasium. Estimated cost: $2,500.00

2. The Custodian will submit the Proposed Projects to the T&C Welfare Fund Council on or before 14 June 1954.

3. The President called for a Regular Meeting of the Central Base Fund Council to be held at 0800 hours, 14 June 1954.

4. The Special Meeting was adjourned by the President at 0910 hours, 7 June 1954.

HERBERT C PINKERTON
Captain, USAF
Custodian

APPROVED:

M A RICHER
Colonel, USAF
President

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

25 May 1954

GS MIL

SUBJECT: Accident Prevention

TO: Commanders
All Units
Langley Air Force Base
Virginia

1. The unsafe operation of privately owned vehicles is the leading cause of injuries and fatalities among Air Force personnel. This, of course, is a nationwide problem and is being combated with all the resources available through engineering, education and enforcement.

2. The above is brought to your attention in view of the anticipated travel during the forthcoming Memorial Day weekend. Traffic accidents invariably increase alarmingly during extended weekend leaves.

3. A comparison of statistics for the period 1 January 1953 through 31 May 1953 with 1 January 1954 through the present date reveals the same number of fatalities (one); two additional disabling injuries (eleven); and an increase of one hundred eighty-four (184) days lost as a result of privately owned vehicle accidents.

4. Commanders will counsel all personnel relative to the safe operation of vehicles prior to granting leaves over Memorial Day. Particular emphasis will be placed on the dangers of driving while overly fatigued, speeding, and use of intoxicants while operating a vehicle.

Charles D. Jones
CHARLES D. JONES
Brig. Gen., USAF
Commander

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MINUTES
WING GROUND SAFETY COUNCIL
Langley Air Force Base, Virginia

17 February 1954

1. The February meeting of the Ground Safety Council was opened at 1000 hours, 17 February 1954, in the Wing Conference Room, Langley Air Force Base, Virginia, by Colonel Burton K. Sams, Chairman of the Council.

The following members were present:

Col Burton K. Sams	Wg Exec (Chmn)
Lt Col C. V. Robinson	Wg Pers Off
Lt Col Emil Bronckman	Wg Insp
Maj Kenneth O. Kay	405th M & S Gp Exec Off
Capt Eric Courtney, Jr.	Wg Air Pr
CWO Harvey D. Hasson	Gd Safety Off
Mr. Carl F. Rapp	Civ Pers Off
Mr. Ralph F. Warren	Gd Safety Dir (Rec)

The following members were absent:

Col Adant A. S. D'Amore	Base Surg
Maj Albert G. Hamel	Air Instl Off
Capt Donald J. McGaughey	Alt Mod Mbr
Capt Stanley G. Phelps	Mtr Trans Off
Capt Walter A. Wolfe	405th Ftr Bmr Gp
2/Lt Frederick R. Lavelace	48th Ftr Int Sq

The following non-members were present:

Maj Louis S. Wiegele	Med Exec Off vice Col D'Amore
Maj W. B. Spencer	4450th USAF Hosp
Maj Joseph F. Govoni	405th Mtr Veh Sq
Capt Dean A. Paulson	405th Ftr Bmr Gp vice Capt Wolfe
Capt Dolbert Berryman	1918th AACS Sq
Capt Donald MacDonald	Flying Safety Off
CWO J. A. Waits	Air Instl Off vice Maj Hamel

2. The minutes of the January meeting were reviewed by the Council and approved.

3. Old Business:

a. Smoke Stack Adjacent to Building 81: The Office of Installations Engineer representative reported that the smoke stack adjacent to Building 81 was demolished during the month of January.

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b. Sidewalks Adjacent to Parking Lot, Commissary Area: This project has been completed and the guy wire projecting over the sidewalk has been removed, thereby relieving a hazard to pedestrians using this walkway.

c. Traffic Control, Access Road Adjacent to Building T-200: One Way signs have been placed on the service road adjacent to Building T-200. It was recommended that the stop sign located on this road approximately one hundred (100) feet from the intersection be moved within eight (8) feet of the intersection. It was further recommended that turn markings be painted at this intersection so that drivers would have no difficulty at night in seeing where to turn onto this road.

d. Removal of Signs: The Installations Engineer representative stated that the sign located in the rear of Hangar 530 had been removed.

e. Parking Lot, Entrance and Exit: No action was taken on the parking lot in the rear of Hangar 530, inasmuch as the proposed security fence would eliminate this parking area.

f. Trash Collector Adjacent to Woodmill Shop: The Council was informed that the trash collector adjacent to the Woodmill Shop would be moved by 15 March.

g. Routing of Traffic to GCA Units: Captain Berryman of the 1913th AACS Squadron brought before the Council the problem of utilizing the access road to GCA units during inclement weather. He asked that the Council reconsider its request at the January meeting that personnel being transported to the GCA unit via Pistol Butt Road walk the remainder of the distance, in that frequent maintenance had to be performed and units weighing as much as two hundred fifty (250) pounds would have to be carried by hand. He requested the Council approve a route from Hangar 537 west on service road turning at Hangar 530 and proceeding north across ramp to GCA unit via taxiways. He explained this route had previously been used and was abandoned due to a vehicle colliding with a parked aircraft. However, it was brought out that subject vehicle was being operated by an unauthorized person who had not received proper training. Captain Berryman felt the present operators were fully qualified to operate safely on existing ramps, taxiways, and in crossing runways. Council approved this request.

h. Refueling Units Crossing Runway: Another problem brought before the Council by Captain Berryman was that of the necessity of refueling units crossing Runway 7 in order to refuel aircraft belonging to the 48th Fighter Interceptor Squadron. At the present time,

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there is no access road which refueling units could utilize that would relieve them of the necessity of crossing this runway. Two suggestions were presented to the Council; one to repair the old roadway leading to the hospital area and the other to route traffic on the new road to the hospital area approaching the alert hangar from the rear. The latter route cannot be used until such time as an access road is constructed behind the alert hangar. This is considered an emergency project and immediate steps will be taken to secure the necessary funds. The first suggestion could not be used in that refueling units would be travelling within the glide angle. In order to eliminate unnecessary crossing of runway, it was decided to spot two refueling units adjacent to the alert hangar. Aircraft would refuel at the new hydrant system, taxi to the alert hangar, and would be topped-off by these units. This would necessitate only one crossing every thirty-six (36) or forty-eight (48) hours and the Operations tower would be notified in ample time to give clearance. It was further recommended that a tug be permanently assigned to the hangar to tow aircraft.

i. Replacement of Stop Sign: It was reported to the Council that the stop sign located at intersection of Sixth and Ash Avenues had been replaced with a caution sign, but turn markings had not, as yet, been painted on roadway.

j. Walkway, Main Entrance Building T-200: Walkway leading to the Civilian Personnel Office, Building T-200, was constructed during the month.

k. Chipped Tile on Stairway: The Office of Installations Engineer representative reported that rubber plastic stair treads are on order and will be installed on the stairways of the new barracks to alleviate the possibility of tripping on chipped tile at the top of the stairway.

4. Ground Safety Statistics:

Military Disabling Injuries

	No.	Rate	Cost
1954 (Jan only)	7	4.32	$ 4,945.00
1953 (Jan only)	10	7.26	35,481.00

USAF Motor Vehicle Accidents

	No.	Rate	Cost
1954 (Jan only)	1	0.67	$ 2.00
1953 (Jan only)	5	2.72	352.00

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Civilian Disabling Injuries

	No.	Rate	Cost
1954 (Jan only)	1	4.96	$ 490.00
1953 (Jan only)	3	14.11	11,092.00

5. New Business:

a. Malfunctioning Showers: A representative of the 4400th Tactical Bombardment Group (Training) reported that the showers in Building 114 are not properly adjusted. Mr. Waits, of the Office of Installatipns Engineer, stated the plumbing system in this building was about to be revamped and this trouble would be corrected shortly.

b. Cleaning of Windows in Control Tower: The 1913th AACS Squadron, reported they have been unable to get personnel to clean the windows of the control tower. The representative of the Office of Installations Engineer stated that a contract for this work will be let by AIO.

c. Parking at Officers' Mess: It was recommended that posts be placed at the end of the rails marking the parking lot at the Officers' Club to indicate clearance so that cars, in making turns, would not strike rails. This will be done by the Office of Installations Engineer.

d. Security Fence: The Chairman of the Council brought up the possibility of having to establish a new parking lot adjacent to the base bank to take care of the cars now being parked inside of the fence near the hangar line. When and if a security fence is built in this area, one parking lot will be eliminated, thereby creating a parking problem for employees working in this area.

e. Control of Chute Pick-up Trucks: There have been several instances of hazardous conditions arising in jeeps picking up chutes dropped from incoming aircraft. A green light intended for a jeep chute pick-up only, is often interpreted as a "go ahead" by other cars. The use of radios in pick-up jeeps was suggested in lieu of lights, but Captain Berryman stated this was such a critical item it would probably not be possible to secure them. Another suggestion was to have the control tower notify the GOL unit which, in turn, would signal the jeep.

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6. There being no further business, the meeting was adjourned at 1115 hours.

RALPH F. MEREN
Ground Safety Director
(Recorder)

BURTON K. SAES
Colonel USAF
Chairman

APPROVED:

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. The monthly meeting of the Ground Safety Council was opened at 1000 hours, 24 June 1954, in the Wing Conference Room by Lt Colonel Emil Brenckman, Acting Chairman.

Members Present:

Lt Col Emil Brenckman	Wing Inspector
Lt Col Kenneth E Kay	405th M & S Group
Maj Joseph F Govoni	405th Motor Vehicle Sq
Maj Robert T Best	Wg Air Provost Marshal
Capt John R Thomas	Flying Safety Officer
Capt Bennie F Simmons	4450th USAF Hospital
CWO Harvey D Hasson	Ground Safety Officer
Mr Carl F Rapp	Civ Pers Officer
Mr Ralph F Warren	Ground Safety Dir (Recorder)

Members Absent:

Col Burton K Sams	Wing Executive (Chairman)
Col James S Fisackerly	4450th USAF Hospital
Lt Col C V Robinson	Wing Personnel Officer
Lt Col Gordon R Flygare	Wing Materiel Officer
Maj Albert G Hamel	Air Installations Officer
Capt Walter A Wolfe	405th Ftr-Bmr Group
2d Lt F R Lovelace	48th Fighter-Intcp Sq

Non-Members Present:

Capt Jack R Phillips	Wg Materiel (vice Col Flygare)
CWO Joseph A Waits	Off Instl Eng (vice Maj Hamel)

2. The minutes of the May meeting were reviewed by the Council and approved.

3. Old Business:

a. Motor Vehicle School for Traffic Violators: The Motor Transportation Officer informed the Council that one class for traffic violators has been held since the May meeting. A total of 17 airmen attended this class.

b. New Airmen's Barracks: The Installations Engineer representative stated the Corps of Engineers completed its work on the new airmen's barracks during the past month. The Office of Air Installations will finish this work when funds become available after 1 July.

c. Operation Impact: Major Govoni, Project Officer for Operation Impact, reported that lectures have been given to 2,981 military and civilian personnel of this base since the inauguration of this program.

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d. Ventilation System in Automotive Maintenance Shop: The problem of ventilation in this shop was taken up with the Headquarters TAC Industrial Hygienic and Ground Safety Sections. This shop will be placed on the agenda to be inspected by TAC Inspectors during their survey of this Wing 7 through 29 July. A report will be made to the Council after this survey.

e. Off-Base Offenses: Off-base accidents and offenses continue to show a decline. There were 14 moving traffic violations off-base during the month of May.

f. Hazards of Beaches: The hazards of becoming overheated, swimming alone, stepping on broken glass, etc., were re-emphasized and the Ground Safety Officer stated a letter had been disseminated to Group and Squadron Commanders stressing these points.

g. Commissary Windows: The Installations Engineer representative informed the Council that the existing windows in the Commissary could not be altered so that the bottom windows would remain closed while the upper portions were open. The danger of personnel running into the lower portion was discussed at the last Council meeting. It was not considered economically feasible to replace these windows inasmuch as they were installed very recently. Mr. Waits stated the sidewalks around the Commissary are in the process of being widened and he felt this would greatly alleviate the hazardous situation which now exists. A guard rail was recommended; however, the Council felt this would not improve the appearance of the Post Exchange Building. Colonel Brenckman will discuss this with Colonel Sams and make a report at the next meeting.

4. Ground Safety Statistics:

Military Disabling Injuries

	No.	Rate	Cost
May 1954	7	4.42	$ 2,760.00
Jan thru May 1954	44	5.66	53,290.00
Jan thru May 1953	46	6.25	80,844.00

USAF Motor Vehicle Accidents

	No.	Rate	Cost
May 1954	0	-	None
Jan thru May 1954	3	0.34	26.00
Jan thru May 1953	24	2.43	1,708.00

Civilian Disabling Injuries

May 1954	0	-	None
Jan thru May 1954	3	2.83	1,197.00
Jan thru May 1953	5	4.69	1,951.00

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5. New Business:

a. Removal of One-Way Street Signs: Major Best reported that Mr. Turner, Safety Engineer for the Langley Aeronautical Laboratory, had requested the removal of one-way street signs on the street adjacent to the Full-Scale Tunnel. He pointed out that by restricting parking on this street it is sufficiently wide for two-way traffic. Mr. Warren stated this was to have been done at the time the parking lot next to Theater 1 was completed. The Office of Installations Engineer was requested to have these signs removed immediately. The LAL will be informed that the Council approves the placing of "no parking" signs in this area.

b. Service Road in Rear of Building 118: It was suggested that the service road in the rear of Building 118 be made one-way with traffic to flow from Nealy Avenue to Dodd Boulevard. This request was submitted due to the congested condition on this road and the near accidents which have occurred as a result of vehicles failing to stop when proceeding West on this thoroughfare. The Council concurred and this project was assigned the Office of Air Installations.

It was further recommended that stop signs be placed at the exit of the parking lot rear of Hangar 537R. The Council did not concur, in that they felt vehicle operators should realize the necessity of coming to a complete stop before driving onto a main thoroughfare.

c. Routing of Re-Fueling Units: The Flying Safety Officer recommended that re-fueling units be routed along Nealy Avenue rather than via service road through the gate located adjacent to Hangar 537R, thence across railroad track located adjacent to Building T-97, and on through the Shellbank area. It was felt that the routing of this traffic along Nealy would eliminate several sharp turns and the crossing of railroad tracks. However, it was conceded that this would present a hazard to personnel residing on Nealy. A board was appointed consisting of representatives of the Ground Safety Office, Flying Safety Officer, Motor Transportation Officer, and Re-Fueling Officer to look into this problem and report at the next meeting of the Council.

d. Hazardous Condition at End of Runway 35-7: Captain Thomas, Flying Safety Officer, presented the problem of the hazardous condition existing at the end of runway 35-7. In view of past discussions the Council took no action. It was felt that future planning will alleviate this highly unsatisfactory and unsafe condition.

e. Congestion at Entrance to East Gate: The Motor Transportation Office reported that a train was held up 33 minutes recently at the main gate due to cars being parked so close to the tracks as to prevent the train from passing. It was pointed out that the Government has an easement of five feet on either side of these tracks. Major Best will contact the Hampton Police and request their assistance in tagging cars parked within this right-of-way and the Office of Air Installations will place "no parking" signs along this easement.

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6. There being no further business the meeting adjourned at 1110 hours.

RALPH F. WARREN
Ground Safety Director
(Recorder)

EMIL BRENCKMAN
Lt. Col., USAF
Acting Chairman

APPROVED:

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH AIR BASE GROUP
LANGLEY AIR FORCE BASE, VIRGINIA

ABS/PS 17 Jun 1954

SUBJECT: Reopening of Theater # 2

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base
Virginia

1. Request that Theater # 2 this installation, be reopened to accommodate personnel with the following summer encampments:

a. ROTC encampment from 21 June through 17 July with approximately 200 cadets.

b. CAP encampment from 31 July through 8 August with approximately 400 cadets.

c. CAP encampment from 14 August through 22 August with approximately 200 cadets.

2. This service is desired because of the proximity of Theater # 2 to the encampment area. It is felt that the parking facilities in the area of Theater # 1 are not sufficient to adequately handle this influx of personnel.

3. A nightly bed check at 2200 hours would eliminate the possibility of cadets attending the second evening performance at Theater # 1.

4. The schedule desired at Theater # 2 is one evening performance at 1930 hours, seven days per week.

FOR THE COMMANDER:

KENNETH R. REMLINGER
Captain USAF
Adjutant

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405th Air Base Group, Langley AFB, Va., Subj: Reopening of Theater #2

PM MIL (17 Jun 54) 1st Ind

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Virginia 21 Jun 1954

TO: Commander, Tactical Air Command, Langley AFB, Virginia

1. Approved.

2. Theater #2 (building T-625) is adjacent to the Encampment Area. The availability of this activity would eliminate a transportation and parking requirement.

3. The personnel attending the Summer Encampments are a valuable potential source of manpower for the USAF. This service provided at this time would create a more favorable impression of the attractiveness of the Air Force.

FOR THE COMMANDER:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

PS-SS 2nd

Hq Tactical Air Command, Langley Air Force Base, Virginia 29 Jun 1954

TO: Commander, 405th Fighter-Bomber Wing, Langley Air Force Base, Virginia

1. Returned without action.

2. The reopening of theater #2 predicated on the proximity of the theater to the encampment area and the lack of parking facilities adjacent to theater #1 is not justified.

a. Parking facilities enumerated below will accommodate the influx of cadet's transportation:

(1) Parking lots adjacent to the commissary and the base exchange cafeteria.

(2) Parking lots adjacent to and behind theater #1.

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(3) Dodd Boulevard parallel parking facilities opposite theater #1.

b. The nightly bed check at 2200 hours does not preclude attendance at the first evening performance at theater #1 scheduled at 1830 to 2030, nor does the evening cadet mess, 1700 to 1800 hours.

3. The AFFMPS regional representative has determined that an average attendance of 201 personnel per night is necessary to maintain the operational expenditures of theater #2, when utilizing a basic crew consisting of a cashier who serves also as the assistant manager, a ticket taker, two projectionists, a janitor, and a film shuttle messenger. (A full time crew, as used in theater #1, requires an average attendance of 301 per night.) Considering the number of personnel involved in each of the three encampments (reference paragraph 1, basic letter), average attendance of 201 personnel per night is improbable. Attendance during the two-week lapse between the first and second encampment and the one-week lapse between the second and third encampments would be dependent upon personnel billeted in the Shellbank area. Records indicate that in the past, Shellbank area personnel did not attend theater #2 in quantities sufficient to support operating costs.

4. Attendance figures for performances at theater #1 during the months of April, May and June 1954, indicate that adequate seating facilities are available for those cadets desiring to attend the first evening performance. Use of this theater will alleviate administrative and personnel difficulties which would be incurred in the reestablishment of performances at theater #2.

5. Utilization of theater #1, a considerably more improved and adequate motion picture facility than theater #2, during the encampments will tend to instill in the cadets a far more favorable impression of the attractiveness of the Air Force.

BY ORDER OF THE COMMANDER:

MELVIN H. IRVIN
Lt Col, USAF
Command Adjutant

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405th Air Base Group, Langley AFB, Va., Subj: Reopening of Theater #2

PM MIL (17 Jun 54) 3d Ind

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Va. 2 Jul 1954

TO: Commander, 405th Air Base Gp, Langley AFB, Virginia

Your attention is invited to preceding indorsement.

BY ORDER OF THE COMMANDER:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

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WING PERSONNEL

HISTORICAL DATA FOR PERIOD

1 - 30 JUNE 54

1. Manpower and Organization

a. Strength

The assigned strength of the 405th Fighter Bomber Wing as of 30 June 54 was 310 officers and 2563 airmen. Civilian strength administered to was 1432.

b. The 2d Liaison Squadron was inactivated 18 June. Personnel and equipment were phased into the Headquarters Section, 405th Air Base Group.

c. The manpower space requirements, which are to be incorporated with the FY 55-56 budget, were submitted to TAC during this period.

2. Airmens Section

a. Gains and Withdrawals

There were 56 airmen gains during this period. Fifty-one percent were in the 43 career field (Aircraft Maintenance personnel). There were 66 overseas withdrawals.

Forty-five airmen were separated for other than normal ETS. The increase over previous months is due to the new policy which authorizes noncommissioned officers who have completed four years on indefinite enlistment to resign for the purpose of reenlisting to fill their own vacancy. Discharges constitute administrative changes in airmen enlistment tours rather than a change in the strength of the Air Force.

Twenty-eight airmen reenlisted during the month of June.

b. Schools

A course of instruction was started during June to qualify airmen for an eighth grade level education. Fifty-four were enrolled in this class which will be graduated approximately 15 July 1954.

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Sixteen officers / ten airmen were detailed to schools in the following categories:

(1) Officers

1	Primary Basic Observer
1	Flight Safety Engineering
2	Loading Course #46250-5
1	Fighter Gunnery Instructor Course
2	Jet Instrument Pilot Course
1	Observer Training Course for Pilots
3	MTD RB 57 Maintenance School
1	USAFIT Basic Meteorology
1	Ground Electronics Fundamentals Course
1	Field Maintenance of Petroleum Storage Course
2	Jet Indoctrination Course 112104

(2) Airmen

2	Aeronautical Propeller Training
1	Physiological Training
6	AN/ARC-27 Special Training Course
1	AN/APW -11A and AN/APA-90 Special Training Course

Nine spaces for the Squadron Officer's Course were alloted to the best qualified officers in the Wing based upon previous combat returnee dates and those people whose age would disqualify them for subsequent classes.

c. Classification

Seventy-nine classification actions were processed through Wing during this period. Normal upgrade was in the 5 to 7 level AFSCs.

d. On-the-Job Training

A total of 67 airmen were trained from the 1 to 3 level; 181 from the 3 to 5 level; 81 from the 5 to 7 level. A total of 28 airmen were upgraded during the month of June.

3. Officers Section

a. The following key personnel were assigned during the month of June.

Colonel William S. Cowart, Jr, arrived to assume command of the 405th Fighter Bomber Group

Colonel James S. Fisackerly assumed command of the 4450th USAF Hospital during the month of June.

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b. Officers Reassigned Overseas:

No	AFSC	Designation
1	7024	Administrative Officer
1	6421	Supply Officer
1	47000	Medical Officer (General)
1	9326	Vehicle Maintenance Supervisor
1	7324	Personnel Officer

4. Awards

None

C. V. ROBINSON
Lt. Col., USAF
Wing Personnel Officer

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

M&O Mgt 9 Jun 1954

SUBJECT: Temporary Utilization of Civilian Spaces

TO: Commander
Tactical Air Command
Attn: Manpower Office
Langley Air Force Base
Virginia

1. Request this headquarters be granted authority to utilize on a temporary basis for 90 days 16 civilian spaces. The civilian spaces to be utilized are spaces not filled that were allocated to the TAC Base Level Accounting System Test Project. If the test project needs all or part of these spaces, prior to the termination of the 90-day period, the spaces will be made immediately available.

2. These spaces will be utilized within the 405th Air Installation Squadron to provide manpower to assist in the renovating of a large number of government quarters that are vacant because they are not in livable condition. This organization does not have the capability within its present authorization to provide the personnel needed to accomplish this additional workload.

FOR THE COMMANDER:

s/ Richard G. Coker
RICHARD G. COKER
CWO USAF
Asst Adjutant

MO 1st Ind

Hq, Tactical Air Command, Langley Air Force Base, Va. 10 Jun 1954

TO: Commander, 405th Fighter-Bomber Wing, Langley Air Force Base, Va.

Approved.

BY ORDER OF THE COMMANDER:

s/ James M. Stevens
JAMES M. STEVENS
Capt, USAF
Asst Command Adjutant

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Hq USAF, Subj: Fair Employment Practices with Respect to Civilian Employees

CP CIV (11 Dec 53) 2d Ind 8 Jan 1954

Headquarters, 405th Fighter Bomber Wing, Langley Air Force Base, Va.

TO: Commander, Tactical Air Command, Langley Air Force Base, Va.

1. A thorough review has been made of employment conditions at this base and it has been determined that no problems exist arising from segregation practices. Segregation has been eliminated in the use of lunch rooms, drinking fountains, rest rooms and transportation facilities.

2. Personnel technicians are constantly on the alert to correct any situation which might indicate discrimination against any employee or group of employees. Care is taken in the selection of employees and supervisors to insure no discrimination as to race, color, or creed.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

31 Mar 1954

The Director
Third U. S. Civil Service Region
U. S. Customhouse
Philadelphia 6, Pennsylvania

Dear Sir:

Reference is made to your letter of 18 March 1954, file R3:I:MKC, concerning the designation of Major Arthur J. Sullivan and Mr. Bernard T. Deem to the Security Hearing Board Roster for the Third U. S. Civil Service Region.

This is to certify that a full field investigation has been completed in each of these cases. Major Arthur J. Sullivan was granted Top Secret clearance 28 January 1953 and Mr. Bernard T. Deem was granted Top Secret clearance 25 July 1952. The appointment of the above-mentioned personnel is considered to be in the interests of national security.

Sincerely,

HERBERT T. PINKERTON
Captain, USAF
Adjutant

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

OT-TNG 19 April 1954

SUBJECT: Passive Defense Team Training

TO: Commanders, All Units, Langley Air Force Base, Virginia

1. The 405th Fighter Bomber Wing Passive Defense Officer has prepared a training program to qualify all area survey teams in their respective duties as specified in the Langley Air Force Base Passive Defense Plan.

2. Training of the area survey teams will be conducted by instructor personnel of the TAC Defense School under the direction of the Wing Passive Defense Officer.

3. Commanders of all units which are directed by the Langley Air Force Base Passive Defense Plan to have an area Survey Team will insure attendance of those teams for which he is responsible at the training periods as indicated in the attached schedule for team training.

BY ORDER OF THE COMMANDER:

RICHARD G. [illegible]
Capt, USAF
Asst Adjutant

1 Incl
Schedule of Area Survey
Team Training

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AREA SURVEY TEAM TRAINING SCHEDULE

1. Training on 25, 26 and 27 May 1954 at Building T-244 for the teams from the following units:

a. Report at 0730 for 0730 to 1130 period, 25 May 1954, for a general briefing:

(1) 405th Air Base Group
(2) 405th Food Service Sq
(3) 2220th Field Printing
(4) 1913th AACS
(5) 405th Ftr Bmr Gp
(6) 509th Ftr Bmr Sq
(7) 510th Ftr Bmr Sq
(8) 511th Ftr Bmr Sq
(9) 405th Supply Sq (2)
(10) 405th Mtr Veh Sq (2)
(11) Flt "C" 36th Comm Sq
(12) 2d Weather Gp
(13) 48th Ftr Intcp Sq
(14) 4400th Tac Bomb Sq
(15) 423d Bomb Sq
(16) 424th Bomb Sq
(17) 2d Tac Support Sq

b. Following teams report to T-244 at 1230 for 1230 to 1600 period, 25 May 1954, for a Field Problem:

(1) 405th Air Base Gp
(2) 405th Food Service Sq
(3) 2220th Field Printing Sq
(4) 1913th AACS

c. Following teams report to T-244 at 0800 for 0800 to 1130 period, 26 May 1954 for Field Problems:

(1) 405th Ftr Bmr Gp
(2) 509th Ftr Bmr Sq
(3) 510th Ftr Bmr Sq
(4) 511th Ftr Bmr Sq

d. Following teams report to T-244 at 1230 for 1230 to 1600 period, 26 May 1954 for a Field Problem:

(1) 405th Supply Sq
(2) 405th Mtr Veh Sq

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e. Following teams report to T-244 at 0800 for 0800 to 1600 period, 27 May 1954 for a Field Problem:

(1) Flt "C" 36th Comm Sq
(2) 2d Weather Gp
(3) 48th Ftr Intcp Sq
(4) 2d Tac Support Sq

f. Following teams report to T-244 at 1230 for 1230 to 1600 period, 27 May 1954, for a Field Problem:

(1) 4400th Tac Bomb Sq
(2) 423d Bomb Sq
(3) 424th Bomb Sq

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

OT-TNG

13 May 1954

SUBJECT: Passive Defense Training

TO: Commanders, All Assigned and Attached Units, Langley Air Force Base, Virginia

1. A recent inspection of various units by the air inspector has indicated a number of individuals do not know their individual responsibilities in the event of a chemical, biological or atomic attack. Some of the individuals are members of passive defense teams and have specific duties to perform, however, most of the personnel at this base are required only to protect themselves with facilities which are available.

2. Individual protection in the event of an attack is of the utmost importance. The action to be taken for protection does not entail elaborate plans, merely a knowledge of what must be done. Attached is a short lecture in written form which outlines the action an individual should take in the event of an atomic, biological or chemical attack. While the lecture is very brief and propounds only basic fundamentals of survival, if each individual understands these fundamentals and realizes the importance of acting accordingly, he will have a greatly improved chance of surviving an attack.

3. The attached lecture will be disseminated to all personnel at one of the organization passive defense periods conducted in May or June, 1954.

BY ORDER OF THE CO. WING:

1 Incl
Individual Def
against ABC attack

RICHARD G. COKER
CWO, USAF
Asst Adjutent

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INDIVIDUAL DEFENSE AGAINST ATOMIC, BIOLOGICAL AND CHEMICAL ATTACK

1. Individual Protection against Chemical Warfare.

Defense against chemical attack begins with individual defensive measures.

Since chemical attacks are directed against personnel only, in case of an attack with chemical agents the most important thing is to protect the personnel, because without them all other defensive measures are useless.

It is the duty of every individual to know his own responsibilities in case of a chemical attack. Each airman should be familiar with the indications of the presence of chemical agents and realize what these chemical agents can do to him. He should also know how to use his gas protective equipment to avoid or lessen any possible injury. This personal equipment should be maintained in good condition at all times. He should know what steps to take in caring for any injuries he may possibly receive from chemicals. Following the care of the injuries he should also know how to decontaminate himself and his equipment. Last, but far from least, he should know how to deal with incendiaries.

There are three broad groups of chemical agents - war gases, screening smokes, and incendiaries. These may appear as gases, liquids or solids. Of these agents the war gases are the most important as far as individual protection is concerned. War gases were designed and developed for the express purpose of killing or causing injury to personnel. The average airman need not know each war gas and all the pertinent information concerning it, however, he should know the general groups of gases and how to recognize them. Generally, these war gases are not visible in the vapor form. Pure gases have no odor and are detected by sight or by bodily irritations. If seen at all they would appear only as a fog or mist. In liquid or solid form some can be recognized but this is rare in most cases. Blister gas may sometimes appear as an oily brown liquid soon after it is released.

The best method of recognizing war gases, with the exception of nerve gases, is by smell or odor. All of the gases, with the exception of the nerve poisons, have highly recognizable odors. The nerve poisons are colorless and have little, if any, recognizable odor by which they may be identified. There may be a faint odor of bitter almonds or of ars nic associated with nerve gases, however, inhalation of sufficient gas to determine the specific odor would probably result in severe contamination. The blister gases smell like garlic, horse radish, or fish. The choking gases have the odor of freshly cut hay, green corn or flypaper. Vomiting gases are difficult to recognize as such because they smell like burning fireworks

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or gunpowder. Tear gas smells like apple blossoms but is readily recognized by irritation to the eyes rather than by odor. In most cases, if an odor is present that cannot be attributed to local causes and is accompanied by irritation of the eyes, skin or respiratory tract, take protective measures. There is a strong possibility it may be a war gas.

Individual recognization of incendiaries and screening smokes is by sight. Dense smoke and fire would indicate incendiaries. Smoke is generally not dangerous to the individual but it could be used in conjunction with gas; therefore, when in doubt wear your gas mask.

Incendiaries are dangerous because you could receive serious burns, be suffocated or asphixiated. A gas mask would halp is most cases. The protective measures employed by individuals against all three groups of agents are generally the same with poison gas requiring more complete protection than do smokes and incendiaries.

The very first thing to be done upon suspicion of the presence of a war gas, smoke, or incendiary agent is to obtain and put on your gas mask. This mask will give you complete protection against all known chemical warfare agents in vapor forms. Heavy concentration of liquid, blister and nerve gases can penetrate the skin and cause injury or death in that manner. The gas mask is of no value in such cases and you must depend on clothing for protection. In case of attack put on protective clothing if it is available. If none is available, improvise by buttoning the collars and cuffs of your clothing tightly, stuff trouser legs inside your socks and shoes and secure all other clothing openings to minimize the possibility of body contact with poison gases. Head gear and gloves also should be worn if possible.

Inside every man's gas mask carrier should be a container of M-5 protective ointment and an atropine sulphate syrette plus a tube of BAL ointment.

M-5 ointment may be smeared on all exposed areas of the skin to protect against gas contamination before attack and it may also be used after attack for decontamination of the skin. Since the eyes are the most easily and most severely attacked part of the body, the tube of BAL ointment is included for eye decontamination. M-5 ointment must never be used in the eyes because it would seriously injure them. Complete directions as to the use of the M-5 and the BAL are on the container. If there are any suspicions of nerve gas poisoning the atropine injection should be taken. It will do no harm if there is no poisoning. Be thoroughly familiar with the uses of the two types of ointment and the atropine sulphate.

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In any gas attack the highest areas in elevation will be the safest, since war gases will generally hug the lower areas. Also, go to a gas proof shelter if you know the location of one. Most gases will not persist in an area for over one-half hour with the exception of the blister gases. These are considered persistent and may be effective for several days. Therefore, only temporary protection is needed in most cases.

After exposures to attack you may decontaminate yourself by using the M-5 ointment kit and also by disposing of any of your clothing which may be contaminated. A good hot shower and soap will do an excellent job of ridding your skin of contamination. In dealing with incendiaries common sense practices of fire fighting should be used. Bury the incendiary with sand or any similar available material if at all possible. Use fire extinguishers if available. Try to control the fire and keep it from spreading. Treat burns according to first aid handbook.

In all cases of chemical attack remember you are responsible to yourself, your buddies, your organization and the Air Force to know how to protect yourself and carry out your mission effectively.

2. Protective Measures Against Atomic and Other Radiological Weapons.

For the last several years, the military and civil population of your great nation have been living within the shadow of the atom. The smallest thing in the world has managed to throw its weight around sufficiently enough to have attracted almost everybody's attention. With this invisible, minute king, scientists and physicists are able to produce tremendous power-- power which can be harnessed for serving humanity, and which can also be unleashed to help destroy humanity.

At present, the emphasis seems to be on destroying humanity, with the production of atomic bombs, thermonuclear bombs, atomic cannons and missiles, etc. The United States is not the only nation possessing such weapons. At least two others, England and Russia, possessthe know how of producing atomic energy and they have both demonstrated the use of it through atomic weapons. As long as present world conditions remain as tense as they are, we here in America must live with the threat of an enemy invasion being possible. An enemy attack on our homeland, especially one by long range high altitude bombers, would only be partially thwarted. And those bombers which were able to reach their targets would, in all probability, be carrying atomic bombs of one type or other. The shipyard in Newport News is considered a major strategic target. The effects of an atomic attack on Newport News would extend to Langley Air Force Base and endanger the lives of the personnel living and working on the base.

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We here at Langley Air Force Base, the whole national population in fact, must have an understanding of atomic weapons, their characteristics and effects, and the protective measures which we can offer. This article is designed to outline the protective measures an individual could adopt in event of an attack (atomic). With adequate advance warning, all base personnel would be alerted and they would seek protection in designated air raid shelters. Existing buildings on this base will be used for air raid shelters and are properly designated. But what should we do if there is no advance warning, no designated air shelter available?

Atomic weapons produce injuries to personnel through three media-- Blast, Heat and Radiation. Blast and heat from an atomic explosion last for only a few seconds; the other form of injury is caused by lingering radioactive contamination. This second form is the medium through which 23 Japanese fishermen were injured following a recent H-bomb test in the Pacific. This type of radiation can be prevalent for days or even months. Shielding and distance are the only forms of protection against both forms of atomic explosion effects. It stands to reason that the further you are away from an explosion the more you are protected from its effects. What type of shielding will offer protection against so destructive a weapon as the atomic bomb? Good, solid, permanent buildings (steel-frame and reinforced concrete), brick and concrete walls, subway tunnels, underground drainage, ditches, etc., offer good protection. During the second World War, the people of London, England survived months of bombings by the Nazis by seeking such protection as this. We, too, can survive an atomic attack by using shelter essentially the same as was used in England.

Another form of protective shielding is the clothing we wear. Light colored clothing will offer good protection against the heat from an atomic explosion. And it will keep radioactive dust particles from clinging to your skin and perhaps producing injury. Special protective clothing has been designed for use in protecting the entire body from radioactive contamination. Such clothing would have been invaluable to those 23 Japanese fishermen exposed to radioactive coral ash in March 1954. Still another form of protective shielding is the gas mask, which offers protection by Shielding our lungs from radioactive particles. The gas mask filters the air we breathe following an atomic explosion.

Imagine that even while your are reading this an oscillating siren blares forth over the base for a period of three minutes-- a Red Alert, an imminent attack. What should your so? Seek Shelter! If the building you're in is of good, solid construction move down to the lowest floor and keep against the wall. Remember that upper floors in a multiple story building are poor places for shelter in a bombing attack. If there are any windows in the room you're in, close them and cover them by pulling the shade or curtains. Stay away from the windows. Flying glass always accounts for many

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injuries in any bombing attack. If possible, avoid taking shelter in wood frame buildings or any flimsy building. They offer poor protection from the blast of an atomic explosion. Your major danger from an atomic explosion is having the shelter you are in collapsing about you. Avoid being under supporting columns in a building.

What if you are in an open area outside with no shelters available? Throw yourself on the ground, face down. Pull as much clothing around the exposed portions of your body as possible. Fold your arms over your head and keep your face down. If there is a ditch or culvert nearby drop down in it. If you are a reasonable distance from an explosion, you will survive with such simple precautions.

The damage produced by an atomic blast is almost completely accomplished within a few seconds. If you survive the first minute of and following an explosion, you will be okay. The only hazard remaining would be fires and lingering radioactive contamination. Keep away from the fires. A gas mask and clothing completely covering your body will protect you from lingering radiation. If the explosion occurs high above ground (the most useful means of employment), lingering radiation will be light.

Regardless of where you are or what you are doing, when you are warned of an enemy attack, seek shelter-- the best available within a few seconds. Listed below are the steps you should follow:

1. Seek shelter.

2. Inside: Close and cover windows.
   Outside: Cover body with clothing.

3. Inside: Stay close to wall of basement floor.
   Outside: Lie flat on your stomach-- stay down.

4. Inside: Remain in shelter until "All Clear" sounds.
   Outside: After the explosion remain down until "All Clear" sounds.

Following an atomic attack, your unit monitoring and decontaminating teams will have to check you to determine if any radioactive particles are clinging to your body and clothing. Report to your unit after an "All Clear" sounds so that these teams can determine whether you have been contaminated.

You should realize by now that the protective actions you should adopt in event of an atomic attack are essentially the same as those you would use for conventional weapons. And most of the protection is a matter of using common sense. Your chances of surviving an atomic blast depend mostly upon you; the more you know about atomic weapons and of the protection required, the better your chances. Atomic weapons are not the ultimate weapons and no atomic bomb will be developed that can destroy the world.

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A great deal of the material you might read in newspapers and magazine articles concerning atomic weapons is simply speculation. Be sure that what you believe is the truth. An truth is: "If you use your head and follow these simple precautions of protection, you will increase your chances of surviving an atomic attack!"

3. Individual Protective Measures against Biological Attack.

Individual protection against biological agents is one of the most difficult of all tasks to accomplish. It derives its importance partially from this fact and partially from the nature of micro-organisms or biological agents.

In conventional warfare, if a bullet, shell fragment or other missile enters the body, all that is essentially necessary to effect a cure is to remove the object. But in the case of biological warfare the agents used are micro-organisms instead of shell fragments. Micro-organisms have primarily the same construction and life features as the cells of the human body.

There exists, therefore, a close affinity between biological warfare agents and the human being. This affinity not only makes detection and treatment difficult but also makes protection, always a serious matter, doubly serious. Medical protection, of course, is under the direct supervision of the medics. It should go without saying that if a biological attack occurs no one will administer any type of medical treatment either to themselves or to others unless it has been first approved by proper medical authorities or is administered under their direct supervision.

However, there are several other factors that can be accomplished by the individual in the way of personal protection against biological agents.

Of chief consideration is personal health. Keeping physically fit, eating proper foods, maintaining proper food balance and observing all other factors necessary to proper physical well being, will all contribute in a great degree toward helping to ward off possible infection of biological agents.

Now it may happen, of course, that no matter what precautions are taken in regard to physical health, an infection could be effected. Nevertheless, if the individual is in good health the infection will, in all likelihood, be much less severe and the chances of surviving are much greater.

Another chief factor to consider is the use of the gas mask. While the gas mask is designed primarily as protection against chemical agents, it will also afford excellent protection against biological agents. Biological agents are generally found adhering to dust particles or in small droplets of liquid suspension. The

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gas mask and hood will offer complete protection against biological contamination of this type. In the case of chemical warfare gases, the gas mask may be removed after a relatively short period of time under normal conditions. However, due to the nature of micro-organisms it may be that the gas mask will have to be worn for several days and nights. Consequently, for maximum protection, once the gas mask has been put on, it should not be removed unless it is so ordered by proper medical authorities.

Another factor to be considered under the general heading, is the matter of cleanliness. Micro-organisms grow best in unclean areas and under unsanitary conditions. Bodily cleanliness, as well as sanitary living conditions, are also important factors in the growth, effectiveness and multiplication of micro-organisms and as far as the individual is concerned, serious consideration should be given to see that all areas under the jurisdiction of the individual be kept as clean as possible.

Any shelter so constructed as to be adequate against chemical warfare agents will also give protection against biological agents. If at all possible an individual should seek protection in such a shelter and remain there until an "All Clear" is sounded.

When such a signal has been sounded it is then that the utmost caution must be exerted. No special clothing is absolutely required. It may be a definite advantage if it is available but if it is not, then all openings such as collars, cuffs and trouser legs of the clothing the individual is wearing should be secured so that micro-organisms in the air cannot gain access to the skin. Gloves, hat and gas mask should be worn.

If the individual is engaged in any work after an attack, caution should be exercised so that he does not scratch or cut himself, thereby allowing micro-organisms to gain entrance into the blood stream.

While the protection of food and water supplies is an organizational responsibility under the direction of the medical authorities the individual would do well to make sure, as a matter of personal concern, that what he eats and drinks has been checked and cleared by the medical authorities.

If the individual will observe these precautions and follow the recommended safeguards, he will be able to afford himself the utmost protection in the event of a biological attack.

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

22 March 1954

OT-OBS

SUBJECT: Air Traffic Control Plan

TO: Commander
Tactical Air Command
Langley AFB, Virginia

1. The inclosed Air Traffic Control Plan is submitted as a proposed solution to the traffic problem at this base.

2. As previously stated, the existing air traffic control situation is such that the missions assigned to this base cannot be accomplished. Plans proposed by Civil Aeronautics Administration to improve the situation are inadequate and unrealistic. Efforts by this organization to coordinate an acceptable plan with CAA and other airspace users have been fruitless.

3. The basic element of the proposed plan is that of reserved airspace. This airspace is necessary to provide sufficient space to perform penetrations and climbout and conduct the necessary tactical IFR flying. This plan does not encompass the rerouting of traffic around this reserved airspace. The control and routing of air traffic is a statutory responsibility of CAA, however, the efforts of this base will be generously offered in solving this resultant problem.

4. This plan is feasible within the resources of this command. Programmed equipment will provide desirable refinements to the overall plan. A coordinated plan with the local AC&W facility will supplement all radar procedures.

5. Local opposition to the reservation of airspace precluded coordination at this level. Request that a concentrated effort be made to secure the operational space necessary for the successful accomplishment of the assigned missions.

CHARLES D. JONES
Brig Gen., USAF
Commander

1 Incl
Air Traffic Control Plan

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PROPOSED 19 March 1954

CONTROL OF AIR TRAFFIC IN THE LANGLEY AIR FORCE BASE AREA

Section I - General

1. PURPOSE. The purpose of this proposal is to recommend the establishment of procedures for the control of air traffic in the Langley Air Force Base, Virginia area. This proposal is designed to form the basis for:

a. Requests for action by the Regional Airspace Subcommittee, in accordance with AF Regulation 55-103, which should be forwarded ninety days prior to the anticipated operational date.

b. Appropriate letters of agreement or operations letters between CAA and the Air Force base concerned, which should be accomplished approximately forty-five days prior to the anticipated commissioning date.

c. Action to establish approved approach control procedures in accordance with AF Regulation 55-24.

d. Local operating procedures for the facilities concerned, normally prepared by the local AACS commander within thirty days following commissioning of each facility in accordance with AACS Regulation 101-27.

2. GENERAL: Radar Approach Control service will be provided by 1913th AACS Squadron, Langley AFB, Virginia, in accordance with procedures outlined in ANC, "Procedures for the Control of Air Traffic", Langley Approach Control Local Operating Procedures, ANC Criteria

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for Standard Instrument Approach Procedures, AACS Manual 100-1, "Radar Air Traffic Control", and appropriate letters of agreement and/or operations letters between Washington ARTC, Norfolk Terminal Control and Langley AFB, Virginia.

3. CONTROL AGENCIES AND JURISDICTION:

a. Washington ARTC and Norfolk Terminal Control shall exercise control jurisdiction over all aircraft other than those released to Langley Approach Control. Transfer of control will be effected in accordance with paragraph 4.02, ANC-PCAT.

b. Langley Approach Control shall exercise jurisdiction over all aircraft within the Control Area as proposed in Attachment #1. Langley Approach Control shall exercise control jurisdiction until approaching aircraft has landed or reported VFR at which time control shall be assumed by the appropriate Control Tower. (Langley or Patrick Henry.)

c. Aircraft engaged in Air Defense missions and/or utilizing Air Defense Command radar installations shall be controlled in accordance with CAA Region/Air Division Operations and Langley Approach Control Agreements.

d. The Langley Air Force Base Commander assumes responsibility for the deviation from the standard separations prescribed in ANC-PCAT or CAA Radar Procedures for Airport Traffic Control with respect to radar control of traffic operating under the jurisdiction of Langley Air Force Base. Not less than three (3) miles lateral separation will be provided.

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4. RADIO AND RADAR NAVIGATIONAL AIDS FACILITIES:

a. Langley LF Radio Range (SHMRA2). (Existing)

b. Dendron MHW type Non-Directional Radio Beacon. (Existing)

c. AN/CPN-18 type Radar Search Equipment. (Existing)

d. AN/FPN-16 type Radar Precision Equipment. (Existing)

e. Radar Approach Control Center (RAPCC). (Being installed)

f. Langley AFB ILAS including compass locator at outer marker. (Being installed)

g. Patrick Henry Airport ILS including compass locator at outer marker. (Being installed)

h. Additional Facilities:

(1) Fan marker and compass locator to be located on the north course of the Langley Range seven miles from the range station. (Recommended)

5. AIRSPACE:

a. Control Zone. Airport Control Zone at Langley AFB includes Patrick Henry Airport, is shown on Attachment #2 and described in paragraph 5c(3).

b. Approach Control Area. Langley Approach Control Area for Langley AFB as depicted on Attachment #1 and described in paragraph 5c(1).

c. Airspace Subcommittee approval will be required for the following items:

(1) Airspace Restricted Area for Langley AFB as depicted on Attachment #1 and described as follows: That area bounded by a line beginning at a point, latitude

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36° 58' 30" logitude 76° 22' 00"; extending thence to a point, latitude 36° 58' 30" longitude 77° 00' 00"; thence north to a point, latitude 37° 40' 00" longitude 77° 00' 00"; thence northeast to a point, latitude 37° 45' 00" longitude 76° 57' 00"; thence east to a point, latitude 37° 45' 00" longitude 76° 08' 00"; thence south to a point latitude 36° 58' 30"; longitude 76° 08' 00"; thence westward around the periphery of Norfolk Navy Control Zone to the beginning point, latitude 36° 58' 30" longitude 76° 22' 00".

(2) Installation of a fan marker and compass locator on the north course of Langley Range.

(3) Enlarge Langley AFB Control Zone to include that area bounded by a line beginning at a point, latitude 36° 58' 30" longitude 76° 22' 00"; thence west to a point, latitude 36° 58' 30" longitude 76° 45' 00"; thence north to a point, latitude 37° 12' 00" longitude 76° 45' 00"; thence east to a point, latitude 37° 12' 00" longitude 76° 22' 35"; thence southward to a point, latitude 37° 06' 00" longitude 76° 22' 00"; thence east to a point, latitude 37° 06' 00" longitude 76° 16' 00"; thence south to a point, latitude 37° 00' 30" longitude 76° 16' 00"; thence westward around the periphery of Norfolk Navy Control Zone to the beginning point, latitude 36° 58' 30" longitude 76° 22' 00".

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Section II

Flight and Air Traffic Control Procedures

1. GENERAL: Under unusual or emergency conditions, the approach and/or flight patterns described herein may be deviated from by coordination between aircraft and the Senior Controller, Langley Approach Control provided obstruction clearance is maintained in accordance with ANC - Criteria for Standard Instrument Approach Procedures.

2. HOLDING PATTERNS:

a. Primary Holding Patterns for aircraft awaiting an approach clearance to Langley AFB will be:

(1) Conventional aircraft - North course of the Langley Range between the proposed fan marker and a point two minutes north, 2500 feet and above, standard pattern.

(2) Jet aircraft - Track 270° inbound between the ILAS outer marker compass locator and a point two minutes east, 20,000 ft and above standard pattern.

3. APPROACH PROCEDURES:

a. General. The instrument runway at Langley Air Force Base will be runway 7. This runway is 8000 feet long, 150 feet wide, elevation 10 feet MSL. The instrument runway at Patrick Henry will be runway 6. This runway is 5000 feet long, 100 feet wide, elevation 41 feet MSL.

b. Primary Fixes	Altitudes	Release Points
Sharps Intersection	2,500 *	Sharps Intersection
Cape Charles Intersection	2,500 *	Cape Charles Intersection

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Navy Norfolk Range	2,500 *	Navy Norfolk Range
Hampton Roads Intersection	2,500 *	Hampton Roads Intersection
Richmond Radio Range	2,500 *	Richmond Radio Range

*Note: Indicates minimum altitude for propeller driven aircraft. Jet aircraft will be released at minimum altitude of 20,000 feet.

c. Radar Approach. After radar contact has been established with aircraft released to Langley Approach Control, the aircraft will be vectored to final approach gate by search radar to destination airport. Precision radar will complete the final approach at Langley AFB. PPI assist or radar monitored ILS approach can be made to Patrick Henry Airport. In case of aircraft holding at the recommended fan marker, aircraft will be cleared from the holding pattern to descent to 1500 feet and vectored to final approach gate. Normal radar pattern is shown on Attachment #3.

d. Standard Range Approach. Aircraft will make a standard instrument approach on the Langley Range in accordance with the published Instrument Chart (Range) in the USAF Pilot's Handbook. (East)

e. Radar Multiple Approach Control (MAC) Procedures.

(1) Definition: Control of two or more aircraft simultaneously on the final approach by an equal number of final controllers utilizing precision approach radar, each controller having an independent channel of communication. Part I paragraph 5d(3), AACS Manual 100-1.

(2) Patterns: Patterns are shown in Attachment #3.

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(3) Separation: Not less than three (3) miles lateral separation will be maintained in the pattern when standard vertical separation is not provided; not less than 500 feet vertical separation will be maintained when a possibility exists that a conflict could occur in the event of radar or radio failure.

4. MISSED APPROACHES:

a. Langley AFB, Virginia:

(1) Primary missed approach procedure will be: Make left turn from final approach heading to a heading of 360° climbing to an altitude of 1500 feet, proceed to the proposed compass locator (fan marker) and enter standard holding pattern.

(2) Alternate missed approach procedure will provide at least 45° lateral separation and will be: Climb on final approach heading to an altitude of 1500 feet and intercept the north course of the Navy Norfolk Range, perform procedure turn to the right and enter non-standard two minute holding pattern (turns left) along north course of Navy Norfolk Range between Buckroe Beach Intersection and a point two (2) minutes north.

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b. Patrick Henry Airport:

(1) Climb on final approach heading to an altitude of 1500 feet and intercept the north course of the Langley Radio Range, perform procedure turn to the left and enter standard holding pattern.

c. When simultaneous approaches to both airports are in progress, aircraft destined for Langley AFB will utilize alternate missed approach procedure.

d. When ceiling is less than published minimums, aircraft will be radar identified during the jet penetration procedure and vectored into radar pattern for GCA approach to instrument runway 7 (see attachment #2).

e. Formation Approaches: Fighter aircraft in elements of two may be controlled as one aircraft.

f. Lost wingman procedure will be devised and published locally.

7. MISSED APPROACH PROCEDURES: Missed approaches will be executed in accordance with instructions contained in the appropriate approach chart or as directed by Approach Control. Alternate missed approach will provide lateral separation until vertical separation is established. When traffic conditions permit, aircraft missing radar approach may be directed by radar for a subsequent approach.

8. EMERGENCY PROCEDURES:

a. Communications Failure. If two way communications between an aircraft and ground fail:

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(1) Prior to pilot receiving an approach clearance, control will be effected in accordance with paragraph 2.1602 thru 2.160202, ANC "Procedures for the Control of Air Traffic."

(2) After a pilot has been cleared for and has commenced a radar approach, he will have been instructed of the missed approach procedure and lost communications procedure.

b. Radar Failure.

(1) Complete Radar Failure. In the event of complete radar failure, aircraft will be provided lateral separation until vertical separation is provided and conventional approach control procedures will be implemented.

(2) Precision Radar Failure. In the event of precision radar failure, the aircraft on final approach may continue the approach utilizing PPI assist or execute missed approach procedure.

(3) Surveillance Radar Failure. In the event of surveillance radar failure, the aircraft on final approach under previsision radar may continue a normal approach. Aircraft on final not under precision radar may execute standard instrument approach or ILS approach providing standard

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separation is maintained. If standard separation does not exist, the number one aircraft may continue or execute missed approach procedure; the second and succeeding aircraft will be separated and returned to the holding stack.

e. Emergency Altitude. The emergency altitude at Langley Air Force Base which clears all obstructions within a 100 nautical mile radius by 1000 feet is 2200 feet MSL.

9. DEPARTURE PROCEDURES: IFR departures may be monitored by radar when requested by the pilot or when the senior controller desires. Designation of predetermined departure routes will be established within thirty days after operation commences. For proposed routes see Attachment 3.

10. Intercommunication lines between Langley Tower, Radar Approach Control, Norfolk Terminal Control, Richmond, Washington ARTC, and ADC Radar will be necessary to expedite the transfer of control. (Reference AFR 102-7).

11. COMMUNICATIONS: Ground communications will be established to control aircraft with standard USAF frequencies (eight channel VHF and twenty channel UHF).

a. Control Tower:

Channel VHF	Channel UHF
B - 126.18 mcs	1 - 236.60 MCS
C - 137.88 mcs (Secondary)	2 - 275.80 mcs
D - 121.50 mcs	14 - 305.40 mcs
	Guard - 243.00 mcs

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b. Radar Approach Control Center:

Channel VHF	Channel UHF
C - 137.88 mcs (Primary)	15 - 363.80 mcs
F - 143.82 mcs (Tactical)	17 - 335.80 mcs
G - 136.80 mcs	18 - 289.40 mcs
H - 134.10 mcs	19 - mcs (Tactical)

12. Controllers are now and will be CAA certified to control civil traffic at Patrick Henry Airport.

3 Attachments
1. Restricted Area
2. Holding and Penetration
3. Radar Patterns

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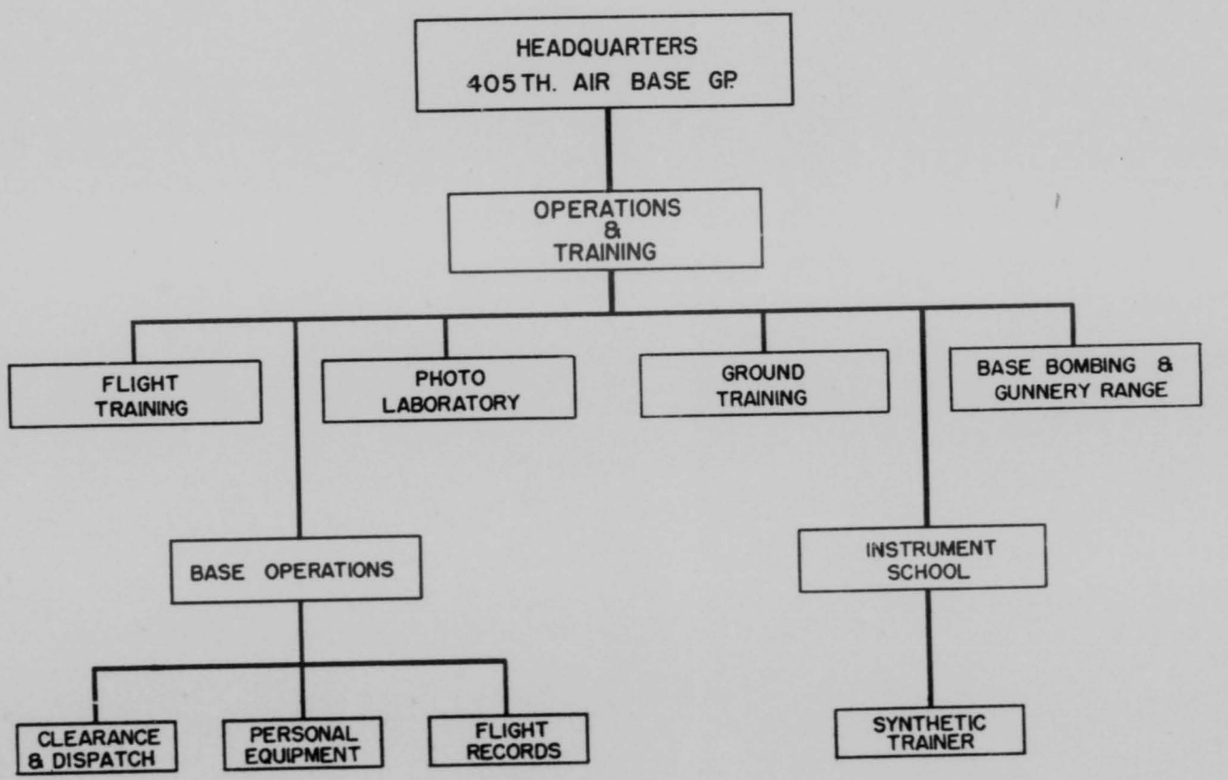
OPERATIONS & TRAINING
405TH. AIR BASE GP.
FUNCTIONAL CHART
1 JAN. '54



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In Reply
Refer To

HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base
Virginia

OFFICE OF THE CHIEF OF STAFF

16 June 1954

SUBJECT: Message Center Requirements at Langley Air Force Base, Virginia in Support of USAF Disaster Plan

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

1. The Headquarters USAF Disaster Plan places the responsibility on Headquarters Tactical Air Command to make immediate provisions for a Communications Center with sufficient capability to support alternate Headquarters USAF upon implementation of this plan. The Communications annex of this plan specifies in detail the amount of circuity required. The equipment and space required has been worked out and is shown in the attached study. Some 10,000 square feet of floor space will be required for this Communications Center. The Communications Center will not be established in operational status, but rather the space will be allocated, the necessary wiring will be installed, and the equipment will be stored sufficiently close so that it can be quickly moved into place and plugged in within one hour's time specified by the Headquarters USAF Plan.

2. To construct a new building or to add to any existing structure would require an expenditure of some $250,000.00 estimated; and, in addition, would require considerable delay in time. It has been decided that the most suitable and feasible location for this Communications Center is the Center Wing, ground floor; certain portions of the front, ground floor; and the Center Wing basement of Austin Hall ~~(see Tab C of Inclosure)~~. The necessary modifications to the building will cost approximately $5,000.00. This figure includes an air conditioning unit for the basement storage considered vital to the protection of approximately $300,000.00 worth of equipment.

3. The 29th Communications Squadron has been assigned the responsibility of working out the detailed plans for power, both commercial and stand-by; cabling; crypto security; and air conditioning for the basement. It is requested that action be taken to effect the necessary changes to

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Austin Hall to implement this plan. The functions which Austin Hall presently serve, that is BOQ and office space, need not be changed until such time as the USAF Disaster Plan is implemented. As soon as the necessary end items of equipment can be procured, it is proposed to store them in the presently unoccupied basement of the Center Wing of Austin Hall in readiness for quick installation upon implementation of the plan.

4. It is suggested that your headquarters call a meeting at your earliest convenience for the purpose of finalizing the details of the above cited modifications to Austin Hall. Staff members from the Deputy Chief of Staff, Communications and Deputy Chief of Staff, Materiel, Headquarters Tactical Air Command, and the 29th Communications Squadron are available to attend such a meeting.

BY ORDER OF THE COMMANDER:

s/E. K. Warburton
t/E. K. WARBURTON
Brigadier General, USAF
Chief of Staff

1 Incl
D/F, Subj: Msg Center Reqmts at LAFB in Support of USAF Disaster Plan [redacted]

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.

SUBJECT Message Center Requirements at Langley Air Force Base In Support of USAF Disaster Plan

TO Plans
CS

FROM COM

DATE 17 May 54

COMMENT NO. 1

1. In support of the Alternate Interim Headquarters Plan (AIHP) responsibility has been placed upon Headquarters TAC to assume command of the United States Air Forces should an attack on the Washington area render the present Headquarters inoperative. To provide the necessary message center facilities for this plan, approximately 10,000 square feet of space is needed.

2. A survey of the base has been made by this office and it was determined that the basement, center wing first floor, and fron first floor of Austin Hall is the most suitable location for this message center. See TABS A, B, and C for criteria and details. The basement is presently vacant and it is believed that the office space and BOQ space on the first floor could quickly and easily be evacuated at such time as this plan is implemented. With the exception of installing the necessary power and communications cables to preplanned outlets in the walls, the present activities of this space could continue uninterrupted. The equipment would be stored in the presently vacant basement and upon implementation of the plan could be quickly placed into position and plugged in to the appropriate outlets and be in operation within the one-hour's specified time.

3. Should the USAF Disaster Plan be implemented at the present time, the only communications facilities would be the extremely limited capabilities of the present communications center which, of course, would impose a crippling handicap on the function of the alternate interim Headquarters Communications-wise. For this reason, it is requested that this recommendation for the use of Austin Hall receive favorable consideration.

s/Gordon D. Estabrook
t/Major ESTABROOK
Ext 22127

s/Frost
t/Colonel FROST
Ext 22210

s/Joseph V. Ulrich
t/Colonel ULRICH
Ext 22227

3 Incls
~~1. Tab A - Equip Reqts~~
~~2. Tab B - Criteria for Selection~~
~~3. Tab C - Floor Plan Layouts~~

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DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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Meeting was called on 6 July 1954 in Wing Conference Room. The following representatives were present:

Col Ulrich, Hq TAC
Maj Estabrook, Hq TAC
Maj Bruce, 29th Communications Sq
Lt Col Hendry, Hq 405th Ftr Bmr Wing - O&T
Lt Col Flygare, Hq 405th Ftr Bmr Wing - DM
Lt Cook, Hq 405th Ftr Bmr Wing - O&T
Capt John, 405th Instl Sq - BIE
Lt Redford, 405th Air Base Group - Billeting

It was agreed that the project as planned for the basement of Austin Hall was the most desirable from an operational standpoint. Also, costs would not be excessive if a new building was built. The 405th Ftr Bmr Wing agreed that the use of the building as planned was agreeable. Col Ulrich then stated that Hq TAC would pick up the project and make up plans to modify the building as necessary.

TAC Installations has taken over project for Col Ulrich. Checked with Col Ulrich on 14 July and no action is required by 405th Wing at this time. Col Ulrich will keep me informed.

s/Gordon R. Flygare
t/GORDON R. FLYGARE
Lt Col, USAF
Wing Materiel Officer

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OFFICE OF RESEARCH AND LIAISON
USAF AERONAUTICAL CHART AND INFORMATION CENTER
WASHINGTON 25, D. C.

In reply refer to
ACRIC

SUBJECT: (Unclassified) Designation of Langley AFB as Special Foreign Clearing Base

TO: Commander
Langley Air Force Base
Virginia

1. In accordance with a directive from Headquarters USAF, Langley Air Force Base has been designated as a Special Foreign Clearing Base, in connection with AMC OPS Plan 4-53, as required by the Tactical Air Command.

2. Since a number of copies of USAF Foreign Clearance Information Guide are available at Langley Air Force Base, no additional copy is being assigned for purposes of this foreign clearing function. If, however, additional copies are necessary, request should be submitted to USAF Aeronautical Chart and Information Center, ATTN: ACDD, St. Louis, Missouri.

3. Inclosed is a summary list of publications essential to the operation of a foreign clearing base. For other publications that may be helpful, it is suggested that the USAF Catalog of Aeronautical Charts and Aeronautical Information Publications, March 1953, be consulted.

4. It is suggested that requirements for foreign area Radio Facility Charts, Civil Aeronautics Administration International NOTAMS, and International Flight Information Manual be made known to USAF ACIC, St. Louis, Missouri.

5. Local action should be initiated to obtain communication tie-ups with appropriate AACS and AWS facilities, if required. These services have been furnished with an information copy of this letter.

EDWARD I. PRATT, JR.
Colonel, United States Air Force
Deputy Commander for Research and Liaison

1 Incl
As above

Cy: AACS

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USAF Aero Chart & Info Ctr ACRIC Subj: (Uncl) Designation of Langley AFB as Special Foreign Clearing Base

1st Ind

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Va. 13 Jan 1954

TO: Commander, 405th Air Base Group, Langley Air Force Base, Virginia
ATTN: Group Executive Officer

For your information and necessary action.

BY ORDER OF THE COMMANDER:

1 Incl
n/c

HERBERT C. PINKERTON
Captain, USAF
Adjutant

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BASE REGULATION)
NUMBER 55 - 4A)

HEADQUARTERS, 405th Fighter Bomber Wing
Langley Air Force Base, Virginia
29 June 1954

OPERATIONS

Hurricane Evacuation Plan

(This Regulation supersedes Base Regulation 55-4A, dated 3 Jun 53.)

Base Regulation 55-4, 1 May 1953, is amended as follows:

Attachment #6, "List of Refuge Bases", is hereby rescinded and the inclosed Attachment is substituted therefor.

BY ORDER OF THE COMMANDER:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

OFFICIAL:

RICHARD G. COKER
CWO, USAF
Assistant Adjutant

1 Attachment
#6 - List of Refuge Bases

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LIST OF REFUGE BASES

Type & No Acft	**Priority	Organization	Refuge Base
F-94 24	(1)	*48th F.I.S.	Greater Pittsburgh Arpt, Pa
F-84 42	(2)	*405th FB Gp	Selfridge AFB, Mich
F-84 24	(2)	*405th FB Gp	Wurtsmith AFB, Mich
F-84 9	(2)	405th FB Gp	Greater Pittsburgh Arpt, Pa
T-33 16	(3)	405th FB Gp	Wurtsmith AFB, Mich
T-33 3	(3)	4500th Hq Spt Sq	Greater Pittsburgh, Arpt, Pa
T-33 1	(3)	48th F.I.S.	Greater Pittsburgh, Arpt, Pa
C-45 3	(4)	4500th Hq Spt Sq	Preston Glenn Arpt, Va
C-45 7	(4)	*405th AB Gp	Preston Glenn Arpt, Va
T-11 3	(4)	405th AB Gp	Preston Glenn Arpt, Va
C-54 1	(5)	4500th Hq Spt Sq	Chanute AFB, Illinois
B-17 1	(5)	4500th Hq Spt Sq	Chanute AFB, Illinois
B-26 54	(6)	*4400th Tac Bomb Gp(T)	Chanute AFB, Illinois
B-26 5	(7)	4500th Hq Spt Sq	Chanute AFB, Illinois
B-25 9	(7)	4500th Hq Spt Sq	Chanute AFB, Illinois
B-25 6	(7)	405th AB Gp	Chanute AFB, Illinois
C-47 7	(8)	4500th Hq Spt Sq	Preston Glenn Arpt, Va
C-47 1	(8)	4400th Tac Bmb Gp(t)	Preston Glenn Arpt, Va
C-47 12	(8)	405th AB Gp	Chanute AFB, Illinois
C-47 1	(8)	*2d Wea Gp	Mansfield Municipal Arpt, Ohio
SA-16 2	(9)	405th AB Gp	Chanute AFB, Illinois

*Organization to provide Provisional Evacuation Officer, Evacuation Billeting Officer and Provisional Operations Officer for that base.

** Provisional Evacuation Commanders and Billeting Officers have first priority; other priorities are as noted. Provisional Operations Officer will be the last to depart.

Attachment #6
Base Regulation 55-4

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

OT-MIL 23 Jul 1954

SUBJECT: Letter of Appreciation

TO: Commander, 345th Bombardment Group, Tactical, Langley AFB, Va.
Commander, 48th Fighter Interceptor Squadron, Langley AFB, Va.

The commander has noted with pleasure the contents of the following letter from Mr. C. H. Dalby, Civil Defense Coordinator, Norfolk, Virginia:

"We wish to extend to you and your command our thanks for the simulated bombing mission over Norfolk during our Civil Defense Exercise "Operation Alert" on Monday, June 14, 1954.

The mission added just the touch of realism that was needed to bring home to our people the fact that Civil Defense is necessary.

We consider that the exercise was successful in that it demonstrated our limited capabilities and showed up many flaws in our operational procedure, etc. We have already profited greatly and expect to learn more as we analyze the reports.

Thank you again for your interest and cooperation."

BY ORDER OF THE COMMANDER:

BURTON K. SAMS
Colonel, USAF
Executive

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21 June 1954

SUBJECT: Letter of Appreciation

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

1. I wish to extend my sincere appreciation and thanks to you and all personnel of your command who had a great part in helping to make the Virginia Wing Command and Staff School a success.

2. Particular thanks are extended to Lt. Colonel Clem for his efforts as Base Project Officer. Captain Glasgow and Lt. Redford should be commended for the wonderful spirit of cooperation they and their sections displayed. Lt. Sellers was most cooperative and carried out all requests with dispatch and efficiency.

3. The Virginia Wing, Civil Air Patrol, has received exceptionally fine support from your base during the past two (2) years. This cooperation has enabled the Virginia Wing of the Civil Air Patrol to more efficiently carry out the missions and tasks given by the Air Force. A sincere thanks to all personnel of Langley Air Force Base.

ALLAN C. PERKINSON
Colonel, CAP
Commanding

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Hq, Va Wg CAP, Sandston, Va., Subj: Letter of Appreciation

P MGT (21 Jun 54) 1st Ind 30 Jun 1954

Headquarters 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

TO: Commander, 405th Air Base Group, Langley Air Force Base, Virginia

The Commander is always pleased to receive communications of this nature and desires to express his appreciation to the personnel concerned.

BURTON K. SAMS
Colonel, USAF
Executive

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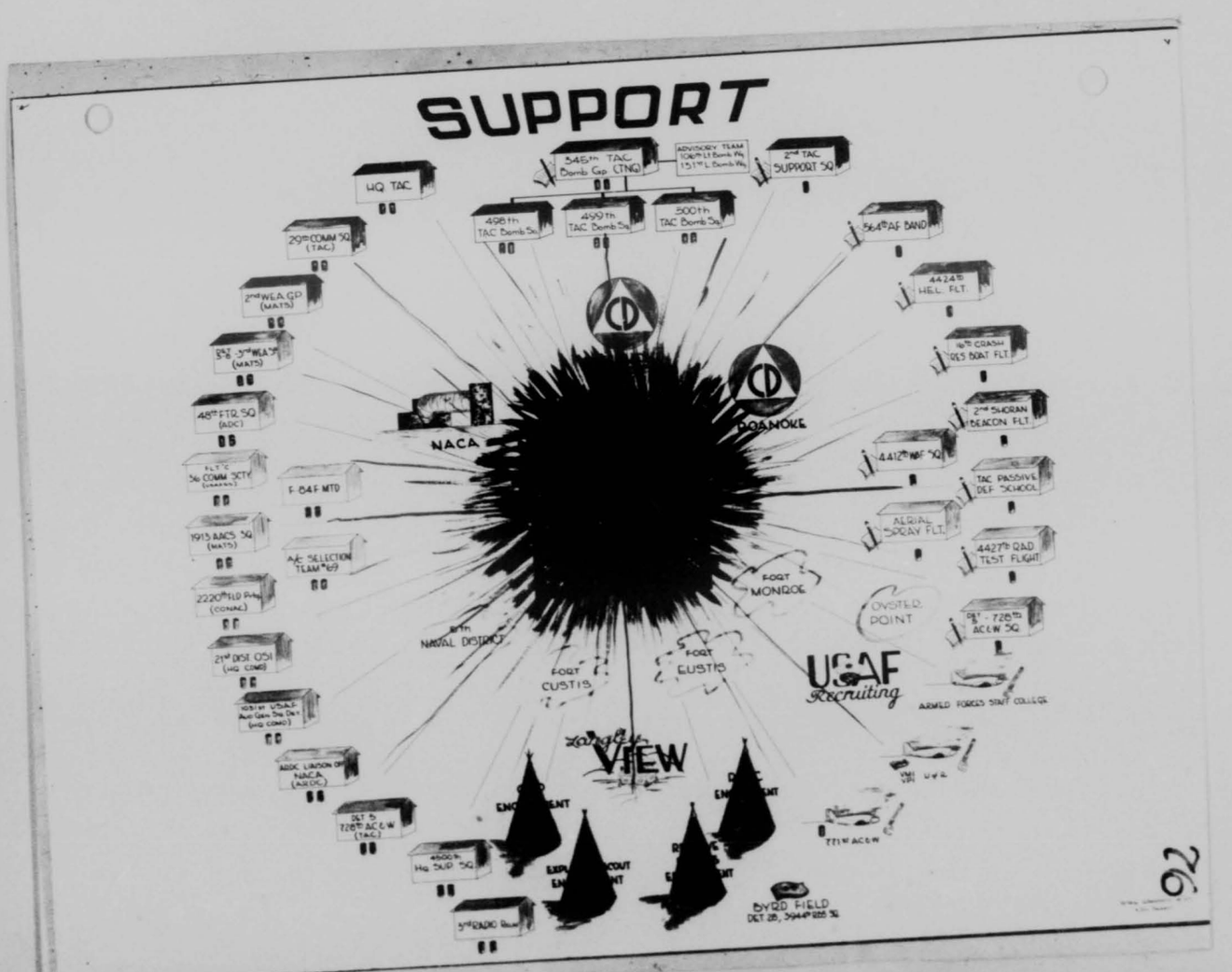

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THE CITADEL
THE MILITARY COLLEGE OF SOUTH CAROLINA
CHARLESTON, S. C.

3 May 1954

Office of
The President

Commander
Tactical Air Command
Langley Air Force Base
Virginia

Dear Opie:

I wish to express my appreciation for the air show your people put on for our 1200 Citadel cadets at Charleston last Saturday, 1 May.

The air work of the crews was perfect. The formations and acrobatics were precise and perfectly timed.

The static displays were impressive with the newer types of modern combat aircraft and thoroughly trained crews who answered factually and enthusiastically the questions of the cadets.

You will do me a favor if you will pass along this commendation to the crews listed below to whom it is particularly applicable.

391st Fighter Bomber Squadron, 366th Fighter Bomber Group,
Alexandria Air Force Base, Louisiana

Captain Robert B. Given
1st Lt James R. Taylor
1st Lt Andrew F. Romanak

509th Fighter Bomber Squadron, 405th Fighter Bomber Group,
Langley Air Force Base, Virginia

Major Charles H. Spencer
Captain Joe Burke
Captain Robert Pugh
Captain Allan Ripley
1st Lt Walter Baker
1st Lt Robert Daley
1st Lt L. James Daleo
1st Lt Marvin Jensen
2nd Lt Donald Armstrong
2nd Lt Court B. Chaffee
2nd Lt David L. Sweeney

363d Reconnaissance Wing, Shaw Air Force Base, South Carolina

Major Clark M. Syke
1st Lt P. E. Kreter

Sincerely,

s/t MARK W. CLARK

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17 May 1954

SUBJECT: Letter of Appreciation

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Va

1. The future well-being of the United States Air Force depends, to a great extent, on an active and enthusiastic Air Reserve Officers Training Corps. It is a matter of personal pleasure to me to receive from General Mark W. Clark indications of the encouragement and support that members of my command are giving to this vital program.

2. Please convey to appropriate members of your command, and particularly the officers mentioned in General Clark's letter, my appreciation for their outstanding participation in the air show for the 1200 Citadel cadets on 1 May 1954. Their skill and effort have reflected credit on Tactical Air Command and the United States Air Force.

O. P. WEYLAND
General, United States Air Force
Commander

1 Incl
Cy ltr fm Gen Clark,
3 May 54

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

B MIL 4 June 1954

SUBJECT: Letter of Appreciation

TO: Commander
405th Fighter Bomber Group
Langley Air Force Base, Virginia

It is a pleasure to join General Clark and General Weyland in expressing appreciation for the outstanding manner in which certain members of your command participated in the air show for Citadel cadets on 1 May 1954. I desire that you extend my persaonal thanks and congratulations to those officers mentioned in General Clark's letter.

2 Incls
1. Cy ltr fm Gen Clark
3 May 54
2. Cy ltr fm Gen Weyland
17 May 54

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS COMMAND
UNITED STATES AIR FORCE
Bolling Air Force Base

HC7A 30 Jun 1954

SUBJECT: Letter of Appreciation

TO: Commander
Tactical Air Command
Langley Air Force Base
Virginia

1. I wish to express my appreciation for the excellent demonstration by members of the 4400th Tactical Bomb Group in their performance of the aerial fly-by for the ceremony honoring the recipient of the Congressional Medal of Honor on 12 June 1954.

2. The cooperation, interest and effort of the following personnel was referred to me as being especially predominant in their effort to conduct this mission in accordance with the high standards desired by the Air Force:

Lead Pilot	Lt Colonel Augustus M. Hendry
Deputy	Captain Monte Ballew, Jr.
Lead Navigator	Captain Edward A. Kucinski
Deputy	Captain Billy H. Ingram
Project Officer	Captain William R. Becker

s/ Stoyte O. Ross
STOYTE O. ROSS
Brigadier General, USAF
Commander

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Hq Command, USAF HC7A Subject: Letter of Appreciation, 30 Jun 54

1st Ind

Hq Tactical Air Command, Langley Air Force Base, Virginia, 2 July 1954

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Va

1. The excellent performance of duty by personnel of the 4400th Tactical Bomb Group during the recent fly-by ceremony honoring the recipient of the Congressional Medal of Honor has been noted with gratification.

2. Commander, Tactical Air Command, is pleased to add his congratulations for a job "well done."

BY ORDER OF THE COMMANDER:

E. K. WARBURTON
Brigadier General, USAF
Chief of Staff

B MIL (30 Jun 54) 2d Ind 12 Jul 1954

Headquarters, 405th Figher Bomber Wing, Langley Air Force Base, Va.

TO: Commander, 4400th Tactical Bombardment Group (Tng), Langley Air Force Base, Virginia

The basic letter has been read with pleasure. Each officer responsible for the successful completion of this mission is to be congratulated for his splendid performance of duty.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

OT-MIL 10 May 1954

SUBJECT: Letter of Appreciation

TO: Commander, 405th Air Base Group, Langley AFB, Virginia
Commander, 405th Fighter Bomber Group, Langley AFB, Va.
Commander, 4400th Tactical Bomb Group (Tng), Langley AFB, Va.
Commander, 405th Tactical Infirmary, Langley AFB, Virginia
Commander, 2d Tactical Support Squadron, Langley AFB, Virginia
Commander, Detachment 3-8, Weather Squadron, Langley AFB, Va.
Commander, 405th Maint & Supply Gp, Langley AFB, Virginia

The commander has noted with pleasure the contents of the following message from Major General Timberlake, Ninth Air Force:

"NAFOT 5-0395. I wish to express my appreciation for the splendid accomp demonstrated by offs and enn of your organization during the joint opr phase of TACAIR 54-7. The personal effort of ea indiv in OAC and your units contributed materially in the integration of effort nec for max effectiveness. Your display of flexibility and teamwork under changing situations indicate our ability to function as a well organized tac AF. The close harmony achieved in J opr with the Third Field Army reflects credit upon your unit and Ninth AF. Signed Maj Gen E. J. Timberlake."

BY ORDER OF THE COMMANDER:

BURTON E. SAMS
Colonel, USAF
Executive

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BASE REGULATION)
NUMBER 55 - 10)

HEADQUARTERS 405th Fighter Bomber Wing
Langley Air Force Base, Virginia
26 February 1954

OPERATIONS

Ship Shoal Island Bombing Range

(This regulation supersedes Base Regulation 55-10, 4 August 53, and amendment thereto.)

1. PURPOSE. To establish standard operating procedures for bombing on Ship Shoal Island Bombing Range.

2. RESPONSIBILITY. Commanders of units using Ship Shoal Island Bombing Range are responsible for:

a. Insuring that all using personnel are thoroughly briefed on the contents of this and other applicable directives with emphasis on flying safety.

b. Implementing the procedures outlined herein with unit SOP's prescribing details on the actual tactics and techniques to be employed.

c. Compliance with Base Regulations 55-8 and 55-12.

3. SCHEDULING OF RANGE. The Wing Operations & Training Section will be the scheduling and controlling agency for the Ship Shoal Island Range.

4. GENERAL.

a. Location: The target area is located some thirty (30) nautical miles northeast of Langley AFB within Airspace Danger Area D-47.

(1) The day visual target is located at 37° 13' 00" N and 75° 48' 40" W.

(2) The night lighted visual target is located at 37° 13' 57" N and 75° 47' 33" W.

(3) The radar target is located at 37° 13' 04" N and 75° 48' 35" W.

b. Target Descriptions:

(1) The day visual target is a fixed pyramid, twenty feet on a side, located in the center of two concentric circles with radii of 100 and 200 feet respectively.

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(2) The night lighted visual target is a fixed pyramid, twenty feet on a side, in the center of two concentric circles with radii of 100 and 200 feet respectively and lights at 100, 200, 300, 400 and 500 feet at 12:00, 3:00, 6:00 and 9:00 o'clock.

(3) The radar target is a fixed pyramid, fifteen feet on a side, constructed of reflecting metal.

c. This range may be used for the following type missions:

(1) Norden level bombing. Day and night operations under VFR conditions only.

(2) Shoran bombing. Daylight operations under VFR conditions only.

(3) Radar bombing. Daylight operations under VFR conditions only.

(4) Photo flash bombing and photo flash cartridge missions. Night operations under VFR conditions only.

d. Munitions authorized for use:

(1) Any practice bomb of 100 lbs or less.

(2) Any photo flash bomb.

(3) Any photo flash cartridge.

5. RESTRICTIONS.

a. Only one type bombing, visual, radar or Shoran, will be conducted during any one schedule period on the range.

b. The same pressure altitude and airspeed will be used by all aircraft in the pattern at any one time.

c. During daylight operations not more than ten aircraft will be in the pattern at any time. One minute separation between aircraft is mandatory.

d. During night operations not more than six aircraft will be in the pattern at any time. Two minute separation between aircraft is mandatory.

e. All daylight bombing will be accomplished on the day visual target or on the radar target at any pressure altitude above 2,000 feet.

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f. All night bombing except photo missions must be accomplished on the night lighted target at pressure altitudes between 2,000 and 10,000 feet.

g. Photo bombing and photo cartridge missions may be accomplished anywhere over the surface restricted area at any pressure altitude above 2,000 feet.

h. All bomb runs of any type will be made on a heading within 20° of 40° True or within 20° of 220° True.

i. Aircraft configuration permitting, each aircraft will have a crew member other than the pilot in the cockpit at all times. His primary duty will be to maintain a visual watch and radio listening watch on the control frequency at all times, keeping the pilot informed of the positions of all nearby aircraft and of any dangerous situations. On radar, Shoran and night visual missions this additional crew member will be a well qualified crew member, familiar with the target area, who will maintain a careful watch during bomb runs, ascertaining that the proper target is being bombed and as nearly as possible ascertain that releases are made in such a manner that all bombs will fall on Ship Shoal Island proper. When in doubt, a dry run will be made.

6. PROCEDURES.

a. Briefings will specify the exact type bombing to be accomplished and the pattern, the pressure altitude and indicated airspeed to be flown by all aircraft in the pattern.

b. No aircraft will enter the bombing pattern without contacting the Range Control Officer on the control frequency for permission to enter the pattern and the pattern altitude.

c. Aircraft will avoid all danger areas and populated areas going to and from the bombing range.

d. The visual bombing pattern is an elongated race track pattern to the left using the pier at the western tip of Fisherman's Island as the IP with turning points located as follows:

(1) Sixty seconds after passing the target a 180° half rate left turn to the downwind leg on a magnetic heading of approximately 232° to the ferry slip. (The ferry slip located at 37° 10' N and 75° 59' W is to be flown over each time as a definite control point.)

(2) Sixty seconds after passing the ferry slip a 180° half rate left turn to the axis of attack of 052° magnetic.

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e. Entry to the visual pattern will be made on the downwind leg, using not less than a 45° entry, rolling out over the ferry slip. Correct spacing will be achieved with aircraft already in the pattern

f. Departure from the visual pattern will be accomplished by executing a 45° turn to the right over the ferry slip and an immediate descent of 1,000 feet. (Do not continue this heading more than three minutes because of the proximity of the pattern of the aircraft on the Plum Tree Range.)

g. The radar and Shoran patterns flown should be as similar to the visual pattern as is practical.

h. Bombbay doors will not be opened nor will the main power circuit switch be turned on until the aircraft has departed the IP and/or is clear of all populated areas.

i. Bombbay doors will be closed and the main power circuit switch turned off as soon as the bomb run is completed.

j. Emergency salvo may be accomplished at any time over water, provided it involves no danger to shipping.

k. Any pilot experiencing radio failure will immediately leave the pattern by executing a 90° turn away from the pattern and descending 1,000 feet after visually clearing the area to his right.

l. Inadvertent releases of bombs anywhere other than over the target area will be reported in full detail by the most expeditious method to this headquarters.

m. A Range Control Officer (and a Deputy Range Control Officer if two or more aircraft are scheduled) will be designated for each period the range is scheduled for use. These officers will be rated officers, familiar with the range, flying in aircraft scheduled for the flight. The Range Control Officer will:

(1) Be responsible for the safe conduct of all operations on the range. The range will be closed at any time he deems it necessary in the interest of safety.

(2) Search the target area for shipping prior to the dropping of any bombs. If shipping is present, or in such a position that it will be in the bombing area prior to the completion of the mission, the range control aircraft will warn the vessel to clear the range by flying over it at a minimum altitude of 500 feet from an approach on the bow and then encircling it three times in a counter clockwise direction. Bombing will not commence until the Range Control Officer is satisfied that the range is clear and gives the clearance for bombing.

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(3) Determine the altitude at which bombing will be conducted if the pre-briefed altitude cannot be flown, and will notify all aircraft of the new altitude to be flown and the method of changing altitude.

(4) Insure that all aircraft are cleared into the pattern in the safest manner possible, that the proper spacing and altitude are maintained and that all radio calls are completed in accordance with the provisions of this regulation.

(5) Close the range if the inflight forward visibility at all desired altitudes becomes less than five (5) miles or if the aircraft in the pattern cannot maintain 500 feet separation from all clouds and maintain at least 2,000 feet pressure altitude.

n. Radio Procedure:

(1) On all missions each pilot will:

(a) Prior to reaching the range, contact the Range Control Officer for permission to enter the pattern and will report to him upon entry.

(b) Inform the Range Control Officer when his mission is complete, request permission to depart the range and will report upon departure.

(2) In addition to paragraph (1) above, each pilot will make a position report in the blind:

(a) On visual runs each time over the ferry slip, over the IP and upon turning off the target.

(b) On radar runs each time over the IP and upon turning off the target. (A report will be made over the ferry slip if the radar pattern flown is such that it is applicable.)

(c) On Shoran runs each time upon turning to approach heading, upon intercepting the drift arc, at which time the distance out from the target will be given, and upon turning off target.

o. Emergency Procedures. See Attachment #1, BR 55-8.

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6 Pages
Page 6

BY ORDER OF THE COMMANDER:

OFFICIAL:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

RICHARD G. COKER
CWO, USAF
Assistant Adjutant

1 Attachment
Map of Surface Restricted Area

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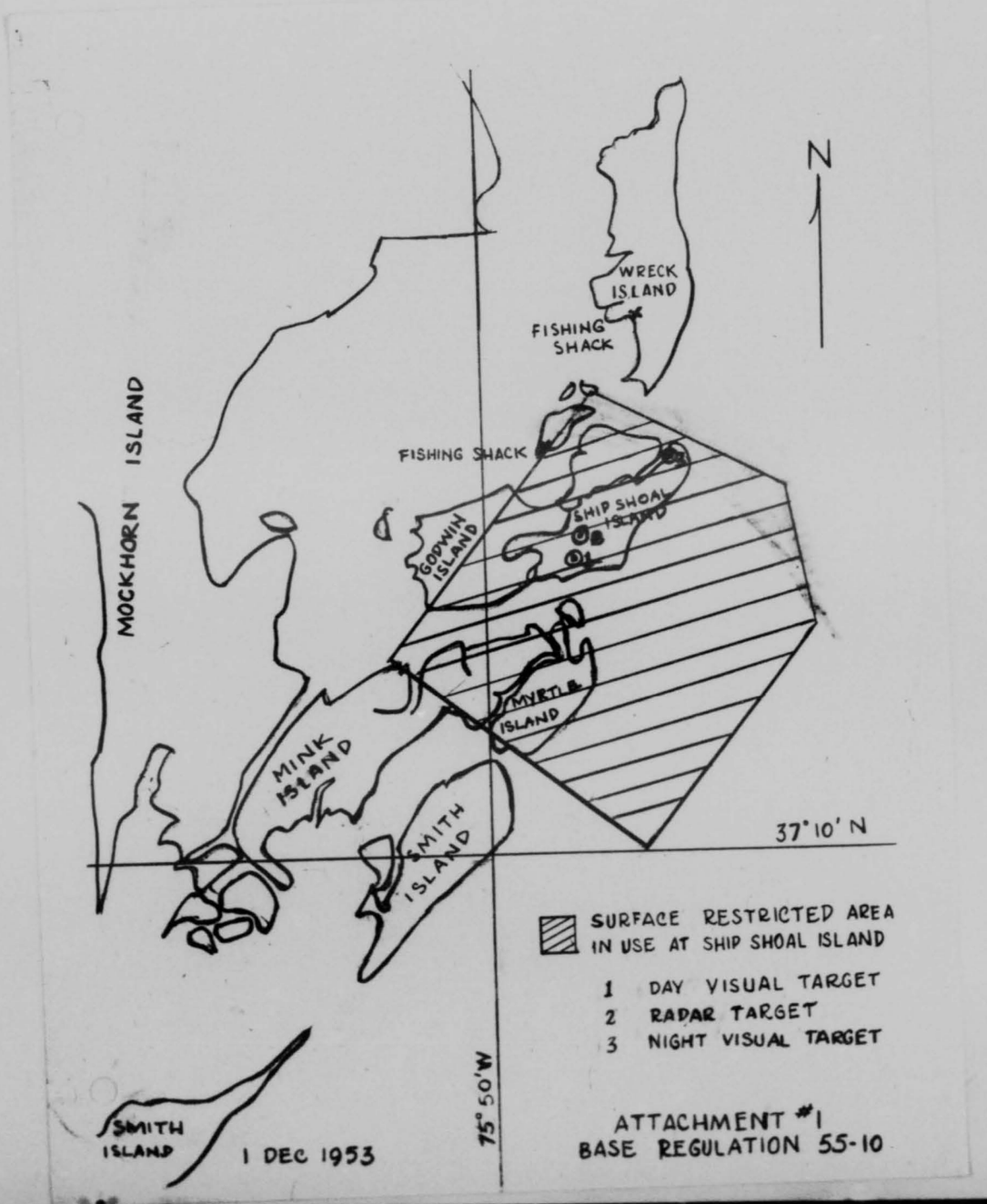

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

P 353 31 December 1953

SUBJECT: Langley Air Force Base Noncommissioned Officer School

TO: Commanders
All Units
Langley Air Force Base, Virginia

1. The Langley Air Force Base Noncommissioned Officer School is established to provide formal training for noncommissioned officers and other selected airmen. This school is designed to aid noncommissioned officers in assuming the responsibilities and exercising the leadership required of them in the United States Air Force.

2. The Commander, 405th Air Base Group will administer and operate the school and provide classrooms, training aids and other facilities and services. Instructor personnel will be obtained from units assigned or attached to the 405th Fighter Bomber Wing. Wing Staff will furnish technical assistance as required.

3. Students will be placed on temporary duty with the 405th Air Base Group for the purpose of attending the school. Students will be quartered and administered by their assigned units except for administration which involves school matters.

4. The size of each class will be determined by the Commander, 405th Air Base Group, based on available space, equipment, etc.

5. Quotas for attendance will be levied by the Commander, 405th Air Base Group, based on the number of eligible students in each organization.

6. The curriculum will include subjects deemed essential in the overall NCO improvement program. Classroom schedules and subjects will be reviewed and revised when appropriate.

7. Upon completion of the prescribed course each graduate will be awarded a suitable certificate of completion. A remark indicating completion of this course will be entered on each individual's Form 20, Item 28.

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Hq 405th Ftr Bmr Wg P 353, subject: Langley AF Base Noncommissioned Officer School

8. Commanders of units stationed at Langley Air Force Base, but not assigned or attached to the 405th Fighter Bomber Wing, may send NCO's to this school by reporting the names of NCO's to the Commander, 405th Air Base Group, for scheduling.

BY ORDER OF THE COMMANDER:

BURTON R. LANE
Colonel, USAF
Executive

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405TH FBWM 50-1
UTP 10-13

405TH F3W UNIT TRAINING)
PROGRAM NO. 10-13)

HEADQUARTERS, 405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia
24 June 1954

SPECIAL AERIAL SPRAY FLIGHTS

1. PURPOSE: To prescribe an outline of training and syllabus of instruction for Special Aerial Spray Flights.

2. SCOPE: This Unit Training Program is applicable to all Special Aerial Spray Flights assigned to 405th Fighter Bomber Wing.

3. RESPONSIBILITY: Commander, 405th Air Base Group is responsible for accomplishment of training prescribed herein.

4. GENERAL:

a. This Unit Training Program is designed as an outline to be followed by pilots assigned to spray flights in attaining and maintaining proficiency in spray operations.

b. Pilots assigned to the Aerial Spray Flight must have accomplished the following flying training requirements prior to being considered as aircraft commander for flights involving low-level spray operations. Any or all of the flying training requirements may be accomplished by previous flying experience while flying as co-pilot on spray or other flights, or while flying as first pilot under supervision of a qualified instructor pilot.

(1) For C-47

(a) Have 1000 hours total pilot time.

(b) Have 750 hours first pilot time.

(c) Have 250 hours in C-47 or C-46 type aircraft as first pilot.

(d) Possess a current instrument certificate.

(2) For L-20

(a) Have 800 hours total pilot time.

(b) Have 500 hours first pilot time.

(c) Have 200 hours in liaison type aircraft as first pilot.

(d) Possess a current instrument certificate.

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c. All training accomplished by pilots assigned to the spray flight directed toward attaining proficiency in spray operations will be under the supervision of an instructor pilot. The instructor pilot will be designated as such on unit orders or personnel action memorandums. The instructor pilot will accompany all flights until the trainee has been certified as proficient in the unit aircraft, and will either accompany the aircraft or brief the trainee on all aerial work to be conducted on all flights until the trainee is proficient in spray operations.

d. All training flights will be conducted so as not to exceed the limitations established in AFR 60-16, TACR 55-3, and any other applicable directives unless specific written authority to exceed such limitations has been granted by this or higher headquarters. 405th Air Base Group will prepare an SOP covering conduct of simulated forced landings in liaison type aircraft. The SOP will contain altitude limitations, geographical restrictions and a reference to the authority granting permission to conduct flight below minimum altitudes established by AFR 60-16 (A request for a waiver of AFR 60-16 has been forwarded to Tactical Air Command by this headquarters. The waiver will be forwarded to 405th Air Base Group upon receipt from Tactical Air Command.)

5. OUTLINE OF TRAINING:

a. Pilots assigned to the aerial spray flight must accomplish the following in order to become proficient in unit aircraft.

(1) Complete applicable aircraft questionnaire (Attachments No 1 and 2, C-47 and L-20 questionnaires).

(2) Demonstrate proficiency to the satisfaction of a qualifed instructor pilot in accordance with the attached form. (Attachment No 3, Proficiency Check).

(3) Comply with all provisions of Langley AFB Reg 50-2.

b. Pilots will complete the following before being considered proficient in spray operations.

(1) Fly a minimum of five spray missions as co-pilot.

(2) Weight and Balance (To include academic study of weight and balance and an individual demonstration of proficiency in computing a Form F for the unit aircraft). 3 Hours

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(3) Mission planning. 3 Hours

(4) Micrometerology. 3 Hours

(5) Completion of Questionnaire on flight rules (Attachment No 4). 2 Hours

(6) Air Rescue. 2 Hours

(7) Cruise control. 1 Hour

(8) Unit spray equipment. 2 Hours

(9) Aerial search patterns (L-20 only).

(10) Attend Base Instrument School (Annually).

(11) ICAO and related publications. 2 Hours

c. Pilots will accomplish the following training semi-annually in order to maintain proficiency in spray operations.

(1) Instrument practice - hood or weather

(a) IFR cross country. 10 Hours

(b) Instrument Standard Range let-down and low approach. 4 Hours

(c) Ground controlled approach. 4 GCA's

(d) DF Homer procedure 4 missions

(2) Navigation - Maximum Range, day 1 mission

(3) Navigation - Maximum Range, night 1 mission

(4) Navigation - Low Level, 500-1000 feet, day 1 mission

(5) Short field landings 4

(6) Simulated single - Engine Landings (C-47 only) 2

(7) Simulated forced landings (L-20 only) 4

(8) Actual or simulated spray flights. 3 missions

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6. TRAINING CRITERION:

a. Ground Training specified in par 5b will be conducted as academic classroom work. The spray flight commander will be responsible for obtaining instructor personnel from base weather station, base flight engineering or from other activities to conduct periods of instruction.

b. Flight training will be conducted on normal duty missions whenever practicable.

c. Instrument Practice: Ten hours will be flown each six months period, a minimum of four hours to be flown each quarter. Flights will be conducted under the hood or in actual weather. One hooded (or actual weather) flight will be scheduled wherein the pilot will navigate completely by radio and instruments to a predetermined destination and make either a standard range approach or a GCA letdown to the station. Two GCA approaches and two instrument letdowns will be flown in each quarter. One practice DF steer or fix will be obtained during the training period.

d. Navigation, Maximum Range, Day: This mission will be a maximum range navigational mission. Navigation will be done by pilotage only, with special emphasis on cruise control techniques and proper flight planning. Fuel reserve as required by AFR 60-16 will be maintained.

e. Navigation, Night: This will be a night navigation training flight using pilotage only with special emphasis on proper flight planning techniques for night navigation.

f. Navigation, Low Level, Day: This mission will be flown to an objective at least 100 miles distant and return. Navigation will be by pilotage only. Altitudes and routes will be in accordance with TACR 60-7.

g. Short Field Landings: The purpose of this training is to insure pilot proficiency in performing maximum performance landing under various conditions. Landings will be made in accordance with safe operating practices as established by Technical Orders and Unit Standard Operating Procedures.

h. Air Search Procedures: The purpose of this mission is to familiarize each pilot with air search procedures. This mission may be flown during actual or simulated search, and will include terrain or contour type search pattern for mountainous search, ladder or strip type pattern search for concentrated search over a designated area, and point to point route search, flying a direct course over the flight path to be searched.

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i. Simulated spray flights will be conducted within areas designated by 405th Air Base Group, and coordinated with proper control agency such as Langley Tower, Military Flight Service, CAA ARTC, and any bomb range control.

7. RECORDS AND REPORTS:

a. Records of training will be submitted as required by 405th FBW Manual 50-1, Reports of Training.

b. A wall chart reflecting training accomplished by each individual will be maintained by the Aerial Spray Flight.

c. The aircraft questionnaire completed by the individual (Attachment 1 and 2), the Flight Rules questionnaire (Attachment 4) and Proficiency Check Form (Attachment 3) will be entered in the individual's Form 5.

8. IMPLEMENTING DIRECTIVES: A training schedule or SOP to accomplish the training required herein will be prepared by 405th Air Base Group.

4 Attachments:

1. C-47 Questionnaire
2. L-20A Questionnaire
3. Proficiency Check List
4. Flight Rules Questionnaire

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Attachment No. 1, UTP 10-13

C-47 QUESTIONNAIRE
Ref: TO 01-40NC-1

(NAME) (RANK) (ORG) (DATE)

1. Sitting in the pilot's seat looking at the pedestal the following would be the order from left to right:

a. Throttles, Props, Mixtures
b. Props, Throttles, Mixtures
c. Throttles, Mixtures, Props

2. The correct procedure for lowering the gear of the C-47 is:

a. Move the hydraulic gear handle down, wait for the pressure to build up to at least 500 pounds, return the hydraulic gear handle to neutral and lock positive latch to floor.

b. Move hydraulic gear handle down, lock positive latch on floor, wait for pressure to build up to 750 pounds and return to neutral.

c. Lock positive latch to floor, move hydraulic handle down, wait for pressure to build up and return hydraulic gear handle to neutral.

3. The C-47 has an hydraulic pump selector on the hydraulic panel. When the selector handle is in the full AFT position.

a. The left engine pump furnishes system pressure.
b. The right engine pump furnishes system pressure.
c. Both engine pumps furnish system pressure.
d. Neither engine pump furnishes system pressure.

4. Each oil system incorporates an oil tank having a capacity of:

a. 25 gallons
b. 29 gallons
c. 40 gallons
d. 50 gallons

5. According to TO 01-40NC-1 the maximum landing weight for the C-47 is:

a. 33,000 pounds
b. 31,000 pounds
c. 28,500 pounds
d. 25,000 pounds

6. All take-offs and landings should be made with the fuel selectors:

a. On the tanks containing the greatest quantity of fuel
b. On the auxiliaries
c. On the main tanks
d. Both on right main

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7. During take-off maintain take-off power until the airspeed indicator shows:

a. 100 MPH IAS
b. 110 MPH IAS
c. 120 MPH IAS
d. 130 MPH IAS

8. The first power reduction after take-off is to:

a. 2600 RPM, 35 inches
b. 2550 RPM, 35 inches
c. 2700 RPM, 30 inches
d. 2700 RPM, 45 inches

9. Once the main tanks have been used enough to contain the carburetor overflow switching to auxiliary tanks:

a. Will alleviate a tail heavy condition
b. Always conforms to proper procedure
c. Is impossible because of the tank arrangement
d. Will alleviate a nose heavy condition

10. Stalling speed of a C-47 with gross weight of 26,000 pounds vary between:

a. 60-65 MPH
b. 67-87 MPH
c. 90-100 MPH
d. 101-109 MPH

11. Do not extend the landing gear at airspeeds greater than:

a. 112 MPH
b. 140 MPH
c. 160 MPH
d. 180 MPH

12. When preparing for a landing, with the gear down and locked the minimum landing gear hydraulic pressure is:

a. 250 pounds
b. 500 pounds
c. 750 pounds
d. 100 pounds

13. Never extend the wing flaps above an indicated airspeed of:

a. 112 MPH
b. 130 MPH
c. 100 MPH
d. 160 MPH

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14. The minimum safe single engine airspeed is considered to be:

a. 110 MPH
b. 120 MPH
c. 130 MPH
d. 160 MPH

15. Normal oil pressure is:

a. 100-110 psi
b. 80-100 psi
c. 60-80 psi
d. 50-70 psi

16. The "Lux" engine fire extinguisher controls are located:

a. In the floor between the pilot and the co-pilot.
b. Above and behind the co-pilot.
c. On either side of the main cabin bulkhead.

17. During take-off the cowl flaps are:

a. In the trail position
b. In the closed position
c. In the open position
d. Makes no difference what position they are in.

18. If the engines are turning 2000 RPM, generators on, and no indication on the ammeters:

a. The generators need to be paralleled
b. The batteries are not charged
c. The cut-out relay is out

19. During an otherwise normal climb you notice tail buffeting:

a. The flaps are down
b. The landing gear is down
c. The propellers are not synchronized
d. The cowl flaps are open

20. Traffic pattern should be flown at the recommended airspeed of:

a. 110 MPH
b. 120 MPH
c. 130 MPH
d. 140 MPH

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21. Normal fuel consumption for the C-47 is:

a. 150-160 GPH
b. 130-140 GPH
c. 90-100 GPH
d. 50-60 GPH

22. The auto pilot should not be used at less than:

a. 20 MPH above stalling speed
b. 30 MPH above stalling speed
c. 40 MPH above stalling speed
d. 50 MPH above stalling speed

23. Normal oil temperature is:

a. 40° to 60° C
b. 60° to 110° C
c. 80° to 110° C
d. 60° to 80° C

24. The C-47 has a fuel system with:

a. 4 tanks - 708 gallons
b. 6 tanks - 808 gallons
c. 4 tanks - 804 gallons
d. 6 tanks - 1000 gallons

25. During a single engine landing, lower the gear and lower flaps:

a. As in a normal manner
b. When on final approach and certain you can make the field.
c. On the base leg
d. On the downwind leg

26. In an emergency the C-47 may be safely landed when the landing gear safety latches are not engaged provided the landing gear is fully down and:

a. The landing gear handle is in neutral with system pressure 300 to 500 psi.

b. The landing gear handle is left in the down position with system pressure 500 to 750 psi.

c. The landing gear handle is down.

d. The landing gear handle is in neutral with system pressure 850 to 900 psi.

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27. The maximum allowable cylinder head temperature is:

a. 120° C
b. 180° C
c. 200° C
d. 260° C

28. During engine warm up do not allow cylinder head temperature to exceed.

a. 120° C
b. 180° C
c. 232° C
d. 255° C

29. A C-47 is loaded to 33,000 pounds gross and is ready for take-off at an airport which is at sea level. There is a 50 feet obstacle at the far end of the runway. In a no wind condition how long must the runway be to assure a safe take-off?

a. 3000 feet
b. 4075 feet
c. 5100 feet
d. 6000 feet

30. Maximum allowable manifold pressure at sea level is:

a. 42 inches
b. 45 inches
c. 48 inches
d. 51 inches

31. The parking brake control lock is located.

a. On the forward side of the control pedestal
b. To the left of the pilot
c. To the right of the co-pilot
d. On the floor between the pilot and co-pilot

32. In case hydraulic pumps fail to supply sufficient pressure to the system.

a. The hand pump may be used to supply any unit of the system.
b. It is impossible to operate any hydraulically actuated unit.
c. The crew chief should be advised as can certainly rectify the situation.

33. The battery cart receptacle is located in line with:

a. Landing gear wheels on bottom of fuselage
b. On left rear of fuselage
c. On right side of the fuselage opposite cabin door
d. Beside the tailwheel

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34. Where is the alarm bell switch?

a. Above the pilot on left side of the electrical panel
b. Above the co-pilot on the right side of the electrical panel
c. Above the co-pilot on the left side of the electrical panel
d. Above the radio operator

35. The recommended grade of fuel for the C-47 is:

a. 100/130
b. 91/98
c. 87/90
d. 75/80

36. The engine oil shutter controls are located:

a. On the right hand side of the control pedestal.
b. On the left hand side of the control pedestal
c. On the floor between the pilot and co-pilot

37. The carburetor heat controls are located:

a. On the right hand side of the control pedestal
b. On the left hand side of the control pedestal
c. On the floor between the pilot and co-pilot

38. For take-off mixture controls will be placed in:

a. Idle cut-off
b. Auto lean
c. Auto rich
d. Emergency rich

39. The C-47 tailwheel lock control is located:

a. To the right of the pilot on the floor
b. On the pedestal under the throttles
c. To the left of the pilot and down
d. Over the pilot head and to the right

40. After you are certain you have wheel chocks in place, release the brakes and spread the landing gear hydraulic handle and flap lever handle for what reason?

a. So you won't trip on the way out.
b. To release hydraulic pressure in the lines to allow for temperature change.
c. To relieve the pressure in the pressure accumulator.
d. To hold pressure in these hydraulic systems.

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41. The Magneto check is made at:

a. 35"
b. 30"
c. 25"
d. 18"

42. RPM at 30 inches should be approximately:

a. 2700 RPM
b. 2500 RPM
c. 2350 RPM
d. 2230 RPM

43. Normal fuel pressure is considered to be:

a. 16-18 psi
b. 10-14 psi
c. 20-24 psi
d. 60-100 psi

44. On restarting engine after practice, feathering in the air, depress feathering button until engine speed is at least:

a. 400 RPM
b. 800 RPM
c. 1300 RPM
d. 1500 RPM

45. What is the capacity of the propeller anti-icing fluid tank?

a. 3.3 gallons
b. 4 gallons
c. .6 gallons
d. 4.9 gallons

46. Operation of the prop anti-icing system is accomplished by:

a. Turning on switch on overhead electrical panel.
b. Turning on line valve below tank and rheostat inboard of tank.
c. Turn rheostat to desired flow, turn on line valve, then turn on switch on electrical panel.
d. Use hand pump in radio compartment.

47. What is the capacity of the windshield anti-icing system?

a. 4.9 gallons
b. 5.5 gallons
c. 6 gallons
d. 4 gallons

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Attachment No. 1, UTP 10-13

48. Operation of the windshield anti-icing system is accomplished by:

a. Turn on line valve at tank in radio compartment then use control valve on instrument panel to control flow.

b. Turn on switch on overhead electrical panel.

c. Turn on line valve at tank and use toggle switch on overhead panel.

d. Use hand pump at left side of co-pilot seat.

49. Cabins heaters are turned on by:

a. A switch on overhead electrical panel.

b. Spill valves all in up position, control behind co-pilots seat down to increase heat, up to decrease heat.

c. Spill valves in down position, control heat by push valve behind co-pilot seats.

d. Spill valves in up position, heater switch on electrical panel in on position.

50. The control for de-icer boots is located.

a. Behind the co-pilot's seat.

b. Behind the pilot's seat

c. On the floor between the pilot and co-pilot.

d. Behind the Navigator and above his head.

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Attachment No. 2, UTP 10-13

L-20A QUESTIONNAIRE

1. What is the designed gross weight of the L-20A?_____.
2. What is the maximum overload for the L-20A?_____.
3. What is the span?_____. Length?_____. Height?_____.
4. With what type and model engine is the L-20A equipped?_____.
5. What is the engine power rating?_____.
6. What type propeller is used?_____. How is it controlled?_____.
7. How many fuel tanks are there?_____. What are the locations and capacities?_____.
8. What specification fuel is normally used?_____.
9. Alternate fuel will be specification number_____.
10. What is the capacity of the long range fuel tanks?_____.
11. What is the function of the hand operated fuel pump?_____.
12. What is the fuel consumption at normal cruise?_____.
13. What is the normal capacity of the oil tank of the L-20A engine?_____.
14. The oil used should conform with specification number_____.
15. Where is the oil tank filler neck located?_____.
16. What items will be inspected prior to entering the L-20A?_____.
17. What precautions should be taken in the use of the parking brake?_____.
18. In what position should the battery switch be if an external power source is used?_____.

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19. What five (5) steps must be taken prior to energizing the starter?

_____.

20. Under what conditions can the energizing switch be left ON while using the ENGAGE and BOOST switches?_____

_____.

21. How is the steerable tail wheel locked and unlocked?_____

_____.

22. At what RPM are the magnetos checked?_____.

23. What is the maximum allowable drop in RPM during magneto check?

_____.

24. How are the flaps actuated?_____.

25. Prior to take-off in what position should the flaps be set?

_____.

26. What is the maximum allowable manifold pressure and RPM for take-off?

_____.

27. What are the maximum allowable continuous power settings? RPM?

_____Inches HG?_____.

28. What is the best climbing speed?_____. Gliding Speed?____.

29. Should carburetor heat be used during take-off?_____.

30. Which fuel tank should be used for take-off?_____.

31. What is the attitude of the L-20A during a normal take-off and/or landing?_____.

32. What is the stalling speed:

a. with flaps up (1) power ON?_____

(2) power OFF?_____

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b. with flaps in landing position

(1) power ON?_____

(2) power OFF?_____

c. with flaps in full down position

(1) power ON?_____

(2) power OFF?_____

33. What is the ceiling at maximum gross weight?_____.

34. Describe the procedure for leaning the fuel/air mixture at cruising speeds._____.

35. What type communications equipment is used in the L-20A?_____

_____. Briefly describe its use?_____.

36. What navigational equipment is installed in the L-20A?_____.

37. What is the final approach IAS during a normal landing?_____.

38. What is the minimum final approach IAS for short field landings?

_____.

39. Give number and locations of emergency door release._____

_____.

40. When is the carburetor air filter used?_____.

41. What steps must be taken for hand cranking the engine?_____

_____

_____.

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Attachment No. 3, UTP 10-13

PROFICIENCY CHECK LIST

	Number Performed		Rating	Instructor Initials
	Day	Night		
1. Weight and Balance Computation				
2. Preflight procedure				
3. Starting procedure				
4. Taxi procedure				
5. Before take-off checks				
6. Take-offs				
a. Normal				
b. Maximum performance				
7. Climb and level flight				
8. Turns				
a. Standard rate				
b. Steep				
c. To desired heading				
9. Stalls				
a. Power on				
b. Power off				
c. In climbing turns				
d. With gear and flaps extended				
10. Emergency procedures				
a. Single Engine procedure				
b. Emergency Flaps Operation (Demonstration)				
c. Emergency Gear Operation (Demonstration)				
d. Engine fire procedure				

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Attachment No. 3, UTP 10-13

	Number Performed		Rating	Instructor Initials
	Day	Night		
11. Traffic pattern				
a. Normal				
b. Go-Around				
12. Instrument Familiarization				
a. Flight Instruments				
b. Radio				
c. Engine Instruments				
13. Landings				
a. Normal				
b. Full Flaps				
c. Simulated Single Engine				
d. Cross Wind				
e. Emergency power off Landings (L-20 only)				
14. General Familiarization with aircraft				
15. Use of check lists				
16. Radio procedure				
17. Remarks				

Yes Proficient ____ No ____ Instructor Pilot's Signature ____ Date ____

NOTE: Ratings will be U - Unsatisfactory
P - Poor performance, needs practice
S - Satisfactory

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Attachment No. 4, UTP 10-13

FLIGHT RULES QUESTIONNAIRE

1. What is the publication governing Air Traffic, Clearances, and General Flight Regulations affecting Air Force Pilots?

2. What is a "control area"?

3. What restrictions are imposed on flights conducted in control areas and control zones?

4. What are "visual flight rules"?

5. Is there any difference between "visual flight" and "VFR flight"?

6. How near may two aircraft be flown to each other when not in authorized formation?

7. If two aircraft are approaching to land at the same time, which aircraft has right-of-way?

8. If two aircraft are approaching each other at approximately right angles, which has the right-of-way?

9. What is the minimum altitude at which VFR flights can be conducted?

10. While operating along a civil airway, where should an aircraft normally be flown?

11. During an IFR flight off airways and an airway must be crossed, what restriction is imposed on the pilot?

12. When must an aircraft's position lights be on?

13. What is the distress signal used in radio-telephone communications?

14. When must oxygen be used?

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15. How does a pilot close his flight plan upon completing his flight?

16. What is a "P" field? A "PC" field?

17. What minimum equipment is required to be installed and operating in an aircraft when it is flown under instrument conditions?

18. What minimum equipment is required to be installed and operating in an aircraft when it is flown at night?

19. When an aircraft is cleared VFR, how much fuel must be on board for take-off?

20. At what altitudes should VFR flights be conducted?

21. At what altitudes should IFR flights, off airways, be conducted?

22. What altitudes should be flown while IFR on a civil airway?

23. What is a pilot's responsibility regarding radio communications while flying VFR?

24. What is a pilot's responsibility regarding radio communications while flying VFR on airways?

25. When flying IFR off airways, what is the minimum altitude of flight permissible?

26. What is the minimum altitude for IFR flights on airways?

27. Is an airport ever "closed" because of weather conditions (ceiling or visibility)?

28. What are "take-off" minimums for a pilot holding a "white" card?

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Attachment No. 4, UTP 10-13

29. What are radio range and ADF landing minimums for a pilot with a "white" card?

30. What are GCA landing minimums for a pilot with a "white" card?

31. If your radio transmitter fails during an IFR flight, what procedures should you follow?

32. Can a pilot holding a "white" card clear IFR to a destination which is reported below landing minimums at the time he takes off?

33. Can an IFR flight be made without listing an alternate airport on the flight plan?

34. To what airports can a pilot clear IFR?

35. Can a pilot holding a "white" card clear to a destination forecast to be below radio range letdown minimums?

36. If you are filing IFR to a destination which is forecast to be below 5000 feet and 5 miles upon arrival, you must list an alternate airport. What ceiling and visibility must your alternate have?

37. How much fuel must you have on board at take-off if you have filed IFR to a destination and no alternate is required?

38. How much fuel must you have on board at take-off if you have filed IFR to a destination for which an alternate is required?

39. What is the maximum fuel you may be required to carry by Air Force Regulations?

40. What is the minimum ceiling and visibility condition under which a cross country flight could be made VFR?

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41. What Air Force pilots possess their own clearing authority?

42. For what flight is ATC clearance necessary?

43. What procedure must a pilot follow in order to cancel his IFR flight plan and ATC clearance?

44. What is the lowest ceiling and visibility condition in which a flight can be made VFR, if the entire flight is conducted within a control zone (in the vicinity of an airport)?

45. Are you ever authorized to violate Air Force Regulations pertaining to flight rules?

46. Is it permissible to file VFR "500 on top"?

47. Can you file IFR if the weather is CAVU?

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HEADQUARTERS 405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

FLYING SAFETY COUNCIL

1. The January meeting of the Flying Safety Council convened at 1330 hours, 27 January 1954, in the Wing Conference Room.

2. Members Present:

Lt Colonel Martin P. Crabtree, Hq 405th FBW (Pres)
Lt Col Paul E. Wright, Hq TAC (Flt Surg)
Capt Edward J. Ewald, 4450th USAF Hosp (Recorder)
Capt Frank E. John, 405th Instl Sq (Asst AIO)
Capt Paul W. Musgrove, 4450th USAF Hosp (Flt Surg)
Capt W. G. Mattson, Hq 405th FBW (Wg Insp)
Capt John R. Thomas, Hq 405th FBW (F/S Off)

3. Non-Members Present:

Capt John Kozey, Jr., 405th FBG, vice Maj Thomas
Capt R. O. Daughaday, 1213-3 AACS Det, vice Capt Berryman
Capt J. A. Wilson, 405 AAG, vice Capt Paul Sims
Capt Robert E. Pittman, Hq 405 FBW, vice Lt Col G. R. Flygare
Capt Donald McDonald, Hq 405th FBW
Capt C. T. Garvin, 4400th T3 Gp, vice Maj Eaton

4. Members Absent:

Col Adanto A. S. D'Amore, 4450th USAF Hosp
Lt Col Joseph A. Connor, Jr., 405th Med Sq
Major William R. Turner, Hq TAC
Major Eugene Von Vranken, Hq TAC
Major Robert E. Roberds, Hq TAC
Major W. B. Spencer, Hq TAC
Major Guy L. Shafer, Jr., Hq 405 FBW
Major Charles R. Croner, 405th FBG
Major Nasman L. Myers, Hq TAC
Major Royal E. Koons, 49th Ftr Intcp Sq
Capt Robert H. Adams, Hq TAC
Capt Alonzo M. Donnell, Hq TAC
Capt Samuel D. Neely, Hq TAC
Capt Stanley C. White, Hq TAC

5. The President informed the Council that previous meetings had been much too long with far too many items presented for discussion. He announced that, in the future, an agenda listing only four or five major subjects would be prepared before each meeting and discussion within the meeting limited to those subjects, and that meetings would be called at least monthly or more frequently, if necessary.

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6. OLD BUSINESS:

a. PERSONNEL AUTHORIZED TO BE AT SCENE OF CRASH: The committee previously appointed to investigate this problem was not present, so no formal report was made. The Flight Surgeon informed the Council that a plan had been worked out whereby all concerned personnel meet at Base Operations and then proceed to the scene of a crash. He stated that this scheme seemed to be working out satisfactorily. The Operations representative advised that the list of those authorized to attend had been revised and that the AO is responsible to see that they are called and logged in. On a recent night crash, the President reported that Wing Operations had not been informed and he asked if the system were inadequate. The Flying Safety Officer stated that when the message is received from the tower, people responsible for making the calls must dispatch one man to sound the crash alarm which alerts the barthouse, helicopter, Wing Adjutant and Medics, plus necessary heavy equipment. Then they must make calls, if crash is after duty hours, to notify personnel who must investigate and secure the accident. He does not believe it is feasible to do all this and notify Wing personnel who would be interested. He suggested that a check list near the crash phone in the Wing Adjutant's office with the Adjutant, or Charge of Quarters after normal duty hours, making the calls would facilitate this procedure and eliminate some of the burden on Base Operations. The President appointed Captains Thomas and Wilson to draw up a recommendation on this procedure and to ascertain if the current regulation needs revision.

Flying Safety Officer stated that the regulation is imminently satisfactory from the operational standpoint and that of immediate crash response, but that the biggest difficulty had been the number of declared emergencies where the man at the dispatch counter is alerting everyone on the field including medical people. An estimate of these declared emergencies was given as ten a day at times. Council was informed that this problem had been discussed at some length by Base Operations and Medics to determine the actual percentage of declared emergencies reported on the secondary crash net. The Flight Surgeon suggested that rather than send an ambulance to the scene for so-called emergencies that the Medics just be alerted to stand by until further notice. After being alerted it would only take two or three minutes for ambulance to get there. Though he admitted it would be safer if a doctor were present ahead of the crash, he felt that the actual need of his presence is only felt in a very small margin of cases. Council was informed that the medical corpsman on standby was perfectly capable to take care of exterior bleeding and other first aid emergencies. To a query of whether this procedure was in line with existing regulations, Colonel Wright stated that large bases have a crash ambulance with one driver and aid man on standby. It was pointed out that the problem under discussion concerned only declared emergencies and not actual crashes. Capt Thomas stated there should be two calls: (1) Alert call - only for medical and crash-boat personnel; (2) crash call - for actual crash. The President said that if the council were in agreement, they would recommend this proposed emergency procedure and requested Capt Thomas and Capt Wilson to take it into consideration when studying crash phone procedures. Capt Thomas informed Council that he had prepared a draft of new ER 55-5 but it would require further review now. Prior to next Council meeting, he will send draft copies around to members for comments.

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b. WEARING OF SHOULDER HARNESS: There have been several incidents recently where the improper adjustment of the shoulder harness resulted in shoulder burns. Colonel Wright requested that personnel be reminded to fasten their harness tight enough to alleviate sliding.

c. POPPED PARACHUTES BY F-94's: Council decided to discuss with the 48th Fighter Interceptor Squadron the problem of obtaining radio control or an Aldis lamp on vehicles used to pick up jettisoned chutes. (48th FIS was not represented at the meeting.)

d. OXYGEN EQUIPMENT SHORTAGE: A survey made by the Flight Surgeon's office on oxygen equipment in the Fighter Bomber Group revealed that over half of the equipment was in either an unsatisfactory or merely fair condition. The President stated that it must be emphasized, particularly for the benefit of new pilots, that if a pilot is given an altitude which he cannot keep because of lack of oxygen equipment, he must request a different altitude. Flying Safety Officer commented that many unexplained accidents could possibly be attributed to poor oxygen equipment, and that oxygen supplies and equipment are not available in sufficient amounts to enable compliance with the regulation.

7. NEW BUSINESS:

a. IMPROPER PACKING OF DINGHY: A recent check of dinghys in one of the 4400th squadrons revealed that one-third of them were improperly packed, presumably because personal equipment personnel are inexperienced. Capt Ewald was requested to conduct a regular program to train these people.

b. WEARING OF MAE WEST: The Flying Safety Officer reminded Council that Base Regulation has been amended to require the wearing of Mae West on all local flights because so much flying in the local area is at sometime or another over water.

c. WEARING OF G SUIT: Council was reminded that Base Regulation requires the wearing of a G suit in all jet aircraft. Capt Kozey commented they were limited as far as the T-33's due to a shortage of G suits but all jet fighter pilots were required to wear them.

d. TRAINING PROGRAM AND SHORTAGE OF EQUIPMENT: A question was asked about the responsibility for continuing a training program when proper equipment is not available. The President informed that it was the commander's responsibility to make such a decision, weighing the importance of the mission against the safety of personnel. The President requested Capt Pittman to check on the availability of personal equipment items such as G suits, oxygen masks and helmets, and reminded operations personnel that a check should be made to determine if such equipment had been properly requisitioned. Council was informed of an incident in which a unit was requisitioning masks which were in short supply when all that was actually needed was to repair the hose on the ones they had.

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e. AFR 60-16: The President informed Council that many pilots are not aware of their flight limitations and the regulations which govern their flying. He stated that Langley Tower is very strictly bound by Air Force regulations, their own operating instructions, CAA regulations and that it is manned by very carefully trained personnel. In several recent complaints of the tower, investigation disclosed that pilots concerned were at fault. Some pilots have been under the impression that the field was closed when it was only below minimums. Familiarity with the regulations would prevent such misapprehensions. Capt Doughaday offered the services of AACS personnel in giving lectures on traffic control, tower responsibilities, etc. The President recommended that AFR 60-16 be taken up at pilot meetings and encouraged units to take advantage of lectures by AACS which he felt would make for smoother operations all around.

f. VHF/DF, UHF/DF FACILITIES. ADC has organizations near who can do a lot for a plane that is lost or in trouble. Information on this facility, known as Jitney, was forwarded to all flying organizations by the Wing C&T Section. The President recommended that all pilots learn what it can do for them, how to contact and identify themselves and how to use it. The Commander of the 48th Fighter Interceptor Squadron offered the services of his organization to brief pilots on what Jitney can do and what they would like to do. This was offered as another suggestion for pilot briefings. Flying Safety Officer commented that he has a poster concerning those things which are used rather infrequently by pilots and he plans to incorporate the items into folders for rotation among pilots.

g. AMPLIFIED CHECK LIST: TCR 62-4 states that pilots will use the amplified checklist. Capt Kozey stated that it was next to impossible for fighter pilots to use this check. In formation flying if each pilot is required to do this, it would be a definite hazard to the flight. The before landing check was stressed in particular, with the limited space in fighter aircraft. Council was informed by Capt Mattsen that AFR gives three different types of checks to be used. It is left up to the major command as to type and TAC states the amplified checklist will be used. The President suggested that Capt Kozey initiate correspondence showing reasons for recommending a change and present to the Council for consideration and forwarding to TAC.

h. GROUND TRAFFIC LIGHTS ON TAXIWAYS AND PERIMETER ROADS: A proposal to change the existing traffic lights from red and green to "Caution" was not favorably considered by the Council. Council was informed that the majority of times when complaints have been received about red light being left on, it was not failure on the part of tower personnel to turn them off but rather failure in the electrical system. Capt Johns was requested to check into this.

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i. TAXIING TOO FAST: Base Operations Officer reported aircraft were taxiing too fast and too close on the ramp, specifically jets in formation and at times 26's on formation takeoffs. Capt Kozey stated this would be brought to the fighter pilots attention and requested his organization be notified of any recurrence so that corrective action could be taken.

j. ROAD TO 48TH ALERT HANGAR AREA: Council was informed that because there is no road to the Alert Hangar area, fueling units have to cross the runway which is considered an exceedingly dangerous situation, particularly under low visibility conditions. Council will inform the Base Commander of this situation.

k. FOUL LINE ON PLUM TREE GUNNERY RANGE: Captain Kozey reported that contrary to AFM 385-25, no foul line is being maintained on the Plum Tree range. This constitutes a definite hazard to flying. He suggested that the old sand road be refilled and outlined with logs and receive constant maintenance. The President informed the Council that an extensive study of Plum Tree had been undertaken by Wing O&T and that if this reveals that utilization of Plum Tree for gunnery is not reasonably safe, it will not be used.

l. CONTRACTOR PERSONNEL WALKING ON RUNWAYS: A complaint was presented that civilian contractors' employees are failing to obey instructions and are crossing runways in front of aircraft. Council was informed that these incidents must be reported immediately to Major Hemel for necessary corrective action.

m. FUEL PUMP HOUSE: Council was informed that oil barrels as a substitute for electric lights to mark off fuel pump house on the new ramp is unsatisfactory. Flying Safety Officer reported that upon ascertaining from electrician that there was an outlet nearby for installation of temporary lights to prevent aircraft from entering that strip, Installations informed that it was not authorized. This area is marked off with a yellow painted X on the taxiway but the taxi line goes down the center toward the pumping station. The President directed Base Operations Officer to submit a work order to AIO for appropriate action in eliminating this line and properly marking this hazard.

n. FUEL RESERVE REQUIRED BY AFR 60-16: The Flying Safety Officer brought to the Council's attention an incident encountered by a member of the Fighter Bomber Group. On an IFR round-robin, upon returning to the field, the pilot was told he would have to orbit in holding pattern for a while. In lieu of going to his alternate, he continued to orbit, then came down in the clear off airways and finally broke out under the overcast and came on in. The point in question was the amount of fuel involved, especially in jets. Capt Kozey commented that 'AFR 60-16 states you will account for all possible delays and jet pilots should not commit themselves unless they are sure of getting in. The President replied that this problem not only involved pilot's discretion but good mission planning and air traffic control.

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Langley has for some time been trying to get a system for air traffic control in the Langley area. A system of undelayed jet approaches is the ultimate goal.

8. The President reminded members to call either himself or the Recorder, Captain Ewald, to present items they wished to discuss at the next meeting.

The meeting adjourned at 1545 hours, 27 January 54.

EDWARD J. EWALD
Captain, USAF
Recorder

MARTIN P. CARTER
Lt Colonel, USAF
President

APPROVED:

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS 405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. The March meeting of the Flying Safety Council convened at 1300 hours, 23 March 1954 in the Wing Conference Room.

2. Members Present:

Lt Colonel Gordon R. Flymare, Hq 405th FBW
Major Guy L. Shafer, Jr., Hq 405th FBW (Actg Pres)
Major John H. Thomas, 405th FBG
Major Eugene Van Vranken, Hq TAC
Capt Robert H. Adams, Hq TAC
Capt Alonzo M. Donnell, Hq TAC
Capt Stanley C. White, Hq TAC
Capt Paul W. Musgrave, Hq TAC
Capt Delbert Q. Perryman, 1913th AAFC Sq
Capt Paul Sims, 405th AFG
Capt John R. Thomas, 405th FBW

3. Non-Members Present:

1st Lt Sidney L. Davis, 4500th FBG, vice Major Eaton

4. Members Absent:

Lt Col W. P. Crabtree, Hq 405th FBW
Col Adanto A. S. D'Amore, 4450th USAF Hosp
Lt Col Paul B. Wright, Hq TAC
Lt Col Joseph A. Connor, Jr., 405th Tac Infirmary
Major William R. Turner, Hq TAC
Major Robert E. Roberds, Hq TAC
Major W. B. Spencer, Hq TAC
Major Charles R. Croner, 405th Ftr Wpn Sq
Major Naaman L. Myers, Hq TAC
Major Royal E. Koons, 48th FIS
Capt Edward J. Ewald, 4450th USAF Hosp
Capt Samuel E. Neely, Hq TAC
Capt Frank E. John, 405th Instl Sq
Capt Willard G. Mattson, Hq 405th FBW

5. OLD BUSINESS:

a. Crash and Emergency Procedures: The Flying Safety Officer presented draft copies of a new AR 55-5 for Council's approval. Though Medics were still adverse to sending a medical officer to the line upon being alerted of declared emergencies, members recommended the regulation be sent to sections concerned for coordination. Upon request from the Flight Surgeon, Base Operations Officer agreed to have alert announcement repeated in case some personnel did not get full message first time over the phone.

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b. Proper Use of Oxygen Equipment in Pressurized Aircraft: Flight Surgeon reported most crew members including TAC personnel have been indoctrinated on this subject.

c. Following items were brought to the Council's attention by the Base Operations Officer:

(1) Popped Parachutes by F-94's: Chutes are not being picked up in the required time as agreed by the 48th Fighter Interceptor Squadron, which delays traffic. On two recent incidents 22 and 21 minutes elapsed from the time a call was initiated from the tower before the truck picked up chute. Wing O&T Officer stated this would be taken up with the 48th Fighter Interceptor Squadron Commander.

(2) Excessive Conversation on Radio: Operations Officers were advised to remind all pilots to use only necessary conversation on radio.

(3) Acrobatics: An incident was reported of a slow roll performed in the traffic pattern. Wing O&T Officer directed that a recurrence of this type incident be reported to the Wing.

(4) Shortage of Fuel Cells: Fighter Bomber Group Operations Officer stated he would check on incidents of pilots calling the tower as being low on fuel to see if they are actually short of fuel. Flying Safety Officer will continue to report these calls to Operations Officers concerned.

(5) Taxiing too Fast on Ramp and Runups on Ramp: Major Thomas requested that Base Operations call him if F-84's continue excessive taxiing speeds. The 4400th representative was advised to remind B-26 pilots not to pull more than 30" on runups on the ramp. The crowded condition on the ramp was re-emphasized to all members.

6. NEW BUSINESS:

a. Supply and Availability of A-13A Oxygen Regulators: A check of 42 regulators by the Flight Surgeon's Office revealed 29% or 12 bad ones, caused by ruptured rubber on the diaphragm. That was on those having been installed less than 6 months. TO compliance calls for a 6 months change. Newest cure date on those checked was 1952, which indicates that regulators deteriorated while in stock rather than after being installed in aircraft. The check was made by using the blow back test. Flying Safety Officer reported that an emergency UR had been submitted and should have a reply within a week. Council requested Colonel Flygare

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to call Warner Robins, the primary depot for these regulators, to ascertain if they have had any difficulty with regulators from particular stocks, also to check on the availability of new regulators. Council recommended that regulators be changed in rotation until all are changed.

b. Reporting of Hazardous Conditions and Incidents: Flight Surgeon called the board's attention to the number of hypoxia incidents in the Fighter Bomber Group which had not been reported to Flying Safety Officer, Operations Officer or Unit Commander and on which no action was taken. He presented an Incident Report format listing different symptoms experienced in flights for crew members to fill out. From this, the Flight Surgeon would interview the person, get information and turn it over to Flying Safety Officer for study and forwarding to Squadron Commander. Council felt this would be a good method of solving this problem and recommended that the importance of reporting all such incidents be stressed at pilot meetings.

Along this same line, Flying Safety Officer pointed out that due to the number of copies required by TaCR 62-3 on a hazardous incident report, many pilots would not bother reporting them. He submitted a draft copy of a Base Regulation simplifying this procedure and showing how to use the present TAC form which is available in all units. An individual would report the incident on this form, 1 copy only, immediately turn it over to his Operations Officer or Flying Safety Officer who in turn would take action or forward to responsible person. This procedure would take only a couple of days instead of a week or so as in the past.

c. Air Traffic Control: The Wing O&T Officer read a classified letter from TAC concerning improvement of air traffic control procedures at Langley. He pointed out that future programming of aircraft at Langley would reach some 50 light bombers of one type or another, 80 fighter bombers, 27 fighter interceptors and over 20 T-33 jet trainers plus the normal complement of conventional support aircraft which should remain around 60 for a base of this size. The Control Tower is limited at present and can handle just so many takeoffs and landings. To accomplish its assigned mission, Langley should be able to handle around 700 landings and takeoffs every twenty-four hours, with a two minute spacing. Major Shafer advised that the present Base Standardization Board would be revised, appointing members who are well qualified representatives of their groups. The new board will make a study on this subject and submit recommendations to the Wing.

GUY L. SHAFER, JR.
Major, USAF
Actg President

APPROVED:

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS 405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. The May meeting of the Flying Safety Council convened at 1300 hours, 11 May 1954 in the Briefing Room of Building 81.

2. Members Present:

Lt Colonel Martin P. Crabtree, Hq 405th FBW (Pres)
Major Oliver H. Meyers, 405th Air Base Gp
Major W. B. Spencer, Hq TAC
Major William R. Turner, Hq TAC
Capt Edward J. Ewald, 4450th USAF Hosp (Recorder)
Capt John R. Thomas, Hq 405th Ftr Bmr Wg
Capt Addison D. Agle, 4424th Helicopter Flt

3. Non-Members Present:

Capt John Kozey, Jr., vice Major Thomas, 405th FBG
Capt Robert O. Daughaday, vice Capt Berryman, 1913th AACS Sq
Capt Robert R. Lawrence, vice Major N. L. Myers, Hq TAC
Capt Thomas Tector, Sr., vice Capt Becker, 4400th TIG (Tng)
Lt Donald C. Armstrong, Jr., vice Major Croner, 509th FBS
Lt Edwin S. Hoffman, vice Major Koons, 48th Ftr Intcp Sq

4. Members Absent:

Col Adanto A. S. D'Amore, 4450th USAF Hosp
Lt Col Paul E. Wright, Hq TAC
Lt Col Joseph A. Conner, Jr., 405th Tac Infirmary
Lt Col Gordon R. Flygare, Hq 405th Ftr Bmr Wg
Major Eugene Van Vranken, Hq TAC
Major Robert E. Robards, Hq TAC
Major Guy L. Shafer, Jr., Hq 405th FBW
Capt Paul Sims, 405th AB Gp
Capt Robert H. Adams, Hq TAC
Capt Alonzo M. Donnell, Hq TAC
Capt Samuel E. Neely, Hq TAC
Capt Paul W. Musgrave, Hq TAC
Capt Stanley C. White, Hq TAC
Capt Frank E. John, 405th Instl Sq
Capt Willard G. Mattson, Hq 405th FBW

5. <u>OLD BUSINESS:</u>

a. <u>Supply and Availability of A-13A Oxygen Regulators</u>. The need for a re-education program to acquaint pilots with the proper method of checking oxygen regulators before takeoff was brought up. The President reported that a training program would be forthcoming on this subject.

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b. Reporting of Hazardous Conditions and Incidents. The importance of reporting all hazardous conditions and incidents as expeditiously as possible was reemphasized to all members. The Flying Safety Officer reported a base regulation on "Reporting of Hazardous Incidents" was in the process of being published.

c. Air Traffic Control. Reference is made to minutes of the last Flying Safety Council in which it was reported that the Base Standardization Board would make a study on this subject. The President advised that the Base Standardization Board had been dissolved and this matter referred to the Council for action. A letter by the Base Commander to the President of the Flying Safety Council directing a thorough evaluation of flying procedures was presented to members. In order to accomplish this as efficiently as possible, the President consolidated special requirements listed into four subjects and appointed panels to study each subject as follows:

(1) Air Traffic Procedures and Control - Panel members:

Major John H. Thomas (Chairman)
Major William R. Turner
Capt William R. Becker
Capt John R. Thomas

(2) Navigational Aids - Panel members:

Major Cliver H. Meyers (Chairman)
Major Eugene Van Vranken
Capt Addison D. Agle
Capt Delbert Q. Berryman

(3) Coordination - Panel members:

Major Charles R. Croner (Chairman)
Capt Paul Sims
Capt Edward J. Ewald
Capt Paul W. Musgrave

(4) Ground Control - Panel members:

Capt Robert R. Lawrence
Capt Willard G. Mattson
Capt Frank E. John

Inasmuch as Operations personnel of the 48th Fighter Interceptor Squadron are on TDY, Colonel Crabtree stated he would deal with the 48th on matters affecting them, and that other Flight Surgeons would be available as needed by panels.

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The President instructed these panels to cover all angles of air traffic control such as CAA relationships, flying safety, health and stamina aspects of flying, physiological and psychological aspects of flying, location of nav aids, importance of and need for written SOP's on coordination, close tie in between ground control and air traffic control, traffic lights across the end of runways, any and everything that affects efficiency and safety in flying· to come up with facts, recommendations and constructive criticism. He requested each panel to devote a certain period daily for work on this. Members were informed that they were chosen as representatives of their unit commanders and as such should keep their commanders advised. The President stated that Colonel Flygare and he would be available for consultation or assistance to any panel member.

A meeting was scheduled for 1300, 18 May 1954 in the Wing Conference Room, at which time panels will be called upon to discuss their particular phase, giving progress reports along with ideas to other members. At that time it was felt that an estimate on completion date could be ascertained.

The President stated the outcome of this study would have a lasting effect on Langley - in fact it would be the flying future of Langley Air Force Base. The problem of air traffic control is being studied at Departmental level of USAF. CAA has been asked to come up with something new and more advanced in the way of traffic rules and regulations. To this end, USAF is working with and assisting them. This study at Langley is only a small part of the overall plan.

6. NEW BUSINESS:

a. GCA Runs. GCA unit reported that GCA runs had fallen off almost 50% and emphasized the importance of units getting in more runs in order to maintain proficiency of both operators and pilots. Capt Daughaday stated they had hoped to go back on 24 hour operation this month but it looked doubtful as GCA operators are required to get so many runs before being up-graded. The President pointed out that tactical units in the past had arranged their flight schedules to get maximum utilization out of GCA and requested them to stress this again. Base Flight was asked to stress the importance of pilots scheduling GCA's since they do not operate on a regular schedule. Capt Daughaday informed Council that the GCA unit would be shut down Friday, 14 May 54, as it is being moved into the hangar for Armed Forces Day on Saturday.

MARTIN P. CRABTREE
Lt Colonel, USAF
Ops & Trg Officer

APPROVED:

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS 405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. A meeting of Air Traffic Control Panels convened at 1300 hours, 18 May 1954 in the Wing Conference Room. These panels were appointed at the regular May meeting of the Flying Safety Council to make a study of air traffic control.

2. Members Present:

Lt Colonel Martin P. Crabtree (President F/S Council)

Major John H. Thomas (Chairman, Panel 1)
Major William R. Turner
Capt William R. Becker
Capt John R. Thomas

Major Oliver H. Meyers (Chairman, Panel 2)
Capt Addison D. Aglo
Capt Delbert Q. Berryman

Major Charles R. Croner (Chairman, Panel 3)
Capt Edward J. Ewald

Capt Willard G. Mattson (Panel 4)

Major W. B. Spencer (non-member)

3. Members Absent:

Major Eugene Van Vranken
Capt Paul Sims
Capt Paul W. Musgrave
Capt Robert R. Lawrence
Capt Frank E. John

4. Panel reports follow:

a. Panel 1 - Air Traffic Procedures and Control: Major Thomas reported his panel divided traffic control into various fields; VFR traffic pattern, letdowns and departures, airfield layout and tower procedures. On the traffic pattern, he pointed out the problem is the length of time involved in landing different types of aircraft at this base, from 7 to 3 minutes. A discussion followed on the use of the 270 degree pattern against the 360 degree one. Major Thomas stated further study would be made as to which would be the most suitable for the type aircraft at Langley.

On letdowns and departures, Capt Becker illustrated their preliminary thoughts by drawings on the blackboard. He stated that at

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present all airways come to a mutual point requiring a clearance from Norfolk, which involves many airways, i.e., Green 6, Blue 56 and Amber 9. Rather than having all airways come to one point, he suggested extending the Norfolk area and have airways end at the perimeter. Around the outer perimeter of the control area establish nav aids, depending on the type of aircraft, etc. Within the control area, have our runways and off the end of these, approach and departure zones, such as off the end of 7-25 approximately 20-30 miles out a homing facility. All approaches to the runway would be straight-in approaches. Have a radar facility, located at a convenient point to pick aircraft up. Within the Norfolk Approach area establish 2 or 3 facilities, and serve two chutes off one facility. Establish our own separation minimums and should be able to land like aircraft every two minutes. In the center of control area would be our primary nav facility for flyby aircraft; 3,000' and up available for flyby traffic. With our fields lined up in the Norfolk area, have one nav aid on Cape Charles possibly to handle Langley also as a straight-in for Norfolk Municipal and to handle Oceanic by 90 degree D leg, another facility NW of Corapeake to handle approach for opposite runway. By having traffic depart out their primary facility, it would eliminate our problem of maneuvering traffic within the area and give more space around the area to get aircraft in and out. The antiquated idea of airways crossing would be eliminated for this one specific area. With nav aids within the perimeter, handling of aircraft would not be strictly limited to radar.

To a query on the 10,000' runway appearing on the Master Planning drawing, the President stated the probability of that runway being built was very remote. Major Thomas stated that, if there was any money appropriated, his panel would like to recommend that a new runway be built parallel to 07-25, making simultaneous landings and takeoffs possible. Another possibility brought out was extending the present runway 1,000' on each end, giving a 10,000' strip. Major Thomas pointed out the need for a crash strip, possibly some type of temporary gravel top extending off the runway, so as not to tie the runway up in case of a crash; the need for more taxiways for slower aircraft to clear the runway immediately, and the need for at least two hard stands on the ramp side for dearming purposes. Another problem was the necessity for a place to runup aircraft. The J-65 requires 20-30 minutes to set tailpipe temperature correctly on jets which is necessary each time an engine is installed. To alleviate some of the unholy noise, aircraft are taken on the far side of the runway for this adjustment, which imposes quite a problem of crossing the active runway. It was pointed out that with programmed B-57's, this problem would be increased.

Excessive chatter on the radio and the need for better discipline was brought up. Major Thomas suggested that on control tower landing instructions the man with the hot mike in the tower should talk only to those people on initial and landing pattern, and use another channel for other information.

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was the feasibility of notifying Base Operations as far in advance as possible on takeoffs so that a clear spot at a specific time might be requested from Norfolk CAA.

d. Panel 4 - Ground Control: Capt Mattson was the only member present on his panel and did not have a report to submit. The President requested him to work hard during the coming week with the other members of his panel and at the next meeting it could be determined how much ground control would overlap with air traffic control and whether it might be consolidated with Panel 1.

5. A meeting was scheduled for 1300 hours, Tuesday, 25 May 1954 in the Wing Conference room. The President again offered his assistance in solving any problems or questions that arise. On nav aids, he suggested that Capt Felkel be contacted as to what is programmed and on CAA rules and regulations - Capt Berryman.

6. Capt Agle queried council as to whether Langley warranted a separate helicopter pattern. Capt Berryman replied regulation states there will be one. Members were informed that within 6 weeks IFR room would be wired with another "hot" line to Jitney, making two; one for scrambles and the other for conference line: also on the possibility of RAPCON center being operational by July.

7. Field Lighting System: A discussion of electrical power for the field lighting system, Base Operations Office, Base Weather Station and the Control Tower revealed that a short circuit in any of these facilities may disrupt power to all of them simultaneously. Although emergency power is provided, it is inadequate for the load placed upon it. Further, the source of trouble must be located and the offending section switched out of the circuitry before the remaining facilities can receive power. This is a time consuming process even though electricians may be immediately available. In terms of jet endurance, a five or ten minute delay in tower communications or airfield runway lighting might be disastrous. Panel members felt that this condition is extremely hazardous and therefore recommended that:

a. Competent technicians examine and evaluate the electrical system to determine its adequacy and dependability.

b. Necessary corrective action be given highest priority.

8. Runway Markers: Major Thomas requested that action be taken to get runway markers on the runway. These markers to indicate to pilots the amount of runway remaining during takeoffs or landings. Members agreed there was a need for some type of marker. The President requested the Wing Inspector to check regulations covering this and ascertain if some type of marker might be used.

Meeting adjourned at 1545, 18 May 54.

Martin P. Craftree

MARTIN P. CRAFTREE
Lt Colonel, USAF
Ops & Trng Officer

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On the placing of a beacon, Major Thomas stated it would not be further than necessary to get jets in without circling around, that is on a straight-in. With good radar control, Capt Berryman stated a good operator would be able to handle traffic efficiently; that 500' vertical separation is all that is necessary. He pointed out a 30 mile holding fix might be too far but by having the center point at about Hotel Chamberlin, could center this area for radar scope.

The President complimented the panel on the fresh, new approach they were taking towards their problem.

b. Panel 2 - Nav Aids: Major Meyers reported nav aids were adequate for conventional type aircraft but for jets it would be necessary to relocate them. The most ideal spots proposed for these would still bring jets turning radius either too close to or within an airway which would interfer with control problem and involve moving some airways, one being Blue 56. Would be necessary to move Dendron Homer to the other side of the river. He felt that the nav aids problem tied in closely with air traffic control and should be combined with Panel 1. The only solution would be to place nav aids to suit the jets, which would necessitate routing conventional aircraft as much as six minutes longer to get in and out. Besides moving the ones already at Langley, more nav aids would be necessary.

Capt Berryman commented this approach to the problem at Langley might be worked in with the Norfolk plan. On the assumption that the outer perimeter would be manned by low frequency, he was confident there are enough radar beacons in the area to put the plan into effect. With the proposed radar, with one central agency controlling the whole area and all the fields limited to precision radar, he felt it would work very efficiently. With the ever increasing air traffic an excellent method of separating and identifying aircraft would be important. For identification of aircraft, Capt Becker suggested something similar to IFF equipment.

Major Meyers recommended that the two panels get together for studying and secondly, that these conclusions be brought out in a staff study in order that high level people who will attend conferences on this subject would be as familiar with all aspects of the problem as the people working on it. The President felt the best approach would be to make the best study possible, prepare and present it in a clear and concise manner to the Base Commander. He recommended that the panels stay separate but stressed the value of close coordination with one another.

c. Panel 3 - Coordination: Major Croner reported that present coordination between our own facility is good, though better mechanical contact between the Tower and GCA was needed. He recommended that the actual landing channel be used only for aircraft in the pattern and taxiing. Further, a need exists for closer coordination between the different Operations Sections and Base Operations, perhaps a direct wire from Operations to the IFR Room, in the event it is necessary for a commander to contact one of his men in flight. The President felt this might be the solution but suggested the panel to check further into it. Another point

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HEADQUARTERS 405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. A meeting of Air Traffic Control Panels convened at 1300 hours, 1 June 1954 in the Wing Conference Room.

2. Members and Non-Members Present:

Lt Colonel Gordon R. Flygare vice Lt Col Crabtree (Pres F/S Council)
Major Westwood H. Fletcher, Jr. (Non-member)

Major John H. Thomas (Chairman, Panel 1)
Major William R. Turner
Capt John R. Thomas

Major Eugene Van Vranken (Panel 2)
Capt Delbert Q. Perryman

Capt Edward J. Ewald (Panel 3)
Capt Jess A. Wilson vice Capt Sims

Capt Willard G. Mattson (Panel 4)
1st Lt John L. McLaughlin vice Capt Lawrence

3. Members Absent:

Capt William R. Becker
Major Oliver H. Meyers
Capt Addison D. Agle
Major Charles R. Croner
Capt Paul W. Musgrave
Capt Frank E. John

4. Panels were queried as to the status of their final reports.

a. Panel 1 - Air Traffic Procedures and Control: Major Thomas reported his panel was in the process of typing final report and would need a few more days.

b. Panel 3 - Coordination: Capt Ewald gave additional recommendations his panel would incorporate in their report as submitted at previous meeting:

(1) That a drop line be installed to connect the tower to Coast Guard Crash Net to eliminate going through Base Operations. He reported that good coordination existed with the Coast Guard Navy Crash Net.

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(2) That a statement be included in OD's Instruction File to the effect that telephone requests from outside agencies for information on crashes or for assistance be transferred to the permanent AO at Base Operations. Major Fletcher suggested that he and Capt Thomas meet with him after the meeting in order to discuss this procedure.

c. Panel 4 - Ground Coordination:

(1) Capt Mattson stated that the runway called for in the Master Plan was not favorably considered by his panel. They recommended that runway C7-25 be extended 1400' which would give 10,000' or, preferably, that dual runways be constructed with warm-up pads on each side of each runway. This would expedite landing and takeoff traffic and give needed arming and dearming areas.

(2) Engine Test Area: Temporary solution proposed in last meeting was to locate test area mid-way between hospital and LTA areas. For future planning, proposed test area be constructed on west end of the field in wooded area. This proposal received favorable comment from all present.

(3) Taxi Lanes: Recommended a more clearly defined taxi lane from flight hangar west to 35 by adequate taxi lights.

(4) Parking Areas: Recommended moving either Base or TAC Flights to new parking apron. If dual runway is finalized, recommended closing 35 and paving area between new parking apron and old ramp. To eliminate some of the congestion, Capt Thomas suggested moving transient hangar to area near VHF/DF Station and bring transient aircraft on that side of the field.

(5) Runway Control Unit: Recommended self sufficient unit for present needs, and for future planning proposed the construction of a partially sunken room.

(6) Major Thomas requested Panel 4 to check on arresting gear which is programmed for Langley. Rather than delay report from this panel, Major Fletcher suggested this subject be covered in a supplement to their final report.

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d. Panel 2 - Nav Aids: Report submitted by Capt Berryman follows in substance: Nav Aids presently in operation and approved for installation with status indicated: Langley Radio Range, Dendron Radio Beacon, GCA - AN/MPN-1C, VHF/DF - SCR 575, UHF/DF - CRD-6 and Control Tower/Approach Control (all operational); Radar Approach Control and ILAS (middle and Outer Marker with compass locator (installation status); TACAN and Rushmere Radio Beacon (Approved status). He stated relocation of present nav aids would definitely improve traffic system though proposals for relocating are restricted by present airspace available. Recommended that action be taken:

(1) To provide jet penetration utilizing compass locator located at ILAS outer marker as the penetration aid, with simultaneous action to complete installation of compass locator.

(2) To acquire more airspace for Langley Approach Control area with ultimate view of establishing a control area for Langley traffic apart from terminal area traffic.

Capt Berryman pointed out his report had not yet been fully coordinated with other members of his panel.

5. Panels were urged to get together on problems which affected more than one panel and were requested to submit their final reports to Lt Colonel Crabtree, Wing Operations & Training, by 1500 hours, 4 June 1954.

Meeting adjourned at 1400 hours, 1 June 1954.

GORDON R. FLYGARE
Lt Colonel, USAF
Materiel Officer

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FS MGT 1-4

SUBJECT: Historical Report 16 - 31 March 1954

TO: Historian, 405th Ftr Bmr Wg

1. During the reporting period, the Flying Safety Section personnel investigated and reported three major aircraft accidents. A summary of each accident is as follows:

a. F-51 ACCIDENT: On 19 March 1954, an F-51, piloted by an Air National Guard Officer, was involved in a major accident. The aircraft was totally destroyed and the pilot received fatal injury. The accident occurred in Tazewell, Virginia, and was investigated by the Langley AFB Acdt Investigating Board. The board determined that the pilot was flying occasional instruments in the lower levels of an overcast to maintain ground clearance on a VFR flight plan.

b. B-26 ACCIDENT: On 19 March 1954, a B-26, piloted by an officer from Vance AFB, Oklahoma, was involved in a major aircraft accident. The aircraft was completely demolished and the four crew members received fatal injuries. The accident occurred in Amelia County, Amelia, Va. The accident was investigated by the Langley AFB Acdt Investigating Board. After considering all the evidence, the board was unable to determine the cause of this accident.

c. T-33 ACCIDENT: On 31 March 1954, a T-33, piloted by an officer from the 510th Ftr Bmr Sq, was involved in a major aircraft accident on Langley AF Base, Va. The aircraft was substantially destroyed. No injuries were incurred by crew members. The Acdt Investigating Board determined that the pilot elected to land downwind, and that the generator was improperly wired, resulting in electrical failure. The board further determined that the pilot failed to use the checklist.

2. A T-33 assigned this base was involved in a major accident at MacDill AF Base, Florida. The aircraft was substantially damaged, however, the crew members were not injured. The accident was investigated by personnel at MacDill AFB. It was determined that a loose connection on the sabre drain line allowed fuel to flow into the plenum chamber and an explosion resulted.

3. An incident occurred involving a T-33 assigned this base on 19 March 1954. The T-33 made an emergency descent and landed at Patterson Field, Wright-Patterson AFB, Ohio, with an unconscious Army Captain aboard. The Army Captain died at the Base Hospital, without regaining consciousness. The Director of Flight Operations at Wright-Patterson AFB investigated the incident and it was determined that the passenger became ill at high altitude and succumbed from the effects of decompression sickness. A copy of the incident report is on file in FS Section.

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4. The Flying Safety Officer was notified that the Acft Acdt Investigating Officer would be leaving this base for an overseas assignment. The Flying Safety Officer discussed with the Exec Officer the possible replacement for Capt MacDonald.

5. The Unsatisfactory Reports were screened to determine the number of UR's submitted by each unit on the base.

6. The Flying Safety Officer presented a brief summary of the F-51 accident and B-26 accident at the Flying Safety meeting which was conducted by Capt Jess A. Wilson, FS Officer, 405th AB Gp.

7. The names of personnel selected to be assigned as members of the Acdt Investigating Board were forwarded to Wg Personnel, after having first been coordinated with the appropriate commanders. The S. O. was published 30 Mar 54 appointing the board.

8. Discussions were held with Base Ops personnel concerning the forecast installation of a jet run-up area for engine performance checks.

9. Capt Thomas and Capt MacDonald visited Ft Monroe, Walker Air Strip, and discussed crash procedures with Major Haley of Ft Monroe.

10. A flight check of the base UHF frequencies was made and it was discovered that there is a need for more work on the tower transmitters.

John R. Thomas

JOHN R. THOMAS
Capt, USAF
Flying Safety Officer
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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

OC-COM 29 Jan 1954

SUBJECT: Final Approval for Bacon's Castle Beacon

TO: Mr. M. E. Phillips, Secretary
New York Regional Airspace Subcommittee
CAA Federal Building, Department of Commerce
New York International Airport
Jamaica, Long Island, New York

1. Request a copy of the minutes of the Washington Airpace Committee which approved Bacon's Castle Beacon. Subject approval appears in minutes of Washing on Airspace Committee Meeting Number 310 according to conversation between your office and Captain Falkel of this headquarters on 5 November 1953.

2. Bacon's Castle Beacon will be located approximately four (4) statute miles southwest of originally planned site as follows. On land, within three fourths (3/4) of a statute mile north or south of an east-west line through the center of Rushmere, Virginia. Exact location is being determined by Division Engineer, North Atlantic Division, Corps of Engineers, New York 7, New York.

3. It was understood from above reference conversation that minor moves in site would not need airspace Committee approval, Request confirmation so that it may be made a matter of record.

FOR THE COMMANDER:

/s/t/RICHARD G. COKER
CWO USAF
Asst Adjutant

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4TH COMMUNICATIONS CONSTRUCTIONS SQUADRON
ROBINS AIR FORCE BASE, GEORGIA

21 April 1954

SUBJECT: AMC Communications Installation Teams

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

THRU: Commander
Warner Robins Air Materiel Area
Robins Air Force Base, Georgia

1. The following personnel of the 4th Communications Construction Squadron (AMC) Robins Air Force Base, Georgia will report to accomplish the depot installation of Communications at Langley Air Force Base, Virginia on or about the 23 April 1954.

RANK AND NAME	AFSN
M/Sgt Melvin L Cobb	AF 13 331 197
S/Sgt Gayle R Kerr	AF 13 381 326
S/Sgt Donald R Lusk	AF 15 249 855
A/1C John H Fitch	AF 13 244 321
A /1C Louis Masker, Jr.	AF 32 770 833
A/1C Joseph D Suiter	AF 15 432 853
A/2C Lewis J Del Bagno	AF 12 387 042
A/2C Charles E Huston	AF 15 264 497
A/2C Arnold V Loper	AF 16 355 422

2. The majority of these personnel are extremely well qualified in their career field, having completed the basic qualifying and military courses covering this equipment. In addition to the formal training, team members have had practical experience installing and overhauling this equipment in many theaters of operations.

3. The installation mission of the squadron is world wide and the number of trained personnel is limited. In view of this personnel shortage plus the demand for their services elsewhere, it is imperative that nothing hinder the efficient and expeditious completion of this assignment. To accomplish this aim and to facilitate the accomplishment of the squadrons present commitments, it is requested that members of these teams not be required to participate in normal housekeeping duties and details except for the maintenance of their living quarters.

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Cont'd ltr fr 4th Comm Const Sq, Robins AFB, Ga., Subj: AMC Communications Installation Teams. Dtd 21 April 1954.

It is further requested that they be afforded the maximum utilization of any available facilities and equipment such as storage areas, vehicles, tools, test equipment, and spare parts.

4. All team members of each team are cleared for materiel up to and including SECRET classification and as such, issuance of necessary passes or permits to allow free movement between restricted base areas during this assignment is desirable.

5. It is desired that this headquarters be informed by TWX the date of departure of these teams when their services are no longer needed.

6. This headquarters will greatly appreciate all cooperation and assistance that can be afforded these teams on this mission so that they can proceed on other vital world wide commitments at the earliest possible date.

JOHN T MAZZOLIA
Major, USAF
Commander

1st Ind 23 April 1954

OFFICE OF THE COMMANDER, Hq. WRAMA, Robins AF Base, Georgia

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

Your courtesies will be appreciated.

K. E. TIBBETTS
Major General, USAF
Commander

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4th Comm Const Sq, Robins AFB, Ga., SUBJ: AMC Communications Instl Teams

PM MIL (21 Apr 54) 2nd Ind

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Virginia 29 Apr 1954

TO: Commander, 405th Air Base Group, Langley AFB, Virginia

1. Airmen indicated in paragraph 1, basic letter, were attached to 405th Communications Squadron for duty per paragraph 2, SO 79, cs, this hq, 27 Apr 54.

2. Airmen concerned will be considered as special activities personnel in accordance with paragraph 3g, AFR 11-4.

BY ORDER OF THE COMMANDER:

RICHARD G. COKER
CWO USAF
Asst Adjutant

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THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY
OF VIRGINIA
Norfolk, Virginia

May 26, 1954

Brigadier General Charles D. Jones
Commanding General
Langley Air Force Base
Langley Field, Virginia

Dear General Jones:

You are aware, I am sure, of the request from the Air Materiel Area to the Bell System for commercial rates on telephone services provided eleven air bases in this country over Government facilities at the present time. Langley Field was listed as one of the bases to be studied.

On Friday, May 14, 1954, we met with Captain Felkel, Wing Communications Officer, who introduced us to Lieutenant E. C. Gatz, Operations Officer, for the purpose of planning this study. Mr. B. M. Gilbert, Wire Chief, and his assistant, Mr. W. W. Parkerson, central office employee, were called in the discussion for detailed planning purposes.

It was only through the fine cooperation of these four men, specifically, and all others under their supervision, that we were able to itemize equipment in use at the Langley Air Force Base in providing voice communications throughout the reservation. Without the excellent set of records kept by base communications offices, it would have been impossible to price out this equipment in the three days in which it was done.

I would like to again thank you and wish you would convey my personal appreciation to each man involved for their splendid cooperation in assisting us in making such a difficult task easy.

It was a pleasure seeing you for a short moment in the communications building in the Shell Bank area a while ago. I hope that we will be able to more leisurely discuss matters at hand at a future date. Should there be anything that we can do to assist you or your people in providing telephone service, please do not hesitate to call upon me at your convenience.

Very truly yours,

/s/ W. A. Valentine
Manager - Sales and Servicing

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Ltr fm The Chesapeake and Potomac Telephone Company of Virginia

A-MIL (26 May 54) 1st Ind

Headquarters, Langley Air Force Base, Virginia, 14 June 1954

TO: Commander, 405th Air Base Group, Langley Air Force Base, Virginia

I have noted with pleasure the contents of the basic communication. Please convey my appreciation to First Lieutenant Gatz, Mr. Gilbert, and Mr. Parkerson.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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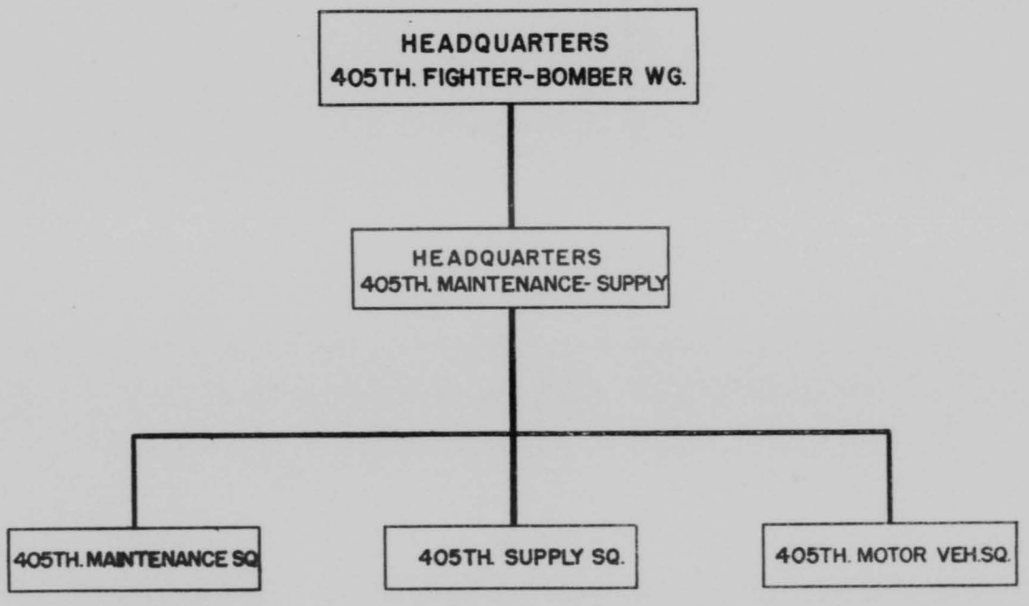
405TH. MAINTENANCE & SUPPLY
GROUP
ORGANIZATIONAL CHART
1 JAN. '54



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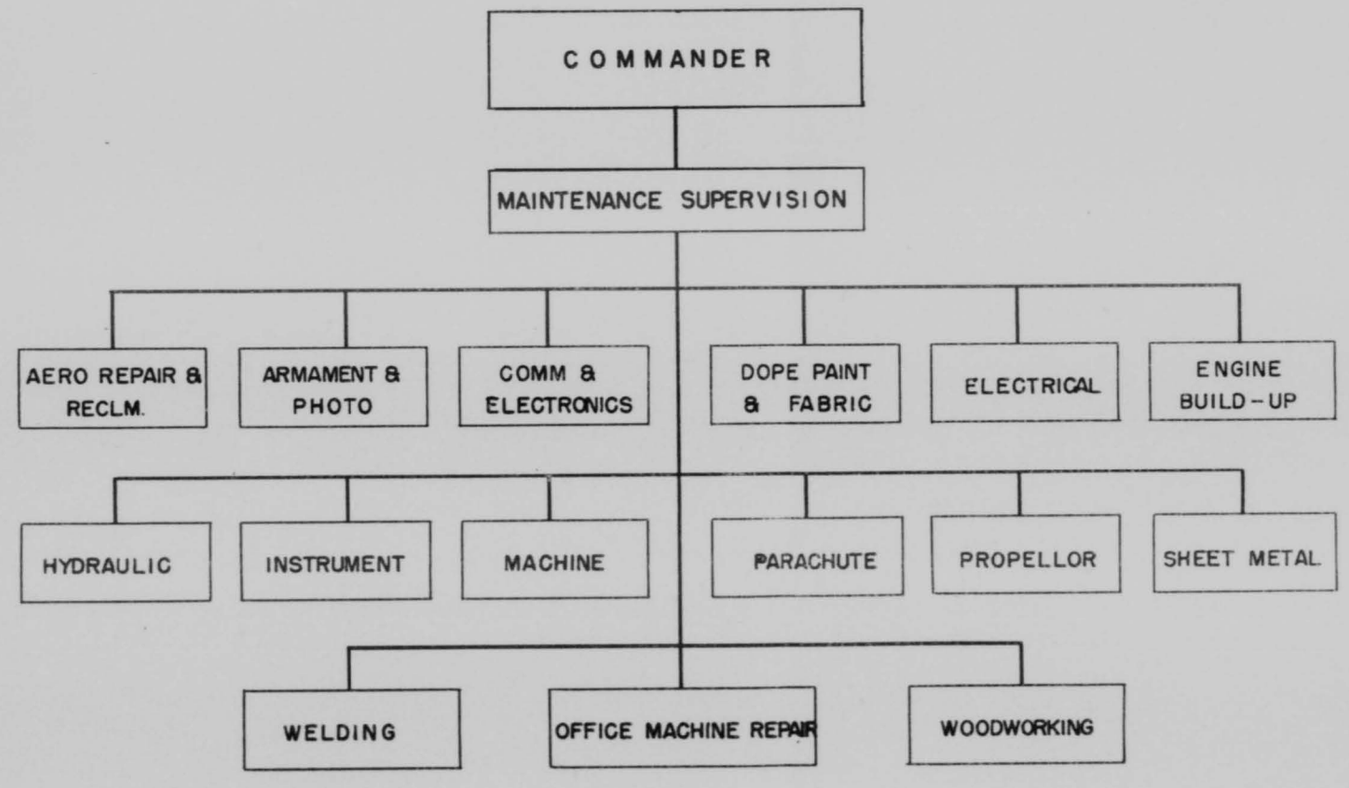
MAINTENANCE SUPERVISION
FUNCTIONAL CHART
1 JAN '54



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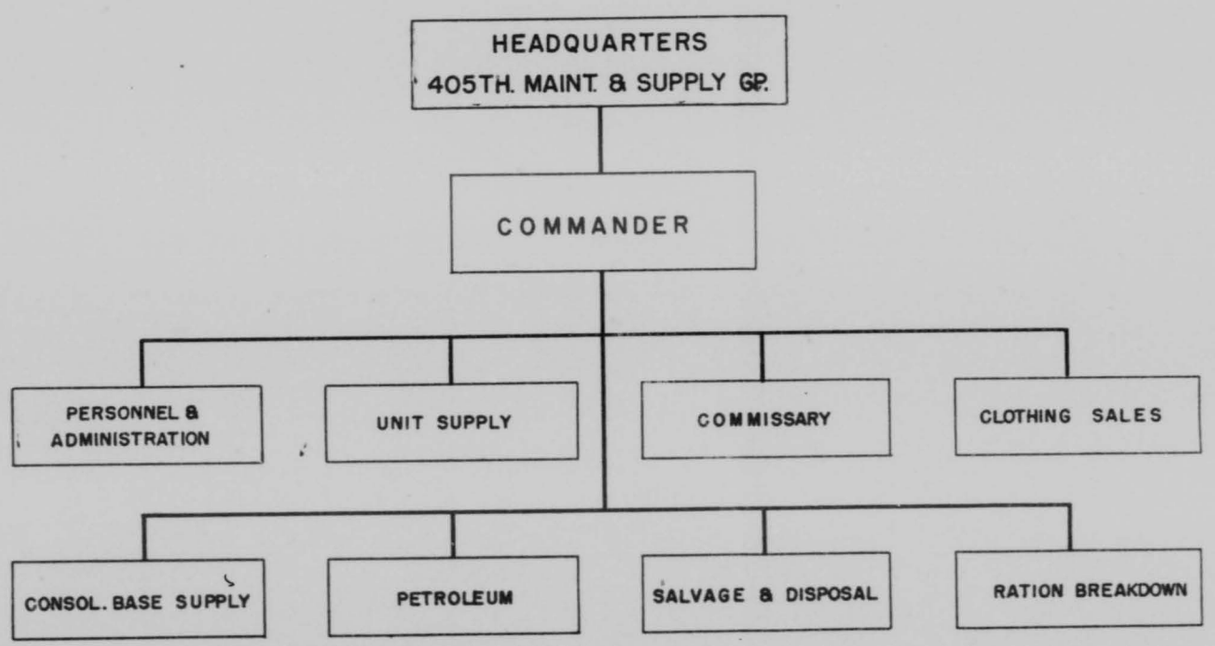
405TH SUPPLY SQ
FUNCTIONAL CHART
1 JAN. '54



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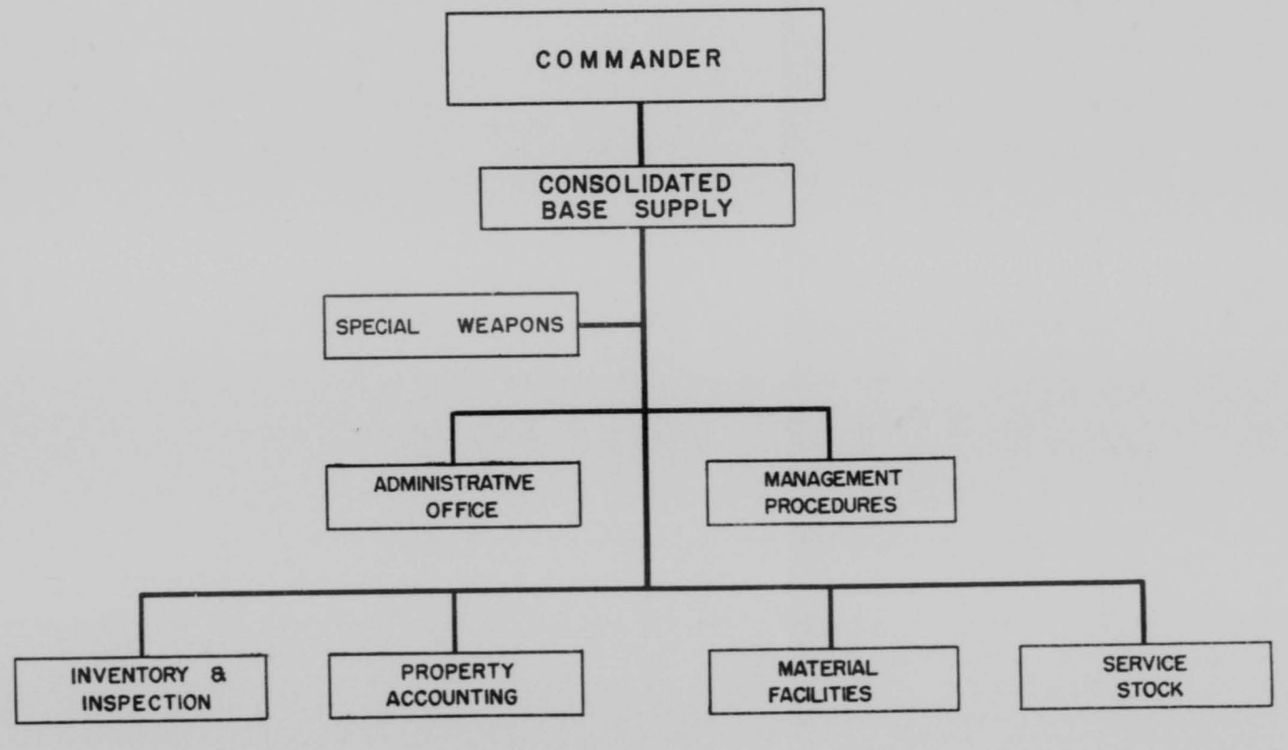
CONSOLIDATED BASE SUPPLY
FUNCTIONAL CHART
1 JAN. '54



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AICQE 671.1 16 February 1954

SUBJECT: Water Conservation

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

1. Reference is made to letter, your base, 16 December 1953, file G 463, subject as above.

2. The water situation at Big Bethel has shown an improvement and restrictions have been lifted to the extent that washing of official vehicles and the use of water for other official purposes can be authorized.

3. It is hoped that with another period of rainfall that all restrictions may be removed. In the meantime, however, it is desired that water still be conserved and outside of official uses that it be limited to essential activities of the Base.

FOR THE COMMANDING GENERAL:

s/ William C. Kurzawski
WILLIAM C. KURZAWSKI
CWO, USA
Assistant Adjutant

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CONSTITUTION OF THE CONSOLIDATED NCO DINING HALL

ARTICLE I

NAME AND AUTHORITY

The name of this organization shall be the consolidated NCO Dining Hall and is established under the provisions of AFR 176-1 and TAC Reg 176-2.

ARTICLE II

OBJECTIVE

The primary purpose of the Consolidated NCO Dining Hall is to provide suitable separate messing facilities for non-commissioned officer personnel to enhance the prestige and welfare of non-commissioned officers.

ARTICLE III

MEMBERSHIP

Non-commissioned Officers of units assigned to subsist in Dining Hall P-1336 are authorized to become members and eat in the Consolidated NCO Dining Hall.

ARTICLE IV

TERMINATION OF MEMBERSHIP

A member who is ordered away from duty at Langley Air Force Base or whose Squadron personnel are ordered to eat in another mess hall automatically terminates his membership upon departure.

ARTICLE V

FEES AND DUES

1. Service charges are collected as a non-appropriated fund under provisions of AFR 176-1 and will be used only to provide equipment facilities and/or services necessary to NCO Dining Hall operations which are beyond the scope of normal appropriated funds support.

2. Dues will be established by a majority vote of the Council members, and will be subject to change whenever prevailing conditions so dictate.

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ARTICLE VI

1. The Commander, Langley Air Force Base, Virginia, has complete jurisdiction over and approval of the actions of the Fund Council, Consolidated NCO Dining Hall, to insure adequate supervision over the establishment, dissolution, administration, operation, and financial conditions of the Consolidated NCO Dining Hall.

2. The business of the Consolidated NCO Dining Hall will be conducted by the Fund Council, appointed by the Base Commander, consisting of one member from each Squadron whose personnel utilize Mess Hall 1336 and one officer to act in an advisory capacity shall attend all governing assemblies.

3. The executive control of this association and the administration of funds and property will be the responsibilities of the Council.

4. The President and the Recorder shall be appointed annually, and shall be elected upon the majority vote of the Council.

5. Duties of the President - The President will act as chairman of the Council and will preside at all meetings of the Council, and countersign all checks from the Consolidated NCO Dining Hall fund.

6. Duties of the Recorder - The Recorder will attend all meetings and keep a record of the proceedings of such meetings. He will prepare and submit to the Fund Council minutes of the previous meetings.

7. Duties of the Custodian - The Custodian will be appointed by the Base Commander to administer the fund under the supervision of the Fund Council. He will receive, disburse and account for all cash receipts in accordance with procedures outlined in AFR 176-1 and TACR 176-2.

8. Property - The association property referred to the responsibility of the Custodian shall consist of such furniture, fixtures, and equipment as may properly come into its possession. If and when the association is dissolved, the unobligated funds and association property shall be disposed of in accordance with appropriate regulations and directives in effect at the time of dissolution.

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9. Miscellaneous:

a. The Fund Council shall be empowered to appoint temporary members of the Council to fill vacancies as they occur to serve until the next regular or special meeting of the association.

b. Upon permanent transfer of the President, the ranking member of the Council will automatically become President, and fulfill such responsibilities until the next regular or special meeting of the Council.

c. The Council shall have authority to manage the affairs of the association subject to this constitution and further control of matters not otherwise specifically provided for, except that no funds shall be expended by the Council for any purpose not clearly in furtherance of the objectives of the association as set forth in Article II above.

d. The Council shall supervise and pass on the accounts and inventories for the preceding month and approve the financial commitments for the forthcoming month.

e. The Custodian is authorized to maintain a petty cash fund of twenty-five dollars ($25) for minor cash disbursements which will be initially established and reimbursed, when depleted, by check. All disbursements from the petty cash fund will be supported by a petty cash voucher or other supporting document.

ARTICLE VII

MEETINGS

The Council will meet at least once each month at the call of the President, or whenever deemed necessary by the President. The proceedings will be recorded, will indicate the members in attendance, and will include copies of the most recent financial statements of association funds, inventories, properties acquired, and reports of committees when appointed by the Council. The minutes, signed by the President and the Recorder, will be submitted together with the financial statements and inventories to the Commander, Langley Air Force Base, for approval and subsequent return to the Council. Approved minutes, financial statements and property inventory will be available for perusal by members upon request.

ARTICLE VIII

COMMITTEES

The Council shall appoint from the active membership such committees as it may from time to time deem necessary. The duties, authority and scope of function of each committee will be definitely fixed by the Council at the time of such appointment.

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ARTICLE IX

AMENDMENTS

This constitution may be altered or amended only by vote of a majority of the members of the Consolidated NCO Dining Hall.

ARTICLE X

ADOPTION

This constitution will become effective upon adoption by affirmative vote of the Consolidated NCO Dining Hall members and upon approval of the Commander, Langley Air Force Base, Virginia.

The above constitution was adopted as specified in Article X on 29 June, 1954.

Approved.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH MAINTENANCE & SUPPLY GROUP
Langley Air Force Base, Virginia

Policy Letter 11 — 18 June 1954

SUBJECT: Conservation of Manpower

TO: All Supervisors
Maintenance & Supply Group
Langley Air Force Base, Virginia

1. From your daily newspaper reading and your civilian and military schooling, you will have noted an increasing insistence since the end of the war on better military management. With the Air Force spending the largest slice of the Defense Dollar the need for austere conservation of resources is today greater than ever. We may expect the closest scrutiny of our expenditures by economy minded legislators - properly so since the Air Force is now the primary as well as the costliest element of America's defense complex.

2. Much of the Air Force dollar is directly translatable into manpower. How you use your manpower is another way of saying how you use public money. You owe your government the most you can buy with the dollars it gives you to spend. Hence the measure of a supervisor today is the productivity he achieves from the people he manages.

3. Unlike private industry, which must produce a dollar profit or ultimately fail, we cannot express our productivity in terms of money. This unfortunately denies us a ready common denominator test of our efficiency. The most we can do is reduce costs while continuing to accomplish our mission.

4. Now, none of this is new to any of you. You have been bombarded for years with incessant pleas and admonitions to conserve, to save, to economize. Despite this - and I realize that many of you are practicing cost consciousness - I continue to see flagrant and reckless misuse of manpower daily. Unskilled tasks are given to highly skilled airmen. Six men are assigned a job which, in all conscience, two could do. Men are detailed to vague assignments without supervision. The cost of such careless, unintelligent use of people becomes, in the aggregate, staggering.

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5. Military rank is a measure of experience and ability. Would you, as a factory owner, send six men at $1.50 an hour to pick up a handful of waste paper? Not if you expected to stay in business! Do you, then, do it here because the cost is not out of your pocket?

6. As a supervisor you are absolutely bound to conserve manpower. Don't use five where three will do nor three where one will do. Whatever the number you supervise, strive always for maximum productivity.

/t/s/ M. A. RICHER
Colonel, USAF
Commander

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HISTORICAL REPORT

OF THE

405TH MAINTENANCE SQUADRON

405TH MAINTENANCE & SUPPLY GROUP

FOR THE PERIOD

1 June 1954 - 30 June 1954

LANGLEY AIR FORCE BASE

VIRGINIA

RCS: 1-AF-D2A

Edward S. Giza
EDWARD S GIZA
Captain, USAF
Historical Officer

Roy W Camblin Jr
ROY W CAMBLIN JR
Major, USAF
Commander

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SECTION I

ORGANIZATION & ADMINISTRATION

The mission of the 405th Maintenance Squadron is: to provide all field maintenance, including engine build-up, of the tactical aircraft and their equipment; to provide salvage and reclamation service for aircraft and all other Air Force property; to repair and pack all parachutes; to repair office machines for all wing components and to perform field maintenance on all ground powered equipment.

The Maintenance Squadron is composed of the following sections:

a. Personnel and Administration

b. Maintenance

c. Supply

Major Roy W. Camblin Jr. is in command of this organization.

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SECTION II

PERSONNEL

The following figures are the Authorized and Assigned Strength for Officers, Airmen and Civilians assigned this Squadron for the month of June 1954:

	1 June 1954		30 June 1954	
	AUTH	ASGD	AUTH	ASGD
Officers	11	7	11	8
Warrent Officers	0	3	0	3
Airmen	277	288	277	284
Civilians	94	93	94	93

The following changes in Military Personnel occured during the month of June 1954:

One (1) Officer was assigned this Squadron during the month of June 1954.

Eleven (11) airmen were assigned this Squadron during the month of June 1954.

Eight (8) airmen were reassigned from this Squadron during the month of June 1954.

Four (4) airmen were seperated from the service under the provisions of Air Force Regulation 39-10 (Expiration Term of Service).

Three (3) airmen were released from Active Duty on the new "Early Release" plan for seperating airmen from service with low aptitude index scores.

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One (1) airman was seperated from the service and immediately reenlisted in the United States Air Force for the purpose of filling his own vacancy.

Four (4) airmen departed this Squadron to various installations to receive Technical Training.

Three (3) airmen returned to this Squadron after completing Technical Training at various installations.

SECTION III

OPERATIONS & TRAINING

Five (5) Information and Education periods were conducted during the month of June 1954. The following subjects were presented:

a. Film on Psychological Warfare titled "The Hoaxters".

b. Lectures on Review of Passive Defense Plan.

c. Lecture on Wing Passive Defense Letter.

d. Lecture on "Project Guidance" and Upgrade Training.

e. Lecture by Base Chaplain on Character Guidance.

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SECTION IV

MAINTENANCE

The Maintenance Section of this Squadron is organized as follows:

Maintenance Supervision: Drafting and Administration.

Production Control: Work Order Planning, Work Load Scheduling, Material Control, Analysis, Technical Order Compliance, Unsatisfactory Reports Control and Contractual Maintenance.

Quality Control: Quality Control, Flight Test, and TO Distribution.

Armament: Armament Systems and Weapons Shop.

Air Electronics: Electronics.

Aircraft and Engine Repair: Aircraft Repair, Alert and Crash Recovery, Sheetmetal, Reciprocating Engine Shop, Jet Engine Shop.

Specialist Shops: Electrical, Hydraulic, Leather, Fabric and Rubber, Paint, Welding, Machine, Woodmill, Propeller, and Intricate Equipment.

Ground Equipment Repair: Powered Ground Equipment and Ground Support Equipment.

Tech Supply: Tool Crib, Air Force Supply.

During the month of June, 890 work orders were processed through Production Control. Of these, 601 were reparables, 207 manufactures and 82 Aero Repair, Engine Build-Up, and Ground Powered.

Technical Order Compliance Section initiated 34 requests for TOC kits. Two-hundred fifty-four (254) kits were received and issued from Base Supply to designated organizations.

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The Aero Repair Section received 19 work orders and completed 16 during this month.

Six (6) men from Aero Repair are attending school on the later type jet aircraft.

B-25 aircraft, 44-30832 is being salvaged and critical parts turned in to supply.

F-94C aircraft, 51-5070 and F-94C aircraft 51-4021 are still awaiting disposition from AMC.

The majority of the work this past month in the Sheetmetal Department has consisted of making repairs on B-45 aircraft for 4100th TCTS in order to transfer aircraft. The work is gradually changing from reciprocating aircraft to jet aircraft. Sheetmetal Department is now in the process of modifying the tail section of the F-94F aircraft. This job is to stop possible cracking of failing plates above and below horizontal stabilizer.

The Crash Recovery Section made 21 emergency calls. This section is performing routine inspections and preventive maintenance on crash recovery equipment.

Fiscal Year 59 contracts were audited and closed out in the Contractual Maintenance Section. One trip to Norfolk and one trip to Richmond was made for the purpose of checking facilities for contractual maintenance.

During the month of June expenditures of Depot Funds, by the Squadron Petty Cash Officer, Captain Edward S. Cline, amounted to $167.72. This amount was used for the purchase of services for office machines.

The MPC-30 and the A-4 sight mock-up have been modified and improved giving better results, and resulting in a more accurate adjustment in the final phase.

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In the Weapons Repair Section a utility bench has been received and stock binned.

A large number of Tech Supply storage bins were manufactured by Woodmill and finished in the Paint Shop. One 25 foot crash rescue boat was processed through Woodmill for repair. This job involved replacing many wood parts which were water rotted.

The Parachute Shop cleaned, inspected and repacked 602 parachutes, cleaned and tested 300 safety belts and repaired various other items of flying clothing and equipment.

The Tire Build-Up Section is in full operation and turned out 110 built-up tire and wheel assemblies for the month.

Two (2) C-45 type aircraft were reupholstered by the Fabric Shop.

Machine Shop received a new hydraulic operated surface grinder, but is awaiting electrical connections to be made by AIC.

The Communications Section received three (3) new benches from the Woodmill and have nineteen more to be completed. The new mock-ups are being installed.

During the month of June, a total of nine (9) engines were drawn from Base Supply for build-up purposes. One (1) J-47 engine was built-up for transient aircraft. Five (5) reciprocating and nine (9) jet engines were processed for return to overhaul facilities.

Conversion from the J-35-29A minor repair program to J-65 repair is being accomplished, also conversion from B-26 aircraft to B-57 aircraft will result in a tapering off of engines required in Reciprocating Section and a larger work load in the Jet Section.

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During the month of June, Materiel Control Section received three (3) additional personnel on loan status to help bring files up to date.

Reclamation Section reclaimed 2600 board feet of lumber. Lumber was used on a shed for the men reclaiming the lumber.

SECTION V

SUPPLY

The Supply Section of Field Maintenance Shops received new UPREAL. Stock on hand in Class 13 was transferred to Federal Supply Classes. Percent of UPREAL property on hand report submitted. On ECL 10-43-1, kits were changed to latest ECL.

SECTION VI

FACILITIES:

Approximately 70% of the painting in building 1168 is completed. This job is being accomplished on a Paint Shop work order, utilizing personnel assigned to shops located in that building.

The confidential and security room in Materiel Control was completed in the shipping and receiving section, and is now being utilized.

SECTION VII

SPECIAL SUBJECTS

On Friday, 11 June 1954, Colonel M. A. Richer conducted French officials through the Field Maintenance Shops.

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HEADQUARTERS
405th MAINTENANCE & SUPPLY GROUP
Langley Air Force Base, Virginia

MSB

18 February 1954

SUBJECT: Letter of Appreciation

TO: M/Sgt Harry L. Stephens, AF 13060291
Hq 405th Maintenance & Supply Group
Langley Air Force Base, Virginia

1. For approximately half a year this organization has been charged with the responsibility of processing maintenance shelters for C-119 and C-124 aircraft from point of manufacture to air lift from this base by units of the 18th Air Force. This heavy burden was imposed upon us without assignment of additional personnel. A shortage of commissioned officers in this Group imposed full responsibility for the operation upon you.

2. This project is nearing its final stages. It has been consistently conducted in a highly efficient manner. Full credit for this fact belongs to you.

3. I am aware of the innumerable difficulties you have encountered in connection with this project, and I am mindful that you have simultaneously continued to perform your primary duty as NCOIC of our Staff Supply Section commendably. These accomplishments testify eloquently to your qualities of diligence, leadership and initiative. You have every reason to be proud of this record. I commend you.

/s/t/ KENNETH E KAY
Major, USAF
Executive

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STANDING OPERATING PROCEDURE) HEADQUARTERS 405th MAINTENANCE & SUPPLY GP
NUMBER 66-2) Langley Air Force Base, Virginia
12 June 1954

MAINTENANCE

Cleaning of Oxygen Lines and Fittings

1. PURPOSE: To stress precautionary measures in cleaning and handling aircraft oxygen equipment.

2. RESPONSIBILITY: All personnel that are required to perform maintenance on aircraft oxygen systems will be responsible for compliance with this SOP.

3. GENERAL:

a. The improper cleaning of oxygen systems and use of anti-size compounds can result in possible loss of life and valuable equipment. Oxygen systems can be contaminated very easily with trichloroethylene and perchloroethylene. These agents are used in anti-size, sealing and cleaning compounds.

b. In order to insure correct procedures in cleaning oxygen equipment and to eliminate contamination of oxygen systems, procedures listed below will be followed:

(1) Cleaning lines and fittings.

(a) The procedure set forth in paragraph 13-39 and 13-96 of T.O. 1-1A-8 will be complied with.

(b) Stabilized trechloroethylene will not be used as a flushing agent.

(c) Every precaution including sniffing of tubing, will be taken to insure that tubing is thoroughly dried with clean dry, water-pumped air. Aviators breathing oxygen, or dry water-pumped nitrogen may be substituted for air.

(d) When oil or grease is found on equipment, tubing or fittings the equipment will be removed from the aircraft. Contaminated oxygen equipment will be returned to the depot. Tubing and fittings will be cleaned in accordance with T.O. 1-1A-8 before being replaced in the aircraft.

(e) When any oxygen sustem is opened for replacement of parts all lines and fittings will be plugged to prevent moisture and foreign matter from entering system.

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STANDING OPERATING PROCEDURE NUMBER 66-2 cont'd

(f) If the system has accidentally been left open, the entire system will be purged by filling with oxygen and emptying at least three times.

(g) In no case will cleaning solutions or any other solution be allowed to enter any part of the oxygen system when it is installed in the aircraft.

(2) Use of anti-size and sealing compounds.

(a) Specification MIL-C-5542 compounds will be used on tapered male pipe threads in accordance with paragraph 13-106 of T.O. 1-1A-8.

(b) Extreme care will be taken at all times so that no compound gets inside the fittings or tubings.

c. All personnel performing maintenance on oxygen equipment will familiarize themselves with the 03-50 series technical orders.

BY ORDER OF THE COMMANDER:

ROBERT E PITTMAN
Captain, USAF
Adjutant

DISTRIBUTION "A"

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HISTORICAL REPORT

OF THE

405TH MAINTENANCE SQUADRON

405TH MAINTENANCE & SUPPLY GROUP

FOR THE PERIOD

1 January 1954 - 31 January 1954

LANGLEY AIR FORCE BASE

VIRGINIA

RCS: 1-AF-D2A

Edward S. Giza
EDWARD S. GIZA
Captain, USAF
Historical Officer

Roy W Camblin Jr
ROY W CAMBLIN JR
Major, USAF
Commander

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Unsatisfactory Reports Control has processed approximately 34 UR's to appropriate prime depot and organizations involved. Fifteen (15) answers have been received and forwarded to appropriate organizations.

A fix on drag chute doors for F-94C aircraft has been submitted by UR Control to the prime depot. These doors are continually cracking on the bottom after being opened only a few times. Tests were run throughout the Air Force without success on a fix. The Sheetmetal Section of this Squadron came up with a theory that has proven successful at this installation.

By replacing .016 inch thickness stainless steel skin with stock number 6800-46450 of .025 thickness, another bead, similar to the two (2) beads running from rib 48 was also added. This bead is pressed directly into the center of the skin and runs lengthwise from angle 48 to the aft end of the chute door.

Above suggestion was forwarded to prime depot for F-94C aircraft with recommendation that it be accepted as a fix Air Force wide.

Forty-three (43) requests for TOC kits were submitted during this reporting month. Seventy (70) kits were received from Base Supply and issued to designated organizations.

Fourteen (14) serviceable engines were drawn from Base Supply by Engine Build Up Section. Fifteen (15) were delivered to using organizations. Fourteen (14) reparable engines were returned to overhaul facilities and seven (7) jet engines were minor repaired and returned to service.

Three (3) engines were treated for corrosion in Supply.

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During the month of January 1954 purchase requests were initiated for contract maintenance in the local area for the following: 650 chest of drawers; one varitype machine; 420 mattresses; one Ozalid machine; one time stamping machine; one adding machine, 17 refrigerators; 299 steel wall lockers; 60 desks; 51 pieces of furniture; 8 starters. Negotiations are expected to award contracts on these items during first week of February. Total cost of contracts is approximately $21,000.

A sequence guide for semi-annual inspections of office machines has been duplicated and is being used by the repairmen of the Office Machine Repair Section. The guide is used for the purpose of eliminating time consumed on machines that require major and minor repairs. A list of sequence adjustments has been set up to give the repairman a guide to determine the amount of repairs to be made on any office machine. The use of this sequence eliminated unnecessary adjustments and cuts down on the work load in this Section. A better and more thorough job can be accomplished on the machines by following this sequence guide.

Sixty-seven (67) typewriters, 11 adding machines and three (3) ditto machines were received, repaired and returned to using organizations by the Office Machine Repair Section. One hundred and three (103) service calls were made during the month. The backlog of this section is being held to two (2) or three (3) days service for overhaul.

The Parachute Section cleaned, inspected, repacked and repaired 530 parachutes and complied with T.O. 20B-5A-21 on approximately 800 parachutes during the month.

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The Fabric and Paint Shop processed the usual large quantity of fabric covered control surfaces and refinished a considerable large number of office chairs, tables and other items of furniture.

Information received from Air Materiel Command indicates that B-26C aircraft, 41-39460, will be salvaged due to extensive damage incurred by aircraft in August 1953. Past inability of Supply to support "parts-wise" the expeditious return of crash-damaged B-26 type aircraft to operational status, is another reason for reclamation and salvage. Formal reclamation and salvage instructions are expected within fifteen days, according to information received from Air Materiel Command.

TB-25J, 44-30632, transient aircraft from Andrews Air Force Base, Washington, D.C., sustained extensive crash damage when aircraft collided with side of permanent type hangar building. It was estimated upon inspection that approximately $37,758.12 would be required to place aircraft in serviceable condition, therefore, recommendation for salvage and reclamation has been forwarded to Middletown Air Materiel Area for approval.

Scrap residue from crashed F-84G aircraft, 51-11215, has been turned in. Aircraft crashed 19 January 1954 in York River, Virginia. AF Form 446, dropping accountability, has been forwarded to Aircraft Accountable Officer at Air Materiel Command.

F-94C aircraft, 51-5678, crash landed at Langley Air Force Base, Virginia and was removed from runway by Crash Recovery Section. It was estimated that approximately $32,188.77 would be required to make aircraft serviceable. Since repair of aircraft is beyond capabilities of field maintenance shops, recommendation was made to Middletown Air Materiel Area that subject aircraft be repaired at depot level.

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Aircraft T-33A, 51-9017, is near completion. Aircraft has been awaiting main landing gear parts. Considerable delay was experienced by Aero Repair in obtaining this part from the depot. However, at the present time, all but one part of main landing gear has been received.

Virginia Wing of Civil Air Patrol, Byrd Field, Virginia, flew aircraft L-16A, 47-1053, to this station for periodic inspection and necessary maintenance by field maintenance shops.

Difficulties were encountered by Sheetmetal Section in complying with Interim T.O. IT-33A-217. Airduct was not removable without drilling rivets. Access to area affected by Technical Order could be gained only by an individual physically entering the air duct. This method restricted the working area. In addition, when drilling rivets between fuselage stations 163.875 and 163.875 plus 26.625, residue and rivet heads fall behind skin surface and are trapped. In answer to our query Sacramento Air Materiel Area stated that cited difficulties were recognized, however the location of the area to be reinforced limits the methods which can be employed. Since receipt of answer from Sacramento the Sheetmetal Section has been complying with T.O. IT-33A-217.

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SECTION V

SUPPLY

The Supply Section is in the process of ordering UPREAL shortages.

Forty (40) additional tool boxes were ordered, received and issued to the newly assigned personnel of Field Maintenance Shops.

Fifty (50) line items of property no longer authorized or required were turned in.

Building 543, storage area, was vacated and UPREAL property is in process of being moved into shop area from this storage area.

A 30 day supply level is being established through Materiel Control Section and Base Supply for Engine Build Up to insure a more even and adequate supply of required items.

A physical separation of Material Control and Tech Supply was made on 27 January 1954. Complete division of duties is contemplated but is physically impossible at this time with low experience level.

Seven (7) bins have been requested on work order for physical division and storage of reparables and AWP's.

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SECTION VI

FACILITIES

Changes are being contemplated and a floor plan is being drawn in Electronics Shop to alleviate some of the crowded conditions and expedite the work more efficiently.

The Engine Build Up Section is starting to operate on a more stable scale since moving to 530B hangar. Parts bins and engines have been re-arranged to facilitate build-up and minor repair of engines.

Engines are built up in a more centrally located area, with the re-shuffle of each section. A better utilization of space is now available. The actual work line is much closer to the supply area for the individual engine.

The jet test cell is still proving very sound in that one engine was given a ten (10) hour test run to determine the advisability of making minor repairs on the nozzle diaphragms at this base. The test proved that the repairing was not practical. A UR was submitted on the repair procedure and new diaphragms were received to replace the items.

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HISTORICAL REPORT

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405TH MAINTENANCE SQUADRON

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FOR THE PERIOD

1 February 1954 - 28 February 1954

LANGLEY AIR FORCE BASE

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RCS: 1-AF-D2A

Edward S. Giza
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Commander

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SAFETY FILM

Production Control processed 835 reparable, 189 manufacture and 30 Aero Repair work orders during the month of February. This section also closed out 650 reparable, 220 manufacture and 17 Aero Repair work orders.

During the month of February expenditures of Base Funds, by the Base Petty Cash Officer, Captain Edward S. Giza, amounted to $94.77. Nine (9) items were purchased from small and large businesses to cover this amount of money expended.

A grand total of $27,684.37 has been expended by Contractural Maintenance Section of Production Control. This money was obligated for award and completion of contracts including repair of 650 chest of drawers, 420 mattresses, which have been finished as to renovation and new covers with rolled edges. Two hundred and ninety-nine (299) steel wall lockers are at present being completed by the contractor for repair.

Fifty-seven (57) Unsatisfactory Reports were submitted to the Base UR Clearing and Control Office during the month of February 1954. This was an increase of 23 UR's submitted over January. Seventeen (17) answers were received and processed to applicable organizations. Seven (7) UR exhibits were forwarded to the Prime Depot for investigation.

Forty-eight (48) requests for TOC kits were initiated by the Technical Order Compliance Section. The TOC Section issued 184 kits from Base Supply to proper organizations on this Base.

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The Sheetmetal Department has reorganized and is now under supervisionof Aircraft and Engine Repair Shop. This new reorganization will enable closer relationship with the crews of the aircraft and the Sheetmetal Department and will also aid in planning work schedules on aircraft.

The Sheetmetal Department complied with T.O. IT-33A-217 on six (6) T-33A aircraft. This TOC requires installing a metal plate inside the air scoop on the inboard side of T-33 aircraft to prevent the original skin from cracking. Since the TOC calls for installing approximately 175 cherry rivets in each scoop, it was found that it would take approximately 50 manhours to comply with one aircraft, with equipment available in Field Maintenance Shops. In order to accomplish TOC effectively and with least number of manhours expended, the pneumatic cherry riveter was borrowed from National Advisory Committee for Aeronautics. By use of this cherry riveter, the manhours were cut from 50 to 32 manhours per aircraft, thereby saving 18 manhours per aircraft.

Reclamation and salvage instructions for B-26C aircraft, 41-39469 have been received from Air Materiel Command. AF Form 446, "Issue Slip" has been submitted to Aircraft Accountable Officer at AMC, in accordance with paragraph 8, section 17, Volume I of AF Manual 67-1. The save list for this aircraft has been requested by Middletown Air Materiel Area from Class 01-D, San Bernardino Air Materiel Area, and will be forwarded upon receipt by MAAMA, to this activity.

B-25K aircraft 44-29915, has been completed and returned to owning organization. Work requested was for accomplishment of TO's 1B-25-50, and 1B-25-67 and weighing of aircraft.

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Periodic inspections were performed on two (2) L-16 aircraft belonging to Civil Air Patrol and have been returned as completed.

Four (4) other aircraft have been completed in Aircraft and Engine Shop and returned to owning organizations. At present time six (6) aircraft remain in this shop for completion of repairs. Two (2) of these aircraft are awaiting instructions from Air Materiel Command. TB-25J 44-30632 is awaiting disposition instructions for salvage or repair. The F-94C, 51-5678 is awaiting instructions for scheduling aircraft into depot for repair. F-94C aircraft sustained crash damage at this installation and is beyond repairing capabilities of Field Maintenance.

The Gun Sight Section has been moved out of the Communications Section, thus giving more room for new mock ups and work benches. A new shop plan for mock ups has been started, having all test equipment used as a mock up and installed in brackets on the mock up. This saves a great deal of manhours by having the test equipment readily available.

A total of eighteen (18) serviceable engines were drawn from Base Supply by the Engine Section. Sixteen (16) serviceable engines were built up and delivered to using organizations, 15 reparable engines were dismantled for shipment and 17 jet engines were repaired and returned to service.

An exhaust hood has been installed over the plating and acid baths, in the Metals Processing Section of Specialist Shop, in order to prevent fumes from spreading through the rest of the shop. The Machine Section has relocated all milling machines in a central location which has also removed them from the location of grinding machines and the danger of excessive wear and damage caused by dust from grinders.

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The Electric Section is planning the reestablishment of the Spark Plug Maintenance Unit. This unit was deactivated a year ago, but in accordance with TAC Manual 66-2, will be reestablished under the Electric Section.

The propellor governor test stand has been put into working condition by the loan of RPM counter unit from NACA. This unit must be returned to NACA upon receipt of counter which is on requisition.

Instituting operational procedures as outlined in TAC Manual 66-2 has placed heavy demands on all shops and work sections, in many cases causing the necessity of overtime work to accomplish work load. This added work load has also required more stringent application of management procedures.

Approximately 325 hours of overtime was worked by civilians in the Field Maintenance Shops, cutting down on the active backlog in the various sections.

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SECTION V

SUPPLY

The ammunition area has been cleared of property belonging to 405th Maintenance Squadron and buildings turned over to Supply for use. Property previously stored in these two (2) buildings have been placed in various shops within Field Maintenance.

Inventory has been conducted of all tools and equipment and excess turned in as follows:

$58,412.00 of property has been turned in from the Plant Account.

$7,412.69 of UPREAL property turned in.

Supply transferred from Plant Account M-99 to UPREAL $29,497.43 worth of property.

Fifteen (15) tool boxes were turned in by personnel and reissued to newly assigned personnel.

A request for printing press-offset, for use by Unsatisfactory Reports Control Section, in processing of UR's in accordance with T.O. 00-35D-54, was resubmitted. This is a second request.

On 16 December 1953, a purchase request was submitted to Base Supply for purchase of kits to modify the Remington Rand safes, in accordance with letter, 405th Fighter Bomber Wing, DM 400, dated 30 October 1953. To date kits have not been received. Production Control has requested follow-up action and Base Supply has submitted a tracer.

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SECTION VII

SPECIAL SUBJECTS

On 10 February 1954 Italian dignitaries toured through Field Maintenance Shops, conducted by Colonel Richer and Major Camblin.

On 11 February 1954, Mr. E. W. Blandy and Mr. James Gerber, Area Aircraft Inspectors from Middletown Air Materiel Area, were down for the purpose of inspecting TB-25J, 44-30632 and F-94C, 51-5678. These two (2) aircraft sustained crash damage and are awaiting disposition instructions.

Mr. Bennage from Directorate of Maintenance Engineering Office, Middletown Air Materiel Area, visited the Field Maintenance Shops, 24 February 1954, for the purpose of discussing any problems that have been encountered. The following subjects were discussed:

a. Lengthy delays in receiving disposition instructions from Air Materiel Command on damaged aircraft.

b. Length of time to hold reparables in AWP storage.

c. Contractural maintenance procedures.

d. Shortage of certain tubes (i.e. 12AT7) used in UHF sets, plus test equipment presently causing AOCP of aircraft.

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HEADQUARTERS
405th MAINTENANCE & SUPPLY GROUP
Langley Air Force Base, Virginia

MSM MSS

SUBJECT: Housekeeping and Shop Practices

TO: Commander, 405th Maintenance Squadron, Langley AFB, Va.
Commander, 405th Supply Squadron, Langley AFB, Va.
Commander, 405th Motor Vehicle Squadron, Langley AFB, Va.

1. Good housekeeping, efficient warehousing and sound shop practices are essential in getting maximum productivity from any working area.

2. Modern industry has proven that manufacturing concerns requiring high standards of shop cleanliness, effective shop practices and efficient warehousing continually produce more then competitive corporations which do not.

3. Efficiency deteriorates when working areas are cluttered and dirty. Accidents increase, fire hazards increase, the appearance of warehouses and shops become amateurish when poor principles are employed. The pride of the individual suffers when he works in poorly arranged, unkempt areas. Proper housekeeping, good shop and warehousing practices build his pride, increasing his efficiency and productivity.

4. Application of these principles demands close constant scrutiny by Commanders and supervisors. You will instruct your supervisors to maintain working areas neat and orderly insisting upon high professional standards. You will further instruct and inspect vigorously and frequently until you have achieved working conditions which compare favorably to those of the most modern industrial plants.

/s/t/M. A. RICHER
Colonel, USAF
Commander

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HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base
Virginia

TNMTR 500 20 August 1953

SUBJECT: Personnel Manning of Commercial Transportation Officer

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base
Virginia

The personnel strength of commercial transportation offices throughout the Command show a wide divergence. When two different bases having approximately the same workload have appreciably diffrenet manning tables it must be assumed that local conditions are responsible. To arrive at an understanding of the manning requirements it is necessary to know about these conditions. Therefore, it is requested that the inclosed questionnaire be completed by each base commercial transportation office and returned to this Headquarters. Additional information may be added if considered appropriate.

BY ORDER OF THE COMMANDER:

1 Incl
Questionnaire

/s/t/ LAWRENCE E. WHEELER
Capt, USAF
Asst Command Adjutant

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QUESTIONNAIRE

Does Commercial Transportation perform any of the services listed below using assigned personnel?

1. Do you pick-up and/or deliver household goods with government vehicles:

   Yes. Crated HH Goods and personal effects are delivered from the receiving warehouses to the owner's quarters. Uncrated HH Goods are moved for personnel ordered to assume or vacate government quarters on Langley AFB proper and Langley View. Two (2) men are assigned to this type of move, however four (4) men are required.

2. Within what radius, or how far from the base do you pick-up?

   Eighty (80) miles. Due to the new Army policy in handling shipments of HH Goods and personal effects for Air Force personnel, small lots are picked up at greater distance.

3. Do you perform any kind of packing and crating, such as:

   a. Air Force supplies or materiel? - No.

   b. Personal effects - large shipments (PCS)? - No.

   c. Personal effects - small shipments (TDY)? - Yes.

4. Do you have any special problem in delivering incoming shipments to supply that requires the use of transportation personnel? Describe. - No.

5. Do you have a special warehouse problem that requires the use of transportation personnel? Describe.

   Yes. This office is maintaining two (2) warehouses, one (1) for HH Goods and baggage and one (1) for public property. If one (1) warehouse only was in operation, one (1) man could be eliminated.

6. If you are responsible for loading and unloading military aircraft does it require additional personnel? How many?

   Yes. Four (4), these men are needed to unload aircraft after normal working hours.

7. If you actually load and unload rail cars does it require additional personnel? How many? - No.

8. Do you have any problem unusual to your base that requires the use of transportation personnel? List and describe them. - No.

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9. Do you have the above personnel? No. What is your authorized strength? 38. Give a breakdown pf personnel assigned and a brief description of their duties.

1 - Officer - Commercial Transportation Officer.

2 - Airman - Traffic Supervisor - NCOIC, Supervises Outgoing Freight Section.

1 - Airman - Railroad Equipment Supervisor - Supervises railroad equipment maintenance. (Excess)

3 - Airmen - Senior Freight Traffic Specialists - Supervises HH Goods Section, Freight Checker, Operates baggage warehouse.

1 - Airman -Senior Construction Equipment Mechanic - Repairs railway equipment.

1 - Airman - Senior Vehicle Operator - Drives HH Goods Van.

2 - Airmen - Freight Traffic Specialists - Moves HH Goods, accomplishes GB/Ls.

1 - Airman - Senior Clerk - Maintains files, publications, types correspondence, maintains duty rosters, sorts and logs incoming mail and records.

1 - Airman - Apprentice Vehicle Operator - Drives 1½ ton truck on pickups and deliveries.

1 - Airman - Transportation Helper - Unloads trucks, railroad cars and aircraft.

1 - Airman - Apprentice Warehousing Specialist - Unloads trucks, railroad cars and aircraft.

1 - Civilian - Traffic Manager - Assists Commercial Transportation Officer.

2 - Civilians - Clerk-Traffic - Checks and accomplishes inbound bills of lading.

3 - Civilians - Clerk Typist - Types outbound bills of lading, letters, household goods applications and related papers, prepares van shipment paperwork.

1 - Civilian - Passenger Traffic Clerk - Types T/R's and meal tickets, routes passengers, types correspondence.

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1 - Civilian - Traffic Clerk (Typist) - Ships HH Goods, types correspondence, processes GB/Ls and related paperwork for HH Goods shipments.

1.- Civilian - Clerk - Distributes GB/Ls, maintains GB/L files, makes parcel post shipments, keeps car record books.

1 - Civilian - Packing & Crating Inspector - Inspects P&C done commercially, inspects commercial van equipment, inspects commercial van packing.

1 - Civilian - Freight Handling Foreman - Supervises unloading and loading of LCL trucks, rail cars and aircraft.

1 - Civilian - Truck Driver, Heavy Duty - Drives van delivering and picking up military freight and household goods.

1 - Civilian - Truck Driver, Light - 4x4 - Drives pick-up truck delivering and picking up small shipments of military property and household goods.

1 - Civilian - Fork Lift Operator - Moves heavy palleted items while unloading freight.

1 - Civilian - Laborer - Unloads and loads trucks, rail cars and aircraft.

1 - Civilian - Railroad Operation Foreman - Supervises operation of government owned railroad.

2 - Civilians - Locomotive Brakemen - Brakes on government owned railroad, assists RR Operation Foreman.

1 Civilian - Diesel Locomotive Engineer - Operates Government owned Diesel locomotives.

1 - Civilian - Locomotive Crane Operator - Operates government owned Railroad Crane.

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ACCOUNTING INSTRUCTIONS)
NUMBER 1)

HEADQUARTERS 405th Fighter Bomber Wing
Langley Air Force Base, Virginia
2 March 1954

1. This is the first of a series of Accounting Instructions to be published to facilitate the implementation of the new industrial type accounting system which is to be tested at Langley Air Force Base.

2. For cost accounting purposes, this base has been divided into 47 departments, or cost accumulating sub-areas. These sub-areas are identified by a letter of the alphabet followed by a number. The majority of these areas correspond exactly with numbered Air Force organizations. The remainder do not correspond with numbered organizations, but are composed of whole units of these organizations. A listing of the sub-areas is attached.

3. Effective immediately, each officer or airman will be considered as assigned to one of these sub-areas, in accordance with the attached list. All personnel documents presently affecting finance and accounting will carry the sub-area code in addition to the presently used unit designation. The sub-area code will be placed on these documents immediately following the unit designation. Military Pay Orders, Personnel Actions Memorandums, allotment authorizations, Flying Pay Certificates, Time Sheets, Military Pay Records, and other such personnel documents affecting finance and accounting records will be coded in this manner.

4. Military Pay Orders will be prepared by the personnel section currently responsible for their preparation. These MPO's will be prepared upon each transfer of an individual from one listed sub-area to another listed sub-area. An MPO will be prepared by the losing sub-area and by the gaining sub-area or by their servicing personnel section. For example, upon transfer of an individual from the Wing Materiel Office, sub-area A-5 to the 405th Maintenance Squadron, sub-area B-4; an MPO will be prepared by Wing Hq Sq Section personnel clerk and by the personnel clerk of the 405th Maintenance Sq. The only exception to the requirement for 2 MPO's will be in the event of transfer of an individual between sub-areas having the same servicing personnel section. For example the transfer of an individual from Wing Personnel to Wing Materiel will require submission of only one MPO by Hq Sq Section.

BY ORDER OF THE COMMANDER:

s/ Herbert C. Pinkerton
HERBERT C. PINKERTON
Captain, USAF
Adjutant

1 Atchmt
Cost Accumulating Areas

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COST ACCUMULATING AREAS

A - 1 Command
- Commander
- Executive Officer
- Inspector
- Legal & Claims
- Flying Safety
- Hq Sq Sec
- Adjutant
- Chaplain

A - 2 Comptroller
- Accounting
- Finance
- Reporting
- Management Analysis
- Budget

A - 3 Personnel
- Military Personnel
- Civilian Personnel
- Manpower & Organization
- Ground Safety

A - 4 Operations
- Operations
- Intelligence
- Communications
- Radiological Defense
- Unit Training
- TAC Pass Defense School

A - 5 Materiel
- Maintenance
- Supply
- Armament & Trans

B - 1 Headquarters, 405th M & S Gp
- Commander
- Personnel
- Supply
- Maintenance

B - 2 Commercial Transportation

B - 3 405th Motor Vehicle Squadron
- Commander
- Personnel & Administration
- Field Maintenance
- Motor Pool
- Drivers School

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B - 4 405th Maintenance Squadron

- Commander
- Personnel
- Com & Elect
- Actf Eng Build-Up
- Dope, Paint & Fab
- Machine Shop
- Sheet Metal
- Arm & Photo
- Aero Rpr & Reclam
- Production Con
- Maint Supv
- Welding
- Woodworking
- Propeller
- Parachute
- Electrical
- Hydraulic
- Instrument
- Supply
- Off Machine Rpr
- T. O. Distribution

B - 5 405th Supply Squadron

- Commander
- Personnel
- Unit Supply
- Petroleum
- Salvage
- Cons Base Supply
- Administration
- Cen Vou Con
- Inv & Insp
- Mat Fac
- Ration Breakdown
- Service Stock
- Management
- Property Accounting
- Spec Weapons

B - 6 Commissary Sales Store

B - 7 Clothing Sales Store

C - 1 Headquarters 405th AB Gp

- Commander
- Hq Sq Sec
  - Commander
  - Personnel
  - Supply
- Group Personnel
- Operations & Training
- Materiel

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C - 2 Base Flight Maint & Oper

Base Operations

Base & Trans Acft

C - 3 405th Air Inst Squadron

Commander

Pers & Adm

Inspection

Fire Protection & Crash Rescue

Real & Installed Property

Work Order

Maint & Repr

Drafting

Engr & Mngmt

Utilities

C - 4 405th Food Service Squadron

Commander

Personnel & Adm

Bakery

Stock Control

Meat Cutting

Dining Halls

C - 5 405th Air Police Squadron

Commander

Per & Adm

Security

Retraining Flight

Materiel

Patrol Flight

Operations

C - 6 405th Comm Squadron

Commander

Pers & Adm

Operations

Inst & Maint

C - 7 Other Base Services

Personal Services

Photo Lab

Base Exchange

Billeting

Officers Club

NCO Club

Purchasing & Contracting

Aerial Spray Flight

564th AF Band

4412th WAF Squadron

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D - 1 405th Tactical Dispensary
D - 2 4450th USAF Hospital
Commander
Hq Section
Personnel
Food Sv
Trans
Dental
Flt Surgeon
Lab
Registrar
Med Sv
Med Supply
Nursing Sv
OB - GYN
Pharmacy
Preventive Med
Surg Sv
X-Ray
Out-Patient Sv
Physiological
Training
Veterinary
E - 1 4400th Tac Bomb Group (Tng)
4400th Tac Bomb Sq (Tng)
423d Bomb Sq (L)
424th Bomb Sq (L)
E - 2 16th Crash Rescue Boat Flight
E - 3 4424th Helicopter Flight
E - 4 Det 3-8, 3d Weather Sq
E - 5 1913th AACS Squadron
E - 6 2nd Shoran Beacon Flight
E - 7 2nd TAC Support Squadron
F - 1 Hq 405th Ftr Bomber Group
F - 2 509th Ftr Bomber Sq
F - 3 510th Ftr Bomber Sq
F - 4 511th Ftr Bomber Sq
M - 1 Hqs Tactical Air Command
M - 2 Hq TAC - Air Surgeon
M - 3 2220th Field Printing Sq
M - 4 2d Weather Group
M - 5 21st District OSI
M - 6 4427th Radiological Test Flt
M - 7 Flt A, 2nd Liaison Sq
M - 8 Det 5, 771st AC & W Sq
M - 9 29th Comm Squadron
M - 10 Flt C, 36th Comm Security Sq
M - 11 48th Ftr Intcp Sq
M - 12 ARDC Liaison Office
M - 13 1031st USAF Auditor Gen Sq Det
M - 14 Hq 1913th AACS Sq
M - 15 F-84-12 Mob Tng Det

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Page 1

BASE REGULATION)
NUMBER 95 - 1)

HEADQUARTERS 405th Fighter Bomber Wing
Langley Air Force Base, Virginia
4 June 1954

PHOTOGRAPHY

Base Photographic Laboratory

(This regulation supersedes Base Regulation 95-1, 4 November 1953)

1. PURPOSE: To outline the function and responsibility for the operation of the Base Photographic Laboratory.

2. RESPONSIBILITY: The Base Photographic Laboratory is responsible for furnishing ground photography for all units of the base except those having their own facilities.

3. LIMITATIONS: Requests for photographic assignments, or processing, will be accepted only for official government business and if they are within the limits of supply and equipment available at the Laboratory.

4. PROCEDURES: Photo requests, except emergency, will be submitted as far as possible in advance of requirement date. Forty eight (48) hours notice is desired. Requests may be phoned or written in accordance with the following procedures:

a. Units assigned and attached to Headquarters, Tactical Air Command will make requests through the Public Information Officer, Tactical Air Command.

b. Units assigned and attached to Headquarters, 405th Fighter Bomber Wing will make requests for public relations work through the Wing Public Information Officer. (Reference Base Regulation 190-1). All other requests, except emergency, will be submitted through the 405th Air Base Group Adjutant.

5. PRIORITIES:

a. All work requests will be processed as expeditiously as facilities will permit. Seventy-two (72) hours will be required except in emergencies. Priorities are established as follows:

(1) Emergencies - Aircraft and Automobile Accidents.

(2) Aerial Film.

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(3) Unsatisfactory Reports.

(4) Public Relations.

(5) Documents and Miscellaneous.

6. REQUESTS FOR EMERGENCY PHOTOGRAPHIC SERVICES: Requests for emergency photographic services will be made as follows:

a. During duty hours: Requests for emergency photo service will be made direct to the Base Photographic Laboratory, Building #125 Extension 8144.

b. After duty hours: An Alert Photographer will be available at the Base Photographic Laboratory for emergency service only.

(1) When the Alert Photographer is away from his post, request with full particulars will be phoned to the Air Police Desk Sergeant, Extension 7104.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HERBERT C PINKERTON
Capt, USAF
Adjutant

RICHARD G. COMER
CWO, USAF
Asst Adjutant

DISTRIBUTION:
"D"

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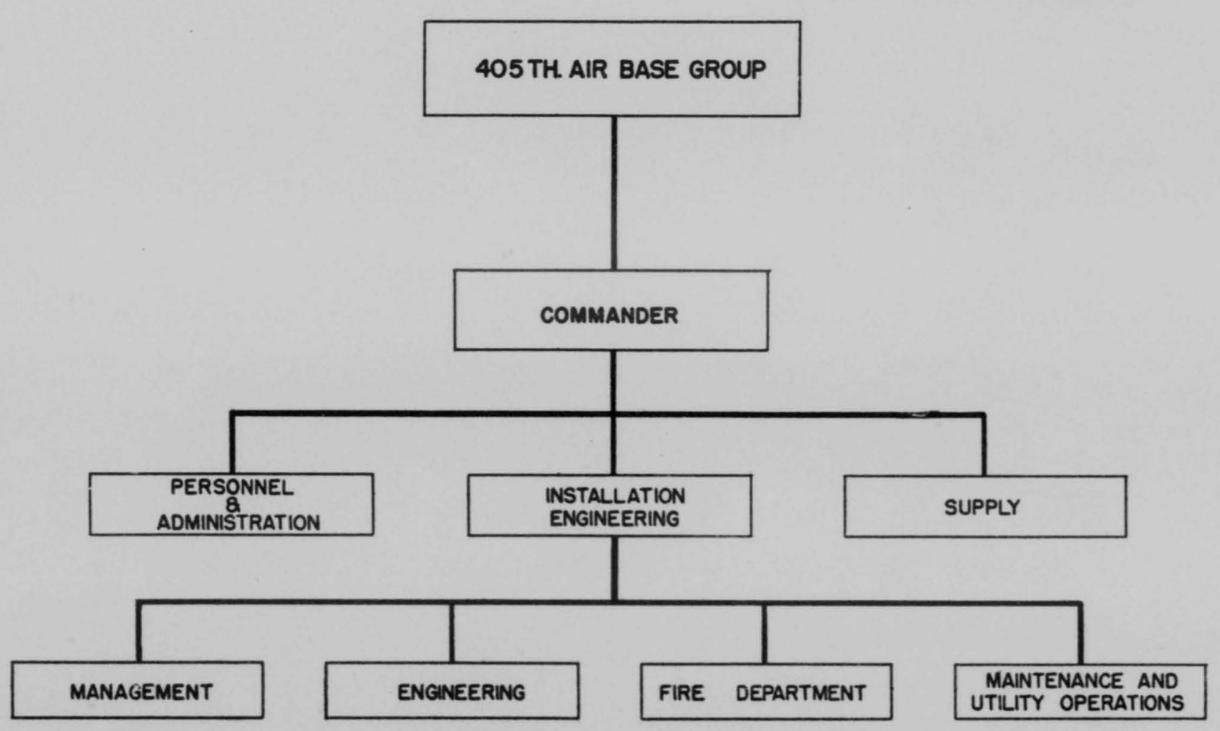
405TH. INSTALLATIONS SQ.
FUNCTIONAL CHART
1 JAN. '54



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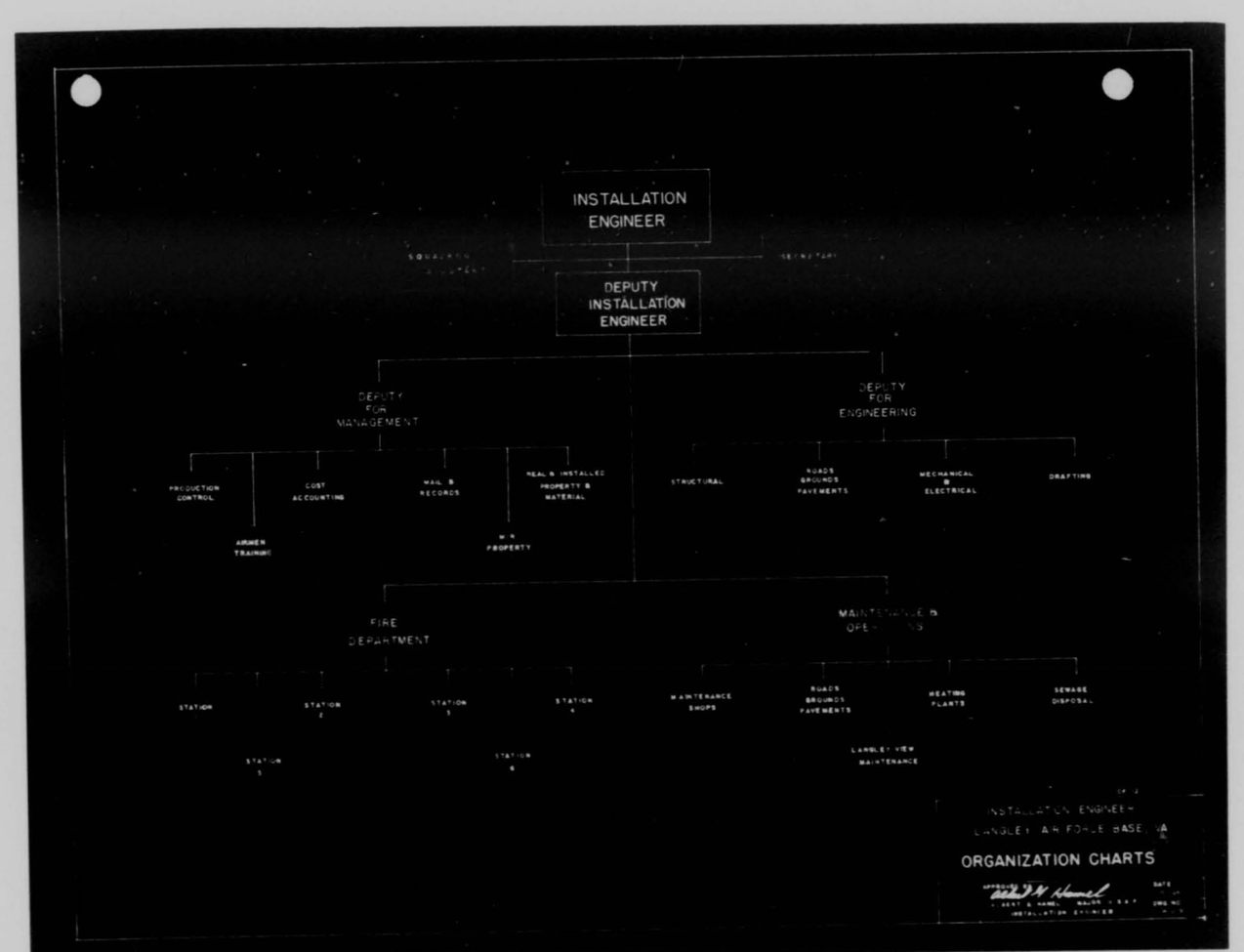

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OFFICE OF THE BASE INSTALLATION ENGINEER
Langley Air Force Base, Virginia

BIE 17 Feb 54

SUBJECT: Status of Contract Projects

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

SECTION I

Contract No.	PostReq. Number	CONTRACT WORK IN PROGRESS	Price	Contract Comp.Date
AF 44(600)-36	L-88-52	Replacement of cables and equipment of elec distribution system.Enterprise Elec Co contractor, work started 24 Jul 52,99% complete.	$ 13,000.00	1 May 54
AF 44(600)-226	Ly-99-53	Cleaning and resealing of expansion joints in airfield pavements.Railroad Waterproofing Corp contractor, work started 31 Aug 53,89% complete.	53,383.80	28 Feb 54
AF 44(600)-239	Ft Custis 3-53	Construct combined supply and hobby shop Bldg. P.D.Widgen contractor, work started 6 Jul 53,98% complete.	26,795.00	27 Nov 53
AF 44(600)-271	Ft Custis 4-53	Modification of heating distribution systems,771st AC&W Sq,MPH Mechanical Co Inc contractor,work started 9 Jul 53, 98% complete.	35,071.89	20 Oct 53
AF 44(600)-274	Ly-106-53	Modification and consolidation of heating facilities in Bldgs T-72 and 122. W.H.Singleton Co Inc contractor,work started 4 Aug 53,98% complete.	43,408.87	25 Nov 53
AF 44(600)-290	Ly-80-53	Alter and strengthening of box drains, catch basins,etc.airfield pavements.Corde & Starke contractor, work started 24 Sep 53,99% complete.	54,710.00	30 Jan 54
AF 44(600)-305	Ly-5-54	Repairs to asphalt roofs,flashings etc at Langley AFB,Langley View NCO Homes and Oyster Point,Va.Rowe Sheet Metal Co contractor,work started 30 Oct 53, 95% complete.	19,766.40	1 Apr 54

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Section I Cont'd

Contract No.	Post Req. Number	Contract Work in Progress	Price	Contract Comp.Date
AF 44(600)-306	Ly-5-54	Repairs to slate-tile roofs,flashings etc at Langley AFB,Langley View NCO Homes & Oyster Point,Va.Norlin roofing and Deck Co contractor, work started 17 Nov 53, 25% complete.	$ 6,716.00	22 Feb 54
AF 44(600)-318	Ly-4-54	Interior repair and conversion of Bldg T-401.Corde & Starke contractor,work started 18 Jan 54,40% complete.	23,308.00	8 Mar 54
AF 44(600)-322	Ly-3-54	Repairs and alterations to Bldg 127 Corde & Starke contractor, work started 21 Jan 54, 25% complete.	10,210.00	21 Feb 54
AF 44(600)-323	Ly-15-54	Install hot water heating system in Bldg 82.Farmville Plumbing & Heating contractor,work started 18 Jan 54, 80% complete.	5,600.00	26 Feb 54
AF 44(600)-325	Ly-12-54	Construct 20'X30' cinder block storage C.E.Ernest contractor,work started 8 Jan 54, 100% complete 16 Feb 54.	3,650.00	5 Mar 54
AF 44(600)-326	Ly-16-54	Repairs to roofs,T-140 & 136. Rowe Metal Co contractor, work started 27 Jan 54, 75% complete.	3,585.00	5 Mar 54
Officers Mess Contract	Ly-30-53	Installation of additional air conditioning in Bldg 170,Officers' Mess, 95% complete.	9,900.00	20 Jun 53
PX Contract 2355	Ly-11-54	Conversion & rehab. of bldg T-108. Paint Products Co contractor,work started 21 Jan 54, 45% complete.	12,535.33	14 Mar 54
NCO Club 54-1	Ly-1-54	Installation of air conditioning in Bldg 131,NCO Club.W.T.Martin contractor,work started 25 Jan 54,5% complete.	42,249.00	3 Mar 54

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OBIE,LAFB,Va.,BIE, SUBJ: Status of Contr Projects, 17 Feb 54

SECTION II

Contract No.	Post Req. Number	CONTRACTS ON WHICH WORK HAS NOT STARTED	Price	Contract Comp.Date
AF 44(600)-338	Ft Custis 54-1	Install 10 HP air compressor & associated equipment in Power Bldg 117.MPH Mechanical Co Inc contractor, work to start 25 Feb 54.	$ 1100.00	12 Mar 54
AF 44(600)-335	Ly-41-54	Drainage intersection of Ward Road & Dodd Blvd.E.W.Muller contractor.Starting date unknown.	3140.20	
AF 44(600)-338	Ly-22-54	Install air conditioning in Bldg T-403. Pioneer Ind.Contracting Co contractor. Starting date unknown.	8762.00	

SECTION III

Project No.	PROJECTS SUBMITTED TO P&C FOR FORMAL ADVERTISING	Price
Ly-44-53	Installation of Air Conditioning in Richmond Filter Center. Approved by Hq EADF 25 Jan 54.	$ 3377.00
Ly-17-54	Additions to PX Service Station,Bldg 1190. Sawyer Constr Co low bidder, $26,000.00.Awaiting completion of negotiations with the Texaco Co.	30,000.00
Ly-18-54	Repairs and resurfacing of roofs,Bldgs 510, 511 & 171. Bid opening 19 Feb 54. Approved by TAC 18 Dec 53.	11,183.00
Ly-21-54	Installation of air conditioning Bldg T-402. Poindexter Contr Co low bidder $11,460.00.	13,460.84
Ly-23-54	Proposed road widening & construction of new pass and traffic control houses,Main Gate. Corde and Starke low bidder $10,463.00.	3972.95
Ly-24-54	Exterior painting buildings Langley View Homes. Bid opening 26 Feb 54.	43,409.94
Ly-37-54	Repair of concrete lintels, sills and metal windows,Bldgs 61 & 63. Approved by TAC 3 Feb 54, bid opening 24 Feb 54.	7237.88
Ly-34-54	Repairs to and resealing of parking areas. Approved by TAC 23 Jan 54. Bid opening 23 Feb 54.	41,909.47

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Section III Cont'd

Project No.	Projects Submitted to P&C for Formal Advertising	Price
Ly-42-54	Installation of new entrance doors to Main PX Store, Barber Shop and Cafeteria. Being advertised by P.X.Officer.	$ 4000.00
Ly-43-54	Installation of Incinerator, Heating Plant T-72. Bid opening 23 Feb 54.	1400.00
Ly-44-54	Repairs to 24" TC storm drain in vicinity of Bldgs 67 & 128. Bid opening 2 Mar 54.	6200.00
Ly-45-54	Alteration and enlargement of PX Sales Store Bldg 67. Being advertised by PX Officer.	7200.00
Ly-46-54	Interior modification of Bldg T-299 for PX Warehouse. Being advertised by PX Officer.	16,800.00
Ly-48-54	Installation of sump pumps in fuel valve pits Nos. 2,4,5, 8,9 and 12., bid opening 24 Feb 54.	1960.00
Cape Chas. AF Sta. 54-2	Installation of secondary service from transformer bank to Supply and Hobby Shop. Approved 10 Feb 54 by Commander, 771st AC&W Sq..	635.00

SECTION IV
PROJECTS APPROVED AND BEING PROCESSED TO P&C

NONE

SECTION V
PROJECTS APPROVED, AWAITING DECISION OF SPECIAL REVIEW BOARD

NONE

SECTION VI
PROJECTS APPROVED, AWAITING CONTRACT AUTHORIZATION

NONE

SECTION VII
PROJECTS APPROVED IN PRINCIPLE (NO FUNDS)

NONE

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OBIE,LAFB,Va., BIE, SUBJ: Status of Contr Projects, 17 Feb 54

SECTION VIII

Project No.	PROJECTS FORWARDED FOR APPROVAL	Price
Ly-13-54	Moving Bldg T-96 & interior repair & renovation of T-96 and T-135. Revised and resubmitted to TAC 27 Jan 54.	$ 24,906.00
Ly-27-54	Air conditioning Bldg T-409.	15,821.21
Ly-28-54	Air conditioning Bldg T-410.	10,482.02
Ly-47-54	Exterior painting 8 Permanent Buildings.	16,300.00
Ly-49-54	Repairs to hangar doors and gable ends of Hangars 530 A&B.	21,400.00
Ly-50-54	Repairs to sidewalks, Base wide.	23,900.00
Ly-53-54	Replacement and relocation of chain link fence Bldg T-130.	852.15
Ly-54-54	Installation of 50 ton motor truck scale,Salvage Whse,T-101.	12,900.00
Ly-55-54	Installation of oil-fired high pressure steam boiler,T-304.	2000.00

SECTION IX

PUBLIC WORKS PROGRAM

Contract Number	DISTRICT ENGINEER CONTRACTS	Price	Scheduled Comp.Date
2127	Airmen Brks w/Mess,Shellbank Housing.Work started Jun 52, 99% complete.	1,478,000.00	26 Oct 53
2127	BOQ's,Shellbank Housing,work started Jun 52,99% complete.	669,300.00	26 Oct 53
2051-2052 2127-2230 2398	Roads to support FY-52 construction.Work started Jun 52, 99% complete.	103,800.00	26 Oct 53
2051-2052 2127-2230 2398	Utility expansion to support FY-52 construction work started May 52, 99% complete.	683,000.00	26 Oct 53

Albert G. Hamel

ALBERT G. HAMEL
Major, USAF
Installation Engineer

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PURCHASING AND CONTRACTING OFFICE
Langley Air Force Base, Virginia

ABPC

24 February 1954

SUBJECT: Supplemental Status of Delinquent Contracts

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

CONTRACT NO.	POST REQ. NUMBER	CONTRACT WORK IN PROGRESS	PRICE	CONTRACT COMP. DATE
AF 44(600)-226	Ly-99-53	Cleaning and Resealing of Expansion Joints in Airfield Pavements . - Railroad Waterproofing Corp. -contractor . Weather conditions necessitated extention of performance time.	$43,583.80	19 Mar 54
AF 44(600)-239	Ft Custis 3-53	Construct Combined Supply and Hobby Shop Bldg. - P.D Widgen -contractor. Temporary transformer set up. Complete except for testing. To be tested on 25 Feb 54.	$26,793.00	27 Nov 53
AF 44(600)-271	Ft Custis 4-53	Modification of Heating Distribution Systems, 771st AC&W Sq., M.P.M. Mechanical Co. Inc. -contractor. Complete. Final inspection being made on 25 Feb 54	$35.071.89	20 Oct 53
AF 44(600)-274	Ly-106-53	Modification and Consolidation of Heating Facilities in Bldgs. T-72 and 122. W.H. Singleton Co. Inc., -contractor. Fans are being installed. Electrical equipment not working right. Contractor trying to correct	$43,408.87	25 Nov 53
AF 44(600)-290	Ly-60-53	Alter and Strengthening of Box Drains, Catch Basins, etc., Airfield Pavements - Corde and Starke -contractor. Concrete drain covers supposed to be of reinforced steel. Some have broken. Contractor has been directed to test each individual cover at his own expense	$54,710.00	30 Jan 54
AF 44(600)-306	Ly-5-54	Repairs to Asphalt Roofs, Flashings, etc., at Langley AFB, Langley View NCO Homes & Oyster Point, Va., Norlin Roofing & Deck Co. -contractor. Shipments of tile incorrect. Colors and sizes wrong. Extention given to contractor for performance time	$ 6,716.00	24 Mar 54
AF 44(600)-322	Ly-9-54	Repairs and Alterations to Bldg. 127 Corde and Starke -contractor. Type of work held up due to severe weathers conditions. Extention given for performance time	$10,210.00	21 Mar 54

G. S. OSTROWSKI
Captain, USAF
Contracting Officer

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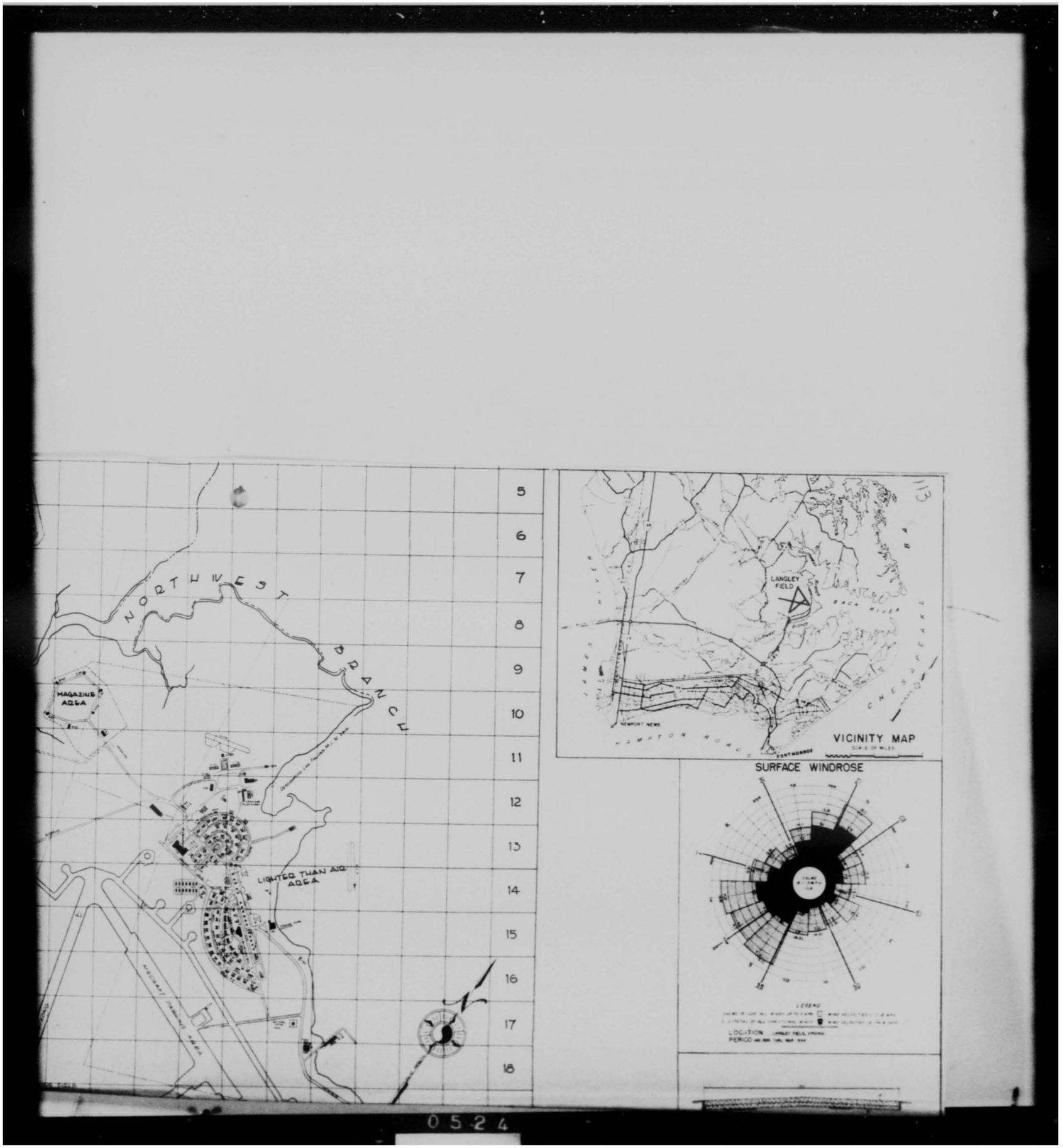

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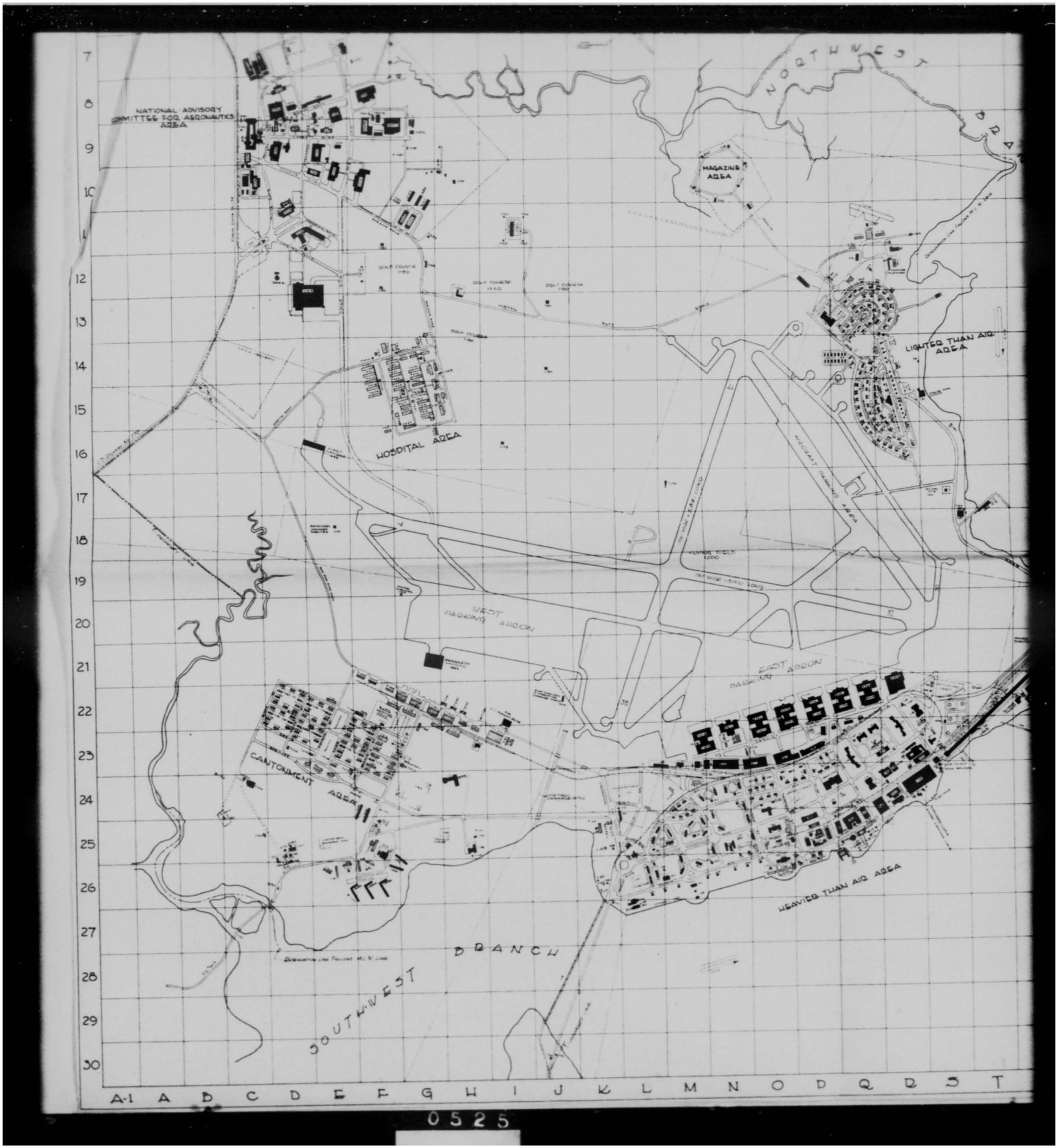

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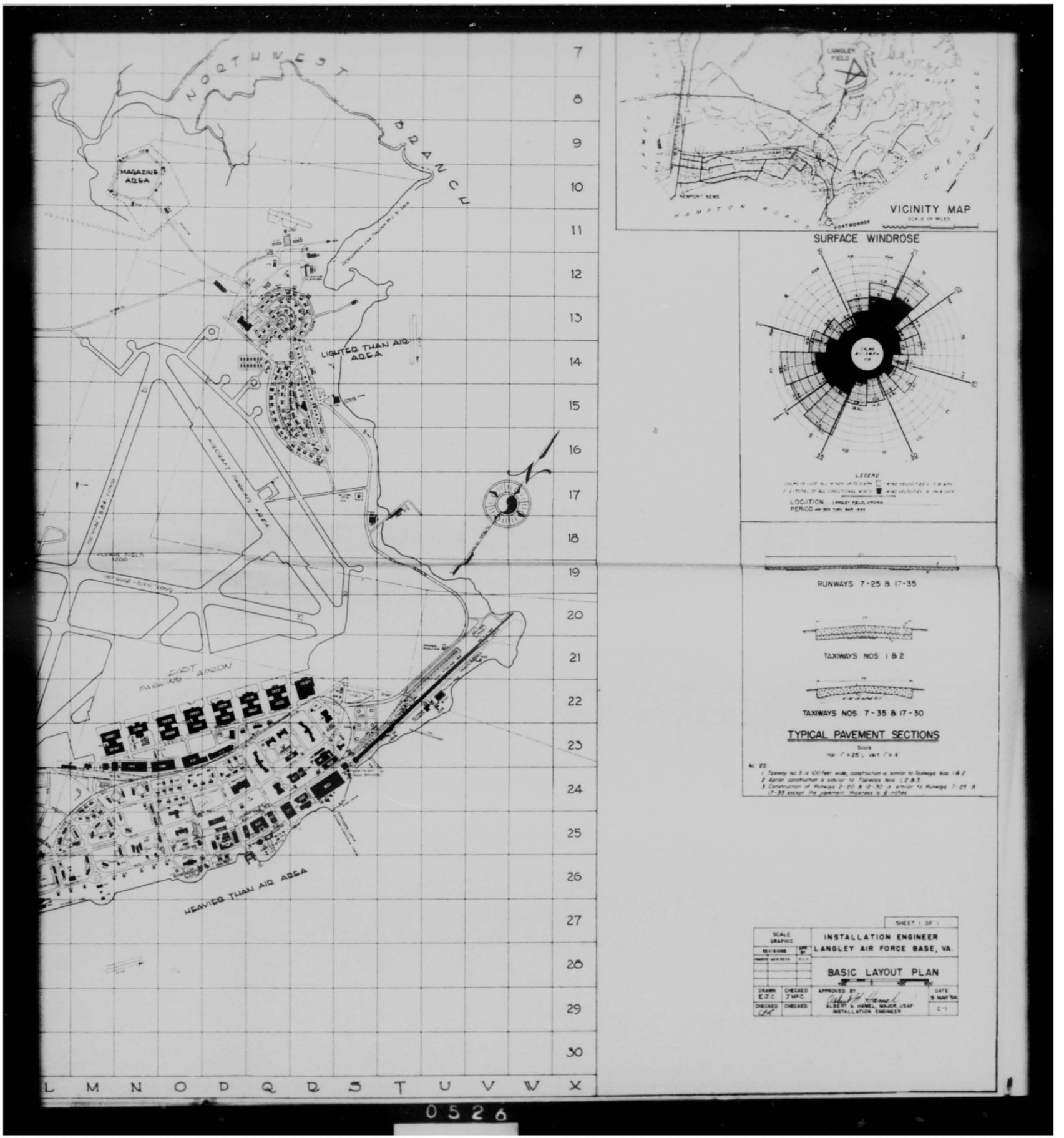

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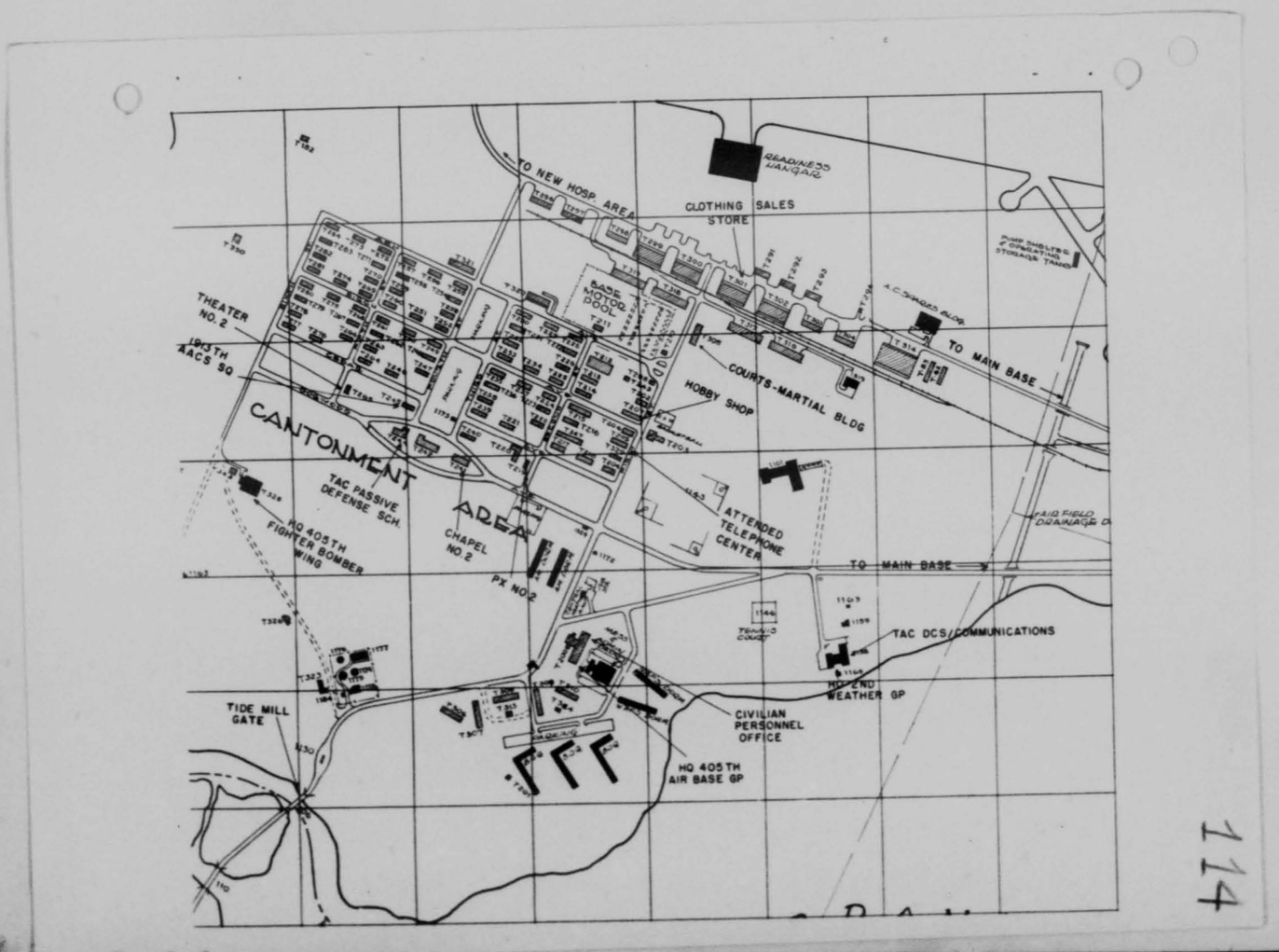

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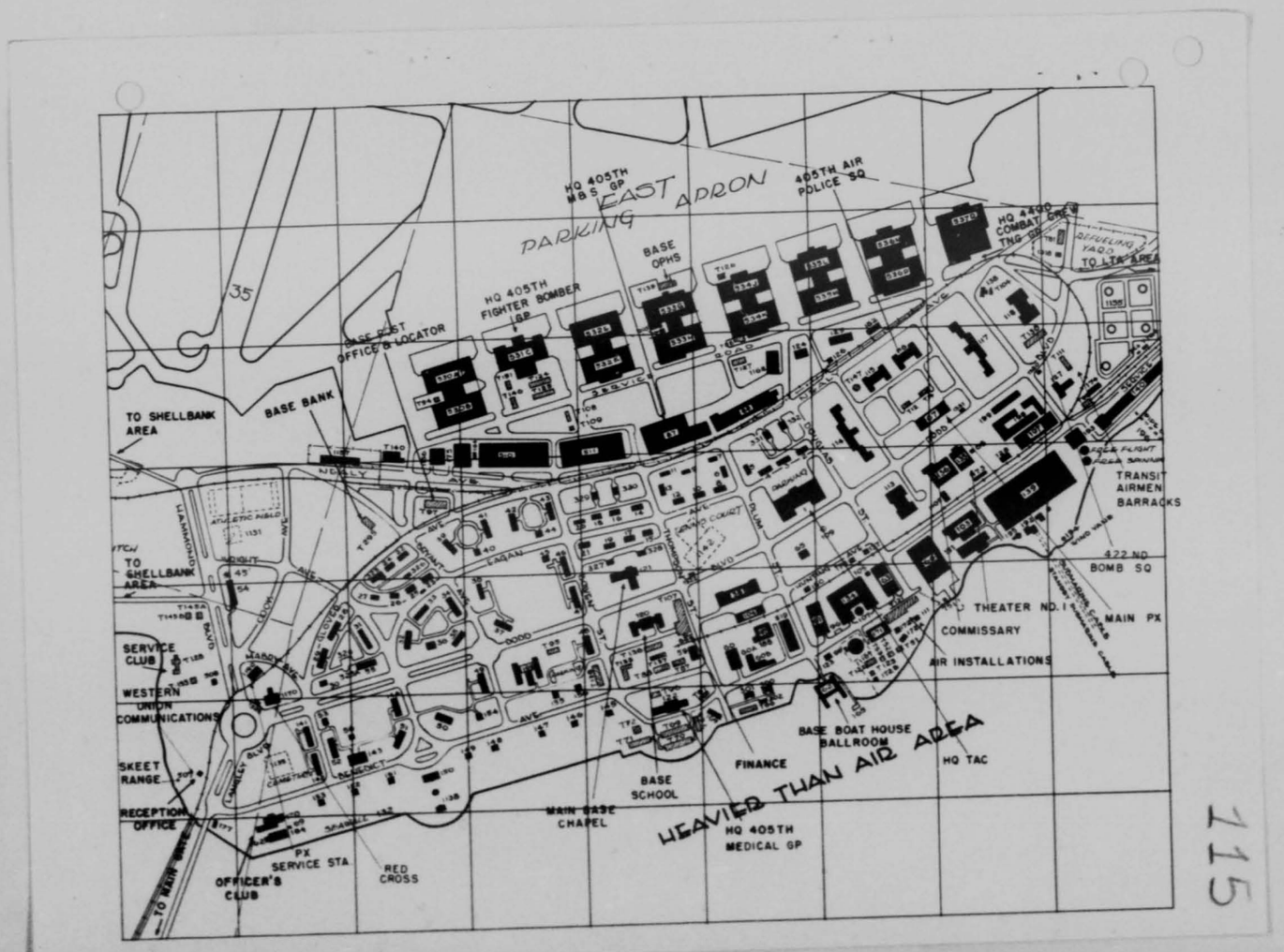

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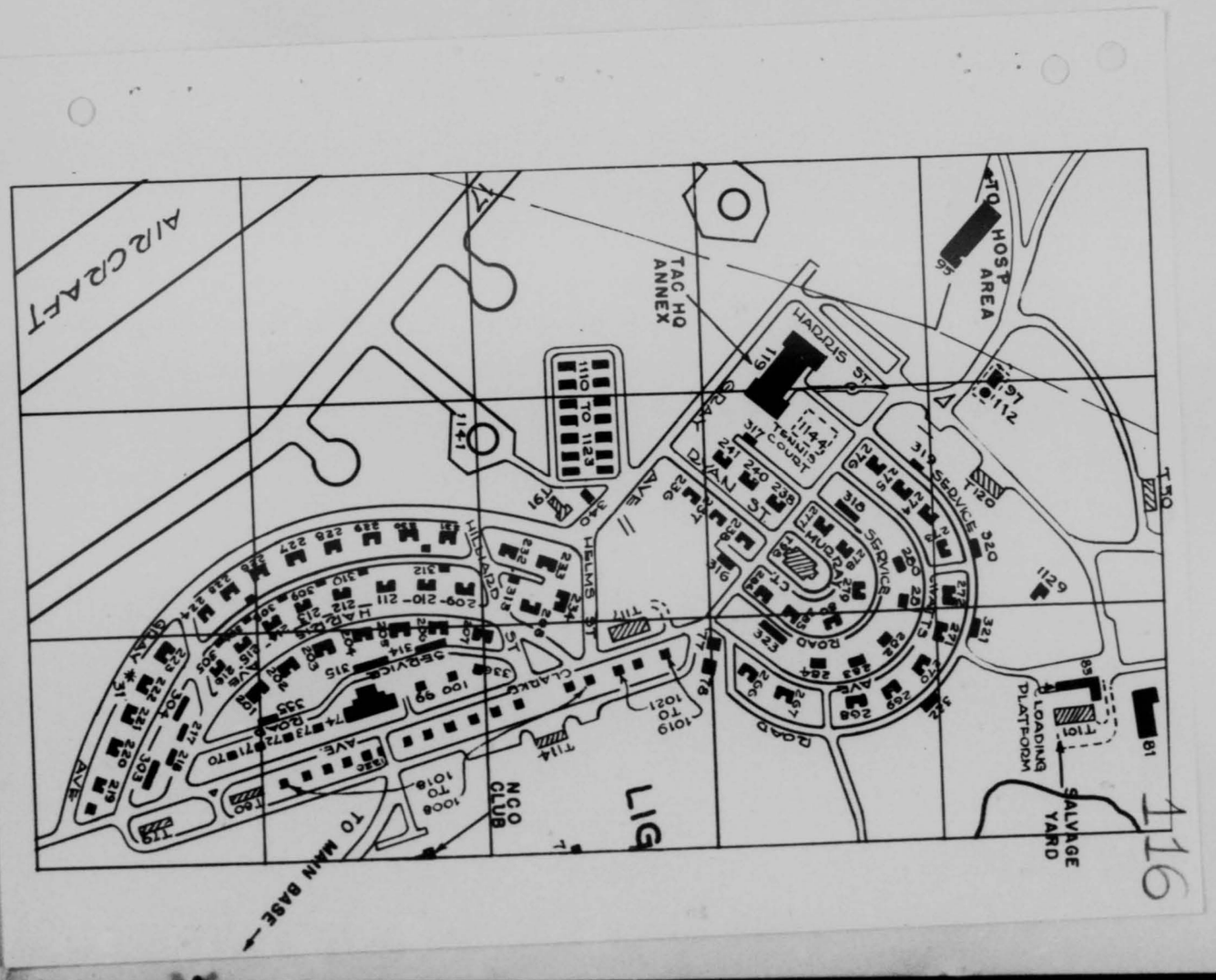

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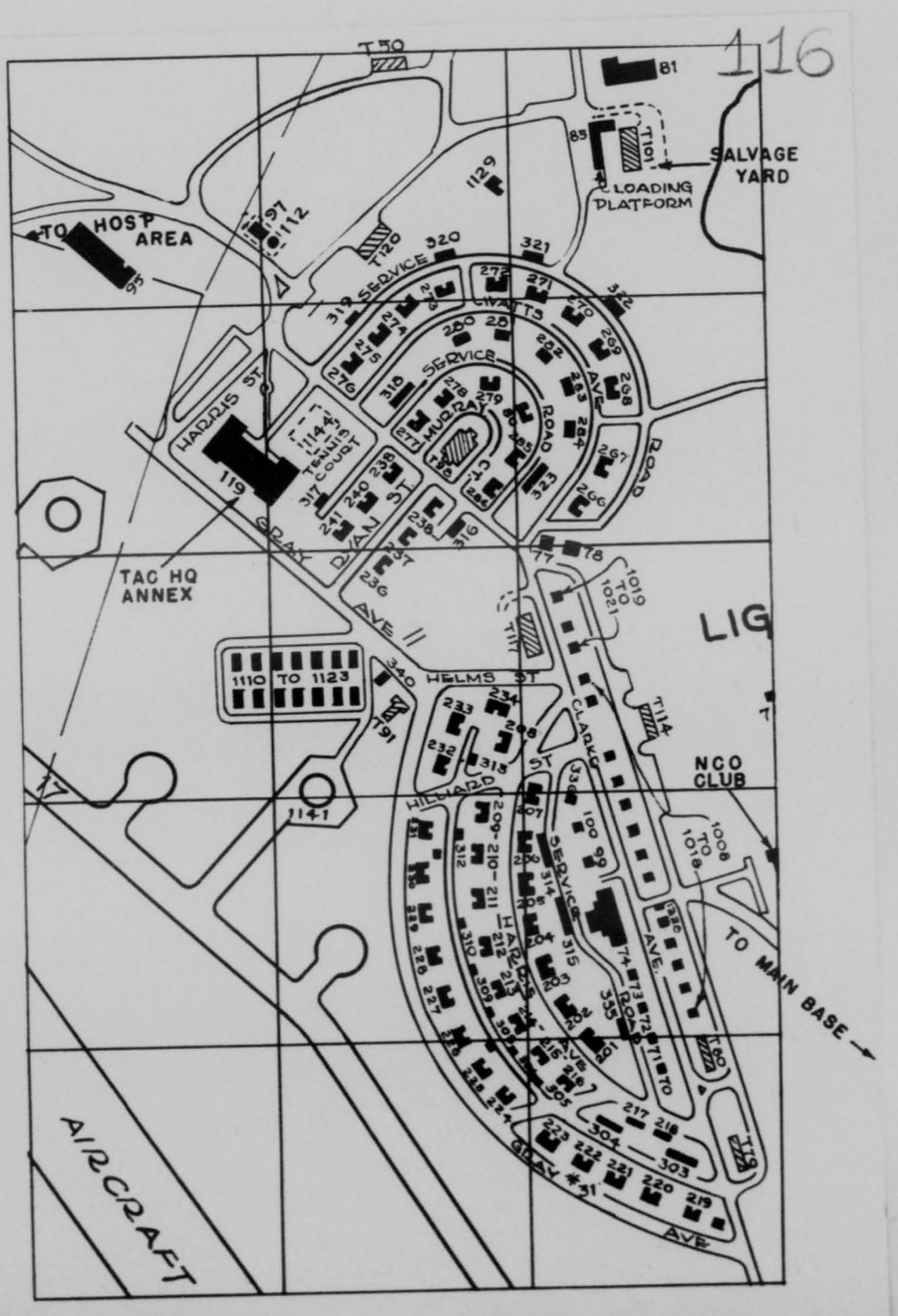

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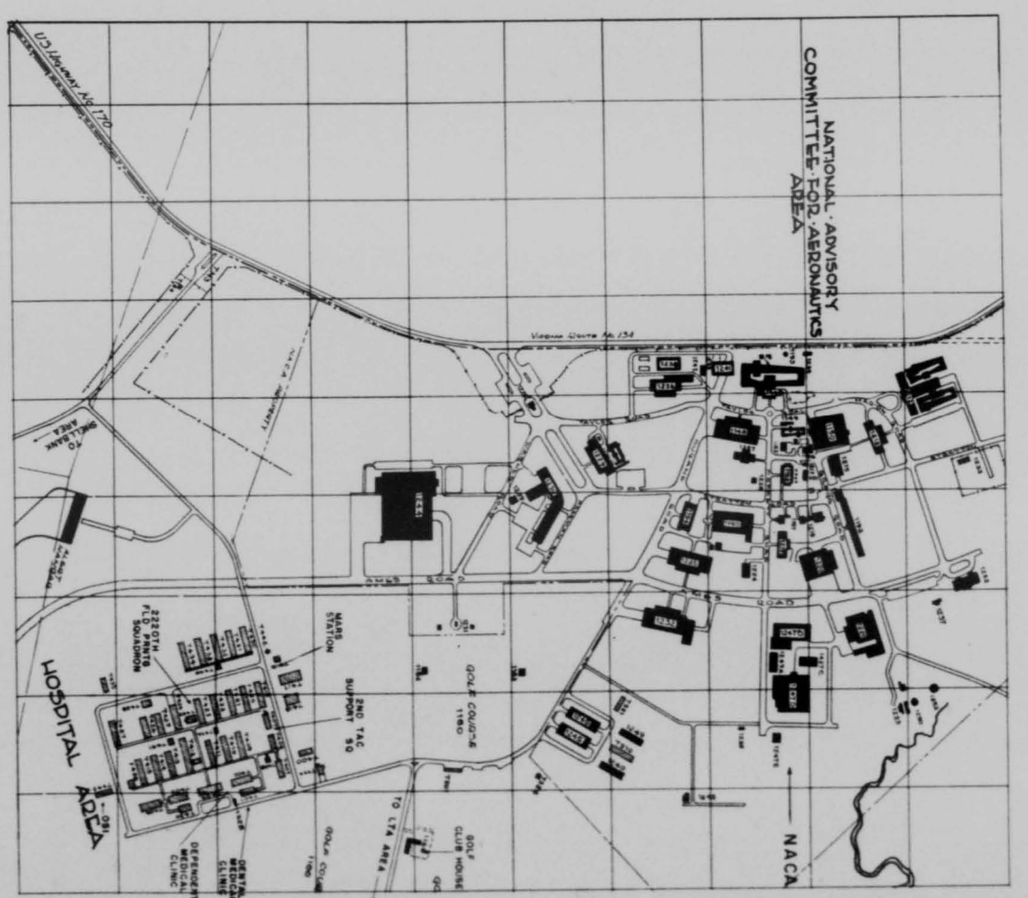

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GENERAL DATA

HOUSING:

OFFICER UNITS	120
AIRMEN UNITS	175
LANGLEY VIEW UNITS	350
B.O.Q. & V.O.Q. CAPACITY	340
WAF OFFICER CAPACITY	59
AIRMEN DORMITORIES CAP	4073

HOSPITAL:

125 OPERATING BEDS

ADMIN. BLDGS.:

37 BLDGS. = 270,688 Sq. Ft.

WAREHOUSES:

42 BLDGS. = 270,688 Sq. Ft.

RUNWAY LENGTHS:

8,000' x 150' and 5,840' x 150'

FUEL TANK CAPACITIES

AVIATION = 3,940,000 gals. AUTMV. = 25,000 gals.

ACREAGE	13,443 ACRES
ROADS MAINTAINED	46.2 MILES
RAILROAD	6.9 MILES
COMMUNICATIONS	40 MILES CABLE
	1984 INSTRUMENTS
ELECTRIC LINES	282,050 Linear Ft.

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OFFICE OF THE BASE INSTALLATION ENGINEER
Langley Air Force Base, Virginia

BIE

21 June 54

SUBJECT: Status of Contract Projects

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

Contract No.	Post Req. Number	SECTION I CONTRACT WORK IN PROGRESS	Price	Contract Comp. Date
AF 44(600)-86	Ly-88-52	Replacement of cables and equipment of elec distribution system. Enterprise Elec Co contractor, work started 24 Jul 52, 99% complete.	$13,000.00	1 Jun 54
AF 44(600)-306	Ly-5-54	Repairs to slate tile roofs, flashings etc at Langley AFB, Langley View NCO Homes & Oyster Point, Va. Norlin Roofing & Deck Co contractor, work started 17 Nov 53, 51% complete. Being terminated pending dicision of A.M.C.	6,716.00	21 Apr 54
AF 44(600)-308		AE Design, Elec Distribution Project. Williams, Coile & Blanchard contractor. Work started 14 Dec 53, 90% complete.	14,500.00	
AF 44(600)-333	Ft Custis 54-1	Install 10 HP air compressor & associated equipment in Power Bldg 117. MPH Mechanical Co Inc contractor, work started 25Feb 54, 95% complete.	1,960.00	10 Jun 54
AF 44(600)-338	Ly-22-54	Install air conditioning in Bldg T-403. Pioneer Ind Contracting Co contractor, work started 17 Mar 54, 98% complete.	8,672.00	30 May 54
AF 44(600)-339	Ly-21-54	Installation of air conditioning, Bldg T-402. Poindexter Constr Co contractor, work started 2 Apr 54, 95% complete.	11,460.00	15 Jun 54
AF 44(600)-342	Ly-23-54	Proposed road widening & construction of new pass & traffic control houses, Main Gate. Corde & Starke contractor, work started 10 Mar 54, 65% complete.	10,463.00	18 Jun 54

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Contract No.	Post Req. Number	Section I Cont'd Contract Work in Progress	Price	Contract Comp.Date
AF 44(600)-349	Ly-24-54	Exterior painting Bldgs., Langley View Homes. Ballard & Buckley Contractor, work started 29 Mar 54, 90% complete.	$25,820.00	22 Jul 54
AF 44(600)-356	Ly-44-53	Installation of air conditioning in Richmond Filter Center. Enterprise Heating & Air Conditioning Corp contractor, work started 2 Apr 54, 100% complete 10 June 54.	2,420.00	7 May 54
AF 44(600)-357	Ly-34-54	Repairs to and resealing of parking areas. Wiley N. Jackson contractor, work started 9 Apr 54, 99% complete.	34,299.06	31 May 54
AF 44(600)-366	Ly-31-54	Installation of commercial power to jet engine test stand. C.F. Bryan contractor, work started 30 Apr 54, 5% complete.	3,570.00	2 Jun 54 (approx)
AF 44(600)-367	Ly-28-54	Installation of air conditioning in Bldg T-410. Poindexter Refrigeration Service contractor, work started 26 Apr 54, 50% complete.	10,477.00	15 Jun 54
AF 44(600)-368	Ly-27-54	Installation of air conditioning in Bldg T-409. P.C. Hartman Co contractor, work started 26 Apr 54, 40% complete.	13,688.00	15 Jun 54
AF 44(600)-369	Ly-54-54	Installation of 50 ton motor truck scale, Salvage Whse, Bldg T-101. Endebrock White Co contractor, work started 27 Apr 54, 10% complete.	11,391.00	26 Jun 54
AF 44(600)-365	Ly-37-54	Repair of concrete lintels, sills and metal windows, Bldgs 61 & 63. Endebrock White Co contractor, work started 19 Apr 54, 98% complete.	14,400.00	11 Jun 54
AF 44(600)-370	Ly-49-54	Repairs to hangar doors & gable ends of Hangars 530 A&B. Cradock Sheet Metal & Roofing Co contractor, work started 19 Apr 54, 100% complete 14 June 54.	16,366.00	27 Jun 54

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Contract No.	Post Req. Number	Section I Cont'd Contract Work in Progress	Price	Contract Comp. Date
AF 44(600)-371	Ly-68-54	Construction of new sentry house, Tide Mill Gate. Sawyer Constr Co contractor, work started 12 Apr 54, 98% complete.	$ 1,950.00	21 Jun 54
AF 44(600)-372	Ly-57-54	Replacement of petroleum meters and strainers on fuel truck fill stands adjacent to New Aqua Sys No 1157. Robert A Thorpe contractor, work started 26 Apr 54, 75% complete.	6,969.00	6 Jul 54
AF 44(600)-373	Ly-29-54	Rehab of elec distribution system. Jack Stone Co contractor, work started 11 May 54, 10% complete.	124,555.00	3 Jan 55
AF 44(600)-375	Ly-50-54	Repairs to sidewalks, base wide. W.H. Henderson contractor, work started 15 Apr 54, 85% complete.	21,656.25	26 Jun 54
AF 44(600)-376	Ly-47-54	Exterior painting 8 perm Bldgs. Shaw Paint & Wallpaper Co contractor, work started 5 May 54, 65% complete.	13,973.00	21 Aug 54
AF 44(600)-377	Ly-30-54	Installation of 3 phase elec service to Bldg 1204. Butterworth & Moss contractor, work started 17 May 54, 75% complete.	4,300.00	18 Jun 54
AF 44(600)-378	Ly-25-54	Ext repairs to Bldg 64. Corde & Starke contractor, work started 4 May 54, 15% complete.	46,108.00	24 Aug 54
AF 44(600)-381	Ly-38-54	Allied requirements RAPCON Center, LAFB. Jack Stone Co contractor, work started 14 May 54, 60% complete.	10,750.00	31 Aug 54
AF 44(600)-384	Ly-58-54	Ext and Int repairs to NCO Qtrs 1006-1021. Endebrock White Co contractor, work started 20 May 54, 40% complete.	35,819.00	21 Nov 54
AF 44(600)-391		Replacement of main feeder cable from Switching Sta No 177 to Switching Sta No 178. E.C. Ernst Inc contractor, work started 25 May 54, 15% complete.	12,422.48	6 Jul 54

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Contract No.	Post Req. Number	Section I Cont'd Contract Work in Progress	Price	Contract Comp.Date
AF 44(600)-394		Installation of 20,000 sq ft of venetian blinds, windows & doors of various Bldgs on LAFB, to include Bldgs T-262, T-267, T-273, T-121 & 67. Rusco Window Co contractor, work started 7 June 54.		
Officers ' Mess Contract	Ly-90-53	Installation of additional air conditioning in Bldg 170, Officers' Mess, 95% complete.	$ 9,900.00	20 Jun 54
PX Contract 2355	Ly-11-54	Conversion & rehab of Bldg T-108. Paint Products Co contractor, work started 21 Jan 54, 100% complete 8 June 54.	12,535.33	
PX Contract 24446	Ly-45-54	Alteration & enlargement of PX Sales Store, Bldg 67. Paint Products Co contractor, 100% complete 9 June 54.	8,998.00	10 Apr 54
PX Contract	Ly-17-54	Additions to PX Svs Sta, Bldg 1190, Sawyer Constr Co contractor, work started 24 Mar 54, 85% complete.	26,000.00	
PX Contract 24446	Ly-42-54	Installation of 7 new aluminum entrance doors on Main PX Store, Barber Shop & Cafeteria. Paint Products Co contractor, work started 21 Apr 54, 99% complete.	2,683.45	
NCO Club 54-1	Ly-1-54	Installation of air conditioning in Bldg 131, NCO Club. W.H. Martin contractor, work started 25 Jan 54, 90% complete.	42,249.00	3 Mar 54
PURCHASE ORDERS				
54-3944	Ly-67-54	Moving Bldg from Cheatam Annex to Ft Eustis. Endebrock White Co contractor, work started 6 Apr 54, 75% complete. Being held-up pending decision of Wg Comm.	1,889.00	1 May 54
54-4157	Ly-69-54	Prefab & install 4 metal windows on Hangar 531C. Corde & Starke contractor, work started 7 May 54, 100% complete 8 June 54.	843.00	9 Jun 54

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Contract No.	Post Req. Number	Section I Cont'd Contract Work in Progress	Price	Contract Comp. Date
PURCHASE ORDERS				
54-4305		Installation of air conditioning controls, Bldg T-328. Johnson Service Co contractor, work started 8 May 54, 10% complete.	$ 775.00	28 Jun 54
54-4516		Installation of 5 windows, T-328. Endebrock White Co contractor, work started 4 June 54, 25% complete.	1,915.00	30 May 54
54-4726		Installation of float valve & sump pump, Filter Room, Enlisted Men's Swimming Pool, 1137. Warwick Plumbing & Heating Corp contractor, work started 17 June 54, 20% complete.	975.00	10 Jun 54
54-5148		Condition inspection of boilers HP's 532, 534 & 128. Ocean Accident & Guarantee Corp, Limited, contractor, work started 14 June 54, 90% complete.	1,200.00	
WOR NO. 2299		Furnish 3 pieces of grass cutting equipment on monthly rental basis, 3 months, 100% complete.	1,260.00	

Contract No.	Post Req. Number	SECTION II CONTRACTS ON WHICH WORK HAS NOT STARTED	Price	Contract Comp. Date
AF 44(600)-380	Ly-65-54	Installation of underground primary distribution & secondary service to Bldg 87. Cavalier Elec Co contractor.	3,507.00	17 Jun 54
AF 44(600)-389	Ly-71-54	Replacement of aviation petroleum distribution pipe line in front of Hangars. Warwick Plumbing & Heating Co contractor.	30,700.00	9 Oct 54
AF 44(600)-390		Exterior repairs to Operations Tower, 533G. W.F. Kelley contractor.	1,950.00	27 Jun 54
PURCHASE ORDERS				
54-4399		Installation of 2 wood overhead type doors, Bldg 59. Door Engr Corp contractor.	698.00	25 Jun 54

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Contract No.	Post Rep. Number	Section II Cont'd Contracts on Which Work has not Started	Price	Contract Comp.Date
PURCHASE ORDERS				
54-3340	CC 54-2	Installation of secondary svs from transformer bank to Supply & Hobby Shop. L.C. Poulson contractor.	$ 375.00	
54-5314		Install concrete overlay on existing floor of 6 fuel pits. E.W. Muller contractor.	665.00	17 Jul 54

Project No.	SECTION III PROJECTS SUBMITTED TO F&C FOR FORMAL ADVERTISING	Price
Ly-13-54	Moving Bldg T-96 & interior repairs & renovation of T-96 & T-135. Bids opened 16 June 54, Corde & Starke low bidder in the amount of $46,101.00	$38,069.00
Ly-32-54	Installation of auxiliary power facilities, Base Hospital Bldg 122. Bid opening 22 June 54.	4,300.00
Ly-33-54	Construct addition to Hospital Bldg 123. Bids opened 8 June 54, Wray & Richardson low bidder in the amount of $15,000.00	13,900.00
Ly-62-54	Repairs to and resealing of roads. Bids opened 9 June 54, Roadbuilders Inc low bidder in the amount of $18,469.78.	22,500.00
Ly-66-54	Repairs and painting, exteriors of 44 Bldgs. Cancelled, 8 June 54. To be re-submitted later.	16,700.00
Ly-72-54	Replace & modify secondary elec cable to 5 Bldgs, T-127, 124, 125, 126, & T-130.	11,250.00
Ly-74-54	Exterior repairs & painting, Bldg 1204, Crash Rescue Boathouse & Dock. Bid opening 28 June 54.	20,000.00
Ly-77-54	Modification of air conditioning, Bldg No 1. Bid opening 28 June 54.	13,153.00
Ly-78-54	Modifidation of room in Bldg 119 for IBM installation.	11,500.00
WORK ORDER REQUESTS		
2073	Installation of 2 exhaust fans, Bldg T-431.	800.00

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Section III Cont'd

Project No.	Projects Submitted to P&C for Formal Advertising	Price
WORK ORDER REQUESTS		
2400	Install secondary svs connections from new transformer vault to NCO Club. Bids opened 15 June 54, Jack Stone Co, Inc low bidder in the amount of $1225.00	$ 1,990.00
2420	Install 300 sq ft of aluminum screens, various Bldgs, unit price basis.	
2470	Instl of 7½ ton air conditioning compressor unit, Bldg T-71.	350.00
2478	Instl of kitchen cabinets and sinks and medicine cabinets, unit price basis, Officers' Qtrs.	
2538	Instl of new poles, relocation of existng poles & transfer of accessories.	850.00

SECTION IV
PROJECTS BEING PROCESSED TO P&C

NONE

SECTION V
PROJECTS APPROVED, AWAITING AVAILABILITY OF BASE MAINTENANCE FUNDS

NONE

SECTION IV
PROJECTS APPROVED, AWAITING CONTRACT AUTHORIZATION

NONE

SECTION VII
PROJECTS APPROVED IN PRINCIPLE (NO FUNDS)

Ly-63-54	Construction of 6 cinder block paint & dope storage Bldgs. Approved in principle by TAC 21 Apr 54.	12,900.00
Ly-73-54	Rprs to latrines & replacement of all cold water lines & hot water heating lines in Perm Brks Bldgs 113, 114, 115, 116, 117 & 118. Approved in principle by TAC 29 Apr 54. Project to be resubmitted to TAC with additional scope, all for 2nd Qtr FY-55 obligation.	85,200.00

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SECTION VIII

Project No.	PROJECTS FORWARDED FOR APPROVAL	Price
Ly-61-54	Install security fence between hangar line service road and hangars. Disapproved by TAC 15 Apr 54. Project being resubmitted with additional justification for reconsideration.	$21,800.00
Ly-75-54	Replacement of low pressure steam boilers & condensate return pumps, Heating Plants Nos 532 & 534.	120,000.00
Ly-77-54	Modification of air conditioning, Bldg No 1.	13,153.00
Ly-78-54	Modification of room in Bldg 119 for IBM installation.	11,500.00

Albert G. Hamel
ALBERT G. HAMEL
Major, USAF
Base Installation Engineer

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

R MIL 10 Jun 1954

SUBJECT: Tabulation of Personnel

TO: Commanding General
Fort Monroe, Virginia
ATTN: Post Engineers

In compliance with letter, your headquarters, dated 12 January 1951, subject as above, the following information is submitted for the period ending 8 June 1954.

Civilian Personnel		4331
Civilian Residents		645
Military Personnel		
Officers	955	
Airmen	4792	
Total Military Personnel		5747
Visitors		262
GRAND TOTAL		10985

FOR THE COMMANDER:

RICHARD G. COKER
CWO USAF
Asst Adjutant

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HEADQUARTERS
WARNER ROBINS AIR MATERIEL AREA
ROBINS AIR FORCE BASE, GEORGIA

WRMSC/WWL/mvs

30 Apr 1954

SUBJECT: Rerouting Telephone Cable Around Big Bethel Reservoir, Scheme CE55-TAC-LFI-AMCWR-10P, Langley AFB, Virginia

TO: Commander
ATTN: Wing Communications Oficer
Langley Air Force Base, Virginia

1. A representative of this headquarters recently visited your headquarters and discussed plans for routing 101 pair lead covered cable aerially around Big Bethel Reservoir rather than across the reservoir under water as was engineered initially.

2. An inspection of the cable route to Big Bethel Reservoir revealed it will be necessary to use several poles at the Big Bethel Water Pumping Station which is under Army jurisdiction. Note Number Two (2), Drawing GC54WRD344, 3 copies of which are inclosed, indicates poles 12 through 19 as Army property and poles 1 through 11 installed by Air Installations Office, Langley Air Force Base, Poles 20 and 21 to be installed by Air Force with permission of the Army.

3. During visit of representative from this headquarters mentioned above, installation personnel Ft. Monroe were queried as to Air Force use of poles 12 through 19 for aerial cable construction. Installation personnel at Ft. Monroe concurred in the Air Force use of poles 12 through 19 and installation of poles 20 and 21.

4. It is requested that necessary copies of attached drawings be forwarede to Fort Monroe in order the permission for Air Force use of poles within Army Pumping Station Area be confirmed in writing.

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HQ WRAMA, Ga., Subj: Rerouting Telephone Cable Around Big Bethel Reservoir, Scheme CE55-TAC-LFI-AMCWR-1-OP, Langley AFB, Virginia

Upon Receipt of permission for use of Army owned poles, this headquarters will amend Scheme CE55-TAC-LFI-AMCWR-1-OP to include lead covered cable for aerial installation in lieu of crossing lake under water as was previously planned.

FOR THE COMMANDER:

1 Incl
Dwg GC54WRD344 (3 dys)

/s/t/MILLARD L. HASKIN
Colonel, USAF
Director, Maintenance Engineering

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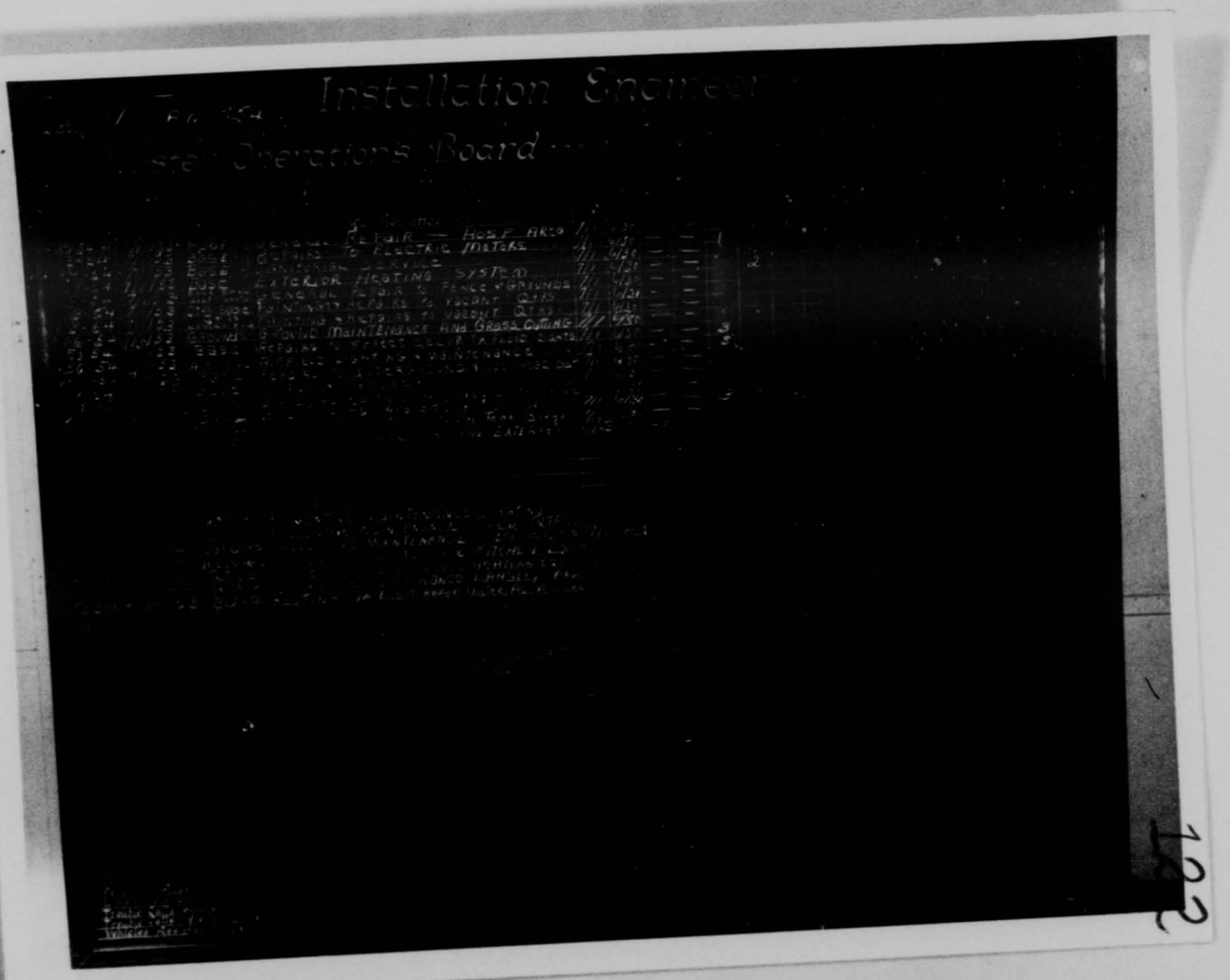

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

A INS 1-9 Jan 15, 1954

SUBJECT: Re-routing of Railroad Trackage

TO: Commander
Tactical Air Command
Langley Air Force Base
Virginia

1. This headquarters submitted a proposed project for the construction of ten (10) miles of railroad trackage from the Oyster Point Ammunition Storage Area to Langley Air Force Base in the Fiscal Year 1955 Public Works Program. This line item was approved by the Tactical Air Command Review Panel and was given a priority of 237. It was then forwarded to the Air Force Installations Board and approved.

2. The re-routing of the railroad trackage will reduce freight handling costs and switching costs by approximately one third (1/3) of the freight charge from Richmond to Langley Air Force Base. It will eliminate the hazard of handling ammunition by rail through three (3) heavily populated cities, since construction of the facility will permit all rail shipments of ammunition and supplies to be switched to the Air Force-owed trackage at Lee Hall, around Oyster Point to Langley Air Force Base. The proposed trackage will provide a railroad facility capable of handling heavy loads and long rolling stock, which, at present, is not possible due to the light rail construction. Several sharp curves along the present railroad preclude the utilization of long rolling stock and passenger cars. It has been estimated that the rehabilitation cost of the existing railroad would approximate one third (1/3) of the cost of the proposed construction.

3. Doctor H. J. E. Reid, Director, National Advisory Committee for Aeronautics, and Mr. William S. Coburn, City Manager, City of Hampton, have contacted this headquarters on several occasions relative to the proposed re-routing of the present railroad service. They have both indicated great concern regarding the dangers existing under the present railroad system and are displaying considerable interest in the proposed project. Doctor Reid's letter ~~(attached as Inclosure 1)~~ indicates that

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the present construction of the existing railroad is such that it precludes movement of heavy loads. Mr. Coburn's letter ~~(attached as Inclosure 2)~~ indicates that the City of Hampton is interested in the removal of the present tracks inasmuch as it would provide additional street right-of-way needed to winden the Langley Field Road to at least four (4) lanes. A requirement for the elimination of the existing critical traffic congestion has been realized by both the city and this headquarters for some time.

4. The necessity for the re-routing of the present railroad from both an economical standpoint and civilian-military aspect cannot be overstressed. It is, therefore, recommended that this line item be strongly defended before the Review Panel, Office of the Secretary of Defense.

~~2 Incls~~
~~1. Ltr fr Dr. Reid, 5 Nov 53~~
~~2. Ltr fr Mr. Coburn, 15 Jan 54~~

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

ABPX 123 26 February 1954

SUBJECT: Special Capital Expenditure Budget

TO: Baltimore Regional Office
Army and Air Force Exchange Service
200 West Baltimore Street
Baltimore 1, Maryland

1. Enclosed are Special Capital Expenditure Budgets in the amount of $34,311.70 covering necessary expenditures for renovation and equipment for the Langley Exchange Main Store and rehabilitation of the new Langley Exchange warehouse.

2. Expenditures listed are necessary to prepare the exchange building for installation of a separate military clothing section as desired by the Chief, Army and Air Force Exchange Service and Equipment Supervisor, Headquarters, Army and Air Force Exchange Service. Work covered by the warehouse budget is necessary for conformance to exchange operational procedures and secruity measures. Projects have been coordinated with and approved by Headquarters, Tactical Air Command.

3. Present business volume of the main exchange averages $80,000 per month. Planned volume upon completion of this contract is $100,000 per month. This planned volume includes the addition of two military units to Langley Air Force Base in the early summer.

4. Bids enclosed are the lowest prices obtainable from reliable business firms.

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ABPX 123: Subj: Special Capital Expenditure Budget, Headquarters, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

5. These Projects have received priority handling by Langley Air Force Base and Headquarters, Tactical Air Command to comply with Exchange Service Request that they be completed without delay. Projects will be hand carried by the Langley Exchange Officer and General Manager for fastest possible coordination.

/s/t/CHARLES D. JONES
Brig.Gen. USAF
Commander

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BOQ-VOQ FUND
Langley Air Force Base, Virginia as of 30 June 1954
BALANCE SHEET

Current Assets		
Change Fund	50.00	
Cash on Deposit	5110.87	$5160.87
Accounts Receivable:		
Austin Hall	195.00	
T-309	33.00	
Lawson Hall	180.00	
Dodd Hall	64.00	
T-308	16.00	
T-405	57.00	
1333	668.00	
1334	558.00	
1335	692.00	2463.00
Deferred Charges		
Prepaid Insurance		141.65
	Total Assets	$7765.52
Liabilities		
Accounts Payable:		$ 463.30
Trade	620.32	
Payroll Taxes w/h	286.92	907.24
FOAB Taxes		604.00
Salaries w/h		177.27
Accrued Wages and Salaries		500.00
Accrued Leave		$2651.81
	Total Liabilities	
Surplus:		3232.20
Appropriated		
Non-appropriated:		
Balance 1 June 1954	1099.03	1881.51
Plus: Net Profit	782.48	$7765.52
	Total Liabilities & Surplus	

The Fund owned Furniture and Equipment in the amount of $20,581.32 as of 30 June 1954.

Thomas S. Redford

THOMAS S. REDFORD
1/Lt USAF
Custodian

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BOQ-VOQ FUND
Langley Air Force Base, Virginia
Statement of Income and Profit and Loss
(as of 30 June 54)

Copy

Income:		
Guest Fees		$3876.00
Expenses:		
Salaries	2551.10	
Laundry Expense	330.34	
Payroll Taxes	52.27	
Stationery Expense	49.50	
Telephone Expense	83.46	
Insurance Expense	26.85	3093.52
Net Profit		$ 782.48

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

PO MIL

19 Apr 1954

SUBJECT: Letter of Commendation

TO: CWO Adam B. Shaffer, 951 154E
564th Air Force Band
Langley Air Force Base
Virginia

1. The manner in which you have conducted the activities of the 564th Air Force Band both for Langley Air Force Base and Headquarters, Tactical Air Command, for the past twenty months has been a continued source of pride to me.

2. The 564th Air Force Band by its numerous outstanding performances has shown itself to be a very highly trained and skillfully conducted band. Each individual bandsman has strived to advance himself professionally and prides himself on his abilities as a musician. As high as the Air Force standards are, your bandsmen have not been satisfied to meet these standards but have worked hard to surpass them. They have done this largely through your inspiring leadership and the respect they have for your professional ability.

3. Your contribution to military and civilian relationships in the Peninsula Area is most noteworthy. As a result of your many voluntary performances for local civic groups, I have received numerous expressions of appreciation from prominent persons in the surrounding communities citing you and your band for your outstanding work.

4. This letter will be made a permanent part of your military records.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

23 February 1954

A

SUBJECT: Red Cross Fund Campaign

TO: Commander
All Units
Langley Air Force Base, Virginia

1. The annual Red Cross Fund Campaign for 1954 will be conducted between 1 March 1954 and 5 April 1954 inclusive.

2. A unit Red Cross Project Officer will be appointed at each group, squadron and comparable unit level to assist the Base Project Officer, Major L. S. Wiegele, in conducting this important campaign.

3. The first meeting of the project officers will be held at 1530 hours, 25 February 1954, in Red Cross Building, Number 1170. In order to insure a successful beginning of this campaign, all project officers must attend this initial meeting.

Charles D. Jones
CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

I REL

8 Jan 54

SUBJECT: Visit of Lieutenant Colonel G. Shohat, Israeli Air Force

TO: Commander
Tactical Air Command
Langley Air Force Base
Virginia

1. Lieutenant Colonel Shohat visited Langley Air Force Base 4-5 January 1954.

2. The visit was made at the request of the Isreali Embassy to gove Lieutenant Colonel Shohat a briefing in Wing-level in operations in order to assist him in the organization and command of a fighter-bomber wing.

3. Lieutenant Colonel Shohat was given the standard unclassified briefing of Tactical Air Command organization, doctrine, training and operation. Training aids, i.e. charts, diagrams, aircraft models, etc., were used to facilitate comprehension of the briefing. Lieutenant Colonel Shohat was particularly interested in close support missions and requested that a copy of "Joint Training Directive for Air - Ground Operations" be forwarded to him thru channels.

4. Following the visit to Headquarters Tactical Air Command, visitor toured the 4400th Combat Crew Training Group. A briefing was given regarding the organization and operations of a group. Lieutenant Colonel Shohat was very interested in the function of each staff officer and the execution of his duties.

5. Lieutenant Colonel Shohat was briefed by the 405th Fighter Bomber Wing Headquarters Operations and Training relative to the wing staff and its functions. Lieutenant Colonel Shohat was very interested in the coordination among organizations assigned, attached and tenant.

6. Lieutenant Colonel Shohat had no difficulty with the English language, therefore his ability to understand wing and group methods and procedures were not hampered.

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

OT-REL 12 January 1954

SUBJECT: Visit of Canadian Personnel

TO: Commander
4400th Combat Crew Training Group
Langley Air Force Base, Virginia

1. Wing Commander H. A. Forbes and party of twelve Canadian Navigators, members of the Central Navigation School Staff and students of No. 6 Spec "N" Course of RCAF Station, Summerside, P. E. I., will visit your organization 13 January 1954. Times scheduled your organization are 1045-1145 and 1315-1530 hours.

2. Purpose of this visit is to see and discuss:

a. The role of the 4400th Combat Crew Training Group in TAC.

b. Intruder aircraft operations in Korea.

c. Shoran as a bombing aid.

d. AN/MSQ test results.

e. Navigation procedures and techniques.

3. This visit is intended to give visiting personnel an appreciation of the current USAF navigational problems and to show the developments and trends of development in the navigation field.

4. Request a briefing and tour be planned covering items of interest consistent with the purpose of their visit.

5. Security clearance for personnel will be Secret excluding classified information pertaining to Atomic Energy, intelligence and cryptography. Written information which may be requested must be transmitted to Headquarters, USAF, thur channels for release.

BY ORDER OF THE COMMANDER:

/s/t/HERBERT C. PINKERTON
Captain, USAF
Adjutant

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Hq 405th Ftr Bmr Wg I REL Subject: Visit of Lieutenant Colonel G. Shohat, Israeli Air Force

7. No classified security information was divulged. No instances arose where questions had to be refused answers.

FOR THE COMMANDER:

/s/t/HERBERT C. PINKERTON
Captain, USAF
Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

CIFIN 13 JUL 1954

SUBJECT: Budst for 1 October 1954 to 1 October 1955

TO Commder
Hesquarters Command
Unied States Air Force
ATT: Coordinator, NEAAFSRC
Washington 25, D C

1. Refrence letter your Headquarters, file HC6A, Subject; Buget for 1October 1954 to 1 October 1955, the Central Base Fund Council has pproved expenditure of funds in the amount of $658.00 for membersip in the Northeast Area Sports Conference.

2. Plase bill the Central Base Fund, Langley Air Force Base, Virginia qurterly.

OR THE COMMANDER:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

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H I S T O R Y

405th Fighter Bomber Wing

Tactical Air Command

United States Air Force.

Langley Air Force Base, Virginia

1 January 1954 to 30 June 1954

Richard H. Ryan

RICHARD H. RYAN
Master Sergeant, USAF
Historian

RSI Cont No
S08827

Edwin S. Chickering

EDWIN S. CHICKERING
Brigadier General, USAF
Commander

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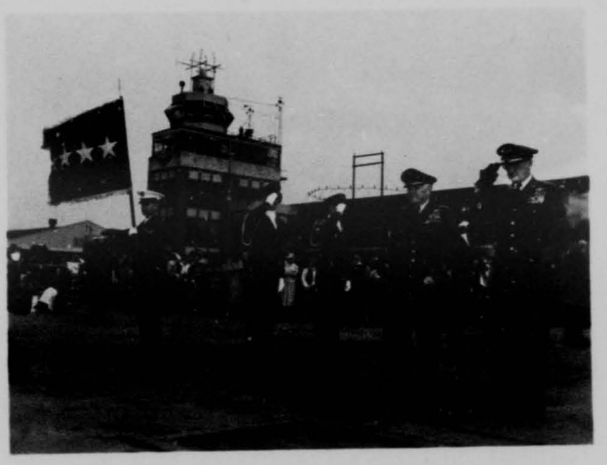

GENERALS JOHN K. CANNON AND THOMAS D. WHITE ARRIVE AT REVIEWING STAND, TO REVIEW THE 405TH FTR BMR WG BEFORE GEN CANNON'S RETIREMENT.

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GENERAL JOHN K. CANNON, MRS CANNON, THEIR TWO DAUGHTERS AND GRANDCHILD, AT GENERAL CANNON'S LAST REVIEW BEFORE RETIREMENT.

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OFFICERS AND GUIDON BEARERS IN BASE PARADE HONORING GENERAL JOHN K. CANNON AT RETIREMENT CEREMONIES AT LANGLEY IN 1954.

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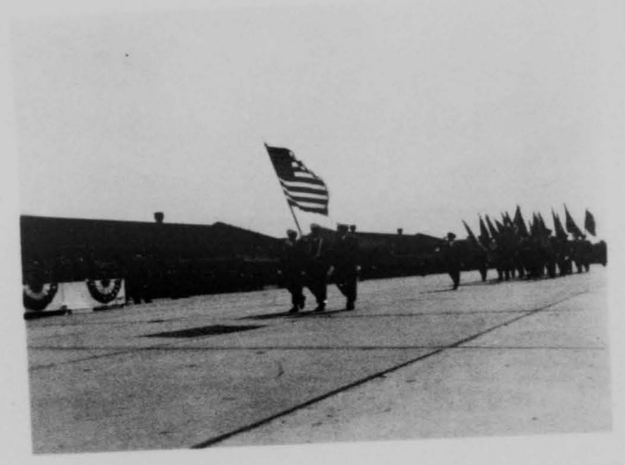

THE COLORS AND ORGANIZATION FLAGS OF TAC PASS IN REVIEW AT PARADE AT LANGLEY IN HONOR OF GENERAL JOHN K. CANNON, MARCH 1954.

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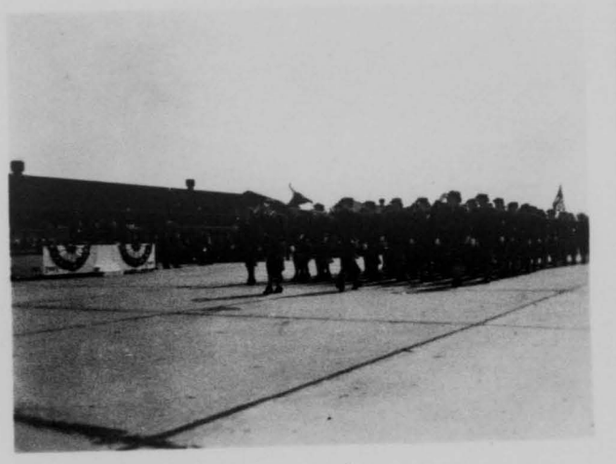

THE 4412TH WAF SQUADRON PASSES IN REVIEW FOR GENERAL JOHN K. CANN N IN 1954.

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GENERAL JOHN K. CANNON STEPS FROM THE RECEIVING STAND AT END OF HIS LAST PARADE. GENERAL THOMAS D. WHITE, REPRESENTING THE CHIEF OF STAFF THANKS BRIG GEN CHARLES D. JONES, IN BACKGROUND.

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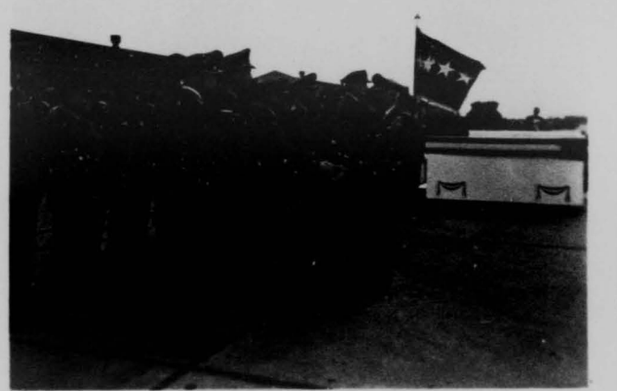

GENERAL JOHN K. CANNON TELLS STAFF GOODBYE AT RETIREMENT PARADE, MARCH 1954.

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GENERALS THOMAS D. WHITE AND JOHN K. CANNON TROOP FROM REVIEWING STAND AFTER PARADE HONORING GENERAL CANNON, UPON HIS RETIREMENT.

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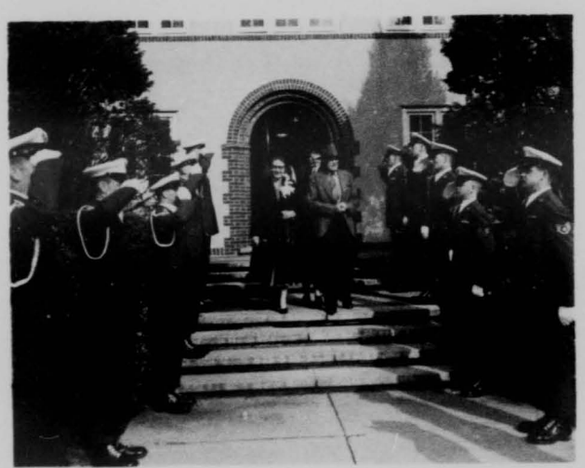

GENERAL AND MRS JOHN K. CANNON LEAVE LANGLEY HOME AFTER HIS RETIREMENT IN 1954.

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AIRMEN OF 405TH AIR BASE GP LINE DODD BOULEVARD
IN SALUTE TO GENERAL JOHN K. CANNON (RET) WHO
WAS DEPARTING LANGLEY FOR HIS HOME IN CALIFORNIA.

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AIRMEN OF 405TH AIR BASE GP PAY FINAL TRIBUTE TO GENERAL JOHN K. CANNON, DEPARTING LANGLEY AFTER HIS RETIREMENT.

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THE LAST LONG LOOK. GENERAL JOHN K. CANNON EDGES TO THE RAIL TO TAKE HIS LAST, LONG OFFICIAL LOOK AT HIS AIRCRAFT IN THE SKY, MARCH 30TH, 1954 AT LANGLEY AIR FORCE BASE.

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HONOR GUARD AND BAND HONOR GENERAL OTTO P. WEYLAND
UPON HIS VISIT TO LANGLEY IN APRIL 1954.

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GENERAL OTTO P. WEYLAND ARRIVES AT LANGLEY AF BASE TO TAKE COMMAND OF TACTICAL AIR COMMAND.

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GENERAL OTTO P. WEYLAND IS GREETED BY MAJ GEN EARL W. BARNES, BRIG GEN CHARLES D. JONES, AND OTHERS, IN 1954.

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THE LANGLEY HONOR GUARD FORMS WAY FOR GENERAL OTTO P. WEYLAND AND MAJ GEN EARL W. BARNES ON THE FORMER'S FIRST VISIT AFTER BEING PROJECTED AS COMMANDER OF TAC.

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THE 564TH AF BAND OF LANGLEY AF BASE PLAYS IN SALUTE TO GENERAL OTTO P. WEYLAND AS HE INSPECTS HONOR GUARD.

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GENERAL OTTO P. WEYLAND, (CENTER) NEW TACTICAL AIR COMMAND COMMANDER, AT MEETING OF MAJOR UNIT LEADERS HELD AT LANGLEY. FROM L TO R: BRIG GEN CHARLES D. JONES, LANGLEY BASE CMDR; MAJ GEN ROBERT W. DOUGLASS,JR, CMDR OF THE 18th AIR FORCE; GEN WEYLAND; MAJOR GEN EDWARD J. TIMBERLAKE, CMDR OF THE 9th AIR FORCE AND BRIG GEN WILLIAM M. GROSS, COMMANDANT OF THE USAF AIR-GROUND OPERATIONS SCHOOL, SOUTHERN PINES, N.C.

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GENERAL NATHAN F. TWINING (CENTER), BEING HONORED AT DINNER AT LANGLEY AFB IN 1954.

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THE DINNER AT OFFICERS CLUB IN HONOR OF
GEN NATHAN F. TWINING WAS MEMORABLE EVENT.

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AT GENERAL TWINING DINNER, OFFICERS CLUB.

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LANGLEY OFFICERS AND WIVES AT DINNER IN HONOR OF GENERAL NATHAN F. TWINING, CHIEF OF STAFF.

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BRIGADIER GENERAL CHARLES D. JONES, COMMANDER,
LANGLEY AIR FORCE BASE 1951-54.

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BRIGADIER GENERAL CHARLES D. JONES SALUTES THE COLORS AT BASE PARADE IN 1954. ON THE GENERAL'S RIGHT IS COLONEL M.A. RICHER, CMDR OF 405th M AND S GP, AND ON HIS LEFT, COLONEL BURTON K. SAMS, EXECUTIVE OFFICER, 405th FIGHTER BOMBER WING.

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BRIGADIER GENERAL CHARLES D. JONES, LEFT, AND LT COL JAMES O. PREVATTE REVIEW PARADE AT LANGLEY IN 1953.

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THE OLD AND NEW OFFICERS OF THE HAMPTON ROADS AREA, FEDERAL SAFETY COUNCIL, WHO MET AT LANGLEY IN JANUARY, FROM L TO R: HAROLD R. TURNER, SR., OUTGOING EXECUTIVE CHAIRMAN; COL F. V. VOORHEES, OUTGOING CHAIRMAN; W. J. BECKER, JR., NEW EXECUTIVE CHAIRMAN; W. W. KELLEY, NEW SECRETARY; DR. HENRY J. E. REID, DIRECTOR OF THE LANGLEY LABORATORY OF THE NACA; AND GEN CHARLES D. JONES, THE NEW CHAIRMAN.

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COLONEL M. A. RICHER, WHO ASSUMED COMMAND OF
405TH M&S GROUP ON 18 JANUARY 1954.

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COLONEL DONALD A. BACCUS, CMDR OF 405th FTR BMR GP, PREPARES TO TAKE OFF IN F-84G AS TWO GROUND CREWMEN ASSIST HIM.

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LIEUTENANT COLONEL ROSS M. CLEM, PARADE COMMANDER OF TROOPS, WITH HIS AIDES, MAJOR DeBORGER AND CAPTAIN SMITH.

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MAJOR JOSEPH F. GOVONI, CMDR OF THE 405TH MOTOR VEHICLE SQ, A 23-YEAR VETERAN IN TRANSPORTATION AND MOTOR SAFETY.

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CAPTAIN HOWARD K. CARTER, COMMANDER OF HEADQUARTERS SQUADRON SECTION, 405TH FIGHTER BOMBER WING.

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COLONEL DONALD A. BACCUS, ACTING BASE COMMANDER, CONGRATULATED FIRST LIEUTENANT FRANCIS R. WILKIE AFTER THE COLONEL ADMINISTERED THE OATH OF OFFICE. LIEUTENANT WILKIE WAS COMMISSIONED IN THE CHAPLAIN'S SECTION.

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AIRMAN MOSS R. HAMBURGER, 423d BOMB SQUADRON, WAS AWARDED THE 2d OAK-LEAF CLUSTER TO THE AIR MEDAL, IN MAY.

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CAPTAIN FLOYD L. WRICH, 44OOTH BCTS, WAS AWARDED THE 5th AND 6th OAK-LEAF CLUSTERS TO THE AIR MEDAL, IN MAY.

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CAPTAIN JOHN W. KASSAP, 440TH BCTS, WAS AWARDED THE DISTINGUISHED FLYING CROSS, IN MAY.

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CAPTAIN HARRY E. BAUMGARTEN, JR., 423d BOMBARDMENT SQUADRON, WAS AWARDED THE 16th OAK-LEAF CLUSTER TO THE AIR MEDAL, IN MAY.

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CAPTAIN CHARLES G. HERRICK, 423d BOMBARDMENT SQUADRON, WAS AWARDED THE AIR MEDAL WITH THE 1st AND 2d OAK-LEAF CLUSTERS, IN MAY.

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CAPTAIN DONALD McDONALD, 405th FIGHTER BOMBER WING, WAS AWARDED THE DISTINGUISHED FLYING CROSS, IN MAY.

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BRIGADIER GENERAL C.D. JONES GIVING THE DISTINGUISHED FLYING CROSS TO CAPT EMMETT B. WINN, 4400th TAC BOMB GP, IN APRIL 1954.

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BRIGADIER GENERAL C.D. JONES PRESENTING DISTINGUISHED FLYING CROSS TO CAPT PETER W, HANLEY,4400th TAC BOMB GP, IN APRIL 1954.

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BRIGADIER GENERAL C.D. JONES PRESENTS DISTINGUISHED FLYING CROSS TO CAPT GEORGE W. CAP, 423d BOMB SQ, IN APRIL 1954.

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CAPTIAN HERBERT C. PINKERTON, ADJUTANT OF 405th FTR BMR WG, RECIPIENT OF DISTINGUISHED FLYING CROSS AND AIR MEDAL, IS CONGRATULATED BY BRIG GEN C.D. JONES.

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BRIGADIER GENERAL C.D. JONES PINS PURPLE HEART AND DISTINGUISHED FLYING CROSS ON BREAST OF 1st LT CHESTER L. BLUNK, 4400th TAC BOMB GP, IN APRIL 1954.

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BRIGADIER GENERAL C.D. JONES PRESENTS DISTINGUISHED FLYING CROSS TO 1st LT MARVIN HAMILTON, 423d BOMB SQ, IN APRIL 1954.

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BRIGADIER GENERAL C.D. JONES PRESENTING THE DISTINGUISHED FLYING CROSS TO 1st LT RALPH T. PERTERSON,JR, 423d BOMB SQ, IN APRIL 1954.

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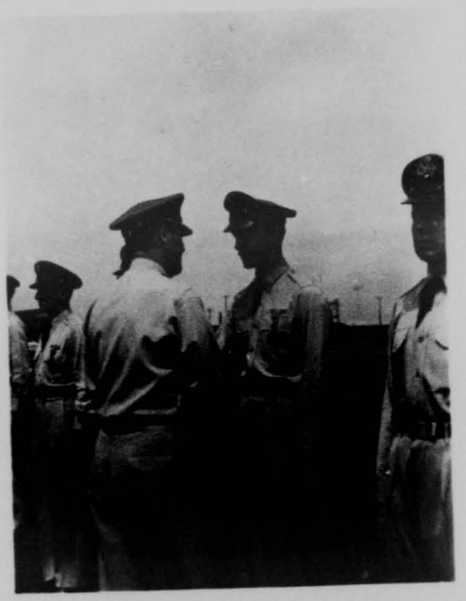

FIRST LIEUTENANT ROBERT C. MIKESH, 4400TH RCTS, WAS AWARDED THE AIR MEDAL WITH 1st AND 2d OAK-LEAF CLUSTERS, IN MAY.

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FIRST LIEUTENANT PAUL S. HUNGERFORD, 4400TH SCHOOL SQUADRON, WAS AWARDED THE DISTINGUISHED FLYING CROSS, IN MAY.

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FIRST LIEUTENANT WILBUR W. STAINKAMP, 423d BOMB SQUADRON, WAS AWARDED THE 1st AND 2d OAK-LEAF CLUSTERS TO THE AIR MEDAL, IN MAY.

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FIRST LIEUTENANT JOSEPH L. PHINNEY, 423d BOMB SQUADRON, WAS AWARDED THE AIR MEDAL WITH THE 1st AND 2d OAK-LEAF CLUSTERS, IN MAY.

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FIRST LIEUTENANT STANLEY S. XENAKIS, 424TH BOMB SQUADRON, WAS AWARDED THE 1st AND 2d OAK-LEAF CLUSTERS TO THE AIR MEDAL, IN MAY.

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SECOND LIEUTENANT JOHN A. ROSE, 423d BOMBARDMENT SQUADRON, WAS AWARDED THE 1st AND 2d OAK-LEAF CLUSTERS TO THE AIR MEDAL, IN MAY.

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FIVE OFFICERS FROM THE 4400th TAC BOMB GP WHO RECEIVED DISTINGUISHED FLYING CROSSES IN THE OFFICE OF COL JOHN G. NAPIER, 4400th GP CMDR (FAR RIGHT). THE OFFICERS ARE, L TO R: LT ROBERT S. CUBR; LT ROBERT C. ELLIOT; CAPT RAY FERMAN; CAPT LELAN ANDERSON AND CAPT ROBERT H. PRICE.

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BRIGADIER GENERAL C.D. JONES PRESENTING LEGION OF MERIT TO M SGT JAMES COVINGTON, 4400th TAC BOMB GP, IN APRIL 1954.

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MAJOR ALNA McCLELLAND PRESENTS GOOD CONDUCT MEDAL
TO M SGT CHASE CARLIN, 405TH FOOD SERVICE SQ.

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MASTER SERGEANT DANIEL W. HUNT, 4400th TAC BOMB GROUP AWARDED THE COMMENDATION RIBBON WITH METAL PENDANT IN APRIL 1954.

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MAJOR ALMA McCLELLAND PRESENTS GOOD CONDUCT MEDAL TO
T SGT WILLIE A. COOPER, 405TH FOOD SERVICE SQUADRON.

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LIEUTENANT COLONEL FRANK S. SAVAGE, COMMANDER OF 2D WEATHER GROUP, AWARDS GOOD CONDUCT MEDAL LEFT TO RIGHT TO T SGT ALFORD J. MARTINEZ, T SGT JOHN L. PARSONS, AND M SGT RALPH J. HAZLEWOOD.

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MAJOR ALNA McCLELLAND PRESENTS GOOD CONDUCT MEDAL
TO T SGT JOHN N. WILLIAMS, 405TH FOOD SERVICE SQ.

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STAFF SERGEANT THOMAS D. MACK RECEIVING THE AIR MEDAL FROM BRIG GEN C.D. JONES.

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MAJOR ALNA McCLELLAND PRESENTS GOOD CONDUCT MEDAL
TO S SGT CLYDE FACKLER, 405TH FOOD SERVICE SQ.

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MAJOR ALNA McCLELLAND PRESENTS GOOD CONDUCT MEDAL
TO S SGT DONALD RENFROE, 405TH FOOD SERVICE SQ.

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MAJOR ALNA McCLELLAND PRESENTS GOOD CONDUCT MEDAL
TO S SGT GEORGE WORLEY, 405TH FOOD SERVICE SQ.

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MAJOR ANNA McCELLAND PRESENTS GOOD CONDUCT MEDAL
TO S SGT ALBERT J. KAIRIS, 405TH FOOD SERVICE SQ.

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MAJOR ALMA RUSSELLAND PRESENTS GOOD CONDUCT MEDAL
TO AMN MERREL TURNER, 405TH FOOD SERVICE SQ.

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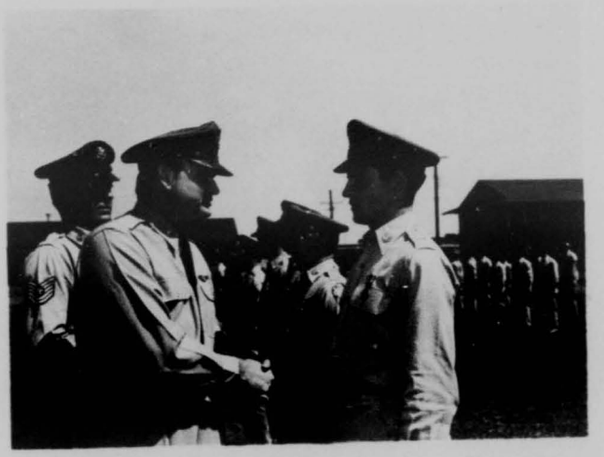

MAJOR ALNA McCLELLAND PRESENTS GOOD CONDUCT MEDAL
TO AMN DELBERT HYLTON, 405TH FOOD SERVICE SQ.

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MAJOR ALNA McCLELLAND PRESENTS GOOD CONDUCT MEDAL

TO AMN FRANCIS TONER, 405TH FOOD SERVICE SQ.

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MAJOR ALMA McCLELLAND PRESENTS GOOD CONDUCT MEDAL
TO S SGT ROY W. BROMFIELD, 405TH FOOD SERVICE SQ.

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AIRMAN EUGENE L. SPLINTER, 405TH MOTOR VEHICLE SQUADRON, WAS AWARDED THE COMMENDATION RIBBON IN MAY.

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AIRMAN DONALD E. JACKSON, 4400TH BOMB CREW TRAINING SQUADRON, WAS AWARDED THE COMMENDATION RIBBON, IN MAY.

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THIS PAGE IS DECLASSIFIED IAW EO 13526

MAJOR ALMA McCLELLAND PRESENTS GOOD CONDUCT MEDAL
TO AMN THOMAS MACEACHON, 405TH FOOD SERVICE SQ.

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MAJOR ALNA McCLELLAND PRESENTS GOOD CONDUCT MEDAL
TO AMN RUSSEL F. ORWIG, 405TH FOOD SERVICE SQ.

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LEFT TO RIGHT: ROBERT W. HILL, EDGAR V. MITCHELL, COLONEL CHARLES D. JONES, BASE COMMANDER, AND ELGIE L. CARL. THE THREE CIVILIANS RECEIVED CASH AWARDS FOR MONEY-SAVING SUGGESTIONS. MR. MITCHELL RECEIVED TEN DOLLARS FOR A DEVICE (DOLLY) TO HOLD A B-26 AIRCRAFT RIGID WHILE PERFORMING A TRACTION TEST. MR. HILL AND MR. CARL RECEIVED $37.50 EACH FOR AN IMPROVED METHOD OF OVERHAULING COWL FLAP OPERATING MECHANISMS ON B-26 AIRCRAFT, WHICH RESULTED IN SAVING $2,649 PER YEAR.

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AIRMAN JAMES W. DAVIS, 29 PASSENGER BUS DRIVER FOR LANGLEY, RECEIVED AN AWARD FROM BRIG GEN JONES FOR HIS PART IN THE BASE ROAD-E-O HELD ON LANGLEY IN MAY.

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AIRMAN RHODY A. CARY, SEDAN DRIVER FOR LANGLEY, RECEIVED AN AWARD FROM BRIG GEN JONES FOR HIS PART IN THE BASE ROAD-E-O HELD AT LANGLEY.

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BRIGADIER GENERAL CHARLES D. JONES, BASE COMMANDER, PRESENTED AIRMAN GERALD PEPPLE WITH AN AWARD FOR WINNING IN THE BASE ROAD-E-O DRIVERS CONTEST.

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AIRMAN ELLIOT C. FANNIN, TRACTOR TRAILER DRIVER FOR LANGLEY, RECEIVED AN AWARD FOR HIS PART IN THE BASE ROAD-E-O HELD AT LANGLEY IN MAY.

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AIRMAN HARVEY BRYSON, 1½ TON TRUCK DRIVER FOR LANGLEY AND TAC, WAS HONORED BY BRIGADIER GENERAL JONES FOR A WINNING PLACE IN THE "ROAD-E-O" CONTESTS IN MAY.

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AIRMAN ANDREW T. AUSTIN, 405th MAINT SQ, WHO WAS AIRMAN OF THE MONTH IN APRIL, 1954.

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AIRMAN HERBERT R.MILLER, HQ SQ SECTION, 405th AB GP, WHO WAS SELECTED AIRMAN OF THE MONTH FOR THAT ORGANIZATION IN APRIL.

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STAFF SERGEANT ROBERT M. BLAISDELL, CLERK IN THE OFFICERS RECORDS SECTION, 423d BOMB SQUADRON, WAS CHOSEN AIRMAN OF THE MONTH, IN MAY.

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AIRMAN HAROLD R. CLARK WAS SELECTED AIRMAN OF THE MONTH FOR JUNE IN THE 4400TH BOMB CREW TRAINING SQUADRON.

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HARRY R. LIVERS, WHO WAS ADMINISTRATIVE ASSISTANT INSTALLATIONS ENGINEER AT LAFB.

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4412th WAF SQ RECEIVES HONOR STREAMERS FOR WINNING BASE PARADE IN OCTOBER, 1953.

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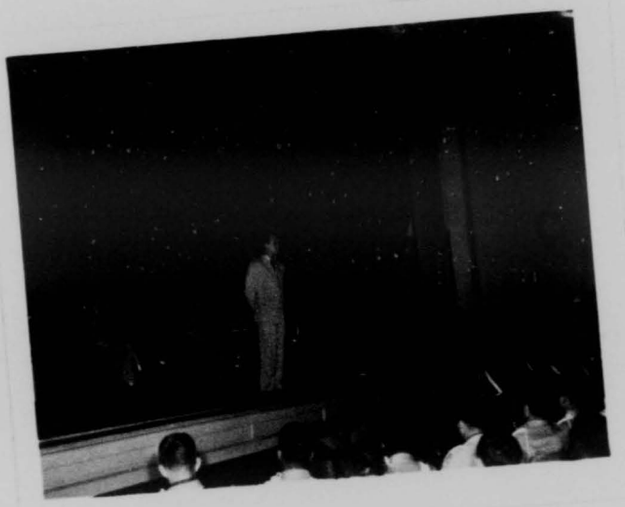

BRIGADIER GENERAL CHARLES D. JONES, LANGLEY BASE COMMANDER ADDRESSED AIR RESERVE TRAINING CORPS GRADUATES AT LANGLEY PRIOR TO PRESENTATION OF THEIR COMMISSIONS IN JULY 1953.

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BRIGADIER GENERAL CHARLES D. JONES, ACTING ON BEHALF OF THE AIR FORCE, PRESENTS COMMISSION TO ONE OF FORTY-FIVE CADETS FROM THE AIR RESERVE OFFICERS' TRAINING CORPS, WHO TRAINED AT LANGLEY IN JUNE AND JULY, 1953.

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BRIGADIER GENERAL CHARLES D. JONES PRESENTS CERTIFICATE TO M SGT OLIVER G. KING, WHO COMPLETED THE OFFICER CANDIDATE CORRESPONDENCE COURSE IN 1954.

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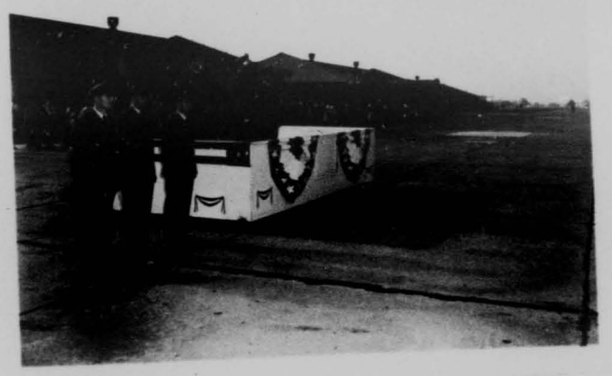

ON STAND, COLONEL JOHN G. NAPIER, COLONEL DONALD A. BACCUS,
AND LIEUTENANT COLONEL EMIL BRENCKMAN AT BASE PARADE, 1953.

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LANGLEY OFFICERS WHO GRADUATED FROM UNIT SUPPLY SCHOOL

IN APRIL 1954.

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COLONEL W. J. SABO, CMDR OF 405TH AB GP, PRESENTS CERTIFICATE TO AMN A. CONRAD WHO GRADUATED AS AN HONOR STUDENT FROM THE FOOD SERVICE SCHOOL AT LANGLEY.

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LIEUTENANT COLONEL ROSS M. CLEM, EXECUTIVE OFFICER, 405th AB GP, CONGRATULATES M SGT JOHN N. MESSERE, MESS STEWARD DINING HALL 113, FOR SUCCESSFUL COMPLETION OF THE FOOD SERVICE PERSONNEL COURSE AT LANGLEY, LOOKING ON APPROVINGLY IS CAPT CLESTON GLASGOW, CMDR OF 405th FOOD SR SQ.

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CAPTAIN C. M. GLASGOW, CMDR OF 405TH FOOD SERVICE SQ, PRESENTS DIPLOMAS TO HONOR GRADUATES OF FOOD SERVICE SCHOOL. FROM L TO R: CAPT GLASGOW; S SGTS COBURN, McHONE, HARDISON; AND AMN PERRY AND CONRAD.

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LIEUTENANT COLONEL ROSS M. CLEM CONGRATULATES FOOD SERVICE PERSONNEL UPON THEIR GRADUATION FROM A SPECIAL COURSE.

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FOOD SERVICE DIPLOMAS BEING PRESENTED BY LT COL ROSS M. CLEM,
ASSISTED BY 1st LT CLESTON M. GLASGOW, LEFT.

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T SGT DREW E. BAZEMORE, 405TH INSTALLATIONS SQ, RECEIVES DIPLOMA FROM LT COL ROSS M. CLEM UPON COMPLETION OF BASE NCO SCHOOL.

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LT COL ROSS M. CIEM PRESENTS DIPLOMA TO M SGT JAMES B. HRISTOW OF HQ SQ SEC, 405TH AB GP, UPON COMPLETION OF BASE NCO SCHOOL.

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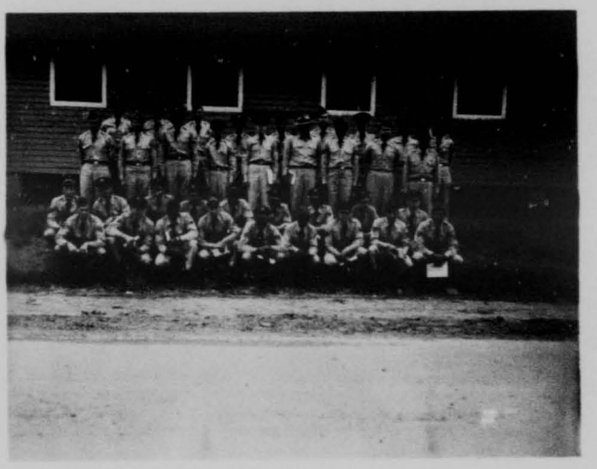

GRADUATES FROM LANGLEY UNIT SUPPLY SCHOOL IN APRIL 1954.

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THE LAST NIGHT INTRUDER COMBAT CREW TO BE TRAINED BY THE 4400th BOMBARDMENT GROUP. FROM L TO R: AMN NICHOLAS LIOCE,JR, GUNNER; AMN ELMER ERICSON, ENGINEER; 2d LT LOUIS J. SIROY, ARCFT OBS; 2d LT JERRE CRESSE, PILOT; WITH COL JOHN G. NAPIER,GP CMDR.

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MAJOR DORVAN K. ANDERSON ASST FIRE MARSHAL PRESENTING CERTIFICATE OF COMPLETION OF COURSE TRAINING TO FIREFIGHTER MACK SMITH.

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ROTC STUDENTS FROM THE UNIVERSITY OF BUFFALO, NEW YORK, VISITED LANGLEY IN MAY.

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TECHNICAL SERGEANT WILLIE A. COOPER RECEIVED THE DINING HALL HONOR PLAQUE FOR THE FOURTH TIME FOR SUPERIOR RESULTS AS DINING HALL STEWARD OF BUILDING T-117-A. COLONEL BURTON K. SAMS, COMMANDER OF THE 405TH M&S GROUP MADE THE PRESENTATION. BEHIND Sgt COOPER ARE SOME OF THE STAFF. L TO R: AIRMEN L. E. PHELPS, K. E. TUDOR, S Sgt C. E. CAGLE, S Sgt D. E. RENFROW AND AIRMAN R. D. BROWN.

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TECHNICAL SERGEANT WILLIE COOPER WAS AWARDED THE "DINING HALL OF THE MONTH" AWARD FOR THE SECOND CONSECUTIVE MONTH, BY COLONEL BURTON K. SAMS, COMMANDER OF THE 405TH M&S GROUP. FIRST LIEUTENANT CLESTON M. GLASGOW, OF THE 405TH FOOD SERVICE SQUADRON, ADDS HIS CONGRATULATIONS.

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CAPTAIN ARLO S. POTTER, 423d BOMB SQ MAINTENANCE OFFICER, RECEIVES THE "QUARTERLY MATERIEL ACCOMPLISHMENT AWARD" FROM COL JOHN G. NAPIER, 4400th TAC BOMB GP CMDR. MAJOR ESTES B. SHERRILL (LEFT), SQUADRON CMDR, WATCHES THE CEREMONY.

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COLONEL JOHN G. NAPIER, CMDR 4400th TAC BOMB GP, CONGRATULATES CAPT FLOYD L. WRICH, MAINTENANCE OFFICER AND MAJ ALFRED A. BECKNER,JR, WHOSE SQUADRON WON THE MONTHLY MATERIEL AWARD.

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COLONEL JOHN G. NAPIER, 4400TH GP COMMANDER, PRESENTS THE "PERMANENT DINING HALL PLAQUE" TO T SGT WOODROW JOHNSON, SUPERVISOR OF DINING HALL 114-C. THE AWARD WAS PRESENTED T SGT JOHNSON FOR HAVING WON THE PLAQUE HONOR TEN TIMES IN ONE YEAR.

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LEFT TO RIGHT: MAJ CLAUDE G. PHILLIPS, MAJ FRANCIS T. BORDEN, T Sgt GEORGE M. WRIGHT, ACCEPTING PLAQUE FOR HONORS AWARDED FOR CLEANLINESS OF DINING HALL 115; S Sgt JOSEPH R. POWELL, AIRMAN RIELSWORTH YACQUES, COL JOHN G. NAPIER, AND AIRMAN H. GONZALES.

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MASTER SERGEANT GEORGE ADER, FOOD SERVICE SUPERVISOR OF DINING HALL T-249, RECEIVED THE "MOST OUTSTANDING DINING HALL" PLAQUE, FOR THE MONTH OF JULY, FROM COLONEL DONALD BACCUS, COMMANDER OF THE 405TH FIGHTER BOMBER GROUP.
L TO R: AIRMEN JOHNNY McNEIL, AL SCOTTI, RAYMOND DAWNEY, AL FERRARA AND JAMES EVERETT.

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MAJOR ESTES P. SHERRILL, CMDR OF 423d BOMB SQ, AWARDS THE PLAQUE FOR BEST MESS HALL FOR THE MONTH OF JAN 1954 TO T SGT WOODROW JOHNSON.

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TECHNICAL SERGEANT WILLIE COOPER, MESS SERGEANT OF DINING HALL 117-A, RECEIVED THE HONOR PLAQUE FOR THE SEVENTH TIME. MAJOR CARL E. GRIMMER, EXECUTIVE OFFICER OF THE 405TH M&S GROUP, MADE THE PRESENTATION. IN THE BACK, L TO R: MAJOR ROY W. CAMBLIN, JR., CO 405TH MAINT SQUADRON, AIRMEN TUDOR, BROWN, S SGT CAGLE, M SGT T. STANCIL, FIRST SERGEANT OF THE SQUADRON, AND AIRMAN RANDOLPH.

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FOOD SERVICE SUPERVISORS AND COOKS SURROUND T Sgt WILLIE COOPER, CENTER, WHO WON BEST DINING HALL PLAQUE. SITTING LEFT TO RIGHT: M Sgt TOWNSEND STANCIL, T Sgt W. COOPER, AND MAJOR JULIAN McDONALD, CMDR OF 405th MAINTENANCE SQ.

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MAJOR JULIAN McDONALD, 405th MAINTENANCE SQ, PRESENTS PLAQUE FOR BEST DINING HALL TO T Sgt WILLIE COOPER IN AUGUST, 1953.

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MAJOR KENNETH E. KAY, RIGHT, CMDR OF 405th M & S GP,
PRESENTING HONOR PLAQUE TO M Sgt C. E. WILLIAMS, 405th
FOOD SERVICE SQUADRON.

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MAJOR AUGUST G. KERN, CMDR OF 4400th MAINT SQ, PRESENTING T Sgt JOHNSON, SUPERVISOR OF DINING HALL 114-C, WITH HONOR PLAQUE. L TO R: T Sgt JOHNSON; AIRMEN ESTES, ORWIG, AND KOHLBECK; AND MAJOR AUGUST G. KERN.

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SECOND LIEUTENANT ROBERT H. MORRIS, FOOD SERVICE SQUADRON'S DINING HALL OFFICER, PRESENTED THE "BEST DINING HALL" AWARD TO T SGT JAMES L. EDEN, 117-C DINING HALL SUPERVISOR, IN THE SPRING OF 1953.

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THE OPENING CLASS OF THE 405th AIR BASE WING NCO SCHOOL, 1953.

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TO QUALIFY AS TRUCK DRIVERS ON LANGLEY, ALL DRIVING STUDENTS WERE REQUIRED TO BACK 1½ TON TRUCKS THROUGH AN OFFSET ALLEY.

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AIRMAN RONDY A. CARY COMPETED IN PASSENGER CAR CLASS IN THE BASE ROAD-E-O IN MAY 1953.

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A 29 PASSENGER BUS IS MANEUVERED INTO A PARKING SPACE, IN THE ROAD-E-O WHICH WAS A DRIVERS CONTEST HELD IN MAY AT LANGLEY.

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LANGLEY HELICOPTER DEMONSTRATED RESCUE TECHNIQUES IN JULY TO VISITING CIVIL AIR PATROL CADETS.

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EXPERIMENTAL BOAT AT 16th CRASH RESCUE

BOAT FLIGHT AT LANGLEY IN 1953.

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BRIGADIER GENERAL (THEN COLONEL) CHARLES D. JONES, BASE COMMANDER, CUTS THE TAPE OFFICIALLY OPENING THE NEW $20,000 CLOTHING SALES STORE.

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BRIGADIER GENERAL CHARLES D. JONES, BASE COMMANDER, AND COL BURTON H. SAMS, MAINTENANCE AND SUPPLY GROUP COMMANDER, TOUR LANGLEY'S RENOVATED CLOTHING SALES STORE. FLANKING THE INSPECTING OFFICERS ARE CWO JOEL T. CARLSON, CLOTHING SALES OFFICER, AND AIRMAN FRED E. HICKS.

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AIRMAN THOMAS L. FARLEY DEMONSTRATED SHOE FITTING TO COLONEL BURTON K. SAMS, 405TH M&S GROUP COMMANDER, DURING INSPECTION OF THE NEW CLOTHING SALES STORE.

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STAFF SERGEANT GEORGE G. GUERIN WAS THE NEW CLOTHING SALES STORE'S FIRST CUSTOMER IN 1953. MR. F. L. EDWARDS WAS CASHIER.

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STAFF SERGEANT DOLOROS J. FUSCHILLO BUYS A NEW BLUE COAT AT THE CLOTHING SALES STORE AT LANGLEY.

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RIBBON IS CUT OPENING THE 750 MAN DINING HALL IN SHELLBANK BY 1st LT C. M. GLASGOW, CMDR OF 405th FOOD SERVICE SQ, AND M Sgt CHASE CARLIN, IN CHARGE.

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THE NEW BUBELING FOUNTAIN OF STAINLESS STEEL DISH WASHING SINKS IN SHELLBANK CONSOLIDATED DINING HALL.

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COOKS AT DINING HALL T-215 LINE UP FOR NOON-HOUR RUSH AT LANGLEY IN 1953.

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COLONEL R. B. WARREN, RIGHT, US ARMY DISTRICT ENGINEERS, AND MR. C. B. GRIFFIN PRESENT SIMULTANEOUS REFUELING UNITS TO LANGLEY THAT SERVICE TEN AIRCRAFT IN TEN MINUTES.

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STAFF SERGEANT JOHN FORD AND MASTER SERGEANT HARRY G. MARATELLOS SELECT AILERON CONTROL CABLES IN THE 4400TH MAINTENANCE CONSOLIDATED SUPPLY WHILE MAJOR AUGUST G. KERN, MAINTENANCE OFFICER, SUPERVISES.

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MASTER SERGEANT HARRY G. MARATELLOS, S Sgt JOSEPH J. MICHIORESI, AND S Sgt ZACK C. JONES IN CONSOLIDATED SUPPLY, 440OTH MAINTENANCE SQUADRON.

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MASTER SERGEANT PATRICK LYNAN SELECTS A GASKET FROM THE ROTATING BIN IN THE SUPPLY ROOM OF THE 4400TH MAINTENANCE CONSOLIDATED SUPPLY. THE BIN HOLDS BOLTS, NUTS, CLAMPS AND GASKETS. AIRMAN HOWARD REIERSON CHECKS THE ISSUE SLIP.

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A TEAM OF 11 AIRMEN OF THE 424TH BOMBARDMENT SQ COMPLETED A DOUBLE ENGINE CHANGE INCLUDING ENGINE BUILD-UP AND PRE-OILING OF THE NEW ENGINES, AND TIRE CHANGE ON A B-26. ALL IN 300 MAN HOURS. KNEELING L TO R: SGT BOETHECHER, S SGT McMULLEN, AMN GORDON, M SGT DILLINGER, T SGT PENDERGRASS, S SGT WALULIK. STANDING L TO R: AMN STOW, COAWLEY AND SIMMS, S SGT WELLS AND S SGT LEASE.

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BRIGADIER GENERAL CHARLES D. JONES CUTS RIBBON OPENING THE NEW FLIGHT LINE SNACK BAR.

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INTERIOR OF THE NEW FLIGHT LINE SNACK BAR

WHICH OPENED IN 1954.

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INTERIOR OF THE NEW DAY ROOM, 423D BOMBARDMENT SQUADRON AFTER BEING REMODELED BY THE AIRMEN OF THAT SQUADRON.

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THE SMOKESTACK AT THE LTA DISPOSAL UNIT WHICH WAS DEMOLISHED IN FEBRUARY BECAUSE IT WAS NOT IN USE AND WAS CONSIDERED TO BE A HAZARD.

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BRIGADIER GENERAL CHARLES D. JONES AND LT COL CALVIN V. ROBINSON SELL THE FIRST MARCH OF DIMES TICKETS IN 1954 CAMPAIGN TO GEN JOHN K. CANNON.

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LANGLEY PROVIDED A JAR FOR EACH STATE IN THE UNION FOR MARCH OF DIMES CONTRIBUTIONS. $9,542.00 WAS RAISED IN THE 1954 CAMPAIGN.

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FIREFIGHTER FRANK CHAPMAN OF LANGLEY HELPS MARCH OF DIMES FUND IN 1954.

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MR SAMUEL HENDIN, REPRESENTATIVE OF THE HAMPTON "MARCH OF DIMES" CHAPTER, RECEIVES FROM BRIG GEN JONES THE $9,542 CHECK, WHICH WAS LANGLEYS' CONTRIBUTION TO THE MARCH OF DIMES IN 1954. LOOKING ON ARE MAJOR ARTHUR J. DEBORGER, LEFT, AND LT COL CALVIN V. ROBINSON, BASE PROJECT OFFICERS FOR THE DRIVE.

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MAJOR L. S. WIEGLE, PROJECT OFFICER FOR THE AMERICAN RED CROSS FUND DRIVE, ACCEPTS THE FIRST DONATION FROM BRIG GEN CHARLES D. JONES, LANGLEY BASE COMMANDER.

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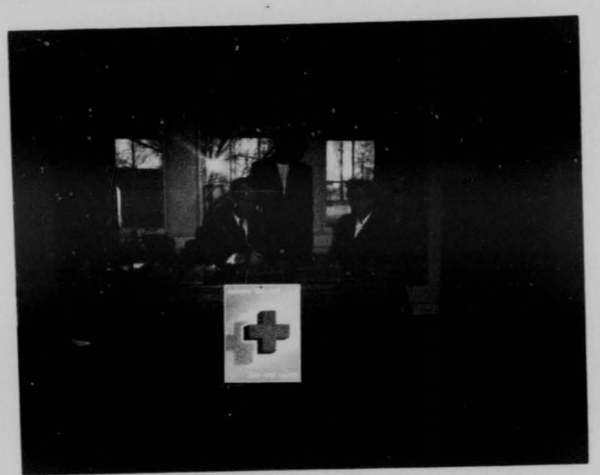

ADAM Y. McDONALD, FIELD DIRECTOR FOR THE RED CROSS AT LANGLEY, AND ASSISTANTS, MRS. JESSE W. TOWLER AND MRS. EDITH HARLAN (STANDING).

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LANGLEY CMDR, BRIG GEN CHARLES D. JONES, LEFT, AND MAJ CARL GRIMMER, ARMED FORCES DAY PROJECT OFFICER, LOOK OVER A FEW MODELS OF SOME OF THE AIRCRAFT TO BE DISPLAYED AT LANGLEY.

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AIRMAN J. B. MERRITT, LANGLEY, RIGHT, MARCHING WITH MARINE, SAILOR, AND SOLDIER IN ARMED FORCES DAY PARADE ON 16 MAY IN NEWPORT NEWS, VIRGINIA.

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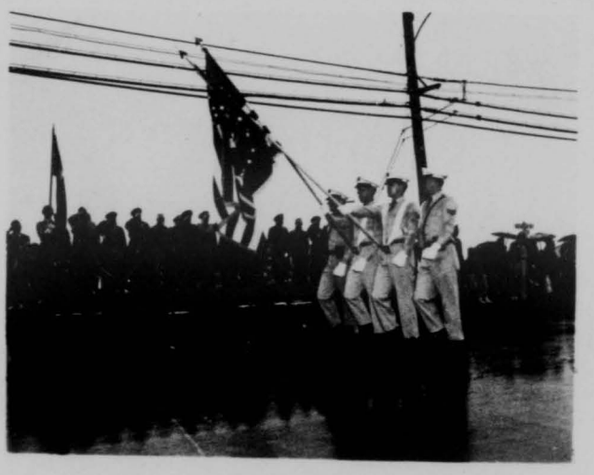

ARMED FORCES DAY PARADE WITH FOUR LANGLEY AIR POLICE AS COLOR BEARERS AND GUARDS.

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4400th TAC BOMB GP PASSES REVIEWING STAND
AT ARMED FORCES DAY PARADE IN HAMPTON.

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MASTER SERGEANT RICHARD HOCEVAR OF LANGLEY EXPLAINS THE FUNCTION OF THE AIR SCOOP ON AN F-84G TO THE HONOR PARADE MARSHALS FROM OTHER ARMED FORCES ON ARMED FORCES DAY. L TO R: MINEMAN SECOND CLASS BASIL MARK,USN; SGT HOCEVAR, M SGT JOHN MARTINO, USA; S SGT BEAUFORD HAYNIE, USMC.

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THE MARTIN B-61A PILOTLESS WEAPON,"MATADOR",
ON EXHIBIT AT LANGLEY, ARMED FORCES DAY.

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BOMBS AND ROCKETS DISPLAYED AT LANGLEY BEFORE VISITORS ON ARMED FORCES DAY 16 MAY 1953.

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AIRMAN ROBERT L.PEET (LEFT) AND S SGT JOSEPH H.KIRK, JR, OF 405th AP SQ MAKE WEAPONS DISPLAY BOARD READY FOR ARMED FORCES DAY AT LANGLEY.

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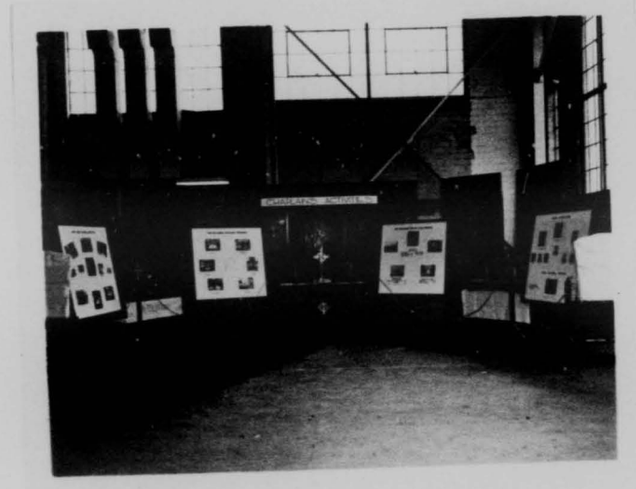

THE CHAPLAIN'S EXHIBIT, ARMED FORCES DAY
AT LANGLEY, MAY 1954.

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ARMED FORCES DAY DISPLAYS AT LANGLEY ON 16 MAY, INCLUDED UNIFORMS AND PICTURES OF ACTIVITIES OF THE 4412TH WAF SQUADRON. WAF'S RECEIVED VISITORS AT THE DISPLAY.

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TECHNICAL SERGEANT JAMES W. STEVENS, RIGHT, SHOWING SCALE A MODEL AIRPLANE AT ARMED FORCES DAY DISPLAY, ON 16 MAY.

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AIRMAN WILLIAM D. ARMSTRONG, OF THE AVIATION CADET SELECTION TEAM, DISTRIBUTES LITERATURE AND PICTURES TO ENTHUSIASTIC CROWD OF YOUNGESTS ON ARMED FORCES DAY, MAY 1954.

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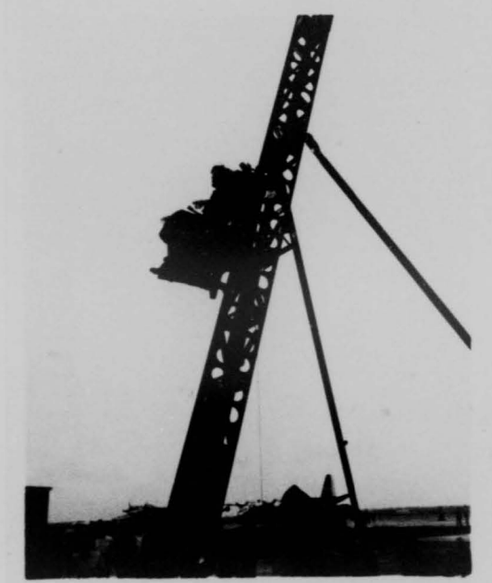

A LANGLEY WAF ENJOYS THE THRILL OF THE EJECTION SEAT TRAINER, AN ARMED FORCES DAY EXHIBIT.

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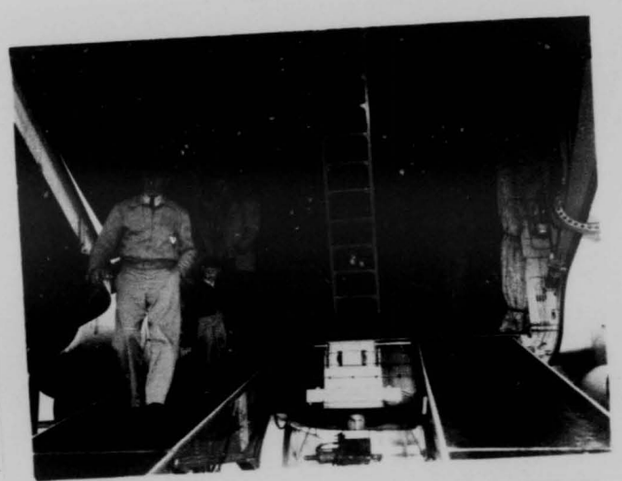

THEIR CURIOSITY SATISFIED, CIVILIANS SCAMPER DOWN RAMP AFTER VIEWING ENORMITY OF C-124 AT ARMED FORCES DAY EXHIBIT AT LANGLEY.

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THE AMPHIBIOUS NAVAL TRAINING STATION NEAR VIRGINIA BEACH, VIRGINIA, DISPLAYED UNDERWATER DEMOLITION CLOTHING AT LANGLEY ON ARMED FORCES DAY, 1953.

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THIS IS THE WAY THE HONOR GUARD GREETED ALL IMPORTANT VISITORS TO LANGLEY IN 1953.

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MAJOR GENERAL AJALMAR MASCARENHAS, CHIEF OF STAFF, BRIZILIAN AF, IS CORDIALLY GREETED BY BRIG GEN CHARLES D. JONES, LANGLEY CMDR, IN APRIL 1954.

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MAJOR GENERAL AJALMAR MASCARENHAS, CHIEF OF STAFF,
BRIZILIAN AF, AND BRIG GEN C.D. JONES, LANGLEY CMDR.

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FRENCH OFFICERS SHOWN OUTSIDE OF TAC HEADQUARTERS, L TO R: LIEUTENANT COLONEL ROBERT A. WHITMORE, USAF, LIEUTENANT COLONEL BARTHELEMY, LIEUTENANT COLONEL DeSALABERRY, BRIGADIER GENERAL PIERRE PELISSIE, LIEUTENANT COLONEL JACQUARD, AND BRIGADIER GENERAL XAVIER M. DeCHASSEY.

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HONORABLE PANOYTAS KANNALOPOUS, DEFENSE MINISTER OF GREECE, STEPS OFF PLANE AT LANGLEY AFB IN MARCH 1954.

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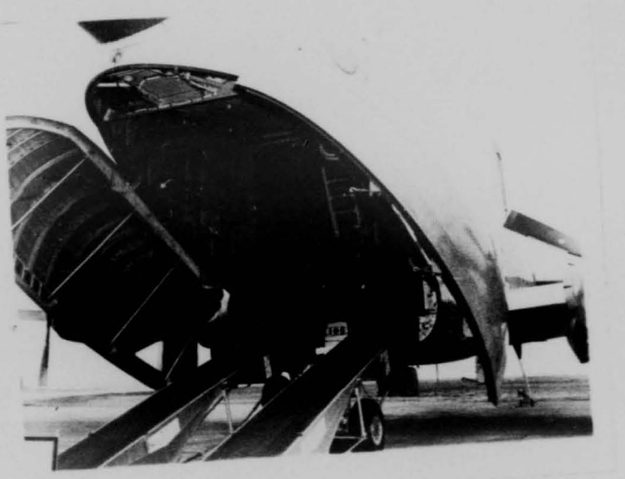

ARMY WAR COLLEGE OFFICERS INSPECT A C-124
ON THEIR VISIT TO LANGLEY IN APRIL 1954.

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TACTICAL AIR COMMAND CONFERENCE ON CONTROL OF HIGHER GRADE POSITIONS WHICH MET AT LANGLEY IN APRIL. REPRESENTATIVES FROM CIVILIAN PERSONNEL OFFICES AND MANPOWER AND ORGANIZATION OFFICES FROM EVERY TAC BASE IN THE UNITED STATES WERE PRESENT.

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LIEUTENANT COLONEL THOMAS ROBERTSON (CENTER), OF THE 509TH FTR BMR SQ, PARKS HIS T-33 JET AIRCRAFT AFTER COMPLETING AN INDOCTRINATION FLIGHT WITH BRIG GEN JOHN K. WATERS, OF THE STAFF ARMORED SCHOOL AT FT KNOX, KY. AIRMAN THOMAS O. HARLOW, T-33 CREW CHIEF, ASSISTS IN THE AFTER LANDING PROCEDURES.

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FIRST LIEUTENANT ALDEN A. SCOTT, 509th FTR BMR SQ, POINTS OUT VITAL PARTS OF AN F-84G TO SIX VIRGINIA MILITARY INSTITUTE CADETS ON THEIR TOUR OF LANGLEY IN MARCH.

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FOUR CADETS FROM VIRGINIA MILITARY INSTITUTE EXAMINE INSTRUMENTS OF AN F-84G ON THEIR TOUR OF LANGLEY IN APRIL 1954.

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BRIGADIER GENERAL TERRENCE P. FINNEGAN, DEPUTY CHIEF OF CHAPLAINS, USAF, AS HE ADDRESSED THE CATHOLIC HOLY NAME SOCIETY AT LANGLEY, MAY 1954.

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PROFESSOR LOUIS BUDENZ OF COLUMBIA UNIVERSITY ADDRESSES MEMBERS OF THE LANGLEY HOLY NAME SOCIETY AT A BREAKFAST HELD AT THE NACA CAFETERIA.

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LOUIS BUDENZ ADDRESSES THE LANGLEY HOLY NAME SOCIETY. SEATED FROM LEFT TO RIGHT ARE CHAPLAIN (1ST LT) JAMES L. DRISCOLL, CHAPLAIN (MAJ) WALTER J. SULLIVAN, CHAPLAIN (CAPT) CHARLES D. MARTINEAU, TAC CHAPLAIN (COL)PALMER PIERCE, (FAR RIGHT, UNIDENTIFIED.)

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FIRST COMMUNION AT BASE CHAPEL, SATURDAY, 2 MAY. PRIEST GIVING COMMUNION; CHAPLAIN (MAJ) WALTER J. SULLIVAN. ALTAR BOY: MELVIN LOFURNO. CHILDREN AT ALTAR RAIL: EILEEN MARIE GILBERT AND AUDREY HALLOCK (CHILD RECEIVING COMMUNION). MARY ANN MERKLE IS STANDING. RIGHT OF PICTURE: CHAPLAIN (1st Lt) JAMES J. DRISCOLL.

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CATHOLIC CHAPLAIN (1ST LT) RALPH A. ASCHOFF, CENTER, RECEIVES THE "SPIRITUAL BOUQUET" FROM REPRESENTATIVES OF THE "WAF OUR LADY SODALITY" ORGANIZATION PRIOR TO HIS DEPARTURE TO JAPAN.

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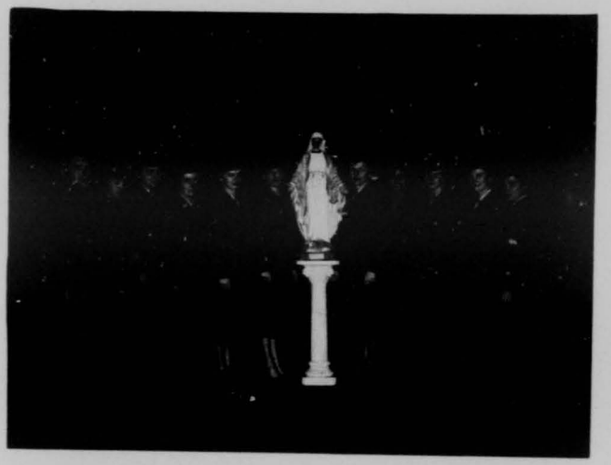

CHAPLAIN (1ST LT) RALPH A. ASCHOFF, LEFT, AND MEMBERS OF THE "WAF OUR LADY SODALITY" ORGANIZATION PRIOR TO CHAPLAIN ASCHOFF'S DEPARTURE TO JAPAN.

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A TRUCKLOAD OF CONSTRUCTION VOLUNTEERS FROM LANGLEY WITH FATHER OTTERBEIN, FOUNDER OF GOOD COUNSEL CAMP WHICH WAS BUILT NEAR YORKTOWN, VIRGINIA.

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AIRMEN FROM LANGLEY AIR FORCE BASE HELPED BUILD GOOD COUNSEL CAMP AT HAYES STORE, VIRGINIA, ON THEIR OFF DUTY TIME. THE CAMP WAS FOR NEGRO CHILDREN OF ALL RELIGIONS.

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TWO OF THE LANGLEY AIRMEN WHO HELPED CONSTRUCT A CAMP FOR NEGRO CHILDREN IN THE LANGLEY AREA.

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REVEREND OTTERBEIN, FOUNDER OF THE CAMP WHICH LANGLEY AIRMEN HELPED BUILD FOR NEGRO CHILDREN OF THE PENINSULA AREA.

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BRIGADIER GENERAL CHARLES D. JONES, BASE COMMANDER, AND MRS DEAN COMER WATCH AS MRS VIOLET GWALTNEY PUTS THE FINAL TOUCHES ON A MURAL IN THE NEWLY RENOVATED BASE NURSERY.

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MRS. MARGARET COX SELLS M SGT W. R. WADE A CAKE AT CATHOLIC WOMEN'S BAKE SALE FOR ST. MARY'S INFANT HOME IN NORFOLK, VA.

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FIRE CHIEF JOHN TARVER, LEFT, INSTRUCTING IN FIREFIGHTING DURING FIRE PREVENTION WEEK IN 1953.

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LECTURE AND DEMONSTRATION OF FIRE FIGHTING BY FIRE CHIEF JOHN TARVER, DURING FIRE PREVENTION WEEK AT LANGLEY AFB.

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LANGLEY FIREMEN RUSH TO FOAM TRUCK TO PUT ON PROTECTIVE GEAR AND GRAB FOAM HOSES AS DEMONSTRATION FIRE IS STARTED IN 1953.

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TWO VIRGINIA MILITARY ACADEMY CADETS DISCUSS RESULTS AFTER OBSERVING A FIRE FIGHTING DEMONSTRATION AT LANGLEY IN 1953.

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MASTER SERGEANT STEVE HARNELL, NCOIC OF SPECIAL SERVICES, INTRODUCED THE TALENT SHOW IN MAY.

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MASTER SERGEANT STEVE HARWELL AND AIRMAN JOHN K. BYERS PARTICIPATED IN THE TV TALENT CONTEST HELD AT SEWART AFB, TENNESSEE. THEY WON THE TWO TOP SPOTS IN AN AUDITION HELD AT LANGLEY AND WERE INDIVIDUAL CONTESTANTS.

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MEMBERS OF THE 564th AIR FORCE BAND COMBO THAT TOURED TAC BASES IN THE UNITED STATES WITH THE TAC SHOW. FROM LEFT TO RIGHT: AIRMEN BEN THOMAS, FRANK BORDANDIO, RED COLLINS, NICK VITALE, AND NORMAN CARPINTIER.

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FOURTEENS, QUARTET FROM SCOTT AF BASE SANG AT LANGLEY ON THEIR WORLD TOUR WITH "TOPS IN BLUE". THEY WERE NATIONAL CHAMPIONS IN 1953 OF THE SOCIETY FOR PRESERVATION AND ENCOURAGEMENT OF BARBER SHOP QUARTET SINGING IN AMERICA.

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STAGE COMPETITION TO DETERMINE BEST TALENT IN AIR FORCE BROUGHT THREE AIRMEN TO LANGLEY AS GLADIATORS, "RAISING THE UNITED STATES FLAG ON MOUNT SURIBACHI".

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"THE DYNAMIC DUO OF TAP", WINNERS IN THE DANCE DIVISION OF THE AIR FORCE TALENT CONTEST SEMI-FINALS, AT LANGLEY IN 1953.

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TWO OF THE WINNERS IN THE SPECIALTY ACTS DIVISION OF THE US AIR FORCE SEMI-FINALS OF THE TALENT CONTEST AT LANGLEY AIR FORCE BASE WERE: T Sgt "FRENCHY" HEBERT, LEFT, AND T Sgt "MAT" HATFIELD. BOTH CONTESTANTS WERE WINNERS IN THE NORTHEAST OVERSEAS CONFERENCE CONTEST, 1953.

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AIRMAN DORIS JOHNSON, WINNER OF THE WAF VOCALIST DIVISION OF THE AIR FORCE TALENT CONTEST SEMI-FINALS HELD AT LANGLEY.

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THE WINNERS OF LANGLEY AFB OFFICERS' WIVES' CLUB HAT CONTEST. L TO R: MRS. FRANK S. EVAN, MOST ORIGINAL; MRS. JOHN GASSLER, PRETTIEST; MR. CLIVER D. LOOMIS, MOST COMICAL.

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564th AF BAND PARADING IN PHOEBUS, VA.,
AT FIREMAN'S CIVIC ENTERPRISE.

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COLONEL BURTON K. SAMS CUTS CAKE AT WORLDWIDE WAF BASKETBALL TOURNAMENT BANQUET. THE TOURNAMENT WAS HELD AT LANGLEY IN MARCH 1954.

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THE LACKLAND AFB WAF BASKETBALL TEAM SMILE HAPPILY AFTER WINNING THE USAF WORLD-WIDE BASKETBALL TOURNEY HELD AT LANGLEY IN MARCH, 1954.

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TWO BASKETBALL TEAMS OF LANGLEY BOYS. THEY PLAYED ON SATURDAY MORNINGS AT BASE GYM.

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THE 423D BOMB SQ EMERGED AS "A" LEAGUE BOWLING CHAMPIONS. L TO R: T SGT CASARINO; T SGT SMITH; M SGT CORBIN; M SGT KUBALAK; S SGT SISSON; AND T SGT TOPOROWSKI.

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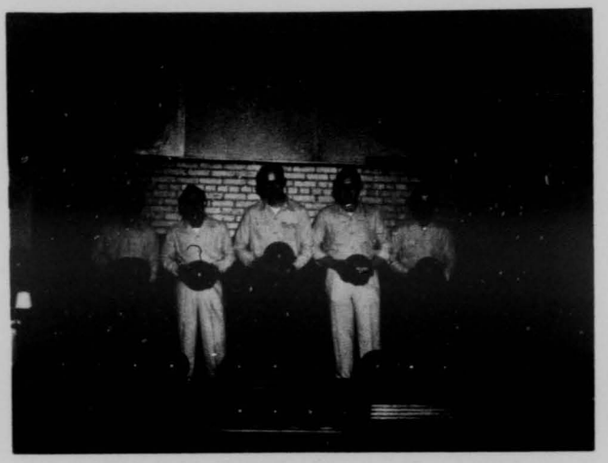

BOWLING LEAGUE "B" CHAMPS, THE 423D BOMB SQ, FROM L TO R: M SGT RICHARD HAAS, S SGT GEORGE D'ORAZIO, M SGT THOMAS McGREEVY, S SGT JOHN ARENDAS, AND AMN KEN CRESSMAN.

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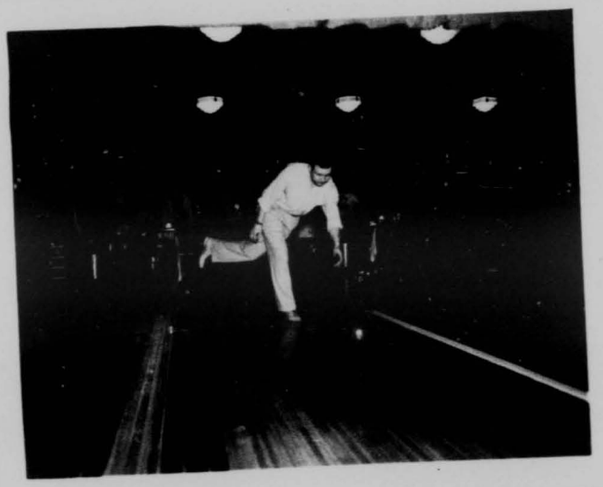

T SGT GEORGE RICHARDS, OF THE 44OOTH TB GP, DEM NSTRATES THE CHAMPIONSHIP FORM WHICH WON HIM THE HIGH INDIVIDUAL SCORING AVERAGE IN THE "A" BOWLING LEAGUE.

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CAPTAIN JESS WILSON PROUDLY HOLDS THE BALL WITH WHICH HE WON SECOND PLACE IN THE SINGLES EVENT IN THE ANNUAL VIRGINIA STATE BOWLING HANDICAP TOURNAMENT AT PHOEBUS, VA., IN 1954.

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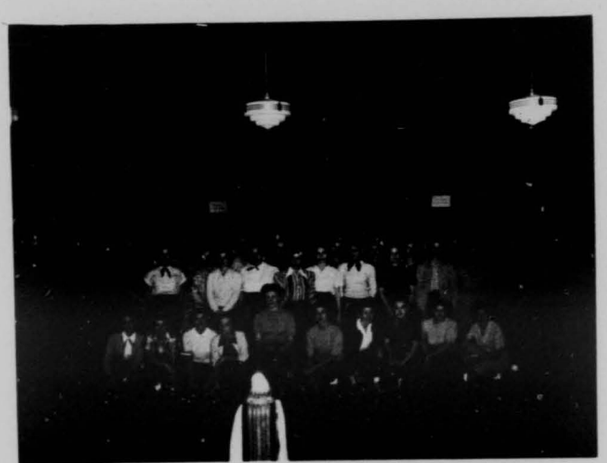

MEMBERS OF THE OFFICER'S WIVES BOWLING LEAGUE ARE, FRONT ROW, L TO R: MESDAMES DAVID LITTLEFIELD, ERNEST KIRK, LOU TSCHUDI, JOHN GORDY, W. C. McCANY, HARRY GALPIN, RALPH H. DOWELL, EUGENE WATERFILL, CARL ERDNER, JOSEPH BURCHAM, BACK ROW, L TO R: MESDAMES OLAN FURR, MARION W. McMICHAEL, IRA D. SNYDER, JOHN R. MAYADLEY, CHARLES T. GARVIN, DUDLEY SLEEPER, JOSEPH OPPELT, ALDEN F. QUINTIN, CHARLES McCABE, ALFRED C. ORLOWSKI, STANLEY STAWASZ, R. C. CRAMER, WILLIAM THOMPSON, GEORGE W. VOGLE, FRANK JOHN, JOHN F. YELTON, WILLIAM BURGIN, JESS WILSON, RICHARD EAKINS, MEREDITH MYNHEIR.

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MAJOR FRANK A. KNAPP, CHAMPION SKEET MARKSMAN, AT THE LANGLEY RANGE IN 1953.

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MAJOR FRANK A. KNAPP, PROVOST MARSHAL OF LANGLEY,
WHO WON HONORS AT SKEET MARKSMANSHIP IN 1953.

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BRIGADIER GENERAL CHARLES D. JONES,(RIGHT)PRESENTS CAPT C.R. KINSEY THE JOHN K. CANNON TROPHY. CAPT KINSEY, CARDING A FIVE UNDER PAR 36-HOLE 137, TOPPED A FIELD OF 65 IN THE ANNUAL LANGLEY GOLF ASSOCIATION TOURNEY.

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JACK ISAACS, LANGLEY AFB GOLF PRO, STUDIES THE PUTTING STANCE OF HIS PROTEGE M Sgt FRED GOLAS, WHO REPRESENTED LANGLEY AT THE WORLD-WIDE AIR FORCE GOLF TOURNEY. THE SERGEANT SHOT 299 TO QUALIFY AFTER 72 HOLES.

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BASE VOLLEYBALL CHAMPS, 1953, 2d SHORAN BEACON FLIGHT. BOTTOM ROW, L TO R: M Sgt CHARLIE R. DALE, S Sgt ORSVIEL E. FOX, AIRMEN BROWDER DREWERY AND STEPHEN I. McNICHOL. BACK ROW, L TO R: 1st Lt FRANK W. MANN, S Sgt HERSCHEL R. JEFFREY, AIRMEN RICHARD L. ARMENT, VIRGIL B. DUMSTORFF, 1st Lt ASHBY B. MOON, JR.

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405th
FIGHTER-BOMBER
WING

HISTORY

LANGLEY
AIR FORCE BASE,
VIRGINIA

1 JULY TO 31 DECEMBER

RCS:1-AF-D2A

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Vol 1

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SECRET

HISTORY

405th Fighter Bomber Wing

Tactical Air Command

United States Air Force

Langley Air Force Base, Virginia

1 July 1954 to 31 December 1954

Richard H. Ryan

RICHARD H. RYAN
Master Sergeant, USAF
Historian

Edwin S. Chickering

EDWIN S. CHICKERING
Brigadier General, USAF
Commander

RSI S11603 SECRET

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FOREWORD

Langley Air Force Base, one of the oldest in the air service, was conceived in 1916 and actually began early in 1917. The first tract of land was conveyed in June 1917 by Frank K. Darling and wife to the U S Government, but clearing had already begun. In recent years a mild contention has existed between Kelly Air Force Base, Texas and Langley Air Force Base, Virginia as to which is the oldest. They are in reality approximately the same age, but because of the need for housing the National Advisory Committee for Aeronautics, plans were laid for Langley in 1916; somewhat earlier than for Kelly.

To the casual observer Langley seems to be situated in mild climate and in original planning it was thought that more flying time per annum would accrue here than at most other sites.

However, the extremes are significant and climatic conditions, always a consideration, are worthy of note. Langley is situated 37 degrees, 05 minutes north latitude, 76 degrees, 22 minutes west longitude, near the southern end of Virginia's Tidewater Peninsula on the Chesapeake Bay and in a region of numerous rivers and marshes. The region has an annual average rainfall of 45.25 inches. The average humidity is 73. There are 15 days of dense fog, 22 days of gales over 27 knots, 37 days of thunderstorm activity and maximum temperature of 105 degrees Fahrenheit, with minimum 02 degrees Fahrenheit. The area is subject to all possible conditions of wind and water likely to be encountered at any base, except in the arctics.

It has been necessary to rewrite and enlarge on the histories of Langley Air Force Base biannually, and the data contained in this volume is subject to revision. Any questions, suggestions or criticisms will be welcomed by the Langley Historian.

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APPENDICES

Appendix A Organization and Functions	Separate volume Marked Appendix A
Appendix B LAFB Financial Report, for August 1954	Separate volume Marked Appendix B
Appendix C LAFB Financial Report, for December 1954	Separate volume Marked Appendix C
Appendix D Langley AF Base Year Book	Separate volume Marked Appendix D
Appendix E Photographs	Separate volume Marked Appendix E

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CHAPTER I

Organization and Administration

The tactical mission of the 405th Fighter Bomber Wing and an attached bombardment group was still submerged in top secret classification during the last half of 1954, but it was evident to any casual observer that training for suitability in aerial tactics was going on. The big reason for re-establishment of the tactical wing, was to be capable and ready to provide close support to ground troops. During this period it was evident that tests and tactical problems were designed to determine the capability of new aircraft, especially of the F-84F and the RB-57, the latter being patterned after the British Canberra.

The base mission, to provide logistical support to all of the units housed at Langley AF Base and maintain facilities for training in the tactical air mission, was amply met. In addition, the Commander continued to push the improvements and beautification, with better roads, more surfaced parking spaces, elimination of ditches, leveling and grading, new building and substantial equipment.

There was little change in the organization of the 405th except for activation of two new squadrons; the 4405th Operations Squadron and the 429th Air Refueling Squadron, change in numerical designation of the 4400th Bombardment Group, Tactical and addition of the word field to name of the 405th Field Maintenance Squadron.

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Strength of the 405th Field Maintenance Squadron was increased one officer and 28 airmen.

The 4405th Operations Squadron was activated on 23 August 1954 to encompass all activities in the 405th Air Base Group that were related to flying, flying training and aircraft maintenance. The new organization includes among units mentioned below, Base Operations and Unit Supply.

Twenty days after receiving the 4405th, Wing attached the squadron to the 405th Air Base Group and at the same time attached three going units to the 4405th[1]. They were the 16th Crash Rescue Boat Flight which was attached for administration, assignment and promotion of personnel, logistic support and operational control. The 4424th Helicopter Flight was attached for administration, assignment and promotion of personnel, and logistic support. Operational control was retained by the Commander 405th Fighter Bomber Wing. The other was the Aerial Spray Flight.

Major Paul Sims was named commander of the 4405th. It was attached to the wing by Section II, General Order 66, Headquarters TAC, 13 August 1954 and further attached to Headquarters 405th Air Base Group for assignment and promotion of personnel, logistic support and operational control.

The 4405th Operations Squadron was organized through diligent efforts during several months of the Manpower and Organization

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1. Hq 405th Ftr Bmr Wg, GO 17, 20 Aug 54.

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Office of Wing Personnel. Members of that office had submitted original request to TAC in July 1954 for the squadron whose responsibilities would include the control of all flying activities, flying training and aircraft maintenance for the base. At time of proposal it was pointed out that such organization would assist the Commander in that one Squadron Commander would report to him rather than 10 for as many functions.

The 429th Air Refueling Squadron was activated on 19 July by TAC General Order 47[2], with Capt Marvin Stowe being assigned as commander. With a nucleus of mostly untrained personnel assigned, the squadron had to await the arrival of KB-29P aircraft before members could begin in-flight training. To complete the roster, some personnel was assigned from organizations at Langley while other people were transferred to Langley from bases in the US.

The 4400th Bombardment Group, Tactical, was redesignated the 345th Bombardment Group, Tactical, on 19 July, three squadrons in that group were changed as follows:

The 422d Bombardment Squadron to the 498th Bombardment Squadron, Tactical, the 423d Bombardment Squadron to the 499th Bombardment Squadron, Tactical, and the 424th Bombardment Squadron to the 500th Bombardment Squadron, Tactical. The group remained attached to the 405th.

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2. Hq TAC GO 47, 6 Jul 54.

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Following is a list of commands within the organizational structure of the 405th Fighter Bomber Wing and assigned units: 405th Fighter Bomber Wing, Headquarters Squadron Section 405th Fighter Bomber Wing, 405th Fighter Bomber Group, 509th Fighter Bomber Squadron, 510th Fighter Bomber Squadron, 511th Fighter Bomber Squadron, 405th Maintenance & Supply Group, 405th Field Maintenance Squadron, 405th Supply Squadron, 405th Motor Vehicle Squadron, 405th Air Base Group, 405th Air Police Squadron, 405th Communications Squadron, 405th Food Service Squadron, 405th Installation Squadron, and 405th Tactical Infirmary.

A list of names of the units attached to the 405th Fighter Bomber Wing follows: 345th Bombardment Group, Tactical, 498th Bombardment Squadron, Tactical, 499th Bombardment Squadron, Tactical, 500th Bombardment Squadron, Tactical, 564th Air Force Band, 4405th Operations Squadron, 4412th Women in the Air Force Squadron (Scheduled to be discontinued 31 Jan 54), 4424th Helicopter Flight, 4427th Radiological Test Flight, 4450th USAF Hospital, 2d Tactical Depot Squadron, 2d Shoran Beacon Flight, 429th Air Refueling Squadron, Fighter Bomber, 16th Crash Rescue Boat Flight, Aerial Spray Flight and Command Defense School.

The Tenant Units follow: Headquarters Tactical Air Command, 4500th Headquarters Support Squadron, Hq 2d Weather Group, Det 3-8, 3d Weather Squadron, 29th Communications Squadron, 48th Fighter Interceptor Squadron, Flt "C" - 36th Communications Security Squadron, 1913th Airways and Air Communications Service Squadron, 2220th Field

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Printing Squadron, 21st District, Office of Special Investigations, US Army District Engineer, 1031st USAF Auditor General Squadron (Det), Air Research and Development and Command Liaison Office (NACA), Air Cadet Selection Team #59, F-84-17 Mobile Training Unit and 5th Airways and Air Communications Service Squadron (Mobile) . Appendix A entitled 405th Fighter Bomber Wing, Organization and Functions gives details.

A staff study recommended the phasing out of the Command Defense School (TAC) after the close of the current calendar year. Even though the school belonged to TAC it was organized at Langley AFB and operated by personnel of the 405th, which also furnished quarters, supplies, etc. and quartered and fed all students. The school had functioned since 1951.

The aforementioned staff study had a direct bearing on message from Headquarters, Tactical Air Command, OT-00 9-239A, which quoted USAF message AFPTR-T-1 ALZICOM 162/54. In substance, the message requested quotas from major air commands of selected airmen to attend a formal instructor's course in Passive Defense measures at Lowry Air Force Base, Colorado, for academic days commencing on or after 1 January 1955.

During the period 12 July 1954 to 18 December 1954, 160 student officers and 200 airmen students attended courses of instruction in Passive Defense measures at the the Passive Defense School (TAC), at Langley. Subordinate commands of the Tactical Air Command were committed to a schedule of sending 80 officer students and 200

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airmen students for the remainder of Fiscal Year 1955 (period from 10 January 1955 to 2 May 1955).

The revised Special Training Plan, Passive Defense Instructor Course, NR SS46150-3, proposed by the Technical Training Command, Lowry Air Force Base, Colorado, will commence sometime after 1 January 1955.

The Air Defense Command, Strategic Air Command, and the Continental Air Command personnel commitments were furnished to the Technical Training Command.

Favorable consideration was given to the aforementioned staff study, and the Command Defense School (TAC) was to continue its present school commitments until early in 1955.

Brigadier General Charles D. Jones seldom left his post but on occasion when this was required or when taking well earned leave, his command was taken over by Col Burton K. Sams. Col Sams took command on 26 July of both the 405th Fighter Bomber Wing[3] and of Langley[4]. It was necessary to sign two orders inasmuch as Headquarters USAF had reposed General Courts Martial jurisdiction in the "Commander Langley Air Force Base." This administrative decision was made on 29 July 1953. Since that time it has been necessary to issue two sets of General Orders so there would be no question as to responsibility for both the wing and the base.

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3. Hq 405th Ftr Bmr Wg, GO 11, 26 Jul 54.

4. Hq Langley AF Base, GO 7, 6 Jul 54.

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General Jones returned to duty on 2 August and resumed command by issuing General Order 14 for the 405th Wing[5] and General Order Eight[6] for the base. Again Gen Jones departed for six days and Col Sams assumed command[7] on 5 August both of the 405th and Langley[8]. Upon his return on 11 August General Jones resumed command[9 10].

This was the last time General Jones resumed command of the 405th as he was destined to go abroad and take up duties as Chief of Staff of the Allied Air Forces in Northern Europe. There he joined Maj Gen Homer L. Sanders who commanded the AAFNE. A parade and review was held on 21 August[11].

Brigadier General Edwin S. Chickering was selected to command the 405th Fighter Bomber Wing by Headquarters USAF on Special Orders 152 dated 6 August 1954[12]. He succeeded Brig Gen Charles D. Jones on 23 August 1954, signing GO 18[13] upon departure of General Jones. At the same time he signed GO 11 dated 23 August 1954 assuming command of Langley Air Force Base[14].

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5. Hq 405th Ftr Bmr Wg, GO 14, 2 Aug 54.
6. Hq Langley AF Base, GO 8, 2 Aug 54.
7. Hq 405th Ftr Bmr Wg, GO 15, 5 Aug 54.
8. Hq Langley AF Base, GO 9, 5 Aug 54.
9. Hq 405th Ftr Bmr Wg, GO 16, 11 Aug 54.
10. Hq Langley AF Base, GO 10, 11 Aug 54.
11. The Flyer (Langley AFB), 27 Aug 54.
12. Hq USAF, GO 152, 6 Aug 54.
13. Hq 405th Ftr Bmr Wg, GO 18, 23 Aug 54.
14. Hq Langley AF Base, GO 11, 23 Aug 54.

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The first time Gen Chickering relinguished command was on 30 September when Col Sams issued GO 19[15] and GO 12 assuming command of the 405th and Langley[16]. General Chickering was away only two days and resumed command on 2 October[17 18].

Brigadier General Chickering attended a staff orienting course on the B-66 Jet Bomber at the Douglas Aircraft Corp in Long Beach, Calif., starting on 30 November. He was accompanied by Lt Col Augustus M. Hendry Jr, Wing Operations and Training Officer and Capt William R. Becker, representing the 345th Bomb Group[19].

This official trip necessitated Gen Chickering's yielding command for seven days. He was succeeded by Col Sams who issued orders on 29 November 1954[20 21]. When Gen Chickering returned from California he resumed command of the 405th on GO 23[22] and of Langley through GO 15[23]. General Chickering then remained in command for the rest of the year.

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15. Hq 405th Ftr Bmr Wg, GO 19, 30 Sep 54.
16. Hq Langley AF Base, GO 12, 30 Sep 54.
17. Hq 405th Ftr Bmr Wg, GO 20, 2 Oct 54.
18. Hq Langley AF Base, GO 13, 2 Oct 54.
19. Hq 405th Ftr Bmr Wg, LO 935, 24 Nov 54.
20. Hq 405th Ftr Bmr Wg, GO 21, 29 Nov 54.
21. Hq Langley AF Base, GO 14, 29 Nov 54.
22. Hq 405th Ftr Bmr Wg, GO 23, 6 Dec 54.
23. Hq Langley AF Base, GO 15, 6 Dec 54.

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The first change in Wing Staff assignments during this period came on 1 July when It Col Augustus M. Hendry Jr was appointed Operations and Training Officer[24] in place of Lt Col Martin P. Crabtree who was made Executive Officer of the 405th Air Base Group.

The second change was temporary and brought Colonel Donald A. Baccus to Wing as Special Assistant to the Commander[25]. Col Baccus reported shortly thereafter to the Air University for the advanced course. Col Baccus had been Commander of the 405th Fighter Bomber Group.

The next change was appointment of Captain Frank E. John as Installations Engineer[26].

Captain Gregory H. Oldenburgh was assigned as Information Services Officer on 1 August[27]. This was in effect a change in staff title inasmuch as Captain Oldenburgh had been Public Information Officer since 10 May. A new Staff Chaplain, Major Harold T. Whitlock succeeded Chaplain (Major) Vernon O. Rogers who had been transferred to a post in Alabama[28]. First Lieutenant Robert W. Cook was relieved as Assistant Wing Communications Officer and assigned with the 405th Communications Squadron on 27 July.

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24. Hq 405th Ftr Bmr Wg, GO 9, 6 Jul 54.
25. Hq 405th Ftr Bmr Wg, SO 127 Par 3, 3 Jul 54.
26. Hq 405th Ftr Bmr Wg, GO 10, 23 Jul 54.
27. Hq 405th Ftr Bmr Wg, GO 13, 30 Jul 54.
28. Hq 405th Ftr Bmr Wg, GO 22, 3 Dec 54.

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The Headquarters Survey Officer had duties of a complex nature and in complying with all legal aspects the appointing authority had to issue six paragraphs in a Special Order, when Capt Harry R. Dexter relieved Capt Jack R. Phillips on 17 September[29].

The Historian was transferred on 1 August to the Information Services Office after having been in the Wing Operations and Training Office for several years[30].

With expansion of the Office of Information Services on 1 August, the Wing Headquarters took over responsibility for Internal Information, otherwise known as Troop Information, The Langley Flyer, base newspaper and the Information Hour were included in this transfer and the 405th Air Base Group thus continued operation of Education Services.

Plans were made in the Fall to change the name of Information Hour to Commander's Call and the change in name was made and a more flexible program authorized.

The Information Hour, required for many years in the Air Force, had been increasingly hard to maintain due largely to the fact that all those in attendance had to leave their normal jobs for the hour once each week. Langley had great difficulty in maintaining a high percentage of attendance. Commanders were held responsible though, and efforts to attain 100 percent were constant. The new Commander's

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29. Hq 405th Ftr Bmr Wg, SO 181, 17 Sep 54.

30. Hq Squadron Section LAFB, Pers Action Memo, 5 Aug 54.

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Call plan that had been growing in the Air Force called for a meeting once each month instead of the weekly hours. It was reasoned that the Information Hours could be combined with training once each month and that all Commanders could schedule training subjects, lectures and informative films during one afternoon a month, thus lessening the number of times an airman or officer would have to leave his regular job for such training. A high percentage of attendance was sought, with 100 percent the goal. In the meantime Commanders were required to explain low attendance at Information Hours of the past[31].

Whereas the Information Hour was supposed to keep personnel posted on the latest news and the world situation, commanders were limited in use of the weekly hour and could not legally include training at such meetings. The new plan was linked with training to permit assembly for several hours once each month and valuable information concerning the affairs of the country propounded while men were assembled for lectures on military subjects as well.

The Air Base Group was thus enabled to concentrate on education, but of course each commander on Langley was required to hold Commander's Call and include internal information subjects along with lectures on military subjects. This plan gave promise of increasing interest and better attendance.

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31. Hq 405th Ftr Bmr Wg, Ltr OT-TNG, Subj: General Military Training, 8 Nov 54.

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Langley faced a serious problem of noise from jet aircraft when people complained about the accelerated jet activity. Langley was situated in a countryside location when it was built, but urban residents have gotten closer and closer to the base. A campaign was on to educate the populace and objections were overcome in many quarters. An example of the annoyance is shown in a letter from the Reverand Willis Thompson of Warwick, Va[32]. His letter and the one in reply by the Commander were distributed to all pilots.

When Brigadier General Charles O. Jones took responsibility for Langley Air Force Base, the base was overrun by many stray animals. Many of them lived in a wild state and foraged for a living. Their plight had come from innocent or indifferent service people who, in their transitory love and pride of possession had brought a dog or cat to the base where it was eventually abandoned because the owner went overseas or had left military service. With no one to specifically look after these pets, they gravitated to the woods, especially when motherhood was imminent. Pups and kittens then were taught to hunt for sustenance and they in fact lived in a wild state. They were dangerous and capable of carrying diseases to the healthy, controlled pets of the base. They were hazardous to humans as well.

After constant efforts and cooperation on the part of the populace of Langley Air Force Base, the pet condition was greatly

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32. Hq 405th Ftr Bmr Wg, Ltr OT-OPS, Subj: Low Flying and Sunday Flying, 14 Oct 54.

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improved and today there is hardly a wild dog or cat on the base. To help educate everyone and keep the situation in hand, a base regulation entitled Control of Animals and Pets was published[33].

One of the first things that General Chickering did upon assuming command of Langley was to organize a United Fund Campaign. This step was designed to control charitable drives and channel all such donations into one fund. After planting the seed at staff meetings, he appointed a council with Colonel M. A. Richer as Chairman, Major Clinton M. Kunde, Treasurer and Captain Joe B. Hughes as Chairman, Major Clinton M. Kunde, Treasurer and Captain Joe B. Hughes as Recording Secretary. The first meeting was called on 14 September in the Wing Conference Room.

The matter of project officers from each squadron was discussed and the council recommended that one officer and three airmen be appointed as project personnel for each squadron.

The campaign dates were approved by the council with a starting date of 20 October and ending on 20 November.

It was recommended by the council that pledge cards that were not complete would be returned by the unit project officer and returned only when completed.

The council approved the official slogan for the campaign of 1954 "A Day's Pay is the Langley Way."

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33. Hq 405th Ftr Bmr Wg, Base Reg 160-4, 14 Jul 54.

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Colonel William J. Sabo presented a pledge card to the council, and after discussion, it was accepted to include the amount contributed on the face of the card and a list of charitable organizations accepted by the council to be listed on the reverse.

Major Kunde was to report at the next meeting relative to the charities to be included in the Drive and present a plan of a workable distribution of the monies collected to the charitable organizations accepted by the council.

Colonel Richer made the recommendation which was approved by the council to include Major Ellis J. Wheless as a member of the council due to his position as Commander of the 4500th Headquarters Support Squadron, TAC. Major Wheless accepted.

The council met next on Monday 20 September 1954 in the Wing Conference Room and completed plans for the drive.

The campaign was a huge success with $35,043.42 raised. It was all paid into funds of the worthy organizations that had been originally selected with exception of $1,741.17 which was retained in a contingency fund to fulfill any demand that Langley may be called upon to support that was not envisaged by the council. This sum was to be put in next years fund or donated to a worthy local charity if not specifically contributed after one year.

Almost every organization reached a goal of 100% participation. Donators were permitted to select a specific charity, or else give to the central fund, which in turn was distributed to the six charities.

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A report of receipts and disbursements and the appreciation of the Commander was prepared on 22 December 1954 and is included as a document[34].

An amusing situation developed over an incident in the training of Transportation Movement Control specialists of the Transportation School US Army, Fort Eustis, Virginia when the Transportation Training Command wrote Langley for permission to tour the base, when actually the visit was just a phase of their training. The reader can obtain a picture of troubles that accrued from failure to fully inform all parties to such training, by reading the correspondence concerning this incident[35].

Soon after the Congress had passed a statute establishing the Air Force Academy the Commander of Langley Air Force Base was authorized to open an examining center. In turn, the 405th Air Base Group was directed to open the Air Force Academy Examining Center on 15 July 1954 and furnish personnel to man it[36].

Some 12,000 youngsters and their elders attended the National Kid's Day on 25 September sponsored jointly by the base and the Hampton Kiwanis Club.

All children in the area were invited to write a 200-word essay on "What Aviation Means to Me." The winners, J Robert Dawson

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34. Hq 405th Ftr Bmr Wg, Ltr, Subj: United Fund Campaign, 22 Dec 54.

35. Ltr Joseph Hill to CO Langley, 26 Aug 54; DF Signed Oldenburgh, 8 Sep 54; ltr Signed Cutting to CO TRC, Ft. Eustis, 17 Sep 54 and 1st Ind signed Cutting, 29 Sep 54.

36. Hq 405th Ftr Bmr Wg Ltr, M & O Mgt, Subj: Air Force Academy Examining Center, 15 Jul 54.

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and Miss Laura Miller, guests of Brigadier General Chickering, were awarded the title of "Honorary Base Commander" for the day. They were given flight caps each imposed with one silver star to represent Brigadier Generals.

Display booths in the main hangar were viewed with interest by many, and the members of the Parent Teachers Association sold hot dogs and beverages. The children were taken for a tour of the base, and stood in line to inspect the aircraft, which were on display for their benefit. The RB-57 Canberra, the F-94C, and the F-84F were of major interest.

General Chickering invited the Honorary Base Commanders to sit at his desk and then told them briefly about the responsibilities and duties that go on in operating a big Air Force installation.

The base year book was ready on 1 November. It contained 203 pages of pictures and historical data on Langley AF Base. Also about 85 percent of the Langley Personnel was included in the pictures. It is attached as Appendix D.

The Comptroller was responsible for operation of the Finance Office, statistical services, Accounting and Management Analysis. Langley was being combed for information to support the detailed accounting plan. This caused expansion of the Accounting Division to 90 people and an entire building was required to house the operation. There were 76 civilians and 14 military people assigned to the work and the scope of their work can be readily understood by reference to Appendices B and C.

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This accounting procedure is being closely studied by Headquarters USAF and in August Lt Gen Charles B. Stone III and party visited the Monetary Inventory Accounting Section to obtain new information.

Major General Kenneth E. Webber, Auditor General USAF, came to secure information on 11 October. Brig Gen Richard L. Scott, Deputy Director of Finance, Hq USAF, visited the Finance Officer on 19 November. Other parties from USAF inspected the work from time to time. Capt Joseph W. Huey of the Langley accounting section attended the Eastern Air Defense Force Accounting Conference on 14 September.

The Finance Office cost about $12,500.00 per month to operate and all financial services to the military were covered in this expense, except of course the amounts paid out. This was about $8,300.00 for civilian employees and $4,200.00 for military persons. The extent of the service of that office follows:

FINANCE OFFICE OPERATIONS

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Travel Payments	1,444	1,263	1,366	1,415	1,433	241	7,162
Checks Issued	6,769	6,380	6,600	6,182	7,885	7,234	41,050
Bonds Issued	1,143	1,182	1,567	1,173	1,415	1,508	7,988
Commercial Invoices Paid	1,122	1,469	1,418	1,336	1,561	985	7,891

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ADDITIONAL FINANCE OFFICE OPERATIONS

	GROSS DISBURSEMENTS		CASH DISBURSEMENTS
Jul	$ 5,041,714.05	Jul	$ 780,888.10
Aug	5,005,527.30	Aug	869,569.15
Sep	4,778,266.62	Sep	837,789.56
Oct	4,586,775.24	Oct	1,034,877.52
Nov	4,696,061.90	Nov	843,257.64
Dec	2,517,857.95	Dec	854,270.64
Total	$26,626,203.06	Total	$5,220,652.61

Record was made of the destruction on 1 November 1954 of 16 file drawers of records which contained vouchers on the accounts of J. O. Hornbaker, Major USAF, and former Finance Officer for Langley[37]. Plans were made to fund the big Army-Air Force Maneuvers "Operation Sagebrush" which will be held in 1955 with headquarters at Langley AFB.

During application of the accounting test for Langley questions of funding and record keeping arose which could only be settled by the Director of Accounting USAF. The procedure on record keeping was unique and the cost accounting study was a so called trial balloon to determine what records would be kept at all air bases in future. A letter,[38] which was written to the Director of Accounting USAF asked for clarification on points. The 2d Indorsement contains the answers.

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37. Hq 405th Ftr Bmr Wg, Ltr CT, Subj: Historical Data 1-15 Nov 54, 22 Nov 54.

38. Hq 405th Ftr Bmr Wg, Ltr AC, Subj: Funding of the Local Stock Fund at LAFB, 22 Dec 54 and Inds thereto.

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The Comptroller took steps to protect the deposits of all non-appropriated funds of Langley when he arranged with the Citizens National Bank of Hampton to cover the deposits with securities to the Federal Reserve Bank. After taking action the Citizens National notified the Comptroller that they had placed in escrow $300,000.00 worth of US Government Securities on 27 October 1954[39].

39. Citizens National Bank, Ltr Signed Cutler, 27 Oct 54.

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CHAPTER II

Personnel

The biggest problems in personnel at Langley in 1954 came from the shifting sands in transfers, terminations of duty, retirements, etc. And, the big problem in personnel management was in qualifying inexperienced men in jobs, so they could handle them with proficiency and little assistance. The overseas shipment lists too sooner or later took away the most efficient officers and airmen. The 405th was always looking for returnees who were qualified to take the jobs of those lost to the command.

Based upon an authorization of 48 officers on 31 December there was an overage of 14.6 per cent in Headquarters 405th Fighter Bomber Wing. As to airmen, there is an overage of 11.1 per cent when compared with an authorization of 146 personnel. There was a loss of two airmen when compared with the assigned strength as of 30 November.

Military strength of the 405th Wing in July and December, with strength of attached and tenant units is shown in the table below:

		1 Jul 54	31 Dec 54
405th Assigned Strength:	Officers	309	264
	Airmen	2,514	2,481
Attached Units:	Officers	291	286
	Airmen	1,246	1,371
Tenant Units:	Officers	430	454
	Airmen	1,314	1,390

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When comparing the number of officers authorized the 405th Air Base Group, which on 31 December was 61 with that of 72 assigned, there was an overage of 11.8 per cent. Personnel assigned to the 4405th Operations Squadron are included.

There was a total of 1,233 airmen assigned as of 31 December which represented a gain of 54 when compared with 30 November. The following is a record by squadrons showing the overages or shortages in the Air Base Group[40].

	Auth	Assigned	% Over or Short
Hq Sq Section	188	201	06.9
Air Police	377	285	15.4
Communications	53	52	01.9
Food Service	176	194	10.2
Installations	143	173	21.0
4405th Operations Sq	229	328	43.2
Totals	1,126	1,233	09.5

The 405th Air Base Group carried on all proficiency testing, classification and qualifying examinations for airmen and during the period conducted the classified job tests.

During July the Air Force Proficiency tests were administered to 176 airmen in 24 career fields and in August, 13 took the test. In September 352 airmen were given tests in the 43, 64 and 70 AFSN groups. During balance of the year 249 took the tests.

Airmen Qualifying Examinations were given to 220 NCO's and airmen during the period including those elevated by Classification Boards.

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40. Chart, Auth vs Asgd Military Per - 405th AB Gp.

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The other important form of testing was on job knowledge tests. This SECRET test was given to 125 enlisted men and 95 passed with scores of 80 or better. Those who failed were not permitted to take new tests for six months.

The 405th Maintenance and Supply Croup had the best balanced military personnel condition on 31 December with an authorization of 35 officers. There were 35 assigned. On 31 December 916 airmen were assigned with 967 authorized. When comparing the strength of 31 December with that of 30 November there was a gain of five officers and 23 airmen[41].

. Following is a breakdown of authorization and strength of airmen by squadrons in the M & S Group as of 31 December:

	Auth	Assigned	% Short
Headquarters	29	28	03.5
Maintenance Squadron	331	308	06.9
Supply Squadron	298	298	0
Motor Vehicle Squadron	309	282	08.7
Totals	967	916	05.3

A total of 124 officers was assigned to the 405th Fighter Bomber Croup as of 31 December with an authorization of 123. Based upon an authorization of 408 airmen there was an overage of 69 or 11.7 per cent[42]. When comparing the assigned strength of 30 November with that of 31 December there had been a loss of 17 airmen.

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41. Chart, Auth vs Asgd Mil Pers - 405th Maint & Sup Cp.

42. Chart, Auth vs Asgd Mil Pers - 405th Ftr Bmr Cp.

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Although the 345th Bombardment Group, Tactical was attached, its personnel situation will be recorded in brief as of 31 December, since the group was an important segment of Langley operations in 1954.

Based upon an authorization of 140 officers there was a shortage of five or 3.6 per cent. As to airmen there was a shortage of 19 when compared with 461 authorized or 5.2 per cent. When comparing the strength as of 30 November with that of 31 December there was a gain of one officer and a loss of 24 airmen[43].

In order to show a true picture of requirements in medical personnel figures for the 405th Tactical Infirmary and the 4405th USAF Hospital have been combined. When comparing the authorized versus assigned officers there was a shortage of four officers as of 31 December. Based upon an authorization of 134 airmen there was an overage of 59 or 44.0 per cent[44]. This was a serious shortage and difficult to solve because there was a general shortage of medical corpsmen at the time.

For pictures of military personnel the reader is referred to Appendices D and E.

During August Captain W. I. Coats and Master Sergeants S. W. Ziomek and R. J. Payne attended a meeting in Headquarters, Tactical Air Command, concerning inauguration of a new system of authorizing personnel entitled Unit Manning Document. Tables of organization

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43. Chart, Auth vs Asgd Military Personnel, 345th Bomb Gp, Tactical.
44. Chart, Auth vs Asgd Personnel - 405th Tac Infirmary & 4450th USAF Hosp.

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will be maintained in the Manpower Office for the entire wing. The new system made a change in AFSC possible in a matter of 30 days rather than the usual seven months formerly required. The Unit Manning Document will be prepared at unit level with final authority for approval being maintained by the major air command. The first Unit Manning Document was submitted during September.

It provided the Commander with a single document which showed Tables of Organization and non-T/O's both military and civilian. It reflected those additional requirements that were acceptable by this headquarters and was forwarded to TAC for approval.

It is intended that the document will be submitted by the lowest operating units each quarter. It will be reviewed by each succeeding headquarters and will be approved and published by TAC and returned to the operating units. This system will accelerate manning and management.

During the last year several overseas commitments were levied against officer personnel assigned to the 4427th Radiological Test Flight and 4424th Helicopter Flight who supported "Project Outpost." The authority for assigning and releasing personnel within these organizations was delegated to the Commander in accordance with USAF Operation Plan 1-54. In order to eliminate the necessity of returning levies and justifying the reasons for such action in each case, it was requested that the necessary persons be frozen in their duty assignments in accordance with "Project Outpost."

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On 15 January 1955 "Project Outpost" is scheduled for movement to Olmsted Air Force Base, Pennsylvania. In order to maintain the required high operational capability of this project during the coming change, it was essential that the specially trained officers be retained.

In addition, it was the policy of Headquarters USAF to hold the change of officer personnel to a minimum because of the sensitive security information involved.

Retention of all of the officers in those two units was approved by Tactical Air Command and the units were being prepared on 31 December to move to Olmsted intact[45]. The move was termed "Project Outpost."

Master Sergeant E. R. Williamson was the first man to reenlist under the new bonus rule set up by the Congress in late July. Next in line were T Sgts T. E. Fields, D. E. Thomas and J. A. Bradshaw.

All men received the reenlistment bonus, based on the number of years each man had reenlisted for and the number of years already served in the AF.

Partly as a result of the increased size of bonus payments the "later" reenlistment rate took a noticeable upswing at Langley in July, held the high rate of more than 80 percent through August

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45. Hq Langley AF Base Va, CONFIDENTIAL Ltr, Subj: Directed Duty Assignment for Officers assigned to "Project Outpost," 16 Nov 54.

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and September and recovered in November after a slight dip to 68 percent in October. This was in strong contrast to the rate for Tactical Air Command as a whole, which was 42 percent in July and declined to less than 20 percent by the end of September. The total average rate increased from 12 percent in July to as high as 52 percent in October, but it declined somewhat in November and was recovering in December.

The positive approach idea to Langley reenlistment was ordered in correspondence which was distributed in September[46] and in which Colonel Troy M. Crawford brought out points that Commanders at Langley decided to emphasize.

The next step required commanders to give earlier reenlistment attention to airmen prior to end of their first service term. It was deemed important to write their parents a letter within 60 days of completion of the first enlistment, and to interview each airman within the first 60 days of his third year of service. Letters outlining this earlier effort were disseminated[47].

The table on the next page shows number of airmen separated during the period and the reason for separation.

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46. Hq 464th Troop Carrier Wg, Ltrs signed Crawford and Warburton with 2d Ind Signed Hughes and dated 30 Sep 54.

47. Hq 405th Ftr Bmr Wg, Ltr P MIL, Subj: Reenlistment of First Term Enlistees, 11 Oct 54.

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	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Total Separated	75	128	147	133	255	230	868
Pregnancy	3	4	5	0	0	0	12
Hardship	6	4	3	0	2	1	16
Unfitness	2	3	2	0	0	0	7
Retirement	0	2	0	0	1	1	4
Convience of Government	6	19	34	0	0	0	59
Officers release from AD	0	6	3	1	0	1	11
Reenlisted in regular Air Force	1	6	7	41	0	0	55

48

Resignation — None

Sentence by court-martial — None

Convicted by civil authorities — None

Medical evaluation — None

Homosexuals — None

The last five categories in which none were recorded indicated a generally well behaved complement at Langley.

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48. Chart, Immediate Reenlistment Rate, Fy 1955.

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Surveys by representatives of the Commander M & S Group indicated need for additional personnel in several sections of maintenance. The need caused continuing studies by the Organization and Manpower Office and Management Analysis Office and those offices were working on the problem at close of the period.

For example, twenty additional airmen positions were needed in the Production Control Section. The mission of the section was to actually control production within the field maintenance organization and to coordinate all work requested by the 405th Fighter Bomber Group, 345th Bombardment Group, 405th Air Base Group, 405th Maintenance and Supply Group, 4500th Headquarters Support Squadron, 4424th Helicopter Flight, and other miscellaneous organizations assigned or attached to the base with the field maintenance shops. The sections included planning, scheduling, materiel control, analysis, technical order compliance, unsatisfactory reports control, and contract maintenance.

Eleven additional airmen positions were needed in the ground equipment repair shop to perform field maintenance on ground equipment required by the units serviced by the shops. One thousand, eight hundred and thirty-five man hours were expended monthly in the maintenance of equipment.

Nine additional airmen positions were necessary to establish an Air Force Supply Section within the 405th Field Maintenance Squadron. The section was responsible for the requisitioning, turning in,

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and proper accounting of all recoverable and non recoverable supply items excluding tools and ground support equipment. Approximately 1,580 man hours were expended monthly in the section.

In the fabric, leather, and rubber shop five airmen positions were needed for the newly established tire buildup section in order to support organizations. The number of tires that were assembled by the section was 300. Approximately 875 man hours were expended monthly on building up tires.

In the Technical Order Distribution Section, three additional airmen positions were needed to maintain a master technical order file and to distribute all technical order publications to approximately 40 organizations. Approximately 530 man hours were expended monthly by the section to distribute Technical Orders.

The Commander pressed daily study of jobs and systems during the first half of the Fiscal Year with many improvements and savings through management. The result was elimination of three jobs and other savings of thousands of dollars monthly.

Correspondence procedures within a group were streamlined to provide maximum use of DD Form 95 in lieu of form indorsements. Request for information to prepare group wide reports was handled by telephone and this eliminated numerous written requests to help prepare consolidated group reports. One Clerk's job was abolished.

Officers being assigned to a Group were reassigned immediately to one of the individual squadrons which eliminated the opening and

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closing of Forms 66 and Group Headquarters Morning Report remarks formerly necessary in order to account for the time officers were assigned but not reported to the Group. Through this procedure one clerk was eliminated plus file cabinets and space necessary to house them.

Another group was maintaining files and distributing mail to squadrons which had the same facilities within each squadron. This duplication was eliminated by abolishing the group mail room and allowing each squadron to obtain mail from the Base Post Office. This resulted in material savings and reassignment of a clerk to another function.

Installation of four additional hydraulic hoists in the Field Maintenance Shops, 405th Motor Vehicle Squadron, brought a savings of approximately five man hours per day and a yearly monetary savings of $2,100 figured on a basis of $1.75 per hour.

A steel cabinet for storing a 15 day supply of lubricants was installed in the Field Maintenance Shop which eliminated time lost by having to walk to the lubricating storage building outside the shop. The approximate number of man hours saved was one per day with a yearly savings of $420.00.

The installation of 50 ton truck scale in the Property Disposal Section resulted in more accurate inventory of the various stockpiles within the disposal yard, a savings of approximately 15 man hours a month, and better service to purchasers.

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Prior to the use of the scale, the weight of truck loads of tires, batteries, aluminum, iron, etc; received by this section, had to be estimated before adding to the stockpile. Upon sale of these materials, they had to be transported one and one-half miles to the coal yard scale to be weighed and then returned to the Disposal Section to be documented. The round trip to the coal yard consumed approximately 20 minutes with as many as 60 trips a month.

In addition to the more efficient operation, the scale in the Disposal Section eliminated the many trips of heavily loaded trucks and trailers through the ITA housing area's narrow streets.

On 15 August 1954 in the office of the Base Supply Officer, the alternate procedure for expediting back order releases was placed into effect on a test basis in Stock Records Unit I of the Property Accounting Branch. The procedure changed the flow of back order releases, redistributed portions of the work load and authorized hand scribing back order release documents. Results of the first 15 days of operation were so favorable that the procedure was extended to all stock records units within Base Supply. On 31 December it had not been possible to evaluate monetary savings; however, back order releases were ready for issue in approximately 50 per cent less time than under the previous system.

A procedure for the repair and disposition of repairable and Technical Order Compliance (TOC) property had been in effect for approximately six months. Previously, repairable and TOC items were

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transferred to the repairable warehouse from receiving and classification and from serviceable storage warehouses. Those that were determined to be not repairable were shipped to a higher echelon for repair. The receiving and classification office prepared work orders and submitted them to maintenance which then prepared issue slips for those items they could repair. Items were repaired and returned to base supply stock.

To insure that high priority (AOCP, ANFE, Rush Critical and Hi-Valu) items would be repaired when required and in the minimum of time, that only those items for which a requirement existed would be repaired as needed, and that stock record cards would reflect a true balance and status to preclude unnecessary requisitioning, the following procedures were put into effect on 1 July 1954:

All transfers of repairable property were made through receiving and classification, where a notation was inserted on the repairable tag and document, that the property was beyond base maintenance capabilities, or that it could be repaired on the base, and if so, the applicable shop which was to repair it.

Stock record clerks posted the receipt and noted on the document whether a requirement existed and a work order request was immediately submitted to maintenance for repair. The request showed three priorities as follows: Priority I, AOCP, ANFE, Rush Critical and Hi-Valu; Priority II, to fill a non-priority due out; Priority III, stock replenishment. Property for which a requirement did not exist was shipped or reported as excess.

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Maintenance prepared issue slips and effected repair in accordance with priority as requested by base supply and returned items to stock.

This new procedure could not be evaluated for monetary savings, but it saved many hours in the processing time from a repairable or TOC to a serviceable status, eliminated needless repair, and unnecessary requisitioning which resulted in excesses.

Due to the large number of construction contracts being administered at Langley which required constant reference to files and also the base requirement for the Installation Office to submit a biweekly report showing the progress of all contracts, a status board was obtained. All contracts were posted showing the progress of completion on each individual contract. Thus the status of each contract could be ascertained at a glance. It eliminated the necessity of going through the contract files and each folder plus a better managed and controlled construction program.

A central security control post for group was started. It provided more efficient centralized control over the issuance of security passes for access to areas containing classified equipment and information. In addition to this, a considerable savings in manpower was realized since only one post was to be manned on a 24 hour day basis rather than one for each squadron. The security controlled area for the group was elastically planned so that adequate security could be maintained with a minimum number of guards. There

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were no permanently designated guard posts. Guards were posted according to the location of equipment requiring safeguarding. This resulted in a savings of 16 hours per squadron times 365 days or 17,520 man hours per annum.

Construction of a storage room for engine build up spare parts and accessories in the Engine Build Up Section of the 405th Maintenance Squadron resulted in saving $1,775.00 per month. This was achieved by placing required spare parts and accessories at the finger tips of highly skilled mechanics, eliminating mechanics spending hours gathering necessary supplies. The function of the storage room was to house required engine spares so that supply personnel could transport all items to the immediate working area of engine build up personnel. This eliminated using costly skilled labor for a task not requiring costly labor. The above figure was based on labor within the Engine Build Up Section costing $2.50 per hour. Savings were $1,000 per month for the Engine Build Up Section. The supply unit of the Field Maintenance Squadron saved, by eliminating transportation requirements for the Engine Build Up Section, at least $500.00 per month. In addition, the Maintenance Squadron eliminated transportation operating costs for the Engine Build Up Section which saved $275.00 per month. Vehicular maintenance, depreciation, operating costs and drivers salaries were computed to arrive at the value of savings.

In order to ready an entire group for conversion to jet aircraft, a central jet aircraft section was established. The section

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was responsible for the maintenance of all jet aircraft assigned to the group and for the training of a maximum number of jet qualified mechanics. They were rotated through the jet section to insure that a maximum number received training on the limited number of jet aircraft assigned. The procedure was expected to train the entire group towards eventual conversion to jet maintenance of aircraft and not neglect B-26 type aircraft. The monetary savings could not be estimated due to the fact that the training was being conducted within the group, however, there was no loss of capability to the assigned mission B-26 type aircraft.

A project was put in the drawing stage to incorporate various items of armament test equipment into one unit to be mounted on the rear of the MA-1 Power Unit described in Chapter IV. The assembly was to include six different units for testing aircraft armament systems during preflight. Under the present system these items must be carried to the aircraft separately resulting in loss of time and poor utilization of personnel.

Much time was saved through giving immunization shots at four stations and discontinuing them at the Flight Surgeons Office. The system was outlined in a letter[49].

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49. Hq 405th Ftr Bmr Wg, Ltr G MED, Subj: Military Immunizations, 1 Nov 54.

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The value of regular audits by the resident officer of the Auditor General was emphasized when his report of the Prisoners Personal Deposit Fund was received in December.

An examination of the fund check book revealed that the custodian had signed three checks in blank before the name of the payee or the amount had been inserted. The auditors recommendation was that:

> Basic accounting principals of internal control dictate that checks should never be signed in blank. These principals further require that the custodian validate checks only after the name of the payee and the amount have both been personally verified by him to be correct.
>
> A review of the procedures in connection with the Monthly Disinterested Officer's Inspection Reports revealed that there were no written instructions to guide the disinterested officer in performing his inspection. Account personnel, responsible for the records being inspected, instruct the officer in what to inspect and how to perform the inspection[50].

The auditor's recommendations were fully adopted.

During this historical period the following Langley personnel were awarded the Distinguished Flying Cross: Major Vernon Ellifritz (posthumously awarded the first Oak-Leaf Cluster to the DFC and also the Purple Heart), Major John H. Thomas, Capt A. S. Potter, Capt Robert R. Greason Jr., (awarded the sixth Oak-Leaf Cluster to the DFC), Capt Chester L. Blunk, 1st Lt James C. Gibbs, 1st Lts Arthur J. Lehman, William J. Royle, James E. Colson, Robert F. Daley, and Airman J. L. Candor.

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50. DAF Comptroller, Auditor General, Ltr FIN 2-88, Subj: Prisoners Personal Deposit Fund, 14 Dec 54.

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Major Charles H. Spencer and T Sgt Arnold P. Doody were awarded the Bronze Star. The Air Medal was presented to Capt David Van Pelt and S Sgt Kermit Owens. Commendation Ribbons went to It Col Emil Brenckman, Maj Frank Lemak, Capt Max C. Bolton, Jr., 1st It Lee R. Wasmund, M Sgt Herman Johnson, M Sgt William G. Braden, S Sgt John Ziegler, and Airman Bert A. Simms. Airman Ralph Cebron was awarded the Soldier's Medal and the Cuban Red Cross Decoration. Captain James I. Sloan received the Korean Military Merit Harang with a Gold Star.

Airman Frank L. Corraggio, of the 405th Supply Squadron was commended by his commander, Major S. A. Friesen, for rescuing Mrs. Bertha O. Martin, of Warwick, Va. from drowning.

She had fallen from the wharf at Fort Monroe, Va. in August and Airman Corraggio jumped in and pulled her to safety. He did not tell her his name, but a spectator observed his car license number, and he was indentified.

Colonel James S. Fisackerly was appointed medical member of the Headquarters USAF Captain Selection Board to determine those officers eligible for selection to the grade of Captain[51]. The board met in Washington on 31 October.

The 509th Fighter Bomber Squadron was commanded in January by It Col Thomas D. Robertson, by Major Charles R. Croner in February

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51. Hq 405th Ftr Bmr Wg, LO 825, 19 Oct 54.

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and by Major Harry K. Evans in June. The 510th Fighter Bomber Squadron was commanded by Lt Col Robert R. Scott starting in January and for the ensuing year. The 511th Fighter Bomber Squadron was under command of Major Charles H. Spencer from January to June when he was relieved by Major Charles R. Croner.

Lieutenant Colonel T. S. Cutting was assigned as special assistant to the Commander of the 405th Air Base Group in July. One of the first official acts of Colonel Cutting was to review the troops of the Headquarters Squadron Section of the group. He said that they passed with excellent rating.

Prior to his assignment to Langley Col Cutting served in Headquarters Far East Air Forces in Japan. He was awarded the Bronze Star on 3 February 1951 for bravery in Korea. During World War II he worked with the Services of Supply (OSS), US Army and from May 1946 to September 1948 he was assigned to the office of the Joint Chiefs of Staff.

Major Arthur Deborger, Langley Personnel Services Officer for 11 months, was assigned to Foster AFB, Victoria, Texas, in the same capacity. He performed an outstanding job at Langley in maintaining the recreational and entertainment facilities.

Langley had its own goodwill ambassador in the person of Chief Warrant Officer Stephen Kotyo of the 511th Fighter Bomber Squadron. Attention was brought to Chief Warrant Officer Kotyo's benevolence when he was presented an ebony platter in 1954 from the employees

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of the Kyushu-Ganosu Air Base in Japan, in gratitude for the many gifts he had sent them since his return to the United States. His charitable work was felt in the states also, for orphan homes in the Langley area were recepients of his gifts.

Lieutenant Colonel R. R. Scott, Commander of the 510th Bombardment Squadron and 14 airmen were placed on temporary duty at Eglin Air Force Base, Florida for approximately 45 days to prepare for Operation "Run-In," starting in July and Major Samuel T. Rohrer assumed duties as acting squadron commander.

Even with the addition of two airmen, and one Staff Sergeant, the 510th Bombardment Squadron was still short of classification, communications, armament and instrument personnel. Additional personnel were needed to carry on the missions of some of the squadrons. Personnel shortages grew to serious proportions at times.

At times each group loaned key personnel to squadrons to help until replacements were obtained.

Project "Run-In" caused a seven day work week for several weeks at the 510th but the morale remained reasonably high.

First Sergeant Anthony Porreca, of Headquarters Squadron 405th Air Base Group, initiated a "Sunshine Fund" for use by all airmen in his organization. The purpose of the fund was to furnish small loans to airmen who run short between paydays. Although all loans were limited to $1.50, it was useful for laundry, cleaning or shoeshine expense, especially in preparation for parades.

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Sergeant Porreca thinks this fund is the first of its kind on the base. A second function of the fund was to send cards of sympathy to persons who were ill. When he enters a unit of more than ten people, the Sergeant always sets up such a fund.

Chief Warrant Officer Clare W. Solomon, the Production Control Officer of the 405th Field Maintenance Squadron, finished his first 30 years of active duty on 2 August 1954. He began his military career in 1917 in the Army. After 1918, he spent seven years as a civilian, then came back into the service. He arrived at Langley in 1947 but left again in 1950. In 1954 he was again assigned to Langley. He had no immediate plans to retire.

The AFROTC cadets finished their four-week encampment at Langley during the summer, and eight of them received their commissions from General O. P. Weyland. At the graduation ceremonies, General Weyland reminded the graduates that they were soon to become members of the youngest branch of the service, and that this branch had never been turned back from a mission, except by weather. Two cadets, David K. Kennedy and Walter N. Creer were rated as distinguished military students at their colleges, Williams and Trinity.

Twelve people died at Langley during the last six months of 1954. One of whom was a retired Naval Chief Petty Officer and another was an airmen stationed at McDill Air Force Base, Florida. Ernest Young, CPO, died of heart failure on 20 July. He was survived by his wife, who resided with him at Tidemill Farm adjacent Langley. Airman

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Dennis MacDonald Lilly of Mathews, Virginia was killed in an automobile accident near his home on 22 October. Mrs. Martha Virginia Lilly, his mother survived him. All of the others were men who had assignments at Langley.

Airman Earl L. Hartman drowned at Buckroe Beach, Virginia on 5 July. He was survived by his mother, Mrs. Gladys E. Hartman of Rochester, New York.

Second Lieutenant James Marion Feaster of Micanopy, Florida was killed in an aircraft accident six miles northeast of Cape Charles, Virginia on 22 July. He was survived by his father Mr. Jacob Lynn Feaster.

A crash four miles west of Cobb Island, Virginia took the life of 1st Lt Kenneth Harris Herring of Wilmington, North Carolina. He was survived by his mother Mrs. Ila Moore Welch of South Norfolk, Virginia.

An aircraft accident caused the death of 1st Lt Robert Richard Akerlund on 9 August. He left a wife Donna Mae Akerlund of Fisher, Minnesota and his father Charles Arthur Akerlund of Crookston, Minnesota.

David Keith Fehring, 1st Lt, USAF was killed on 9 August when his F-84F crashed. His wife Mrs. Nancy Fehring of Chicago and his father Ray Fehring of Fairlawn, New Jersey survived him.

Another aircraft accident caused the death of 1st Lt. Lorenzo James Daleo of Kansas City, Missouri. He was survived by his wife, Mrs. Janice Daleo, mother, Mrs. Helene Daleo and father, Mr. James Daleo of Kansas City Missouri.

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Thomas Waverly Steele, 2d Lt, USAF of Detroit, Michigan was killed in an aircraft crash on 7 October. His body was shipped to Detroit where his wife Mrs. Bobbie Charlotte Steele and father, Mr. Elyand Steele survived.

Glenn Edward Buchholy, 2d Lt, USAF was killed in an aircraft accident on 9 October. He was survived by his father, Mr. Edwin Adolf Buchholy of Elmhurst, Illinois.

Airman Maurice Edward Schueler died from a possible cerebellar tumor on 13 December. He was survived by his father, Mr. Wilbert J. Schueler of Louisville, Kentucky.

Airman Eugene Joseph Iegere died from a coronary heart disease on 18 December. His mother, Mrs. Marie R. Snyder of Pawtucket, Rhode Island survived him. He was buried in Providence, Rhode Island.

During this period the Commander met requests of bereaved people in this area to conduct memorial services. In all cases 15 non-coms and airmen were available to pay respects to Air Force dead at their funerals. Memorial services were conducted at Charlotte Courthouse, Virginia, Scottsville, Virginia and Drakes Branch, Virginia.

The Wing Chaplain. Langley lost the services of Chaplain (Lt Col) Vernon O. Rogers[52] who had served the 405th as Wing Staff Chaplain and Base Chaplain for about two years on 20 November.

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52. Hq 405th Ftr Bmr Wg, SO 214, 4 Nov 54.

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He was transferred to Hq Air Force Reserve Officers Training Corps, Alabama District on 81 Commerce Street, Montgomery, Alabama.

Chaplain (Major) Harold T. Whitlock was appointed to succeed Rogers. He was Chaplain of the 28th Air Division at Hamilton AFB in California, before coming to Langley. Major Whitlock attended McKendree College in Lebanon, Illinois (Methodist) and Boston University, where he obtained his M.A and S.T.B. He then attended Chaplain's School at Fort Benjamin Harrison, Indiana prior to going overseas in May, 1943, with the 99th Bomb Group (Heavy). Other new Chaplains included 1st Lt Thomas J. Gough, Major Vincent R. Crannon and Freddie W. Carlock. Captain Freddie Carlock was assigned in November as Assistant Wing Chaplain. Captain Carlock's previous duty station prior to coming to Langley was at Ashiya AFB on Kuyushu, Japan.

Chaplain Carlock attended the International Convention, Disciples of Christ at Miami, Florida which started on 17 October[53].

Chaplain (1st Lt) Thomas J. Gough joined the Chaplains' staff at Langley after returning to the service from the Diocese of Springfield, Illinois. After completing his philosophical studies at the Servite Seminary near Chicago, he enlisted in the Navy, and served as a Boatswain's Mate with the Amphibious Forces in the Pacific during World War II. He graduated from Chaplain's school at Lackland AFB, Texas, on 3 September 1954. Langley is his first assignment.

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53. Hq 405th Ftr Bmr Wg, IO 811, 14 Oct 54.

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The Chaplain fostered a turkey dinner at the NCO Club for the Murray Court Chapel Council on 22 July and 21 people attended.

On 18 July, members of the Mariners Class of Murray Court Chapel held a picnic at the NACA picnic grounds. Approximately 40 persons attended.

On 21 July 1954, a banquet was given in honor of the members of the faculty of the Base Chapel and Murray Court Sunday Schools. The affair was held at the Chamberlin Hotel, Fort Monroe, Virginia. Teachers and their families enjoyed a very pleasant evening and 66 people were in attendance.

Teacher training meetings were held at Murray Court Chapel on each Thursday evening during the month of August. These meetings were for the purpose of improving teachers methods and for instruction in the new Unified Protestant Sunday School Curriculum for the Armed Forces.

Two airmen from Hq Squadron Section, 405th Ftr Bmr Wing represented Langley Air Force Base at the Methodist Youth Conference which was held at Lynchburg, Virginia 27 thru 29 August 1954. Servicemen attending this conference were sponsored by the Methodist Commission on Chaplains.

A base Protestant Picnic, sponsored by the Protestant Womens Guild of Langley, was held at Wimsatt Park on 28 August 1954.

A group from the Holy Name Society of Langley visited the Kecoughtan Veterans Hospital on the 19th of August 1954 to provide

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entertainment for the patients. At Christmas the society entertained Kecoughtan Veterans, Weaver Orphanage and patients at Patrick Henry Hospital, near Warwick.

With the opening of school, the problem of bus transportation to parochial schools for the children of military personnel again presented itself. It was solved with the approval of military transportation for children living on-base to off-base parochial schools. Other children were transported by the Citizens' Rapid Transit Company. This company set up special routes to take care of the children; the parents of the children paying approximately one dollar a week per child for transportation. The plan worked very well.

Catholic Women opened their club season with a meeting on 15 September. The program included a film secured through the Base Film Library, "Hill Number One," which was very much enjoyed.

The first Fall meeting of the Protestant Women's Guild was held on 22 September. At this meeting an offering was taken for Christmas gifts for the Korean orphan adopted by the Protestant Women's Guild through the Foster Parents Plan, Inc.

On 3 October the Base Sunday School began to use the new Unified Protestant Sunday School Curriculum for the Armed Services. According to this plan all Air Force Sunday Schools will be using the same materials; eliminating repetition of subject matter as families move. The materials were selected from the best of several denominations and were evangelical without being sectarian.

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At the Protestant service on 19 December Protestants of Langley Air Force Base joined Air Force congregations all over the world by participating in "Operation Christmas Giving" and donated $204.19 to that cause. The agency receiving the money was able to distribute $20 worth of government surplus food for the destitute overseas for each one dollar contributed.

A living Nativity Scene was presented on the nights of 21, 22, and 23 December at the Shellbank Chapel. A full-size manger with live animals formed the background where the Nativity Pageant was presented by Langley Air Force Base personnel. Commentary was in the form of carols sung by the Base Chapel Junior Choir on one night and two choirs from churches in the Hampton-Newport News area on the other two nights. Approximately 400 persons attended.

Four hundred Christmas gifts were donated by the children attending the main base Protestant Sunday School and distributed to welfare agencies in the area. The activity was integrated with the religious, education curriculum specifically to teach children the proper meaning and spirit of Christmas.

The Character Guidance Council heard the Wing Chaplain report that there had been a definite increase in attendance at Character Guidance lectures in August. At that time Langley Air Force Base was the lowest in TAC on attendance. This was made a project by the Chaplain's Office, whose representatives spoke personally to all Group Commanders or Executives, and reminded them of their responsibility under the provisions of AFR 165-3. After that the Langley

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percentage for attendance increased until it became the highest in the Command. It was agreed that this is a worthwhile progran and is having a good effect on the personnel of this base[54].

By December attendance at Character Cuidance lectures had dropped to such an extent that attendance at Langley was the lowest in Tactical Air Command. All Group Commanders were told that chaplains were available to present these lectures at any time convenient to various units. The Command Chaplain emphasized the requirement of having at least 90 percent attendance at these monthly lectures; and since this percentage was based on the number of persons present for duty, this requirement was not considered an unreasonable one. This matter was brought to the attention of Group Commanders at Commander's staff meetings as the problem of scheduling lectures was a command responsibility.

The Council was concerned with establishment of an automotive hobby shop, photographic hobby shop, increase in number of bowling alleys and in emphasizing religion. The automotive hobby shop was considered to be eventual, but obtaining a suitable building was the problem. The Council was trying to obtain building T-320 next to the motor pool[55] but word was received about furnishing a large number of buildings for headquarters of Operation Sagebrush which was coming to Langley early in 1955 and that building was slated to be a warehouse, at least temporarily.

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54. Hq 405th Ftr Bmr Wg, Minutes Character Cuidance Council, 8 Sep 54.
55. Hq 405th Ftr Bmr Wg, Minutes Character Cuidance Council, 8 Dec 54.

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The prospective photographic hobby shop was tied in with the auto shop. There was little likelihood of getting more bowling alleys at this time because of a shortage of buildings.

At the December meeting of the Council it was suggested that place cards containing blessings be placed on dining tables on the base and packets of religious literature be placed in aircraft assigned to Langley. Chaplain Whitlock was of the opinion that place cards containing blessings are most effective on special occasions such as Thanksgiving and Christmas; for when used daily, they become soiled, mutilated and rather unsightly. A supply of such cards was obtained and used over the Christmas holidays.

While it was agreed that prisoners in the Confinement Center should not be coddled, it was the opinion of the Character Guidance Council that good books, recommended by either the Base Librarian or the Chaplain, would be beneficial to prisoners in confinement. The difficulty of controlling such books was discussed and it was the opinion of the Council that one person would have to be charged with the responsibility of issuance and accounting. It was recommended that a system of supplying prisoners with books from the library be worked out by the Special Services Officer on a trial basis.

The Central Base Fund Council met monthly and considered many useful ways to help personnel. Chaplain Martineau at the July meeting informed the Council that the salaries for the Organist and the Choir Directors for the Chapels would no longer be paid from appropriated funds. It was requested that these salaries be paid from

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nonappropriated funds. The Council suggested that the Custodian inquire about a grant from TAC to cover this expenditure. The result was that the salaries for the Organists and Choir Directors will be paid from the Chaplains' Funds rather than from Central Base Fund. However, it may be necessary to request funds for some items of equipment from time to time.

The miscellaneous fund for the Personnel Services Office for the period 16 June to 12 July 1954 was expended as follows:

Additional Charges for Swimming Pool Equipment	$20.91
Swim Suits for Male Life Guards	19.80
Umpire Fee for one Baseball Game	15.00
Total	$55.71

Above is a sample of expenditures of the type made every month from the miscellaneous fund[56].

The Custodian read a letter from 1st Lt Neil J. Barton of Flight C, 36th Communications Security Squadron requesting funds for the purchase of softball equipment. The Council disapproved the request.

The Custodian read a letter from NEAFSRC requesting approval of an annual fee which would allow Langley Air Force Base to participate in all activities of the North East Area Air Force Sports Conference for the period 1 October 1954 to 1 October 1955. The fee was $658.00 and was payable annually, semiannually or quarterly. The Council approved the expenditure to be paid quarterly.

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56. Central Base Fund, Minutes of Council, 12 Jul 54.

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A letter was submitted by the 405th Installations Squadron requesting funds to allow for the upkeep of the transient dining hall. The Council disapproved the request as being unwarranted.

The Custodian read a quotation from the Play-time Equipment Company giving the cost of one eight-foot merry-go-round at $150.00 and one ten-foot slide with a stainless steel bottom at $85.00. The Council approved the purchase of these items to be installed in Wimsatt Park on Langley to encourage greater utilization of the park by airmen with children.

The budget for 16 July through 15 August 1954 was approved in the amount of $4,160.59.

After some discussion the Council decided to apply to the TAC Welfare Fund for $2,500.00 with which an auto Hobby Repair Shop could be established. The amount was determined by listing items needed and obtaining the prices for them. It was impossible during this period to obtain a building to house the shop, so the matter will be decided next year.

Later the TAC Welfare Council tentatively approved the amount of $2,500.00 for the Auto Hobby Shop pending submission of formal application.

The salary of the bookkeeper of the Central Base Fund was increased to $2950.00 per year.

It was recommended by Lt Sellers that the Central Base Fund net working capital, $3,000.00, be deposited into a savings account

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to draw interest. The Council approved this and Captain H. C. Pinkerton, Custodian deposited the $3,000.00 early in November.

Lieutenant Sellers suggested that, in order to cut down much of the paper work involved to inventory Special Services supplies and equipment, all items costing less than $3.00 should not be included on the custody receipts. The Council suspended discussion on this topic until Lt Sellers could submit a list of the items he would like to see discontinued from accountability. Later he prepared a list, but considering all conditions it was decided that such amendment in record keeping would not be feasible.

The miscellaneous fund for the Personnel Services Office expended as follows for October:

Engrave tournament trophies, Service Club Annex	$ 2.50
Paper Cups, Service Club #1	15.00
Repair Coffee Urn, Service Club Annex	65.00
Repair Stop Watch, Athletics	1.75
Shuffleboard Glaze, Service Club #1	3.15
Expenses to Norfolk for Inter-Service Sports Conference, Athletics	5.00
TOTAL	$92.50

Captain Pinkerton stated that the Resident Auditor raised the question as to whether Central Base Funds should be collected for the isolated units at Richmond and Cape Charles, Virginia since these units do not get use of the facilities on the base[57]. It was

57. Central Base Fund, Minutes of Council, 8 Nov 54.

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recommended that either these funds be sent to the units, Central Base Funds not be collected for these units, or the funds be made available to the units in some way.

The Council decided to continue to collect Central Base Funds for the isolated units and to notify these units that Langley Air Force Base facilities are available for their use and that if they need any assistance in the purchase of supplies or equipment in order to maintain their dayrooms, they could submit requests. It was further decided to invite these units to send representatives to the Central Base Fund Council meeting every month. They will be notified in advance of each meeting to give them sufficient time to send a representative.

Lieutenant Colonel Robinson told the Council that the Airmen's Club will be ready for operation 1 February 1955 and suggested that the Central Base Fund be used to assist the Club in getting started. The Council approved aiding the Club in buying furniture and equipment.

The Miscellaneous Fund for the Personnel Services Office was expended as follows for November:

Balance due on book, Library	$ 2.00
Tune and repair Boathouse piano	15.00
Repair TV Set, Service Club #1	37.15
Replace TV Antenna, Service Club #1	29.20
Additional for refreshments, Service Club Annex	6.34
Cleaning Santa Claus Suits	4.00
TOTAL	$93.69

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During the period July through December Headquarters Squadron Section 405th Fighter Bomber Wing had a gain of 25 officers and a loss of two airmen. The personnel gained, occupied positions in activities of the Wing Staff.

First Lieutenant Frank W. McCallister Jr. was named to command the organization on 15 October 1954, succeeding Captain Joe B. Hughes who was appointed Wing Management Analysis Officer, in the Comptroller Section.

The 4450th USAF Base Hospital was organized and named in 1954 to take over all medical services on Langley, yet it was actually a re-designation. The hospital continued to render Medical Service to all the military stationed at Langley and emergency treatment to civilian employees when injured or taken suddenly ill. The average daily patient load was 44 and out-patient treatments aggregated 99,731 per year.

There were 32,382 dental sittings per year. These figures included dependents, although due to fewer doctors some control had to be exercised on this.

The policy of providing medical care to dependents on the basis of facilities available presented some difficult problems, since the primary mission of the Medical Service was to furnish medical care to the men and women in active military service[58]. At the same time,

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58. USAF Hospital Surgeon, LAFB, ltr MD, Subj: Dependent Medical Care, 28 Sep 54.

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the Air Force program of securing doctors was based on the military strength of the Air Force and did not include dependents. Governing directives specify that the Surgeon of each Air Force Base will determine the extent of medical care that can be offered dependents without detriment to the military mission.

At Langley Air Force Base every possible effort was made and will continue to be made to furnish dependent care to the limit of facilities existing at any given time. However, a critical shortage of doctors existed and there will be periods of waiting before seeing a doctor. In the Fall of 1954 two doctors were engaged full time in the care of obstetrical patients, and two more were engaged full time in the care of dependents in the out-patient clinic. All of the remaining doctors devoted a large portion of their time to dependent care both out-patient and in-patient cases. These same medical officers also were available in regular turns at night time, and on weekends and holidays to care for hospitalized patients as well as emergencies.

In order to accomplish this mission, it was planned to take care of dependents during weekday afternoons only, and by an appointment system in the specialty clinics. If an appointment could not be obtained, it was due to the fact that the time had been reserved for other dependents who had made earlier reservations. Also, it was expected that patients notify the out-patient clinic when previously arranged appointments could not be kept. Thus the time could be used for other patients on the waiting list.

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House calls could not be made for the reason that sufficient doctors were not available for the service. Visits to the hospital after normal working hours were limited to serious emergencies only.

The situation was such that Gen Chickering wrote to all on 1 October as follows:

> It is with deep concern that I call this special subject of 'Dependent Medical Care' to your attention. The dependent workload being imposed on the Medical Services personnel at this base is tremendous, and is being accomplished as a secondary mission as facilities and personnel are available. Recently, a number of changes were made in consolidating medical facilities available to our dependents; all with a view toward making it easier for them, and at the same time, conserving the medical officers time. Additional changes are forthcoming in the immediate future, in which the Surgeon has developed a complete consolidation of dependent out-patient facilities on the ground floor of the Main Hospital Building; enlarged parking areas for patients; more adequate waiting room facilities; and time-saving routines between clinics and ancillary Medical Services. In addition, major changes to dependent in-patient facilities are presently being accomplished, and will result in far more comfortable and pleasant surroundings for our dependents requiring hospitalization. At the same time, military personnel will benefit from the changes being made, in that all facilities will be available to them also, but at different scheduled times.
>
> During the present period of Medical Officer shortages and revision of hospital facilities, it is mandatory that all dependents be made aware of just what is taking place, and that Medical Services are and will continue to be provided insofar as personnel and facilities permit.

The number of doctors on the hospital staff dwindled rapidly and replacements were few. A study of dependent medical care being furnished, revealed that an average of 162 dependents were treated in the Out-Patient Clinic daily. A total of 524 dependents were treated on 20 August 1954. In addition, 75 babies were born each

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month, requiring the services of two doctors full time. In-patient services were caring for an average of 47 patients daily, all emergency type cases requiring complete hospital care. After normal duty hours an average of 15 dependents were treated nightly, the majority of which were for minor aliments. Dependents who visited the Out-Patient Clinic after normal duty hours for non-emergency medical reasons imposed the greatest burden on the Medical Service. Only one Medical Officer was on duty after normal working hours to care for hospitalized patients as well as emergencies and the entire operation of the hospital. The same doctors were on duty throughout the day, in clinics, wards, and various other services.

In an effort to cope with the situation, to conserve the Medical Officers time, and continue dependent medical care, the following schedule for dependents was implemented effective 1 November 1954:

WEEKDAYS

Dependent Sick Call:	1230-1630 (By appointment only)
Emergencies:	1400-1500 and 1900-2000

SATURDAYS and HOLIDAYS

Dependent Sick Call:	1830-1000 (By appointment only)
Emergencies	1400-1500 and 1900-2000

SUNDAYS and HOLIDAYS

Dependent Sick Call:	1000-1100 (By appointment only)
Emergencies	1400-1500 and 1900-2000

Except for accident cases, all patients reporting for treatment at other than the above hours were advised to return during regular sick call hours or to consult a civilian physician. Accident cases

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were defined as follows:

a. Military personnel injured during the performance of duty.

b. Lacerations, automobile injuries, burns, gunshot wounds, sprains and fractures.

An entirely new communications system between nurse and patient was recently installed in the wards of the 4450th USAF Hospital.

The Audio-Visual Call System made an instant hit with patients and nurses. When the patient required attention, he pressed his bedside call button. This set off chimes and illuminated a signal light on the nurse's control station and identified the patient who was calling. If the nurse was not at her control station, the patient's action lighted a globe in the corridor, sounded a buzzer and illuminated the duty station. When the nurse received the call she pressed a button on her control station. This opened the line to direct two-way conversation with the patient.

Chief advantage of the Audio-Visual Call System over the old fashioned call bell is that the nurse can know in advance the medication, equipment, or articles which the patient needs.

A second advantage is that the Audio-Visual Call System substituted, to a certain extent, for the nurse's regular rounds. The nurse could listen in on each patient at regular intervals, and emergency situations were quickly spotted and handled. As with most technical improvements the system was a real labor saver.

Late in 1954 the 4450th USAF Hospital instituted a plan for distribution of common medications without prescription to military personnel.

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These medicines, available at the hospital pharmacy or out-patients clinic were: nose drops, aspirin tablets, APC tablets and cough syrup. During normal duty hours the medicines were picked up by persons at the hospital pharmacy by signing name and recording rank, service number and organization. After duty hours medicines were obtainable at the out-patient clinic.

The base hospital made this service available in an effort to reduce after duty hour calls for these common prescriptions and to make it easier for military persons to secure the particular medicines without doctors orders.

The Wing Inspector under the provisions of AFR 123-1, conducted a general inspection of the 405th Fighter Bomber Wing in conjunction with Headquarters, Tactical Air Command during July. The TAC inspection team was under direction of Colonel William Lewis Jr. Director of Inspection. Inspectors from the wing accompanied the TAC inspectors to activities assigned to the wing.

Semiannual Inspections, Fiscal Year 1955, were conducted covering the following activities and funds and reports submitted to respective organizations:

Noncommissioned Officers Wives Club Fund, Murray Court Ladies Society Fund, Youth Center Association Fund, Consolidated NCO Dining Hall Fund, Minimum Flying Requirements Section, Roanoke, Virginia; Armed Forces Staff College, Norfolk, Virginia; 4427th Radiological Test Flight, 2d Shoran Beacon Flight, 2d TAC Depot Squadron, 2220th Field Printing Squadron (ConAC), Flight "C", 36th Communications

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Security Squadron, Detachment 3-8, 3d Weather Squadron (AWS), Officers Field Ration Mess, Officers Wives Club Fund, LAFB Kindergarten Fund, 1913th AACS Squadron, 4424th Helicopter Flight, 16th Crash Rescue Boat Flight, Air Force Aid Society Fund, Base Theater Fund, Base Trailer Park Fund, NCO Open Mess Fund, BOQ-VOQ Fund, 429th Air Refueling Squadron, 4405th Operations Squadron, 48th Fighter Interceptor Squadron, Welfare Fund, Obstetrical Services; Troop 54, Boy Scout Fund; Parent Teachers Association Fund and Pack 54, Cub Scout Fund.

The Initial Report of Special Subject "Storage and Handling of Aircraft Fuels," AFL 121-11, was submitted to the Commander, 405th Fighter Bomber Wing on 19 October 1954.

Initial Report of Special Subject, "Handling, Processing and Shipping Hold Baggage and Household Goods," AFL 121-12, was submitted to the Commander, 405th Fighter Bomber Wing on 25 October 1954.

An informal investigation of alleged mistreatment and undue detainment of a civilian couple visiting Langley Air Force Base was conducted on 12-13 October 1954, by Captains Willard G. Mattson and Ernest A. Via from the Wing Inspector's Office and a report submitted to the Commander on 14 October 1954.

In compliance with request from Headquarters TAC, a Special Inspection of subordinate units was conducted on 25-26 October 1954 in regard to the accountability and control of classified information. A report was submitted to TAC on 4 November 1954.

Lieutenant Colonel Richard H. Cole reported for duty as Air Force Wing Inspector on 1 November, to replace Lieutenant Colonel

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Emil Brenckman who retired 31 October 54. Colonel Brenckman had served as Inspector for nearly four years.

Follow-up inspections were initiated concerning findings and corrective action in connection with Annual Inspection, Fiscal Year 1955 by Headquarters TAC. Follow-up was completed at the following activities and a report was submitted to the respective organizations: 4450th USAF Hospital and 405th Tactical Infirmary, Hq 345th Bombardment Group (TAC), Hq Squadron Section, 405th Fighter Bomber Wing.

Visiting inspectors from other agencies or higher headquarters who signed in at Wing Headquarters were: Mr. John R. McGuire, Wright Aeronautical Corp; Mr. Paul S. Bloxom, Middletown Air Materiel Area; Mr. R. E. Hellar, Headquarters USAF; Mr. F. M. Grant, Resident Auditors Office; Major James H. Cox, Office of The Inspector General, Headquarters USAF; Second Lt N. J. Mahoney, Resident Auditors Office and Second Lt Richard M. Ellis, Western Air Defense Command.

The Wing Inspector held Personal Conference periods each month. There were 48 complaints resolved and recorded.

Inspectors gave lectures to prisoners every month which were designed to keep them informed on changes in the customs, rules and regulations of the Air Force.

The Inspector engaged in a complete list of services to commanders, offices and units and his staff was continously assisting organizations in their missions.

Courtesy and assistance visits included the following: assistance on Technical Order files, supply, assisting in setting up files,

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courtesy inspection of 55-foot crash boat, assisting with publications, assisting the auditor, assisting in Unit Property Equipment and Allowance Lists closeout, assisting in requirements for new gasoline storage area, assisting on marking new parts, assisting on publications requirement table, assisting on reserve airmens records.

Surveys of all types included the following: Langley View housing, survey of associate members, recruiting and separation inquiry, survey dining room orderly requirements survey of delays experienced in refueling aircraft, and surveys of housing, dining and day room facilities.

Inspections of all types included the following: aircraft inspected, check on P-IA helmets, check into base shuttle bus service, inspect gun room, GCA flight check, monitor passive defense alert, Senior Observer Flight check, check on fund operations, observe and comment on CBR alert, individual unauthorized use of aircraft, alleged violation of flying regulations, inspection of forklifts and warehouse trailers, inspection per AFL 121-10, close-out inspection, TACI 121-12, investigation of mistreatment of civilians, utilities inspection, inventory of vehicle accidents, investigation of status of repairs on BOQ's, inventory nonavailability of scouring powder, initial inspection AFL 121-12, inspection heating system, inspection of facilities, inspect aircraft and forms, tabulation of maltreatment records.

Coordination visits to organizations included: check into on the job training program, Technical Order Distribution Coordination

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with AMC Representative, coordinated procurement of needed spark plugs, completed physiological training course, lectures to Civil Air Patrol Cadets, coordination of marking new parts.

A summary of the number of above cases follows:

	Jul	Aug	Sep	Oct	Nov	Dec
Courtesy and Assistance Visits	5	17	8	7	14	1
Surveys, all types	4				1	2
Inspections, all types	18	10	14	6	5	3
Coordination visits of organizations	2	3			1	
Security Checks					3	

The Base Provost Marshal, Major C. E. Burkett, former TAC Security Officer, was named to succeed Major R. T. Best as 405th Wing Provost Marshal and commander of the 405th Air Police Squadron. Major Burkett is a veteran of 20 years in military law enforcement activities, having been Provost Marshal of the Alaskan Air Command before assuming his post at Langley.

He announced that he was convinced that effective enforcement through trial and much error was not achieved by enforcing traffic laws to the letter. The Langley Air Police learned that effective traffic law enforcement was attained through intelligent planning, study and analysis of the needs based on traffic accident facts. The base accident rate declined to a low degree over the past two years.

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The method of enforcement at Langley was to reduce the accident rate by creating a desire on the part of drivers to voluntarily obey the traffic laws. When enforcement and accident facts revealed a need for increased enforcement Langley accelerated its efforts until adequate control was attained.

The enforcement index was determined by dividing the number of moving traffic violations by the total number of accidents occurring on the base.

Review of the results of a vulnerability test conducted by a TAC Inspection Team at the Air Police Squadron revealed a condition of complacency, gullibility and lack of adequate security indoctrination prevalent not only among some of the Air Police assigned to internal security duties, but AF personnel in general. The circulation control systems presently in effect at various Air Force bases, including Langley were often ineffectual because of the lackadaisical manner of enforcing restrictions on the movement of personnel and vehicles.

Since security was everyone's business the Air Police did provide more effective internal security through added stress on enforcement of circulation control measures. However, internal security was considered as part of every activity. Responsibility for internal security was vested in every military and civilian supervisor on Langley and, ultimately, in the individual airman and civilian engaged in Air Force activities.

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Inasmuch as special troops for local ground defense purposes are not normally assigned to Air Force Installations, the normal complement of Langley Air Police was trained and utilized to the fullest extent to provide an effective emergency defense force.

The 405th Air Police Squadron was assigned the security mission in the USAF concept of providing protection against hostile acts which would interfere with the accomplishment of the Air Force mission. Included in the security mission were many important functions which were performed as a squadron unit and at other times by flight and individual segments of the squadron. The Langley AP's were broadly trained in all aspects of security and for ground combat fighting.

Air Police operations for local ground defense was based on four considerations: The best possible estimate of the capability of those who might do damage at Langley; a 24 hour a day internal security vigilance against espionage and sabotage; an emergency local ground defense capable of utilizing all available resources; and external assistance from other military services.

Since 1950 Langley has had a vigorous installations security program designed for protection against sabotage, and other subversive acts. In establishing local ground defense capability, the Air Police Squadron was in effect extending internal protection so that it was capable of resisting a hostile force even exceeding the capabilities of the over-all internal security measures

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in force. It differed from the internal security plan in that it was an emergency function. It was of normal duration and the capabilities which the Air Police sought to achieve were an emergency capability and did not include provisions for sustained ground defense operations.

During the last half of 1954 the Provost Marshal's Office effected coordination with the civil authorities on numerous cases involving military personnel charged with violation of local and state laws. Coordination was also given personnel from the Virginia Division of Highways in making a complete and comprehensive survey of Langley AF Base, with the ultimate aim of reducing the number of traffic accidents on the base, and traffic congestion during the peak rush hours.

A security inspection was made of all units assigned to the 405th Fighter Bomber Wing in an effort to keep the possibility of security violations to a minimum and to insure compliance with all existing regulations. During the course of these inspections, no security violations were detected.

Inspections were made to determine the adequacy of physical security of arms and ammunition stored in squadron gun rooms, and to insure proper custody of the keys to locked storage rooms.

Activities in the program of processing all assigned persons for a National Agency Check were increased. Some difficulty was experienced in securing the necessary DD Forms 398 and new AF Forms 1145, thus curtailing this program somewhat. Large numbers

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of completed investigations were received from the Office of Special Investigations and appropriate clearances granted. All units were required to conduct a survey and to report the progress made on processing all personnel for this National Agency Check.

During the period of this report no major offenses, security violations or other unusual matters occurred within the purview of the Provost Marshal. It is of interest to note, however, that the Absent Without Leave rate for the month of December decreased to 1.2 per 1,000, representing the lowest rate in two calendar years.

Following is a partial report of general activities of the Office of the Provost Marshal:

	Jul	Aug	Sep	Oct	Nov	Dec
Number of AWOLs	22	16	27	11	9	6
Traffic Accidents	12	12	13	18	26	22
Traffic Violations	10	28	26	26	34	46
Miscellaneous Offenses	10	10	17	35	65	39
Man days lost due to confinement of prisoners	419	733	666	762	692	556
Personnel punished under 15th Article UCMJ	34	46	42	48	34	23
Loyalty Investigations processed to OSI	228	318	297	213	221	207
Loyalty Investigations completed by OSI	224	321	297	226	223	195
Loyalty Clearances	231	319	297	212	219	195
Security Violations	0	0	0	0	0	0
Man days lost due to AWOLs	204	91	207	103	137	95

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The table that follows shows the extent of serious offenses, handled by members of the 405th AP Squadron.

	Jul	Aug	Sep	Oct	Nov	Dec
Thefts of Personal Property	12	12	12	12	19	15
Thefts of Government Property	3	6	6	6	10	11
Breaking and Entering	3	1	1	1	4	0
Miscellaneous	7	8	10	8	18	15

Government monetary loss in July was $1,898.00 of which $23.00 was recovered. Monetary loss to the government in September was $235.00 of which $65.00 was recovered. In October the government loss through theft amounted to $546.31. Recovery of this month was $680.25 which was more than what had been stolen. November was a bigger month for crime but monetary loss was minor with $390.00 and property valued at $338.00 recovered. A good record was made in December with losses amounting to $1,553.15 and all was recovered.

The Ground Safety Office operated a staff function under the Wing Personnel Officer. A new Base Regulation was issued on this subject in November, the main feature being appointment of Unit Ground Safety Officers and appointment of Unit Safety Committees.

The Commander urged personnel in a special appeal to observe care during the Christmas and New Years holidays[59].

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59. Hq 405th Ftr Bmr Wg, Ltr GS MIL, Subj: Holiday Safety, 15 Dec 54.

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The Christmas Holiday Campaign was a success if one may judge by results. There were no fires traceable to Christmas tree decorations. Langley AFB personnel were not involved in any serious accidents or lost time injuries during the holiday period 24 December 1954 through 3 January 1955.

There was one other special safety campaign conducted during December. It was Safe Driving Day, 15 December 1954, and was very successful inasmuch as no Langley AFB person was involved in an accident during the twenty-four hour period. The accident rate for December was only 1.75 at a cost of $480 in military disabling injuries for December. Motor vehicle accidents on the base were a little above average for the month. Three tables herewith give the records for six months.

Ground Safety Record of

Military Disabling Injuries

	Number	Rate	Cost
Jul	14	8.80	$ 5,850
Aug	8	4.94	3,690
Sep	15	9.22	4,800
Oct	8	4.79	3,090
Nov	3	1.82	2,880
Dec	3	1.75	480
Total	51	31.32	$20,790

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USAF MOTOR VEHICLE ACCIDENTS ON LANGLEY

	Number	Rate	Cost
Jul	1	0.59	$ 24
Aug	2	0.99	73
Sep	6	3.22	662
Oct	2	0.92	47
Nov	2	0.90	305
Dec	3	1.78	281
Total	16	8.40	$1,392

During the above recorded time Langley Official cars were driven 1,123,974 miles.

Ground Safety Record of

Civilian Disabling Injuries

	Number	Rate	Cost
Jul	0	0	$ 0
Aug	2	8.91	112
Sep	1	4.52	42
Oct	1	4.19	28
Nov	1	4.46	196
Dec	1	4.71	336
Totals	6	Av 4.463	$714

The civilian rates are better because the formula is applied to a 40 hour work week, while that of military personnel is figured at 168 hours per week.

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Military injury rates were lower during this six month period than for the previous corresponding period. The rate dipped astonishingly lower in December when only three were injured and the rate was 1.8[60].

When comparing the AWOL rates for this period with that of Fiscal Year 1954 the trend is considered favorable. The rate was unusually low for December. Following is the comparison:

	Fy 1954	Fy 1955
July	06.7	03.8
August	06.0	02.7
September	06.1	04.4
October	05.0	01.7
November	02.0	01.4
December	03.6	01.2 [61]

The following are the organizations and number of AWOL cases during the six months:

	JUL	AUG	SEP	OCT	NOV	DEC
Hq Sq Sec, 405th Ftr Bmr Wg		1				
Hq Sq Sec, 405th Air Base Gp	3	2	1	3	1	
405th Air Police Sq	4		2		1	1
405th Food Service Sq	4		3	1		
405th Installations Sq	2	3	3			1
4405th Operations Sq			3	1		1
405th Field Maintenance Sq			1	2	1	
405th Supply Squadron	4	2	2			
405th Motor Vehicle Sq		3	9	3	3	1
498th Bomb Squadron, Tac			1			
499th Bomb Squadron, Tac	1		1			1
500th Bomb Squadron, Tac					2	
509th Fighter Bomber Sq		1				
510th Fighter Bomber Sq	2		1			
511th Fighter Bomber Sq						1

60. Chart, Military Injury Rate, Fy 1955.

61. Chart, AWOL Rate, Fy 1955.

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	Jul	Aug	Sep	Oct	Nov	Dec
4450th USAF Hospital		1		1		
16th Crash Rescue Boat Flt		1				
2d Shoran Beacon Flight	2					
429th Air Refueling Sq		2			1	
TOTALS	22	16	27	11	9	6

In the Commander's drive on traffic violators a school was begun in July at which violators were instructed in the principles of driving with safety and obeying traffic rules. Even though many thought that they knew how to drive, they grew bold and careless with it, or indifferent to the laws. This brought violations by some and consequent attendance at the Traffic Violator's School[62].

The Ground Safety Office sponsored a safety driving demonstration, which was given by representatives of the Farm Bureau Mutual Insurance Co, in the Summer.

There were eight performances, and all personnel of the base was scheduled to attend. Each person going to at least one of them. Base personnel acted as drivers for reaction tests.

The safety program, "Operation Impact" came to a successful close, with only seven accidents on the base. The accidents included two government vehicles and two motor scooters. Major J. F. Govoni, director of the operation, declared six of the seven accidents "foolish."

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62. Hq 405th Ftr Bmr Wg, Ltr GS, Subj: Traffic Violator's School, 14 Jul 54.

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Airman James W. Davis of the 405th Supply Squadron was the winner of the AF "Road-e-o" in the passenger bus class. He normally drives a refueling unit, and had not operated a bus for duty in the past year.

Davis won the base contest in July, then the zone competition at Westover AFB, then the finals at Andrews AFB. He was presented with a handsome, large trophy for his skill, and was one of the 50 entrants from Langley.

The 405th Motor Vehicle Squadron had 595,782 accident-free miles during 1954. Major J. F. Govoni, Commander, attributed the record to strict driver training, good supervision and driver cooperation.

Langley AFB joined the rest of the nation in observing Fire Prevention Week 3 October thru 9 October.

The two objectives of the program were to rid the base of fire causing hazards, and to focus attention on careless habits which cause fires.

It had been found that the major causes of fires in the Air Force are careless smoking, defective heating units, bad wiring, poor housekeeping, and carelessness in handling blowtorches, welding units, and similar equipment.

Lectures were given on correct procedures to be followed in case of fire, and on handling fire extinguishers. All personnel were strongly urged to attend.

The Ground Safety Council met every month with representatives from all squadrons and other obligated offices. Many problems of

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hazards were brought out at these meetings which resulted in improvements in safety. The typical consideration that follows was gleaned from a Ground Safety Council report.

The Transportation Officer reported on his school for traffic violators. Major Govoni pointed out to the Council that approximately 50 percent of the violators are repeaters and wondered if special action could be taken against these offenders. The Chairman felt that this was a prerogative of Group Commanders and not something that could be decided by the Council[63].

Staff Judge Advocate Activities

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
General Courts-Martial					2		2
Special Courts-Martial	3	12	6	5	7	8	41
Summary Courts-Martial	11	7	8	18	10	7	61
No. 112 Series Claims	8	8	7	10	11	3	47
Totals	22	27	21	33	30	18	151

The legal staff of the Wing Judge Advocate rendered service to commanders and individuals on both official and personal matters, and the Personal Affairs Officer prepared wills, powers of attorney and rendered general legal service to every military person making request.

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63. Hq 405th Ftr Bmr Wg, Minutes Ground Safety Council, 30 Nov 54.

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The Langley Personnel Services Office was organized with four officers, 37 airmen and four civilians to operate two service clubs, a boathouse with ballroom, Hobby Shop, Leathercraft Shop, Base Theatre, library and the gymansium with swimming pools and bowling alleys, the latter operated by the Exchange.

The two service clubs and library had civilian directors who were specifically trained for their work. The biggest problems came from trying to accommodate users on off duty hours and in cleaning up after dances, parties and games. The Commander emphasized orderly conduct and cleanliness, yet recognized the fact that behavior was almost exemplary at dances and other entertainment.

The table that follows gives a few figures on Personnel Services from July through December.

	Number of Events						
	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Quiz Nights	2	5	5	0	0	0	12
Dances	1	11	11	10	10	11	54
Bingo Games	10	9	10	9	8	9	75
Parties	11	4	3	4	0	0	22
Game Tournaments	3	3	1	4	6	5	22
	Number Attending						
Hobby Shop	350	322	402	314	350	425	2,163
Leathercraft Shop	207	205	207	208	250	150	1,227

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Athletic Activities, Supervised

by Personnel Services

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Basketball	0	0	0	0	79	42	121
Swimming Pool	0	0	300	500	357	240	1,397
Touch Football	0	0	26	36	0	0	62
Softball	85	1	1	0	0	0	87
Baseball	6	6	0	0	0	0	12
Golf Matches	50	1	0	0	0	0	51
Tennis Tournament	1	1	0	0	0	0	2

	Base Theatre Activities Paid Attendance	Meetings Other Than Charged For
Jul	18,375	66
Aug	20,171	77
Sep	17,970	81
Oct	15,253	99
Nov	17,022	79
Dec	14,998	40
Totals	103,789	442

The Base Education Office which was detached from Information, remained with the 405th Air Base Group and concentrated on furnishing advice and assistance to airmen on educational matters.

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One of the main sources of study and education for persons at Langley was in courses from the USAF Extension Courses Institute at Gunter Air Force Base, Montgomery, Alabama, and a good reason was that the record of completion was entered on Airmen's Form 20. USAFI courses were not. Both officers and airmen participated in this form of study and commanders encouraged officers and airmen to study while off duty.

Following is a record of the number of officers and airmen being assisted by the Base Education Office, although there is no complete record of the number enrolled at the USAF Extension Institute.

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Interviews with Airmen and Officers	380	425	800	500	400	300	2,815
Enrollments in USAFI	21	12	29	23	25	13	123
High School GED Tests	15	37	32	24	26	7	141
College GED Tests	14	10	4	13	6	4	51
Base Typing Class	0	0	16	36	36	36	124
Enrolled in George Washington Extension Courses	0	0	123	111	98	98	430
Attending Night Classes Off-Base	0	0	44	52	83	87	266

Seventy-four airmen qualified and were graduated at the eighth grade educational level in the 405th school in July. Also 54 students registered for a new class which began 27 July.

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George Washington University again started its teaching program on the base on 13 September 1954. Courses were taught from 1830 to 2130 hours and either three or six semester credits were earned in such subjects as English, social psychology, college algebra and geometry. Each course cost about $30.00, of which the Government paid approximately $22.50.

Langley AF Base contained a school covering elementary grades, which was operated by the city of Hampton. The school building and part of the equipment belonged to the Federal Government. A rearrangement of future policies and responsibility for operation was required by a general memorandum issued by the Secretary of Defense on 12 January 1954. This memo directed operation of non-segregated schools on federal property[64].

The memo was read at the first meeting of the Langley AF Base School Board on 17 November 1954. The plan was accepted.

This had an impact, inasmuch as Virginia laws required operation of schools for Caucasian and Negro pupils on separate and equal basis. Whereas the city of Hampton had been operating the Langley School, the Air Force would have to take it over. It was announced at the same meeting that Hampton would send 130 pupils into Langley daily to fill the school to its 400 capacity. This plan was canceled later by action of both the city of Hampton and Headquarters USAF. Hampton said that tuition costs would be much

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64. Hq 405th Ftr Bmr Wg, Minutes School Board, signed Sams, 17 Nov 54.

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greater than per capita costs and Dr. Farnham G. Pope of Headquarters USAF was of the opinion that the law would not permit off-base students to go to the on-base school[65].

The Commander published a policy requiring that school children at Langley View be considered as an integral part of the base. This is evidence that the Commander had cognizance of needs for dependents of military personnel under his charge. The school board also stated that school children would receive medical attention including inoculations. The board confirmed this with the Base Surgeon.

Other interesting problems in connection with operation of the school are contained in the minutes.

The Base School manned and operated by the city of Hampton was in turn assisted by the Base School Board, of which Lt. Col. Calvin V. Robinson was chairman. Colonel Robinson went to Washington on 29 September to discuss operation of the school with the US Office of Education and Headquarters USAF[66].

An annual budget of $535.00 was adopted by the Parent Teachers Association of Langley AFB, and six new teachers joined the teaching staff in 1954.

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65. Hq 405th Ftr Bmr Wg, Minutes School Board, signed Sams, 9 Dec 54.

66. Hq 405th Ftr Bmr Wg, LO 776, 28 Sep 54.

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Officers, airmen and dependents utilized the Langley Library to great extent. Here are the figures for six months.

	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total attendance	191	4,305	4,526	3,810	4,285	3,730	24,847
Total volume	17,425	17,550	17,713	17,509	17,631	17,790	105,618
Total circulation	3,266	3,399	2,309	3,060	2,925	2,342	17,301
Airmen cleared	88	95	104	56	182	63	588
Registrations	154	180	176	103	119	94	826

The Air Force Aid Society Langley Chapter conducted a fund raising campaign late in July with receipts of $800.59 donated to further education and $3,085.35 raised for the general fund[67].

The resident auditor made a semiannual audit in December and financial activities for the period are shown in the table on the next page.

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67. Air Force Aid Soc, Ltr ABS/A, Subj: Historical Report for August, 7 Sep 54.

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RECORD OF FINANCIAL ACTIVITIES OF
AIR FORCE AID SOCIETY LAFB, 1954

	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
Grants	2	3	5	4	2	4	20
Amt of Grants	$ 325.00	$ 504.90	$ 632.00	$ 703.00	$ 500.00	$ 325.00	$ 2,989.90
Loans	13	17	18	15	17	23	103
Amt of Loans	$1,037.00	$1,507.00	$1,501.00	$1,558.00	$1,654.00	$2,058.00	$ 9,315.00
Accounts Transf Out	3	0	2	5	0	6	16
Amt of Accts	$ 280.00	0	$ 109.00	$ 290.00	0	$ 544.00	$ 1,223.00
Accounts Transf In	2	0	4	0	0	4	10
Amt of Accts	$ 400.00	0	$ 450.00	0	0	$ 255.00	$ 1,105.00
BALANCE	$3,432.15	$4,000.00	$3,142.00	$2,025.00	$3,361.00	$1,809.50	$17,769.65

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The Officers Club reported that ground was broken in July for the new 8,700 square foot addition. The addition was to contain all new mess facilities, a ballroom and a dining room for very important persons. Completion was expected in nine months, yet the mess was notified that the addition would be completed almost one full month ahead of schedule. That makes the date of entry about 15 March 55.

Stag Night was held on 18 August with free beer, roast beef, entertainment, and games of chance. A farewell reception was held for Brig Gen Charles D. Jones on 21 August. On 27 August a sports clothes dance was held featuring the Fort Monroe NCO Band.

The monthly stag night featured excellent entertainment. It should be noted that unless entertainment is of a high calibre, none is offered at stag night. Local talent was quite limited, and only occasionally could satisfactory entertainment be found in the area.

A Halloween costume dance was held with prizes awarded to the most original, very funny and beautiful costumes that were worn. Billy May and band appeared at the mess on Sunday 31 October at a cost of $700.00. His famous orchestra played to a capacity crowd and one of the most successful evenings of the year was experienced.

Other activities included the entertainment of the Air Chiefs from Venezuela and Pakistan. A Bachelor's Dance was planned for November with dancing partners provided for the evening. The plan

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was to stimulate use of the Mess by bachelors who did not care to use the mess unless accompanied by a date.

Steps were taken to relieve the restraint on the mess's bingo activity placed on the mess by the local Minister's Association. Bingo was restricted by the association by limiting guests to only bonafide house guests and in the case of bachelors, a date. The jackpot was also limited to $500.00. Bingo sales had decreased considerably since May, as a result of the restrictions. The Board of Governors took steps to lift the restraint on guest restrictions, the number of guests being limited, however.

Social activities other than the usual in the mess were limited to a newly instituted bachelors' dance and a Thanksgiving Day celebration. The mess provided for a Thanksgiving Day dinner served family style. The meal was served from 1200 to 2000 hours. The idea was helpful to families who did not want to cook at home. A home style meal featuring roast northwestern turkey, corn on the cob, cranberry sauce, mashed potatoes, tossed salad, pumpkin pie, and all the trimmings was served.

A cocktail party and dinner by candlelight was held in December and those present made favorable comments to the effect that they were highly satisfied. The 564th AF Band supplied a small symphonic orchestra for the occasion.

A capacity house enjoyed the mess's first bachelors' dance. Since the dance was so successful, a bachelors' dance was scheduled

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monthly. Music by the Clubmen was furnished and free snacks were served. The ladies invited generally were from the area, most of them employed at Langley.

Art Mooney and his nationally famous orchestra appeared at the mess on Sunday 12 December. A buffet dinner was held in the Williamsburg Room from 1730 to 1930 hours.

The mess provided a Christmas Dinner served family style. The meal which was served from 1200 to 2000 hours, featured roast northwestern turkey, baked Virginia ham and all the trimmings.

Charlie Spivak and his orchestra played for the annual New Years Eve dance which was held in the Base Operations Hangar because the club could not accommodate the crowd. Breakfast was served after the dance.

The over-all operation of the Officer's Open Mess for December showed a net loss of $43.61 as compared with a net profit of $1,296.77 for the month of November. The contributing factor for this loss was the New Years Eve dance. Total revenue realized from the sale of tickets for the dance amounted to $2,457.50 with expenses amounting to $3,387.05 or a net loss of $929.55.

The Bar showed an increase of $1,026.63 in December sales with a decrease in net profit of $360.96 and an increase of $73.38 in operating expenses when compared with the previous month. The mess showed a decrease of $317.95 in sales with a decrease of $224.52 in net profit and an increase of $56.84 in operating expenses when

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compared with November. In December bingo sales amounted to $1,281.50 or a decrease of $644.50 when compared with the previous month. Bingo net loss amounted to $60.18 as compared with a loss of $121.00 for November. The deficit in the club account amounted to $1,510.91 as compared with $1,610.48 for the previous month. Accounts receivable amounted to $4,320.08 of which $182.85 was considered delinquent. When comparing operations of the last two months in 1954 there had been a reduction of $125.42 in the status of delinquent accounts. Total sales for the month amounted to $26,186.59 as compared with $26,122.41 for the month of November.

Gross profit on sales amounted to 41.8 per cent with a salary expense of 32.0 per cent. The rate of inventory turnover was 1.2 per cent for the month's activity. When comparing November and December operations, gross profit decreased 1.7 per cent and salary expense 0.1 per cent.

Inspectors recommended that salary expense be reduced so it was not to exceed 30 per cent and to deny privileges of the club to any member while his account was delinquent.

The chart[68] shows operating profit and loss compared to the same six month period of 1953.

The Noncommissioned Officers Open Mess had assets of $58,835.69 on 30 June 1954 with property valued at $58,005.58 and depreciated to $16,419.39. This was a healthy financial condition. The net

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68. Chart, Operating Profit Officer's Mess, Fy 1955.

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worth was $44,030.22 with current liabilities of only $2,805.47[69]. There were 1,681 members on 30 June and 1,740 in July.

The club was completely air conditioned on 21 July. In order to install the air conditioning $10,000 had been borrowed from the Tactical Air Command open mess fund and this loan was repaid in August. The air conditioning actually cost nearly $46,000 and the Langley Club raised it all.

Net profits in August were $3,197.59 on receipts of $20,692.73. The September profit was $1,962.43 and in October $2,826.13 was realized and membership went to 1,826. In November the Club made $2,724.27 net.

Presents at the Christmas party for children cost $906.73 and as a result of free egg nog and cocktails to members on Christmas Day and other December parties only $53.51 profit was realized in the final month. Renovation of the bar cost $570.00 in December and this expense was also absorbed.

Members and Income of the NCO Open Mess

	Membership	Income
Jan	1,490	$ 23,120.44
Feb	1,745	24,666.07
Mar	1,862	24,695.45
Apr	1,866	19,439.40
May	1,746	15,134.70
Jun	1,681	16,034.79
Total		$123,090.85

69. Noncommissioned Officers Mess, State of Finances, 30 Jun 54.

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Based upon a review of operating procedures and selective checks of transactions and accounting records of the NCO Mess, internal control, otherwise adequate, was weakened by the cash procedures commented upon by the auditor. Compliance with applicable directives was satisfactory; financial statements accurately reflected the condition of the fund, and measures in effect to safeguard funds and property of the account appeared adequate.

The Auditor recommended[70] that the built-in controls provided by the cash register, should be used to ascertain the daily sales. He said that the grand totals should be allowed to accumulate in the machine to provide management with a cumulative record of all cash receipts for the period.

However, past experience had indicated that the machines in question did not provide a sufficient degree of reliability to resort to using grand totals to reflect a cumulative record of cash receipts. A practical demonstration, conducted in the presence of the auditor, conclusively revealed the unreliability of the machines. In consideration of this factor and in an effort to preclude inaccurate reflections of daily cash receipts, a system was employed which involved a daily determination of cash sales from cash register readings, in conjunction with a daily inventory. Although this procedure was not in conformance with the auditor's recommendation it provided the most realistic reflection of daily cash sales in consideration of all the pertinent factors.

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70. Hq 405th Ftr Bmr Wg, Ltr H FIN, Subj: Audit NCO Open Mess, 30 Nov 54.

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Net profit of the Noncommissioned Officers' Mess for December amounted to $53.51[71] which was a decrease of $2,670.76 when compared with November. The contributing factor for the decrease in profit was the cost of entertainment.

December intake per member was $9.43 as compared with $9.41 for November. Gross profit on sales amounted to 41.4 per cent with a salary expense of 29.1 per cent and a rate of 4.1 for inventory turnover. When comparing November and December operation, it will be noted that gross profit decreased 3.5 per cent and salary expense increased 3.8 per cent. These variances can be attributed to the holiday season.

Membership for December was 1,569 or a decrease of 178 when compared with November. The following is a tabulation of noncommissioned officers assigned to Langley as of 25 December and a percentage comparison for the months of November and December:

	Strength	Members	Percent Nov	Percent Dec
M Sgt	427	349	85.6	81.7
T Sgt	475	293	70.8	61.7
S Sgt	1,061	625	69.0	58.9
Totals	1,963	1,267	72.9	64.5

When reviewing the above, it will be noted that there was a decided decrease with the greatest being in Staff Sergeants. As

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71. Chart, Net Operating Profit, NCO Mess, Fy 1955.

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of 25 December there was a total of 1,358 A/1c on Langley 305 or 22.5 per cent being members of the Mess.

Ever since Corporals and Sergeants were changed in rank to Airmen, there has been a sharper division in eligibility to join the NCO Club at Langley, which is one of the finest in the world. It is now, in fact, the Noncommissioned Officers Open Mess but called a First Three Grades Club. It permits Airmen First Class to enjoy club privileges as associate members, without vote. Those in lower Airmen grades are not admitted to membership.

Commanders and airmen made serious efforts in 1954 to establish an Airmens Club, Since potential members were present in large numbers. The main requirement was a building. The Commander promised to provide such a building by 1 February 1955. He directed that each group and separate unit on Langley appoint an Airman First Class to serve on a temporary board of governors headed by Lt Col Theodore S. Cutting. The temporary board was to conduct a membership drive, prepare a proposed constitution and by-laws and choose temporary officers. They were also required to establish a date for meeting of all members to adopt a constitution and by-laws and elect permanent officers. They were to prepare for formal opening of the club approximately 1 February 1955[72] .

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72. Hq 405th Ftr Bmr Wg, Ltr P MGT, Subj: Establishment of Airmen's Club at LAFB, 18 Nov 54.

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Following is a partial record of activities of the Airmen's Service Clubs being operated on Langley and which would continue after establishment of the Airmen's Club:

	Jul	Aug	Sep	Oct	Nov	Dec	Total
Bingo	10	9	10	9	8	9	55
Tournaments	3	3	1	4	6	5	22
Quizzes	4	5	5	0	0	0	14
Parties	3	4	3	4	0	0	14
Dances	11	11	11	10	10	11	64

The following reflects civilian authorizations and employment at Langley on 31 July and 31 December 1954.

		Jul		Dec	
Unit	Command	Authorized	Employed	Authorized	Employed
Hq Tactical Air Command	TAC	224	210	247	221
405th Fighter Bomber Wing	TAC	1079	1059	1125	1120
4450th USAF Hospital	TAC	68	66	68	62
4500 Hq Support Squadron	TAC	19	18	1	0
29th Communications Sq	TAC	3	3	3	3
2220th Field Printing Sq	ConAC	41	38	40	38
21st District OSI	USAF	8	8	8	7
2d Weather Group	MATS	2	2	2	2
AF Development Office	ARDC	5	5	5	5
771st AC&W Sq	EADF	11	11	11	11
1913th AACS Sq	MATS	1	1	1	1
4400 CC T Gp (345th)	TAC	0	1	0	0
649th AC&W Sq	EADF	0	0	12	1
4405th Operations Sq	TAC	0	0	11	10
Totals		1461	1413	1534	1481

The Civilian Personnel Office was designated in November to service the 649th Aircraft Control and Warning Squadron, Bedford, Virginia.

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The Board of Examiners issued an examination announcement for positions located in Bedford as Heating Equipment Repairer, Carpenter-Painter, Plumber & Steamfitter, Plant Electrician-Electrical Lineman, Air Conditioning & Refrigeration Servicer and Maintenance Foreman. Due to the urgent need for filling these positions, telephone calls were placed to the United States Employment Service Offices in Roanoke, Lynchburg and Buena Vista, Va. These offices offered their services in assisting in the recruitment for these positions.

Project 478 Wage Board civilian employees had 248 hours unemployed for December. All unemployed hours were in the 4450th USAF Hospital Kitchen. There were 23 authorized in this category [73].

Project 478 Grades civilians had an employment rate of 94.6 per cent for the month. The following shows types of vacancies existing and the number of hours vacant. There were 41 people assigned in this class[74].

Short Job Title	Hours Vacant
Clerk Steno	184
Dictating Machine Transcriber	184
Clerk Typist	32
Staff Nurse	8

As of 31 December Project 458 (Wage Board) civilians were in excess of the authorized strength by six people. This can be

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73. Chart, Auth vs Asgd Civilians, Project 478 Wage Board, Fy 1955.

74. Chart, Auth vs Asgd Civilians, Project 478 Graded, Fy 1955.

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attributed to established positions being loaned to the Installations Squadron. The unemployment rate for the month was 1.1 per cent.

Following is a breakdown of the vacancies existing and the number of vacant hours:

Organization	Short Job Title	Hours Vacant
Maintenance Squadron	Aircraft Mechanic	184
Supply Squadron	Three Warehousemen	272
Installations Squadron	Carpenter Foreman	184
4405th Operations Sq	Aircraft Mechanic	184

The Installations Squadron also had the following vacancies; with vacant hours as shown: Laborer 184, Welder 184, Refuse Handling Foreman 128, Operator - Mowing Machine 72, Plant Electrician Helper 24, Grounds Maintenance Foreman 16, Power Ground Equipment Repairer 48. This represents a total of 1,480 unemployed hours. The number of people assigned was 759[75].

Civilian Employees in Project 458 (Graded) had an employment rate of 98.1 per cent for the month of December and this reflects a general condition for the six month period. Several of the unfilled positions in the Office of the Comptroller had been loaned to other functions[76].

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75. Chart, Auth vs Asgd Civilians, Project 458 Wage Board, Fy 1955.

76. Chart, Auth vs Asgd Civilians, Project 458 Graded, Fy 1955.

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The following is a record of the vacancies existing and the number of hours vacant in December:

Organization	Short Job Title	Hours Vacant
Ground Safety	Safety Engineer	184
Wing Comptroller	Clerk Stenographer	144
Wing Comptroller	Administrative Assistant	184
Maintenance Squadron	Clerk-Production Control	184
Supply Squadron	Four Clerk Typist	416
Wing Materiel	Supply Requirements Clerk	120
4500th Support Squadron	Clerk Steno	96

Civilian Personnel actual obligations for the first month of Fiscal Year 1955 totaled $369,584. This was an increase over the anticipated obligations due to the large amount of overtime worked and terminal leave payments during the month of July. A normal 22 work-day month averages between $356,000 and $360,000.

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BIOGRAPHY

BRIGADIER GENERAL EDWIN S. CHICKERING

AFSN 1474A

Brigadier General Edwin S. Chickering was born in Oil City, Pennsylvania, 21 September 1912, to James and Helen (Shepard) Chickering. He attended University School, Cleveland, Ohio and graduated from Lehigh University with a Bachelor of Science degree in industrial engineering in 1935 and received a reserve commission in the Ordnance Corps.

After graduation, he was appointed as a flying cadet trained at Randolph Field, Texas and received his Wings and a commission in the Air Corps in 1937. His first tactical assignment was with the 3d Attack Group at Barksdale Field, La. after which he returned to San Antonio as an instructor in flying at Randolph, Kelly and Brooks Field, in Texas.

Later he became the Director of Training of an advanced glider school in Lubbock, Texas. For a short period, he ferried single seat P-38's to Africa over the South Atlantic route. In the Fall of 1943, he was appointed Commander of the 357th Fighter Group, which he took through operational training in California and led in combat from England while assigned to the 8th Strategic Air Force.

In June of 1944, he went into Normandy with the advance elements of the 9th Tactical Air Force. In November of 1944, he was

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appointed Commander of the 367th Fighter Group assigned to General Weyland's 19th Tactical Air Command. For the next seven months, his unit helped Patton's Third Army spearhead their way through Belgium and Germany. Chickering was enroute to Japan with his unit when World War II ended on V-J Day.

Following World War II, General Chickering attended the Command and General Staff School at Fort Leavenworth, Kansas and instructed for three years at the Air Command and Staff School at Maxwell Air Force Base, Ala. At the end of this tour, he attended the Air War College, graduating in June 1950.

With the outbreak of the Korean conflict, General Chickering was assigned as Executive Officer of the Air Force Gunnery School at Las Vegas, Nevada, which trained all of the fighter pilot replacements for Air Force units in Korea.

In August 1952, he was assigned as Commander of the 67th Tactical Reconnaissance Wing at Kimpo, Korea, flying sixty combat photographic missions in unarmed fighter type aircraft. On his return to the ZI, he became Deputy Chief of Staff for Operations of the Ninth Air Force, with headquarters at Fort Bragg, North Carolina, which position he held until his promotion and assignment as Commander of the 405th Fighter Bomber Wing and Commander, Langley Air Force Base.

General Chickering is a Command Pilot. He is the holder of the Legion of Merit, the Distinguished Flying Cross, with Oak-Leaf

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cluster, the Air Medal with seven Oak-Leaf clusters, the Bronze Star and the French Croix De Guerre with Palm.

His wife is the former Mary Jim Lane of Little Rock, Arkansas. The Chickerings have a son, James Hamilton Chickering, II. They reside at Langley Air Force Base.

His appointments and promotions are as follows: Second Lieutenant, ORC, on 1 June 1935; to Second Lieutenant, Regular Army, 1 July 1938; to First Lieutenant, AUS, 6 September 1940; to First Lieutenant, RA, 1 July 1941; to Captain, AUS, 18 October 1941; to Major, AUSAC, 1 March 1942; to Major, AUS, 21 July 1943; Lieutenant Colonel, AUSAF, 23 July 1942; to Lieutenant Colonel, AUS, 15 June 1944; Colonel, AUS, 28 March 1945; Lieutenant Colonel, RegAF, 1 July 1948, Colonel RegAF, 23 July 1952; to Brigadier General, USAF, 27 July 1954.

COLONEL BURTON K. SAMS

AFSN 3787A

Colonel Burton K. Sams was born at Minneapolis, Kansas, 17 September 1916, to Lawrence Lee and Bessie Mae Sams. Colonel Sams is a graduate of Kansas State Teachers College, Emporia, Kansas, at which he received a Bachelor of Arts degree. He also attended Centenary College, Shreveport, Louisiana in 1939 and 1940.

In 1938 he began his career in the air service when he was appointed a flying cadet. He won his wings, was commissioned Second Lieutenant on 26 May 1939 and was assigned to Barksdale Field, Louisiana, as a single engine pilot.

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Prior to World War II, Colonel Sams was Executive Officer and Commanding Officer, Barksdale Field, Louisiana, 1 July 1940 to 15 July 1941. Later he was Assistant Engineering Officer and Technical Inspector, Army Air Base, New Orleans, Louisiana, 16 July 1941 to 24 January 1942; Technical Inspector, Mabry Field, Florida, 25 January 1942 to 30 April 1943; Technical Inspector, Army Air Base, Birmingham, Alabama, 1 May 1943 to 31 March 1944; Air Inspector, Key Field, Mississippi, 1 April 1944 to 14 November 1944; Deputy Commander, CAA Field, Coffeyville, Kansas, 15 November 1944 to 30 June 1945.

Colonel Sams' post-war assignments have included Intelligence Staff Officer, Combat Headquarters, United States Air Force in Europe; Air Inspector and Deputy Commander, Army Air Base, Rapid City, South Dakota; Director of Operations and Training, Adak, Alaska and Director of Supply and Maintenance, Ladd Field, Alaska. Colonel Sams is a senior pilot.

From 12 January 1949 to 17 June 1949 Colonel Sams attended the Air Command and Staff School at Craig Air Force Base, Alabama. In January 1952 he was graduated from the Armed Forces Staff College, Norfolk, Virginia, and was assigned to Godman Air Force Base, Kentucky as Deputy Wing Commander of the 108th Fighter Bomber Wing, predecessor of the 405th. In February 1953, he was appointed commander of the 4430th Maintenance and Supply Group at Langley AF Base, Virginia. This organization was discontinued and its functions

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assumed by the 405th Maintenance and Supply Group in May of that year. He was appointed Executive Officer, 405th Fighter Bomber Wing in early September 1953.

His wife is the former Kristine Marie Johnson of San Antonio, Texas. The Sams have four children, Irene Sittone, Sherry Marie, Lawrence Lee II, and Lynne Kristine. They resided at 146 Benedict Avenue, Langley Air Force Base, Virginia in 1954.

COLONEL WILLIAM S. COWART

AFSN 4369A

Colonel William S. Cowart, Jr; Commander of the 405th Fighter Bomber Group, is a fighter pilot of long and varied experience as well as an Air Force Officer who has served in a great number of distinctively different positions.

He is from Cowart, Virginia a town named after his family. He is a thoroughly checked out bombardment pilot, having logged considerable time on B-17s, B-25s, B-26s and B-45 jet bombers as well as three different types of transport aircraft.

He was wartime Aide de Camp to General Ira G. Eaker when the latter was commander of the 8th Air Force in 1942-43, and was Assistant Chief of Staff Joint Task Force 7, Atom Bomb Test, Eniwetok after World War II.

Colonel Cowart is a veteran of 50 combat missions during World War II and is the holder of the French Croix de Guerre, the Legion of Merit, the Distinguished Flying Cross, Air Medal and a Presidential Unit Citation.

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Cowart is a senior pilot and a graduate of the Virginia Polytechnic Institute. He also attended Harvard University, Massachussetts Institute of Technology, Ohio State University and George Washington University for special courses and was an Air Force Reserve Officers Training Corps instructor while on active Air Force duty.

Colonel Cowart is married to the former Pauline Cox, whom he met in Bedford, England during World War II. They have four children, Billy, age 7; Paula, age 6; Zilla, age 3; and Bryan, age 2.

COLONEL JOHN G. NAPIER

AFSN 8118A

Colonel John G. Napier, Commander of the 345th Tactical Bombardment Group, is a veteran of 14 years Air Force service, a Senior Pilot, and has flown 112 combat missions in tactical aircraft in World War II and the Korean conflict. His flying experience is restricted to tactical bombardment aircraft, including the B-26, RB-57 and the T-33.

Colonel Napier arrived at Langley in August 1953 and assumed command of the 4400th Combat Crew Training Group on 8 September. This group was the source for training B-26 night intruder replacement crews for Korean operations, in 1950-52.

The group has since been redesignated twice, the second title being the 4400th Tactical Bombardment Group(Training) with dual mission of crew instruction and operational readiness. The present designation 345th Bombardment Group, Tactical. Colonel Napier is

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a former chiropractor from Scottsville, Ky; a graduate of elementary and secondary schools of that city. Napier also graduated from Western Kentucky State Teachers College in 1937.

Napier holds the Legion of Merit and the Distinguished Flying Cross with two Oak-Leaf clusters.

Colonel Napier is married to the former Juanita Spears of Scottsville. They are the parents of two children, John B, 11 and Patricia, 7.

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CHAPTER III

Operations and Training

The tactical mission of the 405th was of TOP SECRET classification but much of the operations and training activity at Langley in 1954 was covered by lower security and can obviously be reported.

Early in July the mission required that every pilot be checked out in the F-84F, but this was difficult due to frequent groundings for Technical Order compliances. Transition work did not progress as was expected but total flying time did increase due to the Bendix Race preparations and numerous ferry missions.

The grounding of aircraft during this period was a delaying problem. The F-84's were grounded from 10 July to 21 July for compliance with T/O 1F-84-250[77] and at other times in July and August. This greatly hampered flying and presented maintenance and engineering obstacles. Representatives from Republic Aviation Corporation worked hard to resolve the maintenance problems of the new aircraft. They accomplished this in August.

Lieutenant Colonel Thomas D. Robertson and Major Harry K. Evans trained in cross-country flights in the F-84F's almost continously during August checking on the many details in preparation for the Bendix Trophy Race. Considerable time was used in checking fuel consumption, speeds, and time lost in refueling stops.

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77. Historical Report, 405th Ftr Bmr Gp, July 54.

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KODAK SAFETY FILM

Captain A. W. Ripley was given the job as project officer for high speed refueling techniques. Captain Ripley's helpers in the project were Lt G. A. Day, Lt T. H. Barker, and Lt J. A. McGann. On August 29th, Captain Ripley and Lt Barker went to LaJunta, Colorado and Day and McGann went to Olanthe Naval Air Station, Kansas to coordinate details for the refueling stops.

In addition to normal flying requirements, during November, preparation for move of the 509th to Eglin Air Force Base in December was a big job. Pilots were assigned additional duties for the duration of the move and cooperation on the part of all squadron personnel was stressed in order that the mission might be a success in all respects. This was to be temporary duty for an Operational Suitability Test, covered in detail within this chapter.

Preparations were made in the Fall with the 510th Fighter Bomber Squadron for a firepower demonstration at Fort Bragg, North Carolina in conjunction with maneuvers of the 82d Airborne Division, USA, and the demonstration was held in December with signal success. It is commented on further in this chapter.

On the next page there is a comparison of hours flown and utilization by organizations at Langley for the months of May, June and July:

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	Hours Flown			Utilization		
	May	Jun	Jul	May	Jun	Jul
405th Ftr Bmr Gp	1360	1509	1138	13.1	15.1	07.5
405th Air Base Group	1140	1409	1213	06.9	08.4	06.8
345th Bomb Group TAC	1478	1340	1259	04.0	04.5	05.8
4424th Heli-copter Flt	52	99	73	02.3	04.2	02.9
4500th Hq Support Sq	1215	1141	1340	07.8	08.5	08.4
Tenant Units	294	1112	1220	04.4	07.0	08.2
Totals	5539	6610	6243	06.3	07.5	07.1

The above utilization factors are computed on the basis of flying hours versus aircraft in-commission hours.

Following is a comparison of hours flown and utilization by organizations of Langley for the months of October, November and December:

	Hours Flown			% Utilization		
	Oct	Nov	Dec	Oct	Nov	Dec
405th Ftr Bmr Gp	2163	2114	1188	07.4	06.0	03.2
4405th Operations Sq	1308	1316	1340	07.8	08.5	06.6
345th Bomb Gp, Tac	1398	1133	1172	06.4	05.1	04.9
4424th Helicopter	73	67	26	02.8	02.7	00.9
429th Refueling Sq	83	183	131	08.3	06.2	03.3
4500th Support Sq	1405	1147	907	08.4	07.0	04.9
Tenant Units	866	886	998	06.5	06.3	06.7
Totals	7296	6846	5762	07.2	06.3	04.7

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The preceding utilization factors were computed on the basis of flying hours in comparison with in-commission hours. Hours flown in July, August and September are shown on chart[78].

Below is a comparison of the number of hours flown per average number of aircraft on hand[79]:

	Month	Type	On Hand	Hrs. Per Acft	Type	On Hand	Hrs. Per Acft
405th Ftr Bmr Gp	Oct	F-84	66.0	29.7	T-33	8	25.4
	Nov	F-84	72.6	28.3	T-33	4	15.3
	Dec	F-84	73.3	16.2	T-33	1	-
345th Bomb Group	Oct	B-26	32.0	32.8	TC-47	1	35.0
	Nov	B-26	32.0	25.9	TC-47	1	06.0
	Dec	B-26	31.9	28.2	TC-47	1	10.0
345th Bomb Group	Oct	T-33	05.9	44.2	RB-57	1.4	37.1
	Nov	T-33	09.9	29.1	RB-57	1	10.0
	Dec	T-33	10.0	26.1	RB-57	1	-

The aircraft utilization rate in hours is shown on chart.

The dispatch section of Base Operations had a busy time all during this period for example they cleared 973 cross country flights and a total of 532 transient aircraft visited this base during the month of September 1954. The traffic report of the control tower for September showed a total of 4,660 take-offs and 4,659 landings. A total of 12 bombing and gunnery missions were completed at the Plum Tree Island Range in September.

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78. Chart, Total Flying Hours.

79. Chart, Aircraft Utilization Rate.

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The dispatch section cleared approximately 1,227 cross country flights monthly and a total of 678 transient aircraft visited the base during the average month. The traffic report of the Control Tower for October alone showed a total of 4,348 take-offs and 4,350 landings. There were no bombing and gunnery missions during October due to the fact that a bombing and gunnery range was being set up at Camp A P Hill, Virginia[80].

The table that follows shows complete record for the period.

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Transient Aircraft	501	546	532	678	562	457	3,276
Cross Country Flights	1,077	1,081	973	1,227	1,088	874	6,320
Take-Offs	4,100	4,254	4,660	4,348	3,689	2,732	23,783
Landings	4,102	4,159	4,659	4,350	3,688	2,433	23,391
Bombing and Gunnery Missions	2	2	12	0	0	0	16

A new Base Defense Plan was written and distributed 10 August 1954. The plan which is secret was distributed to all components of the wing, all attached units and all tenant organizations except Headquarters TAC and the 4500th Headquarters Support Squadron.

The plan includes perimeter defense by US Army units under control of the Commanding General, Fort Eustis, Va. or his designated representative.

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80. 4405th Operations Sq, Ltr ABO, Subj: Hist Rpt for Oct 54, 5 Nov 54.

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The mission is to protect and provide security for Langley Air Force Base and attached areas in the event of an attack by enemy forces, saboteurs or subversive agents; to prevent or minimize casualties and damage to persons and equipment and to expedite the return of Langley AFB to normal operations.

Details of the plan in manual form are in the hands of commanders of all Langley units and the retained file is held by the Wing Operations and Training Officer. Responsibilities of each commander and his part of the mission are covered in detail in annexes to the plan.

Early in 1954, the Wing Operations and Training Officer proposed an Air Traffic Control plan for the Norfolk and Peninsula area. It was submitted to the Regional Airspace Subcommittee but had been reluctantly subscribed to by airline corporations and commercial airports.

The theme is control by Langley of all traffic entering a segment of the area. It requires that Langley approach control shall exercise jurisdiction over all aircraft within the control area and maintain control until approaching aircraft have landed or reported VFR at which time control shall be assumed by the appropriate Control Tower (Langley or Patrick Henry). The area is described in the proposal[81]. The plan was approved by the Air Space Subcommittee and placed in effect.

A letter signed Coker to Commander 1913th AACS Squadron contained instruction concerning operation and utilization of the

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81. Proposed Control of Air Traffic in the LAFB Area, 19 Mar 54.

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Radar Approach Control (RAPCON), the Control Tower, YHF DF Facility, Langley Range and various beacons, locators and markers [82].

This method of controlling air traffic was a forward step, a departure for the airlines and airports but significant in its safety features as it permitted Langley to operate jet aircraft with 500 KIAS in company with the airlines 150 KIAS, in the Langley area.

Although the Cape Charles Air Force station on the Eastern shore of Virginia had been used by liaison type and helicopter aircraft, it was officially approved as such only in October. The landing area was used for years when the station was named Fort Custis.

The Aeronautical Chart and Information Center was notified to include the Cape Charles Air Force Station on future charts[83]. It was recognized as an auxilliary landing field to Langley. An average of two flights a day were flown from Langley for logistical support to the 771st Aircraft Control and Warning Squadron of the Eastern Air Defense Force, at Cape Charles.

During September a goal of 600 flying hours per month, per squadron was set up in the 405th Fighter Bomber Group, At times

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82. Hq 405th Ftr Bmr Wg, Ltr OT OPS, Subj: Operation of Base Communication Facilities, 14 Sep 54.

83. Hq 405th Ftr Bmr Wg, Ltr OT OPS, Subj: Use of Air Field at Cape Charles, 15 Sep 54.

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this standard was bettered. The flying time was broken down into F-84F time, and T-33A time. Some was spent in transition.

When November came the 511th Squadron Commander proposed a plan under which 800 flying hours in the F-84F, could be achieved. After discussion with his Operations Officer, Maintenance Officer and Flight Commanders, Major Charles R. Croner decided the plan would be implemented. The ease of execution indicated the excellence of its nature. The Engineering Section worked at an extremely efficient level, much as a result of the invaluable experience gained at Eglin AFB during the previous month. Its success was a mute tribute to all the sections of the Squadron whose combined efforts yielded 837 aircraft hours[84].

It is noteworthy that during the first two weeks of November the 511th had flown 619 hours. Subsequent bad weather hampered flying operations, but the goal was surpassed in a total of only thirteen flying days. Their sorties included bombing missions at Camp A P Hill Range, both wet and dry inflight refueling hookups, local night flying , extended cross country flights, and intensive formation training in preparation for a proposed Squadron flight to George AFB, California.

The pilots performed preflight and postflight inspections on their aircraft and assisted their crew chiefs in minor maintenance. The experience was invaluable on cross country flights and lent a closer pilot-crew relationship.

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84. History, 511th Ftr Bmr Sq, Signed Croner, Nov 54.

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In preparation for the trip to George AFB, when the 511th went out to produce the service film, the aircraft were painted with the Squadron insignia and the names of both pilots and crew chiefs. Non-commissioned Officers and Airmen were authorized to wear squadron patches on their fatigue clothes, and with the arrival of new flight jackets and flying suits, they had a well dressed squadron. These factors contributed largely to the esprit de corps which was generated in the Unit.

Two F-84F's were sent to Base Shops for preparation of the Bendix Race and were ready to be flown and tested the last two weeks in August. They were found to be ready for the race.

Lieutenant Colonel Robertson and Major Evans used Jet Assist Take Off from Langley for California in practice runs for the race. Aircraft used for this test were F-84Fs numbered 52-6425 and 52-6509. The two pilots returned to Langley on 20 August with an accumulated flying time on each aircraft of 13 hours 15 minutes. Preparation of the aircraft included compliance with Technical Order IF-84-271 before departing Langley for the Bendix Race.

Two KB-29 tankers left Langley in September, to service the two F-84Fs that represented Langley. Altogether 4,600 gallons of fuel were loaded on the tankers.

Thirty-nine ground crewmen were also taken to California, where the race originated and several more were dropped along the way, to service the two entry planes.

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The results of the Bendix Race were gratifying especially for the 509th Fighter Bomber Squadron as Major Harry K. Evans placed second[85] and very possibly would have finished first if it had not been for aircraft mechanical difficulty. Captain Ripley did an efficient job in the high speed refueling techniques with the help of Day, Barker and McGann.

The aircraft required in the tactical mission of the 405th Wing were assigned to the 405th Fighter Bomber Group and the 345th Bombardment Group, Tactical. The former was an organic part of the 405th while the 345th was attached. Flying statistics of the organic fighter squadrons follow.

509TH FIGHTER BOMBER SQUADRON OPERATIONS

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Total Pilot Time in Hours	743	534	582	854	662	551	3,926
Total Instrument Pilot Time	218	155	69	31	7	4	484
Total Navigation Sorties	587	337	58	119	140	47	1,288
Total Hours Weather Flights	40	9	0	0	0	0	49
Formation Sorties	41	16	0	0	0	0	57
Total Night Flying Time	144	78	49	67	37	18	393
Dive Bombing Sorties	0	0	0	0	36	0	36
Gunnery Sorties	0	0	2	18	0	520	540

85. History, 509th [illegible], Sep 54.

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510TH FIGHTER BOMBER SQUADRON OPERATIONS

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Total Flying Hours	281	292	577	744	631	386	2,911
Night Hours	0	0	34	12	30	14	90
Hood Hours	0	0	56	0	0	40	106
Ground work in C-11A Instrument Trainer (hrs)	74	74	63	25	6	35	277
Transition Sorties	0	0	180	0	0	0	180

511TH FIGHTER BOMBER SQUADRON OPERATIONS

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Total Pilot Hours	551	300	573	553	837	555	3,369
Total Acft Hours	341	197	515	329	413	463	2,258

Flying time at Langley showed a decrease of 1,084 hours in December when compared with the month of November. This decrease was attributed to the curtailment of operations for the Holiday Season.

Hurricane Hazel required evacuation of many of the Langley aircraft before 15 October. Prior to that the threat of another hurricane on 30 August caused similar action. Two of the crews that piloted aircraft to Chanute AFB were listed in Letter Order 698[86].

86. Hq 405th Ftr Bmr Wg, LO 698, 7 Sep 54.

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The Wing Operations and Training Officer conducted a survey to determine value of certain recurring reports and found that the monthly activity report of the 345th Bomb Group, Tactical, was not being used to an appreciable extent. As a result, he ordered discontinuance of the report which through practice had been compiled, typed, mimeographed and distributed.

One of the most memorable events for Langley operations and members of the 48th Fighter-Intercepter Squadron was when three pilots and observers from the squadron flew blind from Scott Air Force Base, Ill. to Langley Air Force Base.

The three F-94C's cleared Scott Air Force Base VFR with the understanding that they would get an IFR clearance over Louisville, Kentucky, but developments made this impossible as the trio encountered heavy thunderstorms shortly after takeoff. The extensive training that the members of the 48th had undergone at Langley prior to this ordeal proved its value during the flight.

When the aircraft were finally set down at Langley, they had only two and a half minutes fuel left in their tanks.

The members of the 48th had been working with the 771st Aircraft Control and Warning Squadron during this training and airmen of that unit were the same operators who gave the pilots their final and most accurate heading prior to landing at Langley.

Base Regulation 55-6 issued on 13 October 1954 established operating procedure for use and maintenance of the Plum Tree Island Bombing and Gunnery Range. All details including a map,

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sketch of traffic pattern and night lighting chart are included[87]. This regulation had been in the mill for sometime and was issued shortly after Tactical Air Command had disapproved the use of Plum Tree Island and Ship Shoal Island bombing ranges for low altitude bombing system (LABS) late in September and attempt was made to obtain a Navy target known in Naval parlance as LOB/LOFT #42. LOB/LOFT simply meant bombs "lobbed" from low level and the same type of bombing from a higher level or loft. The system was known in the USAF as LABS or Low Level Bombing System[88].

Strange as it may seem the Navy replied that the target could not be used between 10 October 1954 and 10 January 1955 as it was closed because of duck hunting activities in that area. Accordingly the 405th set out to obtain an impact area on the A P Hill Military Reservation near Fredericksburg, Va. under control of the Army.

A letter was dispatched by General Chickering on 20 October requesting permission[89]. The letter was referred to the Chief of Army Field Forces at Fort Monroe, Virginia who obtained approval and an agreement was drawn up covering permission for five years.

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87. Hq 405th Ftr Bmr Wg, HR 55-6, 13 Oct 54.

88. Hq 405th Ftr Bmr Wg, Ltr OT TNG, Subj: LOB/LOFT Bombing Target 17 Sep 54.

89. Ltr OT TNG signed Chickering, Subj: Camp A. P. Hill Military Reservation Impact Area, 20 Oct 54.

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The Army letter and agreement are part of the document, referenced immediately on preceding page. After establishment of the LABS range at Camp A P Hill there was no need for use of LOB/LOFT #42.

During the first part of August, the 405th Group Operations provided four T-33's to fly cover for troop carrier operations at Fort George G. Meade, Maryland and demonstrated drop zone neutralization by attacks of ground targets under Forward Air Controller direction.

Also during August the 405th Fighter Bomber Group checked out five pilots from United States Air Force, Europe in the F-84, and the technical representative of the Republic Aviation Co completed necessary T/O compliances of all the F-84F aircraft in the 405th Group[90], due at that time.

Flying, until October, had been held up by maintenance difficulties. These problems were ironed out by the first of October, and in October, November and December all of the fighter squadrons got into earnest flying.

There were 117 pilots assigned and/or attached to the 405th Air Base Group, for flying during this reporting period. These pilots flew a total of 1,009:40 hours for an average of 8:54 hours per person and they completed 79 actual GCA's.

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90. History, 405th Ftr Bmr Gp, 30 Nov 54.

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Eight pilots were given Instrument Flight checks during December. The reduction in Aircraft traffic was a result of the closing of operations from 26 December 1954 to 2 January 1955, due to maintenance being performed on runways, and the Christmas Holidays.

Much of the flying time for the month of August had been accomplished by flying F-84F's for the Military Air Transport Service from The Republic Aviation Corporation to Mobile, Alabama.

The 405th Fighter Bomber Group performed F-84F four ship formation fly-bys at Fort Eustis 13-15 October. This was in support of Logistical Support Problem #18 presented by the Transportation School, and on the 19th and 20th of the month a similar fly-by was flown over Camp Pickett, Virginia.

The Greater International Airport at Greenville, S. C., was dedicated on 23 and 24 October 54. General Nathan F. Twining accepted invitation to make the dedicatory address and USAF notified TAC[91] to appoint a project officer. He was Colonel Albert W. Roby Jr of the 18th Air Force. Two Langley F-84F aircraft participated with high speed fly-bys[92] in salute in a flight plan that included the "Sabre Knights" from the Air Defense Command.

A Langley contingent made an excellent showing at a parade in Yorktown, Va. on 19 October when the Rochambeau Day Annual

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91. Dept of AF, Ltr SAFIS-2A, Subj: Dedication Ceremonies at Greenville, S. C., 4 Oct 54.

92. Hq 405th Ftr Bmr Wg, Ltr FBGO, Subj: Report Dedication at Greenville S. C., 25 Oct 54.

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Celebration was held. The Airmen received many compliments on appearance, discipline and conduct. A letter was received on this subject from Colonel C. A. Lipot, Commander of the Marine Barracks, US Naval Mine Depot and General Chickering added his congratulations to the 429th Air Refueling Squadron, 405th Air Base Group, 405th Fighter Bomber Group, 405th Maintenance and Supply Group and the 345th Bomb Group[93].

As result of a request from the county seat, Town of Surry Courthouse, Virginia, F-84F aircraft of the 405th Fighter Bomber Group staged training flights over the town during celebration of the citizens Annual Fair and Picnic on 22 October. The aerial display included four ship formations, high speed runs at 500 feet and aerobatics at above 1500 feet.

Letters to General O. P. Weyland and Brig Gen Chickering cover the request[94].

The 405th Wing and the 345th Bomb Group carried out mock atomic attacks on 19 major cities in six states on 8 November. The operation was named "Quick Kick," and was held to promote increased operational capacity and training in Civil Defense operations, and to test public reaction and response to attack warnings. Each city was marked with a smoke ring, to show that it had been attacked. The operation was a success.

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93. Hq Marine Barracks, Yorktown, Va, Ltr signed Lipot, 21 Oct 54.

94. The Town of Surry, Ltr signed Cofer and Ltr signed Weyland and Pinkerton, 20 Oct 54.

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A letter of thanks was received by the Commander in November from the coordinator of "Operation Quick Kick," John H. Wyse. In it he expressed appreciation of the Governor of Virginia, John K. Stanley and himself for the participation of the 405th FB Wing in the Civil Defense test exercise [95].

One of the cities in the simulated attack was Martinsville, Va. on 10 November. That city reported that the exercise helped the Civil Defense Force of that community in its training program. The "attack" was made by the 405th and 345th and was supported by the 405th Maintenance and Supply Group and the 3-8 Weather Detachment.

Fighter Intercepter Aircraft of the 48th FI Squadron assisted through pretense of being "enemy" forces. This exercise ended "Operation Quick Kick" [96].

A contingent from Langley, including the 564th AF Band paraded in Norfolk, Va. on 11 November in Celebration of Veterans Day[97]. This was a new name for the holiday which had been changed from Armistic Day by the President.

The 564th Air Force Band played the "Opening Day" ceremonies of the Virginia State Fair at Richmond, and represented the Air Force in the Tobacco Festival Parade the same evening.

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95. Commonwealth of Va, Ltr to Cmdr TAC signed J. H. Wyse, 23 Nov 54.

96. Hq 405th Ftr Bmr Wg, Operations Plan 19-54, 1 Nov 54.

97. Hq 405th Ftr Bmr Wg, Ltr OT TNG, Subj: Veterans Day Celebration, 29 Oct 54.

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The Band paraded through the fair grounds, playing marches suitable for the occasion. The next day, the band played at Base Operations from 0900 to 1500 in Honor of "National Kid's Day."

Another fly-over was arranged for the Forrest Kirby Post of the American Legion at West Point, Virginia on Veterans Day, 11 November. Eight F-84F aircraft, 12 B-26's and Four F-94 aircraft were in the formation organized by the O & T Officer on behalf of the Commander. The aircraft belonged to the 405th and 345th Groups and the 48th Fighter Intercepter Squadron.

On 17 December 1954, 15 F-84F's from Langley AFB helped honor the memory of Wilbur and Orville Wright at Kill Devil Hill, N. C. on the anniversary of their first flight. The Wright Brothers Monument commemorating the flight is there. The area was open to visitors all day, Rear Admiral I. N. Kiland spoke at a luncheon, and the aircraft flew twice over the monument, once in V-formation at 1,000 feet and again in single file at 500 feet elevation.

The annual observance was sponsored by the Kill Devil Hill Memorial Society, the Air Force Association, and the National Park Service.

The 405th Wing having jurisdiction over flying training of Air Force Reserve Officer Training Corps instructors in its geographical area issued a standard operating procedure to control aircraft and uses of same that were stationed away from Langley, but under control of this wing. For example, one such aircraft

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was maintained at Roanoke, Virginia and question arose as to whether or not AFROTC students could be flown in it. Definition of the type of flight was necessary to permit an AFROTC student to be carried as a passenger. They could be so transported only if the aircraft was on local flight. It was made clear to base operations by the Wing Commander in a letter on 29 October that under other conditions AFROTC students would not be allowed to accompany rated personnel on any flight[98].

To establish policies and procedures which will insure that the aircraft based at Roanoke, Virginia was utilized in a satisfactory manner by rated personnel of VMI, VPI, the Roanoke Filter Center, the USAF Recruiting Service at Roanoke, and in accordance with all directives issued from Headquarters, 405th Fighter Bomber Wing, the SOP was applicable to all rated personnel.

The Base Operations Officer of Langley Air Force Base was responsible for granting such authorization when the individual concerned presented competent orders designating the 405th Air Base Group responsible for the accomplishment of his Air Force Regulation 60-2 requirements, the Medical Clearance Form and his Form Five records.

No individual was to be allowed to fly the aircraft solo until he had been given a check-out in accordance with Langley Base Regulation 55-2.

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98. Hq 405th Ftr Bmr Wg, Ltr OT OPS, Subj: Standing Operating Procedures #4, Base Operations, 29 Oct 54.

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Two qualified Instructor Pilots were required to be assigned from the unit and properly designated by the 405th Fighter Bomber Wing.

A Form 175 needed to be filed with the Civil Aeronautics Authority prior to each flight from Roanoke, and CAA was to transmit the flight plan to Flight Service for approval in all cases where the pilot was not his own clearing authority. In no case was a pilot other than those with own clearing authority to take off until Flight Service approval had been obtained. In the event a pilot was his own clearing authority, CAA would be requested to transmit the flight plan to Flight Service after the aircraft had departed, giving the actual take-off time. After calling the flight plan to CAA the original flight plan was to be given to the Noncommissioned Officer at Roanoke who was to keep it on file until he could deliver it to Langley Base Operations where it was to be maintained in accordance with Air Force Regulation 60-11. The duplicate copy of the Form 175 was handled in a like manner. Each pilot ascertained that his flight plan was closed out with Flight Service upon termination of each flight.

Flight Orders were issued on each flight made from Roanoke in Langley Air Force Base aircraft and signed by the Assistant Base Operations Officer. Suitable forms were supplied by Base Operations at Langley.

There were occasions to fly test flights of the aircraft while at Roanoke and in such events it was necessary that the test flight

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was flown by one of the designated instructor pilots. This was the only occasion when a Local Clearance Form 113 was utilized. During such time there was a rated pilot assigned to stand by at the field from the time the aircraft departed until the test flight was terminated. That insured proper flight following of the aircraft during the local flight. All test flights were accomplished within sight of the air field.

The local flight plans were kept on file at Roanoke until they could be delivered to Langley Base Operations where they were maintained in accordance with existing Air Force Regulations.

It was the responsibility of the NCO stationed at Roanoke to insure that the aircraft was properly tied down after each flight and that it remained tied down at all times when not being utilized.

During impending severe weather it was the responsibility of the Assistant Base Operations Officer located at Roanoke to keep current on the weather situation. In the event he deemed it necessary to evacuate the aircraft he notified Base Operations at Langley that the aircraft was being evacuated to Chanute Air Force Base, Ill.

A periodic schedule was published by the Assistant Base Operations Officer indicating the period of time during which each of the using units exercised utilization of the aircraft. The use of the aircraft by one unit while assigned to another unit was a matter of coordination between the units concerned and did not have to be cleared through the Assistant Base Operations Officer.

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The periodic inspection of parachutes on board the aircraft assigned to Roanoke, as required by T/O 14D1-2-II, Paragraph 2, was the responsibility of the NCO. Also the parachutes were to be returned to the personal equipment section of the 4405th Operations Squadron at Langley at the proper time to meet the requirement for repack. The inspection of the parachutes prior to flight, their care, proper use, and security (particularly at non-military bases) was the responsibility of the pilot in charge of the aircraft.

No flight was to be made for any purpose other than that prescribed as official missions.

In accordance with Air Force Regulation 76-6, it was permissible for Air Force Reserve Officer Training Corps students to accompany rated personnel on flights providing the pilot or Instructor Pilot of the aircraft possessed requirements listed above.

The senior rated officer at Virginia Polytechnic Institute or Virginia Military Institute was designated by competent orders to be the Assistant Base Operations Officer and was responsible that all provisions of the Standing Operating Procedure[99] were properly accomplished.

The Operational Suitability Tests were run in several phases, the chief one being Operation Run-In. Run-In was conducted mostly at Eglin Air Force Base but Colonel W. S. Cowart, Commander of

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99. Hq 405th AB Gp, Standing Operating Procedure No. 4, 12 Oct 54.

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the 405th Fighter Bomber Group, had many tests going in September. His confidential report to the Wing Commander on 13 September covered one week of the testing early in that month[100].

The letter reported erroneous bomb impact scores which when understood removed a question about the F-84F. Landing techniques varied and it was found that US Royal Tires averaged 13 landings whereas Firestones averaged 23. This was not thought to indicate a structural difference in tires as both were from the same specifications. There are a lot of details in the report concerning mechnical problems and maintenance and armament difficulties.

The 405th Fighter Bomber Group participated in several aerial and gunnery problems at Eglin Air Force Base, Fla., Fort Bragg, N. C., and Camp A P Hill, Va. in addition to Operation Run-In.

The Chief of Staff USAF wanted to know the operational suitability of F-84F aircraft, so in October he dispatched a message to the Commander TAC to find out. The 405th was selected for this project and TAC was instructed to adequately test armed aircraft capability in special weapons with the latest Low Altitude Bombing System (LABS) equipment.

Operation Run-In had many phases and projects. While the 510th and 511th F B Squadrons were utilized in many operations connected with Run-In and all three squadrons conducted low level bombing

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100. Hq 405th Ftr Bmr Gp, CONFIDENTIAL Ltr FBGO, Subj: Informal OST Activity Report, 4-10 Sep, 13 Sep 54.

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and gunnery practice during all phases of Run-In and their results were credited in the final phase.

Major Charles H. Spencer was TAC and 405th Wing representative[101] and wrote the test directive for Project Run-In. He was ordered to Eglin AFB, Florida on 22 September to attend conferences and coordinate matters pertaining to the project which was conducted from 15 October to 15 November.

Air Proving Ground Command was designated as the task organization. The 405th Fighter Bomber Wing furnished the 510th Fighter Bomber Squadron as the test vehicle. The squadron operated from Langley and results were recorded by the Air Proving Ground. The 2d Tactical Depot Squadron gave minor support to the test. During the mission Major Spencer rendered reports to the 405th Commander[102] but full results were unfinished on 31 December. Major Spencer reported that the mission was successful and that results and recommendations would come from the Air Proving Ground early in 1955.

The Air Force had already established an operational test center to coordinate all operations and results and directed that an "Upper Red Lake" region project officer be appointed. This was the first directive that resulted in appointment of Major Spencer[103].

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101. Hq 405th Ftr Bmr Wg, LO 750, 22 Sep 54.

102. Task Force Hq Project "Run-In", CONFIDENTIAL Ltr, Subj: Progress Report Operation "Run-In," 26 Oct 54.

103. Hq TAC, CONFIDENTIAL Ltr COT FC, Subj: Project "Run-In," 20 Oct 54.

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The Air Materiel Command recommended installation of LABS equipment in the 405th aircraft so they would be equipped for the test[104].

During October 1954, pilots of the 510th Bombardment Squadron were engaged in transition for the first two weeks. The last two weeks were utilized in the support of Operation Run-In. The 510th Squadron phase commenced on the 15th of October. Airmen and Officers worked 12 to 14 hours a day, seven days a week, confident that it would be successful. To be sure all transition and local flying with the exception of local test hops had been curtailed. A total of 643 pilot hours were flown in the F-84F during October in the 510th alone with the majority of the time spent on Run-In.

The first ten days of Run-In were spent in penetration missions against large city targets to determine if the Air Defense Command could intercept single aircraft or small formations. All different configurations and external loads were used and jet assist take off (JATO) was utilized for each take-off with full external loads.

Phase I was completed on schedule, 25 October, with a total of 118 effective sorties run out of 120 sorties planned for the phase. Two days were lost due to weather. The average in-commission rate for the eight days was 69%. Two aircraft were AOCP on 18 October and one on 19 October.

The 15 KS JATO bottles with the modified racks were used extensively and appeared to be satisfactory with drop speeds in the

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104. CONFIDENTIAL Joint Message form signed Wheeler, 1 Oct 54.

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neighborhood of 250 KIAS. No drops were made in the upper range of the safe drop speeds.

There were a total of 12 aborts in the first nine days of the operation. The principle cause of air aborts was failure of the outboard Class II 230 gallon pylon tanks to feed.

One squadron changed seven engines during Phase I, one due to shroud ring clearance, one to smoke in the cockpit, one for hydraulic fluid in the engine and three for roughness. The average tire life was eight landings, which was below standard for the Fighter Group.

Following is a comparative breakdown of the three squadrons during the period of Phase I, 16 - 25 October:

	Total Hours	% In-commission	Acft Possessed
509th FBS	224.00	60%	21
510th FBS	372.35	60%	26
511th FBS	117.05	60%	20

Phase II of Run-In was in progress. The range at Camp A P Hill, Virginia was used for dive bombing, Low Altitude Bombing System and practice with the ET-9 Bomb Release Computer.

During the tests certain characteristics were found to be unsafe in operating the aircraft with armament load. The problem was the lingering jet wash on the panel strafing range. The problem was resolved during the tests when Major C. R. Croner suggested having each flight fire in order on panels one, two, four, then on five. This system remedied the situation.

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Fourteen Airmen and the 510th Commander, Lt Col Robert R. Scott, had reported to Eglin in July and remained there 45 days to prepare for the test. The other two squadrons of the 405th Group deployed at Eglin Number Two, also known as Pierce Field; the 511th going on 26 September and the 509th on 30 November. These two squadrons were on gunnery missions, but somewhat allied to Operation Run-In.

The moves to Eglin entailed much work by all sections the most of which was in preparing shipping manifests. The lift was flown by C-124's.

Finding the best suited pattern and altitudes for air to ground gunnery was the first step necessary. The first day of flying Major Westwood H. Fletcher Jr, Captain D. S. Elliot, Captain J. Breedlove and 1st Lt J. J. Hauff, all of the 511th flew the pattern and arrived at 4,000 feet for a base leg altitude. Another important step was when to consider a pilot completed with the transition phase and ready for work on the range.

On 26 September the 511th Fighter Bomber Squadron, after detailed preparation arrived at Pierce Field, Eglin to participate in the gunnery mission for 25 days. The 511th kept 11 out of 15 F-84F aircraft in-commission during the training and used two T-33A aircraft for preparatory training. Four F-84F's and one T-33A were left at Langley for maintenance and AOCP at that time. Six pilots of the 511th flew F-84F aircraft to Eglin on 19 September in the first phase of the operation.

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Even though the 511th accumulated more total flying time in the F-84F than most other squadrons, the in-commission rate was too low to satisfy the Commander. Engineering did an efficient job in getting 15 aircraft in-commission for the flight to Eglin so that the squadron could get at least 600 hours monthly which was the amount the Group Commander desired. To achieve this they needed three missions from ten aircraft per day figuring a five day week.

Coincident with recording accidents and incidents in the Group, three of which occured in the 511th Squadron, emphasis was made on thorough knowledge of the Group Standing Operating Procedures; the main item being standarizing the traffic pattern. The most significant change was in altitudes, entry was at 1500 feet and the base leg at 1200 feet.

The 511th Fighter Bomber Squadron was still at Pierce Field, in October. After two weeks there the personnel was well settled and adjusted to life in rustic environment. Through tireless efforts, the armament, communications, and maintenance sections coordination helped overcome what initially seemed like insurmountable obstacles. With primary emphasis on number of gunnery sorties to add a touch of realism toward combat effectiveness, the 511th accumulated 283 pilot hours in the last two weeks at Pierce. This was an accomplishment in view of the fact that supply was limited and the source remote. Armament Section Airmen had to readjust the gun sights on the aircraft to harmonize them. Weather, too, was a tormenter as six flying days were lost because of early morning

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Florida cumulus clouds over the range. Major credit for the success of the mission was attributed to efforts of Captain M. J. Travers, M Sgt F. Summeslawski and the maintenance crew that unselfishly and efficiently worked around the clock.

There was an air of pride in the 511th Squadron as each pilot tried for a "grease-job" landing followed by Capt D. S. Elliot's nose high attitude on the landing rolls. This was necessitated by dangerous up and down drafts and sandy shoulders off the runway at Pierce Field. Through Elliot's constant supervision and encouragement, the 511th acquired a better landing technique[105].

Seven of the pilots of the 511th qualified on the ground gunnery range, and five others fired single mission qualification sorties. Other squadrons also qualified a high percentage of their pilots. In this accomplishment new obstacles were encountered because of the new aircraft and experimenting necessary to attain accuracy.

The 511th Squadron departed Pierce Field for Langley on the morning of 16 October with all of its aircraft. Major C. R. Croner, the Commander, led the flight into a fly-by on arrival at Langley. Colonel William S. Cowart, Group Commander, observed the fly-by and commented on the impressive showing.

A remolded, more experienced 511th returned to Langley having learned the axiomatic phrase about experience. Pilots were better

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105. History, 511th Ftr Bmr Sq, Oct 54.

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acquainted with their new aircraft and gunnery scores were gradually rising when the 511th departed to make room for the 510th Squadron.

Upon return to Langley, the Commander gave the 511th Squadron a well deserved three day pass to rest and relax.

Back to work after the short rest, several pilots checked out three pilots from Alexandria AF Base, Louisiana in F-84F. Subsequently, the 511th was assigned several other special projects including the fly-by over Surry Courthouse, Va., and the aerial demonstration over Greenville International Airport, South Carolina. Maintenance worked late to meet aircraft in-commission requirements of 12 aircraft per day. The 511th then adopted an allocation policy of four aircraft per flight whenever possible to allow flight commanders to do their own scheduling and acquire flight integrity. They also followed a daily operations order, adding a realistic touch to efforts for combat readiness[106].

A few days after the completion of Run-In the 510th enjoyed a squadron party. Present on the occasion were General Otto P. Weyland, Brig Gen Edwin S. Chickering, officials and representatives from Republic Aviation Corporation, Buick Motor Car Co., Wright Aeronautical Co., and Walter Kidde Co. The following day all but a skeleton crew left on leave for a week with their mission accomplished.

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106. History, 511th Ftr Bmr Sq, Dec 54.

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Administration work went very smoothly while the 509th Fighter Bomber Squadron was at Eglin, and the morale of personnel was exceptionally high throughout the period of TDY. The gunnery phase included panel strafing, high angle strafing, skip bombing, glide bombing, dive bombing and rocketry.

The number of pilots qualifying in each phase either as marksman, sharpshooter, or expert in the 509th follows:

509th Sq Pilots	P/S	HAS	S/B	G/B	D/B	RX
Expert	4	21	16	6	7	9
Sharpshooter	3	2	7	11	4	6
Marksman	16	1	2	7	15	9
TOTALS	25	24	24	24	25	24

The 509th over-all percentage in each phase was Panel strafing, 19%; high angle strafing, 56%; skip bombing, 44%; glide bombing, 28%; dive bombing, 15%; and rocketry, 16%.

Operational problems during the month were minor in nature; however, there were several things that greatly aided the operation conducted at Eglin #2. These were the use of a sufficient number of fuel trucks instead of fueling pits; the use of a new flight scheduling system which will continue to be used; and the fact that there were no outside committments to interfere with the mission.

A plan was proposed by the 511th Squadron Commander in November to amass 800 flying hours in the F-84F each month. The ease of execution was indicative of the excellence of its nature.

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Engineering worked at an extremely efficient level, much as a result of the invaluable experience gained at Eglin AFB during the gunnery mission. Success was a tribute to all sections of the 511th whose combined efforts yielded 837 aircraft hours. Subsequent bad weather hampered flying operations greatly, but the goal was surpassed in only 13 flying days. Sorties included bombing missions at Camp A P Hill, Va range, inflight refueling hookups, local night flying, extended cross-country flights, and intensive formation training in preparation for a squadron flight to George AF Base, California which was to be made on 6 December. The experience proved invaluable for the cross-country flight and lent a closer relationship between pilots and crews.

After acquiring F-84F aircraft in the Spring and getting them improved through Technical Order Compliances, pilots spent much of the summer getting checked out in them. Many simulated attack missions followed and an active ground mission was planned for the fall season in conjunction with the 82d Airborne Division USA.

The mission, given mostly to the 510th Fighter Bomber Squadron, also determined that F-84F's were worthy; so, after Operation Run-In which ended 20 November 1954, the squadron during the remainder of the month practiced for the firepower demonstration. This was to be held at Fort Bragg, N. C. in December with 13 sorties flown with excellent results. All ordnance hit within 500 feet of the target.

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The 510th flew approximately 850 hours on the project. The average workday was 12 hours for a seven day week. This field exercise with the 82d Airborne Division at Fort Bragg brought fighter bomber aircraft into close tactical support on nine days of simulated battle in field exercises. The aircraft were all from the 405th Group and were staged and supplied at Langley by the 405th M & S Group.

They were loaded with 500 lb GP bombs, five inch HVAR rockets and Napalm tanks. The live ordnance route was direct from Langley Radio to Pope AF Base Radio, with care in avoiding populated areas and thence as directed by the Forward Air Controller.

The day before the mission Lt Col Robert R. Scott, Commander of the 510th F B Squadron, stepped to the platform in the briefing room of the 405th F B Group and addressed the small group of pilots who had just finished listening to the last portion of the operational facts needed by them for their forthcoming mission.

> "We have four targets," he said, "each of them representing a theoretical menace to the troops that we are supporting. This is a test of our squadron and our F-84F's and it is up to us to prove that both are worthy."

From there he elaborated on the information that had already been given by Capt Travis Stephens, of the 82d Air Borne Division, who was on duty at Langley as the Ground Liaison Officer for the firepower tests, making a few slight additions to the precise positioning of the targets which would aid the four scheduled jet pilots on their mission.

Previously, the armament officer, conducting his portion of the briefing, had named the ordnance which would be carried by

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the "Thunderstreaks" when they flew South early the following morning viz; 500 pounds bombs, napalm and rockets.

When the meeting broke up, the four scheduled pilots including Col Scott, held a brief session to compare notes from previous flights to the same area and departed for the night.

The following morning, with the Autumn sun just breaking over the horizon, the quartet and the spare pilot (who was to fly the entire mission in case of mechanical difficulties encountered by any of the scheduled pilots) packed assorted gear toward the sleek F-84F's which were parked on the ready line.

After much detail concerned with getting into and staying in the "Thunderstreaks," the five jets, with Scott in the lead moved onto the runway, engines whining in the early stillness. At this point, catastrophe nearly struck the entire flight as Col Scott roared down the concrete ribbon. One of the 500-pounders under his wing dropped off and bounced and rolled nearly the entire length of the strip!

> "Why it didn't go off," said Scott later, "is beyond me. The arming wires were torn loose, and the fuse was live; just a kick should have set it off."

Shortly after forming at over 25,000 feet, the Commander communicated with Lt Bill Johnson, who was at Fort Bragg as the Forward Air Controller, and the flight began receiving instructions for the attack on the four army tanks which were the targets for the first day.

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After completing the pattern flying guided by the voice of Johnson crackling over the radio, Scott rolled out and dived at a 45 degree angle at the first tank. He unleashed the remaining 500-pound bomb, the F-84F leveled out and roared back to altitude as the bomb headed groundward.

A direct hit was made on the first pass, and one-fourth of the objective had been destroyed, as above the scene, Capt Bill Sitzmann had rolled out and headed for the second in line.

All in all on the first day of the firepower demonstration, five direct hits with bombs and napalm tanks as well as many supporting hits with rockets were recorded to completely destroy the assigned targets.

For three days the tests continued, with the 510th making such impressive scores on the target area that Maj Gen Frank Farrell, Commander of the 82d Airborne Division, told Scott via radio immediately after the final strike,

"I wouldn't hesitate to move my troops to within 500 feet of the targets while the 510th pilots were flying."

During the Fall, transition was conducted as all pilots had to be checked out in the F-84F. By September, the transition program was approximately 75% complete. The program was completed in October.

There were 115 pilots assigned and attached to the 405th Air Base Group for flying during this reporting period. These pilots flew a total of 1702:25 hours each month for an average of 15½

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hours per person per month and they completed 71 actual GCA's monthly. An average of ten pilots were given instrument flight checks each month.

October was a successful month as the aircraft in-commission status was above average and the 405th began to do some earnest flying. During October, completion of the transition work was stressed in the fighter bomber squadrons in preparation for gunnery missions.

Early preparation was made for the fighter squadrons move to Eglin AFB, Florida for these missions. The move proved to be an excellent test of the Squadron Mobility Plan and the experience and information gained from the tests greatly strengthened their over-all effectiveness. This was an outstanding organizational development and deployment and return of all three squadrons to Eglin AFB,Field #2 was highly successful.

During the month of July 1,558 persons fired small arms weapons for familiarization at the Base Small Arms Range. Of the total firing, 408 fired the Caliber .45 Pistol expending a total of 23,400 rounds of ammunition; 1,150 fired the Caliber .30 Carbine expending 57,500 rounds of ammunition; and 8,160 rounds of 12 guage shotgun ammunition was expended by authorized personnel assigned this station.

During August 708 persons fired small arms weapons for familiarization at the Base Small Arms Range. Of the total firing, 27 fired the Caliber .45 Pistol expending 1,215 rounds of ammunition;

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681 fired the Caliber .30 Carbine expending 34,150 rounds of ammunition; and 6,995 rounds of 12 guage shotgun ammunition was expended by authorized personnel during August.

During September 309 persons fired small arms weapons for familiarization at the Base Small Arms Range. Of the total 115 fired the Caliber .45 Pistol 5,750 rounds; 183 persons fired the Caliber .30 Carbine expending 9,150 rounds; 11 persons fired the Caliber .38 Pistol expending 1,100 rounds of ammunition; and 10,910 rounds of 12 guage shotgun ammunition was expended by authorized personnel during September.

In October 841 persons fired small arms weapons for familiarization at the Base Small Arms Range. Of the total 257 fired the Caliber .45 Pistol expending 12,850 rounds of ammunition; 584 persons fired the Caliber .30 Carbine expending 24,200 rounds; and 12,425 rounds of guage shotgun ammunition was expended by authorized personnel in October.

During November 605 persons fired small arms weapons for familiarization at the Base Small Arms Range. Of the total firing, 322 fired the Caliber .45 Pistol with 16,100 rounds of ammunition; 283 persons fired the Caliber .30 Carbine expending 14,150 rounds; and 10,355 rounds of 12 guage shotgun ammunition was used up in November.

In December 193 persons fired small arms weapons for familiarization. Of the total firing, 60 fired the Caliber .45 Pistol

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expending 3,000 rounds; 130 persons fired the Caliber .30 Carbine expending 6,650 rounds; and 2,845 rounds of 12 guage shotgun ammunition was expended by authorized personnel.

Six officers and 29 airmen completed the required course of instruction for operation of the 16 MM Motion Picture Projector and were issued operator's licenses during this period.

While at George AF Base, California, 16 aircraft participated in the production of a film on the capabilities of the F-84F. The firepower of the plane was demonstrated in all phases except air to air combat. Some full load operations were also filmed.

The flight to George AF Base was to be made nonstop, with inflight refueling over Okalahoma City, Okla., yet high wings compelled the squadron to land at Luke AF Base, Arizona, enroute.

The return flight on 17 December was more successful. With favorable wings and inflight refueling again over Oklahoma City, five aircraft completed the nonstop trip. The first two had an elapsed time of four hours and 35 minutes. Pilots were Lt E. N. Bolin and Lt B. B. Selvey. Major C. R. Croner then landed in perer made the journey in five hours and 55 minutes. These nonstop flights were flying accomplishments.

The tanker aircraft, KB29-P from the 429th Air Refueling Squadron stationed at Langley, made the refueling contacts.

The temporary duty at Pierce (Eglin #2) had resulted in a much improved Mobility Plan and invaluable experience in gunnery

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training. The 511th participated in two aerial demonstrations, adopted a new scheduling system and followed daily fragmentary orders from group headquarters in efforts to quickly achieve combat readiness. A newsystem of flight time reporting was adopted and a daily meeting of flight commanders yielded close interflight coordination.

During the flights to and from George the following was accomplished: 16 JATO assist take offs, 12 extreme range navigational sorties, 23 medium range navigational sorties, seven wet in-flight fuel hook ups, approximately 24 hours of weather flying, 30 high altitude formation sorties, and 12 short range low altitude navigational sorties.

The following training was accomplished: 77 1,000 pound bombs dropped in 39 dive bombing sorties, 307 2.75 inch FFAR Rockets fired in four rocket sorties, 105 five inch RVAR Rockets fired in 13 rocket sorties, 51,809 rounds Caliber 50 ammunition fired in 31 angle strafing sorties, 32 E74 fire bombs dropped in 16 sorties and 60 squadron show formation sorties.

While on the return flight the following was accomplished: 16 JATO assist take offs, six wet in-flight fuel hook ups, two dry inflight fuel hook ups, five extreme range navigational sorties, approximately eight hours weather flying, 34 high altitude formation sorties, 29 medium range navigational sorties, and approximately 10 hours night formation-navigation.

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Due to the limited flying hours parts consumption was relatively low. Had all of the Enroute Maintenance Kits arrived prior to the trip, the parts problem would have been minor.

The bulk of the parts needed were secured from Luke AF Base and the cooperation received from them was a tremendous help. Mr. Harold Cavanaugh, Republic Representative was especially helpful in obtaining all necessary parts.

The main problem was that of external tanks not feeding. During the flight out and back there were 10 cases of tanks not feeding. In all cases this necessitated a change of flight plan and prevented in-flight fuel hook ups.

During the trip out difficulties with the tankers were encountered. These included communications and hook ups. Some of the tankers did not fly as briefed, which made communications difficult. The tankers performed in a satisfactory manner during the return trip.

Upon return Major Charles R. Croner said:

> I feel that the KB-29 is too slow for F-84F IFR hook ups. It's maximum speed appears to be not over 210 knots. The minimum desired speed for the F-84F is 230 knots. A hook up can be made at 210 knots, but as the aircraft receives fuel and becomes heavier, it becomes increasingly more difficult to maintain position on the boom. This results in several disconnects and materially increases the time required to receive a full load of fuel. This speed differential, in my opinion, makes the KB-29 unsatisfactory for refueling the F-84F[107]. He recommended that a better tanker be furnished.

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107. 511th Ftr Bmr Sq, Ltr FBS/1, Subj: Report on TAC Film "Fighter and Ftr Bmr Operations," 22 Dec 54.

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The 511th received valuable training, i.e., IFR hook ups, bombing-gunnery-rocket missions, and long range navigation.

Early in August the Wing Operations and Training Officer requested the Wing Inspector to evaluate the Personal Equipment Training course conducted by members of the Physiological Training Unit and he reported that the course, in addition to the establishment of a sound Technical Order Compliance Program, in each Personal Equipment Section and an SOP or regulation clearly defining the duties and responsibilities of the Personal Equipment Officer, would be needed to correct the few inadequacies and/or unsatisfactory conditions that existed in some assigned units.

Lieutenant Colonel Augustus M. Hendry Jr, Operations and Training, recognized the value of this training and forwarded information on the subject to the Wing Materiel Officer[108], stating that the comments from the Air Inspector indicated that the training presented by the Base Physiological Training Unit was of value to personnel assigned to the Personal Equipment Section throughout the base and was expected to be instrumental in decreasing deficiencies existing in some Personal Equipment Sections.

All personnel assigned to Personal Equipment Sections were required by 405th Unit Training Program 40-10A to attend the course.

Recommendations concerned essential supply functions and implementation was necessary. A conference resulted between Personal

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108. Disposition Form, Subj: Personal Equipment Training, signed Brenckman, Hendry and Flygare, 12 Aug 54.

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KODAK SAFETY FILM

Equipment Sections, Group Supply Officers and the Wing Materiel Officer, It Col Gordon R. Flygare.

The purpose of the meeting was to discuss numerous recommendations for the improvement of supply and storage of personal equipment. During the meeting a list of T/O's pertaining to the care of personal equipment was given to those attending. In addition a list of recommendations for improvement of equipment was made and forwarded to TAC.

A survey of personal equipment sections revealed that the 345th Bombardment Group, Tactical, had published SOP's covering the use of equipment by drew members. However, there was no procedure published by squadron or group operations establishing responsibility for the over-all operation of the Personal Equipment Section.

The 405th Fighter Bomber Group had published a Standing Operating Procedure which was governed "supply-wise" by Air Force Manual 67-1. Base Flight then followed procedures outlined in Air Force Manual 67-1. The 48th Fighter Interceptor Squadron improved its Personal Equipment Sections by installing status boards for recording T/O inspections of equipment.

Tactical Air Command established a utilization requirement of 44 hours per week per electronic trainer in 1954. In addition, a utilization requirement of 25 hours per week per C-8 trainer was established. Reference 1st Indorsement TAC dated 14 May to letter Hq, USAF AFPTR-D, Subj: Reporting as Excess Certain C-8 Instrument Trainers, dated 28 April 54.

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Based on the above information, the monthly requirement was set as follows:

Required utilization of C-11 trainer 3 (C-11s) x 44 (hrs/wk) x 4.3 (wks/mo)	568 hrs
Required utilization of P-3 trainer 1 (P-3) x 44 (hrs/wk) x 4.3 (wks/mo)	189 hrs
Required utilization C-8 trainer 3 (C-8s) x 25 (hrs/wk) x 4.3 (wks/mo)	323 hrs

Note: Two C-8 trainers were declared surplus, but disposition instructions were not received.

The 405th Fighter Bomber Group and the 345th Bomb Gp were utilizing the C-11 trainers (electronic). All other personnel utilized remaining trainers. The 405th FB Group, 405th AB Group and 345th Bomb Gp were asked to approximate the average number of pilots that were available for duty throughout the month. On 14 July a check with the groups was made to determine the number of pilots actually assigned. Pilots indicated below are as reported:

	Avg No. Available for Duty	Total No. Assigned and Attached
405th FB Group	75	110
405th AB Group	90	98
345th Bomb Group	52	71

Based on the number of pilots available for duty in the tactical groups, the proportionate share of the 568 hours required C-11 utilization was as follows:

405th Ftr Bmr Gp	403 hrs
345th Bomb Gp	165 hrs

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Of the required 403 hours for the Ftr Bmr Gp 258 hours were scheduled; this was 145 hours short of meeting the proportional requirement for C-11 trainers. Of the required 165 hours for the 345th 172 hours were scheduled, seven hours over. To meet the required proportional utilization would require each available pilot of the Ftr Bmr Gp to get 5:37 hours per month and each available pilot of the 345th to get 3:17 hours per month. Pilots assigned to Base Flight were required to utilize the remaining P-3 and C-8 trainers. The total requirement for these trainers was 512 hours. This meant that each pilot would be required to get 5:68 hours per month.

The number of hours the electronic trainers were utilized is indicated below. This includes the number of hours the trainers were out for emergency maintenance which can be included to meet the requirement referenced in paragraph two.

	C-11	P-3
April	507 (332)	124 (90)
May	458 (321)	89 (68)
June	501 (353)	93 (82)

Figures in parentheses indicate number of trainer hours actually utilized by pilots.

The 48th Fighter Intercepter Sq was utilizing the C-11 trainers to a certain extent. Their use had been spasmodic, yet such use was counted in making up some of the other organizations cancellations.

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Discussion with Major Rose, TAC, indicated that Langley was not scheduled for additional C-11 trainers in the immediate future. He also indicated that the requirement on electronic trainers was based on a USAF requirement and didn't offer any encouragement about getting relief from the requirement until the USAF requirement is lowered. Correspondence requesting a reduced utilization requirement and reply thereto is included as a document[109].

The Base Instrument School conducted two classes of instruction during September with a total of 40 pilots attending. Two classes in October were attended by 25 pilots.

The Instrument Trainers were operated as follows: Instrument Flying Trainers included three type C-8, one type P-3, and three type C-11 trainers. Pilots flew the trainers for about 534:05 hours per month and made 293 GCA landings. Total time logged on all the trainers for a typical month was 731:05, including 68:00 for OJT and 129:00 for preflight and maintenance adjustments. There were 1,201:30 hours available and of this 44 percent was used and 670:00 was lost due to absentees, cancellations and no schedule. Bomb Trainers, two type A-6. Bombadiers used the trainers a total of 130:15 hours. Total time logged on the trainers for a given month was 16:00 including 10:00 for preflight and maintenance adjustments. There was 238:00 available and of this 48% was used and 123:45

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109. Hq 405th Ftr Bmr Wg, Ltr OT TNG, Subj: Instrument Trainer Util, 4 May 54.

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hours time was lost due to absentees, cancellations and no schedule. Dead Reckoning Trainer, one type C-2. There was no training requirements by using organizations for this trainer during the month of September[110].

In December, pilots flew the trainers for a total of 342:35 hours and made 229 GCA landings. Total time logged on all the trainers for the month was 505:05 hours, including 66:30 for OJT and 96:00 for preflight and maintenance adjustments. There was 662:30 available and of this 52% was used and 253:25 was lost due to absentees, cancellations and no schedule. Bomb Trainers, two type A-6. Bombardiers used the trainers for a total of 40:00. Total time logged on all the trainers for the month was 51:00 including 11:00 for preflight and maintenance adjustments. There was 157:00 available and of this 25% was used and 117:00 was lost duty to no schedule.

One Celestial Navigation Trainer[111] was used by Navigators and pilots 62:00 hours per month two students received training concurrently on most missions. Total time logged on the trainer monthly was 63:00 hours including 9:30 for preflight and maintenance adjustments. This trainer was available for operation 138:00 hours every month and of this was operated 53:30 hours for a total of 39% utilization; 84:30 was lost due to no schedule and cancellation.

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110. Operations & Training, 4405th Operations Sq, Ltr ABO, Subj: Hist Report for Sep, 5 Oct 54.

111. 4405th Operations Sq, Ltr ABO, Subj: Hist Report for Dec, 12 Jan 55.

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One Dead Reckoning Trainer, type C-2 was used very little for training.

During this reporting period the following contractor technicians worked with the Instrument Trainer Sections: Mr. C. D. Hitchock, the Link Aviation Inc, field service representative was present at this station the entire month of September; Mr. Edward B. Faber, Curtis-Wright Co field service representative was present from 6 through 23 December; Mr. Paul R. Hild, Curtis-Wright Co field service representative was present from 6 through 8 December 1954; M. J. McEvoy, Factory Representative for Curtis-Wright Co, Carlstadt, N. J. was present from 1 to 7 September; and Mr. R. Neddo, the Link Aviation Inc, field service representative, worked here from 28 to 30 September. Middletown Air Materiel Area personnel were here for repair and overhaul of one type C-8 trainer from 2 through 16 December 1954.

The annual encampment of the Virginia Division Civil Air Patrol was held at Langley from 31 July to 8 August and 14-22 August. Attendance was 400.

When the second encampment ended during the third week of August, the cadets reviewed the base parade, which honored Brig Gen Charles D. Jones, prior to the General's departure for Headquarters, USAFE. This was the final CAP encampment held at Langley during the summer of 1954. Cadets were briefed on the operations and functions of a large Air Force base, and were given rides in helicopters and firing practice on the Langley rifle range.

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The Commander issued a letter concerning success of the AFROTC Encampment which had also been held here from 21 June to 17 July[112].

Ten applicants for the Air Force Academy reported to the newly established AF Academy screening center at Langley on 25 October 1954 for processing. All applicants were congressional appointees, and all were civilians except one. Murl Estes, III, son of Col and Mrs Murl Estes of Langley, headed the list of appointees who reported.

Langley officials continued to assist in training of AFROTC students. A group of them from The Virginia Military Institute was provided air transportation, quarters and a tour in November[113].

Members of the 2d Tactical Depot Squadron conducted classes relating to special weapons for the 345th Bombardment Group, Tactical and the 405th Fighter Bomber Wing as part of their training during 1954.

Ten airmen and two WAF's from eight Langley units completed the first Auxiliary Fire Fighter's course at the fire house in October. The course covered eight weeks study.

The curriculum included chemistry of fire, structural fires, and oil and gasoline fires. The purpose of the course was to train large numbers of personnel in the squadrons, so they would be prepared in case of great emergency.

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112. Hq 405th Ftr Bmr Wg, Ltr OT TNG, Subj: 1954 AFROTC Encampment, 2 Aug 54.

113. Hq 405th Ftr Bmr Wg, Ltr AB/SA, Subj: Report of Visit, 3 Nov 54.

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The range facilities of Langley were used in training the 48th Fighter Interceptor Squadron during 1954. One of the phases of the training included a rocketry contest which was participated in by pilots of the 48th and others who were stationed with other squadrons having the same mission. The 48th at Langley, was host to interceptor flights from Dover AFB, Del., Newcastle AFB, Pa., and Andrews AFB, Md., for three days during the month this contest was held in October.

The 405th Field Maintenance Squadron set up an ideal measure to insure passive defense. In the basement of Building 117A, each assigned airman and officer had an individual bin, which was filled with defense equipment. A revised squadron defense plan was made up, and copies placed at conspicuous places throughout the organization. The squadron was briefed for two hours every month on the subject of passive defense.

Despite two weeks TDY the 511th completed 1,031 training hours for officers and 1,672 ground training hours for airmen.

Among those attending the Gunnery Instructors Course at Nellis AF Base, Nevada were: Captains Robert A. McCauley and Allen R. Keith. Lieutenant Edward R. Harris took the Atomic, Biological and Chemical course at Luke AF Base Arizona. Among Officers attending the USAF Instrument School at Tyndall AF Base, Florida were Lieutenants Homer A. Gonzales, Richard A. Lewis, Rolland S. Ash, Phillip D. Snyder, Marion B. Seithel, and Thomas A. Stopski. Some

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of the officers who graduated from the Forward Air Controller Course at Southern Pines, N. C. were 1st Lts Robert E. Sollman, William N. Clark and 2d Lts David Pearson, George A. Day and Harold E. Waddell.

Monthly flying included numerous bombing missions by the fighter squadrons to the range at Camp A P Hill, Virginia and IFR hook ups at designated rendezvous with the tanker. A redesignation of many secondary jobs to pilots created many new on the job training situations and imparted valuable experience to the operations section.

Captain Jess A. Wilson of the 405th Air Base Group attended a five day course of instruction in anti-submarine warfare at the Naval Air Station, Norfolk, Va. beginning 14 September. He was one of 24 Air Force Officers in the class. Others came from bases throughout the East and South. This was the first all Air Force group to attend the school which earlier accommodated none but Naval Officers.

Lectures included the elements of search and patrol; the characteristics of submarines; rockets and depth charge tactics; and new developments in Anti-Submarine Warfare.

As part of their studies, the 24 Air Force Officers were taken on tour of the Operational Control Center at the Headquarters of the Commander-in-Chief, U.S. Atlantic Fleet. They also visited a submarine and an aircraft carrier berthed at the Norfolk Naval Base.

Lieutenant Colonel Carey J. Anderson, USAF was senior officer in charge of the Air Force Officer students, said that the group was happy to have had the privilege of attending the Navy school.

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Captain J. A. Wilson and Captain E. C. Ellege, of the 405th AB Group attended Anti-Submarine Warfare School at the Norfolk Naval Air Station. The schooling lasted five days, and included such subjects as the elements of search and patrol, rocket and depth charge tactics, and new developments in submarine warfare.

The Base Film Library supplied training films daily to organizations throughout the base. The use is tabulated below:

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
No. of Showings	395	166	149	77	100	50	937
Attendance	17,975	10,080	11,813	2,620	1,900	4,213	48,601

The Flying Safety Officer Major Howard K. Carter, who was active during this reporting period, initiated Standing Operating Procedures early in the summer for unit surveys or visits, processing hazardous incident reports, reviewing accident reports by other than commanders and investigating and reporting aircraft accidents and incidents.

The Flying Safety Officer visited units of the 405th FB Group, the 4400th Combat Crew Training Group and its succeeding command, the 345th Bomb Group at times during this period to discuss crash barriers, liquid oxygen, and new aircraft accident prevention plans. He also checked and recommended a Standing Operating Procedure regarding management at refueling pits. The 2220th Field Printing Squadron was requested to make cards to put all vehicles on the flight line to show the meaning of light signals. The Flying Safety Officer visited the Flight Surgeon to request entry on flyer report

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concerning care of oxygen mask difficulties. Conferences were held with the supply officer in the Wing Staff Materiel Office regarding personal equipment difficulties. A discussion with the 345th Bomb Group, Tactical, with reference to training requirements for B-57 check-out, personal equipment difficulties, and aircraft maintenance problems, was held in July. He visited the 405th Fighter Bomber Group regarding run-ups, training programs, mobile control, and local flying area and approaches. He briefed the 405th Executive Officer on Flying Safety awards, food problems in the field, new aircraft training programs and personal equipment difficulties. He discussed with Commander Rohmer of the Naval Air Station, Norfolk, Virginia, their regulations for maintaining proficiency in accident reporting. Major Howard K. Carter, Flying Safety Officer often visited the 429th Air Refueling Squadron; 6520th Test Flight; 405th Fighter Bomber Group; 345th Bombardment Group, Tactical; and the Flight Surgeon in connection with flight safety activities. He also attended Flying Safety Meetings conducted for the 405th Air Base Group and the 500th Bombardment Squadron, Tactical. The Flying Safety Officer and Captain Daughaday, 1913 Airways and Air Communications Service Squadron devised a new grid map of the airfield to be used in crash and rescue activities.

At a Summer meeting of the Flying Safety Council Lt Col A. M. Hendry reported attending a hearing of the Washington Airspace Subcommitte at which the Langley-Norfolk plan had been approved

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and would be published at a later date with speed on procurement of equipment and necessary changes to be effected by CAA. In approximately six months, Langley was then expected to have more flexible operation under IFR conditions with a new jet departure, RAPCON to control inbound and outbound traffic and control of aircraft into Patrick Henry Airport, a holding stack over Yorktown, a homer beacon at Bacons Castle, Va. and a new jet penetration procedure from a homer located at Morrison, Va. All of these facets of the plan will necessitate letters of agreement with CAA.

The Recorder pointed out that no action had been taken on three proposals approved by the Council in May, namely, runway markers, installation of lights indicating runway 25 and the field lighting system. The President requested that minutes of the meeting show that construction work had not been done yet was approved by AIO on 5 May 1954 on the signs and within two weeks thereafter on the lights. He stated that, in the future, upon approval of minutes by the Base Commander, directives would be written to implement proposals.

Council was briefed by Colonel Hendry on the numerous complaints received from the local populace, both orally and in writing, along with newspaper editorials on low flying aircraft especially over Warwick, Va. It was pointed out that Base Regulation 60-1 stated that a right turn would be made immediately after takeoff on 17 and 7 to avoid congested areas. The Fighter Bomber

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Group representative stated that the F-84F encounters difficulty in complying with this. This subject was previously brought to the attention of all Group Commanders. Operations officers were reminded to caution pilots not to fly below 1,000 feet over civilian communities. The President stated he would check with the Information Services Officer on furthering the "education of civilians" program along this line[114].

Members of the Flying Safety Council were informed that Wing had submitted a request to Tactical Air Command for signs spaced 1000 feet apart at each runway to indicate the distances remaining. Runways 25 and 07 were to become all weather runways and painted as indicated in AFR 91-71. In the interim markers were being installed 500 feet from the end of each runway to serve as a reference for touchdown. Landings short of the markers were ordered to be written up by the Mobile Controller as short landings. The intent being to use the first 500 feet of the runway as an overrun. Failure to comply with procedures set forth in ER 60-1 for VFR traffic control by both tower personnel and pilots was reported. Jets were having difficulty going back up to 20,000 feet to start an approach to the base after shooting an ILS or GCA at Norfolk. Captain Daughaday reported jets were leaving the range not at 20,000 feet but as low as 6,000 feet, and mentioned that a broken antenna had caused some difficulty in making radio calls. The proposal that Smokey be moved to 10,000 feet was not favorably considered. Captain Becker reported

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114. Hq 405th Ftr Bmr Wg, Minutes Fly Safety Council, 11 Aug 54.

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the 1,500 feet traffic pattern results in aircraft having excessive airspeed on the downwing leg. He stated that speed brakes would help on the B-57's. Colonel Hendry stated that he would like the IP to remain at 20,000 feet until every one is fully indoctrinated in the procedure. He requested members to make this a matter of continued briefing. Captain Daughaday was delegated to report all discrepancies to units concerned. The Council was informed that the procedure was being watched very closely by Tactical Air Commander, along with the noise problem.

The Council discussed the crash barrier and ascertained that it was scheduled to arrive 1 November. It had not been erected though at the close of this period. A plan on instructions for installation was obtained from AMC by Lt Colonel Flygare[115].

In a discussion on the use of Edenton NC for transition purposes, Major Garvin pointed out that the Navy was limited in the number of available VHF frequencies which would require our VHF equipped aircraft to install their primary tower frequency. In addition, they use a circling traffic pattern that differs quite a bit from ours. He reported Edenton would require certain wreckage removal equipment for each type aircraft using the field and it would be necessary to take aircraft down for firemen to look over. Colonel Hendry stated that the Wing would take care of these two points. Members were informed Edenton would be made available

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115. Hq 405th Ftr Bmr Wg, Minutes Fly Safety Council, 17 Sep 54.

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to all organizations with the exception of those with F-84's and that permission had been obtained to go into the field on a local clearance. The president stated a letter would be forthcoming on ground rules, etc; after another survey of the field[116].

The Council was informed about a previous meeting held by Wing Operations with Unit Operations Officers on the VFR traffic pattern. It was felt that pilots should call the tower when turning initial approach during periods of low visibility and at nights although this call would not have to be acknowledged by the tower. The president stated this would be included in the new BR-60-1, VFR Traffic Pattern, which was being completely revised and should be in distribution the early part of January 1955. Major Howard K. Carter pointed out that a number of incident reports had been received stating that the tower was failing to acknowledge calls. Members were requested to warn their personnel that the tower would not answer a call unless the tower had requested the transmission.

The need for greater emphasis by unit commanders on ramp cleanliness was discussed. Damage due to foreign objects has necessitated a number of engine changes on F-84F's along with a decrease in the number of landings run on tires. The Base Operations Officer pointed out that particular attention should be paid to the areas between hangars which maintenance personnel were not keeping clean. By not removing bomb dollies, they were preventing use of

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116. Hq 405th Ftr Bmr Wg, Minutes Fly Safety Council, 20 Oct 54.

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sweepers in those areas. He informed members that the electro-magnet unit would not pick up nonferrous material. Members were directed to stress at Accident Prevention Meetings, especially to maintenance personnel, the importance of keeping their respective ramp areas clean and cleared of all loose objects[117].

Repeated complaints were made in 1954 by airline pilots to their Flight Safety Divisions, CAA, Air Transports Association and Airline Pilots Associations bringing considerable pressure to bear on the Air Force to restrict the speed of high speed aircraft at lower altitudes. Present plans for preventing mid-air collisions between aircraft in the 150K speed range and aircraft with the 500K range and above are no longer adequate. This difference of speed within a small area presents an unacceptable possibility of mid-air collisions. In order to reduce the possibility of a collision and increase the safety of flight, the following Langley policy was adopted: No aircraft will exceed 250 K indicated airspeed at altitude less than 4,000 feet while in the Norfolk Control Area (reference paragraph 125B, Radio Facility Chart), except in the Langley VFR approach or departure patterns or in a designated danger area. Commanders will insure strict adherence to this policy by all assigned and attached pilots[118].

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117. Hq 405th Ftr Bmr Wg, Minutes Fly Safety Council, 8 Dec 54.

118. Hq 405th Ftr Bmr Wg, Ltr OT OPS, Subj: VFR Speed Controls in Norfolk Control Area, 18 Oct 54.

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As a measure to improve safe flying conditions at Langley, definite routes to the Plum Tree Island Bombing and Gunnery Range were defined in August[119] and the drop zone area distinguished from populated areas on another map[120] which was distributed to all and incorporated in a base regulation.

The JATO jettison area is the Plum Tree Island Bombing and Gunnery Range was located three and one-half nautical miles northeast of Langley at approximately 37° N 76° 18' W, within Airspace Danger Area D-49.

The target area was that portion of the range immediately north of the range scoring towers located at the southeastern end of the range and scheduling of JATO take-offs had to be coordinated by the unit through Base Operations giving the type and number of aircraft and the take-off times.

During the hours when Plum Tree range was in operation, the control tower maintained contact with Plum Tree control and coordinated clearance of the range with the aircraft making jet assisted take-offs. During the hours when Plum Tree range was out of operation, the control tower exercised clearance authority in clearing JATO aircraft across the island for release.

Aircraft requesting taxi instructions had to advise the Langley tower that JATO was to be used.

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119. Map, Routes to Plum Tree Island.

120. Map, Limit of Danger Area.

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Primary runway for jet assisted take-offs was 07 and runway 25 was designated as secondary runway to be used only when weather, wing velocity and direction or other considerations made use of runway 07 inadvisable.

On take-offs to the drop area, particular care was required to avoid the town of Poquoson, Va.

The release of JATO bottles was accomplished over the drop zone at an indicated air speed of 200 - 250 knots and an indicated altitude not over 500 feet.

The Plum Tree JATO jettison area was lighted at night by a rectangle of approximately 30 flare pots, positioned on the beach midway between the range towers. Extreme care had to be exercised in orientation before release to insure that JATO racks dropped within the range.

FLYING SAFETY INVESTIGATIONS

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Major Accidents	2	3	4	5	0	4	18
Aircraft Incidents	1	0	0	1	4	0	6
Minor Accidents	0	0	0	1	0	0	1

At no time during Fiscal Year 1954 did aircraft accident rates exceed the average of Tactical Air Command. Flying time and aircraft accidents of Tenant Units was not considered. The preceding figures also do not coincide with the records that follow because

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there was a difference in consideration of types of investigations and dates of accidents and reports of investigations varied.

There were four accidents during December, yet the rate portrays only three as the type of the one experienced by the 429th Air Refueling Squadron was not ascertained. Flying time and aircraft accidents of tenant units were not considered. Total cost of accidents amounted to $1,501,012 this Fiscal Year. The cumulative rate for the period July - December was 45.0[121] as compared with 2 6.0 for the corresponding period of the previous Fiscal Year.

The 405th Fighter Bomber Group suffered two accidents without fatality in August, five in September with one fatality, four in October without fatality and two in December without death. The 4405th Operations Squadron acquired one accident in December with no fatality. Of the 14 accidents, three came from material failure or improper maintenance and eight were the result of pilot error. Three resulted from unknown causes.

Following is a brief report of the aircraft accidents pertinent to Langley during this period:

An F-94C aircraft based at Langley was totally destroyed, and its two occupants killed when it crashed in the water near Cape Charles, Virginia on 9 August. The cause could not be determined.

A transient F-94C landed with gear retracted in August, when its main gear would not extend. The pilot was not injured.

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121. Chart, Aircraft Accident Rate.

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An F-84F, assigned 509th Fighter Bomber Squadron, incurred a bent nose gear, cracked right and left wings and cracked fuselage on 9 August, when the pilot misjudged the high rate of sink just before rounding out and settled short of the runway. The pilot was not injured. The investigation board recommended that all pilots flying this type aircraft be instructed again on its landing characteristics.

An F-84F, also assigned to the 509th, suffered a damaged right wing and tip, nose wheel door and right aileron on 24 August. The pilot was uninjured.

Major Harry K. Evans, Commander of the 509th Fighter Bomber Sq, made a successful ejection from an F-84F over Charles City County, Va., on 20 September after the plane developed a severe vibration. The plane crashed in a cornfield about six miles northwest of Charles City and 15 miles east, southeast of Richmond, Va. As soon as word was received that the plane was down, five Navy and Air Force helicopters and a Navy patrol bomber began searching the area. Major Evans walked to a small inn and called Langley authorities about the incident.

On 7 September 1954, F-84F Number 52-6501, piloted by 1st Lt Lorenzo J. Daleo, 20157A crashed short of runway 25. The aircraft was totally destroyed and the pilot received fatal injuries.

The nose gear of an F-84F, assigned the 511th Fighter Bomber Squadron collapsed upon landing on 9 September. The pilot was not injured.

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An F-84F landed hard and short of the runway on 9 September at Oceana Naval Air Station, Va. The aircraft received substantial damage, but the pilot was uninjured. The aircraft was assigned to the 511th Fighter Bomber Squadron.

Later in the month another F-84F, assigned 509th Fighter Bomber Squadron, was totally destroyed. The pilot ejected, after indication of engine failure.

On 7 October 1954, F-84F 52-7023 ran off the end of the runway at Langley after a flame-out due to malfunction of the throttle control linkage. Pilot was Lt Thomas D. Mariner.

An F-94C aircraft was totally destroyed, and both members of the crew killed on 7 October. The aircraft was assigned 48th Fighter Interceptor Squadron.

While the 511th Fighter Bomber Squadron was at Eglin Air Force Base, Florida on 5 October an F-84F was substantially damaged. The pilot was not injured.

On 14 October 1954 at Eglin AFB, Fla. F-84F 52-7038, pilot Lt Richard P. Geron went off the end of the runway and collapsed the main landing gear.

On 19 October 1954, T-33A 51-8962 was involved in a minor ground accident. Lt Max O. Williams and Lt Frank Iamarino were pilots and upon starting the engine the nose gear collapsed, causing minor damage to the nose wheel doors, tip tanks and dive brakes.

An F-84F assigned the 510th Fighter Bomber Squadron received minor damage on 23 October.

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On 30 October 1954, F-84F 52-6510, pilot Lt Clyde W. Moore aborted from a flight to Eglin AFB, Fla. and returned to Langley AFB to land. External tanks were not jettisoned and upon touchdown the outboard tanks and pylons broke off and caught fire. The left tire blew out and the aircraft ran off the runway causing major damage to the wing and gear.

A civilian owned Piper Cub aircraft crash-landed in a tomato patch near Langley on 30 October after an H-19 had blown the Cub over. The H-19 flew by to observe the pilot's plight but could offer no immediate assistance. The pilot of the Cub was not injured.

On 1 November, an F-84F assigned to the 509th Fighter Bomber Squadron was involved in an incident, when the left pylon jettisoned. The cause was undetermined and the pilot was not hurt.

One smoke tank from the right inboard S-2 rack was missing when a B-26 landed on 2 November. The plane was assigned to the 500th Bombardment Squadron. The pilot was not hurt.

An F-84F, transient aircraft, was involved in a major aircraft accident when the pilot was forced to land at Langley with gear retracted because the left main gear would not extend. The pilot was not injured.

Two incidents were investigated involving a C-119 assigned 6520th Test Flight on 16 November 1954 and a B-29 on 21 November 1954. The B-29 was assigned to the 429th Air Refueling Squadron.

There were two more accidents while the 509th Fighter Bomber Squadron was at Eglin Air Force Base. Both accidents occured

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during the touchdown phase of landing. On 5 December a T-33A aircraft encountered a "porpoising" condition while landing at Eglin during the night hours. The "porpoise" resulted in major damage to the aircraft which included a sheared nose wheel. The investigation and report was handled by Eglin.

There was a major accident on 9 December 54 at Langley which involved an F-85F aircraft.

On 16 December a pilot who was attached for flying duty encountered jet wash just before touchdown in a F-84F, and blew a tire on touchdown. The pilot was unable to maintain control of the aircraft, and skidded off the runway resulting in major damage to the aircraft.

An incident occurred 19 December 1954 when an F-84F was struck by a bird and the canopy was shattered. The pilot landed without further damage to the aircraft or injury to himself.

Installation of telephone cable in the duct and manhole system for Langley AFB began on 3 November 1954 with the 4th Communications Construction Squadron of Warner Robins AFB, Georgia the responsible installing agency. By the end of November 17 per cent of the underground cable had been installed with all aerial cable around Big Bethel Lake to transmitter site in place. During December the majority of work was on aerial cable. By the end of the month work completed was as follows: 19 per cent of aerial cable in place, 17 per cent of underground cable laid and 18 per cent of entire cable project

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complete. Estimated completion date of Langley Telephone Rehabilitation is 30 August 1955.

The Bacon's Castle Homing Beacon located at Rushmore, Virginia was cancelled as far as the Air Force is concerned[122]. The current Norfolk Air Traffic Control Plan charges installation and operation of Bacon's Castle to the Civil Aeronautics Administration. All project action by AACS Wing Headquarters at Tinker AFB and by Langley AFB has been cancelled.

As of 31 December the Langley Radar Approach Control Facility was not yet fully operational. The fixed portion of the RAPCON was successfully flight checked in late November. However, the facility as a whole has not been flight checked and commissioned due to lack of backup equipment. Three AN/GRC-30 Radio Sets are required to put the facility into operation as a Class B RAPCON. To date only two sets are installed and operational. Installation of third AN/GRC-30 held up due to lack of radio crystals.

As early as September 1954 plans to increase the traffic handling capacity of the Langley RAPCON were well under way with Headquarters USAF, TAC and 405th Fighter Bomber Wing working hard to procure necessary equipment and other requirements for a Class A RAPCON. By late December with the help of 1800th AACS Wing and Commander Andrews AF Base most of the necessary equipment had been shipped and airlifted into Langley and allied power and cable

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122. Hq 405th Ftr Bmr Wg, Ltr OC COM, Subj: Hist for Nov and Dec 1954, signed Felkell.

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requirements set up. Installation of Class A RAPCON equipment will begin in January with estimated date of completion 1 April 1955.

Since the Langley communications facilities were being improved and expanded to accommodate greatly increased traffic it was necessary to increase funds for the purpose. The Jack Stone Company of Washington D. C. had completed installation of all conduits needed and the big task of installing wires, controls and hook ups continued. The Radio Approach Control Center (RAPCON) was taking shape and was listed under project 458 "all other" for funding.

The Jack Stone Co had completed installation of the power cable for the RAPCON system in July. The first three airmen for operation of RAPCON arrived from Tinker AFB on 14 July and work on the system began the same day.

The following categories constituted "all other": Communications, Contractual Services, Equipment, Awards, and FICA. An additional $2,000 per month will be required for the rental of equipment and service for the operation of the RAPCON Center. An additional increase in Communications is expected due to the anticipated installation of 400 new phones to be installed on Langley AFB during Fiscal Year 1955.

As of 31 August 1954, 91 percent of the entire duct and manhole system had been completed. Cable installation then began after the duct system was ready and had been accepted by the base.

The Radar Approach Control Installation was completed and installation inspection certificates accomplished for the control

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tower, AN/FPN-16 (Precision Radar), AN/CPN-18 (Search Radar) and the IFR Room (Control Center)[123].

Installation of cable for the illuminated key system telephones for Headquarters TAC was accomplished in August. Most of the necessary equipment for the key system had been received on the base and the installation was completed and put into operation in September.

The communications-electronics scheme for the Langley Instrument Landing System (ILAS) was published by Rome AF Depot, and a bill of materials for the facility received. Headquarters USAF approved request for immediate installation of the compass locator (part of the over-all instrument system).

Plans for a new telephone building were being drawn up by the US Army District Engineers of Norfolk, Va. and in addition Engineering at WRAMA planned to replace the present dial control office equipment (1,600 lines) with a complete new 2,000 line layout[124]. This was all planned to start in January. Estimated time for construction was one year.

The 4th Communications Construction Squadron, Flight "A", including two officers and 80 airmen from Warner Robins Air Force Base, Georgia, were attached to the 405th Communications Squadron for administration, quarters, and rations in October. One officer

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123. Hq 405th Ftr Bmr Wg, Ltr OC MGT, Subj: History for Aug 1954, signed Felkell.

124. Hq 405th Ftr Bmr Wg, Ltr OC COM, Subj: History for October 1954.

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and one airman were also attached from the 3d Radio Relay Squadron, Pope Air Force Base, North Carolina.

Interference had been reported several times on Channel "B" (126.18 MC) by the Langley Tower and at such times the Langley communications system was completely blocked. It was evident that lengthy conversations between Byrd Airport Tower and National Guard Aircraft rendered Langley service unintelligible. The problem was outlines in a letter[125] to Tactical Air Command in August. The interference was solved in the Fall when the Civil Aeronautics Authority caused the Byrd Airport Tower to stop transmitting on two or three frequencies at once.

While the 511th Squadron was on TDY at Eglin and had over 500 hours flying time, only one aborted sortie could be contributed to communication failure.

Communications sections packed and loaded on aircraft in six hours at Eglin. Upon reaching Langley, the shops were reassembled and made operational in less than eight hours. This accomplishment indicated cooperation by all assigned to the Communications Sections.

Normal preflight and postflight communications inspections were completed as required. The move to George AFB was accomplished with very satisfactory results. A minimum amount of time

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125. Ltr OC COM, signed Coker, Subj: Interference with Langley Approach Control Frequency, 17 Aug 54.

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was consumed in preparation for and during the move. Field level maintenance was performed on one UHF radio during the TDY at George AFB due to no facilities at that base for AN/ARC-33. Three installations of AN/APW-17A radios were completed on aircraft of the 511th requiring approximately 75 man hours.

Normal maintenance accomplished consisted of seven UHF malfunctions being repaired and put back into operation by the communications sections. Two major UHF failures were repaired after encountering some difficulty due to misprints in Republic Aviation Company's Tables of Equipment.

A requirement existed in July for five telephone pair wires between Langley Air Force Base and the Langley View Housing Area for use as emergency fire reporting and maintenance lines.

Captain Owen T. Felkel, the Base Communications Officer talked to Joseph Getsug and Roy C. Wilson of NACA relative to the possible release of five cable pair from their 16 pair cable which crossed the river between Langley Air Force Base and Langley View. Information received from Mr. Wilson indicated 14 of the 16 pair were vacant at that time, and no future use of these pair was forseen[126].

The request was approved and thus the 405th increased its telephone services without loss to NACA.

Late in the Summer special attention was given to replacement of electron tubes in APX-6 and ARC-33 communications sets as directed

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126. Ltr to Dr. Henry J. E. Reid signed Sams, 30 Jul 54.

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by Technical Order 16-1-249 and to the alignment of AN/ARN-6 as directed by a group letter.

Communications continued making acceptance checks on the radio equipment in the F-84F as the new aircraft were received, and a special project for communications was the installation of very high frequency Omni Range Equipment in several of the F-84F aircraft in preparation for the Bendix Race in the National Air Races.

A new mock-up was completed on the APW-11-A and some aircraft had the indicators and antenna for APW-11-A radios installed in them.

Plans were completed early for a fly-away radio parts bin for the trip to Eglin for the squadron on its gunnery mission there.

The communications section encountered several problems which had not been experienced previous to the gunnery mission.

Moisture in cannon plugs was a major problem and pointed out the need for a cockpit drain on the F-84F aircraft. It was also discovered that G-loads encountered in the gunnery pattern damaged cannon plugs and loosened wiring which was the source of most of the communication trouble during the Eglin AF Base gunnery mission.

The Communications Center for Alternate Headquarters of the Department of the United States Air Force which is being readied at Langley needed $33,500.00 in additional funds to purchase two 100 KW Diesel driven generator sets, two control switchboards, two fuel pumps and one 5,000 gallon fuel tank. Brief description of

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of conversion of the basement floor of Building Number 102 for housing Headquarters[127]. This will be utilized in event the Pentagon Building site in Arlington County, Virginia is rendered inoperative through disaster or armed conflict.

Concern was felt over vulnerability of communications and electronics facilities at Langley, in event of enemy attack. Accordingly a survey was made in 1954 to plan moves in event of such emergency.

The facilities and circuits, listed in letter from Major John M. Bruce to the Commander were protected and guarded but alternate circuits and locations were available when needed. Actions which might reduce susceptibility or liability to enemy attack were listed in the letter included as a document[128]. Actions to recover and consideration of camouflage were also mentioned.

A master telephone for use during search and rescue operations was installed in the dispatch section of Base Operations. It was designed for use when the Navy, Coast Guard, Marine Air Corps and Air Force were all cooperating in joint searching operations. The telephone net connected the Naval Air Station, Patuxent, Md., Naval Air Station, Chincoteague, Va., Langley AF Base, Naval Air Station, Oceana, Va., USCG Coordination Center, Norfolk, Va., the AC & W Unit

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127. SECRET Ltr BIE, Subj: Communications Center for Alternate Hq, LAFB Request, 22 Sep 54.

128. 29th Comm Sq, LAFB SECRET Ltr, Subj: Vulnerability of USAF Comm-Electronics Facilities, 18 May 54.

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of AF at Cape Charles Air Force Station, Va., the USCG Station at Elizabeth City, N. C. and the US Marine Corps Air Station at Cherry Point, N. C.

This telephone net was so installed that each outlet was equipped with a distinctive alarm which rang each time communications were established between any two activities connected to the loop. When it was desired to call a particular activity without sounding the general alarm, ringing the morse code equivalent as indicated above served the purpose.

The circuit was used for distress traffic only. The Coast Guard Coordination Center was charged with responsibility for enforcing circuit discipline at all times except when this responsibility was specifically delegated to another unit.

The physical installation of this emergency telephone net was complex and expensive. The Langley line was put into operation on 29 March 1954. Officials had the foresight to draw up standard procedures early in 1953, and Langley hooked on through a direct line with the US Coast Guard Coordination Center. This line was listed with the Chesapeake and Potomac Telephone Co. as GFC 1008.

The SOP for manning and operation of the net is appended[129].

During this period a civilian technician from the Radio Corporation of America, Mr. Thomas F. Doherty, conducted inspections and

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129. Standard Procedures for use during Joint Search and Rescue Operations, signed White.

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offered technical advice on the Ultra High Frequency communications equipment in combat aircraft of the 405th Fighter Bomber Group. He also conducted training of airmen on such equipment which required two hours per day and consisted of exercises in tuning receivers and transmitters.

One problem was solved[130] by Mr. Doherty when inspection between an antenna and coaxial cable in the cable near the antenna plug revealed a small break. Equipment had been changed five times because it would not transmit or receive properly above 25,000 feet but operated perfectly at low altitudes. Repairing the break corrected the trouble and eased the minds of all who had thought that the high altitude and consequent low temperatures might have been responsible.

During this historical period the 405th Fighter Bomber Group Intelligence was busy compiling data necessary for the execution of the group's mission in the event of open hostilities. The data consisted of maps, charts, navigational routes, and aids, ASR, radio facilities, inflight refueling stations, airfield information, and information on procedures required when entering a foreign country.

The Intelligence Office also actively participated in Phase I (Penetration) of "Operation Run-In," selecting target information and conducting briefings and de-briefings of the targets. Intelligence

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130. Hq 405th Ftr Bmr Gp, SECRET Ltr, Subj: Monthly Communications and Electronics Contractor Technician Report, 10 Nov 54.

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also became active in briefing and de-briefing minor missions run against area Army installations[131].

Intelligence conducted a squadron training program on survival, evasion and escape, prisoner of war interrogation, and other items of intelligence nature. The training was for the most part conducted during inclement weather when flying activities were necessarily curtailed.

Operations of the 429th Air Refueling Squadron, commanded by Captain Marvin Stowe, were carried on immediately after arrival of the KB-29 aircraft in October. The squadron commander requested waivers to permit assigned pilots to instruct and check out other pilots. Answer to this request indicated that conversion was already authorized[132].

This squadron completed its first "wet" fuel transfers at Langley AFB, then took off for St. Louis, Mo. to rendezvous with two F-84's. The "wet" transfer marked the final stage of the unit's training air refueling.

A total of 135 airborne refueling hook ups were make on the KB-29 during the month of September.

The Crash Rescue Boat Flight mission at Langley included searches over water under varying conditions and a survey was made[133] in

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131. History of 405th Ftr Bmr Gp, 1 Aug, 25 Oct 54.

132. 429th Air Refueling Sq, Ltr AR, Subj: Request for Waiver, 29 Oct 54.

133. Hq 405th Ftr Bmr Wg, CONFIDENTIAL Ltr OT OPS, Subj: Air Rescue Facilities (U), 15 Sep 54.

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September which included report of the extremes of conditions to be met in this valuable operation.

The usefulness of helicopters and boats was considered with difficulties encountered by each under varying conditions. Helicopters were ideal during daylight hours within a 50 mile radius, but hindrances to visibility in rain and fog limited use. At night their searchlights lasted only 30 minutes. Over water, at night at altitudes of 200 to 500 feet, helicopters were unsatisfactory because of drifting while trying to hover. When visibility was good helicopters rendered superb search service.

Crash rescue boats were quite useful and plied the waters adjacent to Langley on all search missions. After rescue the boats were valuable in salvage operations and members of the 16th Crash Rescue Boat Flight, at times practiced deep sea diving as a hobby. There was no authorization for divers or maintenance of equipment as this was considered to be a US Navy chore.

Recommendations in the survey included acquiring three helicopters and six modern boats to perform crash rescue services at Langley for any conceivable emergency under all weather conditions.

The Aerial Spray Flight which operated at Langley and flew to many other areas to kill insects from the air became a part of the 4405th Operations Squadron with establishment of that unit.

During August spraying of areas at Macon, Ga, Edgewood Arsenal, Md, Fort Dix, N.J, Patrick AFB, Fla, Tullahoma, Tenn, and MacDill AFB, Fla were accomplished.

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In September the following areas were sprayed: Shaw AF Base, S.C., Robins AF Base, Ga, MacDill AF Base, Fla, Tullahoma, Tenn, Orlando, Fla, Edgewood Arsenal at Aberdeen, Md, and San Salvador Island, Mayaguana Island and the Turks and Caicos Islands in the Bahamas.

Edgewood Arsenal, Md was sprayed again in October as well as Tyndall AF Base, Fla and Stewart AF Base, N.Y.

The Aerial Spray Flight participated in an exhibition of aerial spraying methods and equipment on 1 November. The purpose of this exhibition was for instruction of preventive medicine officers attending Preventive Medicine School at Walter Reed Army Medical Center, Washington, D.C.

The 2d Shoran Beacon Flight had detachments in line of flight to operate homing beacons for safe and sure navigating to and from Langley. These stations were inspected from time to time by communications personnel and the Commander of the 2d Shoran Beacon Flight, 1st Lt Frank W. Mann. Lt Mann inspected Detachment A on 22 September[134].

The first pilot to begin transition in the twin-jet RB-57, Reconnaisance Bomber, was Col John G. Napier, Group Commander, who was followed by the squadron commanders and operations officers. Each took up the duties of checking out the rest of the unit's pilots after learning.

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134. Hq 405th Ftr Bmr Wg, LO 743, 17 Sep 54.

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Colonel Napier, after logging a little time on the T-33, which arrived shortly before the new tactical bombers, flew his initial check flights with Capt Billy B. Campbell, who had arrived at Langley earlier from the 463d Bomb Gp at Shaw AFB, S.C.

Captain Charles Garvin, of the 499th Bombardment Squadron was more familiar with the aircraft than any of the other pilots here, as he had accumulated some 120 hours on the British "Canberra," the original production model of the plane.

Assignment of the RB-57's which will eventually be replaced with the bombardment version of the same craft, came almost simultaneously with the redesignation of the 4400th Bombardment Group as the 345th, a unit which wrote its own chapter in the history of aerial warfare, being popularly known during WW II as the "Air Apaches."

The original 345th, which was deactivated on 11 November 1954, just three years to the day after its original activation, scored three firsts, among other notable feats, being the first to process through Camp Stoneman, Calif for overseas assignment, flew the first low-level strafing mission in the Pacific (flying B-25's) and was the first bomb group to arrive in the Philippines.

The unit was awarded the Distinguished Unit Citation for its attack on Simpson Harbor, Rabaul, and also escorted the Japanese peace envoys to Ie Shima on their way to Manila for instructions from General of the Army Douglas MacArthur.

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In its new role, the 345th joined other units in TAC in field testing the B-57 on both flying and maintenance particulars as well as preparing for operation readiness.

All pilots flying the jets were under instructions to observe all actions in performance for the B-57 for use for the units now operating with the aircraft and for organizations that will use it in the future.

Cross country flying was limited to Warner-Robins AFB, Ga., and Shaw AFB, S.C., as they were the only two bases with parts and maintenance facilities for the aircraft.

The 345th Tactical Bombardment Group was awarded the US Air Force Flying Safety Award for its six month record of more than 10,000 accident free flying hours for the first half of 1954. The presentation of the impressive plaque was made to Col John G. Napier, Group Commander, by Brig Gen Edwin S. Chickering.

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

20 August 1954

GENERAL ORDERS)
NUMBER 17)

SECTION

ATTACHMENT OF UNIT I
ATTACHMENT OF UNIT II
ATTACHMENT OF UNIT III

I. ATTACHMENT OF UNIT.---Effective 23 August 1954, the 4405th Operations Squadron, having been attached to this Headquarters by Section II, General Order 56, Headquarters Tactical Air Command, this station, dated 13 August 1954, is further attached to Headquarters 405th Air Base Group for administration, including assignment and promotion of personnel, logistic support and operational control.

II. ATTACHMENT OF UNIT.---Effective 23 August 1954, the 16th Crash Rescue Boat Flight is relieved from attachment Headquarters 405th Air Base Group and attached to 4405th Operations Squadron for administration, including assignment and promotion of personnel, logistic support and operational control.

III. ATTACHMENT OF UNIT.---Effective 23 August 1954, the 4424th Helicopter Flight is relieved from attachment to Headquarters 405th Air Base Group and attached to 4405th Operations Squadron for administration, including assignment and promotion of personnel and logistic support. Operational control remains with the Commander, 405th Fighter Bomber Wing.

BY ORDER OF THE COMMANDER:

HERBERT C PINKERTON
Capt, USAF
Adjutant

OFFICIAL:

RICHARD G. COKER
CWO, USAF
Asst Adjutant

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HEADQUARTERS
TACTICAL AIR COMMAND
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 47)

6 July 1954

SECTION
DUTY ASSIGNMENT-Announcement.....I
TABLE OF DISTRIBUTION AUGMENTATION.....II
ACTIVATION OF UNIT.....III
ATTACHMENT OF UNIT..... IV

SECTION I

COLONEL JAMES B TIPTON 1854A United States Air Force this Headquarters is assigned additional duty as Assistant Chief of Staff, Tactical Air Command effective 1 July 1954.

SECTION II

Pursuant to authority contained in Air Force Regulation 20-52, the following Table of Organization unit is authorized a table of distribution augmentation at Biggs Air Force Base, Texas effective 1 July 1954:

	T/DA NO	AUTHORIZED STRENGTH		
		OFF	AMN	CIV
1st Tow Target Squadron	2-55	0	33	0

SECTION III

1. Pursuant to authority contained in Headquarters USAF message AFOMO-O 41419, 1 July 1954, the following unit will be activated at Langley Air Force Base, Virginia, effective 19 July 1954:

		AUTHORIZED STRENGTH	
UNIT	T/O COMPOSITION	OFF	AMN
429th Air Refueling Squadron Fighter-Bomber	1-1191,1 Apr 53, 1 X Part II	52	179

2. The following UAI and BAL numbers have been assigned to this unit:

UAI	BAL
55	3368

3. Personnel will be furnished from sources under the control of the Commander, Tactical Air Command.

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4. The above is a Category B unit and is authorized UEE,BSE, and FSE, as listed in the MEAL. UPREAL'S or UME column of UAL'S as applicable, will be prepared on Columns 3A, B, and C of MEAL and above T/O composition. (ECL 20-00-37, Set, Air Refueling Squadron, Flight Line Maintenance (KB-29) is authorized in lieu of ECL 20-00-30, Set, Combat Flight Line Maintenance (Medium Bomb/Reconnaissance Reciprocating Engine).

5. Precedence category for the above unit is established as indicated in current issue of USAF Operating Program-Priorities; any change will be reflected in subsequent issues of this publication.

SECTION IV

Upon activation, the 429th Air Refueling Squadron, Fighter-Bomber, is attached to the 405th Fighter Bomber Wing, for operational control, logistical support, and administration, including the assignment and promotion of personnel.

BY ORDER OF THE COMMANDER:

OFFICIAL:

E K WARBURTON
Brigadier General, USAF
Chief of Staff

MELVIN H IRVIN s/t
Lieutenant Colonel, USAF
Command Adjutant

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B-Plus
2-MO, TAC
5- Unit Concerned
2-SU

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 11)

26 July 1954

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of 405th Fighter Bomber Wing, Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL CHARLES D. JONES.

s/t BURTON K. SAMS
Colonel, USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

26 July 1954

GENERAL ORDERS)
NUMBER 7)

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of Langley Air Force Base, Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL CHARLES D. JONES.

Burton K. Sams

BURTON K. SAMS
Colonel, USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 14)

2 August 1954

RESUMPTION OF COMMAND

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of 405th Fighter Bomber Wing, Langley Air Force Base, Virginia.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

2 August 1954

GENERAL ORDERS)
NUMBER 8)

RESUMPTION OF COMMAND

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of Langley Air Force Base, Langley Air Force Base, Virginia.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

5 August 1954

GENERAL ORDERS)
NUMBER 15)

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of 405th Fighter Bomber Wing, Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL CHARLES D. JONES.

s/t BURTON K. SAMS
Colonel, USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

5 August 1954

GENERAL ORDERS)
NUMBER 9)

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of Langley Air Force Base, Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL CHARLES D. JONES.

s/t BURTON K. SAMS
Colonel, USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 16)

11 August 1954

RESUMPTION OF COMMAND

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of 405th Fighter Bomber Wing, Langley Air Force Base, Virginia.

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

11 August 1954

GENERAL ORDERS)
NUMBER 10)

RESUMPTION OF COMMAND

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of Langley Air Force Base, Langley Air Force Base, Virginia.

Charles D. Jones
CHARLES D. JONES
Brig. Gen., USAF
Commander

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Armed Forces Sports Almanac Off The Press

New York (AFPS)—Want to know what team won the All-Army baseball championship last year? Maybe you'd like to know who the players were on the 1953-1954 AFPS All-Star Service teams.

The answers to these and many other questions can now be found in the *Armed Forces Sports Almanac*, the first book of its kind.

The handy sports reference guide, by Col Charles O. Kates, lists the names of more than 40,000 service athletes. It covers 15 basic sports, records and standings of over 3,000 service teams.

It took almost two years for research specialists to compile the information contained in the 577-page book. Published by the Military Service Publishing Co., in Harrisburg, Pa., the Almanac is planned as an annual publication.

Deshefy Beats Suffolk In NEAFC Opener 4-0 In First Flyer Start

by George C. Mourkas
Flyer Sports Editor

Washington, D. C. (Special) — The Langley Flyers waxed enthusiastic after their 4-0 shutout over the Suffolk County AFB nine at Andrews early this week — a beautiful two-hit whitewash by newcomer Elmer Deshefy.

The classy righthander, appearing on the mound for the first time for the Flyers, allowed a single to Gil Kalavba in the first and a duplicate scratch single to Randy White in the final frame.

The performance of Deshefy gave manager Craeg Lyons a beautiful outlook on life as he planned to start Ward Filley on Tuesday against Washington National Airport. Filley was scheduled to go four innings and retire in favor of Dick Barrall to preserve one or both for duty against Andrews or Dover on Thursday, Lyons said.

Wednesday was slated an off-day.

Big gun in the Monday contest for the Flyers was second baseman "Red" Martin with a single and a double, with one run batted in. He was the only Flyer to get more than one hit.

Most productive was Dick Weidman with a two-run double. Harry Darden's long single scored the locals final tally.

Deshefy in his first-class performance struck out six while walking only two, as he allowed no Suffolk runer to advance beyond second base. At no time was there more than one New Yorker on base at a time.

Tourney Briefs: Gabby Gomer, returning to the Flyer baseball wars after a two-month layoff, tied into the horsehide solidly in the Sufolk County game all four times at bat, though he had only one belt to fall in safe territory. He played at his old third base position . . . After the Suffolk County contest, the working officials, charged with selecting the "Most Valuable Player" in the tourney, all cast votes for both Martin and Deshefy . . . By the time the Flyer goes to press, it will be known whether or not Flyer manager Craeg Lyons was looking too far ahead in figuring his pitching rotation to include two starters, anticipating the games with Andrews and Dover a couple of days hence . . . Over the weekend, the tournament players were the guests of the Washington Senators at Griffith Stadium for the Sunday contest against the Chicago White Sox . . . Whether for the good or bad of the players concerned, seven major league scouts were on hand during the tourney competition to take possibly a general look around, but the word had it that they had their collective eyes on Ward Filley and Harry Darden, two boys that have been making themselves noticed around this neck of the woods all summer . . . On Monday night, tournament officials at Andrews threw a shindig for all of the competing players. There were no fines levied for breaking training.

AF Lists New Change On Using Ball Players

Washington (AFPS) — Air Force Hq has issued an interim change to AFR 34-37 of Aug. 14, 1953, regarding the policy on using a baseball player on the National Defense List in National baseball tournaments.

The change reads: "When competing in National baseball tournaments held within the territorial rights of a minor league professional baseball club, Air Force baseball teams using a player or players being carried on baseball's National Defense List are required to obtain permission from the minor league team involved before such player or players may participate."

THE FLYER SPORTS

Cizarek Hurls 4 Games In 2 Days As Flyettes Bow To Andrews 12-7

Jane Cizarek, the Flyettes one and only pitcher in last week's the Andrews nine, who went on three innings found her serving

48th Ftr Host At Rocket Meet

The 48th Fighter-Interceptor Sq will be host organization for the coming rocketry competition of units of the 4710th Defense

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NEAFC WAF Softball Tourney played at Westover AFB, pitched four games in two days and belted three triples, one with the bases loaded as the Langley gals won their first two games and dropped the last two to be eliminated from the conference meet. She was the only Flyette hurler to make the trip.

The Langley pitcher, the only local gal to be voted to the tournament's All-Star squad, held a six run lead in the fifth frame against Andrews AFB in their third contest, but simply tired out completely as Andrews tied up the count in their half of the same inning and added five in the sixth and a single tally in the seventh to drop the Flyettes from the undefeated ranks.

This game was the clincher for both teams had two won and none lost records going into the game.

The first game, which found Langley squeezing past Otis AFB, Mass., in a slugfest 14-13, saw Cizarek blasting a two out, bases loaded triple to break up a 5-5 tie and put the locals ahead to stay for her first tourney win.

In the second contest, played just two hours later, she outlasted the Camp Kilmer attack to notch her second victory 17-16 to set up the Langley-Andrews contest the following day.

Against the eventual winners, Cizarek's teammates gave her the aforementioned six-run lead, but the gal didn't have the strength to cope with the fresh supply of ballplayers thrown at her by the Andrews group, and the last big guns. The Washingtonians used three pitchers against Langley in their 12-7 win.

On Friday afternoon the irongal toed the mound for the fourth time in two days against the Westover AFB nine and made them go eight innings for a 12-10 victory, in what must have been anti-climax for all concerned.

Westover then played Andrews in the finals — their fourth game in a single day — after being refused a day of rest by tournament officials, in what might well be an unprecedented occurence in WAF softball tournament play.

Andrews went into the tournament loaded for bear as far as quantity is concerned, carrying eight pitchers on their roster.

All-Stars' Pitchers Allow 5 Hits In 3 Tourney Games - Lose Two

Jim Phillips made his season's pitching record 24-0 in the first game of the recent NEAFC Softball Tourney at Mitchel AFB, when he set down the Andrews AFB nine 3-0 on just two hits. He struck out thirteen, in the only contest that the Langleyites captured in the double elimination meet.

In the next pair of contests against Bolling AFB and Suffolk County AFB, Charles Seaborn and "Red" Armand combined to give up only one hit in 12 innings but the locals dropped both games by scores of 2-1 and 2-0. Seaborn threw a one-hitter and struck out sixteen Bolling batsmen, but some erractic fielding allowed a pair of runs and the margin of difference.

Armand ha a no-hitter going in the fifth inning against the New Yorkers, when he put two men on base with a base on balls and a fielding error and manager Nolan Spencer pulled Phillips in from his left field position to face the next batsman.

Phillips allowed a late-swing double down the left field line to score both base runners, thereby providing the winning margin in the eliminating contest.

The awesome power of the Langley bats was not productive — producing only nine hits, three by Dallas Brown, in the three tilts — so the exceptional hurling went for naught.

"It was one of those things", said Spencer after the club returned early this week, "we were on the wrong end of the breaks, starting when (Charley) Braswell broke his finger in the first game and I had to catch the rest of the way."

The Langley nine—made up of the All-Stars selected after the completion of the intra-mural season — was the only representative group that had not played a regular game together prior to going to the meet.

The other entries had all played twenty games or more before setting out for the tourney.

"A good eample", continued Spencer, "was when a baserunner was thrown out a home when Phillips lay down a perfect two-strike bunt — he thought the squeeze sign was off when the count reached two strikes."

This is a specialty of Phillips' — bunting the third strike, but the baserunner happened to play in the base American League and Phillips in the National, consequently, he wasn't aware of the possibility of the third-strike bunt.

Incidentally, two of the longest drives of the three games were off the bat of versatile Phillips—both traveling over 300 feet, but both falling into the gloves of deep-playing outfielders.

"One thing," concluded Spencer, "I'm going to do everything I possibly can net year to have a base softball team for at least a good part of the season, so we can at least start even with the rest of the NEAFC entries."

Spencer had nothing but praise for all concerned — particularly for Charley Braswell and Jim Kelly, both of whom were injured during tourney play. Braswell, as was mentioned, broke his finger in the first game, and Kelly injured his knee sliding into second base in the second game, stretching a single into a double.

"Wait'll next year!" quoth Spencer.

Wing, scheduled for late September or early October, according to squadron commander Major Royal E. Koons. The meet will last for one week.

The 48th has already started its squadron competition, firing practice rockets, to determine the squadron representatives in the five-squadron tests. Competitive missions will average three days per week in addition to the normal alert duties of the organization, Major Koons said.

Each of the five squadrons, flying F-94C and F-86D aircraft, will enter two crews to determine the "hottest" unit in this very active defense wing.

Geo. Wash. U. Registration Opens Monday

Fall registration for classes at George Washington University will be open from August 30 through September 10. Classes will begin the week of September 13, and will be held Mon.-Wed., and Tues.-Thurs. nights.

The tentative list of subjects are: English Grammar and Composition, English Literature, Algebra, Analytical Geometry, U.S. History, European History, French, Spanish, Public Speaking and Psychology.

The schedule of classes will be published soon.

The results of an Educational Interest Survey may add other classes to the list.

The College of William and ary and the University of Virginia programs will be announced in mid-September.

High School courses will be organized on the basis of the Educational Interest Survey, with classes scheduled to begin early in October.

SCUTTLEBUTT

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Audio-Visual System Operating At Langley AF Base Hospital

The Executone Audio-Visual Nurse Call System now operating at Langley Base Hospital expedites liaison between nurses and patients.

When a patient needs the aid of a nurse, he presses a bedside call button which automatically illuminates a white dome light in the corridor over the patient's room or ward; sounds a chime at the nurses control station; illuminates an annunciator signal light on nurses control station, which identifies origin of call; sounds a buzzer and illuminates a light on the duty stations and illuminates a white indicator light (where provided) on patients station, so that the nurse upon answering the call from the corridor, knows immediately which patient called.

To accept a call at the control station the nurse depresses the selector button next to the annunciator signal light, presses the privacy bar to talk and releases to listen. At the conclusion of the conversation, she depresses the stand-by button unless other calls in the group are registered. Depressing a selector button does the following: connects nurse's control station to patients bedside station. At conclusion of conversation, patient's bedside call button does not require reset by patient or nurse. Extinguishes dome light in corridor over patient's room or ward. Extinguishes annunciator signal light on nurses control station. Extinguishes light and cuts off buzzer at dut ystation. Illuminates red privacy light at patient's bedside station.

A nurse may answer calls in any order she deems necessary. Each signal light remains on until the call is answered. As each call is answered, all signals pertaining to that call are cancelled. Calls coming in while nurse's station is in use are registered by light only so that the chime does not disturb conversation.

. . . Bedside Call Button In Use . . .

Sq Activated . . .

(Cont'd from page 1, col. 5)

flying gas stations.

Officers assigned in addition to the commander are: Capt Horace Cutler, adjutant; Capt John Morello, operations officer; Capt W. W. Nester, engineering officer, and Lt Harmon, flying safety officer, plus T/Sgt James Kyper, first sergeant.

The student engineers, some of whom arrived at Langley many months ago with tentative assignments to the tanker unit and some who are newly assigned from other bases and organizations, have been taking ground school instruction from Smith and Clark while waiting for the assignment of their aircraft.

Some are being assigned from other organizations on the base and some are coming from other Air Force bases.

The two engineering instructors are the only flight personnel assigned to the squadron who are thoroughly checked-out on the B-29 panel, Smith having recently returned from duty with the Air Weather Service, flying polar weather missions, and it will be their job to prepare the student engineers for their duties when operations begin.

From Capt Stowe comes the hearty congratulations for a job well done, to the two men who set up the supply department in the squadron, S/Sgt's Thomas Johnson and John Guthrie.

"Everyone knows", quoth the captain, "the job that it is to set up supply in a new organization, and these two men have gotten tremendous results in the short time we have been operating."

As of this time, the men of the [illegible] have made themselves busy

. . . Hospital Sewing Group . . .

The Officers Wives Club Hospital Sewing Group is busily engaged in mending and sewing linens and clothing at Lawson Hall for the Langley Base Hospital. Pictured from left to right: Mrs. H. S. Coad, Major Mary E. Hoadley, coordinator; Mrs. A. V. Endress; Mrs. A. C. Thompson, chairman; Mrs. C. C. Clement, Mrs. E. E. Kirk and Mrs. C. K. Moore.

Camp Closes . . .

(Cont'd from page 1, col. 2)

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Langley was responsible for quarters, feeding and linen laundry for the cadets, all of whom paid their own travel and incl-

Newly Activated 4405th Opns Sq Now In Operation

The 4405th Operations Squadron, with Major Paul Sims as commander, started operating in Barracks 1332 last Monday.

The activation of the new squadron was a result of the reorganization of the 405th AB Gp, as a result of which the new squadron emerged, responsible for all activities related to flying,

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. . . Bedside Call Button In Use . . .

Captain Beryl B. Ward, surgeon, observes as patients A/3C Fred Hoffman (center) and A/2C George Allen notify nurses that their presence is desired by utilizing the bedside call button of the Executone Audio-Visual Nurse Call System.

. . . Executone Control Station . . .

First Lieutenant Suszanna Noble, at Nurse's Control Station, operates the Executone, the Audio-Visual Nurse Call System installed at the base hospital. Major Mary E. Hoadley, chief nurse observes the operation of this practical installation.

Laffs

(AFPS)

Moe: "What would you do if there were no women? Who would sew your buttons on?"

Joe: "If there were no women we wouldn't need any buttons."

"Would you come to my aid in distress, soldier?"

"Honey, I'd come to you in any old dress."

"My son just graduated from agricultural college."

"Did he win any honors?"

"Yes, he was voted the most likely to sack seed."

"I'm sorry," said the elevator girl. "Did I stop too abruptly?"

"Oh, no," said the disgruntled passenger, "I always wear my pants down there."

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"Everyone knows", quoth the captain, "the job that it is to set up supply in a new organization, and these two men have gotten tremendous results in the short time we have been operating."

As of this time, the men of the 429th have made themselves busy in the organization of the orderly room, supply, operations and engineering, as well as in the construction and setting up of the ground school classes such as they are.

Sometime this week, Langley personnel were scheduled to get their first look at a KB-29P tanker, as one of the aircraft of the 420th Air Refueling Squadron at Alexandria AFB was scheduled to stop in to take a load of fuel to the refueling points of the Langley entries in the Bendix Air Races. The aircraft will not be refueled in the air.

Crusade Against . . .

(Cont'd from page 1, col. 3)

have been adorning the vehicles of the 48th personnel in ever-increasing numbers since the beginning of the campaign are awarded when the driver signs the "Crusade Against Accidents" pledge — which 98 percent of the unit members have already done. The goal is of course 100 percent.

In order to get the sticker, the squadron personnel must agree to the provisions of the pledge which are as follows:

"I personally pledge to conduct myself in a safe manner at all times.

"I give this promise in seriousness and earnestness, having considered fully my obligation to protect my life and the lives of my fellow men.

"I pledge myself to advance the "CRUSADE AGAINST ACCIDENTS" in all possible ways . . . while driving, working, participating in sports, and while vacationing. Also, by talking safety to my family and friends."

The 48th F-I Sq is pointing to a top spot in the EADF standings on accidents in competition against all other units of that headquarters.

The campaign covers accidents of all types.

The Officers Wives Club Hospital Sewing Group is busily engaged in mending and sewing linens and clothing at Lawson Hall for the Langley Base Hospital. Pictured from left to right: Mrs. H. S. Coad, Major Mary E. Hoadley, coordinator; Mrs. A. V. Endress; Mrs. A. C. Thompson, chairman; Mrs. C. C. Clement, Mrs. E. E. Kirk and Mrs. C. K. Moore.

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Langley was responsible for quarters, feeding and linen laundry for the cadets, all of whom paid their own travel and incidental expenses for the summer tour.

Ten senior CAP members were present with the Virginia cadets as well as several Air Force Reserve officers who were on active duty for the period.

With the eighteen days of encampment for both groups now finished, Col Cutting said that every officer and airman attached to the 405th AB Gp deserved the highest praise for his hard work. "Our men worked literally day and night", the colonel said, "and made these two summer encampments an unqualified success. Long hours of hard work, many of them spent after normal duty hours, were necessary to complete the many arrangements necessary," he said. "I want to take this opportunity to express my heartfelt thanks to every person who worked with me on these projects."

The Virginia CAP cadets left Langley with an increased knowledge of the how's, why's, and wherefore's of the operation of a large Air Force base and all were determined to repeat their visit next summer.

Col Kay Sells . . .

(Cont'd from page 1, col. 3)

eration Bootstrap" and received his degree in English from Denver University.

Still success eluded the colonel, and he was pretty much in the dumps with his inspiration at a low ebb until he entered and won the Base and then TAC Short Story Contests two years ago. He repeated again this year.

During the intervening year his success fired him with a renewed vigor and ambition, and he again started submitting manuscripts to the publishers.

A week ago today the colonel received a letter rom the News Editor of *The Country Gentleman* accepting his story and notifying him of the fact that his check was in the mail.

Perseverance, tenacity, practice, and a good background paid off, for the check amounted to a considerable sum, closer to $1,000 than $750.

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The 4405th Operations Squadron, with Major Paul Sims as commander, started operating in Barracks 1332 last Monday.

The activation of the new squadron was a result of the reorganization of the 405th AB Gp, as a result of which the new squadron emerged, responsible for all activities related to flying, flying training and aircraft maintenance, with the 16th Crash Rescue Boat Flight and the 44-24th Helicopter Flight attached for administrative purposes.

Maj Sims

The following personnel have been assigned: Captain Walter B. McDonald, adjutant; 2d Lt Robert D. Benya, personnel officer and ass't adjutant; 1st Lt Robert R. Sayers, supply officer; M/Sgt Elmer J. Hallock, first sergeant, and T/Sgt Elroy A. Cramer, sergeant major. Phones: 4109, 5150, 4111.

St. Peter challenged the Devil to a game of baseball, claiming that all the great baseball players were up in heaven. "You'll lose," the Devil said, "you won't stand a chance."

"And why not?" asked St. Peter.

"Well," replied the Devil, "we have all the umpires down here."

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Langley's New Commander

Brigadier General Edwin S. Chickering, recently deputy for operations, Hq Ninth AF, Pope AFB, N. C., assumed command of Langley AFB on 20 August. He succeeded Brigadier General Charles D. Jones, who was assigned as chief of staff, Allied Air Forces, Northern Europe, with headquarters in Oslo, Norway.

Going Over The Hill Costs Plenty

You never quit paying for "going over the hill". You don't when the AWOL results in either a bad conduct or a dishonorable discharge.

The day that a man goes out of the Air Force with a bad conduct or dishonorable discharge imposed by a general court-martial he begins to discover what he's lost.

In the first place he gets no mustering-out payment and no pay for accrued leave. And it doesn't take him long to learn that he's not going to get any of the benefits under any of the laws administered by the Veterans Administration. The loss of some of these benefits can hurt. Maybe

The Inquiring Reporter

What do you think of the Air Force's Contemplated Plan to issue shorts, helmets and short sleeve shirts with jackets next year?

Photos by T/Sgt Higgins

A/1C ROBERT COHEN, Hq TAC—"The idea is very sensible for areas where tropical weather is prevalent. However, in most parts of the ZI the wearing of shorts, etc., might tend to take some of the dignity away from the Air Force."

A/1C IRVIN L. MARLER, 500th Bomb Sq—"It would be a great advantage, especially to personnel stationed in warm climates where khakis are now being worn. They would in most cases tend to increase the number of personnel wearing the uniform off-base due to its comfort."

CAPT JOE HUGHES, 405th F-B Wg—"I think the reason that men started wearing long pants is to cover up their scrawny legs, consequently, I don't see any sense of changing the present custom. If we all had well-turned calves, it would be allright."

OWC Operates Welfare Groups For Base People

The Officer's Wives Club Hospital Sewing Group meets each Thursday morning at Lawson Hall to mend and sew linens and clothing for the base hospital.

Actually there are several groups within the Officer's Wives Club. They are separated into groups which are named after the sections to which their husbands are assigned. For exampit, the ladies in adjoining picture are wives of officers assigned to TAC Materiel. Then there are the wives of TAC Personnel, 405th M & S Group, etc., a total of 52 groups. Smaller sections are combined to make a group and they take their turns as groups in numerical sequence aiding the hospital.

Each group has a chairman who notifies the members when their turn is due. The general chairman for the project is Mrs. A. C. Thompson. She in turn works in conjunction with Major Mary E. Hoadley, chief nurse at the hospital and coordinator with the Officer's Wives Groups.

Welfare Committee

The Officer's Wives Club also has a Welfare Committee, of which Mrs. A. A. Beckner is chairman and Mrs. J. V. Ulrich is assistant chairman.

The committee provides emergency baby sitters for young children admitted to the hospital, when a parent is unable to be present. Often after an operation it is requested that the parent or parents remain with the child for 24 hours. If this should prove impractical, the committee provides a baby sitter to take the place of the parent. This service applies only to patients in the hospital.

(These are but two of the many groups within the Officer's Wives Club which give unselfishly of their time and labor for the common good. Ed.)

Ernie Rudy Orch At Officer's Mess

Ernie Rudy and his orchestra will play at the Officer's Mess, Sunday evening September 12, featuring Chubby Silvers, comedy TV star; Don Rogers, the handsome redhead; The Three Merry Men, and The Rudy Choir.

... Debra At Base Theater ...

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eligible for VA administered education and training, loans, unemployment compensation, hospitalization, pension for non-service-connected disability, and a dozen other VA benefits.

He gets the same brush-off by certain other Federal agencies. He's not eligible for re-employment benefits in either Federal or private employment. He's not eligible for Social Security benefits nor for unemployment compensation.

If he is able to get a job with the Government, he's not eligible for the Civil Service preference that most veterans get. But he probably won't have to worry about this. His chances of going to work for the Government are pretty slim anyhow with a bad conduct or dishonorable discharge on his record. He'll also find that most other employers won't be much interested in giving a job to a man with his kind of military record.

And he'll probably find that to get certain benefits — bonus, employment preference, tax benefits, etc. — from his home State he must have a record showing "service with honor" or "satisfactory service".

He's in bad all around and his record follows him wherever he goes. It's attached to his name throughout his lifetime — long after he would like to somehow make up for it, rid himself of it, and strike it from his memory.

Perhaps his greatest loss is the respect of his friends and relatives, and worse, his own respect for himself.

If you konw someone who thinks that going AWOL is worth what he'll pay for it if he gets a bad conduct or dishonorable discharge, put him straight. Tell him what he stands to lose. If you persuade him to think it over, you will have done him a supreme favor.

A/3C JODY MANDELL, 4412th WAF Sq—"Having seen the British in their uniforms, I think the men look silly. They look like something out of this world. It's too bad they don't make a cooler uniform for the WAF's to wear, such as the Marines and WAVES wear."

Base Theater Schedule

Fri, 27—"New Faces" (T) (F) — Eartha Kitt.

Sat, 28—"The Gambler From Natchez" (T) (F)—Dale Robertson, Debra Padget.

Sun, 29 and Mon, 30—"Sabrina" (F) — William Holden, Audrey Hepburn.

Tue, 31—"The Diamond Wizard" (F)—Dennis O'Keefe, Margaret Sheridan.

Wed, 1—"Home Of The Brave" (F)—Frank Lovejoy, Lloyd Bridges.

Thur, 2—"The Robe" (T) (F)—Victor Mature, Jean Simmons

Photo courtesy of 20th Centruy-Fox

Lovely Debra Paget will be seen opposite Dale Robertson in "The Gambler From Natchez" in Technicolor at the Base Theater tomorrow night.

THE FLYER

The *Langley Flyer* is an official Air Force newspaper published weekly by and for the personnel of Langley Air Force Base, Virginia. The *Langley Flyer* receives AFPS material. AFPS material appearing herein will not be reprinted without written permission of Armed Forces Press Service, 641 Washington Street, New York 14, New York. Opinions expressed herein do not necessarily represent those of the Air Force.

Base Commander — Brig Gen Charles D. Jones
Information Services Officer — Capt Gregory H. Oldenburgh
Editor — M/Sgt John Schneider
Associate Editor — T/Sgt Thomas N. Thompson
News and Sports — A/2C George C. Mourkas

Editorial offices of the *Langley Flyer* are located in the Office of Information Services, Bldg. T-343, telephone 6117, 2-2170.

OFFICERS CLUB

Fri, 27—Happy Hour. Sports Clothes Dance with Al Camut and Orchestra, 2000-2400.

Sat, 28—Informal Dance. Music by Bill Clement, 2100-2400.

Sun, 29—Family Dinner, 1200-1700. Drinks half-price, 1800-2000. Music by The Clubmen, 2000-2300.

Mon, 30—Filet Mignon or T-Bone Steaks featured for $2.00. After dinner play bridge in the Williamsburg Room or enjoy the music of the Hammond Organ at the Bar.

Tue, 31—Bingo with over $300 in cash prizes. Three giant jackpots - $500 each at 2030.

Wed, 1—Jamboree with The Clubmen, 2000-2300. Free wine with Home-Style Spaghetti.

Thur, 2—Free Beer at 1700. Dixieland Jazz by The Ttilgate Ramblers, 2000-2300.

NCO CLUB

Fri, 27—Members Night with free beer and food.

Sat, 28—Dance to the music of Al Camut, 2100-0100.

Sun, 29—Dance to free music on the Juke Box, 1800-2200.

on, 30—Open House.

Tue, 31—Bingo, 2000. Door prize drawing.

Wed, 1—Family Special, Chicken-N-Basket—75¢, 1800-2000.

Thur, 2—NCO Wives' Business Meeting, 1900.

SERVICE CLUB NO. 1

Fri, 27—"Sock Hop" Dance with The Clubmen.

Sat, 28—TV and Games.

Sun, 29—Coffee Call, 0900-1100. Tour to Jamestown at 1300.

Mon, 30—Buffet Dinner with Special Music.

Tue, 31—Open House.

Wed, 1—Fights on TV and Games

Thur, 2—Bingo.

SERVICE CLUB ANNEX

Fri, 27—Grab Bag Contest.

Sat, 28—Picnic at Colonial Park.

Sun, 29—Snack Time and Recordings.

Mon, 30—Truth or Consequences.

Tue, 31—Dance Night.

Wed, 1—Pay Day Dance with the Skyliners.

Thur, 2—Bingo with cash prizes.

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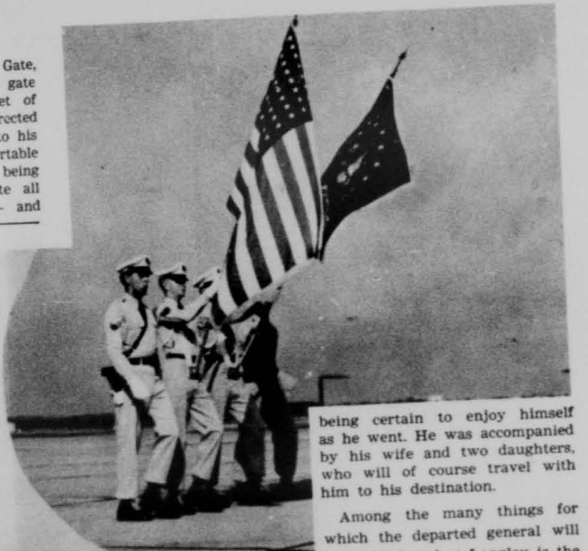
Langley Bids Last Farewell To General Jones



Brigadier General Charles D. Jones, Langley commander since February, 1951, watched the troops of this base pass in review for the last time last Saturday, prior to his departure for his new assignment in Oslo, Norway, as Chief of Staff, Allied Air Forces in Northern Europe. His new assignment places him as chief of staff to Major General Homer L. Sanders, former deputy chief of staff for operations, TAC.

General Jones is replaced by Brig General Edwin S. Chickering, who assumed command last Friday.

The former Langley head man took his place on the reviewing stand with the troop commander, Col John Napier, commander of the 345th Bomb Gp (Tac) for his final look at Langley personnel, and immediately afterwards

ment.

When passing the Main Gate, his car was held up at the gate and he was handed a set of "bogus" orders, which directed him, in effect, to proceed to his new assignment in a comfortable and leisurely manner — being sure to see and appreciate all that was around him — and being certain to enjoy himself as he went. He was accompanied by his wife and two daughters, who will of course travel with him to his destination.

Among the many things for which the departed general will be remembered at Langley is the continuing and progressive program that he conducted in making this possibly the most beautiful Air Force base in the land. Among the most thankful are the vehicle drivers on the base, who — particularly in the past few months — finally have at least an even break in getting a parking place somewhere in the vicinity of their destination.

(General Jones' background has been repeatedly reported in local news media since the word arrived of his assignment, and

THE FLYER

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VOL. 16 LANGLEY AFB, VIRGINIA — 27 AUGUST 1954 NO. 22

said his last official farewells to his brother officers at a reception at the Officers Club, from whence he departed for his new assign-

space forbids us to reaccount it here. We are sure, however, that we join the rest of the base in wishing him a most happy and successful future. Ed.)

Last CAP Cadet Camp Closes At Langley - Kids In Review

The second, and final, nine-day Civil Air Patrol summer encampment at Langley was terminated last Saturday as the assembled cadets reviewed the base-wide parade held in honor of Brigadier General Charles D. Jones, departing base commander.

The two hundred CAP cadets, all from Virginia squadrons, were at Langley from the 14th to the 21st and operated on a comprehensive training schedule that included, among many other items, a ride in the helicopters of the 4424th Helicopter Flight, visiting demonstrations of fire fighting equipment, firing practice on the Langley range, lectures on military courtesy and discipline, and visits to all of

(Cont'd to page 4, col. 4)

. . . CAP Cadets . . .

Captain Arthur C. Freeman, USAFR attached to CAP, explains the nomenclature of a B-26 twin-engined bomber to some Norfolk, Va. CAP cadets at their summer encampment last week. Left to right, they are Cadets Raymond Tice, Ann Lucy, Frank Hinkle, Bruce Turner, Paul Bogard, Captain Freeman, Cadets Douglas McCloud, Hartwell Coke and William Wood.

Col Kay Sells Yarn To 'Country Gent'; First In 15 Years

Until two years ago, Lt Col Kenneth E. Kay, executive officer of the 405th M & S Group, had just about given up hope of ever becoming a successful fiction writer.

The colonel's desire to write dates back to his adolesence and he has pursued his ambition through the intervening years with dogged perseverance, preparing himself educationally as time progressed. While in the service he took advantage of "Op-

(Cont'd to page 4, col. 4)

48th F-I Sq In Drive Against Accidents; 98 Percent Sign

The 48th Fighter-Interceptor Sq, in conjunction with the Eastern Air Defense Force-wide safety campaign, has been running the "Crusade Against Accident" program since August 1, and to date, there has not been an accident chalked up against the organization during that period, according to Maj Royal E. Koons, commander of Langley's ADC unit.

The program, which covers all organizations in EADF is aimed at educating all personnel in ground safety.

The bumper stickers which

(Cont'd to page 4, col. 3)

429th A.R. Sqdn. Activated -- Capt Marvin Stowe In Command

The 429th Air Refueling Sq (Fighter-Bomber) has been recently activated at Langley, with Captain Marvin Stowe assigned as commander.

Still in its infancy, with just a nucleus of personnel assigned, the squadron is awaiting assignment of KB-29P tanker aircraft to begin the in-flight training of flight engineers and boom operators, according to T/Sgt Hubert Smith, who, with M/Sgt Norman Clark, will act as one of the flight engineer instructors.

Few of the student engineers have much practical panel experience on B-29 aircraft, so a complete course of flight training is in the offing before the unit can be completely operational in the

(Cont'd to page 4, col. 3)

. . . Makes Warrant . . .

WOJG John F. Gaillard (left) of the 2nd Weather Group, receives congratulations from his commander, Col Anthony T. Shtogren, after the promotion of the new warrant officer from master sergeant. He is a ten-year veteran of the Air Weather Service, and will be assigned duties as Plans Officer of the weather group.

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Definitions of abbreviations are contained in JANAP 169, September 1953.

DEPARTMENT OF THE AIR FORCE
WASHINGTON

SPECIAL ORDERS)
NUMBER 152)

6 August 1954

* * * * * * *

4. BRIGEN EDWIN S CHICKERING, 1474A, is rel from asg Hq Ninth AF, TAC, Pope AFB, Fort Bragg, NC, from dy as DepAst COFS, Opr, TAC; asg Hq 405th Ftr Bom Wg, TAC, Langley AFB, Va, rept NLT 20 Aug 54 for dy as Comdr, 405th Ftr Bom Wg, TAC. DALVP. TPA with 1 day tvl time auth. If POV is not used, tvl time w/b the time of the carr used. WP. PCS. TDN. 5753500 548-131 P 531-02, 03 S 99-999. EDCSA: 20 Aug 54.

* * * * * * *

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

OFFICIAL:

N. F. TWINING
Chief of Staff, United States Air Force

"DAF SEAL"

K. E. THIEBAUD
Colonel, USAF
Air Adjutant General

THIS IS A TRUE COPY:

A. G. WHITLEY
Captain, USAF

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 18)

23 August 1954

ASSUMPTION OF COMMAND — Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of 405th Fighter Bomber Wing, Langley Air Force Base, Virginia, effective this date.

Edwin S. Chickering
EDWIN S. CHICKERING
Brig. Gen., USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 11)

23 August 1954

ASSUMPTION OF COMMAND---Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of Langley Air Force Base, Langley Air Force Base, Virginia effective this date.

Edwin S. Chickering
EDWIN S. CHICKERING
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 19)

30 September 1954

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of 405th Fighter Bomber Wing, Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL EDWIN S. CHICKERING.

Burton K. Sams
BURTON K. SAMS
Colonel, USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

30 September 1954

GENERAL ORDERS)
NUMBER 12)

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of Langley Air Force Base, Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL EDWIN S. CHICKERING.

Burton K. Sams
BURTON K. SAMS
Colonel, USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 20)

2 October 1954

RESUMPTION OF COMMAND -- Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of 405th Fighter Bomber Wing, Langley Air Force Base, Virginia.

Edwin S. Chickering

EDWIN S. CHICKERING
Brig. Gen., USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

2 October 1954

GENERAL ORDERS)
NUMBER 13)

RESUMPTION OF COMMAND — Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of Langley Air Force Base, Langley Air Force Base, Virginia.

EDWIN S. CHICKERING
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

24 November 1954

SUBJECT: Letter Orders 935

TO: Personnel Concerned

1. FNO ORG:INDC this STA WP on or ABT 28 NOV 54 on TDY for APRX ten (10) days from Langley AFB VA to Long Beach CALIF for the PURP of attending B-66 Staff Orientation CTSE NR SM 0108 conducted by Douglas ACFT CORP RPT NLT 0800 HRS 30 NOV 54 to AF Plant Representative OFF Douglas ACFT CORP---DPUO. UCWR proper ORG this B for DY. TVL by MIL ACFT directed if available. TVL by COML air, rail and/or bus AUTH. OFF cleared for access up to and INC TOPSEC.

BRIG GEN EDWIN S CHICKERING, 1474A HQ 405th FBOMWG
LT COL AUGUSTUS M HENDRY JR, 8645A HQ 405th FBOMWG
CAPT WILLIAM R BECKER, A02079678 HQ 345th BOMGRU (TAC)

2. TDN B&F Control NR 1256 5753400 064-4100 P443-02-03 S22-606.

3. AUTH: AFR 35-52, TACR 35-8, LTR MP-O-3 HEDTAC 25 SEP 54 SUBJ: B-66 Staff Orientation CRSE & MSG GTA 0765J HQ TTAF 22 SEP 54.

BY ORDER OF THE COMMANDER:

RICHARD G. COKER
CWO, USAF
Asst Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

29 November 1954

GENERAL ORDERS)
NUMBER 21)

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of 405th Fighter Bomber Wing, Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL EDWIN S CHICKERING.

Burton S. Sams
BURTON S. SAMS
Colonel, USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

29 November 1954

GENERAL ORDERS)
NUMBER 14)

Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby assumes command of Langley Air Force Base, Langley Air Force Base, Virginia during the temporary absence of BRIGADIER GENERAL EDWIN S CHICKERING.

Burton K. Sams
BURTON K. SAMS
Colonel, USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

6 December 1954

GENERAL ORDERS)
NUMBER 23)

RESUMPTION OF COMMAND --- Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of 405th Fighter Bomber Wing, Langley Air Force Base, Virginia.

EDWIN S. CHICKERING
Brig. Gen., USAF
Commander

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HEADQUARTERS
LANGLEY AIR FORCE BASE (TAC)
Langley Air Force Base, Virginia

6 December 1954

GENERAL ORDERS)
NUMBER 15)

RESUMPTION OF COMMAND --- Under the provisions of paragraph 4, Air Force Regulation 24-1, the undersigned hereby resumes command of Langley Air Force Base, Langley Air Force Base, Virginia.

EDWIN S. CHICKERING
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

6 July 1954

GENERAL ORDERS)
NUMBER 9)

STAFF ASSIGNMENTS____ LIEUTENANT COLONEL AUGUSTUS M HENDRY JR, 8645A Headquarters 405th Fighter Bomber Wing, this station is assigned as Wing Operations and Training Officer effective 1 July 1954 vice LIEUTENANT COLONEL MARTIN P CRABTREE, 3631A relieved.

BY ORDER OF THE COMMANDER:

HERBERT C PINKERTON
Capt, USAF
Adjutant

OFFICIAL:

RICHARD G. COKER
CWO, USAF
Asst Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

SPECIAL ORDERS)
NUMBER 127)

3 July 1954

1. COL DONALD A BACCUS, 4009A is REL from ASGMT & DY w/HQ 405th FTR BMR GP this STA (TAC) ASG HQ 405th FTR BMR WG this STA (TAC) w/DY as Special ASST to COMDR 405th FTR BMR WG RPT NLT 6 JUL 54. NTI.
EDCSA: 6 JUL 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HERBERT C PINKERTON
Capt, USAF
Adjutant

HERBERT C PINKERTON
Capt, USAF
Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 10)

23 July 1954

STAFF ASSIGNMENTS. CAPT FRANK E JOHN, 1559 3A 405th Installations Squadron 405th Air Base Group this station is assigned as Installations Engineer Vice MAJOR ALBERT G HAMEL, 9877A 405th Installations Squadron 405th Air Base Group relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

s/t HERBERT C PINKERTON
Capt, USAF
Adjutant

RICHARD G. COKER
CWO, USAF
Asst Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

30 July 1954

GENERAL ORDERS)
NUMBER 13)

STAFF ASSIGNMENTS. CAPTAIN GREGORY H OLDENBURGH, A0558631 Headquarters, 405th Fighter Bomber Wing, this station is assigned duty as Information Services Officer, effective 1 August 1954.

BY ORDER OF THE COMMANDER:

HERBERT C PINKERTON
Capt, USAF
Adjutant

OFFICIAL:

RICHARD G. COKER
CWO, USAF
Asst Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

3 December 1954

GENERAL ORDERS
NUMBER 22

STAFF ASSIGNMENT - CHAPLAIN (MAJOR) HAROLD T WHITLOCK, 18797A this headquarters is assigned as Staff Chaplain.

BY ORDER OF THE COMMANDER:

HERBERT C PINKERTON
Capt, USAF
Adjutant

OFFICIAL:

RICHARD G.COKER
CWO, USAF
Asst Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

SPECIAL ORDERS)
NUMBER 181) EXTRACT

17 September 1954

1. PARA 6 SO 174 this HQ CS pertaining to FNO 429th AREFS this STA to proceed on TDY to Randoloh AFB TEX for the PURP of attending ADV FLY Medium BOMB CONV CRSE NR 123100C is AMND to INC "CRSE NR 54-R RPT NLT 0800 HRS 23 SEP 54" & further AMND to INC "Duration of CRSE six (6) WK."

2ND LT THEODORE R BUCK, A0302544l
2ND LT RUFUS W MEWBORN, A0302547O
2ND LT THOMAS F KENNAN JR, A0302546S
2ND LT HORACE R FURLOUGH, A0302545l

2. FNO 4405th OPR SQ this STA are APT Certifying OFF for the PURP of authenticating Military Pay Orders for FLY pay:

MAJ PAUL SIMS, A0730976
CAPT GEORGE L VEIX, A0705457
CAPT JESS A WILSON, A0209359S

3. CAPT HARRY R DEXTER, A0774054 HQ 405th FTR BMR WG this STA is DSG Approving AUTH for the COMIR in cases involving Dropping of Accountability UP SEC 11 VOL VI AFM 67-1 1 JUL 54 vice CAPT JACK R PHILLIPS, A0775714 HQ 405th FTR BMR WG REL.

4. CAPT HARRY R DEXTER, A0774054 HQ 405th FTR BMR WG this STA is APT Surveying OFF and Reviewing AUTH for RPT of Survey emanating from the AF Development FLD OFS. AR & DC AF-2020-SO Supply ACCT vice CAPT JACK R PHILLIPS, A0775714 HQ 405th FTR BMR WG REL. AUTH: LTR AF Development FLD OFS Representative AR & DC SUBJ: Processing RPT of Survey 4 DEC 52 & 1st IND HQ AR & DC & 2d IND HQ TAC 6 JAN 53.

5. CAPT HARRY R DEXTER, A0774054 HQ 405th FTR BMR WG this STA is DSG APT AUTH for RPTS of Survey arising within HQ SQ SEC 405th FTR BMR WG & ATCH units except HQ 345th BOMB GP (TAC) vice CAPT JACK R PHILLIPS, A0775714 HQ 405th FTR BMR WG REL.

6. CAPT HARRY R DEXTER, A0774054 HQ 405th FTR BMR WG this STA is DSG Approving AUTH for Certificates of Breakage IAW PARA 8 SEC 2 VOL IV AFM 67-1 1 JUL 54 as AMN 15 JAN 54.

7. PARA 4 SO 147 this HQ CS pertaining to Base Equiping Review BD is AMND as follows:

DELETE: CAPT JACK R PHILLIPS, A0775714 HQ 405th FTR BMR WG (Recorder)
ADD: CAPT HARRY R DEXTER, A0774054 HQ 405th FTR BMR WG (Recorder)

8. CAPT HARRY R DEXTER, A0774054 HQ 405th FTR BMR WG this STA is APT WG Surveying OFF for the PURP of reviewing and controlling RPT of Survey. AUTH: PARA 3 SECT 6 VOL VI AFM 67-1.

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Extract PARA 1 thru 15 SO 181 HQ 405th FTR BMR WG Langley AFB VA 17 SEP 54 (CONT'D)

9. PARA 6 SO 35 this HQ CS pertaining to Langley AFB Nursery Council is AMND as follows EFF 16 SEP 54:

DELETE: CAPT ROBERT A FRANK, A0791582 345th BOMB GP (TAC)
MSGT CHARLES C HAMILTON AF6645833 HQ 405th AB GP (SCTY)

ADD: MSGT CHARLES C HAMILTON, AF6645833 HQ 405th AB GP
SSGT CAROLINE J SWARTZ, AA906546 HQ 405th FTR BMR WG

10. CFM VOC 10 SEP 54 A/2C HARLEY G WEIDNER, AF16397210 499th BOMB SQ (TAC) this STA is terminated from SEP RAT EFF 10 SEP 54.

11. TSGT ORVILLE B HILTERBRANDT, AF35132904 is REL from ASG w/4427th RDGL Test FLT this STA (TAC) ASG; 450th FTR BMR WG Foster AFB TEX (TAC) RPT NLT 2400 HRS 20 OCT 54. 23 DALVP AUTH. TPA w/7 days TVL time AUTH. If POV not used; TVL time w/b the time of common carrier used. WP. PCS. TDN B&F Control NR 0842 5753500 (3267-9) 078-2000 P531(10)-02-03 S38-608. EDCSA: 1 OCT 54. AUTH: AFR 35-59 & LTR HQ TAC MP-A-1 SUBJ: RSGMT of AMN.

12. PARA 12 SO 180 this HQ CS pertaining to SEP RAT of TSGT HARVEY J YOST, AF14289027 1913th AACS as reads "EFF DATE: 16 AUG 54" IATR EFF DATE: 4 AUG 54".

13. CFM VOC 14 SEP 54 A/2C ROBERT R ADAMS, AF15462821 405th MTR VEH SQ this STA is terminated from SEP RAT EFF 14 SEP 54.

14. MAJ RAY H DEEM, 0R, 15416A Armed Forces Staff College Norfolk VA (ATCH HQ 405th AB GP for FLY) is APT OPR OFF for Armed Forces Staff College Norfolk VA.

15. LT COL ROBERT L COX, 5970A Armed Forces Staff College Norfolk VA (ATCH HQ 405th AB GP for FLY) is APT ASST OPR OFF at Roanoke VA for the PURP of approving ADMIN cross country FLT from that STA.

BY ORDER OF THE COMMANDER:

HERBERT C PINKERTON
Capt, USAF
Adjutant

OFFICIAL:

RICHARD G. COKER
CWO, USAF
Asst Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

SPECIAL ORDERS)
NUMBER 181) 17 September 1954

E X T R A C T

16. CAPT DANIEL E WILCHER, AO2072933 HQ 405th FTR BMR WG this STA is ATCH HQ 405th AB GP this STA for FLY DY only.

17. SSGT FLOYD R GUESS, AF18270418 4427th RDGL Test FLT this STA is promoted to GR of SSGT (PERM) w/date of rank 1 JUN 52. AUTH: AFR 39-29.

18. CFM VOC 10 SEP 54 A/2C BYRON B ROSS, AF19359269 405th INSTL SQ this STA is terminated from SEP RAT EFF 10 SEP 54.

19. CFM VOC 16 SEP 54 A/3C BOBBY L HATFIELD, AF25114261 405th MTR VEH SQ this STA is terminated from SEP RAT EFF 16 SEP 54.

20. CFM VOC dates INDC FMA ORG INDC this STA are AUTH to live off B and RAT SEP UP AFR 24-1:

	EFF DATE
MSGT HILLIE E RICE, AF6956547 48th FTR INTCP SQ	16 SEP 54
MSGT RAYMOND S KITCHENS, AF13090900 48th FTR INTCP SQ	10 JUL 54
TSGT RUDOLPH MONTGOMERY, AF18121054 429th AREFS	24 AUG 54
A/1C RAYMOND W LEWIS, AF7005871 429th AREFS	16 SEP 54
A/1C DONALD R BRADY, AF18423410 429th AREFS	20 AUG 54
A/1C JOSEPH A TURNER, AF14411203 429th AREFS	22 AUG 54
A/2C WILLIAM E ROBERTS, AF17382216 405th COMM SQ	28 AUG 54
A/2C FELIX C SHOFFNER, AF16235537 429th AREFS	1 SEP 54
A/2C DANA R HAWKS, AF12414115 429th AREFS	1 SEP 54
A/2C FRANK H BAKER JR, AF13434403 429th AREFS	1 SEP 54
A/2C SAMMIE DUNN, AF18418491 429th AREFS	21 AUG 54
A/2C DALE E DIEDE, AF17371655 429th AREFS	21 AUG 54

21. A/3C REINER B PAUST, AF16473035 having been ASG this WG from 3657th BAMILTRARON 3650th BAMILTRAGRU 3650th MILTRAWG ATRC Sampson AFB NY per PARA 25 SO 216 HQ Sampson AFB & 3650th MIL TNG WG ATRC Sampson AFB NY is further ASG HQ 405th AB GP this STA. NTI. EDCSA: 20 SEP 54.

22. SSGT ALOYS G RATERMAN, AF57500486 having been ASG this WG from 2267th PERPRON CONAC Camp Kilmer NJ per PARA 21 SO 113 2267th PERPRON 2225th PERPGRU CONAC Camp Kilmer NJ 13 SEP 54 is further ASG 4427th RDGL Test FLT this STA. NTI. EDCSA: 19 SEP 54.

23. TSGT THOMAS R STRONG, AF15018092 having been ASG this WG from 7012th PERP USAFE 7100th SPT WG APO 69 per PARA 6 SO 170 that HQ 2 SEP 54 is further ASG HQ 345th BOMB GP (TAC) this STA. NTI. EDCSA: 1 OCT 54.

24. A/3C BRUCE L WARE, AF15519722 having been ASG this WG from 3404th STU SQ ATRC Keesler AFB MISS per PARA 7 SO 180 HQ Keesler AFB & 3380th TECH TNG WG ATRC Keesler AFB MISS 9 SEP 54 is further ASG 405th FTR BMR GP this STA. NTI. EDCSA: 22 SEP 54.

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Extract PARA 16 thru 25 SO 181 HQ 405th FTR BMR WG Langley AFB VA
17 SEP 54 (CONT'D)

25. CFM VOC 14 SEP 54 SSGT WILLIAM A ROSEMEYER, AF16355874 4405th OPR SQ this STA is terminated from SEP RAT EFF 14 SEP 54.

BY ORDER OF THE COMMANDER:

HERBERT C PINKERTON
Capt, USAF
Adjutant

OFFICIAL:

HERBERT C.PINKERTON
Capt, USAF
Adjutant

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HEADQUARTERS SQUADRON SECTION
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

PERSONNEL ACTION MEMORANDUM) 5 August 1954
:
NUMBER 59)

1. CFM VOC 26 JUL 54, MSGT GEORGE FORD JR, AF6944457, this ORG, this STA, is placed on SD with HQ TAC for a period of nineteen (19) days. AFSC 64173. AUTH: Ltr fr HQ TAC, SU-E, Subj: Temporary Duty, Airman, dated 23 Jul 54.

2. **MSGT RICHARD H RYAN**, AF12749O1, this ORG, this STA, (PAFSC 72170), is REL from DY with O&T SEC (A-4) and RSG DY with OIS SEC (A-1) with DAFSC 72171 Wing Historian. AMN will not OJT. UAFSC will not change.

3. SSGT WILLIAM F BLACKWELL, AF13385419, this ORG, this STA, (PAFSC 83170), is ASG DAFSC 83150 M/R Auditor (STAT SVC DIV, A-2) changed from 83170 Aircraft Reports Supervisor (STAT SVC DIV, A-2). UAFSC will remain 83170.

JOE B. HUGHES
Captain, USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

OT-TNG 8 NOV 1954

SUBJECT: General Military Training

TO: Commander
405th Air Base Group
Langley Air Force Base
Virginia

1. A review of the Form 53, Troop Training Report, for the 405th Air Base Group Headquarters Squadron Section indicates abnormally low attendance at both passive defense training programs conducted during October 1954. The average attendance reported was 49%.

2. Request this headquarters be advised by indorsement reasons for low attendance.

3. The Form 53's for 405th Communications Squadron, 4405th Operations Squadron and 405th Air Base Group Headquarters Squadron Section indicate weekly Information and Education programs were conducted. The weekly Information and Education hour has been replaced by a monthly commanders call.

4. Request the Form 54, Troop Training Report, for the above units be reviewed and if the training reported is in error, corrected forms be submitted to this headquarters.

BY ORDER OF THE COMMANDER:

RICHARD G. COKER
CWO USAF
Asst Adjutant

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Hq 405th Ftr Bmr Wg, OT-TNG, Subj: General Military Training

ABOT (8 Nov 54) 1st Ind

HEADQUARTERS, 405th Air Base Group, Langley Air Force Base, Virginia

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

1. Headquarters Squadron Section, 405th Air Base Group is composed of personnel assigned to Base Billeting, Personnel Services, Officer and NCO Clubs, Ground Training, Base Small Arms Range, Post Office, Separation Center, Purchasing and Contracting and various additional sections having base duties.

2. To achieve maximum attendance would necessitate closing down sections listed above which are charged with the majority of Langley Air Force Base housekeeping functions.

3. Form 53's for 405th Communication Squadron and Headquarters Squadron Section, 405th Air Base Group pertaining to conducting Information and Education lectures during October 1954 are correct. Copy of form 53 for 405th Operations Squadron on file this office indicates no Information and Education lectures for month of October 1954, however, 39% of personnel attended "Commanders Call".

FOR THE COMMANDER:

KENNETH R. KIMMMER
Captain, USAF
Adjutant

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Ltr fr Hq 405th Ftr Bmr Wg, Langley AFB, Va., OT-TNG, Subj: General Military Training

OT-TNG (8 Nov 54) 2d Ind 10 DEC 1954

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Virginia

TO: Commander, 405th Air Base Group, Langley AFB, Virginia

1. The reasons indicated in 1st Indorsement are not considered sufficient justification for the abnormally low attendance in troop training. It is pointed out that the annual requirements for troop training amount to 56 hours or an average of one (1) and five (5) minutes per week. It is further pointed out that the Air Base Group training schedule received by this headquarters indicates that assigned personnel have a choice of periods on different days to attend training periods.

2. You will make every effort to obtain maximum troop training attendance with a minimum loss of effectiveness.

BY ORDER OF THE COMMANDER:

BURTON K. SAMS
Colonel, USAF
Executive Officer

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

OT-OPS 14 October 1954

SUBJECT: Low Flying and Sunday Flying

TO: Commander, 345th Bomb Group, Tactical, Langley AFB, Va.
Commander, 405th Fighter Bomber Group, Langley AFB, Va.
Commander, 405th Air Base Group, Langley AFB, Virginia
Commander, 429th Air Refueling Squadron, Langley AFB, Va.
Commander, 48th Fighter Interceptor Sq, Langley AFB, Va.
Commander, 4500th Support Squadron, Langley AFB, Virginia

1. The attached letters are self-explanatory. It is desired in the interest of good community relations that Sunday flying be held to an absolute minimum.

2. Positive action has been taken to direct as much traffic as possible away from surrounding communities. Unnecessary low flying over these populated areas will not be tolerated.

3. You will insure full dissemination of the above policy to all pilots within your command.

BY ORDER OF THE COMMANDER:

Burton K. Sams

BURTON K. SAMS
Colonel USAF
Executive

2 Incls
1. Ltr from Rev Thompson dtd 4 Oct 54
2. Ltr from Brig/Gen Chickering dtd 11 Oct 54

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HILTON PRESBYTERIAN CHURCH
Warwick, Virginia

4 October 1954

Brig. General Edwin S. Chickering,
Base Commander, Langley Air Field,
Hampton, Va.

Dear General Chickering:

Yesterday a couple of planes from Langley screeched over the church at the time worship, halting its movement.

I cannot think that they were bound on missions of either necessity or mercy, the only two reasons for which we are authorized to break the quiet and worship of this day, "the Sabbath of the Lord, thy God."

We are not engaged in a war with pagans or communists who have no regard for divine commandments and who might call out our armed forces any time. We may make our own schedules, thank God, in these times of peace.

May I ask that the uproar of planes be halted on the Lord's Day? The armed forces are not given priority over the Kingdom of God. The public is only provoked by actions looking in that direction.

For myself, I wish to give all aid and consideration to the armed services that is possible for a patriotic and informed citizen. But a congregation is rightly irritated by needless intrusions that basically break into the sacred times of life, with their acknowledged privacy and urgency for all other relationships.

Respectfully and sincerely yours,

/s/ Willis Thompson

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HEADQUARTERS
Langley Air Force Base, Virginia

Office of the Commander

11 October 1954

Reverend Willis Thompson
Hilton Presbyterian Church
305 Palen Avenue
Warwick, Virginia

Dear Reverend Thompson:

In reference to your letter of 4 October 1954, I appreciate your bringing this matter to my attention.

It has long been the policy at this base to restrict Sunday flying to an absolute minimum and prohibit unnecessary low flying at all times. There are occasions, however, when it is necessary for certain aircraft to fly on Sunday.

Our civic relationship is of prime importance to us and positive action has been taken to direct our traffic away from populated areas whenever possible.

I sincerely regret the occurrence of this unpleasant incident and I assure you we will continue to exert every possible effort to curtail military flying on Sundays and over populated areas.

Sincerely,

/s/ EDWIN S. CHICKERING
Brig. General, USAF
Commander

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4 Pages
Page 1

BASE REGULATION)
NUMBER 160-4)

HEADQUARTERS 405th FIGHTER BOMBER WING
Langley Air Force Base, Virginia
14 July 1954

MEDICAL

Control of Animals and Pets

(This regulation supersedes Base Regulation 160-4, 19 June 1951.)

1. PURPOSE. To provide adequate control over housing, identification, disposition, and immunization of all animal pets maintained on this base and at Langley View.

2. POLICY. Dogs, cats, and other animal pets owned by personnel of this command may be kept on this base and at Langley View subject to the following conditions:

a. Registration. All animal pets kept on this base will be registered by the base veterinarian when the animal is given a rabies vaccination. Registration will be recorded by the base veterinarian in a suitable register book which will include the owners name, and the description, age, and name of the pet and the rabies tag number. Organizational mascots must be registered in the same manner as privately owned pets.

b. Immunization Against Rabies. All dogs, cats, and other animals that are 2 months of age and older will be vaccinated annually against rabies. Animals under 2 months of age may be vaccinated at any time subject to the discretion of the veterinary officer. Animals vaccinated under 4 months of age will be vaccinated 6 months following the completion of the first vaccination. All animals as mentioned above will be immunized against rabies once yearly by the Base Veterinarian. In the event of an outbreak of rabies in the vicinity of the base, animal pets should be vaccinated once every six (6) months. Only one (1) copy of the rabies vaccination certificate and one (1) metal rabies tag will be furnished to the owner by the Base Veterinarian upon completion of vaccination and registration of the animal. The cost of the immunization will be borne by the owner.

c. Identification. A collar harness bearing the metal rabies tag will be worn by all vaccinated animal pets at all times while on this base or Langley View.

d. Nuisances. Animal pets which become vicious or otherwise become nuisances will not be tolerated on this base and will be picked up and impounded by the Base Provost Marshal. Female dogs and cats, when going through their mating season, will be kept segregated from other animals. Female dogs and cats observed in this phase and running loose will be impounded.

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e. Restricted Areas. Animal pets will not be carried into or permitted to enter dining halls, cafeterias, post exchanges, or other eating places, barracks, officer's mess, NCO club, swimming pools, theaters, or other similar places.

f. Abandonments. Animal pets will not be abandoned by owners on departure from this base or when no longer desired. Such abandonment is also a violation of the Virginia State Law and violators are subject to legal action for recovery of monies expended by such agencies of the Society for Prevention of Cruelty to Animals for the care of such animals.

g. Stray Animals. Unvaccinated and stray dogs, cats, and other animal pets, will not be permitted to run at large on the military reservation. These animals will be collected at frequent intervals, confined for a reasonable length of time, and then destroyed.

3. RESPONSIBILITIES.

a. Base Provost Marhsal

(1) Enforcement. The Base Provost Marshal will be responsible for the strict enforcement of the provisions of this regulation.

(2) Quarating of Rabies Suspects. The Base Provost Marshal will be responsible for picking up, impounding, and placing under quarantine any animal that has bitten any person on the base or Langley View or any animal that is suspected by the Base Veterinarian or the Surgeon as being afflicted with rabies.

(3) Control of Unvaccinated and Stray Dogs. The Base Provost Marshal will be responsible for picking up and impounding all unvaccinated or stray animals found on the Base and Langley View. Animals not reclaimed within three (3) days will be destroyed.

b. Owners. Custodians of animals on this base and Langley View housing area are required to:

(1) Exercise proper supervision and control of the pet animals and not allow the animals access to clubs, post exchanges, dining halls, or other public places where food is prepared or served. Pets will not be left unattended in the building where government property may be contaminated or damaged, nor will they at any time be allowed access to beds in the barracks.

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(2) Exercise proper supervision to prevent the animal pet from injuring humans, offensive barking, or committing other acts that would generally be accepted as a nuisance.

(3) Abide by regulations contained herein and such additional instructions as may be prescribed from time to time.

(4) Assume responsibility for any property or personal damage inflicted by the pet animal.

c. Base Veterinarian. The Base Veterinarian is responsible for the examination, immunization against rabies, and quarantine of all animal pets on this base and Langley View in accordance with provisions of this regulation.

4. IMPORTATION OF ANIMAL PETS. All birds and animals brought directly to this base from foreign countries by military aircraft will be presented to the Base Veterinarian for examination and quarantined in accordance with Air Force Regulation 160-26, 6 July 1950 and changes thereto and current United States Public Health Service directives.

5. ANIMAL BITES.

a. Rabies Suspect. Any instance where an animal is suspected of being afflicted with rabies and any instance where a person is bitten by an animal on the base or Langley View will be promptly reported to the Base Surgeon or the Base Veterinarian. The Veterinarian will cause the animal to be impounded and kept in absolute confinement by the Provost Marshal on the premises of the owner or other suitable place for a period of not less than 14 days and said animal will not be killed or moved elsewhere except upon approval of the Base Surgeon. The Base Veterinarian and/or the Base Surgeon will maintain the animal under daily observation during the period of confinement. Feed and/or the cost of feed will be borne by the owner.

b. Diagnosis of Rabies. Diagnosis of rabies is dependent upon laboratory examination of brain tissue from an animal which has died from rabies, i.e., the disease has run its course. Therefore, it is of the utmost importance that any suspected animal be captured alive and placed under the observation of the Base Veterinarian or the Base Surgeon. In no instance will an animal be destroyed in the early stages of the disease unless it should become absolutely necessary to kill the animal in self defense, but care should be taken not to shoot into or mutilate the head as this interferes with laboratory tests for rabies.

c. An animal that has been bitten by another, known or reasonably suspected to be rabid, will be immediately destroyed or confined under observation of the Base Veterinarian and/or Surgeon for a period of 180 days.

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At the end of the period the animal may be released if no symptons of rabies develop. During confinement, if the owner so desires, the animal may be given a course of treatment as prescribed by the Base Veterinarian and/or Base Surgeon.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

Herbert C. Pinkerton

HERBERT C. PINKERTON
Captain, USAF
Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

22 December 1954

SUBJECT: United Fund Campaign

TO: Commanders
All Units
Langley Air Force Base, Virginia

1. Upon termination of the first Unifund Drive at this base I would like to report to you as to the receipts and the plan for disbursement of the fund. First, however, I wish to express my sincere appreciation to all personnel of Langley for their generous contributions to the fund and to the unit commanders for their efforts in promoting this drive within their organizations.

2. As of this date the fund has received $35,043.42, with more to be turned in by TDY units. Many personnel have designated how they desire the money to be allocated; others have given their donations directly to the Unifund for disbursment at the discretion of the Council. In the breakdown below are listed the major charities or organization affected. The center column of figures denotes the breakdown as expressed by contributors, the right hand column the amount the Council has recommended to me for ultimate distribution. Under miscellaneous we have incorporated various and sundry charities which were written in and in all cases did not represent a large amount of money. The contingency fund is to support any emergency demands that Langley Air Force Base may be called upon to support and not envisioned by the council. If at the end of the year 1955 this money is not liquidated it will either be given to the 1956 Unifund or to a worthy local charity.

CHARITY OR ORGANIZATION	SPECIFIED DONATIONS	COUNCIL ALLOCATION
Unifund	$18,748.86	
Air Force Aid Society	2,841.91	$ 6,000.00
American Red Cross	1,511.09	6,000.00
Community Chest (Hampton)	2,334.98	5,000.00
Heart Fund	3,263.08	3,500.00
American Cancer Society	4,621.38	5,000.00
Salvation Army	3,017.00	3,100.00

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Hq 405th Ftr Bmr Wg, Langley AFB, Va., Subj: United Fund Campaign

CHARITY OR ORGANIZATION	SPECIFIED DONATIONS	COUNCIL ALLOCATION
ADDITIONAL:		
March of Dimes	$ 796.63	$ 3,000.00
Muscular Dystrophy	25.75	500.00
Cerebral Palsy	98.89	500.00
Miscellaneous	238.15	700.00
Expense to Fund		2.25
GRAND TOTAL	$35,043.42	$33,302.25
CONTINGENCY FUND		1,741.17

4. Again I want to thank all personnel for the excellent spirit shown in the support of this Unifund Drive.

Edwin S. Chickering

EDWIN S. CHICKERING
Brig. General, USAF
Commander

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Headquarters
TRANSPORTATION TRAINING COMMAND
Fort Eustis, Virginia

AUG 26 1954

TCTTC-C3-OPN

SUBJECT: Request for Tour

TO: Commanding Officer
Langley Air Force Base, Virginia

1. It is requested that the Transportation Movement Control Specialist Class Number 35, The Transportation School, Fort Eustis, Virginia, consisting of 35 students, be granted permission to tour Langley Air Force Base During the hours of 0800-1200, 27 September 1954.

2. In the event arrangements can be made to receive subject class on date requested, it would be appreciated if name of person to be contacted and location to which Officer in Charge of students should report be furnished this headquarters.

FOR THE COMMANDING OFFICER:

s/t/ JOSEPH HILL
1st Lt. AGC
Asst Adj Gen

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D I S P O S I T I O N F O R M

Subject: Base Tours

TO: OT FROM: I DATE: 8 Sept 54 COMMENT NO. 1

1. In order to establish and maintain cordial relationship between Langley Air Force Base and the neighboring civilian population, the Office of Information Services conducts on-base tours. These tours are designed to maintain close personal contacts with the civilian populace and to increase the general publics understanding of the mission and work at the base.

2. In as much as Inclosure #1 from the Ft Eustis Transportation Training Command is an inter-service training program it is requested that the tour for this class and subsequent classes be conducted by the appropriate section of Operations and Training.

3. It is requested that the Office of Information Services be notified of finalized program for tours of this nature, so that appropriate news coverage may be given.

s/t/ GREGORY H. OLDENBURGH
Captain, USAF
Information Services Officer

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

OT-TNG 16 SEP 1954

SUBJECT: Tour of Langley Air Force Base

TO: Commanding Officer
Transportation Training Command
Fort Eustis, Virginia

1. In reference to your letter TCTTO-03-OPN dated 26 Aug 1954, a tour of Langley Air Force Base by Transportation Movement Control Specialist Class Number 35 can be arranged on 27 September 1954.

2. A project officer will be appointed to coordinate matters pertaining to the tour and will contact you in the near future to finalize necessary details.

3. We trust that a conducted tour will be of value to the students and every effort will be made to arrange a schedule suitable to the students' interests.

FOR THE COMMANDER:

s/ RICHARD C. COKER
CWO USAF
Asst Adjutant

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HEADQUARTERS
405TH AIR BASE GROUP
Langley Air Force Base, Virginia

AB/SA

17 September 1954

SUBJECT: Tour of Langley Air Force Base

TO: Commanding Officer
Transportation Training Command
Fort Eustis, Virginia

1. Reference is made to your letter dated 26 August 1954, subject: "Request for Tour", and to letter, Headquarters 405th Fighter Bomber Wing, subject: "Request for Tour", dated 14 September 1954.

2. The undersigned has been appointed Project Officer for this visit. To insure a pleasant and profitable tour, it is requested that one of your representatives contact the undersigned at Langley Air Force Base, Extension 4101.

3. Direct communication with the Project Officer has been authorized.

t/ THEODORE S. CUTTING
It Colonel, USAF
Project Officer

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Hq 405th Ftr Bmr Wg, Langley AFB Va., OT-TMG, Subject: "Tour of Langley Air Force Base"

AB/SA (16 Sep 54) 1st Ind SEP 29 1954

Headquarters 405th Air Base Group, Langley Air Force Base, Virginia

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

1. On 17 September 1954, the undersigned was appointed project officer for the purpose of conducting a guided tour of Langley Air Force Base for thirty-five (35) students in Transportation Movement Control Specialist Class Number 35, Fort Eustis, Virginia.

2. On 17 September 1954 a letter was forwarded to the Commander, Transportation Training Command, Fort Eustis, Virginia, requesting that a representative contact the project officer to insure a pleasant and profitable tour. No replies were received to the request.

3. On Wednesday morning, 22 September 1954, the undersigned telephoned Fort Eustis and was referred to the Air Branch G-3 and was informed by representatives of that Branch that they did not have anything in mind as to the type of tour requested. An outline of the proposed itinerary was given and agreed upon. During the conversation the undersigned was informed that arrangements were being made between the Transportation Corps and the Eighteenth Air Force to have three (3) C-119 aircraft at Langley for a loading and unloading demonstration on 25 October 1954. This information was relayed to Wing Operations on the same morning.

4. On 27 September 1954 the students from Fort Eustis arrived at Langley Air Force Base by bus at 0850 hours. Major Faulhamus of Fort Eustis was in charge and he stated that the letter received by the Headquarters 405th Fighter Bomber Wing was in error and that the only purpose for the letter was to request permission to enter the base. Further, that C-119 aircraft from the Eighteenth Air Force had arrived in place for the loading and unloading demonstration.

5. It was explained to Major Faulhamus that the letter from Fort Eustis made no mention of a C-119 demonstration and that two (2) telephone calls to G-3 did not elicit any information concerning the three (3) C-119 aircraft for the 27th of September. The C-119 aircraft commander, Major R. S. Uhlhues, Charlestown Air Force Base, who was present during the conversation, stated that his schedule revealed the 27th of September 1954 for reporting to Langley and that the loading and unloading demonstrations were held each month. A copy of the monthly Eighteenth Air Force Operations schedule would clarify all requests from Fort Eustis since it is evident that the only purpose for their requests is to obtain the necessary permission to enter Langley Air Force Base and not for a conducted tour.

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Hq 405th Ftr Bmr Wg, Langley AFB, Va., CE-TNC, Subject: "Tour of Langley Air Force Base"

6. Recommend that a letter be forwarded to Eighteenth Air Force requesting a copy of the monthly schedule of C-119 aircraft destined for Langley Air Force Base in connection with the Transportation Training Command, Fort Eustis, Virginia.

s/t/ THEODORE S. CUTTING
It Colonel, USAF
Project Officer

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

MAO Mgt 15 Jul 1954

SUBJECT: Air Force Academy Examining Center

TO: Commander
405th Air Base Group
Langley Air Force Base
Virginia

1. Your attention is invited to message MP-A-2 70318 from Headquarters USAF, dated 2 July 1954.

2. The responsibility for establishing an Air Force Academy Examining Center at this base is delegated to the Commander, Air Base Group.

3. Personnel necessary to man this activity will come from within the present resources of the Air Base Group.

BY ORDER OF THE COMMANDER:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

1 Incl
Msg MP-A-2
70318 fr
Hq USAF

Info Cy
Cdr, 4450th
USAF Hosp

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HEADQUARTERS
405TH FIGHTER BOMBER WING
OFFICE OF THE COMPTROLLER
Langley Air Force Base, Virginia

CT

22 November 1954

SUBJECT: Historical Data for Period 1-15 November 1954

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

ACCOUNTING

1. Mr. N. A. Vitale, GSA, Washington visited Langley to assist on overage GSA invoices.

BUDGET

2. Attended Budget Management meeting on 10 November.

3. Monthly Operating Expense Budget was submitted to Wing Accounting on 10 November.

FINANCE

4. Sixteen file drawers containing vouchers on the accounts of J. O. Hornbaker, Major, former Finance Officer, were destroyed on 1 November 1954.

5. Lt. Philip M. Morton departed this station enroute Shaw AFB, South Carolina, on 3 November 1954, where he will be assigned to the Finance Office.

6. Mr. B. T. Deem went on TDY to Fort Meade, Maryland, for period 8 through 10 November 1954, as a member of the Security Hearing Board.

7. To date 1,022 U. S. Savings Bonds have been issued to civilian and military employees for the month of November.

8. Pay Information for period 1-15 November 1954:

Discharges	84
Payments to Transients with MPRs	86
Payments to Transients on DD Form 399	30
Transfers (Out)	101

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Hq 405th Ftr Bmr Wg, Off of the CT, CT, Subject: Historical Data for Period 1-15 November 1954, 22 Nov 54

MANAGEMENT ANALYSIS

9. Attended Budget Management Meeting on 10 November 1954.

10. Management Review for month of October was completed.

11. Completed Status of Personnel and Unit Training for month of October. (copies not available).

STATISTICAL SERVICES

12. All reports were submitted on time.

13. T/Sgt. Guthrie was alerted for overseas with reporting date to POE 4 January 1955.

14. S/Sgt. G. L. Dorman is attending Base NCO School from 15 to 19 November.

C. E. POWELL
Major, USAF
Comptroller

1 Incl:
Management Review Book
in trip

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

AC 22 Dec 1954

SUBJECT: Funding of the Local Supply Stock Fund at Langley Air Force Base

THRU: Commander
Tactical Air Command
ATTN: DCS/Comptroller
Director of Accounting
Langley Air Force Base, Virginia

TO: DCS/Comptroller
Headquarters USAF
ATTN: Director of Accounting
Washington 25, D.C.

1. Reference is made to Advices of Allocation No. 1 through No. 4 issued to this base under "5753400 578-1001 P499-08 S44-608" to cover the operation of the Local Supply Stock Fund which was established on 1 November 1954.

2. Prior to the establishment of the Local Supply Stock Fund, representatives of the Directorate of Accounting, DCS/Comptroller your headquarters visited this base for the purpose of briefing personnel in the operation of the stock fund. As a result of this briefing, it was understood that:

a. Procurement authority in the amount of $86.000 would be issued to the stock fund to act as a limitation on the amount of purchases which could be made against the stock fund. It was thought that such authority would be issued on Advice of Allocation, AF Form 101.

b. An initial cash working capital in the amount of $10,000 would be furnished which would be used in making payments for purchases made against the procurement authority. This cash working capital would be automatically increased by reimbursements earned through the sale of stocks. Instructions were given that payable would not be incurred in excess of cash working capital available. It was thought that notification of establishment of this initial cash working capital would be made by letter or other written communication from your headquarters.

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Hq 405th Ftr Bmr Wg, Langley AFB, Va, AC, Subject: Funding of the Local Supply Stock Fund at Langley Air Force Base

3. Upon receipt of the above referenced advice of allocation, Remarks and Limitations, contained thereon, were interpreted as indicating that the $86,000 funded was cash working capital, not procurement authority as anticipated, and that such was available only to the extent that it was earned through reimbursements as the result of sales. Contact was made with the TAC Financial Management System Team, which has been assisting in the establishment of the stock fund, concerning this matter. The Team advised the base that the Advices of Allocation received should be treated as procurement authority without limitations based on reimbursements earned, and to establish such on the stock fund records. The base was further advised not to establish an initial cash working capital. It was stated by Team members that such advice was based on instructions received from Lt. Colonel Erickson, USAF Liasion Officer to the TAC Financial Management System Team.

4. It is requested that clarification be furnished covering funding procedures involved in the operation of subject stock fund. Further request concurrence in treatment of funding documents as outlined in paragraph 3 above.

FOR THE COMMANDER:

t/ RICHARD G. COKER
CWO, USAF
Asst Adjutant

AC-F 1st Ind

Hq Tactical Air Command, Langley Air Force Base, Virginia 27 Dec 1954

TO: Director of Accounting, Headquarters United States Air Force, Washington 25, D.C.

The further question is raised as to the advissbility of funding this operation direct by your headquarters to the 405th Fighter Bomber Wing. It is believed that funding should be made through normal command channels.

FOR THE COMMANDEN:

t/s HARRY P. GIBSON
Lt. Col, USAF
Asst Adjutant

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COPY

Basic ltr from TAC, subj: Funding of the Local Supply Stock Fund at Langley Air Force Base 22 Dec 54

AFACG 2d Ind JAN 17 1955

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

TO: Commander, Tactical Air Command, Langley Air Force Base, Virginia

1. With reference to the clarification requested in the basic correspondence, the advice of the TAC Financial Management Systems Team was correct in that the Advice of Allocation should have been treated as procurement limitation without respect to reimbursements earned. However, in view of the fact that the operation of this tentative Stock Fund division inherently involved "sales" considerably in excess of procurement, the difficulties outlined in paragraphs 2b and 3 of the basic correspondence are not understood. This situation is supported by the November financial statements for this tentative stock fund division. These show "sales" and related accounts receivable of $77,321.40. Whereas total procurement initiated is only $65,539.28. On this basis it would appear that even with a literal interpretation of the remarks noted on Hq USAF Budget Authorizations, Advices No. 1 and 4 for Project 499, no problem would ensue since "earned reimbursements" would exceed procurement requirements.

2. In line with the recent transfer of the Test Team from TAC to Langley Air Force Base and in view of the complexities of this test and the need for the closest possible liaison between this headquarters and the test operation, it is considered that direct funding to the 405th Fighter-Bomber Wing is more practicable. This funding channel will be followed, however, only during the initial phases of the test and pending decision on the future of the operation.

3. The statement in paragraph 2b of the basic letter on the relation of cash to the procurement authority of $10,000 would indicate some confusion between these areas. The cash activity of this tentative stock fund division is distinct from the limitations imposed on procurement by this headquarters. Cash is an asset of the tentative stock fund division whereas procurement authority is an administrative limitation over procurement activity.

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C O P Y

Basic Ltr from TAC, subj: Funding of the Local Supply Stock Fund at Langley Air Force Base 22 Dec 54

In this connection, it was originally considered that an initial allocation of cash would be required. However, as a result of discussions with budget personnel of this headquarters it was decided that this would not be done. It was understood that this action would result in a negative cash position at the end of the first month of operation. This situation, however, would be corrected by collection of that month's sales. Accordingly, no further action is required.

BY ORDER OF THE CHIEF OF STAFF:

WALTER I. MILLER
Brigadier General, U.S. Air Force
Director of Accounting
DCS/Comptroller

AC-D 3rd Ind

Hq Tactical Air Command, Langley Air Force Base, Virginia 22 Jan 1955

TO: Commander, 405th Fighter Bomber Wing, ATTN: Comptroller, Langley Air Force Base, Virginia

t/s J J HRKACH
Major, USAF
Asst Adjutant

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CITIZENS NATIONAL BANK
HAMPTON, VA

COPY

October 27, 1954

Maj. C. E. Powell
Office of Wing Control
Langley Air Force Base, Va.

Dear Sir:-

We have placed in Escrow at the Federal Reserve Bank in Richmond $300,000.00 U. S. Government Securities to secure deposits from the Langley Air Force Base.

As of October 26th, 1954 we estimate that there is approximately $222,481.41 in the larger non-appropriated funds of $5,000.00 each on deposit in this bank.

Yours very truly,

s/ Gordon B. Cutler
Vice-President.

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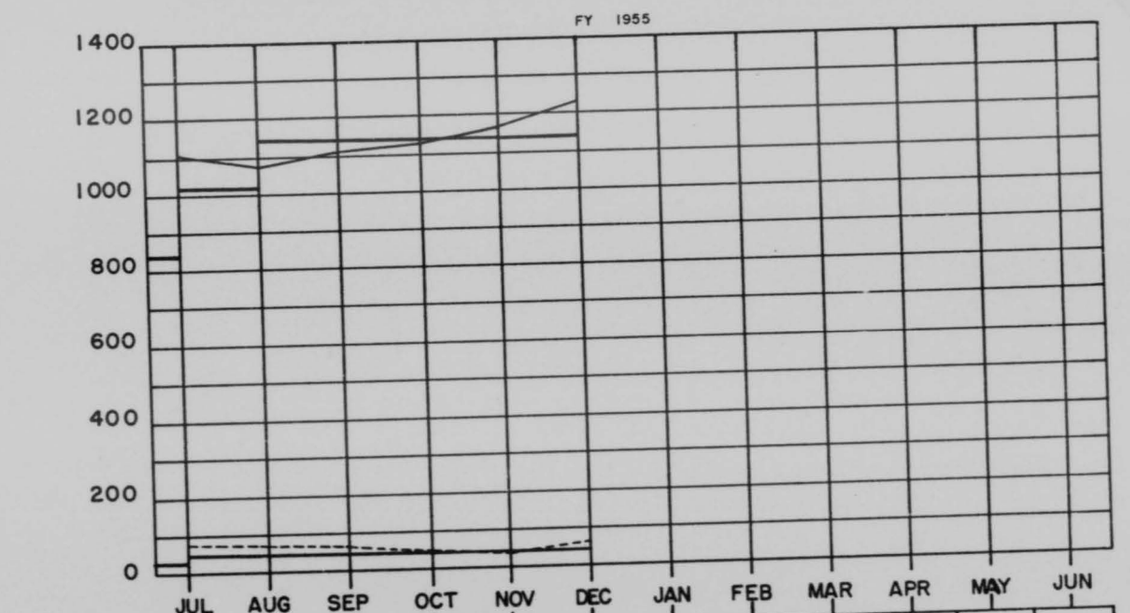
AUTH VS ASGD MILITARY PERS – 405TH AIR BASE GROUP



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ASGD OFFICERS	89	82	79	69	67	72						
ASGD AIRMEN	1101	1081	1108	1126	1179	1233						

SOURCE: U M D & MORNING REPORT

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COMPTROLLER COMMENTS

AUTHORIZED VS ASSIGNED MILITARY PERSONNEL

405TH TACTICAL INFIRMARY AND 4450TH USAF HOSPITAL

1. When comparing the authorized versus assigned officers there is a shortage of four (4) officers as of 31 December.

2. Based upon an authorization of one hundred thirty-four (134) airmen there is an overage of fifty-nine (59) or forty-four (44.0) per cent.

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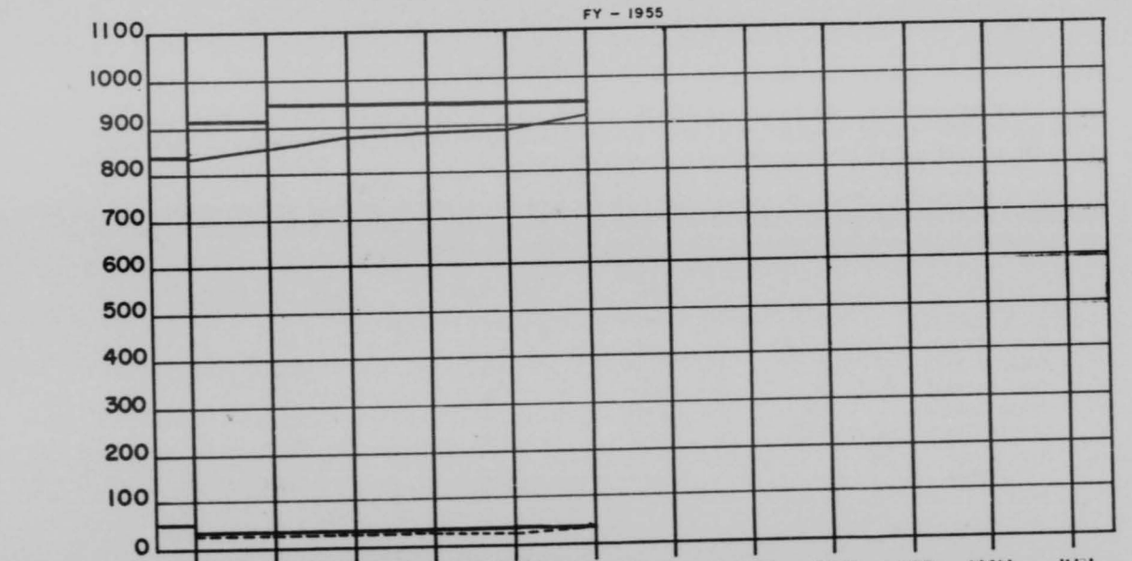
AUTH VS ASGD MIL PERS – 405TH MAINT & SUP GP



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ASGD OFFICERS	31	31	31	31	30	35						
ASGD AIRMEN	840	856	881	892	893	916						

AUTH ———

SOURCE: UMD & MORNING REPORT

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COMPTROLLER COMMENTS

AUTHORIZED VS ASSIGNED MILITARY PERSONNEL

405TH AIR BASE GROUP

1. When comparing the number of officers authorized which is sixty-one (61) with that of seventy-two (72) assigned there is an overage of eleven point eight (11.8) per cent. Personnel assigned to the 4405th Operations Squadron are included.

2. There was a total of one thousand two hundred thirty-three (1,233) airmen assigned as of 31 December which represents a gain of fifty-four (54) when compared with 30 November. The following is a breakdown by squadrons showing the overages and/or shortages:

	Auth	Assigned	% Over or (Short)
Hq Sq Section	188	201	06.9
Air Police	337	285	(15.4)
Communications	53	52	(01.9)
Food Service	176	194	10.2
Installations	143	173	21.0
4405th Operations Squadron	229	328	43.2
Total	1,126	1,233	09.5

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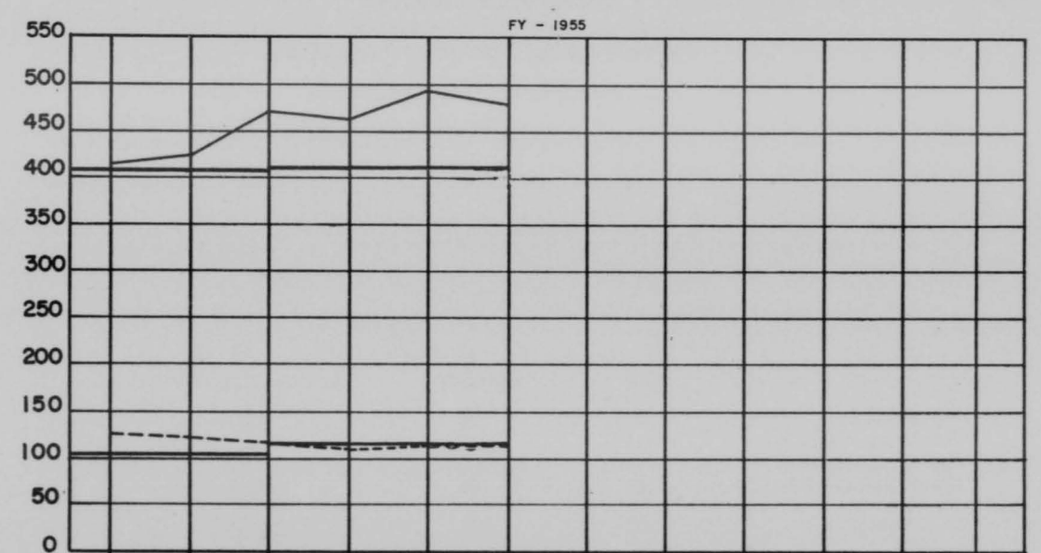
AUTH VS ASGD MIL PERS — 405TH FTR BMR GROUP



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ASGD OFFICERS	126	124	121	120	124	124						
ASGD AIRMEN	417	425	468	465	494	477						

AUTH ———

SOURCE: UMD & MORNING REPORT

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COMPTROLLER COMMENTS

AUTHORIZED VS ASSIGNED MILITARY PERSONNEL

405TH MAINTENANCE AND SUPPLY GROUP

1. With an authorization of thirty-five (35) officers, thirty-five (35) were assigned.

2. Nine hundred sixteen (916) airmen were assigned as of 31 December with nine hundred sixty-seven (967) authorized.

3. When comparing the strength of 30 November with that of 31 December there was a gain of five (5) officers and twenty-three (23) airmen.

4. The following is a breakdown of authorization and strength of airmen by squadrons as of 31 December:

	Auth	Assigned	% Over or (Short)
Headquarters	29	28	(03.5)
Maintenance Squadron	331	308	(06.9)
Supply Squadron	298	298	-
Motor Vehicle Squadron	309	282	(08.7)
Total	967	916	(05.3)

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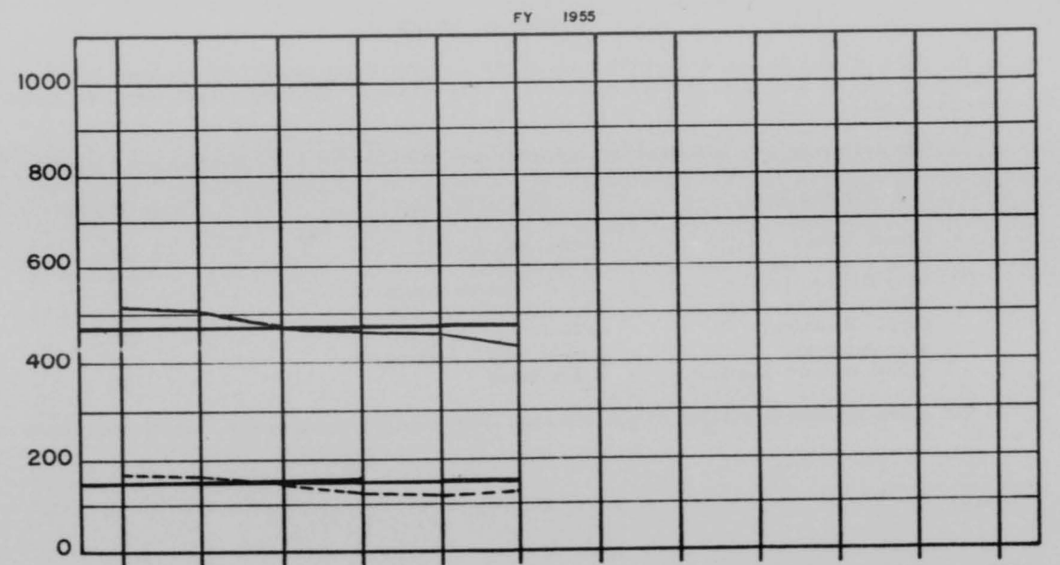
AUTH VS ASGD MIL PERS— 345TH BOMB GP TACTICAL



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ASGD OFFICERS--	174	171	150	137	134	135						
ASGD AIRMEN—	521	503	480	475	466	442						

AUTH———

SOURCE: U M D & MORNING REPORT

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COMPTROLLER COMMENTS

AUTHORIZED VS ASSIGNED CIVILIANS

PROJECT 458 GRADED

1. This project had an employment rate of ninety-eight point one (98.1) per cent for the month of December. Several of the unfilled positions in the Office of the Comptroller have been loaned to other functions.

2. The following is a breakdown of the vacancies existing and the number of hours vacant:

Organization	Short Job Title	Hours Vacant
Ground Safety	Safety Engineer	184
Wing Comptroller	Clerk Stenographer	144
Wing Comptroller	Administrative Assistant	184
Maintenance Squadron	Clerk-Production Control	184
Supply Squadron	4 Clerk Typist	416
Wing Materiel	Supply Requirements Clerk	120
4500th Support Squadron	Clerk Steno	96

The above represents a total of one thousand three hundred twenty-eight (1,328) unemployed hours.

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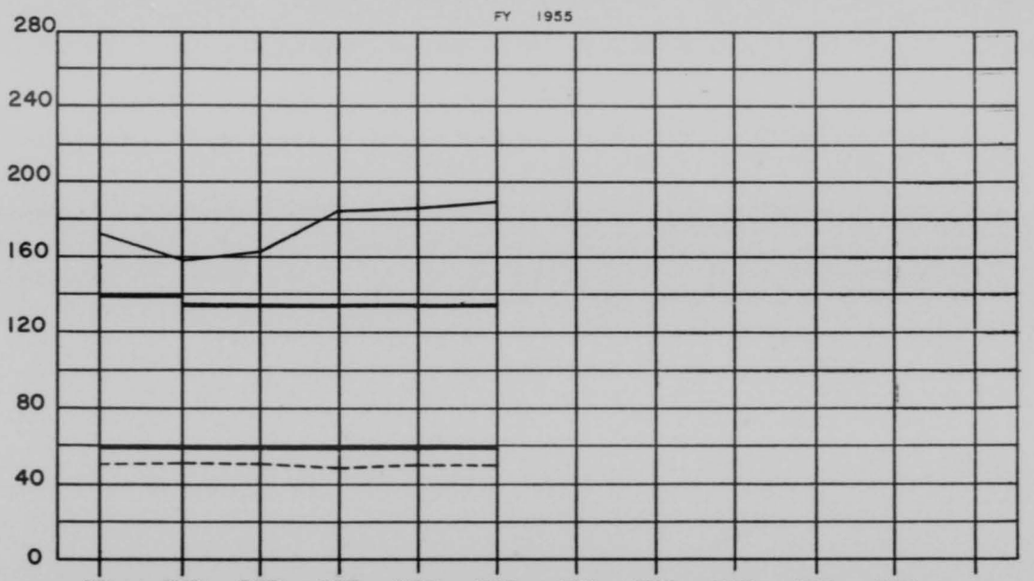
AUTH VS ASGD MIL PERS - 405TH TAC INFIRMARY & 4450TH USAF HOSP



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
ASGD OFFICERS	55	57	57	54	56	56					
ASGD AIRMEN	176	159	162	189	190	193					
AUTH											

SOURCE: UMD & MORNING REPORT

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COMPTROLLER COMMENTS

AUTHORIZED VS ASSIGNED MILITARY PERSONNEL

345TH BOMB GROUP, TACTICAL

1. Based upon an authorization of one hundred forty (140) officers there is a shortage of five (5) or three point six (03.6) per cent.

2. As to airmen there is a shortage of nineteen (19) when compared with four hundred sixty-one (461) authorized or five point two (05.2) per cent.

3. When comparing the strength as of 30 November with that of 31 December there was a gain of one (1) officer and a loss of twenty-four (24) airmen.

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HEADQUARTERS
Langley Air Force Base, Virginia

Office of the Commander

16 November 1954

SUBJECT: (Unclassified) Directed Duty Assignment for Officers Assigned to "Project Outpost"

TO: Commander
Tactical Air Command
Attention: Chief of Staff
Langley Air Force Base, Virginia

1. During the last year several overseas commitments have been levied against officer personnel assigned to the 4427th Radiological Test Flight and 4424th Helicopter Flight who support "Project Outpost". The authority for assigning and releasing personnel within these organizations has been delegated to me in accordance with USAF Operations Plan 1-54, a copy of which is in General Weyland's personal file. In order to eliminate the necessity of returning levies and justifying the reasons for such action in each case, it is requested that the necessary personnel be frozen in their present duty assignment in accordance with "Project Outpost".

2. On or about 15 January 1955 "Project Outpost" is scheduled for movement to Olmsted Air Force Base, Pennsylvania. In order to maintain the required high operational capability of this project during this change, it is essential that the specially trained officers presently assigned be retained.

3. In addition, it has been the policy of Headquarters USAF to hold the change of officer personnel to a minimum because of the sensitive security information involved.

s/ Edwin S. Chickering
EDWIN S. CHICKERING
Brig. General, USAF
Commander

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Hq LAFB Va, Office of the Comdr, Subject: (Unclassified) Directed Duty Assignment for Officers Assigned to "Project Outpost" 16 Nov 54

CDP 1st Ind

Hq Tactical Air Command, Langley Air Force Base, Virginia Nov 18 1954

TO: Commander, 405th Fighter-Bomber Wing, Langley Air Force Base, Virginia

1. Approved.

2. No further levy action will be taken by this headquarters to withdraw officer personnel from the 4427th Radiological Test Flight or the 4424th Helicopter Flight.

BY ORDER OF THE COMMANDER:

s/ Earl W. Barnes
EARL W. BARNES
Major General, USAF
Deputy Commander

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Ltr Hed TAC, Langley AFB, Va, HP, Subj: Positive Approach to Air Force Thinking

PA MIL (16 Aug 54) 1st Ind 27 Aug 54

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Virginia

TO: Commanders, All Groups & Separate Units, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

1. It is desired that all unit commanders emphasize the importance of a positive approach to the Air Force re-enlistment program.

2. Unit commanders will insure that officers and non-commissioned officers are appraised of the detrimental effect that "airing adverse criticism" on "griping" has on influencing young airmen in considering the Air Force as a career.

3. Information contained herein will be disseminated personally by unit commanders concerned to their officers and non-commissioned officers.

BY ORDER OF THE COMMANDER:

1 Incl
n/c

s/t/ BURTON K. SAMS
Colonel, USAF
Executive

HS MIL (16 Aug 54) 2nd Ind

HEADQUARTERS SQUADRON SECTION, 405th Ftr Bmr Wg, Langley AFB, Va., 30 Sep 54

TO: All Officers and Non-Commissioned Officers, Headquarters 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

1. It is mandatory that all Section Heads disseminate this correspondence to all Officers and Non-Commissioned Officers under their supervision.

2. It is the responsibility of every Officer and Non Commissioned Officer to support the Reenlistment Program.

1 Incl
n/c

JOE B. HUGHES
Captain, USAF
Commander

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HEADQUARTERS
TACTICAL AIR COMMAND
Langley Air Force Base, Virginia

MP 16 August 1954

SUBJECT: Positive Approach to Air Force Thinking

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base,
Virginia

1. Inclosed for your information and necessary action is a copy of a letter received from the commander of the Eighteenth Air Force regarding the positive approach to Air Force thinking.

2. The problem pointed out in Colonel Crawford's letter is one of the most serious with which we are faced in the Air Force today. Unfavorable thinking and airing of personal problems in public have a far-reaching and detrimental effect on our reenlistment rate.

3. All phases of the re-enlistment program have become of such paramount importance that it behooves each of us to assure himself that every effort is being made to support this program to the fullest possible extent

BY ORDER OF THE COMMANDER:

1 Incl:
Ltr fr Gen Douglass
6 Aug 54, w/1 Incl

/s/t E. K. WILBURTON
Brigadier General, USAF
Chief of Staff

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HEADQUARTERS
464TH TROOP CARRIER WING (M)
Lawson Air Force Base, Fort Benning, Georgia

3 August 1954

Major General Robert W. Douglass, Jr.
Commander, Eighteenth Air Force
Donaldson Air Force Base
Greenville, South Carolina

Dear General Douglass:

In compliance with your personal letter of 14 July 1954 with reference to the USAF re-enlistment problem, I wish to recommend and urge that a positive dynamic program be launched at the earliest possible date. This program to be aimed at two objectives: One, re-require each officer and non-commissioned officer to review and re-evaluate his present attitude and utterances with reference to the Air Force. Two, require that he eliminate those utterances which are derogatory and unfavorable, and encourage him to actively school himself into positive dynamic thinking. This program can be launched at Wing, Air Force, Command, or Headquarters level. I have already launched such a program in my command. Let's all re-join the Air Force !

The question immediately arises as to how this program will affect re-enlistment. Here is how: Any airmen faced with a choice as to whether he should stay in the Air Force or get out, at the present time hears two widely divergent arguments. The recruiting system as now set up tries to sell him on the advantages and benefits of staying in the service; on the other hand, he hears, and has been hearing during his entire tour, a flood of grievances Force personnel. The negative opposition being generated at the present time by our regular personnel presents an overwhelming obstacle to, and adversely affects, our re-enlistment program. No youngster desires to get into, or stay in, an organization where everybody in that organization is telling him what a "lousy" outfit it is.

I believe that the problem confronting each individual in the Air Force fall into two categories. In the first category fall those problems that the individual, his subordinates, or his superiors, can do nothing about. He must live with these problems and make the best of them. In the second category fall those problems which he, his subordinates, or superiors can solve and which he should do something about in an ethusiastic, intelligent manner. For the most part, all of us are doing something about

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HEADQUARTERS EIGHTEENTH AIR FORCE
Office of the Commander
Donaldson Air Force Base
Greenville, S. C.

6 August 1954

General Otto P. Weyland
Commander
Tactical Air Command
Langley Air Force Base
Virginia

Dear Opie:

Inclosed herewith is a letter from Colonel Troy W. Crawford, Commander of the 464th Troop Carrier Wing, Medium, who is taking a positive approach reference Air Force thinking within this wing.

To me, the letter is excellent and could well be sent to all unit commanders, as well as to Dick Carmichael.

I have forwarded copies of this letter to my various Wing Commanders for their use in correcting the negative thinking and other faults that our own personnel have in airing grievances. It is up to all of us to take the positive "can do" attitude.

Sincerely,

s/ Robert W. Douglass, Jr.

t/ ROBERT W. DOUGLASS, JR.
Major General, USAF
Commander

1 Incl:
Ltr fr Col
Crawford, 3 Aug 54

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the problems in the second category. However, we are handicapped ourselves by continually moaning and griping about those in the first place. It is my opinion that the Air Force has developed a definite neurotic personality. Around all of the bars of Officers' and Non-commissioned Officers' Clubs, from the Pentagon to squadron level, there is a continuous airing of all the adverse characteristics of the service with each individual from general to sergeant trying to improve and elaborate on the more horrifying examples. We have developed into an organization of whinners, moaners, and gripers. It is time to take cognizance of what is being done by our attitudes and re-evaluate our actual desires and become positive and enthusiastic salesmen for the Air Force.

We are doing to following things here in the 464th Troop Carrier Wing:

a. I have personally interviewed my own attitude and re-evaluated my personal position. I found that I have previously bought the Air Force; that I bought it on a voluntary basis, but have psychologically retained some mental reservations. Therefore, it has been necessary that I revise my perspective, throw out my mental reservations and rejoin the Air Force so as to support and sell it with all of its bad points, as well as all of its good ones. After doing this I have called my officers and non-commissioned officers together and told them of my attitude and asked each one to re-evaluate his own position. A salesman, to be successful, must be sold on his own product and each old-timer must become an enthusiastic salesman before we can expect the re-enlistment rate to reach a normal level.

b. In addition, a successful real estate dealer has just reported for two weeks duty with the Wing. He is an instructor in salesmanship and is now preparing a course which will be given to all of the unit commanders, the first sergeants and sergeants major in the Wing.

Sincerely,

s/ Troy W. Crawford

t/ TROY W. CRAWFORD
Colonel, USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

P MIL 11 October 1954

SUBJECT: Reenlistment of First Term Enlistees

TO: Commanders, All Groups and Separate Units
Langley Air Force Base
Virginia

1. Inquiry into the low reenlistment rate for first term enlistees indicates there are many and varied reasons for their failure to reenlist. Among the reasons there are at least two which may be alleviated within this command.

2. The first reason involves the requirement for an interview 90 days prior to separation. At the time of this interview, as directed by Air Force regulation, it is believed that most airmen have made up their minds concerning reenlistment and many have taken steps to obtain civilian positions. It is further believed that approximately one year before they are due for separation many airmen have not fully decided whether to reenlist or not. It would appear that we are too late in influencing them to reenlist when we interview 90 days prior to separation. Therefore, it is directed that all first term airmen with potential career qualifications be interviewed by the unit commander within 60 days of the third year of service. They must also be interviewed 90 days prior to separation in accordance with Air Force Regulation 39-2.

3. The second reason which we believe has considerable bearing on the young airman who is due to leave the Air Force is the attitude of his parents toward his continuing in the military service. In order to assist parents in deciding that the Air Force is a good career for their son it is believed that an indication should be given them that we desire the reenlistment of those individuals who are qualified and who indicate by their job performance they would be of value to the Air Force. The following procedure will be followed in the case of airmen on their first term enlistment whom commanders believe should be retained:

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Hq 405th Ftr Bmr Wg, LAFB, Va., subject: Reenlistment of First Term Enlistees

a. Within 60 days of the completion of his third year of service a letter will be written to his parents informing them of his accomplishments, the technical training he has received, his opportunities for technical training and grade advancement in the future and any other pertinent information which will give his parents a picture of the relationship between this airman and the Air Force.

4. A suggested letter is attached as inclosure 1. This must be modified to fit the individual airman and must not be made a form letter, mimeographed and sent to all first term enlistees' parents.

BY ORDER OF THE COMMANDER:

Herbert C. Pinkerton

1 Incl
Suggested Letter

HERBERT C. PINKERTON
Captain, USAF
Adjutant

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Suggested letter to parents of first term enlistees - to be mailed to parents upon completion of third year of service.

Dear Mr. and Mrs _____:

I believe that you would be interested in knowing that your son, Junior, has become an effective member of the _____ organization here at Langley Air Force Base. During the past three years he has received basic training, some technical training, and has learned a lot about how to live, work and play with his fellow airmen. By his acceptance of the military way of life and his fine attitude toward the job he has been assigned, he has contributed his share to the defense of the United States by his service in the Air Force.

Junior has been brought to my attention by his immediate supervisor as one of the outstanding young airmen in my squadron. You should indeed be proud of your son. He daily displays those characteristics which we are all proud to ascribe to "the American youth".

In order to be ready to defend our country we must maintain in the Air Force a capability to carry out our mission at all times. To do this successfully we must have well trained airmen of the caliber of your son. I believe Junior possesses the basic character and abilities to become a highly successful career airman. His opportunities for advancement are many and varied. His opportunity for advanced technical training will increase as he obtains more years of experience in the Air Force. Nowhere is it more true than in the Air Force that "there is plenty of room at the top". I have taken the liberty of inclosing a pamphlet giving some pertinent facts concerning a career in the Air Force.

I wish to assure you as his parents that our concern for Junior's well-being is motivated by our desire to obtain through him, and others like him, an effective United States Air Force, of which you citizens of America may be justly proud and upon which you may depend for the preservation of our way of life.

Sincerely,

Squadron Commander

Inclosure 1

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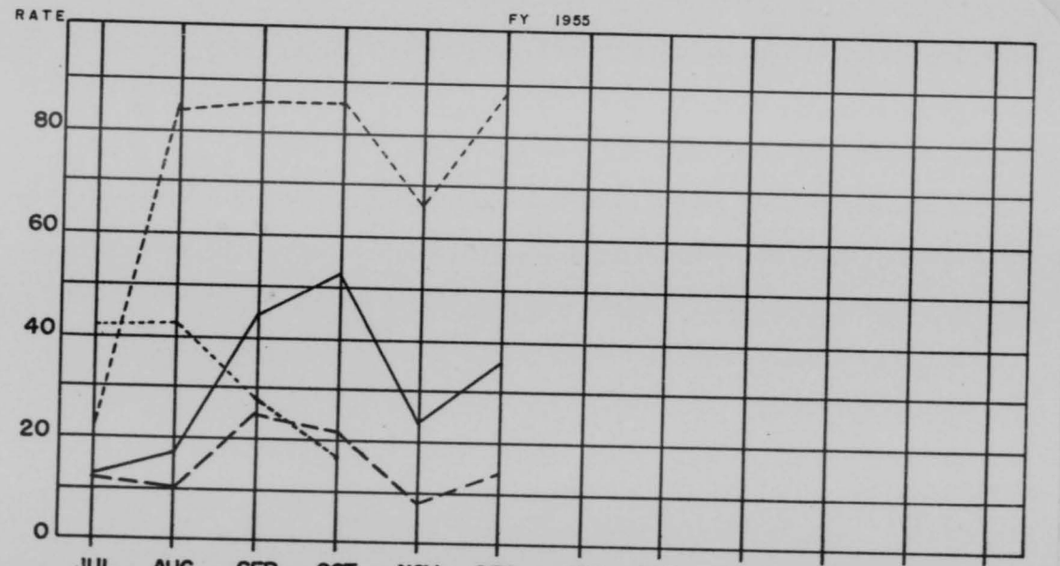
IMMEDIATE REENLISTMENT RATE



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
SEPARATIONS	75	128	147	133	255	230						
LATER ENL RATE—	22	83	87	87	67	88						
1ST ENL RATE—	12	10	25	21	9	14						
TOTAL RATE—	13	17	44	53	24	36						
TAC RATE ----------												

RATE: $\frac{\text{NO. IMMEDIATE REENL. X 100}}{\text{NO. SEPARATIONS}}$

SOURCE: RECRUITING

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

1 November 1954

G MED

SUBJECT: Military Immunizations

TO: Commanders
Groups and Separate Units
Langley Air Force Base
Virginia

1. To reduce the number of military man hours lost by personnel going to and from the Flight Surgeon's Office for routine military immunizations, the practice of accomplishing all immunizations at the Flight Surgeon's Office is discontinued. In lieu of this practice, immunizations will henceforth be accomplished at four (4) stations more favorably situated, geographically, on the base. These stations, with the dates upon which they will be manned, are listed below:

a. Theater #2 (Building T-265), Shellbank Area. First Tuesday each month, 1400 hours.

b. 4500th Headquarters Support Squadron (Building 113). Second Tuesday each month, 1400 hours.

c. Base Operations Hangar (Hangar 533-G). Third Tuesday each month, 1400 hours.

d. 498th Bombardment Squadron Briefing Room (Hangar 536-N) Fourth Tuesday each month, 1400 hours.

Immunizations will not be accomplished at any other time.

2. Each organization will select the site, or sites, closest to the position of work of organization personnel. Personnel from a single organization may report to any or all of the above stations for immunizations, depending upon the scattering of unit personnel at usual duty positions. Each organization must insure, however, that the Immunization Record, SF 601, and Immunization Record DD Form 737, are delivered to the site of immunizations on the date and time indicated and are picked up following immunization.

FOR THE COMMANDER:

Herbert C. Pinkerton

HERBERT C. PINKERTON
Captain, USAF
Adjutant

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DEPARTMENT OF THE AIR FORCE
Comptroller
AUDITOR GENERAL

Reply to:
Auditor General, DCS/C
Eastern District
Resident Officer
Langley Air Force Base
Hampton, Virginia

AFAUDE-AB-R/A FIN 2-88

14 December 1954

MEMORANDUM FOR: Commander
Langley Air Force Base, Virginia

SUBJECT: Interim Report No. E37-644-37
Prisoners Personal Deposit Fund
Langley Air Force Base, Virginia
Period: 1 August 1954 Thru 8 December 1954

1. A review was made o f the operating procedure of the subject fund in conjunction with selective tests of the Prisoners Personal Deposit Records and Case Book.

2. As a result o f our examination, the following comments and recommendations are made:

a. An examination of the fund check book revealed that the custodian had signed three checks in blank before the name of the payee or the amount had been inserted.

Recommendation: Basic accounting principals of internal control dictate that checks should never be signed in blank. These principals further require that the custodian validate checks only after the name of the payee and the amount have both been personally verified by him to be correct.

b. A review of the procedures in connection with the Monthly Disinterested Officer's Inspection Reports revealed that there were no written instructions to guide the disinterested officer in performing his inspection. Account personnel, responsible for the records being inspected, instruct the officer in what to inspect and how to perform the inspection.

Recommendation: In order to comply with the intent of paragraph 11c(1), Section III, Chapter 3, AFM 125-2, detailed written

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procedures should be adopted as an aid to the disinterested officer in conducting an impartial inspection.

3. The results of this audit were brought to the attention of Richard E. Green, 2nd Lt., USAF, Custodian.

FOR THE AUDITOR GENERAL:

s/t/ ALAN M WINNER
Captain, USAF
Resident Auditor

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

H FIN

16 Dec 1954

SUBJECT: Interim Report of Audit No. E37-644-37, Prisoners Personal Deposit Fund, Langley AF Base, Virginia Period: 1 August through 8 December 1954

TO: Commander
405th Air Base Group
Langley AF Base, Virginia

1. Attached is custodian's copy of Interim Report of Audit No. E37-644-37 pertaining to Prisoners Personal Deposit Fund, Langley Air Force Bas e, Virginia, which should be retained by the custodian.

2. Request that this correspondence, minus custodian's copy of Audit, be returned to this headquarters incorporating specific corrective action statements in connection with any conditions reflected within the body of this report.

3. Accomplishment of this correspondence must be such as to reach this headquarters not later than 22 December 1954.

s/t/ RICHARD G. COKER
CWO, USAF
Asst Adjutant

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Hq 405th Ftr Bmr Wg, Langley AFB Va., H FIN, Subject: "Interim Report of Audit No. E37-644-37, Prisoners Personal Deposit Fund, Langley AF Base, Virginia, Period: 1 August through 8 December 1954"

ABA (16 Dec 54) 1st Ind 17 DEC 1954

Headquarters 405th Air Base Group, Langley Air Force Base, Virginia

TO: Commander, 405th Air Police Squadron, 405th Air Base Group, Langley Air Force Base, Virginia

For compliance with basic communication and return to this Headquarters not later than 21 December 1954.

BY ORDER OF THE COMMANDER:

s/ ROBERT E ROSA, 2/Lt.
for t/ KENNETH R RIMLINGER
Captain, USAF
Adjutant

ABPS MIL (16 Dec 54) 2nd Ind

405TH AIR POLICE SQUADRON, 405th Air Base Group, Langley Air Force Base, Virginia, 21 Dec 54

TO: Commander, 405th Air Base Group, Langley Air Force Base, Virginia

1. Reference paragraph 2 (a)
Recommendation: In the future, checks will not be signed in blank by the custodian prior to the issuing of these checks to payee and will be signed only after the name of the payee and the amount has been personally verified by this custodian.

2. Reference paragraph 2 (b)
Recommendation: A written plan is being formulated by this office specifying the procedure to be followed in the inspection of the Prisoners' Personal Deposit Fund by the disinterested officer and this plan will be forwarded to your office upon completion for your approval and further recommendations.

FOR THE COMMANDER:

s/t/ CHARLES J. JACOT
Captain, USAF
Adjutant

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Hq 405th Ftr Bmr Wg, Langley AFB, Va., H FIN, Subject: "Interim Report of Audit No. E37-644-37, Prisoners Personal Deposit Fund, Langley AF Base, Virginia, Period: 1 August through 8 December 1954"

ABX (16 Dec 54) 3d Ind 22 Dec 1954

Headquarters 405th Air Base Group, Langley Air Force Base, Virginia

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

FOR THE COMMANDER:

s/t/ THEODORE S. CUTTING
Lt Colonel, USAF
Executive

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

19 October 1954

SUBJECT: Letter Orders 825

TO: COL JAMES S FISACKERLY, 19173A 4450th USAF HOSP

1. You WP o/a 31 OCT 54 on TDY for APRX seven (7) days from Langley AFB VA to HQ USAF WASH 25 DC for the PURP of being MBR of CAPT Selection BD---DPUO. UCWR proper ORG this B for DY. TPA. TVL time by common carrier (rail) is one (1) day; no TVL time NEC in excess of that REQ by common carrier. OFF cleared for access up to and INC TOPSEC.

2. TDN B&F Control NR 00914 5753400 078-1001 P458-02-03 S44-600.

3. AUTH: AFR 35-52 & TACR 35-8 & LTR HQUSAF AFPMP-4E SUBJ: APT as MBR of Selection BD 6 OCT 54.

BY ORDER OF THE COMMANDER:

s/t/ HERBERT C PINKERTON
Capt, USAF
Adjutant

DISTRIBUTION:
8 - EA INDIV concerned
1 - WG PERS
1 - WG Mail & RCDS
1 - RCDS Set (SO SECT)
3 - WG Fiscal

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

SPECIAL ORDERS)
NUMBER 214)

4 November 1954

E X T R A C T

1. CH (LT COL) VERNON C ROGERS, 18770A is REL from ASG w/HQ 405th FBOMWG this STA (TAC) ASG; HQ AFROTC 81 Commerce ST Montgomery ALA RPT NLT 20 NOV 54. TPA w/3 days TVL time AUTH. If POV not used; TVL time w/b the time of common carrier used. WP. PCS. TDN HEF Control NR 1342 5753500 048-131 P531(.8) -02-03 S99-999. EDCSA: 24 NOV 54. AUTH: AFR 35-59 & AF FM 168 L2d 396 HQUSAF 19 OCT 54.

2. CAPT THOMAS L BOND, A0807987 4th COMMRON Robins AFB GA (presently TDY this STA) is ATCH HQ 405th ABGRU this STA for FLY DY only.

3. LT COL WILLIAM M LONG, A0407087 2d TAC Depot SQ this STA is granted fifteen (15) days ordinary LV of ABS EFF on or ABT 13 NOV 54. UCWR proper ORG this B for DY. AUTH: AFR 35-22. ADD while on LV: 15 Clayton DR Hampton VA.

4. 1ST LT WILLIAM A DOLAN JR, A0828975 having been ASG this WG from(P/L STU) 3401st STURON ATRC Keesler AFB MISS per PARA 52 SO 126 HQ Keesler AFB & 3380th TECHTNGWG Keesler AFB MISS 27 OCT 54 is further ASG HQ 405th FBOMGRU this STA RPT to COMDR thereat NLT 16 NOV 54. NTI. EDCSA: 12 NOV 54.

5. CFM VOC dates INDC FNA 405th MAINTRON this STA are terminated from SEP RAT EFF dates INDC:

	EFF DATE
SSGT JOSEPH A MIELCUSNY, AF13381241	1 NOV 54
A/1C BASIL C SMITH, AF12368296	3 NOV 54
A/2C STANLEY L DOVE, AF13403826	3 NOV 54

6. CFM VOC 2 NOV 54 A/2C GEORGE M ALLEN, AF12366148 4405th OFR SQ this STA is terminated from SEP RAT EFF 2 NOV 54.

7. A/3C JACK R PADDEN, AF16463159 (UAFSC 70230) having been ASG this WG from 3327th STURON ATRC Scott AFB ILL per PARA 1 SO 251 HQ Scott AFB ATRC and 3310th TECH TNG WG Scott AFB ILL 27 OCT 54 is further ASG HQ 405th ABGRU this STA. NTI. EDCSA: 8 NOV 54.

8. SSGT FRANK P FRISINA, AF13268397 (UAFSC 70251) having been ASG this WG from HQ 7210th PERPRON USAFE APO 30 per PARA 9 SO 258 that HQ 23 OCT 54 is further ASG HQ 405th ABGRU this STA. NTI. EDCSA: 16 NOV 54.

9. FNA having been ASG this WG from HQ 7210th PERPRON USAFE APO 30 per PARA 1 SO 253 that HQ 17 OCT 54 are further ASG 405th M&S GP this STA. NTI. EDCSA: 6 NOV 54.

A/2C CHARLES H WERTZ, AF13450439 (UAFSC 30150)
A/2C PAUL L ROBERTS, AF12426048 (UAFSC 30130)

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Extract PARA 1 thru 16
SO 214 HQ 405th FBOMWG Langley AFB VA 4 NOV 54 (CONT'D)

10. A/1C ALBERT LYSAK, AF12387833 (UAFSC 64150) having been ASG this WG from HQ 7210th PERPRON USAFE APO 30 per PARA 1 SO 264 that HQ 30 OCT 54 is further ASG 405th M&S GP this STA. NTI. EDCSA: 23 NOV 54.

11. A/1C WILLIAM VROOMAN, AF12112559 (UAFSC 43151B) having been ASG this WG from 1603d ATW APO 231 per PARA 10 LTRO 833 that HQ 20 OCT 54 is further ASG 429th AREFS this STA. NTI. EDCSA: 9 NOV 54.

12. A/2C ROBERT C LESHER, AF13454576 having been ASG this WG from 2353d PERPRON AFOR 2349th PERPGRU CONAC Parks AFB CALIF per PARA 12 SO 244 that HQ 28 OCT 54 is further ASG 405th M&S GP this STA. NTI. EDCSA: 10 NOV 54.

13. CFM VOC 3 NOV 54 A/2C GRAYSON B WILLIAMS, AF13509193 having ENL in the REGAF at USA Recruiting Main STA DET NR 4 2021st SU Richmond VA per PARA 5 SO 215 that HQ 3 NOV 54 and ASG this WG is further ASG HQ 345th BOMGRU this STA EFF 3 NOV 54. NTI.

14. CFM VOC 1 NOV 54 TSGT RUSSELL A SITZES, AF16091246 (UAFSC 43171D) having been ASG this WG from 6606-2 ABWG APO 677 per PARA 3 SO 121 HQ 6606th ABWG NEAC APO 677 28 OCT 54 is further ASG HQ 405th ABGRU this STA.NTI. EDCSA: 1 NOV 54.

15. CFM VOC 1 NOV 54 SSGT THEODIS MOZER, AF14379148 (UAFSC 64150) having be[illegible]G this WG from 1610th MATRON Grenier AFB Manchester NH per PARA 23 SO 203 HQ 1610th Air TRANSGRUM Grenier AFB Manchester NH 13 OCT 54 is further ASG 405th M&S GP this STA. NTI. EDCSA: 1 NOV 54.

16. CFM VOC 1 NOV 54 A/3C ROBERT H WILSON, AF23571465 (UAFSC 43131D) having been ASG this WG from 6606th ACFT MAINTRON 6606th M&S GP APO 677 per PARA 14 SO 102 HQ 6606th ABWG APO 677 5 OCT 54 is further ASG HQ 405th ABGRU this STA. NTI. EDCSA: 1 NOV 54.

BY ORDER OF THE COMMANDER:

HERBERT C PINKERTON
Capt, USAF
Adjutant

OFFICIAL:

RICHARD C COKER
CWO, USAF
Asst Adjutant

DISTRIBUTION:
30 - OFF concerned (PARA 1)
5 - WG Fiscal
1 - WG PERS
3 - EA INDIV concerned
1 - WG Mail & RCDS
1 - RCDS Set (SO SEC)
5 - COMDR HQ AFROTC 81 Commerce ST Montgomery ALA

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

14 October 1954

SUBJECT: Letter Orders 811

TO: Personnel Concerned

CH (CAPT) FREDDIE W CARLOCK, 23203A presently at Box 155 Cortland ILL enroute to Langley AFB VA IAW PARA 1 LTRO 496-1 6403d PERPRON (FEAF) APO 959 24 SEP 54 is AUTH to proceed from current ADD to Miami FLA on TDY for APRX fifteen (15) days for the PURP of attending International Convention Disciples of Christ for PD 17 OCT 54-31 OCT 54 inclusive. Upon COMPL of conference OFF will RPT to Langley AFB VA IAW above REF LTRO. TVL AUTH by this order does not AUTH traveler to EXP of TVL. AUTH: AFR 165-3 as AMND.

BY ORDER OF THE COMMANDER:

s/t/ RICHARD G. COKER
CWO, USAF
Asst Adjutant

DISTRIBUTION:
5 - INDIV concerned
1 - WG PERS
1 - WG Mail & RCDS
1 - RCDS Set (SO SECT)

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. The Wing Character Guidance Council was called to order by the Acting Chairman, Lt. Colonel Vernon O. Rogers, at 1000 hours, 8 September 1954.

Members Present

Lt Col Vernon O. Rogers	405th FBW (Chaplain)
Maj Robert T. Best	405th FBW Provost Marshal
Capt Bennie F. Simmons	4450th USAF Hospital
1st Lt Larry L. Sellers	405th Air Base Gp (Spec Servs)
M/Sgt George Eldridge	405th FBW (Inspector)
T/Sgt James W. Patterson	405th M & S Group

Members Absent

Lt Col C. V. Robinson	405th FBW (Wg Pers Off)
Maj Charles D. Martineau	405th FBW (Chaplain)
Maj George R. Tips	2d Weather Group
Capt G. H. Oldenburgh	405th FBW (PIO)
M/Sgt D. C. Hubbell	510th Ftr-Bmr Squadron
M/Sgt George W. Saunders	405th Communications Squadron
T/Sgt W. H. Walker	2220th Field Prntg Squadron
Mr. Robert Dewey	Base Education Officer

Visitors Present

2d Lt Roy W. Heglmeier	2d Weather Group (vice Maj Tips)
T/Sgt Edward L. Martell	2220th Field Prntg Squadron (vice T/Sgt Walker)

2. OLD BUSINESS

a. Automotive Hobby Shop: The Personnel Services Officer reported that the Washeteria building in the LTA area is being considered as a possible location for an automotive hobby shop. Once a location for a shop is determined, authorization will be requested for needed personnel to operate such a shop. It is estimated it will take from six to eight months to acquire the necessary equipment to properly furnish an automotive hobby shop. Any progress on this project will be reported at the next meeting of the Council by the Special Services Officer.

b. Photography Hobby Shop: It was noted by the Council that the establishment of a Photography Hobby Shop, recommended at the last meeting of the Council, was disapproved by the Commander,

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due to lack of space at the present time. The feasibility of converting the large barn in the Shellbank area into a Special Services building to house all Special Services activities is being studied by a special committee appointed by the Commander, which will bring this problem before the Master Planning Board. Lt. Colonel Robinson will report on the status of this project at the next meeting.

c. Religious Emphasis: At the last meeting of the Character Guidance Council it was brought to the attention of the Council that the TAC Character Guidance Council recommended the use of place cards containing a blessing in all mess halls, as well as the placing of literature on aircraft assigned the base. In the absence of Chaplain Martineau a report on this project will be held in abeyance until the next meeting of the Council.

3. NEW BUSINESS:

a. The following reports were made by members of the Council:

(1) Provost Marshal

	JUNE	JULY	AUGUST
		AWOL RATES	
	16 (2.8)	22 (3.8)	16 (2.7)
		MAN DAYS LOST	
	199	204	91
		TRAFFIC ACCIDENTS ON BASE	
Mil	8	5	7
Civ	6	7	5
		TRAFFIC ACCIDENTS OFF BASE	
Mil	0	0	0
Civ	0	0	0
		TRAFFIC VIOLATIONS ON BASE	
Mil	11	10	24
Civ	4	0	4

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	JUNE	JULY	AUGUST
		COURTS-MARTIAL	
General	1	0	0
Special	9 (1.6)	3 (0.5)	17 (2.8)
Summary	6 (1.0)	12 (2.0)	13 (2.2)
		SECURITY VIOLATIONS	
	0	0	0
		DRUNKENNESS AND DISORDERLY CONDUCT	
	0	2 (0.4)	2 (0.3)
		UNIFORM VIOLATIONS	
	0	4 (0.8)	2 (0.3)
		MISCELLANEOUS VIOLATIONS	
	2 (0.4)	10 (1.7)	10 (1.6)
		SEX OFFENSES	
	0	0	0
		THEFT OF GOVERNMENT PROPERTY	
	1	0	0
		ASSAULTS	
	0	0	1

(2) Surgeon:

VD RATES

	White	Colored
June	3 (6.9)	7 (153.1)
July	2 (5.8)	3 (82.6)
August	2 (5.1)	6 (166.6)

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b. Library Books for Prisoners in Confinement Center: While it is agreed that prisoners in the Confinement Center should not be coddled, it was the opinion of the Council that good books, recommended by either the Base Librarian or Chaplain, would be beneficial to prisoners in confinement. The difficulty of controlling such books was discussed and it was the opinion of the Council that one person would have to be charged with the responsibility of issuing and accounting for these books. It was recommended that a system of supplying these prisoners with books from the library be worked out by the Special Services Officer on a "try-out" basis. The Special Services Officer will report on this at the next meeting of the Council.

c. Attendance at Character Guidance Lectures: The Wing Chaplain reported there had been a definite increase in attendance at Character Guidance lectures since the last meeting of the Council. At that time Langley Air Force Base was the lowest in the Command on attendance at these lectures. This was made a project by the Chaplain's office, whose representatives spoke personally to each Group Commander or Executive, and reminded them of their responsibility in this connection under the provisions of AFR 165-3. Since that time the Langley percentage for attendance at these lectures has increased until it is now the highest in the Command. It is agreed this is a worthwhile program and is having a good effect on the personnel of this base.

4. RECOMMENDATION:

That the Special Services Officer be responsible for the furnishing of library books to prisoners in the Confinement Center.

5. There being no further business, the meeting adjourned at 1100 hours.

VERNON O. ROGERS
Lt. Col.(CHAP), USAF
Acting Chairman

APPROVED:

EDWIN S. CHICKERING
Brig. General, USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WG
Langley Air Force Base, Virginia

1. The Wing Character Guidance Council was called to order by the Chairman, Lt. Colonel C. V. Robinson, at 1500 hours, 8 December 1954.

MEMBERS PRESENT:

Lt Col C V Robinson	Hq 405th Ftr Bmr Wg
Maj Cecil E Burkett	Hq 405th Ftr Bmr Wg
Maj Harold T Whitlock	Hq 405th Ftr Bmr Wg
Maj Charles D Martineau	Hq 405th Ftr Bmr Wg
Capt Bennie F Simmons	4450th USAF Hospital
Capt G H Oldenburgh	Hq 405th Ftr Bmr Wg
1st Lt Carl B Mellman	Hq 405th Ftr Bmr Wg
1st Lt Larry L Sellers	Hq 405th Air Base Gp
M/Sgt Stephen Ficcione	2220th Fld Prntg Sqdn
M/Sgt Charles D Mathews	Hq 405th Ftr Bmr Wg

MEMBERS ABSENT:

Maj George R Tips	2d Weather Group
M/Sgt D C Hubbell	405th Ftr Bmr Gp
M/Sgt George W Saunders	405th Communications Sqdn
T/Sgt James W Patterson	405th M & S Gp

VISITORS PRESENT:

2d Lt Roy W Heglmeier	2d Weather Gp (vice Maj G R Tips)
S/Sgt W H Bryer	405th Communications Sqdn (vice M/Sgt D Hubbell)

2. OLD BUSINESS:

a. Personal Services Activities:

1. Automotive Hobby Shop: The Personal Services Officer reported that the Washeteria Building is no longer being considered as a possible location for an Automotive Hobby Shop. The building now desired is T-320, next door to the motor pool. This building has 6,000 square feet of floor space and would be large enough for all hobby shop facilities. Two spaces have been requested from Headquarters TAC for the operation of the Automotive Hobby Shop.

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2. Photography Hobby Shop: This project is tied in with the Automotive Hobby Shop in that establishment is being held in abeyance pending location of a suitable building. Two spaces have also been requested from TAC to run this shop.

3. Bowling Alleys: Plans are being made to place twelve bowling alleys in the basement of the large barn located in the Shellbank area of the base. This project is at a momentary standstill pending necessary funds to move the six alleys now in use from the main base to the barn and to purchase six additional alleys.

b. Religious Emphasis: At the last meeting of the Council it was suggested that place cards containing blessings be placed on dining tables on the base with packets of religious literature placed in aircraft assigned Langley. Chaplain Whitlock is of the opinion that place cards containing blessings are most effective on special occasions such as Thanksgiving and Christmas, but when used daily become soiled and mutilated and rather unsightly. A supply of such cards will be obtained and used over the Christmas holidays. Chaplain Whitlock will discuss with the Base Operations Officer the possibility of placing packets of religious literature on the aircraft assigned this base.

c. Attendance at Character Guidance Lectures: Chaplain Whitlock informed the Council that attendance at Character Guidance lectures on the base has dropped to such an extent that Langley has the lowest attendance in Tactical Air Command. All Group Commanders have been told that the chaplains are available to present these lectures at any time convenient to the various units. The Command Chaplain has emphasized the requirement of having at least 90 percent attendance at these monthly lectures, and since this percentage is based on personnel present for duty, this is not considered an unreasonable requirement. This matter will be brought to the attention of Group Commanders at the next Commander's staff meeting since the problem of scheduling these lectures is a command responsibility.

3. NEW BUSINESS:

a. The following reports were made by members of the Council

(1) Surgeon:

V D RATES

	White		Colored	
September	1	2.24	4	71.4
October	1	2.47	5	136.5
November	0	0	7	173.9

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(2) Provost Marshal:

	SEPTEMBER	OCTOBER	NOVEMBER
AWOL RATES			
	27 (4.4)	11 (1.7)	9 (1.4)
MAN DAYS LOST			
	207	103	137
TRAFFIC ACCIDENTS ON BASE			
Mil	3	6	9
Civ	6	12	17
TRAFFIC ACCIDENTS OFF BASE			
Mil	0	0	0
Civ	0	0	0
TRAFFIC VIOLATIONS ON BASE			
Mil	21 (3.8)	24 (3.8)	29 (4.5)
Civ	4	2	5
COURTS-MARTIAL			
General	0	0	2 (0.3)
Special	6 (1.0)	5 (0.8)	7 (1.2)
Summary	9 (1.5)	18 (2.9)	10 (1.5)
SECURITY VIOLATIONS			
	0	0	0
DRUNKENNESS AND DISORDERLY CONDUCT			
	0	0	0
UNIFORM VIOLATIONS			
	5	2	5
MISCELLANEOUS VIOLATIONS			
	17 (2.7)	35 (5.5)	65 (10.0)
THEFT OF GOVERNMENT PROPERTY			
	0	0	0

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SEPTEMBER	OCTOBER	NOVEMBER
	SEX OFFENSES	
0	0	0
	ASSAULT	
1	0	5 (0.8)

b. Alcoholics Anonymous: Information forwarded from Headquarters TAC concerning the purposes of the Alcoholics Anonymous group, with the name of the person to be contacted in this area concerning this organization, was disseminated to all Groups of the Wing during the month of October.

c. School for Squadron Commanders: The Chairman read the minutes of the last TAC Character Guidance Council, including an inclosure to the minutes outlining a program to raise morale. Langley is already participating in most of the suggested projects, with the exception of the school for squadron commanders. In this connection, the Information Services officer brought up the subject of the Commander's call, recently inaugurated to replace the Information and Education hour. Indications are this program will be no more successful than the Information and Education lectures were. To improve the program, the Information Services Officer is contemplating conducting a few sample Commander's calls so that Group Commander's can see the effectiveness of a well thought out and planned program. Lt Colonel Robinson will discuss the feasibility of a squadron commanders' school with the commander and report on this project at the next meeting of the Council.

d. Boats for Special Services Activities: The 500th Bomb Squadron, in its monthly minutes, recommended the acquisition of more 14 to 16 foot boats by the Personal Services Office before next summer to be used for fishing. Lt. Sellers reported that boats of this size are expected before the coming season.

e. Football Team: The Personal Services Officer suggested that the Council go on record as backing a base football team next year. While a team would be a great expense, it is felt that a winning team would be a great morale booster. It would be necessary to rehabilitate one of the playing fields on Langley and obtain a sizable grant from Headquarters TAC to get a team started. After discussion the Council recommended that a football team be sponsored at Langley next year.

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f. Christmas Activities: Charlain Whitlock announced that interesting and inspiring Christmas services have been arranged for personnel of Langley Air Force Base. One of the outstanding programs will be the human nativity scene at the Shellbank Chapel. The Christmas party for dependent children will be the responsibility of the Personal Services Office. A party will be held in the base gym with a Santa Claus, candy for the children, etc.

4. RECOMMENDATION:

That a football team be sponsored at Langley Air Force Base beginning the next football season.

5. There being no further business, the meeting adjourned at 1615 hours.

C. V. ROBINSON
Lt. Col., USAF
Wing Personnel Officer
Chairman

APPROVED:

BURTON K. SAMS
Colonel, USAF
Executive

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CENTRAL BASE FUND
Langley Air Force Base, Virginia

MINUTES OF THE MEETING OF THE CENTRAL BASE FUND COUNCIL

At the call of the President, the Langley Air Force Base Central Base Fund Council met at 0805 hours, 12 July 1954.

The following members were present:

Col M A Richer, Hq 405th M&S Gp (President)
Col Burton K Sams, Hq 405th Ftr Bmr Wg
Col John G Napier, Hq 4400th Tac Bomb Gp
Col William J Sabo, Hq 405th AB Gp
Lt Col Calvin V Robinson, Hq 405th Ftr Bmr Wg
Lt Col Gordon R Flygare, Hq 405th Ftr Bmr Wg
Maj Arthur J DeBorger, Hq 405th AB Gp
Capt Herbert C Pinkerton, Hq 405th Ftr Bmr Wg (Custodian)

The following members were absent:

Col James S Fisackerly, 4450th USAF Hospital
Col Donald A Baccus, Hq 405th Ftr Bmr Gp
Ch (Lt Col) Vernon O Rogers, Hq 405th Ftr Bmr Wg

The following non-members were present:

Ch (Maj) Charles D Martineau, Hq 405th Ftr Bmr Wg
Maj Joseph Wallace, 4450th USAF Hospital
1st Lt Larry L Sellers, Hq 405th AB Gp
S/Sgt B R Hendershott, NCOIC Central Base Fund
Mrs Ruth Schler, Bookkeeper CBWF

1. The reading of the minutes of the June 1954 meeting was dispensed with.

2. Old Business:

a. The letter of 23 March 1954 from the 424th Bomb Sq requesting write-off of 1 Chair, Lounge, Chrome was submitted to the Council with a 2d indorsement stating that a further search showed that the chair was still missing. The letter was given to Col Napier for a further check.

3. New Business:

a. Chaplain Martineau informed the Council that the salaries for the Organists and Choir Directors for the Chapels will no longer be paid from appropriated funds. It was requested that these salaries be paid from non-appropriated funds. The Council suggested that the Custodian inquire about a Grant from TAC to cover this expenditure.

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b. The miscellaneous fund for the Personnel Services Office for the period 16 June to 12 July 1954 was expended as follows:

Additional Charges for Swimming Pool Equipment	$ 20.91
Swim Suits for Male Life Guards	19.80
Umpire Fee for 1 Baseball Game	15.00
Total	$ 55.71

c. The Custodian read a letter from 1st Lt Neil J Barton of Flight C, 36th Communications Security Squadron requesting funds for the purchase of softball equipment. The Council disapproved the request.

d. The Custodian read a letter from NEAAFSRC requesting approval of an annual fee which will allow Langley Air Force Base to participate in all activities of the North East Area Air Force Sports Conference for the period 1 October 1954 to 1 October 1955. The fee will be $658.00 and is payable annually, semi-annually or quarterly. The Council approved the expenditure to be paid quarterly.

e. A letter was submitted by the 405th Installations Squadron requesting funds to allow for the upkeep of the Transient Dining Hall. The Council disapproved the request as being un-warranted.

f. The Custodian read a quotation from the Play-time Equipment Company giving the cost of one 8' Merry-go-round at $150.00 and one 10' Slide with a stainless steel bottom at $85.00. This equipment is to be installed in Wimsett Park to encourage greater utilization of the park by Airmen with children. The Council approved the purchase of these items.

4. The Budget for 16 July through 15 August 1954 was approved in the amount of $4,160.59.

5. There being no further business the meeting was adjourned by the President at 0850 hours, 12 July 1954.

HERBERT C PINKERTON
Captain, USAF
Custodian

APPROVED:

M A RICHER
Colonel, USAF
President

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CENTRAL BASE FUND
Langley Air Force Base, Virginia
FINANCIAL STATEMENT
As of 30 June 1954

NET WORKING CAPITAL, 1 JUNE 1954		$ 2,869.04
RECEIPTS:		
Monthly Distribution from Base Trust Fund	$ 3,934.50	
Sale of CBF Property	.50	3,935.00
		6,804.04
EXPENSES:		
Bookkeeper's Salary and Office Expense	$ 308.40	
Athletics	830.40	
Hobby Shop	71.40	
Leathercraft	90.00	
To Set Up Leathercraft Fund	173.95	
Information and Education	383.00	
Library	207.59	
Service Club #1	499.18	
Service Club Annex	597.68	
Boathouse	118.80	
Greenhouse	49.75	
Special Service General	223.07	
Washing White Accessories - Honor Guard	8.45	
Bond for Clothing Sales Store Cashier	6.75	
Base for Broken Buffer	40.65	
Records for Theatre #1	9.62	3,618.69
NET WORKING CAPITAL, 30 JUNE 1954		$ 3,185.35
DISTRIBUTION TO BE RECEIVED IN JULY 1954		$ 4,056.75

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CENTRAL BASE FUND
Langley Air Force Base, Virginia
BUDGET
16 July to 15 August 1954

SPECIAL SERVICES GENERAL		
Newspapers	$ 37.63	
Telephone	25.00	
Miscellaneous Fund for Personnel Service Office	100.00	
1 yr Renewal Magazine Subscriptions	652.05	
55 Gal (Texize 500) Cleaner, @ $1.55 per gal	85.25	$ 899.93
BOATHOUSE		
3 Beverly Mast Partner Clamps	$ 6.29	
5, 6" Galv Mall Iron Cleats	3.50	
5 ea Pulley Blocks	4.50	
3 pr North River Oar Locks (Horns Only)	4.05	
2, 5 gal Cans Johnsons Beautiflor Traffic Wax	27.00	$ 45.34
LIBRARY		
2,000 Catalog Cards #5311	$ 10.60	
2,000 Book Pockets Style M	13.50	
2 Paste Brushes	1.40	
1 Card Sorter	5.35	
1 Lacquer Brush	.85	
Childrens Books	20.00	
Vocational Guidance Manuals	20.00	
New Adult Books	125.00	
Awards for Photography Contest (additional)	30.00	$ 226.70
INFORMATION AND EDUCATION		
Printing of the "Langley Flyer"		$ 383.00
SERVICE CLUB ANNEX		
Bingo and Tournament Prizes	$ 150.00	
Refreshments	200.00	
Phonograph Records	10.00	
2, 5 gal cans Johnsons Traffic Wax, @ $10.40 can	20.80	
Petty Cash Fund	10.00	
Printing of Club Programs	22.65	
Repair Coffee Urn	15.00	
Dance Bands for 3 Tuesday Nights, @ $65.00 each	195.00	$ 623.45
SERVICE CLUB #1		
Bingo and Tournament Prizes	$ 150.00	
Refreshments	200.00	
Phonograph Records	10.00	
2, 5 gal Cans Johnsons Beautiflor Wax, @ $13.50 can	27.00	
Petty Cash Fund	10.00	
Printing of Club Programs	22.65	
Paper Cups, Napkins, etc	20.00	
Dance Bands for 3 Wednesday Nights, @ $65.00 ea	195.00	$ 634.65

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ATHLETICS		
Dry Cleaning	$ 50.00	
Officials Fees, Baseball, 1 game	25.00	
Officials Fees, Softball, 75 games, @ $3.00 ea	225.00	
Officials Fees, Softball, WAF, 5 games, @ $10.00 ea	50.00	
7 Golf Trophies, @ $9.00 ea	63.00	
4 Tennis Trophies, @ $10.00 ea	40.00	
3 Softball Trophies, Intra-Mural, @ $25.00 ea	75.00	
10 Books Ferry Tickets, @ $4.50 per book	45.00	$ 573.00
HOBBY SHOP - WOODWORKING		
4, 5 lb Cans Weld Wood Glue	$ 15.00	
2, 4 lb Cans Wetter Putty	4.50	
Assorted Wood Screws	10.00	
Assorted Sanding Belts	50.00	$ 79.50
HOBBY SHOP - LEATHERCRAFT		
Instructor's Pay	$ 90.00	
5h ea Craftools	44.30	
32 Craftaids	21.98	$ 156.28
THEATRE #1		
Phonograph Records		$ 10.00
GREENHOUSE		
Seeds and Bulbs		$ 50.00
OTHER		
Playground Equipment	$ 235.00	
Bookkeeper's Salary	229.16	
Federal Insurance Contributions	4.58	
Washing White Accessories - Honor Guard	10.00	$ 478.74
GRAND TOTAL		$ 4,160.59

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CENTRAL BASE FUND
Langley Air Force Base, Virginia

MINUTES OF THE MEETING OF THE CENTRAL BASE FUND COUNCIL

At the call of the President, the Langley AirForce Base Central Base Fund Council met at 0835 hours, 8 November 1954.

The following members were present:

Col Marcel A Richer, Hq 405th M&S Gp (President)
Col Burton K Syms, Hq 405th Ftr Bmr Wg
Col James S Fisseckerly, 4450th USAF Hospital
Lt Col Calvin V Robinson, Hq 405th Ftr Bmr Wg
Ch (Lt Col) Vernon O Rogers, Hq 405th Ftr Bmr Wg
Maj Malcolm W Pettet, 48th Ftr Intcp Sq
Capt Herbert C Pinkerton, Hq 405th Ftr Bmr Wg
1st Lt Larry L Sellers, Hq 405th AB Gp

The following members were absent:

Col John G Napier, Hq 345th Bomb Gp
Col William S Gowart Jr, Hq 405th Ftr Bmr Gp
Lt Col Gordon A Flygare, Hq 405th Ftr Bmr Wg

The following non-members were present:

Lt Col T S Cutting, Hq 405th AB Gp
Lt Col R M Clem, Hq 405th Ftr Bmr Gp
Maj W O Wilson, Hq 345th Bomb Gp
Maj J W Weaver, Hq 405th Ftr Bmr Wg
Mrs. Ruth Schler, Bookkeeper, CBWF

1. The minutes of the meeting of 11 October 1954 were dispensed with.

2. Old Business:

a. Lt Sellers reported that the itemized list of supplies and equipment required for the Auto Repair Hobby Shop has not yet been prepared for submission to the TAC Welfare Fund. Space for the Shop has not been located.

b. Lt Sellers was to submit a list of items under $3.00 to be dropped from Special Services Custody; however, after a further check, he notified the council that the idea to drop these items was not feasible.

c. Capt Pinkerton stated that $3,000.00 of the Net Working Capital has been deposited to a Central Base Fund Savings Account.

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d. The miscellaneous Fund for the Personnel Services Office was expended as follows for the period 16 October 1954 through 8 November:

Engrave tournament trophies - Service Club Annex	$ 2.50
Paper Cups - Service Club #1	15.00
Repair Coffee Urn - Service Club Annex	65.00
Repair Stop Watch - Athletics	1.75
Shuffleboard Glaze - Service Club #1	3.15
Expenses to Norfolk for Inter-Service Sports Conference - Athletics	5.00
TOTAL	$ 92.50

3. New Business:

a. Capt Pinkerton stated that the Resident Auditor raised the question as to whether Central Base Funds should be collected for the isolated units at Richmond and Cape Charles since these units do not get use of the facilities on the base. It was recommended that either these funds be sent to the units, Central Base Funds are not collected for these units, or these funds be made available to the units in some way. The Council decided to continue to collect Central Base Funds for the isolated units and to notify these units that Langley Air Force Base facilities are available for their use and that if they need any assistance in the purchase of supplies or equipment in order to maintain their dayrooms, they should submit requests.

b. Col Robinson told the council that an Airmen's Club will be ready for operation on 1 February 1955 and suggested that Central Base Funds be used to assist the Club in getting started. The Council approved aiding the Club in getting furniture and equipment.

4. The Budget for 16 November 1954 through 15 December 1954 was approved in the amount of $4,465.94.

5. There being no further business the meeting was adjourned by the President at 0915 hours, 8 November 1954.

HERBERT C PINKERTON
Captain, USAF
Custodian

APPROVED:

MARCEL A RICHER
Colonel, USAF
President

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CENTRAL BASE FUND
Langley Air Force Base, Virginia
BUDGET
16 November 1954 to 15 December 1954

SPECIAL SERVICES GENERAL	
Miscellaneous Fund	$ 200.00
Newspapers	35.00
TOTAL SPECIAL SERVICES GENERAL	$ 235.00
LIBRARY	
Poster Material	$ 20.00
Master Portable Duplicator for publicity purposes	35.00
1 qt Book Shellac Thinner	1.70
1,000 Reserve Stickers	2.00
Magic-mend Library Book Paste	3.90
Cleaning Slip Covers	6.00
Renewal of New York Times Newspaper	23.00
Renewal of New York Herald Tribune Newspaper	23.00
New Books	100.00
TOTAL LIBRARY	$ 214.60
BOATHOUSE	
Fund for replacing Sailboats (Monthly)	$ 350.00
1 21"x2" Belt Sander	65.00
1 Coil ¼" Manila Line	6.40
4 pts Fano Wood Putty @ 75¢	3.00
1 pt Seam Compound	.75
1 gross 1"x8" Brass Screws	5.00
1 8" Funnel	.75
1 Electric Drill	21.50
TOTAL BOATHOUSE	$ 452.40
HOBBY SHOP	
4 ½# cans Weld Wood Glue @ $3.75	$ 15.00
2 ½# cans Water Putty @ $1.25	2.50
Assorted Wood Screws	20.00
2 10" Carbon Tip Saw Blade - 18-teeth - @ $25.00	50.00
Leathercraft Instructor's Pay	90.00
TOTAL HOBBY SHOP	$ 177.50
SERVICE CLUB ANNEX	
Bingo and Tournament Prizes	$ 150.00
Refreshments	100.00
Entertainment	125.00
Phonograph Records	10.00
Petty Cash Fund	10.00
Art Instructor	20.00
Pool Room Supplies - Chalk, glue, tips, clamps	8.95
Cleaning 4 pr office drapes	5.00
Tune Piano	15.00
Paper cups, napkins, spoons	25.00
TOTAL SERVICE CLUB ANNEX	$ 468.95

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SERVICE CLUB #1	
Bingo and Tournament Prizes	$ 150.00
Refreshments	100.00
Entertainment	125.00
Paper cups, napkins, spoons	25.00
Phonograph Records	10.00
Petty Cash Fund	10.00
Dance Instructor	60.00
TOTAL SERVICE CLUB #1	$ 480.00
ATHLETICS	
Cleaning Services	$ 50.00
Basketball Officials - Base Team 7 games @ $30.00	210.00
Basketball Officials - Intra-Mural 66 games @ $6.00	396.00
Basketball Officials - WAF 4 games @ $15.00	60.00
Boxing Trunks - 10 @ $3.37	33.70
Boxing Shoes - 10 @ $7.95	79.50
Mouthpieces - 10 @ 75¢	7.50
Hand Wrapping - 10 @ 75¢	7.50
Cheer Leader Uniforms - Sweaters w/megaphone & Ltr - 5 @ $10.50	52.50
Skirts - 5 @ $7.75	38.75
Tights - 5 @ $1.50	7.50
Basketball Shoes - WAF - 10 pr @ $6.98	69.80
Player of the Week Trophy - Football - 9 @ $2.50	22.50
Intra-Mural Football Trophy - 2 @ $15.00	30.00
Base Champion Football Trophy	20.00
Base Commanders Trophy	120.00
Printing of Programs	30.00
Additional for NEAAFSC Baseball Tournament	80.90
Engraving for Trophies	11.20
10 gal Tough Skin @ $5.95	59.50
TOTAL ATHLETICS	$ 1,386.85
OFFICE OF INFORMATION SERVICES	
Printing of "Langley Flyer" - 16 Nov to 15 Dec	$ 676.90
GREENHOUSE	
Seeds and bulbs	$ 50.00
OTHER	
Bookkeeper's Salary	$ 245.82
Federal Insurance Contributions	4.92
Washing White Accessories - Honor Guard	10.00
Printing CNWF Checks	19.90
Ledger Paper and Printing Column Headings	36.35
Bond - Clothing Sales Store Cashier	6.75
TOTAL OTHER	$ 323.74
GRAND TOTAL	$ 4,465.94

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USAF HOSPITAL
OFFICE OF THE SURGEON
Langley Air Force Base, Virginia

28 September 1954

MD

SUBJECT: Dependent Medical Care

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

1. The policy of providing medical care to dependents on the basis of facilities available has presented some difficult problems. It must be realized by all military personnel and their dependents that the primary mission of the Medical Service is to furnish medical care to the men and women in active military service. At the same time, the Air Force program of securing doctors is based on the military strength of the Air Force and does not involve dependents in any way. Governing directives specify that the Surgeon of each Air Force Base will determine the extent of medical care that can be offered dependents without detriment to the military mission. At Langley Air Force Base every possible effort is being made and will continue to be made to furnish dependent care to the limit of facilities existing at any given time. However, it must be appreciated that a critical shortage of doctors exists and that there will be periods of waiting before seeing a doctor. At the present time, two doctors are engaged full time in the care of obstetrical patients, and two more are engaged full time in the care of dependents in the outpatient clinic. All of the remaining doctors devote a large portion of their time to dependent care both outpatient and inpatient cases. These same medical officers must also be available in regular turns at night time, and on weekends and holidays to care for hospitalized patients as well as emergencies. In order to accomplish this mission, it is therefore mandatory that dependents be taken care of during the weekday afternoon periods only, and by an appointment system in the specialty clinics. If an appointment cannot be obtained, it is due to the fact that the time has been reserved for other dependents who have made earlier reservations. Also, it is greatly appreciated if patients notify the outpatient clinic when previously arranged appointments cannot be kept. This time can be used for other patients on the waiting list. House calls cannot be made for the reason that sufficient doctors are not available for this service. Visits to the hospital after normal working hours should be limited to serious emergencies only. Cooperation on the part of all dependents is all that is asked for by the medical service. An understanding, cooperative dependent population will result in efficient medical care for all.

2. A tabulation of figures representing dependent visits to the hospital for a 52-day period during August and September 1954 reveals

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that an average of 162 patients reported to the outpatient clinic daily. The law figure during the period was 18 on Saturday, 18 September 1954, against a high of 524 on Friday, 20 August 1954.

3. A tabulation of figures representing dependent nonemergency visits to the hospital after normal duty hours over a 60-day period revealed an average of 15 patients nightly. It is the after-duty practice of dependents visiting the outpatient clinic with other than emergency medical reasons that imposes the greatest burden on the medical service of the hospital. This hospital delivers approximately 70 to 80 babies monthly thus requiring two full-time medical officers. The Medical Officer of the Day is required to care for all inpatients, (other than obstretrics) all strictly emergencies and for the orderly operation of all medical facilities within the hospital after normal duty hours.

4. Effective 1 November 1954, the following schedule for dependent medical care will be implemented. All military personnel are urged to thoroughly indoctrinate their dependents with the existing problem, and to make every effort to aid the Medical Service in the successful accomplishment of this program.

WEEKDAYS

Regular Sick Call:	1230 - 1630
Emergencies:	1900 - 2000

SATURDAYS

Regular Sick Call:	0830 - 1100
Emergencies:	1400 - 1500 and 1900 - 2000

SUNDAYS & HOLIDAYS

Regular Sick Call:	1000 - 1100
Emergencies:	1400 - 1500 and 1900 - 2000

Except for accident cases, all patients reporting for treatment at other than the above hours will be advised to return during regular sick call hours or to consult a civilian physician. Accident cases are defined as follows:

a. Military Personnel injured during the performance of duty.

b. Lacerations, automobile injuries, burns, gunshot wounds, sprains and fractures.

JAMES S. FISACKERLY
Colonel, USAF (MC)
Surgeon

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

SUBJECT: Dependent Medical Care 1 October 1954

TO: Commanders, All Units Assigned and Attached to
Langley Air Force Base, Virginia

1. The attached letter from the Surgeon, Langley Air Force Base, Virginia, is forwarded for your information and strict compliance.

2. It is with deep concern that I call this special subject of "Dependent Medical Care" to your attention. The dependent workload being imposed on the Medical Service personnel at this base is tremendous, and is being accomplished as a secondary mission as facilities and personnel are available. Recently, a number of changes were made in consolidating medical facilities available to our dependents; all with a view toward making it easier for them and, at the same time, conserving the medical officers time. Additional changes are forthcoming in the immediate future, in which the Surgeon has developed a complete consolidation of dependent out-patient facilities on the ground floor of the Main Hospital Building; enlarged parking areas for patients; more adequate waiting room facilities; and time-saving routines between clinics and ancillary Medical Services. In addition, major changes to dependent in-patient facilities are presently being accomplished, and will result in far more comfortable and pleasant surroundings for our dependents requiring hospitalization. At the same time, military personnel will benefit from the changes being made, in that all facilities will be available to them also, but at different scheduled times.

3. During the present period of Medical Officer shortages and revision of hospital facilities, it is mandatory that all dependents be made aware of just what is taking place, and that Medical Services are and will continue to be provided in so far as personnel and facilities permit.

4. The schedule in paragraph 4, basic letter, will be brought to the attention of all personnel, your organization, and will be strictly adhered

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Dependent Medical Care

Wing Adjutant's Office
Daily Bulletin

Adjutant
4450th USAF Hospital

5 Oct 54

1. The USAF Hospital, Langley Air Force Base, Virginia, is making every possible effort to continue dependent medical care on the basis of facilities available. However, the number of doctors on the hospital staff is dwindling rapidly and replacements are few and far between. As a result of the doctor shortage, many difficult problems are encountered daily. In view of this problem, it must be realized by all military personnel and their dependents that the primary mission of the Medical Service is to provide medical care for military personnel on active duty. Dependent medical care then, becomes the secondary mission and by Air Force policy, may only be furnished when adequate facilities and personnel are available.

2. A study of dependent medical care being furnished at the USAF Hospital, Langley Air Force Base, Virginia reveals that an average of 162 dependents are treated in the Out-Patient Clinic daily, including averages on Saturdays, Sundays, and holidays. A total of 524 dependents were treated on Friday, 20 August 1954. In addition, 70-80 babies are born each month, requiring the services of two doctors full time. In-patient services are caring for an average of 47 patients daily, all emergency type cases requiring complete hospital care. After normal duty hours an average of 15 dependents are treated nightly, the majority of which are for minor ailments that could be taken care of during regular working hours. It is the practice of dependents visiting the Out-Patient Clinic after normal duty hours for non-emergency medical reasons that imposes the greatest burden on the Medical Service. Dependents must be made to realize that only one (1) Medical Officer is on duty after normal working hours to care for hospitalized patients as well as emergencies and the entire operation of the hospital. These same doctors are on duty throughout the day, in clinics, wards, and various other services.

3. In an effort to cope with the existing situation, to conserve the Medical Officers time, and continue dependent medical care, the following schedule for dependents will be implemented effective 1 November 1954:

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to by all dependents of military personnel in this Command. Violations of this schedule will be reported by the Surgeon direct to the organization Commander concerned for necessary action.

EDWIN S. CHICKERING
Brig. General, USAF
Commander

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Dependent Medical Care (continued)

WEEKDAYS

Dependent Sick Call: 1230 - 1630 (By appointment only)

SATURDAYS

Dependent Sick Call: 0830 - 1100 (By appointment only)

SUNDAYS AND HOLIDAYS

Dependent Sick Call: 1000 - 1100 (By appointment only)

Except for accident cases, all patients reporting for treatment at other than the above hours will be advised to return during regular sick call hours or to consult a civilian physician. Accident cases are defined as follows:

a. Military personnel injured during the performance of duty.

b. Lacerations, automobile injuries, burns, gunshot wounds, sprains and fractures.

4. All visits to the hospital by dependents will be on an appointment basis only. If an appointment cannot be obtained, it is due to the fact that the time has been reserved for other dependents who have made earlier reservations. Also it is greatly appreciated if patients notify the outpatient clinic when previously arranged appointments cannot be kept. This time can be used for other patients on the waiting list. House calls cannot be made for the reason that sufficient doctors are not available for this service. Visits to the hospital after normal hours should be limited to serious emergencies only. Cooperation on the part of all dependents is all that is asked by the Medical Service. An understanding, cooperative dependent population will result in efficient medical care for all. (MD 7138)

FOR THE COMMANDER:

DANIEL P. CAHILL
Captain, USAF (MSC)
Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

GS MIL

15 December 1954

SUBJECT: Holiday Safety

TO: Commanders
All Groups and Separate Units
Langley Air Force Base
Virginia

1. During the Christmas holiday season, a great number of personnel stationed at this Base will be travelling home to celebrate the festivities. Undoubtedly, most of the travelling will be accomplished by privately owned vehicles and at this season of the year, the hazards of the highway increase immeasureably. Adverse weather conditions, overcrowded thoroughfares, fewer daylight hours and the driver who has overindulged in celebration of the holiday all tend to increase the possibility of an accident.

2. Motor vehicle accidents, with resultant fatalities and injuries, rise steadily from a low point in February to an all time high in December and January. Armed with these facts, it is felt that Commanders can take corrective action before the accident occurs.

3. It is imperative that each member of your organization be thoroughly impressed with the necessity of observing the letter and spirit of all traffic laws, being courteous to every driver and pedestrian and giving full attention to the job at hand, whether driving or walking.

4. Traffic accidents lead the nation as well as the Air Force, Tactical Air Command and this headquarters in the number of injuries and fatalities incurred during 1953.

5. Every effort must be exerted to return the members of this headquarters to duty after the holidays, accident and injury free.

BY ORDER OF THE COMMANDER:

Herbert C. Pinkerton

HERBERT C. PINKERTON
Captain, USAF
Adjutant

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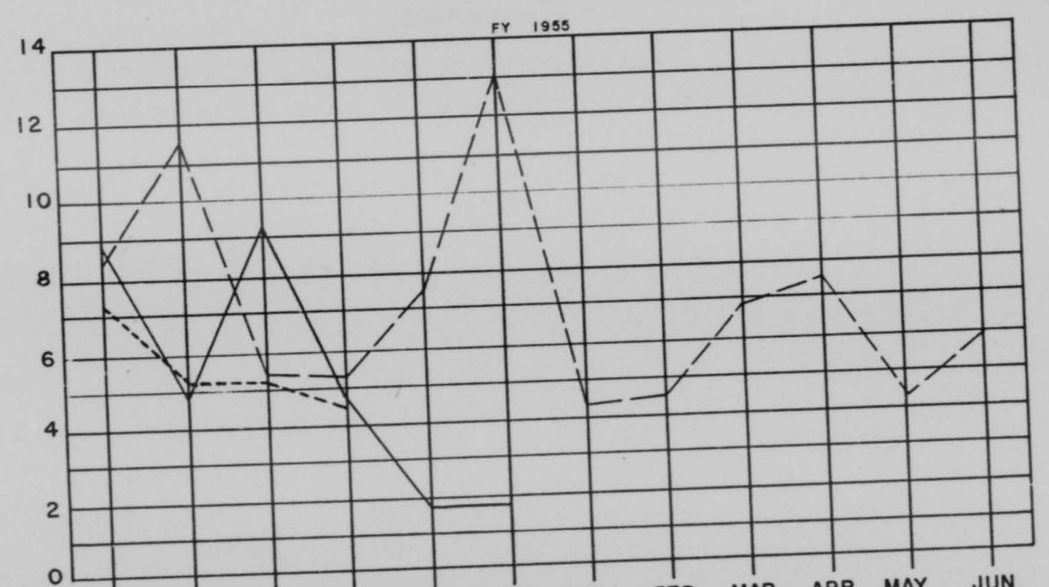
MILITARY INJURY RATE



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
RATE	8.8	4.9	9.2	4.8	1.8	1.8						
NO. INJURED	14	8	15	8	3	3						

TAC RATE ------- FY 1954 — — —

SOURCE: AF FORM 122A

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~~COMPTROLLER COMMENTS~~

~~CIVILIAN INJURY RATE~~

A total of ~~thirty-eight~~ 38 mandays ~~has been~~ was lost with a cost of $970 ~~this Fiscal Year.~~ on civilian injuries during the reporting period. The 1954 rate

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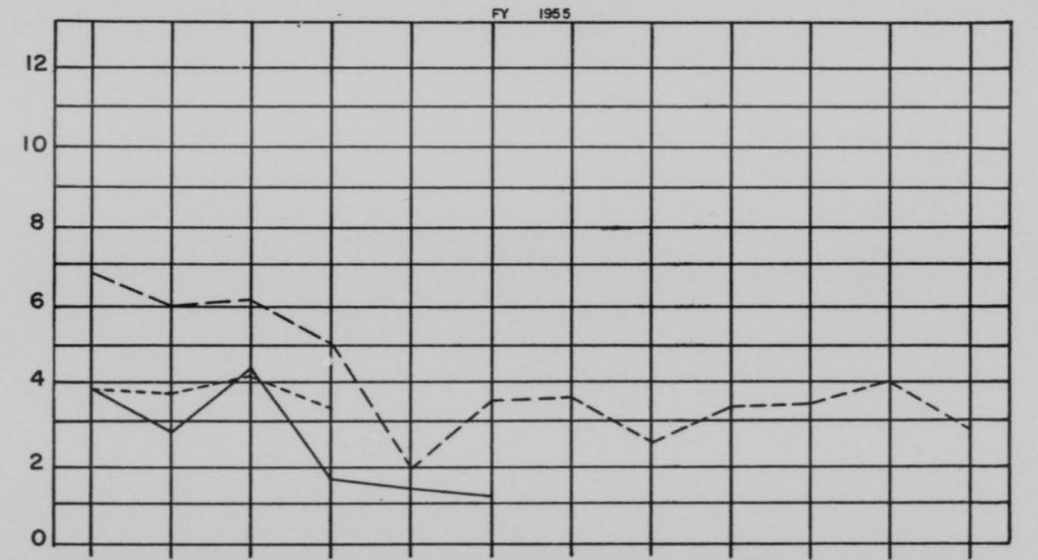
AWOL RATE



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVERAGE PRESENT FOR DUTY	5833	6002	6165	6350	6476	5633						
NUMBER CASES	22	16	27	11	9	6						
MAN DAYS LOST	204	91	207	103	137	95						
RATE ———	3.8	2.7	4.4	1.7	1.4	1.2						

FY 1954 ——— TAC RATE - - - - -

SOURCE: PROVOST MARSHALL

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COMPTROLLER COMMENTS

MILITARY INJURY RATE

1. Total mandays lost due to injuries has amounted to six hundred ninety-three (693) with a cost of $38,220 this Fiscal Year.

2. There was a total of three (3) accidents of which one (1) was job type, one (1) privately owned vehicle and one (1) fall.

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

14 July 1954

GS

SUBJECT: Traffic Violator's School

TO: Commanders
Groups and Separate Units
Langley Air Force Base
Virginia

1. This headquarters has made available, through the Base Driver's School, a course of traffic and driving instructions to be given to all personnel convicted of moving traffic violations. The School will be conducted during off-duty periods and selection of persons to attend will be at the discretion of Group and Unit Commanders.

2. This headquarters will furnish commanders with names of individuals convicted and type of violation. The length of the course will depend upon the nature of the offense. Both on base and off base offenses will be considered.

3. Upon notification by this headquarters of persons convicted, the commander concerned will contact the Maintenance and Supply Group for scheduling of classes if additional instruction is deemed advisable.

4. It is recommended that all concerned take full advantage of this opportunity to further train these persons who evince a lack of knowledge in safe driving practices.

BY ORDER OF THE COMMANDER:

Herbert C. Pinkerton

HERBERT C. PINKERTON
Captain, USAF
Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. The monthly meeting of the Ground Safety Council was opened at 1000 hours, 30 November 1954, in the Wing Conference Room by Colonel Burton K. Sams, Chairman.

Members Present

Col Burton K Sams	Hq 405th Ftr-Bmr Wg (Chairman)
Col James S Fisackerly	4450th USAF Hospital
Lt Col C V Robinson	Hq 405th Ftr-Bmr Wg
Lt Col Kenneth E Kay	Hq 405th M&S Gp
Lt Col Richard Cole	Hq 405th Ftr-Bmr Wg
Maj Cecil E Burkett	Hq 405th Air Base Gp
Maj Joseph F Govoni	405th M&S Gp
Maj Howard Carter	Hq 405th Ftr-Bmr Wg
Maj Ralph T Marsh	405th Ftr-Bmr Gp
1st Lt Robert P Cady	2d TAC Depot Sqdn
CWO Harvey D Hasson	Hq 405th Ftr-Bmr Wg
CWO J A Waits	405th Installations Sqdn
Mr. Carl Rapp	Hq 405th Ftr-Bmr Wg

Members Absent

Lt Col Gordon R Flygare	Hq 405th Ftr-Bmr Wg
Lt Col A M Hendry Jr	Hq 405th Ftr-Bmr Wg
Capt Bennie F Simmons	4450th USAF Hospital
2d Lt Fred R Lovelace	48th Ftr-Intcp Sqdn

Non-Members Present

Maj Jesse W Weaver	Hq 405th Ftr-Bmr Wg (vice Lt Col Gordon R Flygare)
1st Lt Masao Amano	4450th USAF Hospital (vice Capt Bennie Simmons)
1st Lt Manford R Groves	48th Intcp Sqdn (vice 2d Lt Fred R Lovelace)
S/Sgt Clifford H Harrison	Hq 405th Ftr-Bmr Wg

2. OLD BUSINESS:

a. Motor Transportation School for Traffic Violators: The Transportation Officer reported a new school for traffic violators will begin 8 December at 1900 hours. Violators who did not attend the school during October and November and including through 8 December will be expected to report to the school. Major Govoni pointed out to the Council that approximately 50 percent of the violators are repeaters and wondered if special action could not be taken against these offenders. The Chairman felt that this is a prerogative of Group Commanders and not something that can be decided by the Council.

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b. Traffic Violations: There were 81 traffic violations committed by 70 Air Force Personnel. Breakdown as follows: 24 Personnel committed 24 on Base violations; 46 Personnel committed 57 off Base violations. This is an increase over the previous month.

c. Relocation or Addition to Refueling Lot: This project is to be presented to the Master Planning Board at a meeting yet to be held. It was not discussed at the Master Planning Board meeting held during November as it was not compatible with the projects taken up at that meeting.

d. Fence Adjacent to Special Services Boathouse: Work on erection of a fence alongside the Special Services boathouse is being held in abeyance pending issuance of a contract covering this project. The representative of the Office of Air Installations reported this work is on the agenda for the third quarter.

e. Parking Space in Commissary Area: Entrance and exit signs in the commissary area will be erected by Office of Air Installations by 15 December 1954. It was brought to the attention of the Council that permanent parking in one-hour parking spaces makes it difficult for patrons of the commissary to find parking space. It was recommended that the Provost Marshal station an air policeman in this area for the length of time necessary to educate people on this point, and issue tickets to anyone violating parking signs. The Chairman will also discuss this situation with the Commander, 345th Bombardment Group (TAC), as it is felt members of this group are among the worst offenders.

f. Parking in Front of Quarters on Healy Avenue: The Chairman informed the Council that a traffic survey had been conducted by a commercial concern to ascertain what steps might be taken to alleviate the heavy traffic congestion on this base. Several recommendations are included in this survey for elimination of heavy traffic on this street. The recommendations contained in this study will be brought to the attention of the Commander and a report will be made by the Executive at the next meeting of the Council.

g. Safety Classes for Supervisory Personnel: A suitable room in which to conduct safety classes for supervisory personnel has been secured and classes will be set up in the near future by the Ground Safety Officer.

h. Curbing in Front of TAC Headquarters: Topping for the parking area in front of TAC Headquarters will be completed sometime during the week of 29 November.

i. Motor Vehicle Parking Area: While the seriousness of the parking problem in the motor vehicle parking area is realized, this project is not scheduled to be completed until the third quarter. This work will be accomplished by contract at that time.

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j. Fuel Docks: The representative of the Office of Air Installations reported that work on the fuel docks is scheduled for the third quarter.

3. Ground Safety Statistics:

Military Disabling Injuries

	No	Rate	Cost
Oct 1954	8	4.79	$ 3,090.00
Jan thru Oct 1954	98	6.20	134,650.00
Jan thru Oct 1953	116	7.31	209,614.00

USAF Motor Vehicle Accidents

Oct 1954	2	0.92	47.00
Jan thru Oct 1954	15	0.81	832.00
Jan thru Oct 1953	42	2.16	2,192.00

Civilian Disabling Injuries

Oct 1954	1	4.19	28.00
Jan thru Oct 1954	8	3.68	807.00
Jan thru Oct 1953	9	4.25	1,734.00

4. NEW BUSINESS:

a. Open Space Behind Heavy Equipment Shop: The Motor Transportation Officer reported that the fence behind the heavy equipment shop does not run all the way to the water and, consequently, children are entering the shop and playing in and around the heavy equipment. It was suggested that a hole in the fence be mended and the gate kept closed to discourage children from using this means of entering the shop.

b. Posts at 1913th AACS: It was reported that posts in the area of the 1913th AACS were knocked down at the time drainage ditches were put in. It was suggested that these posts be put back in place, painted black and white, with reflectors placed on the posts. The Office of Air Installations was requested to look into this project.

c. Parking Lot Adjacent to Building T-291: The 405th Communications Squadron Safety Committee recommended that the parking lot adjacent to Building T-291 be resurfaced with smaller gravel. It is constructed of large stones which apparently create a hazard when walking. The representative of the Office of Air Installations informed the Council that it is necessary to use large stones on a newly constructed parking lot. After these are packed in they are followed by smaller stone and gravel and after a second packing the lot is asphalt topped. It is felt that time to pack the large stone will alleviate this walking hazard.

d. Service Road in Rear of Building 118: It was reported to the

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Council that one minor accident and several near misses have occurred on the service road in the rear of Building 118, due to the congestion caused by both shuttle busses and city busses making their turns on this road and parking to make up any time their schedules might permit. Major Burkette, Major Govoni and CWO Hasson were appointed to study this problem and report at the next meeting.

e. Safe Driving Day: The Wing Personnel Officer read a letter from Headquarters Tactical Air Command, supporting Safe Driving Day to be conducted 15 December 1954. It is hoped that Tactical Air Command, and in turn, Langley Air Force Base, will remain free of accidents on that day. CWO Hasson was appointed project officer and will submit a program for observance of this day.

f. Wing Headquarters Floors: The Wing Inspector brought to the attention of the Council the fact that one person has fallen and others have almost had accidents from walking on newly waxed floors in the Wing Headquarters building and TAC Headquarters. Non-skid wax is specified to be used on all floors of the base. The Ground Safety Officer will investigate the type of wax being used and report at the next meeting of the Council.

g. Christmas Season: The Ground Safety Officer will again this year initiate a program to make personnel of LAFB particularly fire conscious during the Christmas season. The importance of having flameproofed Christmas decorations, proper electrical fixtures, etc. will be stressed.

h. Vehicles Crossing Runways: The Flying Safety Officer reported that between 0700 and 1000 this date over 100 vehicles crossed the active runway. Whether people are not paying attention to the lights or are not getting the proper lights from the tower is uncertain. Colonel Sams will discuss this problem at the next Wing staff meeting.

5. There being no further business, the meeting adjourned at 1115 hours.

Harvey D. Hasson
HARVEY D. HASSON
CWO, USAF
Ground Safety Officer (Recorder)

Burton K. Sams
BURTON K. SAMS
Colonel, USAF
Chairman

APPROVED:

Edwin S. Chickering
EDWIN S. CHICKERING
Brig. General, USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. The initial meeting of the Langley Air Force Base School Board was called to order by the Chairman, Colonel Burton K. Sams, at 0830 hours 17 November 1954.

MEMBERS PRESENT:

Colonel Burton K. Sams	Hq 405th Ftr-Bmr Wg (Chairman)
Lt. Col C. V. Robinson	Hq 405th Ftr-Bmr Wg
Lt. Col Ross M. Clem	Hq 405th Ftr-Bmr Gp
Lt. Col Theodore S. Cutting	Hq 405th Air Base Gp
Lt. Col Kenneth E. Kay	H2 405th M & S Gp
Maj Charles E. Powell	Hq 405th Ftr-Bmr Wg
Maj Arthur J. Eve, Jr.	Hq TAC, M&O
Capt Frank E. John	405th Ftr-Bmr Wg Instls Eng
1st Lt. James E. Bayes	345th Bomb Gp (TAC)
M/Sgt William R. Godwin	Hq 405th Air Base Gp
Mrs. Alene N. Cofer	Hq 405th Ftr-Bmr Wg (Secty and Recorder)

MEMBERS ABSENT:

Capt W. J. Sitzmann, Jr.	H2 405th Ftr-Bmr Gp
1st Lt. Charlene A. McCabe	4412th WAF Squadron

2. GENERAL:

The Chairman informed the Board it would be necessary to make plans to take over the operation of the elementary school located on Langley Air Force Base, beginning school year 1955-56, from the Hampton City school system. A memorandum dated 12 January 1954 from the Secretary of Defense, directing operation of non-segregated schools on federal property, was read to the group.

Headquarters USAF has directed that a proposed budget be submitted by 15 January 1955, along with a plan for operation of the school. Before submission, however, a member of the board will confer with the district representative of the Department of Health, Education and Welfare for advice and guidance in submitting an operating plan. While the school will be run by the Air Force, monies for operation will come from the Department of Health, Education and Welfare and therefore, proposed administration, curriculum and budget must be approved by that department. Two military installations that now run their own schools and which are acceptable to the Department of Health, Education and Welfare will be queried for copies of their budgets and other data pertinent to the operation of on-base schools. These districts are Quantico and Fort Belvoir, Virginia.

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While it is the present policy for children residing in Langley View to attend Langley View School, except in cases where brothers or sisters are attending the Langley Air Force Base school, it was the opinion of the board that beginning school year 1955 Langley View students should be considered an integral part of the base. During the past year 14 children from Langley View attended the on-base school. Figures indicate that approximately 89 students from Langley View will be eligible for attendance at the on-base school. It was recommended and approved by the Board that Langley View parents be given the privilege of deciding at the time of registration where they prefer their children to attend school.

The Langley Air Force Base elementary school can accommodate 400 students. The City of Hampton will send to Langley as tuition students the difference between the number of children attending from the base and the capacity of the school. There are 188 children attending the on-base school at the present for whom the City of Hampton receives tuition from the Department of Health, Education and Welfare.

3. Curriculum. A basic question to be reviewed and settled is determination of curriculum for the base school. It was suggested that the curriculum used by the State of Virginia as well as curriculums of other states be reviewed for possible additions or deletions and adoption by the Langley AFB School Board. The Hampton school system employs one music teacher who visits each school once every two weeks. It is believed that, through coordination with school authorities from Fort Monroe, it might be possible to hire one music teacher to teach music on both reservations. Lt. Colonel Kay was appointed to head a committee composed of Lt. Colonel Cutting, Major Eve, Captain Sitzmann, Lt. Bayes and M/Sgt Godwin to draft a proposed curriculum for submission to Headquarters USAF.

4. Kindergarten. Inasmuch as many states require kindergarten as a prerequisite to attending first grade, a member of the Board will inquire of the Department of Health, Education and Welfare whether funds may be made available by that agency for the operation of the kindergarten on Langley AFB. It is felt that this request to make the kindergarten a part of the base school will be honored.

5. Summer School. The facilities of the Hampton City School system could be utilized for summer students on a tuition basis, to be paid by individual parents.

6. Administration and Hiring of Teachers. Discussion was held as to the feasibility of hiring teachers under Civil Service or by yearly contract. It was the opinion of the board that hiring by contract would be more desirable. Lt Colonel Robinson and Lt Colonel Clem were appointed to study this problem and report at the next meeting of the

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board. The necessity for hiring an administrator has been discussed with the Superintendent of the Hampton schools. He is of the opinion that a good principal with a rather high-paid clerical assistant or administrative assistant type clerk would be of more value than an average principal and administrator with lesser qualified clerical help. It was pointed out that in the administration of the school, payrolls would be made up either by Civil Service personnel or the Contracting Officer with supplies being purchased by the Purchasing and Contracting Officer.

7. Budget. Major Powell was appointed to work-up a proposed budget to be presented to the board. The Superintendent of the Hampton schools has offered assistance along this line by furnishing any information desired from the files in his office. Lt. Colonel Robinson will establish liaison between Fort Monroe and Langley so that curriculum and budgets submitted by the two installations may somewhat parallel each other.

8. Transportation. Lt. Colonel Cutting was appointed to study transportation needs based on a school attendance of 400 children. Advice from the Hampton School Board indicates there would be a need for two busses to handle these students. Cost of one bus for the City of Hampton is $2,250.00 for one school year or $275.00 per month. This cost includes maintenance and operating costs.

9. Equipment. The equipment now used in the school is part owned by the Air Force with Lt. Sellers as Accountability Officer, and part owned by the Hampton school system. It was recommended and approved by the Board that Captain Harry Dexter be made a member of the Board and charged with the responsibility of determining what equipment will be needed should operation of the school revert to the Air Force. This includes coordination with the Purchasing and Contracting Officer once the committee on curriculum decides what courses are to be offered and textbooks to be purchased. Lt. Arnold may be called upon to assist in the purchasing of textbooks.

10. Auxiliary Services. Lt. Colonel Clem was assigned this project, which covers such services as health programs and lunch facilities.

11. It was recommended and approved that the Board meet 10 December to present a draft of a proposed curriculum and budget. This will allow rework necessary on these plans so that they may be submitted to

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the representative of the Department of Health, Education and Welfare for his comments early in January and finalized and submitted to Headquarters USAF by the deadline of 15 January 1955.

12. There being no further business the meeting adjourned at 1045 hours.

ALENE N. COFER
Secretary-Recorder
LAFB School Board

BURTON K. SAMS
Colonel, USAF
Chairman

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. The Langley Air Force Base School Board met in the Wing Conference Room 9 December 1954 at 0800. The Chairman, Colonel Burton K. Sams, presided.

MEMBERS PRESENT:

Colonel Burton K Sams	Hq, 405th Ftr Bmr Wg
Lt Col C V Robinson	Hq, 405th Ftr Bmr Wg
Lt Col Ross M Clem	Hq, 405th Ftr Bmr Gp
Lt Col T S Cutting	Hq, 405th Air Base Gp
Lt. Col Kenneth E Kay	Hq, 405th M & S Gp
Maj Charles E Powell	Hq, 405th Ftr Bmr Wg
Capt Frank E John	405th FBW Instls Eng
1st Lt James E Bayes	345th Bomb Gp (TAC)
M/Sgt William R Godwin	Hq 405th Air Base Gp
Mrs. Alene N Cofer	Hq 405th Ftr Bmr Wg (Secty and Recorder)

MEMBERS ABSENT:

Maj Arthur J Eve, Jr	Hq TAC M & O
Capt W J Sitzmann, Jr	Hq 405th Ftr Bmr Gp
1st Lt Charlene A McCabe	4412th WAF Squadron

2. General: The Hampton City School system will not send children to Langley as reported in the first minutes of the Board since tuition costs would be much greater than per capita costs. If accepted by the Langley AFB school, Hampton will be under no obligation to pay tuition costs. Students residing on Langley will total approximately 270, with a school capacity of 400. It is doubted that the capacity of the school can be utilized since Dr. Pope of Headquarters USAF is of the opinion that the law will not permit off-base students to go to the on-base school. It would appear that Hampton would want Langley to operate to capacity, considering the crowded conditions in local schools.

3. Curriculum: Lt Col Kay, Chairman of the Committee on Curriculum, reported that there is great similarity in all curriculums used throughout the United States. It was determined that the curriculum offered by the State of Virginia is quite acceptable; it is the way it is taught that is not acceptable. It was the opinion of this committee that the bulletin published by the Armstrong School, a part of the Hampton City School system, was quite adequate as far as what it offered in the way of curriculum and that it would be the responsibility of the School Board

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to be properly selective in the choosing of teachers and in the determination of the size of the classes. It was further recommended by the Curriculum Committee that any curriculum decided upon be open for revision over a two year period, either by additions or deletions. On the recommendation of the Committee for Curriculum the Board approved the use of the Armstrong Elementary School Bulletin as an interim curriculum for the Langley AFB school.

4. Auxiliary Services: Lt Col Clem discussed with the Superintendent of the Hampton Schools their system of employing doctors and nurses for public schools. A doctor is employed part time and a nurse full time. Since dependent care is furnished all children attending LAFB school and due to the close proximity of the school to the base hospital, it was the opinion of the board that these services could be ably furnished by the present hospital staff. Colonel Fisackerly was queried on this and offered the complete cooperation of the hospital. He believes that with his present staff he could furnish any nursing services required at the base school. Virginia law makes smallpox vaccination mandatory and school authorities encourage diphtheria vaccinations.

The present school facility is not equipped with a lunch room and it was the opinion of the board that money would not be forthcoming to build such an addition to the school building in the near future. Students now eat their lunches at their desks with teachers supervising this period or go home for lunches. This procedure will continue during the next school year.

5. Transportation: Lt Col Cutting, appointed to study transportation needs, felt that an accurate cost for budget purposes could not be given until it is determined whether costs will be figured on 270 or 400 students. Dr. Ade of the Department of Health, Education and Welfare will be questioned on the number of students we may take, after which Col Cutting will work-up definite figures. Lt Col Robinson will also determine from Dr. Ade whether this is an expense to be borne by that Department or whether the Air Force will have to assume this obligation.

6. Operation of Plant and Maintenance: Captain John based costs for maintenance of school buildings on the cost per square feet for 1953 and proposed costs for 1955. He will furnish Major Powell, who is preparing a proposed budget for fiscal year 1955-56, estimated costs of telephone services, janitorial supplies, janitors salaries, etc.

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7. Budget: Major Powell informed the Board that most figures required for the proposed budget, which must be submitted to Headquarters USAF, are firm. Figures concerning transportation and plant maintenance will be secured and ready for the next meeting of the Board.

8. Hiring of Teachers: While actual hiring of teachers will not be accomplished until next spring, the method under which they will be hired was discussed. It was decided that Civil Service standards for GS-7 would be applicable for teachers with GS-9 considered a basis for hiring a principal. It was the opinion of the Board that a principal should be in place as soon as possible after the first of the year to assist the Board in making plans for the coming school year. Lt Col Robinson will discuss with Mr. Lindsey the recruitment of a principal.

9. The next meeting of the Board will be held 16 December at 0900 hours. There being no further business the meeting adjourned at 0930 hours.

ALENE N. COFER
Secretary-Recorder
LAFB School Board

BURTON K. SAMS
Colonel, USAF
Chairman

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HEADQUARTERS
405th FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

28 September 1954

SUBJECT: Letter Orders 776

TO: LT COL CALVIN V ROBINSON, 309 3A HQ 405th FITBOMWG

1. You WP o/a 29 SEP 54 on TDY for APRX three (3) days from Langley AFB VA to WASHDC for the PURP of discussing Education & Welfare matters w/US OFS Education DEPT pertaining to Base SCH---DPUO. UCWR proper ORG this B for DY. TVL by MIL ACFT directed if available. OFF cleared for access up to and INC TOPSEC.

2. TDN B&F Control NR 0766 5753400 578-1001 P548-02-03 S44-600.

3. AUTH: AFR 35-52 & TACR 35-8.

BY ORDER OF THE COMMANDER:

s/t/ RICHARD G. COKER
CWO, USAF
Asst Adjutant

DISTRIBUTION:
8 - EA INDV concerned
1 - WG PERS
1 - WG Mail & RCDS
1 - RCDS Set (SO SECT)
3 - WG Fiscal

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AIR FORCE AID SOCIETY
LANGLEY AIR FORCE BASE CHAPTER
Langley Air Force Base, Virginia

ABS/A 7 September 1954

SUBJECT: Historical Report for Month of August 1954

TO: Group Historical Officer
Hq 405th Air Base Group
Langley Air Force Base, Va.

1. Air Force Aid Society campaign was conducted from 24 July 1954 through 7 August 1954. Educational donations amounted to $800.59. General Fund amounted to $3,085.35.

2. No change in personnel.

3. During the month of August, 17 loans were made totaling $1,507.00 and 3 grants were made totaling $504.90.

4. There were no accounts transferred into nor out of this Chapter.

a. At the end of August 1954 the Cash Book balance was $4,000.00.

George T. Arnold
GEORGE T. ARNOLD
1st Lt., USAF
Custodian

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OPERATING PROFIT — OFFICER'S MESS

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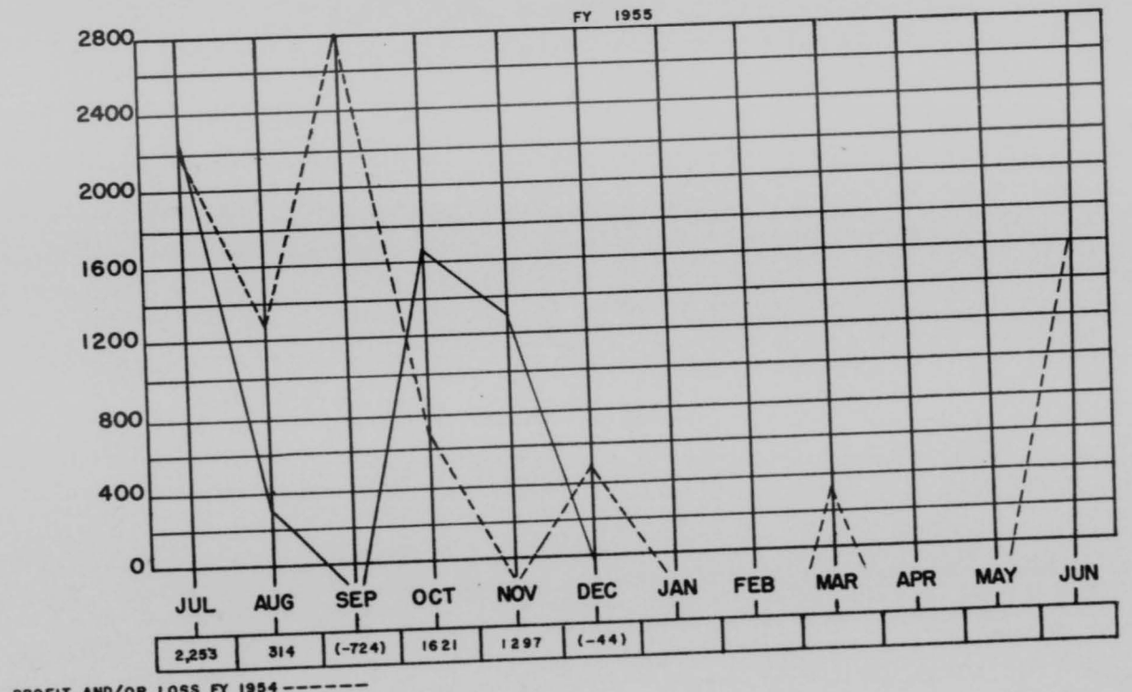

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COMPTROLLER COMMENTS

NET OPERATING PROFIT - NON-COMMISSIONED OFFICER'S MESS

1. Net Profit for the month amounted to $53.51 which is a decrease of $2,670.76 when compared with November. The contributing factor for the decrease in profit was entertainment.

2. Sales per member was $9.43 as compared with $9.41 for November. Gross Profit on Sales amounted to forty-one point four (41.4) per cent with a Salary Expense of twenty-nine point one (29.1) per cent and a rate of four point one (04.1) for inventory turnover. When comparing the past two (2) months' operation, it will be noted that Gross Profit decreased three point five (3.5) per cent and Salary Expense increased three point eight (3.8) per cent. These variances can be attributed to the Holiday Season.

3. Membership for the month was one thousand five hundred sixty-nine (1,569) or a decrease of one hundred seventy-eight (178) when compared with the previous month. The following is a breakdown of Non-Commissioned Officers assigned this installation as of 25 December and a percentage comparison for the past two (2) months:

	Strength	Members	Dec. Per Cent	Nov. Per Cent
M/Sgt	427	349	81.7	85.6
T/Sgt	475	293	61.7	70.8
S/Sgt	1,061	625	58.9	69.0
Total	1,963	1,267	64.5%	72.9%

When reviewing the above, it will be noted that there was a decided decrease with the greatest being in Staff Sergeants. As of 25 December there was a total of one thousand three hundred fifty-eight A/1C assigned with three hundred five (305) or twenty-two point five (22.5) per cent members of the Mess.

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NON-COMMISSIONED OFFICERS' OPEN MESS
LANGLEY AIR FORCE BASE, VIRGINIA

STATE OF FINANCIAL CONDITION
MONTH ENDED 30 JUNE 1954

ASSETS

Current Assets:			
Petty Cash		$100.00	
Cash in Bank, Special Account		8,027.31	
Cash in Bank, Savings Account			
Cash in Bank, Checking Account		22,655.00	
Change Fund		2,000.00	
Accounts Receivable-Returned Checks (Schedule A-1)		20.00	
Accounts Receivable-Other (Schedule A-1)		644.50	
Accrued Interest Receivable			
Deposit on Containers		81.12	
Inventories (Cost)			
Storeroom	$4,771.64		
Bar & Package	600.89		
Bingo	64.97		
Mess	757.46	6,194.96	
Prepayments			
Insurance	615.67		
Taxes	-0-		
Supplies	1,392.03		
Dishes	-0-		
Cash Register Maintenance	135.00		
Decorations	-0-		
Stationery & Printing	57.50		
Typewriter & Adding Machine Policy	9.86		
Music & Talent	350.00		
Magazines & Air Force Times	57.95		
Prepaid Decals V1-0086144 thru V1-0090000	7.90	2,625.91	
TOTAL CURRENT ASSETS			$42,348.80
Other Assets:			
Deposit on Vendor-Owned Equipment			67.50
Property Owned:			
Furniture & Equipment		58,005.58	
Less: Allowance for Depreciation		41,586.19	
TOTAL PROPERTY OWNED			16,419.39
TOTAL ASSETS			$58,835.69

LIABILITIES AND N

Current Liabilities:	
Vouchers Payable	
Unclaimed Wages	
Federal Withholding Tax Payable	
Federal Social Security Taxes Payable	
Vacation Pay Reserve	
Reserve for Bingo Jack Pot	
Advance Insurance Claim-Truck	
TOTAL CURRENT LIABILI	
Other Liabilities:	
Tactical Air Command Open Mess Loan	
Net Worth:	
EARNED SURPLUS	
Balance 1 June 1954	$28,90
Net Profit (Exhibit B)	1,61
Transferred from Bingo Reserve	2,000
TOTAL	$32,51
LESS: Transfer to Appropriated Surplus for Bingo	520
TOTAL ACCUMULATED EARNINGS	
APPROPRIATED SURPLUS	
For Air-Conditioning	
For Bingo	
TOTAL NET WORTH	
TOTAL LIABILITIES AND NET	

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NON-COMMISSIONED OFFICERS' OPEN MESS
LANGLEY AIR FORCE BASE, VIRGINIA

STATE OF FINANCIAL CONDITION
MONTH ENDED 30 JUNE 1954

EXHIBIT A

ETS

	$100.00	
	8,027.31	
	22,655.00	
dule A-1)	2,000.00	
	20.00	
	644.50	
	81.12	
$4,771.64		
600.89		
64.97		
757.46	6,194.96	
615.67		
-0-		
1,392.03		
-0-		
135.00		
-0-		
57.50		
9.86		
350.00		
57.95		
7.90	2,625.91	
		$42,348.80
		67.50
	58,005.58	
	41,586.19	
		16,419.39
		$58,835.69

LIABILITIES AND NET WORTH

Current Liabilities:		
Vouchers Payable		727.36
Unclaimed Wages		5.40
Federal Withholding Tax Payable		370.15
Federal Social Security Taxes Payable		71.97
Vacation Pay Reserve		592.59
Reserve for Bingo Jack Pot		1,000.00
Advance Insurance Claim-Truck		38.00
TOTAL CURRENT LIABILITIES		2,805.47
Other Liabilities:		
Tactical Air Command Open Mess Loan Fund		12,000.00
Net Worth:		
EARNED SURPLUS		
Balance 1 June 1954	$28,900.07	
Net Profit Transferred from Bingo (Exhibit B)	1,614.42	
Reserve	2,000.00	
TOTAL	$32,514.49	
LESS: Transfer to Appropriated Surplus for Bingo	520.78	
TOTAL ACCUMULATED EARNINGS		$31,993.71
APPROPRIATED SURPLUS		
For Air-Conditioning		8,027.31
For Bingo		4,009.20
TOTAL NET WORTH		44,030.22
TOTAL LIABILITIES AND NET WORTH		58,835.69

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NON-COMMISSIONED OFFICERS' OPEN MESS
LANGLEY AIR FORCE BASE, VIRGINIA

STATEMENT OF INCOME AND EXPENSE
MONTH ENDED 30 JUNE 1954

	TOTAL	BAR	PACKAGE	BINGO
SALES	$11,890.63	$6,394.88		$3,907.75
COST OF GOODS SOLD				
Beginning Inventory	1,270.18	424.32		64.97
Purchases	7,205.60	3,657.38		2,716.23
Available for Sale	8,475.78	4,081.70		2,781.20
Ending Inventory	1,423.32	600.89		64.97
TOTAL COST OF GOODS SOLD	7,052.46	3,480.81		2,716.23
GROSS PROFIT ON SALES	4,838.17	2,914.07	45.57%	1,191.52
Dues	3,366.00			
Other Activity Revenues	104.25			
GROSS PROFIT FROM OPERATIONS	8,308.42	2,914.07		1,191.52
OPERATING EXPENSE				
Salaries and Wages (civilian)	1,805.74	251.54		106.67
Salaries and Wages (military)	1,898.00	356.96		330.00
Maintenance and Repairs	64.93	29.06		5.00
Electricity, Gas & Water	65.87	20.15		8.14
Insurance	79.61	16.42		-0-
Laundry	59.13	14.78		14.79
Stationery, Printing & Office Supplies	72.44	-0-		-0-
Other Supplies	310.93	88.86		-0-
Telephone & Telegraph	29.07	-0-		-0-
Subscriptions	24.85	-0-		-0-
Social Security Tax	36.00	4.80		2.14
Entertainment Expense	1,270.33	-0-		-0-
Travel Expense	50.00	-0-		-0-
Loss on Containers	8.58	8.58		-0-
Other Taxes	4.17	4.17		-0-
Nursery	204.00	-0-		204.00
TOTAL OPERATING EXPENSE	5,983.65	795.32		670.74
NET PROFIT FROM OPERATIONS	2,324.77	2,118.75		520.78
OTHER INCOME				
Purchase Discounts	2.87			
Cash Overages	-0-			
Income Returned Checks	14.00			
Misc.	3.00			
TOTAL OTHER INCOME	19.87			
TOTAL	2,344.64			
OTHER EXPENSE				
Donations	60.00			
Loss on Sale of Equipment				
Depreciation	664.97			
Miscellaneous	.62			
Cash shortages	4.63			
TOTAL OTHER EXPENSE	730.22			
NET Profit (EXHIBIT A)	$1,614.42			

Membership for June 1661

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NON-COMMISSIONED OFFICERS' OPEN MESS
LANGLEY AIR FORCE BASE, VIRGINIA

EXHIBIT B

STATEMENT OF INCOME AND EXPENSE
MONTH ENDED 30 JUNE 1954

TOTAL	BAR		PACKAGE	BINGO		CLUB	MESS	
$11,890.63	$6,394.88			$3,907.75		-0-	$1,588.00	
1,270.18	424.32			64.97		-0-	780.89	
7,205.60	3,657.38			2,716.23		-0-	831.99	
8,475.78	4,081.70			2,781.20			1,612.88	
1,423.32	600.89			64.97		-0-	757.46	
7,052.46	3,480.81			2,716.23		-0-	855.42	
4,838.17	2,914.07	45.57%		1,191.52	30.49%	-0-	732.58	46.13%
3,366.00						$3,366.00		
104.25						104.25		
8,308.42	2,914.07			1,191.52		3,470.25	732.58	
1,805.74	251.54			106.67		1,447.53	-0-	
1,898.00	356.96			330.00		870.00	341.04	
64.93	29.06			5.00		24.93	5.94	
65.87	20.15			8.14		-0-	37.58	
79.61	16.42			-0-		60.57	2.62	
59.13	14.78			14.79		14.78	14.78	
72.44	-0-			-0-		72.44	-0-	
310.93	88.86			-0-		191.98	30.09	
29.07	-0-			-0-		29.07	-0-	
24.85	-0-			-0-		24.85	-0-	
36.00	4.80			2.14		29.06	-0-	
1,270.33	-0-			-0-		1,270.33	-0-	
50.00	-0-			-0-		50.00	-0-	
8.58	8.58			-0-		-0-	-0-	
4.17	4.17			-0-		-0-	-0-	
204.00	-0-			204.00		-0-	-0-	
5,983.65	795.32			670.74		4,085.54	432.05	
2,324.77	2,118.75			520.78		(615.29)	300.53	
2.87								
-0-								
14.00								
3.00								
19.87								
2,344.64								
60.00								
664.97								
.62								
4.63								
730.22								
$1,614.42								

Membership for June 1681

A)

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

H FIN

30 Nov 54

SUBJECT: Report of Audit No. E37-614-31, Non-Commissioned Officers' Open Mess, Langley Air Force Base, Virginia, Period: 1 May through 31 October 1954

TO: Commander
405th Air Base Group
Langley AF Base, Virginia

1. Attached is custodian's copy of Report of Audit No. E37-614-31, pertaining to the Non-Commissioned Officers' Open Mess, which is to be retained by the custodian.

2. Request that this correspondence, minus custodian's copy of Audit, be returned to this headquarters, incorporating specific corrective action statements in connection with any conditions reflected within the body of this Report of Audit.

3. It is pointed out that all corrective action statements will be utilized by this headquarters in preparing an indorsement to higher headquarters over the signature of the Wing Commander; consequently, all such information must be complete, concise and correct.

4. Specific attention is invited to paragraph 25d, AFR 176-11D, 26 June 1953, which requires that each audit report be supported by a copy of the financial statement referred to.

5. Specific attention is also invited to comments voiced in paragraph 2, subject Audit Report. Information is requested as to specific reasons previously reported irregularities and/or deficiencies had not been corrected, or why the auditor's recommendations could not be adopted.

6. Accomplishment of this correspondence must be such as to reach this headquarters not later than 13 December 1954.

BY ORDER OF THE COMMANDER:

1 Incl
Custodian's Cy of
Audit Report

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COPY

DEPARTMENT OF THE AIR FORCE
Comptroller
AUDITOR GENERAL

COPY

Reply to:
Auditor General, DCS/C
Eastern District
Resident Office
Langley Air Force Base
Hampton, Virginia

30 November 1954

AFAUDE-AB-R/A

SUBJECT: Report of Audit No. E37-614-31
Non Commissioned Officers' Open Mess
Langley Air Force Base, Virginia
Period: 1 May 1954 thru 31 October 1954

THRU: Commander
Langley Air Force Base, Virginia

TO: Commander
Tactical Air Command
Langley Air Force Base, Virginia
ATTN: TNCAC-A

1. General Condition of Account: Based upon a review of operating procedures and selective checks of transactions and accounting records, internal control, otherwise adequate, is considered weakened by the cash procedures commented upon in paragraph 3a, this report. Compliance with applicable directives is satisfactory, financial statements, with the exception of the comments in paragraph 3a, below, accurately reflect the condition of the fund, and measures in effect to safeguard funds and property of the account appear adequate.

2. Action on Previous Report of Audit: There has been satisfactory compliance with recommendations contained in the previous Regular and Interim Reports of Audit except for paragraph 3a and c below.

3. Comments and Recommendations:

a. Cash register readings are being reset to zero each day after ascertaining the daily sales.

Recommendation: In order to utilize the built-in controls provided by the cash register, the opening and closing sub-total readings should be used to ascertain the daily sales. The grand totals should be allowed to accumulate in the machine to provide management with a cumulative record of all cash receipts for the period.

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Aud, Gen. Res. Off., Langley AFB, VA. Subject: Report of Audit No. E37-614-31, Non Commissioned Officers' Open Mess, dtd 30 Nov 54.

b. The mess is employing military personnel, in addition to the custodian, on a full time basis.

Recommendations: Paragraph 6e(3) AFM 176-1, Non Appropriated Funds and Related Activities, dated 4 November 1953, provides that with the exception of personnel necessary to exercise command supervision, utilization of enlisted personnel on a full time duty basis for operational purposes as a primary duty assignment to non appropriated funds and activities will be limited to emergencies where civilian personnel are not available for employment at reasonable rates when authorized by official manning documents; and that such emergency assignments by installation or orgainzation commanders will be subject to approval of the major commander.

c. A review of payroll disbursements revealed that some expenses were not being correctly charged to operating activities within the Mess. Approximately 50% of all waiters' salaries are being charged to entertainment expenses. As a result, the cost of this expense is not proportionately borne by the Bar and Mess activity which derive the principle benefit from waiters' sales.

Recommendation: In order that financial statements will more accurately reflect the operations of the Mess, waiters' salaries should BE CHARGED TO Bar and Mess activities in proportion to revenue realized from waiters' sales by each activity.

4. Discussion with Interested Officials: The results of this audit were discussed with Burton K. Sams, Colonel, USAF, Base Executive Officer, and Clyde C. Marshall, M/Sgt, USAF, Custodian.

FOR THE AUDITOR GENERAL:

s/t/ ALAN M WINNER
Captain, USAF
Resident Auditor

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Hq 405th Ftr Bmr Wg, Langley AFB, Va., H FIN, Subject: "Report of Audit No. E37-614-31, Non-Commissioned Officers' Open Mess, Langley AFB, Va., Period: 1 May through 31 October 1954"

ABNM (10 Dec 54) 1st Ind 13 Dec 1954

Headquarters 405th Air Base Group, Langley Air Force Base, Virginia

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

In compliance with basic communication the following comments are made relative to Report of Audit No. E37-614-31, Non-Commissioned Officers' Open Mess, Langley Air Force Base, Virginia. (Paragraphing

* * *

3. a. Recommendation: We feel that the procedure of resetting the cash register machines daily to zero is an operation that best suits our needs. It is believed that the present system of daily inventory now in effect, compared with the merchandise sold and the amount indicated on cash register is a multiple check of daily sales made. Due to the age of cash register machines, the daily resetting of the cash register precludes errors that may occur if a running total is maintained.

b. Additional military personnel were assigned the Mess per authority contained in Paragraph 13, Special Orders #212, Headquarters, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia, dated 2 November 1954.

c. We feel justified to charge 50% of the waiters' salaries to entertainment expenses because of the increase of free entertainment offered by the Club.

* * *

t/ MARTIN P. CRABTREE
Lt Colonel, USAF
Commander

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DAF, Auditor General, AFAUDE-AB-R/A, Subj: Rpt of Audit No. E37-614-31, Non-Commissioned Officers' Open Mess, LAFB, Va, Pd: 1 May thru 31 Oct 54

H FIN (30 Nov 54) 1st Ind 22 Dec 1954

Headquarters, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

TO: Commander, Tactical Air Command, ATTN: TNCAC-A, Langley Air Force Base, Virginia

In compliance with basic correspondence, the following corrective action has been accomplished.

1. General Condition of Account: Noted.

2. Action on Previous Report of Audit: Noted.

3. Comments and Recommendations:

a. The present mechanical condition of the cash registers and the resultant unreliability temporary precludes using the system recommended by the auditor. Immediate action will be taken to effect repair of these machines. Upon completion of the necessary mechanical repairs, the recommendation of the auditor will be instituted to effect proper management through the provision of a cumulative record of all cash receipts for the period.

b. The assignment of military personnel to full-time duty to this activity, in addition to the custodian, has been made to insure the proper and necessary exercise of command supervision. Personnel so assigned are not performing duties pertaining to operational functions.

c. In accordance with the recommendation of the auditor, future financial statements will reflect waiters' salaries as an operating expense applied to Mess and Bar activities, in proportion to the revenue realized from waiters' sales from each activity; except that on those occasions when Club activities provide free food and beverages, waiters' salaries for that period will be reflected as an entertainment operating expense. This procedure will realistically reflect operating expenses of Bar, Mess and Club activities.

4. Discussion with Interested Officials: Noted.

t/ EDWIN S. CHICKERING
Brig. General, USAF
Commander

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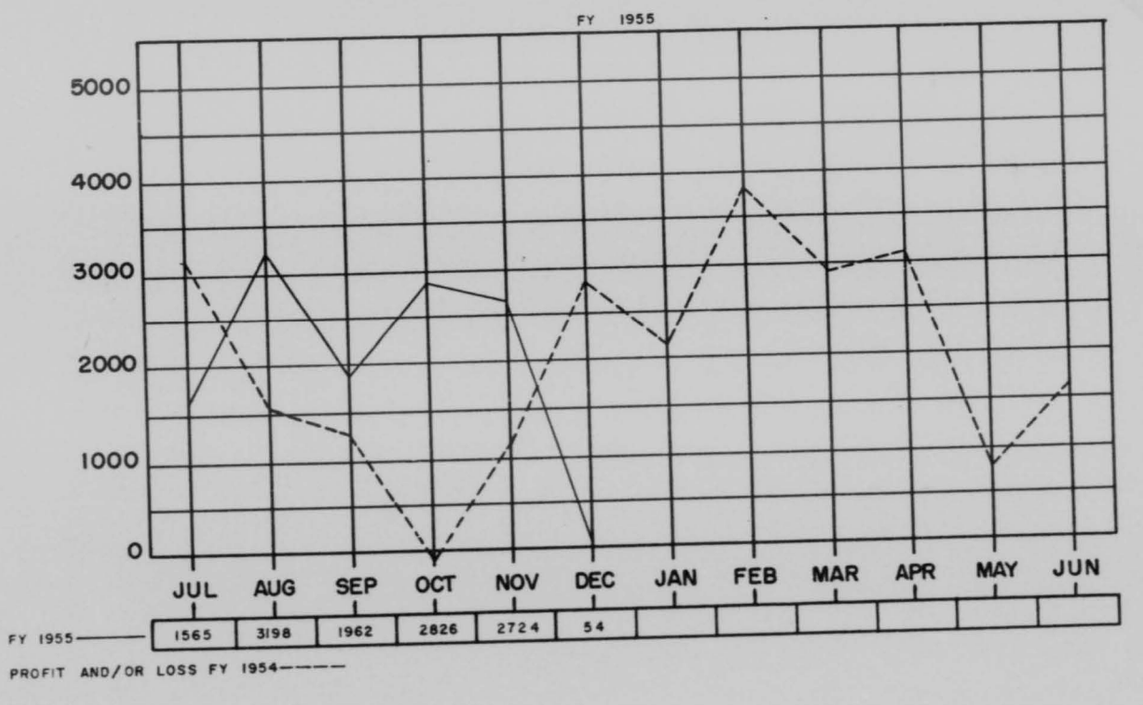
NET OPERATING PROFIT — N C O MESS



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SAFETY FILM

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

P MGT 18 November 1954

SUBJECT: Establishment of Airmen's Club at LAFB

TO: Commanders All Groups and Separate Units
Langley Air Force Base
Virginia

1. Attached is a draft of a base regulation which, at the proper time, will be issued by Headquarters 405th Fighter Bomber Wing.

2. A suitable building will be provided for this purpose. This building will be available for occupancy by the Airmen's Club 1 February 1955. In order to establish a constitution, by-laws, operating procedures and to obtain membership for this club, the following steps will be taken:

a. Each group and separate unit to which this correspondence is addressed will appoint one individual from grade E-4 to act as a temporary board of governors of the Langley Air Force Base Airmen's Club. The name of this individual will be submitted to this headquarters not later than 1 December 1954.

b. The temporary board of governors will meet with the club monitor, Lt. Colonel Theodore S. Cutting, at his call.

c. The temporary board of governors will take the necessary steps to establish an active Airmen's Club by 1 February 1955. Their action will include, but not be limited, to the following:

(1) Conduct a membership drive.

(2) Prepare a proposed constitution and by-laws for adoption by the membership.

(3) Choose temporary officers for the club.

(4) Establish a date for meeting of all members to adopt constitution and by-laws and to nominate and/or elect permanent club officers.

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P MET Hq 405th Ftr Bmr Wg, LAFB, Va., subject: Establishment of Airmen's Club at Langley Air Force Base

(5) Prepare for a formal opening of the club approximately 1 February 1955.

(6) Take any other steps deemed necessary to produce a smooth and efficiently functioning airmen's club by 1 February 1955.

BY ORDER OF THE COMMANDER:

1 Incl
Draft Base Regulation

BURTON K. SAMS
Colonel, USAF
Executive

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D R A F T

BASE REGULATION)
)
NUMBER)

HEADQUARTERS 405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

AIRMEN'S CLUB

1. PURPOSE: The purpose of the regulation is to establish and provide authority for the operation of the Langley Air Force Base Airmen's Club.

2. SCOPE: This regulation applies to all units stationed at Langley Air Force Base.

3. GENERAL: The Langley Air Force Base Airmen's Club is established to promote social, recreational, and general welfare of the airmen and their families assigned Langley Air Force Base in grades E-1 through E-4.

a. The administration, operation and dissolution of the Langley Air Force Base Airmen's Club will be patterned after that of the Officers, Noncommissioned Officers and Aviation Cadet Open Messes as set forth in AFR 176-11.

b. The Board of Governors of the Langley Air Force Base Airmen's Club is responsible to the Commander, 405th Fighter Bomber Wing, for all activities of the club.

c. The Commander, 405th Air Base Group, or his designated representative, will monitor the activities of the Langley Air Force Base Airmen's Club and will act in the capacity of official advisor to the Board of Governors.

d. A constitution and by-laws will be adopted by the membership and submitted to the Commander, 405th Fighter Bomber Wing, for approval. Changes in the constitution and by-laws will also be submitted for approval after adoption by the membership.

BY ORDER OF THE COMMANDER:

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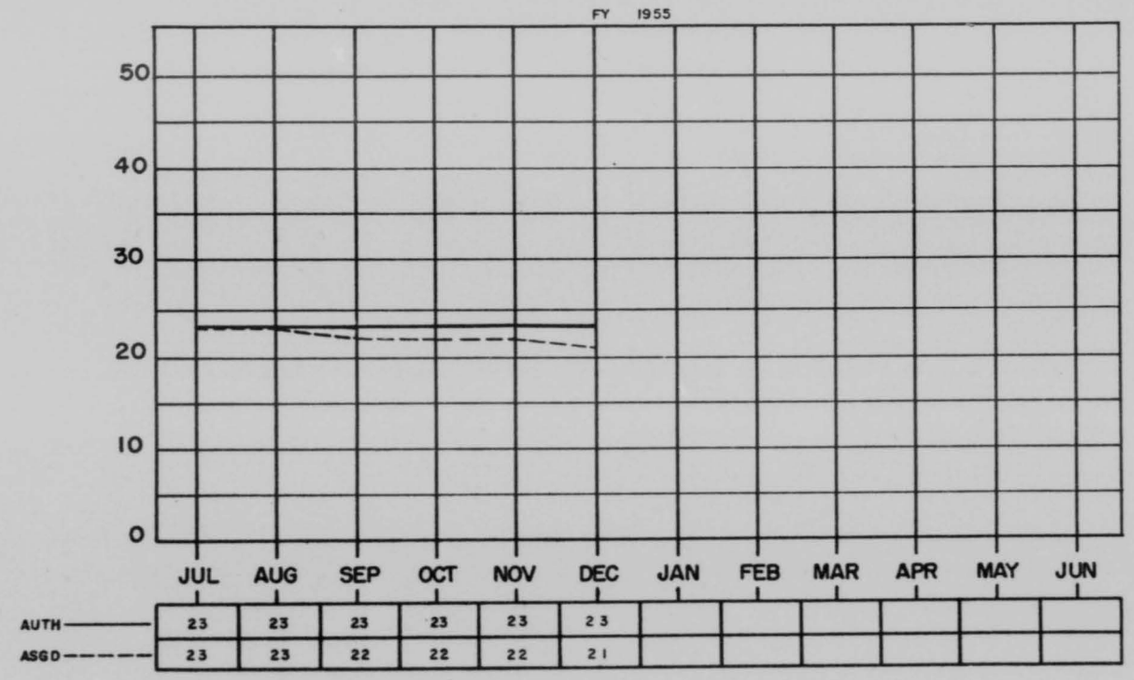
AUTH VS ASGD CIVILIANS– PROJECT 478 WAGE BOARD



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTH	23	23	23	23	23	23						
ASGD	23	23	22	22	22	21						

SOURCE: UMD & CPO

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COMPTROLLER COMMENTS

REENLISTMENT BY ORGANIZATION

	SEPARATIONS		REENLISTMENTS			
	1st Enl.	Later Enl.	1st. Reenl.	Rate	Later Reenl.	Rate
405th Fighter Bomber Wing	5	2	1	20	2	100
405th Fighter Bomber Group	8	3	2	25	4	133
405th M & S Group	14	18	2	14	14	78
405th Air Base Group	52	17	6	12	15	88
429th Air Refueling Squadron	4	5	1	25	5	100
345th Bomb Group	29	7	1	3	5	71
4450th USAF Hospital	6	1	0	0	1	100
Tenant Units	44	15	9	20	14	93
Total	162	68	22	14	60	88

There was a total of eighty-two (82) reenlistments with thirteen (13) reenlisting for other stations.

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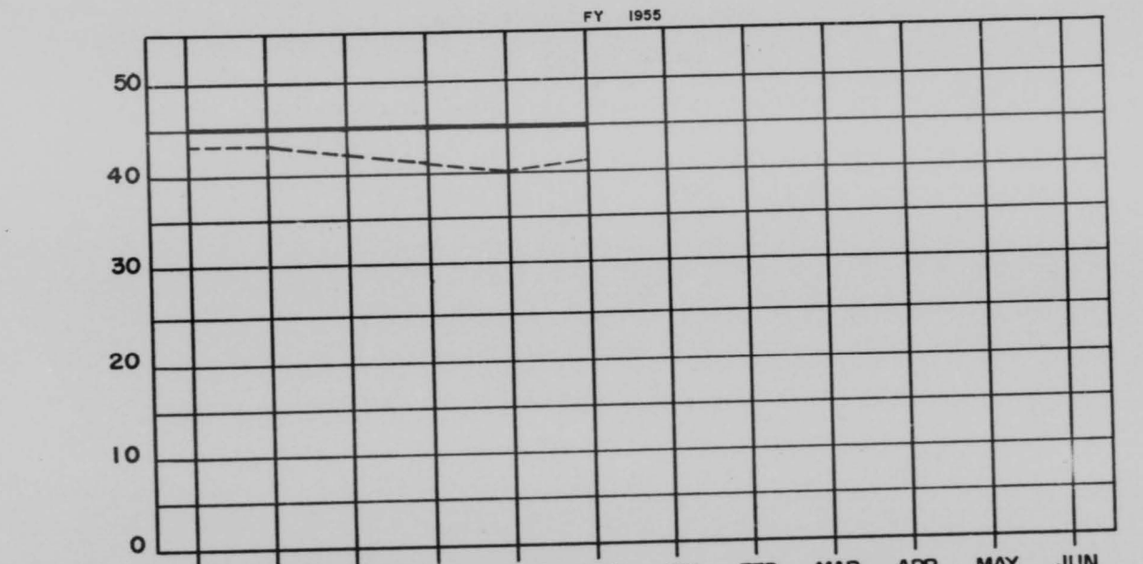
AUTH VS ASGD CIVILIANS — PROJECT 478 GRADED



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTH	45	45	45	45	45	45						
ASGD	43	43	42	41	40	41						

SOURCE: UMD & CPO

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COMPTROLLER COMMENTS

AUTHORIZED VS ASSIGNED CIVILIANS

PROJECT 478 WAGE BOARD

This project had two hundred forty-eight (248) hours unemployed for the month. All unemployed hours was in the Mess.

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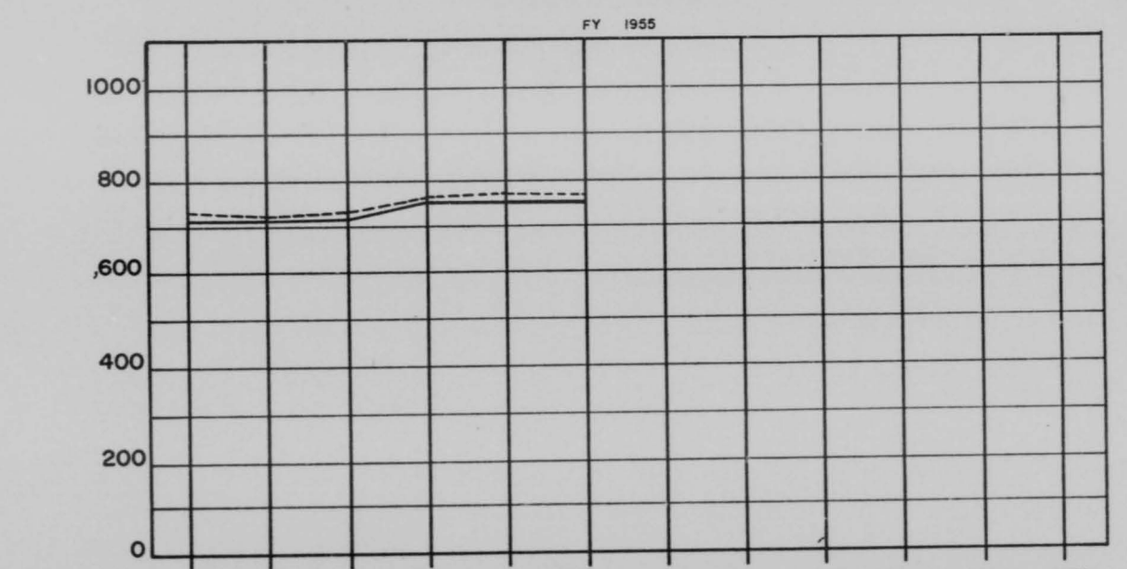
AUTH VS ASGD CIVILIANS — PROJECT 458 WAGE BOARD



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED	718	718	721	753	753	753						
ASSIGNED	725	723	725	755	760	759						

SOURCE: UMD & CPO

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COMPTROLLER COMMENTS

AUTHORIZED VS ASSIGNED CIVILIANS

PROJECT 478 GRADED

1. This project has an employment rate of ninety-four point six (94.6) per cent for the month.

2. The following is a breakdown of the vacancies existing and the number of hours vacant.

Short Job Title	Hours Vacant
Clerk Steno	184
Dictating Machine Transcriber	184
Clerk Typist	32
Staff Nurse	8

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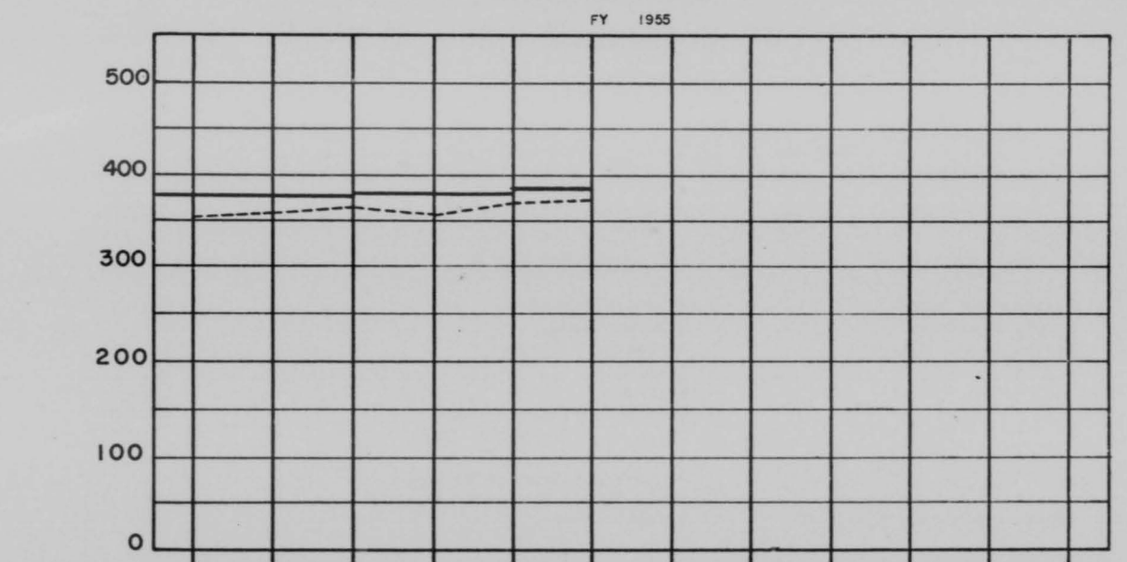
AUTH VS ASGD CIVILIANS – PROJECT 458 GRADED



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED ——	383	383	383	384	384	386						
ASSIGNED - - - -	356	366	371	367	371	374						

SOURCE: U M D & C P O

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COMPTROLLER COMMENTS

AUTHORIZED VS ASSIGNED CIVILIANS

PROJECT 458 WAGE BOARD

1. As of 31 December this project was in excess of the authorized strength by six (6) personnel. This can be attributed to positions already established being loaned to the Installations Squadron. The unemployment rate for the entire month was one point one (01.1) per cent.

2. The following is a breakdown of the vacancies existing and the number of vacant hours:

Organization	Short Job Title	Hours Vacant
Maintenance Squadron	Aircraft Mechanic	184
Supply Squadron	3 Warehousemen	272
Installations Squadron	Carpenter Foreman	184
" "	Laborer	184
" "	Welder	184
" "	Refuse Handling Foreman	128
" "	Operator - Mowing Machine	72
" "	Plant Electrician Helper	24
" "	Grounds Maintenance Foreman	16
" "	Power Ground Equipment Repairer	48
4405th Operations Squadron	Aircraft Mechanic	184

This represents a total of one thousand four hundred eighty (1,480) unemployed hours.

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HISTORY

OF THE

405TH FIGHTER BOMBER GROUP
(405th Fighter Bomber Wing)

1 July 1954 to 31 July 1954

Francis R. Colbert
FRANCIS R. COLBERT
Major, USAF
Historical Officer

Wm S. Cowart Jr.
WILLIAM S. COWART JR
Colonel, USAF
Commander

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I PERSONNEL

a. Command:

This period saw a change in Command. Colonel William S. Cowart, Jr. replaced Colonel Donald A. Baccus as Commander of the Group, assuming command 6 July 1954. Colonel Baccus was assigned to the Air War College, AC&SS, Maxwell AFB, Alabama. Colonel Cowart was previously assigned as Asst Chief of Staff, Joint Task Force #7, which conducted the tests at Eniwetok Atoll in the Pacific.

b. Personnel:

The personnel shortage still accounts for the major problems in this section. There is a dire need for a Group Sergeant Major for a smoother operation of the administrative section. At present the Personnel Sergeant Major is performing the duties of the Sergeant Major as an additional duty.

There is also a lack of qualified personnel in the supply field. This shortage is due to the inadequacy of the T/O's of the Group and Squadrons. Requests for T/O change have been submitted, but nothing has been received to date.

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II INTELLIGENCE

No items of importance were encountered during the reported period.

III OPERATIONS

Since the major function of operations at the present time is transition of pilots in F-84F aircraft, the grounding of aircraft has greatly hampered this program (see Maintenance).

During the Operational Suitability Tests at Eglin AFB, Florida, certain characteristics were found to be unsafe in operating the aircraft with armament load. Therefore, the flights of aircraft have been limited to only those conditions considered safe. It is hoped these problems will be resolved during the tests.

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IV MAINTENANCE AND SUPPLY

a. Maintenance:

The grounding of aircraft during this period constituted the main problem. The F-84's were grounded from 10 July to 21 July for compliance with T.O. 1F-84-250. The aircraft were again grounded on 30 July for compliance with T.O. 1F-84-265. This has greatly hampered flying and presented maintenance and engineering obstacles. It is hoped the representatives from Republic Aviation Corporation can resolve the maintenance problems of the new aircraft.

b. Supply:

One of the main supply difficulties is a shortage of stock lists and AF part numbers by which replacements can be ordered. There is also a shortage of Technical Orders and spare parts. It is hoped that coordination can be effected through supply channels and Republic Aviation Corporation to alleviate this problem.

Additional experienced personnel in the supply field would aid a great deal in operating a more efficient and smooth running supply.

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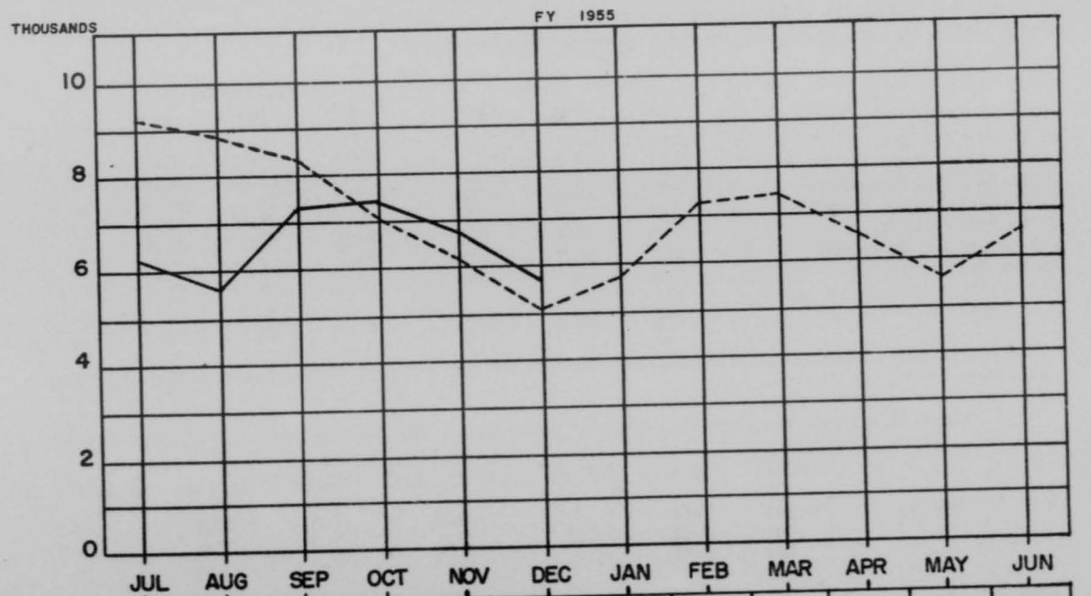
TOTAL FLYING HOURS



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL FLYING HRS—	6243	5734	7218	7296	5846	5762						
405 TH FB GROUP	1138	733	1366	2163	2114	1188						
4405TH OPS SQ	1213	1370	1365	1308	1316	1340						
345 TH BOMB GP, TAC	1259	1590	2010	1398	1133	1172						
429TH AIR REFL SQ	—	—	32	83	183	131						
4424TH HEL FLT	73	110	100	75	67	26						
4500TH SPT SQ	1340	1192	1292	1405	1147	907						
TENANT UNITS	1220	739	1053	866	886	998						
FY 1954 -----												

SOURCE: AF FORM 110A

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COMPTROLLER COMMENTS

AIRCRAFT UTILIZATION RATE

1. The following is a comparison of hours flown and utilization by organizations at this installation for the months of October, November and December.

	HOURS FLOWN			UTILIZATION		
	Oct	Nov	Dec	Oct	Nov	Dec
405th Ftr Bmr Gp	2163	2114	1188	07.4	06.0	03.2
4405th Operations Sq	1308	1316	1340	07.8	08.5	06.6
345th Bomb Gp, Tactical	1398	1133	1172	06.4	05.1	04.9
4424th Helicopter Flight	73	67	26	02.8	02.7	00.9
429th Refueling Sq	83	183	131	08.3	06.2	03.3
4500th Support Squadron	1405	1147	907	08.4	07.0	04.9
Tenant Units	866	886	998	06.5	06.3	06.7
Total	7296	6846	5762	07.2	06.3	04.7

2. The above utilization factors are computed on the basis of flying hours versus aircraft in commission hours.

3. Below is a comparison of the number of hours flown per average number of aircraft on hand:

	Month	Type	On Hand	Hrs Per Acft	Type	On Hand	Hrs Per Acft
405th Ftr Bmr Gp	Oct	F-84	66.0	29.7	T-33	08.0	25.4
	Nov	F-84	72.6	28.3	T-33	04.0	15.3
	Dec	F-84	73.3	16.2	T-33	01.0	-
345th Bomb Gp, Tactical	Oct	B-26	32.0	32.8	TC-47	1	35.0
	Nov	B-26	32.0	25.9	TC-47	1	06.0
	Dec	B-26	31.9	28.2	TC-47	1	10.0
345th Bomb Gp, Tactical	Oct	T-33	05.9	44.2	RB-57	01.4	37.1
	Nov	T-33	09.9	29.1	RB-57	01.0	10.0
	Dec	T-33	10.0	26.1	RB-57	01.0	-

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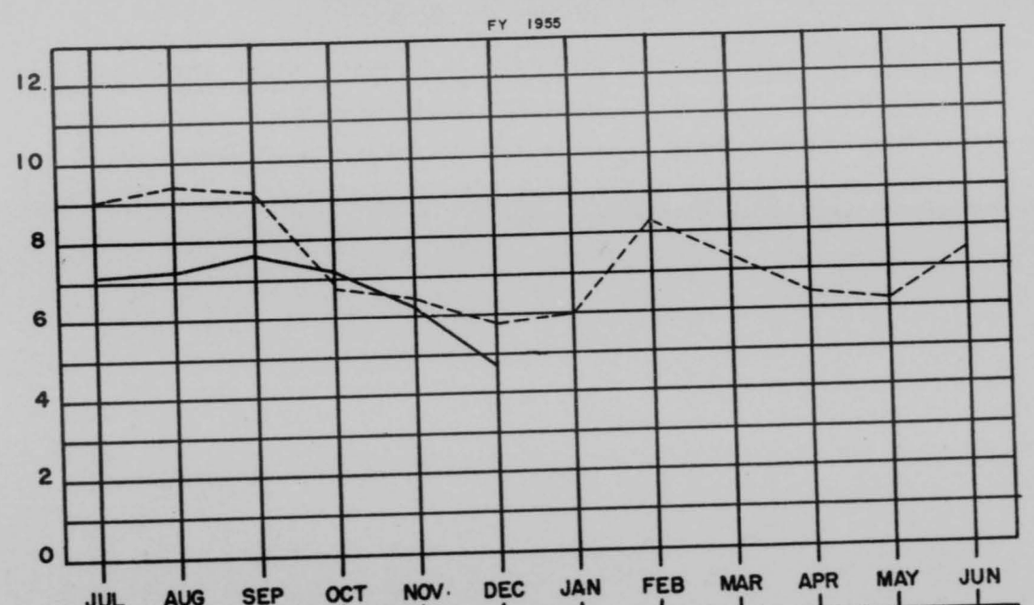
AIRCRAFT UTILIZATION RATE



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
BASE IN COMMIS HRS	88,108	78,368	94,210	101,340	109,116	121,626						
TOTAL FLYING HRS	6243	5734	7218	7296	6846	5762						
BASE UTIL RATE—	07.1	07.3	07.7	07.2	06.3	047						

FY 1954------

SOURCE: AF FORM 110A

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COMPTROLLER COMMENTS

AIRCRAFT ACCIDENT RATE

1. There were four (4) accidents during the month, however, the rate portrays only three (3) as it has not been ascertained as yet the type experienced by the 429th Air Refueling Squadron. Flying time and aircraft accidents of tenant units are not considered.

2. Total cost of accidents has amounted to $1,501,012 this Fiscal Year.

3. The cumulative rate is forty-five (45.0) as compared with twenty-six (26.0) for the corresponding period of the previous Fiscal Year.

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4405TH OPERATIONS SQUADRON (TAC)
Langley Air Force Base, Virginia

5 November 1954

ABO

SUBJECT: Historical Report for the Month of October 1954

TO: Commander
405th Air Base Group
Attention: Historical Report Officer
Langley Air Force Base, Virginia

1. SCOPE

a. This report includes the following sections assigned to the 4405th Operations Squadron:

(1) Personnel Section

(2) Unit Supp ly

(3) Tech Supply

(4) Operations & Training

(a) S-3, Administrative Section

(b) Base Operations

(c) Base Pers Equip Pool

(d) Base Instrument School

(e) Bombing Range Section

(f) Instr Trainer Department

(g) Flight Training Department

(h) Base Flight Maint Section

2. PERSONNEL

a. The following number of personnel are assigned to sections as indicated:

SECTION	OFFICERS	AIRMEN	CIVILIANS	TOTAL
Pers Sec	1	6	0	7
Uni t Supply	1	8	0	9
Tech Supply	0	6	1	7
S-3, Admin Sec	1	1	0	2

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SECTION	OFFICERS	AIRMEN	CIVILIANS	TOTAL
Base Operations	5	12	0	17
Pers Equip	0	6	0	6
Instr School	2	1	0	3
Bomb Range	1	9	0	10
Instr Training	0	24	0	24
Flt Training	1	2	1	4
Base Flt Maint	1	187	7	195
Total	13	262	9	284

b. The following is a list of OIC's and NCOIC's for the above mentioned sections:

Major P. Sims	Group Ops & Trng (S-3)
Capt J. A. Wilson	Base Operations Officer
M/Sgt J. J. Maher	NCOIC, Base Operations
T/Sgt I. Keehu	Chief Dispatcher
Capt. W. B. McDonald	OIC, Instrument School
Capt. J. O. Beard	Asst OIC, Instr School
Capt. H. Walters	OIC, Base Flt Maint
Capt. G. L. Veix	OIC, Flt Trng & Pers Equip
1/Lt. A. Weisberger	OIC, Bomb Range
1/Lt. R. R. Sayers	OIC, Unit Supply & Tech Supply
M/Sgt F. L. Byers	NCOIC, Instrument School
T/Sgt V. L. Sanders	NCOIC, Flight Training
T/Sgt E. D. Dorey	NCOIC, Unit Supply
S/Sgt H. A. Fary	NCOIC, Tech Supply
A/1C A. Carsuso	Act NCOIC, Pers Equip

3. PERSONNEL SECTION

a. This section is now ope ration more efficiently. There has been a great improvement in this section over the past month. It is felt that as the months roll along, the personnel section will steadily improve.

4. UNIT SUPPLY

a. At the beginning of the month of October there were six (6) each Airmen assigned to this section, five (5) Airmen present for duty and one (1) Airman attending Tech School. Two (2) additional Airmen were assigned this section for duty raising the assigned total to eight (8) Airmen.

b. There were no major changes in construction of this section for the month. There were 97 Issues and 56 turn ins made during the month of October. Nine (9) each work orders were submitted to AIO for repairs to Bldgs 1332 and 225.

c. 13 each UAL change requests were submitted to have equipment added to UAL #0930. 8 each were approved and 1 each disapproved and 4 each are pending. AF Form 1120's were made up for control of USE property 2,180 each line items are presently maintained.

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UNIT SUPPLY COND'T

d. Tools were drawn an set up for issue of 51 each new boxes. Issues will be made starting 1 November 1954. 24 each old tool boxes were turned in and re-issued to different personal.

e. Information of the Value of Authorized property and property on hand was compiled. Information as follows:

	Value drop allowed	Value not allowed drop	Total Value
Auth USE	40,453.16	437,288.82	477,741.77
On Hand	37,260.80	367,754.82	405,015.62

The above information was compiled and report submitted. Time consumed in this compiletion totaled 898½ man hours. 298½ hours of this time was put in nights and week ends.

f. Monitary allowance was set up on Sales Store containing classes 25B, 40B and 43. The amount set up is $630.00 and for the 1st 3rd of this, the last quarter of the year, $215.18 was spent in these classes. Semi-annual reports were due for supply during month of October. This was compiled and submitted and during this operation a new UAL was accomplished for this organization. All efforts have been directed to making a better and more complete supply, so as to support sections of the 4405th Operations Squadron.

5. TECH SUPPLY

a. This section consists of six (6) airmen and for the month of October this section had one (1) loss and one (1) airman picked up. The final transfer of all the tools and records from Tech Supply to Unit Supply was accomplished and completed. Set ups were made to handle crib tools only and boxes of hand tools are all controled by Unit Supply.

b. Tech Supply will make all the turn ins and issues on aircraft parts and during the month of October 510 transactions were accomplished. Two (2) each AIO work orders were submitted for the month of October.

6. OPERATIONS & TRAINING

a. During this reporting period the following contractor technicians worked with the Instrument Trainer Sections:

(1) Mr D. Hitchock, the Link Aviation Inc Field Service Representative, was present at this station for the entire month.

(2) Mr E. L. Diehl, the Curtiss-Wright Inc Field Service Representative was present at this station from 26 October 1954 thru 30 October 1954.

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4405th Opns Sqdn, LAFB, Va., File ABO, Subj: Historical Report for the Month of October 1954, dated 5 November 1954

b. Operations

a. The Dispatch Section of Base Operations cleared 1227 cross country flights and a total of 678 transient aircraft visited this base during the month of October 1954. The traffic report of the Control Tower for this reporting period, showed a total of 4348 take-offs and 4350 landings. There were no Bombing & Gunnery Missions during the month of October do to the fact that a Bombing & Gunnery Range was being set up at AP Hill.

b. There were 115 pilots assigned and/or attached to the 405th Air Base Group for Flying during this reporting period. These pilots flew a total of 1702:25 hours for an average of 15½ hours per person and they completed 71 actual GCA's. Ten (10) pilots were given Instrument Flight checks during this mon th.

c. The Base Instrument School conducted two (2) classes of instructor during the mo nth of October with a total of twenty-five (25) pilots attending.

d. The Instrument Trainers were operated as follows:

(1) Instrument Flying Trainers included three (3) each type C-8, one (1) each type P-3, and three (3) each type C-11 trainers. Pilots flew the trainers for a total of 494:30 and made 258 GCA landings. Total time logged on all the trainers for the month was 654:10 including 19:00 for OJT and 140:30 for preflight and maintenance adjustments. There was 1161:55 available and ofthis 41% was used and 667:25 was lost due to absentees, cancellations and no schedule.

(2) Bomb Trainers, two (2) each type A-6. Bombadiers used the trainers for a total of 79:40. Total time logged on the trainers for the month was 93:30 including 15:30 for pre-flight and maintenance adjustments. There was 195:00 available and of this 41% was used and 115:20 was lost due to absentees, cancellations and no schedule.

(3) Celestial Navigation Trainer, one (1) eachtype AN-T-34 Navigators andpilots used this trainer for a total of 62:00. (two (2) students received training concurrently on most missions) Total time logged on the trainer for the mon th was 63:00 including 9:30 for pre-flight and maintenance adjustments. This trainer was available for operation 138:00 and of this the trainer was operated 53:30 for a total of 39% utilization. 84:30 was lost due to no schedule and cancellation.

(4) Dead Reckoning Trainer, one (1) each type C-2. There was no training requirements by using organization for this trainer during the month of October.

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4405th Opns Sqdn, LAFB, Va., File ABO, Subj: Historical Report for the Month of October 1954, dated 5 November 1954

e. Base Flight Maintenance

(1) The following items or events of Historical interest occured during the month of October 1954:

a. Personnel gains were two (2) against three (3) losses

b. During the month 19 airmen took leaves and 26 airmen took passes.

c. During the month the following aircraft were gained:

F-94C	50-985	C-47A	42-23789
F-84F	52-6453	C-47A	43-16093
F-84F	52-6436	TB-25N	44-29291
F-84F	52-6558	T-33	52-9813

d. During the month the following aircraft were lost:

F-94C	50-985	F-84F	52-6474
F-84F	52-6453	F-84F	52-6516
F-84F	52-6436	C-47A	43-15280
F-84F	52-6431	C-47A	42-100805
F-84F	52-6558	H-19A	51-3855

e. The following figures indicate statistically the history of Transient Alert Section for the month of October 1954:

(1)	Total aircraft received	1016
(2)	Total aircraft serticed	472
(3)	Total fuel serviced	226,579 gal
(4)	Total oil serviced	3499 qts

f. Accidents

(1) On October 5, 1954, a F-84F type aircraft assigned to the 511th FBS, Langley AFB, was involved in a major accident.

(2) On October 7, 1954, a F-94 type aircraft assigned to the 48th FIS, Langley AFB, was involved in a major accident.

(3) On October 7, 1954, a F-84F type aircraft assigned to the 510th FBS, Langley AFB, was involved in a major accident.

(4) On October 14, 1954, a F-84F type aircraft assigned to 510th FBS, Langley AFB, was involved in a major accident.

(5) On October 26, 1954, a F-84F type aircraft assigned to the 510th FBS, Langley AFB, was involved in a major accident.

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4405th Opns Sqdn, LAFB, Va., File ABO, Subj: Historical Report for the Month of October 1954, dated 5 November 1954

f. Accidents Cond't

(6) On October 30, 1954, a F084F type aircraft assigned to the 510th FBS, Langley AFB, was involved in a major accident

ROBERT R SAYERS
1st Lt, USAF
Sqdn Historical Officer

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PROPOSED 19 March 1954

CONTROL OF AIR TRAFFIC IN THE LANGLEY AIR FORCE BASE AREA

Section I - General

1. PURPOSE. The purpose of this proposal is to recommend the establishment of procedures for the control of air traffic in the Langley Air Force Base, Virginia area. This proposal is designed to form the basis for:

a. Requests for action by the Regional Airspace Subcommittee, in accordance with AF Regulation 55-103, which should be forwarded ninety days prior to the anticipated operational date.

b. Appropriate letters of agreement or operations letters between CAA and the Air Force base concerned, which should be accomplished approximately forty-five days prior to the anticipated commissioning date.

c. Action to establish approved approach control procedures in accordance with AF Regulation 55-24.

d. Local operating procedures for the facilities concerned, normally prepared by the local AACS commander within thirty days following commissioning of each facility in accordance with AACS Regulation 101-27.

2. GENERAL: Radar Approach Control service will be provided by 1913th AACS Squadron, Langley AFB, Virginia, in accordance with procedures outlined in ANC, "Procedures for the Control of Air Traffic", Langley Approach Control Local Operating Procedures, ANC Criteria

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for Standard Instrument Approach Procedures, AACS Manual 100-1, "Radar Air Traffic Control", and appropriate letters of agreement and/or operations letters between Washington ARTC, Norfolk Terminal Control and Langley AFB, Virginia.

3. CONTROL AGENCIES AND JURISDICTION:

a. Washington ARTC and Norfolk Terminal Control shall exercise control jurisdiction over all aircraft other than those released to Langley Approach Control. Transfer of control will be effected in accordance with paragraph 4.02, ANC-PCAT.

b. Langley Approach Control shall exercise jurisdiction over all aircraft within the Control Area as proposed in Attachment #1. Langley Approach Control shall exercise control jurisdiction until approaching aircraft has landed or reported VFR at which time control shall be assumed by the appropriate Control Tower. (Langley or Patrick Henry.)

c. Aircraft engaged in Air Defense missions and/or utilizing Air Defense Command radar installations shall be controlled in accordance with CAA Region/Air Division Operations and Langley Approach Control Agreements.

d. The Langley Air Force Base Commander assumes responsibility for the deviation from the standard separations prescribed in ANC-PCAT or CAA Radar Procedures for Airport Traffic Control with respect to radar control of traffic operating under the jurisdiction of Langley Air Force Base. Not less than three (3) miles lateral separation shall be provided.

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4. RADIO AND RADAR NAVIGATIONAL AIDS FACILITIES:

a. Langley LF Radio Range (SBMRAZ). (Existing)

b. Dendron MHW type Non-Directional Radio Beacon. (Existing)

c. AN/CPN-18 type Radar Search Equipment. (Existing)

d. AN/FPN-16 type Radar Precision Equipment. (Existing)

e. Radar Approach Control Center (RAPCC). (Being installed)

f. Langley AFB ILAS including compass locator at outer marker. (Being installed)

g. Patrick Henry Airport ILS including compass locator at outer marker. (Being installed)

h. Additional Facilities:

(1) Fan marker and compass locator to be located on the north course of the Langley Range seven miles from the range station. (Recommended)

5. AIRSPACE:

a. Control Zone. Airport Control Zone at Langley AFB includes Patrick Henry Airport, is shown on Attachment #2 and described in paragraph 5c(3).

b. Approach Control Area. Langley Approach Control Area for Langley AFB as depicted on Attachment #1 and described in paragraph 5c(1).

c. Airspace Subcommittee approval will be required for the following items:

(1) Airspace Restricted Area for Langley AFB as depicted on Attachment #1 and described as follows: That area bounded by a line beginning at a point, latitude

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36° 58' 30" longitude 76° 22' 00"; extending thence to a point, latitude 36° 58' 30" longitude 77° 00' 00"; thence north to a point, latitude 37° 40' 00" longitude 77° 00' 00"; thence northeast to a point, latitude 37° 45' 00" longitude 76° 57' 00"; thence east to a point, latitude 37° 45' 00" longitude 76° 08' 00"; thence south to a point latitude 36° 58' 30"; longitude 76° 08' 00"; thence westward around the periphery of Norfolk Navy Control Zone to the beginning point, latitude 36° 58' 30" longitude 76° 22' 00".

(2) Installation of a fan marker and compass locator on the north course of Langley Range.

(3) Enlarge Langley AFB Control Zone to include that area bounded by a line beginning at a point, latitude 36° 58' 30" longitude 76° 22' 00"; thence west to a point, latitude 36° 58' 30" longitude 76° 45' 00"; thence north to a point, latitude 37° 12' 00" longitude 76° 45' 00"; thence east to a point, latitude 37° 12' 00" longitude 76° 22' 35"; thence southward to a point, latitude 37° 06' 00" longitude 76° 22' 00"; thence east to a point, latitude 37° 06' 00" longitude 76° 16' 00"; thence south to a point, latitude 37° 00' 30" longitude 76° 16' 00"; thence westward around the periphery of Norfolk Navy Control Zone to the beginning point, latitude 36° 58' 30" longitude 76° 22' 00".

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Section II

Flight and Air Traffic Control Procedures

1. GENERAL: Under unusual or emergency conditions, the approach and/or flight patterns described herein may be deviated from by coordination between aircraft and the Senior Controller, Langley Approach Control provided obstruction clearance is maintained in accordance with ANC - Criteria for Standard Instrument Approach Procedures.

2. HOLDING PATTERNS:

a. Primary Holding Patterns for aircraft awaiting an approach clearance to Langley AFB will be:

(1) Conventional aircraft - North course of the Langley Range between the proposed fan marker and a point two minutes north, 2500 feet and above, standard pattern.

(2) Jet aircraft - Track 270° inbound between the ILAS outer marker compass locator and a point two minutes east, 20,000 ft and above standard pattern.

3. APPROACH PROCEDURES:

a. General. The instrument runway at Langley Air Force Base will be runway 7. This runway is 8000 feet long, 150 feet wide, elevation 10 feet MSL. The instrument runway at Patrick Henry will be runway 6. This runway is 5000 feet long, 100 feet wide, elevation 41 feet MSL.

b. Primary Fixes	Altitudes	Release Points
Sharps Intersection	2,500 •	Sharps Intersection
Cape Charles Intersection	2,500 •	Cape Charles Intersection

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Navy Norfolk Range	2,500 *	Navy Norfolk Range
Hampton Roads Intersection	2,500 *	Hampton Roads Intersection
Richmond Radio Range	2,500 *	Richmond Radio Range

*Note: Indicates minimum altitude for propeller driven aircraft. Jet aircraft will be released at minimum altitude of 20,000 feet.

c. Radar Approach. After radar contact has been established with aircraft released to Langley Approach Control, the aircraft will be vectored to final approach gate by search radar to destination airport. Precision radar will complete the final approach at Langley AFB. PPI assist or radar monitored ILS approach can be made to Patrick Henry Airport. In case of aircraft holding at the recommended fan marker, aircraft will be cleared from the holding pattern to descend to 1500 feet and vectored to final approach gate. Normal radar pattern is shown on Attachment #3.

d. Standard Range Approach. Aircraft will make a standard instrument approach on the Langley Range in accordance with the published Instrument Chart (Range) in the USAF Pilot's Handbook. (East)

e. Radar Multiple Approach Control (MAC) Procedures.

(1) Definition: Control of two or more aircraft simultaneously on the final approach by an equal number of final controllers utilizing precision approach radar, each controller having an independent channel of communication. Part I paragraph 5d(3), AACS [illegible]al 100-1.

(2) Patterns: Patterns are shown in Attachment #3.

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(3) Separation: Not less than three (3) miles lateral separation will be maintained in the pattern when standard vertical separation is not provided; not less than 500 feet vertical separation will be maintained when a possibility exists that a conflict could occur in the event of radar or radio failure.

4. MISSED APPROACHES:

a. Langley AFB, Virginia:

(1) Primary missed approach procedure will be: Make left turn from final approach heading to a heading of 360° climbing to an altitude of 1500 feet, proceed to the proposed compass locator (fan marker) and enter standard holding pattern.

(2) Alternate missed approach procedure will provide at least 45° lateral separation and will be: Climb on final approach heading to an altitude of 1500 feet and intercept the north course of the Navy Norfolk Range, perform procedure turn to the right and enter non-standard two minute holding pattern (turns left) along north course of Navy Norfolk Range between Buckroe Beach Intersection and a point two (2) minutes north.

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b. Patrick Henry Airport:

(1) Climb on final approach heading to an altitude of 1500 feet and intercept the north course of the Langley Radio Range, perform procedure turn to the left and enter standard holding pattern.

c. When simultaneous approaches to both airports are in progress, aircraft destined for Langley AFB will utilize alternate missed approach procedure.

d. When ceiling is less than published minimums, aircraft will be radar identified during the jet penetration procedure and vectored into radar pattern for GCA approach to instrument runway 7 (see attachment #2).

e. Formation Approaches: Fighter aircraft in elements of two may be controlled as one aircraft.

f. Lost wingman procedure will be devised and published locally.

7. MISSED APPROACH PROCEDURES: Missed approaches will be executed in accordance with instructions contained in the appropriate approach chart or as directed by Approach Control. Alternate missed approach will provide lateral separation until vertical separation is established. When traffic conditions permit, aircraft missing radar approach may be directed by radar for a subsequent approach.

8. EMERGENCY PROCEDURES:

a. Communications Failure. If two way communications between an aircraft and the ground fail:

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(1) Prior to pilot receiving an approach clearance, control will be effected in accordance with paragraph 2.1602 thru 2.160202, ANC "Procedures for the Control of Air Traffic".

(2) After a pilot has been cleared for and has commenced a radar approach, he will have been instructed of the missed approach procedure and lost communications procedure.

b. Radar Failure.

(1) Complete Radar Failure. In the event of complete radar failure, aircraft will be provided lateral separation until vertical separation is provided and conventional approach control procedures will be implemented.

(2) Precision Radar Failure. In the event of precision radar failure, the aircraft on final approach may continue the approach utilizing PPI assist or execute missed approach procedure.

(3) Surveillance Radar Failure. In the event of surveillance radar failure, the aircraft on final approach under precision radar may continue a normal approach. Aircraft on final not under precision radar may execute standard instrument approach or ILS approach providing standard

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separation is maintained. If standard separation does not exist, the number one aircraft may continue or execute missed approach procedure; the second and succeeding aircraft will be separated and returned to the holding stack.

c. Emergency Altitude. The emergency altitude at Langley Air Force Base which clears all obstructions within a 100 nautical mile radius by 1000 feet is 2200 feet MSL.

9. DEPARTURE PROCEDURES: IFR departures may be monitored by radar when requested by the pilot or when the senior controller desires. Designation of predetermined departure routes will be established within thirty days after operation commences. For proposed routes see Attachment 3.

10. Intercommunication lines between Langley Tower, Radar Approach Control, Norfolk Terminal Control, Richmond, Washington ARTC, and ADC Radar will be necessary to expedite the transfer of control. (Reference AFR 102-7).

11. COMMUNICATIONS: Ground communications will be established to control aircraft with standard USAF frequencies (eight channel VHF and twenty channel UHF).

a. Control Tower:

Channel VHF	Channel UHF
B - 126.18 mcs	1 - 236.60 mcs
C - [illegible] mcs (Secondary)	2 - 275.80 mcs
D - 121.50 mcs	14 - 305.40 mcs
	Guard - 243.00 mcs

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b. Radar Approach Control Center:

Channel VHF	Channel UHF
C - 137.88 mcs (Primary)	15 - 363.80 mcs
F - 143.82 mcs (Tactical)	17 - 335.80 mcs
G - 136.80 mcs	18 - 289.40 mcs
H - 134.10 mcs	19 - mcs (Tactical)

12. Controllers are now and will be CAA certified to control civil traffic at Patrick Henry Airport.

~~3 Attachments~~
~~1. Restricted Area~~
2. Holding and Penetration
3. Radar ~~Patterns~~

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

OT OPS 14 SEP 1954

SUBJECT: Operation of Base Communication Facilities

TO: Commander
1913th AACS Squadron
Langley Air Force Base, Virginia

1. TDEC-185, a plan for the control of air traffic in the Norfolk area has been approved by the Air-space Subcommittee and will be placed in effect in the near future. The plan includes specific facilities to be operated by Langley Air Force Base and certain responsibilities for control of air traffic in the Langley area during instrument flight conditions. The traffic will include air carrier flights landing or departing Patrick Henry Airport, intinerant aircraft entering or leaving the area, and military air traffic to and from Langley Air Force Base.

2. Control of the air traffic will be effected by a Radar Approach Control (RAPCON) now being operated on a test basis at Langley and operating in conjuction with other existing communication facilities. It is anticipated that the RAPCON will be placed in operation approximately 45 days after personnel and equipment concerned with the RAPCON have been sufficiently flight checked and are considered proficient.

3. In order to effect necessary control of air traffic in the Langley Area after the RAPCON becomes operational the following facilities must be in operation on a continuous 24 hour basis.

a. RAPCON

b. Control Tower

c. VHF DF Facility

d. UHF DF Facility

e. Dendron Radio Beacon

f. Langley Radio Range

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4. In addition to the facilities listed above, the following facilities will be placed in continuous operation, however, the responsibility for operation and maintenance has not been determined and will not be determined until an agreement with the Civil Aeronautics Administration has been reached.

a. Bacons Castle Radio Beacon

b. Morrison Compass Locator

c. Yorktown Fan Marker

d. Gwynn Fan Marker

5. The above information is forwarded for your information and assistance in planning for personnel to operate the listed facilities on a continuous basis.

BY ORDER OF THE COMMANDER:

t/ RICHARD G. COKER
COL USAF
Asst Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

OT-OPS 15 SEP 1954

SUBJECT: Use of Air Field at Cape Charles Air Force Station

TO: Commander
Tactical Air Command
Langley Air Force Base, Virginia

1. This headquarters has a requirement for the frequent use of the landing area of the Cape Charles Air Force Station. The present logistical support furnished the 771st AC&W Squadron at Cape Charles by Langley Air Force Base necessitates an average of two flights each day by liaison type aircraft between Langley and Cape Charles.

2. A recent inspection of the Cape Charles landing facilities by Lt. Colonel Hendry, Operations Officer, this headquarters, has determined the facilities to be adequate for safe operation of liaison type aircraft under visual flight rules conditions.

3. The Cape Charles Air Force Station is not listed in the Radio Facilities Chart under the directory of airdromes, and until it is listed in the directory this headquarters has no authority to clear flights to Cape Charles.

4. Request action be initiated to have the Cape Charles Air Force Station listed with the proper designation in the Directory of Airdromes in the Radio Facility Chart. Further request permission to designate Cape Charles Air Force Station as an auxiliary field to Langley Air Force Base. Such a designation would permit operation of liaison type aircraft to and from Cape Charles on a local flight clearance.

FOR THE COMMANDER:

t/ RICHARD C. COKER
CWO USAF
Asst Adjutant

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Hq 405th FBW OT-OPS Subject: Use of Air Fld at Cape Charles AF Station (15 Sep 54)

OT-OD 1st Ind

Hq Tactical Air Command, Langley Air Force Base, Virginia

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

1. Designation of Cape Charles Air Force Auxiliary Air Field as an auxiliary to Langley Air Force Base is approved.

2. A message to Aeronautical Chart and Information Center to incorporate Cape Charles Air Force Auxiliary Air Field, limited to liaison- and helicopter-type aircraft was dispatched this date.

BY ORDER OF THE COMMANDER:

OT-OPS 2d Ind

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Va. 21 OCT 1954

TO: Commander, 405th Air Base Group, Langley AFB, Va.

1. Forwarded for necessary action.

2. Commander, 405th Air Base Group will be responsible for making a monthly inspection to insure that the facilities remain adequate for safe operation.

BY ORDER OF THE COMMANDER:

t/ RICHARD G. COKER
CWO USAF
Asst Adjutant

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HISTORY

of the

511TH FIGHTER BOMBER SQUADRON

(405th Fighter Bomber Wing)

November 1954

Philip J. Erdle
PHILIP J. ERDLE
1st Lt, USAF
Historian

Charles R. Croner
CHARLES R. CRONER
Major, USAF
Commander

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FOREWORD

With the advent of November came a proposed plan by the Squadron Commander under which we could achieve 800 flying hours in the F-84F, during the month of November. After discussion with his Operations Officer, Maintenance Officer, and Flight Commanders, the Commander decided the plan would be implemented. The ease of execution was indicative of the excellence of its nature. Engineering worked at an extremely efficient level, much as a result of the invaluable experience gained at Eglin AFB during the previous month. Its success is a mute tribute to all the sections of the Squadron whose combined efforts yielded 837 aircraft hours. It is especially noteworthy that during the first two weeks of November we had flown 619 hours. Subsequent bad weather hampered flying operations greatly, but the goal was surpassed in a total of only thirteen flying days. Our sorties included bombing missions at Camp A P Hill range, both wet and dry inflight refueling hookups, local night flying, extended cross-country flights, and intensive formation training in preparation for a proposed Squadron flight to George AFB, California. Our pilots have been performing pre-flight and postflight inspections on our aircraft and assisting their crew chiefs in minor maintenance. This experience will prove invaluable on cross country flights and lends a closer pilot-crew relationship. In preparation for our forthcoming trip to George AFB, California, to aid in the production of a service film, our aircraft were painted with the Squadron insignia and the names of both pilots and crew chiefs. Non-commissioned Officers and Airmen were authorized to wear the Squadron patch on their

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fatigue clothes, and with the arrival of new flight jackets and flying suits, we have a well dressed Squadron. This contributes largely to the esprit de corps which is presently at a very high level within our unit.

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PERSONNEL

(1) Personnel Gains and Losses:

Officers:	Gains:	Two (2)
	Losses:	None
Airmen:	Gains:	Fourteen (14)
	Losses:	Ten (10)

(2) Accomplishments: 2nd Lt ROBERT F CLARKE was assigned to the Personnel Section as Squadron Adjutant on 17 November 1954. Lt CLARKE, a regular Officer and recent graduate of the Officers Personnel School, has proposed many new management procedures which will be put into effect as soon as practicable and which should lend an increased efficiency.

(3) Training: Problems relating to the training of newly assigned personnel in the section have greatly increased the workload of supervisory personnel. The lack of necessary training aids and mock-ups hampers the program, and the increased workload adds to the problem administratively. A plan is being drafted to administer training and operate at a high level of efficiency at the same time.

(4) Problems: None

(5) Miscellaneous: Negative

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OPERATIONS AND TRAINING

(1) Accomplishments

a. A total of 837 pilot hours and 413 sorties were flown in F-84F type aircraft.

b. The squadron goal of 800 hours for the month was surpassed. This was in part due to an excellent scheduling system set up by our operations officer and a close monitoring of it by him and his assistant. Plans were drawn up in preparation for our trip to George Air Force Base, California and a new reporting system initiated by Major Fletcher will enable flight commanders to get a full picture of training accomplished as well as that desired. A proposed training schedule will now be submitt d with the weekly report.

(2) Training

a. Our monthly flying included numerous bombing missions to the range at Camp A.P. Hill and IFR hook-ups at designated rendezvous with the tankers. A redesignation of many secondary jobs to pilots creates many new OJT situations and imparts valuable experience to the operations section.

(3) Problems

a. One of our largest problems lies in the personal equipment section. Insufficient anti "G" suits are available to fit our pilots with proper sizes. A similar situation exists with jackets, Mae Wests and bailout bottles.

(4) Miscellaneous: Negative.

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COMMUNICATIONS

(1) Accomplishments

a. Normal daily pre-flight and post-flight inspections were accomplished. One installation of an AN-APW 11 has started but has not been completed because of lack of proper test equipment. Periodic inspections were completed as required. Normal maintenance accomplished consisted of 7 UHF malfunctions being repaired and put back into operation by this section. Two major UHF failures were repaired after encountering some difficulty due to misprints in Republic TO's. New work benches were ordered for section which when received will greatly add to the apparence and efficiency of the section.

(2) Training

a. No personnel of this section are on formal OJT at this time. Normal training through self experience is greatly aiding the proper functions of this section.

(3) Problems

a. The supply problem is still causing considerable difficulty due to lack of proper test equipment. Installation of AN/APW-11 cannot be accomplished until test equipment is received. Numerous IFF malfunctions are attributed to the fact that test equipment is not available. Shortage of personnel has become acute after the loss of 3 men which represents 50% of the section during the month.

(4) Miscellaneous

a. The mobile vehicle has been put back into operating condition after having been out for parts for a period of 30 days. The spare parts situation, including tubes, is now very good. A few tubes are not available but 15 day stock level is at approximately 90% of authorized allowances.

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MAINTENANCE

(1) Accomplishments

a. At the start of the month 20 F-84F aircraft were on hand in this organization. During the month 4 others were gained from the factory giving a total of 24 F-84F aircraft.

b. Three T-33 aircraft were on hand, 2 were lost leaving a total of one T-33. The one remaining was sent to base shops for calendar inspection and TOC and will be transferred at a later date.

(2) Training

a. A total of 837 hours was flown by F-84F aircraft during the month of November 1954. No T-33 time was logged. All three were out of commission undergoing inspection and maintenance for transfer.

(3) Problems: Negative.

(4) Miscellaneous: Negative.

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ARMAMENT

(1) Accomplishments

a. Normal loading and arming operations for training flights were accomplished without incident. All aircraft were prepared for a cross country flight to George Air Force Base, California. This entailed the installation of outboard pylons and the loading of Class I and Class II drop tanks. Armament and sight equipment was packed in preparation for the trip to George Air Force Base.

(2) Training

a. Routine OJT was accomplished with the program being enlarged and accentuated due to the recent influx of helper level airmen. Results should be conducive to improved effectiveness in coming months.

(3) Problems

a. A grave problem still exist in that our sight section has no Oscilloscope available for maintenance work. This item of equipment has been on order for one year.

(4) Miscellaneous: Negative.

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SUPPLY

(1) Accomplishments

a. Normal operation was established shortly after the beginning of the month after being overcome by a tremendous workload because of Temporary Duty the preceeding month in Florida.

b. A complete inventory of all engineering equipment was completed during the month while posting of entries to 1120 cards from UAL and UPREL continued. 2nd Lt Edwin F. Phillips was assigned duty as supply officer necessitating a complete inventory of all property. Lt Phillips, a regular officer and recent graduate of the supply school, is at present engrossed in becoming familiar with squadron policies etc.

(2) Training: Negative.

(3) Problems: Negative.

(4) Miscellaneous: Negative.

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HISTORY

OF THE

509TH FIGHTER BOMBER SQUADRON

1 September - 30 September 1954

DAVID W. PEARSON
2nd Lt, USAF
Historian

HARRY J. EVANS
Major, USAF
Commander

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I. Organizational Developments

The latter part of the month of September saw the end of many of the maintenance problems and the beginning of intensive flying. Seventy-five percent of the transition program in the F-84F has been completed. There are still problems in maintenance that prohibit full utilization of aircraft but these problems are not due to T.O. compliances. Our present goal is six hundred (600) flying hours per month. At this time this goal is being met or bettered.

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II. Personnel and Administration

The Administration Section had a routine operation for the month of September with no outstanding problems being encountered.

There were a number of new men who reported in during the month for training in the Orderly Room. The processing of personnel was carried out in an efficient manner. Of the new airmen that reported in, sixteen (16) were A/3C and One (1) was A/2C.

There were no promotions during the month of September.

All suspenses were met on time or ahead of time. All other procedures have been normal.

Gains and losses for the month were:

Losses			Gains		
Five	(5)	S/Sgts	One	(1)	A/2C
Two	(2)	A/1Cs	Sixteen	(16)	A/3Cs
One	(1)	A/B			

Officer gains were: 1st Lt Jerry Nohe

Officer losses were: One (1) Captain and three (3) 1st Lts

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III. Operations

All but one man has now been checked out in the new F-84F and the reason for the one man not being checked out has been due to his being DNIF. Practically all T.O.'s have now been complied with.

The results of the Bendix Race were very gratifying to say the least for the 509th Fighter Bomber Squadron with Major Harry Evans placing second in the race and very possibly would have finished first if it had not been for aircraft mechanical difficulty. Captain Ripley, who was project officer for the high speed refueling techniques used during the race, did a superior job with the efficient help of Lts George Day, Barker, and McGann.

Two (2) aircraft were lost during the month of September, one being a fatality. On 20 September 1954, Major Evans, while on a routine training flight in aircraft NR 52-6483, experienced engine failure. Major Evans made a successful ejection and landing with no injury. Aircraft crashed fifteen (15) miles east southeast of Richmond, Virginia. On 7 September 1954, F-84F number 52-6501, piloted by 1st Lt Lorenzo J. Daleo, 20 157 A, crashed short of runway 25. The aircraft was totally destroyed and the pilot received fatal injuries.

There are a few Maintenance and Supply problems that are presently being correct and those are:

1. Lack of skilled maintenance personnel
2. Shortage of air compressors.
3. Shortage of liquid oxygen carts.

The total flying time for the month of September was 582 hours with a breakdown as follows: F-84F time: Night 4, Navigation 58, Ground Gunnery 2, and Transition 139. T-33A time: Instruments 69, Night 45, and a total of 325 hours.

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III. Operations, CONT

With the use of the new Semi-monthly Operational and Training Report there is no breakdown of the ground training accomplished. The total ground training completed for the month of September for the officers was 2,325 hours. For the airmen, 3,671 hours.

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IV. Maintenance and Supply

a. Supply

Forty two (42) priority requisitions were processed during the month of September by the Supply Section.

A number of hours have been spent in processing the new accountable cards and the project is now more than ninety (90) per cent complete. Much of this time was used in bringing the Supply Files up to date and rewarehousing property. All guns and extra bedding was moved from building 1330 to 329.

Fourteen (14) priority requisitions were for aircraft parts and support equipment.

All items used in connection with the Bendix Race have been collected and accounted for.

There were no personnel changes for the month of September.

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IV. Maintenance and Supply

b. Maintenance

Most of the T.O.'s that kept most of the aircraft grounded during the month of August have now been complied with and most all compliances met. The inspection team from Republic Aviation Corporation pulled stabilizer actuator modification on all F-84F type aircraft.

During the month of September most of the maintenance trouble has been compressor and oxygen system failures.

T-33A number 51-9002 had a 14th periodic inspection and is now ready for transfer. T-33A number 51-9003 deposited for IRAN, California, 13 September 1954.

The 509th lost two aircraft, F-84F type, during the month of September. They were: F-84F's #52-7501A on the 7th of September and #52-7483A lost on the 20th of September.

Total aircraft time for the month: F-84F 244 hours.
T-33A 146 hours.

No other outstanding maintenance difficulties were encountered during the month of September.

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IV. Maintenance and Supply

c. Armament

All boresighting has been accomplished on all aircraft at 10 mils nose up for an aircraft speed of 385 knots.

A jeep has been ordered for the 509th Squadron for the purpose of installing a mobile radar test unit for the gunsights in the aircraft. The purpose of the mobile unit will be to use the jeep with the test equipment to drive out on the line to the aircraft and make necessary adjustments and tests without pulling the aircraft into the hangar.

The Armament Crew have been cleaning all guns and readying all equipment for the gunnery phase of training in the F-84F.

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IV. Maintenance and Supply

d. Communications

Test set UPM-8 was repaired during the month and a bench mock up for the AN/APX-6 was set up in order to preflight all APX-6's.

Communications received an AN/ARC-33 radio set during the month and a similar item was turned in to Supply.

A/1C Butkus reported for duty with Communications Section on the 14th of September with a primary AFSC 30151.

During the month of September, the Mobile Runway Control Unit was handled jointly with the 48th Fighter Interceptor Squadron.

Normal preflighting and postflighting was accomplished during the month with the crystalization of channel 20 to correspond to channel 15 in order to make it easier to switch from 20 to 1 while flying.

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

7 September 1954

SUBJECT: Letter Orders 698

TO: Personnel Concerned

1. ESFWO VOC 30 AUG 54 is hereby confirmed and made a matter of RCD: FNOA HQ 405th AB GP this STA WP o/a 30 AUG 54 on TDY for APRX two (2) days from Langley AFB VA to Chanute AFB ILL for the PURP of hurricane evacuation---DPUO. UCWR proper ORG this B for DY. TVL by MIL ACFT directed if available.

CAPT ERIC COURTNEY JR, A0748920
2ND LT HORACE R FURLOUGH, A03025451
SSGT JOHN W MAYES, AF13421892
CAPT RUSSELL J MERRIKEN, A0812633
1ST LT RICHARD R PICKENS, A02225250
A/1C KENNETH C MEDDERRA, AF19413362

2. TDN B&F Control NR 0555 5753400 078-1001 (15B) P458-02-03 S44-600.

3. AUTH: AFR 35-52 & TACR 35-8.

BY ORDER OF THE COMMANDER:

s/t/ RICHARD G. COKER
CWO, USAF
Asst Adjutant

DISTRIBUTION:
8 - EA INDIV concerned
1 - WG PERS
1 - WG Mail & RCDS
1 - RCDS Set (SO SECT)
8 - WG Fiscal

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BASE REGULATION)
NUMBER 55 - 6)

HEADQUARTERS, 405th Fighter Bomber Wing
Langley Air Force Base, Virginia
13 October 1954

OPERATIONS

Plum Tree Island Range Procedures

(This regulation supersedes Base Regulation 55-6, 6 January 1954.)

1. PURPOSE. To establish a standing operating procedure for use, operation and maintenance of Plum Tree Island Bombing and Gunnery Range.

2. RESPONSIBILITY. Commanders of units using Plum Tree Island Range are responsible for:

a. Effecting coordination with the Base Range Officer for range clearance, control and crash rescue service for each firing period.

b. Insuring that all using personnel are thoroughly briefed on the contents of this and other applicable directives with emphasis on flying safety.

c. Implementing the procedures outlined herein with unit SOP's prescribing details on the actual tactics and techniques to be employed.

d. Compliance with Base Regulations 55-8 and 55-12.

3. SCHEDULING OF RANGE. The Wing Operations & Training Section will be the scheduling agency for the Plum Tree Island Bombing and Gunnery Range.

4. GENERAL.

a. Location: The target area is located 3 ½ nautical miles northeast of Langley AFB at approximately 37° 07' N, 76° 18' W within Airspace Danger Area D-49.

b. This range may be used for the following type missions:

(1) Strafing and fixed gunnery.

(2) Rocketry.

(3) Low altitude skip and glide bombing.

(4) Dive bombing.

(5) Flare missions.

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c. Munitions authorized for use:

(1) Any type 50 caliber ammunition.

(2) 2.25" and 5.0" aerial rockets with inert heads.

(3) 100 lb practice bombs.

(4) 25 lb practice bombs.

(5) 3 lb minature practice bombs.

(6) Any type flare.

5. PROCEDURES.

a. If ground arming is required, aircraft will taxi to gun charging areas for arming rockets and guns. Aircraft with pneumatic gun chargers will not charge guns until they are airborne. Conditions permitting, guns will be charged on the first actual firing run. Base Regulation 55-12 will be complied with.

b. The tower will be notified that the aircraft is scheduled for gunnery, and take-off routes will be accomplished in accordance with Base Regulation 55-12.

c. No bombing, gunnery or rocketry will be accomplished unless qualified range personnel are in place at the range and have granted range clearance to the aircraft.

d. No aircraft will enter the pattern without first contacting the Range Controller on the appropriate frequency. Entry will be on the downwind leg at 45° angle.

e. One dry run will be made for the purpose of orientation and spacing prior to actual firing or bombing.

f. Night lighting facilities:

(1) Normal night lighting facilities will indicate a square target area 50' x 50' outlined by approximately thirty (30) flare pots. Night range operations will be cancelled if fewer than fifteen (15) flare pots are burning. It will be the responsibility of the pilots using the range to notify the Range Controller if such a condition exists.

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(2) The panel stafing targets will be lit for night operations by using a minimum of five (5) flare pots, evenly spaced, three feet in front of the target, in a line parallel to the base of the target. Three additional flare pots three feet apart will be placed in a line perpendicular to the base of the target and extending away from the target(see attachment #3). A Minimum of three (3) targets must be lit with five (5) flare pots each before night operations can be conducted.

g. Only one traffic pattern will be scheduled for any one period of time.

h. The traffic pattern for all missions will be a right-hand pattern flown at a minimum altitude of 1000'.

i. All firing and delivery runs will be on a heading of 315° / 5°.

j. Only one aircraft will be on the target run at any one time with a maximum of four aircraft in the pattern at any time.

k. Aircraft will check in with the Range Controller on base leg just prior to turning to final approach on each run. No aircraft will fire until cleared by the Range Control Officer.

l. Gunnery, rocketry and/or bombing switches will not be turned "on" nor, if applicable, will bomb-bay doors be opened until the aircraft is on the final approach to the target and clear of small surface craft.

m. Pertinent gunnery, rocketry and/or bombing switches will be turned off and if applicable, bomb-bay doors closed immediately after completing each run.

n. Any pilot experiencing radio failure will immediately leave the pattern by means of a 90° turn away from the range, left or right, as applicable. No aircraft without radio contact will be allowed on the range.

o. Following are the minimum safe altitudes below which aircraft are not to descend when on the type mission specified:

(1) Rocket firing - 500'.

(2) High angle strafing (above 35° dive angle) - 1,000'.

(3) Low angle strafing - 200'.

(4) Skip bombing - 50'.

(5) Glide bombing - 800'.

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p. Upon completion of firing or bombing, aircraft will depart the pattern in a 90° turn from the final approach leg away from the pattern, left or right as applicable, and will notify the Range Controller to that effect.

q. Upon landing, aircraft will proceed to the gun clearing areas and have guns cleared in accordance with Base Regulation 55-12. Aircraft with hung rockets will land on runway 35 unless wind conditions are such that a landing on this runway would, in the pilot's opinion, be hazardous.

r. Special Instructions.

(1) If more than four aircraft desire entrance to the range at any time and the surplus aircraft desire to remain in the area, they will orbit to the left over New Point Comfort, Virginia. Beginning at traffic altitude, the Range Control Officer will space each succeeding aircraft 500' above or below the preceding aircraft as applicable. Minimum holding altitude will be 2000'. Aircraft will depart the orbit area, when cleared, on a heading of 180° and enter directly into the downwind leg at the required 45° angle.

(2) Unit aircraft may clear the range when liaison aircraft are not available for that purpose.

(3) Failure of the Range Control Officer's radio will automatically close the range. This will be confirmed by the firing of a red flare.

(4) The Range Control Officer will close the range if the inflight forward visibility at the pattern altitude over the range becomes less than 5 miles or if the aircraft in the pattern cannot maintain 500' below all clouds.

(5) The range will be closed during the passage of petroleum laden barges entering or departing Back River.

(a) The Base Petroleum Officer will notify the Range Control Officer of the expected time of passage of petroleum barges, utilizing radio or crash crew boat personnel to convey such messages when the range is in operation.

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(b) During hours of darkness, petroleum barges will be instructed to turn search lights, quick flashing white light, on the range control barge and/or the range control tower prior to arriving under the approach pattern of firing aircraft.

(c) The range controller will close the range by radio and/or the firing of one or more red flares. After the closing of the range is definite, the controller will signal the barge captain by flashing a green Aldis lamp or firing a green flare to indicate that he has safe clearance through the channel.

(d) The range will be reopened by radio after the Range Control Officer has ascertained that the barge has departed the danger area.

(6) The Range Control Officer is responsible for the safe conduct of all operations on the range. The range will be closed at any time he deems it necessary in the interest of safety.

(7) The following control systems are established during periods when daylight panel strafing is being conducted:

(a) Primary control will be from the control barge by radio.

(b) The scorer on the range will notify the range controller on the barge by radio and will raise the rotatable red panel over his bunker signifying that the range is closed prior to departing from his bunker. Upon completion of scoring and/or when ready to open the range, the scorer will notify the controller on the barge by radio and raise the rotatable white panel over his bunker to indicate that the range is open for strafing.

(c) In case of an emergency, either the scorer on the range or the controller on the barge will fire a red flare and use all other devices at hand to signify that the range is closed. In case either individual fires a red flare, the other will also fire a red flare from his position and use all other devices at hand to indicate that the range is closed.

(d) No aircraft will fire on the range unless the white rotatable panel is raised and until cleared by radio from the Range Control Officer.

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(8) Upon notification from Langley tower that aircraft will be making a JATO assist takeoff, the Range Control Officer will temporarily close the range. Aircraft in the pattern will be instructed to remain at the designated pattern altitude. The Range Control Officer will notify Langley tower as soon as the range is clear to insure a minimum amount of delay for aircraft awaiting takeoff.

(9) When the range is closed for any reason other than aircraft making JATO drop, all aircraft in the pattern will break traffic and proceed to the orbit area or return to Langley as the situation demands.

(10) Fighter aircraft operating in flights will be under the command of the flight commander who will insure compliance with the provisions of this regulation.

(11) Any ammunition expended or bombs released over inhabited areas will be reported to this headquarters immediately.

u. Emergency Procedures: See Attachment # 1, BR 55-6.

BY ORDER OF THE COMMANDER:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

OFFICIAL:

Richard G. Coker

RICHARD G. COKER
CWO, USAF
Assistant Adjutant

DISTRIBUTION D

3 Attachments.
1. Map of Surface Restricted Area
2. Normal Pattern
3. Night Lighting of Strafing Targets

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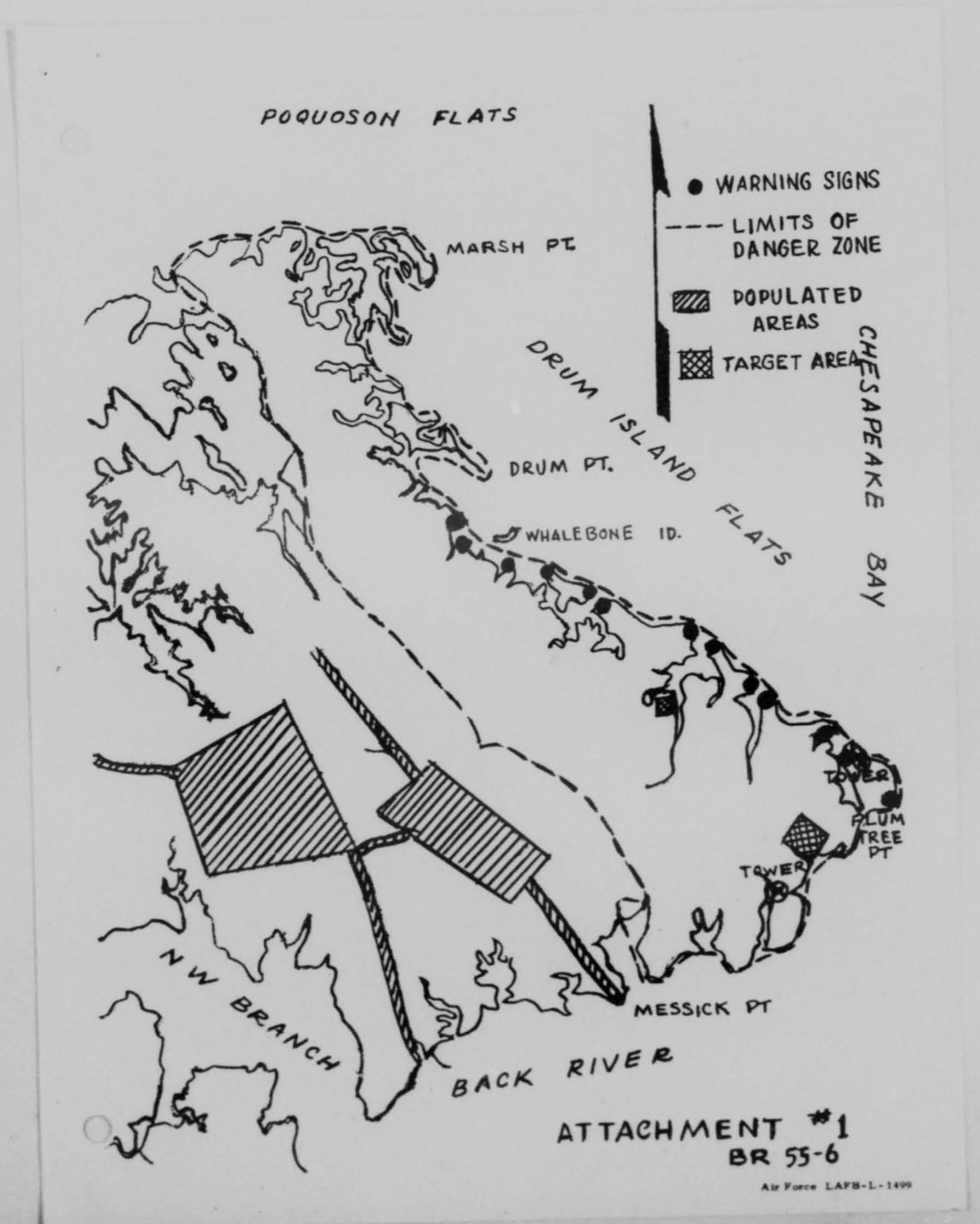

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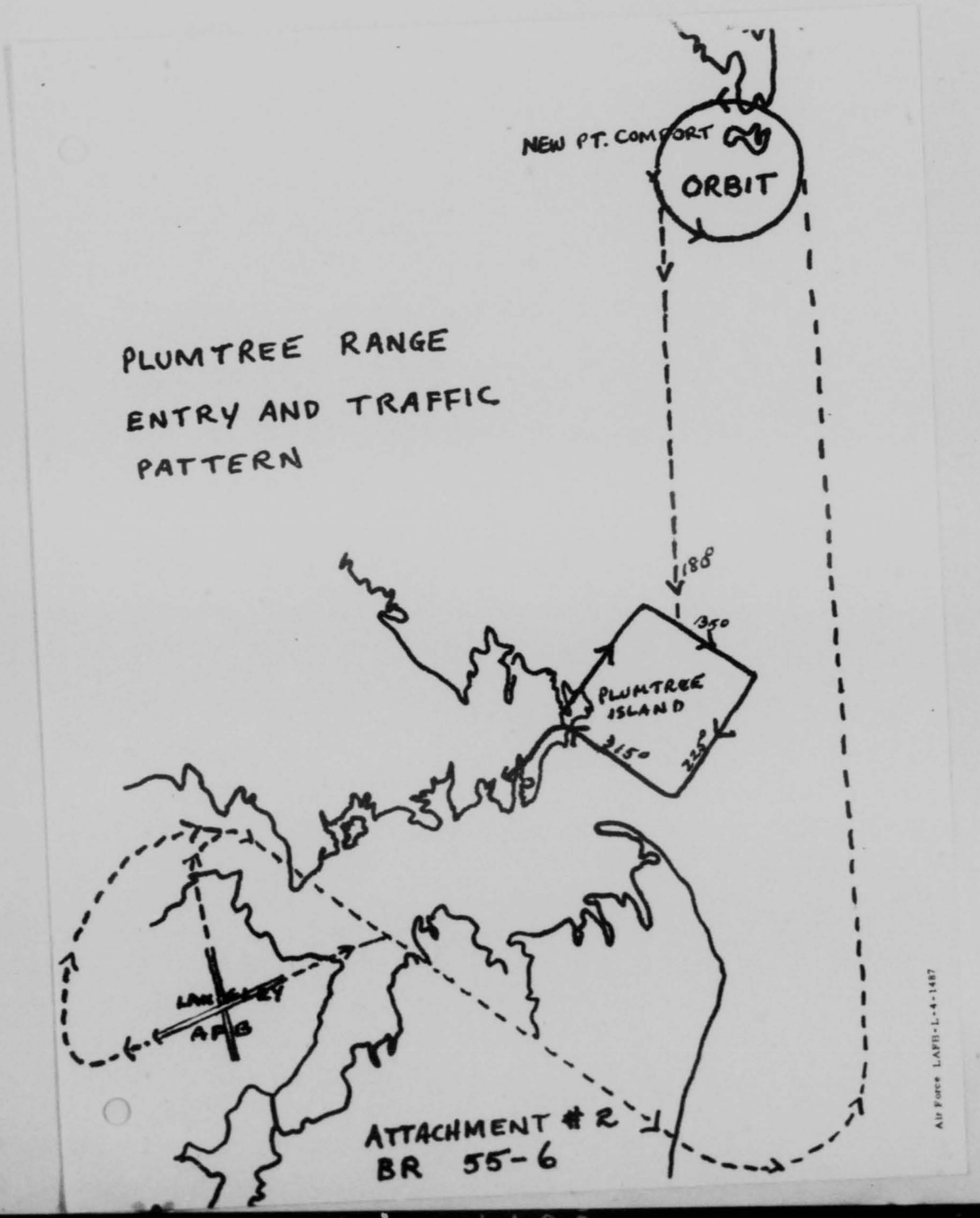

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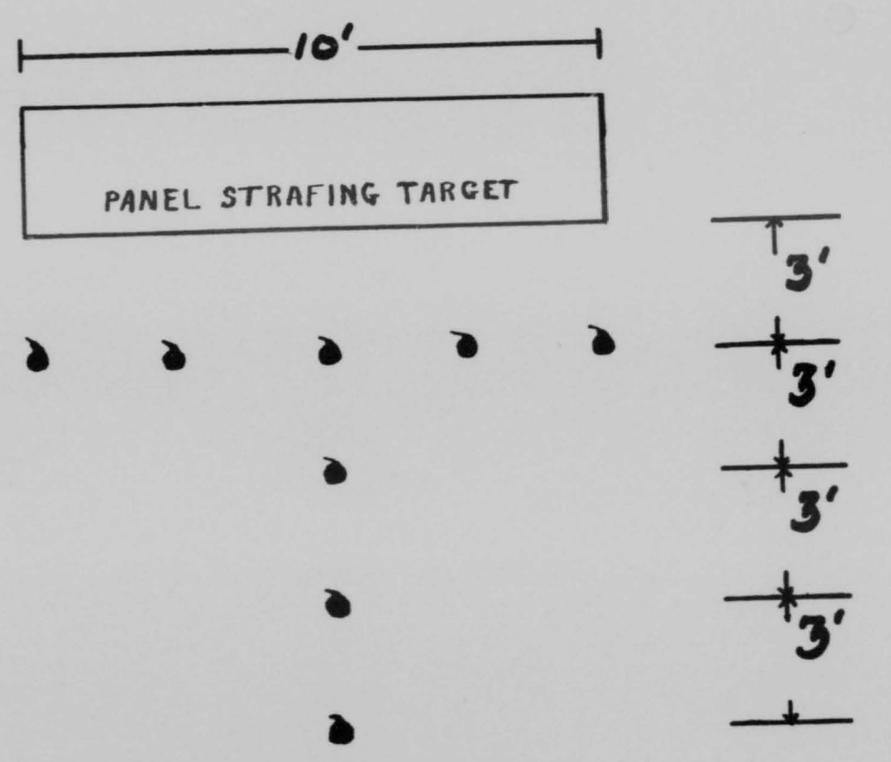
ATTACHMENT #3
BR 55-4



NIGHT LIGHTING OF PANEL STRAFING TARGETS

● - FLARE POT

Air Force LAFB-L-4-1489

1200

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

OT TNG 17 SEP 1954

SUBJECT: IOB/IOFT Bombing Target

TO: Commander
405th Fighter Bomber Group
Langley Air Force Base, Virginia

1. Confirming telephone conversation 9 September between Capt Kozey, your headquarters, and Capt Williams, this headquarters, it is requested that this headquarters be advised prior to 20 September 1954 of your desired utilization of target #42 for IOB/IOFT bombing. Include expected date of utilization.

2. The Commander, Fleet Air Detachment, Norfolk, Virginia has complete control of this target. The Navy has indicated they are willing to give this organization a permanent schedule of 2 or 3 half day periods per week.

3. At the present time, target #42 is the only range available to this organization for LABS delivery. Authorization to utilize Plum Tree Island and Ship Shoal Island for LABS training has been disapproved by Headquarters TAC.

4. A list of regulations and information on target #42 is attached hereto for your information and guidance.

BY ORDER OF THE COMMANDER:

t/ RICHARD C. COKER
CWO USAF
Asst Adjutant

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Hq, 405th FBWg, Langley AFB, Va, OT TNG, Subj: IOB/LOFT Bombing Target

FBGO (17 Sep 54) 1st Ind

HQ, 405th FIGHTER BOMBER GROUP, Langley Air Force Base, Va, 24 Sep 54

TO: Commander, 405th Fighter Bomber Wing, Langley AFB, Virginia

1. This organization will utilize target number 42 for IOB/LOFT bombing.

2. Request that this range be made available commencing 27 September 1954 and to continue indefinately.

3. Request that permission be granted to utilize ordinance loads up to and including 500 bombs.

4. All ordinance used will be inert.

FOR THE COMMANDER:

t/ WALTER H BAXTER III
1st Lt., USAF
Adjutant

OT-TNG 2d Ind

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Va. 14 OCT 1954

TO: Commander, 405th Fighter Bomber Group, Langley AFB, Va.

1. This confirms the telephone conversation between Capt Ingram, this headquarters, and Capt Mozey, your headquarters, 4 Oct 54. This headquarters has been advised by the Naval Controlling Agency that target #42 will be closed during the period of 10 Oct 54 to 10 Jan 55 for duck hunting activities in that area.

2. Your headquarters will be notified as to the availability and utilization of this target as soon as this target is reopened.

BY ORDER OF THE COMMANDER:

t/ RICHARD G. COKER
CWO USAF
Asst Adjutant

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OT-TNG 20 OCTOBER 1954

SUBJECT: Camp A. P. Hill Military Reservation Impact Area

TO: Commander
Camp A. P. Hill
Bowling Green, Va.

1. Request that authorization be granted this headquarters to utilize concurrently with your command the A. P. Hill Military Reservation impact area as an air-to-ground bombing and gunnery range for an indefinite period, effective 16 November 1954.

2. The existing air-to-ground range facilities under the control of this headquarters are not adequate for units of this organization to effectively accomplish their primary mission. The dire necessity for continued usage of the A. P. Hill range cannot be over emphasized.

3. To permit limited operation during the initial forty-five (45) day period approved by Headquarters, Second Army, it was necessary to perform additional construction and install the following equipment at A. P. Hill:

a. Two 50' spotting towers.

b. Field telephones and field wire for adequate communication between the towers and Headquarters, Camp A. P. Hill.

c. Two AN GRC-32 UHF radio sets with three PE 75 power units to provide air ground control.

In addition to the above, clearing of wooded areas was necessary in the target area and to the initial points. This work required considerable man-hours and equipment from both your command and this command. In view of this overall investment, coupled with the excellent operational suitability and location, this headquarters is highly desirous of utilizing this range for an indefinite period after the expiration of the forty-five day period initially approved.

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4. Units of this organization can fully utilize this range, however, in the event the range area is required for field exercises by the Ground Forces, a utilization schedule will be drawn up by coordination between Headquarters, Camp A. P. Hill and Headquarters, 405th Fighter Bomber Wing to the satisfaction of both services. The following monthly projected sortie rate for bombing and gunnery missions is based on a five day working week:

Period	Number of Sorties
Day	880
Night	180
Total	1060

5. If this request is approved, this headquarters will provide representatives to work out the necessary joint usage agreement on a permanent basis and plan for additional improvements to the bombing and gunnery range.

s/t EDWIN S. CHICKERING
Brig. General, USAF
Commander

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OFFICE, CHIEF OF ARMY FIELD FORCES
Fort Monroe, Virginia

28 DEC 1954

ATTNG-TNG 680

SUBJECT: Camp A. P. Hill Military Reservation Impact Area

TO: Commander
Langley Air Force Base, Virginia

1. Reference is to letter, your headquarters, file OF-TNG, subject as above, dated 20 October 1954, and to telephone conversation 23 December 1954 between lt Colonel Gainer, Tactical Air Command, and Major J. H. Underwood, of this Office.

2. Upon receipt of subject letter, this Office forwarded the correspondence to Department of the Army for comment as to the impact, if any, proposed joint usage of Camp A. P. Hill would have on Department of the Army programs.

3. Department of the Army has informed this Office that it interposes no objection to formalizing an agreement on joint use of A. P. Hill Military Reservation with the Air Force, subject to the following limitations:

a. Any agreement on joint use shall be revocable at the option of the Army.

b. Definite boundaries of the bombing range shall be established in the agreement.

c. In case of any conflict, the Army decision is final.

4. Department of the Army desires that any long term agreement on joint use of A. P. Hill Military Reservation be submitted to Department of the Army for review prior to finalization of such agreement.

5. Subject correspondence has been returned to the Commanding General, Second Army, for appropriate action.

FOR THE CHIEF OF ARMY FIELD FORCES:

s/t I. H. WALKER, JR.
lt Col, AGC
Asst Adj General

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DEPARTMENT OF THE ARMY
PERMIT TO OTHER FEDERAL GOVERNMENT DEPARTMENT OR AGENCY
TO USE PROPERTY ON THE
CAMP A. P. HILL Military Reservation, Virginia

The Department of the Air Force (Tactical Air Command, is hereby granted a permit for a term of five (5) years, beginning 16 November, 1954 and ending 15 November, 1959, but revocable at will by the Secretary of the Army, to use, jointly with the Department of the Army, a portion of the Impact Area, Camp A. P. Hill, Virginia, as shown substantially in red on Exhibit A, attached hereto and made a part hereof, as an aerial gunnery range.

THIS PERMIT is granted subject to the following conditions:

1. That the use and occupation of the said premises shall be without cost or expense to the Department of the Army, under the general supervision and subject to the approval of the officer having immediate jurisdiction over the premises, and subject also to such rules and regulations as he may from time to time prescribe.

2. That the permittee shall, at its own expense and without cost or expense to the Department of the Army, maintain and keep in good repair and condition the premises herein authorized to be used.

3. That any interference with or damage to property under control of the Department of the Army incident to the exercise of the privileges herein granted shall be promptly corrected by the permittee to the satisfaction of the said officer.

4. That the permittee shall pay the cost, as determined by the said officer, of producing and/or supplying any utilities and other services furnished by the Department of the Army or through Department of the Army facilities for the use of the permittee.

5. That no additions to or alterations of the premises shall be made without the prior consent of the said officer.

6. That is for any reason it should be deemed necessary or expedient for the Department of the Army to perform functions and/or render services which are the responsibility of the permittee, the said officer may, in lieu of reimbursement, require the permittee to furnish the personnel and/or materials required for the performance of said functions and/or for the rendering of said service. In addition to furnishing personnel and/or materials, the permittee shall reimburse

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the Department of the Army for any costs incurred by the Department of the Army in connection with said functions and/or services. Selection of such personnel will be subject to the approval of the said officer.

7. That on or before the date of expiration of this permit or its relinquishment by the permittee, the permittee shall vacate the said premises, remove its property therefrom, and restore the premises to a condition satisfactory to the said officer, ordinary wear and tear and damage beyond the control of the permittee expected. If, however, this permit is revoked, the permittee shall vacate the premises, remove its property therefrom, and restore the premises as aforesaid within such time as the Secretary of the Army may designate.

8. That it is understood that the requirements of this permit with respect to maintenance, repair and restoration of the premises by the permittee are subject to the availability of appropriations therefor.

9. That the scheduling of use of the aerial gunnery range shall be controlled by the said officer, to preclude interference with the primary mission of the installation.

10. That all bombing runs will be confined to Danger Area - 40 below an altitude of twenty-two thousand feet (22,000).

11. That the visibility during runs will be from four (4) to six (6) miles at two thousand feet (2000').

12. That only practice bombs, inert type, ranging from three (3) pounds to sixteen hundred (1600) pounds will be used.

13. That air to ground communications will be maintained by the U. S. Air Force during all runs on target.

14. This transaction is not affected by Section 601 of the Act of Congress approved 28 September 1951 (Public Law 155, 82nd Congress, 1st Session).

IN WITNESS WHEREOF I have hereunto set my hand this eighth day of December 1954, by authority of the Secretary of the Army and under direction of the Chief of Engineers.

t/s/ RAY ADAMS
Colonel, Corps of Engineers
District Engineer

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HISTORY

of the

405TH FIGHTER BOMBER GROUP

(405th Fighter Bomber Wing)

1 November - 30 November 1954

Richard B. Comyns
RICHARD B. COMYNS
2d Lt. USAF
Historian

Wm S. Cowart Jr
WILLIAM S. COWART JR.
Colonel USAF
Commander

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II. INTELLIGENCE

Group Intelligence has been conducting Squadron briefings and debriefings in conjunction with local missions. In addition to these briefings, Intelligence has also been conducting a Squadron training program on survival, evasion and escape, P.W. interrogation, and other items of an Intelligence nature. This training has for the most part been conducted during inclement weather when flying activities have been curtailed.

Major Colbert, Group Intelligence Officer, has recently left for a one week Evasion and Escape Symposium at Stead AFB, Nevada.

T/Sgt Victor A. Scheuren has been assigned to this section upon his return from Washington, D.C. He replaced T/Sgt Richard Saunders who has been assigned to the 5th AF.

The Intelligence Section has also been inventorying its classified material with no major discrepancies found.

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III. OPERATIONS

Group Operations section has been coordinating inflight hook-ups between its' squadrons and the 429th Refueling Squadron. Lt. Ashbrook has been temporarily assigned here from the 429th as a liason officer.

Two F-84F's flew a simulated atomic bomb attack on Martinville, Va. during 8-10 November 1954.

On 11 November 1954 eight F-84F's conducted a flyby for Veterans Day ceremonies held at West Point High School, West Point, Va.

During the first half of November all of the F-84F flying time, with the exception of test hops, was in support of Operation "Run In". As of 15 November 1954 all except sixteen sorties had been completed. These sixteen were delayed due to poor weather at Eglin AFB, Fla.

Group has continued gaining proficiency in strafing, rocketry, dive bombing, and special weapons (LABS and JATO)

Preparations were made with the 510th FBS for a firepower demonstration (Ops.Ord. 10-54) at Ft. Bragg in conjunction with the 82d Airborne Division. This demonstration is to begin in December.

Capt. John Kozey Jr. Asst. Group Operations Officer is presently TDY to Eglin AFB, Fla. for gunnery practice with the 509th FBS.

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IV. SUPPLY

For the month of November, Supply monitored the armament phase of Project "Run In" as well as coordinating Special Weapons and armament activities for the remaining squadrons of which the 509th was going to Eglin AFB, Fla. for gunnery and the 511th to California for a motion picture on the F-84F and its capabilities.

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

SAFIS-2a

Oct 4 1954

SUBJECT: Dedication Ceremonies at Greenville, South Carolina, 23-24 October 1954 .

TO: Commander
Tactical Air Command
Langley Air Force Base, Virginia

1. On 23 and 24 October, 1954, the Greater International Airport at Greenville, South Carolina, will be dedicated. General N. F. Twining, Chief of Staff, United States Air Force, has accepted an invitation to make the dedicatory address.

2. It is requested that the Tactical Air Command assume responsibility for appropriate aerial participation under the provisions of AFR 190-5. Approval is hereby granted for Class I and Class II type participation. The Air Defense Command aerial demonstration team, "Sabre Knights", has been scheduled for an appearance and demonstration.

3. It is requested that a project officer be appointed to coordinate these activities with local authorities and also to effect necessary coordination with Lt John Colburn, Western Air Defense Command, Hamilton Air Force Base, California, regarding the appearance of the "Sabre Knights."

4. The provisions of par 8a and b AFR 190-5 may be waived if it is determined feasible that the "Sabre Knights" stage from Donaldson Air Force Base, The insurance bond required by par 8c, same regulation, must be provided by the sponsoring agency and submitted for approval (par 9e AFR 190-5).

BY ORDER OF THE CHIEF OF STAFF:

t/ C. H. SCOTT
Colonel, USAF
Chief, Community Relations Division
Office of Information Services

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IS 8 OCT 1954

SUBJECT: Dedication Ceremonies at Greenville, South Carolina, 23-24 October 1954

TO: Commander
405th Fighter-Bomber Wing
Langley Air Force Base
Virginia

1. The attached correspondence is forwarded for information and guidance.

2. Eighteenth Air Force has been delegated the responsibility to name a Project Officer to coordinate Air Force participation in the dedication ceremonies and will contact your headquarters concerning 405th Fighter-Bomber Wing aircraft for the program.

3. You will appoint a project officer to assist Eighteenth Air Force project officer in determination of appropriate force requirements and overall planning for this ceremony.

BY ORDER OF THE COMMANDER:

t/ E. K. WARBURTON
Brigadier General, USAF
Chief of Staff

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Hq TAC IS, Subj: Dedication Ceremonies at Greenville, S.C., 23-24 Oct 54

OT-OPS (8 Oct 54) 1st Ind

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Va. 14 OCT 1954

TO: Commander, 405th Fighter Bomber Group, Langley Air Force Base, Va.

1. Reference paragraph 3 of basic letter, a project officer will be appointed and his name submitted to this headquarters.

2. For planning purposes, the following information was obtained by telephone conversation with Colonel Roby, Eighteenth Air Force Hq on 12 October 54:

a. There will be a requirement for two (2) F-84F type aircraft to fly during the airfield dedication ceremonies on 23 October 54. F-84F aircraft will arrive Donaldson AFB not later than 21 October.

b. Two briefings will be conducted; one at 0900 on 22 October prior to practice fly-by and another at 0900 on 23 October prior to show fly-by.

c. The F-84F's will be opening the program with individual high speed fly-bys not to go below 500 feet in altitude and not to boom the field.

d. Contact Officer at Donaldson AFB will be Colonel Roby, Eighteenth Air Force Hq, extension 359 or 398.

3. The 405th Fighter Bomber Group Project Officer will keep this headquarters informed on the progress of ceremony planning and will submit a report of activities upon completion of the mission.

BY ORDER OF THE COMMANDER:

t/ RICHARD G. COKER
CWO USAF
Asst Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER GROUP
Langley Air Force Base, Virginia

25 October 1954

FBGO

SUBJECT: Report of Dedication Ceremonies at Greenville, S.C.

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

1. In compliance with paragraph 3, 1st Indorsement of basic letter, Hqs TAC, dated 8 Oct 54, subj: Dedication Ceremonies at Greenville, S.C., 23 - 24 Oct 54, the following report is submitted:

a. Three (3) F-84F's and ground crew personnel were in place at Donaldson AFB, S.C. by 1500 hours, 21 October 1954.

b. 1st Lt. Robert Daley and 1st Lt Vaught were briefed to open the air show with a high speed pass at 200', airspeed 500 knots, with TOT 1530 hours. A practice run was completed on 22 October 1954, and a critique held clearing all discrepancies.

c. After the high speed passes were made on 23 October 1954 the controller informed the pilots that their TOT was in conformity with the briefing.

d. The three (3) F-84F's returned to Langley AFB, 1400 hours, 24 October 1954.

e. Return transportation was not readily available for the ground crew personnel and their equipment after the ceremony. They returned 25 October 1954.

FOR THE COMMANDER:

s/t ROBERT P. COOMES
Captain, USAF
Adjutant

1 Incl
Rept of Sp Proj (1st Lt. Daley)

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HEADQUARTERS
Marine Barracks, U. S. Naval Mine Depot
Yorktown, Virginia

21 October 1954

From: Commanding Officer
To: Commanding General, Fort Eustis, Virginia
Commanding General, Langley Air Force Base, Virginia
Commanding Officer, U. S. Naval Mine Depot, Yorktown, Virginia
Commanding Officer, USS ROANOKE, % FPO, New York, New York

1. The Commanding Officer, Marine Barracks, U. S. Naval Mine Depot, Yorktown, Virginia, desires to thank each Command for its participation in the Military parade held at Yorktown, Virginia on 19 October 1954. I have received many compliments on the appearance of all the participating units and feel that these should be passed on to the officers and men who worked so hard to make it possible. Each of the participating companies was a distinct credit to its service and command.

/s/t/ C.A. LIPOT

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

28 October 1954

SUBJECT: Parade at Yorktown, Virginia, on 19 October 1954

TO: All Unit Commanders
Langley Air Force Base, Virginia

1. The following organizations are congratulated for the fine performance of the officers and airmen who participated in the Rochambeau Day Annual Celebration and Parade at Yorktown, Virginia on 19 October 1954:

429th Air Refueling Squadron - 30 Airmen
405th Air Base Group - 41 Airmen - 2 Officers
405th Fighter Bomber Group - 10 Airmen - 2 Officers
405th Maintenance & Supply Group - 41 Airmen
345th Bomb Group (Tactical) - 41 Airmen

2. The splendid appearance and parade discipline displayed reflected great credit and pride in the United States Air Force.

EDWIN S. CHICKERING
Brig. General, USAF
Commander

1 Incl
Hq, U.S. Naval Mine Depot,
ltr dtd Oct 21, 1954

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THE TOWN OF SURRY
Surry, Virginia

October 7, 1954

General O. P. Weyland, Commander
Tactical Air Command
Langley Air Force Base, Virginia

Dear General Weyland,

Our annual Surry County Picnic (Fair) is to be held here at Surry, on the High School grounds on Friday, October 22nd, and it is considered the big day of the year for our county folks, as well as their relatives and friends outside of our county.

The agricultural and school exhibits-handiwork of both young and old is on display this day, for all to enjoy, as well as the various entertainment features, furnished by our local talent. We have always felt especially close and friendly to you at Langley Air Force Base, and take pleasure in inviting you and any of your personnel to enjoy the occasion with us.

Also, we know that your aircraft may not be allowed to take an active part at such an occasion, but if you could possibly arrange for any of them to do any of their daily flying, etc. in our vicinity on this day-anytime up to around 1:30 P.M. (beginning of the Tournament) we could indeed be appreciative, as our people are especially interested in such as that, and would enjoy anything in that line.

We do hope that you and any of your men can come up and enjoy the day with us, regardless of the last mentioned request.

Respectfully yours,

s/ Clyde I. Cofer,
Clerk

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18 October 1954

Mr. Clyde I. Cofer, Clerk,
The Town of Surry,
Surry, Virginia

Dear Mr. Cofer:

I deeply appreciate your interest in the Air Force and particularly Langley Air Force Base. I am, indeed, proud of the fine relationship existing between your community and ours.

As you surmised, we are not allowed to officially participate in your celebration; however, we will endeavor to conduct a portion of our daily operational flying over your area.

I regret that prior commitments will not allow me to attend your annual picnic.

Sincerely,

t/ O. P. Weyland
General, United States Air Force
Commander

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19 October 1954

Brigadier General Edwin S. Chickering,
Commander, 405th Fighter Bomber Wing,
Langley Air Force Base,
Virginia.

Dear Chick:

Request you consider the possibility of conducting some of your training flights in the vicinity of Surry, Virginia, as requested by Mr. Cofer in the attached letter.

This does not constitute an official airshow, but in the interest of a better community relationship, a few training flights in this vicinity may prove most beneficial.

Sincerely,

/t/ O. P. WEYLAND
General, United States Air Force
Commander

2 Incls
1. Ltr fm Mr. Cofer, Clerk,
Town of Surry, Surry, Va.,
7 Oct 54
2. Cy ltr to Mr. Cofer fm Gen.
Weyland, 19 Oct 54

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

OT-OPS 20 OCT 1954

SUBJECT: Routing of Aircraft over Surry, Virginia

TO: Commander
405th Fighter Bomber Group
Langley Air Force Base, Va.

1. Your attention is invited to the attached letter from General Weyland with 2 Inclosures.

2. Request that various flights be routed over Surry, Virginia (coordinated WAC 357, 370 08' N. 760 50' W) on 22 October 54. Flights to include: If practical, high speed runs by F84F aircraft at 500', four ship formation, aerobatics not to descend below 1500' or take place over a congested area of any settlement or an assembly of people.

3. Safety of flight measures will be emphasized.

BY ORDER OF THE COMMANDER:

1 Incl
Ltr from Gen Weyland
dtd 19 Oct 54 w/2 Incls

t/ HERBERT C. PINKERTON
Captain, USAF
Adjutant

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COMMONWEALTH OF VIRGINIA
OFFICE OF CIVIL DEFENSE
Room 20, The Capitol
Richmond
November 23, 1954

Commander
Headquarters Tactical Air Command
Langley Air Force Base, Virginia

Dear Commander: File: "Operation Quick Kick"

The Governor and I wish to extend to you our appreciation for the cooperation and assistance that was given by the 405th Fighter Bomber Wing of your Command in "Operation Quick Kick."

Through the efforts and participation of your Command in this test exercise much additional interest in Civil Defense has been aroused in Virginia.

Thank you for your cooperation, I am

Sincerely,

s/t J. H. Wyse
Coordinator

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Commonwealth of Virginia, Office of Civil Defense, Richmond, Va.,
Subject: Letter of Appreciation, 23 November 1954

1st Ind 27 November 1954

Headquarters, Tactical Air Command, Langley Air Force Base, Virginia

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Va.

1. It is a pleasure to receive and forward this letter of appreciation. The assistance and cooperation rendered by personnel of your command reflects credit on the unit concerned and the United States Air Force.

2. The Commander, Tactical Air Command, desires that his appreciation be expressed to the personnel involved in "Operation Quick Kick".

BY ORDER OF THE COMMANDER:

s/t E. K. WARBURTON
Brigadier General, USAF
Chief of Staff

OT-MIL (23 Nov 54) 2d Ind 4 December 1954

Headquarters, 405th Fighter Bomber Wing, Langley Air Force Base, Va.

TO: Commander, 345th Bomb Group, Tactical, Langley AFB, Virginia
Commander, 405th Fighter Bomber Group, Langley AFB, Virginia
Commander, 405th Maintenance & Supply Group, Langley AFB, Virginia
Commander, 3 - 8 Weather Detachment, Langley AFB, Virginia

1. Attention is invited to basic letter and preceding indorsement.

2. The spirit of cooperation and the flight technique demonstrated by members of your command in support of Operation Quick Kick are commendable and reflect favorably upon the Air Force and this command.

BURTON K. SAMS
Colonel, USAF
Commander

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OPERATIONS PLAN
NUMBER 19-54
(Revised Nov 54)

HEADQUARTERS, 405th Fighter Bomber Wing
Langley Air Force Base, Virginia
1 November 1954

CHART & MAP REFERENCES:

World Aeronautical Charts 357 and 358.

TASK ORGANIZATIONS:

405th Fighter Bomber Group	Colonel Cowart
345th Bomb Group, Tactical	Colonel Napier
405th M & S Group	Colonel Richer
3 - 8 Weather Detachment	Major Allen

1. GENERAL SITUATION:

a. The regional civil defense test exercise "Operation Quick Kick" will be held during the period 8 - 10 November 1954.

b. This operation is being conducted to test: alerting procedures; activation of control centers; mobilization of civil defense forces under actual conditions containing elements of surprise; public reaction and response to attack warning signals sounded without prior notice to exact times; and communications facilities.

c. Enemy Forces:

(1) Civil Defense Forces of Virginia.

(2) EADC Fighter Interceptor Forces.

d. Friendly Forces:

(1) Second Army.

(2) Air National Guard.

e. Assumptions:

(1) One attack will substantially destroy administrative, industrial and commercial facilities of the target area.

(2) High explosives, including bombs, sabotage and psychological warfare may supplement attack.

(3) All aircraft will reach the target.

2. MISSION:

To make one (1) simulated attack at Martinsville, Virginia (coord 79°52'W, 36°42'N).

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3. TASKS FOR SUBORDINATE UNITS:

a. 405th Fighter Bomber Group will:

(1) Provide four (4) F-84F type aircraft for simulated atomic bomb attack on Martinsville, Virginia.

(a) Route of flight will be from Langley Air Force Base to coordinates 37°00N, 74°30'W. Thence to Ashland (37°45N, 77°29'W); to New Castle (37°30'N, 80°08'W); to Philpott Reservoir (36°52'N, 80°08'W) to Martinsville (36°42'N, 79°52'W).

(b) Upon completion of attack at Martinsville A/C are released from this committment.

b. 345th Bomb Group will:

(1) Provide two (2) B-26 type A/C to lay a smoke ring around the target area at Martinsville, Virginia (36°42'N, 79°52'W).

c. 405th M & S Group will:

(1) Provide four (4) M-10 chemical tanks for carrying FS chemical smoke on B-26 aircraft.

(2) Provide 120 gallons of FS chemical smoke.

d. 3 - 8 Weather Detachment will:

(1) Provide necessary weather briefings for the 405th Fighter Bomber Group and 345th Bomb Group.

x. General Instructions:

(1) B-26 A/C will commence laying smoke, 4000 feet MSL, over Martinsville, Virginia at Red Alert + 9.

(2) F-84F A/C will simulate attack at Red Alert + 12 minutes on Martinsville, Virginia, with the immelman passing through the center of the smoke ring.

(3) The time and date of Red Alert will be submitted on 5 November 1954.

(4) LABS with no IP will be utilized for simulated attack.

(5) Flight to and from the target areas will be in accordance with AFR 60-16.

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(6) Safety of flight will be stressed.

(7) No live armament will be utilized.

(8) Minimum weather requirements for accomplishment of missions 5000 feet ceiling and 5 miles visibility.

4. LOGISTICAL MATTERS:

Normal.

5. COMMAND AND COMMUNICATION MATTERS:

Normal.

EDWIN S. CHICKERING
Brig. General, USAF
Commander

AUTHENTICATED:

AUGUSTUS M. HENDRY, JR.
Lt Colonel, USAF
Operations Officer

ANNEX:
A. OPERATIONS

DISTRIBUTION:
5 - Comdr, TAC
5 - Comdr, 405th Ftr Bmr Wg
10 - Comdr, 405th Ftr Bmr Gp
10 - Comdr, 345th Bomb Gp, Tac
3 - Comdr, 3-8 Weather Detachment

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HEADQUARTERS
405th FIGHTER BOMBER WING
Langley Air Force Base, Virginia

OI-TNG 29 October 1954

SUBJECT: Veterans Day Celebration

TO: Commanders, 345th Bomb Gp, Tac, 405th Fighter Bomber Gp, 405th Air Base Gp, 405th M&S Gp, 429th Air Refueling Sq, 2d Tac Depot Sq, 2d Shoran Beacon Flight, Langley AFB, Va.

1. 405th Fighter Bomber Wing will participate in the annual Veterans Day celebration as requested by the Norfolk Chamber of Commerce. The Langley Air Force Base Band and 120 airmen will march in the parade at Norfolk, Virginia on 11 November 1954.

2. Airmen and officers will be made available for the parade by the following organizations:

a. 345th Bomb Group, Tactical - (1) one Project Officer, field grade, and 30 airmen.

b. 405th Air Base Group - 30 airmen.

c. 405th Maintenance & Supply Group - 30 airmen.

d. 405th Fighter Bomber Group - (2) two officers for flight commanders and 15 airmen.

e. 429th Air Refueling Squadron - (1) one officer for flight commander and 10 airmen.

f. 2d Tactical Depot Squadron - 10 airmen.

g. 2d Shoran Beacon Flight - 10 airmen.

3. The Project Officer will make necessary arrangements for the parade with Mr. Floyd B. Fledger, Chairman, Parade Committee, 9561 Granby Street, Norfolk 3, Virginia, Phone: Norfolk 56351 or 62-4891. Direct communication is authorized and recommended.

BY ORDER OF THE COMMANDER:

RICHARD G COKER
CWO USAF
Assistant Adjutant

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base
Virginia

OT-OPS 29 OCT 1954

SUBJECT: Standing Operating Procedures #4, Base Operations

TO: Commander
405th Air Base Group
Langley Air Force Base
Virginia

1. Reference paragraph 3(c) and 3(i) subject: SOP. AFR 76-6 paragraph 4,d(2) states that AFROTC students may be carried as passengers only if the aircraft is on an authorized local flight. When DD Form 175 is used for clearing purposes, the flight is not classified as a local flight. (Ref AFR 60-11 paragraph 2.) Therefore, AFROTC students can not be carried as passengers.

2. Reference paragraph 3(h) subject: SOP. The aircraft at Roanoke is classified as CI and only MIT time can be logged. Reference letters HQS TAC, OT-ON 360-1, subject: Logging of Flying Time on Air Force Form 1, dated 10 December 1953, and letter from VPI, subject: Utilization of T-11 Aircraft at Roanoke, dated 18 June 1954, and indorsement thereto dated 14 July 1954, state that time is to be logged as R-1. Logging of R-2 time is not authorized.

3. Recommend that so much of paragraph 3(h) subject: SOP, be changed to read, "under mission symbol R-1 and X". That paragraph 3(i) subject: SOP, be changed to read, "AFROTC students will not be allowed to accompany rated personnel on any flight".

BY ORDER OF THE COMMANDER:

s/t RICHARD G. COKER
CWO, USAF
Asst Adjutant

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HEADQUARTERS
405TH AIR BASE GROUP (TAC)
Langley Air Force Base, Virginia

STANDING OPERATING PROCEDURE)
:
NUMBER 4)

12 October 1954

BASE OPERATIONS

1. PURPOSE: To establish policies and procedures which will insure that the aircraft based at Roanoke, Virginia, is utilized in a satisfactory manner by rated personnel of VMI, VPI, the Roanoke Filter Center, the USAF Recruiting Service at Roanoke, and in accordance with all directives issued from Headquarters, 405th Fighter Bomber Wing.

2. SCOPE: The provisions of this SOP are applicable to all rated personnel authorized to fly the Langley Air Force Base aircraft based at Roanoke, Virginia. The Base Operations Officer of Langley Air Force Base will grant such authorization when the individual concerned presents the necessary orders designating the 405th Air Base Group responsible for the accomplishment of his Air Force Regulation 60-2 Requirements, the Medical Clearance Form and his Form 5 records.

3. GENERAL: The following policies or procedures will be adhered to in utilizing subject aircraft:

a. Check-Outs: No individual will be allowed to fly the aircraft solo until he has been given a check-out in accordance with Base Regulation 55-2.

b. Instructor Pilots: There will be two qualified Instructor Pilots assigned from the unit and properly designated by the 405th Fighter Bomber Wing.

c. Flight Plans: A Form 175 will be filed with CAA prior to each flight from Roanoke. CAA will transmit the flight plan to Flight Service for approval in all cases where the pilot is not his own clearing authority. In no case will a pilot who is not his own clearing authority take off until Flight Service approval has been obtained. In the event a pilot is his own clearing authority, CAA will be requested to transmit the flight plan to Flight Service after the aircraft has departed giving the actual take-off time. After calling the flight plan to CAA the original flight plan will be given to the NCO at Roanoke who will keep it on file until he can deliver it to Langley Base Operations where it will be maintained in accordance with Air Force Regulation 60-11. The duplicate copy of the Form 175 will be handled in a like manner. Each pilot will ascertain that his flight plan is closed out with Flight Service upon termination of each flight.

d. Flight Orders will be issued on each flight made from Roanoke in Langley Air Force Base aircraft and signed by the Assistant Base Operations Officer. Suitable forms will be supplied by Base Operations at Langley.

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d. Test Flights: It is realized that there may be occasion to fly a test flight of the aircraft while at Roanoke. In the event this becomes necessary the test flight will be flown by one of the designated Instructor Pilots. This will be the only occasion when a Local Clearance Form 113 will be utilized. During this time there will be a rated pilot assigned to stand by at the field from the time the aircraft departs until the test flight is terminated. This will insure proper flight following of the aircraft during the local flight. All test flights will be accomplished within sight of the Air Field.

The local flight plans will be kept on file at Roanoke until they can be delivered to Langley Base Operations where they will be maintained in accordance with existing Air Force Regulations.

e. Safeguarding Aircraft: It will be the responsibility of the NCO stationed at Roanoke to insure that the aircraft is properly tied down after each flight and that it remains tied down at all times when not being utilized. During impending severe weather it will be the responsibility of the Assistant Base Operations Officer located at Roanoke to keep current on the weather situation. In the event he deems it necessary to evacuate the aircraft he will notify Base Operations at Langley and advise that the aircraft is being evacuated to Chanute Air Force Base, Illinois.

f. Scheduling: A periodic schedule will be published by the Assistant Base Operations Officer indicating the period of time during which each of the using units may exercise utilization of the aircraft. The use of the aircraft by one unit while assigned to another unit is a matter of coordination between the units concerned and need not be cleared through the Assistant Base Operations Officer.

g. Parachutes: The periodic inspection of parachutes on board the aircraft assigned to Roanoke, as required by T.O. 14D1-2-11 Section II, Paragraph 2, will be the responsibility of the NCO referred to above. Also the parachutes will be returned to the personal equipment section of the 4405th Operations Squadron at Langley Air Force Base at the proper time to meet the requirement for repack as stated in paragraph 4, of the above mentioned Technical Order. The inspection of the parachutes prior to flight, their care, proper use, and security (particularly at non-military bases) will be the responsibility of the pilot in charge of the aircraft.

h. Logging of time: No flight will be made for any other purpose than that prescribed under mission symbol "R-2" and "X".

i. Orientation Flights: In accordance with Air Force Regulation 76-6, it will be permissible for AFROTC to accompany rated personnel on flights providing the pilot or Instructor Pilot of the aircraft possesses the requirements listed in paragraph 3a above.

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4. RESPONSIBILITY: The senior rated officer at Virginia Polytechnic Institute or Virginia Military Institute will be designated by competent orders to be the Assistant Base Operations Officer and will be responsible to see that all provisions of this Standing Operating Procedure are properly accomplished.

BY ORDER OF THE COMMANDER:

s/t KENNETH R RIMLINGER
Captain, USAF
Adjutant

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HEADQUARTERS
405TH FIGHTER BOMBER GROUP
Langley Air Force Base, Virginia

FBGO 13 September 1954

SUBJECT: Informal OST Activity Report for the Period 4 September through 10 September 1954

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

1. Summary of Training

2. Operations:

a. Range 52 personnel have been giving pilots erroneous bomb impact scores. The plots that are received from them the following day, are accurate. Action has been taken for a more accurate impact triangulation score to be given the pilot immediately after drop so that subsequent runs can be checked and adjusted accordingly.

b. Pilots have been cautioned to apply proper technique on landing under all types of runway conditions and aircraft configurations in attempt to keep tire wear to a minimum. With take off gross weights of 22,000 to 23,000 lbs and landing weights of 18,000 lbs US Royal tires are averaging 13 landings and Firestone tires 23 landings.

c. The following procedure has been established in the event external ordnance cannot be released during gunnery missions or jettisoned in jettison areas. All aircraft carrying inert ordnance without spotting charges may be landed at Eglin Main. Three pound practice bombs with spotting charges may be retained when landing at Eglin Main, but in all cases, pilot must stay clear of populated areas. Otherwise aircraft with unused ordnance land at Eglin No. 2.

d. Special weapons will be landed where directed in accordance with the particular test. Emergency procedure in this event are thoroughly covered prior to flight.

e. On 9 September at 1500 hours, a meeting of special weapons O.S.T. personnel was conducted with Colonel Colgan. Arrangements were made to fly with two (2) mark 7 mod 3 weapons on

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the 10th and 11th of September. On 13 September, four T-63s will be dropped, two (2) from high altitude dive bombing in preparation for live drops 14 September. On 14 September, one (1) Mark 7 Mod 3 weapon will be dropped using IABS and one (1) Mark 7 Mod 3 weapon will be dropped from a high altitude dive bomb run. The flights on the 10th and 11th of September will be made to obtain data in conforming with the directed test. Take off on a PSP runway and landing characteristics on PSP, effects in the weapon when pulling G's and effects on the weapon in high speed flight, along with firing 1800 rounds of 50 cal. ammunition, comprise most of this test. The test on 14 September will conclude this phase of the O.S.T.

f. Normal training was discontinued on 8 September to prepare for the above tests. Each aircraft to be used in the test was flown one time on 8 and 9 September to assure these aircraft would be in commission for the tests.

3. Accidents None.

4. Incidents None.

5. Maintenance.

a. Aircraft status for the period 27 July through 10 September 1954.

(1) All aircraft were grounded for approximately three weeks for Tech Order Compliance.

(2) All six aircraft were out for approximately two days each for the installation of the tone controls.

(3) Aircraft 408 was out for two days for installation of a new forward fuel boost pump. This aircraft has had considerable radio trouble causing this aircraft to be in and out of commission for two weeks. Operation of tone control caused radio channelization failures. the tone control has now been disconnected in view of radio shortage. This aircraft has also had considerable armament electrical problems.

(4) Aircraft 411 was AOCP for approximately five days for a slab tail actuator. The Hydraulic

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Boost Pump had to be replaced which required two days maintenance. One week of trouble shooting and awaiting entry to base Shops was necessary before the hydraulic relief valve was found to be set at 1425 PSI. This was adjusted to the correct pressure of 1750 PSI and aircraft is now in commission.

(5) Aircraft 414 flew for three days before it went out for a 25-hour engine inspection. After one flight, difficulty with the throttle control was encountered. The generator blast tube clamp was found broken, jamming the throttle control. The other half went through the engine causing compressor blade damage. The engine was changed but the aircraft remained AOCP for a generator clamp. The AOCP item required 8 days before it could be obtained. Final maintenance on this aircraft was held up for 6 days waiting for an aircraft aft section dolly.

(6) On aircraft 420, minor routine maintenance was performed during the reporting period. The aircraft is now at Langley Air Force Base for a first Periodic Inspection.

(7) Aircraft 716. A new engine had to be installed the day the aircraft arrived at Eglin Air Force Base. Minor routine maintenance was performed during the remainder of this period. The aircraft is now out for the first Periodic Inspection and BT-9 installation.

(8) Aircraft 717 had a forward boost pump change. The aileron boost was found defective and was AOCP for one week waiting on an lileron boost cylinder. Also, the tone control shorted out a cannon plug. The slave gyro and the Flight Indicator were inoperative for approximately one week due to an electrical short.

(9) Aircraft 716 and 420 were in commission the majority of the time; therefore, these aircraft have flown more than half of the missions.

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Hq, 405th FBG, Langley AFB, Va, FBGO, Subj: Informal OST Activity Report for the Period 4 September through 10 September 1954.

b. Due to the shortage of air compressors one take off was delayed an hour and a half. Six sorties have been aborted due to the non-accessibility of an air compressor during the last two weeks.

c. In the past it has been almost impossible to get a fuel truck out to the Hot Gun Line after 1600 hours; sometimes causing a delayed take-off the following day. This situation has been corrected.

6. Armament.

a. Three T-1 racks were received from Langley Air Force Base to supplement the nine already on hand. Four of the T-1 racks on hand are not operating and are not repairable at this station. These T-1 racks are being used as aerodynamic counterbalances until they can be replaced with satisfactory items from Langley Air Force Base.

b. Some difficulty was experienced with late releases from the outboard pylons. Investigations and inspection indicate that during a 4-G pull-up the cannon plug between the outboard pylon and the aircraft wing is separating far enough to break electrical contact to the bomb racks. As the "G acceleration is decreased contact is made and release of the bomb results. It is recommended that a modification incorporate a bracket to press upward on the cannon plug to hold it in place until such time as the pylon may be jettisoned. Such a bracket is already installed in the pylon, but is used only to insure separation when the pylon is jettisoned.

c. Gun plugs supplied for the F-84E are unsatisfactory. During high speed flight the plugs frequently disentegrate and blow back through the gun barrels into the working parts of the gun.

d. Special Weapons 7-14 and 7-15 were delivered four hours late on 10 September causing considerable delay on the first two test flights. One weapon was found to be defective in that it did not function properly in flight.

s/ Wm. S. Cowart, Jr
WILLIAM S. COWART, JR
Colonel USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

22 September 1954

SUBJECT: Letter Orders 750

TO: MAJ CHARLES H SPENCER, A0711843 HQ 405th FITBOMWG

1. You WP o/a 22 SEP 54 on TDY for APRX twenty three (23) days from Langley AFB VA to Eglin AFB FLA for the PURP of attending conference and coordinate matters on Project Run-in at AFGC RPT NLT 0800 HRS 23 SEP 54---DPUO. UCWR proper ORG this B for DY. TVL by MIL ACFT directed if available. OFF cleared for access up to and INC TOPSEC.

2. TDN B&F Control NR 0716 5753400 078-1001 (15A) P458-02-03 S44-600.

3. AUTH: AFR 35-52 & TACR 35-8, and TAC MSG OT-FC 9 1196.

BY ORDER OF THE COMMANDER:

RICHARD G. COKER
CWO, USAF
Asst Adjutant

DISTRIBUTION:
8 - EA INDIV concerned
1 - WG PERS
1 - WG Mail & RCDS
1 - RCDS Set (SO SECT)
3 - WG Fiscal

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TASK FORCE HEADQUARTERS
PROJECT "RUN IN"
AUSTIN HALL
LANGLEY AIR FORCE BASE
VIRGINIA

26 October 1954

SUBJECT: Progress Report, Operation "Run In"

TO: Commander
Tactical Air Command
ATTN: Lt Col H. W. Gainer
Langley Air Force Base, Virginia

1. Activities of Project "Run-In" for period 18 through 24 October:

a. 18 October 1954. Eighteen sorties scheduled of which 17 were effective. One aircraft aborted immediately after take off and two landed at Republic Field returning from target, after the flight leader experienced partial failure of the hydraulic system. Missions flown were high altitude penetrations with low altitude attack.

b. 19 October 1954. Eighteen sorties scheduled, low altitude single aircraft, high altitude single aircraft and high altitude element aircraft penetrations. Ten sorties were effective. One abort was because of mechanical difficulties, one was recalled due to weather and six were not flown due to weather.

c. 20 October 1954. Twelve aircraft were scheduled for a saturation, 10 were effective with two ground aborts. Eight sorties were flown in the afternoon on a low altitude penetration.

d. 21 October 1954. Twenty sorties scheduled, 12 on a saturation mission and eight in elements on a high altitude penetration with a low level attack. No sorties were flown because of weather.

e. 22 October 1954. Twelve sortie saturation scheduled. Thirteen aircraft were airborne, two airborne aborts due to fuel feeding problems, 11 sorties effective. Aircraft were turned around for 6 sorties by elements of two aircraft penetrating high with low altitude attacks.

f. 23 October 1954. Twenty-one effective sorties were flown out of 23 scheduled this data. One 12 aircraft saturation mission was flown plus 11 single and 2 aircraft penetrations of the EADF area.

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Task Force Hq, Project "Run In", Langley AFB, Va, Subj: Progress Report, Operation "Run In", dtd 26 Oct 54

g. 24 October 1954. Twelve aircraft plus one spare departed Langley 0900 and arrived Kindley AFB, Bermuda, on the first leg of a scheduled saturation mission against targets in Northeastern United States on 25 October.

h. 25 October 1954. All thirteen aircraft turned around at Kindley AFB and completed effective sorties against targets in the New York, Philadelphia, and Washington area. Two aircraft had to land at McQuire AFB due to fuel shortage. All others returned to Langley AFB.

2. Phase I was completed on schedule as of 25 October with a total of 118 effective sorties run out of 120 sorties planned for the phase. Two days were lost due to weather. The average in-commission rate for the 8 days was 60%. Two aircraft were ADCP on 18 October and one on 19 October. All other aircraft were out for maintenance.

3. No estimate of the effectiveness of this aircraft in penetration can be made as yet. Data return from the ADC areas is very incomplete.

4. The 15 KS JATO bottles with the modified racks were used extensively and appear to be satisfactory with drop speeds in the neighborhood of 250 KIAS. No drops were made in the upper range of the safe drop speeds.

5. There were a total of 12 aborts in the 9 days of this operation. The principle cause of air aborts was failure of the outboard Class II 230 gallon pylon tanks to feed.

6. The squadron has changed seven engines during Phase I, one to shroud ring clearance, one to smoke in the cockpit, one for hydraulic fluid in the engine and three for roughness. The average tire life is 8 landings, which holds about standard for the Fighter Group.

7. Following is a comparative breakdown of the three squadrons during the period of Phase I, 16 - 25 October:

	Total Hours	% In-Commission	# A/C Possessed
509th FBS	224.00	60%	21
510th FBS	372.35	60%	26
511th FBS	117.05	60%	20

8. Phase II is scheduled to start on 26 October as planned. 274 sorties are programmed, 75 on dive bombing, 64 on BT-9, 7 on MSQ and 128 on LABS. These sorties are to be run on the range at A.P. Hill. The range is ready for operation except for the 18,000' marker, which is to be erected on the 26th.

s/t/ CHARLES A. SPENCER
Major, USAF
TAC Project Officer

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HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base
Virginia

COT-FC 20 Oct 1954

SUBJECT: Project "Run-In" (Unclassified)

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base
Virginia

The following message from Air Force Operational Test Center, OTC/TAD 50051C, is quoted for your information and appropriate action:

"Proj Run In. Concerning Upper Red Lake Rg coord. Fol coord has been taken by this off:

1. We are assuming instrumentation, incl air to grd, being arng for by Det 1, and will be in place on 1 Nov.

2. Wea responsibility will be assumed by 3206 Test Wg (Technical supp).

3. 6 people with hand tools, cold wea and wading gear dept Eglin 0800, 20 Oct for Benidji. Pers instr to rept to Maj Tietx or Mr Hall. Sgt Austin is NCOIC.

4. Rg freq should be detm by TAC or SAC and coord with instrumentation pers.

5. Slav responsibilities should be assumed by TAC or SAC.

6. Scty responsibilities being assumed by Eglin. 1 NCO and five guards being dispatched to Bemidji 30 Oct with instr to Maj Tietx or Mr Hall.

7. You are instr to apt Upper Red Lake Rg Proj Off for "Run In" from resources within your TF. This off should rept to Maj Tietx on or about 20 Oct to compl final coord. Dir comm with Det 1 and Maj Tietx is auth."

BY ORDER OF THE COMMANDER:

LAWRENCE E. WHEELER
Capt., USAF
Asst Adjutant

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Hq TAC COT-FC Subject: Project "Run-In" (Unclassified)

OT-OPS (20 Oct 54) 1st Ind

Headquarters, 405th Fighter Bomber Wing, Langley AFB, Va. 22 Oct 1954

TO: Commander, Task Force "Run-In", Langley Air Force Base, Virginia

Forwarded as a matter pertaining to your task force.

FOR THE COMMANDER:

HERBERT C. PINKERTON
Captain, USAF
Adjutant

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

COMDR TAC LANGLEY AFB VA

DATE-TIME GROUP: 011500Z Oct

SECURITY CLASSIFICATION: CONFIDENTIAL

PRECEDENCE FOR: ACTION: PRIORITY INFORMATION: PRIORITY COURIER

☐ BOOK MESSAGE ☒ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION CLASSIFICATION

TO:

COFS USAF WASH DC

INFO:

COMDR AFOTC EGLIN AFB FLA

COMDR 405FBOMWG LANGLEY AFB VA (COURIER)

COT-FS 104004 PD ATTN LT COL BURNS AFDRQ PD SUBJ PROJ QUOTE RUN IN UNQUOTE INFO RECEIVED BY THIS HQ FROM MAJOR HENNER HQ AMC PROJ OFFICE FOR QUOTE RUN IN UNQUOTE AND MR OLDHAM MOAMA INDICATES THAT THE FIRST ONE ZERO ZERO ZERO MA DASH TWO LABS PAREN NAVY DESIGNATION AERO ONE EIGHT ALFA PAREN WILL BE MADE AVAL TO THE NAVY PD IN ORDER TO ADEQUATELY TEST THE FOXTROT EIGHT FOUR FOXTROT SPECIAL WEAPONS CAPABILITY WITH THE LATEST LABS EQP PAREN MA DASH TWO PAREN CMM REQUEST THAT ACTION BE TAKEN BY YOUR HQ TO PROCURE TWO FIVE MA DASH TWO LABS FOR INSTL IN FOXTROT EIGHT FOUR FOXTROT ACFT OF THE FOUR ZERO FIVE FBOMWG PRIOR TO ONE FIVE OCT FIVE FOUR CMM STARTING DATE OF SQ OPR SUITABILITY TEST OF THE FOXTROT EIGHT FOUR FOXTROT PD

SECURITY CLASSIFICATION: CONFIDENTIAL PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): Lt Col GAINER

RELEASING OFFICER'S SIGNATURE: Lawrence E Wheeler

Capt USAF

SYMBOL: COT-FC TELEPHONE: 22244 OFFICIAL TITLE: Asst Adjutant

DD FORM 1 OCT 48 173 REPLACES NME FORM WHICH MAY BE USED. CONFIDENTIAL

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HISTORY

of the

511TH FIGHTER BOMBER SQUADRON

(405th Fighter Bomber Wing)

October 1954

Philip J. Erdle

PHILIP J. ERDLE
1st Lt, USAF
Historian

Charles R. Croner

CHARLES R. CRONER
Major, USAF
Commander

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FOREWORD

The opening day of October saw the 511th Fighter Bomber Squadron still at Pierce Field, Florida (Eglin #2). Having been there two weeks we were well settled and adjusted to the difficulties inherent to our rustic environment. Through tireless efforts of the Armament, Communications, and Maintenance sections we developed a smoothly coordinated team to overcome what initially seemed like numerous insurmountable obstacles to our progress and training. With primary emphasis placed on number of gunnery sorties to add a touch of realism to our strides toward combat effectiveness, we still managed to accumulate 283 pilot hours in our last two weeks at Pierce Field. This was a tremendous accomplishment in view of the facts that supply was almost non-existent and the source remote. Armament had to reboresight the aircraft in a search for a better system of harmonization and the weather was a constant tormenter to whom we lost six flying days as the early morning Florida cumulus development drifted across both Pierce Field and the Range. Bouquets to Captain Travers, Sergeant Summislawski, and all the maintenance crew that so diligently performed their duties. The major credit for the success of our trip to Eglin must be justly directed to their seemingly ceaseless efforts to selflessly give us efficient around the clock work. A job well done by the men who "kept 'em flying".

Mid-month saw a remolded, more experienced squadron anxiously preparing for its return trip to Langley. We had all learned the truth of the axiomatic phrase about the teachings of experience. Our pilots were becoming well acquainted with their new aircraft and gunnery scores were gradually rising when we had to depart to make room for an incoming Squadron.

There was an obvious air of pride about the Squadron as each pilot tried for a "grease-job" landing followed by Captain Dan's (Capt D.S. Elliot) nose

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high attitude on the landing rolls. This was necessitated by dangerous up and down drafts and sandy sides off the runway at Pierce Field. Through his constant supervision and encouragement, the 511th has acquired a landing technique which is the apparent answer to better braking and short field landings.

Seven of our pilots qualified on the ground gunnery range, and five others fired single mission qualification sorties. In this accomplishment also we encountered new obstacles, basically because of the new aircraft and the experimentation necessary before the solution to the problem of attaining accuracy was solved.

The Squadron departed Pierce Field on the morning of 16 October with all of our aircraft. Major Croner led us on the flight that culminated in a fly-by on arrival at Langley. Colonel Cowart, our Group Commander, observed the fly-by and commented on the very impressive showing.

Although happy to be home, the personnel of the 511th were naturally tired. The Commander, recognizing a precarious morale situation, gave the Squadron members a well deserved three-day-pass to rest and relax with their families.

Back at work after our short rest we found that several pilots had been engaged in a special project of checking out three pilots from Alexandria AFB, La. in the F-84F during our short absence. Subsequently, we were assigned several other special projects including a fly-by over Surry, Va., and participation by three of our pilots in the aerial demonstration over Greenville International Airport, S.C. Our operations officer went on leave at mid-month and Captain Elliot performed his usual outstanding job directing our new scheduling set up. Maintenance went to work days and evenings to meet our aircraft requirements of twelve in commission per day. We've adopted an

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allocation policy of four aircraft per flight whenever possible in order to allow flight commanders to do their own scheduling and acquire flight integrity. We are also following a daily frag order again adding the realistic touch to our efforts to achieve combat readiness.

The months end showed that we had achieved 553 pilot hours and 329 sorties.

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PERSONNEL

(1) Personnel Gains and Losses

a. OFFICERS — Gains: Two (2); Losses: Three (3)

AIRMEN — Gains: Four (4); Losses: Eight (8)

(2) Accomplishments

a. The personnel section was inspected this month by the TAC Inspection section. It was found that the section has maintained an average level of efficiency during this period. The section was split during the Squadron's TDY at Eglin AFB, Florida. Upon return, the workload of the two sections was combined with no difficulty. 1st Lt John S. Elzea was discharged during the month and 1st Lt Donald B. Pearson was assigned the duties of Adjutant 19 October 1954. A diligent effort is now being made to enhance the operating efficiency of this section. It is anticipated that better job-management will produce much needed effects.

(3) Training

a. One airman in this section was administered the Air Force proficiency test, while one airman is still undergoing OJT. Cross training in this section is progressing at a moderate rate; however, with the procuring of new personnel, this program will be stepped up considerably.

(4) Problems

a. Problems of coordination and consociation among sections of the organization are gradually being eliminated. A rearranged system of logging reports from all sections is expected to produce more favorable results in future operations. Controlling the stock level of blank

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PERSONNEL (concluded)

forms and expendable supplies has been most difficult as the varied consumption rates make accurate requisitioning almost impossible. Eliminating waste through good management and control procedures is second only to the accomplishment of our primary mission.

(5) Miscellaneous

a. Negative

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OPERATIONS AND TRAINING

(1) Accomplishments

a. A total of 553 pilot hours and 329 sorties were flown in F-84F and T-33A type aircraft.

b. As a result of our temporary duty at Pierce (Eglin #2) we now have a much improved Mobility Plan and invaluable experience and gunnery training. Seven pilots are now fully qualified in Air-Ground gunnery. We participated in two aerial demonstrations, adopted a new scheduling system and are following a daily Frag order from group headquarters in an effort to quickly achieve combat readiness. A new system of flight flying time reporting has been adopted and a daily meeting of flight commanders yields closer inter-flight coordination.

(2) Training

a. Despite our two weeks TDY we completed 1031 officer ground training hours and 1672 airmen ground training hours. Lt Seithel joined the Squadron at Pierce after completing Instrument School and Lt Stopski departed for the same course at mid-month. Lts Sollmann and Waddell completed Forward Air Controller course at Southern Pines. Captain Keith completed USAF Gunnery Instructor's Course at Nellis. Other training includes pre-flight and postflight of aircraft by pilots, I & E, Group and Squadron conferences, flying safety meetings, and aircraft accident prevention meetings for maintenance personnel.

(3) Problems

a. Our T-33A type aircraft have been in base shops for several weeks and we were unable to give several instrument checks when they were due. An effort is being made to borrow a T-33A from another organization.

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OPERATIONS AND TRAINING (Concluded)

(4) Miscellaneous

a. Our compliments to Sergeant Braden who soley set up operations record section at Pierce and whose work on very long working days kept accurate records and reports moving swiftly through the necessary channels for coordination.

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COMMUNICATIONS

(1) Accomplishments

a. During the entire month of October pre-flight and postflight inspections of all communication equipment were accomplished daily. During the first seventeen days of the month the communications section mission was accomplished in a most efficient manner. The Squadron was on TDY at Eglin AFB, Florida and with over 500 hours flying time only one aborted sortie could be contributed to communication failure. The major portion of mal-functioning communication equipment was discovered during pre-flight inspections and this amounted to only five UHF failures. These were due to Electron Tube failures except for one, a mechanical failure of a relay clutch. All failures were repaired within the section without the aid of field maintenance. The return trip to Langley was accomplished without incident. The section was packed and ready to load on aircraft within a period of six hours. Upon reaching Langley, the shop was reassembled and made operational in a period of less than eight hours. This accomplishment is indicative of the very fine co-operation by all personnel assigned to Communications Section. All personnel of this section are to be commended for a job well done during our recent temporary assignment.

(2) Training

a. One airman on OJT has now completed all phases of training for AFSC 30151 and has shown excellent results. This airman has been submitted to take a proficiency test and will continue training until the results of the test are disclosed. The training received by all personnel at Eglin was of great value and will be reflected in a future efficiency

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COMMUNICATIONS (Concluded)

increase by this section.

(3) Problems

a. Current problems can be handled by this section but a grave problem will exist in the near future. This section is expected to lose fifty per cent of personnel assigned within ninety days, this loss will be due to separation of personnel from the service and will tremendously hinder the operation and efficiency of this section.

(4) Miscellaneous

a. Negative

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MAINTENANCE

(1) Accomplishments

a. During the first half of this reporting period this organization was TDY at Eglin AFB, Florida and considering the handicaps that had to be overcome to accumulate a considerable number of flying hours and perform excellent maintenance.

b. During the last week of the month the Engineering Section worked day and night to keep aircraft in commission for flight. The Squadron flew one night during that week.

(2) Training

a. Negative

(3) Problems

a. At the start of the month twenty-one F-84F type aircraft were assigned to this organization. F-84F aircraft 52-6450A was lost to Eglin AFB maintenance after an accident while on TDY at Eglin #2. We now have a total of twenty F-84F aircraft assigned. F-84F aircraft 52-6442 was temporarily assigned to Eglin AFB (Main) on 8 October 1954 for the Fire Power Demonstration held at the Air Proving Ground. It was reassigned to this organization on 11 October 1954. F-84F aircraft 52-7032A was lost to Shaw AFB on 18 October 1954 when it went out of commission there enroute to this base. It was regained 24 October 1954.

b. This organization possesses three T-33A aircraft.

c. During TDY at Eglin #2, pilots were delayed on turn around time due to freezing of the oxygen cart servicing nozzle to the aircraft. Due to liquid oxygen reservicing procedure we had only two carts available, one being in transit to Mobile, Alabama daily for reservicing. A more feasible oxygen supply is needed as well as more oxygen carts

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MAINTENANCE (Concluded)

for this organization.

d. Ground service compressors are failing at the 3000 pound pop-off valve. The aircraft compressor has a short life and causes an over use of the ground compressors. We are authorized three ground compressors and one seems to be out of commission quite frequently. During periods of ground gunnery or other short flights it is desirable that this section be supplemented with three additional ground compressors to speed up preflights and turn around time.

e. There were two starter system failures. Quite a few problems were encountered with the starting system. Some of the trouble was with the adjustment of the microswitch in the starting fire control. We replaced many lines on the aircraft during inspection due to careless and inexperienced crews pulling the aft section and rolling the engine back. There was one engine change during this reporting period.

(4) Miscellaneous

a. Negative

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ARMAMENT

(1) Accomplishments

a. Special weapons and outboard pylons were installed.

b. Sixteen aircraft were fired in at Eglin #2.

c. Armorers received considerable training at Eglin #2 in gunnery training and invaluable experience in harmonization and allied fields.

d. OJT was completed by six airmen.

(2) Training

a. This section received considerable training during our stay at Eglin, training consisted of Air to Ground gunnery. Many problems were presented but all were successfully solved.

(3) Problems

a. Negative

(4) Miscellaneous

a. Negative

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SUPPLY

(1) Accomplishments

a. The supply section executed approximately 218 Issue and Turn-In's during the month. Part of these operations were at Eglin #2 from 1 October through 20 October 1954. We are in the process of inventorying all equipment in the Engineering Section because the Engineering Officer was relieved. We are engaged primarily in posting entries to 1120 cards from UAL and UPREAL. We are inventorying all equipment in Supply Officers Charge since the Supply Officer is being relieved.

(2) Training

a. A/2C Charles Lewter, Jr. was promoted to A/1C.

b. A/2C Billy P. Dixon was awarded PAFSC of 64230 and took test for 64250.

(3) Problems

a. This section's personnel situation dictates a very definite need for four additional supply men.

(4) Miscellaneous

a. Negative

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1 of

HISTORY

of the

511TH FIGHTER BOMBER SQUADRON

(405th Fighter Bomber Wing)

December 1954

Richard F. Snyder
RICHARD F SNYDER
2nd Lt, USAF
Historian

Charles R. Croner
CHARLES R CRONER
Major, USAF
Commander

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FOREWORD

The month of December, although cut short by the holidays when many of the personnel took leave, was one in which much was accomplished. By this I am referring to the TDY status we had at George AFB, California.

While at that station, sixteen (16) aircraft participated in the production of a film on the capabilities of the F-84F. The fire power of the plane was demonstrated in all phases except air to air combat. Some full load operations were also filmed.

The flight to George AFB was to be made non-stop. Inflight refueling was accomplished over Oklahoma City; however, high winds compelled them to land at Luke AFB, Arizona before completing the trip.

The return flight was more successful for, with favorable winds and inflight refueling again over Oklahoma City, five aircraft completed the non-stop trip. The first two in an elapsed time of four hours and thirty-five minutes, the pilots being Lt Bolin and Lt Selvey. Major Croner then landed in five hours and fifteen minutes (5:15). Captain Elliot and Lt Zipperer, the last two, made the journey in five hours and fifty-five minutes (5:55)

The tanker aircraft, a KB29-P was from the 429th Air Refueling Squadron stationed here at Langley.

An article appeared in the Air Force Times and in some leading newspapers concerning the accomplishments told here.

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PERSONNEL

(1) Personnel Gains and Losses

a. OFFICERS	Gains:	One (1)
	Losses:	One (1)
AIRMEN	Gains:	Seven (7)
	Losses:	Seventeen (17)

(2) Accomplishments

a. Maintained routine work standards throughout the section despite a two-week-TDY and the Christmas Holiday leave schedule.

(3) Training

a. Training consisted of continued indoctrination for A/3C R.J. Kobi as Finance and Morning Report clerk. S/Sgt Young cross trained as classification specialist and, during the California TDY, cross-trained as First Sergeant.

(4) Problems

a. Maintained routine work schedule despite a two-week-TDY followed by Christmas and New Years' leave for half the squadron, during which time the same amount of work was required while operating at minimum strength.

(5) Miscellaneous

a. A/1C Preston B Thompson was elected Airman of the Month by the Unit Character Guidance Council.

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OPERATIONS AND TRAINING

(1) Accomplishments

a. A total of 466:00 pilot hours were flown in the F-84F aircraft and 89:00 hours in the T-33. The total sorties flown in rocketry were 19; in dive bombing, 43. IFR hook ups were also made.

b. Squadron completed TDY status at George AFB, California on 18 December. While there they made a movie on TAC operations and the use of F-84F aircraft.

(2) Training

a. Lieutenants STOPSKI and SNYDER returned from Tyndall AFB where they attended Instrument School. Other training accomplished was I & E, squadron conferences, and pre-flight and postflight inspections of aircraft by pilots. The total hours of ground training accomplished were 1263:00.

(3) Problems

a. Negative

(4) Miscellaneous

a. Negative

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COMMUNICATIONS

(1) Accomplishments

a. Normal pre-flight and postflight inspections were completed as required. The move to George AFB was accomplished with very satisfactory results. A minimum amount of time was consumed in preparation for and during the move. Field level maintenance was performed on one (1) UHF radio during the TDY at George AFB due to no facilities at that base for AN/ARC-33. Three each installations of AN/APX-17A were completed on aircraft of this squadron. Approximately 75 man hours were required for these installations.

(2) Training

a. No special training was conducted during the month due to the move and Holidays. The personnel assigned this section are now very familiar with equipment being used and normal experience is now all that is required.

(3) Problems

a. Lack of test equipment still creates a grave problem. Several aircraft have IFF write ups due to this section having no UPM-8 test set. This equipment has been on order for a period of over twelve (12) months.

b. No TV-7 tube checker has been received by this section. This also causes a great deal of lost time and trouble. Certain types of electron tubes which are new to AF stock cannot be checked on the old type of tester we now are using. The manpower problem has become extremely grave, having only three (3) men assigned this section at this time and one of them is scheduled for school on 3 January 1955. This section will be operating on 33 1/3% of

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(3) Problems (Concluded)

authorized strength which is going to greatly hinder operating efficiency.

(4) Miscellaneous

a. Negative

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MAINTENANCE

(1) Accomplishments

a. At the start of the month twenty-four (24) F-84F aircraft were assigned this organization. On 23 December 1954, F-84F 52-6455A was regained from Base Maintenance after undergoing repairs of damages received in an accident on 10 September 1954. The total aircraft assigned is twenty-five (25). Three (3) F-84F aircraft still remain in Base Maintenance, one (1) here at Langley AFB and two (2) at Base Maintenance in Eglin AFB, Florida.

b. The one (1) T-33A, 51-6954, assigned this unit is ready for transfer.

c. Four hundred sixty-three hours were flown by this organization during the month of December 1954.

(2) Training

a. Negative

(3) Problems

a. A shortage of personnel (7 level) qualified to be Crew Chiefs exists in this Squadron. Many of the airmen used as Crew Chiefs are A/3C and A/2C just out of school.

(4) Miscellaneous

a. Negative

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ARMAMENT

(1) Accomplishments

a. The move to George AFB, California was accomplished without any mishaps or accidents and was in an orderly manner. This move was very valuable to the personnel since it will train them for future mobility training.

(2) Training

a. This section received valuable experience during our stay at George AFB from 6 December through 17 December. Various munitions loads were installed, armed, and expended. This was in connection with the Capabilities' Test during the aforementioned period.

b. Eight (8) airmen , AFSC 46011, were put on OJT in the Armament field.

(3) Problems

a. This section is in dire need of occiloscopes of which we have none. We have had these items on order for better than a year.

(4) Miscellaneous

a. Expenditures at George AFB from 6 December-17 December were:

77	1000 lb General Purpose Bombs
105	5" HVAR Rockets
307	2.75" Rockets
51,809	Rds. Cal 50 Ammunition
128	VATO Units
32	E-74 Fire Bombs

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SUPPLY

(1) Accomplishments

a. This section has separated Unit Supply from Tech Supply. M/Sgt PRINCE has been placed in charge of Tech Supply. Other personnel of Tech Supply are A/1C LEWTER, A/2C DIXON, and A/3C WALLACE. Unit Supply personnel will include M/Sgt MAC KINNON, A/1C GRAVES, and A/2C MUSGROVE with 2nd Lt PHILLIPS as Supply Officer. This section had about two weeks TDY to George AFB, California for TAC film mission. Rearranged Supply room and screened all paper work in preparation for TAC Inspection.

(2) Training

a. LEWTER, CHARLES JR was up-graded to A/1C
DIXON, BILLY P passed test for 64151
MUSGROVE, SAMUEL G passed test for 70230

(3) Problems

a. Negative

(4) Miscellaneous

a. Separating Tech Supply from Unit Supply we feel that some of the problems of the past will be erased.

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511TH FIGHTER BOMBER SQUADRON
Langley Air Force Base, Virginia

FBS/1 22 December 1954

SUBJECT: Report on TAC Film "Fighter and Fighter Bomber Operations."

TO: Commander
405th Fighter Bomber Group
Langley Air Force Base, Virginia

I. TRAINING:

a. During the Flight to George AF Base this organization completed the following training:

(1) 1o ATO take offs.

(2) 12 extreme range navigational sorties.

(3) 23 medium range navigational sorties.

(4) 7 wet in-flight fuel hook ups.

(5) Approximately 24 hours of weather flying.

(6) 30 high altitude formation sorties.

(7) 12 short range low altitude navigational sorties.

b. The following training was accomplished while at George AF Base:

(1) 77 1000# GP bombs dropped in 39 dive bombing sorties.

(2) 307 2.75" FFAR Rockets fired in 4 rocket sorties.

(3) 105 5" HVAR Rockets fired in 13 rocket sorties.

(4) 51,809 rounds Caliber 50 Ammunition fired in 31 high angle strafing sorties.

(5) 32 E 74 fire bombs dropped in 1o sorties.

(6) 60 squadron show formation sorties.

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511th Ftr Bmr Sq, FBS/1, LAFB, Va., Subj: Report on TAC Film "Fighter and Fighter Bomber Operations."

c. While on the return flight the following was accomplished:

(1) 16 ATO take-offs.

(2) 6 wet in-flight fuel hook ups.

(3) 2 dry in-flight fuel hook ups.

(4) 5 extreme range navigational sorties.

(5) Approximately 8 hours weather flying.

(6) 34 high altitude formation sorties.

(7) 29 medium range navigational sorties.

(8) Approximately 10 hours night formation-navigation.

II. LOGISTICS:

a. Due to the limited flying hours our parts consumption was relatively low. Had all of our Enroute Maintenance Kits arrived prior to the trip I feel sure that the parts problem would have been minor.

b. The T-33 that accompanied us was invaluable in the matter of parts pick up.

c. The bulk of our parts were secured from Luke AF Base and the cooperation received from them was a tremendous help. Mr. Harold Cavanaugh, Republic Representative was especially helpful in obtaining any necessary parts.

d. The parts used are as follows:

(1) 1 each Starter Assembly.

(2) 1 each Fuel boost pump.

(3) 1 each Valve, pressure and vent.

(4) 2 each brake assemble.

(5) 4 each tires, nose.

(6) 25 each tires, main.

(7) 1 each ignition lead.

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511th Ftr Bmr Sq, FBS/1, LAFB, Va., Subj: Report on TAC Film "Fighter and Fighter Bomber Operations."

III. PROBLEMS:

a. Most problems were of an operational nature. The main problem was that of external tanks not feeding. During the flight out and back we had 10 cases of tanks not feeding. In all cases this necessitated a change of flight plan and prevented in-flight fuel hook ups.

b. During the trip out difficulties with the tankers were encountered. These included communications and hook ups. Some of the tankers did not fly as briefed, which made communications difficult and hook ups (in some cases), impossible. However, most difficulties were alleviated and the tankers performed in a commendable manner during the return trip.

c. I feel that the KB-29 is too slow for F-84F IFR hook ups. It's maximum speed appears to be not over 210 knots. The minimum desired speed for the F-84F is 230 knots. A hook up can be made at 210 knots, but as the aircraft receives fuel and becomes heavier, it becomes increasingly more difficult to maintain position on the boom. This results in several disconnects and materially increases the time required to receive a full load of fuel. This speed differential, in my opinion, makes the KB-29 unsatisfactory for refueling the F-84F.

IV. CONCLUSIONS:

a. This squadron received valuable training, ie, IFR hook ups, bombing-gunnery-rocket missions, and long range navigation.

b. We encountered numerous external tank feeding problems.

c. KB-29 is not suitable as a tanker.

V. RECOMMENDATIONS:

a. That a fix be accomplished on the external tank feeding problem.

b. That a better tanker be furnished TAC as soon as possible.

c. That an Enroute Maintenance Kit or a Fly Away Kit be furnished each squadron on a permanent basis.

/s/ CHARLES R CROMER
Major, USAF
Commander

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DISPOSITION FORM

Subject: Personal Equipment Training

TO: O&T FROM: H DATE: 12 Aug 54 COMMENT NO. 1
Capt. Mattson/8298

1. In accordance with your verbal request, the Personal Equipment Training Course, conducted by members of the Physiological Training Unit, was monitored on 3-4 August 1954.

2. This Course, in addition to the establishment of a sound Technical Order Compliance Program, in each Personal Equipment Section and an SOP or regulation clearly defining the duties and responsibilities of the Personal Equipment Officer, should correct the few inadequacies and/or unsatisfactory conditions presently existing in some assigned units.

s/t/ EMIL BRENCKMAN
Lt. Colonel, USAF
AF Wing Inspector

TO: DM FROM: OT DATE 14 Sep 54 COMMENT NO. 2

1. The comments from the Air Inspector indicate the training presented by the Base Physiological Training Unit is of value to personnel assigned to the personal equipment section throughout the base and should be instrumental in decreasing the deficiencies existing in some personal equipment sections.

2. All personnel assigned to personal equipment sections are required by 405th Unit Training Program 40-10A to attend the course.

3. Since the recommendations of paragraph 2, comment number 1 concern essentially supply functions and this section has no means to determine what, if any, implementation is necessary, this is forwarded for your information and any further necessary action.

t/ AUGUSTUS M. HENDRY JR.
Lt. Colonel, USAF
Wing Operations Officer

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DISPOSITION FORM

Subject: Personal Equipment Training

TO	FROM	DATE	COMMENT NO
OT	DM	18 Oct 54	3
		HRD/pra	

1. A meeting was held by DM in which personnel from Personal Equipment Sections and Group Supply Officers attended (Reference Inclosure #2).

2. The purpose of the meeting was to discuss numerous recommendations for the improvement of supply and storage of personal equipment. During the meeting a list of T.O.'s pertaining to the care of personal equipment was given to those attending the meeting. In addition to the foregoing a list of recommendations for improvement of equipment was made and forwarded to TAC in accordance with Inclosures 3 and 4.

3. A survey of personal equipment sections revealed that the 345th Bombardment Group, Tactical, has published SOP's covering the use of equipment by crew members. However, there is no procedure published by squadron or group operations establishing responsibility for the overall operation of the Personal Equipment Section.

4. The Fighter Bomber Group has published SOP 2-4 (reference Inclosure 5) and are being governed "supply-wise" by AFM 67-1. Base Flight is following procedures outlined in AFM 67-1. The 48th Fighter Interceptor Squadron is in the process of improving their Personal Equipment Sections by installing status boards for recording T.O. inspections of equipment.

s/ Harry Ded (?) Capt.
for t/ GORDON R. FLYGARE
It Col, USAF
Wing Materiel Officer

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

OT-TNG 4 MAY 1954

SUBJECT: Instrument Trainer Utilization

TO: Commander
Tactical Air Command
Langley AFB, Virginia

1. Request the required utilization of electronic trainers be reduced to thirty (30) hours per week, reference your message TWOOT-ON 1-1608 dated 27 January 53.

2. Group Commanders concerned have indicated that necessary flying training would have to be curtailed to fulfill the present trainer requirement. It is realized that the instrument trainers provided are a definite aid in instrument training, however, other phases of training are necessary for successful accomplishment of assigned missions.

3. At the present time, pilots of both tactical groups are utilizing the C-11 trainers. Their combined schedule is 387 hours. Pilots assigned to Base Flight utilize the remaining trainers, primarily the P-3 trainer.

4. It is realized that assigned of electronic trainers is based on utilization by tactical pilots. No action to declare the P-3 trainer surplus is contemplated as additional tactical units are programmed for this base.

FOR THE COMMANDER:

t/ RICHARD G. COKER
CWO USAF
Asst Adjutant

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Hq 405th Ftr Bmr Wg OT-TNG Subject: Instrument Trainer Utilization (4 May 54)

1st Ind

OT-OM

Hq Tactical Air Command, Langley AFB, Va. 20 May 54

TO: Commander, 405th Fighter Bomber Wing, Langley AFB, Virginia

1. A reduction to 30 hours per week in the required utilization of electronic trainers is not favorably considered by Headquarters Tactical Air Command.

2. The present requirement of 44 hours per five and one-half workday week will provide approximately one hour of C-11 and/or F-3 instrument training per week for each authorized pilot who is or will be flying jet aircraft in the near future. It is believed that this 8 hour per day use rate for each electronic trainer is the bare minimum to which the original 10 hour per day rate can be relaxed without seriously jeopardizing the instrument flying proficiency in Tactical Air Command.

BY ORDER OF THE COMMANDER:

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OPERATIONS AND TRAINING
1105TH OPERATIONS SQUADRON
Langley Air Force Base, Virginia

AAO 5 October 1954

SUBJECT: Historical Report for the Month of September 1954

TO: Commander
105th Air Base Group
Attention: Historical Report Officer
Langley Air Force Base, Virginia

1. SCOPE

a. This report includes the following sections assigned to Operations and Training Sections:

(1) S-3, Administrative Section
(2) Base Operations
(3) Base Personnel Deployment Pool
(4) Base Instrument School
(5) Bombing Range Section
(6) Flight Training Department
(7) Instrument Trainer Department
(8) Base Flight Maintenance (Attached)

2. PERSONNEL

a. The following number of personnel assigned to this section are as indicated:

SECTION	OFFICERS	AIRMEN	CIVILIANS	TOTAL
S-3, Admin Sec	1	1	0	2
Base Operations	5	12	0	17
Pers Equip	0	6	0	6
Instr School	2	0	0	2
Flight Training	1	2	1	4
Bomb Range	1	9	0	10
Instr Training	0	25	0	25
Total	10	55	1	66

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Ops & Trng, Operations Squadron, Langley AFB, Va., File AFO, Subject: "Historical Report for the Month of September 1954", dated 5 October 1954

b. ROSTER OF PERSONNEL

Major P. Sims	Group Operations (S-3)
Capt. J. A. Wilson	Base Operations Officer
M/Sgt J. J. Maher	NCOIC, Base Operations
T/Sgt I. Keehu	Chief Dispatcher
Capt. W. B. McDonald	OIC, Instrument School
1/Lt. A. Weisberger	OIC, Bombing Range
Capt. C. L. Veix	OIC, Flt Trng & Pers Equip
M/Sgt F. L. Byers	NCOIC, Instrument School
T/Sgt. V. L. Sanders	NCOIC, Flight Training
S/Sgt. A. V. Cochran	NCOIC, Personal Equipment

c. During this reporting period the following contractor technician worked with the Instrument Trainer Sections:

(1) Mr. D. Hitchock, the Link Aviation Inc. Field Service Representative, was present at this station on the entire month.

(2) Mr. J. McEvoy, Factory Representative for Curtiss Wright Inc., Carlstadt, N.J., was present at this station from 1 Sept 54 to 7 Sept 54.

(3) Mr. R. Neddo, the Link Aviation Inc, Field Service Representative, was present at this station from 28 Sept 54 to 30 Sept 54.

3. OPERATIONS

a. The dispatch section of Base Operations cleared 973 cross country flights and a total of 532 transient aircraft visited this base during the month os September 1954. The traffic report of the control tower for this reporting period, showed a total of 4660 take-off and 4659 landings. A total of twelve (12) Bombing and Gunnery Missions were completed at the Plum Tree Island Range during this reporting period.

b. There were 107 pilots assigned and/or attached to the 405th Air Base Group for flying during this reporting period. These pilots flew a total 1694 hours for an average of 16: 20 per person and they completed 44 actual GCA's. 9 pilots were given instrument flight checks during this month.

c. The Base Instrument School conducted two (2) classes of instructor during the month of September with a total of forty (40) pilots attending.

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Opns & Trng, 4405th Operations Squadron, Langley AFB, Va., File AAO, Subject: "Historical Report for the Month of September 1954", dated 5 October 1954.

f. The Instrument Trainers were operated as follows:

(1) Instrument Flying Trainers included three (3) each type C-8, one (1) each type T-3, and three (3) each type C-11 trainers. Pilots flew the trainers for a total of 534:05 and made 293 GCA landings. Total time logged on all the trainers for the month was 731:05, including 68:00 for OJT and 129:00 for preflight and maintenance adjustments. There 1201:30 available and of this 44% was used and 670:00 was lost due to absentees, cancellations and no schedule.

(2) Bomb Trainers, two (2) each type A-6. Bombadiers used the trainers fo altotal of 130:15. Total time logged on the trainers for the month was 16:0 including 10:00 for pre-flight and maintenance adjustments. There was 238:00 available and of this 48% was used and 123:45 was lost due to absentees, cancellations and no schedule.

(3) Celestial Navigation Trainer, one (1) each type AN-T-34 Navigators and pilots used this trainer for a total of 74:30. (two (2) students received training concurrently on most missions.) Total time logged on the trainer for the month was 61:30 including 10:30 for preflight and maintenance adjustments. This trainer was available for operation 145:30 and of this the trainer was operated 51:00 for a total of 35% utilization. 94:30 was lost due to no schedule and cancellation.

(4) Dead Reckoning Trainer, one (1) each type C-2. There was no training requirements by using organizations for this trainer during the month of September.

g. ACCIDENTS

(1) On September 7, 1954, a F-84F type aircraft assigned to the 509th FBS, Langley AFB, was involved in a major accident.

(2) On September 9, 1954, a F-84F, type aircraft assigned to the 511th FBS, Langley AFB, was involved in a major accident.

(3) On September 9, 1954, a F-84F, type aircraft assigned to the 511th FBS, Langley AFB, was involved in a major accident.

(4) On September 20, 1954, A F-84F, type aircraftassigned to the 511 th FBS, Langley AFB, was involved in a major accident.

(5) On September 29, 1954, a F-84F, type aircraft assigned to the 511th FBS, Langley AFB, (presently on TDY at Eglin AFB, was involved in a major accident.

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Opns & Trng, 4405th Operations Squadron, Langley AFB, Va., File ABO
Subject: "Historical Report for the Month of September 1954", dated 5 October 1954.

for Dominic V. DiMango Capt

PAUL SITS
Major, USAF
Opns & Trng Off

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4405TH OPERATIONS SQUADRON
Langley Air Force Base, Virginia

ABO 12 January 1955

SUBJECT: Historical Report for the Month of December 1954

TO: Commander
405th Air Base Group
ATTN: Historical Officer
Langley Air Force Base, Virginia

1. SCOPE

a. This report includes the following sections assigned to the 4405th Operations Squadron:

(1) Personnel Section

(2) Unit Supply

(3) Technical Supply

(4) Operations & Training

(a) S-3 Administrative Section

(b) Base Operations

(c) Base Personnel Equipment School

(d) Base Instrument School

(e) Bombing Range Section

(f) Instrument Trainer Department

(g) Flight Training Department

(h) Base Flight Maintenance Section

2. PERSONNEL

a. The following number of personnel are assigned to section as indicated:

SECTION	OFFICERS	AIRMEN	CIVILIANS	TOTAL
Pers Section	3	10	0	13
Unit Supply	1	8	0	9
Tech Supply	0	7	1	8
S-3, Admin Section	1	3	0	4
Base Operations	5	15	0	20
Pers Equip	0	8	0	8
Instr School	2	2	0	4

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4405th Opr Sq, Langley AFB, Va., Subj: Historical Report for the Month of December 1954, dtd 12 Jan 55

SECTION	OFFICERS	AIRMEN	CIVILIANS	TOTAL
Bomb Range	3	11	0	14
Instr Training	1	29	0	30
Flt Training	1	2	1	4
Base Flt Maint	11	233	7	240
Total	28	328	9	354

3. Personnel Section

a. The workload of the Personnel Section increased with the processing of personnel who were discharged and assigned just prior to the Christmas Holiday.

b. Captain David E. Wood replaced Captain Dominic V. DiVincenzo as personnel officer of the unit.

c. The Personnel Section received its first semi-annual inspection in December. Formal report of the inspection has not as yet been received.

4. Unit Supply

a. On 16 December 1954 the Wing Supply inspectors inspected all records of the Unit Supply. The formal report of this inspection has not been received to date.

b. 11 each UAL change requests were submitted, 8 each returned approved on 3 December. All UAL changes subnitted in the month of November 1954 were returned.

5. Technical Supply No Change.

6. Operations & Training

a. Roster of Personnel:

Major P. Sims	Group Operations (S-3)
Capt J.A. Wilson	Base Operations Officer
M/Sgt J.J. Maher	NCOIC, Base Operations
T/Sgt I. Keehu	NCOIC, Dispatch Section
Capt W.B. McDonald	OIC, Instrument School
Capt J.O. Beard	Asst OIC, Instrument School
Capt H. Walters	OIC, Base Flight Maintenance
1/Lt A. Weisberger	OIC, Bomb Range
1/Lt R.R. Sayers	OIC, Flt Trng, Pers Equip, Tech Sup & Unit Supply
M/Sgt F.L. Byers	NCOIC, Instrument School
T/Sgt V.L. Sanders	NCOIC, Flight Training
T/Sgt E.D. Dorey	NCOIC, Unit Supply
T/Sgt D.R. Hill	NCOIC, Technical Supply
A/1C A. Carusso	Acting NCOIC, Pers Equipment

b. During this reporting period the following contractor technicians worked with the instrument Trainer Sections:

(1) Mr. C.D. Hitchcock, the Link Aviation Inc. Field Service Representative was present at this station the entire month.

(2) Mr. Edward B. Faber, the Curtis-Wright Inc. Field Service Representative was present at this station from 6 December thru 23 December.

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(3) Mr. Paul R. Hild, the Curtis-Wright Inc. Field Service Representative was present at this station from 6 December thru 8 December 1954.

(4) MAAMA personnel were here this station for repair and overhaul of one type C-8 trainer from 2 December thru 16 Decemeber 1954.

c. Operations

(1) The dispatch section of Base Operations cleared 874 cross country flights and a total of 457 transient aircraft visited this base during the month of December 1954. The traffic report of the Control Tower for this reporting period, showed a total of 2732 takeoffs and 2433 landings.

(2) There were 117 pilots assigned and/or attached to the 405th Air Base Group, for Flying during this reporting period. These pilots flew a total of 1009:40 hours for an average of 8:54 hours per person and they completed 79 actual GCA's. Eight (8) pilots were given Instrument Flight checks during this month. The reduction is Aircraft traffic was a result of the closing of the airfield from 26 December 1954 to 2 January 1955, due to maintenance being performed on runways. Also due to the Christmas Holidays.

d. Instrument Trainers

(1) Instrument Flying Trainers, one (1) type C-8, three (3) type C-11, and one (1) type P-3.

(a) Pilots flew the trainers for a total of 342:35 hours and made 229 GCA landings. Total time logged on all the trainers for the month was 505:05 hours, including 66:30 for OJT and 96:00 for preflight and maintenance adjustments. There was 662:30 available and of this 52% was used and 253:25 was lost due to absentees, cancellations and no schedule.

(2) Bomb Trainers, two (2) type A-6.

(a) Bombadiers used the trainers for a total of 40:00. Total time logged on all the trainers for the month was 51:00 including 11:00 for preflight and maintenance adjustments. There was 157:00 available and of this 25% was used and 117:00 was lost duty to no schedule.

(3) Celestial Navigation Trainer, one (1) type AN-T-34.

(a) Navigators and pilots used this trainer for a total of 22:00, two students received training concurrently on most missions. Total time logged on the trainer for the month was 22:00 including 5:30 for preflight and maintenance adjustments. There was 75:00 available and of this 16:30 was used for a total of 21% utilization. 58:30 was lost due to absentees, cancellations and no schedule.

(4) Dead Reconing Trainer, one (1) type G-2.

(a) There was no training requirements for this trainer by using organizations during the month of December.

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4405th Opr Sq, Langley AFB, Va., Subj: Historical Report for the month of December 1954, dtd 12 Jan 55

7. Base Flight Maintenance

a. The following items of historical interest occured during the month of December 1954:

(1) Personnel gains were 13 against 4 losses.

(2) During the month 61 airmen took leaves and 5 airmen took passes.

(3) During the month the following aircraft were gained:

TB-25N	44-31023
T-33	51-9000
T-33	52-9550
B-26B	44-34207
RF-84F	51-1868
T-33	51-9009

(4) During the month the following aircraft were lost:

T-33	51-9009	T-33	52-9550
TB-25J	44-86871	B-26B	44-34207
C-47D	43-49510	RF-84F	51-1868
T-11	43-10397	T-33	51-9000

(5) The following figures indicate statistically the history of the Transient Alert Section for the month of December 1954:

Total aircraft received	- 742
Total aircraft serviced	- 362
Total fuel serviced	- 227,920 gallons
Total oil serviced	- 2284 quarts

8. The following accidents occured during the month of December 1954:

a. 5 December 1954, Major accident involving T-33 at Eglin AFB, no injury.

b. 9 December 1954, major accident involving F-84F at Langley AFB, no injury.

c. 16 December 1954, major accident involving T-33 at Eglin AFB, no injury.

d. 22 December 1954, major accident involving KB-29 at Langley AFB, no injury.

DAVID E. WOOD
Captain, USAF
Historical Officer

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

CS-TNG 2 August 1954

SUBJECT: 1954 AFROTC Encampment

TO: Commanders, All Groups and Separate Units, 405th Fighter Bomber Wing, Langley AFB, Virginia

1. The AFROTC Summer Encampment conducted at Langley Air Force Base during June and July, 1954, has been completed with a high degree of success.

2. Such success was due in part to the individual efforts of all units on the base. Each unit contributed either directly or indirectly to the training program for the cadets or to the support of the encampment as a whole in a manner reflecting credit to the unit and to the Air Force. It is through a display of teamwork and spirit of cooperation that a favorable attitude toward Air Force Service was developed in the cadets, and this mission was more than adequately accomplished by the 1954 encampment.

3. The contributions of each unit and individual are recognized and sincerely appreciated by this headquarters and by the AFROTC Camp Commander.

BY ORDER OF THE COMMANDER:

Richard D. Cobb

RICHARD D. COBB
Capt, USAF
Asst Adjutant

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HEADQUARTERS
405TH AIR BASE GROUP
Langley Air Force Base, Virginia

AB/SA

3 Nov 1954

SUBJECT: Report of Visit

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

1. Twenty (20) AF ROTC Cadets from the Virginia Military Institute, Captain James T. Farr, Officer-in-Charge, arrived Langley Air Force Base at 1639 hours, 1 November 1954, via military aircraft. The group was taken on a conducted tour of the base in accordance with the attached itinerary.

2. Because of weather conditions the group remained at Langley Air Force Base an extra night and departed via military aircraft at 0830 hours on 3 November 1954. There were no other unusual occurrences or happenings while the group was at Langley Air Force Base.

Theodore S. Cutting

THEODORE S. CUTTING
Lt Colonel, USAF
Project Officer

1 Incl:
Itinerary (2 cys)

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HEADQUARTERS 405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. The August meeting of the Flying Safety Council convened at 1300 hours, 11 August 1954 in the Wing Conference Room.

2. Members Present:

Lt Colonel Augustus M. Hendry, Jr., Hq 405th Ftr Bmr Wg (Pres)
Lt Colonel Gordon R. Flygare, Hq 405th Ftr Bmr Wg
Major William R. Turner, Hq TAC
Major Charles H. Spencer, Hq 405th Ftr Bmr Wg
Major Paul Sims, 405th Air Base Group
Capt Edward J. Ewald, 4450th USAF Hospital
Capt John R. Thomas, Hq 405th Ftr Bmr Wg (Recorder)
Capt Delbert Q. Berryman, 1913th AACS Sq
Capt Willard G. Mattson, Hq 405th Ftr Bmr Wg

3. Non-Members Present:

Maj W. O. Sneed, 405th Ftr Bmr Gp vice Lt Col T. D. Robertson
Maj D. G. Thomason, 4424th Hel Flt vice Capt A. D. Agle
Capt William O. Becker, 345th Bomb Gp (Tac) vice Maj C. T. Garvin
Capt Ben L. Openshaw, 48th Ftr Intcp Sq vice Capt M.H. Castleberry
Capt R. O. Daughaday, 1913th AACS Sq
Capt Jess A. Wilson, 405th Air Base Group
Capt Sidney L. Davis, 345th Bomb Group (Tac)
1st Lt R. H. Hartmann, 429th AR Sq vice Capt J. M. Morello

4. Members Absent:

Lt Col Joseph A. Connor, Jr., 405th Tac Infirmary
Capt John W. Kassap, 4500th Hq Support Sq

5. Colonel Hendry reported attending a hearing of the Washington Airspace Subcommittee at which the Langley-Norfolk plan had been approved and would be published at a later date with the equipment and necessary changes to be effected by CAA expedited. In approximately six months Langley should have more flexible operation under IFR conditions with a new jet departure, RAPCON to control inbound and outbound traffic and control aircraft into Patrick Henry, a holding stack over Yorktown, a homer at Bacons Castle and a new jet penetration procedure from a homer located at Morrison. All of these will necessitate many letters of agreement with CAA.

6. OLD BUSINESS:

a. GCA Runs. The need for more GCA runs for more effective controllers was reemphasized by the AACS representative.

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b. Jet Pre-Takeoff Runups. Capt Thomas pointed out the necessity for a place to run up jets in order not to tie up the runway. Council was informed that AIO has blast pad areas under proposed construction and that possibly the pads could be put in within a month.

c. Mobile Control Unit. Colonel Hendry stated that Wing was in the process of writing a new regulation on Mobile Runway Control and until it is published the unit would be in operation with a qualified pilot on duty. The 405th Fighter Bomber Group and 345th Bomb Group (Tac) will continue to coordinate with the 48th Fighter Interceptor Squadron on scheduling and as to the number of personnel on duty.

d. The Recorder pointed out no action had been taken on three proposals approved by the Council in May, namely, Runway Markers, Installation of Lights Indicating Runway 25 and the Field Lighting System. The President requested minutes to read that this construction work had not been done and was approved by AIO 5 May 54 on the signs and within two weeks thereafter on the lights. He stated that, in the future, upon approval of minutes by the Base Commander, directives would be written to implement proposals.

e. Crash Emergency Procedures. The necessity of the Flight Surgeon being called on declared emergencies once again was brought to council's attention. Previously, Council had agreed that the Flight Surgeon, upon receipt of a declared emergency call, would standby and await a second call which would be that the emergency was over or that there was an actual crash in which case he would respond immediately. Inasmuch as an ambulance with corpsman is on standby on the line, the Flight Surgeon felt that the actual need of his presence would be rare, the only time being in case of a tracheotomy. Council decided the need for alerting the Flight Surgeon on declared emergencies was negligible and agreed upon the following:

(1) That the crash phone in Base Operations would be sounded only for an actual crash.

(2) That the heavy equipment line on the crash phone would be transferred from Base Operations circuit to the Tower circuit if this could be done in accordance with AFR's. Capt Berryman was requested to check on the legality of this move. In the meantime, Base Operations Officer will call heavy equipment by phone on declared in-flight emergencies and also brief them on the new procedure.

7. NEW BUSINESS:

a. Personal Equipment and TO Compliance. Capt Ewald reported that approximately 36 personal equipment personnel had completed a course in this subject. A survey of personal equipment, about 90%

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complete as far as retrofit, pointed out the immediate need for requisitioning of latest type equipment and the importance of the rigidity tests on helmets. Council was reminded that these helmets are a prime depot controlled item and authorized only on a replacement basis. Council agreed that each pilot should be accountable for his properly fitted equipment without which he would not fly, and recommended that each squadron make a complete study of personal equipment needs and submit requisitions listing exact sizes, etc., as against present manning.

The 345th Bomb Group representative was cautioned to keep a constant check on masks and replace them at first sign of deterioration.

Inspection of Personal Equipment Sections by Wing Inspector revealed (1) no TO compliance program; (2) inadequate work files in sections, and (3) no qualified personnel. He stated this last item had been corrected and recommended that BR 62-3 be revised to include periodic inspections of all personal equipment by Flying Safety Officer, that a TO compliance program be established and that proper working files be procured along with proper distribution of publications. Council was informed that copies of TO's could not be procured as they are out of print at the depot. As there is not an applicable TO checklist pertaining to personal equipment, the President requested Capt Ewald to send copies of his list to the 345th Bomb Group (Tac), 405th Ftr Bmr Group and Base Operations and recommend that personal equipment officers submit their requirements as soon as possible.

b. Requirements on Ammunition Handling. The Flying Safety Officer pointed out the danger created by airplanes crashing with hot guns or rockets aboard. Capt Openshaw read to members EADF Regulation "Fire Protection and Aircraft Rescue". Colonel Hendry requested him to send Wing a copy at which time he would get with him to work out procedures, also that a Base Regulation would be forthcoming on this subject.

c. Low Flights over Warwick. Council was briefed by Colonel Hendry on the numerous complaints received from the local populace, both verbally and in writing, along with newspaper editorials on low flying aircraft. It was pointed out that BR 60-1 states a right turn will be made immediately after takeoff on 07 and 17 to avoid congested areas. The Fighter Bomber Group representative stated the F-84F encounters difficulty in complying with this. This subject was previously brought to the attention of all Group Commanders. Operations Officers were reminded to caution pilots not to fly over civilian communities below 1,000'. The President stated he would check with Information Service Officer on furthering the "educating the civilian" program along this line.

d. "Wing Tips". Flying Safety Officer reported an increase in the number of incident summaries received from TAC Flying Safety and

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he felt that Wing Tips would be a good medium for disseminating these summaries. Council agreed and requested him to place each assigned and attached pilot on distribution for Wing Tips.

e. Aircraft Parking. A discussion of the congested parking area revealed the following difficulties and/or complaints being encountered:

(1) The 345th and TAC aircraft, parked tail to tail, blasting one another.

(2) The 90° right or left turn necessary to maneuver aircraft up and down the ramp.

(3) The nearness of the helicopter parking area to the 345th aircraft.

(4) The number of transmissions, 6 to 7, required at night by tower operator to taxi a plane south of Operations for takeoff on 25.

(5) The 200' separation required between rows of parked B-57's.

Some suggestions offered were to move helicopters down by Comptroller, the reallocation of hangar space rather than ramp space, moving 57's down further and putting a taxi strip there. The President stated the parking plan would be reviewed in a effort to get better taxi arrangements, etc.

f. Crash Equipment. The need for more adequate crash equipment for clearing the runways in event of a crash or emergency was brought out by Major Sims. The President requested him to discuss improved crash removal procedures with the Maintenance & Supply Group. Capt Thomas reported the Maintenance & Supply Group had requested that their heavy equipment and personnel be assigned TDY to the fire station whereby they could respond with the fire wagon upon a crash or emergency call. Colonel Hendry suggested that he check further on this.

g. Major Spencer reported an incident of a car on the Perimeter Road crossing end of 07 on a green light wherein the driver stated a jet had to lift his wings to clear him. A suggestion was made to install caution lights warning traffic of approaching aircraft and do away with red and green ones. Council decided to take this up at the next meeting.

h. RAPCON. Capt Berryman reported RAPCON should be in by next week for practice and training to go IFR. Again he pointed out the difficulty in accomplishing training with the limited number of GCA's being run. The sooner the personnel are trained the sooner Langley will have an IFR capability. Members were informed that the FPN-16, precision

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radar for RAPCON, is in operation but can only be used for precision runs on runway 07. Capt Berryman invited members to visit the RAPCON facility as soon as practice begins. The President recommended that all pilots take advantage of such a visit which should prove of immense value to them.

i. Alternate Channel. Council was informed of the number of hazardous incident reports resulting from interference on B channel by Byrd Tower, Norfolk and Oceana. As to the use of C channel as an alternate for B, VHF, and with an alternate channel on UHF, Capt Berryman stated he had recommended previously that the primary frequencies be utilized for approach control as authorized by regulation and that all ground traffic instructions should be given over one channel, the alternate, by one man in the tower. He pointed out our agreement with Norfolk limits the use of C channel inasmuch as we agreed to stay off that frequency when they call for it. Colonel Hendry stated agreements would be rewritten and that we would use two frequencies in running our VFR control plan. He requested that further incident reports be brought to his attention.

Capt Berryman reported that aircraft at the Armed Forces Staff College had been crystalized on the Navy frequency.

8. TRAFFIC CONTROL PROBLEM. The President briefed Council on the importance of an effective solution to the traffic control problem at Langley. Though very good recommendations were submitted in a study on this subject by the previous Council, some were rather long range ones. He stated the problem is an immediate one and would be resolved within a week. Subjects under discussion follow:

a. Two Frequencies. Requirement for two frequencies was settled (see paragraph 7.i.).

b. Bunched Traffic. The President stated the bunching of traffic between certain hours with the number of aircraft flying from Langley presents an unsafe situation. To eliminate this, he gave a few "musts" for members to consider and requested their opinions:

(1) Working out specific flying periods for each unit.

(2) Spreading of flying hours from sun-up to sun-down.

(3) Earlier work hours for some and later ones for others.

(4) Increasing flying days from 5 to 6 or 7 if necessary.

The Fighter Group representative stated their problem was to weave their transition requirements in with their development of combat capability. The 345th representative asked that the reduced daylight hours in the winter be considered in allotting blocks of time along with the limited turn around ability of aircraft operating within a certain area. Capt Berryman stated that control wise it would not make any difference but

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that an early morning takeoff for fighters due to low temperatures, etc., should be considered. The KB-29 representative stated their missions required a considerable mount of time in the traffic pattern. To a query on getting another field on which to shoot landings, Colonel Hendry stated this possibility would be investigated. He pointed out that priorities toward combat effectiveness and readiness for units would be considered and that groups would be given some leeway in their scheduling. Members were urged to discuss the problem at length with their commanders and to come up with a solution for a meeting to be held on Monday, 16 August 54, at 1300 hours.

c. Outbound and Inbound Corridors. This will be taken up at the 16 August meeting as a part of the problem outlined above.

The meeting adjourned at 1630 hours, 11 August 54.

AUGUSTUS M. HENDRY, JR.
Lt Colonel, USAF
Operations Officer

APPROVED:

CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS 405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. The September meeting of the Flying Safety Council convened at 0930 hours, 17 September 1954 in the Wing Conference Room.

2. Members Present:

Lt Col Augustus M. Hendry, Jr., Hq 405th Ftr Bmr Wg (Pres)
Lt Col Gordon R. Flygare, Hq 405th Ftr Bmr Wg
Major William R. Turner, Hq TAC
Major Charles H. Spencer, Hq 405th Ftr Bmr Wg
Major Paul Sims, 4405th Operations Squadron
Capt Addison D. Agle, 4424th Helicopter Flt
Capt John M. Morello, 429th Air Refueling Sq
Capt Marvin H. Castleberry, 48th Ftr Intcp Sq
Capt Willard G. Mattson, Hq 405th Ftr Bmr Wg

3. Non-Members Present:

Major Howard K. Carter, 405th FBW vice Capt John R. Thomas (Recorder)
Capt William E. Kinnikin, 405th Ftr Bmr Gp vice Lt Col Robertson
Capt William R. Becker, 345th Bomb Gp, Tac vice Maj C. T. Garvin
Capt R. O. Daughaday, 1913th AACS Sq vice Capt D. Q. Berryman
Capt George W. LaPorte, 4405th Operations Squadron

4. Members Absent:

Lt Col Joseph A. Connor, Jr., 405th Tac Infirmary
Capt Edward J. Ewald, 4450th USAF Hospital
Capt Frank C. Gass, 4500th Support Sq
Capt William R. Wood, 4500th Support Sq

5. OLD BUSINESS:

a. Mobile Runway Control Unit. Council was briefed on several unfortunate occurences during the past month wherein the Mobile Runway Control was out for maintenance or unmanned during aircraft emergencies. The President stated another Mobile Runway Control unit would be in operation very shortly. This, with the one of the 48th now in operation, will give a back-up unit. In order to standardize maintenance, members agreed the Air Base Group should be given sole responsibility for maintenance of the two units. Colonel Hendry stated this would be taken up with the Air Base Group Commander. He pointed out that the Base Commander desires the mobile runway controller to be an experienced and highly qualified pilot in the type aircraft being flown and to take an active part in controlling traffic, such as observing turns on

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final, grading landings, etc. These, members were informed, would be incorporated in BR 55-15 along with the publication of a standard log for controllers to maintain on landing data.

b. Runway Markers. Members were informed that Wing has submitted a request to Tactical Air Command for signs spaced at each 1,000' of the runway to indicate the amount of runway remaining. Runway 25 and 07 will become the all weather runway and painted as indicated in AFR 91-17. As an interim measure, markers are being installed 500' from the end of the runway to serve as a reference for touchdown. Landings short of these markers will be written up by the Mobile Controller as short landings. The intent being to use the first 500' of the runway as an overrun.

c. Crash Emergency Procedures. Capt Daughaday reported that the heavy equipment line on the crash net had been transferred from Base Operations to the Tower circuit.

d. Runway Lighting: As to the many complaints on the present field lighting system, it was pointed out that the system is designed by District Engineers and merely installed by Base Installation Engineers. Flying Safety Officer reported that the Council in May recommended that competent technicians examine and evaluate the electrical system to determine its adequacy. Colonel Flygare was requested to investigate this along with emergency power for the tower and come up with a recommendation for a solution to the problem.

6. NEW BUSINESS:

a. Alternate Landing Field. Colonel Hendry informed members of the possibility of obtaining joint usage of an airfield at Edenton. This is a Navy field with an 8,000' runway, crash rescue facilities, etc., which could be used for shooting landings.

b. Clearing Runway. It has been taking an excessive length of time, from 45 minutes to 1 hour, to clear the runway after a crash landing. BR 62-9 places responsibility on Base Operations Officer for determining if crashed aircraft constitutes a hazard and necessitates closing a runway. Then it is the Maintenance & Supply Group's responsibility to move wrecked or damaged aircraft immediately. Major Sims pointed out that in a number of instances the tie-up resulted from Heavy Equipment not taking necessary equipment out to the crash for moving aircraft. He suggested that the crash truck be equipped with every type equipment for every type aircraft plus a lift large enough to hoist aircraft. The President delegated to him the responsibility for getting the runway cleared immediately after a crash and requested Colonel Flygare to check with the M&S Group as to getting equipment out to the crash. He felt that 20 minutes was ample time for clearing a fighter aircraft from the runway.

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c. Daily Scheduling of Runway Operations. A Wing letter on this subject dated 17 September 54 was brought to council's attention. This letter, effective 20 September 54, allocates the maximum number of runway operations in each 30 minute period during the day and night flying on a nightly basis by organization. The President emphasized the importance of strict adherence to this schedule and requested units to contact Wing Operations if extra operations or adjustments become necessary. He informed members that in October ten C-119's would be operating out of Langley and between 3-8 October ADC would have an additional twenty aircraft at Langley.

d. VFR Traffic Control. A lack of compliance with procedures set forth in ER 60-1 by both tower personnel and pilots was reported. It was brought out that jets are having difficulty going back up to 20,000' to start an approach to the field after shooting an ILS or GCA at Norfolk. Capt Daughaday reported jets are leaving the range not at 20,000' but as low as 6,000', and mentioned that a broken antenna had caused some difficulty in making radio calls. The proposal that Smokey be moved to 10,000' was not favorably considered. Capt Becker reported the 1500' traffic pattern results in their aircraft having excessive airspeed on the downwind leg. With the B-57B's he stated speed brakes would help. The President stated he would like the IP to remain at 20,000' until everyone is fully indoctrinated with the procedure and requested members to make this a matter of continued briefing. Capt Daughaday will report all discrepancies to units concerned. Council was informed this procedure was being watched very closely by Tactical Air Command along with the noise problem.

e. Distance Takeoff Cards for Jets. Pending revision of AFR 60-16 pilots will compute takeoff distances in accordance with runway temperature and density and enter this information in Remarks Section of their clearance, both 175 and local. This will be strictly a pilot's responsibility. Fighter Group representative reported that is being done at present in his group.

f. Radio Chatter. Pilots are still using the primary channel for miscellaneous chatter. The President informed units to continue briefing pilots on the proper usage of the primary and secondary channels and requested the Tower to report names of those pilots not complying to organizations concerned.

g. Several incidents were mentioned of pilots not knowing the proper taxi light signals. Flying Safety Officer was directed to make this a special subject at Flying Safety Meetings.

h. Taxiways and Overruns. Though a definite need for stabilizing taxiways and runways exists, Colonel Flygare reported that a lack of money would probably prevent such.

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i. Run-Up Pads. Colonel Hendry stated that blast pads at the end of runways and off to the side at each end of the field were in the base construction program.

j. Personal Equipment Discipline. Flight Surgeon reported this problem was worthy of action by unit commanders. With trained personel equipment officers and technicians and good personal equipment now in the units, some pilots still fail to wear their equipment properly. He recommended that, if necessary, disciplinary action be taken by unit commanders against those who continue to improperly wear their equipment. Council agreed such action was necessary.

k. Crash Barrier. Council was informed crash barrier is scheduled to arrive between 15 October and 1 November which would require approximately two weeks for installation. Colonel Flygare suggested that a plan on instructions for installation be obtained from AMC.

l. Chute Pick-Up Truck. The 48th Fighter Interceptor representative reported his unit had not been able to obtain the right type generator for installing a radio on the chute pick-up truck. The T-6 generator he obtained requires a modification on the vehicle which is not authorized. Colonel Flygare was requested to check on getting authority to modify the chute truck.

m. Lights on Line. Capt Becker queried Council on the possibility of turning off the last set of lights on the parking ramp. Major Carter was requested to check on turning them down.

The meeting adjourned at 1130, 17 September 54.

AUGUSTUS M. HENDRY, JR.
Lt Colonel, USAF
Operations Officer

APPROVED:

EDWIN S. CHICKERING
Brig. General, USAF
Commander

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HEADQUARTERS 405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. The October meeting of the Flying Safety Council convened at 1300 hours, 20 October 1954 in the Wing Conference Room.

2. Members Present:

Lt Col Augustus M. Hendry, Jr., Hq 405th Ftr Bmr Wg (Pres)
Lt Col Gordon R. Flygare, Hq 405th Ftr Bmr Wg
Major Charles T. Garvin, Hq 345th Bomb Gp, Tac
Capt Willard G. Mattson, Hq 405th Ftr Bmr Wg
Capt Addison D. Agle, 442Ath Helicopter Flt
Capt John M. Morello, 429th Air Refueling Sq
Capt Frank C. Gass, 4500th Support Sq

3. Non-Members Present:

Major Howard K. Carter, 405FBW vice Capt J. R. Thomas (Recorder)
Major William K. Douglas vice Major William R. Turner
Capt R. O. Daughaday, 1913th AACS Sq
Capt George L. Veix, 4405th Ops Sq vice Major Paul Sims
Capt H. E. Mulholland, 48th Ftr Intcp Sq vice Capt Castleberry

4. Members Absent:

Lt Col Joseph A. Connor, Jr., 405th Tac Infirmary
Capt Edward J. Ewald, 4450th USAF Hospital
Lt Col Thomas D. Robertson, 405th Ftr Bmr Gp
Major Charles H. Spencer, Hq 405th Ftr Bmr Wg
Capt William R. Wood, Hq TAC

5. OLD BUSINESS:

a. Runway Lighting: Colonel Flygare reported nothing could be done locally to improve the runway lighting system. Council recommended that a project be initiated for rewiring of runway lights so that the intensity can be controlled by the tower.

b. Chute Pick-Up Truck: The 48th Fighter Interceptor Squadron representative was requested to check with the Wing Communications Officer and Motor Pool on getting a radio in chute pick-up truck.

c. Lights on Line: Major Carter reported that secondary lights on the parking ramp had been turned down to eliminate the glare to aircraft taxiing in that vicinity.

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d. Runway Markers: A request for a waiver of AFR 91-17 to put in markers every 1,000' of the runway was turned down by TAC Installations pending the outcome of a survey by USAF on the adequacy of runway markings. The President stated a further effort would be made to obtain such markings and reported that painting of 07-25 as an all weather runway should begin after 15 November 54.

e. Alternate Landing Field: In a discussion on the use of Edenton ALF for transition purposes, Major Garvin pointed out that the Navy was limited in the number of available VHF frequencies which would require our VHF equipped aircraft to install their primary tower frequency. In addition, they use a circling traffic pattern that differs quite a bit from ours. He reported Edenton would require certain wreckage removal equipment for each type aircraft using the field and it would be necessary to take aircraft down for firemen to look over. Colonel Hendry stated Wing would take care of these two points. Members were informed Edenton would be made available to all organizations with the exception of the F-84F's and that permission had been obtained to go into the field on a local clearance. The President stated a letter would be forthcoming on ground rules, etc., after another survey of the field.

TAC representative queried Council on the use of Byrd Field for conventionals on local clearance. The President stated he would take this up with him after the meeting.

f. VFR Traffic Pattern: A continued lack of compliance with VFR traffic procedures by some personnel was reported. The President felt this was due to personnel not knowing the proper procedures and urged members to make sure that both pilots and tower personnel are fully indoctrinated on the procedures as set forth in ER 60-1. Capt Daughaday reported at times transmissions were not received by the Tower Controllers. This is caused by the type head set worn by the controller which leaves one channel mute momentarily if he is transmitting on the other one. The boom type would eliminate this. Colonel Hendry requested Capt Daughaday to check with him on obtaining this type head set.

Again, the problem of jets having to return to altitude after shooting an ILS was brought up. The President stated a straight-in entry over the IP, upon completion of an ILS at Norfolk, would be permissible provided the pilot keeps a close watch for other aircraft in the pattern.

g. Radio Chatter: The President directed that good radio discipline be reemphasized at all pilot briefings and if improvement is not noted, he stated further action would be taken to eliminate unnecessary radio chatter.

It was pointed out that the pilot is responsible for his aircraft at all times. The Flying Safety Officer stated pilots are not familiar with Base, TAC and Air Force directives and suggested that this subject be discussed at pilot briefings.

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6. NEW BUSINESS:

a. JATO Operations: On calm mornings smoke from JATO operations restricts visibility on the runway. Colonel Hendry advised members that the Mobile Runway Control Officer would be delegated the responsibility for determining whether runway visibility is below minimums for subsequent takeoffs and landings.

b. GCA's: AACS representative reported a drastic drop in the number of GCA runs performed, only 458 as of the 19th. The 48th representative stated a new regulation which required a chase pilot on all GCA's had slowed them down. The President requested that continued stress be placed on pilots performing GCA's.

c. The Flight Surgeon reported a change from 7 to 2 seconds in the delay on the automatic parachute release, which is covered in a TO revision. Personnel in Parachute Shop and Fighter Group were notified of this change. He requested groups, particularly the 48th, consider the advisability of sewing a D ring on the conventional type parachute lap belt.

d. Cross Runway Traffic: Colonel Hendry stated the 94's could request 35 if crosswinds were in excess of 20 knots but this runway would not be used by the F-84F's unless absolutely necessary or as a primary runway. Capt Viex stated he had reemphasized to the tower chief the importance of being doubly alert on cross runway traffic.

The meeting adjourned at 1430 hours, 20 October 54.

AUGUSTUS M. HENDRY, JR.
Lt Colonel, USAF
Operations Officer

APPROVED:

EDWIN S. CHICKERING
Brig. General, USAF
Commander

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HEADQUARTERS 405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

1. The November-December meeting of the Flying Safety Council convened at 0900 hours, 8 December 1954 in the Wing Conference Room.

2. Members Present:

Lt Col Augustus M. Hendry, Jr., Hq 405th Ftr Bmr Wg (Pres)
Major Charles H. Spencer, Hq 405th Ftr Bmr Wg
Major Howard K. Carter, Hq 405th Ftr Bmr Wg (Recorder)
Capt Edward J. Ewald, 4450th USAF Hospital
Capt Robert O. Daughaday, 1913th AACS Sq
Capt Willard G. Mattson, Hq 405th Ftr Bmr Wg
Capt William R. Wood, 4500th Support Sq

3. Non-Members Present:

Major Jesse W. Weaver, Hq 405th FBW vice Lt Col G. R. Flygare
Capt Arthur W. Rodbro, 345th BG vice Maj Charles T. Garvin
Capt Jess A. Wilson, 4405th Ops Sq vice Major Paul Sims
Major D. G. Thomason, 4424th Helicopter Flt vice Capt A. D. Agle
Capt M. B. Hayes, 429th Air Ref Sq vice Capt J. M. Morello

4. Members Absent:

Lt Col Joseph A. Connor, Jr., 405th Tac Infirmary
Lt Col Thomas D. Robertson, Hq 405th Ftr Bmr Gp
Major William R. Turner, Hq TAC
Capt B. L. Openshaw, 48th Ftr Intcp Sq
Capt Frank C. Gass, 4500th Support Sq

5. OLD BUSINESS:

a. Boom Type Headset: Capt Daughaday reported that a better headset had been secured for tower operators though it did not have the boom type mike.

b. VFR Traffic Pattern: Council was informed of a previous meeting held by Wing Operations with Unit Operations Officers on this subject. It was felt that pilots should call the tower when turning initial approach during periods of low visibility and at nights although this call would not have to be acknowledged by the tower. The President stated this would be included in the new BR 60-1, VFR Traffic Pattern, which is being completely revised and should be in distribution the early part of January 1955. Major Carter pointed out that a number of incident reports had been received stating that the tower was failing to acknowledge calls. Members were requested to brief their personnel that the tower would not answer a call unless the tower had requested the transmission.

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c. Taxiways and Parking of Aircraft: It was pointed out that extreme caution must be exercised at all times while taxiing and parking aircraft due to crowded ramp conditions. Upon departure of the Helicopter Flight, Colonel Hendry stated that parking space would be diverted to the 345th Bomb Group once other arrangements are made for helicopters and liaison aircraft of the Air Base Group. The President requested Capt Wilson to check with AIO on marking of permanent taxi lanes on the new ramp. Groups doing much loading were instructed to load aircraft in their own areas to eliminate cross runway ground traffic.

d. Runway Lighting System: Capt Wilson was requested to submit the requirement for new lighting system to Wing.

e. GCA's: Members were urged to continue to push GCA's within their units. GCA runs are a must for RAPCON to become operational.

6. NEW BUSINESS:

a. Flying Safety Award: The appointment of a committee to make a flying safety award to the unit with the best safety record, monthly or otherwise, was brought to council's attention. The President requested the Flying Safety Officer to take this up with him after the meeting.

b. Damage to Jet Engines from Foreign Objects: The need for greater emphasis by unit commanders on ramp cleanliness was discussed. Damage due to foreign objects has necessitated a number of engine changes on the F-84's along with a decrease in the number of landings run on tires. Base Operations Officer pointed out that particular attention should be paid to the areas between hangars which maintenance personnel are failing to keep clean and by not removing bomb dollies, they are preventing use of sweepers in those areas. He informed members that the electro-magnet unit would not pick up non-ferreous material. Members were directed to stress at Accident Prevention Meetings, especially to maintenance personnel, the importance of keeping their respective ramp areas clean and cleared of all loose objects.

c. Capt Mattson recommended that B-29's call takeoff times to Langley Ground Control as a temporary measure until the 429th gets radio equipment installed. Capt Daughaday stated this could easily be taken care of by his operators.

d. Interference by Ft Eustis personnel on B channel when over the Dead Fleet was reported. Capt Daughaday stated this came from improperly tuned equipment at Ft Eustis, causing their transmissions on 126.3 to come in on Baker. They are aware of it and are trying to get their tower personnel checked out properly. Colonel Hendry stated he would have Capt Felkel prepare a letter on this.

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e. The President informed Council that the airfield would be closed for major repairs during one week of the holidays. Units will be notified of exact dates. Capt Wilson was instructed to set up a system for alerting repairmen on the field when necessary for an aircraft to land. Major Weaver was requested to check with AIO on installing the crash barrier while the field is closed.

f. Snow Removal Equipment: Council felt that the high maintenance cost on snow removal equipment would not justify stockpiling of this equipment in view of its limited use in this climate.

g. Capt Daughaday requested pilots to inform him when facilities were not identifying properly.

h. Council was informed that a check would be made on the status of a published Jet Penetration Procedure for Langley.

i. Major Thomason thanked members for the wonderful support given to his flight while at Langley.

The meeting adjourned at 1030 hours, 8 December 54.

AUGUSTUS M. HENDRY, JR.
Lt Colonel, USAF
Operations Officer

APPROVED:

EDWIN S. CHICKERING
Brig. General, USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING
Langley Air Force Base, Virginia

OT-OPS 18 October 1954

SUBJECT: VFR Speed Control in Norfolk Control Area

TO: Commander, 405th Fighter Bomber Group, Langley AFB, Va.
Commander, 405th Air Base Group, Langley AFB, Va.
Commander, 345th Bombardment Group, Tactical, Langley AFB, Va.
Commander, 2d Weather Group, Langley AFB, Va.
Commander, 48th Fighter Interceptor Squadron, Langley AFB, Va.
Commander, 429th Air Refueling Squadron, Langley AFB, Va.
Commander, 4500th Support Squadron, Langley AFB, Va.
Commander, 6520th Test Squadron Flight, Det. 3, Langley AFB, Va.

1. Repeated complaints have been made by airline pilots to their Flight Safety Divisions and CAA that military aircraft are making unnecessary high speed runs at low altitudes and endangering the safety of their passengers. This has resulted in the Flight Safety Division, CAA, Air Transport Association and Airline Pilots Associations bringing considerable pressure to bear on the Air Force to restrict the speed of high speed aircraft at lower altitudes. Present plans for preventing mid-air collisions between aircraft in the 150K speed range and aircraft within the 500K range and above are no longer adequate. This difference of speed within a small area presents an unacceptable possibility of mid-air collisions. In order to reduce the possibility of a collison and increase the safety of flight, the following policy will become effective immediately.

2. No aircraft will exceed 250K indicated airspeed at an altitude less than 4000 feet while in the Norfolk Control Area (reference paragraph 125B, Radio Facility Chart), except in the Langley VFR approach or departure patterns or in a designated danger area.

3. Commanders will insure strict adherence to this policy by all assigned and attached pilots.

BY ORDER OF THE COMMANDER:

Herbert C. Pinkerton

HERBERT C. PINKERTON
Captain USAF
Adjutant

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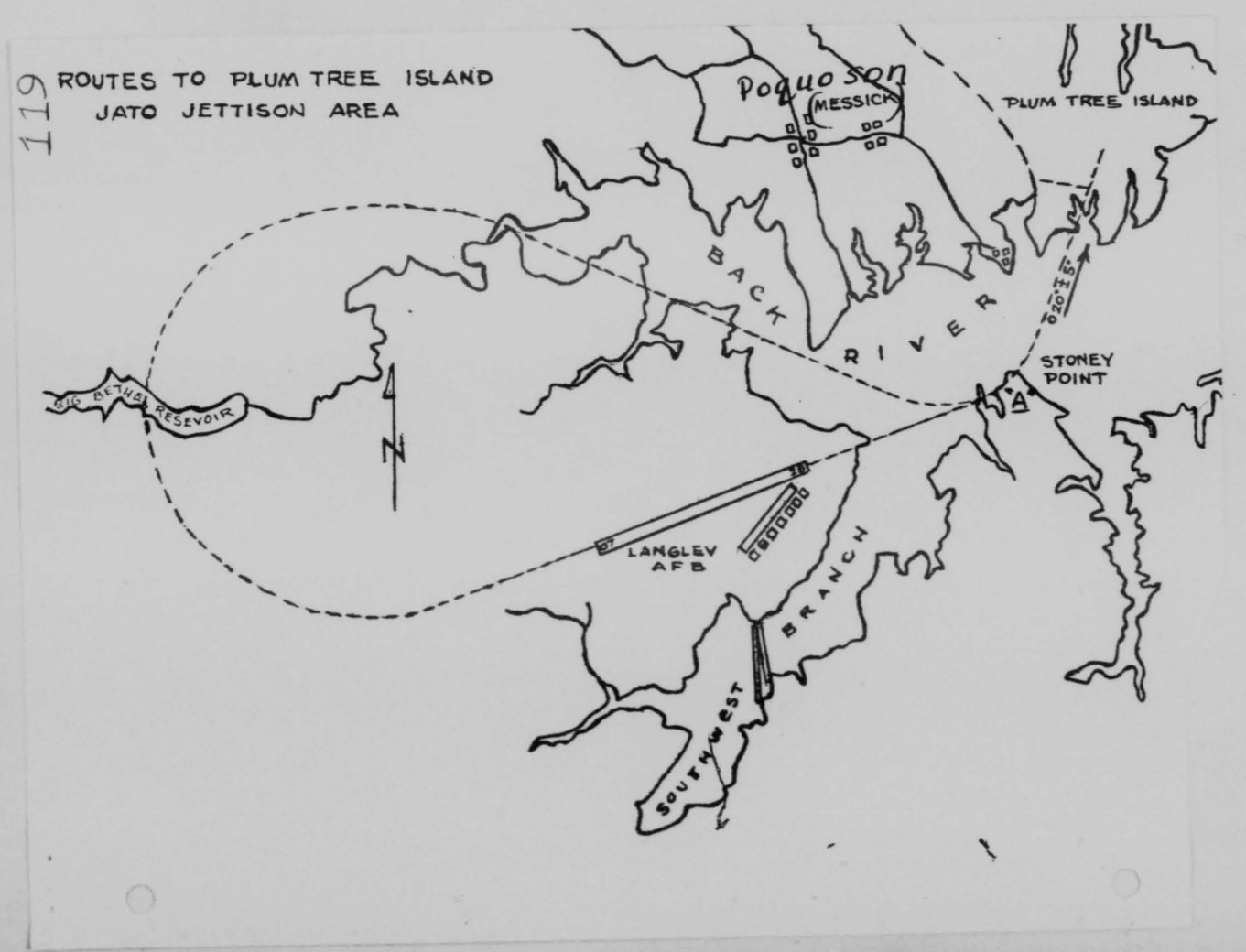

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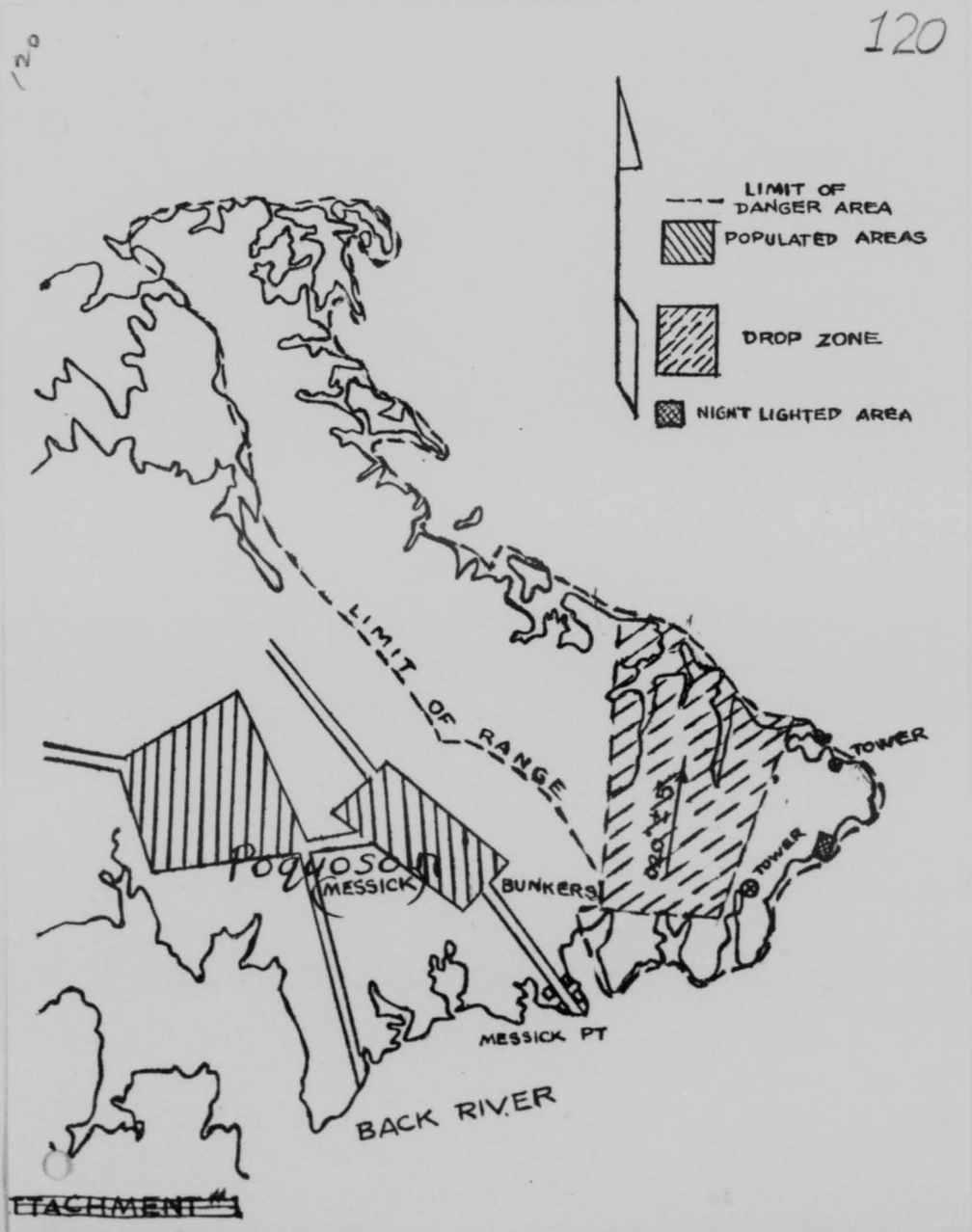

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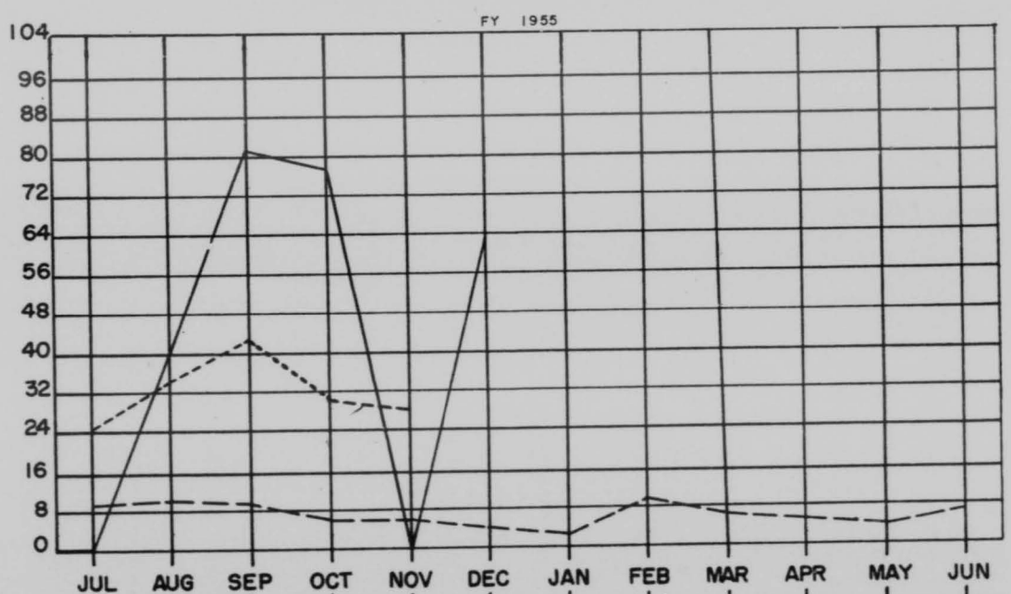
AIRCRAFT ACCIDENT RATE



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
MAJOR RATE	–	40.0	81.1	62.2	–	63.0						
MINOR RATE	–	–	–	15.6	–	–						
TOTAL	–	40.0	81.1	77.8	–	63.0						
CUM RATE	–	20.0	43.3	53.6	42.0	45.0						

FY 1954 —— —— TAC RATE - - - - -

SOURCE: AF FORMS 110A & 14

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COMPTROLLER COMMENTS

COMPARISON OF ACCIDENT RATES

Unit	Major No.	Major Rate	Major Cause	Major Fatalities	Minor No.	Minor Rate	Minor Cause	Incidents
AUGUST 1954								
405th Ftr Bmr Gp	2	272.9	Pilot Materiel	-	-	-	-	-
SEPTEMBER 1954								
405th Ftr Bmr Gp	5	366.0	Pilot Materiel Pilot Pilot Pilot	1 - - - -	- - - - -	- - - - -	- - - - -	- - - - -
OCTOBER 1954								
405th Ftr Bmr Gp	4	184.9	Pilot Maintenance Pilot Pilot	-	1	46.2	Pilot	-
NOVEMBER 1954								
405th Ftr Bmr Gp	-	-	-	-	-	-	-	1
345th Bomb Gp, Tact.	-	-	-	-	-	-	-	1
429 Air Refueling Sq	-	-	-	-	-	-	-	1
DECEMBER 1954								
405th Ftr Bmr Gp	2	168.4	Unknown	-	-	-	-	1
4405th Operations Sq	1	74.6	Unknown	-	-	-	-	-

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

OC-COM

SUBJECT: History for Months of November and December, 1954

TO: Historian
405th Fighter Bomber Wing
Langley AF Base, Virginia

1. Rehabilitation of Outside Cable Plant: Installation of telephone cable in the duct and manhole system for Langley AFB began on 3 November 1954 with the 4th Communications Construction Squadron of Warner Robins AFB, Georgia the responsible installing agency. By the end of November 17% of underground cable had been installed with all aerial cable around Big Bethel Lake to transmitter site in place. During December majority of work accomplished was on aerial cable. By the end of the month work completed was as follows: 19% of aerial cable in place, 17% of underground cable laid and 18% of entire cable project complete. Estimated completion date of Langley Telephone Rehabilitation is 30 August 1955.

2. Bacon's Castle Homing Beacon: This facility, to be located at Rushmore, Va., has been cancelled as far as the Air Force is concerned. The current Norfolk Air Traffic Control Plan charges installation and operation of Bacon's Castle to the Civil Aeronautics Administration. All project action by AACS Wing Headquarters at Tinker AFB and by Langley AFB has been cancelled.

3. RAPCON: As of 1 January 1955 the Langley Radar Approach Control Facility is not yet fully operational. The fixed portion of the RAPCON was successfully flight checked in late November. However, the facility as a whole has not been flight checked and commissioned due to lack of backup equipment. Three AN/GRC-30 Radio Sets are required to put the facility into operation as a Class B RAPCON. To date only 2 Sets are installed and operational. Installation of third AN/GRC-30 held up due to lack of radio crystals.

As early as September 1954 plans to increase the traffic handling capacity of the Langley RAPCON were well under way with Headquarters USAF, TAC and 405th Fighter Bomber Wing working hard to procure necessary equipment and other requirements for a Class A RAPCON. By late December with the help of 1800th AACS Wing and Commander Andrews AF Base most of the necessary equipment had been shipped and airlifted in to Langley and allied power and cable requirements set up. Installation of Class A RAPCON equipment will begin in January with estimated date of completion 1 April 1955.

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Hqs 405th Ftr Bmr Wg, OC-COM, Subj: History for the Months of November and December 1954.

4. Telephone Exchange Building: Plans for the new telephone building are still in hands of Corps of Engineers, Norfolk District Office. Contracts for building are expected to be let in January 1955. Estimated time for construction is one year.

OWEN T. FELKEL
Capt, USAF
Comm-Elect Officer

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

OC-MGT

SUBJECT: History for the Month of August 1954 (RCS: 1-AF-D2A)

TO: Historian
405th Fighter Bomber Wing
Langley AF Base, Virginia

1. Cable duct and manhole system: Now nearing completion. As of 31 August 54, 91% of entire duct and manhole system had been completed. Cable installation will begin as soon as duct system has been completed and accepted by the base. New estimated completion date of duct is 26 October 1954.

2. Bacons Castle Homer: No activity on this proposed facility during the month of August 1954.

3. RAPCON Installation: The Radar Approach Control Installation has been completed and installation inspection certificates have been accomplished for the control tower, AN/FPN-16 (Precision Radar), AN/CPN-18 (Search Radar) and the IFR Room (Control Center). However, the facility has not been accepted by the base. When the operating personnel (AACS) are properly trained on the new equipment and the RAPCON has been flight checked successfully then Facility Acceptance Certificate will be processed and the RAPCON will become an operating facility at Langley. 30 November 54 is the estimated date for the RAPCON to begin full operation.

4. Telephone Exchange Building: No new developements on the proposed telephone building. It is expected that bids will be invited by the P&C office in December or January.

5. Illuminated Key System-Preliminary installation of cable for the illuminated key system for Headquarters TAC has been accomplished. Most of the necessary equipment for the key system has been received on the base and it now appears that the installation will be completed in September 1954.

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Hqs 405th Ftr Bmr Wg, OC-MGT, Subj: History for the Month of Aug 54
RCS: 1-AF-D2A

6. Instrument Landing System: The Communications-Electronics Scheme for the Langley Instrument Landing System (ILAS) has been published by Rome AF Depot, and a bill of materials for the facility has been received and passed on to Base Supply for action. Headquarters USAF has approved request for immediate installation of the compass locator (part of the overall instrument system) and has instructed Rome AF Depot to ship that part of the facility to Langley as soon as possible.

OWEN T. FELKEL
Captain, USAF
Wing Communications Officer

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

OC-COM

SUBJECT: History for Month of October 1954

TO: Historian
405th Fighter Bomber Wing
Langley AF Base, Virginia

1. Cable Duct and Manhole System: This phase of the rehabilitation of the outside cable plant at Langley has been completed and inspected by Engineers from Warner Robins Air Materiel Area. Part of the duct and manhole system was accepted. Some repair and clean-up is necessary before the remainder of the system will be acceptable. The 4th Communications Squadron from WRAMA has drawn all major items on Bill of Materials from Base Supply and will begin installation of telephone cable in accepted ducts and manholes on 1 Nov 54.

2. Bacon's Castle Homing Beacon: The 1st AACS I&M Squadron (Engineering Agency) is preparing a communications-electronics scheme for this facility which will be located across the James River at Rushmore, Va. C-E Scheme should be complete and forwarded to 1800th AACS Wing (Reviewing Agency) on or about 1 Nov 54.

3. RAPCON: The Langley Radar Approach Control Facility remains operating on a training basis. Full operation will begin on or about 30 Nov 54.

4. Telephone Exchange Building: Plans for the new telephone building are being drawn up by the Corps of Engineers, Norfolk, Va. District Office. In addition, engineering plans to replace the present dial control office equipment (1600 lines) with a complete new 2000 line layout are being drawn up by Hqs WRAMA. Construction of the new telephone exchange building, installation of new 2000 line central office equipment in that building and completion of cable installation in the new duct and manhole system will complete the rehabilitation of the Langley Telephone System which is USAF owned.

Owen T. Felkel
OWEN T. FELKEL
Captain, USAF
Staff C-E Officer

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17 AUG 1954

OC-COM

SUBJECT: Interference With Langley Approach Control Frequency 126.18 MC

TO: Commander
Tactical Air Command
Langley AFB, Virginia

1. Reference is made to 2d Indorsement to letter this headquarters, file, OC-COM, dated 3 March 1954, subject as above.

2. Interference on "B" Channel (126.18 MC) by Richmond approach control has again been noted by aircraft in Langley control area. A lengthy conversation between Byrd Tower at Richmond and a National Guard aircraft was also reported. Langley Tower was completely blocked during interferring transmissions.

3. The following information is submitted in accordance with Chapter II of USAF CEI.

a. Call Signs and Geographical location of the station encountering interference - Aircraft in vicinity of Langley Air Force Base, Virginia.

b. Authorized frequency of the station encountering interference - 126.18 MC - Langley Air Force Base primary tower frequency.

c. Measured frequency of the station causing interference - Not measured. However, 126.18 MC is listed in USAF Radio Facility Chart as Richmond Approach Control.

d. Date and Time of interference - On 31 July 1954 from 1045 to 1100 EST.

e. Call sign and type of operation of the interfering station - Richmond Approach Control (Byrd Tower) broadcasting to civil aircraft. Also held lengthy conversation on non aircraft control matters.

f. Type of emission and unusual keying or signal characteristics - Voice - A3 emission.

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g. Strength of interfering signal - Strong. Blocked Langley Tower.

h. DF bearing - Not applicable.

i. Type of traffic being handled by interfering station - Flight clearances and take off and landing instructions to commercial aircraft.

j. A representative log of the interfering traffic - Not applicable.

k. Simultaneous transmissions by Richmond Tower on 126.18 MC and/or one or more other civil frequences constitutes main cause of interference. Under normal conditions Richmond Tower should not be heard in Langley area. Richmond Tower could probable operate with less transmitter power output.

FOR THE COMMANDER:

T/ RICHARD G. COKER
CWO USAF
Asst Adjutant

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30 July 1954

Dr. Henry J. E. Reid
Director, National Advisory
Committee for Aeronautics
Langley Air Force Base, Virginia

Dear Dr. Reid:

A requirement exists for five (5) telephone pair between Langley Air Force Base and the Langley View Housing Area for use as emergency fire reporting and maintenance lines.

The Base Communications Officer contacted Mr. Joseph Getsug and Mr. Roy C. Wilson of NACA relative to the possible release of five (5) cable pair from your sixteen (16) pair cable which crosses the bay between Langley Air Force Base and Langley View. Information received from Mr. Wilson indicates fourteen (14) of the sixteen (16) pair vacant at this time, and no future use of these pair is foreseen.

Request your approval for use of five (5) existing cable pair.

Sincerely,

t/ BURTON K. SAMS
Colonel, USAF
Commander

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BIE

22 SEP 1954

SUBJECT: (Secret) Communications Center for Alternate Headquarters, Langley Air Force Base, Post Request No. Ly-5-55

TO: Commander
Tactical Air Command
Langley Air Force Base
Virginia

1. In accordance with 1st Ind, your headquarters, AI/C, 15 Sep 54, to letter this headquarters, BIE, subject as above, 8 Sep 54, AF Form 734 revised covering subject project is returned for essentiality approval and funding.

2. The Government furnished equipment in the estimated amount of $33,500.00, consists primarily of two (2) each 100 KW Diesel engine driven generator sets, two (2) each generator control switchboards, one (1) each 5000 gallon fuel tank and two (2) fuel pumps.

1 Incl
AF Fm 734
(1 Repro cy
& 2 cys)

EDWIN S. CHICKERING
Brig. General, USAF
Commander

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Langley Air Force Base, Virginia	TAC	Ly-5-55		55
Installation and Location	Command	Project Req No	Serial No	FY

MAJOR REPAIR AND MINOR CONSTRUCTION PROGRAM

Command Priority No.	Budget Subproject	Total Estimated Cost	Funds Required
	P-459.3	$70,700.00	$36,400.00

Title (Not to exceed 48 spaces): Comm Center Disaster Plan — Date: 23 Aug 54

PROJECT RECORD

PROJECT:

The project consists in modifications and construction for Communications Center in Bldg #102, to include security vault, concrete floor overlay, enlarging transformer vault, installation of two (2) 100 KW Government furnished auxiliary generators, air conditioning and humidity control, installation of cable ducts and conduit runs, installation of heavier electrical service and circuit wiring, and installation of security bars on windows.

JUSTIFICATION

To provide the necessary modification and construction for Communication Center in support of Headquarters USAF Disaster Plan

REMARKS:

This project has been reviewed, determined essential and is considered urgently required in the interest of national defense.
P459.3-total estimated cost $37,200; funds required $36,400.
G.F.E., estimated cost $33,500, included in total Proj. Estimate.

s/ Edwin S. Chickering
EDWIN S. CHICKERING
Brig. Gen., USAF

This project was unforeseen at time of submission of the FY-1955 Budget Estimate and Financial Plan due to lack of information requiring this installation at that time. The work is now required in view of the changes contained in H-USAF-D.P.-54

AF Form 734 1 Sep 53

Installation	Command	Project Req No.	Serial No.	FY
Langley Air Force Base, Virginia	TAC	Ly-5-55		55

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29TH COMMUNICATIONS SQUADRON, COMMAND
LANGLEY AIR FORCE BASE, VIRGINIA

18 May 1954

SUBJECT: (U) Vulnerability of USAF Communications-Electronics Facilities - Langley Air Force Base

TO: Commander
405th Fighter Bomber Wing
ATTN: Base Comm Officer
Langley Air Force Base, Virginia

1. In compliance with paragraph 2, letter Hq TAC, dated 21 Apr 1954, subject: (U) Vulnerability of USAF Communications-Electronics Facilities, the following information is submitted.

2. The following facilities and circuits are presently installed and operating:

a. Teletype Center: (Bldg #1 - Acceptance and Delivery, Crypto and Teletype Center)

(1) 1 ea DUX LLTT to Washington D. C.
(2) 1 ea H/D LLTT to Washington D. C. (Receive only)
(3) 1 ea H/D LLTT to Pope AFB, N. C.
(4) 1 ea H/D LLTT to Donaldson AFB, S. C.
(5) 1 ea H/D LLTT to Pope AFB, N. C. (3rd Rad Rly - FM)
(6) 1 EA DUX LLTT to Fort Monroe, Va. (Emergency)
(7) 1 ea DUX LLTT to Washington, D. C. (On-line crypto via Ft Monroe-Microwave)

b. Radio Operating Location: (Bldg #T-306)

(1) 1 ea H/F RT net w/Pope and Donaldson AFB's (SCR 499)
(2) 1 ea H/F WT net w/Pope and Donaldson AFB's (SCR 499)
(3) 1 ea H/F RATT net w/Pope and Donaldson AFB's (AN/GRC-26)

c. Radio Transmitter Station: (Bldg #168 - Big Bethel)

(1) All transmitters operated by this organization, with the exception of MARS, are located in this building, which is shared with AACS.

d. MARS: (Bldg #T-416)

(1) 1 ea H/F RT net (7680 kcs) w/folg stations:

Daily Contacts
Lawson AFB, Georgia

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Daily Contacts (Cont'd)

Alexandria AFB, Louisiana
Sewart AFB, Tennessee
Greenville AFB, South Carolina
Shaw AFB, South Carolina
Charleston AFB, South Carolina

Intermittent Contacts

Pope AFB, North Carolina

(2) 1 ea H/F WT net (3497.5 kcs) w/AIR, Washington, D.C.
(3) 1 ea H/F WT net (7635 kcs) w/AF8AIR, Wright-Patterson AFB, Ohio

3. Actions which will reduce the susceptibility or liability of communications-electronics installations to enemy attack. (Phase I)

a. All teletype circuits terminate in the Teletype Center in building number 1. Weapons are available at this location for arming all personnel on duty. Sentries will be placed at the door of the Teletype Center and at all entrances to building 1.

b. The Radio Operating Location is fenced and the access gate is presently kept locked during hours of darkness and on Saturdays, Sundays and holidays. There is one (1) weapon available at this site at the present time. Additional safeguards are possible by placing more weapons at this site, keeping the access gate locked at all times and posting sentries at all times. This site is also well lighted and lights will be left on all night.

c. The Transmitter Site is fenced and has one access gate which is presently locked during hours of darkness. There is one (1) weapon available at this location. Additional protection is possible by making more arms available, posting at least four (4) sentries at all times and keeping the gate locked at all times.

d. The MARS Site vulnerability may be reduced by the posting of armed guards and making additional arms avilable to personnel assigned to those duties.

4. Actions necessary to retain an operational capability despite the loss or damage of specific communications-electronics facilities. (Phase II)

a. (1) In the event of loss or excessive damage to the Teletype Center limited operational capability will be retained by transferring teletype operations to building T-328 (Hq 405th FBW). There are one (1) TT 7/FG and two (2) M15 machines presently installed in the Adjutant's section which may be used to provide one (1) DUX and one (1) H/D circuit to either Washington, D. C., Pope or Donaldson.

SECRET (2)

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(2) Further operational capability will also be realized by using the commercial telephone system, the Command RT or WT nets or RATT nets to Pope and/or Donaldson. One (1) H/D circuit may also be provided by utilizing the 3d Radio Relay circuit which terminates at Pope AFB. It may be possible to further maintain operational capability by using MARS for the conduct of traffic. (Refer to paragraph 2d, above)

(3) Operational capability with Washington may be further expanded by utilitizing the AN/GRC-26 equipment to provide a RATTcircuit with the Globecom Gateway Station (JEZ) at Andrews AFB, Maryland. However, no frequencies are presently assigned for this purpose.

(4) Limited cryptographic operations will be conducted from building T-328 using emergency cryptographic systems which are held by the cryptographic facility.

b. In the event of loss or excessive damage to the Radio Operating Location limited operational capability will be retained by the use of commercial telephone circuits, MARS, 3d Radio Relay or teletype facilities which have been previously discussed.

c. In the event of loss or excessive damage to the Radio Transmitter Station operational capability will be retained only by resorting to alternate facilities enumerated in paragraph 4b, above.

d. The loss or excessive damage to MARS would not materially affect the operation of this Squadron in the performance of its assigned mission as MARS operation in relation to that mission may be considered entirely as an emergency function.

5. Actions necessary to develop in Communications-Electronics units and facilities the capability for rapid recuperation from enemy attack. (Phase III)

a. The projected Air Force Disaster Plan will furnish more than twice the present capability of this Squadron to carry out its assigned mission as regards teletype service since it provides fourteen (14) DUX LLTT circuits and seventeen (17) DUX on-line crypto circuits plus six (6) channels DUX Multiplex.

b. A proposed voice circuit using AN/TRC-11 equipment to link Langley to Washington via the Ft Monroe - Pentagon microwave system will further expand and expedite local traffic handling capabilities. Two (2) each AN/TRC-11 sets are currently available. Correspondence has been initiated to install one (1) AN/TRC-11 set at Battery Church, Ft Monroe.

c. This organization is expecting delivery of four (4) each AN/GRC-26 units which will further augment communications capabilities between TAC units. In the event of hostilities these facilities could be widely dispersed as follows:

1 at the Radio Operating Location - Bldg T-306
2 at the Radio Transmitter Site - Bldg 168

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1 at 405th FBW Headquarters - Bldg T-328
1 at tennis court adjacent to Bldg 1

6. It is not believed practical to attempt extensive camouflaging of communications facilities.

s/ John M Bruce
JOHN M BRUCE
Major, USAF
Commander

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"STANDARD PROCEDURES FOR USE DURING JOINT SEARCH AND RESCUE OPERATIONS"

On 30 January, 1952, representatives of the FIFTH Naval District, Langley Air Force Base and the FIFTH Coast District met at the FIFTH Coast Guard District Office, Norfolk, Virginia for the purpose of establishing stardard procedures for use during Joint Search and Rescue operations in the general coastal area and to seaward therefrom between Cape Heneopen and Cape Fear and over the land areas adjacent thereto.

It was mutually understood that the procedures established would be subject to approval by higher authority in the case of each military service. However, in recognition of the need for immediate action in the matter of jointly understood procedures it was determined that the procedures established herein would be considered approved as an interim measure and would be adhered to by the activities concerned upon publication hereof.

TELEPHONE COMMUNICATION NET

As a result of recent conferences and correspondence on the subject of integrated Search and Rescue operations arrangements have been made for the installation of a telephone communication net connecting the following activities:

Activity	Bell Call Code
NAS, Patuxent, Md.	P
NAS, Chincoteague, Va.	C
Langley AFB, Va.	L
NAS, Norfolk, Va.	N
NAS, Oceana, Va.	O

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USCG Rescue Coordination Center, Norfolk, Va. R

U. S. Air Force, Ft Custis, Va. F

USCG Air Station, Elizabeth City, N.C. E

U. S. Marine Corp Air Station, Cherry Point, N. C. N

This telephone net will be so installed that each outlet will be equipped with a distincitive alarm which will ring each time communications are established between any two activities connected to the loop. When it is desired to call a particular activity without sounding the general alarm, ringing the morse code equivalent as indicated above will serve the purpose.

This circuit shall be used for distress traffic only. The Coast Guard Coordination Center is charged with responsibility for enforcing circuit discipline at all times except when this responsibility is specifically delegated to another unit.

GENERAL ALARM

The general alarm shall consist of one (1) long ring of approximately five (5) seconds duration.

Sounding of the general alarm shall be a sole responsibility of the Coast Guard Coordination Center.

The following procedure shall be followed by all units in the net upon hearing the general alarm:

(a) All units man net telephone immediately and maintain silence.

(b) Standby until the name of your activity is announced by the Coordination Center Duty Officer.

(c) Reply by stating "(your unit) Manned".

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"STANDARD PROCEDURES FOR USE DURING JOINT SEARCH AND RESCUE OPERATIONS" (Con'd)

(d) The Coordination Center Duty Officer may designate certain units as having primary interest requesting all others to standby prior to transmitting his message.

(e) All units shall keep the telephone manned following a general alarm until authorized by the Coordination Center to secure.

RECEIPT OF DISTRESS INFORMATION

Any activity receiving information relative to distress of any nature shall make every effort to obtain accurate and complete information from the source and pass such information to the Coast Guard Coordination Center. The Coordination Center shall take initial action as indicated and retain responsibility for coordinating Search and Rescue operations and maintaining circuit descipline on all distress reports until such time as this responsibility is specifically passed to another unit in the net. The agency assuming this responsibility shall exercise operational control over all facilities made available by other units.

In the event that a second distress incident occurs involving use of this telephone net the control of circuit discipline will immediately revert to the Coordination Center even though operational control of facilities engaged in the original incident may remain unchanged.

RESPONSIBILITY FOR MILITARY SAR INCIDENTS

It was mutually agreed that primary responsibility for SAR incidents involving Naval units or personnel rest with the Rescue Commander, NAB, Fifth Naval District and in case of Air Force units or personnel such responsibility rests with the Tactical Air Command, Langley Air Force Base, Virginia. In such cases the control and coordination of SAR

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operations including control of the telephone net shall be passed to the appropriate agency by the Coordination Center at any time when a specific request for such action is made by proper authority.

USE OF RADAR

The services of a Radar net are available to all activities in this area. Briefing of pilots should stress the following points:

(a) Use of the emergency VHF frequency 121.5 Mc to broadcast "May Day" or request assistance in preference to other frequencies.

(b) If no response is received on 121.5 Mc use any or all frequencies available.

(c) Once communications are established with a ground station maintain such with frequent transmissions. "Keep talking".

(d) If time permits, fly a triangular pattern, one minute on each leg, for positive indentification. The more altitude the plane has during this maneuver the better are its chances for radar indentification. In event the wingman is present, direct him to climb and fly identification pattern. This is of utmost importance in cases of wingman having to leave the scene of a ditching prior to "on scene" relief by another aircraft.

(e) Turn on emergency IFF.

TACTICAL COMMAND AT THE SCENE

In every Search and Rescue operation involving more than one (1) tactical unit, surface or air, the senior military at the scene shall control "on the scene" operations unless this function has been specifically assigned to another participating unit by the controlling agency ashore. Should the officer exercising "on the scene" control find himself unable to effectively direct operations, he may shift the control to another unit and advise the controlling agency ashore of his action.

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VHF DIRECTION FINDING PROCEDURE

The responsibility for alerting the DF Net, plotting of bearings received and designating the Air - Ground communications control station is vested in the duty officer at the Coast Guard Coordination Center. He is authorized to delegate plot control to any unit in the net at any time when it appears that more effective results can be obtained thereby.

TEST OF COMMUNICATIONS

The general alarm shall be sounded daily at 0700 R by the Coast Guard Duty officer for the purpose of circuit testing. The word "secure" will be passed as soon as all stations in the net have reported being manned.

STATUS OF SPECIAL EQUIPMENT

Each unit in the net having OCA, VHF Direction Finding or other special facilities shall report to the Coordination Center immediately when such facilities are not avaibable in accord ance with currently published schedules.

IDENTIFICATION OF VHF FREQUENCIES

To avoid confusion do not refer to VHF frequencies by using the phonetic alphabet such as Channel Able, Dog, etc. Identify them by number, for example 121.5, 140.58, etc., spoken as follows: One two one point five.

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ADDITIONAL INSTRUCTIONS

It was mutually agreed that the Search and Rescue Section, FIFTH Coast Guard District, Norfolk would coordinate the preparation of additional instructions recommended by the units concerned.

U.S.Coast Guard	U. S. Navy	U. S. Air Force
SUBMITTED: J. P. WHITE CDR, USCG		
APPROVED: L. H. BAKER CAPT, USCG FIFTH CG District		

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HEADQUARTERS
405th Fighter Bomber Group
Langley Air Force Base, Virginia

10 November 1954

SUBJECT: Monthly Communications and Electronics Contractor Technician Report (RCS: TAC-U16)

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base
Virginia

1. Attached as inclosure #1 is the "Monthly Communications and Electronics Contractor Technician Report for the month of October 1954. This report is being submitted in accordance with TACR 65-18.

2. The service of Mr. Thomas F. Doherty is required for the successful accomplishment of the unit's mission.

4. The performance of duty of Mr. Doherty is satisfactory to the undersigned.

1 Incl
Monthly Tech Rep
Rept, Mr. Doherty

WILLIAM S. COWART JR
Colonel, USAF
Commander

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Hqs 405th Ftr Bmr Gp, Subj: Monthly Communications and Electronics Contractor Technician Report (RCS: TAC-U16) (Uncl)

DH MTN (10 Nov 54) 1st Ind FRK/pra

Headquarters, 405th Fighter Bomber Wing, Langley AF Base, Va. 16 Nov 1954

TO: Commander, Tactical Air Command, Langley AF Base, Va.

FOR THE COMMANDER:

1 Incl
n/c

RICHARD G. COKER
CWO, USAF
Asst Adjutant

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HEADQUARTERS
405th Fighter Bomber Group
Langley Air Force Base, Virginia

1 November 1954

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base
Virginia

MONTHLY COMMUNICATIONS AND ELECTRONICS CONTRACTOR TECHNICIAN

REPORT

PART I

ERECTION, INSTALLATION, AND CONSTRUCTION OF COMMUNICATIONS AND ELECTRONICS EQUIPMENT. To date, thirteen AN/APW-11A equipments have been installed in aircraft of the 510th Fighter Bomber Squadron. No unusual difficulties have been encountered in these installations since the original job was accomplished. Equipment installed in all aircraft is operational as of this date. AN/APW-11A mock-ups have been completed in the maintenance sections of all three squadrons of the 405th Fighter Bomber Group.

PART II

PERFORMANCE, OPERATIONAL CAPABILITIES, AND LIMITATIONS OF COMMUNICATIONS AND ELECTRONICS EQUIPMENT AND SYSTEMS. The 511th Fighter Bomber Squadron has reported on the operational use of the communications equipment installed in their aircraft. The squadron flew 451 hours while on gunnery at Eglin Air Force Base, Florida. Five failures of AN/ARC-33 UHF equipment were reported. All failures were repaired at the squadron level and were returned to service. All failures were attributed to tube failure. One failure of the ARC-27 UHF equipment, installed in the MRC-20, was reported, this too, was found to be tube failure of the 6J4 tube located in the spectrum amplifier. The MRC-20 was used constantly while the aircraft were airborne. At the close of the mission, the UHF antenna cable jumped the reel in the collapsible mast. The type RC58 cable was stripped and we feel that we can reinstall the cable and repair the antenna when the squadron receives new cable from supply channels.

PART III

MAINTENANCE PERFORMED ON COMMUNICATIONS AND ELECTRONICS EQUIPMENT. Major maintenance was performed on AN/ARC-33 equipment of the 510th Fighter Bomber Squadron. I was informed that UHF equipments has been changed in an aircraft five separate times and still the trouble had persisted. The UHF equipment would operated perfectly on the ground but at altitudes above 25,000

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feet the equipment would not transmit or receive properly. I suggested that at altitudes, the colder air may have been shrinking the metal either in the antenna leads or interconnecting wiring in the aircraft. I suggested that the tail cap be removed and inspection made of the connections between the antenna and the coaxial feeder cable. Inspection revealed that a small break existed in the coaxial cable near the antenna plug which was causing the difficulty. To my knowledge, this is the first trouble of this type to occur in these aircraft at this base.

PART IV

BRIEF OF ALL MAINTENANCE AND SUPPLY UNSATISFACTORY REPORTS (UR's) SUBMITTED. No UR's have been submitted in the past month. Two UR's concerning RE111-APA-90 and indicator 1D314-APA-90 which were to be submitted this month, were withdrawn. I considered that there was insufficient evidence of a true UR condition since there are too many variables and unknowns in the manner in which the equipment was operating and the conditions could not be laid to any one known cause.

PART V

COMMUNICATIONS AND ELECTRONICS SUPPLY. Communications and electronics supply has been satisfactory this reporting period.

PART VI

TRAINING. OJT was conducted with members of the 510th and 509th Fighter Bomber Squadrons. Training was conducted on AN/APW-11A equipments and consisted of two to three hours per day training. Exercises in tuning the receiver and transmitter, both in the aircraft and on the shop mock-ups were conducted. Six men of the 510th Squadron and two men of the 509th Squadron were present during this training.

PART VII

SPECIAL ELECTRONIC FIELD EXPERIMENTAL PROJECTS, FIELD TESTS, INVESTIGATIONS, SYSTEM AND EQUIPMENT EVALUATION, AND RECOMMENDED EQUIPMENT MODIFICATIONS. See attachment.

PART VIII

CONCLUSIONS:

This report is submitted in compliance with TAC Regulation 65-18.

RECOMMENDATIONS:

None.

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Hq 405th Ftr Bmr Gp, Subj: Monthly Communications and Electronics Contractor Technician Report

REMARKS:

None.

s/ Thomas F. Doherty
THOMAS F. DOHERTY
Contractor Technician
RCA Service Company
Camden, New Jersey

1 Incl
AN/APW-11A
Test Rept

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AN/APW-11A Test Report

The antenna for the APW-11A is flush mounted on the bottom of the fuselage of the aircraft in such a position that the special weapon and drop tank interfere with reception during banks to the right or left when the aircraft is on a heading 90° off the radial from the MSQ-1 station. All transmissions from the MSQ-1 and APW-11A are line of sight, of course, and when any portion of the aircraft is in a position between the antenna and the MSQ-1, the reception is lost. The aircraft must then be maneuvered into a position where the antenna is again in line with the ground station, while the MSQ-1 must search to make contact. This situation will in all probability be aggravated when larger drop tanks are placed on the aircraft.

Pilots report that the APW-11A is an excellent navigational aid up to 140 nautical miles at medium altitudes. It is an excepticnally valuable aid to position the aircraft in a predetermined dive on a target, especially if a total cloud cover situation exists above the target.

Efforts on our part to make sure that the APW-11A equipment is in top working order previous to flight are constantly being made but unfortunately, contact cannot always be strongly established with the MSQ-1.

Tests of this equipment are still in progress and will continue while conditions warrant.

Incl #1

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SAFETY FILM

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HISTORY

of the

405TH FIGHTER BOMBER GROUP

(405th Fighter Bomber Wing)

1 August - 25 October 1954

Richard B. Comyns
RICHARD B. COMYNS
2nd Lt, USAF
Historian

Wm S. Cowart Jr
WILLIAM S. COWART JR
Colonel, USAF
Commander

Incl 1

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C O N T E N T S

PERSONNEL I

INTELLIGENCE II

OPERATIONS III

SUPPLY IV

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I. PERSONNEL

During the past months the Group Personnel Section has had difficulty in obtaining section personnel. They were without a Group Sergeant Major since the reassignment of Sergeant Barger last July and it has been only recently (25 Oct 54) that a qualified Sergeant Major was obtained.

There was a follow-up inspection by the Wing Inspector which took place the 6th, 7th, 8th, and 11th of October 1954. The results were highly favorable. Wing also made a classified document inspection and no major discrepancies were found.

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II. INTELLIGENCE

During past months Group Intelligence has been busy compiling data necessary for the execution of the Fighter Bomber Group's mission in the event of open hostilities. This data consists of maps, charts, navigational routes and aids, ASR, radio facilities, inflight refueling stations, airfield information, and information on procedures required when entering a foreign country.

Intelligence has been activily participating in Phase I (Penetration) of Operation "Run-in", selecting target information and conducting briefings and debriefings of these targets. Intelligence has also been briefing and debriefing minor missions run against area Army installations.

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III. OPERATIONS

Group Operations has spent the last few months transitioning into the F-84F aircraft.

Group has been fulfilling many requests for F-84F static displays.

During the first part of August, Group Operations provided four T-33's to fly cover for troop carrier operations at Ft. Meade and demonstrated drop zone neutralization by attacks of ground targets under forward Air Controller direction. Also during August, Group checked out five pilots from USAFE in the F-84F, completed planning for the Bendix Race, and Republic completed necessary T/O compliances of all Group F-84F's.

In September all personnel and equipment returned from the Bendix Air Race. This race provided valuable experience in operating away from the home field. On 19 September the first phase of a special project at Eglin AFB, Fla. with 6 F-84F's and pilots was completed. On 20 September a pilot from this Group had engine failure of his F-84F and ejected successfully. Plane crashed 15 miles East of Richmond. During the first half of October a four ship fly by demonstration was conducted in conjunction with ground maneuvers at Ft. Eustis.

A total of 135 hook-ups were made on the KB-29 during this reporting period.

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IV. SUPPLY

Supply has been busy both here and at Eglin AFB, Fla., coordinating supply problems with the 511th Fighter Bomber Squadron and the 510th Fighter Bomber Squadron, who were TDY to Eglin during September and October. Supply's big effort has been directed toward making all squadron procedure identical. Their biggest problems to date have been the procurement of aircraft parts and the removal by AMC of items from the authorization list that the Armament Section deems necessary, i.e. boresight kit and film splicer.

Armament is trying to change the present ejection seat design so that it will not eject on impact in the event of a crash, i.e. Lt L. Daleo.

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429TH AIR REFUELING SQUADRON, FIGHTER BOMBER
Langley Air Force Base
Virginia

AR 29 October 1954

SUBJECT: Request for Waiver

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base
Virginia

1. A Waiver of requirements listed in Tactical Air Command Regulation 60-12 for KB-29 instructor pilots is requested.

2. This organization at the present time has an intensive training program in progress for all crew members. Without the aid of instructor pilots it is impossible to set up a standardization crew to check the progress of the crews in training. It is equally impossible to train newly assigned pilots that are not current in the aircraft assigned.

3. The following pilots assigned to this organization do not possess all of the requirements of TAC Reg. 60-12, however they are well qualified through total flying hours, and previous instructor pilot experience. The waiver is requested for these selected officers on the basis of the experience shown.

Capt. John M. Morello
Total Flying Time.....3973
Instructor Pilot Time....2238
B-29 Time.....60:00
Valid Green Instrument Card

Capt. Ma rion B. Hayes
Total Flying Time.....3400
Instructor Pilot Time.... 974
B-29 Time..... 97
Valid Instrument Card

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429th ARS, Ftr Bmr, Ar, Subj: Request for Waiver

Capt. Harold I. Archer
Total Flying Time.....2734
Instructor Pilot Time.....1622
B-29 Time..... 140
Valid Instrument Card

t/ MARVIN F. STOWE
Captain, USAF
Commander

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429th ARS, Ftr Bmr, AR, Subject: Request for Waiver

OT-TMG (29 OCT 54) 1st Ind 5 NOV 1954

Headquarters, 405th Fighter Bomber Wing, Langley Air Force Base, Va.

TO: Commander, Tactical Air Command, Langley Air Force Base, Va.

1. Reques t waiver as stated in basic letter be granted. There is an immediate requirement for KB-29 instructor pilots within this command. The 429th Air Refueling Squadron now possesses eight (8) KB-29 aircraft and their pilot personnel have completed a KB-29 transition and MTD course of instruction. Their flying training program now in progress must be supervised by instructor pilots to insure standardization and objective training.

2. There are no pilots available within this command qualified in accordance with TAC Regulation 60-12 to perform the duties of a KB-29 instructor pilot. Without instructor pilots it will be impossible to qualify new KB-29 pilots, insure standardization of training, or fully utilize the KB-29 aircraft.

3. Individuals cited in the basic letter are the best qualified KB-29 pilots available within this command.

t/ EDWIN S. CHICKERING
Brig. General, USAF
Commander

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429th Air Refueling Sq AR Subj: Req for Waiver, 29 Oct 54

OT- OB 2d Ind

Hq Tactical Air Command, Langley Air Force Base, Virginia 13 Nov 54

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

No waiver is required since the KB-29 is considered a new aircraft in Tactical Air Command. Paragraph 3f of TACR 60-12 authorizes a unit commander to select instructor pilots on a temporary basis until requirements of the regulation can be met.

BY ORDER OF THE COMMANDER:

s/t/ E. K. WARBURTON
Brig General, USAF
Chief of Staff

OT-TNG 3d IND 16 NOV 1954

Headquarters, 405th Fighter Bomber Wing, Langley Air Force Base, Va.

TO: Commander, 429th Air Refueling Squadron, Langley Air Force Base, Va.

1. Your attention is invited to the previous indorsement.

2. You are authorized to place on orders as KB-29 instructor pilots those individuals listed in the basic letter.

BY ORDER OF THE COMMANDER:

t/ RICHARD G. COKER
CWO USAF
Asst Adjutant

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base
Virginia

OT OPS 15 Sep 1954

SUBJECT: Air Rescue Facilities (U)

TO: Commander
405th Air Base Group
Langley Air Force Base, Virginia

1. The following message from Headquarters TAC is quoted for your information:

"COT-OL 94046. Due to a continuous increase in unprogrammed rqr for local rsq coverage for which air rsq svc is not resp cma it has become nec for Hq USAF to completely reevaluate world wide rqr for this type coverage. You will thoroughly resurvey your rqr for local rsq coverage for each base including coverage of bgr which can be satisfied with helicopters cma ln acft cma amphibious acft cmm unit acft cmm unit veh and crash boats. Current and projected capabilities of ARS should be evaluated and in no case should local rsq rqr duplicate or overlap ARS capabilities. Rqr for each active and projected base must be completely justified and based on utmost economy of per and eqp. Upon completion of the survey the info obtained for each base will be fwd to this Hq for submission to Hq USAF. The required info will be fwd so as to arr this Hq NLT repeat NLT four Oct five four."

2. Request your headquarters conduct a survey of the existing rescue facilities on Langley Air Force Base and prepare a staff study of the rescue requirements which exist now and are anticipated through fiscal year 1958.

3. The staff study should contain specific information on:

a. The capabilities of crash rescue surface craft in meeting the base rescue requirements.

b. Utilization of helicopters to perform rescue functions normally accomplished by surface craft.

c. Recommendations of equipment and/or facilities necessary to meet base rescue requirements.

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Hq 405th Ftr Bmr Wg, Langley AFB, Va., OT OPS, Subj: Air Rescue Facilities (U)

4. The study will be forwarded to reach this headquarters not later than 24 September 1954.

BY ORDER OF THE COMMANDER:

s/ Richard G. Coker
RICHARD G. COKER
CWO, USAF
Asst Adjutant

ABA (15 Sep 54) 1st Ind 16 September 1954

Headquarters 405th Air Base Group, Langley Air Force Base, Virginia

TO: Commander, 4405th Operations Squadron, Langley Air Force Base, Virginia

For compliance and return to this Headquarters not later than 22 September 1954.

BY ORDER OF THE COMMANDER:

s/ Kenneth R. Rimlinger
KENNETH R RIMLINGER
Captain, USAF
Adjutant

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Hq 405th Ftr Bmr Wg, Langley AFB Va., OT OPS, Subject: "Air Rescue Facilities (U)"

ABOS (15 Sep 54) 2d Ind 28 September 1954

4405TH OPERATIONS SQUADRON, Langley Air Force Base, Virginia

TO: Commander, 405th Air Base Group, Langley Air Force Base, Virginia

1. In compliance with basic communication, the following information is submitted:

a. Langley Air Force Base is situated at approximately 37 degrees, 05 minutes north latitude, 76 degrees, 22 minutes west longitude, near the southern end of Virginia's Tidewater Peninsula on the Chesapeake Bay in the region of numerous rivers and extensive marshes.

b. Usable runways at the base are 07, 17, 25, and 35, and all but Runway 25 is less than 3000 feet from the water. The water area adjacent to Runway 17 is closed to all water traffic but low free board types by a wooden railroad trestle and a concrete bridge. Air traffic using Runway 35 takes off over an extensive area of marsh and low water. Traffic on Runway 07 takes off over a shallow bay.

c. This region has an annual average rainfall of 45.25 inches. The average relative humidity is 73. There are fifteen days of dense fog, twenty-two days of gales over 27 knots, thirty-seven days of thunderstorm activity and a maximum temperature of 105 degrees Fahrenheit, with the minimum 02 degrees Fahrenheit.

d. This area is representative of all possible conditions of wind and water likely to be encountered at any station. Helicopters, search planes and all types of crash boats are required.

e. The 16th Crash Rescue Boat Flight at Langley Air Force Base is responsible for marine crash rescue services for the base and gunnery ranges. The specific mission of this unit is the rescue of personnel involved in aircraft incidents including aircraft accidents, crash landings, ditching, abandonment, and similar occurrences in water or swamplands adjacent to and in specified areas near air bases or gunnery ranges.

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Hq 405th Ftr Bmr Wg, Langley AFB Va., OT OPS, Subject: "Air Rescue Facilities (U)"

f. The authorizations of the 16th Crash Rescue Boat Flight are considered inadequate to meet the requirements of Langley Air Force Base. The presently assigned 63 foot boats have been superseded in type by several different designs. They are over ten years old and the time required for maintenance has seriously affected accomplishment of assigned mission. The 42 foot boats constantly require maintenance so that their usefulness is limited. The present 22 foot shallow water craft are no longer considered adequate by type. In order for the Boat Flight to adequately perform the mission of search and recovery in all inland water areas including the Chesapeake Bay, James River, York River, Mobjack Bay, and all water areas adjacent thereto with the exception of the Atlantic Ocean proper, it is recommended that the following action be taken:

(1) Replace the four 22 foot boats now possessed by Langley with four of the newer 24 foot types of rescue craft.

(2) Delete two 42 foot boats of the organization inasmuch as they are not capable of withstanding the rough water requirements for some parts of the mission and are too large to be utilized in the shallow areas of the bay and small rivers.

(3) Change the present authorization from two 63 foot boats to three and replace the ones presently assigned with newer equipment which is now being built at Deer Island, Yacht Basin, Stonington, Maine.

g. In addition to existing Langley facilities, the base has direct telephone communications with the Navy and Coast Guard on an Air Sea Rescue Net. They have equipment to perform ocean search and rescue including large boats and PBY type aircraft.

h. At the present time, there are no helicopters at Langley assigned primarily for air-sea rescue functions. With the utilization of the two assigned to the Air Base Group in conjunction with the 4424th Helicopter Flight, there is a helicopter available on twenty-four hour standby for search and rescue. However, it must be realized that the mission of the 4424th Helicopter Flight is such that they cannot commit themselves to a definite rescue program. A minimum of 3 H-19B helicopters must be assigned to the Air Base Group in order to fully implement such a program.

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Hq 405th Ftr Bmr Wg, Langley AFB Va., OT OPS, Subject: "Air Rescue Facilities (U)"

i. For search and rescue within a fifty mile radius it has been found that helicopters are ideal during daylight hours when instrument conditions do not prevail. Hindrances to visibility such as heavy rain and light mists do not endanger operation of helicopters; however, it is extremely difficult to perform detailed coverage of a specific area of search under these conditions.

j. Navigation over open water or land is extremely difficult at low altitudes; however, in the general Langley area there are enough checkpoints to enable accurate search patterns of a defined area. The effect of nigh winds on helicopters operation need only be considered from the standpoint of restricting range of operation. It is possible to safely operate in winds up to sixty knots without increasing the hazards of take-off and landing. Helicopters are top heavy and this prevents actual float landings during rough seas. At this time, there is only one helicopter at Langley with floats and it is being transferred in the very near future. Since floats cut the maximum load that the helicopter could carry, it is believed that helicopters equipped with a hoist would be more feasible for water operations, as well as land operations.

k. Night operations present severe limitations on the utilization of helicopters. Searchlights now used on helicopters are good for only approximately thirty minutes of operation. Over water search at night, at altitudes from 200 to 500 feet, have proven unsatisfactory because it is extremely difficult for the aircraft to hover and it is nearly impossible to prevent drifting.

l. At the present time, search aircraft, including L-20's, B-25's, C-47's, C-45's and B-26's are available at Langley in sufficient quantity to adequately cover a 100 mile square area. This means that on any crash where the general location is known, Langley could perform search and rescue without outside help, with the exception of the Atlantic Ocean proper.

2. Summary:

a. With the recommended changes in authorization for helicopters and crash rescue boats, Langley will have the capability to perform crash rescue services for any conceivable emergency under all weather conditions.

s/ Paul Sims
PAUL SIMS
Major, USAF
Commander

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Hq 405th Ftr Bmr Wg, Langley AFB, OT OPS, Subject: "Air Rescue Facilities (U)"

AB (15 Sep 54) 3d Ind 28 September 1954

Headquarters 405th Air Base Group, Langley Air Force Base, Virginia

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

Concur in preceding indorsement.

s/ W. J. Sabo
W. J. SABO
Colonel, USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

17 September 1954

SUBJECT: Letter Orders 743

TO: 1ST LT FRANK W MANN, AO2217776 2d Shoran Beacon FLT

1. You WP o/a 22 SEP 54 on TDY for APRX four (4) days from Langley AFB VA to Fort Blevoir VA for the PURP of performing inspection of DET ALPHA 2d Shoran Beacon FLT ---DPUO. UCWR proper ORG this B for DY. TPA. TVL time by common carrier (mail) is two (2) days; no TVL time necessary in excess of that REQ by common carrier. OFF cleared for access up to and INC SECRET.

2. TDN B&F Control NR 0674 5753400 078-1001 (15A) P458-02-03 S44-600.

3. AUTH: AFR 35-52 & TACR 35-8.

BY ORDER OF THE COMMANDER:

s/t/ RICHARD G. COKER
CWO, USAF
ASST Adjutant

DISTRIBUTION:
8 - EA INDIV concerned
1 - WG PERS
1 - WG Mail & RCDS
1 - RCDS Set (SO SECT)
3 - WG Fiscal

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405th
FIGHTER-BOMBER
WING

HISTORY

LANGLEY
AIR FORCE BASE,
VIRGINIA

1 JULY TO 31 DECEMBER

RCS:1-AF-D2A

SECRET

Vol 2

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SECRET

HISTORY

405th Fighter Bomber Wing

Tactical Air Command

United States Air Force

Langley Air Force Base, Virginia

1 July 1954 to 31 December 1954

Richard H. Ryan
RICHARD H. RYAN
Master Sergeant, USAF
Historian

Edwin S. Chickering
EDWIN S. CHICKERING
Brigadier General, USAF
Commander

3-2766-2

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CHAPTER IV

Maintenance and Supply

A shortage of trained supply personnel weighed heavily on the service of supply at Langley in 1954. Principal T/O changes were recommended, mostly to increase the number of supply personnel. Time was often taken up in AOCP, AFNE and what the supply people called "Walk Throughs." This was a form of advertising to and training others in supply procedures and showing off stocks and systems. It robbed the individual of his valuable time where, already behind in his work, he got further afield when he had to delay the job at hand. Such details took up many man hours that did not help on the maintenance of stock records. The average squadron on Langley processed more than 200 issues and turnins per month, with as many turnin slips completed.

The 511th made 16 inserts for Flyaway Bins in one month. This assured a fast getaway when needed. Other work in supply required squadrons to redesignate the Unit Equipment List as Unit Support Equipment thus entailing a need for AF Form 1120 which replaced the pre-listed UAL sheet. The 1120's will show, when properly posted, the authorization, due-in record, on hand inventory, location and weight, status code, unit price, and droppage allowance in addition to the required description and stock number of each line item; 100 line items in UAL. The same will

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be done on UPREAL equipment which is now Unit Mission Equipment and contains same information as USE on 1120 cards, thus a card for each line item, will establish a file of "1120" cards to be posted currently. There will be approximately 2,500 cards in this file, in each Langley fighter or bomber squadron.

The establishment of this particular card system imposed tremendous workload on Supply because of the research that was necessary to find the authorization to retain quite a number of line items presently held in each squadron, plus the additional information of weight and cubature which had been hard to determine.

Some difficulty was experienced by supply sections in trying to get recoverable and repairable Hi-Valu items from engineering sections to fulfil promises that the items would be turned in to Base Supply within the time limit of 72 hours. This was the time element required for Hi-Valu items.

Standing Operating Procedures were adopted by the 4405th Operations Squadron shortly after its activation in November. The rules to follow were obtained from several sources, as the squadron was new to the Wing Base plan of management of an air base. In one of the SOP's the purpose was to prescribe the Unit Training Program for the Personal Equipment Section[135] as prescribed in the 405th Wing Unit Training Program Number 40-10.

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135. 4405th Operations Sq LAFB, Ltr ABO, Subj: SOP for Personal Equipment Personel Training, 12 Nov 54.

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All eligible airmen were slated to attend the Survival Training and Personal Equipment Course.

The supervisor had to be qualified in each capacity. He was required to maintain records including procedures on storing, use, maintenance care and handling of personal equipment. Also ability to read and understand Technical Orders and preparation of Unsatisfactory Reports.

The officer in charge had to maintain coordination with all supervisors and keep the commander informed of over-all progress.

The system of holding a appointed officer responsible for buildings assigned to units was changed in August by the Commander. It was his desire that supply officers be responsible, so a letter was published on 19 August[136] which required that buildings be assigned to supply officers, unless a unit commander made special request for assignment to others.

The annual Tactical Air Command inspection of the M & S Group was conducted during the month of July. Colonel M. A. Richer, Group Commander, was advised by the inspectors that Major Govoni, Commander of the 405th Motor Vehicle Squadron, was operating the outstanding Motor Vehicle Squadron in the entire Command. Master Sergeant R. C. Hocevar, NCOIC of the Motor Pool, was complimented by Colonel Richer for the fact that the Motor Pool was found to be the finest in Tactical Air Command.

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136. Hq 405th Ftr Bmr Wg, Ltr IM INS, Subj: Reassignment of Buildings, 19 Aug 54.

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The inspectors also rated the Unit Supply of the 405th Maintenance Squadron as the best on the base. To a great extent this was due to the staff assistance given the unit by Technical Sergeant James W. Patterson, a member of the Group Supply Staff Section. Colonel Richer complimented T Sgt Patterson for his outstanding performance of duty as staff advisor to the Maintenance Unit Supply personnel.

As a result of the inspection, the 405th Motor Vehicle Squadron received an excellent rating. According to the inspectors, the proper delegation of authority to key NCO personnel, comprehensive SOP's, and excellent coordination and leadership were the prime factors which contributed to the efficient operation of the Motor Pool and the maintenance shops.

The inspectors recommended that a disposal officer without other property responsibilities be appointed on proper orders as Property Disposal Officer. This was found to be impossible during this period due to the fact that the 405th Supply Squadron did not have a supply officer assigned who did not have property responsibility. The present Disposal Officer had that duty as an additional duty to his assignment as Squadron Commander. Alexander N. Mierchuk, a civilian, had been operating this section for over 14 months in a very satisfactory manner. During that period there had been seven disposal officers assigned, and with the exception of the Squadron Commander, none had prior experience in disposal, and only one was a qualified supply officer. This headquarters recommended

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that a qualified disposal officer be assigned the organization, or that the position of Base Disposal Officer be civilianized in accordance with Volume XIII, Sec 1, Par 5b, AFM 67-1. Facts concerning disposals are near the end of this chapter.

Due to the fact that positions in the Laundry Exchange function did not afford enough training within the supply field to be of future value to the airman assigned inasmuch as it involved only the checking and counting of sheets, blankets, etc, it was determined that the five military spaces should be converted to civilian positions. It was also recommended that, due to the shortages at Langley in the Petroleum Section of the 405th Supply Squadron airman spaces be converted to civilian positions. It was agreed that all non-T/O positions assigned to the Commissary remain military in that it is essential to have a cadre of trained military men available for field duty in subsistence operations should the Wing be ordered to field duty.

The 405th Maintenance Squadron requested that five additional civilian spaces be authorized in the Sheet Metal Section. The workload in the section was increasing steadily with the assignment of new tenant units to the base. The current authorization was 35 spaces, with a total of 28 people assigned, leaving a shortage of seven airmen with an anticipated loss by separation of an additional three people by January 1955. With a full complement of 35 persons, the normal workload could be handled adequately; however, five additional spaces were necessary for the following

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reasons: kits were received for T/O compliance on 24 T-33 aircraft and 960 man hours were estimated for that work; ten C-119 aircraft were assigned to Langley when Detachment 3, 6520th Test Squadron (Flight) was here from October through 31 December. Another reason for needing the additional men came from activation of the 429th Air Refueling Squadron and an unknown quanity of repairable items in the warehouse[137].

The portion of the 6520th that was at Langley as a tenant was expected to depart in March 1955. It had a TOP SECRET mission.

This table is included to portray the different type and model aircraft owned by all units at Langley as of 31 December 1954.

ADMINISTRATIVE	TRANSPORT	TRAINING
VB-17 - 1	C-45 - 11	TB-25 - 12
VB-25 - 1	C-47 - 12	TB-26 - 2
VB-26 - 1	C-117 - 1	TC-47 - 1
VC-47 - 5		T-33 - 26
VC-54 - 1		

LIGHTER BOMBER	FIGHTER	MISCELLANEOUS
B-26 - 34	F-84 - 76	H-19 - 5
RB-57 - 1	F-94 - 18	L-20 - 6
		KB-29 - 10

137. History 405th M & S Group, Oct 54.

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This installation owned 224 aircraft composed of 14 different types to support. Transient aircraft are not included. A chart shows aircraft on hand for each of the six months[138].

There were 182,434 line items processed from requisitions by Base Supply during the six month period and when a five day week is considered, this was 1,403 line items per working day. The chart[139] shows that the total declined slightly from Fiscal Year 1954.

Langley received considerably more tonnage of supplies than was shipped out, the main reason being consumption of duels and installation of building materials.

The chart[140] is designed to show the total tons handled and also to portray the excess property shipped.

There was also a total of 916 tons of ammunition handled which is not portrayed in this chart. Total tons of property handled in December amounted to 2,726.38 or an increase of 33.11 tons when compared with November. Incoming tonnage increased 188.01 when compared with the previous month. Excesses showed a decrease of 46.96 tons with a total of 541 line items processed. Household and other outgoing shipments amounted to 105.92 tons or a decrease of 107.94 tons when compared with November.

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138. Chart, Aircraft Owned by Type, All Units.

139. Chart, Voucher Line Items Processed Monthly.

140. Chart, Tonnage In & Out, Supplies.

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The status of inventory for six months maybe seen on chart[141] and comparison in dollars of October and November follows.

Ending inventory of all supplies for the month of November amounted to $13,473,919 which was an increase of $1,356,229 or 11.2 per cent when compared with the previous month.

Increases to inventory amounted to $12,861,465 as compared with $4,660,586 for the month of October. Receipts from government agencies and vendors amounted to $7,025,623 and $5,818,461 in turn-ins from base organizations. All other increases amounted to $17,381. When comparing the month of November with that of October it was noted that there was an increase of $8,200,879 of which $4,126,878 was in receipts from government agencies and vendors and $4,092,218 in turn-ins from base organizations.

Decreases to inventory amounted to $11,505,236 as compared with $4,974,832 for the previous month. Serviceable and repairable items shipped to depots and procurement districts amounted to $3,491,680 as compared with $666,124 for the month of October. Shipments to government agencies, commercial activities and other AF Bases amounted to $232,107 as compared with $307,816 for previous month. Issues to base organizations amounted to $7,769,162 as compared with $3,698,027 for the month of October. In the total amount of issues, the monetary value of issues from local purchase

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141. Chart, Status of Inventory.

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stores amounted to $366,025. Inventory condemned amounted to $4,463 as compared with $8,124 for the previous month. Other decreases amounted to $7,824 in standard prices.

The following is a comparison of the ending inventory for the months of October and November:

	October	November	Increase and/or Decrease
Serviceable	$ 9,818,605	$10,477,923	$ 659,318
Repairable and Work Order	2,139,195	2,912,347	773,152
Project Material	159,890	83,649	76,241
Total	$12,117,690	$13,473,919	$1,356,229

A new truck, Fire Crash, Type O-10 was received to replace a like item P-43 in July. The old one was one of the original trucks put into service and needed complete depot rebuild.

Action was taken in July to supply munitions for the 366th Fighter Bomber Wing which flew a firepower demonstration at Camp A P Hill, Virginia. Shipping instructions were received on Locomotive 7027. It will be shipped to the depot upon arrival of a new 48 ton locomotive. Two five ton truck tractors and three 12½ ton trailers were declared excess to Langley Air Force Base and prepared for shipment.

The Wing Materiel Officer visited the 4400th Tactical Bombardment Group and 405th Air Base Group in July to coordinate the use of a Model 80, Offset Printing Press, for the UR Control Section. A temporary arrangement was made with Captain Rimlinger of the 405th Air Base Group for the reproduction of all completed AF Forms 535.

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Action was taken to furnish blue vehicles to the 3500th Recruiting Wing in August. All vehicles supplied by the Department of the Army were given first priority to be repainted blue by the 405th Motor Vehicle Squadron. Action was taken to supply 84 complete JATO units to the Western Air Defense Command for the National Air Show.

The Mobile Training Detachment B-29-10 MTD arrived at Langley early in September and was afforded special supply action in securing office furniture to meet their requirements. Authority to transfer five RB-57A aircraft to project "Garden Gate" was received. This was a project for testing and modifications. This left the 345th Bomb Group, Tactical, with one RB-57A aircraft until December 1954.

A supply problem was encountered in September at the 48th Fighter Interceptor Squadron. No fuel warning light switch diaphrams could be located in supply and none in the depot. Two of these items were manufactured locally by the base instrument shop but were not authorized for use by TAC. New pressure switches were AOGP but a three month delay was encountered.

A Mr. Blocker, representative of the Bendix Aviation Corporation, Eclipse Pioneer Division arrived in September to assist and instruct in the air starter system of the F-84F aircraft. The same day an attempt was made to start an aircraft and the pressure would bleed of 200 PSI for each attempt. He investigated and the trouble was located in the starter.

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A representative from MOAMA arrived to assist over the UR the 345th Bomb Group, Tactical submitted on the liquid oxygen fill value. It was encouraging to see the work expended on this project. The fix that was proposed eliminated the valve freezing when the aircraft system is serviced.

Inspections were made in August and October of all fire trucks and refueling trucks and trailers to determine if they had thermoline coating on the interior of their tanks. It was found that 18 needed piping coated and a schedule was set up with the depot to accomplish this.

Emergency requisitions were handcarried to Mallory Air Force Depot for vehicles for the 649th AC&W Squadron to be located at Bedford, Va and 90 per cent of vehicles required were obtained.

Final action was taken to complete a magnetic survey of the flying field to pick a site for the new compass Rose.

Delivery of spare parts from Base Supply for F-84F aircraft was a problem due to the lack of sufficient stock lists to order by. The receipt of stock lists and a new Table II were of little value in relieving the supply bottleneck.

After the 510th Bombardment Squadron unit supply was moved to a new location, the change afforded greater space for storage of weapons. This helped to eliminate one of the discrepancies resulting from the TAC Inspection.

All airmen assigned were given specific duties for which they were held responsible. The supply sections of all squadrons

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operated with a minimum number of personnel with little expectancy of additional personnel for permanent duty. However, project "Run-In" did help to alleviate the problem temporarily by securing more supply people who worked in technical areas.

Supply personnel put in extra hours during the period in addition to normal duty hours. Those in the 510th painted the tool crib and supply room which improved the section considerably.

Request was made to Donaldson Air Force Base, Greenville, S.C., that Langley be made a stop on flight P-1 of the Combat Airlift Training System to assist the 405th M & S Group in obtaining supplies from Middletown. The frequency of flights necessary for support would be twice weekly.

A static display was held on the 11th of October 1954 for the Venezuelian Air Force Commander and General O. P. Weyland.

The Tech Supply Section had six airmen assigned to transfer all the tools and records from Tech Supply to Unit Supply. Set ups were made to handle crib tools only and boxes of hand tools were all controled by Unit Supply.

Tech Supply will henceforth make all the turn-ins and issues on aircraft parts. During an average month more than 500 transactions were accomplished.

Some difficulty was encountered when parts for F-84F aircraft were ordered due to the lack of an applicable nomenclature for the aircraft.

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A good number of supply items were ordered during August in support of aircraft which completed in the Bendix Race. All items used in connection with the Bendix Race were collected and accounted for in September.

A new school concept was inaugurated whereby less emphasis was placed on classroom lectures and more on actual application of procedural changes and fundamental principles of good administration and warehousing.

A suggestion recommending a change in the routing of documents on which a warehouse refusal has occurred was submitted by a civilian employee and was adopted. The suggestion will effect a saving by alleviating future research and correction time caused through the inadequancy of the former flow system.

The Plant Account Section of the Base Supply was closed out and the civilian positions, six in number, were abolished on 17 September. Action was taken at that time to establish positions in other Base Supply functions which were understaffed. Two of the positions were assigned to the Research Section for the purpose of setting up a complete addressograph file of items stocked. Such a file eliminated the necessity for typing most reports, tags, labels and stock record cards, and was of inestimable value to the inventory team in preparation of count slips, approximately 60,000 per six month period.

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Tools were drawn and set up for issue of many new boxes, and issues were made starting 1 November 1954. The old tool boxes were turned in and re-issued to different persons.

Information of the value of authorized property and property on hand was compiled:

	Value drop allowed	Value not allowed drop	Total value
Auth Use	40,453.16	437,288.82	477,741.77
On Hand	37,260.80	367,754.82	405,015.62

The above information was compiled and report submitted. Time consumed in this compilation totaled 898 man hours; 298 hours of this time was put in nights and weekends.

Monetary allowance of $630.00 was set up on Sales Store containing classes 25B, 40B and 43. For the last quarter of the year, $215.18 was spent in these classes. Semiannual reports for supply were completed October. During this operation a new UAL's were accomplished for the M & S Group. All efforts were directed to maintaining a more complete supply, so as to support sections of the 4405th Operations Squadron, as well as all others.

Approximately 146 railroad cars were shifted onto Langley Air Force Base by government owned loccmotives every month. Of this total, 107 cars contained public property, and 39 cars contained property belonging to the National Advisory Committee for Aeronautics and to private contractors.

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Langley Air Force Base has been designated as a support base for the Air Force Recruiting Detachments at Richmond and Roanoke, Virginia. In this connection, top priority was given to the maintenance of recruiting vehicles when they were received in the Base Automotive Shops. Thirty vehicles which required support from this base were processed and returned to recruiting in August. Eight sedans were released to Air Force Recruiting Detachments on custody receipt in July and August. Five one-half ton pick-up trucks received from Amarillo, Texas, were reconditioned and turned over to recruiting in July. Six OD sedans and one station wagon were painted and issued to recruiting in July and August.

In November representatives of Minnesota Mining Company demonstrated a new type decalcomania for aircraft insignia. The simple application process appeared to be both a labor and a money saver.

The National Advisory Committee for Aeronautics requested loan of one MA-1 composite servicing vehicle for approximately four months for the purpose of conducting an evaluation of this unit as an aircraft ground support unit.

In compliance with a request from AMC for defense of the vehicle budget request for 1956, it was estimated that 35 forklift trucks of various capacities were required to support a hypothetical Air Force Base comparable to Langley[142]. This number was considered

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142. History 405th M & S Gp, Nov 54.

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sufficient to transport approximately 5,695 tons of material monthly in support of assigned and attached units. Inside storage space occupied by materials handled was 320,801 square feet with an additional 11,000 square feet of outside storage. Items handled varied in type and size, the weight of the heaviest item being 5,000 pounds. The average time required for maintenance of forklift trucks was three days, with an average of seven lifts entering the maintenance. The life expectancy for each forklift was considered to be six years and after that should be replaced.

In November the Air Materiel Command was concerned over its regulation on personal and survival equipment. That command had conducted a survey concerning the adequacy of operating and maintenance instructions. A by-product of the survey was a recommendation that personal and survival equipment officers be trained and assigned at AMC flying activities. Stating that the AF had passed the "jump-sack" era and now are in an age of complex, fine tolerance equipment and systems they asked that TAC study the subject in detail and advise on deficiencies in design, operation, maintenance or technical instruction which could be corrected.

The Commander, 345th Bombardment Group, wrote under date of 3 December 1954, that the dinghy used with seat type parachute was unsatisfactory and bulky. The manner in which it was attached to the parachute prevented the leg straps from fitting properly. Some aircraft such as the B-57B required the use of the seat type

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chute and due to the length of the seat belts, a dinghy had to be used to take up the slack and allow the occupant to be strapped firmly to the seat. He also recommended that a noncommissioned officer qualified in seven level AFSC be authorized to fit survival equipment.

The Commander 405th Fighter Bomber Group wrote that results of this and other squadron surveys indicated an increasing need for detailed study and analysis of the survival equipment problem beyond the capability of an organization at group level.

It was requested that action be taken to arrange a symposium of appropriate personnel plus representation of operational organizations with Air Materiel Command in an effort to resolve problems concerning personal equipment, personnel training and publication of lists of appropriate materials in those classes.

Survival equipment conferences resulted in no final resolution of operational unit problems due to the intercommand nature of the meetings. It was felt that if Tactical Air Command could come up with a definite set of requirements in equipment, personnel and training, the requirement could be given immediate consideration by appropriate procurement agencies. All of the above was forwarded through TAC to AMC[143].

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143. Hq AMC, Ltr signed Bunch and Inds to 405th Ftr Bmr Wg, Dec 54.

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The efforts of Langley Air Force Base to utilize Mercury Service for deliveries of AOCP and other priority items proved unsatisfactory. Cargo originating at Brookley and Robins Air Force Bases, destined for Langley, is scheduled for off-loading at Olmsted Air Force Base for pilot pick-up. Frequently, due to flight restrictions at Olmsted, cargo is off-loaded at Westover Air Force Base, resulting in considerable delay in tracing and then effective air pick-up from a point nearly equal to the distance from origin.

Since the volume of AOCP items is relatively high, due to the large number of aircraft based at Langley it is estimated that four out of five Mercury flights through Brookley and Robins Air Force Bases contain priority freight for Langley. In view of the above, TAC requested of Air Materiel Command that Langley be included in the itinerary of this flight when cargo destined for Langley is aboard. With this additional terminal, better utilization of the aircraft would be obtained, and transportation service to Langley would be greatly improved. Pending the implementation of this proposal, Langley will be required to discontinue the use of Mercury Service for priority and AOCP items and revert to pick-up by aircraft of the 405th.

Air Materiel Command, in answer, stated that at the present time, the capability of the Mercury Service is limited to the volume of traffic and route patterns now in effect, and that additional stops for individual users of the service, with substantial

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daily requirements for inbound as well as outgoing traffic, are not feasible under the present structure.

The Air Materiel Command requested an estimated requirement of the high priority traffic in and out of Langley and other TAC bases in order to assist that headquarters in future planning of Mercury routes. Subject to arrangements with MATS, AMC will extend the Mercury Service to include Dover Air Force Base, Delaware, which should offer improved flight operating conditions plus a more convenient location to Langley.

In answer to AMC's request for comments on the use of Dover Air Force Base, authorities of the 405th M & S Group stated that no appreciable increase in utilization of the Mercury System could be foreseen with the inclusion of Dover AFB in the itinerary. For the period 19 July through 8 August 1954, the courier run between Langley, Mobile, and Warner Robins shipped and received the following priority cargo: incoming from Mobile and Warner Robins 20,327 pounds; outgoing to Mobile and Warner Robins 8,664 pounds.

Since the bulk of priority cargo originated at the above bases, permission was requested to continue the present system of priority air pickup.

Captain Allen B. Johnson, Management and Procedures Officer, Base Supply, Langley AFB, attended a Supply and Disposal Conference at WRAMA, Georgia on 13 October. The conference was well organized along supply lines and he was able to get answers to some previously doubtful questions.

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The extent of logistical support of attached units is easily seen on the photograph of the attractive chart which is maintained in the Commanders Conference Room at headquarters[144].

After the Resident Auditor had audited the Consolidated Base Supply Account, he reported that in an examination of seven supply accounts at unit level to determine the progress being made, it was found that five had not completed the transfer of property to the Unit Property Records, AF Form 1120, by 15 September 1954, the deadline date established by Hq Tactical Air Command. The Auditor stated that the cause of this delay appeared to be the lack of procedural knowledge on the part of unit supply personnel, despite the fact that detailed procedures to be followed were outlined in Volume IV, AFM 67-1, and were further implemented by a briefing of all unit supply personnel by the 405th Fighter Bomber Wing. He recommended need for closer supervision and instruction by Wing supervisory personnel[145].

This condition was commented on by Lt Col Gordon R. Flygare, Wing Materiel Officer on 3 November who did not agree that the condition resulted from need of more supervision by Wing Personnel. He said the condition resulted from administrative work load created through shortage of authorized personnel, additional work load from having to attend various schools for a week

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144. Chart, Entitled "Support."

145. DAF, Auditor General, Ltr AFAUDE-AB-R/A, Subj: Interim Report of Audit, 18 Oct 54.

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at a time, conversion of federal classification, conversion of UPREAL into the UAL system and conversion of two new types of aircraft[146].

Many additional facts concerning the operation of maintenance and supply functions on Langley during this period may be gleaned from Historical Reports of the 405th Maintenance and Supply Group which are included as documents[147] [148]. This group took great interest in its Historical Reports and furnished the best ones offered to the Historian.

The Commercial Transportation Section handling household goods and other public property distributed its van movements among 20 carriers and also used express, railroads and government trucks. The government owned railroad shifted 425 cars to Langley where they were unloaded for Langley military people, except that 68 of them were for NACA.

The number of moves of household and personal property handled by the Commercial Transportation Section follows:

	Jul	Aug	Sep	Oct	Nov	Dec
Van Moves	129	188	174	106	130	162
Carrier	20	19	23	17	16	21
Local Moves	4	5	4	3	4	4
Express	18	23	19	18	17	24

146. Disposition Form, To H From IM, Subj: Interview Report, 3 Nov 54.

147. History, 405th M & S Group, Sep 54.

148. History, 405th M & S Group, Dec 54.

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	Jul	Aug	Sep	Oct	Nov	Dec
Motor	23	60	54	44	34	56
Rail	1	10	6	1	1	1
Cars	146	56	73	61	45	44
Parcel Post	107	44	65	57	43	41
NACA Moves	39	12	8	4	2	3

Following is a tabulation of the poundage handled by the Commercial Transportation Section during this period:

	Jul	Aug	Sep
Pounds by Commercial Means	767,243	485,028	613,241
Pounds by Military Air	127,732	33,479	90,094
Pounds by Rail Commercial	14,017,805	16,127,126	12,759,007
Pounds by Truck	82,231	93,720	81,408

	Oct	Nov	Dec
Pounds by Commercial Means	331,698	492,050	218,577
Pounds by Military Air	29,982	214,662	7,394
Pounds by Rail Commercial	13,017,887	5,900,483	6,896,085
Pounds by Truck	289,969	84,566	86,155

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The Armament Section started boresighting all F-84F aircraft in July and completed boresighting by the middle of August. The aircraft were sighted ten mils nose up for an airspeed of 385 knots.

At the end of July, the Special Weapons Loading Course at Lowry AFB, Colorado had been attended by all personnel in the Armament Section with AFSC's 46250 and 46270.

An adapter was built on an M-1 dolly for speed loading of four JATO bottles and adapter. The new adapter was used in loading two squadron aircraft for trial runs in preparation for the Bendix Race.

Armament personnel gained experience in coordination with supporting organizations by using a helicopter for spoting and retrieving spent JATO bottles from the drop point on the Plum Tree Island Bombing Range.

The Langley Armament Section, confronted with necessity of pulling aircraft into a hangar in order to test gunsights, adapted a Jeep to the system for the 509th Bomb Squadron. The idea was to transport testing equipment to the aircraft on the Jeep and make adjustments from tests, without pulling the aircraft into the hangars. This saved labor and accelerated the service.

The Armament Section hung 100 pound practice bombs on F-84F aircraft for dive bombing missions and made routine armament checks on the aircraft during prior to their participation in Operation Run-In.

Armament had a TAC Security Inspection and an on the job training inspection in October with the result being satisfactory for both inspections.

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A sufficient quantity of tow target cable, target cloth, solenoids for rocket mounts, and rocket mount pylons, all critical armament supplies, were received .

Ammunition Supply Section

	Pounds Received	Pounds Issued	Pounds Sent to Salvage
Jul	33,057	114,536	2,750
Aug	119,474	105,348	4,950
Sep	1,056	134,024	8,810
Oct	159,670	182,140	20,180
Nov	102,895	202,575	2,900
Dec	3,335	86,300	4,000
Total	419,487	824,923	43,590

	Pounds Handled in Storage	Pounds Shipped Off Base	Total Pounds Handled
Jul	506,530	416	657,289
Aug	517,140	187,368	934,280
Sep	1,511,008	70,559	1,725,475
Oct	1,760,170	69,550	2,191,710
Nov	3,476,000	78,110	3,862,480
Dec	202,040	10,000	296,375
Total	7,972,888	416,003	9,667,609

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Personnel from the Naval Mine Depot came to LAFB in September and assisted personnel here in a search for a 2.75 rocket war head that was fired on the flying field. It was determined that the rocket destroyed itself on impact.

Supply Sections of the fighter squadrons spent many man hours during the Fall obtaining the supplies necessary for the move to Eglin AFB, Florida for "Operation Run-In" and gunnery tests. Packing, crating and marking the supplies for the airlift required additional work.

The squadrons were supplied by Eglin AFB, and Langley AFB during the gunnery mission. Some parts were obtained from the supply depot at Mobile, Alabama.

The complete armament and sight section moved to Eglin on the 25th of September. All equipment was in place and operating the following day and the first of many gunnery sorties were flown.

Only minor malfunctions were encountered in the fire control system and they were easily corrected.

The Supply Sections encountered several problems while at Eglin #2, that caused some difficulty. They involved the courier plane flying between Langley AFB and Mobile Ala. On some occasions the pilot either cleared to Eglin AFB or Mobile instead of to Eglin #2. This caused a delay in receiving supplies as it was necessary to send transportation to Eglin AFB or for the

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courier to make a return trip to Eglin #2 from Mobile in order to obtain what was needed[149].

Another problem came from the fact that telephone clearance numbers could not be obtained prior to leaving Langley AFB which caused long distance telephone communication with supply sections at Langley almost impossible.

Supply was busy both here and at Eglin AFB, Fla., coordinating supply problems with the 509th, 510th and the 511th Fighter Bomber Squadrons, which were at Eglin during the Fall months. Supply's big effort was directed toward making all squadron procedure identical. The biggest problems of supply personnel were the procurement of aircraft parts and the removal by the Air Materiel Command of items from the authorization list that Armament Sections deemed necessary, i.e. boresight kit and film splicer.

The Engine Build-Up Section supported the Fighter Bomber Squadrons during project "Run-In." This operation caused a heavy workload on the Engine Section. A close coordination was established between the Supply Section and the Engine Section, insuring a steady flow of necessary parts and engines for the test. The Build-up crews were alerted and phased into teams that proved to be very effective in producing J-65W-3 engines for this project. The Jet Test Cell performed the initial run-up with much improvised equipment fabricated within the Engine Build-up Section.

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149. History, 509th Ftr Bmr Sq, Dec 54.

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During the month of November, the 405th Fighter Bomber Group Supply monitored the armament phase of the project as well as coordinating special weapons and armament activities for the squadrons, which were going to Eglin AFB, Fla. for gunnery practice and to California to make a motion picture on the F-84F and its capabilities. The last stint was accomplished by the 511th.

A flight to Eglin was made by Major Carl E. Grimmer, Group Supply Officer; Major Raymond B. Levis, Base Supply Officer; and Captain William C. Catrett, Assistant Group Supply Officer[150] to coordinate the test. Additional routine coordination flights were made each Thursday during the OST. The test was given first priority for maintenance and supply support.

The Armament Sections had made preparations all during the Fall for the squadrons gunnery missions at Eglin AF Base, Florida.

The big problem confronting Armament Sections immediately upon arrival at Eglin Number Two, was that all of the F-84F's needed to be boresighted. Boresighting was accomplished in conjunction with normal armament requirements. The average boresighting time per aircraft was two hours, with all boresighting completed at the end of six working days.

During the boresighting it was discovered that some aircraft had gun mounts that had been improperly installed at the factory. Due to this defective installation, there was no room in the

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150. History, 405th M & S Gp, Jul 54.

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mounts for correcting the guns when firing them in. Sight level indicators were also found to be inaccurate. Unsatisfactory reports were submitted on the aforementioned discrepancies.

Ordnance expended during the firing mission included approximately 55,000 rounds of caliber .50 ammunition, 2,500 three pound practice bombs, and 625 rockets, per squadron.

Coordinating supply problems with the 509th, 510th and 511th Fighter Bomber Squadron, which were on TDY at Eglin AF Base kept Base Supply busy. Supply's big effort was directed toward making all squadron procedure identical. The biggest problem was the difficulty of procurement of aircraft parts. Removal by the Air Materiel Command of boresight kits and film splicers from the authorization list also handicapped the Armament Section. The Langley Armament Section had considered these two items essential.

Two supply men worked nightly to secure supplies required by the Engineering Section for operation "Run-In."

Supply administrative personnel were deluged with reports during the fall of 1954, both from Wing and TAC Headquarters. Project "Run-In" together with these reports constituted a very heavy work load. As a result the 510th was working under a double handicap during this period but managed to comply with all the directives from higher authority and supply problems concerned with project "Run-In."

Maintenance was in a maxium effort to keep the in-commission rate high. The 511th Armament Section worked evenings and on

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Sunday in order that as many aircraft could be harmonized as possible. In all, each section did its utmost to make the training at Eglin #2 profitable.

During the temporary duty in Florida, pilots were delayed on turn around time due to freezing of servicing nozzles of the oxygen cart which prevented quick supply of oxygen. Strange action for Florida weather but it brought experiences to ground maintenance crews of the 405th.

Project "Run-In" was supported logistically by the 405th M & S Group. People from WRAMA were assigned to assist in supporting the mission. Project System 119-L was organized during September to complete support of the 4405th Operations Squadron by 1 October. The project for this new unit was successful.

Support of the project "Run-In" increased the work load of Service Unit "A" and the Priorities Unit to a great degree during October. Constant telephonic contact was necessary with key supply depots in order to favorably support the project.

In preparation for the trip to George AF Base, California (detailed in Chapter III) aircraft of the 511th Fighter Bomber Squadron were painted with squadron insignia and the names of pilots and crew chiefs.

They were painted in blue motif with an area two feet wide extending from the nose intake to the rear of solid blue. From a point where the rudder meets the fuselage to a point midway up

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the rudder the top half was painted blue with three white stars near the top. Noncommissioned officers and airmen were authorized to wear the squadron patch on fatigue clothes, and new flight jackets and flying suits were obtained.

The move to George AFB, California was accomplished without mishaps or accidents and proceeded in an orderly manner. This move was very valuable to the personnel since it afforded experience for future mobility training.

This squadron received valuable armament experience while at George AFB from 6 through 17 December. Various munitions loads were installed, armed, and expended. This was in connection with the Capabilities' Test during the aforementioned period.

The 405th Food Service Squadron opened Dining Hall T-281 on 31 July to feed the Civil Air Patrol encampment for nine days.

The dining hall previously operated by the 405th Medical Group which went out of existence when the 4450th USAF Hospital was activated, was taken over by the 405th Food Service Squadron on 1 August.

Eleven dining halls, excluding officer and noncommissioned officer sections of Consolidated Dining Hall 1336, a central meat cutting plant, a central pastry shop, a fat rendering plant and an inflight kitchen were in operation during the period covered by this report.

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Comparison of the number of people in food service at Langley during this period is shown below:

	1 July	31 December	Gain
Officers assigned	3	4	1
Airmen assigned	185	196	11
Total assigned	188	200	12

Dining hall 115 received the Honor Plaque for the third time in a row. The award is given for the best dining hall on Langley.

Lonnie Griffin was honored as one of the most competent mess stewards during the Fall. He received several letters of praise for his dining hall from transient personnel whom he served.

Technical Sergeant Willie A. Cooper won the honor plaque for the best dining room on Langley. He was food supervisor for Dining Hall 117A, and had won the award 18 times since its inception in June 1953.

During 1954 Langley officials as well as commanders of other bases in the East and South petitioned Headquarters USAF for a supply of Operational Type Rations to be stored on the base for possible use in support of the Domestic Emergency Plan. Headquarters, however, decided to store such rations in USAF depots; have them ready for early shipment when needed; and thus supply Langley if and when an emergency arises. Therefore no authority for having such rations ready was given Langley Air Force Base. Langley would obtain quick supply from the Middletown Air Materiel Area near Harrisburg, Pennsylvania.

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Mr. C. L. Carder writing for the Chief Air Forces Audit Branch of the US General Accounting Office, Denver Colorado inquired in July as to why quarters and messing facilities were not available at Langley in July 1953[151]. The period in question was when 225 student officers were taking a nine weeks course in combat crew training at Langley. They were temporary duty and no field mess was established in March 1954 in the new consolidated dining hall in the Shellbank area. Shortly after that the combat crew training school was discontinued so the boarding problem ended anyway, but Langley needed a kitchen dining hall and suitable equipment in order to establish the service. It was operated by the 405th Food Service Squadron.

The Base Commissary began a new accounting procedure in August. It established the grocery market, meat market and produce market with allowable losses three-tenths of one per cent in the grocery market and an allowable loss in the warehouse section of two tenths of one per cent.

Several civilian positions were reclassified in July by changing them from warehouse to sales store operations. The supply squadron lost 21 civilians due to a survey by the manpower and organization office. It was thought that the same work could be accomplished by the fewer number of people.

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151. Ltr AFAB-2/606 to Commander LAFB signed Carder and 1st Ind signed Pinkerton, 26 Jul 54.

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Total sales for Fiscal Year 1954 in the Base Commissary amounted to $1,351,263 with $112,807 expended in payroll costs. The ratio of costs to sales was $1.00 to $11.98 for the year.

Sales for the month of July amounted to $131,827 which was $5,374 more business than the largest month in the past Fiscal Year. The ratio of cost to sales was $1.00 to $12.57 or an increase of $0.59 in sales when compared with the average for the previous year.

A tabulation for six months follows:

BASE COMMISSARY ACTIVITIES

	Cash Sales	Charge Sales	Total Sales
Jul	$119,858.80	$ 11,968.48	$131,827.28
Aug	108,862.74	6,913.50	115,776.24
Sep	114,286.64	7,874.80	122,161.44
Oct	123,868.99	7,594.95	131,463.94
Nov	117,971.66	1,355.89	123,320.60
Dec	126,104.92	803.84	127,771.22[152]
Totals	$710,953.75	$ 36,511.46	$752,320.72

	Money Value for Meals Issued	Surcharge on Subsistence	Value of Each Garrison Ration
Jul	$ 70,350.90	$ 4,194.16	$ 1.096
Aug	75,262.36	3,809.32	1.076
Sep	67,298.50	3,995.54	1.049
Oct	73,044.42	4,329.26	1.028
Nov	71,291.97	4,122.41	1.020
Dec	64,349.80	4,408.46	1.006
Totals	$421,597.95	$24,859.15	$ 6.275

152. History, 405th Supply Sq, 1-31 Dec 54.

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On 14 September 1954, the Commissary Officer requested that Equipment Component List 20-64-4 dated 10 May 1954 be amended to reflect an increase of one refrigerated display case for adequate display of frozen foods for the convience of Commissary patrons. At the present time the commissary store has eight display cases in use, two of which are used for ice cream and are on loan from a local vendor. It is anticipated that this Commissary will generate a dollar value of approximately $135,000.00 per month within the next six months, and it is felt that eight display cases is the minimum requirement necessary to operate a Class VI Commissary Store.

For some years the Base Commissary had permitted a concession to operate a produce department, but in the Fall the base received orders to establish its own department. The concessionaire was hired as a civilian employee and funds requested [153] to enable the commissary to purchase items for resale. The service was greatly appreciated as it brought 25 to 40 percent reduction in prices of fruits and vegetables.

An audit of the Commissary Account in November included an extensive review of the system of internal control in effect as well as selected tests of transactions, records and reports of the subject. The auditor felt that previously existing internal

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153. Ltr FIN/BUD signed Coker, Subj: Request for Additional Cash Allocation, 1 Oct 54.

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controls had deteriorated in certain areas during the period, due to a relaxation of cross checking procedures, loss of experienced personnel and new accounting procedures placed into effect. Procedures and physical measures utilized to safeguard government funds and property were found to be effectively applied and a satisfactory degree of compliance with applicable directives existed. Except for small errors the records maintained and reports rendered substantially reflected the recorded transactions of the account.

The report[154] should be read for details concerning discrepancies, spoilage losses and recommendations for management improvement.

The Base Commissary sales averaged $125,386.00 per month during the last half of 1954 and totaled $752,320.00.

The ratio of payroll costs to sales in December was $1.00 for every $12.81 sold. In November it was higher with $1.00 payroll cost bringing in $12.37 in sales. The November comparison was typical of the average.

The average payroll costs were $10,317.00 per month and the total for six months was $61,902.00. It cost about $123,804.00 to operate the commissary for the calendar year.

During this six months period the five percent surtax was reduced to three and one-half percent. This is an overall charge

154. Dept of the AF, Comptroller, Ltr AFAUDE-AB-R/A, Subj: Report of Audit, Commissary, 30 Nov 54 and 1st Ind signed Chickering.

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assessed by the Congress, and going into the Treasury of the United Stated. The chart[155] has a deficiency in November and December sales which actually were about $16,000.00 more each month as the auditors failed to include the charge sales. Items are normally charged to the Officers and NCO Open Messes, Red Cross and Service Clubs.

The disparity in 1954 and 1953 sales shown in July was caused by the commissary main sales building being closed for renovation and sales being conducted in a small temporary building. Because of limited selling space and only two check out cashiers, sales were much below normal for the temporary period. Sales picked up in August 1953 when the rebuilt sales store was occupied.

The Purchasing and Contracting Office became more important during this period as the trend in policy was to make more and more purchases locally and not have to stock perishable items, or have to go to specialized depots for them in emergencies. The Langley office was manned with two contracting officers, four airmen and 14 civilian employees. In addition there were several Cash Purchasing Officers. These were officers authorized to make small purchases for their squadrons such as the 405th Field Maintenance Squadron or the 2220th Printing Squadron. The P & C Office executed local contracts for supplies and services, one being made in July for $1,080.00; 11 in August for $30,752.23; nine in September

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155. Chart, Sales vs Costs, Commissary.

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totaling $101,392.00; three in October for $10,104.00 and 18 in December amounting to $157,532.00.

The requirements for supplies in Fiscal Year 1955 are expected to show a decided increase over Fiscal Year 1954 due to the aforementioned service-wide trend toward local procurement and to the effort being made to build up stock levels in supplies and materials, for benefit of the real property and other permanent facilities.

A picture of other procurements by the Purchasing and Contracting Office for the first half of Fiscal Year 1955 follows:

	Number of Procurements	Value of Procurements	Requirement Contracts	Value of Requirement Contracts
Jul	754	$ 202,722.00	1	$ 1,080.00
Aug	1,082	254,214.00	11	30,752.23
Sep	906	412,446.00	9	101,392.00
Oct	964	475,138.00	3	10,104.00
Nov	1,138	500,000.00	Unknown	Unknown
Dec	926	400,000.00	18	157,532.00
Totals	5,770	$2,244,520.00	42	$300,860.23

The local purchase of supplies was practiced to a high degree. There were several advantages to this system, one being no waste and another being quick service. The Purchasing and Contracting Office spent $2,588,411.00 in the six month period. The payroll cost during this time was $45,844.00 and to get a true picture this amount should be added to the cost of the materials purchased.

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This, however, was the efficient way of doing it as each class of supplies required expert attention to prevent errors which might occur through misunderstandings. Had every item been issued, storage and handling costs would have been added.

When comparing the activity for the month of December with that of November, there was a total of 1,021 procurement actions accomplished as compared with 1,124 for the month of November. Total line items processed amounted to 3,261 or a decrease of 471 when compared with the previous month[156].

The Langley Exchange was given a two page spread of pictures and written material in the October issue of Post Exchange, which is a tradé magazine for exchange operations in the nation.

Titled "Self-Selection at its Peak," the article praised the new Base Exchange sales store and its fine merchandise. Exchange functions on Langley also include the gasoline station, drycleaning and laundry concessions and a shoe repair shop. A recent addition to the main store is called a "man's world," since it includes a complete line of sporting equipment. Major R. H. Brashear is the Exchange Officer.

The Clothing Sales Store at Langley became a model for the Tactical Air Command[157].

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156. Chart, Local Purchases.

157. History, 405th M & S Group, Aug 54.

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As evidence of the good management in the Clothing Sales Store at Langley a financial report of bases belonging to the Tactical Command is significant. In December the Langley store had sales totaling $11,421.35 and a loss in physical inventory of only $0.54. The inventory closed at $40,433.00[158].

Sales for the month of December in the Clothing Sales Store showed an increase of $82.00 when compared with the previous month. When comparing the sales for this month with that of December 1953 a decrease of $501.00 is noted.

The ratio of sales to payroll cost was $1.00 to $4.41 as compared with $1.00 to $4.94 for November. A total of 1,390 transactions were accomplished with an average of $8.22 per transaction. Average dollar sales per capita amounted to $1.75 as compared with $1.81 for November.

Approximately $26,195.00 was paid out monthly for clothing allowance to airmen of Langley AF Base.

The average monthly sales for health and appearance, known as category 22 was $304.00 for the past Fiscal Year. Sales in this category amounted to $271.00 for the month of December[159].

Totals for the six month period follow:

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158. Chart, Summary of CSS Operations for December 1954.

159. Chart, Sales vs Costs, Clothing Sales Store.

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CLOTHING SALES STORE ACTIVITIES

	Officers and Airmen Processed	Amount of Sales
Jul	1,030	$ 7,795.42
Aug	1,365	10,449.03
Sep	1,246	9,432.52
Oct	1,938	15,770.30
Nov	1,414	11,339.47
Dec	1,390	11,421.34
Total	8,383	$66,208.08

The 405th Motor Vehicle Squadron. Evidence that the Cash Sales Store system served a useful purpose was proved by the 405th Motor Vehicle Squadron. That organization obtained up to 90 percent of its needed supply of auto parts through the store and this reduced requisitions to supply. Procurement was made easy by use of locally printed forms.

When the Motor Vehicle Squadron supply was inspected in November the Wing Inspector found nothing requiring unsatisfactory report; and in July the Tactical Air Command conducted the annual inspection. The chief inspector's parting statement to the Commander was, "the 405th Motor Vehicle Squadron is the best motor vehicle squadron in the Tactical Air Command."

Four airmen of the 405th Motor Vehicle Squadron won first places in the vehicle "Road-e-o" competition held at Langley in 1954.

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The condensed table that follows gives a concise picture of the extent of work done in the Motor Repair Shop to keep the 405th Motor Vehicle Squadron at peak:

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Vehicles Discharged by Heavy Equipment Shop	167	156	99	106	105	100	733
Scheduled Maintenance	178	147	99	96	110	151	781
Unscheduled Maintenance	92	93	51	72	45	126	479
Daily Work Order Average	3.7	4.25	4	5	4	6.1	4.5
Daily Average of Preventive Line Maintenance	7	7	7	5	9	9	44
Vehicles Re-painted and Reconditioned	38	34	27	25	19	18	161
Daily Average Deadlined Vehicles	7.9	4.75	6	9	10	12	8.27

The scope of motor pool repairs is partially shown by the table that follows:

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Tires Repaired	186	280	215	271	419	203	1,574
Vehicle Accidents	0	0	2	2	3	3	10
Commercial Vehicles Dispatched	5,320	6,170	7,470	5,186	4,692	4,705	33,543

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In Motor Vehicle utilization the figures for December were not available but a comparison of November and October follows:

Type	Number	October Miles Driven	November Miles Driven
Sedans	18	16,849	15,351
Carry-Alls	11	13,429	14,562
Jeeps	5	1,202	1,855
Panel Trucks	17	25,654	35,490
Pickup Trucks	87	74,873	75,153
Weapons Carriers	2	581	1,078
Trucks, Stake & Platform	61	38,391	30,061
Trucks, 6 x 6	10	3,520	3,368

Type	October Average Daily	November Average Daily	Standard
Sedans	46.8	42.7	75
Carry-Alls	61.1	66.2	none
Jeeps	12.0	18.6	none
Panel Trucks	75.5	104.4	none
Pickup Trucks	43.1	43.2	41
Weapons Carriers	14.6	27.0	none
Trucks, Stake & Platform	31.5	24.7	34
Trucks, 6 x 6	17.6	21.1	none

The standard daily average, which was applicable on sedans, pickup trucks and stake and platform trucks was not reached at Langley because of effective management in minimizing use and the short distances traveled on local trips.

The Base Photographic Laboratory was nominally under the 405th Air Base Group but served needs of the entire base with its biggest work load coming from special events, such as photographing all Captains in November, a new AF Regulation 36-93 which required photographing every officer on the base was received in September.

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Cash purchases of materials was necessary in October and December; but in November adequate supplies were issued. Supply of photos for Unsatisfactory Reports, Reports of Aircraft Accidents and for news purposes were turned out daily.

The Property Disposal Section sold $62,168.60 worth of surplus damaged equipment through the Naval Operating Base, Norfolk, Virginia during the six month period and this was compared with $52,483.00 for the same period of the previous year[160].

Property worth $4,586.81 after having been declared for salvage because it was not useful, was reissued to other organizations that were able to make use of it.

Retail sales, handled at Langley were $634.30 and $7,862.86 worth of salvaged surplus was transferred out of the Air Force to other defense agencies. The Salvage Officer gives other government agencies 15 days time to screen all salvage or surplus property and if any want an item, it is transferred to their agency. After that the balance is sold.

Langley is dependent upon the US Navy for sales other than that of scrap and the Naval Operating Base at Norfolk, Virginia handled all such sales for this base. In addition to the money received from sales, donation of property valued at $180.00 were granted to educational institutions during this period.

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160. Chart, Cumulative Profit, Property Disposal Section.

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Cumulative profit from sales of salvageable property by the Property Disposal Office amounted to $82,513 for the Fiscal Year ending on 30 June 1954. Donations amounted to $12,569 for the same period.

Profit from sales for the month of July amounted to $5,588 as compared with $16,519 for the same period of the previous year.

PROPERTY DISPOSAL ACTIVITIES

	Materiel Generated (lbs)	Materiel Sold or Transferred	Navy Proceeds	Langley Proceeds
Jul	399,573	170,566	$ 7,279.65	$110.25
Aug	628,113	572,116	4,817.09	138.35
Sep	336,034	394,086	18,520.67	90.45
Oct	568,545	265,470	5,570.18	113.05
Nov	265,539	872,972	16,817.11	92.70
Dec	253,751	528,595	9,163.90	89.50
Totals	2,451,555	2,803,805	$62,168.60	$634.30

Alexander N. Mierchuk, surplus disposal supervisor attended a property disposal conference at the Naval Supply Center, Norfolk, Virginia 6-8 December. Inasmuch as all salvageable property from Langley is disposed of through this center. Mr. Mierchuk's attendance was helpful in coordinating salvage sales on behalf of Langley AFB during this historical period.

The Petroleum Section, an important part of the 405th Supply Squadron, operated all fuel services with one officer, 14 civilian

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employees and 61 airmen. Fuel was received by barge and by auto tank truck and amounted to:

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Barge loads	2	4	3	3	5	1	18
Transport	39	38	55	85	146	183	546

A resume of types of fuel and lubricants and amounts consumed may be found on the next page, (or below):

Issues in Gallons

Jul		Aug		Sep	
JP-4	1,116,060	JP-4	792,006	JP-4	1,169,688
115/145	61,960	115/145	45,965	115/145	67,503
100/130	306,035	100/130	333,910	100/130	333,432

Oct		Nov		Dec	
JP-4	1,474,727	JP-4	2,011,665	JP-4	545,446
115/145	130,121	115/145	236,531	115/145	178,368
100/130	346,683	100.130	448,802	100/130	0

New off-loading lines were installed for fuel oil which cut unloading time from one hour to 35 minutes. Four 25,000 gallon storage tanks were deactivated from grade 91/96 fuel and filled with grade 115/145 fuel. The F-7 refueling units were deadlined due to corrosion of piping, units disassembled and the piping unit sent to the repairable depot. Six of the 18 units were placed back into service soon after repair and others were scheduled to resume service.

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Maintenance. The 405th received many of its new F-84F aircraft during July. The maintenance sections were kept busy completing acceptance inspections on the new aircraft along with other general maintenance. After arrival the F-84F's were grounded for ten days due to the difficulties encountered with the stabilizer trim, and the inspection team from Republic Aviation Corporation pulled stabilizer actuator modification on all F-84F's.

After that all F-84F's were grounded during most of the month of August for Technical Order compliances. An inspection team from Republic Aviation Company arrived late in August to help with the maintenance problems.

In the Fall most of the maintenance troubles were over compressor and oxygen system failures.

Maintenance activity during the month of November was routine, and with maintenance problems at a minimum the aircraft in commission status was large enough to fill flying requirements throughout the month.

The average in-commission rate for the first summer gunnery mission was 90%. The mission was flown in July by the 405th Fighter Bomber Group. This exceptional in-commission rate was possible because malfunctions requiring extensive maintenance were very few. Furthermore, there were no unusual problems brought up in conjunction with the mission.

Due to the frequent groundings of aircraft for Technical Order compliances, training did not progress as rapidly as was expected.

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Many of the maintenance difficulties that were encountered in July were overcome the next month, yet others developed and it was late in September before the end of many of the maintenance problems and the beginning of intensive flying.

There always were some problems in maintenance that prohibited full utilization of aircraft but they were difficulties not due to failure to comply with Technical Orders. The goal was 600 flying hours per month per squadron. The goal was met by each squadron of the 405th Group and sometimes bettered.

From July to December 149 engines were built up, repaired and returned to service, issued or shipped by the engine section of the Field Maintenance Squadron. To accomplish this a minor repair program on J-65 engines was carried on.

December was the first month that the engine test cell was used extensively. Nine engines were run after being repaired and two were rejected for compressor vibration. All engines that were repaired were all right on test run; proving that field maintenance and test cell facilities at maintenance level are fully justified. A representative from the engine test division at the Middletown Air Materiel Area (Pa.) was stationed at the 405th Field Maintenance Squadron in December and helped to eliminate several difficulties which had arisen at the test cell.

The Propeller Shop of the 405th Field Maintenance was engaged in a project of processing a large number of propellers for shipment.

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The propellers were declared surplus to the needs of Langley through the gradual transition of aircraft from reciprocating engine types to jet engine types and it was necessary to return them to depot stocks.

The Propeller Shop was also engaged in performing magnetic inspections on a large number of nose and main landing gear struts of B-26 type aircraft. The latter is fast fading from the Langley picture.

The Aero Repair Section of the 405th Field Maintenance Squadron obtained experience in September on F-84F aircraft by changing wings on three of the aircraft.

During the Fall two F-84F aircraft nose assemblies had to be repaired by the sheetmetal shop due to damage by birds. Some difficulty was experienced in procuring some of the aluminum alloy tubing and aluminum alloy sheeting needed.

The F-94C aircraft required a great deal of sheetmetal work on tail cones and parachute doors. The stainless steel inside of the tail cones was cracking due to expansion and contraction from extensive heat.

The work of the Sheetmetal Section consisted of equipment installation on all C-119 aircraft, making repairs on F-94 tail sections and complying with T/O's 1C-41 on C-47 aircraft.

The Sheetmetal Section was occupied with fashioning aluminum and steel hydraulic, fuel, oil and vent lines for the F-84F aircraft. The section also complied with three T/O's on H-19 helicopters.

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The Contractural Maintenance Section expended more than $3,000 per month for maintenance and services and received $9,100.00 of the sum from the Air Materiel Command. November was an average month and the amount spent on maintenance contracts reached $5,000.

A new system was devised for the inspection and repair of hand weapons on the base. Four squadrons were inspected and their weapons cleaned at one time, thereby easing the large work load on the weapons section.

The Welding Shop received a new electric heat treating furnace, which had the advantage of nearly 5½ times the volume capacity of the one it replaced. It had a circulating fan which permitted more even distribution of air throughout the heating chamber. The older type furnace, having no circulating air developed hot spots along the chamber walls and cool spots near the door.

The Materiel Control Section set up a new master file system to keep a more rigid control and check on the location and serviceability of all property funneled through the section.

The new mercurial barometer was put in operation to increase efficiency and accuracy of checking altimeters and rate of climb indicators.

A project also was started to inspect and treat 250 jettisonable fuel tanks for corrosion. It was estimated that the job can be accomplished with an average of eight man hours per tank.

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A factory representative from the Walter Kiddie Company worked on air compressors, after removing them from F-84F aircraft. They were repaired and replaced in accordance with the T/O.

Personnel in the Hydraulic Shop attended a lecture given by the factory representative for Eclipse-Pioneer on combustion starters. The representative had worked with the Hydraulic Shop on air bottles and compressors for F-84F aircraft.

A new prefabricated screen room was received, assembled and put into the Communications Shop. It is now possible to align radio compasses in one third of the previous time and it also provides more accurate alignment of the compasses. An adaptor facilitated the testing of dynamometers, by providing simple plug-in connections, for all units to be tested. It also improved the safety of the test set by eliminating the need of any open connections.

The Office Machine Repair Section made about 200 inspections and repair calls every month to keep typewriters, adding machines, etc in operating condition.

The Crash Recovery Section answered aircraft crash calls whenever aircraft were down; and one aircraft crashed in Mathews County, Virginia. The crash occured on a river bank preventing complete reclamation of aircraft. Another Aircraft crashed just short of intersection on runway seven. The crash was due to collapsed right main and nose gear. The recovery section also answered 28 emergency calls during the month of July and 25 during August, 54 during September, 86 during October, and 14 in November.

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One crashed F-84F was removed from the runway and one F-94C from Cobbs Creek. Another F-84F was removed from a Langley runway after a landing gear broke.

Two accidents occured on runway seven in September. Later on two aircraft were completely demolished, one on base and one in the vicinity of Charles City County, Virginia.

The scope of responsibility and work load of the 405th Field Maintenance Squadron may, in part, be gathered from the following table:

	Jul	Aug	Sep	Oct	Nov	Dec
Work Orders, Repairables	628	684	426	737	707	568
New Items Manufactured	153	145	111	150	139	78
Aero Repair, Engine Build Up & Ground Power	49	97	60	119	123	
Miscellaneous		31	26	230	55	78
Total Work Orders Processed	830	957	623	1117	1024	724
Unsatisfactory Reports Processed & Investigated	164	137	128	164	112	117
Repairs done in Aero Section	27	11	8	5	3	10

The maintenance crews of Langley made every effort to obtain good equipment, but they received a great deal of faulty material, shortly after getting the F-84F aircraft. While the aircraft was new, it had several "Bugs." This was the reason given for the small number of total pilot hours and total aircraft hours, not only for July, but for several of the following months.

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Much of the trouble seemed to be with the hydraulic equipment on this type aircraft. Representatives of the Republic Aircraft Co. (producers of the F-84F) were constantly being called to check faulty equipment. The result was a large number of grounded aircraft. Outside of these complications, the 405th had no great problems early in the Fiscal Year.

Another problem arose there over ground service compressors. They were found to have short lives. Three ground compressors were authorized in each fighter squadron and at least one was out of commission much of the time. During periods of ground gunnery or other short flight training it was found to be desirable that each squadron be supplemented with three more to speed up preflight preparation and turn around time.

A shortage too of D5 Hydraulic Test Stands delayed maintenance in the fighter squadrons. The stand was needed for checkout of aircraft hydraulic systems and retraction checks. The one in use was not temperature controlled nor the gallons per minute output adequate for proper operation.

In the routine ground check after acceptance inspection of one F-84F aircraft, the indicated stabalator trim would not operate with hydraulic pressure "on." With stick override switch "on" and all hydraulic pressure relieved, the trim would operate through normal range. The 600 pound pressure was relieved and found stuck in open position. It was disassembled by a Republic Aviation Company

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Factory representative and found to be rusted and wet. The switch was turned over to Republic for investigation and an unsatisfactory report was submitted. The switch was replaced by the factory representative.

Shortage of a 4,800 inch pound torque wrench retarded maintenance work at times. The torque wrench was needed for torquing aft section bolts. The 511th borrowed one from the engine build-up when needed. This also creased a problem as the work load made it necessary to work longer hours than the Engine Build-up Section of the Field Maintenance Squadron.

Early in the Fall a factory team worked in the 405th Fighter Bomber Group to repair all of the hydraulic slab actuators in the F-84F aircraft. This permitted a sharp increase in the flying time.

The six month period figures on Transient Alert Section of Base Flight Maintenance:

	Aircraft Received	Aircraft Serviced	Fuel Serviced(Gals)	Oil Serviced (Qts)
Jul	923	433	196,365	2,750
Aug	882	403	186,749	2,924
Sep	840	371	182,061	2,783
Oct	742	362	227,920	2,284
Nov	798	401	214,084	3,013
Dec	1,016	472	226,579	3,499
Totals	5,201	2,442	1,233,758	17, 253

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The in-commission rate for the F-84F's at Langley was low due to the high AOCP rate and the necessity of modification of the boost actuators. High flying time for one F-84F was 30:30 hours flying time per month. The highest in-commission time for a T-33 was 85:10 hours.

The Instrument Shop in the 405th Field Maintenance Squadron rebuilt the Fluxgate Compass Mock-Up into a permanent type unit which improved its efficiency and appearance. The new mercurial barometer is in operation with increased efficiency and accuracy in checking altimeters and rate of climb indicators[161].

A Sperry Gyroscope Company representative who was conducting a school in the Instrument Shop on the zero reader completed the course, and continued to work for some weeks with individuals who tested and repaired component parts.

During the period the 405th Fighter Bomber Wing went all out to support the Bendix Air Race. A refueling team plus other maintenance personnel were sent to starting points and enroute refueling stops.

The refueling team and maintenance personnel from the 510th Fighter Bomber Squadron were partially responsible for the second place won in the Bendix Air Race. Major Harry K. Evans, Commander of the 510th Fighter Bomber Squadron piloted the F-84F in that race at 609 miles per hour.

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161. Historical Rpt, 405th Maint Sq, 1-30 Sep 54.

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The over-all aircraft in-commission rate was 70.6 in December which was an improvement of four point five per cent when compared with the previous month. Although the fact does not show fully on the chart[162], at no time this Fiscal Year has the in-commission rate equalled that of the TAC average.

Langley Maintenance kept from 47.6 to 70.6 per cent of all aircraft in-commission during this period and ascribed maintenance as the chief factor in the out of commission rate. Other causes grounded aircraft to await for parts, Technical Order compliance and "other reasons"[163].

A chart[164] shows the percent expended in aircraft field maintenance and thus the support the Field Maintenance Squadron gave to units having aircraft at Langley.

The chart subject "Others" includes the 4424th Helicopter Flight, 429th Air Refueling Squadron, transient aircraft, packing and repair of parachutes, tire build up, battery maintenance, aircraft instruments, repairables, repair of photo, electronic, armament and communications equipment, clothing and personal flying equipment and maintenance of memorandum receipt equipment.

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162. Chart, Aircraft In-Commission.

163. Chart, Aircraft Out of Commission by Cause.

164. Chart, Percent Expended in Aircraft Field Maintenance.

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Following is the time expended in non-aeronautical maintenance for November and December:

	Nov Hours	Dec Hours	Nov Per Cent	Dec Per Cent
Hangar and Shop Equipment	3,273	3,217	11.8	12.3
Repair of Furniture and Office Equipment	1,031	1,017	03.7	03.9
Sheetmetal, Welding Woodmill Work	930	1,304	03.3	05.0
Area Clean Up	213	529	00.8	02.0
Work for Other Squadrons	105	83	00.4	00.3
Packing and Crating	18	22	00.1	00.1
Repair and Painting of Buildings	18	703	00.1	02.7
Ground Power	666	325	02.4	01.2
Crash Rescue Standby	2,885	2,578	10.4	09.9
Mobile Equipment	439	498	01.6	01.9
Totals	9,567	10,276	34.6	39.3

The MA-1 multi-purpose air compressor-generator-tug was demonstrated on 15 December to members of numerous AF commands and representatives of many national industrial publications, on the ramp at Langley. The unit, which has been in use at Langley for a number of months, replaces five separate pieces of auxiliary equipment and was designed to add efficiency to servicing operations as well as to save a considerable number of working hours for the maintenance men.

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A highly mobile, compact and self-contained vehicle providing electric power for starting, prefighting towing and servicing jet aircraft eliminates the need for much of the conventional equipment such as tugs, compressors and electrical generators.

Officially designated by the AF as "servicing unit, multi-purpose aircraft ground power, type MA-1," the new vehicle already has more than justified its adoption and use by considerable savings in assorted equipment and man hours.

Langley was among the first in the AF to receive the new self-propelled, mobile power plant.

Manufactured by the Consolidated Diesel Electric Corporation of Stamford, Conn; the MA-1 is ten feet long, five feet wide, six feet high and weighs 7,500 pounds. Basically, the power plant consists of two industrial type generators and rectifier together with associated controls and output cable mounted on a specially designed all wheel drive chasis. The generators were driven by the same heavy duty commercial type gasoline engine that propels the vehicle.

Advantages of the servicing unit over conventional stationary or trailer types of equipment were maneuverability, mobility and speed of starting and servicing of jet aircraft. Use of one of the new vehicles eliminates the need for many towing tractors and various types of jet units. There was a considerable saving in personnel and time realized through being operated by one man.

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As part of the quality testing performed on the power plant, the MA-1 had been subjected to over 5,000 miles on Aberdeen Proving Ground vehicular test courses, electrical and enviromental tests at the Naval Air Development Center and low temperature exposures, including successful operation at 67 degrees below zero in the climatic hangar at Eglin AFB, Fla.

To aid the organizations in complying with T/O 00-25-68 on Contract Maintenance, a pamphlet, itemizing supplies listed, was printed and issued. In addition, steps were taken to simplify and insure complete compliance with this directive. Personnel of the section dealing with Contract Maintenance visited MAAMA to coordinate operations.

Mr. J. W. Sener, Field Representative from Middletown Air Materiel Area, arrived in this organization for conferences on 17 August 1954. Visits were made to sections of the Maintenance and the Motor Vehicle Squadrons. Sener was queried on the following items: special tools and equipment for J65 series engines, time required to receive disposition instructions on damaged aircraft and availability of engine build-up kits for J65 series engines.

Major Weaver attended a conference at SBAMA for the purpose of revising the C-47 inspection concept, as a representative of Tactical Air Command.

Mr. James S. Myers, civilian worker in the Welding Shop, 405th Maintenance Squadron was complimented by the inspectors

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for the practical rotary jet engine tail pipe welding fixture mounted on castors for manueverability which he designed and developed for local manufacture. The advantages of this fixture are: elimination of overhead welding, ease and accuracy of inspection, permits the welding of continous beads, ease in handling and more positive quality control.

The Virginia Wing of the Civil Air Patrol, Byrd Field, Richmond, Virginia flew two L-16A aircraft to Langley for periodic inspection and necessary maintenance.

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CHAPTER V

Facilities

The building and improvement plan for Langley was continued through this period with much grading, resurfacing and filling in on the land, low and marshy in spots. The Master Planning Board met periodically to discuss projects nearing completion or finished and to plan for the future needs of the base.

This was a most important function because of the necessity of cooperating with NACA on all building and improvements and considering the many functional tenants occupying Langley.

On 14 December Lt Col Fred D. Hall reported as Installation Engineer and Commander of the 405th Installations Squadron. He succeeded Capt Frank E. John who had been AIO since Major Albert G. Hamel had departed on 22 July for a new assignment overseas[165].

The most significant improvements to facilities during this period were installation of air conditioning of the First Three Grades Club for $42,249.00, repairs to and resealing parking areas for $34,299.06, installing scale and salvage yard, (commented on in Chapter IV), repairs to NCO quarters, additional air conditioning in the Officers Mess at $9,900.00, exterior repairs to Building Number 64 for $46,108.00 and a new petroleum pipe at $30,700.00.

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165. Hq 405th Installations Sq, Ltr ABIS, Subj: Historical Data, 5 Aug 54.

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Also Rehabilitation of the electrical distribution system for $127,670.34, modification of air conditioning in TAC Headquarters building costing $15,414.00, allied requirements on the Radar Approach Communications Center for $11,550.00, addition to hospital building $15,000.00 and installation of stair carpet to various quarters at $10,985.00. Many other important projects were underway at close of this historical period, and many were in process. The list of improvements underway on 1 July 1954 and those projects by the Installation Engineer, Purchasing and Contracting Office and the District Army Engineer may be found in document[166].

In similar manner one can check on the condition of improvements and contracts by reference to document[167] which was issued near the close of the period.

Obligations in all categories of expense at the end of 1954 were following the approved program.

The following is a list of some of the projects, consolidated by type, that were obligated through 31 December 1954 for base maintenance and operations. This list was known as project 458:

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166. Office of Base Installation Engineer, Ltr BIE, Subj: Status of Contract Projects, 19 Jul 54.

167. Office of Base Installation Engineer, Ltr BIE, Subj: Status of Contract Projects, 21 Dec 54.

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Buildings and Quarters renovation	$161,242
Electrical service and radar contracts	33,489
Renovation of parking lots, roads, pavements, runways, railroads and grounds	29,269
Heating, water and sewage contracts	76,658
Construction of bombing range at Camp A. P. Hill, Virginia	9,595
	$310,253
Less AIO labor charges for work performed for hospital	33,050
Total real property maintenance by contract	$277,203

Major repairs and minor construction recorded as projects 459 included:

Repairs to walls and beams, box drains on runway 12-30	$ 73,900
Repair latrines, cold water lines and heating lines to Buildings 113, 115, 116, 117 and 118	104,857
Roof restoration - Building 116	2,633
Repairs to roofs due to hurricane damage	127,025
Building of two bus shelters	3,887
Repairs and removal of trees damaged by hurricane	18,441
Installation of one underground 10,000 gallon M-O gas tank and dispensing unit	7,500
Construction of concrete slabs	22,917
Construction of six paint and dope buildings	13,900
Supplemental contract for RAPCON center	800

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Modification of heating system in Building T-200	$ 12,888
Major repair and minor construction at the 4450th AF Hospital was reduced to modifications to air conditioning system in Building 122 which cost	14,890
Total	$403,638

A list of expenses by months is shown on chart[168] covering civilian pay, supplies and materials, rents and utilities, commercial transportation and temporary duty. Other figures account for cumulative obligations and annual budget by months. The cumulative totals for the six month period are included.

The Commander requested $132,031.00 in July to repair the walls, beams and replace covers of existing box drains on Runway 17-30[169].

The box drain walls and covers had been built to withstand 70 pounds of pressure per square inch. New heavier aircraft required that the walls support 200 pounds per square inch.

The project was approved and bids were opened on 9 September and the Endebrock White Co was low bidder at $73,900.00. This was considerably under the first estimates and appropriation. The Endebrock White Co was awarded the contract, work started on 27 October, and by 21 December 1954 was 28 percent complete.

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168. Chart, Project 458, Base Maintenance and Operations.

169. Hq 405th Ftr Bmr Wg, Ltr BIE, Subj: Repairs to Walls and Beams, Runway 17-30, 13 Jul 54.

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Facilities at Langley Air Force Base have grown steadily over the years and at this time include 120 Officers Quarters, 175 Airmen Family Quarters on the main base, 350 units for housing airmen and their families at Langley View, 340 Bachelor Officers Quarters and Visiting Officers Quarters, quarters for 59 Nurses and dormitories for 4,073 Airmen.

In the base hospital there are 125 beds for patients. In 37 administration buildings and 42 warehouse buildings, 279,688 square feet of space is utilized.

There are two runways, one being 8,000 feet long and 150 feet wide and the other 5,840 feet long and 150 feet wide. Langley Air Force Base contains 13,443 acres of land.

There are storage facilities for 3,940,000 gallons of aviation gasoline and 25,000 gallons of automotive gasoline. The base includes 46.2 miles of roads and a railroad 6.9 miles long.

There are 40 miles of communications cable and 1,984 communication instruments located on Langley, with electric lines measured at 282,050 linear feet.

Lieutenant C. E. Clarke, Base Budget Officer, announced that Langley had been allocated more than nine million dollars for operation during the Fiscal Year 1955. The costs of operating the base had fluctuated considerably during the last few years, but this was attributed to attempts which had been made to the practice of purchasing locally.

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The 2220th Field Printing Squadron which was directly under the First Air Force of Mitchel Air Force Base, N.Y. was a valuable tenant on Langley in 1954. The squadron came to Langley in May 1950 to establish a central location for distribution of directives printed on behalf of the Air Force. Colonel George F. Smith, the Langley commander at that time, provided housing for personnel and equipment in the new hospital area located east of the first fairway of the golf course[170].

The Lighter Than Air Area encompassed noncommissioned officers' family quarters. The permanent buildings were occupied largely by Master Sergeants and their families. There were also more than 20 homes of a so-called temporary construction which were utilized by Technical and Staff Sergeants. The NCO open mess, TAC Headquarters Annex, Base Salvage Yard and the Trailer Court were also in the Lighter Than Air Area. This section was named in 1917 when it was the area for training in utilization of blimps and ballons[171].

The main base at Langley was originally known as the Heavier Than Air Area. The buildings which were constructed immediately after World War I were architecturally attractive and very comfortable. The area was ideal for a small base but did not provide facilities for all personnel required by a fully equipped base wing, plus many tenants.

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170. Map, Hospital Area.

171. Map, Lighter Than Air Area.

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The flag pole, ordinarily placed opposite Base Headquarters moved in 1952 to a plot across the street from Headquarters Tactical Air Command instead of at Building T-238[172].

The building occupied as Base Headquarters was not centrally located as the Tactical Air Command was housed in the one originally constructed for Base Headquarters. The 405th Fighter Bomber Wing (and Base Headquarters) was located in the southwest corner of the base. The building was fully air conditioned and modern, yet it was not large enough to house every subsection of the staff. In 1950 it had housed the Finance Office and was the only building in the base wing system considered to be both fireproof and air conditioned. Despite the substantial construction it caught fire in 1950 and suffered considerable damage. After remodeling, it housed the 47th Air Division briefly in 1952. Because of the comfort it afforded workers in staff offices it was designated Base Headquarters in 1953. It was known as Building T-328 and had a small annex, Building 343 which was utilized by the Information Services Office starting in July 1954[173].

The purchased utilities for July, the first month of Fiscal Year 1955 totaled $18,940. This was considered normal; however, July of the Fiscal Year 1956 promised to show a slight increase over July of the previous Fiscal Year due to the increase in the electricity and water rates.

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172. Map, Heavier Than Air Area.
173. Map, Contonment Area.

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Hospital obligations as of 31 July 1954 amounted to $56,950. At first glance, this seemed high, however, due to the renovation of the hospital buildings, many supplies were purchased during the month of July. Also, approximately $9,000 was obligated to cover laundry and issues from the Medical-Dental Stock Fund for the month of August. A serious shortage of P478 funds occurred before the end of the first quarter due to the impact of Air Installations Office maintenance contracts and reimbursements to P458 for labor and materials being used on hospital buildings. Funds to accomplish this work were requested in the first quarter revised financial plan.

The P458 obligation trend for the first month was slightly below program, but the month of August exceeded the program due to the large amount of AIO maintenance contracts and the AIO stock replenishment program. Also, effective 1 July contractual maintenance funds for furniture and other equipment, which were formerly received from depots, were no longer available and the work was accomplished with base funds.

Funds were not received or obligated under project 459, however, authority was granted by TAC Installations Office to accomplish the following projects: repairs to latrine, replacement of cold water lines and hot water lines Buildings 113 through 118, $85,200. Construction of six Paint and Dope Storage Buildings, $12,900.

In the interest of mutually solving local Air Force and civic problems as pertains to housing, recreation, traffic control, etc.,

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the city manager of Hampton approached the Commander in August relative to a proposed relocation of state Route 134.

Surveys were made for the contemplated relocation and subsequent construction of a four-lane divided highway. The tentative route placed such relocation approximately one mile west of the existing two-lane highway which gives access to Langley from the Southwest via the Tide Mill Road.

It is believed that the best interest of the Air Force would be served in supporting such a relocation as the only area available for the expansion of Langley Air Force Base is toward the West. Further, traffic hazards and flow would be greatly improved by the construction of this highway. Should the project be consumated, the state aid would be withdrawn from the existing highway and it would be necessary to construct a new access road to the west gate of Langley Air Force Base.

In the past the following has been recommended in highway construction for access to Langley: A four-lane divided highway, 0.85 miles from U.S. Route 258 to approximately 500 feet North of State Route 603. A 22 foot bituminous surface on a flexible base 1.4 miles, Route 603. Construction of a two-lane highway 3.10 miles from State Route 603 to State Route 172. Construction of a four-lane highway on State Route 278, 1.44 miles, between traffic circle at U.S. Route 258 into Main Gate, Langley Air Force Base. Construction of a new highway between highway Route 351 at Wythe District and Drummonds Corner.

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The 22 foot Tide Mill Road (Route 603) was completed in 1954. Construction of the four-lane highway on State Route 278 to the main gate is considered very important in relieving traffic congestion and hazards; however, this item is undoubtably dependent on further development concerning approval and construction of the Langley Air Force Base - Oyster Point Railroad, allowing removal of the present Langley Air Force Base - Hampton Railroad, to provide land right-of-way. Further, this road is dependent on the construction of an additional two-lane access bridge. Upon approval of the Langley Air Force Base - Oyster Point Railroad, Langley plans to request the additional bridge in a future Public Works Program.

The Langley Railroad, used entirely for freight, handled shipments through Hampton, Va. which were switched from the Chesapeake and Ohio Railroad. The table below shows number of carloads brought in during this six month period.

	Jul	Aug	Sep	Oct	Nov	Dec
Cars Containing Public Property	107	44	65	57	43	41
Property for NACA	39	12	8	4	2	3
Ammunition	0	0	0	5	2	2

Emphases on application of the USAF "after-the-fact" policy established by General Thomas D. White came through conversion of two heating plants in September. A letter from TAC reported that the accomplishment of such work without prior approval

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violated the spirit and intent of letter regarding "after-the-fact" approvals from General Thomas D. White, USAF Vice Chief of Staff, to General Cannon, 1 July 1953, which was attached to a personal letter from General Cannon to the Commander, 405th Fighter Bomber Wing, on this subject.

An agreement had been reached with the Commander, 405th Fighter Bomber Wing, that in the event of an emergency in any of the heating systems requiring replacement during the heating season that oral approval could be obtained and the formal project request and estimate could subsequently be submitted. It would appear that the three conversions in question were not an emergency and an explanation was desired as to who established procedures were not followed.

The Commander answered as follows:

> Investigation reveals that prior approval was not obtained for the conversion of furnaces in T-95 and T-120 and officers quarters Number 36. It was assumed by personnel in Air Installations that verbal approval had been given for these conversion.
>
> Responsible personnel have been instructed that all future conversions from coal to oil-fired furnaces will not be accomplished without written approval from your headquarters[174].

Evidence of the efficiency of the Air Force was demonstrated by use of Flight "B" from the 4th Communications Squadron which came to Langley from Robins Air Force Base in October[175]. Its

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174. Hq TAC, Ltr AI/D, Subj: Conversion of Existing Coal Fired Warm Air Furnaces, 25 Sep 54.

175. 4th Comm Construction Sq, Robins AFB, Ga. Ltr, Subj: Implementation of Communications Projects, 23 Sep 54.

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mission was to install communications projects. Captain Thomas L. Bond was officer in charge and the team was housed in the Shellbank Area. A portion of one warehouse was alloted furnished and the detail was excused from all duties other than their construction work and the cleaning of their quarters.

Efficiency was manifest in the work of these specialists who installed communications cables throughout the new underground ducts recently laid and connected by the Jack Stone Company of Washington, D.C. On 31 December they were still hard at work and the expected completion date was sometime in the Spring.

The Commander requested authority to hire 30[176] workmen to renovate vacant public quarters for officers and noncommissioned officers in October. The following were needed: 18 painters, Three plasterers, three electricians, two plumbers, two carpenters, and two laborers.

There were 46 airmen and 14 officers quarters vacant. Under the maintenance program it required 14 working days and 105 man days of work to complete an average set of quarters. Installation Engineer personnel worked on an average of seven sets of quarters at one time. Under the program it will require 112 working days to complete the final set of quarters.

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176. Ltr BIE, Subj: Request for Temporary Assignment of Personnel, 4 Oct 54.

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The additional 30 personnel permitted the organization of four additional crews and increased the number of quarters worked to 11. This reduced the anticipated backlog of work to 77 work days.

The turnover of quarters during the period was such that at the end of the 90 days the base resumed normal operation.

The Langley View housing area which houses more than 100 military families on a voluntary basis has been quite a burden to commanders for the past few years because of the high cost of maintenance and excessive vacancies. Accordingly, Brig Gen Chickering forwarded necessary forms and a letter on 29 October requesting disposal of the 173 PHA buildings[177].

All the buildings in question were constructed in 1941 at a cost of $1,112,510.87. The 169 housing buildings are substandard to the requirements for airmen family housing, and were constructed with inferior grade material in 1941 with a life expectancy of ten years. They are in a deteriorated condition and were declared inadequate for government housing on 16 July 1954. The cost of major repairs would be far out of proportion to their value. All are poorly arranged, with narrow and steep stairways, small bedrooms and inadequate open closets. Each small kitchen, 8' x 10', also serves as dining room and laundry. Coal fired hot air furnaces and coal boxes are bulky, dirty, insanitary and located in

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177. Ltr BIE, Subj: Request for Disposal of 173 PHA Buildings, 29 Oct 54.

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the kitchen. Owing to disposal of airmen family housing, the four buildings which are not used for housing will no longer be required.

The four other buildings include a fire station, maintenance building, rental office and a building used by Boy Scouts. The water tower and sewage disposal plant would be retained in event other building accrued. There is a school building on Langley View that belongs to the city of Hampton.

It was understood that TAC approved the request and forwarded recommendations to USAF. The matter had not been resolved on 31 December.

Similar facilities will not be required to replace these buildings; however, at the present time, they are nearly fully occupied on a voluntary basis and the disposition schedule should permit sales as units become vacant.

This headquarters lends logistical support to the 771st AC&W Unit based at Cape Charles Air Force Station, Cape Charles, Virginia. Due to the lack of surface transportation between Langley and Cape Charles much of the support has been via liaison aircraft. While the landing field at Cape Charles is adequate for operation of liaison type aircraft, it may be advantageous to this headquarters and the Cape Charles Air Force Station to extend one runway so larger aircraft may be accommodated.

The Air Installations Officer was requested to determine the feasibility of extending the Northwest-Southeast runway at Cape

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Charles Air Force Station approximately 500 feet[178]. The Installations Engineer completed the survey in October and asked Wing Headquarters if the Commander wanted to authorize $5,000,00 to $6,000.00 for the improvement. Because of the pressing need to develop the bombing range at Camp A P Hill, mentioned in Chapter III, the necessary money could not be spared and the runway improvement was postponed. The runway at Cape Charles serves present needs and may be lengthened when funds are available.

The annual inventory for the 405th Installations Squadron Supply and Equipment account was completed and reported to the Base Supply Officer. CWO Joseph A. Waits was designated responsibile officer for this account, replacing Major Albert G. Hamel as he prepared to go overseas. As a result of the foregoing activities and a heavy work load considerable overtime work was necessary in Installations Office during the Summer. A staff meeting was held between representatives of the Installation Engineer, Base Supply and the Purchasing and Contracting Office. Procedures and policies were reviewed and in some cases authorities were charged with the purpose of improving supply action for the Installation Engineer.

Posting of annual inventory was completed during August. Base Supply transferred accountability from the Plant Account Section, Base Supply, to a responsible supply officer, who was made responsible for maintaining accountability in the future.

178. Hq 405th Ftr Bmr Wg, Ltr OT OPS, Subj: Survey of Air Strip at Cape Charles Air Force Station, 15 Sep 54.

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To help keep floors presentable floor polishing machines were issued on a 24-hour basis from the expendable warehouse.

The process of inventorying UPREAL property for transfer of the accountable officer was a big task and it was found to be in order.

Accountability from the Base Supply Plant Account Section was transferred in September to cards representing the using organization in each case. The Unit Property Equipment Allowance List account was inventoried and transferred from Captain David E. Wood to Warrant Officer Harrison W. Nash. The Unit Allowance Lists maintained by the 405th Installations Squadron were made out during October and November and new custody receipts accomplished on the USE account. Excess property was turned in early in November. This move had been delayed somewhat by the antics of Hurricane Hazel which visited Langley the week of 14 October, and wrought the greatest amount of physical damage in the history of the base.

More than 100 beautiful old trees and shrubs were uprooted and ruined. Winds approaching 96 miles an hour swept the base for almost two hours, causing damage which took ten weeks to repair. Slate roofs were damaged slightly and all other types lost many shingles. It was necessary to replace almost every composition shingle roof on temporary buildings.

Total damage was approximately $200,000, which included the amount spent to clean up the wreckage.

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Rainfall at Langley was 16 percent less for the latter part of the year, than for the first half. During May more rain fell than average for this month in previous years. However, during the following months, the amount of rainfall was slight and Langley suffered a shortage of water so serious that conservation was necessary. The condition had not been alleviated at the end of the year.

On 13 October the Commander received a letter from the Fort Monroe Post Commander[179] which requested conservation as the water supply at Big Bethel Lake had been reduced to 100,000 gallons. As Langley buys its water from this source it was necessary for the Commander to issue an order to all personnel to confine use of water to drinking, cooking, sanitation and health and acknowledge the measure to Fort Monroe[180].

Aircraft rescue work and fire protection activities 405th Installations Squadron.

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Crash Calls	1	1	2	2	0	1	7
Emergency Landings	37	21	47	79	30	13	227
Gas Spills	6	20	13	19	30	13	101
Standby Welding	5	16	11	6	8	3	49

179. Ltr A/CQG 671.1 signed Nielsen, Subj: Water Conservation, 13 Oct 54.

180. Ltr G INS, Subj: Water Conservation, Signed Pinkerton, 29 Oct 54.

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	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Air Evacuation	8	3	10	8	9	2	40
Crash Drills	14	8	0	3	25	6	56
Structural Drills	18	12	37	16	15	16	114
Gas Drains	33	53	51	88	51	28	304
Ramp Calls	65	20	43	41	44	40	253
Building Evacuation	5	4	4	3	1	0	17

The Langley Base Exchange occupied the full working time of one officer and 98 civilians during July and at the close of September, the staff consisted of one officer and 76 civilians. The reduction was effected through closing some of the minor outlets and consolidating duties of many of the salespeople, office force and services. Additional people were hired for Christmas sales but they were not continued beyond that holiday.

BASE EXCHANGE FINANCIAL ACTIVITIES

	Total Volume	Net Profit
Jul	$ 144,702.43	$ 9,491.65
Aug	147,613.09	7,944.51
Sep	140,328.66	7,175.55
Oct	153,797.02	16,172.89
Nov	172,750.47	20,351.78
Dec	241,121.91	29,040.79
Totals	$1,000,314.58	$90,177,17

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During August the Exchange was visited by service representatives from the Baltimore Regional Office: Mr. Elmer Gracie, Field Supervisor and Mr. George Holman, Food Supervisor. A general survey was made of all retail branches, food and service branches. The study was a factor in reduction of personnel by the Exchange Officials, Major Ray H. Brashear and General Manager Abe Lapin.

Inasmuch as the USAF Major Command dividend from the Army and Air Force Exchange Service was cut from 50¢ per month per airman to 25¢, orders to increase the profits were received. The Langley Exchange had few opportunities to increase profits inasmuch as sales prices of most all items were fixed by the Exchange Service, attempt was made to get more net profit by raising prices in barber shops, the auto service station and in reducing help, although the last listed move also reduced service to customers. In the face of reduction of the TAC Command dividend, the US Army enjoyed an increase for this Fiscal Year from 50¢ to $1.00 per man per month. Inquiry by the Historian revealed that the Army's Post Exchanges are economical and profitable because personnel is concentrated on large posts, whereas the Air Force is spread out thin over many parts of the world. Therefore many AF Exchanges are operated at a loss. There was nothing to do but reduce dividends since the Air Force Exchange system was less profitable than that of the Army.

Mr. C. E. Bovey, Merchandise Manager, transferred to the Fort Monroe Army Exchange as General Manager effective 1 October 1954.

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Mr. Bovey's departure terminated 14 years employment with the Langley Exchange. At present, this position will not be filled.

The Billeting Section was charged with responsibility for effecting assignments and terminations for all family type quarters, Bachelor Officer Quarters, Visiting Officer Quarters, the Trailer Park and the operation of rental service for off base housing. Also a reception and clearance service to all incoming and outgoing personnel.

During this period ten families were moved from Orchard Row to Clarke Avenue after the buildings had been renovated. New single beds were issued to Dodd Hall and other Bachelor Officers Quarters. New rugs were installed in the lounges of Buildings 1333, 1335, 1334 and Lawson Hall, the latter being occupied by female officers. Building T-307 was reopened as quarters for bachelor officers and property issued to furnish 40 rooms.

The supply section issued 207 new refrigerators to the quarters assigned to Langley. During the six month period 71 quarters were emptied and 38 furnished.

A total of 987 items were issued and 1,415 were turned into the Billeting Supply Section during this period.

BASE BILLETING STATISTICS

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Family Type Quarters Assigned	19	42	37	47	28	45	218

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	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Family Type Quarters Terminated	32	39	33	38	39	45	226
Percent of B.O.Q's Occupied	85	85	90	93	97	74	524
Nightly Average for V.O.Q.	10	44	30	55	40	28	206
Trailer Park Terminations	0	1	2	6	0	4	13
Trailer Park Assignments	0	1	2	6	0	4	13
Pers. Assisted Off-Base Rentals	78	110	98	106	205	135	732
Rentals Listed and Posted	62	134	112	109	125	100	642

Scope of work of the Reception Section, Base Billeting:

	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Incoming Clearances Processed	259	339	418	365	408	310	2,099
Outgoing Clearances Processed	234	305	344	261	384	291	1,819
Privilege Cards Issued	612	718	413	325	377	303	2,811

The Resident Auditor audited the Bachelor Officers Quarters and Visiting Officers Quarters Funds in October and reported several weaknesses in the system.

A surprise cash count by the auditors in the Field Grade Visiting Officers Quarters revealed a shortage of $20.00. The CQ on

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duty stated that this amount had been borrowed from the funds by another CQ. At a subsequent cash count, it was found that the fund had been reimbursed for the amount of this shortage. There were other discoveries and several recommendations which were covered in the report of audit[181].

The 16th Crash Rescue Boat Flight received a new Mark III 63-foot crash boat early in July which was the first of 36 being built at Sandston, Maine, to arrive at any organization.

The 63-footer was turned over to the Navy for efficiency testing, which proved satisfactory, the boat was then shipped to MacDill AFB, Fla. The 16th Crash Rescue Boat Flight asked for three vessels of this type.

There were many advantages to the new type Mark III boat. The drop ramp on the stern can be lowered to pick up an injured person easily. It has guards on each side that can be lowered to protect the person in the water from the screws.

The radar is very helpful in waters near Langley where fish nets and other obstacles are abundant and impossible to see in fog and at night. The radar was said to be ten times more effective in search than the naked eye.

The Automatic Direction Finder Radio is equipped to locate the aircraft in distress with no delay. The boat also had a large galley, heaters and coolers, sound proof telephones, a sick bay and an emergency 5½ HP outboard motor for use on the dinghy.

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181. Dept AF, Comptroller, Ltr AFAUDE-AB-R/A, Subj: Report of Audit BOQ-VOQ Fund, 25 Oct 54.

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CHAPTER VI

Special Subjects

Chaplain (Major) Vincent R. Grannan was assigned as Catholic chaplain of the 405th Wing succeeding Chaplain (Major) Charles D. Martineau, who was assigned to Hq. USAFE.

Chaplain Grannan is a native of Montgomery, Ind; and was a diocesan priest of the Indianapolis Archdiocese prior to being recalled to active duty with the 122d F I Wing, Indiana Air National Guard, 1 February 1951. In addition to being chaplain of the wing, Major Grannan also served at St. Joseph's Church in Indianapolis.

He attended St. Meinhard Minor and Major Seminaries, St. Meinhard, Ind; and was ordained there 2 June 1936. Upon first entering the service in July 1943, he attended the chaplain's School at Harvard University, Cambridge, Mass. He went to the chaplain's school at Fort Slocum, N. Y. in September 1951.

Serving with the 122d F I Wing when it was recalled to active duty in 1951, he was assigned to Baer Field at Fort Wayne, Ind; and later to Sioux City AFB, Iowa.

Major Grannan returned from Korea in 1954 where he had served with the 51st F I Wing and the 6167th AB Group. During World War II he served in the Second Air Force and in the Philippine Islands at Nicholas Field, Manilla.

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Captain William W. Thompson, a USAF Medical Officer, piloted the Hampton Roads Federal Safety Council members to the US Marine Corps Air Station at Cherry Point, N. C. in September 1954.

Captain Thompson, a regular USAF doctor, is one of four Flight Surgeons who holds a pilots rating. He has had nine years of active duty, and has been awarded the DFC and the Air Medal with three Oak-leaf Clusters for his distinguished services. As a pilot he has been checked out in the B-17, F-47, F-38, B-29, B-24, B-25, B-26, and C-54. He received his pre-medical training at Washington College, Chestertown, Maryland, and his degree in medicine at the University of Maryland.

A native of Rock Hill, Maryland, Captain Thompson is married to the former Miss Jaqueline May Risley of Great Falls, Montana. They have two sons, William Randall, 8, and Dan Gregory, 2. They reside at 607 McLawhorne Drive, Warwick, Virginia.

He has completed a one year course in the Aviation Medicine Residency Program under the direction of Brig Gen M. Sam White, USAF (MC), TAC Surgeon at Langley.

The Field Office of the American Red Cross at Langley operated during this period with three people, all of whom possessed wide experience in the worthy work of that organization. The Field Director was Adam Y. MacDonald, Mrs. Jesse W. Towler was assistant and Miss Joyce Woods was secretary. The office was open from 0800 to 1630 hours Monday through Friday and emergency telephone coverage was provided when the office was necessarily closed.

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In the last six months of 1954 the office loaned $16,252.00 to Langley people and gave $833.00 outright. In addition to the above, the Hampton Chapter of the American National Red Cross gave to dependents of the personnel of Langley Air Force Base, financial assistance amounting to $4,413.00 in loans and grants in the amount of $990.00. The total financial assistance rendered to personnel of Langley and their dependents, by the office and the Hampton Chapter amounted to $20,005.00 in loans and $1,873.00 in grants, the latter being outright gifts.

During the first six months of 1954, the American Red Cross had aided persons at Langley with loans and grants amounting to $12,440.00. Besides loans and grants the Gray Ladies assisted in Bloodmobile visits and charitable work at the Langley hospital.

A report on the Red Cross activities at Langley is included as a document[182] and the reader is referred to it for details, which also shows that 48,696 small items were given to sick airmen through the volunteer work of 42 Gray Ladies of Langley AFB.

The people of Langley have contributed liberally to charitable funds for many years. Following is a record of amounts contributed to some of the most worthy organizations with three figures of the National Advisory Committee for Aeronautics.

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182. RC Report to E. B. Chickering signed Adam Y. MacDonald, 19 Jan 55.

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RED CROSS			MARCH OF DIMES		
1951	-	$3,961.53	1950	-	$ 6,404.00
1952	-	8,109.00	1951	-	14,231.43
1953	-	5,613.00	1952	-	17,481.81
			1953	-	16,113.00
			1954	-	9,542.00

COMMUNITY CHEST

Langley			NACA		
1951	-	$6,600.00	1951	-	$13,000.00
1952	-	5,531.64	1952	-	14,000.00
1953	-	4,651.95	1952	-	2,242.00
1949	-	2,222.46			
1950	-	2,370.50			

The 1954 Air Force Aid Society Fund Drive started at Langley late in July with Capt William J. Sitzmann as project officer. One unique way for persons at Langley to contribute to the cause was the state jar program. Jars with the names of the entire 48 states were placed in the Main Post Exchange building where persons could donate to the "little white jug" of their particular state. Goal for the drive was set at $8,000.00. The drive fell short by almost 50 percent.

One of the highlights of the fall season at Langley was the presentation of "Three Men On A Horse," a comedy, by the newly formed Langley Little Theatre group. This proved to be a milestone

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for the group inasmuch as the opening night performance was a formal affair. The production had a three day run at Langley and a single night performance at nearby Fort Eustis, Virginia.

The Officers' Wives Club of Langley held a carnival in November to raise money for the Langley Community Center for teenagers. The entire affair proved to be very successful with more than $3,500.00 being raised with which to purchase recreational equipment.

The Officer's Wives Club held the annual election of officers at its September monthly meeting. Officers elected were: Mrs. O. P. Weyland, honorary president; Mrs. William M. Long, president; Mrs. Edwin S. Chickering, honorary vice-president; Mrs. Robert D. Johnson, vice-president; Mrs. James Burke, secretary; and Mrs. O. Sneed, treasurer. Board Members elected were: Mrs. Burton K. Sams, Mrs. Coleman D. Clement, Mrs. F. P. Corgin, and Mrs. J. M. McNabb. Ex-officio member of the board was Mrs. J. R. Nettles.

Murl Estes II, son of Col Murl Estes, TAC Operations, was nominated for appointment to the first class at the Air Force Academy, and took his entrance examination at Langley along with 16 other applicants. He completed the necessary tests 25 October 1954. Since his father has spent more than 25 years in the AF, it seems natural that the son would enter it.

Opening of the school had been planned for over a year, before the official approval was given the middle of '54. Nomination of the 17 youths did not constitute appointments, since they first had to complete several physical and academic tests.

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Major Francis T. Boren, previously of the 498th Bomb Sq, Tactical, was appointed commander of the 500th Bombardment Squadron. He succeeds Major A. A. Beckner, Jr, who was reassigned to Hq, 345th Bomb Gp, Tactical.

Major Boren holds the DFC, and the Air Medal with three Oak-leaf Clusters. He entered service in 1943, received his commission and wings in 1944, and holds a CAA Commercial Pilot's license.

Lt Col Emil Brenckman, 405th FB Wg Inspector, retired on 31 October 1954 after 33 years, and was awarded the Commendation Ribbon at a base parade held in his honor on 30 October.

He served at Langley from his original enlistment, in 1921, for ten years. He returned to this base in 1951. Col Brenckman had two sons who served in the Army and Air Force and one is still on duty.

Two Langley airmen, R. E. Weaver and Paul J. Powers took 28 days leave and went to Europe in September. They covered Holland, Germany, Belgium and France. They flew to Europe via Military Air Transport Service and returned as far as Maryland via a Navy Super Constellation. Transportation was furnished by the government.

Master Sergeant John Emmet Morris, with the air arm of the Armed Forces, re-enlisted 2 July 1954, for four more years. He had already spent 33 years in the service. Originally enlisting at Camp Lee, Va., in 1921 he had served in innumerable capacities and many organizations. His service had taken him all over the world.

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Mrs. Beatrice H. McKinstry who had been working in the Finance Office of Langley Air Force Base for 33 years was retired from Civil Service on 31 August 1954.

The Officers' Wives Club, of Langley AFB, gave a party for their husbands, at which over 300 guests were present. The main purpose of the party was to present the Club's $200.00 check to the United Fund Drive.

The Peninsula Chapter of the Armed Forces Communications Assso-ciation held its initial meeting, in which it received its charter. Col Robert A. Frost, deputy chief of staff for communications, TAC, was installed as president. Thirty-eight charter members were present.

The 405th AP Sq collected toys for orphans for Christmas. The drive for the year before was a huge success. Broken toys were skillfully repaired by the men at the Confinement Center.

Three F-94C's of the 48th Fighter Interceptor Squadron attended the 4710 Defense Wing air-to-air rocketry meet at New Castle County Airport, on 2 August, 1954. The crews involved practiced four missions per day for two weeks prior to the meet.

The 48th Fighter Interceptor Sq unofficially won the gunnery competition from other ADC units at Yuma AFB, by qualifying 98% of their F-94C crews during the month-long tests. The crews flew 161 sorties, for a total of 274 hours, which is also a record. They broke other records, such as automatic firing, and intercepts.

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The 2d Tactical Support Squadron was reorganized on 8 July 1954 with authorized strength of 25 officers and 93 airmen. The name was changed to 2d Tactical Depot Squadron[183].

This squadron occupied space at Langley under conditions similar to tenancy, but was attached to the 405th for logistics. Its mission which was highly classified was entwined with operations of the 9th Air Force. Orders were issued to assign the squadron to the 405th Fighter Bomber Wing on 1 January 1955 but authorities could forsee a change in this as of 20 January, after which it was expected that it would be assigned to the 405th for logistics and possibly courts martial jurisdiction and assigned to the 9th Air Force for operations.

The Exchange Councils met quarterly and two of their reports from last year are appended[184]. These, however, do not record discussions of the reduction in the Major Air Command Welfare Funds which was lively at both meetings. There was no reason to repeat record of the reduction but other business is mentioned.

The Command Defense School (TAC) which had been established at Langley in August 1951 was recognized as an expensive training system. It had been quickly established when passive defense was young and it was operated successfully until 31 December 1954, and later.

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183. DAF, Ltr AFOMO 227 j, Subj: Redesignation and Reorg 2d TAC Support Sq, 26 May 54.

184. Minutes Langley Exchange, 30 Jul 54 and Langley Exchange Sub-Council, 27 Jul 54.

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It was decided to determine the practicability from an economic standpoint of discontinuing the school by a phase out method and continuing similar courses of instruction with the Technical Training Command at Lowry Air Force Base, effective Fiscal Year 1956.

The Command Defense School (TAC) was originally established at Langley Air Force Base by a letter directive from Headquarters, Tactical Air Command, TNHDG 352, dated 14 August 1951, and reaffirmed by a similar letter, TNBSP 352, dated 12 June 1952.

The responsibility for establishing and conducting the Command Defense School had been assigned to the Commanding Officer, 47th Bombardment Wing Light, and Commanding Officer, 4430th Air Base Wing, Langley Air Force Base, Virginia. No other written directives are available in either Headquarters, Tactical Air Command, or 405th Fighter Bomber Wing which properly establish the mission, functions, or organization of the Command Defense School (TAC) at Langley Air Force Base. The 405th succeeded to the authority to operate the school only through assumption after the 4430th Air Base Wing was discontinued and the 405th Fighter Bomber Wing was named base wing.

Therefore, to better the facilities of the school and to organize it on a sound foundation, it was necessary to establish a mission, functions, and revised curriculm to meet the scholastic standards of the Technical Training Command.

Personnel assigned to the Command Defense School (TAC) were included in the Non-T/O Personnel Authorization Table of the

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operations section of Headquarters, 405th Fighter Bomber Wing. There were two officers and 16 airmen assigned to carry out the operational and administrative duties of the school.

A survey in the Fall of 1954 of the Command Defense School revealed that the school did not have an adequate reference library, supply area, equipment repair area, drafting room, administrative area, instructor's area, faculty office, and classroom. The buildings were of temporary type and badly in need of rehabilitation, including adequate heating and lighting systems, etc. Redesigning of the two buildings was needed to provide adequate space for all of the aforementioned facilities.

The Base Air Installations Office estimated that the cost of rehabilitating Building T-244 was $31,600.00 and Building T-242, $29,200.00, or a total of $60,800.00 for building rehabilitation. Additional costs would include purchase of desks, chairs, and library furniture (etc.) for students and instructors at an estimated cost of $5,000.00.

A comparative analysis of the curriculum of the Command Defense School (TAC) and the proposed curriculum of the Technical Training Command revealed that, although similar in almost all respects, the course at Lowry Air Force Base was more extensive and comprehensive than the course conducted at the Command Defense School (TAC).

From an economic and training standpoint, it was recommended that present courses phase out effective 15 June 1955.

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On 12 November, Her Majesty Queen Elizabeth, the Queen Mother of Great Britain, boarded an RCAF plane at Langley to fly to Canada after a full week of frantic preparation on the part of Langley personnel. It was a great day for the visit of Queen Mother Elizabeth and some 3,000 people came to see one of the most gracious ladies of all time.

The Queen Mother, who was accompanied on her trip from Williamsburg, Virginia by Sir Roger Makins, British Ambassador to the United States, was greeted on her arrival at the base by Major General E. W. Barnes, Deputy Commander of TAC, General Chickering, and other Langley officials and their wives. A group of Canadian dignitaries including the Honorable R. Pinard, Secretary of State and Registrar General of Canada, Madame Pinard, Mr. Lionel B. Massey, Private Secretary to the Governor General of Canada, Mr. W. P. J. O'Mara, Assistant Undersecretary of State of Canada, and Inspector J. J. Atherton, Chief Inspector Royal Canadian Mounted Police escorted Her Majesty back to Canada in an RCAF aircraft.

Seldom, if ever, does the average American have the opportunity to see a lady of such note as the wartime Queen of the British Empire, and though her stay was short at Langley it is doubtful that any of the visitors in the immediate vicinity of the Queen Mother escaped her vivid personality, charm and the smile that has been seen the world over.

It is difficult for Americans to imagine the inherent love and affection of the Englishman for his Queen, but one merely had to be

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close to those present for the ceremony to realize their feelings. One of Langley's more fortunate was WAF Airman Lillian Krapf, of the 405th Wing Personnel Section, who was selected to represent base personnel by presenting a corsage to the departing Queen Mother.

The personable classification clerk said after her short conversation with royalty: "I'll never forget it!"

As usual there was feverish activity for the couple of days preceding the visit and a published route schedule threw the entire project staff into a whirl, as the word had the royal party approaching the base in the direction of the west gate. To prevent the possibility of such an error, Lt William B. Gemmill, operations officer at the 405th AP Sq, was dispatched in the VIP jeep to Warwick, Va. to take the lead of the precession through the Main Gate and onto the flight line past the crowd lined streets.

On the same day as the Queen Mother's departure, another distinguished group of visitors left Langley following a brief visit to the base and to Fort Monroe. Major General H. A. Lorillot, French Army, and six other officers of the Supreme Headquarters Allied Powers in Europe. Rear Admiral Giorgio Ghe, Italian Navy, Rear Admiral A. B. Vosseller, USN, Captain C. A. Hoy-Petersen, Royal Norwegian Navy, Captain Jean G. Guerin, French Navy, Colonel Richard H. Ellis, USAF, and Commander Jonathan L. W. Woodville, Jr, USN, met General Weyland at TAC Headquarters and conferred with General Chickering during their visit.

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Brigadier General Georges V. Saubestre newly appointed Air Attache to the French Embassy paid a courtesy call to officials on Langley on 15 November.

The Commanding General of the Imperial Iranian Air Force, Major General Hedayat Guilanshah, visited Langley on 16 and 17 November. General Guilanshah and his party, Lt Col Mohammed Khatami, Commanding Officer, Fighter Regiment, Imperial Iranian Air Force, and Col Ralph W. Rodieck, USAF escort officer, studied the organizational and operational aspects of a tactical air base.

Lieutenant General G. G. Simonds Chief of Staff of the Canadian Army was a visitor to Langley in the Fall, being received by Colonel M. A. Richer of Langley and the Langley Guard of Honor. Later he visited Fort Monroe, Va. where he received a 15 gun salute.

Guests of Langley on 24 November were Air Commodore S. W. Coleman, Commander First Tactical Air Command RCAF, Air Commodore Cameron, RCAF, Squadron Leader, R. G. Murray, RCAF, and Flight Lieutenant J. A. Reid, RCAF. The Canadian party visited the 405th Fighter Bomber Group, the 345th Tactical Bombardment Group, Langley's maintenance and supply facilities and held discussions with General Weyland and General Chickering.

The Chief of Staff of the Italian National Defense General Staff, General Giuseppe Mancinelli, visited TAC Headquarters, the 345th Tactical Bombardment Group, and the 405th Fighter Bomber Group on 1 and 2 December. Col Simonetti, Italian Defense Staff, Col Adrower, Italian Air Force and Col Pope, USA, escort officer, accompanied General Mancinelli.

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When the carrier Forrestal was launched on 11 December, a number of distinguished visitors used Langley as a terminus for their air travel to this event. On 10 December Colonel M. A. Richer, representing General Chickering, greeted Mrs. James V. Forrestal, her sons Michael and Peter, Mr. Frank Nash, former Sepcial Assistant to the Secretary of Defense, Admiral Robert B. Carney, Chief of Naval Operations, Mr. J. V. Sullivan, former Secretary of Defense, and Mr. W. C. Foster, former Undersecretary of Defense. Secretary of Defense Wilson, who arrived at Langley on the morning of the launching, was greeted by General Weyland.

On 22 July, a three hour tour of 70 summer campers from the Jamesville 4-H Camp at Williamsburg, Va. was held. The campers were shown through the 16th Crash Rescue Boat Flight, the 345th Bombardment Group and the base weather station.

A Methodist Church Group, consisting of 15 teenage children from Richmond, Virginia, were given a guided tour of the 16th Crash Rescue Boat Flight, 509th Fighter Bomber Squadron and the base weather station, on 23 July. The tour lasted four hours.

The 405th Fighter Bomber Wing participated in the annual Rochambeau Day celebration at Yorktown, Va on 19 October and the Commander 405th Air Base Group made arrangements for Langley Air Force Base participation in the celebration. Three officers and 132 airmen took part in the parade and came from the 405th Air Base Group, 405th Fighter Bomber Group, 405th Maintenance and Supply Group and the 345th Bombardment Group, Tactical.

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The Grand Marshal was Lt Col Charles A. Lipot, US Marine Corps and his staff included Major Richard M. Remington, US Marines and Aides from US Army, Fort Eustis, Va., Yorktown Marine Depot, US Navy and Langley Air Force Base.

Each officer designated as an Aide was accompanied by a non-commissioned officer or petty officer from the respective services.

Companies of troops from the US Army, Navy and Marine Corps and Drum and Bugle Corps completed the parade[185].

The Langley Commander was party to the acquisition of office space by the USAF Recruiting Group, Detachment in Newport News, Va. in August[186]. The office was located in the Professional Building, 109 - 28th Street and contained 650 square feet. The annual rent was $1800.00. The location was ideal and as no government space was available the Commander recommended approved to USAF. Langley funds were available.

Four Langley men were named as deputy game wardens and members of the Fishing and Hunting Committee for the Big Bethel Reservoir during the early summer. People stationed at Langley were given the privilege of hunting and fishing there by the authorities of Fort Monroe, Va. as that post had jurisdiction over the reservoir. Users were required to have a post fishing permit and a current state license.

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185. Hq Marine Barracks, Yorktown, Va, Ltr signed Lipot and Ltr 405th Ftr Bmr Wg signed Coker, 13 Oct 54.

186. Ltr to Cmdr LAFB signed Fenton, Subj: Acquisition of Office Space, 13 Aug 54.

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A party of Very Important Persons came to Langley on 22 September, being met by Brig Gen Chickering and escorted to the Newports News Shipbuilding and Drydock Co.

In the government group were J. E. Forry, defense airframe division; Dr. J. W. Joyce, assistant director of electronics and guided missiles; E. J. Engoron, civilian deputy director of Air Force maintenance engineering; G. A. Tucker, director of ordnance and transport equipment; S. S. Podnos, ordnance division; Rear Admr R. L. Swart, Bureau of Ships; Comdr J. D. Small Bureau of Ships; Capt A. S. Born, (USN); Lt Col S. E. Lossis (USA); and Lt Col A. J. Wetzel (USAF).

Colonel Jacques M. J. Vallois, Commandant of the French Air War College came to Langley in June with 14 graduates of that college. He was escorted by Major William G. Richardson USAF and the other French Officers were: Lt Cols Michel Debras, Roger E. Motte, Georges Labit, Gilbert I. Preyer, Charles E. Lasnier-Lachaise, Francis J. A. Grison, Ernest Dugit-Cros, Robert A. Manfroy, Jean Hablot, Pierre E. F. Villaceque and Serge P. Bouton; Majors Christian H. Habez, Alain G. Richard and Georges A. M. Demas.

The deans of the three colleges whose AFROTC students attended a four week summer encampment at Langley visited the base on 6 and 7 July. The Reverend James E. Fitzgerald, Dean of Holy Cross College, the Reverend Matthew Sullivan, Dean of Saint Joseph's College, Philadelphia, and Dean Barnaby C. Keeney of

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Brown University, met with their students, studied encampment facilities and toured Langley during their two day stay.

On 9 August, General Fernando Ortega, Chief of Staff, Chilean Air Force, arrived from Washington for a two day visit to Langley. General Ortega and his party, which included his aide, Major Toro-Mazote, Col Herbert C. Chambers, Chief of USAF Mission in Chile, and Major Edward P. Webster, USAF, escort officer, met General O. P. Weyland, TAC Commander, and were briefed on the mission of the Tactical Air Command and the organization of the 405th Fighter Bomber Wing. The party toured the 405th Maintenance and Supply Group's shops and NACA facilities at Langley.

William Courtenay, noted British newspaper correspondent and speaker presented two lectures on air power to Langley officers and airmen on 18 August. Mr. Courtenay came to Langley while on a tour of key Air Force installations sponsored by Headquarters USAF.

James H. Douglas, Undersecretary of the Air Force, arrived at Langley on 17 September for a brief visit.

The Secretary General of the Italian Air Force, Lt Gen Silvestri, and Colonel Falcone, Director of Intelligence, Italian Air Force, made an orientation visit to Langley on 21 and 22 September. After a briefing at TAC Headquarters, the Italian officers discussed wing organization with Brig Gen Edwin S. Chickering, Wing Commander, and toured the 405th Maintenance and Supply Group.

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On 7 October, Admiral L. Jerauld Wright, Commander in Chief of the Navy's Atlantic Command, arrived at Langley by helicopter to coördinate defense plans.

Colonel Jose Saul Guerrero, Commander of the Venezuelan Air Force and his party studied USAF procedures and equipment while at Langley on 10-12 October. Accompanying Col Guerrero were Capt Luis Ordonez and Capt Humberto Rondon of the Venezuelan Air Force, Col Bernard Muldoon, Chief, USAF Mission to Venezuela, and Lt Col Virgil Nestor, USAF, escort officer. The Venezuelan party toured the 405th Fighter Bomber Group, the 405th Maintenance and Supply Group, the 345th Tactical Bombardment Group, and NACA testing facilities, after being briefed on the mission of the Tactical Air Command and the operation of a tactical wing.

The Chief of the French Armed Forces Staff, General Austine Leon Guillaume, met with Gen Weyland at TAC Headquarters on 11 October.

Mr. Douglas Robertson, editor of the Australian aviation magazine "Aircraft" came to Langley on 12 October to gather background material on a tactical aircraft wing.

General Mohammed Ayub Kahn, Chief of Staff of the Pakistan Army, General Jimani of the Pakistan Embassy, General Sexton, USA, Chief of the Military Aid Advisory Group Pakistan, and Colonel Ware, USAF, Director of Intelligence, were briefed on TAC and Wing matters during a visit to the base on 18 October.

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The Langley Rod and Gun Club won the Peninsula Pistol League by six points over the second place finalists, Fort Monroe. The club used .22 Caliber pistols to win the match. Lt Col L. A. Harrington was president of the club.

The Langley Rod and Gun Club smallbore rifle team also won over the Fort Monroe Gun Club 1,446 to 1,420 in an indoor gallery rifle match held at the Langley range. This was the first in a series of weekly indoor rifle matches which were fired during the fall and winter months.

The team also shot in the World AF Pistol Matches in October at Bolling AF Base[187].

The Wing Headquarters Squadron Section softball team won the Base American League Championship in 1954 with 16 wins and four losses. Airman Marion C. Brown, pitcher for the team, compiled a record of 11 wins and four losses. Captain Joe B. Hughes, Squadron Commander, was also a pitcher. Captain Hughes was one of two squadron commanders on the base who played with their respective teams. A trophy was presented the unit. The squadron team was entered in the Base Championship Tournament and won third place honors.

The 405th Field Maintenance Squadron won the Langley Inter-Squadron Golf Championship by defeating the 1913th AACS Sq in two straight matches. This was the second attainment of the maintenance men, the other being the Base Basketball Championship in April 1954.

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187. Hq 405th Ftr Bmr Wg, LO 806, 13 Oct 54.

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Capt Walter McDonald, OIC of Instrument School, represented Langley in the AF World-wide Golf Tournament at Eglin AFB, Fla., where he finished 23d out of a field of 73.

The 405th Wing Headquarters Squadron softball team (American league) achieved a record of 16-4 during the season to win the title in its league.

The 498th Bombardment Squadron won the title in the National league.

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4405TH OPERATIONS SQUADRON (TAC)
LANGLEY AIR FORCE BASE, VIRGINIA

ABO 12 November 1954

SUBJECT: SOP For Personal Equipment Personnel Training

I. PURPOSE: To prescribe the Unit Training Program for the Personal Equipment Section of the 4405th Operations Squadron, as prescribed in 405th Fighter Bomber Wing Unit Training Program Number 40-10.

II. SCOPE: This SOP will apply to all personnel of the Personal Equipment Section.

III. GENERAL: a. All eligible Airmen will attend the Training Command School 92230, Survival Training and Personal Equipment Course. When additional personnel are assigned to the Personal Equipment Section, the NCO in charge, (who is the OJT supervisor), will check their records for eligibility and a request will be submitted for their entrance.

IV. OUTLINE OF TRAINING: Airmen will receive OJT as prescribed in 405th Fighter Bomber Wing Program Number 40-12 and 40-12A in the following manner:

a. The format outlined in 405th Fighter Bomber Wing Unit Training Program number 40-10, paragraph 5, subparagraphs and paragraph 6 will be covered in detail. The particular items listed will be demonstrated on the job in the course of the airman's duties to the supervisor. During slack work hours the airmen will read and familiarize themselves with the listed Technical Orders.

b. The supervisor will be qualified and selected as competent in this capacity by the Squadron Commander through the recommendations of the Officer in Charge of the Personal Equipment Section.

c. The supervisor, (an NCO or acting NCO as availibility demands), will maintain in a folder, a form 623 (OJT) on each airman qualified and in training. In addition the supervisor will also erect a wall board of suitable large card for display with the following information:

(1) Across the top from left to right will be the following subjects:
(a) Date Started Training.
(b) Date Qualified.
(c) Squadron procedures-issuing Personal Equipment.
(d) Personal Equipment Storage.

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(e) Personal Equipment Use.
(f) Personal Equipment and Maintenance.
(g) Personal Equipment Care and Handling.
(h) Preparation and Use of UR Report.
(i) Ability to read and understand current Technical Orders.
(j) Technical Orders.

13-5-1
13-5-2
13-5-3
20B-25A-2
04-14-1

(k) Attendance of Base Unit Supply School (dates) the supervisor will initial the applicable blocks when the airmen become eligible and proficient in any of the above listed phases.

V. RECORDS AND REPORTS: a. No reports are required.

b. A duplicate TAC Form 623 will be maintained current in the Squadron Orderly Room by the Squadron OJT NCOIC.

c. The Officer in Charge of the Personal Equipment Section will maintain coordination with the supervisor and keep the Squadron Commander and the Squadron OJT Officer informed of over-all progress.

s/t/ PAUL SIMS
Major, USAF
Commander

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base, Virginia S: 27 Aug 54

DI: INS 19 August 1954

SUBJECT: Reassignment of Buildings

TO: Commanders
All Groups and Separate Units
Langley Air Force Base
Virginia

1. To fully comply with the provisions of Base Regulation 89-1, 21 September 1953, this headquarters will be provided with a complete list of buildings presently assigned to your organization along with the name of the present responsible officer, supply officer and Plant Account Number.

2. Buildings presently assigned to personnel of your organization will be reassigned to the unit supply officer from this headquarters to conform with the provisions of paragraph 4c, Base Regulation 89-1. The only exception to the foregoing will be the assignment of buildings for special projects, such as ROTC, C.P, Schools, etc,. These buildings will be on a loan basis only.

3. If a Unit Commander desires to have a building assigned to an individual other than the supply officer, a request will be made in writing along with this list stating reason for such request.

4. List of buildings referred to in paragraph 1, above, will be submitted to arrive this headquarters not later than 27 August 1954.

BY ORDER OF THE COMMANDER:

RICHARD G. COKER
CWO, USAF
Asst Adjutant

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HISTORY

of

405th MAINTENANCE AND SUPPLY GROUP

(405th Fighter Bomber Wing)

Langley Air Force Base, Virginia

October 1954

RCS 1-AF-D2A

ROBERT E PITTMAN
Captain, USAF
Adjutant

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I. ORGANIZATION AND ADMINISTRATION

The 405th Maintenance and Supply Group, which establishes in connection with a combat headquarters, priorities and allocations of maintenance, supplies, and transportation, continued in its mission under the command of Colonel M. A. Richer.

Officers assigned to the Group Command Staff during the month of October 1954 were:

Lt. Colonel Kenneth E. Kay	Group Executive
Major John Gassler	Commander, 405th Maintenance Squadron
Major Stanley A. Friesen	Commander, 405th Supply Squadron
Major Joseph F. Govoni	Commander, 405th Motor Vehicle Squadron
Major Raymond B. Levis, Jr.	Base Supply Officer
Captain Ray J. Walker	Commercial Transportation Officer

Additional Staff Officers assigned were:

Captain Robert E. Pittman	Group Adjutant
Major Carl E. Grimmer	Group Supply Officer
Captain William C. Catrett	Assistant Group Supply Officer
Captain Marion M. Robinson	Group Maintenance Officer

Group Headquarters provides coordination and supervision of a Supply Squadron, a Maintenance Squadron, and a Motor Vehicle Squadron, as well as a Commercial Transportation Section which is charged with the responsibility of transporting Government property and of controlling the precedence of movement of all materials, supplies, individuals, troops, baggage and household goods.

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The Commander, 405th Maintenance and Supply Group, exercises command jurisdiction over all units and activities assigned or attached to the Group, and is directly responsible to the Commander, 405th Fighter Bomber Wing, for the accomplishment of the assigned mission.

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II. PERSONNEL

The 405th Maintenance and Supply Group was authorized thirty-six (36) officers, nine hundred and fifty-five (955) airmen, and four hundred and twenty-eight (428) civilians.

As of 31 October 1954, the Group had an assigned strength of thirty-one (31) officers, eight hundred and ninety (890) airmen, and four hundred and twenty-one (421) civilians.

Authorization and assignment of personnel of the Group, by squadrons, was as follows:

	AUTH	ASGD
Headquarters		
Officers	6	7
Airmen	24	30
Civilians	26	25
Supply Squadron		
Officers	14	11
Airmen	286	270
Civilians	257	255
Maintenance Squadron		
Officers	11	9
Airmen	331	317
Civilians	93	91
Motor Vehicle Squadron		
Officers	5	4
Airmen	314	273
Civilians	52	49

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One (1) officer and sixteen (16) airmen were placed on overseas shipping orders during the month of October to fill the November quotas.

Twelve (12) airmen were placed on TDY orders to various technical schools as follows: one (1) airman to Sheppard Air Force Base, Texas, for the purpose of attending Aircraft Reciprocating Engine Conditioning Course #SS43152; two (2) to Francis E. Warren Air Force Base, Wyoming, to attend Generator REG Tester GRT 30 (Sun) Course #SS47151-2; one (1) to Francis E. Warren AFB for Stock Control Technician Course #AA64175; two (2) to Sheppard AFB for Aircraft Maintenance Course #AA43171; one (1) to Chanute Air Force Base, Illinois, for Production Control Technician Course #AL80270; four (4) to Lowry Air Force Base, Colorado, for Special Munitions Course E-101 and Indoctrination Course #46150-5; and one (1) to Chanute AFB for the purpose of attending J-65 Engine Course #SS43153-8.

M/Sgt Robert C. Swayne, 405th Maintenance Squadron, was placed on TDY to Mitchell Air Force Base, New York, for the purpose of participating in the reconstruction of Airmen Proficiency Tests.

Effective 1 November 1954, the non-T/O authorization for the Group will be increased seven (7) airmen spaces for support of Project 119L. The Unit Manning Document Worksheets for December 1954 will reflect the following increased authorizations:

a. 405th Maintenance Squadron - 2 A/1C, AFSC 53450 and 2 S/Sgt, AFSC 53450 in function Airframe Maintenance (80210).

b. 405th Supply Squadron - 3 A/3C in function Petroleum, Oils, Lubricants (42600).

Upon completion of the project the spaces will be withdrawn.

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In connection with the implementation of the Air Force Project "Home Front", Wing requested that an analysis be made in the Group of the non-T/O airman spaces which could be converted to civilian spaces. After a thorough study of the practicability and effect of civilian substitution in selected functional areas, the Group requested the following non-T/O military spaces be converted to civilian spaces of an equivalent AFSC and grade:

405th MOTOR VEHICLE SQUADRON

Function	AFSC	Rank	Number of Spaces
92510	47131	A/2C	4
92510	47151	A/1C	10
92510	47153	A/1C	2
92510	53250	A/1C	1
92510	55251	S/Sgt	1
92510	58151	A/1C	1
92520	60310	A/B or A/3C	20
92520	60330	A/2C	8
92520	60350	A/1C	5
92520	60350	S/Sgt	5
92510	70250	A/1C	1

405th SUPPLY SQUADRON

42200	64010	A/B	6
52000	64010	A/3C	5
52000	64130	A/2C	1
42400	64152	A/1C	1
42400	64230	S/Sgt	1
42400	64150	S/Sgt	1
42600	64330	A/2C	15
42600	64350	A/1C	11
42600	64350	S/Sgt	4
Base Laundry	64150	A/1C	1
Base Laundry	64130	A/3C	4

405th MAINTENANCE SQUADRON

80010	70230	A/2C	2

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Due to the fact that positions in the Laundry Exchange function do not afford enough training within the supply field to be of future value to the airman assigned in as much as it involves only the checking and counting of sheets, blankets, etc., it was determined that the five (5) military spaces should be converted to civilian spaces. It was also recommended that, due to the shortages at this Base in the Petroleum Career Field, twelve (12) airman spaces in the Petroleum Section of the 405th Supply Squadron be converted into civilian spaces. It was agreed that all non-T/O positions presently assigned to the Commissary remain military in that it is essential to have a cadre of trained military men available for field duty in subsistence operations should the Wing be ordered to field duty.

The 405th Maintenance Squadron requested that five (5) additional civilian spaces be authorized in the Sheet Metal Section. The workload in the Section is increasing steadily with the assignment of new tenant units to the Base. The current authorization is thirty-five (35) spaces, with a total of twenty-eight (28) people assigned, leaving a shortage of seven (7) military personnel with an anticipated loss by separation of an additional three (3) people by January 1955. With a full complement of thirty-five (35) personnel, the normal workload could be handled adequately; however, five (5) additional spaces are necessary for the following reasons:

1 - Kits have been received for Technical Order Compliance on twenty-four (24) T-33A aircraft. Nine hundred and sixty (960) manhours are estimated for this work.

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2 - Assignment of tenant unit to Langley Air Force Base containing ten (10) C-119 aircraft.

3. Activation of the 429th Air Refueling Squadron which will contain seven (7) B-29 type aircraft.

4. An unknown quantity of items in reparable warehouse which have not been scheduled on work orders.

It is felt that the assignment of aidditional civilians will add greatly to the stability of that section, and will, over a period of time, result in a monetary saving.

A request was forwarded to Wing to the effect that the T/DA of the 405th Motor Vehicle Squadron be amended to reflect two (2) additional wage board spaces. At the present time, the Automotive Repair Shop expends approximately one thousand, two hundred and thirty (1,230) manhours per month cleaning the Base Motor Vehicle Shops. Two laborers would save nine hundred and twelve (912) technical type manhours monthly at a much lower pay rate than highly paid personnel now being used. By using laborers, the technical qualifications of experienced personnel could be utilized to the fullest extent in keeping the vehicle fleet up to desired standards of operating efficiency.

Request was made and subsequently approved by Wing to amend the Unit Manning Document of the Clothing Sales Store, 405th Supply Squadron, to delete one (1) Supply Services Officer, Captain, 6434, and reflect one Warrant Officer, 64200. That organization has been utilizing a Warrant Officer in the position for the past thirty-one (31) months. Since no

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officer replacement is available, and since it has been determined that a 64200, Sales Store Superintendent, can adequately fulfill the requirements of operating a Sales Store activity, it is more practical and economical to authorize a Warrant Officer vacancy.

Action was recommended also to amend the Manning Document of the Salvage Section, 405th Supply Squadron, to delete one Captain, 6424, and reflect one Warrant Officer, 64100. This change would afford this headquarters opportunity to assign a permanent Disposal Officer in a space which has been vacant for more than a year.

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III. COMMERCIAL TRANSPORTATION

During the month of October 1954 the Commercial Transportation Section shipped three hundred and thirty-one thousand, six hundred and eighty-nine (331,689) pounds of public property and household goods by commercial means and twenty-nine thousand, nine hundred and eighty-two (29,982) pounds by military air.

Thirteen million, seventeen thousand, eight hundred and eighty-seven (13,017,887) pounds of public property and household goods were received commercially, and two hundred and eighty-nine thousand, nine hundred and sixty-nine (289,969) pounds were received by military air.

A total of forty-three (43) van movements of household goods were distributed among seventeen (17) carriers, allotting each carrier an average of three (3) moves.

Sixty-three (63) shipments of household goods were made commercially by means other than van. Of these shipments, eighteen (18) were made by express, forty-four (44) by motor, and one (1) by rail.

Sixty-one (61) cars were shifted onto Langley Air Force Base by the Government owned locomotives. Of this total, fifty-seven (57) cars contained public property, and four (4) cars contained property belonging to the National Advisory Committee for Aeronautics and to private contractors.

Five (5) cars were switched onto the Ammunition Area at Oyster Point.

One hundred and fifty-eight (158) Transportation Requests and eighty-six (86) Meal tickets covering the movement of one hundred and fifty-seven (157) passengers were issued during this period.

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IV. GROUP MAINTENANCE AND SUPPLY STAFF SECTIONS

The second monthly Group Maintenance and Supply meeting was held on 13 October 1954. A discussion was conducted on the new concept of Tactical Air Command Manual 66-2 (Maintenance Manual). The Group Maintenance Section has undertaken the project of evaluating the present manual and presenting a new concept to higher headquarters for approval.

A special project was established by the Maintenance and Supply Sections to expedite the receipt of J-65 engine special tools and equipment. These items will be used for test-running J-65 engines in the Jet Engine Build-up Section. The project is approximately 75% complete.

A conference of Supply and Maintenance personnel was held on 25 October to discuss obviously condemned property turned in by Base activities through Reclamation to Disposal Section. It was decided that the Base Supply Officer would publish a Base Supply Memorandum to the effect that property classes 17B, 40B, 22, and 25B would go direct to Base Disposal. All other property would be routed through the Base Supply Receiving and Classification Section.

Four hundred and thirty-four (434) Local Purchase Requests were processed by Group personnel during the month of October.

As of 31 October, the current inventory cycle at Base Supply was eighty-six percent (86%) complete. The percentage of inventory accuracy for the month of October was 96.6%, and the percentage of inventory accuracy accumulative was 96.4%.

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The Base Supply Officer has initiated action to accomplish the Unit Allowance List for those Air Force activities logistically supported but not maintaining unit accounts.

Effective 1 November 1954, the Laundry Exchange function will be organized on the Base. The 405th Supply Squadron is responsible for insuring that the physical set-up for the Exchange is complete and ready for operation as soon as the approved UAL change is returned to this headquarters. Captain Proctor of the Supply Squadron will function as Laundry Officer. In order to acquire the necessary personnel to successfully operate the function, one (1) T/Sgt authorization (AFSC 4257) was withdrawn from the hydraulics maintenance function (80410), 405th Maintenance Squadron; two (2) A/3C authorizations from the Motor Vehicle Maintenance function (92510), 405th Motor Vehicle Squadron; and one (1) A/1C authorization from the Commissary function (52000), 405th Supply Squadron. These changes will be reflected on the UMDW's submitted in December 1954.

As a result of a survey of trip tickets of the Base Shuttle Bus system, 30 September 1954 to 11 October 1954 inclusive, which revealed that the average number of passengers per trip was approximately four (4), the Commander, 405th Motor Vehicle Squadron, recommended that five (5) buses presently being utilized in the shuttle system be dropped to three (3), and further, that the three buses be routed to incorporate the Shellbank and main areas only. The present Langley View bus run would be utilized to incorporate the LTA area. This bus has a fifteen (15) minute layover at the Post Exchange. By enlarging the run of the Langley View Bus, personnel

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residing in the LTA area would be enabled to use the Post Exchange and Commissary facilities. Approval of the request would eliminate two (2) buses which could be better utilized to fulfill the mission of the 405th Fighter Bomber Wing, as well as eliminating approximately five thousand (5,000) miles operating expenses monthly. Wing approved the revised shuttle system for trial operation for a period of one (1) month. The Motor Vehicle Commander was instructed to make arrangements, during the trial period, for the NACA Shuttle Bus to handle the military traffic between the New Hospital Area and the main base.

The Annual Motor Vehicle Audit was completed and forwarded to TAC on 31 October. A gain of twenty-four (24) vehicles was shown.

Six (6) F-7 refueling trailers were repaired and returned to service during the month. Six (6) more pipes from the units are at the Depot being treated for corrosion and will be returned within the next ten days.

Twenty-four (24) MA-1 generators and tugs are awaiting issue to the Bomber and the Fighter Groups.

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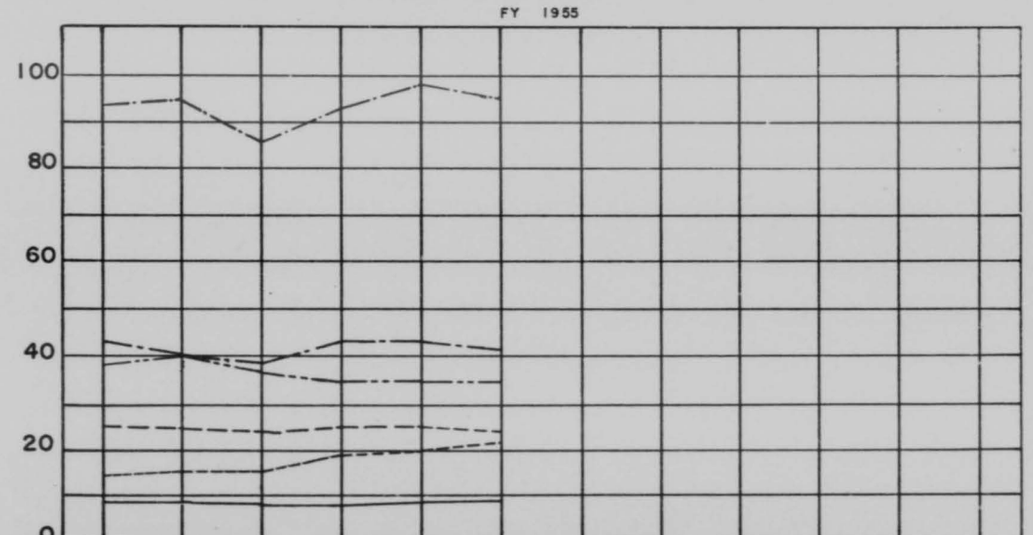
AIRCRAFT OWNED BY TYPE — ALL UNITS



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ADMIN	8	8	7	7	8	9						
MISCELLANEOUS	14	15	15	19	20	21						
TRANSPORT	25	24	23	25	25	24						
TRAINING	43	40	39	43	43	41						
LT BOMBER	39	40	37	35	35	35						
FIGHTER	93	95	87	92	98	94						
TOTAL	222	222	208	221	229	224						

SOURCE : AF FORM 110A

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COMPTROLLER COMMENTS

AIRCRAFT IN COMMISSION RATE

The overall in commission rate was seventy point six (70.6) which is an improvement of four point five (04.5) per cent when compared with the previous month. It will be noted that at no time this Fiscal Year has the in commission rate equalled that of the TAC average.

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SAFETY FILM

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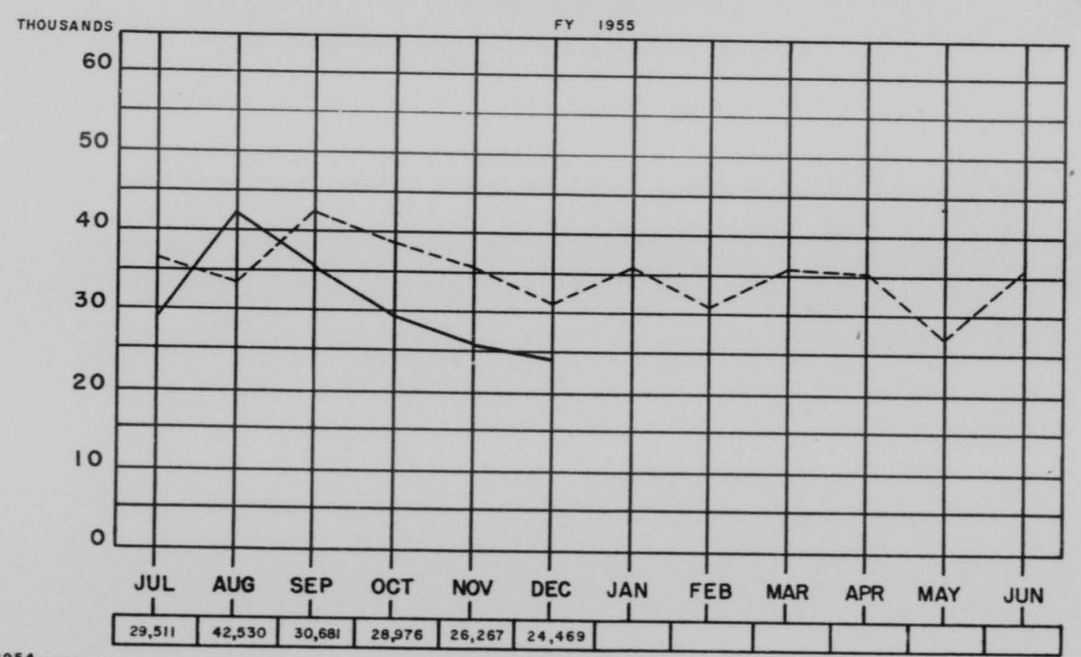
VOUCHER LINE ITEMS PROCESSED MONTHLY



SOURCE: SUPPLY - ACCOUNTING REPORT

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COMPTROLLER COMMENTS

HOURS REQUIRED TO PROCESS ONE VOUCHER LINE ITEM

1. Time required to process one (1) voucher line item was 2.110 hours as compared with 1.867 for the month of November. Average time for Fiscal Year 1954 amounted to 1.651 hours.

2. Personnel engaged in the operation of Local Purchase Stores are not included in the above mentioned figures as the work measurement for this function is not based on line items processed.

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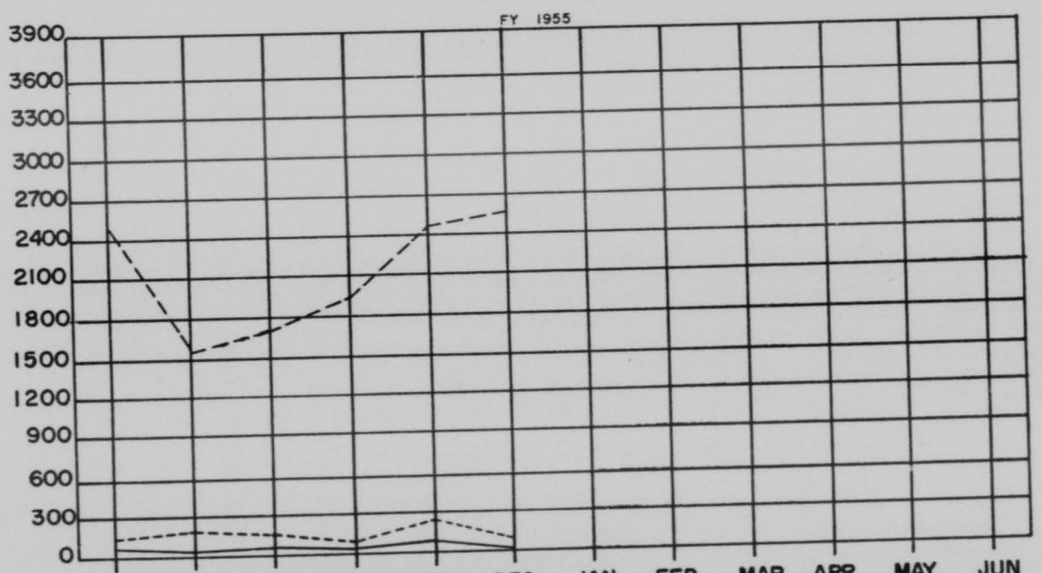
TONNAGE IN & OUT – SUPPLIES



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
EXCESS	60.19	28.92	57.16	54.63	73.56	26.60						
OTHER OUT	166.34	212.49	159.31	90.94	213.86	105.92						
INCOMING	2533.77	1516.93	1726.09	1945.33	2405.85	2593.86						
TOTAL	2760.30	1758.34	1942.56	2090.90	2693.27	2726.38						

SOURCE: SUPPLY—ACCOUNTING REPORT

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COMPTROLLER COMMENTS

STATUS OF INVENTORY

1. Ending inventory for the month of November amounted to $13,473,919 which is an increase of $1,356,229 or eleven point two (11.2) per cent when compared with the previous month.

2. Increases to inventory amounted to $12,861,465 as compared with $4,660,586 for the month of October. Receipts from government agencies and vendors amounted to $7,025,623 and $5,818,461 in turn-ins from base organizations. All other increases amounted to $17,381. When comparing the month of November with that of October it was noted that there was an increase of $8,200,879 of which $4,126,878 was in receipts from government agencies and vendors and $4,092,218 in turn-ins from base organizations.

3. Decreases to inventory amounted to $11,505,236 as compared with $4,974,832 for the previous month. Serviceable and reparable items shipped to Depots and Procurement Districts amounted to $3,491,680 as compared with $666,124 for the month of October. Shipments to government agencies, commercial activities and other AF Bases amounted to $232,107 as compared with $307,816 for the previous month. Issues to base organizations amounted to $7,769,162 as compared with $3,698,027 for the month of October. In the total amount of issues, the monetary value of issues from Local Purchase Stores amounted to $366,025. Inventory condemned amounted to $4,463 as compared with $8,124 for the previous month. Other decreases amounted to $7,824 in Standard Prices.

4. The following is a comparison of the ending inventory for the months of October and November:

	October	November	Increase and/or (Decrease)
Serviceable	$9,818,605	$10,477,923	$659,318
Reparable and Work Order	2,139,195	2,912,347	773,152
Project Material	159,890	83,649	(76,241)
Total	$12,117,690	$13,473,919	$1,356,229

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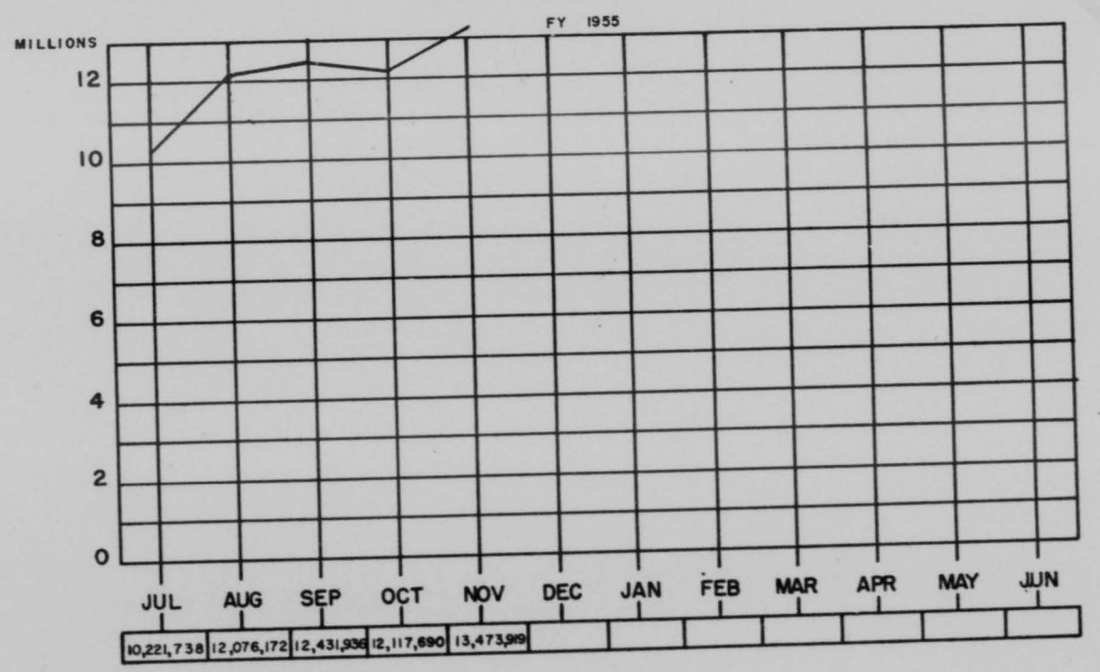
STATUS OF INVENTORY



SOURCE: RCS: I-AF-C 86

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COMPTROLLER COMMENTS

SALES VS COST - COMMISSARY

Sales for the month amounted to $127,771 as compared with $123,321 for November. The ratio of Payroll Costs to Sales was 1.00 : 12.81 as compared with 1.00 : 12.37 for the previous month. The average Fiscal Year 1954 was 1.00 : 11.98

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HISTORY

of

405th MAINTENANCE AND SUPPLY GROUP

(405th Fighter Bomber Wing)

Langley Air Force Base, Virginia

November 1954

RCS 1-AF-D2A

ROBERT E PITTMAN
Captain, USAF
Adjutant

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I. ORGANIZATION AND ADMINISTRATION

The 405th Maintenance and Supply Group, which establishes, in connection with a combat headquarters, priorities and allocations of maintenance, supplies, and transportation, continued to expand under the command of Colonel M. A. Richer.

Officers assigned to the Group Command Staff during the month of November 1954 were:

Lt. Colonel Kenneth E. Kay	Group Executive
Major John Gassler	Commander, 405th Field Maintenance Squadron
Major Stanley A. Friesen	Commander, 405th Supply Squadron
Major Joseph F. Govoni	Commander, 405th Motor Vehicle Squadron
Major Raymond B. Levis, Jr.	Base Supply Officer
Captain Ray J. Walker	Commercial Transportation Officer

Additional Staff Officers assigned were:

Captain Robert E. Pittman	Group Adjutant
Captain William C. Catrett	Group Supply Officer
Captain Marion M. Robinson	Group Maintenance Officer
2d Lieutenant Leonard A. Fierman	Assistant Group Adjutant

Group Headquarters provides coordination and supervision of a Supply Squadron, a Field Maintenance Squadron, and a Motor Vehicle Squadron, as well as a Commercial Transportation Section which is charged with the responsibility of transporting Government property and of controlling

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the precedence of movement of all materials, supplies, individuals, troops, baggage, and household goods.

The Commander, 405th Maintenance and Supply Group, exercises command jurisdiction over all units and activities assigned or attached to the Group, and is directly responsible to the Commander, 405th Fighter Bomber Wing, for the accomplishment of the assigned mission.

In accordance with Tactical Air Command General Order #67, dated 4 October 1954, and pursuant to authority contained in the Department of the Air Force Letter AFOMO 385j, dated 22 September 1954, and paragraph 18, Air Force Regulation 20-27, the 405th Maintenance Squadron, this headquarters, was redesignated the 405th Field Maintenance Squadron, effective 8 November 1954.

In compliance with Wing letter dated 22 November 1954, subject: Mobility Planning, preparations were made for perfecting a Group Mobility Plan. Lt. Colonel Kenneth E. Kay, Group Executive, was appointed Group Mobility Officer, with Captain Robert E. Pittman, Group Adjutant, and Captain William C. Catrett, Group Supply Officer, being appointed Group Personnel Mobility Officer and Group Materiel Mobility Officer respectively. Squadron personnel and materiel deployment tables are in the process of completion and will be formulated into a Group plan during the month of December.

Management improvement continued to be stressed throughout the Group. The Quarterly Management Improvement Project Report, covering the months of September, October, and November, is attached.

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II. PERSONNEL

The 405th Maintenance and Supply Group was authorized thirty-six (36) officers, nine hundred and fifty-five (955) airmen, and four hundred and twenty-eight (428) civilians.

As of 30 November 1954, the Group had an assigned strength of thirty (30) officers, eight hundred and eighty (880) airmen, and four hundred and twenty (420) civilians.

Authorization and assignment of personnel of the Group, by squadrons, was as follows:

	AUTH	ASGD
Headquarters		
Officers	6	6
Airmen	24	28
Civilians	26	26
Supply Squadron		
Officers	14	12
Airmen	286	268
Civilians	257	251
Field Maintenance Squadron		
Officers	11	8
Airmen	331	300
Civilians	93	91
Motor Vehicle Squadron		
Officers	5	4
Airmen	314	284
Civilians	52	51

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Twenty-five (25) airmen were placed on overseas shipping orders during the month of November 1954 to fill the December quotas.

Three (3) officers and six (6) airmen were placed on TDY to various technical schools during the month. Officers attending courses were: Major Stanley A. Friesen, 405th Supply Squadron Commander, to Maxwell Air Force Base, Alabama, for the purpose of attending the Air Weapons Orientation Course; Captain Edward Hernandez, Maintenance Supervisor, to Douglas Aircraft Corporation, Long Beach, California, for B-66 Staff Orientation Course #SM 0108; and 1st Lt. Richard D. Anderson to Southern Pines, North Carolina, to attend Air Comptroller Course #14 at USAF Air Ground Operations School. Airmen on TDY include: One (1) to Amarillo Air Force Base, Texas, for the purpose of attending Aircraft Mechanic Jet Fighter F/RF-84F, Course #SS 43151-3; two (2) to Francis E. Warren Air Force Base, Wyoming, for Field Maintenance Course #SS 47152-3 on 0-10 Crash Fire Truck; one (1) to Francis E. Warren AFB to attend Supply Records Supervisor Course #AA 64174; one (1) to Chanute Air Force Base, Illinois, for OJT Administrator Course #XX75000-2; and one (1) to Hunter Air Force Base, Savannah, Georgia, for the purpose of attending Annual Master Driver Instructor Training Course.

2d Lieutenant Leonard Fierman, Group Assistant Adjutant, was appointed Group On-the-Job Training Officer. Squadron OJT officers appointed were: 1st Lt. Roland M. Howard, 405th Supply Squadron; 1st Lt. Richard D. Anderson, 405th Motor Vehicle Squadron; and 1st Lt. John A. Sipple, Jr., 405th Field Maintenance Squadron. Preparations were completed for the active formal OJT

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program which will be in operation 1 December. A revised Group Standing Operating Procedure No. 50-5 (1) was published on 10 December 1954 and distributed to the Squadron OJT officers for their guidance. Determination was made of the training requirements necessary to perform the mission of the Group. Airmen will be trained to fill projected as well as existing vacancies. Forms 623 were prepared for all airmen receiving OJT, and progress charts were set up and will be maintained in the respective units of each Squadron.

1 - SOP 50-5, 10 Dec 54

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III. COMMERCIAL TRANSPORTATION

During the month of November 1954 the Commercial Transportation Section shipped four hundred and ninety-two thousand and fifty (492,050) pounds of public property and household goods by commercial means and two hundred and fourteen thousand, six hundred and sixty-two (214,662) pounds by military air.

Five million, nine hundred thousand, four hundred and eighty-three (5,900,483) pounds of public property and household goods were received commercially, and eighty-four thousand, five hundred and sixty-six (84,566) pounds were received by military air.

A total of sixty-eight (68) van movements of household goods were distributed among sixteen (16) carriers, allotting each carrier an average of four (4) moves.

Fifty-two (52) shipments of household goods were made commercially by means other than van. Of these shipments, seventeen (17) were made by express, thirty-four (34) by motor, and one (1) by rail.

Forty-five (45) cars were shifted onto Langley Air Force Base by the Government owned locomotives. Of this total, forty-three (43) cars contained public property, and two (2) contained property belonging to the National Advisory Committee for Aeronautics or to private contractors.

Two (2) cars were switched onto the Ammunition Area at Oyster Point, Virginia.

One hundred and forty-six (146) Transportation Requests and twenty-one (21) meal tickets, covering the movement of one hundred and thirty (130) passengers, were issued during this period.

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IV. GROUP SUPPLY STAFF SECTION

A proposed Base Standing Operating Procedure #67-1, subject: Handling of Sensitive Items, was prepared by Group Supply personnel and forwarded to Wing for publication at the request of the Group Commander. Base compliance with this SOP will reduce unnecessary wear and tear on sensitive items when they are being transported.

Captain W. E. Catrett, Group Supply Officer, visited various Motor Vehicle Depots including Mallory Air Force Depot, Memphis, Tennessee; USAF Vehicle Storage Branch, Eddystone, Pennsylvania; USAF Storage Branch, McKees Rock, Pennsylvania; and Middletown Air Materiel Area during the month for the purpose of expediting shipment of motor vehicles required on 1 December by the 649th AC&W Squadron.

Two (2) Reports of Survey involving damage to motor vehicles were processed through Group Headquarters during the month of November with a total monetary value of $813.34.

Three hundred and seventy-five (375) Local Purchase Requests were processed by Group personnel.

The Wing follow-up inspection on the Tactical Air Command annual inspection was made on 15 November 1954, and the rating was satisfactory for the majority of the supply functions throughout the Group.

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V. GROUP MAINTENANCE STAFF SECTION

The Group Maintenance Section requested Wing Materiel Section assistance in procuring Quick Change Kits for R-3350 engines. Requisitions for eight (8) each QEC kits to AF 904 was returned coded IND, with note: "No action taken to supply items as all QEC kits that were procured have been issued to meet each activity's requirements. If aircraft have recently transferred to your station, suggest you contact stations that aircraft have been shipped from for referenced kits." Bergstrom, Great Falls, and Turner Air Force Bases were contacted for kits. None were available at Bergstrom and Great Falls. Turner AFB shipped one (1) each 1AFD-D-8513-1A and one (1) each 1AFD-8513-4A. In accordance with paragraph 20, Section 4, Volume II, AFM 67-1 the Group is authorized six (6) each QEC kits to support forty (40) installed engines.

The 405th Field Maintenance Squadron requested that a Shaw Estes Facility maintenance technician be assigned for a period of sixty (60) days for the purpose of assisting in calibration of the thrust, exhaust gas temperature, fuel flow, and vibration components of the Shaw-Estes semi-portable test facility and to conduct a comprehensive operational test. This requirement exists due to the modification requirements of the test facility to convert the J-65 series engines and due to the long period of inactivity of the test facility.

A Middletown Air Materiel Area representative arrived on the base on 30 November to assist the Field Maintenance Squadron in calibrating the Shaw Estes test cell instruments.

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Changes to TAC Manual 66-2 were completed and forwarded to the Field Maintenance Squadron for review.

Tentative plans are being formed for moving portions of the Field Maintenance to hangar 537R.

Commercial electric power was connected to the Jet Engine Test Cell during the month. The final connection for power in building 87 is nearing completion which will enable the Electric Shop to relocate in that building.

Representatives of Minnesota Mining Company demonstrated a new type decal for aircraft insignia. The simple application process appears to be both a labor and a money saver.

Army personnel from Fort Eustis were conducted on a tour of the Field Maintenance Shops and shown the operation of the various functions of that organization.

Passive Defense is still being stressed and alerts are being conducted at frequent intervals by individual units.

A technical representative for the MA-1 power unit conducted classes at the Motor Vehicle Squadron on the maintenance of the MA-1. As of 30 November, forty-two (42) MA-1 were assigned to the Base, thirty-one (31) of which had been issued to using organizations.

The National Advisory Committee for Aeronautics requested the loan of one (1) MA-1 composite servicing vehicle for approximately four (4) months for the purpose of conducting an evaluation of this unit as an aircraft ground support unit.

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The Annual Vehicle Audit was completed during the month of November by personnel from Group Headquarters, Base Supply, and Motor Vehicle Squadron.

In compliance with a request from AMC for defense of the vehicle budget requests for 1956, it was estimated that thirty-five (35) forklift trucks of various capacities are required to support a hypothetical Air Force Base comparable to Langley. This number is required to transport approximately five thousand, six hundred and ninety-five (5,695) tons of material monthly in support of assigned and attached units. Inside storage space occupied by materials handled is three hundred and twenty thousand, eight hundred and one (320,801) square feet with an additional eleven thousand (11,000) square feet of outside storage. Items handled vary in type and size, the weight of the heaviest item being normally five thousand (5,000) pounds. The average time required for maintenance of forklift trucks is three (3) days, with an average if seven (7) lifts entering the maintenance shops each month for other than daily maintenance. The life expectancy for forklifts is six (6) years, and after this period should be replaced.

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HEADQUARTERS
405th MAINTENANCE & SUPPLY GROUP
Langley Air Force Base, Virginia

10 December 1954

PART I HIGHLIGHTS

A. General Trend of Improvement by Field
(Area) General Management
(Field) Organization, Methods and Procedures

1. Prior to 15 September 1954, all correspondence requiring air mail stamps was stamped in the Administrative Office which in many cases resulted in underpayment, with correspondence being returned by the Post Office for additional postage, thereby causing a loss of time to the Air Force. Hand-carrying correspondence to the Post Office for weighing and stamping resulted in a fifteen to thirty minute trip. On 15 September a WAL change request was submitted for a four pound postal scale which enables personnel to weigh and correctly stamp correspondence in the Administrative Office. It is estimated that at least fifteen minutes of Government time will be saved daily, resulting in an annual savings of sixty-five hours.

2. A procedure for utilizing tugs and warehouse trailers has been implemented in Base Supply to expedite the delivery of supplies from Central Receiving to the various supply warehouses.

a. Formerly, upon receipt of supplies by Central Receiving Section, the supplies were unloaded from the carrier and loaded onto flat pallets. Upon completion of unloading, transportation was requested from the Base Motor Pool. In many instances, transportation was not readily available at the time requested and a delay in delivery resulted. Upon arrival of transportation to the Central Receiving Section, the pallets of supplies were loaded utilizing a forklift. Arriving with the supplies at the applicable warehouse, the vehicle and driver had to remain until the unloading was completed before returning to the motor pool.

b. Under the new procedure, supplies, when received by the Central Receiving Section, are unloaded from the carrier directly onto warehouse trailers. When the carrier is unloaded, or sufficient warehouse trailers are loaded, the trailers are coupled to a tug and delivery is immediately made to the applicable warehouse. The maximum number of trailers coupled to a tug at one time is two, but if only one trailer load or partial load of supplies are received, or the supplies are to fill priority requests, an immediate delivery to the warehouse is accomplished. There the trailers are uncoupled from the tug and remain in the warehouse until unloading is accomplished. In many cases this can be accomplished directly into storage bins. In the event there are

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empty trailers in the warehouse, these are coupled onto the tug and returned to the Central Receiving Section. Supplies being shipped off base are loaded onto trailers after supplies received are unloaded, resulting in a pay load both from and to Central Receiving and Shipping, building T-314. Two tugs and eight trailers are being utilized in the operation of the new procedure.

c. The implementation of the new procedure has resulted in a more effective utilization of USAF vehicles, savings in man hours, and an expeditious delivery of supplies.

(Area) General Management
(Field) Organization, Methods and Procedures

3. Due to the increased stress on the movement of household goods for members of the Air Force and their dependents, the Commercial Transportation Section has assigned an inspector from the household goods section to be physically present during the packing and loading of all household goods, making sure the owner or his authorized representative is contacted and that commercial carriers are giving the desired service and courtesy as required by the Air Force.

a. It is believed that a considerable amount of money can be saved by this procedure as well as greatly improving the morale of the Air Force in general.

4. A definite policy has been established in the apportionment of traffic to the household goods carriers servicing this base as follows:

a. Vicinity carriers (Hampton, Newport News, and Warwick) will be utilized as long as they can satisfactorily perform the services to the best interest of the individual and the Government.

b. Carriers in the area of Norfolk, Portsmouth, Virginia Beach, and Williamsburg will be utilized when the facilities of the vicinity carriers have been exhausted.

c. Carriers in remote places within the state and carriers outside the state will be utilized to meet the requirements of the individuals and the Government when necessary.

d. This policy will effect an undetermined monetary savings to the Government as well as affording a better control over the carriers and their services, thereby increasing the efficiency of the Commercial Transportation Section.

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(Area) General Management
(Field) Organization, Methods and Procedures

5. A survey was conducted on the number of passengers utilizing the Base shuttle bus service. Results indicated that buses were operating approximately 10,000 miles monthly, and that the seating capacity was utilized approximately 17%.

a. Coordination was effected with NACA, and the Supervisor of Transportation agreed to pick up personnel going to and from the west area of the base. Extension of the Langley View bus run to cover LTA area, and re-routing of two (2) buses to cover the Shellbank and main area, resulted in elimination of two (2) buses from the old system.

b. Incorporation of the new shuttle bus system results in a saving of four (4) operators daily, two (2) buses, and approximately five thousand (5,000) miles monthly. This figure can be reduced to savings of approximately $45.00 per day, $1,000 per month, or $12,000 yearly, figured on airman's pay, gas, oil and maintenance to vehicle.

6. In order to perfect twenty-four (24) hour transportation services to the base, a new system was established for duty of Motor Pool personnel. Originally, two night shifts worked seven and one-half (7½) hours each, with personnel detailed for Saturday and Sunday night duty. Under the new system, the Base Motor Pool has two (2) shifts assigned with one shift working fifteen (15) hours, then having twenty-four (24) hours free while the next shift works. It is estimated that this system will save 1,024 manhours over a period of one month, with a monetary savings of $1,259.52.

7. The interior of the Production and Control Section of the Automotive Maintenance Shops was modified to provide "counter service" to line chiefs, inspectors, and shop supervisors. This enables better coordination of the control's fingertip control data to inner shop personnel and support organizations. The service will result in a saving of ten (10) manhours per month with a dollar saving of $17.50.

(Area) General Management
(Field) Organization, Methods and Procedures

8. The following improvements were effected during the month of November as part of the Management Improvement Program for the 405th Field Maintenance Squadron:

a. Rubber Shop - Along with a bead seating tool, a turntable to build up F-84F tires was locally manufactured by the Machine Shop, resulting in a saving of eight (8) to ten (10) man hours per day by increasing the quality of workmanship and reducing the number of mounted wheels that are returned because

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of pinched tubes or other difficulties. The monetary savings in manhours and materiel per year amount to six thousand, two hundred and fifty dollars ($6250.00).

b. Welding Shop - This shop is setting up jigs to weld J-48 engine screen liners in accordance with T.O. 2J-J48-220. By locally repairing these liners the supply requirement for this item will be lessened. Monetary savings amount to eighteen hundred dollars ($1800.00) per year.

c. Crash Recovery Section - This section has assumed the responsibility of recovering all disabled aircraft from the Langley Air Force Base runways in addition to answering all other emergency crash calls in the area. To provide for a positive and quick type of recovery system, the following equipment has been prepared:

(1) Utility Trailer equipped with the following recovery items:

(a) Slings for all aircraft.

(b) Two (2) spare F-84F wheels and tires.

(c) Three (3) each flood lamp assemblies and 110V power Plants.

(d) Assorted bolts, nuts, pins, cable clamps, etc.

(e) Two (2) each complete tool kits.

(f) Two (2) each shovels and bars.

(g) Tow bars for all types aircraft.

(2) One (1) each three (3) wheel dolly for quick removal of aircraft with tire or wheel trouble.

(3) One (1) wheel assembly with fixed axle for quick removal of F-84F aircraft with tire or wheel trouble. Aircraft slings are not needed with this piece of equipment.

(4) One (1) trailer with lifting bags and compressors ready to move at a moment's notice.

In addition to the above, all crash recovery personnel have been trained to place safety pins in jettison units and to use the equipment mentioned above. An estimated forty-five (45) manhours and two hundred and seventy dollars ($270.00) are saved per month by having this additional equipment. Due to the nature of the operation for which this equipment was designed, its use could result in an incalculable saving in the event of simultaneous emergencies.

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PART II. FORECAST

Negative.

PART III. DELETIONS

Negative.

PART IV. RECOMMENDATIONS

Negative.

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C O P Y

STANDING OPERATING PROCEDURE)
NUMBER 50-5)

HEADQUARTERS 405th MAINTENANCE & SUPPLY GROUP
Langley Air Force Base, Virginia
10 November 1954

TRAINING

On-the-Job-Training

This SOP supersedes Group SOP 50-4, 17 May 1954

1. PURPOSE: To establish standardized methods and procedures for conducting formal on-the-job training (listed hereafter as OJT) in classrooms and/or in operating sections with the best qualified OJT instructors available in each organization.

2. RESPONSIBILITIES: Squadron commanders are responsible for strict compliance with this SOP and that qualified personnel are appointed to insure the best possible results from formal OJT.

a. OJT Officers will be appointed and will:

(1) Determine training requirements necessary to perform the mission of this Group.

(2) Use and comply with OJT Training guidance materials sent down from higher headquarters.

(3) Use OJT Training Packaged Courses prepared by Air Training Command or ARTC course outlines when Packaged Courses are not available. (A request for necessary OJT Packaged Courses may be forwarded through channels at any time.)

(4) Conduct periodic evaluations with individual sections to determine the effectiveness of training.

(5) Insure that the most qualified men be used as formal OJT instructors.

(6) Monitor classification, assignment and utilization of personnel.

(7) Use discretion in training personnel, particularly the ones who are slated to be separated from the service and will be of no value to the organization.

(8) Maintain proper training records and submit required reports.

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3. PROCEDURES:

a. Air Force Form 623 will be initiated in conjunction with training being conducted when:

(1) Training from the "1" (Helper) level to the "3" (Apprentice) level.

(2) Training to qualify for vertical progression from the "3" (Apprentice) level to the "5" (Senior) level.

(3) Training from the "5" (Senior) level to the "7" (Supervisor - Technician) level.

(4) Training to a new AFSC which is not in the airman's career ladder or for a different suffix to his present AFSC (cross - training).

b. Airmen entries into OJT will not conflict with directives from higher headquarters.

c. Airmen will be entered or withdrawn from on-the-job training by personnel action memorandum.

d. Training will be based on the requirements for the AFSC as listed in AFM 35-1 and the 35-400 series of AF Regulations.

(1) To be entered into OJT the trainee must:

(a) Currently be serving in the duty AFSC for which the training is being conducted. (DAFSC must be recorded on DA AGO Form 20).

(b) Obtain authorization from Wing Headquarters, through channels, to receive OJT in the AFSC in excess of all authorizations (except as otherwise indicated in Ltr, Hq TAC, MP-C-2, Subj: "Expanded On-the-Job Training," 13 August 1954 and Ltr, Hq TAC, MP-A-3, Subj: "Clarification of Expanded On-the-Job Training Letter," 27 October 1954).

(c) Be holding an AFSC that is authorized in the squadron for duty at a "5" level AFSC.

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(d) Not have conflicting training within the provisions of Project Guidance (AFPMP, Dept of the AF, Subj: "Project Guidance", 10 September 1954).

(2) Training will be continued until a desired level of proficiency has been obtained. Rotation within the unit will be effected to qualify individuals in all phases of an AFSC.

(a) The only time factor involved in on-the-job training is the length of time required to insure that the individual has mastered all phases of the job listed in AFM 35-1 and the 35-400 series of AF Regulations.

(b) This headquarters will exercise the prerogative of examining any doubtful case in which it cannot be administratively resolved that the airman is fully qualified.

e. RECORDS.

(1) Each unit OJT Officer will maintain adequate records to effectively record and monitor the progress of trainees.

(2) A training chart will be maintained in a section where the training is being conducted.

(a) Training items will be taken from course outlines approved by this or higher headquarters; in the event that no course outlines exist, the items will be taken from "OJT Manual", 405th Fighter Bomber Wing.

(b) One separate chart will be maintained for career subdivisions.

(c) Unit OJT Officers will be responsible for obtaining the necessary information to complete all blank items on the chart. Instructors will be responsible for recording the individual's progress on the training chart.

(d) At least once each week, the OJT Officer will screen each training chart and transcribe the results of the training to the Air Force Form 623.

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(e) Commanders will insure that this record is forwarded for inclusion in the airman's 201 file when the record is completed, when the airman is placed on PCA or PCS movement, and/or when the airman is removed from OJT.

(f) Air Force Form 623 will be safeguarded and protected as any other official document.

(g) Entries will be kept up to date to accurately reflect the individual's current status.

(3) Each unit OJT Officer will maintain an OJT publications reference file in loose leaf note-book form.

(4) Reports.

(a) Requirements of 405th Fighter Bomber Wing Manual No. 50-1, Subj: "Reports of Training", 22 July 1954, will be strictly complied with.

4. REFERENCES:

a. Ltr, Dept of AF, AFPMP, Subj: "Project Guidance", 10 Sep 54.

b. Ltr, Hq TAC, MP-C-2, Subj: "Supplemental Data for Career Field Conversion During December 1954", 14 October 1954.

c. Ltr, Hq 405th Fighter Bomber Wing, Subj: "Assignment of Basic Military Training Graduates Not Entered Into Technical Training Courses", 19 October 1954.

d. Ltr, Hq TAC, MP-C-2, Subj: "Expanded On-the-Job Training", 13 August 1954.

e. Ltr, Hq TAC, MP-A-3, Subj: "Clarification of Expanded On-the-Job Training Letter", 27 October 1954.

f. TACM 50-3, "On-the-Job Training Instruction Techniques."

g. TACM 50-4, "On-the-Job Training."

h. UTP-40-12, 405th Fighter Bomber Wing, Manual 50-1.

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i. AF Regulation 52-2, 18 February 1954, and all interim changes.

j. AF Pamphlet 25-3-2, Subj: "Work Simplication", 15 May 1954.

k. USAF Program PTT 55-3, Subj: "Technical Training," 16 June 1954

BY ORDER OF THE COMMANDER:

/t/s/ ROBERT E PITTMAN
Captain, USAF
Adjutant

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HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base, Ohio

Mr. R. A. Moore/mlf
November 16 1954

MCMRM

SUBJECT: Survey of Personal and Survival Equipment

TO: Commander
Tactical Air Command
Langley Air Force Base
Virginia

1. This Command has undertaken a command-wide survey of the effectiveness of AMC support in the personal and survival equipment fields. Initially, this survey was concerned with the adequacy and timeliness of operating and maintenance instructions (technical order) distribution with new types of equipments. All Air Materiel Areas are of the opinion that AMC Regulation 5-21, Subject, "Handbooks to be Shipped with AF Equipment", which requires integral packaging of pertinent publications with specified equipments, should be revised to include certain items of personal and survival equipment. A By-product of this survey was a recommendation that Personal and Survival Equipment officers be trained and assigned these duties at AMC flying activities.

2. This Command recognizes that this subject embraces complete crew escape systems as well as air-crew personal and survival equipment. We have passed the "jump-sack" era and are well into an age of complex, fine tolerance equipments and systems which are of vital importance to every aircrew member. Consequently, this Command desires to examine its responsibilities from every source.

3. In view of the above, it is requested that your Command study this subject in detail and advise this Command, ATTN: Flight Safety Deficiency Task Group, MCMRM, of any outstanding deficiencies in design, operation, maintenance, technical instructions (including distribution), etc; which, in your opinion, the resources of this Command can correct. We especially desire information concerning the manning, training and

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SUBJECT: Survey of Personal and Survival Equipment

scope of responsibilities of Personal and Survival Equipment Sections authorized and assigned to your bases.

4. The Directorate of Flight Safety Research, OTIG, has a primary and active interest in this subject and is being furnished a copy of this correspondence. It is requested that copies of your reply be forwarded to that activity.

FOR THE COMMANDER:

s/t CLARE W. BUNCH
Colonel, USAF
Chairman, Hq AMC Flight Safety
Deficiency Task Group

OT-OL 1st Ind

Hq Tactical Air Command, Langley Air Force Base, Virginia 22 Nov 54

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

1. Forwarded for your action in providing the information requested in paragraph 3 of the basic letter.

2. The above information will be forwarded to this headquarters no later than 10 December 1954 for review , consolidation transmittal to Air Materiel Command.

BY ORDER OF THE COMMANDER:

s/t HOWARD H. STAIK, JR.
CWO, USAF
Asst Adjutant

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OT-OPS (16 Nov 54) 2d Ind 24 November 1954

Headquarters, 405th Fighter Bomber Wing, Langley Air Force Base, Va.

TO: Commander, 405th Fighter Bomber Group, Langley AFB, Virginia
Commander, 345th Bombardment Group (Tactical), Langley AFB, Va.
Commander, 429th Air Refueling Squadron, Ftr-Bmr, Langley AFB, Va.

For compliance with basic communications and return to this headquarters no later than 6 December 1954.

BY ORDER OF THE COMMANDER:

s/t RICHARD B. COKER
CWO USAF
Asst Adjutant

FBGO 3d Ind

Hq. 405th Fighter Bomber Group, Langley Air Force Base, Va; 7 Dec 54

TO: Commander, 405th Fighter Bomber Wing, Langley AFB, Virginia

1. Results of this and other squadron surveys indicate an increasing need for detailed study and analysis of the survival equipment problem beyond the capability of an organization at this level.

2. It is requested that action be taken to arrange a symposium of appropriate personnel plus representation of operational organization within Air Materiel Command in an effort to resolve problems concerning personal equipment, personnel training and publications of appropriate materials in these phases.

3. At present Major Colbert, a member of this organization is attending Symposium, Stead Air Force Base, Nevada with a return date of 10 December 1954. This conference having several members of Tactical Air Command in attendance should provide a sound basis for conference in the sumposium in paragraph #2 above.

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4. Post personal and survival equipment conferences have resulted in no final resolution of operational unit problems due to the inter-command nature of the conferences. It is felt that if Tactical Air Command could come up with a definite set of requirements in equipment, personnel and training, this requirement would be given immediate consideration by appropriate procurement agencies.

FOR THE COMMANDER:

s/t ROSS M. CLEM
Lt Col, USAF
Executive Officer

REO OPS (16 Nov 54) 3d Ind 3 December 1954

Headquarters, 345th Bombardment Group, Tac, Langley AFB, Virginia

TO: Commander, 405th Fighter Bomber Wing, Langley AFB, Virginia

1. In compliance with paragraph 3 basic letter, the following comments and recommendations are submitted.

a. Due to the complexity of survival equipment peculiar to jet aircraft the present survival equipment sections are undermanned. These sections must have sufficient personnel authorized to properly maintain, inspect and fit such equipment as helmets, oxygen masks, survival suits and other such items necessary for global operations. The addition of a seven level N.C.O to the authorization of a Tactical Bombardment Squadron in the survival equipment section should improve their efficiency and make that career field more attractive. It is recommended that personnel assigned to the survival equipment field be given all possible schooling and technical background available prior to being awarded the AFSC.

b. The present dinghy authorized for use with the seat type parachute is unsatisfactory and extremely bulky. The manner in which it is attached to the parachute prevents the leg straps from fitting properly.

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Some aircraft (B-57B) require the use of the seat type chute and due to the length of the seat belts, a dinghby must be used to tek up the slack and allow the occupany to be strapped firmly to the seat.

FOR THE COMMANDER:

s/t ATLEE R. ELLIS
Captain, USAF
Asst Adjutant

OT-OPS 4th Ind 13 Dec 54

Headquarters, 405th Fighter Bomber Wing, Langley Air Force Base, Va.

TO: Commander, Tactical Air Command, Langley Air Force Base, Va.

Inclosed information is forwarded in compliance with paragraph 2.

s/t RICHARD G. COKER
CWO, USAF
Asst Adjutant

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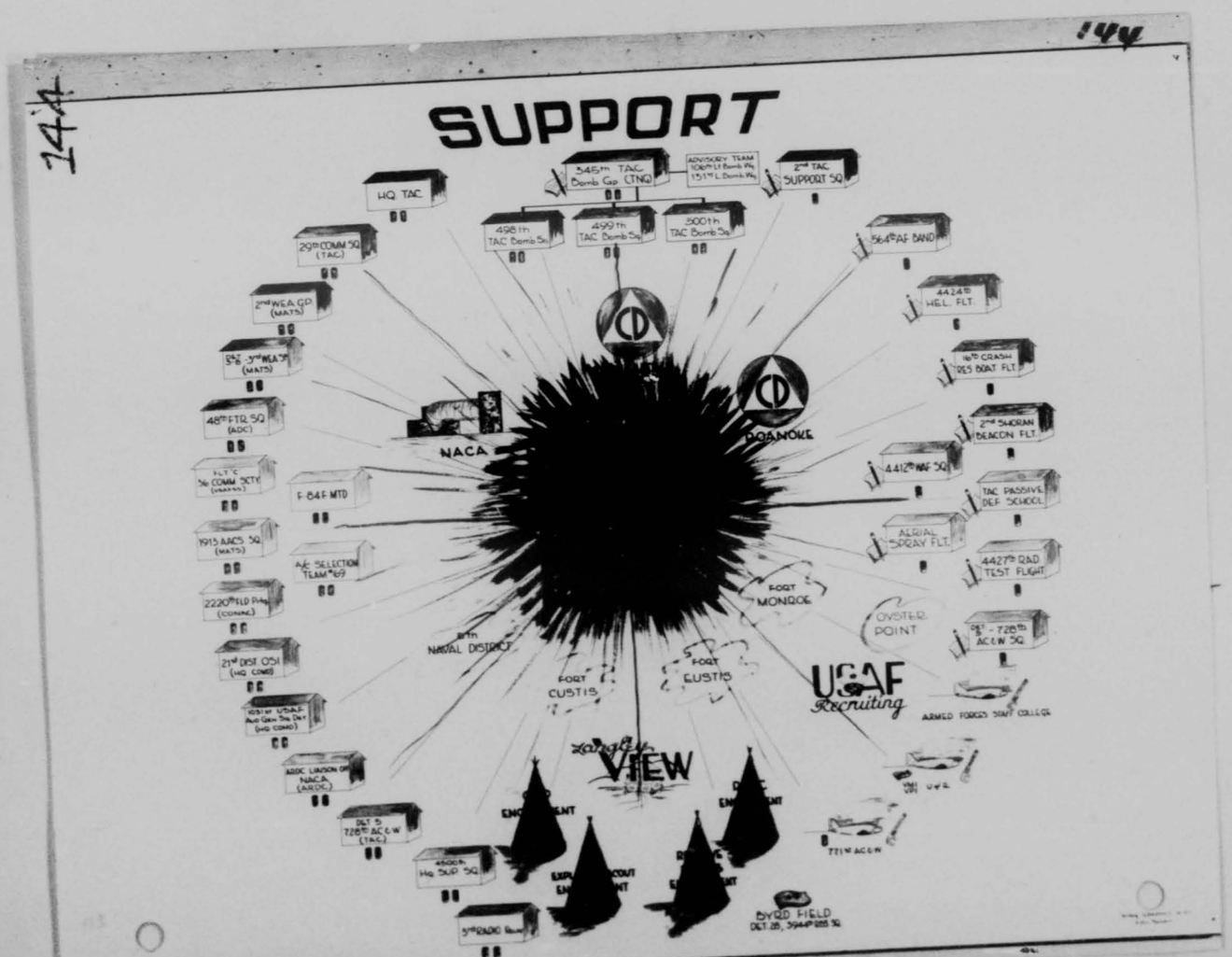

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DEPARTMENT OF THE AIR FORCE
Comptroller
AUDITOR GENERAL

Reply to:
Auditor General, USAF
Eastern District
Resident Office
Langley Air Force Base
Hampton, Virginia

AFAUDE-AB-R/A

18 October 1954

MEMORANDUM FOR: Commander
Langley Air Force Base, Virginia

SUBJECT: Interim Report of Audit No. E37-344-17
Condition of Consolidated Base Supply Account AF 51-SO
Period 1 June 1954 Thru 30 September 1954

1. Tests were made of the operations of the Local Purchase Stores for the period and an examination of the procedures employed in transferring property from the Plant Account to Unit Support Equipment Records was conducted.

2. As a result of these tests, the following comments and recommendations are made:

a. An examination of the Plant Account Records at Base Supply and selective checks of transactions revealed that the records have been properly closed and the transfer of Unit Supply Equipment has been accomplished as prescribed by Amendment 5, Volume II, AFM 67-1, dated 1 June 1954. However, in an examination of seven supply accounts at unit level to determine the progress being made, it was found that five had not completed the transfer of property to the Unit Property Records, AF Form 1120, at 15 September 1954, the deadline date established by Hq. Tactical Air Command. The cause of this delay appeared to be the lack of procedural knowledge on the part of unit supply personnel, despite the fact that detailed procedures to be followed were outlined in Volume IV, AFM 67-1, and were further implemented by a briefing of all unit supply personnel by the 405th Fighter-Bomb Wing. The need for closer supervision and instruction by Wing supervisory personnel is indicated.

b. An attempt was made to determine the accuracy of the sales slips employed by the Local Purchase Stores with regard to prices, extensions and totals. This was not possible because of the lack of item detail on the sales slips; only the total amount of the sale being recorded in accordance with paragraph 14b, TACR 67-16. During the period under audit, therefore, the supply representative of the Resident Auditor's Office made a regular purchase at the store, adding each item as he went along, to test the accuracy of the sales slips. The total of the slip handed him by the sales clerk was 50% incorrect; a second

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try by the sales clerk was better, but still 20% incorrect; and a third computation was correct. The average authorized supply representative, however, can not be expected to make this running check, and because of the absence of detail, the unit supply officer is precluded from performing an after the fact computation to assure that all supplies purchased have been received and to determine the accuracy of the charges against his operating budget.

In view of the recent acquisition of adding machines, it is recommended that the sales clerk attach the tape, on which the purchases are totaled, to the patron's copy of the sales slip. This will provide the supply officer with a method of determining the accuracy of the charges against his unit, in much the same manner a customer can check his purchases at the Commissary Store.

c. Paragraph 16, TACR 67-16 provides that requisitioning of supplies at the Local Purchase Store will be accomplished on the basis of consumption experience and personal knowledge of store personnel, and provides for the use of bin card data to determine consumption. Examination, however, revealed no consumption data on the bin cards or elsewhere; the reordering of supplies being accomplished solely on the personal knowledge of the store manager.

To provide for more accurate stock levels and the requisitioning of supplies in the absence of the store manager, it is felt that a more realistic manner of obtaining consumption data should be devised. a simple system should be initiated to reflect the consumption data required by the above regulation without necessitating a daily posting of issues. A system of recording on the bin cards the amount of property placed in the bin as well as the inventory count at the end of the month, if accompanied by dates, would quickly reflect consumption data for any given period and might well fulfill the requirements of the regulation.

d. Control over prenumbered sales books used by the Local Purchase Stores could not be accurately determined because these books are issued by Base Publications without the maintenance of the inclusive serial numbers of the books issued to each store. In order to establish adequate control over sales books issued to the Local Purchase Stores, a system should be worked out to maintain serial accountability and permit the reconciliation of prenumbered sales tickets for any specific period.

e. Paragraph 14a, TACR 67-16 prescribes that AF Form 93, "Supply Representative Authorization" be utilized to identify persons authorized to withdraw supplies. However, identification authorizes persons to draw supplies from any local Purchase Store regardless of

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the operations activity. A control should be established to insure that only those supplies peculiar to the needs of the requesting activity in the performance of its mission will be issued to each supply representative.

f. An examination of the sales slips at Local Purchase Store "E", office supplies, revealed ten organizations for which no quarterly monetary credits had been established. Apparently there was no limit to the quantity of supplies which these units could draw. Paragraph 18d, TACR 67-16, provides that quarterly monetary credits will be established for each using unit or function as an element of control.

g. A general weakness exists with respect to the control of receiving documents at the Local Purchase Store. These instruments are not vouchered or recorded in the document control register until after final warehouse action has been accomplished. This procedure will not disclose misplaced or lost receiving documents that may occur after the receipt of the supplies. In addition, receiving reports accompanying the receipt of property from the central receiving warehouse are not executed by Local Purchase Store personnel upon receipt at the store, but are returned to central receiving warehouse unvouchered and unsigned, one to four days later.

Basic internal control requires that all receiving documents be vouchered at the time the property is received and that a vouchered signed copy of the receiving report be returned to the central receiving warehouse as evidence of the receipt of the property.

h. Incoming shipments of both local purchase and depot supplies are being received and inchecked by central receiving personnel because of the nonavailability of inspectors at the Local Purchase Stores. This is a deviation from paragraph 12, TACR 67-16, which requires that receiving and inchecking of local purchase supplies will be performed by store personnel. A comparison of forty requisitions covering local purchase, GSA and depot supplies on file at the stores with copies filed at the receiving warehouse revealed that approximately 25% could not be located at the latter activity.

Paragraph 11c, TACR 67-16 requires that a copy of all requisitions be furnished the base central receiving point for use in identifying and routing shipments to the store or department.

3. The content of this report has been brought to the attention of Raymond B. Levis, Jr. Major, USAF, Base Supply Officer, Mr. McNamara, Administrative Assistant, and Mr. David F. Sampson, Local Purchase Store Manager.

FOR THE AUDITOR GENERAL:

s/t/ ALAN M. WINNER
Captain, USAF
Resident Auditor

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Hq 405th Ftr Bmr Wg, H FIN, Subj: Interim Report of Audit No. E37-344-17, Condition of Consolidated Base Supply Account AF51SO, Langley AF Base, Va, for the Period 1 Jun 54 Trhough 30 Sep 54

MSCPA FIN (21 Oct 54) 1st Ind

Hq, 405th Maintenance & Supply Group, Langley AFB., 27 Oct 54

TO: Commander, 405th Fighter Bomber Wing, Langley AF Base, Va.

1. Noted.

2. a. Noted.

b. While the error in the computation of sales slips causes concern, it is not considered a condition which would be corrected through the use of detailed information on the sales slips. Organization supply representatives have the prerogative of individually checking price extensions of the supplies received and verifying the total entered on their copy of the sales slip before they leave the store. Errors discovered may then be pointed out and corrections made. Itemized sales slips could still contain errors in price extensions which would have to be similarly adjusted. All personnel have been instructed to exercise more care in preparing sales slips. A daily spot check of sales by each supervisor is being made to prevent errors until adding machines are received. Adding machines not on requisition will be installed upon receipt. Adding machine tapes will be stapled to Unit Supply Officer's copy of the sales slip.

c. The interpreted intent of paragraph 16, TACR 67-16 is that any data needed on bin cards may be used as a guide if required. Data recorded on a bin card would be arrived at through the personal experience of issue clerks and/or the manager. The quantity to be requisitioned is determined by the issue clerks and the department manager. In stating that "no formal procedure will be established for determining stock levels", it seems reasonable to assume that the intent of TACR 67-16 would not be to allow the system to become involved with recording quantities of items binned, etc. on bin cards. In fact certain classes of property that were constant areas of discontent among unit supply officers because of inadequate supply support under the formal stock level system have developed into smooth operating units with adequate supplies for all.

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d. Personnel of the Publications Section have been instructed to record serial numbers on the issue document of each book of sales slips issued. Individual logs of these books have been set up in each store department showing which sales book is issued to each clerk.

e. Each store department was established as near as possible to that activity which it was primarily designed to support. Although Department "B" is designed to support the Air Installations Office it also contains certain supplies used by the entire base, ie, Class 64-AIO and Food Service; Class 29 which is used by every organization. This would make any reference to certain departments being made on the individual's AF Forms 93 impractical. However, a control over certain classes of property has been established. An example of this would be Class 59 which is issued only to Air Installations Office against a work order or to Base Maintenance against a work order.

f. The establishment of monetary credits for each using organization is a function of the accounting office. The only restriction placed on the issue of supplies is the curbing of excessive issues as outlined in paragraph 29, TACR 67-16.

g. Effective 1 November all purchase requests and requisitions to General Services Administration will show the store as the delivery point in lieu of Central Receiving. Supplies will then be delivered direct to each store from the vendors. Inspectors have been assigned to each store department and all receiving reports will be prepared there. This will eliminate the necessity for routing documents from Central Receiving. Receiving reports will be prepared from information indicated by the inspection or the purchase order and for bill of sale at which time a control number will be assigned and the document carried to the warehouse. This register will then serve as a control over all documents.

h. Reference paragraph 2g. Copies of purchase requests and requisitions to General Services Administration have always been furnished the Central Receiving Department. Copies of requisitions to AMC depots were not furnished since the store department for which they were intended was always clearly marked. Copies of all depot and GSA requisitions will be furnished to Central Receiving Sections in the future.

s/t/ M. A. RICHER
Colonel, USAF
Commander

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DISPOSITION FORM

SUBJECT: Interim Report of Audit No. E37-344-17

TO: H FROM: DM DATE: 3 Nov 54 COMMENT NO. 1

1. Reference is made to paragraph 2a of inclosure to attached basic letter. This section does not concur in the remarks; "The cause of this delay appeared to be the lack of procedural knowledge on the part of unit supply personnel." "The need for closer supervision and instructions by wing supervisory personnel is indicated."

2. Prior to the start of the conversion to AF Form 1120 a base-wide conference was held in theatre #1 in which all group and unit supply officers and NCOIC were in attendance. The purpose of the conference was to explain in detail the procedures required to convert to AF Form 1120. Training aids were used and instruction sheets were issued to each person attending the conference.

3. This Section has been prompt in forwarding additional instructions to subordinate units received from higher commands. Conversion procedures were discussed in the unit supply school; all supply personnel are required to attend the school.

4. Staff visits are required and are being performed by qualified personnel. Furthermore, each organization has been encouraged to contact the Group Materiels when in need of assistance and the Group Materiel Staff Officers are encouraged to come to this headquarters at any time. It is felt that the contributing factors for not meeting the deadline are:

a. Administrative work load created through shortage of authorized personnel.

b. Additional work load created through having to attend various schools for a week at a time.

c. Concersion of Federal Classification.

d. Conversion of UPREAL into the UAL system.

e. Conversion of two new types of aircraft.

s/t/ GORDON R. FLYGARE
Lt Col, USAF
Wing Materiel Officer

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HISTORY

of

405th MAINTENANCE AND SUPPLY GROUP

(405th Fighter Bomber Wing)

Langley Air Force Base, Virginia

September 1954

RCS 1-AF-D2A

Robert E Pittman

ROBERT E PITTMAN
Captain, USAF
Adjutant

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I. ORGANIZATION AND ADMINISTRATION

No changes in organization of the Group, under the command of Colonel M. A. Richer, occurred during the month of September 1954.

Lt. Colonel Kenneth E. Kay, Group Executive, assumed command of the Group during the three weeks temporary absence of Colonel Richer effective 27 September 1954.

1st Lieutenant Richard D. Anderson, assigned to the Group per paragraph 3, Special Order 185, Hq 405th Fighter Bomber Wing, was further assigned to the 405th Motor Vehicle Squadron for duty as adjutant on 24 September 1954.

2nd Lieutenant Alfred Vander Stucken was assigned to the Group per paragraph 1, SO 168, Hq 405th Fighter Bomber Wing, and was further assigned to the Motor Vehicle Squadron for duty as Unit Supply Officer.

Lt. Colonel J. M. Cassidy was assigned to the Group on two weeks extended active duty for training during the month of September.

Top priority was given during the month to all work order requests submitted by the 4427th Radiological Test Flight and the 4424th Helicopter Flight, since the importance of the mission of these units is such that it takes precedence over all other Wing activities. Colonel Richer stressed the fact that all available means at the Group's command should be utilized.

With the anticipated assignment of Detachment #3, 6520th Test Squadron (Flight) with ten (10) C-119L aircraft from Laurence G. Hanscom Field, Bedford, Massachusetts, all units of the Group took immediate steps to procure the necessary support equipment since very limited amounts of

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ground handling equipment will accompany the unit to this Base.

The Group is preparing to provide limited support to the Operational Service Test for F84F aircraft of the 510th Fighter Bomber Squadron which will be conducted during October at Eglin Air Force Base, Florida. The purpose of this test will be to test adaptability and capability of weapons installed in this type aircraft.

Preparations are also being made to assist with supply and transportation problems for the Rocket Meet to be held at Langley Air Force Base by the Air Defense Command from 3 October through 8 October 1954. Approximately one hundred and twenty (120) airmen and fifty (50) officers will arrive on the Base for the Meet. Aircraft to be serviced will include F-94, F-86, and T-33.

Lt. Colonel K. E. Kay was Base Project Officer for Kid's Day sponsored jointly by Langley Air Force Base and the Kiwanis Club on 25 September. Colonel Kay and his committee, which included Captain Robert E. Pittman, Group Adjutant, made arrangements for a display booth in the main hangar, as well as having available for inspection the following type aircraft: C-124 Globemaster, C-119 Transport, B-26 Night Intruder, B-25 Mitchell, C-47, H-19 Helicopter, the RB-29 Refueler, the T-33 Jet Trainer, the RB-57 Camberra, the F84F Thunderstreak, and the F-94C Starfire. Approximately seven thousand (7,000) children, with their parents, attended the program which, according to Brigadier General Chickering, Base Commander, was exceedingly successful.

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II. PERSONNEL

The 405th Maintenance and Supply Group was authorized thirty-six (36) officers, nine hundred and fifty-five (955) airmen, and four hundred and twenty-eight (428) civilians.

As of 30 September 1954, the Group has an assigned strength of thirty-one (31) officers, eight hundred and eighty-two (882) airmen, and four hundred and twenty (420) civilians.

Authorization and assignment of personnel of the Group, by squadrons, was as follows:

	AUTH	ASGD
Headquarters		
Officers	6	7
Airmen	24	29
Civilians	26	25
Supply Squadron		
Officers	14	11
Airmen	286	274
Civilians	257	255
Maintenance Squadron		
Officers	11	9
Airmen	331	286
Civilians	93	91
Motor Vehicle Squadron		
Officers	5	4
Airmen	314	293
Civilians	52	49

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The Group was allocated seventeen (17) spaces at the Wing Personnel School being conducted for clerks, personnel clerks, morning report clerks, and other administrative personnel.

Twenty-nine (29) airmen were placed on thirty day TDY to the Air Police Squadron to be utilized as guards due to the shortage of Air Police. One (1) airman was placed on thirty day TDY to the Separation Center, 405th Air Base Group, to assist that section.

In conjunction with the abolishing of the Plant Account Section in Base Supply, request was forwarded to Wing Manpower to establish positions in other sections of Base Supply as follows:

(1) Two (2) addressograph operator/typist positions in the Research Section to effect conversion to addressoplate system of reprinting often used tags, labels, Stock Record Cards, Inventory Count Slips, and for the accomplishment of most reports. It was felt that after the addressoplate system was fully implemented, a cut back in typist positions in the present stock record units could be made.

(2) Two (2) additional wage board positions in the Oxygen Plant due to assumption of responsibility for receipt, storage and issue of liquid oxygen. Contract and experience for this fiscal year to date indicate a tremenduous amount of activity in the use of this item.

(3) One (1) warehouseman, senior grade, to be utilized as a supervisor of the issue counter in Service Unit "A" warehousing section. A shortage exists due to the loss, through transfer, of several key military personnel in supervisory functions in that warehouse.

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Due to the necessary operation of school buses, three (3) new civilian bus driver positions were authorized and established in the Motor Vehicle Squadron.

Three (3) airmen, including two (2) from Supply Squadron and one (1) from the Motor Vehicle Squadron, were placed on TDY to Washington, D. C. for the purpose of attending the USAF National Finals Road-e-o Contest at Andrews Air Force Base. A/1C James W. Davis, 405th Supply Squadron, was declared winner of the AF Road-e-o in the passenger bus class. Airman Davis, who has not driven a bus for duty during the past year, is now National Air Force champion. He was eligible for the finals as a result of winning the Base contest in July and in the Zone competition at Westover Air Force Base later in the summer.

Five (5) airmen were placed on overseas shipping orders during the month.

Five (5) airmen were placed on TDY orders to various technical schools during the month as follows: two (2) airmen to Lowry Air Force Base, Colorado, for Special Munitions Course E-101 and Indoctrination Course #SS46150-5; one (1) to Francis E. Warren Air Force Base, Wyoming, for the purpose of attending Administrative Supervisors Course #AA70270; one (1) to Scott Air Force Base, Illinois, to attend OJT Administrative Supervisors Course #XX75000-7; and one (1) to Francis E. Warren AFB for the purpose of attending Generator Regulator Tester GRT 30 (Sun) Course #47151-2.

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III. COMMERCIAL TRANSPORTATION

During the month of September 1954, the Commercial Transportation Section shipped six hundred and thirteen thousand, two hundred and forty-one (613,241) pounds of public property and household goods by commercial means and ninety thousand and ninety-four (90,094) pounds by military air.

Twelve million, seven hundred and fifty-nine thousand and seven (12,759,007) pounds of public property and household goods were received commercially, and eighty-one thousand, four hundred and eight (81,408) pounds were received by military air.

Ninety-five (95) van movements of household goods were distributed among twenty-three (23) carriers, allotting each carrier an average of four (4) moves.

Seventy-nine (79) shipments of household goods were made commercially by means other than van. Of these shipments, nineteen (19) were made by express, fifty-four (54) by motor, two (2) by rail, and four (4) by freight forwarder.

Seventy-three (73) cars were shifted onto Langley Air Force Base by government owned locomotives. Of this total, sixty-five (65) cars contained public property, and eight (8) cars contained property belonging to the National Advisory Committee for Aeronautics and to private contractors.

No cars were shifted onto the Ammunition Area at Oyster Point during the month.

One hundred and forty-seven (147) transportation requests and ninety-seven (97) meal tickets, covering the movement of one hundred and sixteen (116) passengers, were issued during the month of September 1954.

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IV. GROUP SUPPLY STAFF SECTION

A project to obtain stainless steel dining hall equipment for the Base Hospital diet and ward kitchens was undertaken by the Group Supply Staff Section. Progress has been temporarily halted due to the processing of Unit Allowance List Change Requests which have been submitted to TAC for approval.

"Logair" (redesignated from Mercury Service) has been revamped to include a feeder line to McGuire Air Force Base, New Jersey, and to Langley Air Force Base. Incoming cargo has been scheduled for Langley on Tuesdays and Thursdays.

Headquarters Tactical Air Command recommended, in the Annual Inspection Report, that a portion of AFR 148-1, dated 25 November 1953, be implemented at Langley Air Force Base. The portion to be implemented is that which will establish a central laundry pick-up point for organization laundry. The M&S Group was requested to establish this facility not later than 1 October 1954 in space provided from that now under the control of this Group. Upon survey, it was determined that space required was not available from resources of this headquarters, and on 29 September Wing made available Building T-298 for use as the laundry pick-up point. Request was forwarded to Wing for the assignment of one (1) officer and eight (8) airmen to establish and maintain the central laundry pick-up point. Captain Proctor, Unit Supply Officer of the 405th Supply Squadron, is assisting in establishing the new service. At the present time the building is being renovated in anticipation of an early opening of the facility.

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Request was made to Donaldson Air Force Base, Greenville, S. C., that Langley be made a stop on flight P-1 of the Combat Airlift Training System to assist the 405th M&S Group in obtaining supplies from Middletown. The frequency of flights necessary for support would be twice weekly.

In answer to a letter from Headquarters Tactical Air Command requesting information on the requirements for portable outside storage bins for use in the Property Disposal Section, 405th Supply Squadron, to facilitate the segregation and handling of disposal materials, to increase the monetary return to the Government, and to improve the appearance of the disposal yard, Major Friesen, Salvage Officer, stated that the portable bins could be utilized very successfully. The present bins are unsatisfactory, being constructed of light weight material and not built to withstand the heavy continuous use they receive in the disposal yard. A requirement exists for three hundred and fifty (350) feet of bins divided into twenty-three (23) bins. The monetary return in the use of portable outside bins would be in savings resulting from less upkeep than that necessary for the inferior bins now in use.

On 14 September 1954, the Commissary Officer requested that ECL 20-64-4 (equipment component list) dated 10 May 1954 be amended to reflect an increase of one (1) refrigerated display case for adequate display of frozen foods for the convenience of Commissary patrons. At the present time the commissary store has eight (8) display cases in use, two (2) of which are used for ice cream and are on loan from a local vendor. It is anticipated that this Commissary will generate a dollar value per month of approximately

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one hundred and thirty-five thousand dollars ($135,000.00) within the next six months, and it is felt that eight display cases is the minimum requirement necessary to operate a Class VI Commissary Store.

Personnel of the Group Supply Staff Section processed three hundred and eighty-six (386) Purchase Requests during the month of September 1954.

As of 30 September, the current inventory cycle at Base Supply was fifty-one percent (51%) complete. The percentage of inventory accuracy for the month of September was 95.8%, and the percentage of inventory accuracy accumulative was 97.3%.

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V. GROUP MAINTENANCE STAFF SECTION

On 22 September 1954 the Maintenance Staff Section published Standing Operating Procedure 65-4, subject: Crash Recovery. (1)

A revised edition of Base Regulation 5-6, subject: Requisitioning and Distribution of Technical Publications, was sent to Wing on 14 September 1954 for approval and publishing.

Bergstrom Air Force Base, Texas, Turner Air Force Base, Georgia, and Great Falls Air Force Base, Montana, were contacted regarding the forwarding of R-3350-57 engine build-up kits with the aircraft upon transfer to this station. Great Falls reported no kits available, and Turner AFB stated that two (2) each kits were available. Bergstrom AFB had not reported as of 30 September.

Repair instructions were received on 28 September for B-25 aircraft, serial number 44-30536, which has been grounded since 24 May 1954 pending receipt of disposition instructions.

Personnel of the section forwarded follow-up action for J-65 jet engine test equipment to Middletown Air Materiel Area, Gentile Air Force Depot, and Wright Aero Plant on 21 September. The latest information available indicates that all necessary equipment will be shipped from Gentile Air Force Depot in the very near future.

The first maintenance and supply meeting of this Group was held on Wednesday, 8 September 1954. In future meetings all problems regarding maintenance and supply will be discussed in order to affect the best possible results in the Group.

(1) SOP 65-4

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One Whiting Stand was made available for the KB-29 aircraft for the 429th Refueling Squadron. Personnel from the Crash Crew, 405th Maintenance Squadron, are being indoctrinated in the KB-29 type aircraft.

The 405th Maintenance Squadron requested authority be granted to maintain eight (8) R-3350-57 and/or R-3350-57AM aircraft engines. These engines would be built up and held ready for issue. Engines are required to support the KB-29 aircraft of the 429th Refueling Squadron. Above engines are over and above the level that may be established for Base Supply.

The Maintenance Squadron Commander informed the Group Commander on 14 September that the services of the contractor technician presently functioning in the Squadron were not required at the present time for the successful accomplishment of the mission of the unit. With a full complement of electronics personnel assigned, there would be a full time requirement for a contractor technician. At the present time there are only thirteen (13) communications electronics personnel assigned of the twenty (20) authorized. By January 1955, at least seven (7) of these airmen will be discharged. When all the T.O. and T/DA slots are filled, a requirement will exist for a contractor technician to instruct communications electronics personnel on all the new types of equipment. By 1 April 1955, the services of a contractor technician will be required for the complete accomplishment of the mission of the unit.

All F-7 refueling units in the Motor Vehicle Squadron were deadlined for thermoline treatment of pipes. Pipes are being removed from the units for shipment to the Depot.

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A flat bed trailer is in the process of being modified for use by the Commercial Transportation Section in moving furniture.

A representative from the Group Maintenance Staff Section was placed on TDY to Wilkins Air Force Depot, Shelby, Ohio, to coordinate the procurement of technical publications urgently required for the 429th Refueling Squadron, Det #3 of 6520th Test Squadron (Flight), and the 405th Maintenance Squadron.

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STANDING OPERATING PROCEDURE) HEADQUARTERS 405TH MAINTENANCE & SUPPLY GROUP
NUMBER 65-4) Langley Air Force Base, Virginia
22 September 1954

MAINTENANCE

Crash Recovery

1. PURPOSE: To establish procedure for removal of crashed aircraft from runways.

2. RESPONSIBILITIES: The Commander of the Maintenance Squadron will be responsible for insuring compliance with this SOP.

3. GENERAL: Immediately upon notification of an impending aircraft accident or a crash, the Crash Recovery crew will proceed, with all required equipment, to their station near the active runway or to the crashed aircraft.

a. The NCOIC of Crash Recovery will immediately go to the accident scene and make an estimate of the time which will be required to move the crashed aircraft from its location. The estimated time will be reported as soon as possible to the Base Operations representative.

b. The Base Operations representative will determine when the aircraft is to be moved and will advise the NCOIC of Crash Recovery of same. Reference para 3a(3) Base Regulation 62-9 dated 20 September 1954.

c. Upon notification by the Base Operations representative the NCOIC of Crash Recovery will take immediate action to move the crashed aircraft. Time permitting, every effort will be made not to cause additional damage to the aircraft. In cases where a crashed aircraft has to be moved immediately to clear the runway for landing aircraft, the NCOIC of Crash Recovery will use any means at his disposal to perform the job.

BY ORDER OF THE COMMANDER:

ROBERT E PITTMAN
Captain, USAF
Adjutant

DISTRIBUTION "A"

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HISTORY

of

405th MAINTENANCE AND SUPPLY GROUP

(405th Fighter Bomber Wing)

Langley Air Force Base, Virginia

December 1954

RCS 1-AF-D2A

Robert E Pittman

ROBERT E PITTMAN
Captain, USAF
Adjutant

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I. ORGANIZATION AND ADMINISTRATION

The 405th Maintenance and Supply Group continued in the furtherance of its mission during the month of December 1954 under the command of Colonel M. A. Richer.

Four officers were assigned to the Group during the month: Captain Dean A. Poulson and Captain Charles L. Potter to the 405th Supply Squadron, 1st Lieutenant Louis P. Eisenberg to the 405th Field Maintenance Squadron, and 1st Lieutenant Nathan H. Moran to the 405th Motor Vehicle Squadron.

The Group submitted a request to Wing for the authorization of two thousand, eight hundred and two (2,802) overtime hours for the Third Quarter Fiscal Year 1955. The majority of the hours will be utilized by the Commissary for the monthly inventory and by Base Supply to insure full supply support to assigned and attached units.

Lt. Colonel Kenneth E. Kay, Group Executive, won first prize of three hundred dollars ($300.00) in the 1954 Air Force Short Story Contest for his story "Uncle Troy". Colonel Kay has written extensively, having won several Langley Air Force Base first prizes.

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II. PERSONNEL

The 405th Maintenance and Supply Group was authorized thirty-five (35) officers, nine hundred and sixty-six (966) airmen, and four hundred and twenty-six (426) civilians.

As of 31 December 1954, the Group had an assigned strength of thirty-five (35) officers, nine hundred and sixteen (916) airmen, and four hundred and nineteen (419) civilians.

Authorization and assignment of personnel of the Group, by squadrons, was as follows:

	AUTH	ASGD
Headquarters		
Officers	6	6
Airmen	29	28
Civilians	26	26
Supply Squadron		
Officers	13	15
Airmen	298	298
Civilians	257	251
Field Maintenance Squadron		
Officers	11	9
Airmen	330	308
Civilians	93	91
Motor Vehicle Squadron		
Officers	5	5
Airmen	309	282
Civilians	50	51

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Sixty-six (66) promotions were effected during the month of December as follows:

	T/S	S/S	A/1C	A/2C	A/3C
Headquarters	0	1	0	0	0
Field Maintenance Squadron	2	2	10	10	4
Supply Squadron	0	3	8	5	0
Motor Vehicle Squadron	0	3	6	9	3

Twenty-seven (27) airmen were placed on overseas shipping orders during the month of December 1954 to fill the January 1955 quotas.

One (1) officer and seven (7) enlisted men were placed on TDY orders to various technical schools and colleges. Lt. Colonel Kenneth E. Kay, Group Executive, will attend the Manpower Management Class at George Washington University, Washington, D. C., in January 1955. Airmen placed on orders included: one (1) to Francis E. Warren Air Force Base, Wyoming, for the purpose of attending Special Training Course #SS 47152-3, Field Maintenance O-10 and O-11A Crash Fire Truck; one (1) airman to Chanute Air Force Base, Illinois, for Production Control Course #AL 80270; two (2) airmen to Sheppard Air Force Base, Texas, for the purpose of attending B-57B Electrical Specialist Course #SC 42350-11; and two (2) to Sheppard AFB to attend Engine Conditioning Course #SS 43152.

An Ad Hoc committee was appointed by Colonel Kay to determine what part of the Group TD personnel slots could be diverted from the Field Maintenance and the Automotive Maintenance shops to the Engine Build-up Section

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of the 405th Field Maintenance Squadron to fulfill the requirements of that section. The initial meeting of the committee was held on 22 December 1954.

Confirmation was received from Wing on 28 December to the effect that the non-T/O requirements, for support of the 429th Refueling Squadron and the 345th Bomb Group, would be increased by twenty-three (23) airmen spaces effective March 1955 as indicated below:

a. Headquarters:

Military Personnel (11000)

1 Staff Sergeant - AFSC 73251

b. 405th Field Maintenance Squadron:

Aircraft Electrical Systems Maintenance (80310)

2 Airmen/1C - AFSC 42350

Aircraft Engine Maintenance (80110)

4 Airmen/1C - AFSC 43251

c. 405th Supply Squadron

POL (42600)

4 Staff Sergeant - AFSC 64350

4 Airmen/1C - AFSC 64350

8 Airmen/2C - AFSC 64330

A request was forwarded to Wing that Special Orders be published pertaining to the appointment as Base Salvage Officer as Primary Duty of 2d Lt. Raymond Erkeneff, Jr., 405th Supply Squadron, vice Major Stanley A. Friesen.

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III. COMMERCIAL TRANSPORTATION

During the month of December 1954, the Commercial Transportation Section shipped two hundred and eighteen thousand, five hundred and seventy-seven (218,577) pounds of public property and household goods by commercial means and seven thousand, three hundred and ninety-four (7,394) pounds by military air.

Six million, eight hundred and ninety-six thousand and eighty-five (6,896,085) pounds of public property and household goods were received commercially, and eighty-six thousand, one hundred and fifty-five (86,155) pounds were received by military air.

A total of eighty-one (81) van movements of household goods were distributed among twenty-one (21) carriers, alloting each carrier an average of four (4) moves.

Eighty-one (81) shipments of household goods were made commercially by means other than van. Of these shipments, twenty-four (24) were made by express, fifty-six (56) by motor, and one (1) by rail.

Forty-four (44) cars were shifted onto Langley Air Force Base by the Government owned locomotives. Of this total, forty-one (41) cars contained public property, and three (3) contained property belonging to the National Advisory Committee for Aeronautics and to private contractors.

Two (2) cars were switched onto the Ammunition Area at Oyster Point, Virginia.

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One hundred and thirty-eight (138) Transportation Requests and one hundred and twenty (120) meal tickets, covering the movement of one hundred and seven (107) passengers, were issued during this period.

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IV. GROUP SUPPLY AND MAINTENANCE STAFF SECTIONS

Two hundred and sixty-five (265) Purchase Requests were processed through this headquarters during the month of December. Purchase Requests for Hospital Diet and War kitchens' special equipment were forwarded to Purchasing and Contracting.

The current inventory cycle at Base Supply was 100% complete, with 95.7% accuracy.

Supply difficulties of the 4405th Base Flight, encountered with Base Supply, were resolved to the greatest extent possible by a staff study.

Captain Burton, USAF Reserve, assigned for two days active duty during the month with the Supply Staff Section, was assigned special projects by the Group Supply Staff Officer.

A Group Standing Operating Procedure, concerning procedures to be followed by personnel of the Supply and Field Maintenance Squadrons and the Commercial Transportation Officer when shipping aircraft by commercial means, was prepared by Group personnel and forwarded to the interested units for approval or revision.

The Annual Vehicle Audit was completed and handcarried to Wing on 8 December 1954.

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HISTORY

OF THE

509TH FIGHTER BOMBER SQUADRON

1 December - 31 December 1954

Howard A. Farrar
HOWARD A. FARRAR
1st Lt, USAF
Historian

Harry K. Evans
HARRY K. EVANS
Major, USAF
Commander

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C O N T E N T S

I. Organizational Developments

II. Personnel & Administration

III. Operations

IV. Maintenance and Supply

a. Supply

b. Maintenance

c. Armament

d. Communications

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I. Organizational Developments

The outstanding organizational development during the month of December was the successful deployment of the squadron to Eglin AFB field #2, Florida to engage in air ground gunnery for a period of twenty (20) days.

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II. Personnel and Administration

Administration work went very smoothly while the squadron was at Eglin #2, and the morale of all personnel was exceptionally high throughout the entire period of TDY.

Upon the squadron's return to Langley AFB on 18 Dec 54 personnel began departing on leave for the Christmas holidays, with normal flying activity being suspended on 22 Dec 54 until after New Year's weekend.

Promitions for the month were:

One	(1)	to	M/Sgt
Three	(3)	to	S/Sgt
Five	(5)	to	A/1C
Eight	(8)	to	A/2C
One	(1)	to	A/3C

Gains and losses for the month were:

Gains			Losses		
One	(1)	Capt.	One	(1)	1st Lt.
Three	(3)	2nd Lt.	One	(1)	Major
One	(1)	S/Sgt	One	(1)	S/Sgt
Three	(3)	A/1C	Three	(3)	A/1C
One	(1)	A/3C	Two	(2)	A/2C

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III. Operations

The squadron began the deployment of personnel, aircraft, and equipment to Eglin #2, on 30 Nov 54 for the purpose of conducting air-ground gunnery. On 1 Dec 54 the deployment was completed, and gunnery operations were carried on from that date through 16 Dec 54. The move back to Langley was made on 17 Dec 54 and 18 Dec 54.

The gunnery phase flown at Eglin #2, were panel strafing, high angle strafing, skip bombing, glide bombing, dive bombing, and rocketry.

The number of pilots qualifing in each phase either as marksman, sharpshooter, or expert were as follows:

Sqd. Pilots	P/S	HAS	S/B	G/B	D/B	RX
Expert	3	21	16	6	7	9
Sharpshooter	3	2	7	11	3	6
Marksman	16	1	1	7	15	9
TOTALS	25	24	24	24	25	24
Attached Pilots						
Expert						
Sharpshooter	1				1	
Marksman			1			

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III. Operations (Contd)

The squadron's overall percentage in each phase was: Panel strafing, 19%; high angle strafing, 56%; skip bombing, 44%; glide bombing, 28%; dive bombing, 15%; and rocketry, 16%.

The total aircraft time for the month including 50 hours not reported in Nov 54 was 551 hours with the following breakdown:
F-84F; total time 528 hours composed of; night - 12 hours; navigation - 47 sorties; ground gunnery - 520 sorties, transition - 7 sorties.
T-33A; total time 23 hours composed of; instrument - 4 hours; night - 6 hours.

There were two accidents while the squadron was at Eglin #2. Both accidents occured during the Touchdown phase of landing. On 5 Dec 54 a squadron pilot encountered a porpoise while landing a T-33A, serial No. 51-9009, at Eglin AFB, during the night hours, The porpoise resulted in major damage to the aircraft which included a sheared nose wheel. On 16 Dec 54 an attached pilot encountered jet wash just before touchdown in a F-84F, serial No. 52-6432, and blew a tire on touchdown. The pilot was unable to maintain control of the aircraft, and skidded off the runway resulting in major damage to the aircraft.

Operational problems during the month were minor in nature; however, there were several things that greatly aided the operation conducted at Eglin #2. These were, the use of a sufficient number of fuel trucks instead of fueling pits, the use of a new flight scheduling system which will continue to be used, and the fact that there were no outside committments to interfere with the mission.

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III. Operations (Contd)

Two minor problems were: The aircraft had to be bore sighted after arriving at Eglin #2, which made it necessary to fly sorties for the first few days of the mission with out boresighted aircraft; the aircraft had not been flown in gunnery before and all gunnery data had to be assimilated, analized, and applied as the mission progressed.

Group training for the month was as follows: Officers: 985 hours; Airmen: 1012 hours.

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IV. Maintenance and Supply

a. Supply

The squadron was supplied by Eglin AFB, and Langley AFB during the gunnery mission at Eglin #2, also some parts were obtained from the supply depot at Mobile, Alabama.

The Supply Section encountered several problems while at Eglin #2, that caused some difficulty. These problems were as follows: The courier plane flying bewteen Langley AFB and Mobile, Ala. on some occasions either cleared to Eglin AFB or Mobile instead of to Eglin #2, this caused a delay in receiving supplies at it was necessary to send transport.tion to Eglin AFB or for the courier to make a return trip to Eglin #2 from Mobile in order to obtain the supplies.

Telephone clearance numbers could not be obtained prior to leaving Langley AFB which made direct communication with the Supply Section at Langley almost impossible.

Supply requirements at the home base were routine during December

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IV. Maintenance and Supply

b. Maintenance

The average in commission rate for the entire gunnery mission was ninety (90) percent. This exceptional in commission rate was made possible by the fact that aircraft malfunctions requiring extensive maintenance were very few in number. Further more there were no unusual problems brough up in conjunction with the mission.

There was no unusual maintenance activity after the return to Langley AFB, in December.

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IV. Maintenance and Supply

c. Armament

The big problem confronting the Armament Section immediately upon arrival at Eglin #2, was that all of the F-84F's needed to be bore sighted. Bore sighting was started on 1 Dec 54 and performed in conjunction with normal armament requirements. The average bore sighting time per aircraft was ~~two hours~~ (2) hours, with all bore sighting completed at the end of ~~nine~~ (6) working days.

During the boresighting it was discovered that some aircraft had gun mounts that had been improperly installed at the factory. Due to the improper installation there was no room in the mounts for correcting the guns when firing them in. Sight level indicators were also found to be inaccurate. Unsatisfactory Reports have been submitted on the aforementioned discrepancies.

Ordnance expended during the mission was as follows; 54,980 rounds of caliber .50 ammunition, 2,554 Three (3) pound practice bombs, and 612 Rockets.

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IV. Maintenance abd Supply

d. Communications

The Communications section encountered several problems which had not been experienced previous to the gunnery mission.

Moisture in cannon plugs was a major problem and pointed out the need for a cockpit drain on the F-84F aircraft. It was also discovered that G-loads encountered in the gunnery pattern damaged cannon plugs and loosened wiring which was the source of most of the communication trouble at Eglin #2.

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HISTORY

of

405th MAINTENANCE AND SUPPLY GROUP

(405th Fighter Bomber Wing)

Langley Air Force Base, Virginia

July 1954

RCS 1-AF-D2A

ROBERT E PITTMAN
Captain, USAF
Adjutant

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I. ORGANIZATION AND ADMINISTRATION

No changes occurred in the organization of the 405th Maintenance and Supply Group under the command of Colonel M. A. Richer during the month of July 1954.

Major Roy W. Camblin, Jr., 405th Maintenance Squadron Commander, was transferred to 1172d USAF Foreign Mission Squadron, Headquarters Command, USAF, Ankara, Turkey. He was replaced by Major John Gassler who was transferred to this Group from Headquarters 405th Fighter Bomber Wing.

Major Joseph F. Govoni, 405th Motor Vehicle Squadron Commander, was assigned added duty as Commercial Transportation Officer, pending the assignment of a permanent CTO.

The annual Tactical Air Command inspection of the Group was conducted during the month of July. Colonel Richer, Group Commander, was advised by the inspectors that Major Govoni, Commander of the 405th Motor Vehicle Squadron, was operating the outstanding Motor Vehicle Squadron in the entire Command. Master Sergeant R. C. Hocever, NCOIC of the Motor Pool, was commended by Colonel Richer for the fact that the Motor Pool was found to be the finest in Tactical Air Command.

The inspectors also rated the Unit Supply of the 405th Maintenance Squadron as the best on the base. This was due to a great extent on the staff assistance given the unit by Technical Sergeant James W. Patterson, a member of the Group Supply Staff Section. Colonel Richer commended T/Sgt Patterson for his outstanding performance of duty as staff advisor to the Maintenance Unit Supply personnel.

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On 6 July the report of the quarterly regular Air Force inspection of ammunition and storage facilities at Langley Air Force Base was received. The inspection, which was conducted the latter part of June by the civilian ammunition inspector, Headquarters Tactical Air Command, covered the Oyster Point, Virginia, ammunition area and ammunition area #3, Langley Air Force Base proper. The overall technical rating for the inspection was excellent. Recommendations for the construction of a fire break, the repair of roads, and the removal of vegetation were made and will be folowed to completion.

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II. PERSONNEL

The 405th Maintenance and Supply Group was authorized thirty-nine (39) officers, nine hundred and thirty-seven (937) airmen, and four hundred and twenty-six (426) civilians.

As of 31 July 1954, the Group had an assigned strength of thirty-one (31) officers, eight hundred and forty (840) airmen, and four hundred and twenty-two (422) civilians.

Authorization and assignment of personnel of the Group, by squadrons, was as follows:

	AUTH	ASGD
Headquarters		
Officers	6	6
Airmen	24	26
Civilians	26	26
Supply Squadron		
Officers	15	12
Airmen	311	273
Civilians	257	255
Maintenance Squadron		
Officers	11	10
Airmen	278	287
Civilians	94	92
Motor Vehicle Squadron		
Officers	7	3
Airmen	324	254
Civilians	49	48

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One (1) officer and nine (9) airmen were placed on overseas shipping orders during the month.

Two (2) airmen from 405th Supply Squadron and five (5) airmen from Motor Vehicle Squadron were placed on TDY to Westover Air Force Base, Massachusetts for the purpose of participating in Zone Motor Vehicle Roadeo.

One officer and one airman attended Tactical Air Command Passive Defense School, this base.

WOJG Olon R. Furr, 405th Motor Vehicle Squadron, attended the Special Short Course in Ground Safety at New York University during the month.

Attendance at other service and technical schools was as follows: One (1) airman to Scott Air Force Base, Illinois, for purpose of attending Personnel Technician School; one (1) airman to Sheppard Air Force Base, Texas, to attend B-57 Liquid Oxygen Systems Course; two (2) airmen to Sheppard AFB to attend Course #AA4371; one (1) airman to Scott AFB for purpose of attending Course #AA30170; and one (1) airman to Francis E. Warren Air Force Base, Wyoming, for the purpose of attending Generator Regulator Tester GRT 30 (Sun) Course.

During the period 1 August through 20 December 1954, fourteen (14) airmen of this organization in the administrative and personnel career fields will be separated from the service due to normal ETS. A request was forwarded to Wing on 27 July to advise as soon as possible the date personnel will be available to replace the losses in order to assist in future planning and in determining training requirements.

Motor Vehicle Squadron requested approval of a T/DA change in order to fulfill the mission of scheduling and controlling vehicles (660 of all

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types). At the present time, maintenance personnel are being utilized for that purpose. By using these personnel, violation of the career field is noted as personnel lose proficiency in their individual skills. The assignment of four (4) production scheduling specialists (three 80230's and one 80270) will eliminate utilizing personnel from other fields. In order not to increase the authorized strength of the squadron, effective with the T/DA dated 1 August 1954), it was recommended that two 47131's and two 47151's be deleted to authorize the production control personnel.

Wing informed this headquarters that consideration is being given to either expand the scope of existing mobile training units to include related items of equipment or to establish mobile training units for individual items. Utilization of mobile training units for special items or families of equipment should enable units to train more personnel in a shorter time and at less cost to the government than through attendance at formal schools established for that purpose. Accordingly, each squadron was contacted in reference to the type of material which should be included in order to train personnel in operation or maintenance of items and number of personnel who should attend mobile training.

The Motor Vehicle Squadron Commander recommended ground handling and automotive equipment for which a mobile training unit could be beneficially utilized in the squadron. One hundred and six (106) airmen would attend this training.

A need exists in the Maintenance Squadron to train personnel in the operation and maintenance of all items related to F-84F aircraft. The Maintenance Squadron Commander cited the following list of items or equipment which should be established to train personnel:

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ITEM	NO. OF PERSONNEL
Electrical System	10
Hydraulic System	4
Armament System	12
Engines	37
Aircraft Repair	33(includes 12 inspectors)
Communications Equipment	5
Auxiliary Power Units for F-84F Instruments	8

There is no requirement for a mobile training unit in the Supply Squsdron at this time.

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III. COMMERCIAL TRANSPORTATION

During the month of July 1954, the Commercial Transportation Section shipped seven hundred and sixty-seven thousand, two hundred and forty-three (767,243) pounds of public property by commercial means, and one hundred and twenty-seven thousand, seven hundred and thirty-two (127,732) by military air.

Fourteen million, seventeen thousand, eight hundred and five (14,017,805) pounds of public property and household goods were received commercially, eighty-one thousand and seventeen (81,017) pounds by military air, and one thousand, two hundred and fourteen (1,214) pounds by military truck.

Eighty-seven (87) van movements of household goods were distributed among twenty (20) carriers, alloting each carrier an average of four (4) moves.

Forty-two (42) shipments of household goods were made commercially by means other than van. Of these shipments, eighteen (18) were express, twenty-three (23) motor , and one (1) freight forwarder.

One hundred and forty-six (146) cars were shifted onto Langley Air Force Base by government owned locomotives. Of this total, one hundred and seven (107) cars contained public property, and thirty-nine (39) cars contained property belonging to the National Advisory Committee for Aeronautics and to private contractors.

No cars were switched onto the Ammunition Area at Oyster Point during the period.

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IV. GROUP MAINTENANCE STAFF SECTION

Langley Air Force Base has been designated as a support base for the Air Force Recruiting Detachments at Richmond and Roanoke, Virginia. In this connection, top priority is being given to the maintenance of recruiting vehicles when they are received in the Base Automotive Shops. It is estimated that the thirty (30) vehicles requiring support from this base will be processed and returned to recruiting by 6 August 1954. Five (5) sedans were released to Air Force Recruiting Detachments on custody receipt on 6 July. Five (5) one-half ton pick-up trucks received from Amarillo, Texas, were reconditioned and turned over to recruiting on 14, 16, 19, and 20 July. Six (6) OD sedans have been repainted and returned, and three (3) sedans and one (1) station wagon were in the shops being painted as of the last of the month.

One (1) two and one-half ton dump truck was removed from storage and issued to the 771st AC&W Squadron, Cape Charles Air Force Station, Cape Charles, Virginia, for the purpose of maintaining the small air strip for L-20 and H-19 flights from Langley.

The project on the manufacturing of aircraft maintenance shelters by the Globe Iron Construction Company was completed on 2 July 1954.

Work orders prepared by this section for construction of an area for liquid oxygen storage and to install necessary tanks and equipment were submitted to Office of Installations Engineers on 21 July 1954.

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V. GROUP SUPPLY STAFF SECTION

Group Supply personnel surveyed the refueling equipment situation on the base during the month to determine what type of equipment will be needed in addition to that now available in order to support the 429th Refueling Squadron being activated on the base.

Two hundred and fifty-one (251) Local Purchase Requests were processed by personnel of the section during July.

The new AF Forms 1120 (Unit Property Record) were received by Base Supply. Distribution of the forms has not been made pending investigation by Wing DM of the amounts requested by the using organizations. Target date set by TAC for the completion of these new records is 1 October 1954.

A flight to Eglin Air Force Base, Florida, was made by Major Carl E. Grimmer (Group Supply Officer), Major Raymond B. Levis, Base Supply Officer), and Captain William C. Catrett (Assistant Group Supply Officer) to coordinate the F-84F Operational Service Test being conducted at that base. Additional routine coordination flights have been made each Thursday and will continue to be made until the completion of the O.S.T. The test (us) being given first priority for maintenance and supply support.

A survey was made of locations, which would provide necessary safety and security measures, for the installation of a five hundred (500) gallon tank for the storage of liquid oxygen.

The AOCP rate for F-84F type aircraft averaged approximately eleven percent (11%) during the month of July. The Base Accountable Officer was

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instructed to exert extreme effort to expedite the acquisition of parts for F-84F aircraft.

As of 31 July 1954, the current inventory cycle at Base Supply was fifteen percent (15%) complete. The percentage of inventory accuracy for the month of July was 94.7%.

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One hundred and forty-nine (149) transportation requests and eighty-five (85) meal tickets covering the movement of one hundred and twenty-four (124) passengers were issued during the month of July.

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AFAB-2/606. JUL 6 1954

Commander
Langley Air Force Base
Department of the Air Force
Hampton, Virginia

Dear Sir:

Certificates attached to vouchers submitted by W. J. Loughman in the November 1952 accounts at Mather Air Force Base, California, state that quarters and messing facilities were not available to officers attending course of instruction B-26 CCR Tng., Langley Air Force Base, Virginia.

Since it is unusual for quarters and messing facilities not to be available during periods that members are attending a course of instruction at a military installation, information is requested as to the conditions under which these facilities were not available to officers at Langley Air Force Base, Virginia, for the 8 week course of instruction beginning July 8 and July 15, 1953, respectively.

Very truly yours,

/t C. L. Carder

For Chief, Air Force Audit Branch

RCP:wab

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U.S. General Accounting Office, AF Audit Branch, Denver Colorado, Subj: Quarters and Messing Facilities for Officers on TDY

G MTL 1st Ind 26 JUL 1954

Headquarters 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

TO: United States General Accounting Office, Air Force Audit Branch, Denver 5, Colorado

During the period in question there were approximately 225 student officers undergoing combat crew training at this base in a TDY status. One hundred single officers quarters were then available at this installation, the majority being assigned to officers permanently stationed at the base. A field ration messing facility was not then available and did not become available until March 1954.

FOR THE COMMANDER:

t/ HERBERT C. PINKERTON
Captain, USAF
Adjutant

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1-AF-D2A

HISTORY

405TH SUPPLY SQUADRON

405TH MAINTENANCE AND SUPPLY GROUP

405TH FIGHTER BOMBER WING

Langley Air Force Base, Virginia

(1 December to 31 December 1954)

Roland M. Howard
ROLAND M HOWARD
1ST LT., USAF
Historical Officer

Roland M. Howard
FOR STANLEY A FRIESEN
Major., USAF
Commander

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HISTORY
405TH SUPPLY SQUADRON
405TH MAINTENANCE AND SUPPLY GROUP
Langley Air Force Base, Virginia

SECTION I

ORGANIZATION & ADMINISTRATION

Effective 16 April 1953, in compliance with General Order, 20, Headquarters, Tactical Air Command, dated 1 April 1953, the 405TH Supply Squadron moved to Langley Air Force Base, Virginia.

A. Command.

During the reporting period there were no Summary Courts-Martial. There were two (2) minor offenses punished under the provisions of Article 15, UCMJ.

B. Personnel

In order to implement on effective Cross-Training Program in this section, A/2C Jensen, A/3C Barry, and A/3C Johnson are attending the Langley Air Force Base Personnel School.

Of four airmen recently assigned to this section following their completion of Basic Training, two airmen, A/3C Nelson and A/3C Moore are attending the Base Typing School.

S/Sgt Brozik, is now in the process of being discharged.

Both rooms occupied by the personnel section now have main telephone extensions.

C. Unit Supply

A/2C Legg, B. M., AF 13 383 625, was assigned to this section during the month of December.

Base Central Laundry Exchange is still in the process of being established, no completion date available at the present time.

The sub-standard lighting conditions that were reported to AIO on work orders commencing October 1953 are still uncorrected.

D. Commissary.

One (1) Officer, seventeen (17) Airmen and forty (40) Civilians assigned this function.

Four (4) Airmen have been assigned to Commissary Store for duty as baggers and grocery carriers. This action relieved civilian who had been carrying groceries on a gratuitious basis.

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This office initiated letter through channels requesting that all shipments of non-perishable subsistance from Richmond Quartermaster Depot, Richmons, Virginia be made by trucks or vans instead of rail in September 1954. Answer was received on 3 December 1954 from Chief of Transportation stating that request would be adhered to, and all future shipments to this installation would be by truck or van.

Officer detailed to check Commissary Price List for December 1954, (Lt. Phillips) began check on 6 December 1954 completing same on 7 December 1954, finding 3 price errors, which were corrected immediately by store manager.

Effective 1 December 1954, Commissary Store operating hours were changed to 1015 hours to 1800 hours week days, and Saturday 0800 hours to 1200 hours. Due to personnel not utilizing these hours to the fullest extent, an amended operating schedule was put into effect effective 17 December 1954; hours open from 0945 hours to 1730 hours on week days, Saturday hours to remain same.

Mr. Butler Bales Jr., Store Manager transferred to George Air Force Base, Victorville, California effective 10 December 1954. On 12 December 1954, Mr. John P. Allen was promoted to Store Manager, Commissary Store.

Due to inclement weather on 6 December 1954, Commissary Store was closed at 1200 A.M. and all personnel sent home.

Operation statistics for this period.

(1)	Cash Sales in Subsistence Section		$ 93,852.50
(2)	Cash Sales in Meat Market Section		$ 24,339.84
(3)	Cash Sales in Produce Section		$ 7,912.58
(4)	Total Cash Sales in Commissary		$126,104.92
(5)	Charge Sales in Commissary Store		$ 803.84
(6)	Total Sales from sources for month		$127,771.22
(7)	Surcharge Collection on Subsistence		$ 4,408.46
(8)	Number of Meals Issued Troops		
	a. Breakfast	56,294 @ .282	
	b. Dinner	73,682 @ .372	
	c. Supper	64,460 @ .352	
(9)	Monetary Value of Meals Issued		$ 64,349.80
(10)	Monetary Value of Meals Authorized		$ 65,974.53
(11)	Value of Garrison Ration		1.006

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E. Clothing Sales Store.

The total value of sales and issues for the month of December 1954 was eleven thousand, four hundred and twenty-one dollars and thirty-four cents ($11,421.34). One thousand, three hundred and ninety (1390) personnel were processed during the month.

Airman Second Class Delbert E. Slitor, Stock Record Clerk, was released from assignment to the Clothing Sales Store due to discharge from the United States Air Force.

The Store Account and Records of this Activity were audited by the Base Auditors during the week of 13 December 1954.

F. Property Disposal.

During the month of December, Newport News Iron and Steel Company, Newport News, Virginia, purchased cast iron and steel scrap amounting to $1932.33. Korman Furniture Co., Inc., Richmond, Va., purchased furniture amounting to $246.53. Homewell Iron & Steel Co., Hopewell, Virginia, purchased engine assemblies amounting to $339.08. S&M Furniture Company, Portsmouth, Virginia, purchased floor fans and furniture amounting to $1780.91. Bayshore Sales & Service, Norfolk, Virginia, purchased sixty-four (64) 6, 7, 8, and 9 cu foot refrigerators amounting to $1392.64. PAB's, Kulpmont, Pa., purchased an eleven ton, 2 wheel semi trailer amounting to $296.96. Lancaster Jewish Community Center, Lancaster, Pa., purchased a Bell and Howell silent and sound projector amounting to $100.00. Eugene Strigle, Gloucester, Va., purchased furniture amounting to $206.30. United Iron & Metal Co., Inc., Baltimore, Maryland, purchased clean aluminum amounting to $1325.53.

All usable and scrap material on hand and not previously declared, was declared to the Naval Supply Center, Norfolk, Virginia for sale or other disposition.

The workload of this section is indicated by the following figures: Amount of Material generated - 253,751 pounds. Amount of Material issued, transferred and sold - 528,595 pounds.

The average personnel strength assigned to this section for the month of December was ten (10), including both military and civilian.

December 2 - 10, Wing Inspectors examined Disposal's records. December 7 - 9, Mr. Llewelyn, a Middletown Air Material Field Representative, visited Disposal, for the purpose of rendering technical assistance on Property Disposal matters.

G. Petroleum.

The Petroleum Section began the month of December with one officer, fourteen civilians, and sixty-five airmen. One airman was discharged and two newly assigned. Present airmen strength is sixty-six.

Four airmen returned from TDY to Eglin AFB, Florida.

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Activities for the month of December included:

a. Barge loads of fuel received - 1
b. Transport loads of fuel received - 183
c. Tank car loads of fuel received - 1
d. Receipts and Issues (in gallons) :

(a) JP-4	545,446	768,937	1,314,383
(b) 115/145	178,368	142,167	320,535
(c) 100/130	0	217,162	217,162
(d) 91/96	25,632	19,625	45,257
(e) 80	2,500	2,216	4,716
(f) 1100	10,021	4,674	14,695
(g) 1065	150	5	155
(h) 1010	0	102	102
(i) 7808-B	0	234	234
(j) 74 Mogas	45,544	48,577	94,121
(k) 80 Mogas	5,339	2,541	7,880
(l) Kerosine	2,750	2,821	5,571
(m) #6 Fuel Oil	362,490 (Direct to heating plants)		362,490
(n) #2 Fuel Oil	103,912	84,476	188,388
(o) #1 Fuel Oil	13,014	13,343	26,357
(p) Diesel Fuel	1,150	1,580	2,730
(q) SAE # 30	636	799½	1,435

H. Base Supply.

Major Levis visited Lockbourne AFB to study the machine accounting system in force at that base. Plans are in process to effect machine accounting air force wide in a few months.

Lt. Benedict, Ammo & Special Weapons Chief returned from a 3 month course of study at the Ordnance training school in Baltimore, Md.

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3. Two (2) new officers were assigned during December, Captain Poulson as Inventory & Inspection Chief and Captain Potter as Service Unit Chief.

4. Two (2) new Civilian positions, addressograph operator typists, in the Research Section were set up and filled. The spaces utilized were from the Plant Account Section disbanded last summer.

5. The receiving department processed the heaviest workload in its history during December receiving over 5 million pounds of incoming freight.

6. Vouchers assigned 1 December through 31 December 1954 - 17,203
Line items assigned 1 December through 31 December 54 - 28,173

7. The following was reported by the Receiving Section (T-314) for the month:

CARRIER	DEPOT	LOCAL PURCHASE
Commercial Freight	2,311,702	2,639,870
Parcel Post	16,333	619
Air Freight	219,192	
	2,547,227	2,640,489

Total: 5,187,716

8. The following serviceable, reparable and excess property was prepared for shipment to the Transportation Officer by the Shipping Department (Packing and Crating) during the month:

Total amount serviceable property shipped	14,443 lbs
Total serviceable vouchers processed	69 ea
Total number serviceable line items	84 ea
Total amount reparable property shipped	188,843 lbs
Total reparable vouchers processed	253 ea
Total number reparable line items	274 ea
Total amount excess property shipped	53,207 lbs
Total number excess line items	541 ea
Total excess vouchers processed	139 ea
Number A/C engines shipped	23 ea
Number trucks and trailer shipped	2 ea
Grand total vouchers processed	461 ea
Grand total line items	899 ea
Grand total amount property shipped	256,493 lbs

9. The Ammunition Supply Section reports the following for the month:

Total number of pounds issued on base	86,300
Total number of pounds received on base	3,335
Total number of pounds shipped off base	10,000

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Total number of pounds sent to salvage and the dump	4,000
Total number of pounds handled in assembling storage and rewarehousing	202,040
Total number of pounds handled	296,375
Average number of personnel per working day	17

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SECTION II

PERSONNEL

There were three (3) Officers assigned to the Squadron during the month of December 1954, two (2) Captains and one (1) Second Lieutenant.

There were no officers reassigned from this organization during the month of December 1954.

The following figures represent the assigned strength, losses and gains of officers and air men for the reporting period:

	ASSIGNED STRENGTH		LOSSES		GAINS	
	OFF	AMN	OFF	AMN	OFF	AMN
1 December 1954	12	276	0	8	3	30
31 December 1954	15	298				

There were no officer promotions effected during the month of December 1954.

The following promotions of airmen were effected during the month of December 1954:

Promoted to S/Sgt - 3
Promoted to A/1C - 8
Promoted to A/2C - 5
Promoted to A/3C - 4

There were two (2) airmen demoted from A/3C to A/3 during the month of December 1954.

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SECTION III

GROUND TRAINING

Due to the Christmas Holidays there was only one Commanders Call during the Month of December. During this Commanders call a film was presented. The Squadron Commander also gave a lecture on driving hazards during the holiday season. There was 75% attendance at this Commanders Call.

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FIN/BUD

1 October 1954

SUBJECT: Request for Additional Cash Allocation

TO: Commander
Headquarters Tactical Air Command
Attn: Directorate of Budget
Langley AFB, Virginia

1. Request this headquarters be granted an increase of $136,583 in P551, Military Personnel Requirements.

2. These additional funds are required to enable the Commissary Office to purchase the items for resale in the Commissary Sales Store and to fulfill the requirements for troop issue.

3. Allotment received to date=	$ 1,064,000
Obligations, 30 Nov. 1954 =	917,058
Unobligated allotment =	146,942
Requisition on Q.M. Depot month of Dec. =	48,000
Requisition on Q.M. Market Center =	74,000
Requirements Contracts, Milk, Bread, etc. month of Nov. not posted =	34,095
Requirements Contracts, estimated Dec. =	35,000
	191,095
Purchase Orders received 1 Dec - 8 Dec. =	18,430
Estimated Requirements based on Purchase Requests in P&C for Dec. =	74,000
	283,525
Unobligated Allotment =	146,942
Balance Required =	136,583

4. This is considered the minimum requirement to operate Project 551 for the remainder of the second quarter.

FOR THE COMMANDER:

t/ RICHARD G. COKER
CWO, USAF
Asst Adjutant

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DEPARTMENT OF THE AIR FORCE
Comptroller
AUDITOR GENERAL

Reply to:
Auditor General, DSC/C
Eastern District
Resident Office
Langley Air Force Base
Hampton, Virginia

AFAUDE-AB-R/A

30 November 1954

SUBJECT: Report of Audit No. E37-324-30
Commissary Account, AF 51 COM
Langley Air Force Base, Virginia
Period: 1 August 1954 Thru 31 October 1954

THRU: Commander
Langley Air Force Base, Virginia

TO: Commander
Tactical Air Command
Langley Air Force Base, Virginia
ATTN: TNCAC-A

1. General Condition of the Account: The audit included an extensive review of the system of internal control in effect as well as selected tests of transactions, records and reports of the subject activity for the period. As a a result of this examination, it is felt that previously existing internal controls have deteriorated in certain areas during the period, due to a relaxation of cross checking procedures, a turn over in experienced personnel and new accounting procedures placed into effect during the period. Procedures and physical measures utilized to safeguard government funds and property were found to be effectively applied and a satisfactory degree of compliance with applicable directives existed. Except for the errors and operational distortions commented on in paragraph 3, the records maintained and reports rendered substantially reflect the recorded transactions of the account.

2. Action on Previous Report of Audit: Recommendations contained in previous reports of audit have been satisfactorily complied with by the account.

3. Comments and Recommendations:

a. In testing the accuracy of the Distribution Journal, several posting errors in September and October, amounting to $733.24,

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were disclosed. The net result was an understatement in charges to the Grocery Market in the amount of $731.24 as well as in the reported operational loss for the period concerned.

Recommendation: The system formerly employed, whereby postings to the Distribution Journal were rechecked for agreement with related vouchers, should be re-instated. This would permit detection and correction of errors prior to closing the account and rendering reports for the month.

b. As the result of an error in the computation of the Garrison Ration Value for September 1954, Cape Charles Air Force Station was underpaid $44.54 for the month.

Recommendation: Action should be taken to credit or reimburse the account at Cape Charles AF Station for the amount due. In addition, the initial computation of the Garrison Ration Value for each month should be subject to verification by another employee, as previously practiced to assure correctness.

c. The October abstract of subsistence transferred from the Warehouse to the Grocery Market was found to contain an error in pricing which was corrected on the supporting document by operating personnel but because of the relaxation of a systematic cross check of vouchers, was not correspondingly adjusted on the abstract.

Recommendation: Accounting control procedures, formerly utilized to provide a systematic cross checking of interdepartmental vouchers, should be re-established by the account.

d. An analysis of identifiable spoilage losses disclosed an abrupt increase in the amount of credit taken for August and September. Normally, the amount of such losses has averaged $60.00 per month, whereas in August and September the losses increased to $233.91 and $179.41 respectively. Some of the 'Turn In Slip' documents on which credit was taken were not validated and failed to show disposition of supplies thereon. Contributing substantially to these abnormal losses were quantities of meat valued at $78.08, as well as candy valued at $186.98 for which spoilage was claimed.

Recommendation: In accordance with the intent of paragraph 168, AFM 145-1, abnormal losses, not due to normal operations, as well as losses caused by unusual circumstances should not be dropped

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by account write off thru cursory use of Turn In Slips. The Procedures resolved by the Auditors and the Sales Officer, to control indentifiable spoilage losses, should be reduced to writing for the guidance of operating personnel to insure proper accounting.

e. Emphasis was placed on the Certificates of Gains, Losses and Discrepancies submitted to the installation commander for the period covered. Out tests disclosed the following conditions which tend to distort operations and reduce the effect of management decision:

(1) The monetary value of current and cumulative issues, sales and transfers was erroneously computed and reported for the various subsections of the account. Some of the causes were: (a) Warehouse transfers to the Grocery Market were not considered, (b) Issues from the Grocery Market to the In-Flight Kitchens were erroneously included in the Warehouse computations for August, (c) Produce and Meat Market charge sales were excluded in the computations for August, (d) Transfers of fat and bone waste from the Meat Market during September were included in error. The result of these conditions tends to distort allowable operational adjustments.

(2) An analysis of the gains and losses reported by the commissary account, disclosed abnormal fluctuations between the various subsections of the account as well as between monthly operations as follows:

Month	Warehouse	Grocery	Meat Market	Produce Dept	Net Total
August	(G)$677.62	(G)$506.33	(L)$121.74	(G)$152.06	(G)$1214.27
September	(G) 433.59	(L) 29.66	(G) 548.16	(G) 221.83	(G) 1193.92
October	(L)1078.69	(G) 304.96	(L) 329.23	(L) 124.20	(L) 1226.56

The above gains (G) and losses (L) applying to operations for October had to be computed from the books of the account inasmuch as the required Certificate of Gains, Losses and Discrepancies had not been prepared as o f the end of November 1954. A list of the errors disclosed during the examination, effecting the above gains and losses, has been furnished to account personnel for necessary adjustment and preparation of corrected Certificates of Gains, Losses and Discrepancies and Monthly Commissary Operating Statements.

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Aud. Gen. Res. Off., Langley AFB, Va. Subject: Report of Audit No. E37-324-30, Commissary Account, dtd 30 Nov 54

Recommendation: Inasmuch as the Certificate of Gains, Losses and Discrepancies reflects the results of account operations for the month concerned as well as for the accounting period to date by which the Installation Commander evaluates account management, it must necessarily be accurate to be effective. Measures should be taken to re-establish controls over all commissary transactions to insure that proper accounting action will be taken so that the records and reports correspondingly reflect actual operations. Any abrupt change in the trend of gains and losses between the various subsections of the account and consecutive months operations should be immediately reviewed to ascertain the cause and correction needed.

4. The results of the audit were discussed with Burton K. Sams, Colonel, USAF, Executive Officer, Lester A. Kurtz, Major, USAF, Commissary Officer, Mr. Smallwood, Assistant Commissary Officer, and key personnel of the commissary staff.

FOR THE AUDITOR GENERAL:

s/t/ ALAN M WINNER
Captain, USAF
Resident Auditor

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DAF, Auditor General, AFAUDE-AB-R/A, Subj: Rpt of Audit No. E37-324-30, Commissary Account, AF 51 COM, LAFB, Va, Pd: 1 Aug thru 31 Oct 54

H FIN (30 Nov 54) 1st Ind

Headquarters 405th Fighter Bomber Wing, Langley AF Base, Virginia

TO: Commander, Tactical Air Command, ATTN: TNCAC-A, Langley Air Force Base, Virginia

The following actions have been taken to correct deficiencies reflected in Report of Audit No. E37-324-30, Commissary Account, AF 51 COM, Langley Air Force Base, Virginia, Period: 1 August through 31 October 1954.

1. General Condition of the Account: The scope of audit, adequacies of procedures and measures employed to safeguard government funds and property, and the opinion expressed of a deterioration of previously existing internal controls, are acknowledged.

2. Action on Previous Report of Audit: Satisfactory compliance with recommendations contained in prior reports of audit is acknowledged.

3. Comments and Recommendations:

a. A cross-check system applicable to all accounting records has been established by the Accounts Section of the Commissary Office to detect and correct mechanical errors in the account prior to closing the account and rendering reports for the period. This system was initiated immediately upon completion of the audit.

b. Action has been taken to credit Cape Charles Air Force Station, Virginia account in the amount of $44.54. A system has been initiated to provide verification of the Garrison Ration Value by an employee other than the one preparing it.

c. A cross-check accounting control procedure has been established to provide systematic verification of prices and extensions in inter-departmental transactions.

d. Procedures have been established to preclude the indiscriminate use of turn-in slips to write off abnormal losses not due to normal operations as well as losses caused by unusual circumstances. In addition, written instructions are being prepared for the guidance of operating personnel and to insure the presence of a disinterested officer to witness destruction o f such items of indentfiable spoilage losses.

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DAF, Auditor General, AFAUDE-AB-R/A, Subj: Rpt of Audit No. E37-324-30, Commissary Acct, AF 51 COM, LAFB, Va, Pd: 1 Aug thru 31 Oct 54
1st Ind (Cont'd)

e. (1) A detailed Standing Operating Procedure has been written for use by operating personnel to preclude erroneous computations and reports of sales and transfers for the various subsections of the account. The account has been operating under these procedures since 1 December 1954.

(2) Every effort will be made to preclude abnormal fluctuations of gains and losses between the various subsections of the account. In conformance with the intent of Air Force Manual 145-1, the accumulation of excessive gains over a period of time will continue to be minimized through price adjustment within the Meat Market and Produce subsections of the account. A Certificate of Gains, Losses, and Discrepancies is now being prepared as soon as possible after close of the accounting period, with emphasis upon accuracy, to provide the Base Commander with an effective evaluation of account management. Every effort is being made to insure that records and reports reflect actual operations.

4. Noted.

t/ EDWIN S. CHICKERING
Brig. General, USAF
Commander

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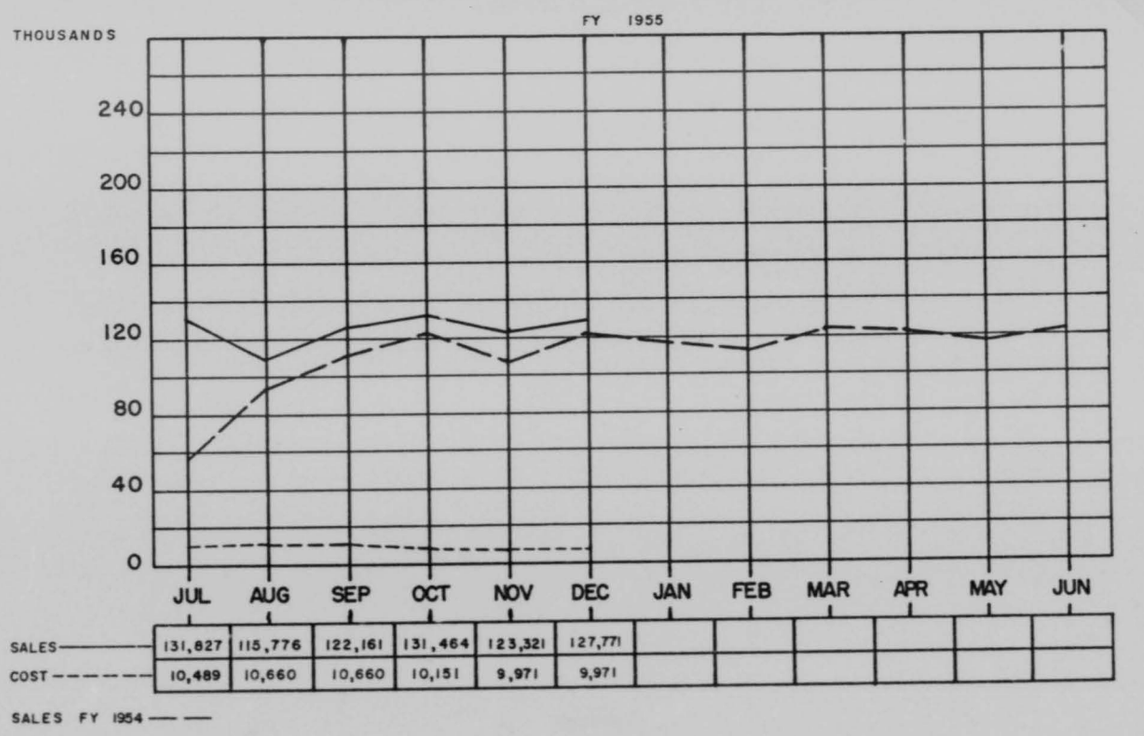
SALES VS COSTS — COMMISSARY



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
SALES	131,827	115,776	122,161	131,464	123,321	127,771						
COST	10,489	10,660	10,660	10,151	9,971	9,971						

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COMPTROLLER COMMENTS

SALES VS COST - CLOTHING SALES STORE

1. Sales for the month of December showed an increase of $82 when compared with the previous month. When comparing the Sales for this month with that of December 1953 a decrease of $501 is noted.

2. The ratio of Sales to Payroll Cost was 1.00 : 4.41 as compared with 1.00 : 4.94 for the previous month. A total of one thousand three hundred ninety (1,390) transactions were accomplished with an average sale of $8.22 per transaction. Average dollar sales per capita amounted to $1.75 as compared with $1.81 for the previous month.

3. It is estimated that $26,195 is paid out monthly for clothing allowance to airmen.

4. The average monthly sales in category 22 was $304 for the past Fiscal Year. Sales in this category amounted to $271 for the month of December.

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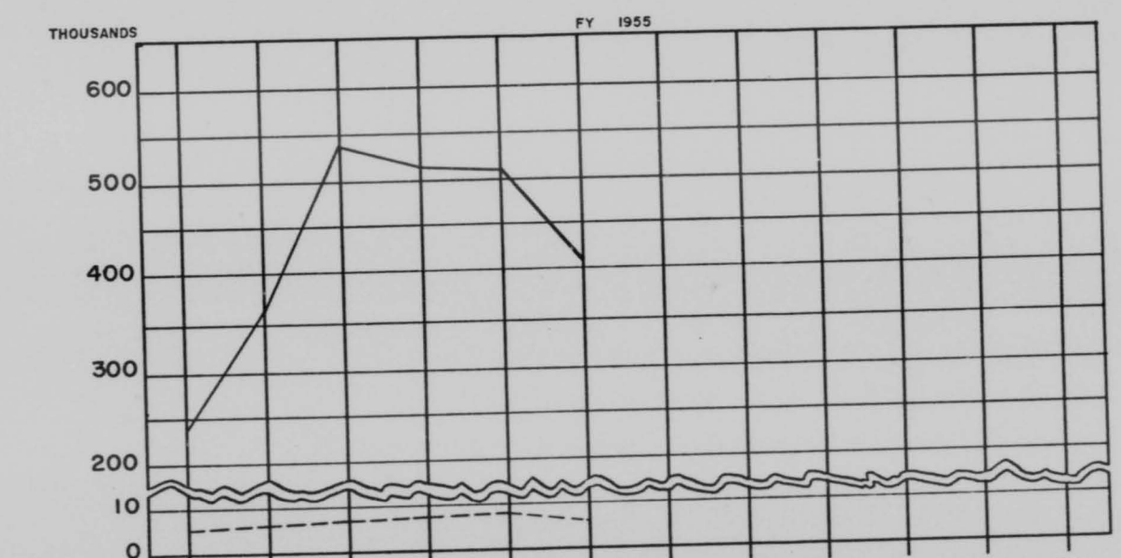
LOCAL PURCHASES



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
DOLLAR AMT	244,042	354,889	541,824	519,420	513,155	415,081						
PAYROLL COST	6,919	7,204	7,570	8,251	8,618	7,282						

SOURCE: RCS AMC-N-38

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HISTORY

of

405th MAINTENANCE AND SUPPLY GROUP

(405th Fighter Bomber Wing)

Langley Air Force Base, Virginia

August 1954

RCS 1-AF-D2A

ROBERT E PITTMAN
Captain, USAF
Adjutant

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I. ORGANIZATION AND ADMINISTRATION

During the month of August 1954, the 405th Maintenance and Supply Group, under the command of Colonel M. A. Richer, continued in the furtherance of its mission which is to achieve and maintain a level of operational effectiveness which will enable the unit to assist the Wing in the accomplishment of its mission by directing, supervising, and coordinating the activities of its assigned units.

On 12 August 1954, per Special Order #156, Headquarters 405th Fighter Bomber Wing, Captain Ray J. Walker, AO 512030, was appointed Commercial Transportation Officer vice Major Joseph F. Govoni.

Top priority was given during the month to procuring and maintaining supply stock levels to accomplish support of the 429th Refueling Squadron which was activated 19 July 1954. On 24 August it was estimated that ninety-six percent (96%) of the supplies needed for the Squadron would be on hand when the present outstanding requisitions are filled.

Results of the Tactical Air Command inspection, conducted the latter part of July, were received during the month. The report of corrective action taken on the general inspection report was forwarded to Wing on 25 August. Corrective action taken on minor discrepancies will be completed not later than 17 September 1954.

As a result of the inspection, the 405th Motor Vehicle Squadron received an excellent rating. According to the inspectors, the proper delegation of authority to key NCO personnel, comprehensive SOP's, and excellent coordination and leadership were the prime factors which contributed to the efficient operation of the motor pool and the maintenance shops.

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The Clothing Sales Store was rated as a model operation due to the excellent administration and supervision of the function.

The Base Supply Account was evaluated as satisfactory. Support of currently assigned aircraft was considered excellent, and the support furnished to newly assigned aircraft was considered outstanding. Revisions of the following procedures and operations in major areas of the Base Supply activity were being accomplished with a minimum of disruption of service to supported activities:

1. Transition to cost categories in stock record card maintenance.
2. Conversion to the Federal Catalog System.
3. Establishment of monetary accounting.
4. Continued converting of additional property classes to the "store system" of accounting and issue.

The inspectors recommended that a disposal officer without other property responsibilities be appointed on proper orders as Property Disposal Officer. This was found to be impossible at the present time due to the fact that the 405th Supply Squadron does not have a supply officer assigned who does not have property responsibility. The present Disposal Officer has that duty as an additional duty to his assignment as Squadron Commander. Mr. Mierchuk, a civilian, has been operating this section for over fourteen (14) months in a very satisfactory manner. During that period

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there have been seven (7) disposal officers assigned, and, with the exception of the Squadron Commander, none had prior experience in disposal, and only one (1) was a qualified supply officer. This headquarters recommended that a qualified disposal officer be assigned the organization, or that the position of Base Disposal Officer be civilianized in accordance with Volume XIII, Sec 1, Par 5b, AFM 67-1.

Mr. James S. Myers, civilian worker in the Welding Shop, 405th Maintenance Squadron was commended by the inspectors for the practical rotary jet engine tail pipe welding fixture (mounted on castors for maneuverability) which he designed and developed for local manufacture. The advantages of this fixture are:

1. Elimination of overhead welding.
2. Ease and accuracy of inspection.
3. Permits the welding of continuous beads.
4. Ease in handling.
5. More positive quality control.

No formal inspection of the Commissary was performed. The inspectors were of the opinion that the operating hours of the store were such as to deprive service personnel of the opportunity to patronize it in an off duty status. Recommendation was made to open and close the Commissary one and one-half hours later on normal work days. Upon questioning, it was found that the store is presently open thirty (30) minutes after normal duty hours. On 23 August, members of the Base Commissary Committee were contacted on the subject, and they recommended that the Commissary operate on its present schedule.

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II. PERSONNEL

The 405th Maintenance and Supply Group was authorized thirty-six (36) officers, nine hundred and twenty-seven (927) airmen, and four hundred and twenty-five (425) civilians.

As of 31 August 1954, the Group had an assigned strength of thirty-two (32) officers, eight hundred and thirty-eight (838) airmen, and four hundred and twenty-three (423) civilians.

Authorization and assignment of personnel of the Group, by squadrons, was as follows:

	AUTH	ASGD
Headquarters		
Officers	6	7
Airmen	24	31
Civilians	26	26
Supply Squadron		
Officers	14	12
Airmen	286	257
Civilians	257	257
Maintenance Squadron		
Officers	11	10
Airmen	303	287
Civilians	93	92
Motor Vehicle Squadron		
Officers	5	3
Airmen	314	263
Civilians	49	48

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Fifty-four (54) promotions were effected in the Group during the month of August 1954 as follows:

	Maintenance Sq	Supply Sq	Motor Vehicle Sq
M/Sgt	0	0	0
T/Sgt	3	0	2
S/Sgt	4	6	3
A/1C	6	7	6
A/2C	4	4	8
A/3C	0	0	1

In accordance with letter, Headquarters, USAF, File AFPMP, subject: Distribution of WAF Airmen, dated 20 November 1953, and letter Headquarters TAC, file MP-A-1, 220.3, subject: Phase-Out of WAF Airmen, dated 23 December 1953, WAF airmen will be phased-out of TAC prior to 1 July 1955. In this connection, Wing requested that requirements be submitted for civilian personnel to replace WAF personnel who are presently performing clerk-stenographic duties. For each civilian space requested, one military space would be relinquished from the Non-T/O Authorizations. It was determined that a total of six (6) civilians would be required. Military spaces to be deleted would include:

(1) Headquarters 405th Maintenance and Supply Group, Personnel and Administration (00020): one (1) Apprentice Clerk (70230) A/2C.

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(2) 405th Supply Squadron:

(a) Materiel Facilities (E2913): one (1) Supply Records Specialist (64152) A/1C.

(b) Property Accounting (F3025): two (2) Apprentice Supply Records Specialists (64132) A/2C, and two (2) Senior Supply Records Specialists (64152) S/Sgt.

On 4 August 1954, a request for change of Non-TO Personnel Authorizational Tables was forwarded to Wing. The proposed changes, which follow, are necessary to supplement the requirements of the Commercial Transportation Section in moving household goods and freight from and to Langley AFB:

(1) 405th Maintenance Squadron Non-TO; Armament & Photo (E4225): delete one (1) Apprentice M Series B Sight Mechanic, 32130A, A/2C.

(2) 405th Motor Vehicle Squadron Non-TO:

(a) Maintenance (E0007): delete one (1) Vehicle Maintenance Helper, 47010, A/3C.

(b) Motor Pool (E0623): delete two (2) Surface Transportation Helpers, 60310, A/3C.

(3) 405th Maintenance and Supply Group Headquarters Non-TO; Commercial Transportation (E0295), add the following:

One (1) Apprentice Vehicle Operator, 60330, A/2C

One (1) Supply Helper, 64010, A/3C

Two (2) Air Transportation Helpers, 60110, A/3C

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Major Joseph F. Govoni, 405th Motor Vehicle Squadron Commander, requested that a Supply Officer be assigned to the Motor Vehicle Squadron. At the present time the Squadron Adjutant is accomplishing the additional duty of Supply Officer. The authorized strength of three hundred and fourteen (314) personnel causes a tremenduous workload in both the personnel and the supply sections. Since supply discipline is a must, it is most important to assign to the Squadron an officer with a knowledge of all the functions of supply administration.

1t.Colonel Kenneth E. Kay, Group Executive, has been appointed Base Project Officer for Kids' Day on 25 September 1954. Captain Robert E. Pittman, Adjutant of the Group was named as Group Project Officer.

Captain Marion M. Robinson, Group Maintenance Officer, was placed on TDY on 20 August 1954 to Natrona County Airport, Casper, Wyoming, for the purpose of acting as advisory team member to the 131st Bombardment Group (Light), Missouri National Guard, during their annual field training exercises.

Eleven (11) airmen were placed on TDY orders to various technical schools during the month as follows: one (1) airman to Lowry Air Force Base, Colorado, for the purpose of attending Sighting Systems Technical Course; three (3) to Sheppard Air Force Base, Texas, to attend B-57B Aircraft Mechanic Course; one (1) to Sheppard Air Force Base for Aircraft Maintenance Technician Course; three (3) to Chanute AFB, Illinois, for training in F-1A Automotic Ripcord Release; one (1) to Francis E. Warren Air Force Base, Wyoming, to attend Gen Reg Tester GRT 30 (SUN) Course; and two (2) to Chanute AFB to attend Weight & Balance School Course.

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III. COMMERCIAL TRANSPORTATION

During the month of August 1954, the Commercial Transportation Section shipped four hundred and eighty-five thousand and twenty-eight (485,028) pounds of public property by commercial means, and thirty-three thousand, four hundred and seventy-nine (33,479) pounds by military air.

Sixteen million, one hundred and twenty-seven thousand, one hundred and twenty-six (16,127,126) pounds of public property and household goods were received commercially, eighty thousand, one hundred and sixty-four (80,164) pounds by military air, and thirteen thousand, five hundred and fifty-six (13,556) pounds by military truck.

Ninety-five (95) van movements of household goods were distributed among nineteen (19) carriers, alloting each carrier an average of five (5) moves.

Ninety-three (93) shipments of household goods were made commercially by means other than van. Of these shipments, twenty-three (23) were made by express, sixty (60) by motor, four (4) by rail, and six (6) by freight forwarder.

Fifty-six (56) cars were shifted onto Langley Air Force Base by government owned locomotives. Of this total, forty-four (44) cars contained public property, and twelve (12) cars contained property belonging to the National Advisory Committee for Aeronautics and to private contractors.

No cars were shifted onto the Ammunition Area at Oyster Point during the month.

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One hundred and seventy-four (174) transportation requests and fifty-one (51) meal tickets, covering the movement of one hundred and sixty-two (162) passengers, were issued during the month of August 1954.

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IV. GROUP SUPPLY STAFF SECTION

Personnel of the Group Supply Staff Section processed three hundred and eighty-seven (387) Purchase Requests during the month of August 1954.

As of 31 August, the current inventory cycle at Base Supply was twenty-four percent (24%) complete. The percentage of inventory accuracy for the month of August was 91.2%, and the percentage of inventory accuracy accumulative was 92.4%.

The AOCP rate for the month was eleven percent (11%). This relatively high rate was due to the influx of new aircraft, including F84F's, on the Base without parts being available.

The efforts of Langley Air Force Base to utilize Mercury Service for deliveries of AOCP and other priority items have been proven unsatisfactory. Cargo originating at Brookley and Robins Air Force Bases, destined for Langley, is scheduled for off-loading at Olmsted Air Force Base for pilot pick-up. Frequently, due to flight restrictions at Olmsted, cargo is off-loaded at Westover Air Force Base, resulting in considerable delay in tracing and then effective air pick-up from a point nearly equal to the distance from origin.

Since the volume of AOCP items is relatively high, due to the large number of aircraft based at Langley Air Force Base, it is estimated that four out of five Mercury flights through Brookley and Robins Air Force Bases contain priority for Langley. In view of the above, TAC requested of Air Materiel Command that Langley be included in the itinerary of this flight when cargo destined for Langley is aboard. With this additional

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terminal, better utilization of the aircraft would be obtained, and transportation service to Langley would be greatly improved. Pending the implementation of this proposal, Langley will be required to discontinue the use of Mercury Service for priority and AOCP items and revert to organic pilot pick-up.

Air Materiel Command, in answer, stated that at the present time, the capability of the Mercury Service is limited to the volume of traffic and route patterns now in effect, and that additional stops for individual users of the service, without substantial daily requirements for inbound as well as outgoing traffic, are not feasible under the present structure.

AMC requested an estimated requirement of the high priority traffic in and out of Langley and other TAC bases in order to assist that headquarters in future planning of Mercury routes. Subject to arrangements with MATS, AMC will extend the Mercury Service to include Dover Air Force Base, Delaware, which should offer improved flight operating conditions plus a more convenient location to Langley.

In answer to AMC's request for comments on the use of Dover Air Force Base, personnel of this headquarters stated that no appreciable increase in utilization of the Mercury System could be foreseen with the inclusion of Dover AFB in the itinerary. For the period 19 July through 8 August 1954, the courier run between Langley, Mobile, and Warner Robins shipped and received the following priority cargo: incoming from Mobile and Warner Robins - twenty thousand, three hundred and twenty-seven (20,327) pounds; outgoing to Mobile and Warner Robins - eight thousand, six hundred and sixty-four (8,664) pounds.

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Since the bulk of priority cargo generates at the above bases, permission was requested to continue our present system of priority air pick-up.

A check list to be used as a unit supply guide was prepared by Group Supply personnel and disseminated to the organizational supply units for their guidance in perfecting the unit supply, as well as for use in preparation for future inspections.

Personnel of the section conducted a class on publication procurement at the Base Unit Supply School during the month.

Unit Property Record Cards (AF Form 1120) have been accomplished by all M&S Unit Supply Officers. Binders and related accessories required for the proper filing of UPE cards have not been received from Wing. Upon receipt of these, the necessary action will be completed.

The Supply Squadron UPREAL, dated 5 May 1953, was destroyed after receipt of certificate of clearance and authority from Wing.

The Base Supply Officer is accomplishing USE lists for Unit Supply Officers to zero Plant Accounts. As of 31 August 1954, twenty-three (23) listings had been posted and closed out in the Base Supply Plant Account Section. Estimated completion date is 10 September 1954.

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V. GROUP MAINTENANCE STAFF SECTION

To aid the organizations in complying with T. O. 00-25-68 on Contract Maintenance, a pamphlet, itemizing supplies listed, was printed and issued. In addition, steps are being taken to simplify and insure complete compliance with this directive. Personnel of the section dealing with Contract Maintenance will visit MAAMA in the near future to coordinate operations.

Mr. J. W. Sener, Field Representative from Middletown Air Materiel Area, arrived in this organization for conferences on 17 August 1954. Visits were made to sections of the Maintenance and the Motor Vehicle Squadrons. Mr. Sener was queried on the following items:

1. Special tools and equipment for J65 series engines.
2. Time required to receive disposition instructions on damaged aircraft.
3. Availability of engine build-up kits for J65 series engines.

A UAL Change Request for KB-29P aircraft was submitted to Wing, approved and returned on 31 August.

The M&S Group conducted a practice alert on 26 August. Observers were posted in strategic spots to note deficiencies and breakdowns.

Instructions were received to the effect that recruiting vehicles will be transferred from the 405th Motor Vehicle Squadron UAL to that of the 3500th Recruiting Wing.

Three (3) flat bed trailers were shipped to the motor pool from Mallory Air Force Depot as a substitute for a trailer van. These trailers are not

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suitable to replace the van and will be reported as excess since there is no requirement on the Base for trailers of this type.

On 25 August 1954, a TWX was sent to Warner Robins Air Materiel Area requesting depot assistance to perform technical inspection and repairs on F-7 Fuel Servicing Units showing signs of rust. Personnel from Middletown Air Materiel Area will furnish the necessary assistance at this Base.

Six (6) jeeps were withdrawn from storage and placed into service for the Bendix air race.

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CORRECTED COPY

HEADQUARTER TACTICAL AIR COMMAND
Langley Air Forc Base
Virginia

MS 15 Jan 1955

SUBJECT: Summary of Clothing Sales Store Operations

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base
Virginia

1. Transmitted herewith is a summary of Air Force Clothing Sales Store Operations within Tactical Air Command for December 1954.

2. The purpose of this summary is to present to commanders and Clothing Sales Stores, comparative figures relative to clothing sales store operations within Tactical Air Command.

BY ORDER OF THE COMMANDER:

1 Incl
Summary of Clo Sales Store
Oprs for Dec 54

/s/ HOWARD H. STAIK, JR.
CWO, USAF
Asst Adjutant

DM SUP (15 Jan 55) 1st Ind FBT/dgc

Headquarters, 405th Fighter Bomber Wing, Langley AF Base, Va. 18 Jan 55

TO: Commanders, All Groups and Separate Units, Langley AF Base, Va.

1 Incl
n/c

HERBERT C PINKERTON
Captain, USAF
Adjutant

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SUMMARY OF CSS OPERATIONS
FOR DECEMBER 1954

INSTALLATION	CATEGORY 11 CASH SALES	CATEGORY 12 CASH SALES	CATEGORY 22 CHARGE SALES	*OTHER CATEGORIES OF SALES	COST OF GOODS SOLD	GAIN OR LOSS PHY INVENTORY	CLOSING INVENTORY VALUE
Alexandria	$2,098.09	$ 499.59	$ 12.60	$ 522.90	$3,133.18	+ $ 26.65	$19,361.93
Clovis	1,110.60	472.60	197.10	33.60	1,813.90	+ 154.43	21,981.80
Foster	1,765.21	348.63	____	____	2,113.84	- 1.15	24,052.56
George	2,487.20	620.97	89.55	87.85	3,285.57	- 116.58	19,655.84
Shaw	4,661.33	1,350.48	222.05		6,233.86	+ 7.90	25,606.56
Totals 9th AF	$12,122.43	$3,292.27	$521.30	$644.35	$16,580.35	+ $71.25	$110,658.69
Ardmore	1,444.75	456.75	____	226.00	2,127.50	- 107.10	9,105.19
Charleston	3,438.89	818.86	261.75	393.00	4,912.50	- 17.70	20,350.59
Donaldson	6,650.94	1,312.27	528.65	3,018.60	11,510.46	- 6.60	59,214.10
Larson	2,623.90	904.57	65.05	210.35	3,803.87	- 29.10	24,353.08
Pope	2,850.34	1,141.45	185.50	202.15	4,379.44	+ 103.07	38,694.09
Seward	4,974.95	1,736.32	1,260.90	2,536.00	10,508.17	- 14.22	35,203.26
Totals 18th AF	$21,983.77	$6,370.22	$2,301.85	$6,586.10	$37,241.94	- $71.65	$186,920.31
Langley	6,660.25	2,048.95	270.90	2,441.25	11,421.35	- .54	40,433.00
Totals TAC	$40,766.44	$11,711.44	$3,094.05	$9,671.70	$65,243.63	- .94	$338,012.00

*Includes: Initial Allowance $6,955.15; Burial of Deceased $123.60; Discharged Prisoners in Confinement $19.05; AFR $2,496.00; Army $77.90

Combat Serviceable Clothing on hand: Foster $12.50; George $2.50; Charleston $20.00; Larson $3.75

Information contained hereon extracted from Trial Balance - Air Force Stock Fund, Clothing Division, AF Form 669, RCS: AF-C77 for December 1954

incl 1

MONTH: DECEMBER 1954

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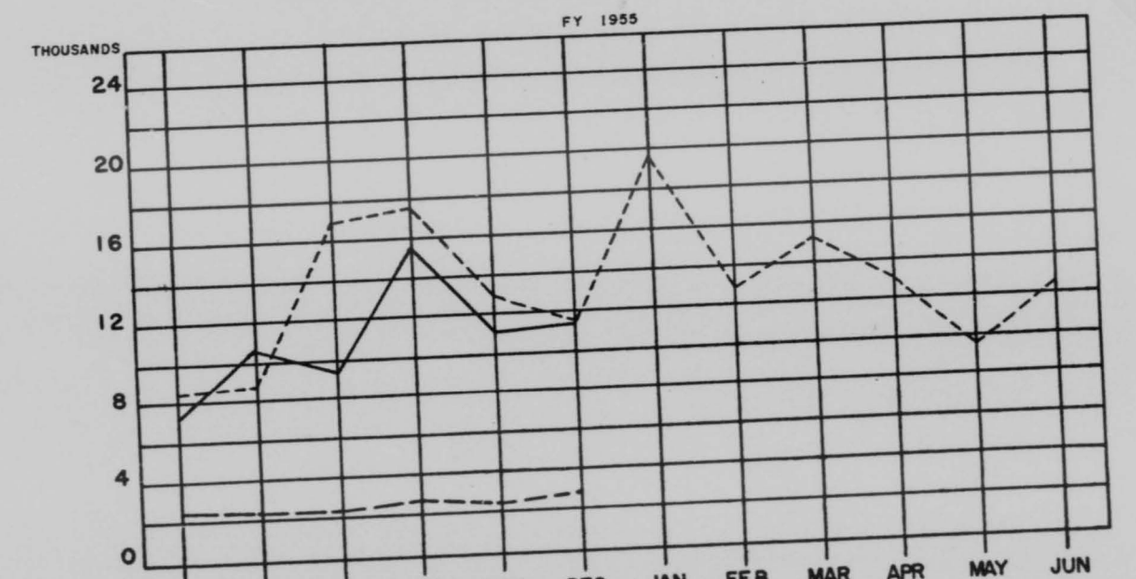
SALES VS COSTS — CLOTHING SALES STORE



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
SALES	7795	10,449	9433	15,770	11,339	11,421						
COSTS	2289	2116	2116	2358	2296	2589						
CLASS 22 SALES	221	266	306	355	281	271						

SALES FY 1954 - - - - -

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COMPTROLLER COMMENTS

REPORTS OF SURVEY AND MONEY INVOLVED

Certificates of droppage or losses incident to shipment are not included.

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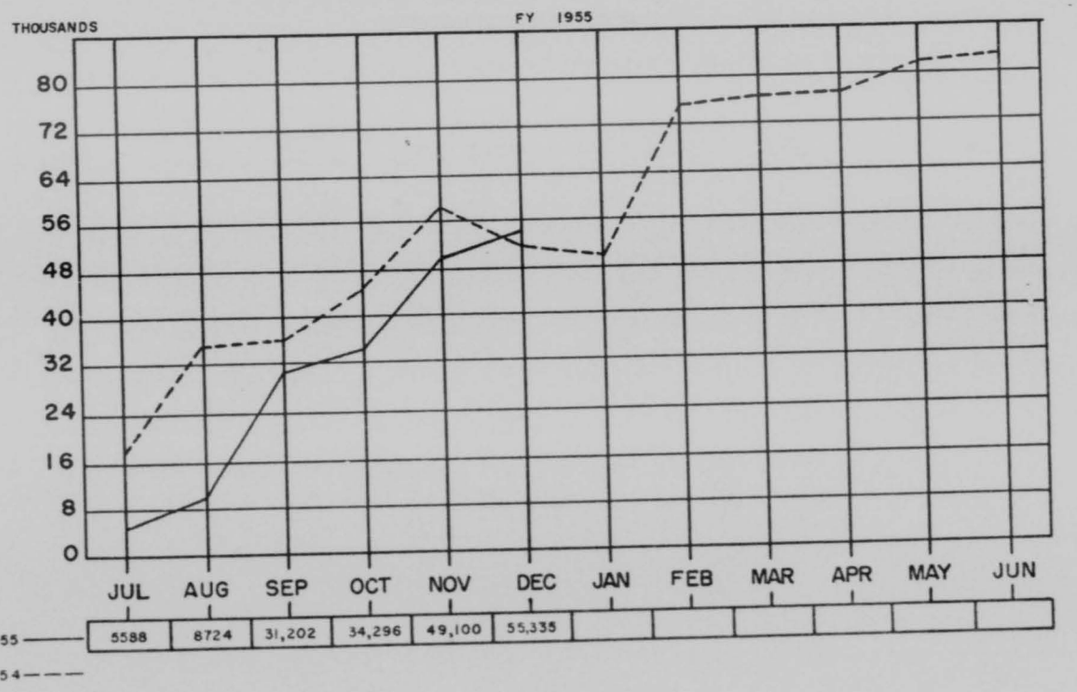
CUMULATIVE PROFIT - PROPERTY DISPOSAL SECTION



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COMPTROLLER COMMENTS

MOTOR VEHICLE UTILIZATION

The following is a breakdown of type vehicles operated, miles driven per day and the Air Force standard where applicable:

TYPE	NUMBER	OCTOBER MILES DRIVEN	NOVEMBER MILES DRIVEN	OCTOBER AVERAGE DAILY	NOVEMBER AVERAGE DAILY	STANDARD
Sedans	18	16,849	15,351	46.8	42.7	75
Carry-Alls	11	13,429	14,562	61.1	66.2	-
Jeeps	5	1,202	1,855	12.0	18.6	-
Panel	17	25,654	35,490	75.5	104.4	-
Pick-Ups	87	74,873	75,153	43.1	43.2	41
Weapons Carriers	2	581	1,078	14.6	27.0	-
Trucks - S & P	61	38,391	30,061	31.5	24.7	34
Trucks - 6 x 6	10	3,520	3,368	17.6	21.1	-

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HISTORICAL REPORT

OF THE

405TH MAINTENANCE SQUADRON

405TH MAINTENANCE & SUPPLY GROUP

FOR THE PERIOD

1 SEPTEMBER 1954 - 30 SEPTEMBER 1954

LANGLEY AIR FORCE BASE

VIRGINIA

RCS: 1-AF-D2A

Arthur M. Snyder
ARTHUR M SNYDER
Captain USAF
Historical Officer

John Gassler
JOHN GASSLER
Major USAF
Commander

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SECTION I

ORGANIZATION & ADMINISTRATION

The mission of the 405th Maintenance Squadron is: to provide all field maintenance, including engine build-up, of the tactical aircraft and their equipment; to provide salvage and reclamation service for aircraft and all other Air Force property; to repair and pack all parachutes; to repair office machines for all wing components and to perform field maintenance on all ground powered equipment.

The Maintenance Squadron is composed of the following sections:

a. Personnel and Administration

b. Maintenance

c. Supply

Major John Gassler is in command of this organization.

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SECTION II

PERSONNEL

The following figures are the Authorized and Assigned Strength for Officers, Airmen and Civilians assigned this Squadron for the month of September 1954:

	1 September 1954		30 September 1954	
	AUTH	ASGD	AUTH	ASGD
Officers	11	6	11	5
Warrant Officers	0	4	0	4
Airmen	330	282	330	286
Civilians	93	93	93	91

The following changes in Military Personnel occured during the month of September 1954:

One (1) Officer was reassigned from this Squadron during the month of September 1954.

Eighteen (18) airmen were assigned this Squadron during the month of September 1954.

One (1) airman was reassigned from this Squadron during the month of September 1954.

Six (6) airmen were separated from the service under the provisions of Air Force Regulation 39-10 (Expiration Term of Service).

One (1) airman was separated from the service under the provisions of Air Force Regulation 39-14 (Convenience of the Government).

One (1) airman (WAF) was separated from the service under the provisions of Air Force Regulation 39-13 (Hardship).

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Two (2) airmen were separated from the service and immediately reenlisted in the United States Air Force for the purpose of filling their own vacancy.

Four (4) airmen departed this Squadron to various installations to receive Technical Training.

SECTION III

OPERATIONS & TRAINING

Five (5) Information and Education periods were conducted during the month of September 1954. The following subjects were presented:

a. Introductory talk by Lt Sippel and film on "E-1 Survival Kit".

b. Introductory talk by CWO Kotyo and film on "Security".

c. Lectures by CWO Richardson and T/Sgt Pitner on Passive Defense.

d. Lecture by Chaplain Rogers on Character Guidance.

e. Film on "Leadership".

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SECTION IV

MAINTENANCE

The Maintenance Section of this Squadron is organized as follows:

Maintenance Supervision: Maintenance Supervision, Drafting and Administration

Production Control: Work Order Planning, Work Load Scheduling, Materiel Control, Analysis, Technical Order Compliance, Unsatisfactory Reports Control and Contractual Maintenance

Quality Control: Quality Control, Flight Test, and TO Distribution

Armament: Armament Systems and Weapons Shop

Air Electronics: Electronics

Aircraft and Engine Repair: Aircraft Repair, Alert and Crash Recovery, Sheetmetal, Reciprocating Engine Shop, Jet Engine Shop

Specialist Shops: Electrical, Hydraulic, Leather, Fabric and Rubber, Paint, Welding, Machine, Woodmill, and Propeller

Ground Equipment Repair: Powered Ground Equipment and Ground Support Equipment

Tech Supply: Tool Crib, Air Force Supply

During the month of September, Production Control processed 623 work orders. Of these, 111 were manufacture, 60 Aero Repair, Engine Build-Up and Ground Power, 426 repairable and 26 miscellaneous, such as periodic inspection and modifications.

Technical Order Compliance Section initiated 60 requests for TOC kits. One hundred eighty-six (186) kits were received from Base Supply and issued to designated organizations.

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During the month of September, 119 Unsatisfactory Reports were processed, investigated and forwarded to Prime Depots. Fifty-five (55) answers were received, processed and forwarded to organizations. Nine (9) emergency UR's were processed and forwarded. Ten (10) exhibits and 14 sets of photographs were forwarded with UR's.

The Aero Repair Section received 11 work orders and completed eight (8) during the month of September. Three (3) men are attending F-84F school. This section is in the process of changing wings on three (3) F-84F aircraft. This is the first experience this section has had on this type aircraft.

Disposition has been received from AMC for shipment of F-94C aircraft, 51-5678 and F-94C aircraft, 51-5621 to WRAMA.

F-84F aircraft, 52-6494A, F-84F aircraft, 52-6526A and F-84F, 52-6459A are still awaiting disposition from AMC.

The Crash Recovery Section answered 54 crash calls during the month of September. Two (2) accidents occured on runway 7. Two (2) aircraft were completely demolished, one (1) on base and one (1) in the vicinity of Charles City, Virginia. Fourteen (14) airmen were dispatched to recover aircraft.

Approximately $3,000 was expended for maintenance and services by Contractual Maintenance Section.

The Sheetmetal Section has been complying with Tech Orders for the most part this month. One job consisted of modifying the stabilizer on all F-84F aircraft. Compliance with Tech Order on F-94C scoops is about finished. This is being accomplished as aircraft are brought in for inspection. There has been a lot of tubing manufactured and replaced

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on jets. Other work consisted of repairing stressplates on B-26, repair of control surfaces, cowling and manufacturing parts for the Wagon Wheel Project for TAC Communications.

Materiel Control Section has set up a new master file system to keep a more rigid control and check on the location and serviceability of all property funneled through the section. This system has been working out smoothly and has greatly improved the efficiency of this section.

The Propeller Shop has begun a project of processing a large number of propellers for shipment. These propellers have been designated as surplus to the needs of this base through the gradual transition of aircraft from reciprocating engine type to jet engine type and are being returned to depot stock.

In the Fabric Shop the backlog of fabric covered control surfaces is down to a normal level for the first time in many months.

In compliance with markings in T.O. 07-1-1, the Paint Shop repainted several F-84F aircraft. This section also painted a considerable number of benches, cabinets and mock-up stands which are to be utilized by other duty sections within the organization.

The Woodmill is completing the conversion of a flat-bed road type trailer to a closed van which is to be utilized by supply for the primary purpose of transporting furniture and office furnishings. Other large projects included construction of mock-up benches for the Communications Shop and portable tool cabinet-benches for the Sheetmetal Shop.

The Instrument Shop is rebuilding Fluxgate Compass Mock-Up into a permanent type unit which will improve efficiency and appearance. The new mercurial barometer is now in operation which increases efficiency

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and accuracy of checking altimeters and rate of climb indicators.

Electric utilities installation has been completed for the new Electric Shop location, but power supply has not been started. Continuation of structural construction for this shop has been curtailed by the increased aircraft parts workload in the Welding Shop. This structural work will be resumed as soon as Welding Shop workload permits.

The Welding Shop is now using the newly acquired heavy-duty inert-gas shielded electric arc welder which permits more continuous welding operations due to the water cooling system on this unit. Previously used equipment was air cooled and of much lesser current capacity.

A project has been started to inspect and treat 250 jettisonable fuel tanks for corrosion. It is estimated that this job can be accomplished with an average of eight (8) manhours per tank. At the end of this reporting period 30 tanks have been completed.

During the month of September a total of twenty (20) engines were delivered to using organizations. Eight (8) each J-65 engines were minor repaired and 23 engines were processed for shipment to overhaul facilities. The test stand should be in operation and in approximately one (1) week. WADC instigated a program on inspection of compressor sections on J-65 engines which is now in progress.

Communications Section has one bench to be delivered to complete the new bench changeover.

SECTION V

SUPPLY

Computed 1% dropage on UME & USE property. Issued tool boxes to new personnel and received tool boxes from departing personnel. Turned

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in as excess property valued at approximately $ 5,000.

SECTION VI

SPECIAL SUBJECTS

This squadron had all crash equipment and several engines on display for Kiwanis "Kids' Day".

Mr. Gilmore, a representative from Air Activities at Middletown, was here 29 September for the purpose of contractual maintenance.

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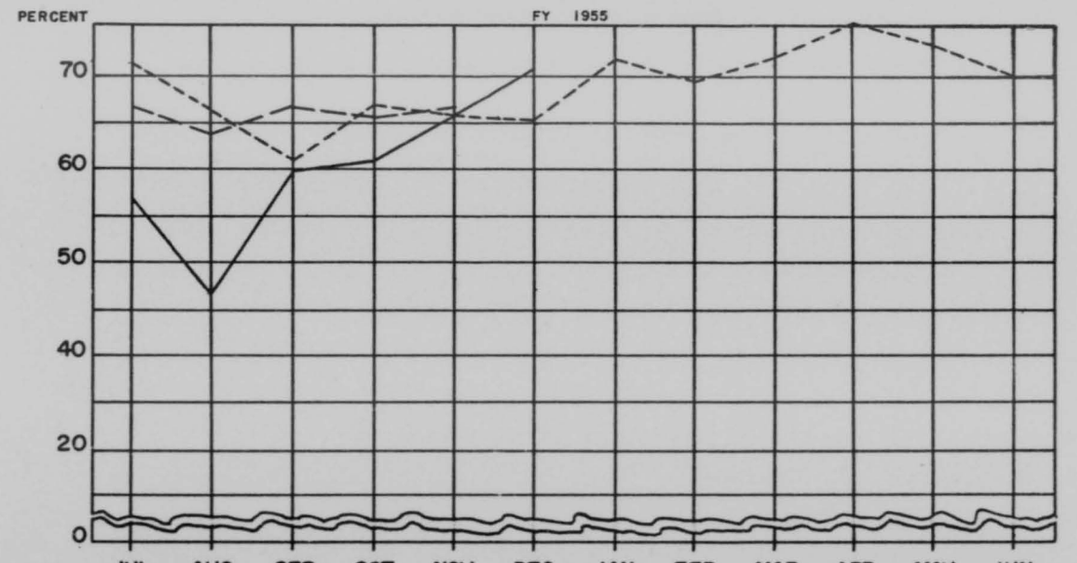
AIRCRAFT IN COMMISSION



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
LAFB RATE	56.9	47.6	59.0	61.4	66.1	70.6						
405TH FB GROUP	30.5	12.8	48.3	53.1	64.0	67.2						
4405TH OPS SQ	69.8	64.1	58.9	70.7	63.5	78.2						
345TH BOMB GP, TAC	70.2	74.3	73.7	73.1	70.5	73.0						
429TH AIR REFL SQ	–	–	34.4	23.1	49.3	54.7						
4424TH HEL FLT	84.1	86.2	82.4	84.5	87.3	92.5						
4500TH SPT SQ	77.4	70.5	75.2	74.6	76.2	76.0						
TENANT UNITS	69.6	63.2	65.5	70.6	78.7	83.7						

FY 1954 – – – – – TAC RATE — — — — SOURCE: AF FORM 110A

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COMPTROLLER COMMENTS

AIRCRAFT OUT OF COMMISSION BY CAUSE

This chart is included to portray the reasons why aircraft are not in commission.

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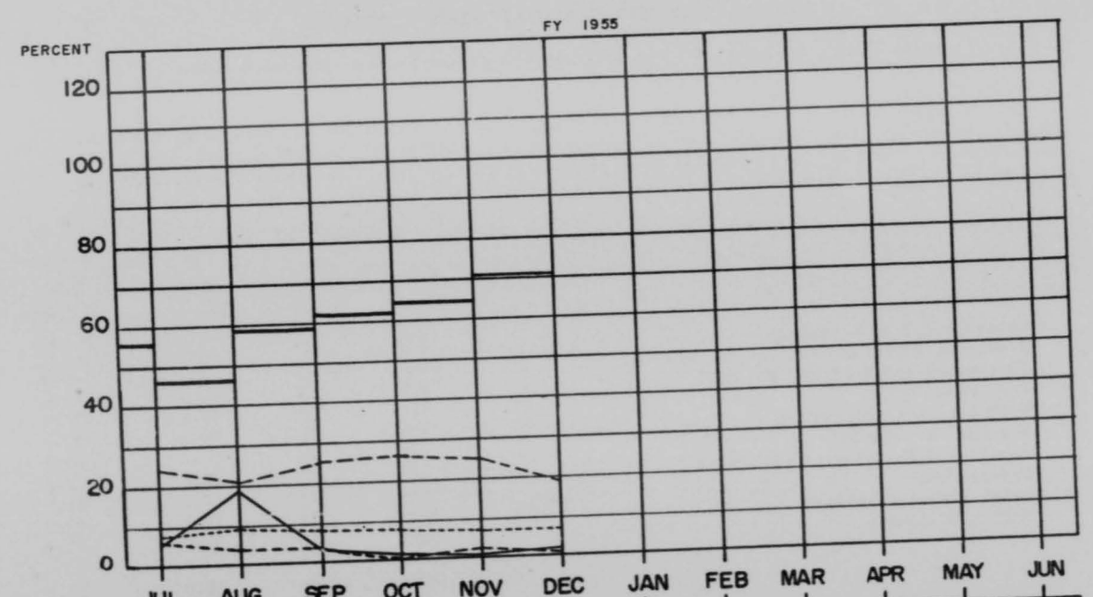
AIRCRAFT OUT OF COMMISSION BY CAUSE



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
T/O COMPLIANCE	04.5	19.2	03.2	0.7	0.2	1.4						
OTHER REASONS	05.4	03.9	03.5	02.0	0.7	0.5						
MAINT	24.8	21.1	25.4	27.2	25.0	19.4						
AWAITING PARTS	08.4	09.1	08.9	08.7	08.0	08.1						
IN COMMISSION	56.9	47.6	59.0	61.4	66.1	70.6						

SOURCE: AF FORM 110A

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COMPTROLLER COMMENTS

PER CENT EXPENDED IN AIRCRAFT FIELD MAINTENANCE

1. The purpose of this chart is to show the support the Field Maintenance Squadron is giving the units having aircraft at this installation.

2. In under Other is included the 4424th Helicopter Flight, 429th Air Refueling Squadron, Transient Aircraft, packing and repair of parachutes, tire build up, battery maintenance, aircraft instruments, reparables, repair of photo, electronic, armament and communication equipment, clothing and personal flying equipment and maintenance of M/R equipment.

3. The following is the time expended in non-aeronautical maintenance:

	Nov Hours	Dec Hours	Nov Per Cent	Dec Per Cent
Hangar and Shop Equipment	3273	3217	11.8	12.3
Repair of Furniture and Office Equipment	1030	1017	03.7	03.9
Sheetmetal and Welding, Woodmill	930	1304	03.3	05.0
Area Clean Up	213	529	00.8	02.0
Work for Other Squadrons	105	83	00.4	00.3
Packing and Crating	18	22	00.1	00.1
Repair and Painting of Buildings	18	703	00.1	02.7
Ground Power	666	325	02.4	01.2
Crash Rescue Standby	2885	2578	10.4	09.9
Mobile Equipment	439	498	01.6	01.9
TOTAL	9567	10276	34.6	39.3

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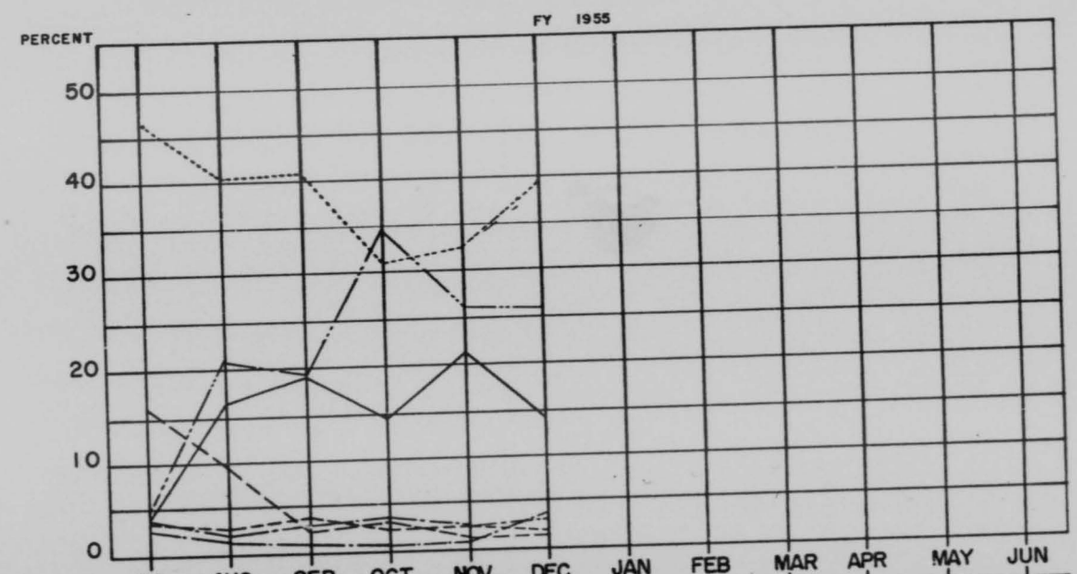
PERCENT EXPENDED IN AIRCRAFT FIELD MAINTENANCE



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
405TH FB GP	08.1	15.7	18.6	14.8	22.4	14.3						
4405TH OPS SQ	07.0	05.3	07.3	04.1	04.7	03.6						
345TH BG,TAC	15.8	09.1	04.2	05.2	02.9	01.9						
4500TH SPT SQ	07.6	04.9	06.7	06.9	04.8	06.1						
OTHERS	09.1	20.5	19.1	34.0	27.8	27.7						
TENANT UNITS	04.3	03.9	02.9	02.4	02.8	07.1						
NON-AERO	48.1	40.6	41.2	32.6	34.6	39.3						

SOURCE: ACCOUNTING

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COMPTROLLER COMMENTS

VOUCHER LINE ITEMS PROCESSED MONTHLY

1. A total of twenty-four thousand four hundred sixty-nine (24,469) line items were processed during the month of December. This is a decrease of one thousand seven hundred ninety-eight (1,798) when compared with the previous month with an increase of two thousand five hundred ninety-four (2,594) available man hours.

2. Average line items per voucher amounted to one point sixty-three (01.63) as compared with one point seventy-eight (01.78) for the month of November.

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405TH INSTALLATIONS SQUADRON
405TH AIR BASE GROUP
Langley Air Force Base, Virginia

ABIS 5 August 1954

SUBJECT: Historical Data for the Month of July 1954

TO: Group Historical Officer
405th Air Base Group
Langley Air Force Base, Virginia

1. SQUADRON HEADQUARTERS

a. Activities for this period were routine in nature. This organization received its semi-annual inspection from the TAC Inspector General. All phases and activities were inspected and although a written report has not been received as yet, many favorable comments were made. A USAF IG Team inquiring into Air Force Wide Installation Engineer activities, and problems was received. Solutions and procedures used by this organization in solving these problems were furnished the visiting team, in addition to furnishing them with copies of SOP's and policies. A new manning document, T/D was received authorizing an increase of eight (8) military personnel.

b. Personnel strength for the reporting period were as follows:

	1 July 1954		31 July 1954	
	Auth	Asgd	Auth	Asgd
Officers	4	4	4	2
Warrant Officers	1	3	2	3
Airmen	135	166	143	160

	Officers	Airmen
Gains	0	5
Losses	2	10
Discharged	0	2
Re-enlisted	N/A	1

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c. Assignments: Captain Frank E. John, formerly Deputy for Administration for the Base Installation Engineer assumed command of this organization, 23 July and also took over as Wing Staff Installation Engineer, replacing Major Albert G. Hamel who departed for overseas assignment to FEAF. Major Dorvan K. Anderson was reassigned to Headquarters 405th Air Base Group this station. The assignment of WOJG Harry L. Williams to Lawson AFB, Georgia was cancelled.

2. MAINTENANCE AND OPERATIONS BRANCH

a.

Work Order Status 1 July 54			Trouble Calls 1 July 54
Work orders outstanding	595	Outstanding	468
Work orders received	100	Received	860
Work orders completed	74	Completed	741
	31 July 54		31 July 54
Work orders outstanding	621	Outstanding	587

b. Status of Quarters:

	Main Base	Langley View
(1) Assigned	243	320
(2) Ready for Assignment	7	7
(3) Vacant	50	30
(4) Maintenance Required	43	23
(5) In Process of Renovation	43	23

c. The monthly safety committee meeting was held 28 July 1954. There were fifteen (15) minor accidents during this period. No new lost time accidents were reported.

3. FIRE PROTECTION AND AIRCRAFT CRASH BRANCH

a. Fire Department activities for the month of July were as follows:

(1) Crash Calls	1

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(2)	Emergency Landings	37
(3)	Gas Spills	6
(4)	Stand-by Weldings	5
(5)	Air Evacuations	8
(6)	Crash Drills	14
(7)	Structural Drills	18
(8)	Structural Calls	11
(9)	Gas Drains	33
(10)	Ramp Calls	65
(11)	Building Evacuations	5

b. Structural fire loss for this month was nil. One on-base aircraft crash was experienced, involving an F-84F wheels-up landing. Newly assigned O-11A and O-10 crash trucks were on the scene immediately and extinguished an incipient fire which had started from the fiction of metal against concrete. The turrets of these trucks were emitting foamite before the aircraft had completed its sliding roll.

4. ADMINISTRATIVE BRANCH

Civilian Employee Strength:

	Auth	Actual	Vacancies
1 July 1954	456	449	7
31 July 1954	555	464	7

5. ENGINEERING BRANCH

See attached inclosure, Status of Contract.

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6. SUPPLY AND EQUIPMENT BRANCH

a. The annual inventory for account M-29 was completed and reported to the Base Supply Officer. CWO Joseph A. Waits was designated responsible officer for this account, replacing Major Hamel. As a result of these foregoing activities and a heavy workload considerable overtime work was necessary. A staff meeting was held between representatives of the organization, Base Supply, and Purchasing and Contracting. Procedures and policies were reviewed and in some cases charged with the purpose of improving supply action for the Installation Engineer.

1 Incl
Status of Contract (Trip)

DAVID E. WOOD
Captain, USAF
Adjutant

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OFFICE OF THE BASE INSTALLATION ENGINEER
Langley Air Force Base Virginia

BIE 19 July 1954

SUBJECT: Status of Contract Projects

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

Contract No.	Post Req. Number	SECTION I CONTRACT WORK IN PROGRESS	Price	Contract Comp. Date
AF 44(600)-306	Ly-5-54	Repairs to slate tile roofs, flashings etc at Langley AFB, Langley View NCO Homes & Oyster Point, Va. Norlin Roofing & Deck Co contractor, work started 17 Nov 53, 51% complete. Being terminated pending decision of A.M.C.	$6,716.00	21 Apr 54
AF 44(600)-308		AE Design, Elec Dist Project. Williams, Coile & Blanchard contractor, Work started 14 Dec 53, 90% complete.	14,500.00	
AF 44(600)-333	Ft Custis 54-1	Install 10 HP air compressor & associated equipment in Power Bldg 117. MPH Mechanical Co Inc contractor, work started 25 Feb 54, 95% complete.	1,960.00	10 Jun 54
AF 44(600)-338	Ly-22-54	Instl air conditioning in Bldg T-403. Pioneer Ind Contracting Co contractor, work started 17 Mar 54, 98% complete.	8,670.00	30 May 54
AF 44(600)-339	Ly-21-54	Installation of air conditioning, Bldg T-402. Poindexter Constr Co contractor, work started 2 Apr 54, 95% complete.	11,460.00	15 Jun 54
AF 44(600)-342	Ly-23-54	Proposed road widening & construction of new pass & traffic control houses, Main Gate. Corde & Starke contractor, work started 10 Mar 54, 90% complete.	10,463.00	16 Jul 54
AF 44(600)-357	Ly-34-54	Repairs to and resealing of parking areas. Wiley N. Jackson contractor, work started 9 Apr 54, 99% complete.	34,299.06	29 Jun 54

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Contract No.	Post Req. Number	Section I Cont'd Contract Work in Progress	Price	Contract Comp. Date
AF 44(600)-366	Ly-31-54	Instl of commercial power to jet engine test stand. C.F. Bryan contractor, work started 30 Apr 54, 60% complete.	$ 3,570.00	2 Jun 54 (approx)
AF 44(600)-367	Ly-28-54	Instl of air conditioning in Bldg T-410. Poindexter Refrigeration Service Contractor, work started 26 Apr 54, 80% complete.	10,477.00	15 Jun 54
AF 44(600)-368	Ly-27-54	Instl of air conditioning in Bldg T-409. P.C. Hartman Co contractor, work started 26 Apr 54, 75% complete.	13,688.00	15 Jun 54
AF 44(600)-369	Ly-54-54	Instl of 50 ton motor truck scale, Salvage Whse, Bldg T-101. Endebrock White Co contractor, work started 27 Apr 54, 80% complete.	11,391.00	26 Jul 54
AF 44(600)-372	Ly-57-54	Replacement of petroleum meters and strainers on fuel truck fill stands adjacent to New Aqua Sys No 1157. Robert A. Thorpe contractor, work started 26 Apr 54, 100% complete 6 July 54.	6,969.00	6 Jul 54
AF 44(600)-373	Ly-29-54	Rehab of elec dist. system. Jack Stone Co contractor, work started 11 May 54, 35% complete.	124,555.00	3 Jan 55
AF 44(600)-375	Ly-50-54	Repairs to sidewalks, Base wide. W.H. Henderson contractor, work started 15 Apr 54, 98% complete.	21,656.25	14 Jul 54
AF 44(600)-376	Ly-47-54	Exterior painting 8 perm Bldgs. Shaw Paint & Wallpaper Co contractor, work started 5 May 54, 90% complete.	16,909.64	21 Aug 54
AF 44(600)-377	Ly-30-54	Instl of 3 phase elec service to Bldg 1204. Butterworth & Moss contractor, work started 17 May 54, 75% complete.	4,300.00	18 Jun 54
AF 44(600)-378	Ly-25-54	Ext repairs to Bldg 64. Corde & Starke contractor, work started 4 May 54, 40% complete.	46,108.00	24 Aug 54

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Contract No.	Post Req. Number	Section I Cont'd Contract Work in Progress	Price	Contract Comp. Date
AF 44(600)-380	Ly-65-54	Instl of underground primary dist. & secondary service to Bldg 87. Cavalier Elec Co contractor, work started 14 July 54, 30% complete.	$3,507.00	17 Jun 54
AF 44(600)-381	Ly-38-54	Allied requirements RAPCON Center, LAFB. Jack Stone Co contractor, work started 14 May 54, 80% complete.	10,750.00	31 Aug 54
AF 44(600)-384	Ly-58-54	Ext & Int repairs to NCO Qtrs 1006-1021. Endebrock White Co contractor, work started 20 May 54, 73% complete.	35,819.00	21 Nov 54
AF 44(600)-389	Ly-71-54	Replacement of aviation petroleum dist. pipe line in front of Hgrs. Warwick Plumbing & Heating Co contractor, work started 14 July 54, 5% complete.	30,700.00	9 Oct 54
AF 44(600)-391		Replacement of main feeder cable from Switching Sta. No 177 to Switching Sta No 178. E.C. Ernst Inc contractor, work started 25 May 54, 75% complete.	12,672.06	6 Jul 54
AF 44(600)-390		Exterior repairs to Operations Tower, 533-G. W.F. Kelly contractor, work started 28 June 54, 100% complete 9 July 54.	1,950.00	11 Jul 54
AF 44(600)-394 PR-54-174 4200 sq ft PR-54-193 4200 sq ft PR-54-209 1500 sq ft PR-55-18 4600 sq ft		Instl of 20,000 sq ft of venetian blinds, windows & doors of various Bldgs on LAFB. Rusco Window Co contractor, work started 7 June 54.		
AF 44(600)-412	Ly-62-54	Repairs to and resealing of roads. Roadbuilders Inc contractor, work started 13 July 54, 5% complete.	23,100.00	27 Sep 54
AF 44(600)-414		Instl secondary svs connections from new transformer vault to NCO Club. Jack Stone Co Inc contractor. Work started 22 June 54, 95% complete.	1,225.00	9 Jul 54

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Contract No.	Post Req. Number	Section I Cont'd Contract Work in Progress	Price	Contract Comp. Date
AF 44(600)-417	Ly-13-54	Moving Bldg T-96 & interior repairs & renovation of T-96 & T-135. Corde & Starke contractor, work started 15 July 54, 5% complete.	$46,101.00	3 Nov 54
AF 44(600)-421		Instl of kitchen cabinets & sinks, various Officers' Qtrs on Base, unit price basis. Kitchen Center contractor, work started 1 July 54.		
AF 44(600)-423		Instl of medicine cabinets, bathrooms of various Officers' Qtrs on Base, unit price basis. Albert B Hutton contractor, work started 24 June 54.		
Officers' Mess Contract	Ly-90-53	Instl of additional air conditioning in Bldg 170, Officers' Mess, 95% complete.	9,900.00	20 Jun 54
PX Contract	Ly-17-54	Additions to PX Svs Sta, Bldg 1190, Sawyer Constr Co contractor, work started 24 Mar 54, 90% complete.	26,000.00	
NCO Club 54-1	Ly-1-54	Instl of air conditioning in Bldg 131, NCO Club. W. H. Martin contractor, work started 25 Jan 54, 95% complete.	42,249.00	3 Mar 54
PURCHASE ORDERS				
54-3340	CC 54-2	Instl of secondary svs from transformer bank to Supply & Hobby Shop. L.C. Poulson contractor. 95% complete.	375.00	
54-3944	Ly-67-54	Moving Bldg from Cheatam Annex to Ft Eustis. Endebrock White Co contractor, work started 6 Apr 54, 75% complete. Being held-up pending decision of Wg Comm.	1,889.00	1 May 54
54-4305		Instl of air conditioning controls, Bldg T-328. Johnson Service Co contractor, work started 8 May 54, 50% complete.	775.00	28 Jun 54

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Contract No.	Post Req. Number	Section I Cont'd Contract Work in Progress	Price	Contract Comp.Date
PURCHASE ORDERS				
54-4399		Instl of 2 wood overhead type doors, Bldg 59. Door Engr Corp contractor, work started 6 July 54, 90% complete.	$ 698.00	25 Jun 54
54-4516		Instl of 5 windows, T-328. Endebrock White Co contractor, work started 4 June 54, 100% complete 16 July 54.	1,915.00	30 May 54
54-5314		Instl concrete overlay on existing floor of 6 fuel pits. E.W. Muller contractor, 100% complete 9 July 54.	665.00	17 Jul 54
54-5602		Instl of stair carpeting, Main Stwy of Officers' Qtrs Nos 33-A, 34-A, 46-B, 114-B, 148, 149, 151 & 154. Lester Grossman Co contractor, work started 15 July 54, 18% complete.	571.00	9 Jul 54
CONTRACT AF 44(600)-410 PR-54-175 3000 sq ft PR-54-205 4950 sq ft PR-54-208 1600 sq ft PR-55-17 4950 sq ft		Instl 20,000 sq ft of aluminum screens, various Bldgs, unit price basis. Rusco Window Co contractor.		

Contract No.	Post Req. Number	SECTION II CONTRACTS ON WHICH WORK HAS NOT STARTED	Price	Contract Comp.Date
AF 44(600)-401	Ly-33-54	Construct addition to Hospital Bldg 123. Wray & Richardson contractor.	$15,000.00	11 Nov 54
AF 44(600)-422	Ly-32-54	Instl of auxiliary power facilities, Base Hospital Bldg 122. Cavalier Elec Co contractor.	6,810.00	
AF 44(600)-428	Ly-78-54	Instl of air cond, IBM Room, Bldg 119. Newsome Air Cond Co contractor.	4,082.00	
AF 44(600)-429	Ly-74-54	Exterior repairs & painting, Bldg 1204, Crash Rescue Bths & Dock. Wray & Richardson contractor.	23,101.00	

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Contract No.	Post Req. Number	Section II Cont'd Contracts on Which Work has not Started	Price	Contract Comp. Date
AF 44(600)-430	Ly-72-54	Replace & modify secondary elec cable to 5 Bldgs, T-127,124,125,126 & T-130. Cavalier Elec Co contractor.	$10,850.00	
AF 44(600)-431	Ly-77-54	Modification of air cond., Bldg No 1. Newsome Air Cond Co contractor.	15,414.00	
PURCHASE ORDERS				
54-5584		Instl 2 exhaust fans, Bldg T-431, Boulter & Bounds contractor.	895.00	19 Jul 54
54-5604		Instl 5 folding doors, Hospital Bldg No T-69. Door Engr Co contractor.	422.62	30 Jul 54
54-5606		Instl 7½ ton air cond compressor unit, Bldg T-71. Newsome Air Cond Co contractor.	734.00	12 Jul 54
55-86		Instl sign on roof of canopy, main entrance to LAFB. ABC Neon Sign Co Inc contractor.	522.50	15 Aug 54
WORK ORDER REQUESTS				
2594		Aprlication of asphaltic concrete, main gate circle, LAFB. Corde & Starke contractor, work to start 20 July 54.	400.00	

SECTION III

Project No.	PROJECTS SUBMITTED TO P&C FOR FORMAL ADVERTISING	Price
CC 54-4	Repairs to Mess Hall, Cape Charles AF Sta. Bid opening 22 June 54. Endebrock White Co, low bidder in the amount of $5394.00. Bids cancelled. To be readvertised later.	$2,700.00
WORK ORDER REQUESTS		
2462	Modifications to existing door opening & Instl of rolling steel door, Bldg 134.	1,800.00
22	Furnish 3 pieces of grass cutting equipment on monthly rental basis, 3 months.	1,260.00
51	Instl 4 exhaust fans, two ea in Bldg No T-422 & two ea in Bldg No T-423.	1,800.00
66	Instl 2 exhaust fans, Hospital Mess Hall, BldgT-68	950.00

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SECTION IV

Project No.	PROJECTS BEING PROCESSED TO P&C	Price
WORK ORDER REQUESTS		
97	Replacement of elec service, Bldg 171.	$4,702.00

SECTION V

PROJECTS APPROVED, AWAITING AVAILABILITY OF BASE MAINTENANCE FUNDS

NONE

SECTION VI

PROJECTS APPROVED, AWAITING CONTRACT AUTHORIZATION

Ly-1-55	Repair bio-filters & digestor tank, Sewage Disp Plt, Shellbank Area.	9,970.00

SECTION VII

PROJECTS APPROVED IN PRINCIPLE (NO FUNDS)

Ly-63-54	Construction of 6 cinder block paint 7 dope storage Bldgs. Approved in principle by TAC 21 Apr 54.	21,900.00
Ly-73-54	Rprs to latrines & replacement of all cold wtr lines & hot wtr heating lines in Perm Brks Bldgs 113,114,115,116,117 & 118. Approved in principle by TAC 29 Apr 54.	85,200.00

SECTION VIII

PROJECTS FORWARDED FOR APPROVAL

Ly-75-54	Replacement of low pressure steam boilers & condensate return pumps, Heating Plants Nos 532 & 534.	120,000.00
Ly-80-54	Repairs to walls and beams and replacing covers of existing box drains, Runway 17-30.	130,851.00
Ly-81-54	Replacement of main feeder cable from Sw Sta No 177 to Sw Sta No 178.	13,642.00
PWP 2-55	Replace Heating Boilers & convert to oil, Officers' Qtrs.	

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SECTION IX
DISTRICT ENGINEER PROJECTS, PUBLIC WORKS PROGRAM

52-ACRP	Crash Sta, Disign complete, construction to begin 19 July 54.
52-ACRP	Mess Hall, Officer, Design complete, construction to being 19 July 54.
52-ACRP	Weather Station near Bedford, Va., construction in progress, 25% complete.
52-ACRP	Securit, lighting, construction in progress, 2% complete.
52-ACRP	Security fencing, construction 100% complete.

Albert G. Hamel
ALBERT G. HAMEL
Major, USAF
Base Installation Engineer

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PURCHASING AND CONTRACTING OFFICE
Langley Air Force Base, Virginia

ABPC 21 July 1954

SUBJECT: Supplemental Status of Contract Projects

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

Contract No.	Post Req. Number	CONTRACT WORK IN PROGRESS	Price	Contract Comp.Date
AF 44(600)-333	Ft Custis 54-1	Install 10 HP Air Compressor & Associated Equipment in Power Bldg 117. - M.P.H. Mechanical Co. Inc., contractor. Complete. Pending final test to be made by equipment manufacturer's personnel.	$1,960.00	10 Jun 54
AF 44(600)-338	Ly-22-54	Install Air Conditioning in Bldg T-403. Pioneer Ind Contracting Co. - contractor. Complete except for pump cover which is being reshipped.	$8,672.00	30 May 54
AF 44(600)-339	Ly-21-54	Install Air Conditioning in Bldg T-402. Poindexter Refrigeration Service - contractor. Complete except for one thermometer which is being shipped.	$11,460.00	15 Jun 54
AF 44(600)-357	Ly-34-54	Repairs to and Resealing of Parking Areas. Wiley N. Jackson - contractor. Decision being made by Installation Engineers on amount of material delivered. Complete except for final payment.	$34,299.06	29 Jun 54
AF 44(600)-366	Ly-31-54	Installation of Commercial Power to Jet Engine Test Stand - C. F. Bryan - contractor. Contractor awaiting shipment of oil switch and transformers.	$3,570.00	2 Jun 54 (approx)
AF 44(600)-367	Ly-28-54	Installation of Air Conditioning in Bldg T-410. Poindexter Refrigeration Service Extension pending. Work held-up due to strike of insulating workers.	$10,477.00	15 Jun 54
AF 44(600)-368	Ly-27-54	Installation of Air Conditioning in Bldg. T-409. P.C. Hartman Co - Contractor. Delay in approval and receipt of material	$13,688.00	15 Jun 54

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ABPC, LAGB, VA., Subj: Supplemental Status of Contr Projects - 21 July 1954

Contract No.	Post Req Number	CONTRACT WORK IN PROGRESS	Price	Contract Comp. Date
AF 44(600)-375	Ly-50-54	Repairs to Sidewalks, Base Wide. W.H. Henderson - contractor. Complete. Awaiting completion certificate. 19 July 1954	$21,656.25	14 Jul 54
AF 44(600)-377	Ly-30-54	Installation of 3 Phase Electric Service to Bldg 1204 - Butterworth and Moss - contractor. Extension requested. Date delayed pending information for delay in receipt of materials from suppliers.	$ 4,300.00	18 Jun 54
AF 44(600)-380	Ly-65-54	Installation of Underground Primary Distribution & Secondary Service to Bldg 87. Cavalier Electric Company - contractor. Extension requested. Delayed pending more information for delay in shipment of transformers.	$ 3,507.00	17 Jun 54
AF 44(600)-391		Replacement of Main Feeder Cable from Switching Station No. 177 to Switching Station No 178. E. C. Ernst, Inc. - contractor. Original pot-heads not adequate. Awaiting reshipment of pot-heads.	$12,672.06	6 Jul 54
AF 44(600)-414		Installation of Secondary Service Connections from New Transformer Vault to NCO Club. Jack Stone Co. Inc. - contractor. Complete on 19 Jul 54. To be tied in on 23 Jul 54.	$ 1,225.00	9 Jul 54
AF 44(600)-342	Ly-23-54	Proposed Road Widening and Construction of New Pass & Traffic Control House, Main Gate. Corde & Starke - contractor. Extension granted.	$10,463.00	28 Jul 54

Ira E. Vance

IRA E. VANCE
Captain, USAF
Contracting Officer

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OFFICE OF BASE INSTALLATION ENGINEER
Langley Air Force Base, Virginia

BIE 21 December 1954

SUBJECT: Status of Contract Projects

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base, Virginia

SECTION I

Contract No.	Post Req. Number	CONTRACT WORK IN PROGRESS	Price	Contract Comp. Date
AF44(600)-306	Ly-5-54	Rprs to slate tile roofs, flashings, etc at LAFB, Langley V. NCO Homes & Oyster Pt. Norlin Roofing & Deck Co contractor. Work 100% complete.	$6,716.00	
AF44(600)-308		AE Design, Elec Dist Proj. Williams, Coile & Blanchard contractor, work started 14 Dec 53, 90% complete.	14,500.00	
AF44(600)-357	Ly-34-54	Rprs to & resealing of parking areas. Wiley N. Jackson contractor. Work 100% complete.	36,881.38	
AF44(600)-373	Ly-29-54	Rehab Elec Dist Sys. Jack Stone Co contractor, work started 11 May 54, 82% complete.	127,670.34	3 Jan 54
AF44(600)-380	Ly-65-54	Instl underground primary Dist & secondary service to Bldg 87. Cavalier Elec Co contractor, work started 14 July 54, 99% complete.	3,507.00	17 Jun 54
AF44(600)-381	Ly-38-54	Allied Reqs RAPCON Cntr, LAFB, Jack Stone Co contractor, work Std 14 May 54, 90% complete.	11,550.00	29 Nov 54
AF44(600)-388		Furnish 3 pcs grass cutting Equip, monthly rental basis, 3 mos. Bell Equip Co contractor, work std. 25 Aug 54, 100% complete.	3,480	
AF44(600)-389	Ly-71-54	Replace aviation Petro Dist pipe line in front of Hqrs. Warwick Plb & Ht Co contractor, work started 14 Jul 54, 95% complete.	30,700.00	29 Oct 54

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C E, LAFB, VA.BIE, Subj: Status of Contr Projs 21 Dec 54

Contract No.	Post Req. Number	Section I Cont'd Contract Work in Progress	Price	Contract Comp.Date
AF44(600)-391	Ly-81-54	Replace main feeder cable from Switch Sta 177 to 178. E. C. Ernst Inc contractor, work started 25 May 54, 95% complete.	$12,672.06	6 Jul 54
AF44(600)-394	WOR#	Instl venetian blinds, windows & doors,		
PR-54-154	2227	various Bldgs, LAFB. Rusco Window Co	1,170.00	
PR-54-174 4200SF	2401	contractor, work started 7 June 54.	1,982.00	
PR-54-193 4200SF	2518		1,982.00	
PR-54-209 1500SF	2590		705.00	
PR-55-18 4600SF	21		1,978.00	
PR-55-28 11556SF	Ly-9-55		4,969.08	
PR-55-159 11556SF	Ly-112-55		4,969.08	
AF44(600)-401	Ly-33-54	Constr Add. to Hosp Bldg 123, Wray & Richardson contractor, work started 19 July 54, 99% complete.	15,000.00	11 Nov 54
AF44(600)-417	Ly-13-54	Move Bldg T-96 & Int Rprs & Renovation of T-96 & T-135. Corde & Starks contractor, work started 15 July 54, 85% complete.	46,101.00	3 Nov 54
AF44(600)-422	Ly-32-54	Instl auxiliary power facilities, Base Hosp Bldg 122. Cavalier Elec Co contractor, work started 4 Oct 54, 95% complete.	6,810.00	
AF44(600)-430	Ly-72-54	Replace & Mod secondary Elec cable to 4 Bldgs, T-124,125,126&T-130.Cavalier Elec Co contractor, work started 7 Sep 54, 99% complete.	10,850.00	
AF44(600)-431	Ly-77-54	Mod air Cond, Bldg #1. Newsome Air Cond Co contractor, 95% complete.	15,414.00	
AF44(600)-447		Instl 6 exhaust fans; 2ea-Bldg T-422, 2ea-Bldg 423, & 2ea-Bldg T-68,Hosp Mess Hall. Boulter & Bounds contractor, work started 25 Aug 54, 95% complete.	4,184.00	5 Sep 54
AF44(600)-449	Ly-12-55 Ly-15-55	Instl medicine cabinets,bathrooms,various Officers' Qtrs. Busick Plb & Ht contractor, work started 17 Sep 54, 35% complete.	7,916.50	
AF44(600)-451	Ly-13-55 Ly-37-55 Ly-77-55 Ly-111-55	Instl stair carpet, Main Stwy, various Qtrs. Pearl's contractor, work started 16 Aug 54, 50% complete.	10,985.60	

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Section I Cont'd

Contract Work in Progress

Contract No.	Post Req. Number		Price	Contract Comr.Date
AF44(600)-452	Ly-11-55 Ly-42-55 Ly-59-55 Ly-76-55 Ly-110-55 Ly-125-55	Instl kitchen cabinets, various Qtrs, unit price. Kitchen Cntr contractor, work started 15 Aug 54, 50% complete.	$14,948.73	
AF44(600)-453		Replace Elec Serv, Bldg 171. Jack Stone Co contractor, work started 8 Nov 54, 95% complete.	5,125.00	19 Dec 54
AF44(600)-460	Ly-63-54	Constr 6 paint & dope Stor. Bldgs.Paint Products Co contractor, work started 11 Oct 54, 10% complete.	13,900.00	
AF44(600)-461	Ly-75-54	Replace low pressure steam boilers & Condensate Ret pumps, Ht Plt 532.Warwick Plb & Ht Co contractor, work started 1 Oct 54, 95% complete.	62,187.00	30 Nov 54
AF44(600)-463	CC 55-1	Rprs to Mess Hall, Cape Chas AF Sta.P.D. Widgen contractor, work started 4 Oct 54, 99% complete.	4,500.00	
AF44(600)-468	Ly-80-54	Rprs to walls & beams & replace covers of existing box drains, R/W 17-30. Endebrock White Co contractor, work started 27 Oct 54, 28% complete.	73,900.00	26 Apr 55
AF44(600)-471	Ly-1-55	Rprs bio-filters & digestor tank,Shellbank Sewage Disp Plt. Industrial Constr Corp contractor, work Std 6 Nov 54, 30% Compl.	9,156.00	
AF44(600)-476	Ly-25-55	Ext Rprs & Paint, 32 frame & cinder block Bldgs & corridors.W.F. Kelly contractor, work started 22 Nov 54, 20% complete.	14,987.00	14 Apr 54
AF44(600)-477	Ly-73-54	Rprs latrines & replace all cold Wtr lines,Perm Brks Bldgs 113-118.Warwick Plt & Ht Co contractor, work started 1 Nov 54, 20% complete.	104,857.00	17 Apr 54
AF44(600)-481	Ly-50-55 Ly-61-55	Instl venetian blinds,various Bldgs.Rusco Window Co contractor, 80% complete.	9,938.02	
AF44(600)-482	Ly-38-55	Instl 12,450SF Alum screens,Officers' Qtrs.Rusco Window Co contractor, work started 1 Oct 54, 98% complete.	4,979.90	

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O..E, LAFB, Va., BIE, Subj: Status of Contr Projs 21 Dec 54

Contract No.	Post Req. Number	Section I Cont'd Contract Work in Progress	Price	Contract Comp.Date
AF44(600)-485	Ly-64-55 Ly-65-55	Assemble & erect type "A" & type "B" Prefab Bldgs. Corde & Starke contractor, work started 14 Oct 54, 99% complete.	$ 5,948.00	
AF44(600)-488	Ly-58-55	Constr new ambulance entrance, Bldg 122. C.W. Lockwood contractor, work started 15 Nov 54, 28% complete.	3,741.00	31 Jan 55
AF44(600)-489	Ly-34-55 Rev	Int Mod & Rpr, Bldg T-293.Paint Products Co contractor, work started 18 Nov 54, 90% complete.	12,809.00	8 Feb 55
AF44(600)-490	Ly-31-55	Ext Rprs & Paint,12 Hosp Bldgs & connecting corridors.Paint Products Co contractor, work started 8 Dec 54, 10% complete.	10,909.00	8 Feb 55
AF44(600)-492	Ly-66-55	Constr Telecom Rm,Bldg #1.Corde & Starke contractor, work started 19 Nov 54, 65% complete.	3,200.00	
AF44(600)-493	CC 55-5	Constr water wells & pump. facilities, Cape Chas AF Sta.Layne-Atlantic Co contractor, work started 15 Nov 54, 5% complete.	15,892.00	11 Jan 55
AF44(600)-495	Ly-29-55	Mod second floor,Bldg 1345.Wray & Richardson contractor, work started 16 Dec 54, 10% complete.	2,990.00	
AF44(600)-496	Ly-86-55 Ly-87-55	Emerg. Rprs asphalt shingles & mineral roll roofing,3&5 ply built-up roofs, gutters & downspouts (damaged by Hurricane Hazel). Rowe Sheet Metal Works contractor, work started 1 Nov 54, 30% complete.	78,181.25	18 Apr 55
AF44(600)-497	Ly-62-55	Rehab Bldg T-221. Wray & Richardson contractor, work started 5 Nov 54,80% Compl.	4,994.00	13 Dec 54
AF44(600)-498	PWP 2-55	Replace Ht boilers & Conv to oil,Qtrs 47A&B. (Emerg. portion of Project.)McLean's contractor, work started 28 Oct 54, 85% complete.	3,074.00	27 Nov 54
AF44(600)-501	Ly-88-55	Rprs tile,slate,metal & asbestos roofs, damaged by Hurricane Hazel.Rowe Sheet Metal Works contractor, work started 21 Dec 54.	35,050.00	27 Apr 54

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Section I Cont'd

Contract No.	Post Req. Number	Contract Work in Progress	Price	Contract Comp. Date
AF44(600)-508	Ly-70-55	Apply Conc. overlay, Serv Rd between Douglas St & entrance to Coal Yd. Hampton Constr Co contractor, work 100% complete 10 Dec 54.	$ 3,685.00	
AF44(600)-510	Ly-73-55	Constr sump pits, invert, & access Rd to Fuel Tank Farm. Wallace N. Henderson contractor, work started 18 Nov 54, 99% Compl.	1,982.00	2 Dec 54
AF44(600)-513	Ly-57-55	Constr extension to RR Srur, Coal Stor. Area. Sutton Co contractor, work started 20 Dec 54, 2% comrlete.	2,495.00	
AF44(600)-515	Ly-80-55	Instl 5 high level shut-off valves, Bulk Stor. Area. Southside Plb Co, Inc contr., work started 17 Dec 54, 5% complete.	4,284.00	
AF44(600)-507	Ly-90-55	Rnrs & remove trees damaged by Hurricane Hazel. Bartlett Tree Expert Co, Inc contractor, work started 17 Nov 54, 50% complete.	15,221.88	14 Jan 55
AF44(600)-486	Ly-39-55	Constr Conc. invert, catch basins, & pipe line, South area, Ward Rd. Wray & Richardson contractor, work started 29 Nov 54, 2% Compl.	2,906.00	10 Dec 54
AF44(600)-516	Ly-81-55	Int paint & floor finishing, various Bldgs W.F. Kelly contractor, work started 6 Dec 54, 10% complete.	18,190.25	
AF44(600)-517	Ly-100-55	Apply asphalt overlay, parking lot, front of Bldg #1 & Gray Ave, Front of Bldg 119. Hampton Constr Co, Inc, contractor, work started 8 Dec 54, 100% complete 14 Dec 54.	3,459.23	15 Dec 54
AF44(600)-532	PWP 2-55	Replace Ht boilers & Conv. to oil, Off Qtrs 38A&B. Albert B. Hutton contractor, work started 10 Dec 54, 50% complete.	2,860.11	25 Dec 54
PURCHASE ORDERS:				
54-3944	Ly-67-54	Move Bldg from Cheatam Annex to Ft. Eustis. Endebrock White Co contractor. Notification Rec from Wg Comm that move is not necessary & contract should be cancelled. Poles at Ft Eustis to be removed.	1,847.38	1 May 54
54-4305		Instl air Cond. controls, Bldg T-328. Johnson Serv Co contractor, work started 8 May 54, 75% complete.	775.00	28 Jun 54

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Contract No.	Post Req. Number	Section I Cont'd Contract Work in Progress	Price	Contract Comp.Date
PURCHASE ORDERS: 55-648		Mod existing door opening & Instl rolling steel door, Bldg 134.Door Engr Corp contractor, work started 8 Oct 54, 98% complete.	$ 2,185.00	26 Sep 54
55-915	Ly-20-55	Alter & Rpr heating Control Sys, Bldg 120.Johnson Serv Co contractor,work started 9 Sep 54, 95% complete.	610.00	
55-1594	Ly-60-55	Instl 2 Alum windows, Bldg 1166.Endebrock White Co contractor, work started 1 Nov 54, 100% complete 9 Dec 54.	290.00	
55-1711	Ly-51-55	Erect blast shield for personnel testing 2-75 rockets.Wray & Richardson contractor, work started 16 Dec 54, 5% complete	487.00	
55-2535	Ly-69-55	Remove Approx. 700 trees around Fire Break,Oyster Pt. Johnson contractor.	1,060.00	
55-2970	Ly-99-55	Constr Add parking facilities,Bldg 1170. E.W. Muller contractor, work started 10 Dec 54, 50% complete.	348.75	
AF44(600)-410	WOR#		1,950.00	
PR-54-175	3000SF 2420		1,980.00	
PR-54-205	4950SF 2561		640.00	
PR-54-208	1600SF 2589		1,980.00	
PR-55-17	4950SF 20		4,950.00	
PR-55-30	123753F Ly-10-55			

Contract No.	Post Req. Number	SECTION II CONTRACTS ON WHICH WORK HAS NOT STARTED	Price	Contract Comp.Date
AF44(600)-475	Ly-26-55	Replace sprinkler Sys, Bldgs T-69 & T-70 & Instl sprinkler Sys,Bldg T-71.Century Sprinkler Corp contractor.	7,400.00	
AF44(600)-480	Ly-24-55	Constr Conc. slabs between Hgrs.Sawyer Constr Co contractor.	22,917.00	
AF44(600)-491	Ly-18-55	Instl windows, Bldg T-328.Paint Products Co contractor.Work to start 13 Nov 54.	2,849.00	1 Jan 55
AF44(600)-494	Ly-55-55 Ly-56-55	Replace wood doors with Alum. doors, Bldgs 122 & 169. C. W. Lockwood contractor.	5,610.00	

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Section II Cont'd

Contract No.	Post Rec. Number	Contracts on Which Work has not Started	Price	Contract Comp. Date
AF44(600)-502	Ly-19-55	Instl Fluo lights, Bldg T-200.Tidewater Elec Co contractor.	$ 2,237.00	
AF44(600)-506	Ly-68-55	Constr paint Stor. shed,Bldg 134 & Stor. shed for Jet Eng Test Stand. Corde & Starke contractor.	4,883.00	
AF44(600)-509	Ly-72-55	Mod 3-phase Elec Serv for condensate Ret pumps,Bldgs 113-118,138 & T-147. Perry Elec Co contractor.	3,830.00	
AF44(600)-511	Ly-35-55	Mod Ht Sys, Bldg T-200.McLean's contractor.	12,888.00	
AF44(600)-512	Ly-67-55	Repaint R/W & taxiway markings.J.A.Reke contractor.	6,481.00	
AF44(600)-518	Ly-85-55	Instl Fluo fixtures,Bldg 120. Swing & Price contractor. Work to start 29 Dec 54.	1,495.00	13 Jan 55
AF44(600)-519	Ly-78-55	Ext Rprs & improvements,Bldgs T-69,T-70 & T-71 & adjoining corridors.Wray & Richardson contractor.	13,997.00	
AF44(600)-520	Ly-16-55	Instl 10,000 Gal undergrnd MO Gas Stor. tank. Southside Plb Co, Inc contractor. Work to start 25 Dec 54.	7,500.00	15 Mar 55
AF44(600)-521	Ly-30-55 Rev	Rpr & Mod Hosp Ward, Bldg T-70.Corde & Starke contractor.	16,381.00	
AF44(600)-522	Ly-101-55	Rprs Traffic Contr House & Constr new canopy,Main Gate Entrance.Paint Products Co contractor.	2,773.00	
AF44(600)-524	Ly-102-55	Replace 6 doors,Bldg 67 & one double door, Bldg 170 with Alum doors,Morris B. Kyle contractor.	3,474.00	
AF44(600)-528	CC 55-6	Rpr roofs, Bldgs at Cape Chas AF Sta (damaged by Hurricane Hazel). P.D. Widgen contractor.	3,975.00	

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Contract No.	Post Req. Number	Section II Cont'd Contracts on Which Work has not Started	Price	Contract Comp.Date
PURCHASE ORDERS:				
55-1768	Ly-40-55	Instl 6" chain link fence w/gate,Barge Unloading Pier,Cyclone Fence Co contractor.	$ 545.00	
55-2791	Ly-53-55	Instl curtain cubicles,Bldg T-69. J.K. Messersmith Co contractor.	503.16	
55-3489	Ly-117-55	Rental of one air compressor,3 days. Industrial Constr Corp contractor.	318.00	
AF44(600)-523	Ly-84-55 Ly-109-55	Instl power source,Mobile Control Unit, R/W 07-25. Enterprise Elec Co of Va contr.	7,500.00	
AF44(600)-514	Ly-75-55	Close open side,Bldg at Big Bethel Radio Comm Cntr & Instl 3 garage doors.Wray & Richardson contractor. Work to start 24 Dec 54.	1,270.00	13 Jan 55

SECTION III

Project No.	PROJECTS SUBMITTED TO P&C FOR FORMAL ADVERTISING	Price
PWP 2-55	Replace Ht boilers & Conv. to oil, 28 Off Qtrs. Bid onening 28 Dec 54.	$58,797.84
Ly-28-55 Ly-54-55	Instl Comb. storm windows & storm doors, Bldgs T-200, T-70 & T-71. Lumi-Vent Corp low bidder in amount of $6064.50.	8,293.00
Ly-49-55	Mod air conditioning, Bldg 122.	14,500.00
Ly-79-55	Instl sump pump, in Aqua Sys No 2. Industrial Constr Corp low bidder in amount of $3,098.00	4,529.00
Ly-89-55	Rpr & replace fence, tennis Ct, HTA Area, & fence around Oyster Pt Stor. Area (damaged by Hurricane Hazel). Anchor Post Products Co low bidder in amount of $4,814.94.	2,950.00
Ly-89-55	Constr 2 bus shelters, LAFB: & wood Stor. shed & Rprs to garage & locomotive shed, Oyster Pt (damaged by Hurricane Hazel). Paint Products Co low bidder in amount of $3,887.00	5,700.00
Ly-89-55	Removal of existing framework & Instl aluminum awning on rear, Bldg 170. (damaged by Hurricane Hazel)	2,200.00
Ly-89-55	Rpr ceiling, walls & floors, Bldgs 1333, 1334, 1335 (damaged by Hurricane Hazel).	4,592.20
I [illegible]0-55	Plant new trees damaged by Hurricane Hazel. Bartlett Tree Expert Co low bidder in amount of $[illegible].50.	12,563.50

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Section III Cont'd

Project No.	Projects Submitted to P&C for Formal Advertising	Price
Ly-103-55	Rehab & replace Elec secondary Serv at Vaults E-38, E-128 & E-74.	$ 9,781.00
Ly-104-55	Conv. existing hand coal-fired steam Ht boilers to oil-fired, Bldgs T-98, T-117 & T-241.	4,650.00
Ly-106-55	Instl 2 sets double Comb. storm doors, Qtrs 152 & 153.	320.00
Ly-107-55	Instl Comb. storm doors & storm windows, Hosp Bldgs T-135 & T-138.	3,450.10
Ly-113-55	Constr addition, Bldg 547.	2,807.00
Ly-114-55	Constr Conc. slab, Jet Engine Test Stand Site.	475.00
Ly-115-55	Constr Conc. slab, Serv. Dr., security fence, near Bldg 1346 & chain link fence at Main Gate.	3,816.00
Ly-116-55	Replace steam Ht boiler, Bldg T-2211, Byrd Airport.	3,000.00
Ly-118-55	Rpr & repaint elevated water Stor. tanks No 112,772 & 1167.	17,050.00
Ly-119-55	Paint exposed metal on main access bridge, LAFB.	8,804.00
Ly-120-55	Constr cinder block addition, Bldg T-122.	4,906.80
Ly-121-55	Instl security fencing around LTA Sewage Disp Plant.	3,167.00
Ly-123-55	Interior paint, Bldg T-221.	1,071.00
Ly-124-55	Ext paint & Rprs, Bldgs T-87, T-88, T-136, T-137 & T-138.	3,550.00
Ly-126-55	Drainage, vicinity of Bldg No 1331 (damaged by Hurricane Hazel).	25,187.50

SECTION IV

Project No.	PROJECTS BEING PROCESSED TO P&C	Price
	NONE	

SECTION V

Project No.	PROJECTS APPROVED AWAITING AVAILABILITY OF FUNDS	Price
PWP 23-55	Conv. existing heating boilers & furnaces, NCO Qtrs.	$84,470.24

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OBIE, IAFB, Va., BIE, Subj: Status of Contr Projs 21 Dec 54

SECTION VI

Project No.	PROJECTS APPROVED IN PRINCIPLE (NO FUNDS)	Price
Ly-71-55	*Instl fluorescent lighting, Hangar No 530A	$ 9,300.00

SECTION VII

Project No.	PROJECTS FORWARDED FOR APPROVAL	Price
Ly-43-55	Rprs & Mod, Hospital Mess Hall, T-68.	$61,592.00
Ly-47-55	Constr liquid oxygen storage facility.	10,425.00
Ly-98-55	*Rewire & Instl adequate lighting, Hangar 530B.	9,800.00
Ly-122-55	Allied Reqs for CE-55-TAC-LFI-AACS 12-PP-Comm Facility.	13,211.00

SECTION VIII

Project No.	DISTRICT ENGINEER PROJECTS, PUBLIC WORKS PROGRAM
52-ACRP	Crash Sta, Design complete, construction started 19 July 54, 71% complete.
52-ACRP	Mess Hall, Officer, Design complete, construction started 19 July 54, 48% complete.
52-ACRP	Weather Sta near Bedford, Va., construction in progress, 99% complete.
52-ACRP	Rocket Storage Bldg, 14% complete.

FRED D. HALL
Lt Col, USAF
Base Installation Engineer

* These two (2) projects are appvd & funded and are being processed to P&C as of 29 Dec 54.

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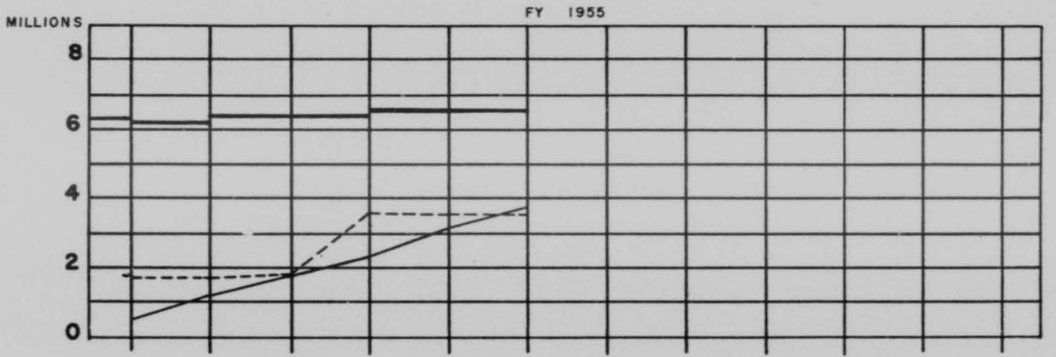
PROJECT 458 – BASE MAINTENANCE & OPERATIONS



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
CIVILIAN PAY	369,584	736,082	1,111,794	1,490,425	1,869,289	2,273,730						
SUPPLIES & MAT'RL	40,720	164,883	262,412	379,229	537,606	646,618						
RENTS & UTILITIES	18,940	37,943	59,091	83,297	104,317	126,393						
COMMERCIAL TRANS	51,937	53,018	56,167	68,788	79,870	87,461						
T D Y	4,624	22,622	34,127	52,691	64,725	75,540						
OTHERS	18,605	138,518	216,822	302,010	434,007	510,029						
CUM OBLIGATIONS	504,410	1,153,066	1,740,413	2,376,440	3,089,814	3,719,771						
ANNUAL BUD AUTH	6,444,000	643,800	6,490,000	6,490,000	6,560,000	6,560,000						
QTRLY PROGRAM	1,740,600			3,770,000								

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

BIE 13 Jul 1954

SUBJECT: Post Request No Ly-80-54, Class "B", Repairs to Walls and Beams and Replacing Covers of Existing Box Drains on Runway 17-30

TO: Commander
Tactical Air Command
Langley Air Force Base, Virginia

1. Request approval be granted in the amount of $132,031.00 and funds allotted in the amount of $130,851.00 for accomplishment of the work outlined in the attached DA AGO Form 5-25, Individual Project Estimate, Repairs and Utilities, Subject: Repairs to Walls and Beams and Replacing Covers of Existing Box Drains on Runway 17-30. The work is to be accomplished by local contract, under supervision of the Installation Engineer, in accordance with the attached plans and specifications.

2. The proposed work is required to repair and reinforce existing concrete box drain walls and covers to provide sufficient strength to accommodate the increased weight of aircraft now using airfield pavement, and to reduce the hazard that now exists.

a. The existing concrete box drain walls and covers were designed for a strength of seventy (70) pounds per square inch. Since their construction the weight of aircraft using airfield pavement has greatly increased causing the walls and covers of box drains to break and crumble. This condition causes a great hazard to personnel and costly aircraft. Proposed new concrete covers are designed for a strength of two hundred (200) pounds per square inch.

3. The proposed work does not interfere with the Base Master Plan and is in accordance with current United States Air Force and Tactical Air Command Construction Directives.

4 Incls
1. DA AGO Fm 5-25
2. Tech Provs
3. Certificate
4. Dwgs No 689
(6 cys ea)

CHARLES D. JONES
Brig. Gen., USAF
Commander

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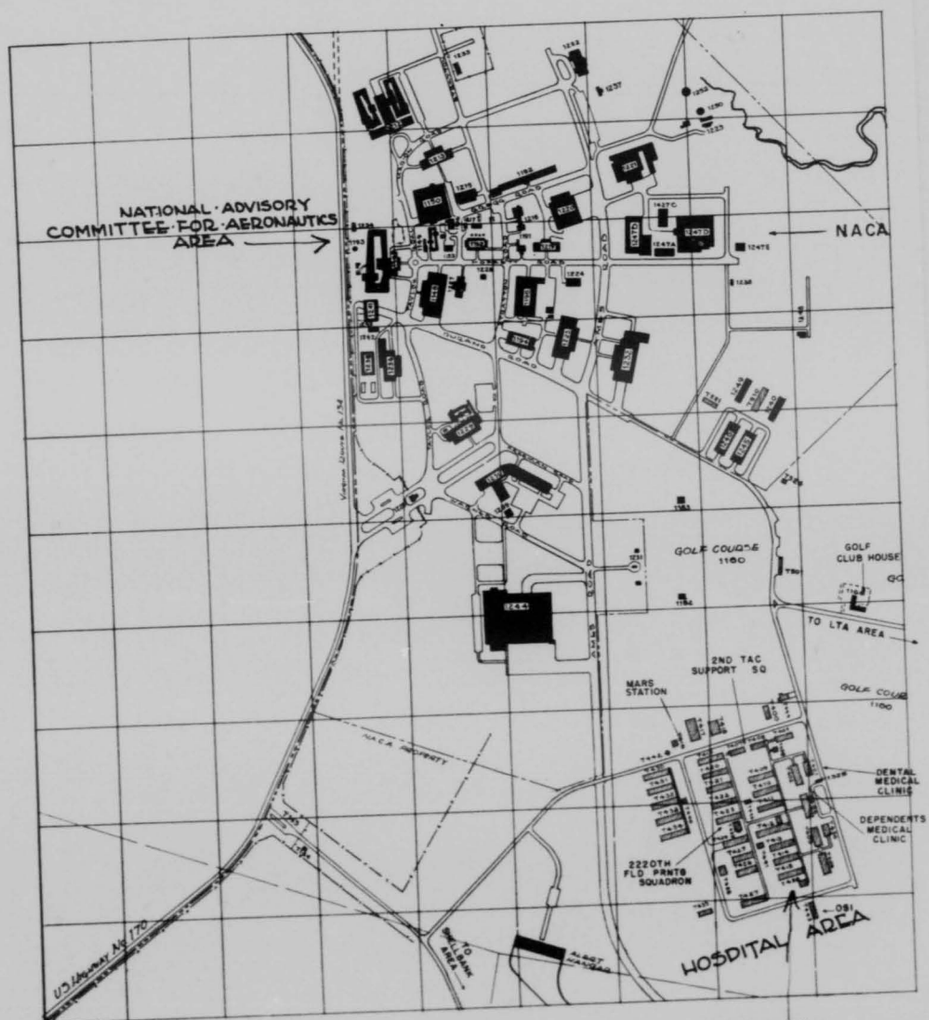

2220th Field Printing Sq

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Lighter Than Air Area

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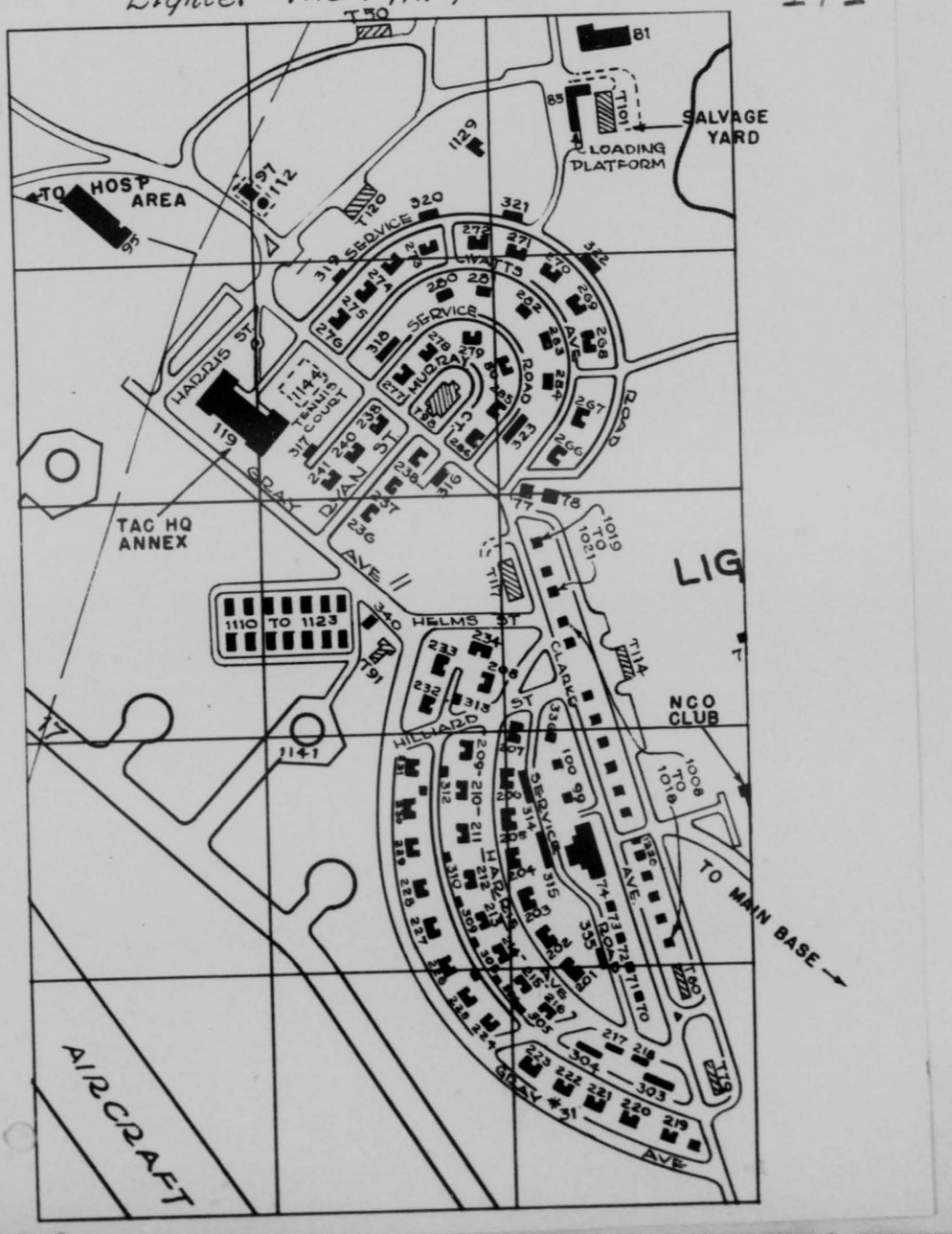

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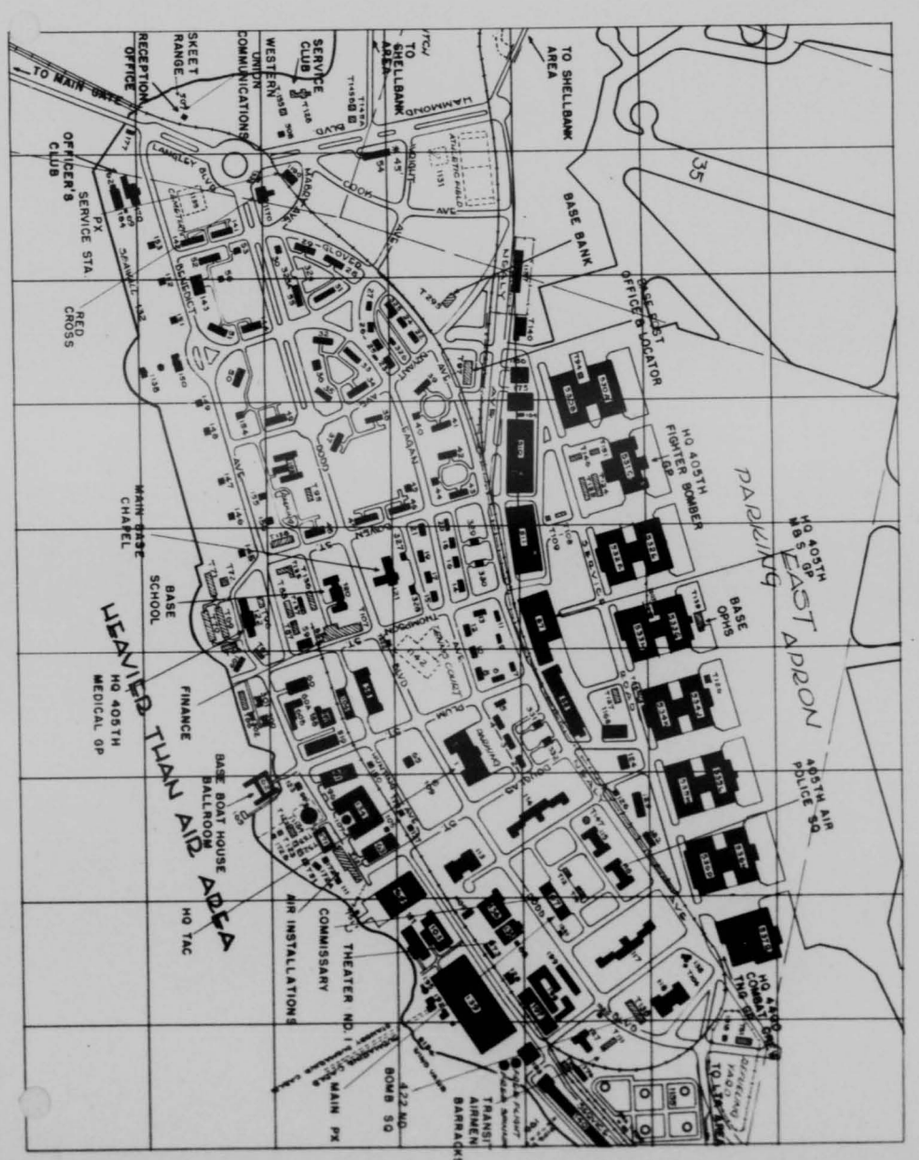

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HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base
Virginia

AI/D 25 Sep 1954

SUBJECT: Conversion of Existing Coal-Fired Warm Air Furnaces to Oil-Fired Furnaces

TO: Commander
405th Fighter Bomber Wing
Langley Air Force Base
Virginia

1. Request for approval for the accomplishment of the work involved in converting existing coal-fired warm air furnaces to oil-fired furnaces for Building #T-95 and #120, and Officers' Quarters #36, has been received by this headquarters. It is understood that the work covered by these projects has been accomplished. The accomplishment of such work without prior approval violates the spirit and intent of letter re "after-the-fact" approvals from General Thomas D. White, Vice Chief of Staff to General Cannon, 1 July 1953, which was attached to a personal letter from General Cannon to the Commander, 405th Fighter Bomber Wing, on this subject.

2. An agreement had been reached with the Commander, 405th Fighter Bomber Wing, that in the event of an emergency in any of the heating systems requiring replacement during the heating season that a verbal approval could be obtained and the formal project request and estimate (Form 5-25) could subsequently be submitted. It would appear that the three conversions in question were not an emergency and an explanation is desired as to why estsblished procedures were not followed.

3. Projects are being held without action pending a receipt of this reply.

BY ORDER OF THE COMMANDER:

t/ EARL W. BARNES
Major General, USAF
Deputy Commander

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Hq TAC AI/D Subj: Conv of Existing Coal-Fired Warm Air Furnaces to Oil-Fired Furnaces

B INS (25 Sep 54) 1st Ind

Headquarters 405th Fighter Bomber Wing, Langley AF Base, Va. 30 SEP 1954

TO: Commander, Tactical Air Command, Langley Air Force Base, Virginia

1. Investigation reveals that prior approval was not obtained for the conversion of furnaces in T-95 and T-120 and officers quarters #36. It was assumed by personnel in Air Installations that verbal approval had been given for these conversion.

2. Responsible personnel have been instructed that all future conversions from coal to oil-fired furnaces will not be accomplished without written approval from your headquarters.

t/ EDWIN S. CHICKERING
Brig. General, USAF
Commander

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4TH COMMUNICATIONS CONSTRUCTION SQUADRON
ROBINS AIR FORCE BASE, GEORGIA

23 Sept 1954

SUBJECT: Implementation of Communications Projects at Langley AFB, Va.

TO: Commander
Langley Air Force Base
Virginia

THRU: Commander
Warner Robins Air Materiel Area
Robins Air Force Base, Georgia

1. Reference is made to the inclosure hereto, SO 188, Paragraph 3, Headquarters WRAMA, designating the project officer for implementation of communication projects at Langley Air Force Base, Virginia.

2. Captain Thomas L Bond, AO 807987, 4th Comm Const Sq, is designated as OIC of the communications construction and installation connected with these projects and as Commander, "B" Flight Personnel assigned to the project.

3. The majority of these personnel are extremely well qualified in their career field, having completed the basic qualifying and military courses covering this equipment. In addition to the formal training, team members have had practical experience installing and overhauling this equipment in many theaters of operation.

4. The installation mission of the squadron is world wide and the number of trained personnel is limited. In view of this personnel shortage plus the demand for their services elsewhere, it is imperative that nothing hinder the efficient and expeditious completion of this assignment. To accomplish this aim and to facilitate the accomplishment of the squardron present commitments, it is requested that members of these teams not be required to participate in normal housekeeping duties and details except for the Maintenance of their living quarters.

5. It is further requested that they be afforded the maximun utilization of any available facilities and equipment such as storage areas, vehicles, tools, test equipment and spare parts.

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Cont'd ltr fr 4th Com Const Sq, Robins AFB, Ga., Subj: Implementation of Communications Projects at Langley AFB, Va.

6. All team members of each team are cleared for security information to the extent indicated in their orders and issuance of necessary passes or permits to allow free movement between restricted base areas during this assignment is desireable.

7. This headquarters will greatly appreciate all cooperation and assistance that can be afforded these teams on this mission so that they can proceed on other vital world wide commitments at the earliest possible date.

t/ JOHN T MAZZOLIA
Major, USAF
Commander

1st Ind 29 September 1954

OFFICE OF THE COMMANDER, Hq. WRAMA, Robins AF Base, Ga.

TO: Commander, Langley Air Force Base, Virginia

Your courtesies will be appreciated.

t/ K. E. TIBBETTS
Major General, USAF
Commander

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4th Communications Construction Squadron, Robins AF Base, Ga., Subject: Implementation of Communications Projects at Langley AFB, Va.

DM COM 2nd Ind

Headquarters, 405th Fighter Bomber Wing, Langley AF Base, Va. 8 OCT 1954

TO: Commander, 405th Air Base Group, Langley AF Base, Va.
Commander, 405th Maintenance & Supply Group, Langley AF Base, Va.

1. Your attention is directed to the basic correspondence. Your co-operation is requested in furnishing necessary assistance to this unit in accomplishing their mission at Langley Air Force Base. Unit concerned will be the 4th Communications Construction Squadron.

2. This unit will be housed in buildings T-271 and T-272. A portion of warehouse T-320 has been reserved for their use. This unit is considered a special activity in accordance with Air Force Regulation 11-4. Housekeeping responsibilities will be limited to those listed in paragraph f(1), (2), and (3) of referenced regulation.

t/ EDWIN S. CHICKERING
Brig. General, USAF
Commander

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BIE 4 Oct 1954

SUBJECT: Request for Temporary Assignment of Personnel

TO: Commander
Tactical Air Command
Langley Air Force Base, Virginia

1. Request Langley Air Force Base be assigned thirty (30) additional personnel for a nine day period. These personnel should be in the following trades classification and the required number of each as indicated.

a. Eighteen (18) Painters
Three (3) Plasterers
Three (3) Electricians
Two (2) Plumbers
Two (2) Carpenters
Two (2) Laborers

2. These personnel are urgently required to work on vacant quarters on Langley Air Force Base. At the present time there are forty six (46) airmen and fourteen (14) officers quarters vacant. Under the present maintenance program it requires a total of fourteen (14) working days and one hundred five mandays (105) of work to complete an average set of quarters. Presently authorized Installation Engineer personnel enable this Base to work on an average of seven (7) sets of quarters at any one time. Under the present program it will require 112 working days to complete the final set of quarters currently vacant.

3. The additional thirty (30) personnel will enable the organization of four (4) additional crews and increase the number of quarters worked on currently to eleven (11). This will reduce the anticipated backlog of work to seventy seven (77) work days.

4. The anticipated turn-over of quarters during this period will be such that at the end of the ninety (90) day period this Base can resume normal operation and complete the maintenance of vacant quarters in an acceptable length of time.

t/ EDWIN S. CHICKERING
Brig. General, USAF
Commander

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BIE

29 Oct 1954

SUBJECT: Request for Disposal of 173 PHA Buildings

TO: Commander
Tactical Air Command
Langley Air Force Base
Virginia

1. Forwarded are nine (9) AF Forms 300, "Request for Approval of Disposal of Buildings and Improvements" dated 23 August 1954 for the disposal of 173 PHA buildings. The building numbers are listed on the AF Forms 300. Justification of this request is contained below.

2. All the buildings in question were constructed in 1941 at a cost of $1,112,510.87. The 169 housing buildings are sub-standard to the requirements for airmen family housing, and were constructed with inferior grade material in 1941 with a life expectancy of ten years. They are in a deteriorated condition and were declared inadequate for government housing on 16 July 1954. The cost of major repairs would be far out of proportion to their value. All are poorly arranged, with narrow halls, narrow and steep stairways, small bedrooms and inadequate open closets. The small kitchen (8' x 10') must also serve as dining room and laundry. Coal fired hot air furnace and coal box are bulky, dirty, unsanitary and located in the kitchen. Owing to disposal of airmen family housing, the four (4) buildings which are not used for housing will no longer be required.

3. Similar facilities will not be required to replace these buildings; however, at the present time, they are nearly fully occupied on a voluntary basis and the disposition schedule should permit disposition as units become vacant.

4. References:

a. AFR 87-4 dated 10 October 1952

b. Letter, Hq USAF, AFOAI-RLA, Subject: Policy Governing Disposal of Buildings and Improvements, dated 10 April 1952.

5. Request approval of the attached forms 300 so that the Real Property Records may be adjusted.

t/ EDWIN S. CHICKERING
Brig. General, USAF
Commander

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HEADQUARTERS
405th Fighter Bomber Wing
Langley Air Force Base
Virginia

15 SEP 1954

OT OPS

SUBJECT: Survey of Air Strip at Cape Charles Air Force Station

TO: Commander
405th Air Base Group
ATTN: Air Installations Officer
Langley Air Force Base, Virginia

1. This headquarters presently lends logistical support to the 771st AC&W Unit based at Cape Charles Air Force Station, Cape Charles, Virginia. Due to the lack of surface transportation between Langley and Cape Charles much of the support has been via liaison aircraft. While the landing field at Cape Charles is adequate for operation of liaison type aircraft, it may be advantageous to this headquarters and the Cape Charles Air Force Station to extend one runway so larger aircraft may be accomodated.

2. Request a survey be conducted by the Air Installations Officer or his designated representative to determine the feasibility of extending the Northwest-Southeast runway at Cape Charles Air Force Station approximately 500 feet.

3. Request an informal report of the survey be forwarded to this headquarters not later than 8 October 1954.

BY ORDER OF THE COMMANDER:

s/t/ RICHARD C. COKER
CWO USAF
Asst Adjutant

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Hq 405th Ftr Bmr Wg, OT OPS, Subj: Survey of Air Strip at Cape Chas AF Sta.

BIE (15 Sep 54) 1st Ind 18 OCT 54

Office of the Base Installation Engineer, Langley Air Force Base, Va.

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Va.

1. Reference paragraph 3, basic letter, the following information is submitted:

a. Survey of landing field at Cape Charles Air Force Station has been completed.

b. A meeting was held with Captain LaPorte, Wing Operations Office, relative to above survey, on 13 Oct 54.

c. Project for extending landing strip will be held in abeyance pending receipt of additional information from Captain LaPorte.

FOR THE INSTALLATION ENGINEER:

s/t/ JOSEPH A. WAITS
CWO, USAF
Deputy Installation Engineer

ABA (15 Sep 54) 2d Ind

Headquarters 405th Air Base Group, Langley Air Force Base, Virginia

TO: Commander, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

FOR THE COMMANDER:

s/t/ KENNETH R RIMLINGER
Captain, USAF
Adjutant

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AICQG 671.1

13 October 1954

SUBJECT: Water Conservation

TO: Commander
Langley Air Force Base, Virginia

1. The water storage at Big Bethel is becoming increasingly critical due to the lack of rainfall on the Lower Peninsula this fall. There are approximately 100,000 gallons in storage at the present time and, unless rains are experienced within the next month, it will be necessary to purchase raw water from the City of Newport News.

2. In an effort to make the present storage last as long as possible or until the rainfall returns to normal, it is requested that the Langley AFB join Fort Monroe in a program of water conservation.

3. Effective immediately, Fort Monroe is restricting the use of water to that necessary for drinking, cooking, sanitation, health, and strictly official purposes. All other uses, such as washing of private vehicles, sprinkling of lawns, or other purposes, are being prohibited.

4. It is requested that you assist the water conservation program by a similar action.

FOR THE COMMANDING GENERAL:

t/ LEO J. NIELSEN, JR.
Lt Col, Infantry
Actg Deputy Post Commander

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G INS 29 October 1954

SUBJECT: Water Conservation

TO: Commanding General
Fort Monroe, Virginia

1. Reference letter your headquarters, AICQC 671.1, subject as above, 13 October 1954, the use of water on this base has been restricted to that necessary for drinking, cooking, sanitation, health and strictly official purposes.

2. Request this headquarters be notified when restriction can be lifted.

FOR THE COMMANDER

t/ HERBERT C. PINKERTON
Captain, USAF
Adjutant

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DEPARTMENT OF THE AIR FORCE
Comptroller
AUDITOR GENERAL

Reply to:
Auditor General, DSC/C
Eastern District
Resident Office
Langley Air Force Base
Hampton, Virginia

25 October 1954

AFAUDE-AB-R/ A

SUBJECT: Report of Audit No. E37-744-24
BOQ-VOQ Fund
Langley Air Force Base, Virginia
Period: 1 April 1954 Thru 30 September 1954

THRU: Commander
Langley Air Force Base, Virginia

TO: Commander
Tactical Air Command
Langley Air Force Base, Virginia
ATTN: TNCAC-A

1. General Condition of the Account: Based upon selective tests determined by a procedural review of account operations, it is believed that the system of internal control continues to be weak in several important areas. As indicated in paragraph 3 below, applicable directives have not been fully complied with, and certain cash handling features tended to weaken procedures established to safeguard funds. Because of these discrepancies, fund operations are inaccurately reflected on the monthly financial statements.

2. Action on Previous Report of Audit: The recommendations in paragraphs 3a and 3b below were enumerated in the prior Report of Audit No. E37-744-62 and repeated in this report because they are still considered desirable.

3. Comments and Recommendations:

a. A surprise cash count by the auditors in the Field Grade Visiting Officers Quarters revealed a shortage of $20.00. The CQ on duty stated that this amount had been borrowed from the funds by another CQ. At a subsequent cash count performed prior to the termination of the audit, it was found that the fund had been reimbursed for the amount of this shortage.

Recommendation: As recommended in the prior Report of Audit, periodic surprise cash counts should be performed by the custodian as directed in paragraph 7c, AFM 177-4 to preclude or detect reoccurrences of this nature.

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b. The following deficiencies were noted to exist in procedures established for the accounting of property and equipment:

(1) Provisions are being established, but have not yet been placed in effect, to depreciate property and equipment monthly. Acquisition dates have not yet been established for all property acquired prior to 1 April 1954.

(2) The value of fund owned property and equipment is still shown as a footnote on the balance sheet rather than being reported as an asset account.

(3) A memorandum account "Reserve for Depreciation" has been established which reflects the original value of property and equipment rather than the accumulated depreciation of the property and equipment.

(4) Steps have still not been effected to identify fund-owned property and equipment with the corresponding number appearing in the Property and Equipment Record.

Recommendation: The recommendation of the prior report of audit is still considered applicable and is reiterated here. Property and Equipment Records should be maintained to reflect original value, depreciation and other pertinent data. All property should be assigned a number, which shall appear on both the record and the property, as prescribed by paragraph 2, AFM 177-4. Furthermore, an account "Allowance for Depreciation-Furniture and Equipment" should be established and maintained to record the decrease in value of the original assets, as cited in paragraph 10s, AFM 177-4.

c. The amount credited to accrued salaries and wages is incorrectly debited to surplus rather than to salaries and wages expense. This is causing the income to be overstated on the monthly operating statement.

Recommendation: In order to correctly reflect all expenses in the operating statement, accrued wages and salaries should be debited to the expense account as provided by paragraph 10w, AFM 177-4.

d. At the time of the Auditor's cash count at Bldg. T-308, a comingling of laundry receipts from guests and BOQ - VOQ funds was noted.

Recommendation: In compliance with accepted principles of internal control it is recommended that this practice of comingling of funds be immediately terminated.

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Aud. Gen. DCS/C, Res. Off., Langley AFB, Va., Subject: Report of Audit No. E37-744-24, dtd 25 Oct 54.

c. The semi-annual inventory of furniture and fixtures, to have been accomplished in April 1954, was just being taken during the audit, almost six months late.

Recommendation: Inventories should be performed semi-annually as directed in paragraph 26, AFR 176-11.

f. Withholding Tax deductions are computed on the basis of a semi-monthly pay period, whereas the actual pay period is bi-weekly. Therefore, insufficient funds are being withheld for tax purposes.

Recommendation: In compliance with the Internal Revenue Code, Withholding Tax deductions should be computed on the same time basis as the payment of wages.

g. One check was found made payable to "Cash" rather than to a specific payee. Such a practice is contrary to accepted principles of good internal control.

Recommendation: Paragraph 7d(1), AFM 177A-4, states that checks will not be made payable to "cash" or "bearer" but will always be drawn to a specific payee.

4. Discussion With Interested Officials: The results and findings of this audit have been discussed with Burton K. Cams, Colonel, USAF, Base Executive Officer, and Gerald B. Byrum, Captain, USAF, Custodian.

FOR THE AUDITOR GENERAL:

s/t/ ALAN M. WINNER
Captain, USAF
Resident Auditor

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DAF, Auditor General, AFAUDE-AP-R/A, Subj: Rpt of Audit No. M37-744-24, BOQ-VOQ Fund, Langley AFB, Va., Pd: 1 Apr thru 30 Sep 54

H FIN (25 Oct 54) 1st Ind

Headquarters, 405th Fighter Bomber Wing, Langley Air Force Base, Virginia

TO: Commander, Tactical Air Command, ATTN: TMCAC-A, Langley Air Force Base, Virginia

In compliance with basic communication, the following corrective action has been accomplished (paragraphing conforms to that of basic report):

1. General Condition of the Account: Noted.

2. Action on Previous Report of Audit: Attention is invited to

3. Comments and Recommendations:

a. To preclude or detect shortages in the petty cash fund, periodic surprise cash counts have been conducted in the past by the custodian and will continue to be made in the future. A record of such counts will be maintained in the Billeting Office.

b. (1) - (4) Deficiencies noted in these paragraphs are recognized and all efforts are being made to correct them. Since the present Custodian took over the fund on 15 September 1954, property cards have been established for all property and a complete inventory and marking of all furniture and equipment is in progress. All recommendations made in this and the prior Audit Report will be complied with. Estimated completion date is 30 November 1954.

c. Recommendation is concurred in and has been corrected.

d. The Charge of Quarters at T-308 has been provided two (2) cash boxes and funds will not be comingled in the future.

e. Inventory is in progress and will be completed not later than 30 November 1954. Future inventories will be conducted semi-annually as directed in paragraph 26, Air Force Regulation 176-11.

f. A semi-monthly pay period has been established for employees and the correct tax table is now in use.

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g. The check made payable to "cash" was written by a prior Custodian. In the future, checks will be drawn to a specific payee.

4. Discussion with Interested Officials: Noted.

t/ EDWIN D. CHICKERING
Brig. General, USAF
Commander

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LANGLEY AIR FORCE BASE, VA.

TO: Edwin S. Chickering
Brigadier General - USAF
Commander
405th Fighter Bomber Wing
Langley Air Force Base, Va.

DATE: 19 January, 1955

FROM: Adam Y. MacDonald
Field Director
American Red Cross
Langley AFB, Va.

SUBJECT: Field Director's Report
Red Cross Activities
Year ending December, 1954

The following report of the American Red Cross Field Director's Office, Langley Air Force Base, Virginia, is submitted for your information:

The Field Director's Office at 1170 Dodd Boulevard, is open from 0800 hours to 1630 hours Monday through Friday. Emergency telephone coverage is provided at all times when the office is closed.

The Staff consists of: Adam Y. MacDonald, Field Director
Mrs. Jesse W. Towler, Asst. Field Director
Miss Joyce Woods, Secretary

The following statistical data for Langley Air Force Base, gives, briefly, a resume of the services rendered:

Total cases recorded:		2,164
	Leave or Extension	791
	Discharge and Separation	172
	Reporting Service	641
	Government Benefits	131
	Counseling	474
	Other	151
Loans and Grants:	Total number of loans	307
	Total number of grants	20
	Total amount of loans	$16,252.00
	Total amount of grants	883.00

In addition to the above, the Hampton Chapter of the American National Red Cross gave to dependents of the personnel of Langley Air Force Base, financial assistance amounting to $4,413.00 in loans and grants in the amount of $990.00. The total financial assistance rendered to personnel of this base and their dependents, by this office and the Hampton Chapter amounted to $20,005.00 in loans and $1873.00 in grants, with the latter being outright gifts.

We have no way of knowing what financial assistance was given to dependents by Red Cross Chapters, throughout our country, when the dependents reside in their home community, but we do know it was a substantial amount. During the

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[illegible] year, a total of $11,778,000.00 was disbursed in loans and grants by Red Cross Chapters and Field Directors, worldwide to service personnel and their dependents.

Communications in behalf of servicemen and/or families are as follows:

Letters received	522
Letters written	401
Telegrams received	837
Telegrams sent	684

The total communication expenses incurred for the year are listed below:

Telegraphic expenses - Western Union (95% of all our telegraphic communications are handled by ARC leased wire and, therefore, do not show on Station Expense)	$232.97
Telephone expense	316.70
Postage	42.00
Canteen expense for bloodmobile visits	329.79

Other Activities:

The base can be justly proud of our Red Cross Volunteer Services. These ladies give freely of their time to perform the many varied activities that our volunteer services render.

Mrs. Charles K. Moore replaced Mrs. John Mauro, whose term of office expired, as Chairman of our Gray Lady Corps. Mrs. John G. Napier was elected Vice Chairman.

During the past year, two classes of orientation for new Gray Ladies were completed, and a total of 25 new Gray Ladies were capped. At the present time, we have approximately 42 active volunteers.

The Gray Ladies made regular daily visits to the hospital and distributed comfort articles, and performed their usual Gray Lady Services. A Christmas party was held, and a gift was given to each patient who was hospitalized at Christmastime.

During the past year, the use of Red Cross Volunteers in the various hospital clinics was increased greatly at the request of Colonel James S. Fisackerly, Commander of the Base Hospital. At the present time, we have 20 Gray Ladies working in the various hospital clinics. Colonel Fisackerly has praised the work of our volunteers highly, and he has been most cooperative

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assisting us at all times.

In addition to the above, the volunteers serve at all of our Bloodmobile visits in various capacities, such as canteen, registration, temperature and pulse recording, preparation of bottles and assisting in the donor room. It is estimated that it costs the Blood Center $4.35 to collect a pint of blood. This low cost is only made possible by the effective use of our volunteers as described above.

We are very proud of their achievements, and during the past year a total of 2,797 volunteer hours were served.

The following statistics show the magnitude of the work done by our volunteers and the supplies distributed. All supplies were furnished through our office by the American National Red Cross, free of charge.

Total volunteer hours served - 1954	2797
Number of tooth paste distributed	1000
Number of tooth brushes distributed	1200
Number of combs distributed	2000
Number of razors distributed	500
Number of razor blades distributed	5200
Number of tubes of shaving cream	432
Number of cakes of toilet soap	500
Number of packs of playing cards	864
Number of sheets of writing paper	6000
Number of envelopes	1000
Cigarettes - 1500 packs	30,000

During the past year, a total of 1,438 pints of blood was collected. Originally, we had been assigned a quota of 1,800 pints, but this was reduced, due to a drop in Defense requirements. The blood collected by the Red Cross Tidewater Regional Blood Center in Norfolk, is distributed to Military and Civilian hospitals in this vicinity, and also to the Defense Department.

This excellent response in only made possible through the splendid cooperation of both Military, and Civilian personnel, and the Base Command.

The Red Cross Fund Campaign was conducted in March. Major L. S. Weigle was appointed the project officer. He was transferred during the middle of March and was succeeded by Major Robert L. King. A total of $4556.73 was collected. This was approximately $900.00 less than the previous year, but is explained by the fact that our base strength was less this year.

Our office staff tries at all times to do the best job possible and to do our utmost to assist personnel at this base. We know of no instance in which we have failed to meet any legitimate emergency need. Assistance given to servicemen and their dependents is provided for by the voluntary contributions from the American people. Red Cross services and supplies

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never sold to members of the Armed Forces.

Our professional staff has provided 24 hour coverage, 7 days per week, including all holidays. The two professional staff workers, in addition to their regular work day, are on call every other week on a 24-hour basis, to handle emergency communications and to give financial assistance to personnel granted emergency leaves. We estimate that 30% of all of our loans are made after office hours or on weekends.

We wish to express our appreciation to the Base Commander for providing us with adequate parking facilities. This, we are sure, will be of great assistance to the personnel visiting our office.

The services that we have rendered have only been made possible through the excellent cooperation received at all times from the Base Commander and the Base Command. We would like to express our official and personal appreciation for this cooperation.

ADAM Y. MACDONALD, FIELD DIRECTOR

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DEPARTMENT OF THE AIR FORCE
WASHINGTON 25, D. C.

AFOMO 227 j

26 May 1954

SUBJECT: Redesignation and Reorganization of the 2d Tactical Support Squadron; Inactivation of the 643d Aircraft Control and Warning Squadron

TO: Commander, Tactical Air Command

1. The 2d Tactical Support Squadron will be redesignated the 2d Tactical Depot Squadron and reorganized on or about 8 July 1954, in accordance with T/O 1-1925, 1 May 1954, 1 x Part II, 4 x Part IIA, with an authorized strength of twenty-five (25) officers and ninety-three (93) airmen.

a. Personnel will be furnished from sources under control of the Commander, Tactical Air Command.

b. The above unit is authorized Unit Essential, Base Support, and Field Support equipment as listed in the MEAL. The UPREAL, or UME column of the UAL, as appropriate, will be prepared based on Columns 3A, B, and C of the MEAL, and above T/O composition, and will include tactical-type vehicles. However, the issue of these vehicles will be in accordance with Ltr AFMSS-PC-1, 400.3, Hq USAF, 19 May 1953, subject: "(Unclassified) Equipping of Air Force T/O (T/O&E) Units."

2. The 643d Aircraft Control and Warning Squadron will be inactivated on or about 8 July 1954.

a. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

b. Personnel rendered surplus by this action will be absorbed in other units under the control of the Commander, Tactical Air Command.

c. Equipment rendered surplus by this action will revert to stocks to fill present and future requirements.

d. Records will be disposed of in accordance with instructions contained in AFM 181-5.

3. When the actions directed herein have been accomplished, report will be made to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-01) in compliance with current instructions.

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Ltr AFOMO 227j, DAF, Subject: Redesignation and Reorganization of the 2d Tactical Support Squadron; Inactivation of the 643d Aircraft Control and Warning Squadron

4. Thirty (30) copies of the order issued pursuant to this letter will be forwarded to the Air Adjutant General, Headquarters USAF, ATTENTION: Publishing Division, Washington 25, D. C.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

s/ K. E. Thiebaud
K. E. THIEBAUD
Colonel, USAF
Air Adjutant General

1 Incl
T/O 1-1925

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Minutes of the Langley Exchange

Sub-Council Meeting

27 July 1954

1. Pursuant to paragraph 2, Special Order No. 215 Headquarters, 405th Fighter Bomber Wing (TAC) Langley Air Force Base, Virginia, dated 29 October 1953, the July meeting of the Langley Exchange Non-Commissioned Officers Committee was opened at 0930 hours, 27 July 1954, in Building 97, by the President of the Committee:

2. Members Present:

M/Sgt. Richard H. Ryan, President
M/Sgt. Charles E. Shelton
M/Sgt. Mary L. Gilliam
M/Sgt. Wesley T. Bryant
M/Sgt. Charles M. Breon
M/Sgt. Frank L. Shaw
M/Sgt. L. E. Williams
M/Sgt. Seth W. Martin
T/Sgt. L. A. Major
T/Sgt. Walter E. Robinson

3. Members Absent:

M/Sgt. Louis Tattarino

4. Minutes of the last Exchange Non-Commissioned Officers Committee were read and accepted by the Committee.

5. Old Business:

A. None pending

6. New Business:

A. Council requested that a notice be placed in the Daily Bulletin that shorts, halters and similar apparel are not authorized for wear in the Main Exchange.

B. Council discussed the urgent need for stocking of children's clothing of all sizes by the Exchange.

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C. Council recommended that an attempt be made to locate an appropriate building for a larger bowling alley. Exchange Officer reported that the Exchange Service has indicated that twelve (12) bowling alleys are available for installation upon assignment of a suitable building.

D. Low business volume of snack bar in Building T-406, New Hospital area, was discussed. Council expressed a unanimous desire to keep this activity open as a service to personnel stationed in that isolated area.

7. There being no further business, meeting was adjourned at 1100 hours.

M/Sgt. Richard H. Ryan	s/ Richard H. Ryan
M/Sgt. Charles E. Sheldon	s/ Charles E. Sheldon
M/Sgt. Mary I. Gilliam	s/ Mary I. Gilliam
M/Sgt. Wesley T. Bryant	s/ Wesley T. Bryant
M/Sgt. Charles M. Breen	s/ Charles M. Breen
M/Sgt. I. E. Williams	s/ I. E. Williams
M/Sgt. Seth W. Martin	s/ Seth W. Martin
T/Sgt. I. A. Major	
T/Sgt. Walter E. Robinson	s/ Walter E. Robinson

8. Action of Convening Authority:

Headquarters, Langley Air Force Base, Virginia

Approved:

s/ Charles D. Jones
Charles D. Jones
Brig. Gen. USAF
Commander

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LANGLEY EXCHANGE

Langley Air Force Base, Virginia

ADFX 30 July 1954

1. Pursuant to paragraph 4, special orders #184, dated 18 September 1954 and paragraph 2, Special Orders #66 dated 7 April 1954, Headquarters, 405th Fighter Bomber Wing (TAC) Langley Air Force Base, Virginia, the July meeting of the Langley Exchange was opened at 1330, 30 July 1954 by the President of the Council.

2. Members Present:

Major Robert T. Best, President
Captain Albert G. Whitley
Captain Joseph E. Rush
Captain Lawrence E. Wheeler
Captain Gilbert I. Johnson

3. Members Absent:

None

4. Minutes of the last Exchange Council Meeting 23 June 1954 were read and accepted by the Council.

5. Financial Statement:

A. Financial statement for the month of June was reviewed by the Council and it was noted that the Exchange generated a net profit of $14,702.26 or 9.65% on a sales volume of $152,365.64.

6. Report of the Committee of Non-Commissioned Officers:

Minutes of the meeting of Non-Commissioned Officers dated 27 July 1954 were reviewed by the Council and recommendations therein were concurred with.

7. Change of Policy, Organization or Scope of Activity:

A. None

8. Adequacy of Services Rendered to Military Personnel:

A. None

9. Major Expenditures other than merchandise and general expenses:

A. None

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10. Retail Accountability (Overage or shortage) in access of authorized limits:

A. Official yearly physical inventory held 9 June 1954 with an accountability shortage of $1563.52 or .11% on a sales volume of $1,319,821.37.

11. Expenses, unprofitable outlets and unusual losses:

A. None

12. Reports of Inspector General, Surgeon General, etc.

A. None

13. Recommendations for Sanitation, Fire, Security and Maintenance of Exchange Buildings.

A. None

14. Motion Made, seconded and approved that Council adjourn at 1400 hours.

s/ Ernest S. Weisemiller
ERNEST S. WEISEMILLER
Captain USAF
Recorder

s/ Robert T. Best
ROBERT T. BEST
Major USAF
President

s/ Lawrence E. Wheeler
LAWRENCE E. WHEELER
Captain USAF
Member

s/ Joseph E. Rush
JOSEPH E. RUSH
Captain USAF
Member

s/ Albert G. Whitley
ALBERT G. WHITLEY
Captain USAF
Member

s/ Gilbert L. Johnson
GILBERT L. JOHNSON
Captain USAF
Member

15. Action of Convening Authority:

HEADQUARTERS, LANGLEY AIR FORCE BASE, VIRGINIA
APPROVED:

s/Charles D. Jones
CHARLES D. JONES
Brig. Gen. USAF
Commander

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HEADQUARTERS
Marine Barracks, U. S. Naval Mine Depot
Yorktown, Virginia

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1 Oct 1954

From: Commanding Officer
To: Commanding General, Transportation Center, Training Command, Fort Eustis, Virginia
Commanding General, Langley Air Force Base, Virginia
Commanding Officer, U. S. Naval Mine Depot, Yorktown, Virginia

Subj: Annual celebration of ROCHAMBEAU DAY

1. Having been designated by the Commanding Officer, U. S. Naval Mine Depot, at the request of the Rochambeau Commission of the U. S., as Grand Marshal for the street parade to take place in the town of Yorktown, Virginia on Tuesday, the nineteenth day of October, 1954, the following information is furnished the particapting units:

a. Grand Marshal: Lieutenant Colonel Charles A. LIPOT, U. S. Marine Corps

b. Staff of Grand Marshal:

(1) Chief of Staff: Major Richard M. REMINGTON, U. S. Marine Corps
(2) Aide of Staff: Major, U. S. Army

(3) Aide of Staff: Lieutenant Commander, U. S. Navy

(4) Aide of Staff: Major, U. S. Air Force

c. Officers listed in (2), (3) and (4) above, are requested from the commander of units participating. Staff Officers are requested to report to the Chief of Staff at time to be designated on the nineteenth day of October, 1954, at the assembly area designated below. Each officer as an aide of staff will be accompanied by a noncommissioned or petty officer of the fifth, sixth or seventh pay grades.

2. Participating units in the order of precedence they will assume in the parade are:

a. U. S. Marine Corps Drum and Bugle Corps, Washington, D. C.

b. Company, U. S. Army, The Transportation Center, Fort Eustis, Virginia

c. Company, U. S. Marine Corps, Marine Barracks, U. S. Naval Mine Depot, Yorktown, Virginia

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d. Company, U. S. Navy

e. Company, U. S. Air Force, Langley Air Force Base, Virginia

3. With the exception of the Drum and Bugle Corps it is requested that each of the companies listed above be organized as two platoons of eighty men each, four abreast, plus the necessary number of officers, petty or noncommissioned officers, guides and guidon bearers that the unit commander desires.

4. Company commanders are requested to assemble their companies in the area adjacent to the baseball diamond near the school building on Ballard Street as indicated in enclosure (2), at a time to be designated on the nineteenth day of October, 1954. Assembly areas will be plainly marked with placards designating "Band", "Army", "Marines", "Navy" and "Air Force" areas.

5. The head of the parade will leave the assemble area at the time to be designated.

a. National Colors will be carried by the U. S. Marine Corps Company.

b. The position of the Drum Major will be eighteen paces in rear of the Staff of the Grand Marshal.

c. Distance between the Drum and Bugle Corps and the U. S. Army Company will be thirty-six paces.

d. Distance between platoons of each company will be six paces.

e. Distance between the companies will be eighteen paces.

f. The direction of the guide for the entire parade will be right.

g. Honors will be paid only at the reviewing stand, located in the vicinity of the Yorktown Monument.

h. "Eyes Right" will be given by Company Commanders at the marker preceding the reviewing stand, and held until rear of unit clears the marker beyond the stand.

i. Upon clearing the reviewing stand the Grand Marshal and his staff will turn out of column to the right and take position at the reviewing stand to the right of the reviewing officers.

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j. Immediately after the Drum and Bugle Corps clears the reviewing stand it will turn out to the left and take up position in the space provided opposite the reviewing stand, and continue to play for the duration of the parade.

k. Since it is the desire of the ROCHAMBEAU DAY Association to have the color guard participate in the ceremonies that will take place following the parade, the color guard, as provided by the U. S. Marine Corps Company, will turn right out of column, at a predetermined location. After the last unit of the parade has passed, the color guard will be relieved and proceed to the monument and participate in the ceremonies according to previous instructions.

6. Upon arrival at the dismissal area (see enclosure (2)), participating units will revert to parent control.

7. UNIFORM will be directed by unit commanders, with normal arms. For informational purposes, the Marine Company will comply with the following:

WINTER SERVICE "A" (Green coat, trousers, cap frame with green cover, dress shoes, ribbons and badges)

8. Unit commanders and such others as may desire to attend are invited to return to the ceremonies at the monument.

9. Any recommendations or suggestions concerning the above information should be made to the undersigned; preferably via telephone, Yorktown 2111, extension 271.

10. Since the exact times have not yet been published by the ROCHAMBEAU DAY association, they will be promulgated as soon as received by this Headquarters.

11. It is requested that the Aide of Staff designated by Commanders, meet with the undersigned at 1300 13 October 1954 at the Marine Barracks, U. S. Naval Mine Depot, Yorktown, Virginia for briefing.

s/t/ C. A. LIPOT

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HEADQUARTERS
405TH FIGHTER BOMBER WING
LANGLEY AIR FORCE BASE, VIRGINIA

OT-TNG 13 OCT 1954

SUBJECT: Parade at Yorktown, Virginia, on 19 October 1954

TO: Commander, 405th Air Base Group, Langley AFB, Va.
Commander, 405th Maintenance and Supply Group, Langley AFB, Va.
Commander, 345th Bombardment Group, Tactical, Langley AFB, Va.
Commander, 405th Fighter Bomber Group, Langley AFB, Va.

1. The 405th Fighter Bomber Wing will participate in the annual Rochambeau Day celebration at Yorktown, Virginia, on 19 October 1954, as requested in the attached letter.

2. The Commander 405th Air Base Group, will appoint a Project Officer to make necessary arrangements for Langley Air Force Base participation in the celebration. Direct communication between the Project Officer and Lt. Colonel Charles A. Lipot, Grand Marshal for the parade, is authorized and recommended.

3. Airmen to participate in the parade will be made available by Commanders concerned as follows:

a. 405th Air Base Group - One (1) Project Officer, forty (40) airmen, one (1) Guidon Bearer.

b. 405th Fighter Bomber Group - Two (2) Officers, (Flight Commanders, Company Grade), ten (10) airmen.

c. 405th Maintenance and Supply Group - Forty (40) airmen, one (1) Right Guide.

d. 345th Bombardment Group, Tactical - Forty (40) airmen, one (1) Guidon Bearer.

4. Transportation to and from Yorktown, Virginia, will be provided by 405th Maintenance and Supply Group.

BY ORDER OF THE COMMANDER:

t/ RICHARD C. COKER
CWO USAF
Asst Adjutant

1 Incl
Ltr, Hq US Naval Mine Depot, Yorktown, Va, Subj: Ann Cele of Rochambeau Day, date 1 Oct 54

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DET 204, 3502D USAF RECRUITING GROUP (ATRC)
900 NORTH LOMBARDY STREET
RICHMOND 20, Virginia

13 August 1954

RD4 INS-1

SUBJECT: Acquisition of Office Space

THRU: Commander
3502d USAF Recruiting Group (ATRC)
1612 South Cameron Street
Elliot-Fisher Building, Gen Del
%POST OFFICE Main Federal Building
Harrisburg, Pennsylvania

TO: Commander
Langley Air Force Base
Virginia

1. Reference letter, this detachment RD4-INS-1, 5 August 1954, Subject as above, and in compliance with letter your headquarters, RGH, 3 August 1954, subject: Rental of Office Space, the following information is furnished:

a. Suitability: Located in the Professional Building, 109 Twenty-eighth Street, Newport News, Virginia

(1) Excellent location.
(2) 650 square feet floor space.

b. Annual rent: $1,800.00

(1) Utilities include water and heat

c. Cost of modification: None required

d. Date of availability: immediate possession

e. Determined projected strength of personnel: approximately twenty (20) per day.

f. No restrictions on signs or other that will hamper operations

g. There is no unreputable establishments near by that would make this space undesirable.

h. Space is reputable.

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RD4 INS-1 13 August 1954

SUBJECT: Acquisition of Office Space

i. The ideal location of this space precludes any possibility of WAF applicants being molested.

j. Space is on street level and has a 15X10 foot window that would adequately serve as a window display.

k. Space is centrally located and can easily be found with a minimum of directions. Located ½ block from bus depots, 1 block from post office, and in the area of main business offices.

t/ WILLIAM E. MORGAN
Major USAF
Commander

RGH (13 Aug 54) 1st Ind

3502D USAF RECRUITING GROUP (ATRC), Olmsted AFB, Pa., 17 August 1954

TO: Commander, Langley Air Force Base, Virginia

1. Request for rental of office space is approved.

2. The following additional information is submitted:

a. No rent free or GSA leased space is available in Newport News, Virginia

b. It has been requested by the City Manager, Newport News that the recruiting station vacate their present location as of 1 September 1954. ~~Copy of letter attached~~.

t/ THOMAS E. FENTON
It Col, USAF
Commander

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Det 204, 3502d USAF Recruiting Gp (ATRC), RD 4 INS-1, Subj: Acquisition of Office Space

DM INS (13 Aug 54) 2d Ind

Headquarters, 405th Fighter Bomber Wing, Langley AF Base, Va. 23 Aug 1954

TO: Commander, Tactical Air Command, Langley Air Force Base, Virginia

1. In accordance with message 35733, Headquarters USAF, request for lease of facilities outlined in basic letter is approved and forwarded for necessary action in accordance with paragraph 10d, AFR 87-1.

2. Funds are available this Headquarters; the Finance Officer responsibile for payment is Captain R. D. Danielson, A02074349, symbol number A-225-445.

t/ CHARLES D. JONES
Brig. Gen., USAF
Commander

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HEADQUARTERS
405TH FIGHTER BOMBER WING (TAC)
Langley Air Force Base, Virginia

13 October 1954

SUBJ: Letter Orders 806

TO: Personnel Concerned

1. FNOA WP o/a 18 OCT 54 on TDY for APRX two (2) days from Langley AFB VA to Bolling AFB WASHDC for the PURP of competing in World Wide AF Pistol Matches---DPUO. UCWR proper ORG this B for DY. TVL by MIL ACFT directed if available. TVL performed w/b at no expense to the GOVT.

1LT COLELAND A HERRINGTON, AO 278724 HQ TAC w/ concurrence COMDR TAC
CAPT FRANCIS R DRAKE, AO800209 4500th SUPPRON
CAPT DLON E GOULD, AO561110, 2d TAC Dept SQ
1ST LT ROBERT P CADY, 22883A 2d TAC Depot SQ
1ST LT GEORGE DENSTEN, AO940109 405th COMMRON
1ST LT GERALD R FRANK, AO2230265 405th APRON
SSGT JACK LOSSA, AF16383472 4450th USAF HOSP

2. AUTH: AFR 35-52, TACR 35-8 & AFR 35-21.

BY ORDER OF THE COMMANDER:

s/t RICHARD G. COKER
CWO, USAF
Asst Adjutant

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K-WG-405-HI
vol. 3
July - Dec. 1954

K-3766-2

406th Fighter-Bomber Wing

Organization & Function

Appendix "A"

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Appendix A

3-3766-3

405th
Fighter-Bomber
WING

ORGANIZATION & FUNCTIONS

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405TH FIGHTER BOMBER WING

ORGANIZATION AND FUNCTIONS

This chart book is the official statement of the organization and functions of the 405th Fighter Bomber Wing and attached units.

No change in organizational structure or statement of functions will be made without prior approval of this headquarters

Subsequent changes will be published in loose leaf form. Each new or revised page will have a page number and date of issuance in the lower right hand corner. As new pages are received, they will be inserted and the old pages removed. All pages not shown on revised indexes will be removed.

BURTON E. SAMS
Colonel, USAF
Executive

Status of Personnel trg

Prepared by: Manpower and Organization, Wing Personnel
Management Analysis Division, Wing Comptroller

Approved: 1 Sep 54

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Air Force 2220th Field Printing Plant LAFB-L-4-1350 8/54-75

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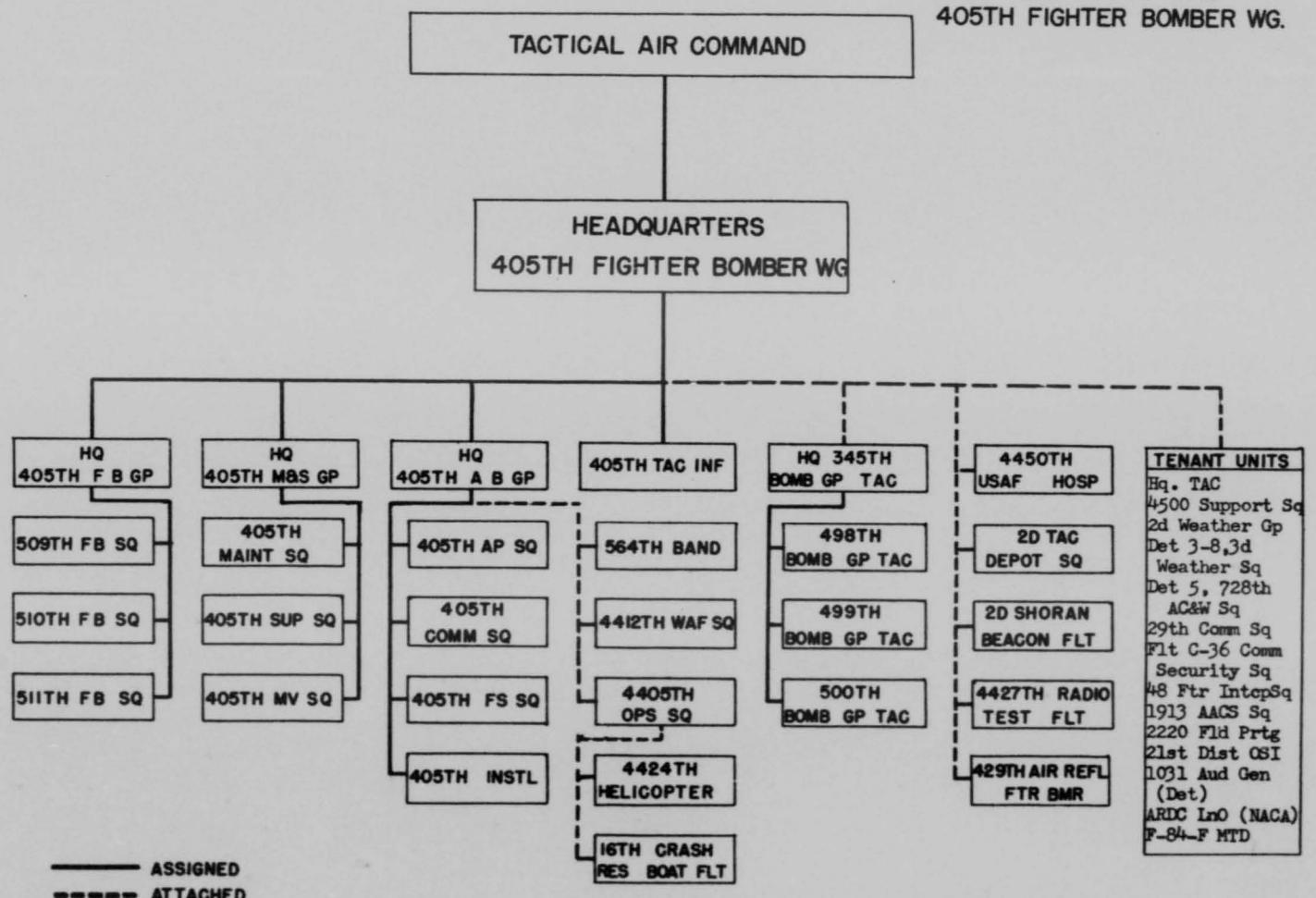
UNITS ASSIGNED, ATTACHED AND TENANT TO THE 405TH FIGHTER BOMBER WG.



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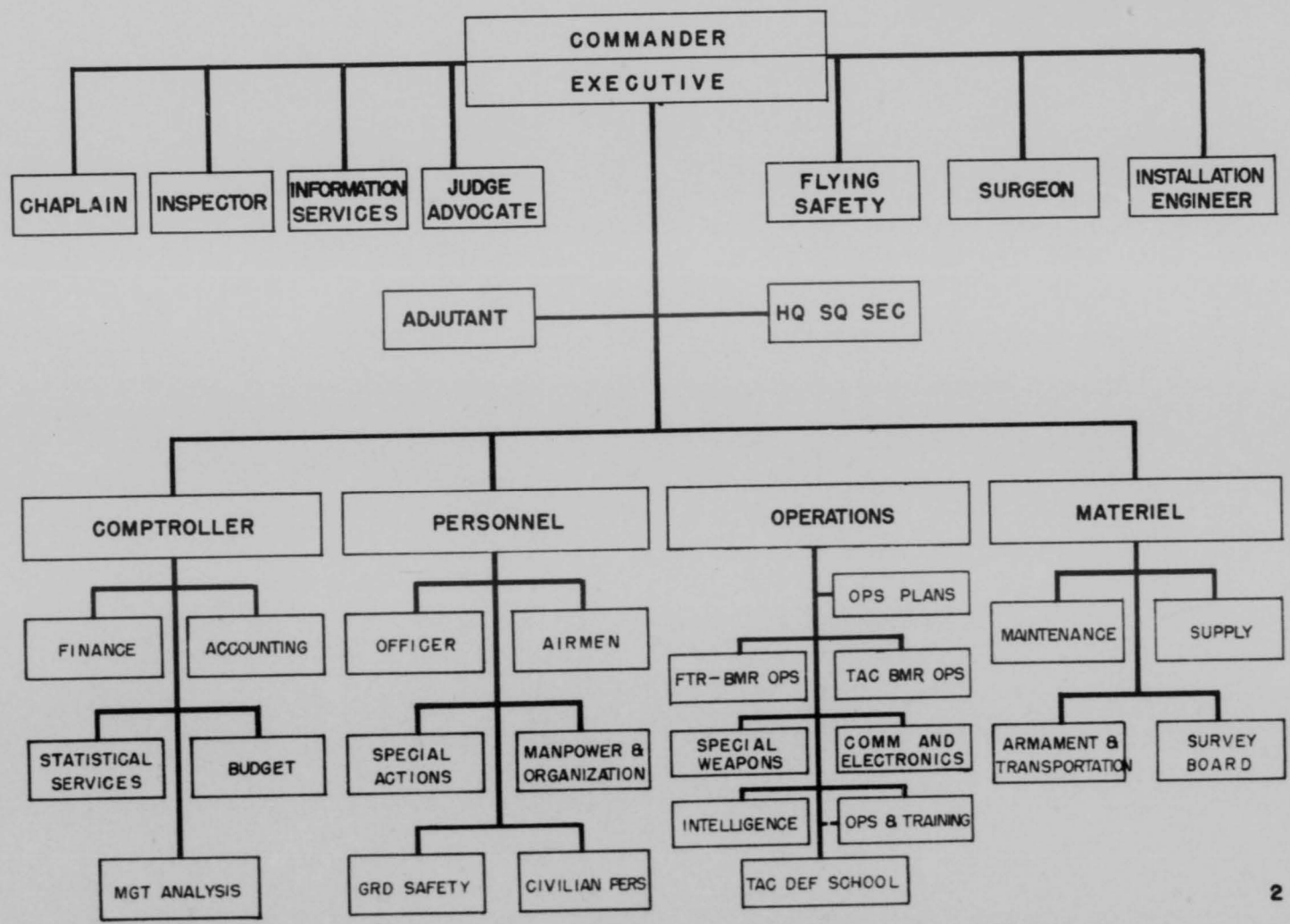
HEADQUARTERS
405TH. FIGHTER-BOMBER WG.



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COMMANDER
EXECUTIVE

TACTICAL AIR COMMAND
COMMANDER
Formulates plans and establishes procedures pertaining to the wing. Directs the activities of the wing in the accomplishment of assigned missions. Directly or indirectly supervises all assigned personnel. Responsible for administration, medical, housing, supply and general welfare of assigned personnel Interprets and implements directives from higher headquarters pertinent to the mission and functions of the wing.
EXECUTIVE
Acts as principal assistant and advisor to the Commander. Transmits the decisions of the Commander to the appropriate staff sections. Acts as principal coordinating agency of the command. By personal observation and with the assistance of the staff officers, insures that the orders and instructions of the commander are properly and thoroughly executed.

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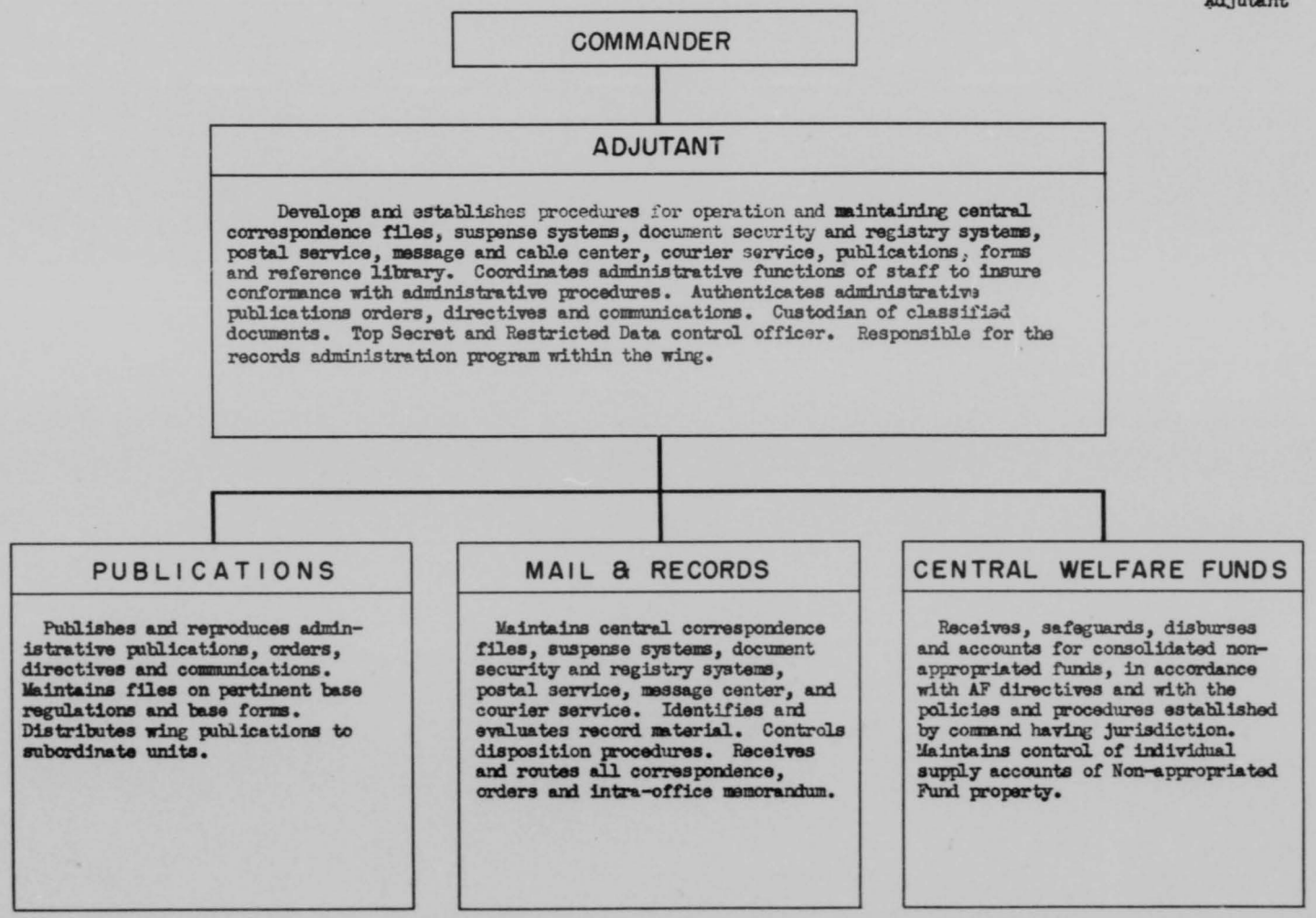

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COMMANDER

HEADQUARTERS SQUADRON SECTION

Responsible for the maintenance of records, processing of correspondence, administrative reports and supply accounting. Provides for welfare of squadron personnel and morale and discipline.

PERSONNEL

Responsible for preparation and maintenance of personnel records. Issues Squadron PAMs and Squadron Special Orders. Prepares correspondence pertaining to the Hq Sq Section. Maintains correspondence and publication files. Maintains Mail Room. Supervises OJT and Troop Training Program.

SUPPLY

Effects all requisitions and turn ins. Prepares Work Orders. Maintains control register and files for Turn Ins and Issues and transfer of all property. Maintains necessary supply records for proper operation.

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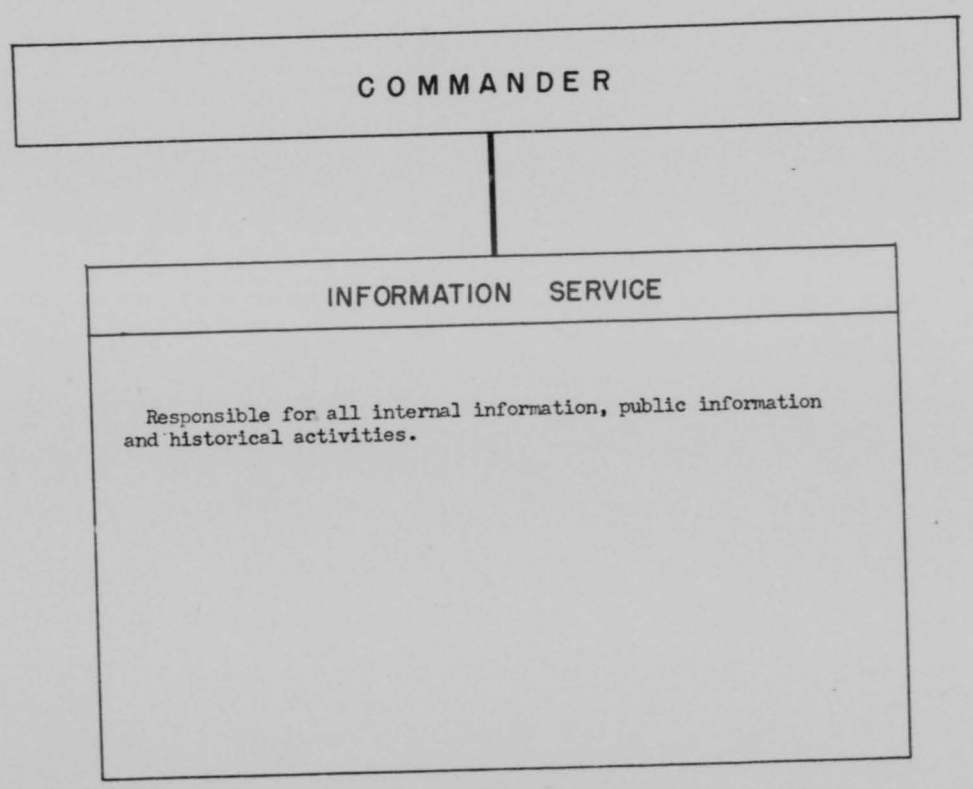

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COMMANDER

CHAPLAIN

Formulates plans, supervises and coordinates all Chaplain activities within the wing. Acts as advisor on all matters dealing with religious life, morals and morale of assigned personnel. Advises in casualty assistance. Aids in the promotion of cordial relations between military and civilian communities and various welfare organizations. Formulates policies and coordinates plans for training of chaplains and chaplain assistants. Charged with acquisition and maintenance of ecclesiastical supplies and chapel equipment.

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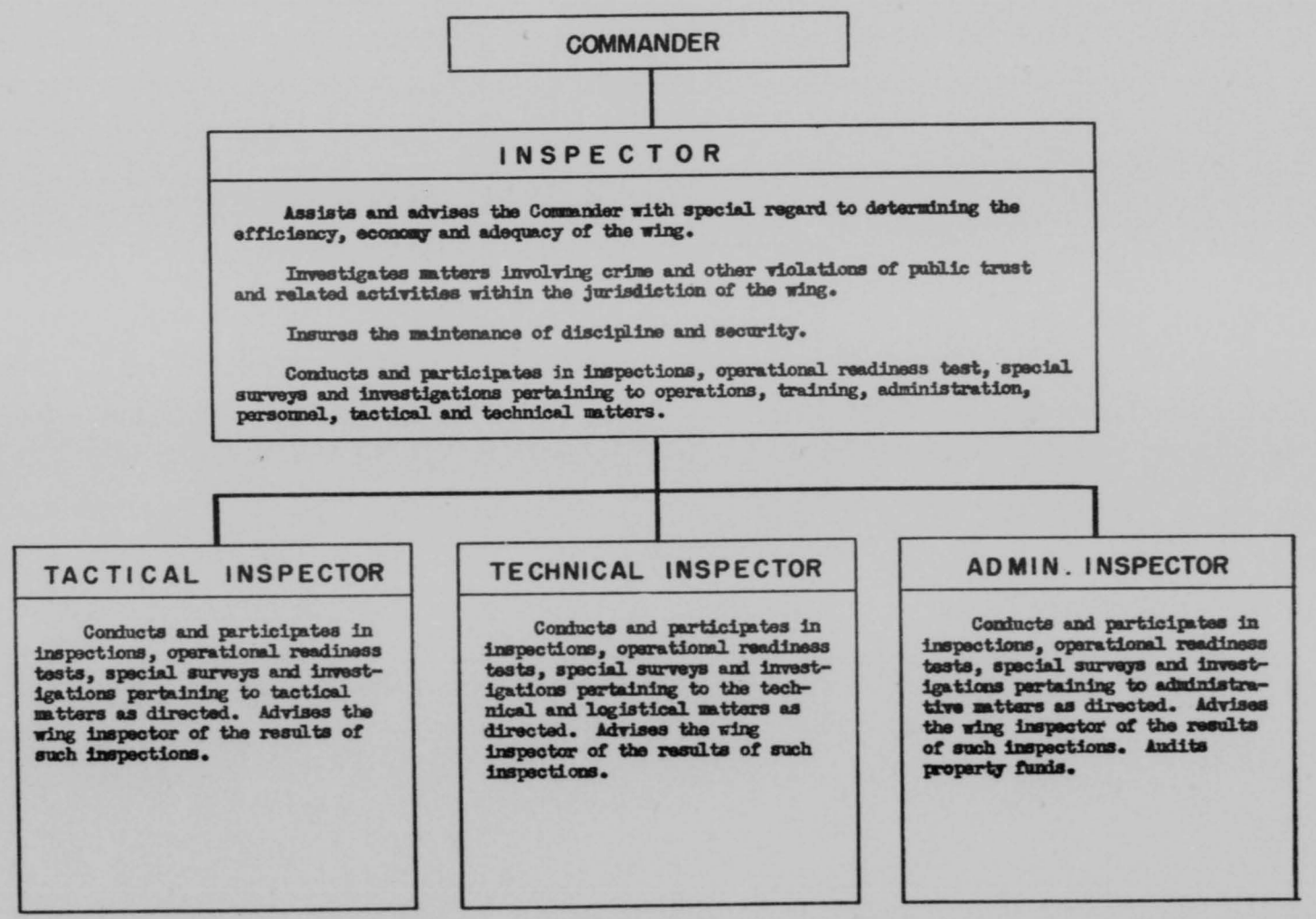

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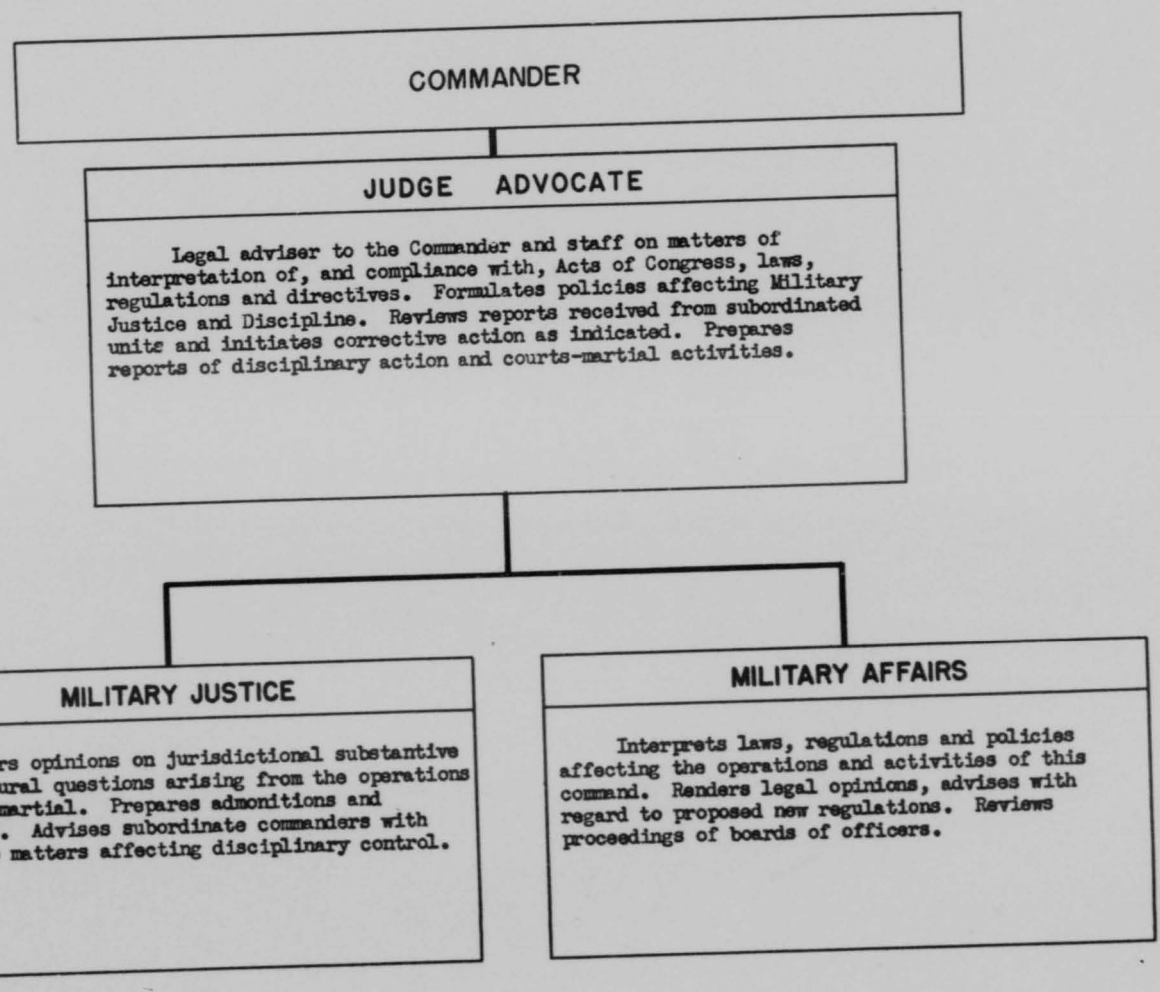

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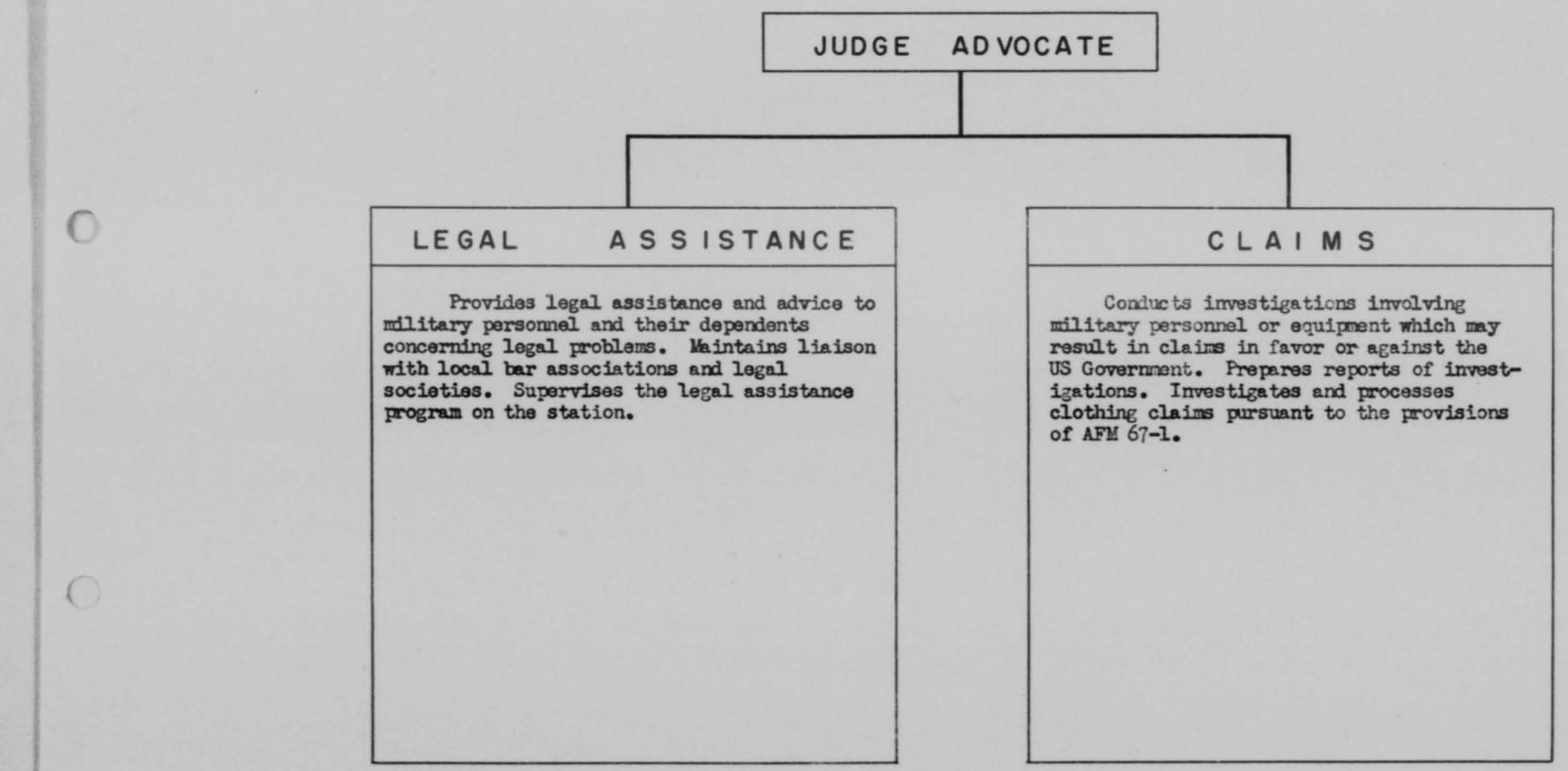

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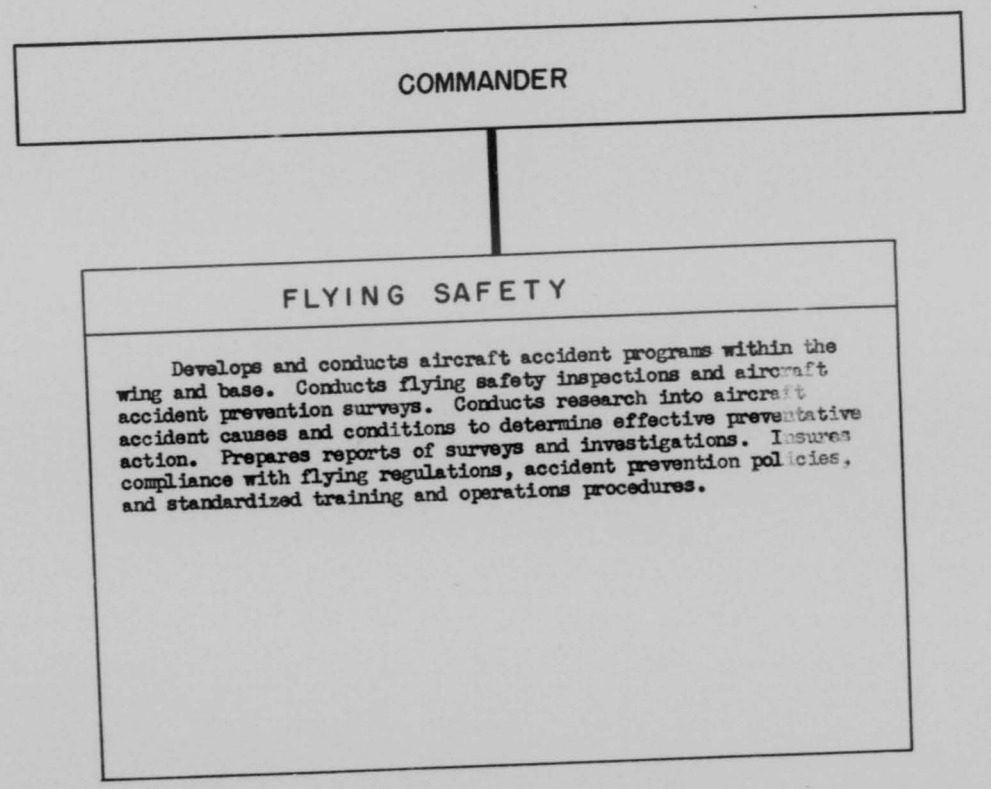

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COMMANDER

SURGEON

Advises the commander of the wing on the health of the personnel in the wing. Responsible for the proper performance of all medical functions within the command.

Responsible for the medical proficiency of personnel and combat readiness of the 405th Tactical Infirmary.

Additional duty of the commander, 4450th USAF Hospital.

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COMMANDER

INSTALLATIONS ENGINEER

Advises the Wing Commander on engineering matters pertaining to installations, including, new construction, maintenance and repair of buildings, roads, grounds and pavements.

Additional duty of the Commander, 405th Installations Squadron

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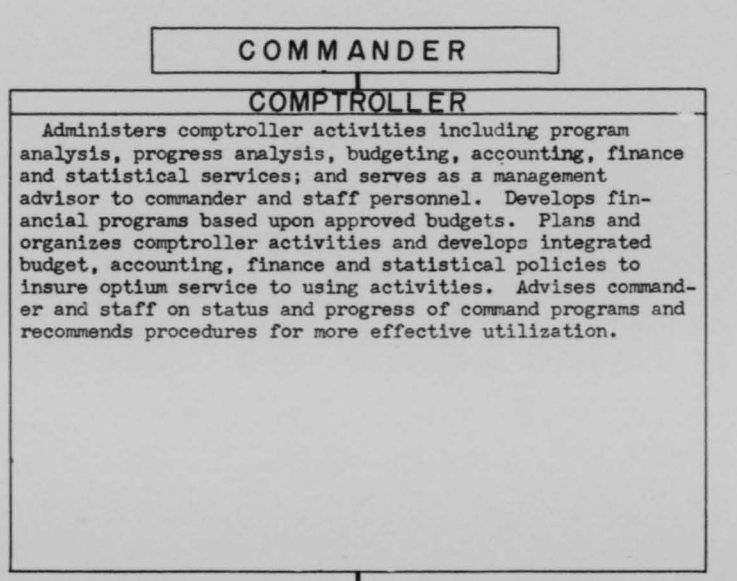

MANAGEMENT ANALYSIS

Analyzes and evaluates programs and progress of programs and provides analytical advisory services and centralized portrayal of accomplishments to assist in effective use of resources and to insure coordinated action by staffs in achieving objectives. Conducts studies in areas where critical problems or lags appear and recommends corrective action when appropriate. Prepares summaries of capability of the organization to perform its major missions by analyzing related programs and progress together with other significant factors. Develops charts and other methods of providing the commander and staff with a centralized and selective portrayal of results of analyzes. Analyzes costs of operation to aid in determining degree to which resources are being used effectively. Informs commander and staff of deviation from normal costs and causes for same and probable effect. Monitors and assists in development of standards and factors to evaluate progress in relation to programs.

STATISTICAL SERVICES

The Statistical Services system has been established to provide all echelons of command with a centralized fact-gathering agency to collect and present accurate, timely, integrated information on activities as required for operational control and planning purposes. To accomplish this mission Statistical Services performs the following functions at Wing level: Prepare directives governing reports processed by Statistical Services and supervise collection of such data. Consolidate certain data for current and future use in preparing reports and statistical studies. Establish, maintain and operate the reports control system to insure accurate and timely submission of reports. Maintain and operate the AF personnel accounting system. Maintain and operate an aircraft reporting section to insure coordination of gains and losses of aircraft as well as auditing and consolidating of aircraft reports.

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COMPTROLLER

ACCOUNTING

Manages accounting services and systems including fiscal, cost, operating and capital property accounting. Provides appropriation accounting for base and appropriation and expense accounting for tenant units. Accounts for all civilian and military labor time expended by Base and tenant units. Collects costs of materials and undistributed expenses for the installation. Accounts for AIO, Motor Vehicle and Field Maintenance Work Order Costs. Accounts for dollars available for use by the base commander keeping on a current basis the dollar usage and dollar availability. Accounts for all fixed assets, UPREAL, UAL-BAL and Warehouse Property. Accounts for funds issued to Langley by other commands through the use of obligation authorities.

BUDGET

Develop and consolidate with responsible staff and operating organizations, the preparation and justification of budget estimates in support of approved or proposed programs. Plan and perform with other staff and operating organizations, analysis and projections of financial plans to: Measure progress against established objectives. Project availability of funds required to attain approved objectives. Determine areas where financial reprogramming may be effected. Initiate action to adjust financial plans to available funds and when required, submit justified requests for additional funds. Receive and administer allocations or allotments of funds and make funds available to subordinate echelons and to assigned or attached organizations in accordance with prescribed directives. Obtain approval, in conjunction with the staff office having responsibility for programming, concerning the program propriety of proposed obligations which entail a change in the approved financial plan established in accordance with above.

FINANCE

Manages the receipt, disbursement and accounting for public funds in accordance with existing statutes and regulations. Provides for the prompt and regular payment of military and civilian personnel and of commercial accounts. Issues savings bonds purchased by military and civilian personnel. Furnishes technical advice on financial matters to the Comptroller and all other interested officers and agencies engaged in procurement, preparation, certification and settlement of vouchers. Prepares and submits periodic and one-time reports as is required. Certifies expenditures subject to budget policies, appropriation acts and controlling directives as to availability of funds and propriety of payments. Checks vouchers and payrolls to verify accuracy of computation and to insure compliance with procedural directives. Determines organization and personnel requirements for finance activities and assigns personnel to unit positions.

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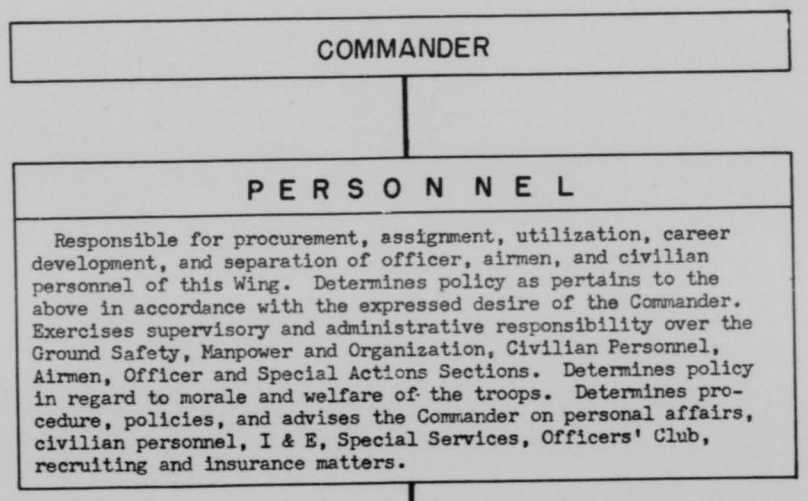

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PERSONNEL

SPECIAL ACTIONS

Requests quotas for school training for all airmen personnel. Processes applications for training for officer personnel. Allocates quotas for formal and special training to appropriate organizations. Coordinates selection of officers for attendance at Air University and other advanced training schools. Monitors all special programs; i.e., Air Force Aid Society Drive, March of Dimes, etc.

MANPOWER & ORGANIZATION

Formulates plans and policies for management improvement programs. Plans and schedules manpower and management audits and surveys within the Wing to evaluate organizational structure. Collaborates with staff agencies in conducting studies and surveys to determine efficient utilization of manpower resources. Evaluates present and projected workloads to determine and justify personnel authorizations and requirements. Evaluates conformance of operating units to established principle of organization and sound management principles. Determines job composition by specialty and grade for developing proposed manning documents when required. Plans organizational structure of new units.

GROUND SAFETY

Plans, organizes, and develops the ground accident prevention program for the installations commander. Advises the staff and operators of all base functions on accident potentials and experience in their activities. Develops safe practices and procedures to eliminate or reduce accident potentials in ground operations. Performs safety surveys of base shops, base utilities, warehouses, flight line, and aqua systems. Establishes an accident notification system. Investigates and prepares reports on ground accidents. Prepares and delivers safety education lectures. Maintains liaison with local civilian safety organizations.

CIVILIAN PERSONNEL

Responsible for administering civilian personnel functions which include: direction and administration of the civilian personnel program; classification and pay administration; recruitment, employment, placement and separation of civilian employees. Employee management relations and necessary employee services. Training and development of civilian employees. Participation in the programs of the Boards of USAF Civil Service Examiner. Promotion and administration of the Air Force Incentive Programs. Payroll operations to include leave and retirement activities and processing of personnel action records and reports.

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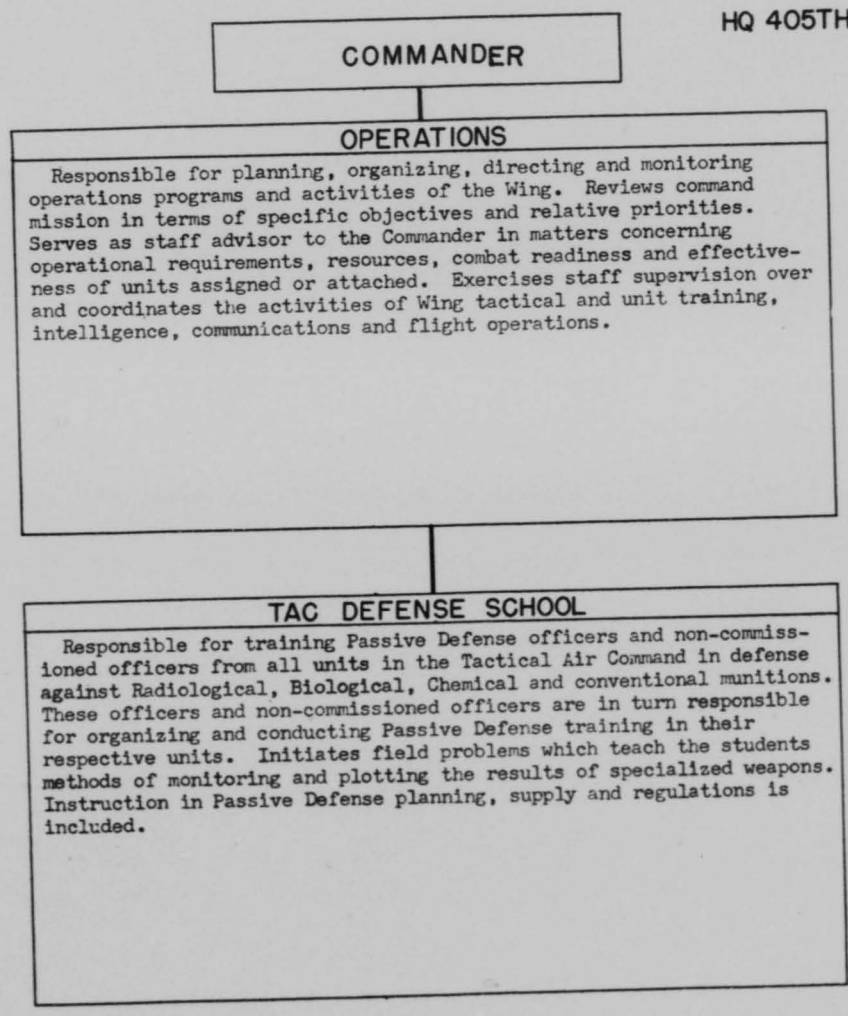

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HQ 405TH FTR BMR WG

COMMANDER

OPERATIONS

FIGHTER BOMBER OPS

Responsible for developing plans, programs and procedures and implementing instructions pertaining to flying, navigation, bombing, gunnery and coordination of unit training to meet the requirements of Fighter Bomber operations. Coordinates and monitors the training programs, evaluates the effectiveness of Fighter Bomber operations through supervision of flying activities. Advises the Wing Operations officer on status of programs, effectiveness of units and on matters pertaining to organization, training and tactical employment of Fighter Bomber units assigned or attached.

TACTICAL BOMBER OPS

Responsible for developing plans, programs and procedures and implementing instructions pertaining to flying, navigation, bombing, gunnery and coordination of unit training to meet the requirements of Tactical Bomber operations. Coordinates and monitors the training programs, evaluates the effectiveness of Tactical Bomber operations through supervision of flying activities. Advises the Wing Operations officer on status of programs, effectiveness of units and on matters pertaining to organization, training and tactical employment of Tactical Bomber units assigned and attached.

OPERATIONS & TRAINING

Responsible for planning, organizing and monitoring operations activities of the Air Base Group. Plans and formulates general and technical training for all units. Effects coordination with CAA relative to air traffic control; renders staff supervision to the TAC Defense School, Passive Defense training, small arms and skeet ranges, Base Supply School, Base NCO School, Base Instrument School, base parades and medal presentation ceremonies and ROTC and CAP summer encampments. Advises Wing Operations officer on the status of these various functions. Prepares domestic emergency plans and arranges guided tours. Maintains unit mission folder.

OPERATIONS PLANS

Responsible for planning, coordinating and developing programs and procedures and implementing instructions pertaining to unit employment and training. Determines by analyzing mission and higher headquarters directives, program requirements of assigned and attached units. Advises the Wing Operations officer on status of programs, plans and matters pertaining to organization, training and unit employment. Coordinates plans and programs with appropriate staff activities. Responsible to the Wing Operations officer for the administrative procedures and functions of Wing Operations.

SPECIAL WEAPONS

Responsible for planning, coordinating and supervising special weapons operational and training activities. Advises Commander and Wing Staff on matters pertaining to special weapons. Prepares special weapons training and operational directives and monitors program progress. Responsible to the Wing Operations Officer for the supervision and coordination of matters pertaining to special weapons. Reviews new weapons information, data and employment techniques for wing adoption. Coordinates special weapons test projects and maneuvers.

COMMUNICATIONS & ELECTRONICS

Responsible for developing plans, programs and procedures and implementing directives on all matters pertaining to communications and electronics equipment and its employment. Advises the Wing Operations Officer on the status of communications and electronics programs, projects and developments. Monitors unit programs and advises in establishing methods assuring most effective use of electronics equipment as well as radio, visual and wire communications.

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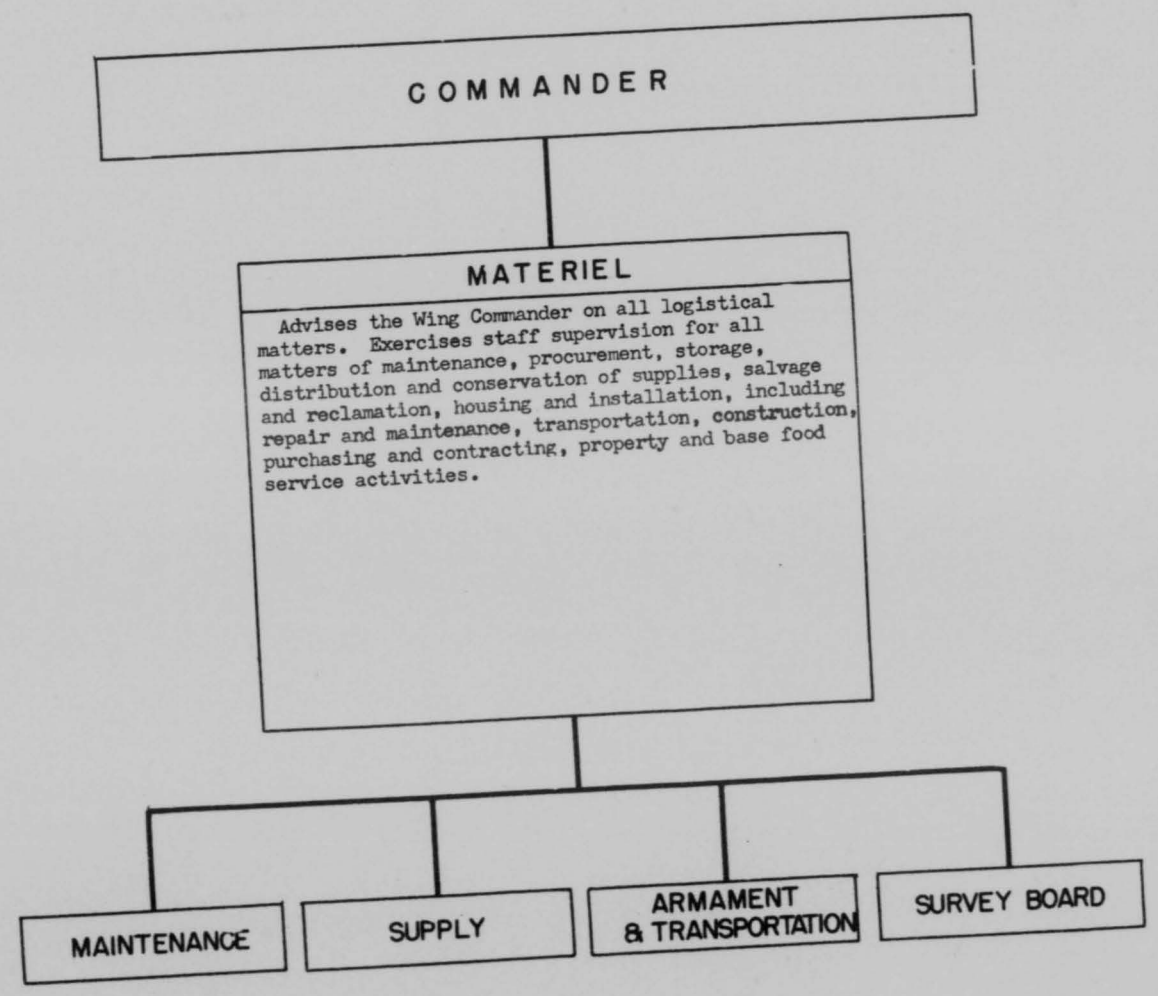

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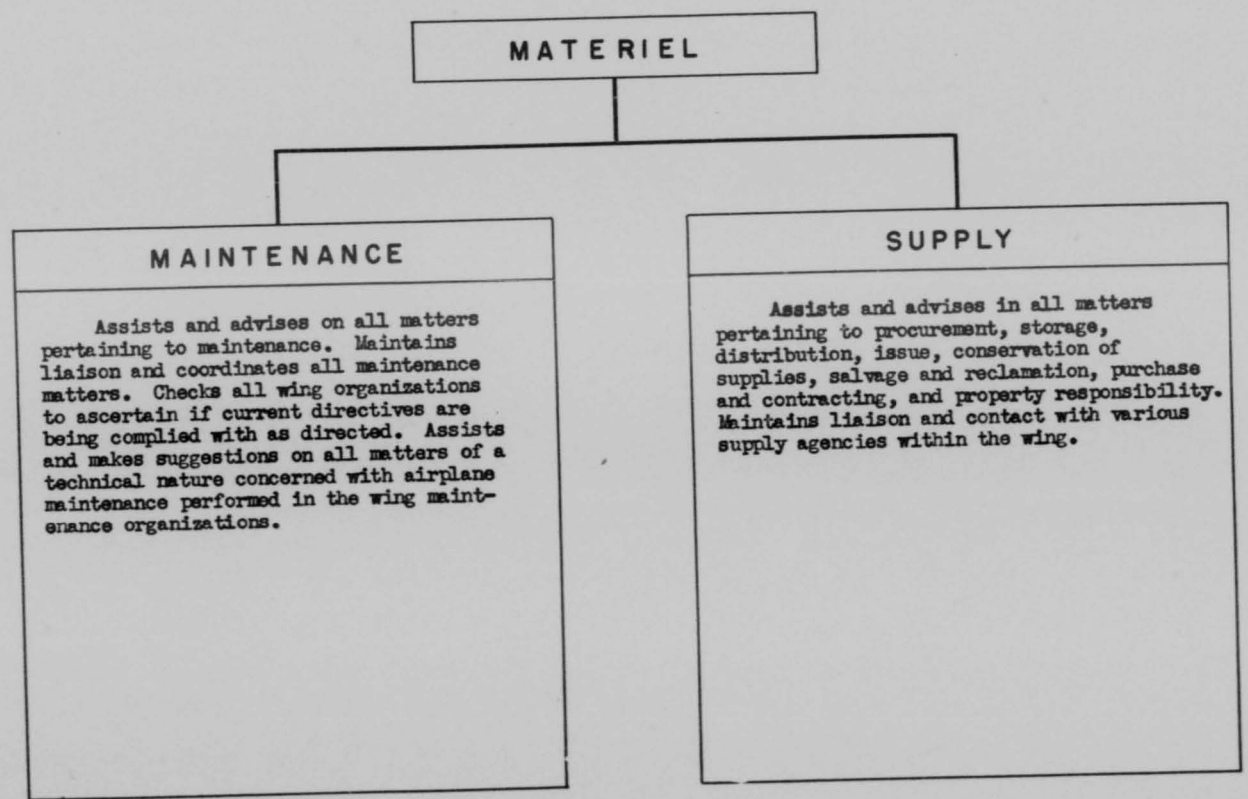

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MATERIEL

ARMAMENT & TRANSPORTATION

Prepares policies and exercises staff supervision over all armament, ordnance and transportation activities on the base. Advises on all phases of armament, ordnance and transportation. Coordinates the above listed activities of the Combat and Maintenance and Supply Groups. Collects and disseminates information on all the above listed activities.

SURVEY BOARD

Advises on matters pertaining to Reports of Survey. Interprets all published regulations and publications governing Reports of Survey. Reviews all Reports of Survey as outlined in Vol. IV, AFM 67-1. Makes disposition of Report of Survey to higher command. Insures that collections are made where pecuniary charges are recommended. Approves and exercises control over droppage allowances as outlined in Vol. IV, AFM 67-1. Acts as appointing authority for Reports of Survey arising within the NACA facilities on this base.

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FUNCTION:

To attain and maintain a state of readiness for and execute assigned jet fighter-bomber missions.

To provide command and staff supervision of the assigned squadrons.

CAPABILITIES:

Capable of directing and controlling the combat squadrons and attached units in sustained operations.

a. An average flying rate of 25 hours per aircraft per month.

b. Organically performing organizational maintenance on its aircraft, electronic equipment, motorized equipment, and operator maintenance on assigned towing vehicles.

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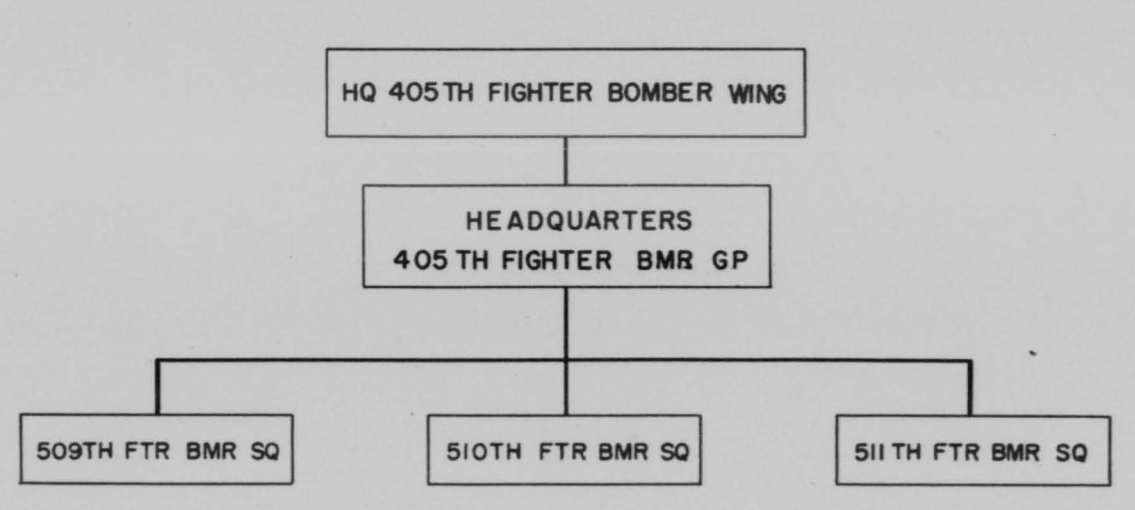
405TH FIGHTER BOMBER GP



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HEADQUARTERS
405TH FIGHTER BOMBER GP

COMMANDER

Commands and directs administration, training and tactical employment of combat group. Formulates plans and establishes policies for administration, operations, training, tactical employment, maintenance and supply of unit. Maintains liaison with organizational commander to assure adequate support for such functions as food service, housing, sanitation, transportation, security and construction of unit facilities. Observes and evaluates effectiveness of training programs, availability and combat readiness of air crews and operation and adequacy of support activities. Insures adequate welfare, recreational, religious and educational programs for assigned personnel.

PERS & ADMIN

Authenicates administrative publications and directives. Analyzes and improves administrative policies; postal operation and personnel administration control. Inspects and evaluates effectiveness of programs providing for welfare and discipline of unit, and advises the comdr. Manages personnel activities. Classifies and assigns personnel by analyzing qualifications of individuals. Conducts audits of personnel assignments and records to evaluate adherence to career program and classification procedures. Resolves technical problems related to such activities as career or occupational field construction, assignment and classification of personnel.

OPERATIONS

Directs operations and tactical training of the group. Analyzes and evaluates training programs, mission and training reports and status charts to determine effectiveness of programs. Schedules crews in accordance with aircraft and crew availability. Insures flight clearances are properly prepared and crews are briefed on weather, route, altitude, terrain, and hazards to flying. Coordinates flight plans with tower, flight service and airway traffic control. Keeps Group Commander well informed on all aspects of these functions.

INTELLIGENCE

Collects intelligence information and disseminates it to squadron intelligence officers. Prepares briefings and conducts interrogations. Maintains a group war room, maps, charts and target information. Maintains a group reading room and library for combat crew personnel of the group. Keeps the group commander and staff briefed on all current information and if necessary brief all personnel of the group.

SUPPLY & MAINT

Provides control and supervision of the assigned fighter squadrons and attached units in reference to materiel functions, engineering, maintenance, replacement, salvage, etc. Provides control and coordinates the materiel and supply problems of the subordinate units.

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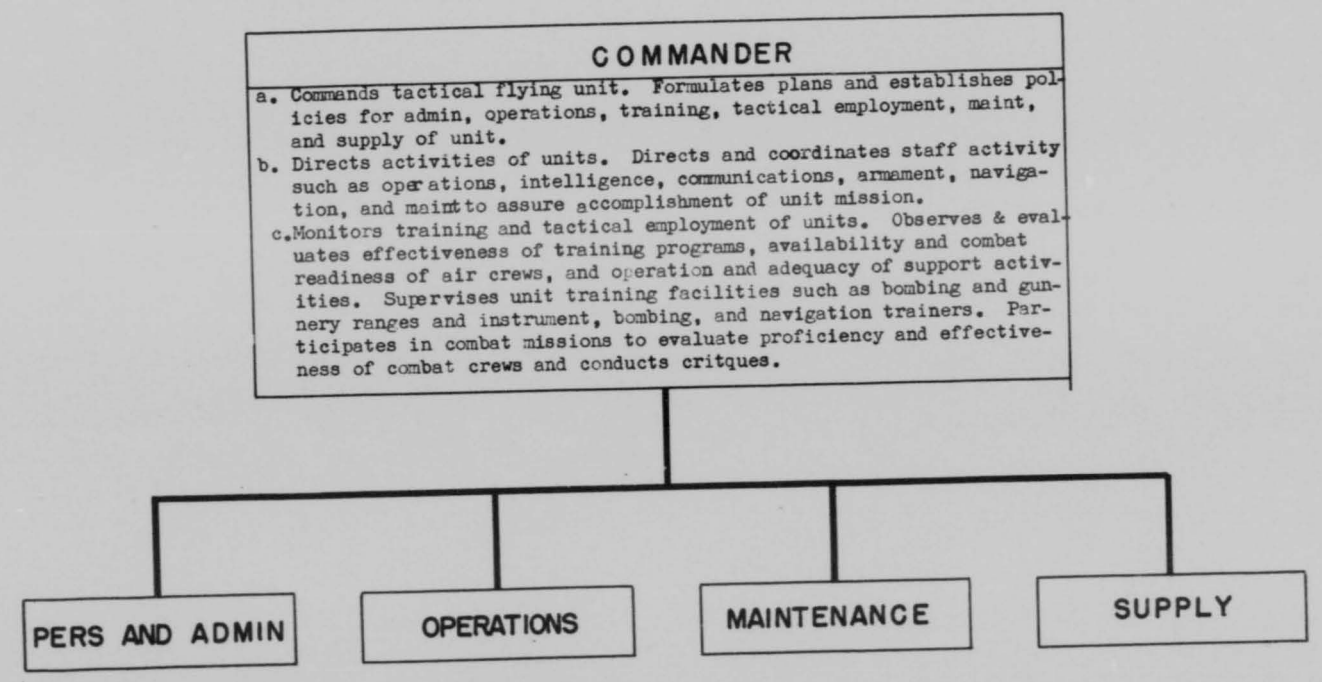

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PERSONNEL & ADMINISTRATION

1. The personnel field encompasses the functions of policy planning, program formulating; and operating, maintaining, monitoring, coordinating, and directing personnel activities. Included are immediate supervisory and technical responsibilities for military career guidance, classification, assignment, testing, promotion, demotion, transfer, effectiveness rating, pay, recreation, entertainment, discharge, personal affairs guidance, and ground safety.

2. Responsible for the administration of manpower management programs.

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OPERATIONS

Directs and supervises training and tactical operations of the organization. Prepares plans for movement of organization for training or combat purposes. Coordinates and insures compliance with training directives and combat orders. Maintains liaison with higher, lower or adjacent units. Keeps the Comdr informed on lines of action, changes in situations, orders and directives. Insures that crews are thoroughly briefed prior to missions. Submits reports on training and combat readiness status.

FLIGHT "A"

Engages in offensive and defensive efforts utilizing tactics such as bombing, rocketry, strafing, chemical spraying, or laying of smoke to accomplish counter air operations, interdiction, close air support, and special missions, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

FLIGHT "B"

Engages in offensive and defensive efforts utilizing tactics such as bombing, rocketry, strafing, chemical spraying, or laying of smoke to accomplish counter air operations, interdiction, close air support, and special missions, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

FLIGHT "C"

Engages in offensive and defensive efforts utilizing tactics such as bombing, rocketry, strafing, chemical spraying, or laying of smoke to accomplish counter air operations, interdiction, close air support, and special mission, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

FLIGHT "D"

Engages in offensive and defensive efforts utilizing tactics such as bombing, rocketry, strafing, chemical spraying, or laying of smoke to accomplish counter air operations, interdiction, close air support, and special mission, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

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MAINTENANCE

The Maintenance Engineering Field encompasses the functions of program formulation, policy planning, production management, quality control, inspection and direction of aircraft and ground equipment maintenance activities. Included in this field are immediate supervisory and technical responsibilities for the removal, installation, modification, overhaul, testing, repair, and storage of aircraft engines, airframes, components, accessories, and instruments; hydraulic, mechanical, electrical, and fuel systems; vehicles, ground powered equipment, materials-handling equipment and test equipment.

COMMUNICATIONS & ELECTRONICS

Responsible for supervising and technical responsibilities for construction, installation, operation and maintenance of airborne communications-electronics systems and equipment. Removing, repairing, replacing and maintaining all types of airborne communications equipment and forms pertaining to assigned equipment. Make necessary periodic inspections on all assigned equipment and maintains all proper forms. Prepare and submit records and reports.

ARMAMENT

Responsible for the care and maintenance of guns, bomb-racks, and rocket launchers on assigned aircraft. Disassemble, cleans and assembles weapons. Requisitions, inspects and loads munitions on aircraft. Care and maintenance of gun sight aiming point camera. Care and maintenance of gun bomb rocket sight and AN-APG 30 radar sets. Diagnose malfunctions, repair or remove, and replace defective parts in system. Makes necessary inspections on all assigned equipment and maintains all proper forms.

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SUPPLY

Requisition, receipt for, issue and store all UPREAL, Plant Account and expendable supplies and equipment for Hq 405th Fighter Bomber Group and 509th Fighter Bomber Sq. Requisition, receipt for and issue all aircraft parts required by the 509th Fighter Bomber Sq. Maintain property records in accordance with AFM 67-1, AFR 67-10 and AFR 67-81. Issue to and exchange bed linen for airmen assigned to Hq 405th Fighter Bomber Group and 509th Fighter Bomber Squadron. Tag and classify all unserviceable property, prepare unserviceable property for turn-in and turn-in all unserviceable property to Base Supply.

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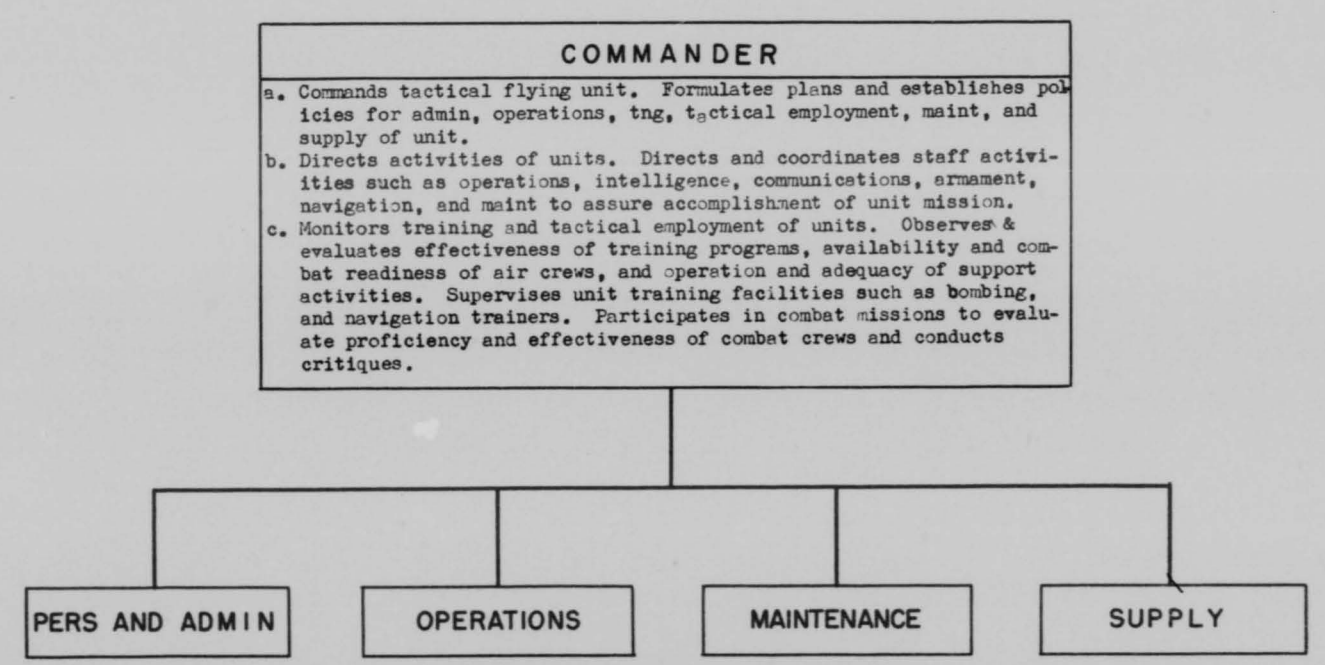

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PERSONNEL & ADMINISTRATION

The personnel field encompasses the functions of policy planning, program formulating; and operating, maintaining, monitoring, coordinating and directing personnel activities. Included are immediate supervisory and technical responsibilities for military career guidance, classification, assignment, testing, promotion, demotion, transfer, effectiveness rating, pay, recreation, entertainment, discharge, personal affairs guidance, and ground safety. Responsible for the administration of manpower management programs.

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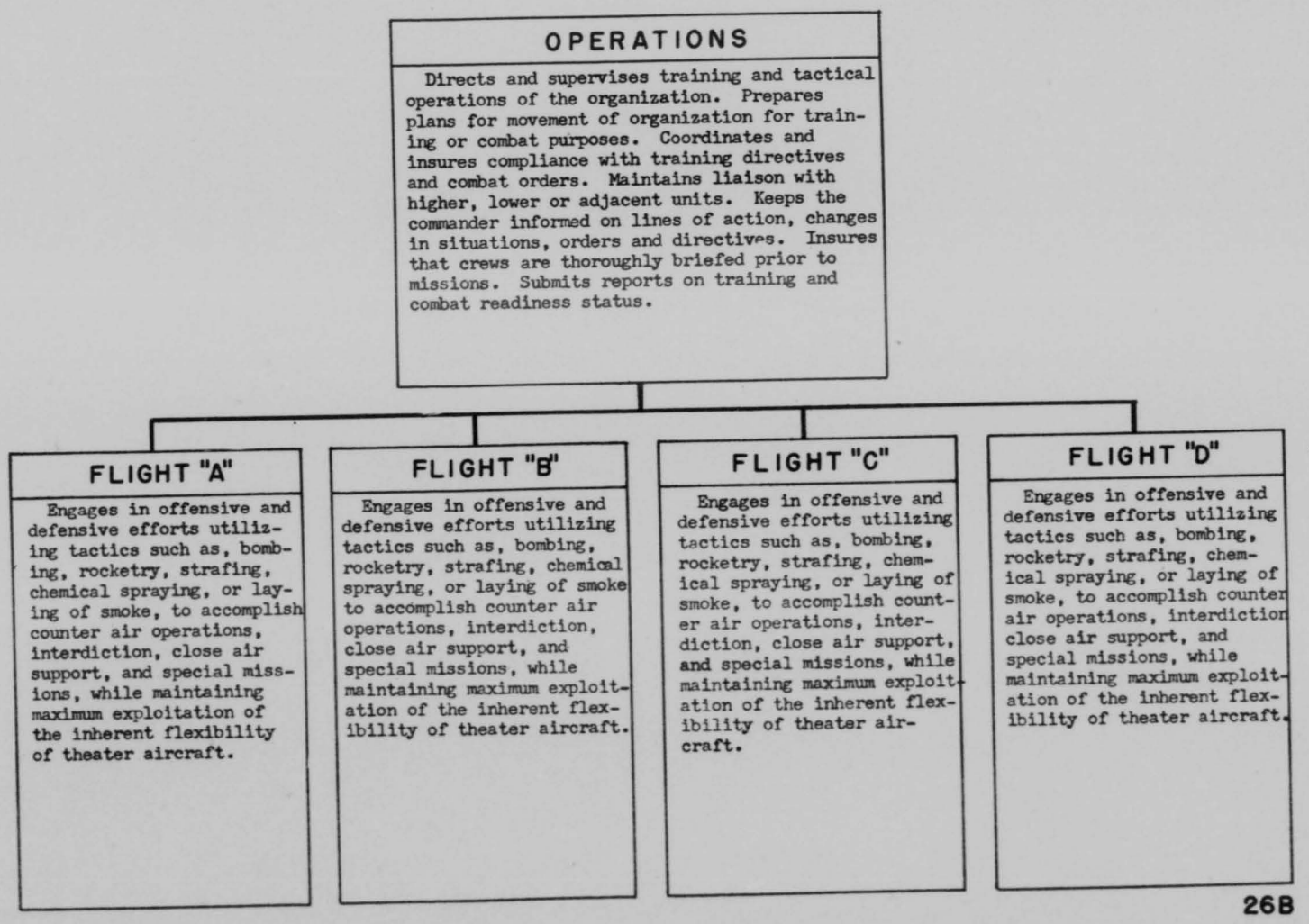
510TH FIGHTER BOMBER SQ.



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MAINTENANCE

The Maintenance Engineering Field encompasses the functions of program formulation, policy planning, production management, quality control, inspection and direction of aircraft and ground equipment maintenance activities. Included in this field are immediate supervisory and technical responsibilities for the removal, installation, modification, overhaul, testing, repair, and storage of aircraft engines, airframes, components, accessories and instruments; hydraulic, mechanical, electrical, and fuel systems; vehicles, ground powered equipment, materials-handling equipment and test equipment.

COMMUNICATIONS & ELECTRONICS

Responsible for supervising and technical responsibilities for construction, installation, operation and maintenance of airborne communications-electronics systems and equipment. Removing, repairing, replacing and maintaining all types of airborne communications equipment and forms pertaining to assigned equipment. Make necessary periodic inspections on all assigned equipment and maintains all proper forms. Prepare and submit records and reports.

ARMAMENT

Responsible for care and maintenance of guns, bomb-racks and rocket launchers on assigned aircraft. Disassembles, cleans and assembles weapons. Requisitions, inspects, and loads munitions on aircraft. Care and maintenance of gun sight aiming point camera. Care and maintenance of gun bomb rocket sight and AN-APG 30 radar sets. Diagnose malfunctions, repair or remove, and replace defective parts in system. Makes necessary inspections on all assigned equipment, and maintains all proper forms.

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SUPPLY

Requisition, receipt for, issue and store all UPREAL, Plant Account and expendable supplies and equipment for 510th Fighter Bomber Sq. Requisitions, receipt for and issue all aircraft parts required by the 510th Fighter Bomber Squadron. Maintain property records in accordance with AFM 67-1, AFR 67-10 and AFR 67-81. Issue to and exchange bed linen for airmen assigned to the squadron. Tag and classify all unserviceable property, prepare unserviceable property for turn-in and turn-in all unserviceable property to base supply.

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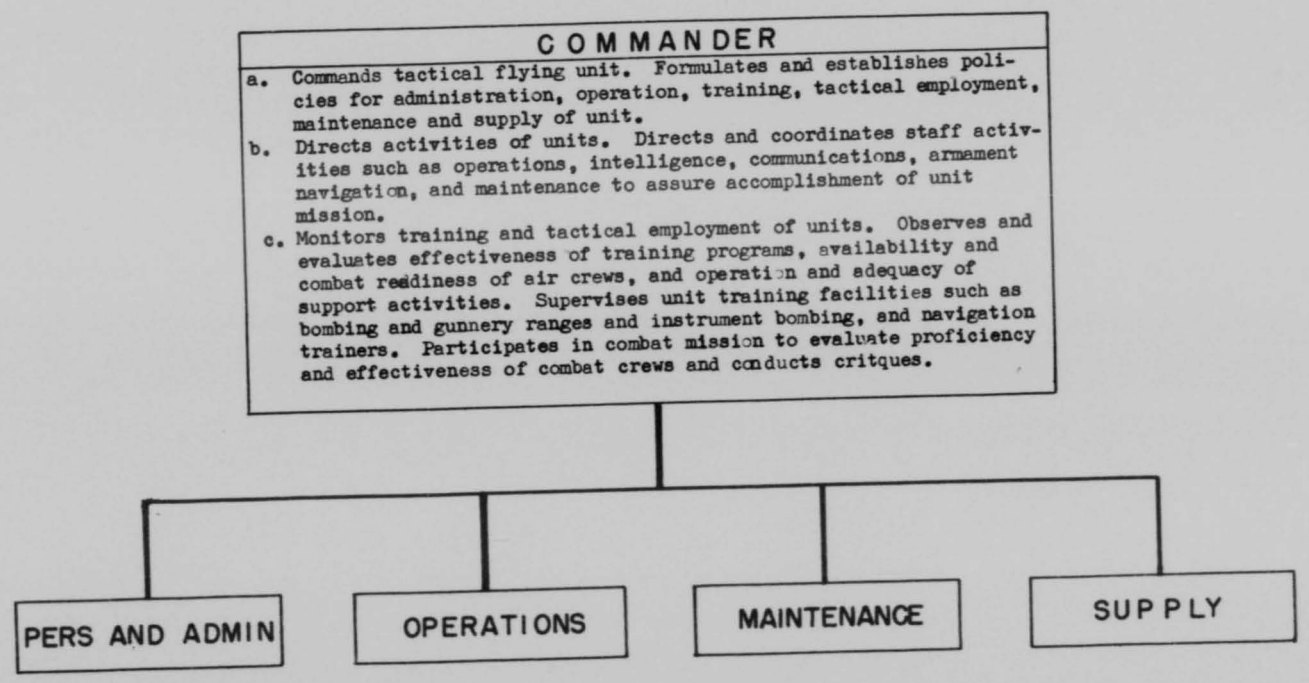

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PERSONNEL & ADMINISTRATION

The personnel field encompasses the functions of policy planning, program formulating; and operating, maintaining, monitoring, coordinating, and directing personnel activities. Included are immediate supervisory and technical responsibilities for military career guidance classification, assignment, testing, promotion, demotion, transfer, effectiveness ratings, pay, recreation, entertainment, discharge, personal affairs, guidance and ground safety. Responsible for the administration of manpower management programs.

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511TH FIGHTER BOMBER SQ.

OPERATIONS

Directs and supervises training and tactical operations of the organization. Prepares plans for movement of organization for training or combat purposes. Coordinates and insures compliance with training directives and combat orders. Maintains liaison with higher, lower or adjacent units. Keeps the commander informed on lines of action, changes in situations, orders and directives. Insures that crews are thoroughly briefed prior to missions, Submits reports on training and combat readiness status.

FLIGHT "A"

Engages in offensive and defensive efforts utilizing tactics such as, bombing, rocketry, strafing, chemical spraying, or laying of smoke to accomplish counter air operations, interdiction, close air support, and special missions, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

FLIGHT "B"

Engages in offensive and defensive efforts utilizing tactics such as, bombing, rocketry, strafing, chemical spraying, or laying of smoke to accomplish counter air operations, interdiction close air support, and special missions, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

FLIGHT "C"

Engages in offensive and defensive efforts utilizing tactics such as, bombing, rocketry, strafing, chemical spraying, or laying of smoke to accomplish counter air operations, interdiction, close air support, and special missions, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

FLIGHT "D"

Engages in offensive and defensive efforts utilizing tactics such as, bombing, rocketry, strafing, chemical spraying, or laying of smoke to accomplish counter air operations, interdiction, close air support and special missions, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

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MAINTENANCE

The Maintenance Engineering Field encompasses the functions of program formulation, policy planning, production mangement, quality control, inspection, and direction of aircraft and ground equipment maintenance activities. Included in this field are immediate supervisory and technical responsibilities for the removal, installation, modification, overhaul, testing, repair, and storage of aircraft engines, airframes, components, accessories, and instruments; hydraulic, mechanical, electrical, and fuel systems; vehicles, ground powered equipment, materials-handling equipment, and test equipment.

COMMUNICATIONS & ELECTRONICS

Responsible for supervising, and technical responsibilities for construction, installation, operation and maintenance of airborne communications-electronics systems and equipment. Removing, repairing, replacing and maintaining all types of airborne communications equipment and forms pertaining to assigned equipment. Make necessary periodic inspections on all assigned equipment and maintains all proper forms. Prepare and submit records and reports.

ARMAMENT

Responsible for the care and maintenance of guns, bomb racks, and rocket launchers on assigned aircraft. Disassembles, cleans, and assembles weapons. Requisitions, inspects, and loads munitions on aircraft. Care and maintenance of Gun Sight Airming Point Camera. Care and maintenance of Gun Bomb Rocket Sight and AN-APG 30 Radar sets. Diagnose malfunctions, repair or remove, and replace defective parts in system. Makes necessary inspections on all assigned equipment, and maintains all proper forms.

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SUPPLY

Requisition, receipt for, issue and store all UPREAL, Plant Account and expendable supplies and equipment for 511th Fighter Bomber Sq. Requisition, receipt for and issue all aircraft parts required by the 511th Fighter Bomber Sq. Maintain property records in accordance with AFM 67-10 and AFR 67-81. Issue to and exchange bed linen for airmen assigned to 511th Fighter Bomber Sq. Tag and classify all serviceable property, prepare unserviceable property for turn-in and turn-in all unserviceable property to base supply.

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FUNCTION:

Provides coordination and supervision of a maintenance squadron, a supply squadron and a motor vehicle squadron. Establishes in connection with the wing headquarters, priorities and allocations of maintenance, supply and transportation.

CAPABILITIES:

Capable of directing and supervising the maintenance, supply and transportation activities for a combat wing of three or more tactical squadrons and other tactical and service units.

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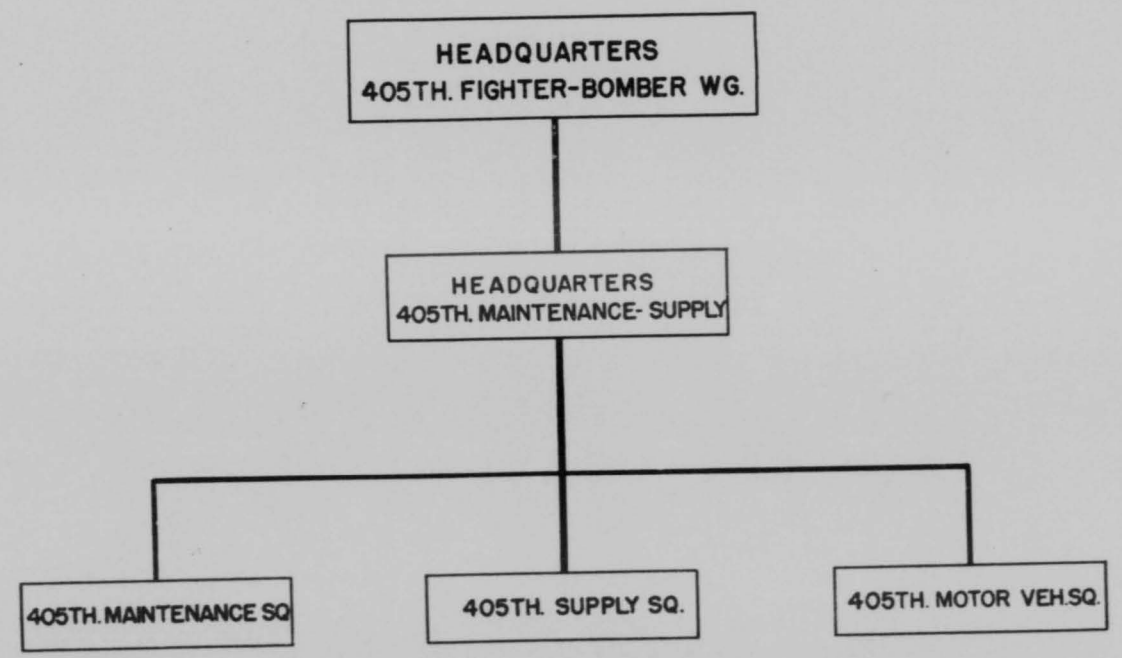
405TH. MAINTENANCE & SUPPLY GROUP



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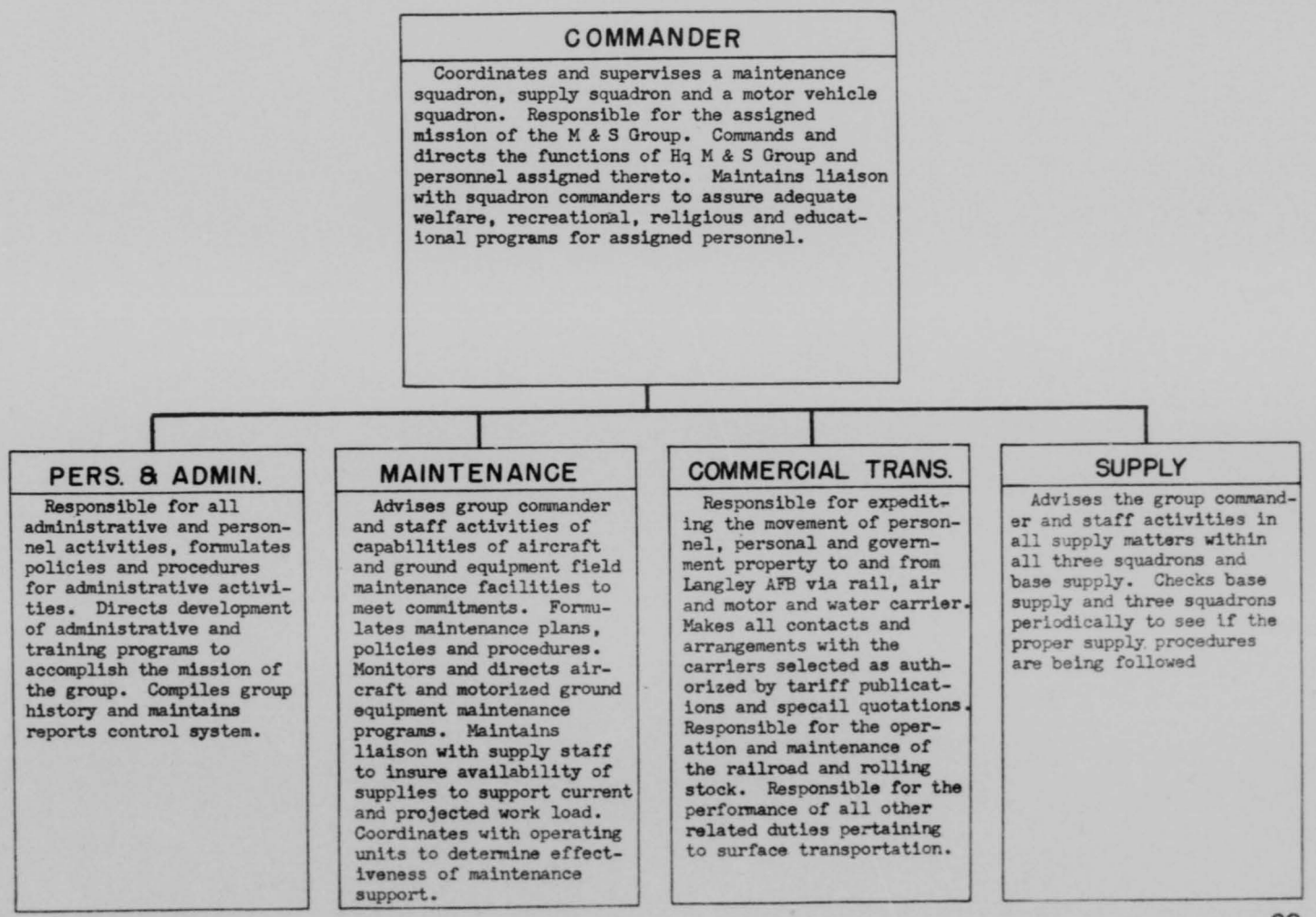

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COMMERCIAL TRANSPORTATION

OUTBOUND FREIGHT

Prepares and distributes all government bills of lading for shipments of public property. From information on the shipping documents, translates the AF nomenclature to the proper shipping nomenclature. Maintains bills of lading, files and registers. Prepares reports on transportation activities when required. Keeps car record book on all rail cars shipped and received. Prepares correspondence in connection with outgoing shipments.

RAILROAD

Responsible for the operation fo two diesel electric locomotives in performing switching services from the interchange siding at Hampton, Va. to the base and on base switching. Operates one 25 ton diesel electric locomotive from the interchange at Oyster Point, Va. to the ammunition storage area. Performs 1st and 2nd echelon maintenance to all rolling stock.

PASSENGER

Issues transportation requests and meal tickets. Makes reservations. Issues receipts for unused transportation requests, meal tickets and other tickets. Maintains transportation request and meal ticket register. Prepares correspondence pertaining to transportation of personnel.

INBOUND FREIGHT

Receives and processes bills of lading, freight bills and shipping documents. Accomplishes and forwards bills of lading to carriers. Maintains registers for bills of lading and shipping tickets. Writes tracer letters on shortages. Initiates correspondence pertinent to section.

SHIPPING & RECEIVING

Receives all carload, truck loads of freight consigned to the transportation officer of this base, checks for condition of packages, listing any shortages or damages on carriers, copy of government bill of lading. Turns property over to representative of supply officer. Loads all outgoing freight cars, trucks and planes. Vouchers in shipping documents covering freight received in warehouse.

HOUSEHOLD GOODS

Receives application and arranges for shipment of household goods and personal effects. Issues government bills of lading covering shipments of household goods and personal effects. Processes and certifies all bills and supporting papers incidental to household goods shipments. Loads, unloads and stores temporarily and delivers small lots of public property and household goods. Stencils, marks and bands packages. Maintains record and custody of small lot shipments being packed and crated by supply personnel for shipment via express and parcel post.

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FUNCTION:

Provides all field maintenance, including engine build-up, on wing assigned aircraft and aircraft equipment.

Reclamation of assigned aircraft.

Reclamation of all communications equipment assigned or organic to the wing, field maintenance of all communications and electronics equipment, except telephone, teletype, weather equipment and radio nets that are assigned to the communications squadron.

Field maintenance of office machines.

Leather, rubber and textile equipment repair.

Organizational maintenance of all assigned motorized equipment.

CAPABILITIES:

Performing the above functions for a combat type wing consisting of three squadrons of the following types of aircraft:

Jet-fighter, single engine, F-84.

Performing the above functions for other tactical or administrative units as may be directed.

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COMMANDER

Responsible for providing support to all organizational maintenance units assigned or attached to the Wing, complete repair support to the reparable requirements of base supply, and the control of all contractual maintenance excluding the requirement for repairs to installed property.

PERS & ADMIN

Manages military personnel activities. Interviews, classifies and counsels airmen and officers and resolves career development problems, etc. Maintains, inspects and audits personnel records and reports. Maintains correspondence file in accordance with pertinent directives.

SUPPLY

Responsible for maintenance of plant account, UPREAL and allied records. The requisition, turn-in, pick-up and storage of all property, supplies, etc. Make arrangements for laundry, maintenance of small arms and procurement of all supplies required to accomplish the mission of this squadron.

MAINT SUPERVISION

Responsible for carrying out policies of the commander as affect the maintenance and logistics program within the maintenance squadron. Responsible that each individual section of the organization carries out its full functional responsibility. Responsible for coordination, personnel control and assignment and maintaining a smoothly operating organization. Controls all administrative and technical correspondence coming to or going from the maintenance supv. Maintains all personnel records pertaining to the field maint. shops.

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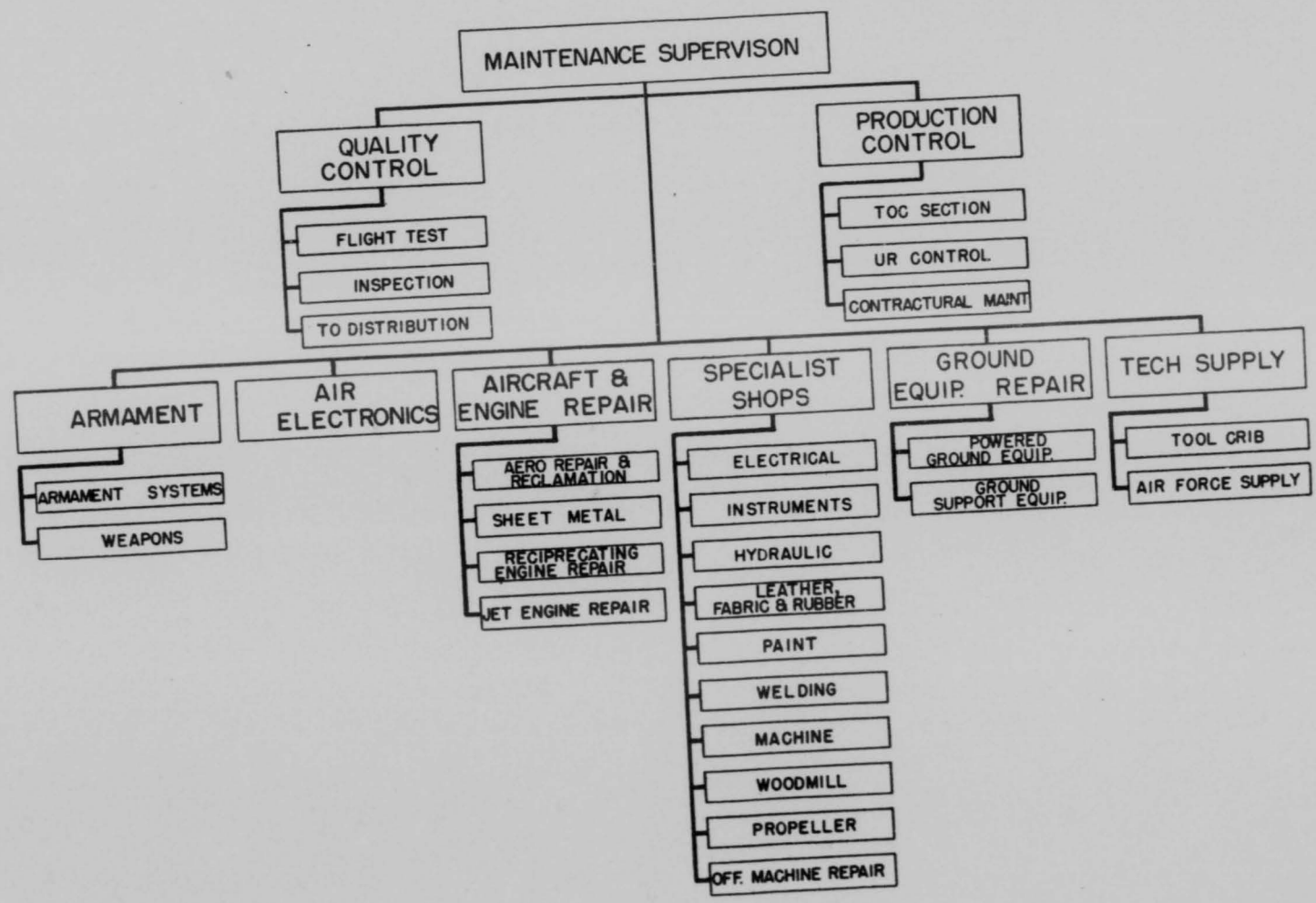
405TH MAINTENANCE SQUADRON



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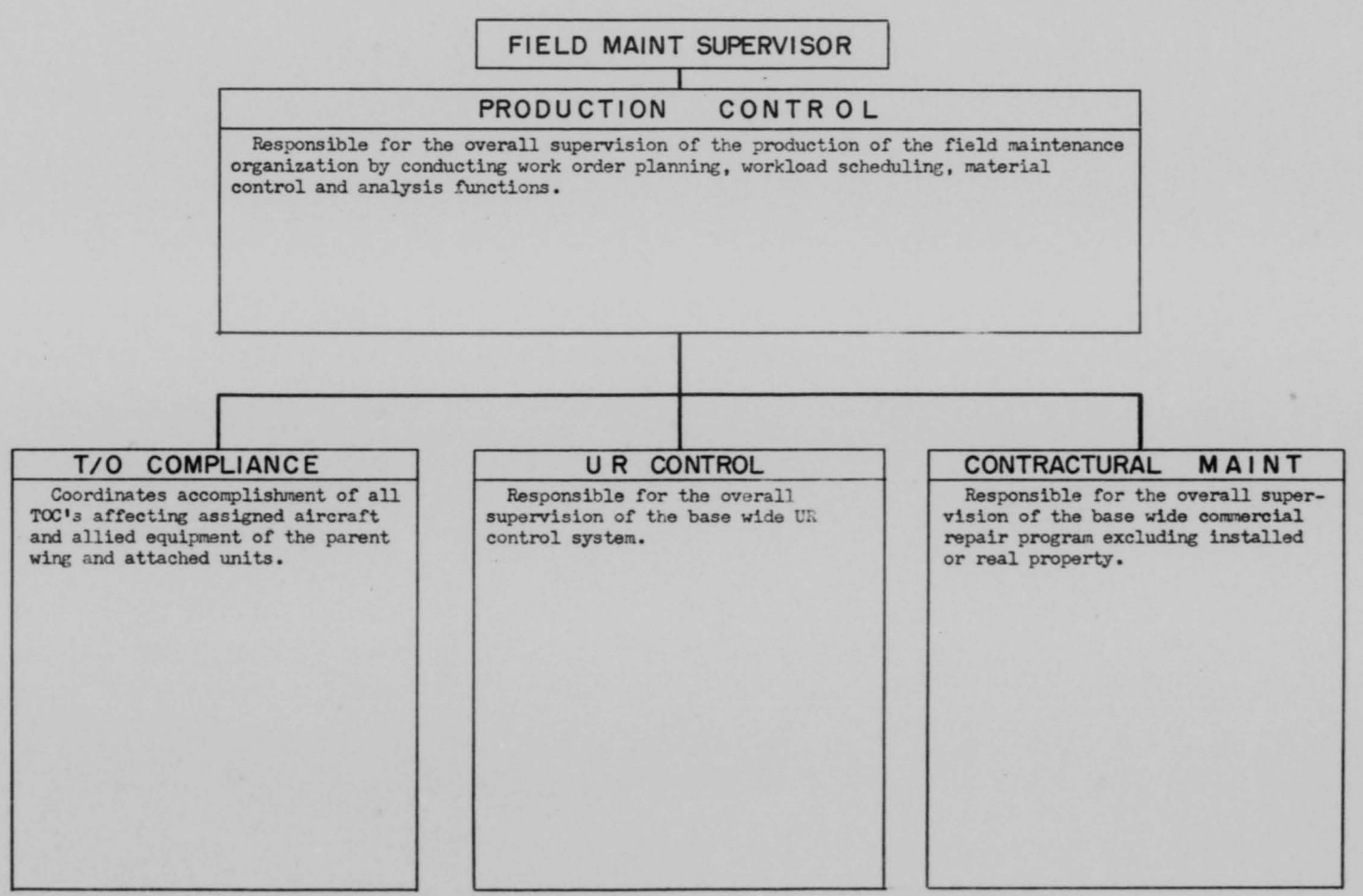
405TH MAINTENANCE SQ



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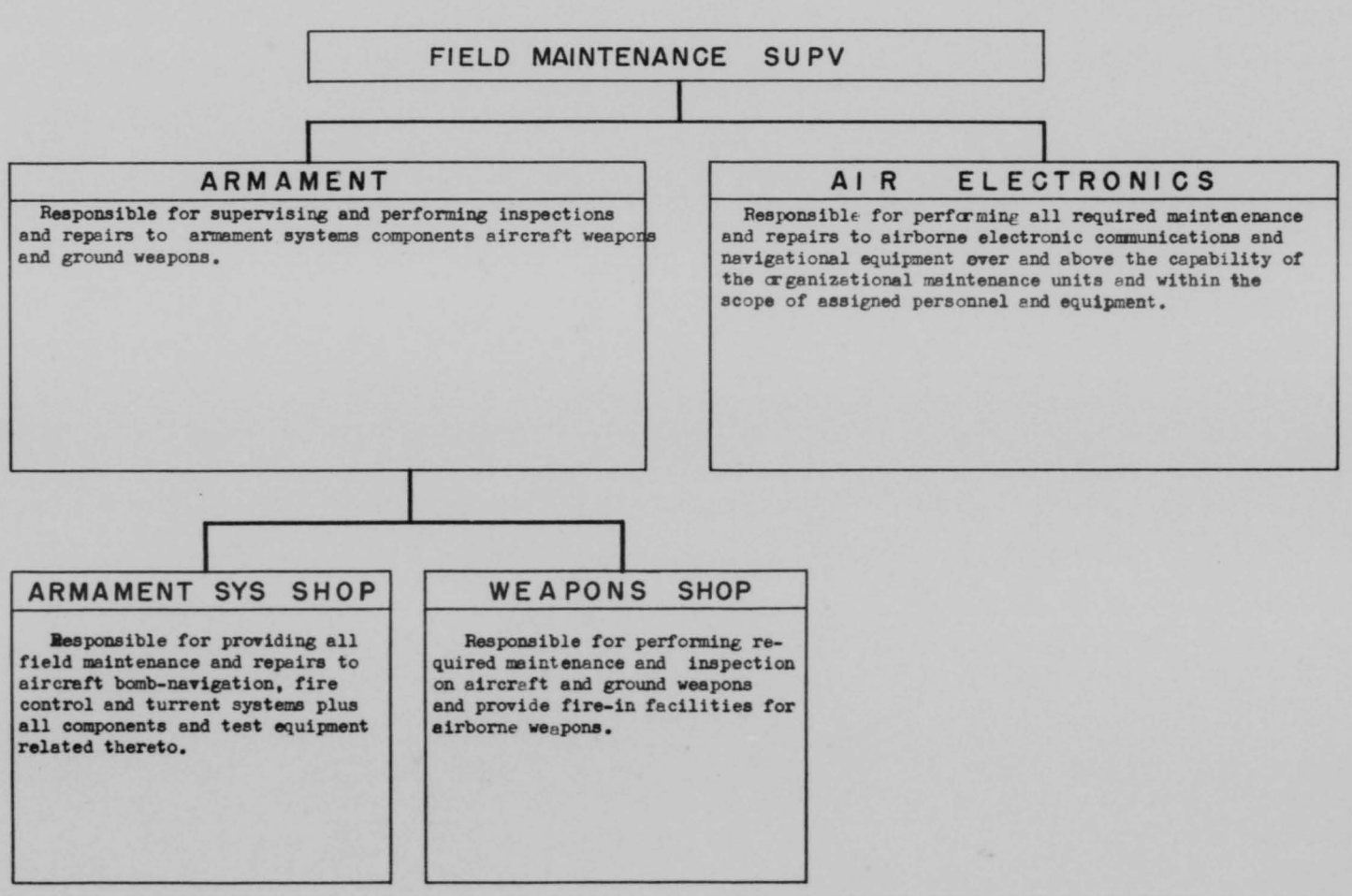
405 MAINTENANCE SQ



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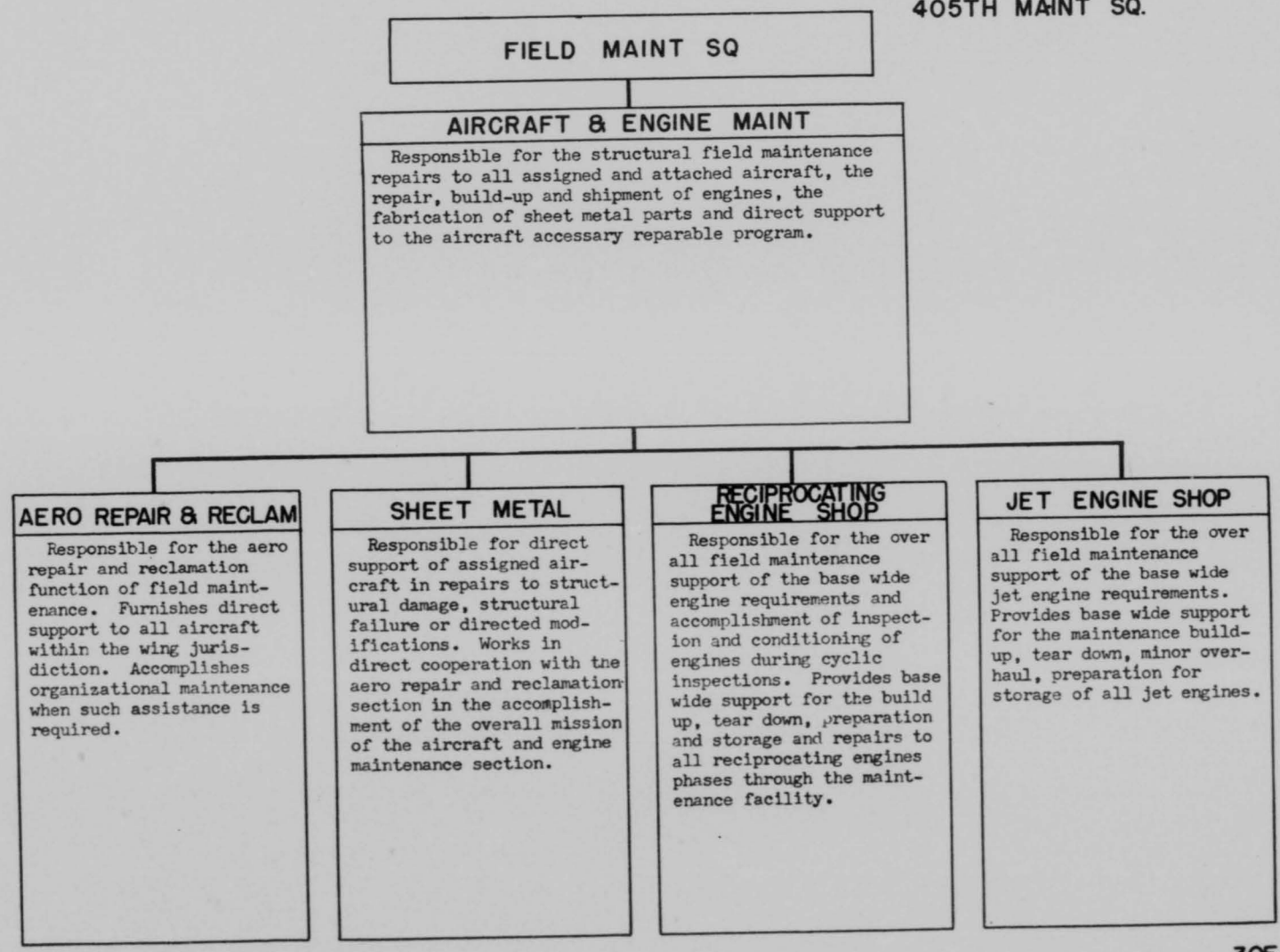
KODAK SAFETY FILM

405TH MAINT SQ.



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405TH MAINTENANCE SQ

FIELD MAINTENANCE SUPERVISOR

SPECIALIST SHOPS

Responsible for the overall operation of the specialist shops in performance of the reparable program and in direct support of the maintenance program. Provides all field maintenance support within its capability, required in the accomplishment of the reparable program, in support of cyclic inspections and the assisting of any organizational maintenance unit in any phase of maintenance byond its capability. This includes the performance of organizational maintenance if required.

ELEC SHOPS

Responsible for the overall supervision and performance of field maintenance on aircraft electrical accessories and aircraft electrical systems. Performs all repairs to electrical components in support of the reparable program and the performance of all maintenance requirements on aircraft electrical systems in support of the base-wide maintenance program.

INSTRUMENT SHOP

Responsible for the overall supervision and performance of the instrument and instrument systems pertaining to aircraft and aircraft support equipment. Performs all repairs to aircraft instruments in support of the reparable program and the performance of maintenance required to aircraft instrument systems in support of the base-wide maintenance program.

HYDRAULIC SHOP

Responsible for the overall inspection and repairs of hydraulic components and aircraft and ground support equipment hydraulic systems. Performs all repairs to hydraulic components in support of the reparable program and the performance of all maintenance requirements on aircraft hydraulic systems in support of the base-wide maintenance program.

OFFICE MACHINE REPR

Responsible for the overall maintenance, inspection and repair program to all in-service office machines.

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405TH MAINTENANCE SQ

SPECIALIST SHOPS

FABRIC, LEATHER & RUBBER SHOP

Responsible for the overall supervision and performance of maintenance, inspection and repairs to fabric, leather and rubber products and the inspection and repacking of parachutes.

PAINT SHOP

Responsible for accomplishment of the overall paint requirements as generated in the field maintenance organization.

MACHINE SHOP

Responsible for the overall support and performance of machine shop required assistance.

WELDING SHOP

Responsible for the metal processing function of the field maintenance organization.

WOODMILL

Responsible for the overall wood mill support for the organizational maintenance units and the field maintenance shops.

PROPELLER SHOP

Responsible for the overall supervision and maintenance on aircraft propeller and propeller systems.

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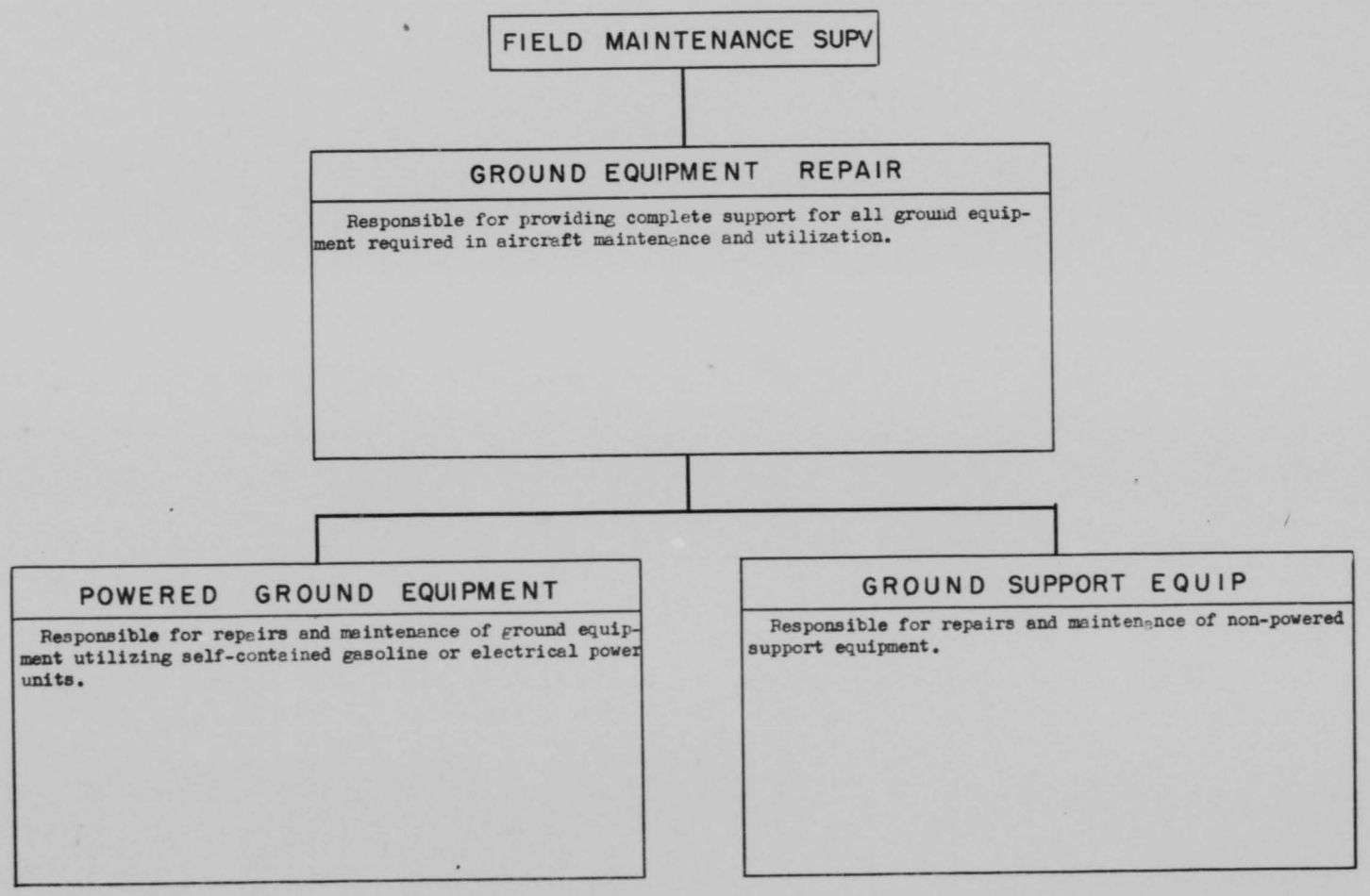

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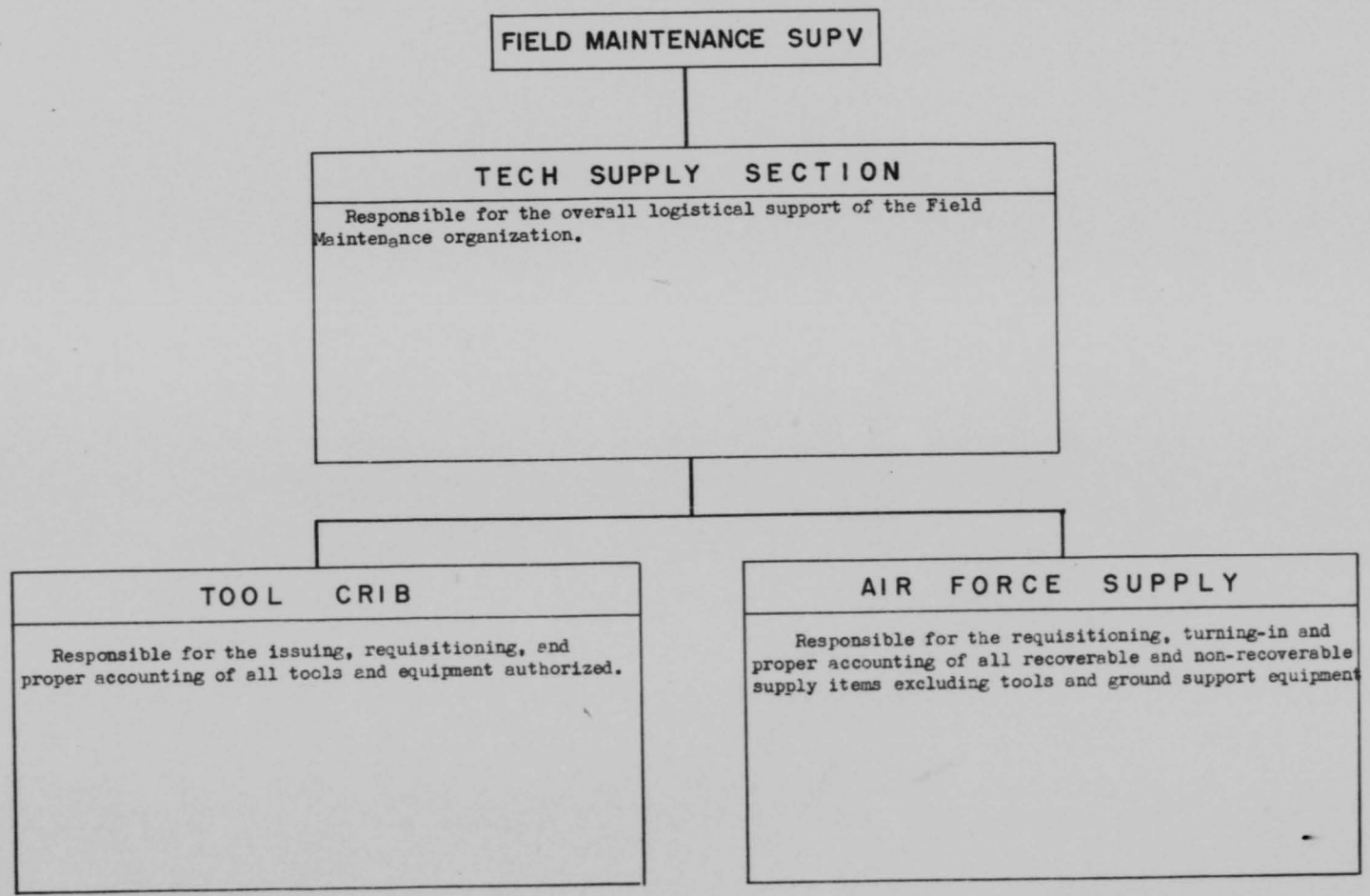
405TH MAINTENANCE SQ



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FUNCTION:

Provides for receipt, storage and issue of all classes of supplies except medical.

Operates a clothing sales store.

Operates a commissary including troop issue.

Salvage and disposal.

Refueling service.

CAPABILITIES:

Performing the above functions for a combat type wing consisting of three squadrons of the following types of aircraft:

Jet Fighter, Single Engine, F-84.

Performing the above functions for other tactical and administrative units as may be directed.

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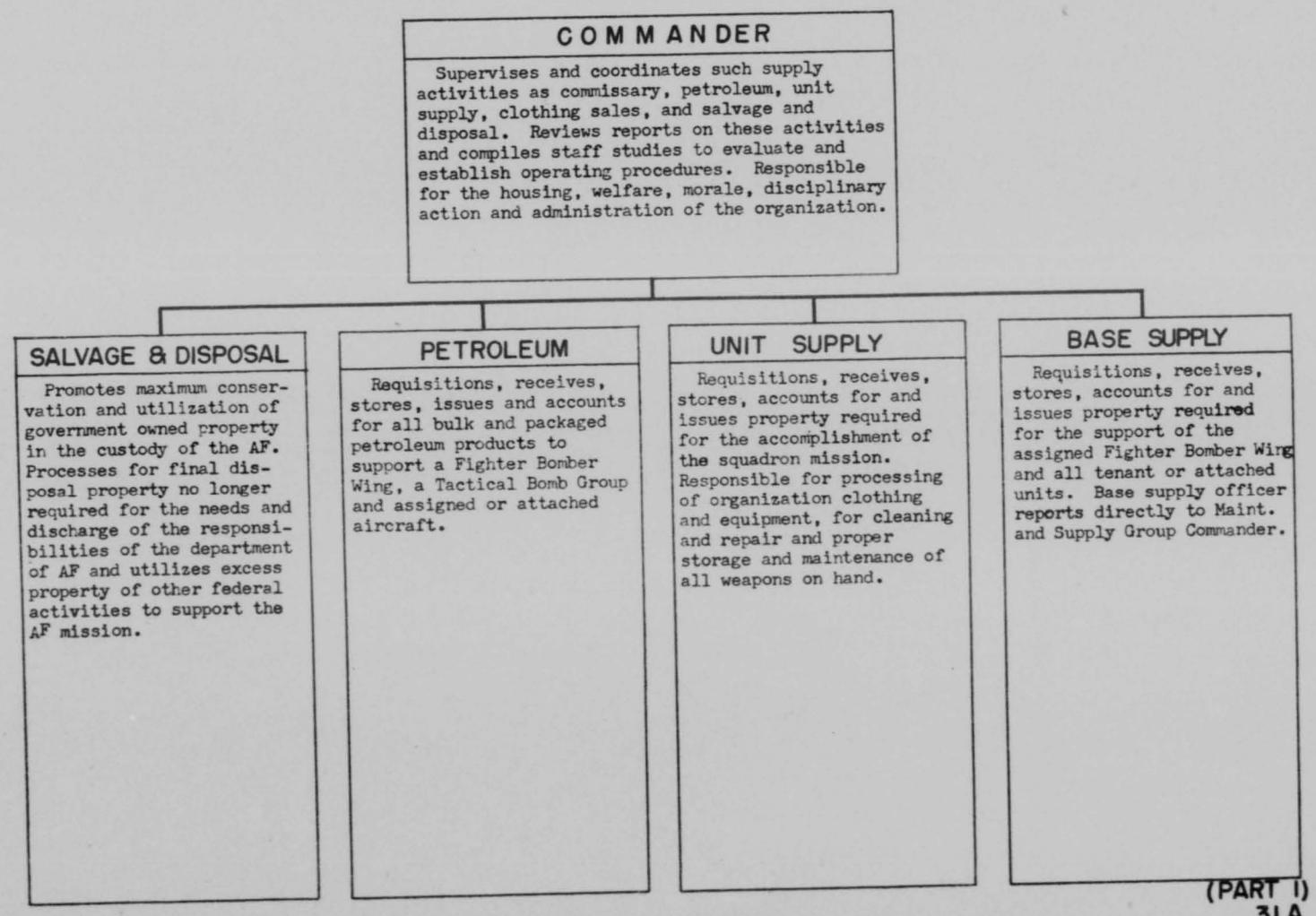

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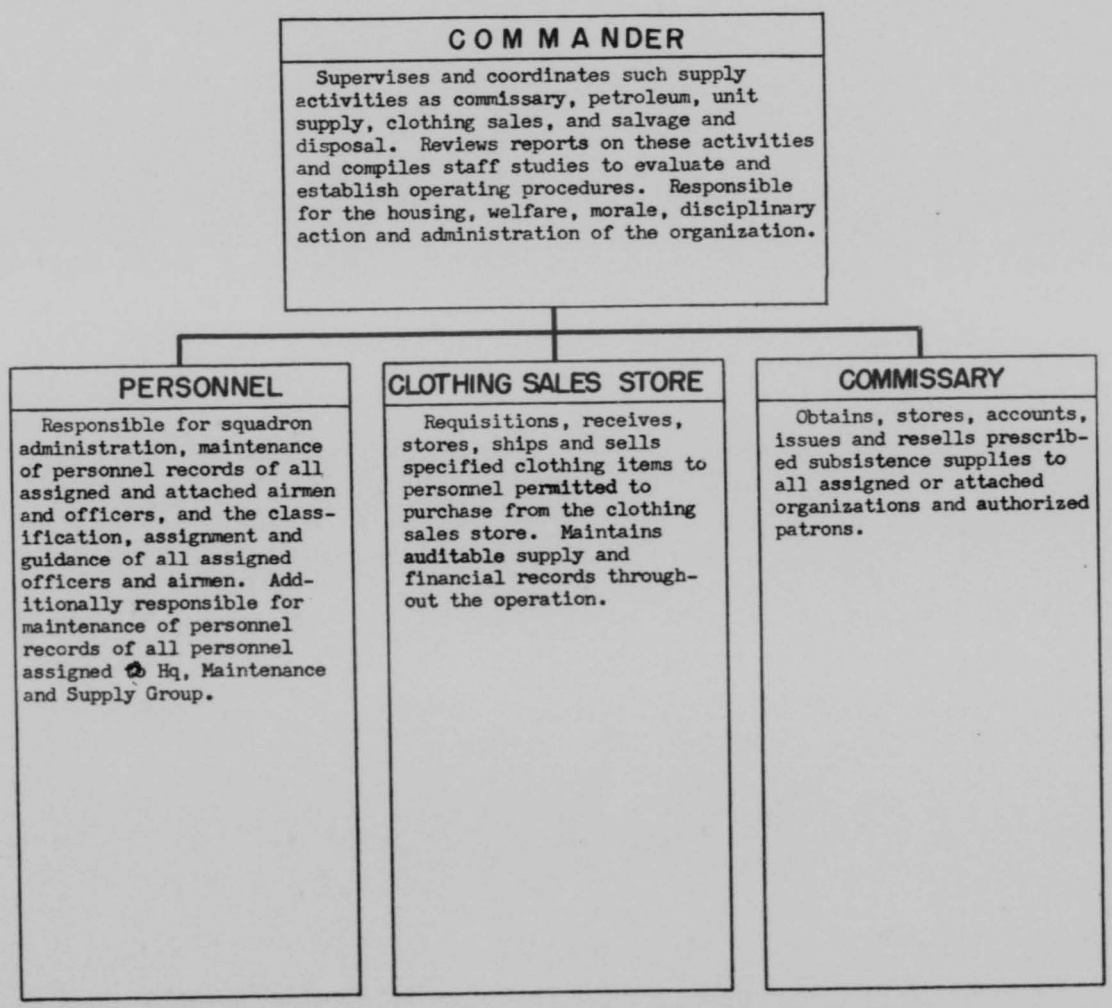

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405TH SUPPLY SQUADRON

BASE SUPPLY

SPECIAL WEAPONS OFFICE

Responsible for receipt, storage, issue, inspection, security and shipment of all classified property in Class D; accuracy and maintenance of records and reports, stock records, editing, vouchering, classified correspondence logs, technical order files, etc. Area assigned for this type of property; property utilization and training of personnel assigned.

INVENTORY & INSPECTION OFFICE

Responsible for inventory of all base supply stocks on a cyclic basis; inspection of property in stock from local activities and off base receipts; identification and processing of non-catalogued items, processing stock lists and requests for supply information.

MANAGEMENT & PROCEDURES

Maintains administrative and technical surveillance of supply activities; provides centralized policy and procedural control; prepares recommendations concerning plans, policies and procedures within base supply. Directs activities of central voucher control section.

ADMINISTRATIVE OFFICE

Performs administrative functions for base supply. Receives, distributes and coordinates all correspondence, regulations, reports and other directives; maintains records of civilian personnel.

AMMUNITION BRANCH

Responsible for the receipt, storage, issue, inspection, renovation, and demolition of ordnance and chemical munition items; care and condition of property stores; accuracy and maintenance of all necessary records and reports; areas and buildings which are designated for the purpose of munition storage; operational maintenance of all vehicular equipment assigned to the section. Compliance with all safety practices which are required by higher headquarters and those deemed necessary by operating officials.

PROPERTY ACTG BRANCH

Responsible for the maintenance of all accounting, stock control and preparation of all reports pertaining to base supply stock control activities.

(PART 1)
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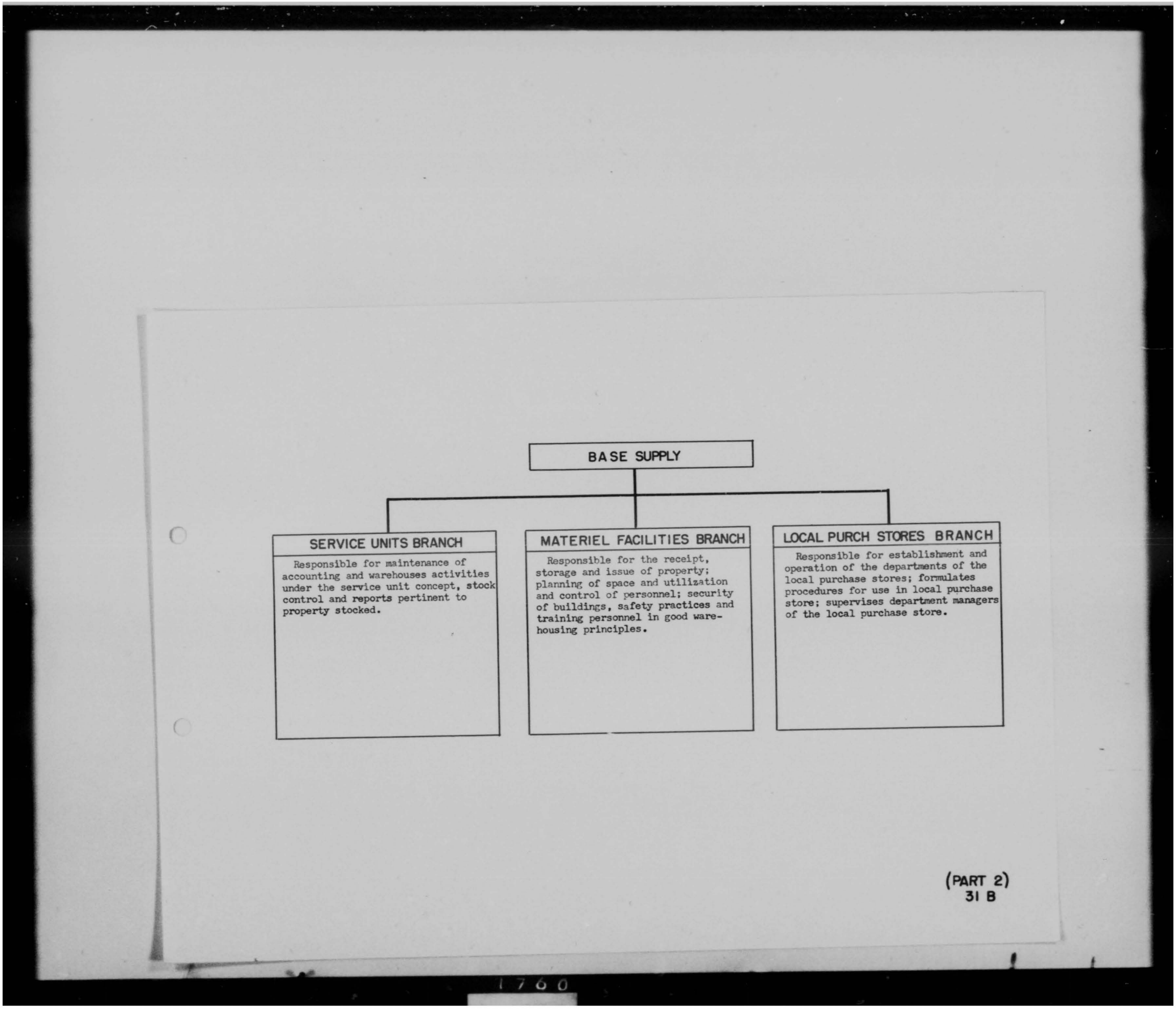

(PART 2)
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FUNCTION:

Provides for motor transportation.

Organizational and field maintenance on all vehicles assigned the wing and attached units.

Organizational maintenance, except for combat, installations and maintenance squadrons, and field maintenance of motorized equipment.

Area decontamination.

CAPABILITIES:

Performing the above functions for a combat wing consisting of three squadrons of the following types of aircraft:

Jet Fighter, Single Engine, F-84.

Performing the above functions for other tactical and administrative units as may be directed.

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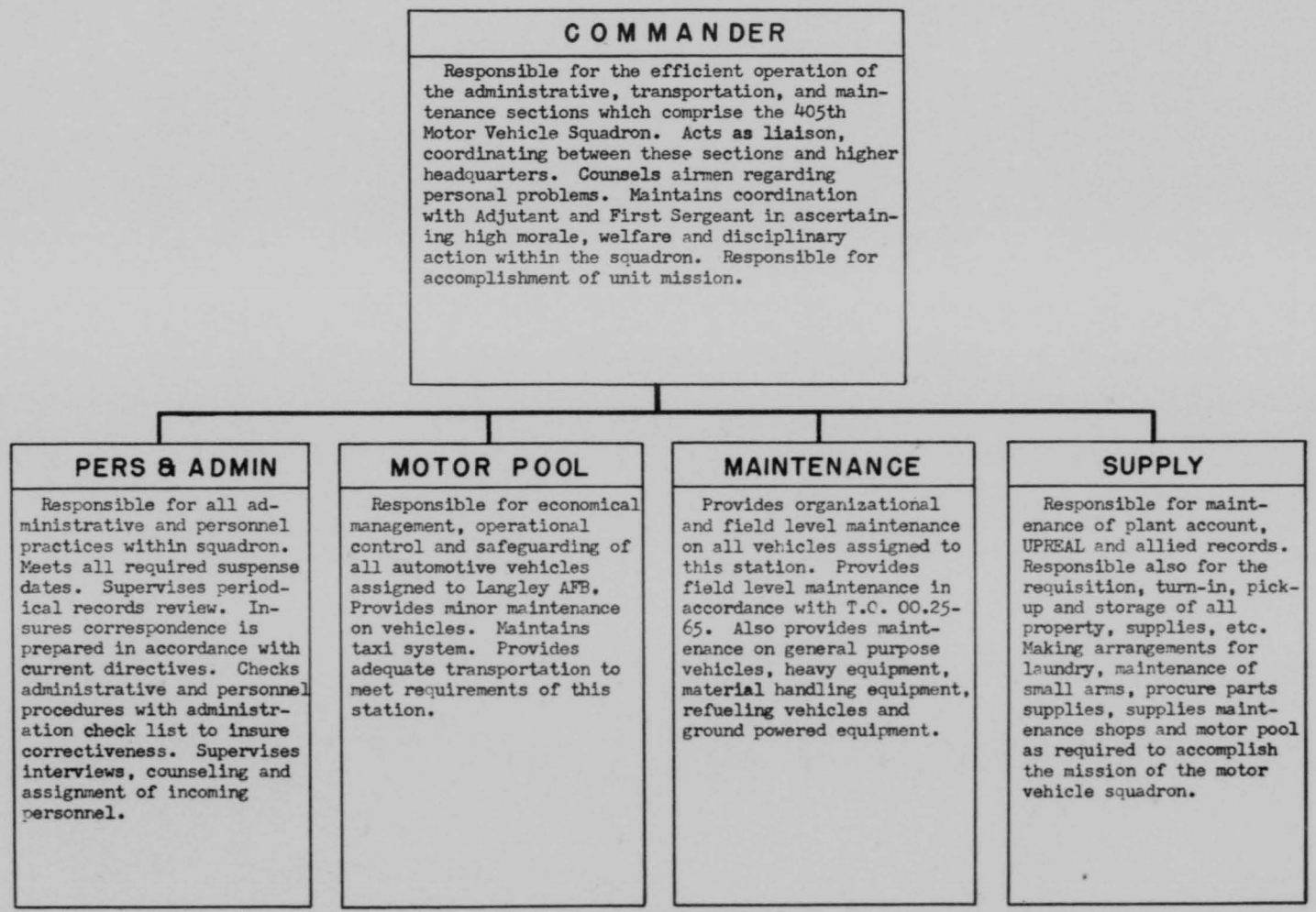

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FUNCTION:

Provides coordination and supervision of a Communications Squadron, Air Police Squadron, Food Service Squadron, Installations Squadron and an Operations Squadron. Provides coordination and supervision to the following attached units: 564th AF Band and 4412th WAF Squadron. Provides necessary personnel, services and supervision for: Personnel Services, including motion pictures, special services, education, library, and service club operations; ground training, post exchange, officers and NCO clubs, billeting, material, and postal services. Provides a repository for non-current station records.

CAPABILITIES:

Capable of directing and supervising the activities of the following organizations in such a manner as to assist the Wing in efficiently accomplishing its mission:

Air Police

Communications

Food Service

Installations

Operations

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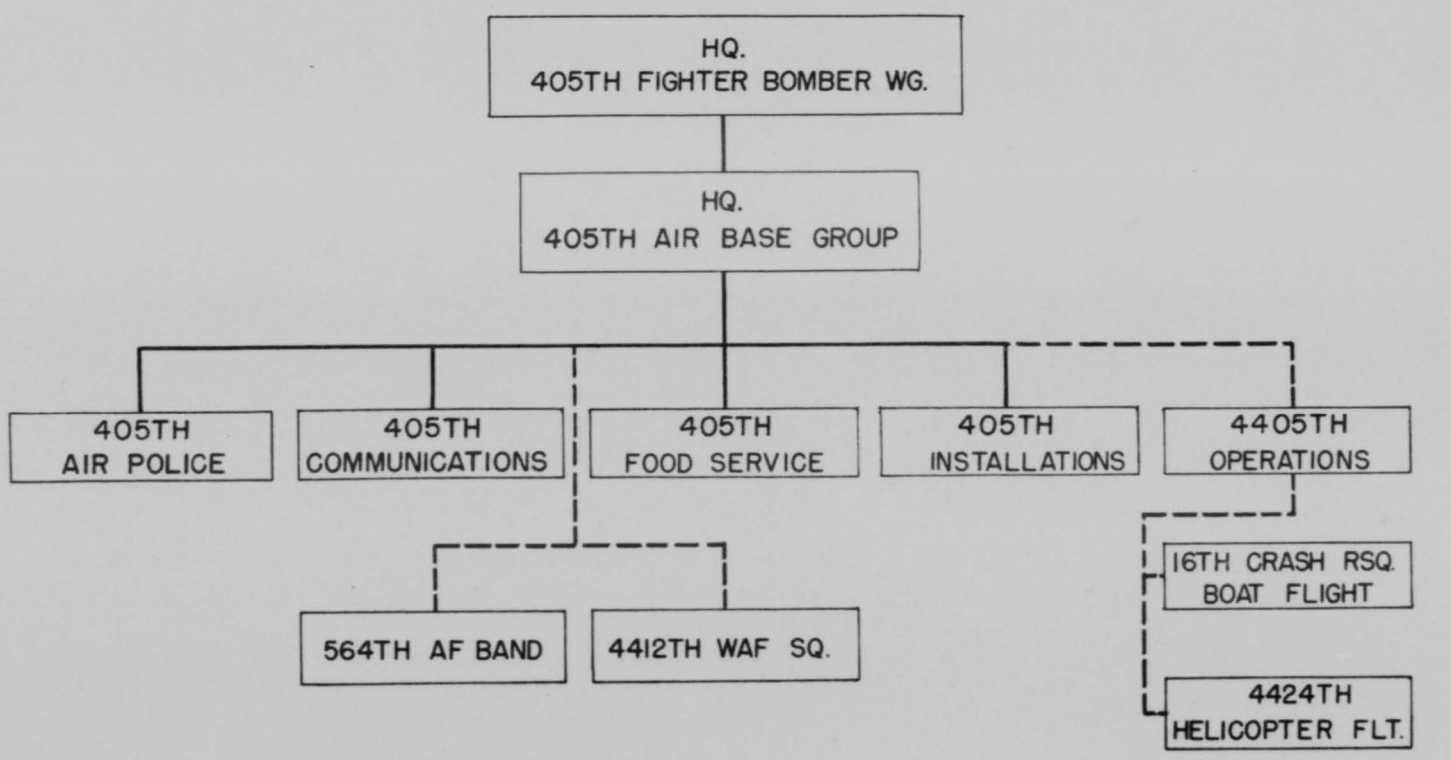
405TH AIR BASE GROUP



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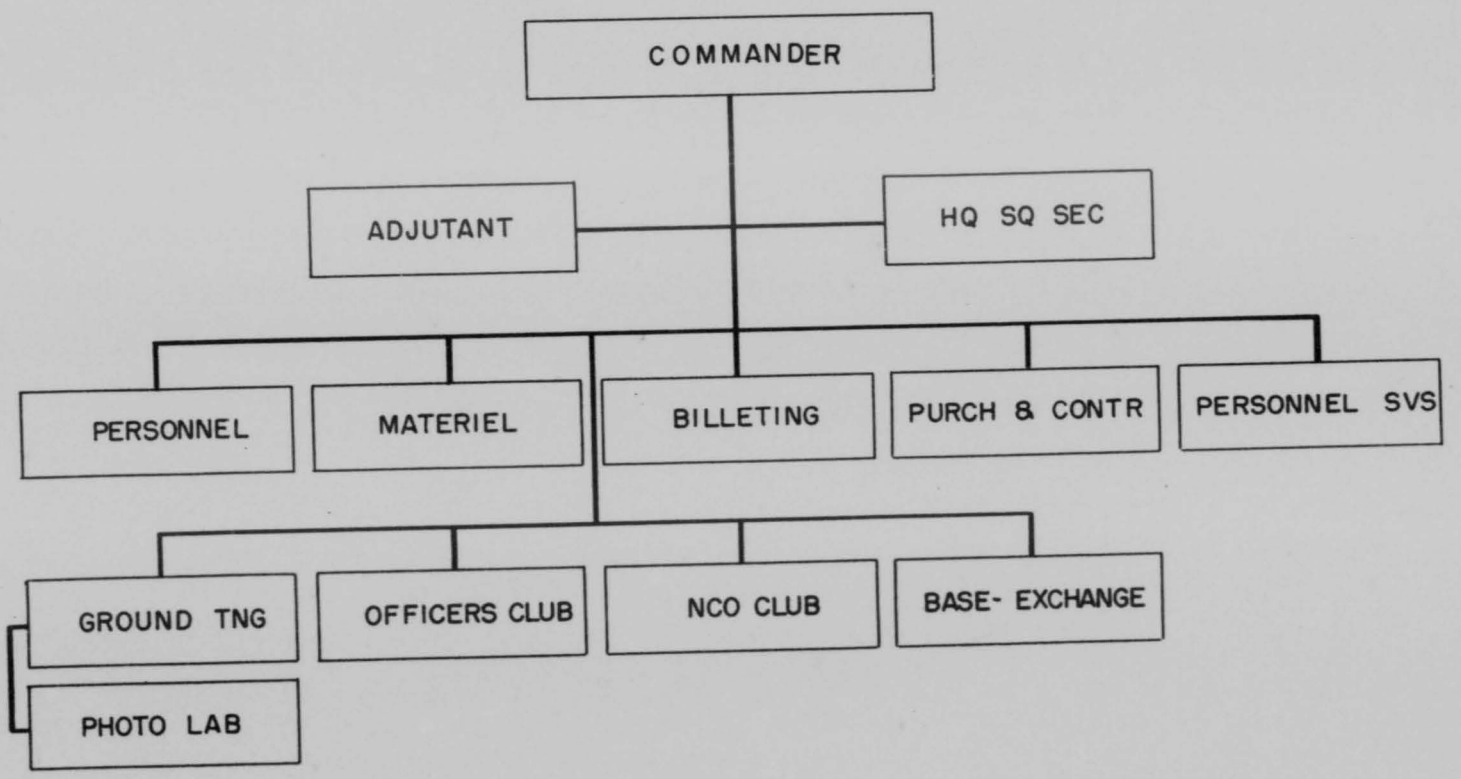
HEADQUARTERS
405 TH AIR BASE GROUP



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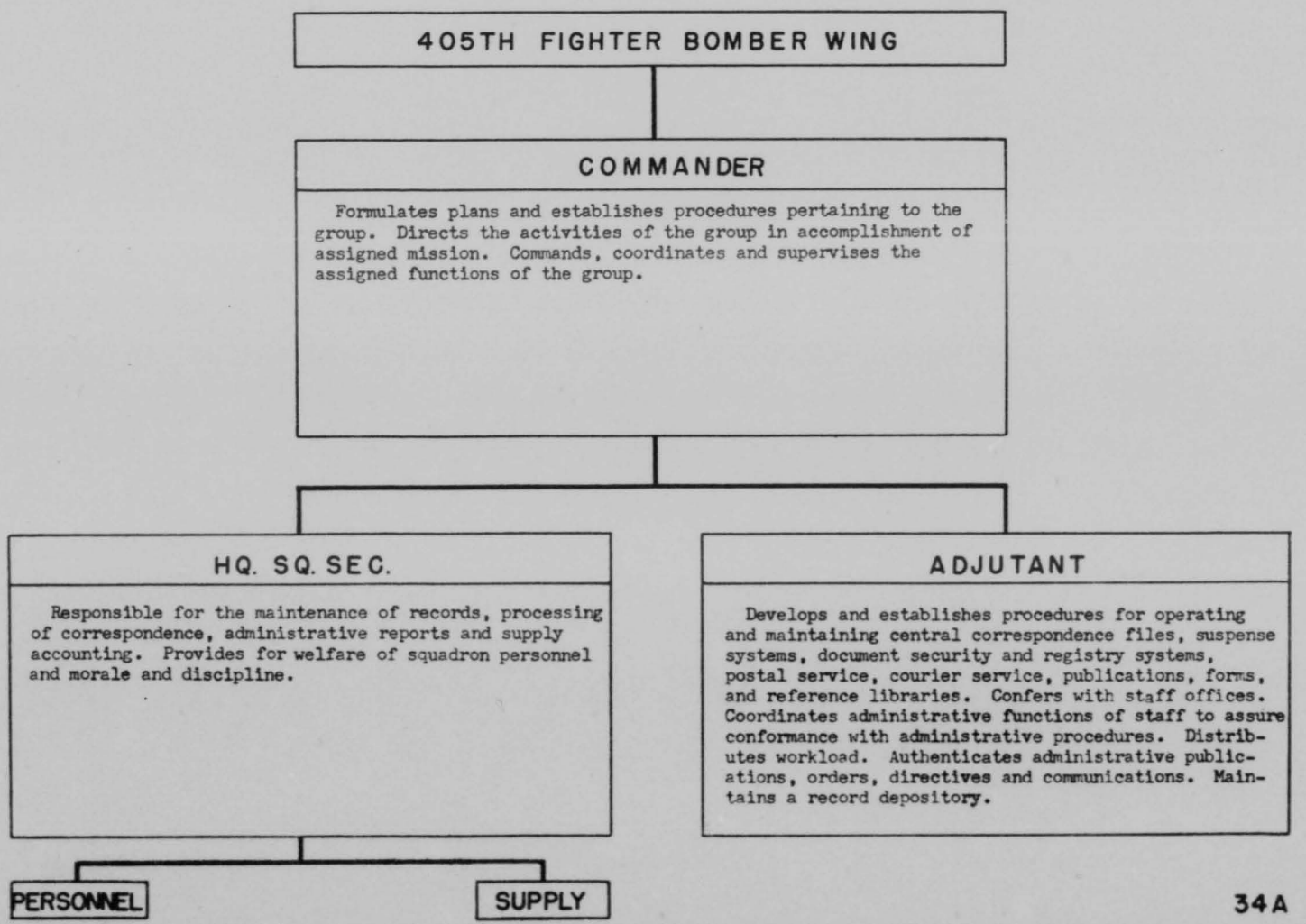
HEADQUARTERS
405TH AIR BASE GROUP



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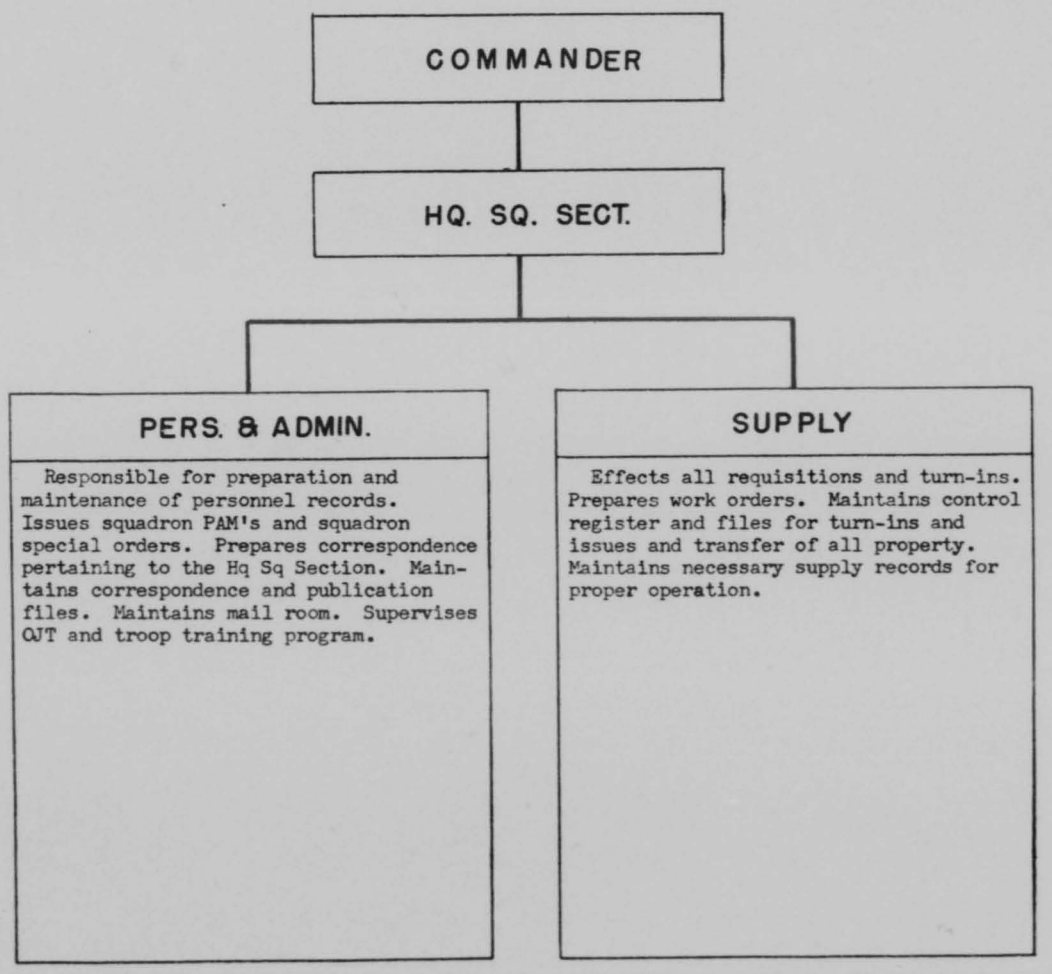
405TH AIR BASE GROUP



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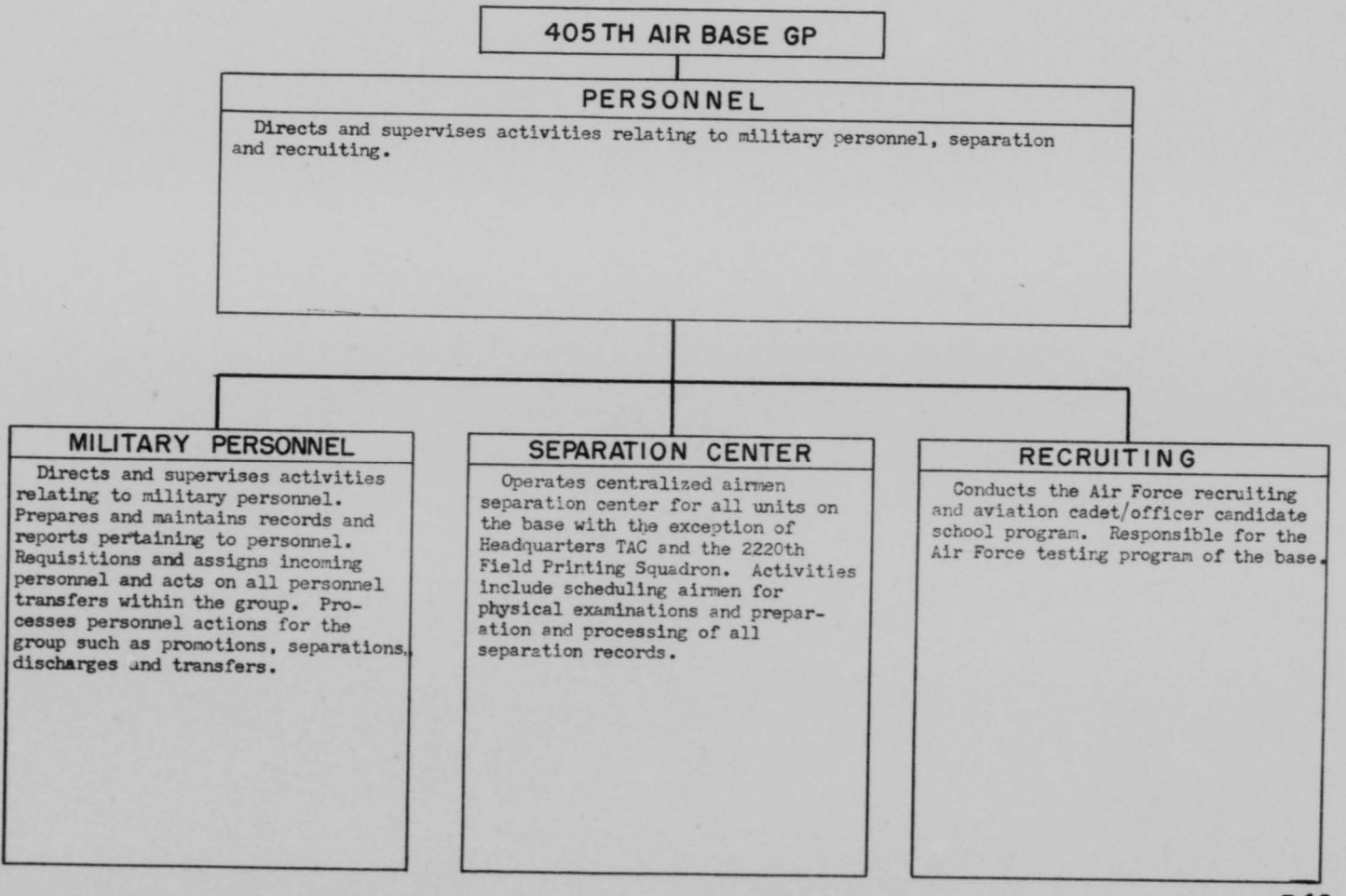

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405TH AIR BASE GP

MATERIAL

Establishes policies and procedures for the group and squadron supply activities. Analyses material requirements and makes recommendations regarding capabilities of the group to accomplish the assigned mission. Performs periodic inspections of the unit supply activities.

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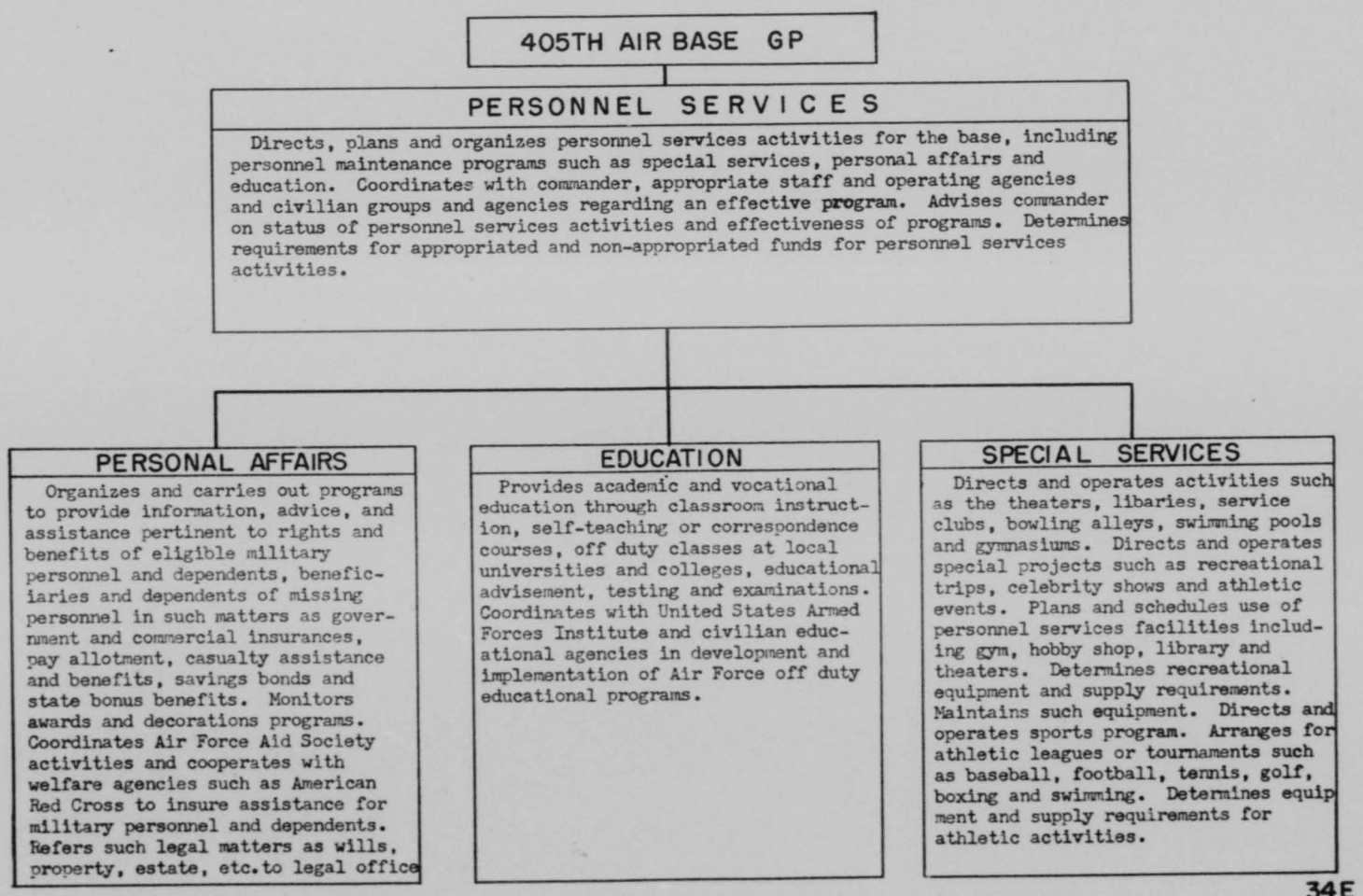

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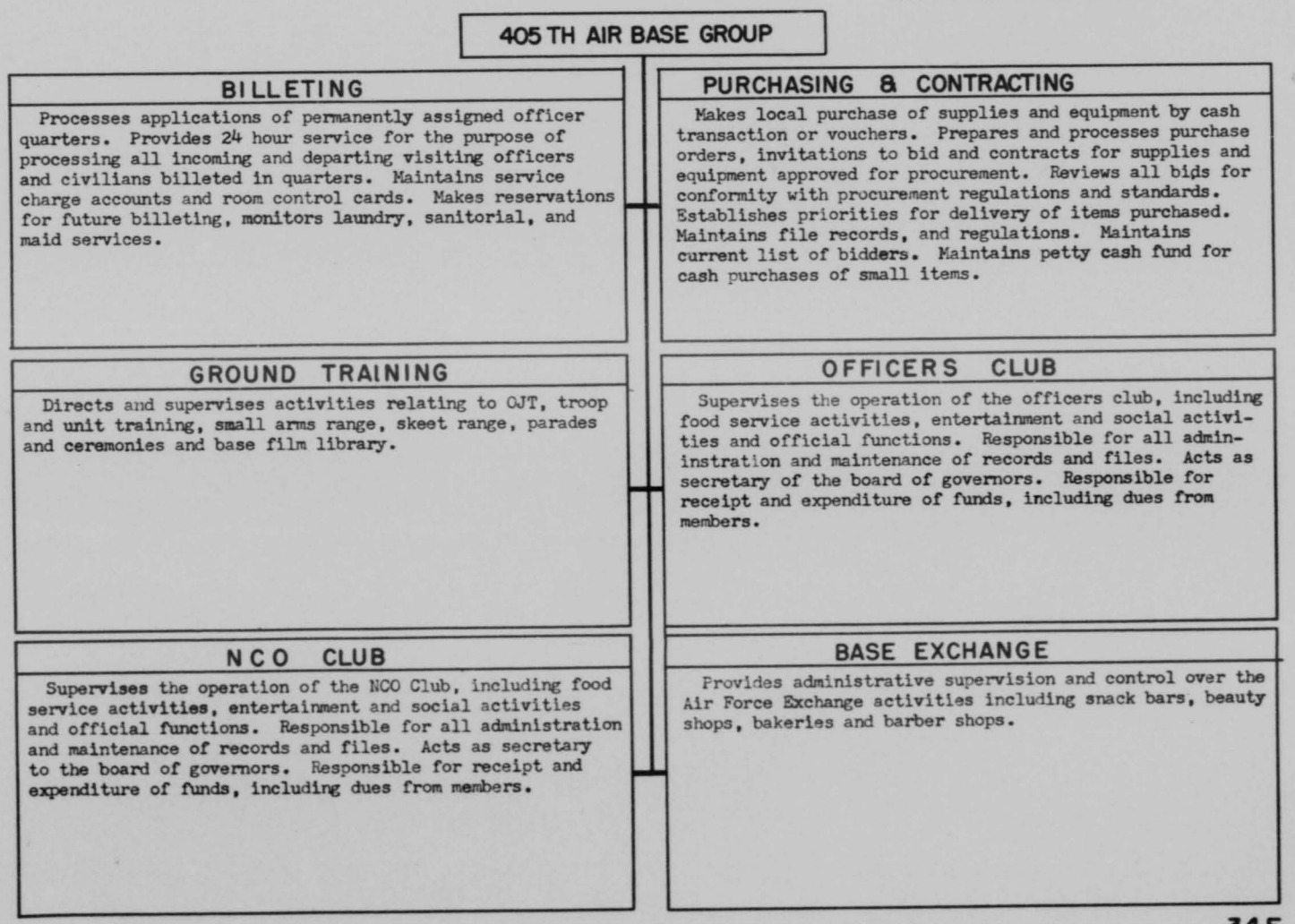
405 TH AIR BASE GROUP



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FUNCTION:

Provides for enforcement of law and order and maintenance of Air Force standards of conduct and discipline, internal security, including safeguarding of military information, and confining and retraining of military prisoners.

Provides the nucleus for local ground defense, including the manning of automatic and crew-served ground-type weapons.

CAPABILITIES:

Performing the above functions in support of a combat wing and attached units.

Performing organizational maintenance on assigned armament, communication and vehicular equipment.

Provides the administration and operation of an Air Force confinement center, including the treatment, retraining and custody of all prisoners confined therein.

Provides security to this installation, including protection against sabotage and attacks by small hostile groups, manning of restricted areas by the use of security posts and foot or motorized patrols, and the maintenance of personnel circulation control systems.

Provides for the enforcement of law and order, control of conduct and discipline of military personnel and civilians under the jurisdiction of the installation commander.

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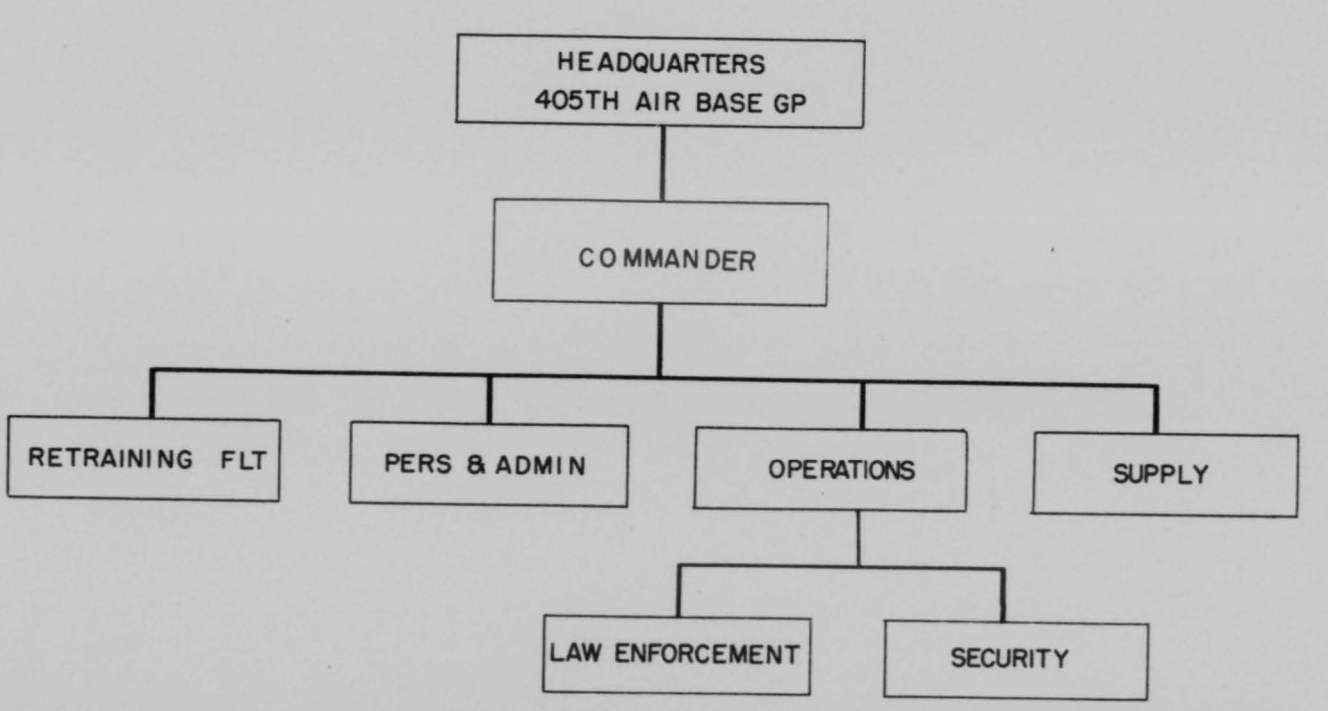
405TH AIR POLICE SQ



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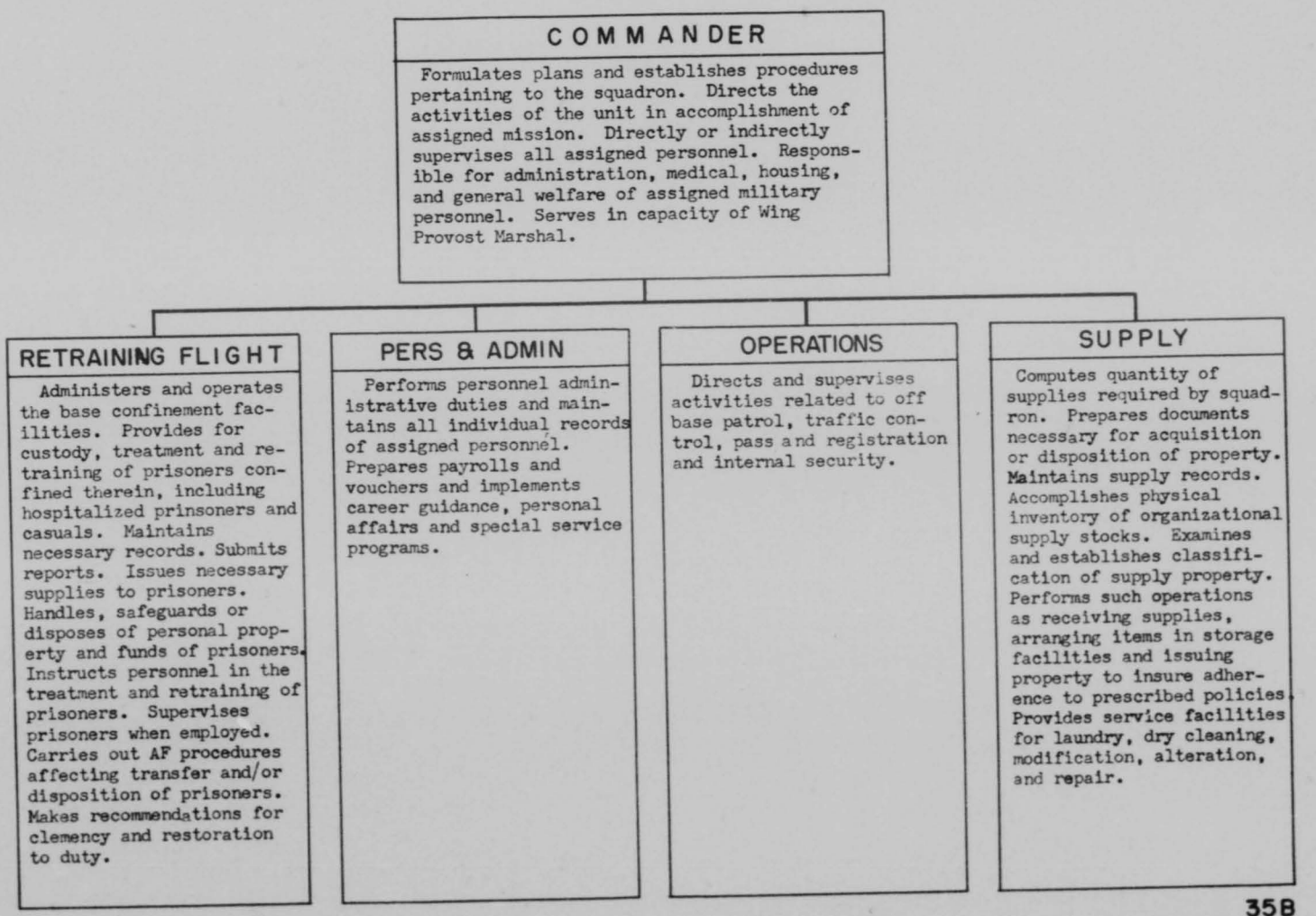
405TH AIR POLICE SQ



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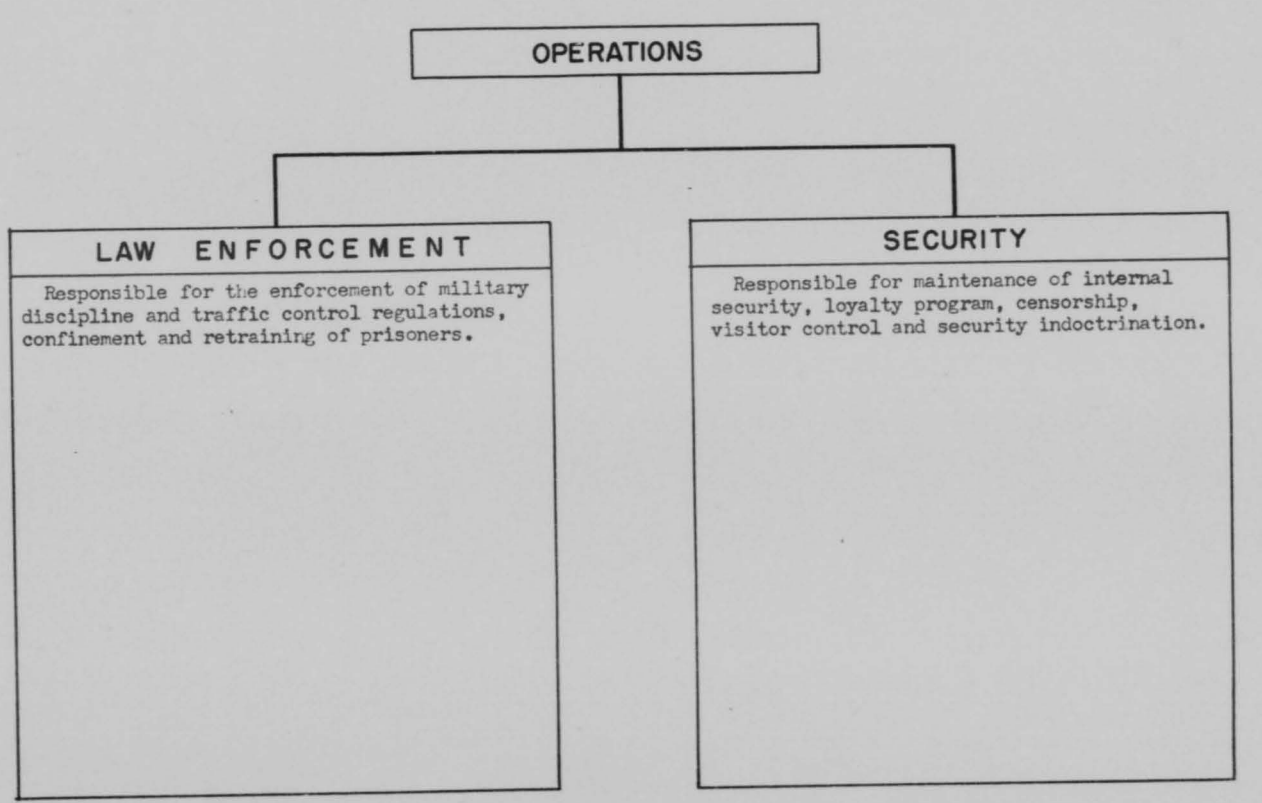
405TH AIR POLICE SQ



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FUNCTION:

Provides necessary communications support, including the maintenance and operation of a communications center, and telephone, teletype and radio section.

CAPABILITIES:

Providing the above functions in support of a combat wing and attached units.

Provides message center operation to include teletype and cryptographic service.

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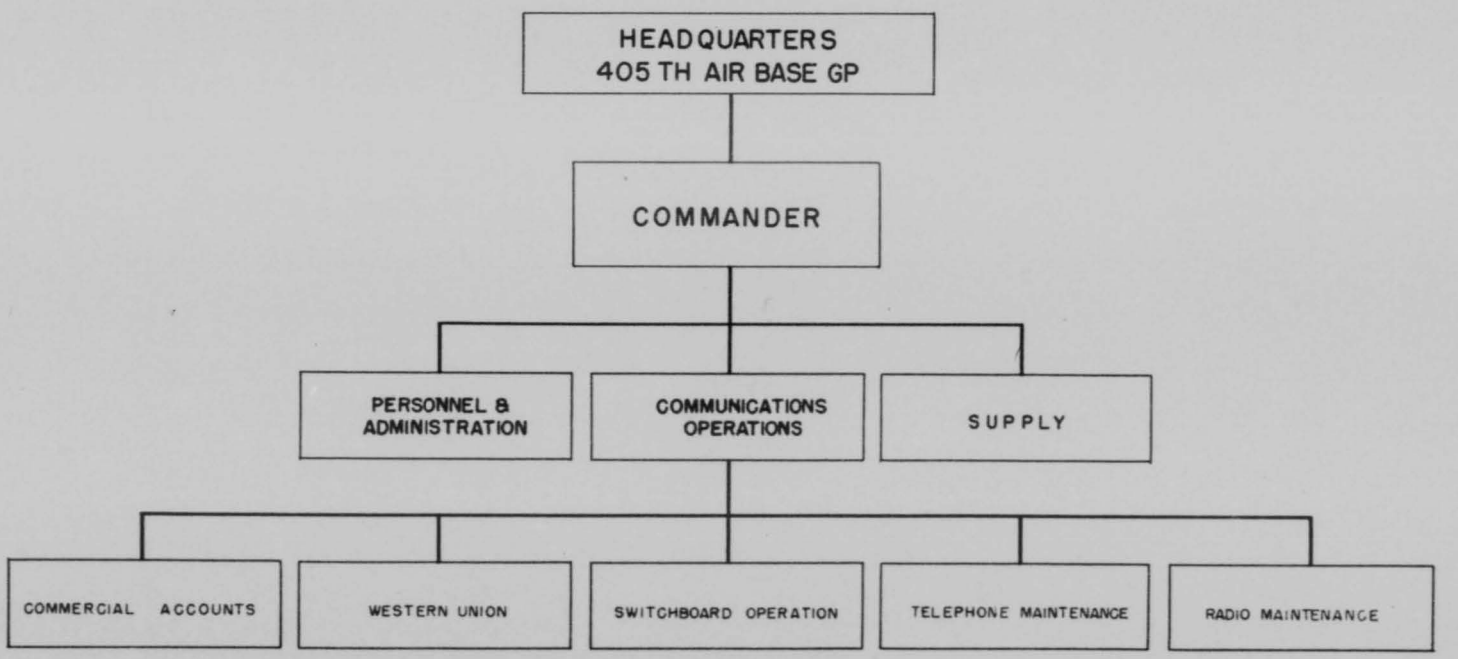
405 TH COMMUNICATIONS SQ



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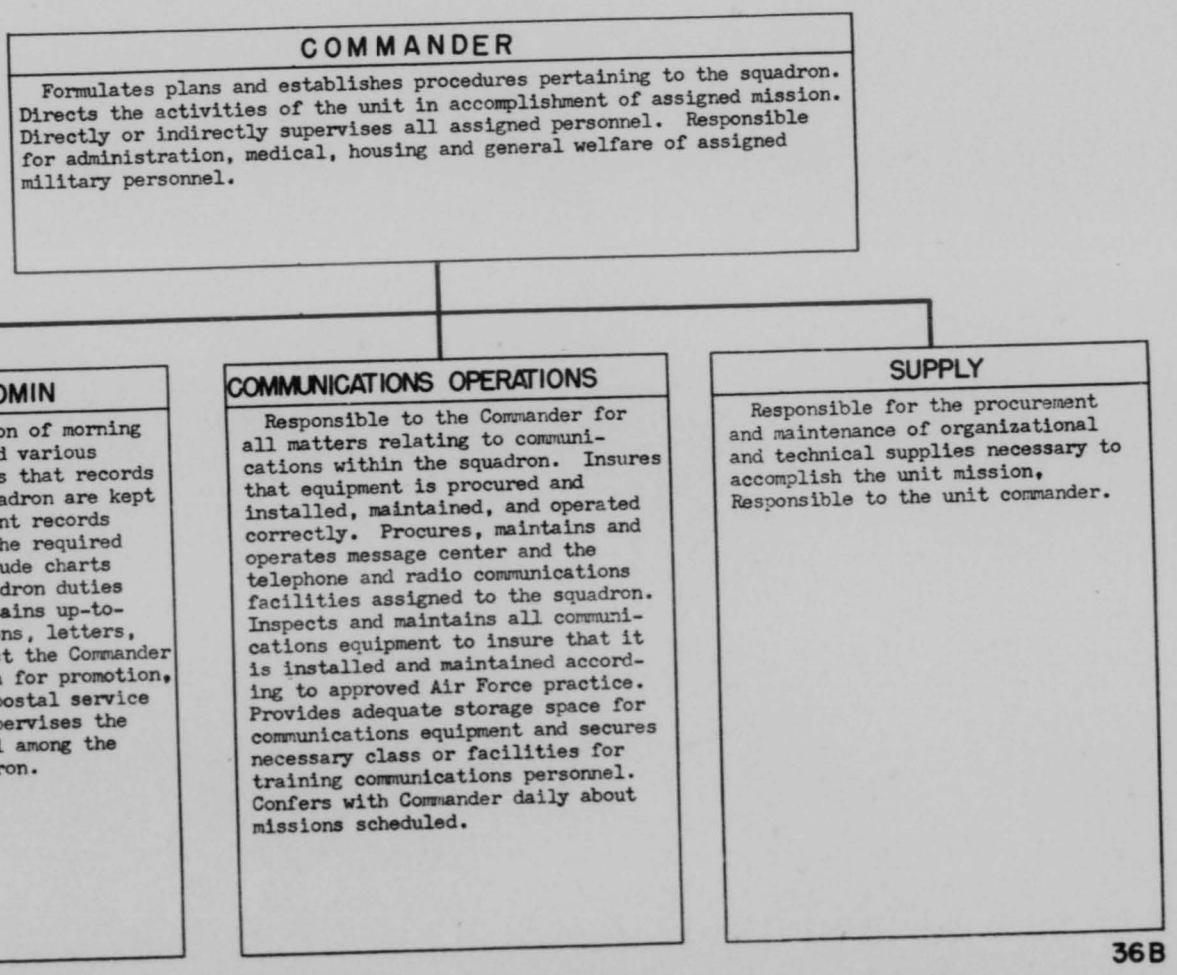

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405TH COMMUNICATIONS SQ.

COMMUNICATIONS OPERATIONS

COMMERCIAL ACCOUNTS

Prepares correspondence, reports, vouchers and verification of commercial toll statements. Is responsible for accounting billeting, and collection of class "B" telephone services. Maintains TO's, regulations, and JANAPs and ACP files. Supervises on-the-job training and unit training program.

WESTERN UNION

Processes all incoming and outgoing Western Union messages and money orders.

SWITCHBOARD OPERATOR

Responsible for the operation of 8-position switchboard for 24 hours daily. Makes work schedules for assigned personnel. Monitors conversations between operators and subscribers. Reviews all toll tickets before submitting to the telephone accounting clerk. Supervises on-the-job training and unit training of subordinate personnel.

TELEPHONE MAINTENANCE

Responsible for the operation and maintenance of base telephone system, consisting of 1600 line automatic exchange, 8-position switchboard, fire reporting switchboard and equipment, 35 miles of lead cable ranging from one to ten-ten pairs, special circuits, GFT and FP circuits, teletalk and telautograph lines and maintains time sheets on civilian personnel.

RADIO MAINTENANCE

Installs, maintains and inspects HF and VHF ground radio equipment. Installs and maintains "inter-office" communications systems and public address equipment.

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FUNCTION:

Provides for the operation of all food service facilities on this station (except USAF Hospital).

Performs central pastry baking, meat cutting and fat rendering.

CAPABILITIES:

Performs all echelons of maintenance on field range burners and organizational maintenance on powered food service equipment.

Capable of preparing and serving varying numbers of rations.

Capable of operating an in-flight kitchen.

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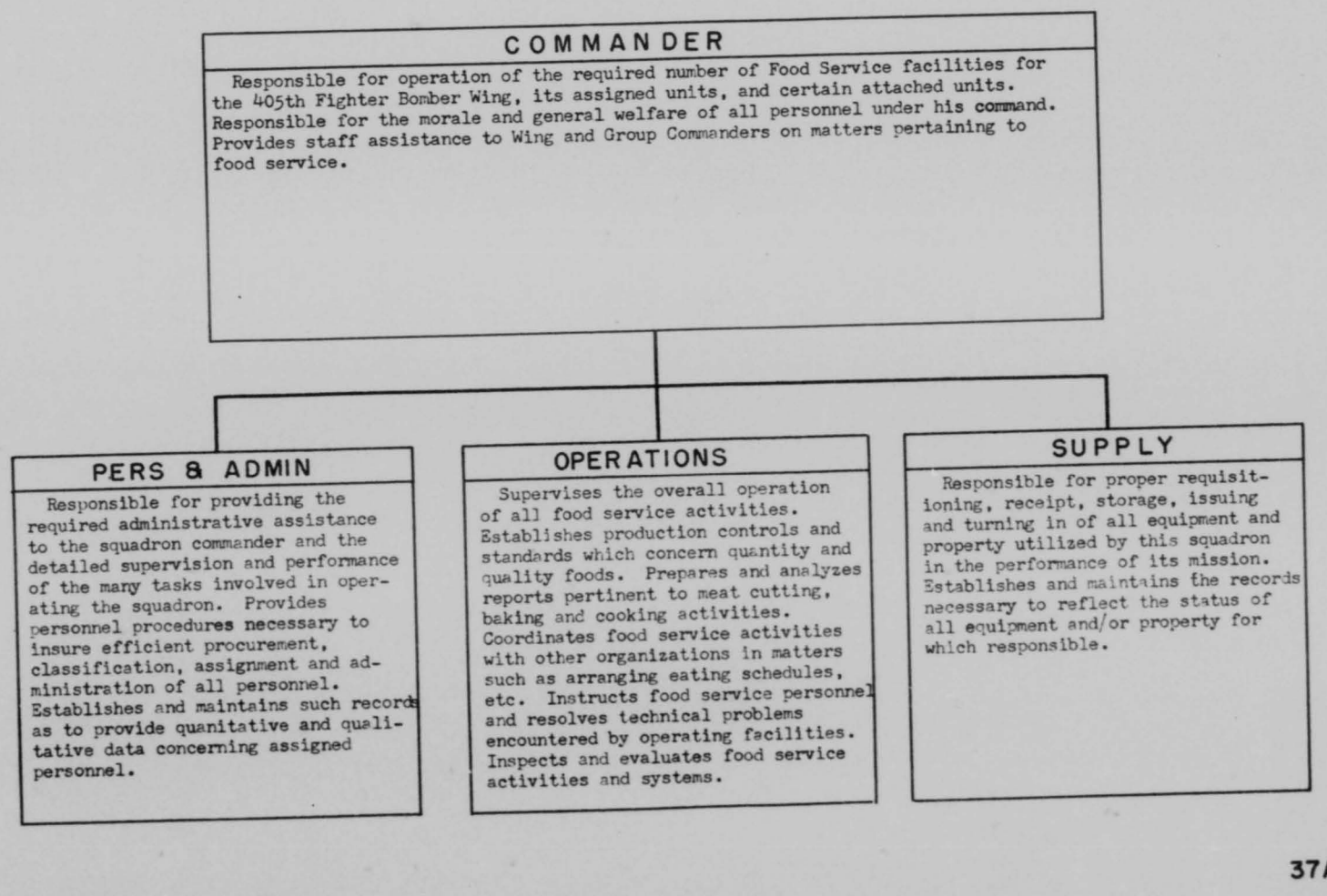

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405TH FOOD SERVICE SQ

OPERATIONS

CENTRAL MEAT CUTTING PLANT

Separates into standard cuts, weights, packs, stores and issues beef, veal, lamb, pork, fish and poultry as required by the mess halls. Operates and performs organizational maintenance on machinery and equipment. Establishes and maintains necessary records. Responsible for the operation of the fat rendering plant.

DINING HALLS

Receives, prepares, cooks, and serves food in accordance with current directives. Operates and performs organizational maintenance on machinery and equipment. Establishes and maintains necessary records.

CENTRAL PASTRY SHOP

Bakes all types of pastry products in field or fixed bakery as required by the mess halls. Operates and performs organizational maintenance on machinery and equipment. Establishes and maintains necessary records.

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FUNCTION:

To provide for repair and maintenance of buildings and grounds; operation and maintenance of base utilities including field lighting; structural and crash fire protection; organizational maintenance on assigned motorized equipment.

CAPABILITIES:

Performing the above functions for a combat wing consisting of three tactical squadrons consisting of the following type of aircraft:

Jet Fighter, Single Engine, F-84.

Performing the above functions for all other assigned and attached tactical and administrative units as may be directed.

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405TH INSTALLATIONS SQ

COMMANDER

Responsible for accomplishment of unit mission of Installations Squadron. Formulates plans and establishes procedures pertaining to the unit. Commands, coordinates and supervises the assigned functions of the unit. Responsible for the morale and general welfare of all personnel assigned.

INSTALLATION ENGINEER

Staff advisor to Installations Commander. Responsible for all real estate, management, fire protection, aircraft rescue, air base structures and facilities, rehabilitation, alterations, additions, relocation, deletions and restoration caused by disaster; to repair, maintain or operate buildings and structures, ground, utilities or other real property improvements, including roads and runways. Supervises, inspects, operates, maintains all air base real estate and pertinent parts thereto under the jurisdiction of the base commander.

- ENGINEERING
- SUPPLY
- MAINT & OPS
- MIL PERS & ADMIN
- ADMINISTRATION
- PROD CONTROL
- FIRE PROTECTION & AIR CRASH RESCUE
- MIL MAINT & OPS

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405TH INSTALLATIONS SQ.

INSTALLATION ENGINEER

ENGINEERING

Supervises the functions of maintenance, repair and utilities operation. Performs technical surveys and inspections and engineering field investigations. Performs master planning for future base development and design planning. Prepares installation contracts, project specifications and material and cost estimates for projects. Supervises drafting, blue-printing, surveying crews, and records and keeps current the location of all building and grounds facilities. Prepares and submits projects for the construction, maintenance, rehabilitation, alteration, extension of buildings.

SUPPLY

Makes postings to stock record cards. Records stock list changes. Maintains the stock record cards in a card index file. Checks stock lumber, nomenclature, expendability and unit prices and determines suitable substitute. Prepares issue slips for back order releases and maintain file therefor. Performs audits and adjusting and initiating disposition action on excess supplies. Operates a receiving section bin storage, bay storage, and stock location. Control voucher orders. Assists with inventories. Requisitions, stores, issues, turn-in all equipment and property utilized by the squadron in the performance of its mission. Establishes and maintains records necessary to reflect the status of all equipment and/or property for which responsible.

MAINT. & OPS.

Responsible for the construction and repair of buildings, structures, grounds, utility systems and field lighting systems; maintenance of buildings, structures, utility shop equipment and operation of utility shops and special vehicles and equipment. Responsible for the operation, utilities services such as water, electricity, heating, sewage and refuse disposal. Responsible for managing, planning, programming and coordinating all phases of work in the maintenance and operations branch. Responsible for an efficient and effective preventive maintenance program.

MIL. PERS. & ADMIN.

Responsible for military personnel activities. Interviews, classifies and counsels airmen and officers and resolves career development problems. Maintains, inspects and audits personnel records and reports. Maintains correspondence and publications files in accordance with applicable directives. Performs all necessary administration.

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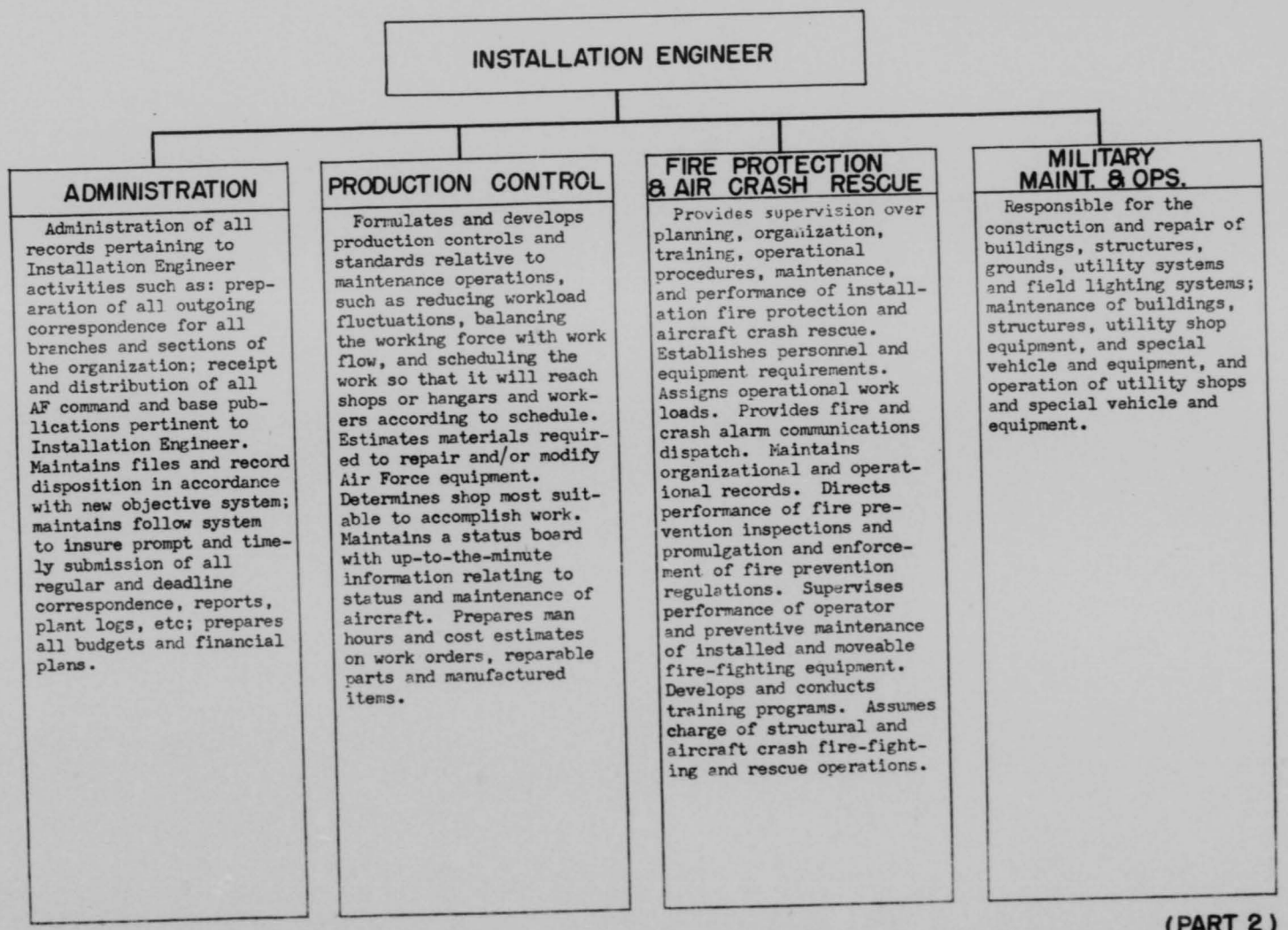
405TH INSTALLATIONS SQ.



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ENGINEERING

405TH INSTALLATIONS SQ.

PLANNING SECTION

Responsible for preparation of all Public Works and M & O programs as required by higher headquarters for planning and budgeting purposes. Supervises preparation of all zoning maps, reports and other requested data which are required to determine conformance with regulations and criteria. Prepares Planning Reports and makes investigations relative to land acquisitions. Makes appraisals of property and metes and bounds description and requests necessary field surveys be made by Roads, Grounds and Pavements Section.

MECHANICAL & ELEC.

Responsible for all mechanical and electrical maintenance and minor construction on this base and its off-base facilities to include all electrical facilities, Heating Plants, Sewage Plants, Cold Storage Plants, all plumbing facilities, air conditioning, fuel dispensing systems and water storage and supply systems. Prepares project estimate, plans and specifications covering maintenance, major repairs, rehabilitations, modification alterations and new construction pertaining to all mechanical and electrical facilities.

STRUCTURES

Responsible for all structural maintenance and minor construction on this base and its off-base facilities to include all buildings, sea walls, bridges piers, docks and swimming pools. Prepares project estimates, plans and specifications covering maintenance, major repairs, rehabilitation, modification, alteration and new construction, pertaining to all structures.

RDS. GRDS. & PAVEMENTS

Responsible for maintenance and minor construction of all roads, grounds and pavements on this base and its off-base facilities to include airfield pavements, arterial roads, perimeter roads, all grounds, railroads, greenhouse and nursery facilities, sidewalks and all equipment necessary to carry out assigned duties. Prepares project plans, estimates and specifications covering maintenance, major repairs, rehabilitation, modification, alteration and new construction pertaining to all roads, grounds and pavements facilities.

RECORDS & DRAFTING

Responsible for master development and design planning to include maintaining basic data, record drawings, basic information folder and master plan folder. Develops utilities and structural plans as required for projects being prepared by any of the other four sections within the Engineering Branch. Prepares site plans, maintains filing system for all records and performs all reproduction operations for the BIE office. General supervision of senior draftsmen assigned this section.

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405TH INSTALLATIONS SQ.

SUPPLY

ORGANIZATIONAL SUPPLY

Effects all requisitions and turn-ins. Prepares work orders. Maintains control register and files for turn-ins and issues and transfer of all property. Maintains necessary supply records for proper operation.

MATERIAL & PROPERTY

To receive and issue all P/A and expendable supplies for the BIE section and shops. This section is responsible for drawing and issuing of about 2½ million dollars worth of expendable supplies per year and maintaining accountability on about 800,000 dollars worth of P/A property. There are 14 other personnel supervised by this section.

REAL PROPERTY

Responsible for the accountability and the proper maintenance of all Real Estate and Property records valued at 95 million dollars for Langley AFB, Langley View, Big Bethal Radio Site, Oyster Point Ammo Storage Area, Cape Charles AFB and Ship Shoal Island Range. The holdings consist of 9,000 acres with improvements thereon of buildings, roads, walks, railroads, airfield pavement, both sanitary and storm sewers, water and electricity distribution systems and heating distribution systems. Continuous inventory of all facilities and the assignment and termination of buildings. Correct and timely submission of various statistical reports.

EXPENDABLES

To receive requests for expendable materials needed by the BIE sections and shops. Edits and types necessary forms for issue and turn in of expendable property. Maintains a warehouse with approximately 3,600 line items for bench stock for BIE shops. There are three sections under this section for supervision consisting of six people. It is the responsibility of the Expendable Supply Section to see that necessary materials are on hand at all times so that 450 personnel in BIE shops and sections have the necessary supplies to perform their assigned mission. Receives and issues about 2½ million dollars worth of expendable property per year to LAFB.

PLANT ACCOUNT

The mission of the Plant Account Section is to maintain accountability on all P/A property & to supervise 6 people consisting of the Inv. Team, Administrative Section & the Tool Crib for Plant Account. Trains employees in their necessary duties. Studies regulations & directives pertaining to P/A functions & answers questions as to proper procedures, etc. Checks progress of work & accuracy. Performs any of the subordinate mission if necessary. Responsible that all tools & equip. necessary for mission of BIE is on hand at all times. Prepares justification for materials, UAL changes, etc. Approx. 450 people depend on this sec. for tools & equip. to perform their duty.

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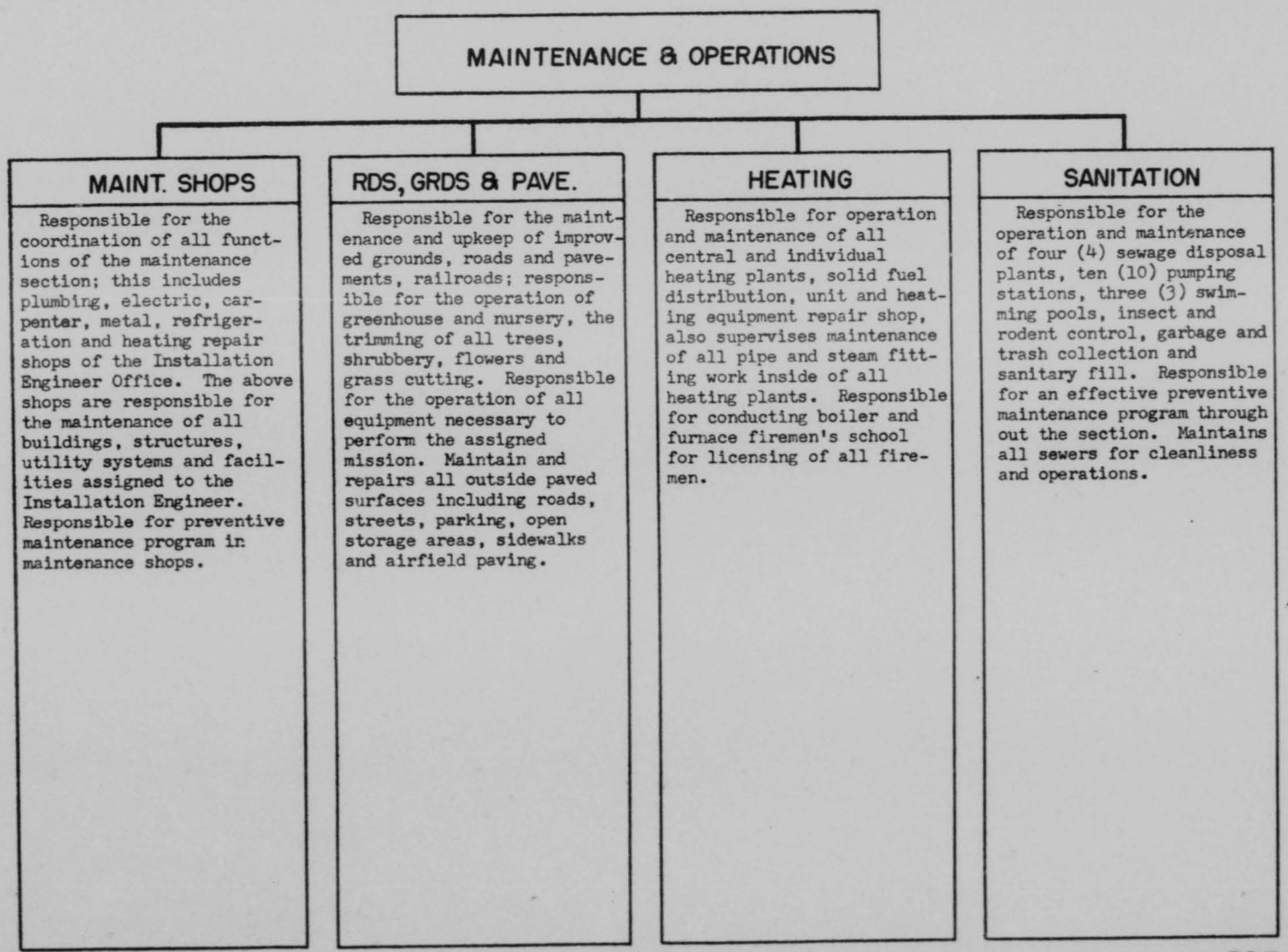

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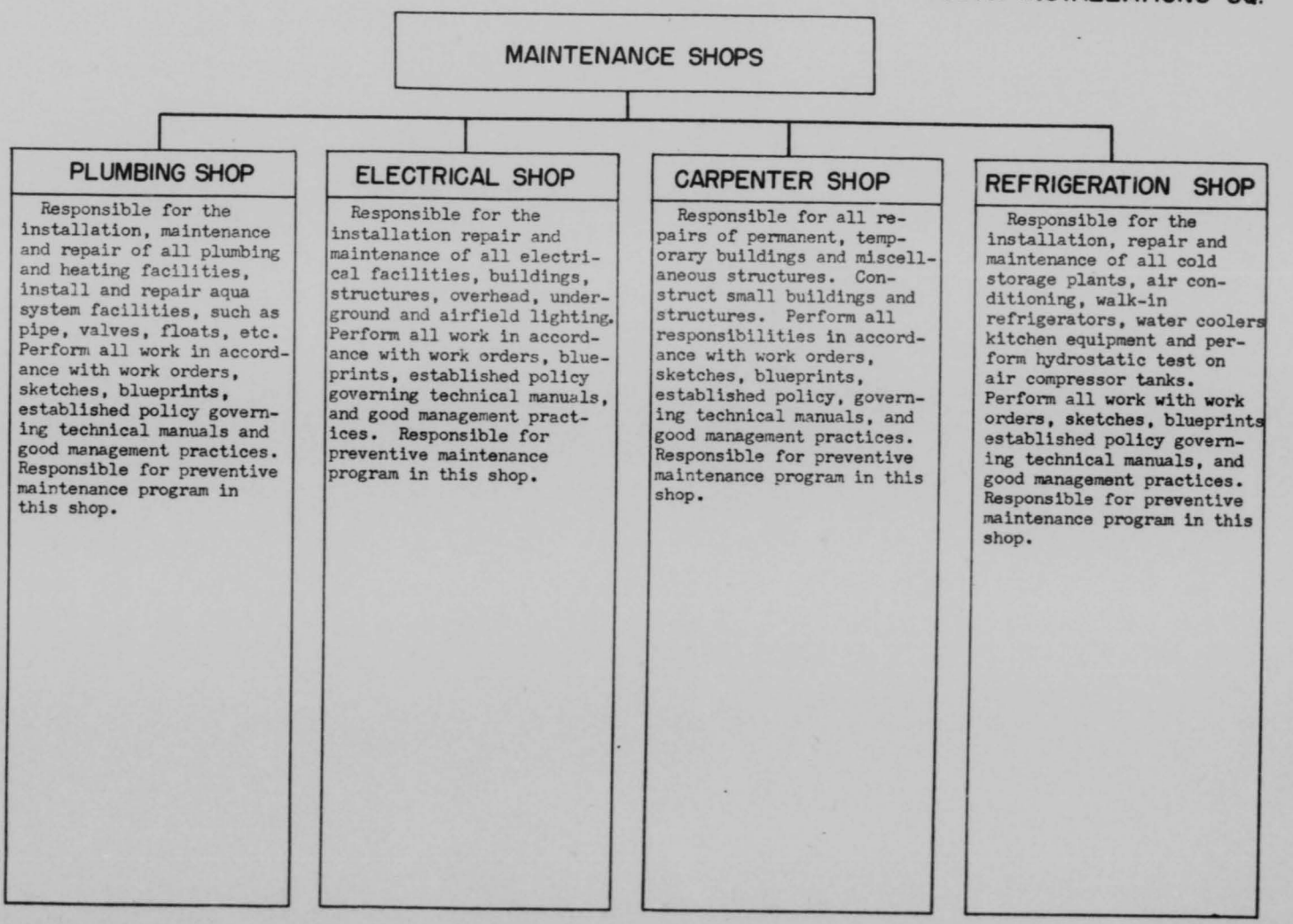

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405TH INSTALLATIONS SQ.

MAINTENANCE SHOPS

METAL SHOP

Responsible for all repairs to permanent, temporary and miscellaneous structures, of the nature of metal and iron. Perform all work in accordance with work orders, sketches, blueprints, established policy, governing technical manuals, and good shop management practices. Responsible for preventive maintenance program in this shop.

PAINT SHOP

Responsible for all painting, plastering, floor finishing, and linoleum work to buildings and structures. Paint all signs and embossed signs. Perform all work with work orders, sketches, blueprints, established policy governing technical manuals, and good management practices. Responsible for preventive maintenance program in this shop.

CUSTODIAL SERVICES

Responsible for all plans, supervision and coordination of Custodial Services which are repairs and utilities responsibilities, also provide technical supervision for repairs and utilities responsibility. Performs all functions in accordance with blueprints established policy, governing technical manuals, and good management practices. Coordinates necessary personnel duties such as training personnel or action, pay increases, etc.

WELDING & BLACKSMITH SHOP

For the purpose of making repairs to all buildings and structures where functions of electric and acetylene welding are required, also for the functions required by blacksmiths on LAFB and its off base facilities. To repair and erect all fences and parking lots on the base; to fabricate and install steel structures when required; to furnish welders for all Air Installation shops as their work requires them. To repair high and low pressure steam and hot water boilers make braces and brackets for underground and overhead distribution lines. Make and repair tools of all types, temper and hand forge iron and steel to desired shop.

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405TH INSTALLATIONS SQ.

PRODUCTION CONTROL

SERVICE CALL UNIT

Relieving shop superintendant, foreman and personnel of burdensome paper work to the maximum extent possible to permit shops personnel to give their full attention to production.

WORK ORDER PLANNING UNIT

The work order unit consists of work order clerks who are responsible for the control of all work order requests, the work order register and the final preparing of the work (AF Form 327).

WORK LOAD SCHEDULING UNIT

Maintains an accurate record of the number of work orders in the shops, their status and the number of calls received by the emergency work order section. Schedule all work to the shops.

WORK ORDER REQUEST SECTION

Coordinating procurement of supplies from depot supply warehouses service stock, requisitioning out-of-stock items from depot or local purchase, and relating all information needed on supplies to an effective scheduling program.

INVESTIGATION SECTION

The work order investigation unit is responsible for investigating work order request (AF Forms 332) to determine; feasability of work requested; whether repair is required because of fair wear and tear; and the man-hours and material required to accomplish the work. This unit is also responsible for the inspection and monitoring of all maintenance of installations type work which is being accomplished by other organizations and controlled by the installation engineer.

MATERIAL CONTROL SECTION

The material control unit is responsible for researching supply catalogues for cost of material required on work orders; maintaining current consumption rate data on expendable and high consumption items, and special reports on regulated and/or critical items; coordinating supply action and expedition supplies necessary for accomplishing work as specifically called for on the work orders; determining availability of these supplies; planning for and scheduling back order items; and monitoring delivery of supplies to the work site.

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FIRE PROTECTION & AIR CRASH RESCUE

405TH INSTALLATIONS SQ.

TRAINING

Responsible for all fire department training and training records. Plans training schedule, maintains wall charts and individual records of training progress. Assists instructors, determines men qualifications and training needs.

STATION 1

Fire Department Headquarters. A combined Crash and Structural Station. Furnishes protection and Aircraft Crash Rescue Operation. Area of prime responsibility; main base, flight line. Approximately 180 buildings of temporary and permanent construction including hangars, quarters and hospital area.

STATION 2

A combined Crash and Structural Station. Furnishes protection and Aircraft Crash Rescue Operation. Area of prime responsibility; LTA with approximately 135 buildings of temporary and permanent construction including warehouses, NCO housing and a trailer park.

STATION 3

A combined Crash and Structural Station. Furnishes protection and Aircraft Crash Rescue Operation. Area of prime responsibility; Shellbank area with approximately 100 buildings of temporary and permanent construction including quarters, warehouses and base motor pool.

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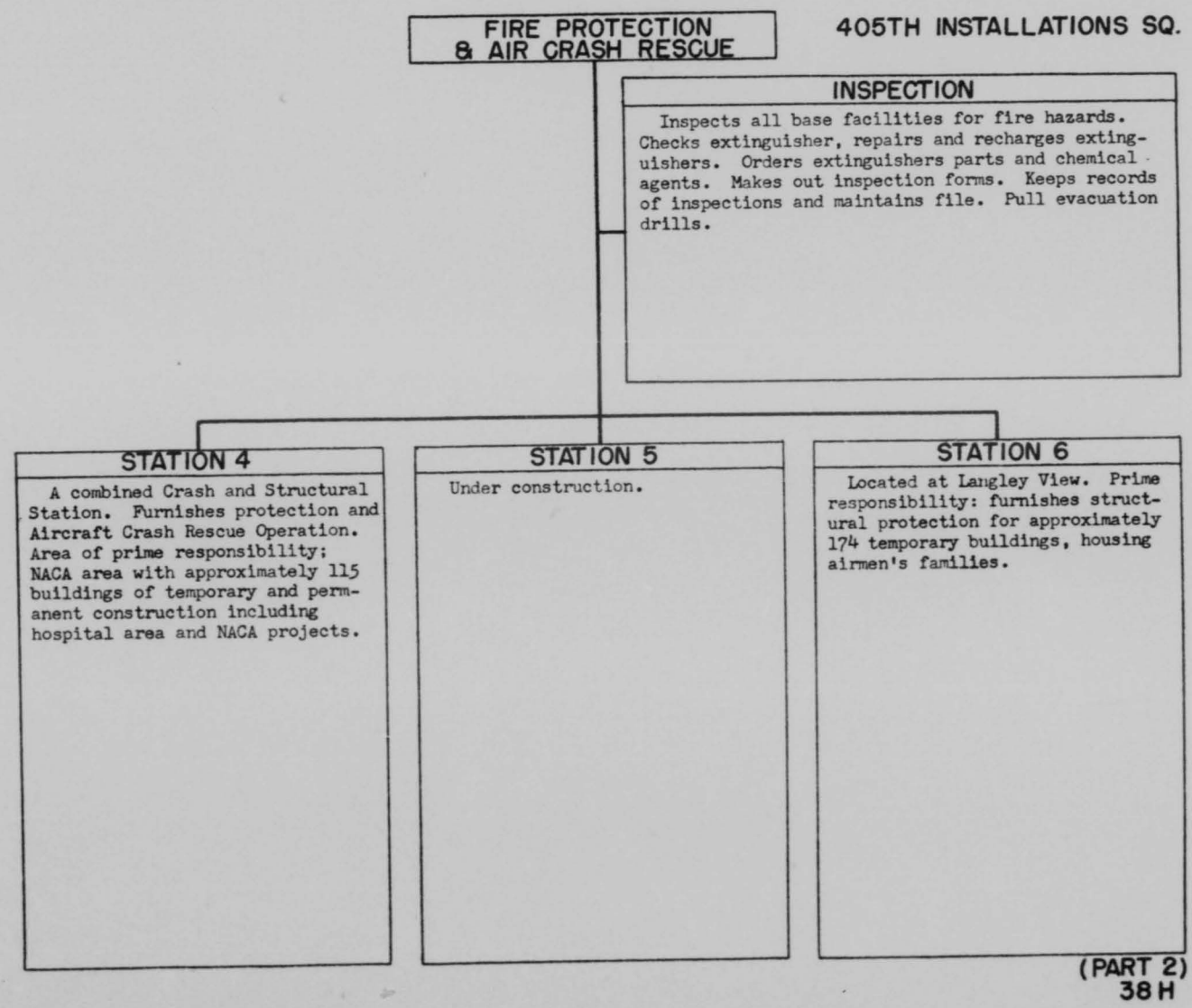

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MIL. MAINT. & OPERATIONS

LANGLEY VIEW SHOPS

Responsible for maintenance of 352 housing units, including electrical, water and gas distribution lines, roads, streets, and grounds, street lighting, interior wiring and plumbing, carpentry and painting at Langley View Housing Project.

ROADS, GROUNDS & PAVEMENTS

Responsible for the maintenance and upkeep of improved grounds, roads and pavements, railroads; responsible for the operation of green house and nursery, the trimming of all trees, shrubbery, flowers, and grass cutting. Responsible for the operation of all equipment necessary to perform the assigned mission. Maintain and repair all outside paved surfaces including roads, streets, parking, open storage areas, sidewalks, and airfield paving.

NIGHT LIGHTING CREWS

Installs, maintains and repairs interior and underground phases of airfield lighting system. Plans and assigns work to personnel, establishes work methods and procedures. Inspects quality and progress of work; instruct personnel in safety practices. Directs and insures the proper storing of material and equipment.

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FUNCTION:

To provide and maintain medical services, including organic medical supply.

CAPABILITIES:

A. Hospitalization, except for those cases requiring prolonged perimitive care and treatment of highly specialized diagnostic or therapeutic procedures. When organized as a group dispensary, only short term in-patient medical care will be provided.

B. Aero-Medical and care of flyer programs

C. Medical support for tactical operations

D. Out-patient and dispensary service

E. Dental service

F. Preventive medicine activities, including inspection of subsistence and environe mental sanitation

G. Medical evacuation

H. Receipt, storage, issue, and accountability of medical supplies and equipment

I. Training of medical personnel

J. Food services for assigned and patient personnel

K. Medical service for other than assigned or attached military personnel

L. Organizational or operator maintenance of assigned equipment, including vehicles.

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405TH TAC. INFIRMARY

COMMANDER

Command all professional and administrative elements of the infirmary. Advise the Wing Commander on all medical matters affecting the command. Direct the overall care and treatment of patients. Establish rules and regulations, direct their implementation and assure their enforcement. Control the personnel, means and facilities required for the performance of the medical mission.

ADJUTANT

Assists commander on all administrative matters. Prepares and routes correspondence. Interprets directives and regulations. Maintains correspondence and publications files. Issues orders and instructions in name of commander. Supervises preparation of regular and special reports required by higher headquarters. Conduct OJT as required.

TACTICAL SQ. ELEMENT

Provide preventive medicine program designed to prevent the outbreak of diseases and curtail unit personnel losses. Provide aero-medical service to all rated personnel assigned. Provide primary treatment and disposition of casualties including the prompt screening and evaluation of incapacitated personnel.

TACTICAL GP. HQ. ELEMENT

Distributes and allocates wing medical support elements in support of wing tactical plans. Supervise and plan unit training and briefing activities for other medical support units. Prevent the outbreak of diseases through the use of preventive medicine. Provide aero-medical service to all rated personnel assigned. Provide treatment of casualties and immediate return of non-effective personnel to duty.

AIRBORNE DISPENSARY ELEMENT

Provide basic clinical facilities for surgery, surgical ward, X-ray, laboratory, pharmacy, medical ward, out-patient clinic, dental clinic and food service.

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FUNCTIONS:

Provides base and base flight operations, and maintenance of base and transient aircraft, provides clearance authority and supervises proficiency flying and synthetical training; provides emergency issue of personal equipment. Provides coordination and supervision to the 16th Crash Rescue Boat Flight. Provides coordination and administrative supervision to the 4424th Helicopter Flight, Operational control is delegated to the Commander, 405th Fighter Bomber Wing.

CAPABILITIES:

Capable of providing such administrative, logistical and operations support as required; supervising following functions: Base Operations, Training, Organizational Maintenance of base and transient aircraft and supply. Capable of directing and supervising the activities of the following organizations in such a manner as to assist the wing in efficiently accomplishing its mission:

16th Crash Rescue Boat Flight

4424th Helicopter Flight

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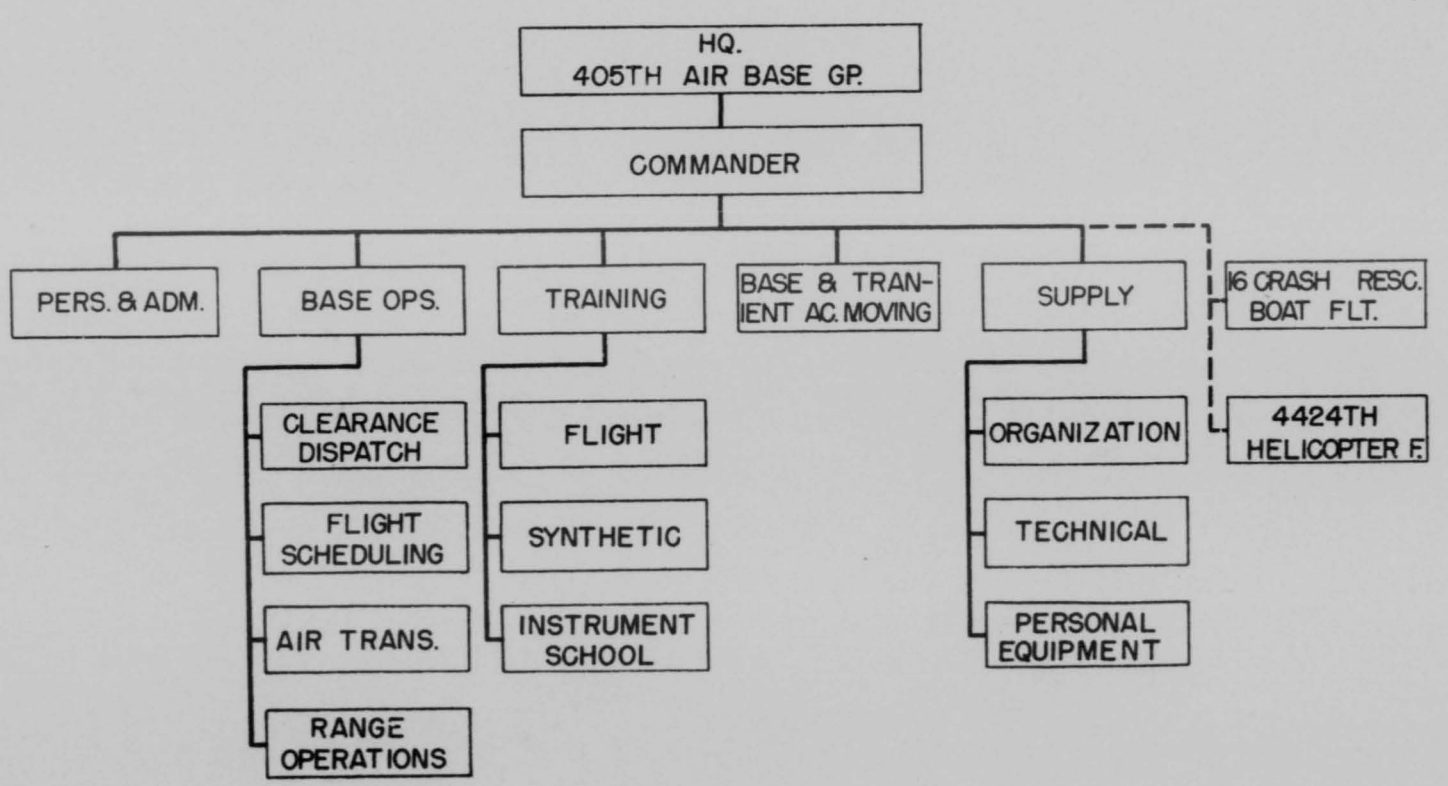
4405TH OPERATIONS SQ.



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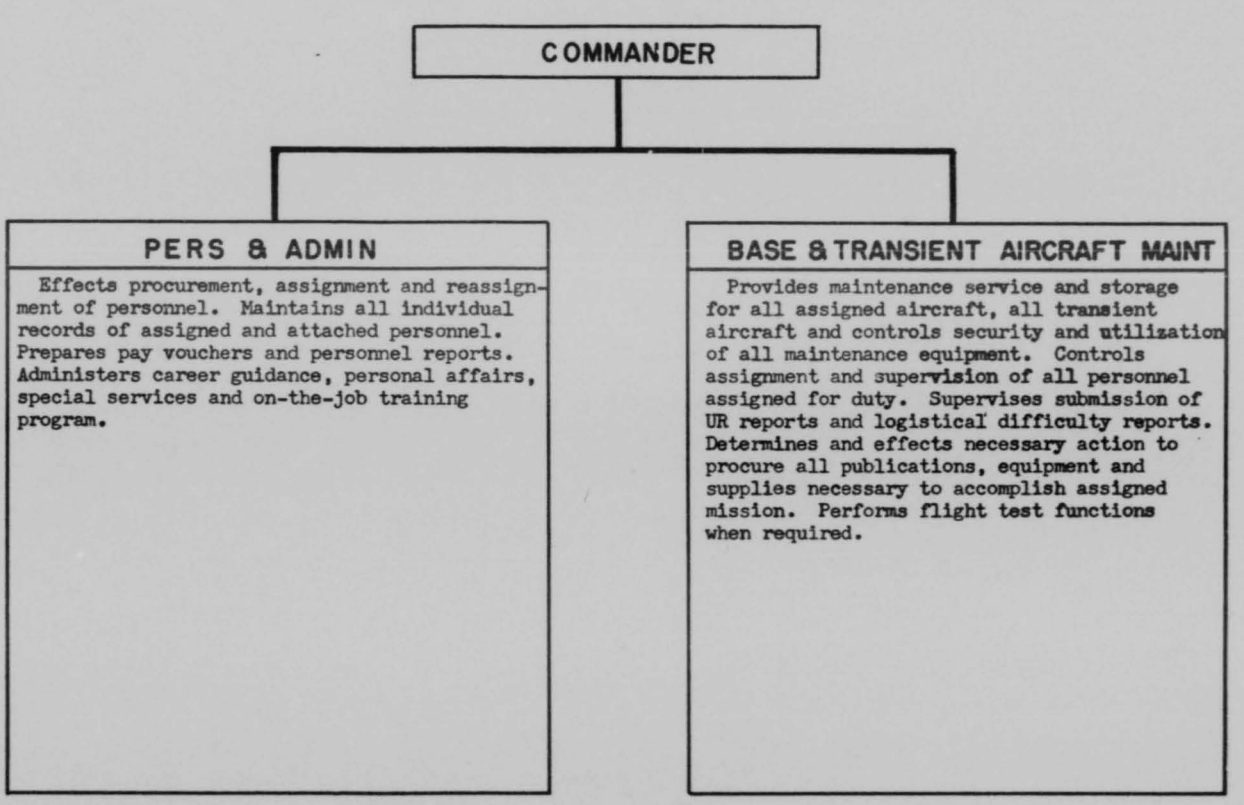
4405TH OPERATION SQ



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BASE OPERATIONS

Directs and supervises base operations activities, including aircraft clearance and dispatch, flight scheduling, maintenance of flight records, group flying safety program, operation of aircraft bomb and gunnery ranges, air transport of personnel and cargo, and special missions involving liaison, aerial spray, ferrying of aircraft and dispatch of rescue aircraft. Coordinates with pertinent group and base staff agencies to effect accomplishment of individual missions and overall missions. Establishes traffic control procedures in local flying area.

CLEARANCE & DISPATCH

Maintains supply of all required flying publications charts, notams, and maps for use by pilots. Reviews all flight plans for accuracy. Approves or cancels flight plans. Checks weight and balance of aircraft. Assists VIP arrivals and transient personnel. Maintains arrival and departure dispatch board and transmits flight plans. Relays notification of air craft accidents or pending emergencies. Maintains master clock. Notifies responsible personnel of weather conditions affecting safety.

FLIGHT SCHEDULING

Schedules 33 assigned aircraft and approximately 110 assigned and attached pilots to accomplish training and support missions. Maintains operations forms, records and logs to insure that annual flying time requirements are met and that rated personnel maintain required proficiency.

AIR TRANSPORTATION

Accomplishes air transport of personnel and cargo, spray, rescue, liaison, and ferry missions assigned by air operations officer.

RANGE OPERATIONS

Coordinates and supervises all activities on 3 bombing and gunnery ranges. Provides range control officer and airmen, and scoring personnel. Insures adequacy, maintenance and safe operation of facilities.

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TRAINING

Conducts Air and Ground Flight Training, Aircraft Instrument Ground School, instrument flight checks, and maintains and operates synthetic trainers for all pilots assigned and attached. Maintains required records pertinent to these activities.

FLIGHT TRAINING

Conducts air and ground flight training for approximately 110 assigned and attached pilots. Schedules pilots for flight training. Prepares, maintains and submits required training records and reports.

SYNTHETIC TRAINING

Maintains and operates synthetic trainers. Services all rated personnel assigned and attached to the base including Headquarters TAC, and rated personnel from military organizations located in the vicinity of this base. Briefs trainees relative to errors and omissions committed. Maintains records and transmits pertinent information for entry on AF Form 5. Schedules rated personnel for such training.

INSTRUMENT SCHOOL

Conducts instrument ground school for all pilots assigned to the base with exception of headquarters TAC. Administers written tests for each trainee. Accomplishes instrument flight checks for each pilot assigned or attached for flying proficiency.

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SUPPLY

Directs and controls procurement, issue, safeguarding, and accounting for all Air Force property and supplies required for efficient operation of the squadron, includes organizational supplies, technical supplies, and personal equipment. Maintains all required supply documents, publications, and records. Prepares and transmits required reports.

ORGANIZATION

Computes quantity and prepares documents for acquisition and disposition of property and supplies required by squadron. Maintains supply records. Accomplishes classification and inventories of supply property. Establishes receiving and issue procedures and controls security of supply property. Provides laundry and dry cleaning service.

TECHNICAL

Determines quantity, receives, issues, stores, prepares and submits documents for acquisition of spare parts, assemblies, tools, equipment and supplies for maintenance of assigned and transient aircraft.

PERSONAL EQUIP

Procures, stores, maintains, receives and issues personal clothing and equipment required by assigned and attached flying personnel in accordance with TA-1-21.

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FUNCTION:

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CAPABILITIES:

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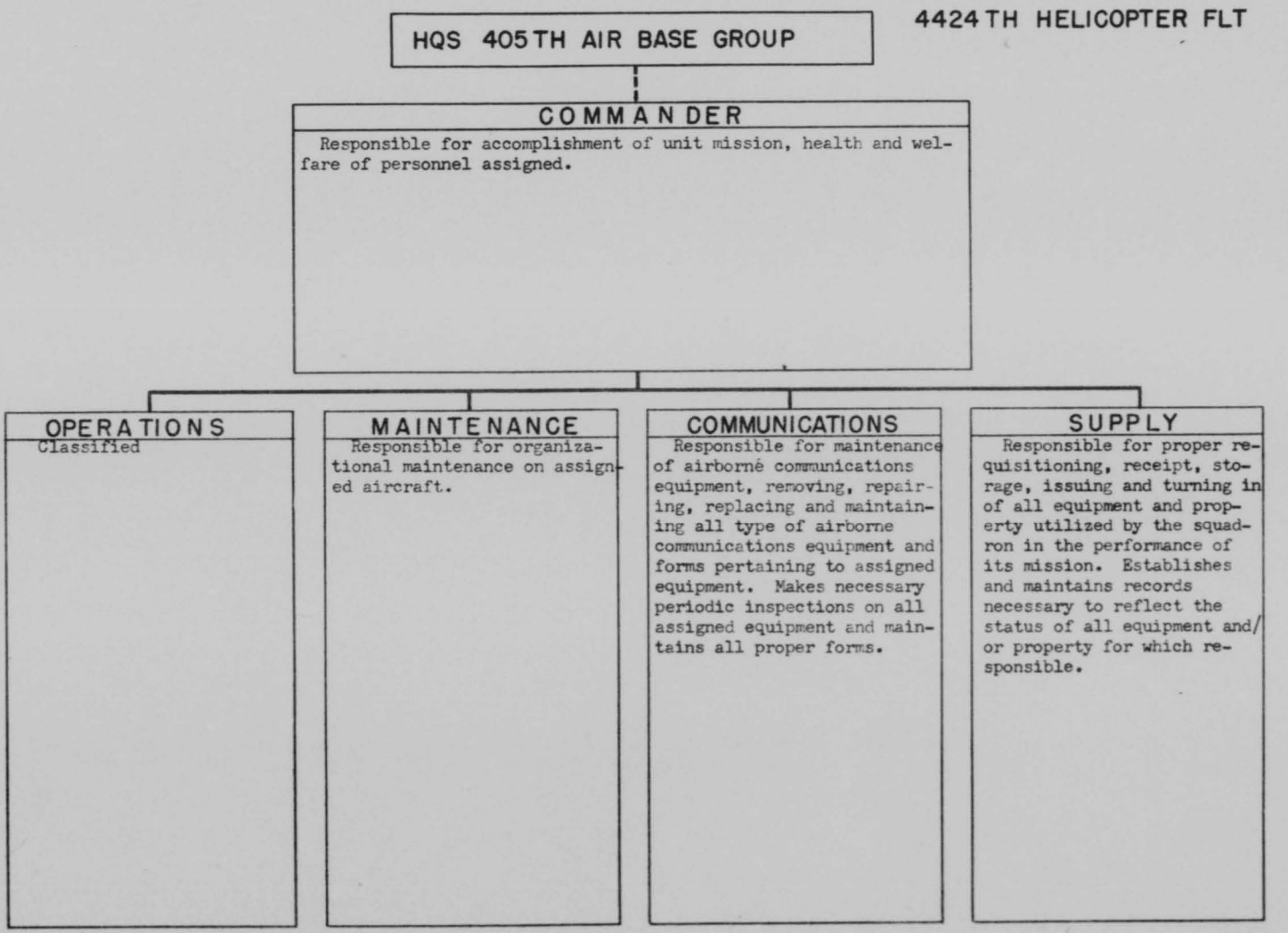

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16TH CRASH RESCUE BOAT FLIGHT

FUNCTION:

Provides marine crash-rescue service for personnel involved in aircraft incidents, including aircraft accidents, crash landings, ditchings, abandonment and similar occurrences in water or swamplands adjacent to the air base, gunnery and bombing ranges.

CAPABILITIES:

This organization is capable of operating (on a 24 hour basis) and performing organizational field maintenance on assigned equipment.

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16TH CRASH RESCUE BOAT FLT

HQS 405TH AIR BASE GROUP

COMMANDER

Responsible for accomplishment of unit mission, health and welfare of personnel assigned.

OPERATIONS

Maintains a state of readiness to provide marine crash-rescue service for personnel involved in aircraft accidents, ditchings, abandonment and similar occurrances in water adjacent to Langley Air Force Base and gunnery and bombing ranges.

MAINTENANCE

Responsible for maintenance on all boats, engines and equipment assigned to the flight.

FOOD SERVICE

Responsible for providing food and mess facilities on board boats only during crash-rescue operations.

MEDICAL

Provides emergency medical attention on board boats during crash-rescue operations.

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FUNCTIONS:

To furnish appropriate music for military formations, entertainments, and social functions, and to perform other appropriate duties as may be directed by the commander of the unit of installation.

CAPABILITIES:

a. To provide music to include:

(1) Military

(2) Concert

(3) Dance

(4) Miscellaneous (radio, small combinations, stage shows)

b. Combat duties:

(1) Assist in local security

(2) Prisoner of war escorts

(3) Such other duties as the exigencies of the service may require.

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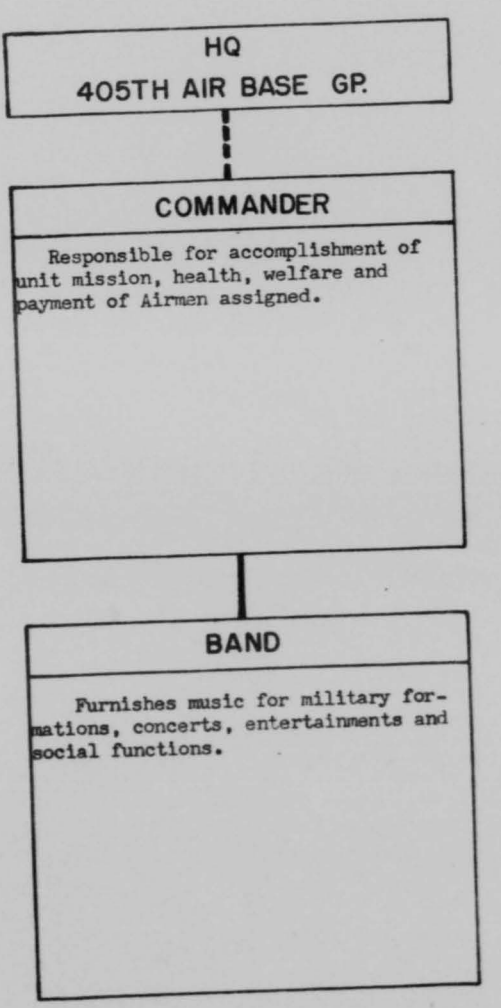
564TH AF BAND



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FUNCTION:

To provide quarters, supply and limited administrative services to all assigned and attached WAF.

CAPABILITIES:

Capable of performing the above services for a maximum of 150 personnel.

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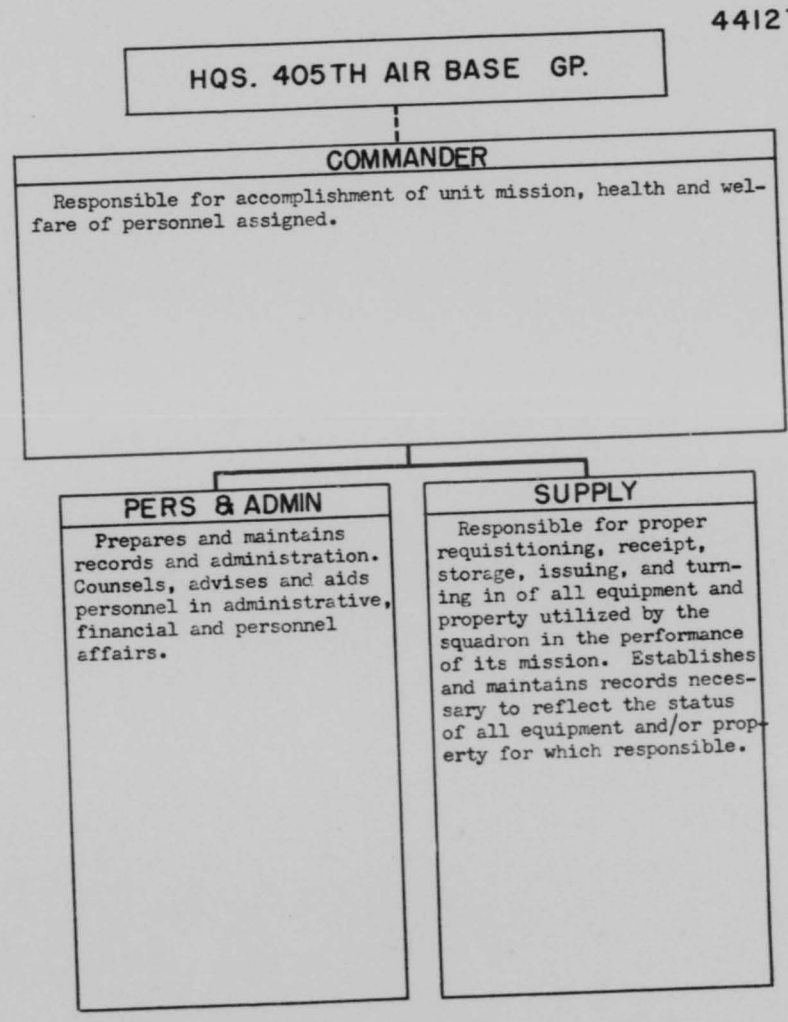

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FUNCTION:

To attain and maintain a status of readiness for, and execute night intruder missions. To retain the nucleus to operate a combat crew training school.

CAPABILITIES:

Capable of directing and controlling the assigned light or light jet bombardment squadrons in sustained operations. To operate a combat crew training school.

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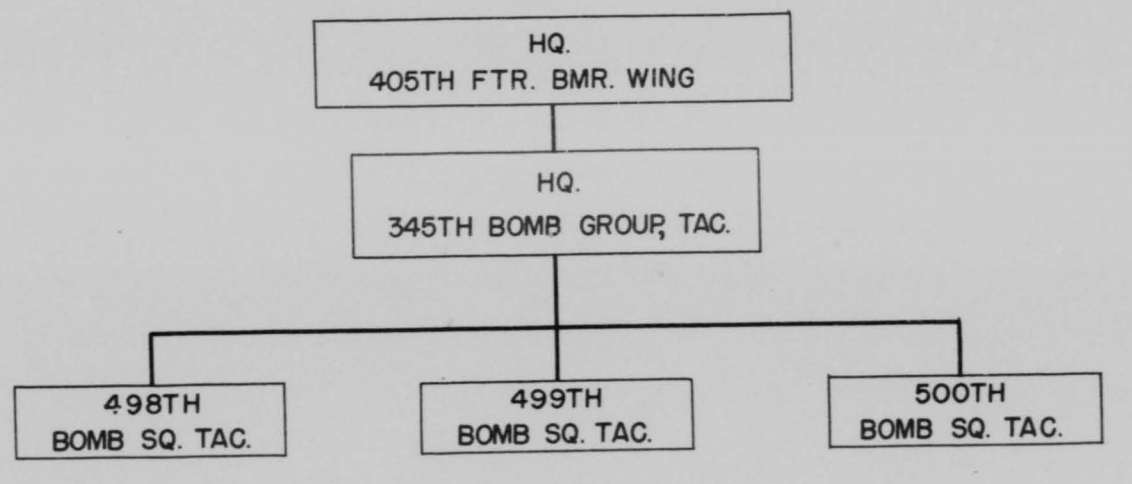
345TH BOMB GROUP, TACTICAL



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SAFETY FILM

HQS 405TH FTR BMR WING

HEADQUARTERS
345TH BOMB GP TACTICAL

COMMANDER

Commands and directs administration, training and tactical employment of combat group. Formulates plans and establishes policies for administration, operations, training, tactical employment, maintenance and supply of unit. Maintains liaison with squadron commander to assure adequate support for such functions as food service, housing, sanitation, transportation, security and construction of unit facilities. Observes and evaluates effectiveness of training programs, availability and combat readiness of air crews and operation and adequacy of support activities. Insures adequate welfare and recreation.

PERSONNEL

Establishes administrative policies postal operation and personnel administration. Inspects and evaluates effectiveness of programs provided for welfare and discipline of unit and advises the commander. Manages personnel activities. Classifies and assigns personnel. Conducts personnel audits. Resolves technical problems related to such activities as career or occupational field construction, assignment and classification of personnel.

OPERATIONS

Responsible for training, operations, communications, intelligence and flight operations for units within the group. Responsible for preparation for combat of units and combat crews.

MATERIEL

Provides control and supervision of the assigned bomb squadrons in reference to materiel functions, engineering, maintenance, replacement, salvage, etc. Provides control and coordinates the material and supply problems of the subordinate units.

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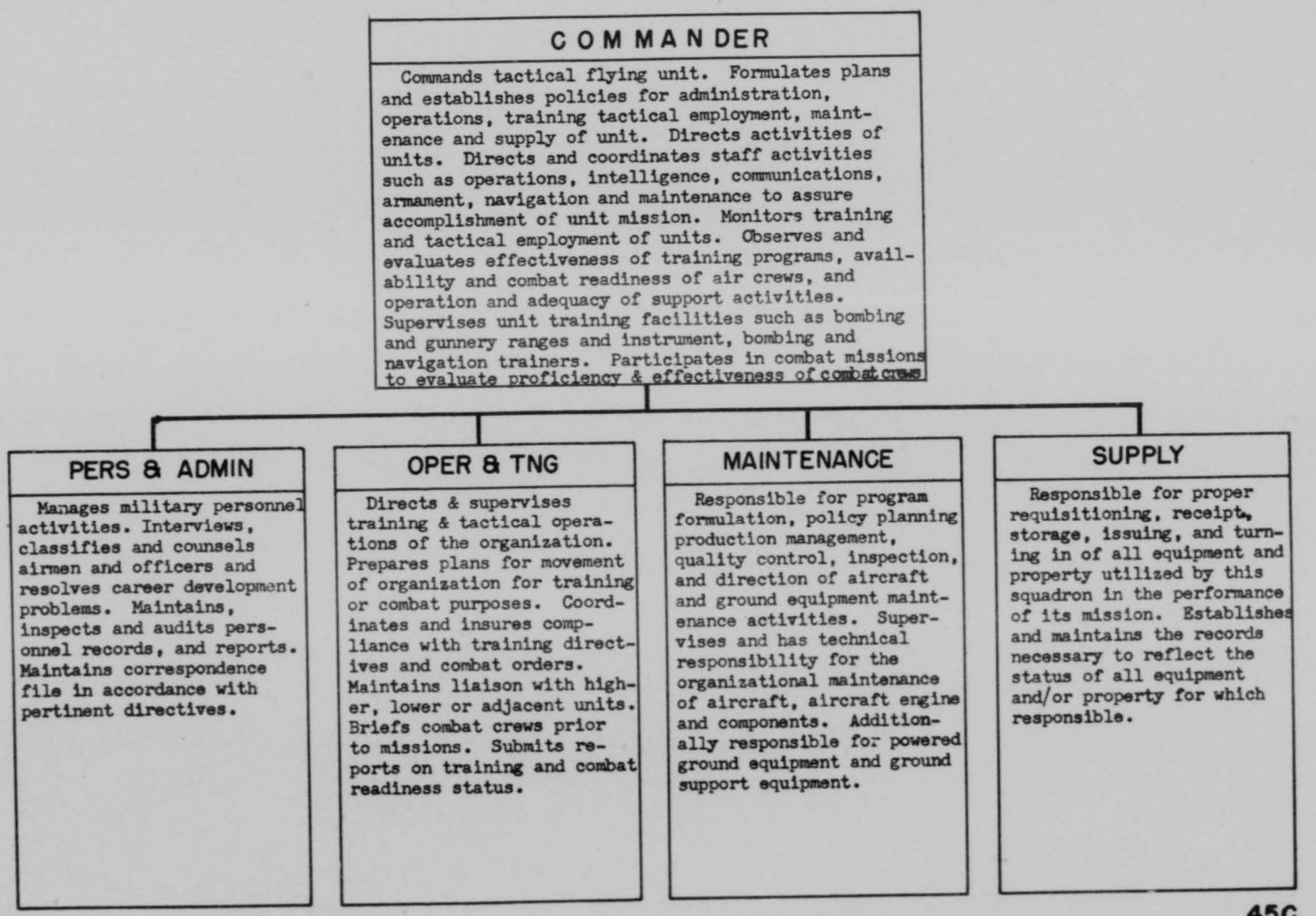
498TH BOMB SQ TACTICAL



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OPERATION & TRAINING

Directs and supervises training and tactical operations of the organization. Prepares plans for movement of organization for training or combat purposes. Coordinates and insures compliance with training directives and combat orders. Maintains liaison with higher, lower or adjacent units. Keeps the commander informed on lines of action, changes in situations, orders and directives. Insures that crews are thoroughly briefed prior to missions. Submits reports on training and combat readiness status.

FLIGHT "A"

Will attain and maintain combat effectiveness of air crew members in order that they might engage in offensive efforts utilizing tactics prescribed by competent authority.

FLIGHT "B"

Engages in offensive and defensive efforts utilizing tactics such as bombing, rocketry, strafing, chemical spraying, or laying of smoke to accomplish counter air operations, interdiction, close air support, and special missions, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

FLIGHT "C"

Engages in offensive and defensive efforts utilizing tactics such as bombing, rocketry, strafing, chemical spraying, or laying of smoke to accomplish counter air operations, interdiction, close air support and special missions, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

FLIGHT "D"

Engages in offensive and defensive efforts utilizing tactics such as bombing, rocketry, strafing, chemical spraying, or laying of smoke to accomplish counter air operations, interdiction, close air support and special missions, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

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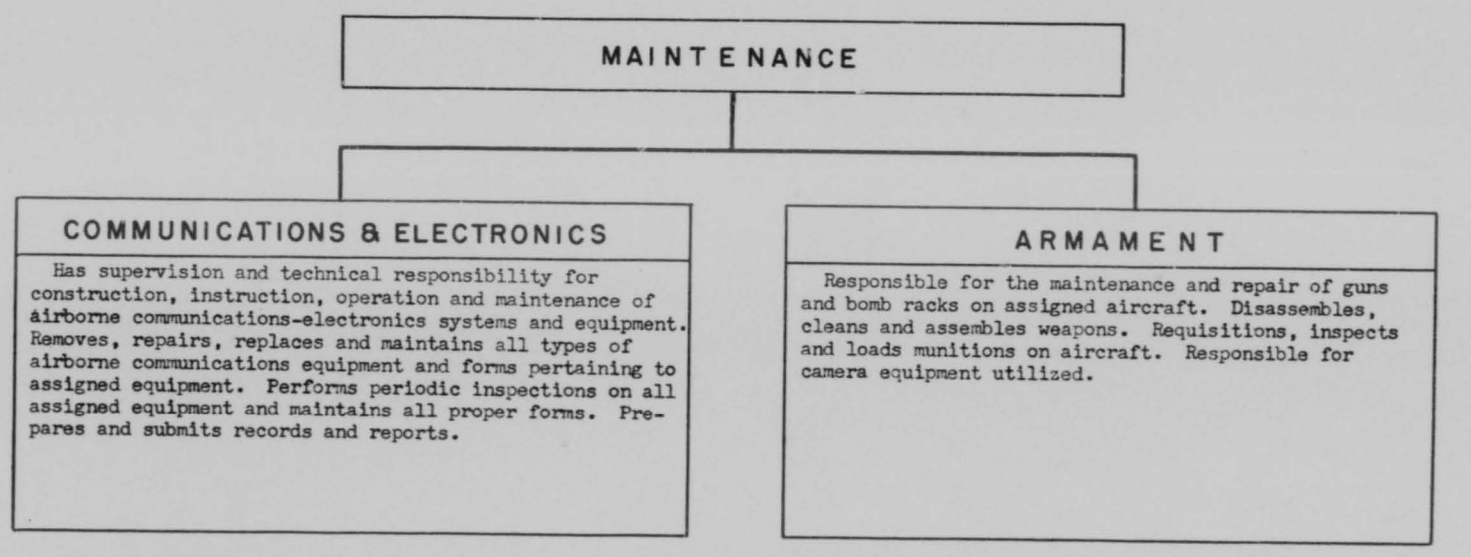

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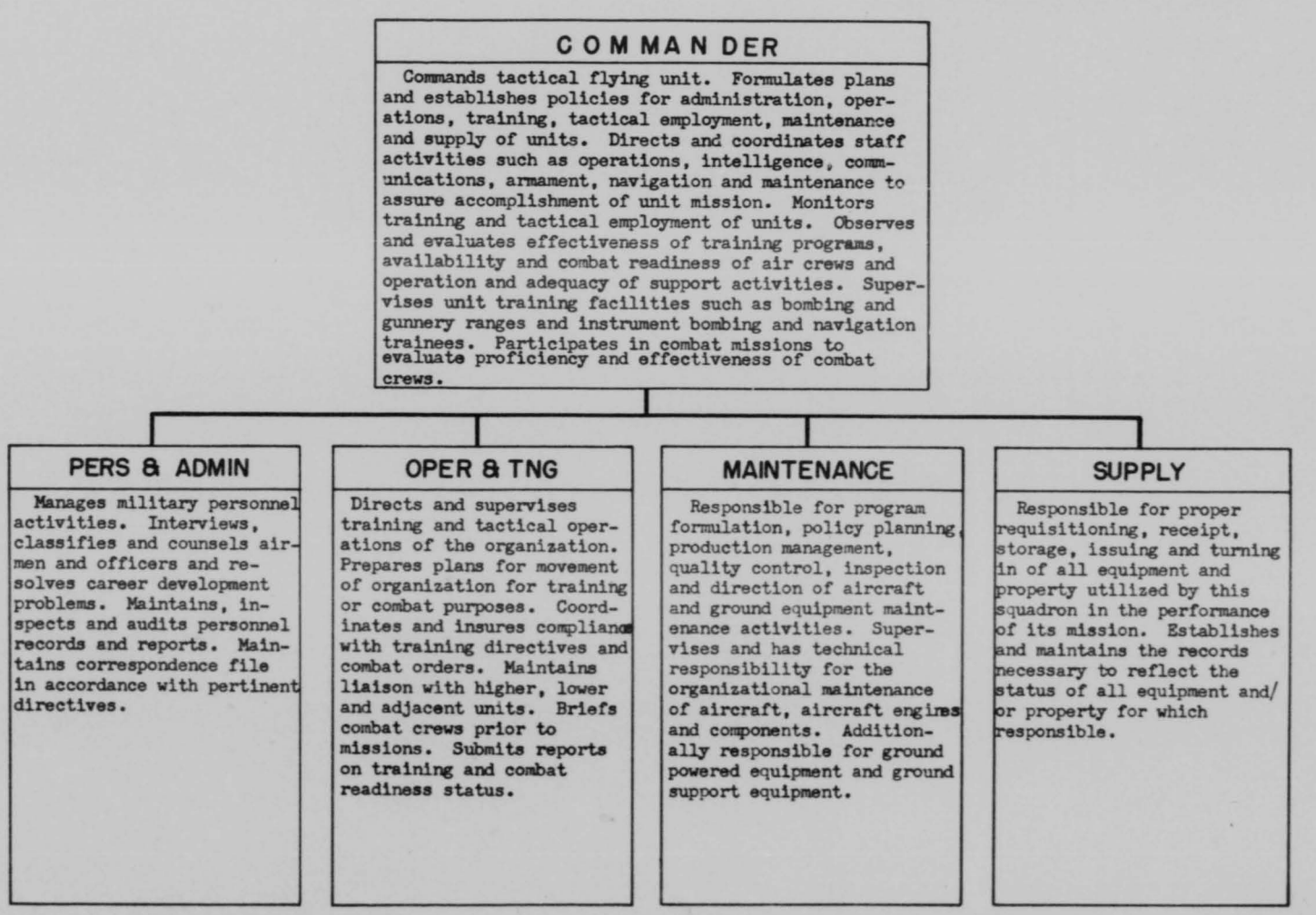
499TH BOMB SQ TACTICAL



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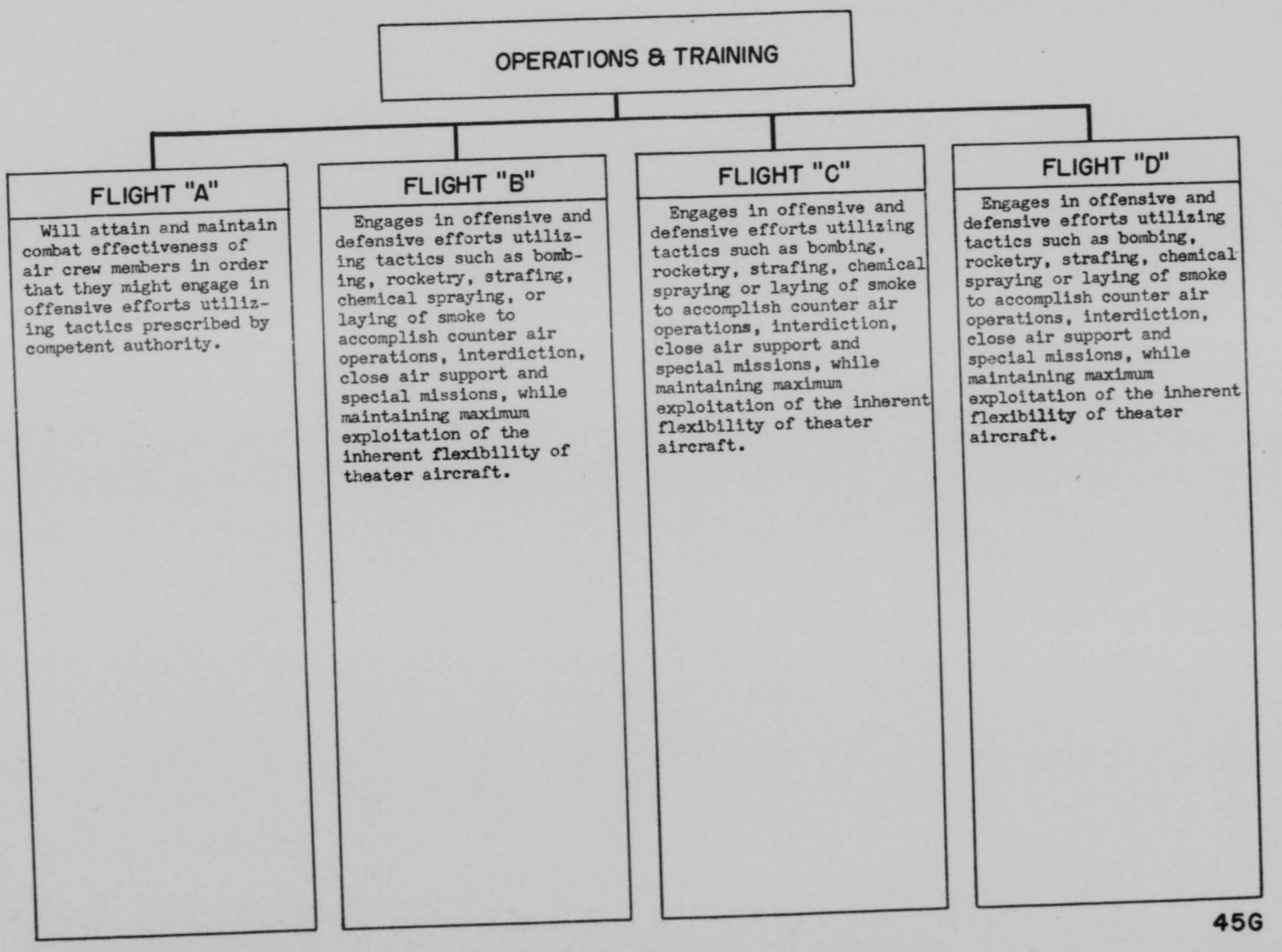
499TH BOMB SQ TACTICAL



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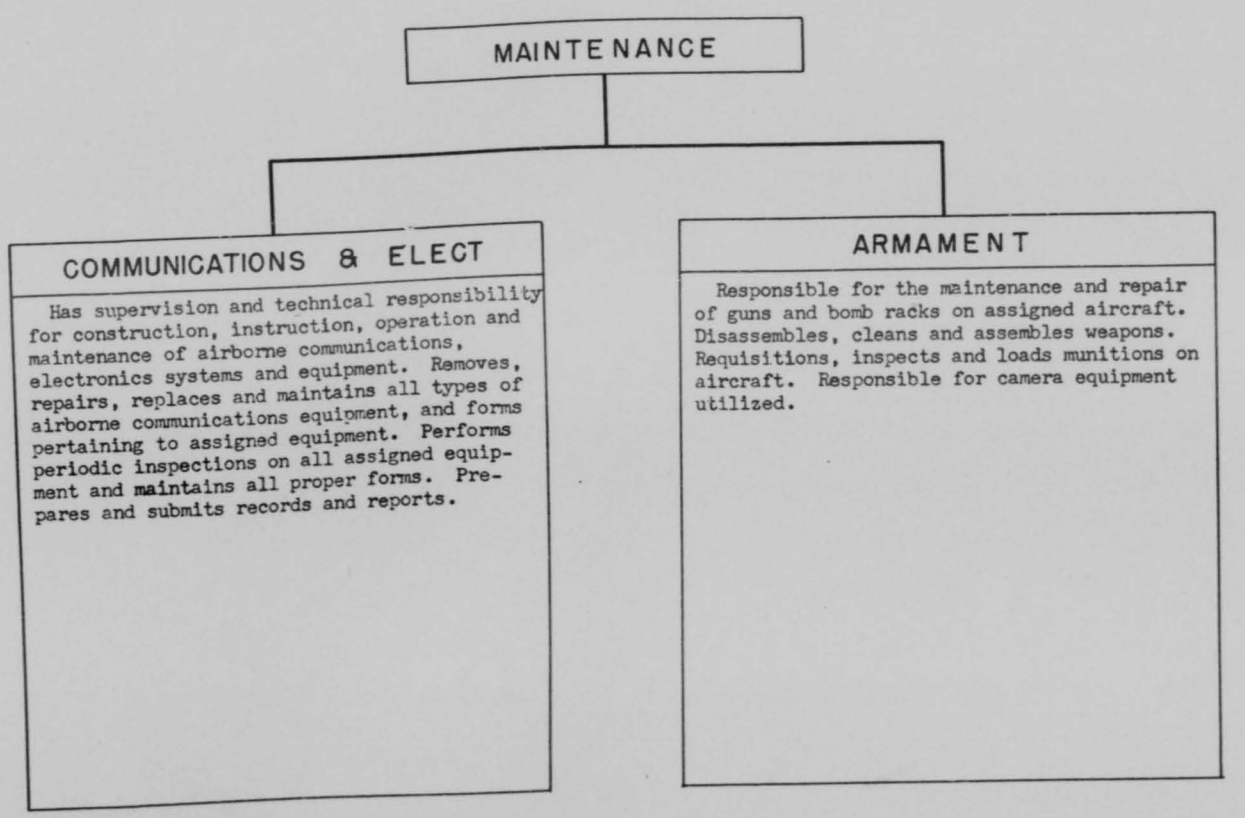
499TH BOMB SQ TACTICAL



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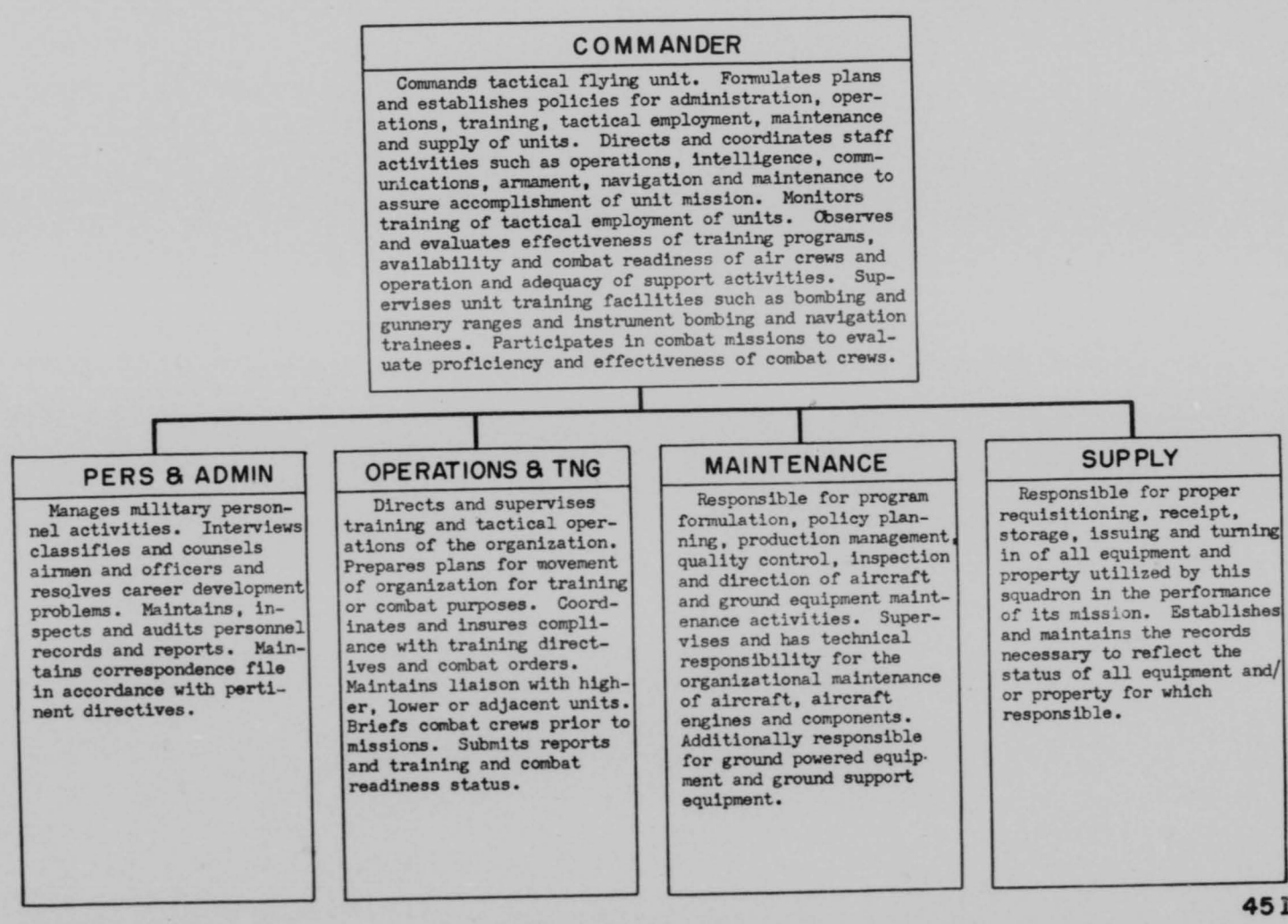
500TH BOMB SQ TACTICAL



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500TH BOMB SQ TACTICAL

OPERATIONS & TRAINING

FLIGHT "A"

Will attain and maintain combat effectiveness of air crew members in order that they might engage in offensive efforts utilizing tactics prescribed by competent authority.

FLIGHT "B"

Engages in offensive and defensive efforts utilizing tactics such as bombing, rocketry, strafing, chemical spraying, or laying of smoke to accomplish counter air operations, interdiction, close air support, and special missions, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

FLIGHT "C"

Engages in offensive and defensive efforts utilizing tactics such as bombing, rocketry, strafing, chemical spraying or laying of smoke to accomplish counter air operations, interdiction, close air support, and special missions, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

FLIGHT "D"

Engages in offensive and defensive efforts utilizing tactics such as bombing, rocketry, strafing, chemical spraying or laying of smoke to accomplish counter air operations, interdiction, close air support and special missions, while maintaining maximum exploitation of the inherent flexibility of theater aircraft.

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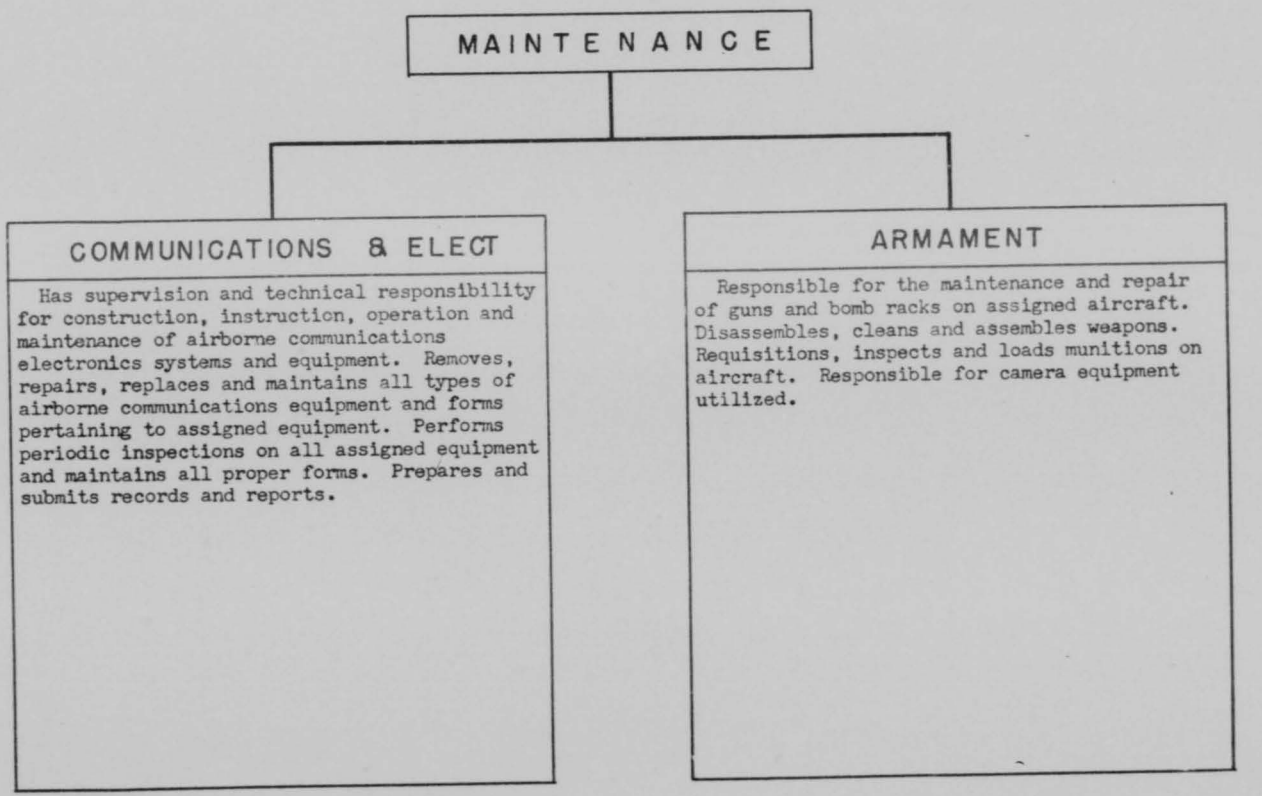
500TH BOMB SQ TACTICAL



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FUNCTION:

To provide and maintain medical services, including organic medical supply.

CAPABILITIES:

Hospitalization, except for those cases requiring prolonged definitive care and treatment or highly specialized diagnostic or therapeutic procedures.

Provides the following services:

Aero-medical and care of flyer program

Medical support

Out-patient service and dispensary service

Dental service

Preventive medicine, including inspection of subsistence and enviromental sanitation

Medical Evacuation

Receipt, storage, issue and accountability of Medical supplies and equipment

Training of medical personnal

Food services for assigned and patient personnel

Medical service for other than assigned or attached personnel

Organizational or operator maintenance of assigned equipment and vehicles.

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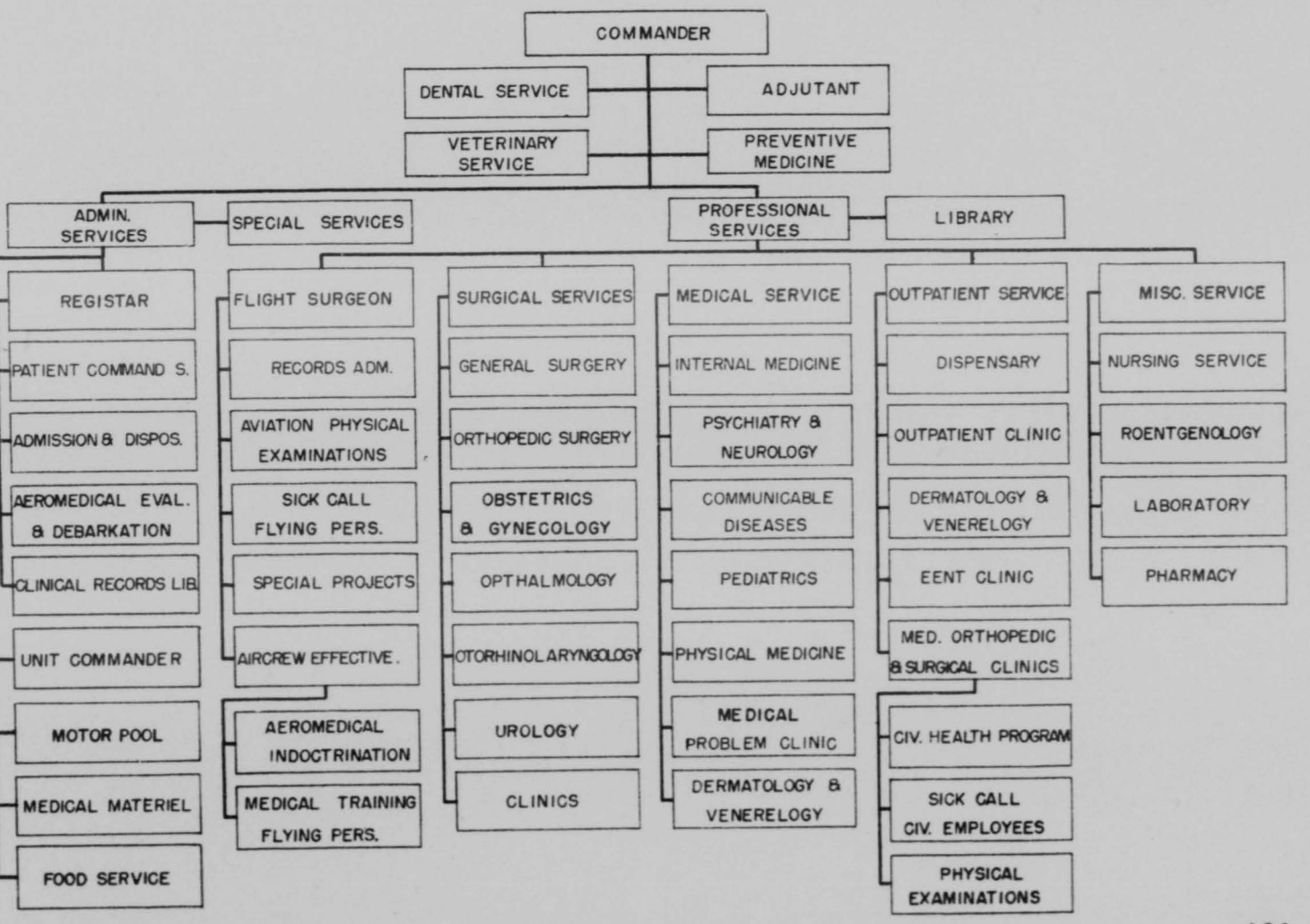
4450TH USAF HOSPITAL



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4450TH USAF HOSPITAL

COMMANDER

Responsible for the professional care of the sick and injured and to advise the Wing Commander on all matters pertaining to the medical care and health of the command. Develops plans, policies and supervises the hospitalization and evacuation of the sick and injured; the preventive medicine program; the professional medical services; the aeromedical program; the veterinary medical service; the dental service; other ancillary services; and all administrative services of the hospital. Supervises the technical training program; determines medical facilities requirements; reviews medical board proceedings; maintains liaison with other Armed Forces and appropriate civilian health authorities; and supervises activities for medical aspects of defense against warfare. Coordinates with Red Cross.

DENTAL SERVICE

Responsible for the preparation of plans and policies for the progressive development of the Dental Service, with special reference to measures for the preservation of the Dental health of the Comd. by the prevention, treatment and control of dento-oral diseases, injuries and deficiencies among persons subject to miliary control; and for advising measures to place approved plans and policies into effect. The Dental Surgeon will advise the Surgeon in all matters that may have a bearing on the health of the Command from a dental standpoint.

ADJUTANT

As representative of the commander coordinates administrative operations of the administrative section of the hospital. Publishes and distributes, in the name of the commander, administrative orders, instructions and communications of all types. Establishes procedures for the receipt and disposition of correspondence and reports, hospital postal service, stenographic and typing pool, and message center. Acts as Civilian Personnel Officer. Maintains security of classified material.

VETERINARY SERVICE

The mission of the Veterinary Service is: To provide a Veterinary Food Inspection Service; to provide a Veterinary Medical Service pertaining to animals; to assist specifically in that portion of the Preventive Medicine Program which deals with the medical aspects of Food Service, Sanitation and Nutrition and to give such other assistance in the field of Preventive Medicine as may be required.

PREVENTIVE MEDICINE

Plans, develops and supervises program for the prevention of diseases and improvement of health. Develops programs for the control of environmental sanitation and occupational hygiene factors affecting health of the command. Plans for the medical aspects of defense against atomic, bacteriological and chemical agents. Investigates all unusual prevalences of disease and carries out epidimiological studies. Supervises adequacy of sanitation with special reference to water and waste disposal system, and other conditions affecting the troops.

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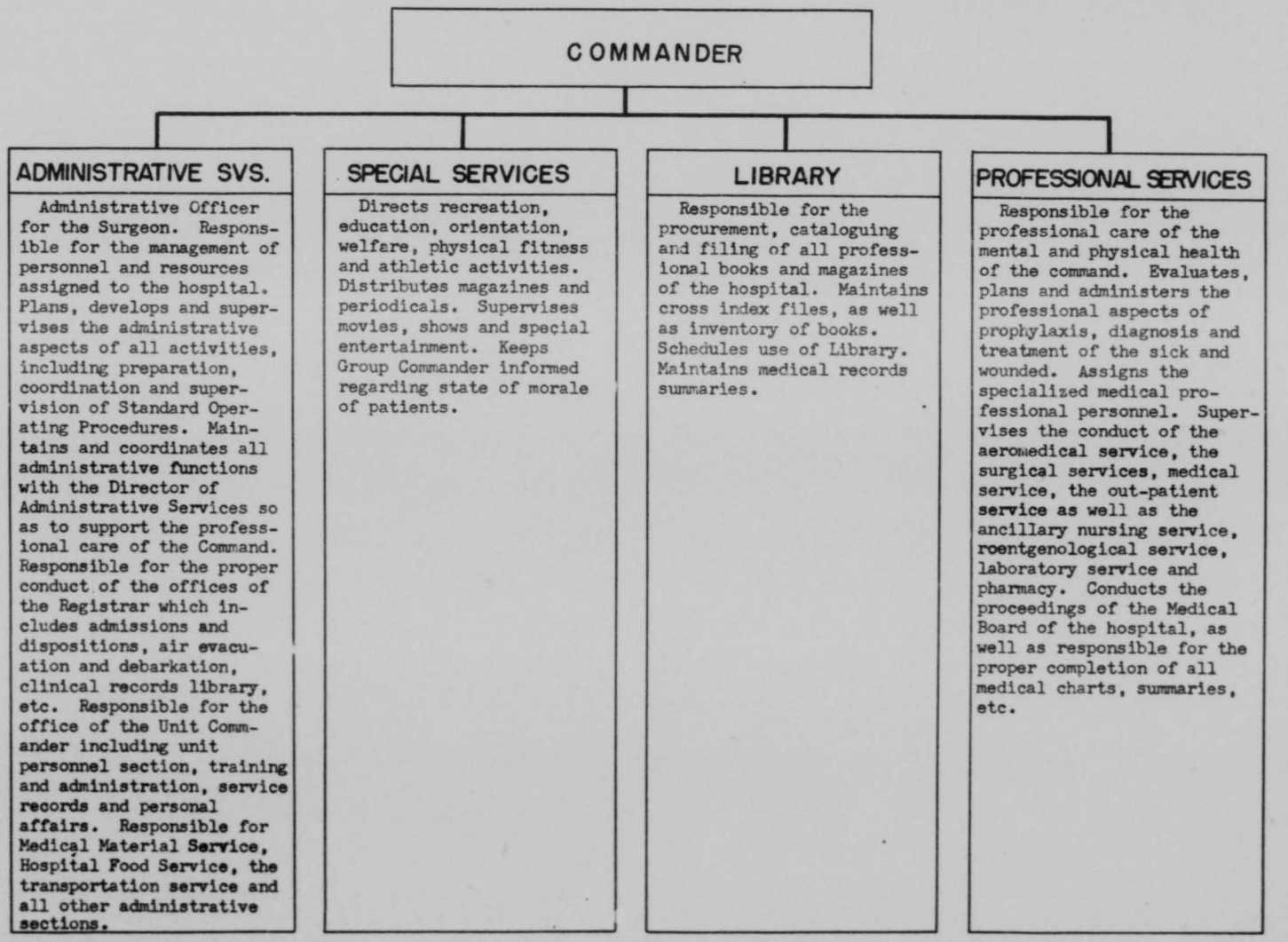
4450TH USAF HOSPITAL



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4450TH USAF HOSPITAL

ADMINISTRATIVE SERVICES

REGISTAR

Responsible for maintenance and custody of all medical and surgical records; preparation and submission of all reports concerning morbidity and mortality; coordination of all medical reports relating to patients, admissions, dispositions, births, deaths, outpatient treatment, etc. Coordinates line of duty investigations; acts as Historian of Registrar's office; is commander of Detachment of Patients and Custodian of Patients Fund and is Air Evac Coordination Officer.

UNIT COMMANDER

Responsible to the Group Commander as Commander of Troops for the health, welfare and discipline of all airmen, hospital operation personnel and for implementation and operation of policies governing hospital and Medical Group assignments, classification and reclassification of all airmen. Supervises all airmen in Orderly Room and Personnel Office; handles disciplinary control; does daily inspections of airmen's quarters and hospital area; responsible for proper completion of personnel records; supervises training of airmen and the I & E, Character Guidance and Unit Fund Council Programs.

MOTOR POOL

Provides necessary transportation for the medical support of the Group in staff, supply or ambulance runs as required. Supervises the administration of the personnel of the unit in the proper conduct of their duties. Maintains first echelon care of vehicles. Provides first aid equipment and medical training of personnel in its uses. Provides emergency crash ambulance service to the flight line.

MEDICAL MATERIEL

Is responsible to the Surgeon for requirements, requisitioning, receipt, storage and issue of all supplies used by and in the hospital other than rations; maintenance of hospital memorandum receipt activities; screens requests for procurement of non-standard medical supply items and initiates purchase authorization; responsible for all recurrent and special reports pertinent to medical supply. Maintains accountability for all medical supplies.

FOOD SERVICE

Supervises food service department and exercises every precaution to insure preparation and serving of meal will supply physiological needs and are appetizing. Supervises procurement and preparation of food to prevent waste and misuse. Assigns duty to personnel in keeping with ability and training. Approves menus, requisitions, operations and facilities as appropriate. Directs operation of all food service activity, develops measures for and supervises execution of food service functions.

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4450TH USAF HOSPITAL

PROFESSIONAL SERVICES

FLIGHT SURGEON

Responsible for the conduction of all types of physical examinations; conducts sick call for all military personnel on flying status and all non-rated officers; is responsible for crash calls, both on and off the base; is responsible for the Air Crew Effectiveness Program, include aero-medical indoctrination and medical training of flying personnel; conducts special projects or research, as necessary, supervises all records and administration of the office; advises on aeromedical aspects of aeromedical evacuation activities. Provides aero-medical liaison for the physiological training program. Supplies medical aid to the Flying Evaluation and Aircraft Accident Board of the base.

RECORDS ADM.

Responsible for the management of personnel and resources assigned to the Aeromedical Service. Supervises all administrative aspects of all aeromedical activities, including correspondence, preparation of reports, of medical examinations, and periodic reports required by existing regulations. Maintains individual medical records of flying status personnel and the record of medical aspects of aircraft accidents.

AVN. PHYSICAL EXAM.

Conducts examinations for applicants for pilot training and training in various observational categories; conducts periodic exams on all rated personnel; conducts special exams for determination of qualified or disqualified personnel for flying duties; conducts other exams as required for the proper maintenance of the health of flying status personnel.

SICK CALL FLY. PERS.

Conducts daily sick call for all flying personnel assigned and attached to the base. Evaluates medical aspects of flying personnel. Conducts consultations and interviews with personnel as to special medical problems involving flying. Refers patients to and consults with proper clinics for special treatments. Administers necessary innoculations for command. Prepares and maintains proper records and files.

SPECIAL PROJECTS

Conducts special projects requested by organized research units of the AF dealing with Aviation Medical Program of the AF; conducts special projects for improvement of medical care of flyer; study of noise levels, adequacy of personal equipment, investigation of means by which crash rescue mission may be improved and studies of special hazard to which flyers may be exposed including investigation of means for their correction.

(PART I)
46 E

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PROFESSIONAL SERVICES

FLIGHT SURGEON

AIRCREW EFFECTIVENESS

Responsible for combat effectiveness of all aircrew members by indoctrination into relationship of the flying medium with its psychological and physiological effects on the body; adaptation procedures; first aid training for combat and noncombat flying accidents, injuries or illnesses; rehabilitation of noneffective members; and the selection, maintenance and training of aircrew members.

AEROMEDICAL INDOCTRINATION

Conducts program of training by means of lectures and demonstrations for flying status personnel by unit on medical aspects of flying. Supervises and conducts physiological training program; conducts special indoctrination for units whose mission créates special medical problems; combines results with indoctrination program. Routine indoctrination includes altitude indoctrination, use of oxygen and oxygen equipment.

MEDICAL TRAINING FLY. PERSONNEL

Lectures and demonstrates on general medical subjects, including first aid for air crews, personal hygiene and preventive health; measures; lectures on timely special medical problems which are related to the maintenance of general good health. Supervises physical training programs for flying status personnel by unit.

(PART 2)
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PROFESSIONAL SERVICES

SURGICAL SERVICE

Responsible for the operative and non-operative care of all patients with surgical diseases; for the administration of the various sections and clinics; for the training and supervision of officer and airmen personnel; makes inspections and reports to the Surgeon as may be necessary. The Chief of Service acts as a member of the Medical Board. Responsible for the maintenance of necessary equipment and supplies for the operation of major and minor surgical rooms and plaster room. Responsible for active diagnostic and therapeutic service to hospitalized patients; for dressing of wounds; for giving medications; for pre- and post-operative care. Responsible for regional and general anesthesia as desired by Surgeon and as indicated by type of surgery to be performed and for maintenance of supplies and equipment thereto.

GENERAL SURGERY

Responsible for hospital care of patients with surgical diseases; for performing necessary surgical operations for operation of the operating rooms, anesthesia section and surgical wards; for administration and training of surgical ward personnel; for consultation service to other sections.

ORTHOPEDIC SURGERY

Responsible for examination and disposition of patients suffering from disease of muscles, ligaments, bones and joints; for treatment of uncomplicated diseases needing orthopedic care, including the therapeutic and rehabilitative physical therapy procedures; for maintaining supplies for splints, braces and casts; for training of airmen personnel and for consultation services.

UROLOGY

Responsible for the special and usual diagnostic and therapeutic procedures necessary as related to the treatment of outpatients and hospitalized patients with suspected or proven disease of the urological system; for consultation service to other sections.

OBSTETRICS & GYNECOLOGY

Responsible for the technical operative care of patients; for the maintenance management and supervision of the delivery unit; for the diagnostic and therapeutic outpatient care; for pre- and post-natal mother care.

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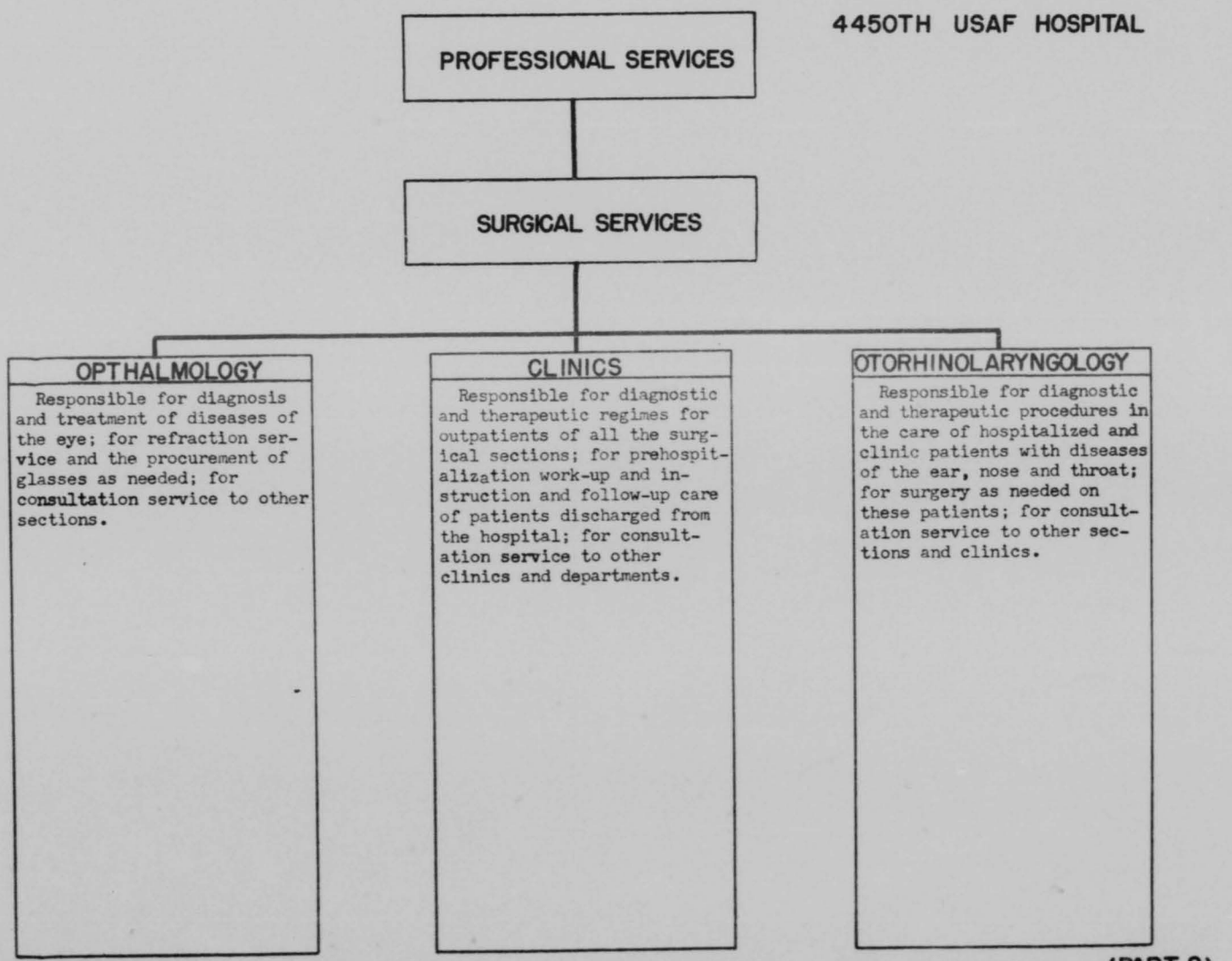
4450TH USAF HOSPITAL



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PROFESSIONAL SERVICES

MEDICAL SERVICE

Provides professional care to the sick and injured and promotes health to reduce to a minimum time lost from duty for medical reasons. Preserves physical and mental health of Command. When hospitalization of personnel is necessary, provides diagnostic and therapeutic service and expedites return to full duty after satisfactory reconditioning. Acts in advisory capacity to Aeromed Dept. on problems of physical standards and qualification of personnel. Prepares charts and supporting documents for review and consideration by medical boards in cases of discharge for physical disability. Evaluates military personnel as to retention in service. Acts in advisory capacity to Surgical Service on problem cases. Works in conjunction with US Public Health Service to discover and treat venereal diseases and to obtain necessary contact information to prevent further spread of disease. Applies above facilities and care to dependents of military personnel.

INTERNAL MEDICINE

Diagnoses and treats patients with any of the general or special diseases of internal medicine, including subspecialties such as allergy, cardiology, dermatology, etc. Interprets special electrocardiographic, roentgenoligic and laboratory procedures and administers specialized treatments such as pneumothorax, pneumoperitoneum, radioactive isotope injection, ACTH and cortisone therapy.

MED. PROBLEM CLINIC

Diagnoses and treats patients with any of the general or special diseases of internal medicine. Employs and interprets some of the more unusual tests and procedures used in diagnosis. Problems in diagnosis which have been referred by other outpatient clinics are reevaluated and consultations returned. Supervises the long-term treatment of personnel suffering unusual or chronic diseases.

PSYCHIATRY & NEUROLOGY

Diagnoses and treats patients suffering from mental diseases, emotional disorder and organic diseases of the central or peripheral nervous system. Directs mental hygiene program for diagnosis, treatment and rehabilitation of military personnel such as clinical psychological testing, electroshock treatments, occupational therapy, etc. Advises commander of morale, emotional and mental fitness of the command.

COMMUNICABLE DISEASES

Diagnoses and treats patients suffering from communicable and contagious diseases. Responsible for isolation of ifected personnel and for control of spread of such diseases. Works with preventive medical department and initiates epidemiological studies. Responsible for long-term treatment of any contagious diseases not self-limited. Works with Venerologist to reduce venereal diseases and assures effective treatment.

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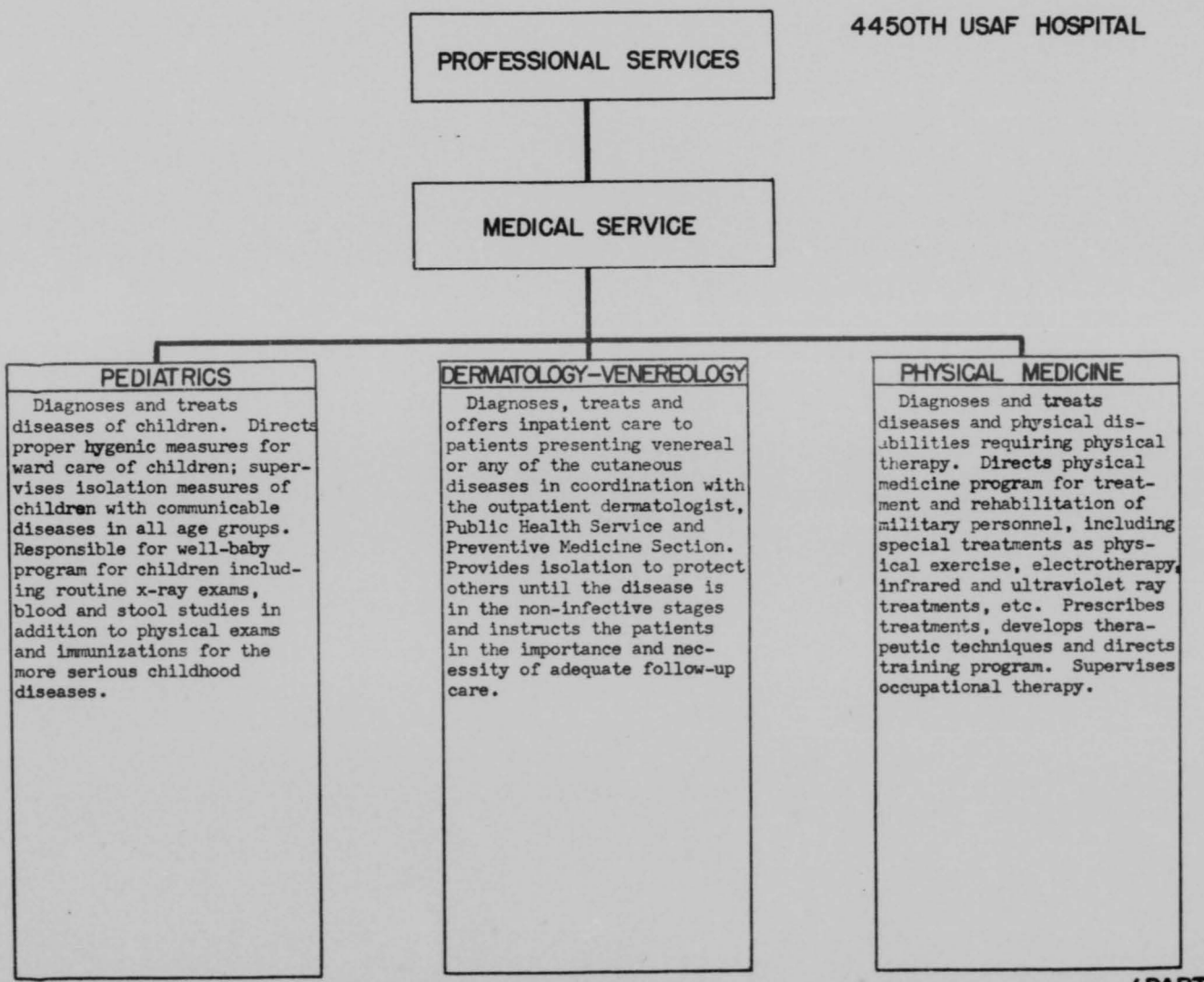

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PROFESSIONAL SERVICES

OUTPATIENT SERVICE

Responsible for maintaining adequate twenty-four hour health facilities for the prompt, efficient care of the ambulatory airmen, civilian dependents and civilian employees. Responsible for the sick call for all military personnel (except flying) and dependents; Administers innoculations; refers patients to proper clinics for specialized treatment; prepares and maintains individual medical records (Form 277) of airmen and dependents; coordinates the operation of various clinics providing outpatient care and provides emergency medical care. Responsible for the treatment of civil service employees of the base, as well as conduct physical examinations of same and of domestics.

DISPENSARY

Responsible for sick call for all military personnel (except flying); makes physical inspections of enlisted personnel, as required; administers innoculations; refers patients to proper clinics for specialized treatment; provides adequate emergency personnel and equipment for emergency care; prepares and maintains required records and files.

OUTPATIENT CLINIC

Responsible for the examination and treatment of civilian dependents of military personnel; periodic examinations of food handlers on the base; first aid and emergency care when required and for treatment at home of military dependents, when indicated.

DERM. & VENEREOLOGY

Responsible for the diagnosis and treatment of all dermatological and venereal diseases; procedures to exercise venereal disease control within the command; and prepares and forwards contact histories. Obtains contact reports and coordinates with the Public Health Service to delineate the treatment and follow-up of care of all proven cases. Distributes venereal disease posters.

EENT CLINIC

Responsible for diagnosis and treatment of diseases and injuries involving the eye, ear, nose and throat; refracts eyes of patients and prescribes glasses; provides radium treatment to nasal pharynx patients; acts as consultant to other medical and surgical services.

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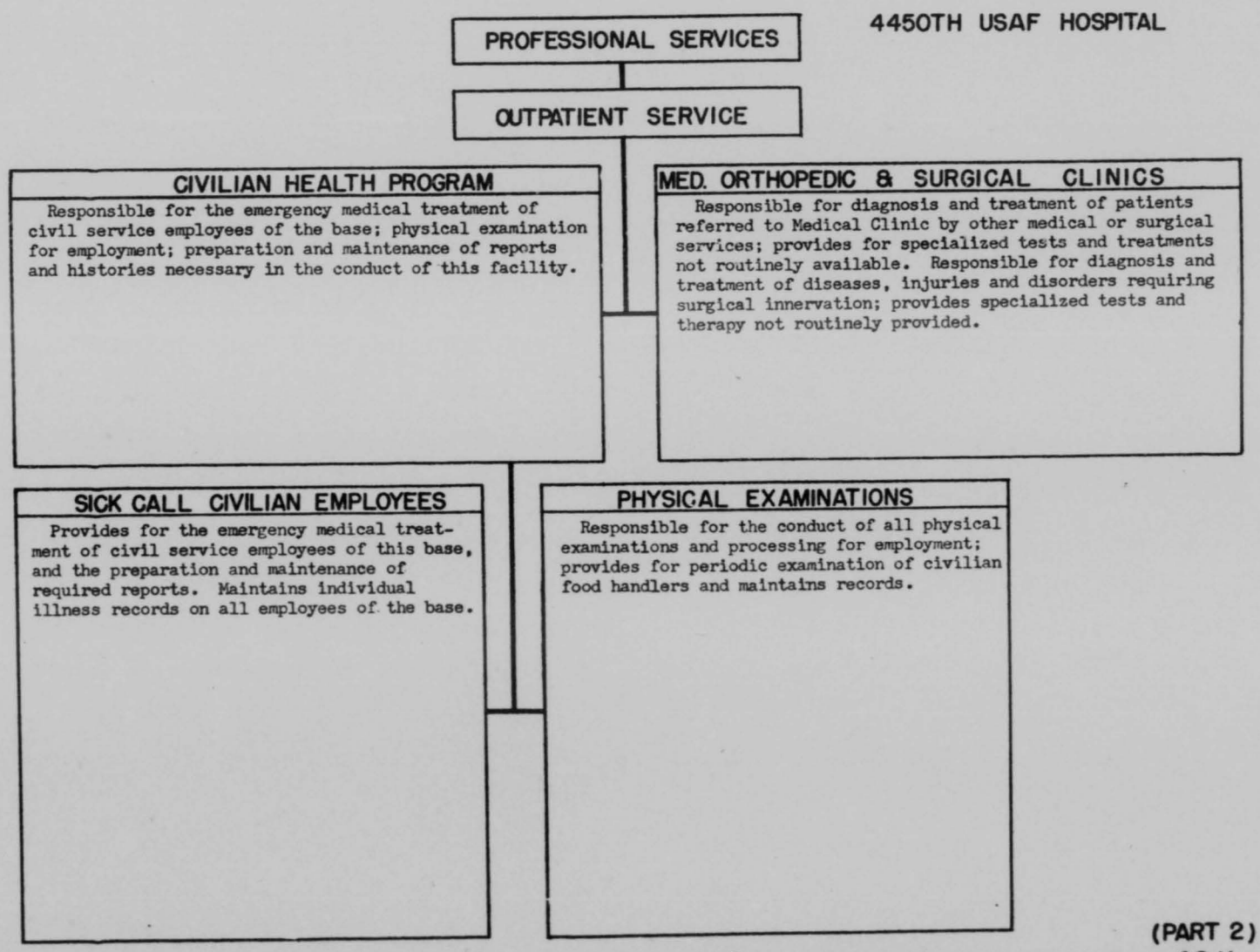
4450TH USAF HOSPITAL



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PROFESSIONAL SERVICES

MISCELLANEOUS SERVICE

Responsible for the ancillary services of nursing, roentgenological service, laboratory and pharmacy in maintaining efficiency and thorough cooperation with the professional services so as to provide professional care to the sick and wounded. Coordinates with various clinics and departments in distribution of reports on x-ray examinations and proper maintenance and filing of x-ray films. Responsible for nursing service administered and acceptable policies established. Responsible for compounding all prescriptions accurately; dispensing medicine to patients or hospital departments when requested by written prescription and accomplishment of all reports on prescriptions filled. Responsible for the performance and accuracy of all examinations made by the Laboratory and the filing of reports pertaining to the patients.

NURSING SERVICE

Organizes, directs and supervises the nursing care of all patients within the hospital. Responsible for harmonious relationship with various administrative and professional sections of the hospital. Responsible for personnel policies; maintains records of qualification of assigned nurses of staff. Defines and coordinates duties of auxiliary nursing personnel; prepares and conducts training program in nursing procedures, etc.

ROENTGENOLOGY

Performs diagnostic tests using x-radiation, including fluoroscopy and film taking. Supervises personnel within the department in proper taking and developing of films. Interprets films taken. Directs filing of film and distribution of reports to various departments requesting special x-ray exams. Is responsible for adequate protection of x-ray personnel against the hazards of x-ray; maintenance of equipment and adequate supply of all items used to carry out mission.

LABORATORY

Responsible for performance of and accuracy of all exams on blood, urine, fecal material, water, milk, EKG's, etc. to aid in diagnosis, guidance to treatment for epidemiologic or sanitary studies; responsible for personnel under its jurisdiction and proper maintenance of records, files, etc. for active training program for airmen; for collection and packing of surgical specimens and transmission to 2d Army Lab; for autopsies; and liaison with American Red Cross regarding blood.

PHARMACY

Is responsible for recognising, identifying, selecting, preparing, safeguarding, testing evaluating and dispensing all substances used in preventive or curative medicine, authority of AFR 70-16 and 70-19. Obtains medicinal preparations for use of hospital. Compounds medicines for inpatient and outpatient treatment. Responsible for the administration and supervisory control of personnel.

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FUNCTION:

To provide to any element of the Air Force to which it may be assigned, the shoran ground beacon support requisite to:

a. Providing pre-strike calculations to operating units for bombardment, reconnaissance, and photographic control purposes.

b. Siting, operating and maintaining shoran ground stations in support of these operations.

CAPABILITIES:

Internal administration, including housing, food service, and limited medical care of personnel, establishing and maintaining all classes of supply support required, and operating and maintaining vehicular support necessary to their operation.

Siting, including limited first-order surveys, installing, operating and maintaining assigned equipment.

Performing geodetic calculations necessary to provide pre-strike data to operating units.

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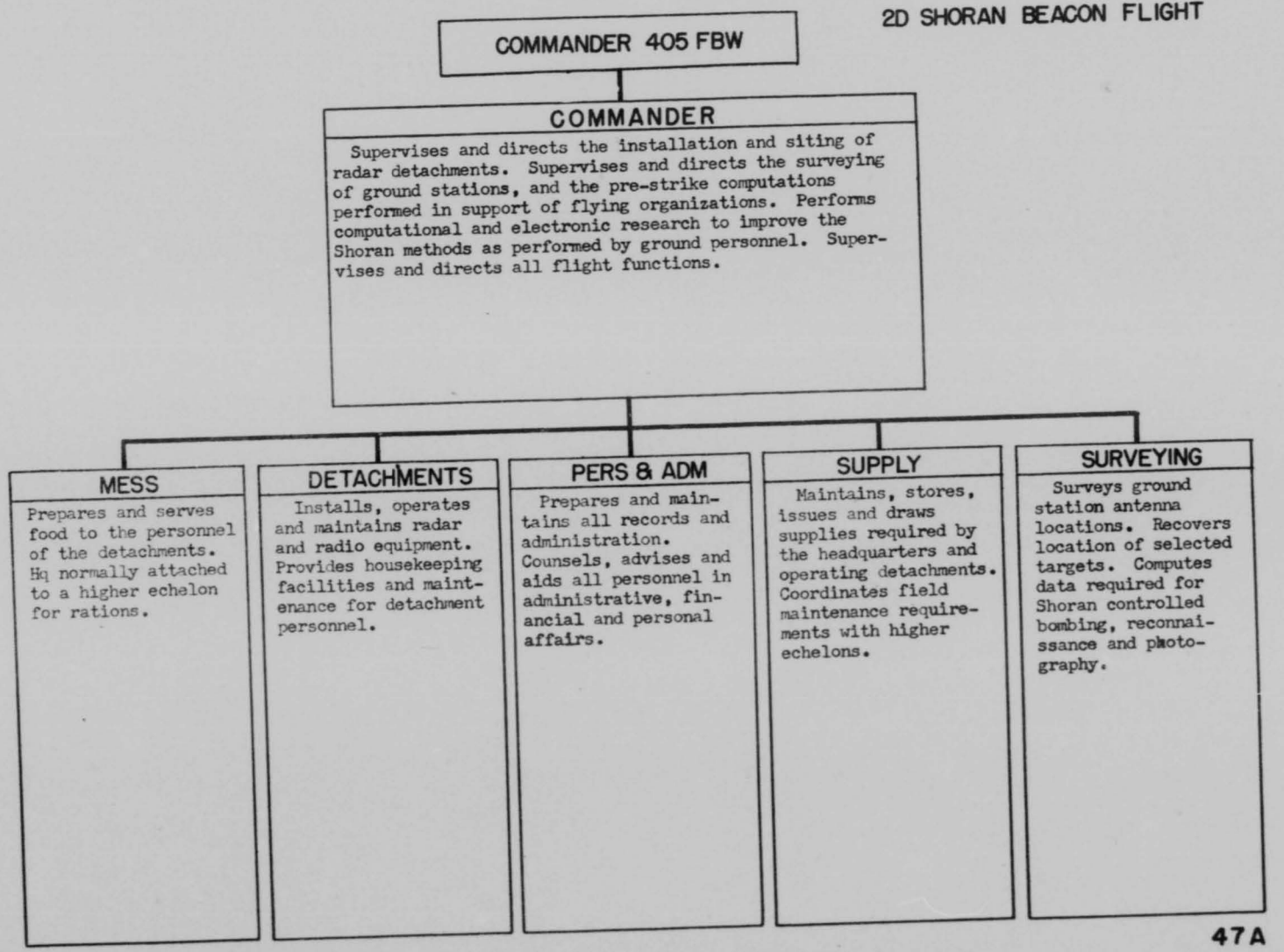
2D SHORAN BEACON FLIGHT



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FUNCTION:

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CAPABILITIES:

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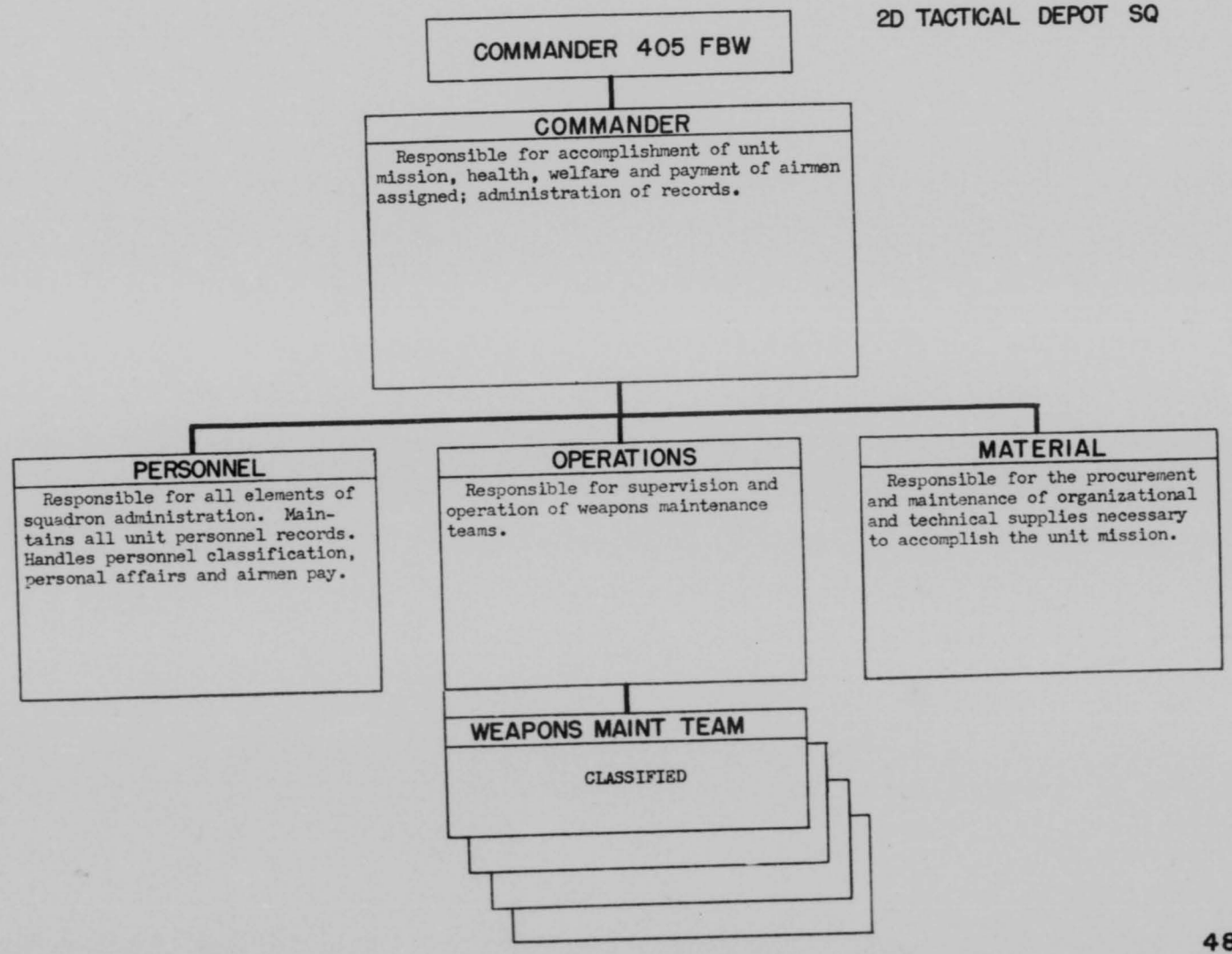
2D TACTICAL DEPOT SQ



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FUNCTION:

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CAPABILITIES:

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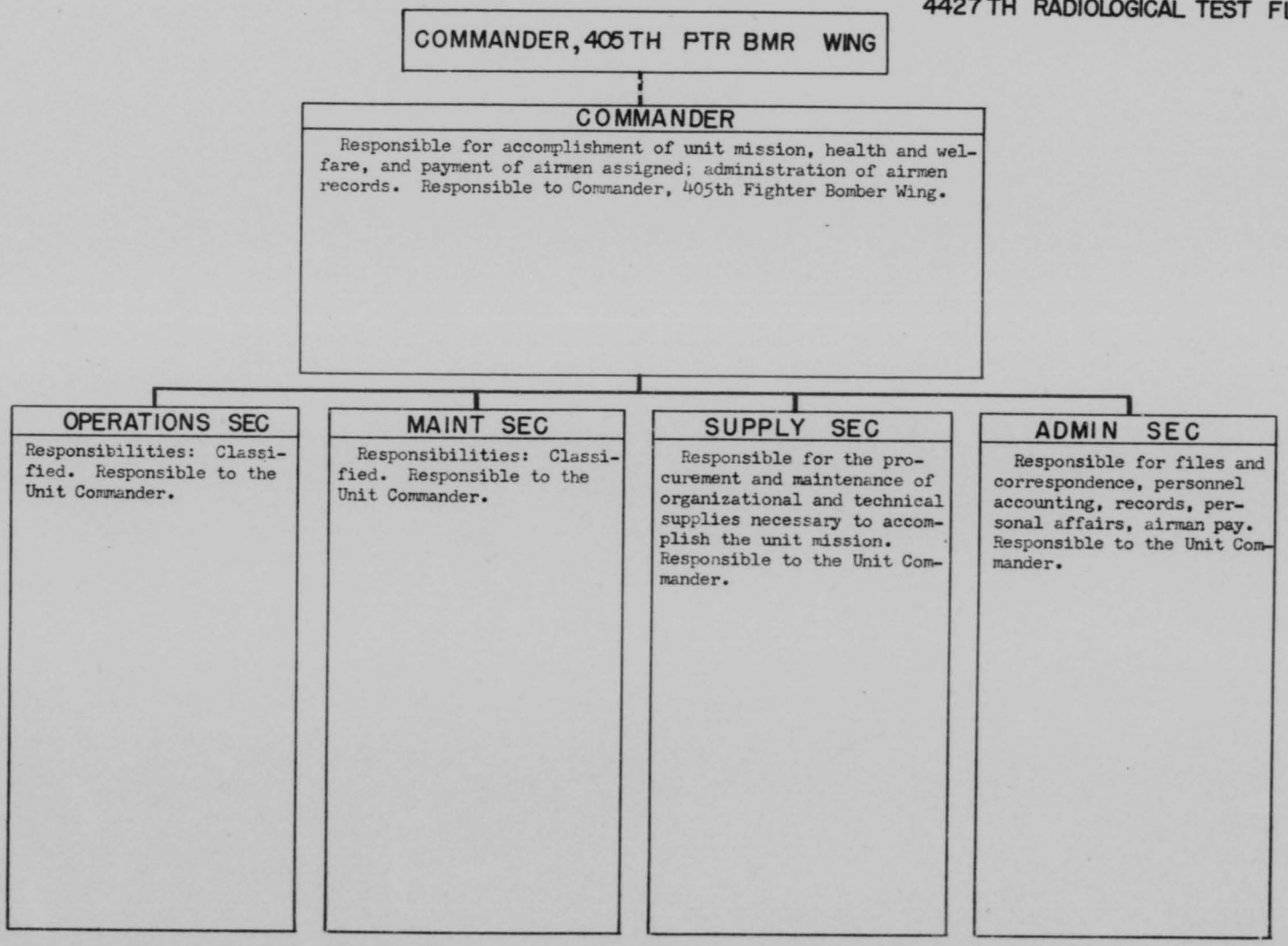
4427TH RADIOLOGICAL TEST FLT



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FUNCTION:

To attain and maintain a state of readiness for and execute assigned refueling missions.

CAPABILITIES:

An average flying rate of 50 hours per aircraft per month. Performs organizational maintenance on its assigned aircraft and electronics equipment. Performs operator maintenance on its assigned motorized equipment and towing vehicles.

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KODAK SAFETY FILM

429TH AIR REFUELING SQ
FIGHTER BOMBER

COMMANDER, 405TH FTR BMR WG

COMMANDER

Commands tactical flying unit, Formulates plans and establishes policies for administration, operations, training, tactical employment, maintenance and supply of unit. Directs activities of unit. Directs and coordinates staff activities such as operations, intelligence, communications, navigation and maintenance to assure accomplishment of unit mission. Monitors training and tactical employment of unit. Observes and evaluates effectiveness of training programs, availability and combat readiness of air crews and operation and adequacy of support activities. Supervises unit training facilities.

PERS & ADMIN

Manages military personnel activities. Interviews, classifies and counsels airmen and officers and resolves career development problems. Maintains, inspects and audits personnel records and reports. Maintains correspondence and publications files in accordance with pertinent directives. Performs all necessary administration.

OPS & TNG

Directs and supervises training and tactical operations of the organization. Prepares plans for movement of organization for training or combat purposes. Coordinates and insures compliance with training directives and combat orders. Maintains liaison with higher, lower or adjacent units. Keeps commander informed on lines of action, changes in situations, orders and directives. Insures that crews are thoroughly briefed prior to missions. Submits reports on training and combat readiness status.

MAINTENANCE

Responsible for program formulation, policy planning, production management, quality control, inspection and directing of aircraft and ground equipment maintenance activities. Included are immediate supervisory and technical responsibilities for the removal, installation, modification, overhaul, testing, repair and storage of aircraft engines, airframes, components, accessories, and instruments, hydraulic, mechanical, electrical and fuel systems, vehicles, ground powered equipment, materials handling equipment and test equipment.

SUPPLY

Requisition, receipt for, issue and store all UPREAL, plant account and expendable supplies and equipment for the 429 AR Sq. Requisition, receipt for and issue all aircraft parts required by the unit. Maintains all property records in accordance with applicable directives. Issues and exchanges bed linen. Tags and classifies all unserviceable property. Prepare unserviceable property for turn-in and turn in all unserviceable property to base supply.

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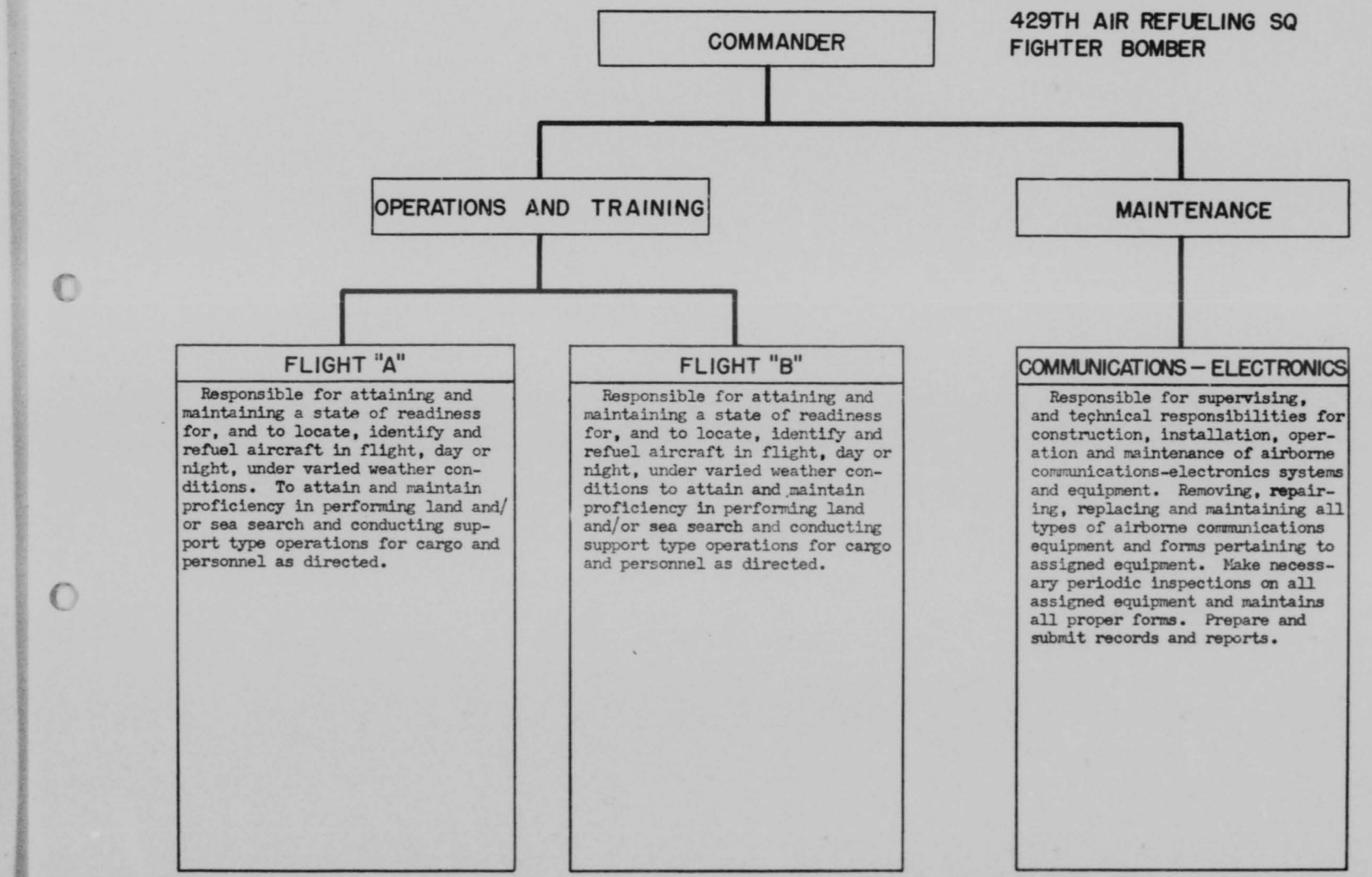

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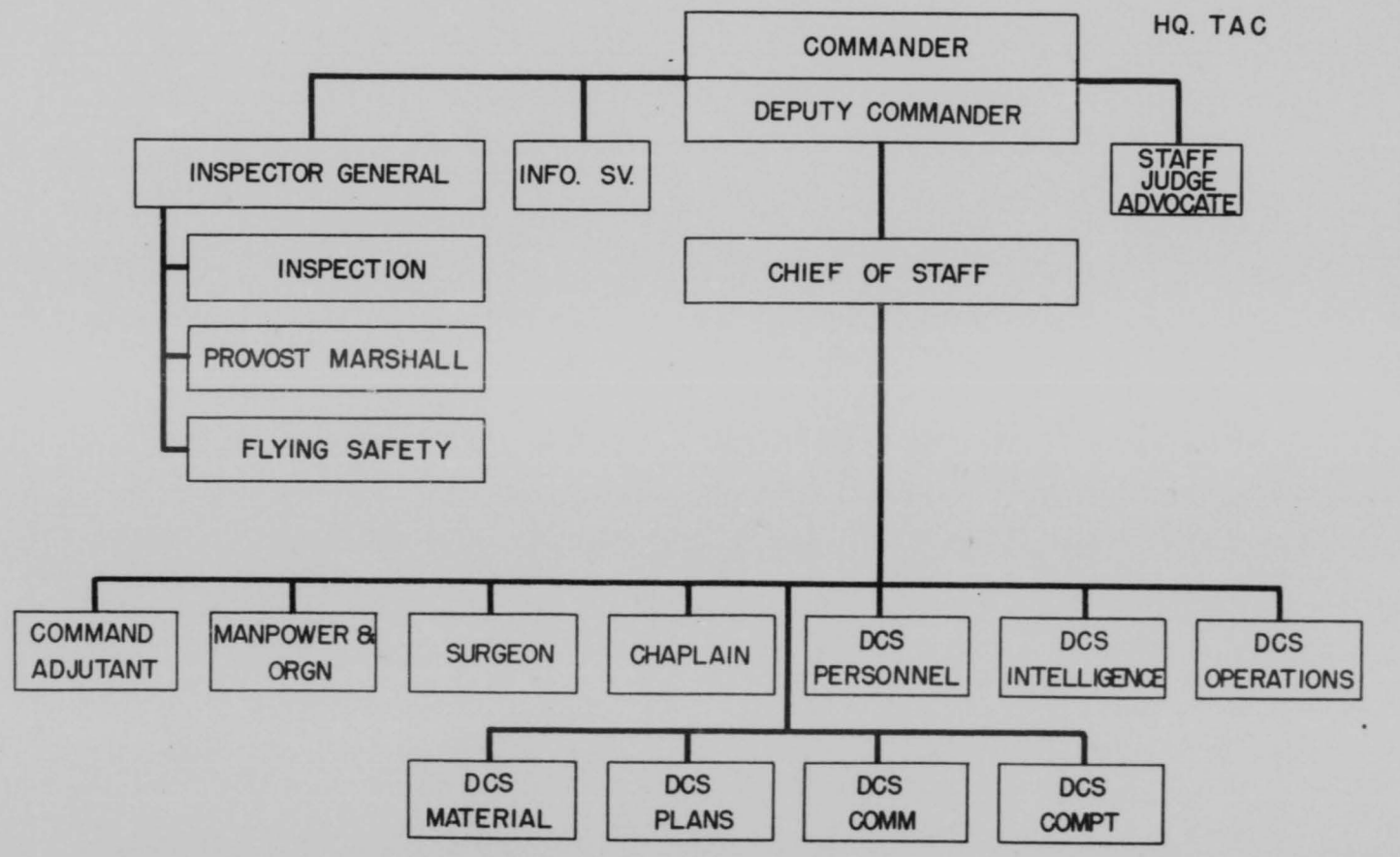

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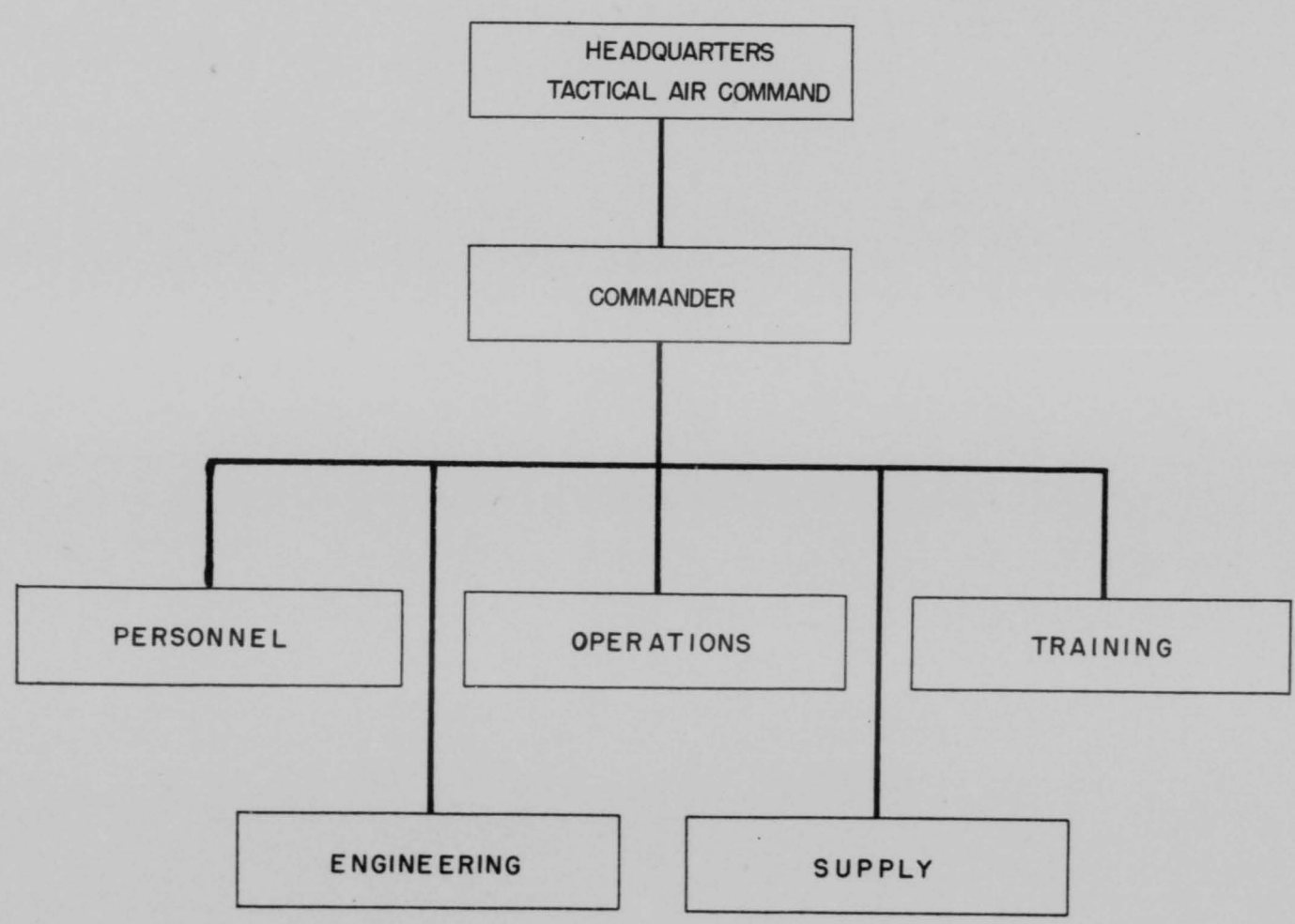
4500TH SUPPORT SQ



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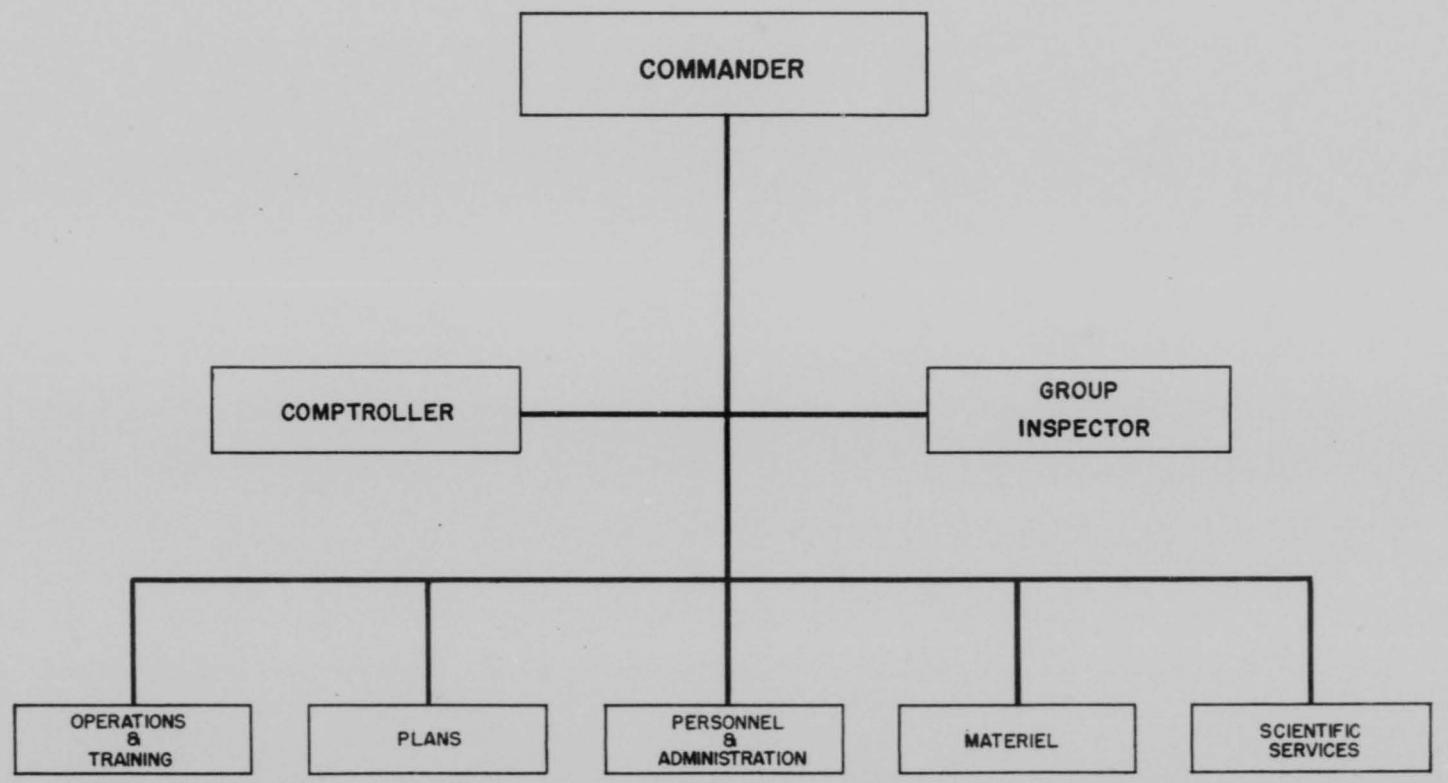

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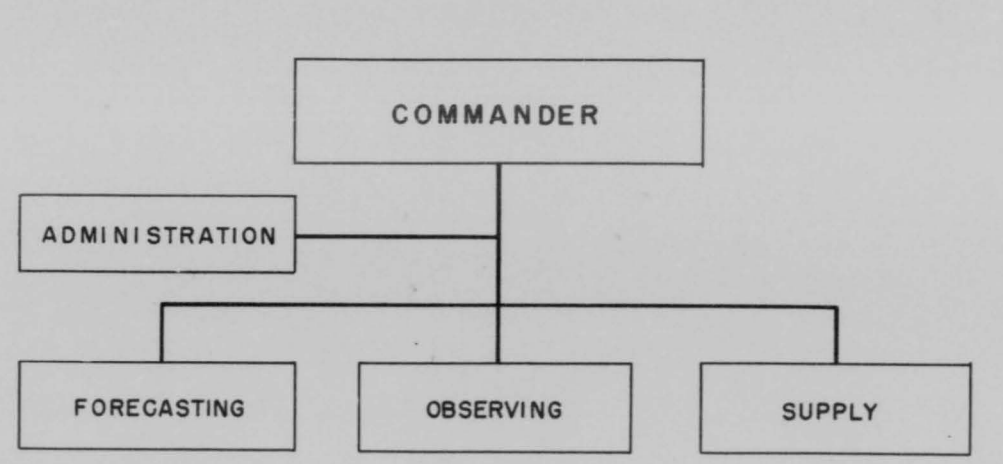

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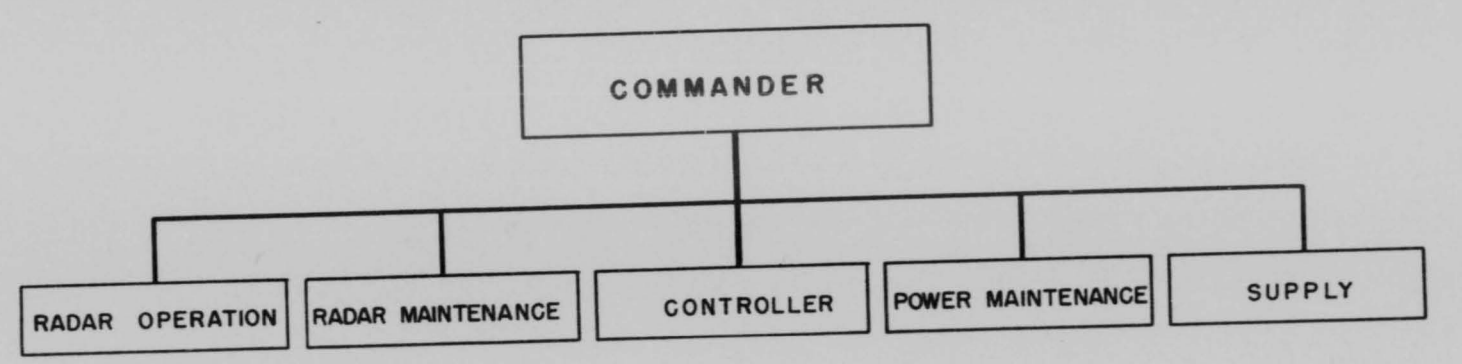

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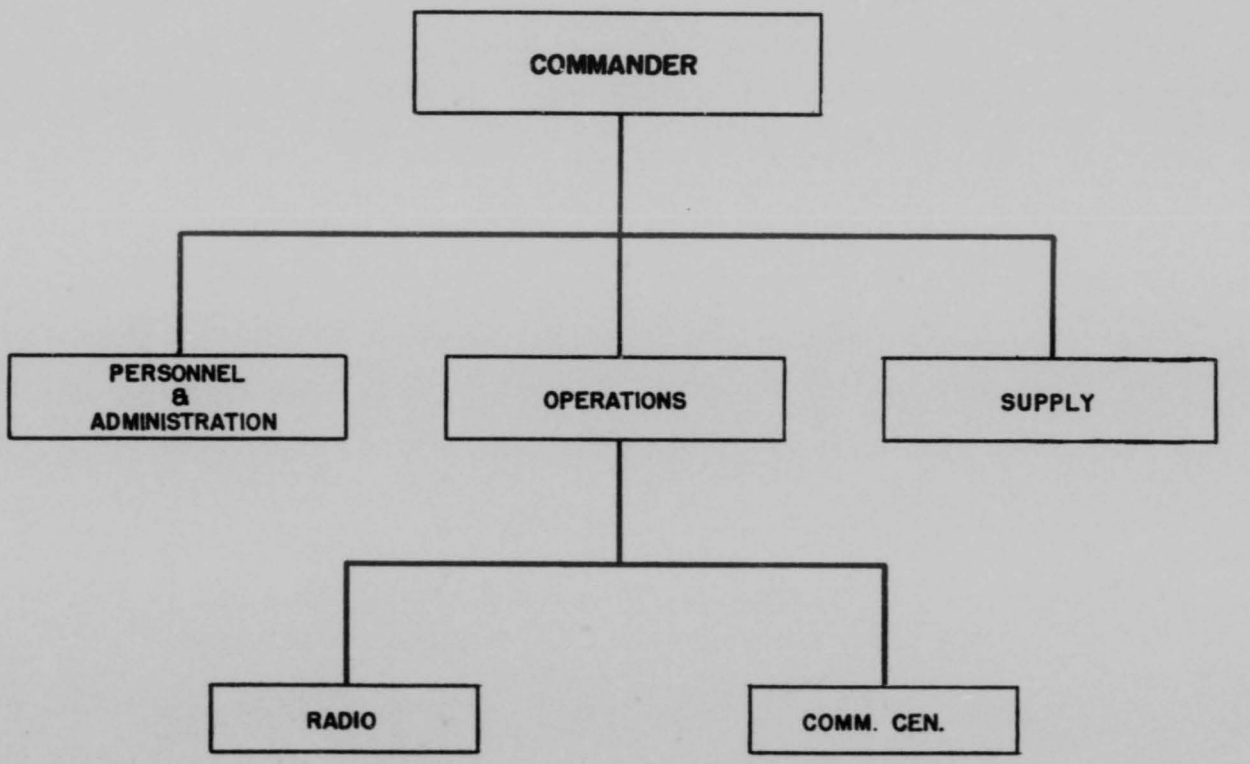

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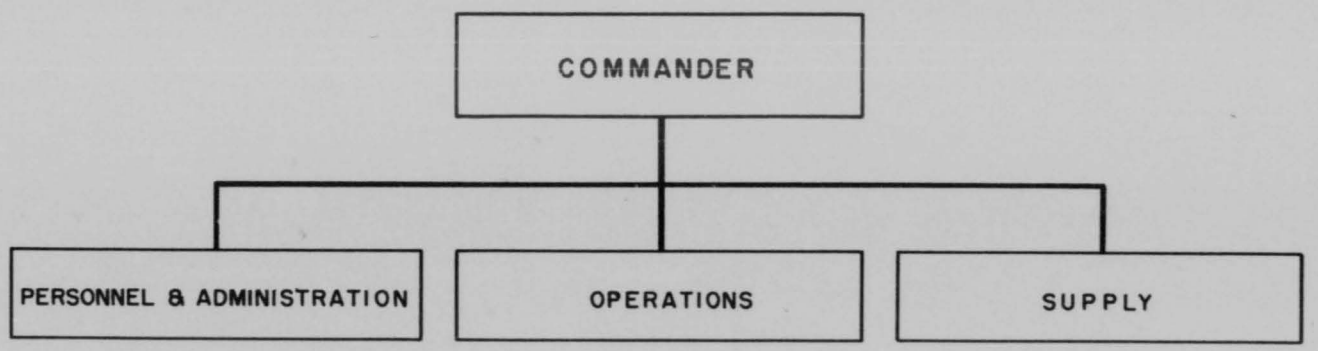

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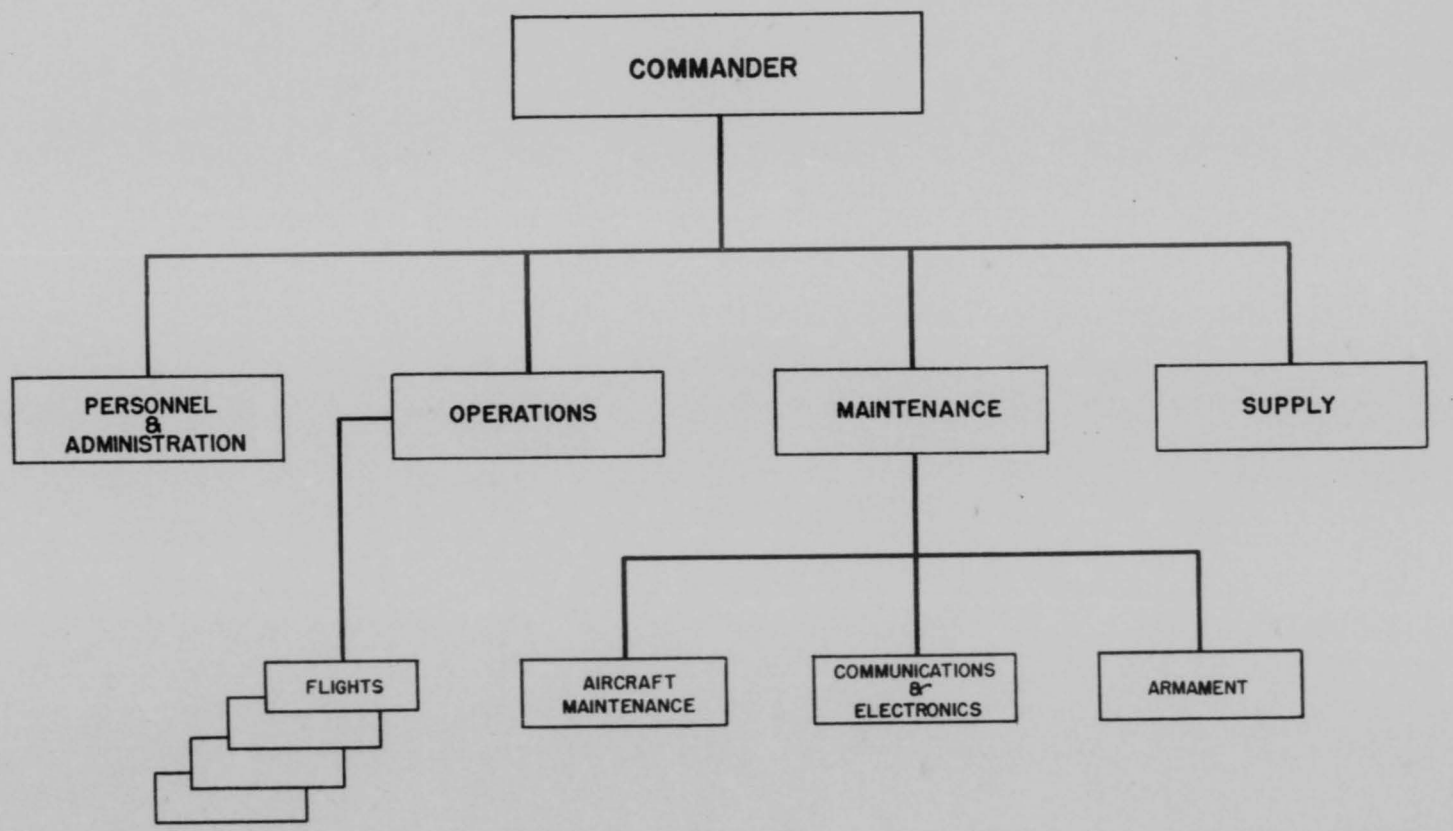
48TH. FIGHTER-INTCP. SQ.



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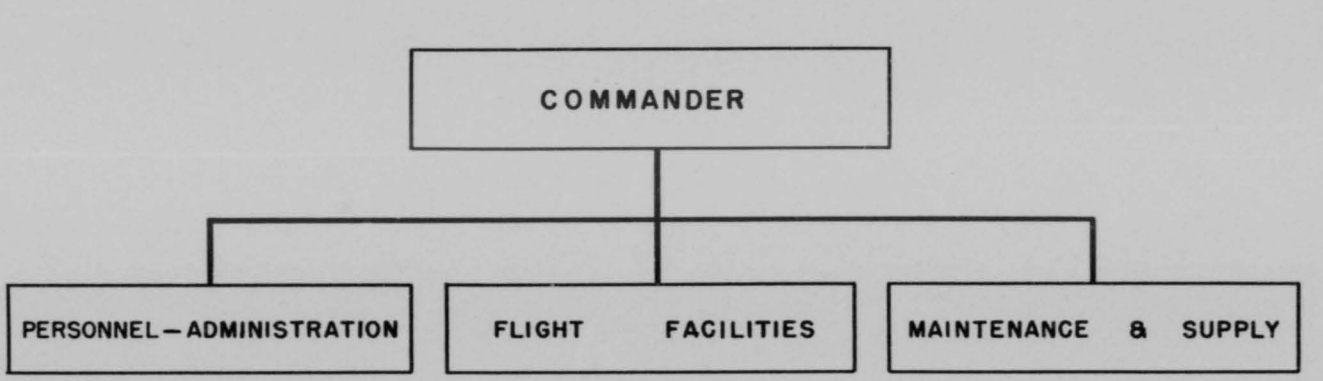

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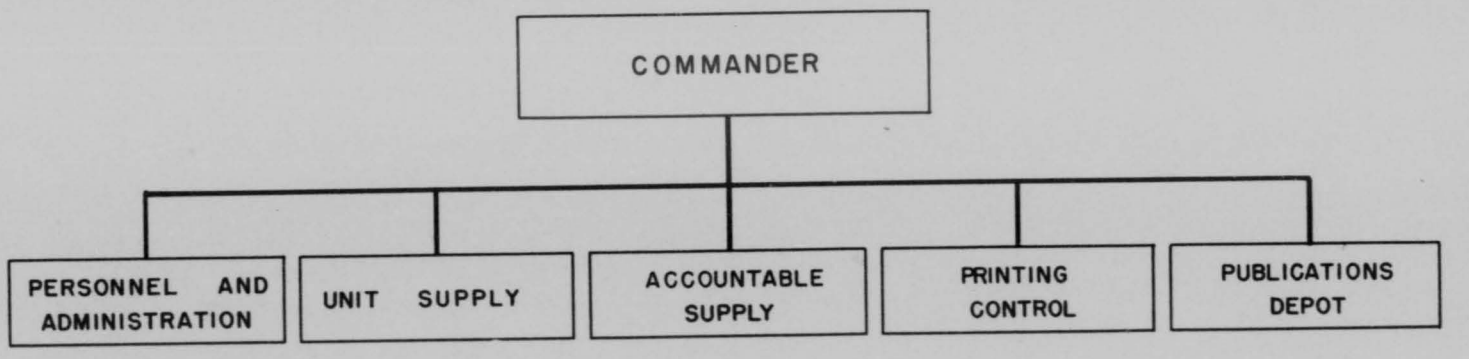
2220TH FIELD PRINTING SQ



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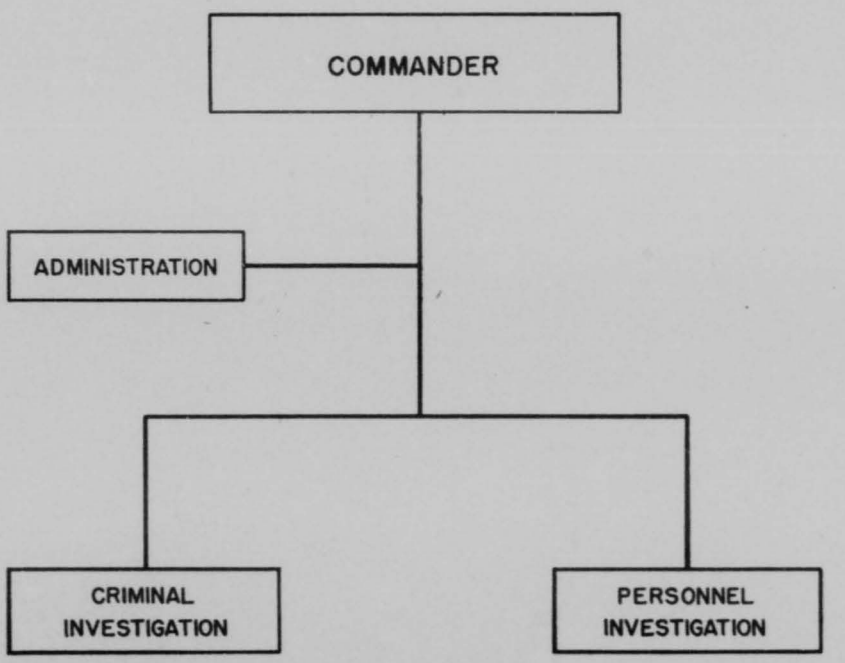

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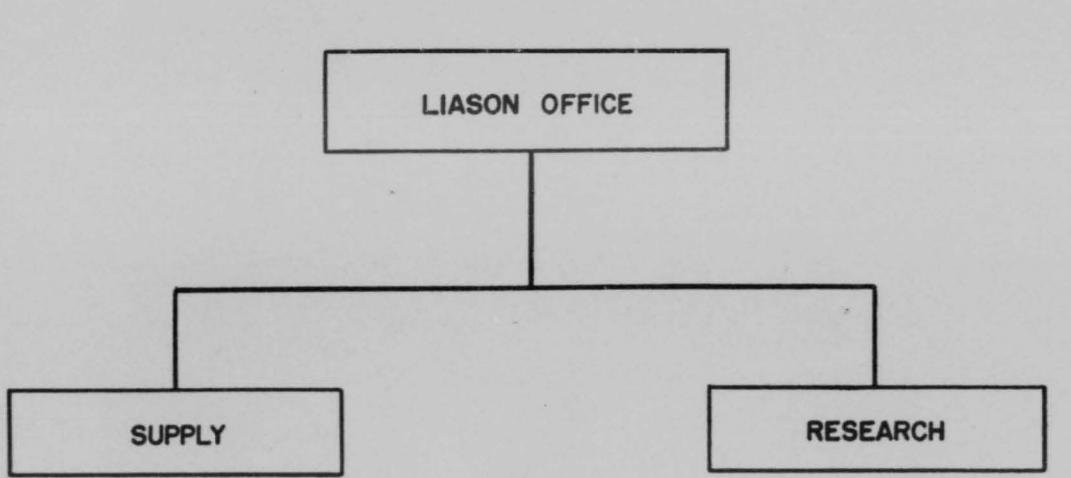

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K.WG. 405-H1
vol. 4
July-Dec. 1954

Appendix B
8-2966-4

LANGLEY AIR FORCE BASE

FINANCIAL REPORT

AUGUST 1954

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COMPTROLLER
ACCOUNTING DIVISION

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Financial Statements
TAC Base Level Accounting System

COMPTROLLER
405th Fighter Bomber Wing
Langley Air Force Base
August 1954

C O M M E N T S

The attached statements reflect the financial position of Langley Air Force Base as of 31 August 1954, together with the result of operations for the two-month period ended 31 August 1954. Management is invited to fully utilize the attached data in the planning of work programs. Comments and/or requests for assistance in interpreting the data presented should be addressed to the Comptroller, this Headquarters.

Air Force 2220th Field Printing Plant L-47B-L-4-1439 9/54-75

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LANGLEY AIR FORCE BASE
FINANCIAL REPORT
1 July - 31 August 1954

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LANGLEY AIR FORCE BASE
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OPERATING STATEMENT

Exhibit A

Langley Air Force Base

1 July - 31 August 1954

	August					July thru August				
	Labor		Materiel	Other	Total	Labor		Materiel	Other	Total
	Civilian	Military				Civilian	Military			
General Office	$ 38,726	$ 45,653	$ 835	$ 21	$ 85,235	$ 74,971	$ 91,815	$ 1,777	$ 26	$ 168,589
405th M. & S. Group	134,195	122,939	58,158	2,139	317,431	274,350	246,014	118,892	53,381	692,637
405th Air Base Group	181,970	181,061	106,819	17,986	487,836	363,264	376,517	313,713	47,446	1,100,940
405th Medical Group	17,627	46,233	14,481	11,768	90,109	36,517	92,564	25,951	13,514	168,546
Base Oper. & Sup. Units	79	167,391	118,246		285,716	490	334,093	227,128		561,711
405th Ftr. Bmr. Group		101,063	303,210		404,273		194,270	462,303		656,573
Unallocated	4,480	68,297	*(1,606,492)	510,999	(1,022,716)	8,211	123,379	*(1,346,149)	924,700	(289,859)
Support Furn. Tenants	5,953	44,333	* (17,896)	862	33,252	13,780	80,562	131,317	1,407	227,066
Sub-Total	$ 383,030	$ 776,970	$(1,022,639)	$ 543,775	$ 681,136	$ 771,583	$ 1,539,214	$ (65,068)	$ 1,040,474	$ 3,286,203
Tenant Units	16,867	162,420	54,309	6,697	240,293	34,087	315,879	142,164	12,549	504,679
Total	$ 399,897	$ 939,390	$ (968,330)	$ 550,472	$ 921,429	$ 805,670	$ 1,855,093	$ 77,096	$ 1,053,023	$ 3,790,882
4500th Headquarters TAC Command					117,333					231,479
					$ 1,038,762					$ 4,022,361

* See comments on appropriate schedules.

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Statement of Net Change in Resources

Langley Air Force Base

31 August 1954

Exhibit B

	31 August	31 July	Current Month Net Change
Resources in Use			
Equipment in Use - Unit Mission Equipment:			
Aircraft Equipment - Non Installed	$ 1,044,322	$ 1,022,909	$ 21,413
Automotive Ground Powered and Marine Equipment	635,081	606,113	28,968
Servicing and Facilities Equipment	50,850	55,089	(4,239)
Shop Equipment	806,868	777,105	29,763
Ordnance Equipment	825,117	836,299	(11,182)
Electronics and Electrical Equipment	86,923	80,940	5,983
Furniture, Fixtures and Office Equipment	183,053	181,009	2,044
School and Instructional Equipment	4,419	4,420	(1)
Printing and Reproduction Equipment	6,021	5,963	58
Photo, Navigational and Optical Equipment	40,205	40,419	(214)
Clothing and Personal Equipment	163,825	168,620	(4,795)
Medical Equipment	4,213		4,213
Recreation and Morale Equipment	5,233	5,010	223
Miscellaneous Equipment	130,870	130,870	- 0 -
	$ 3,987,000	$ 3,914,766	$ 72,234
Equipment in Use - Unit Support Equipment:			
Aircraft Equipment - Non Installed	850,729	505,668	345,061
Automotive Ground Powered and Marine Equipment	2,001,585	1,976,865	24,720
Servicing and Facilities Equipment	405,631	426,447	(20,816)
Shop Equipment	446,072	441,570	4,502
Ordnance Equipment	421,629	439,686	(18,057)
Electronics and Electrical Equipment	990,050	931,785	58,265
Furniture Fixtures and Office Equipment	2,029,271	2,029,699	(428)
School and Instructional Equipment	527,414	526,193	1,221
Printing and Reproduction Equipment	28,198	28,684	(486)
Photo, Navigational and Optical Equipment	82,716	82,812	(96)
Clothing and Personal Equipment	112,943	109,474	3,469
Medical Equipment	215,071	215,071	- 0 -
Special Purpose Equipment	1,792	2,572	(780)
Miscellaneous Equipment	316,240	315,704	536
	$ 8,429,341	$ 8,032,230	$ 397,111

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Statement of Net Change in Resources

Langley Air Force Base

31 August 1954

Exhibit B

	31 August	31 July	Current Month Net Change
Aircraft	$ 59,302,699	$ 58,729,517	$ 573,182
Aircraft Equipment - Installed	129,146	18,843	110,303
Miscellaneous Property	44,055		44,055
Land and Land Improvements	2,050,948	2,050,628	320
Pavements and Runways	9,719,586	9,718,911	675
Buildings and Structures	19,763,881	19,716,740	47,141
Utility Plants and Systems	5,692,246	5,692,207	39
	$ 96,702,561	$ 95,926,846	$ 775,715
Available Resources Not in Use			
Warehouse Inventories-Base Supply	9,644,594	7,921,534	1,723,060
Warehouse Inventories - Local Purchase Store Stock	311,996	278,897	33,099
Warehouse Inventories-Local Purchase Store Stock-2220th	39,237	39,786	(549)
Commissary Inventory	* 141,554	213,485	(71,931)
	$ 10,137,381	$ 8,453,702	$ 1,683,679
Resources Not in Condition for Use			
Contractual Work in Progress	261,125	218,088	43,037
Installation Work in Progress	60,851	137,806	(76,955)
Field Maintenance Work in Progress	3,125	17,351	(14,226)
Reparable Inventory	2,024,055	1,889,800	134,255
Project Materiel	158,250	131,506	26,744
	$ 2,507,406	$ 2,394,551	$ 112,855
Total	$ 121,763,689	$ 118,722,095	$ 3,041,594

* Current month Commissary Inventory is based upon recorded documentation rather than Commissary Operating Statement as has been the past practice. Delay in receipt of documentation will account for difference between inventory as herein stated and that of the August Commissary Operating Statement.

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Exhibit C

BALANCE SHEET

Langley Air Force Base

31 August 1954

	31 August	31 July	Increase (Decrease)
Assets			
Current Assets			
Accounts Receivable - Other U.S. Military Agencies	$ 1,244.23	$ 1,244.23	$
Accounts Receivable - Commissary	30,977.75	32,789.90	(1,812.15)
Accounts Receivable - Other	14,167.14	14,747.76	(580.62)
Advances to Others	28,933.12	14,518.18	14,414.94
Warehouse Inventories - Base Supply	11,787,661.38	9,944,418.88	1,843,242.50
Warehouse Inventories - Local Purchase Store Stock	311,996.22	278,896.83	33,099.39
Warehouse Inventories - Local Purchase 2220th	39,237.25	39,786.36	(549.11)
Commissary Inventory	• 141,554.14	213,484.91	(71,930.77)
Contractual Construction - in Progress	261,125.42	218,087.86	43,037.56
Installations Work in Progress	60,850.95	137,806.29	(76,955.34)
Field Maintenance Work in Progress	3,125.45	17,350.55	(14,225.10)
Total Current Assets	$ 12,680,873.05	$ 10,913,131.75	$ 1,767,741.30
Plant, Property and Equipment			
Equipment in Use - Unit Mission Equipment	3,987,000.33	3,914,765.96	72,234.37
Equipment in Use - Unit Support Equipment	8,429,341.82	8,032,229.91	397,111.91
Aircraft	59,302,699.00	58,729,517.00	573,182.00
Aircraft Equipment - Installed	129,145.80	18,842.58	110,303.22
Miscellaneous Property	44,055.45		44,055.45
Land and Land Improvements	2,050,947.66	2,050,627.71	319.95
Pavements and Runways	9,719,586.48	9,718,911.40	675.08
Buildings and Structures	19,763,881.19	19,716,740.29	47,140.90
Utility Plants and Systems	5,692,245.96	5,692,206.36	39.60
Total Plant Property and Equipment	$ 109,118,903.69	$ 107,873,841.21	$ 1,245,062.48
Other Assets			
Library Stock	51,805.10	51,800.10	5.00
Total Other Assets	$ 51,805.10	$ 51,800.10	$ 5.00
Total Assets	$ 121,851,581.84	$ 118,838,773.06	$ 3,012,808.78

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Exhibit C

BALANCE SHEET

Langley Air Force Base

31 August 1954

Liabilities and Net Worth	31 August 1954	31 July 1954	Increase (Decrease)
Current Liabilities			
Accounts Payable - Other U.S. Military Agencies	$ 119,352.24	$ 103,274.55	$ 16,077.69
Accounts Payable - Other U.S. Government Agencies	23,255.66	9,630.71	13,624.95
Accounts Payable - Trade	560,545.09	167,866.40	392,678.69
Accounts Payable - Other	20.32	20.32	
Accrued Payroll - Civilian	211,049.83	194,655.34	16,394.49
Accrued Transportation	87,900.36	96,899.40	(8,999.04)
Accrued Per Diem and Allowances	52,686.32	44,480.64	8,205.68
Accrued Liabilities - Other	617,132.79	601,040.85	16,091.94
Total Current Liabilities	$ 1,671,942.61	$ 1,217,868.21	$ 454,074.40
Net Worth			
Net Investment, 1 July 1954	102,212,593.99	102,233,194.04	(20,600.05)
Add Net Change July-August - Schedule 12	21,708,554.20	18,222,608.18	3,485,946.02
Sub-Total	123,921,148.19	120,455,802.22	3,465,345.97
Add: Revenue, Schedule 11	280,851.14	148,698.72	132,152.42
Less: Operating Cost	4,022,360.10	2,983,596.09	1,038,764.01
Total Net Worth	$ 120,179,639.23	$ 117,620,904.85	$ 2,558,734.38
Total Liabilities and Net Worth	$ 121,851,581.84	$ 118,838,773.06	$ 3,012,808.78

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BALANCE SHEET

Exhibit C

* Current month commissary inventory is based upon recorded documentation rather than Commissary Operating Statement as has been the past practice. Delay in receipt of documentation will account for difference between inventory as herein stated and that of the August Commissary Operating Statement.

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OPERATING STATEMENT

Schedule 1

General Office (Wing Staff)

1 July - 31 August 1954

	August					July thru August				
	Labor		Materiel	Other	Total	Labor		Materiel	Other	Total
	Civilian	Military				Civilian	Military			
Command	$ 5,191	$ 19,889	$ 835	$ 10	$ 25,925	$ 10,541	$ 38,976	$ 1,777	$ 10	$ 51,304
Comptroller	24,932	8,172		11	33,115	47,792	16,608		16	64,416
Personnel	8,603	4,383			12,986	16,638	9,530			26,168
Operations		8,918			8,918		17,611			17,611
Materiel		4,291			4,291		9,090			9,090
Total Operating Cost	$ 38,726	$ 45,653	$ 835	21	$ 85,235	$ 74,971	$ 91,815	$ 1,777	$ 26	$168,589

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OPERATING STATEMENT

Schedule 1 A

General Office - Command

1 July - 31 August 1954

Labor	August Civilian	August Military	August Total	August % of Total	July thru August Civilian	July thru August Military	July thru August Total	July thru August % of Total
Supervisory and Administrative	$	$ 8,976	$ 8,976	34.62	$	$ 18,270	$ 18,270	35.61
Clerical, Accounting and Statistical	3,911	3,185	7,096	27.37	7,751	6,106	13,857	27.01
Inspectors	(3)	2,233	2,230	8.60	394	4,878	5,272	10.28
Instructors						63	63	.12
Ground Training		709	709	2.74		1,545	1,545	3.01
Materiel Handlers		389	389	1.50		679	679	1.33
Miscellaneous Services		2,490	2,490	9.60		4,250	4,250	8.28
Comm., Elec., & Meteor. Equip. Maint.		46	46	.18		46	46	.09
Leave	1,283	1,861	3,144	12.13	2,396	3,139	5,535	10.79
Total Labor Cost	$ 5,191	$ 19,889	$ 25,080	96.74	$ 10,541	$ 38,976	$ 49,517	96.52
Materiel								
Office and Janitorial Supplies			660	2.55			1,443	2.81
Fuel and Lubes - Motor Vehicle			22	.08			51	.10
Small Hand Tools and Shop Supplies			3	.01			3	.01
Weapons and Armament Maintenance Materiel			(437)	(1.69)			(437)	(.86)
Miscellaneous Materiel			587	2.27			717	1.40
Total Materiel Cost			$ 835	3.22			$ 1,777	3.46
Other								
Contractual Maintenance			10	.04			10	.02
Total Other Cost			$ 10	.04			$ 10	.02
Total Operating Cost			$ 25,925	100.00			$ 51,304	100.00

Materiel Costs Dollar amounts of materiel costs are net figures representing the difference between total issues and turn-ins of each type of materiel. When program changes are if effect, instances may occur where turn-ins will temporarily exceed issues, resulting in an alteration of average monthly materiel costs.

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Schedule 1 B

OPERATING STATEMENT

General Office - Comptroller

1 July - 31 August 1954

	August				July thru August			
	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Labor								
Supervisory and Administrative	$ 3,482	$ 3,425	$ 6.907	20.86	$ 6,740	$ 7,314	$ 14,054	21.82
Clerical, Accounting and Statistical	17,963	3,053	21,016	63.46	34,264	5,786	40,050	62.17
Ground Training		684	684	2.07		1,782	1,782	2.77
Miscellaneous Services	497	310	807	2.44	937	503	1,440	2.23
Leave	2,990	700	3,690	11.14	5,851	1,223	7,074	10.98
Total Labor Cost	$ 24,932	$ 8,172	$ 33,104	99.97	$ 47,792	$ 16,608	$ 64,400	99.97
Other								
Contractual Maintenance			11	.03			11	.02
Office Machine Rental							5	.01
Total Other Cost			$ 11	.03			$ 16	.03
Total Operating Cost			$ 33,115	100.00			$ 64,416	100.00

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Schedule 1 C

OPERATING STATEMENT

General Office - Personnel

1 July - 31 August 1954

Labor	August				July thru August			
	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$ 3,654	$ 2,852	$ 6,506	50.10	$ 6,499	$ 6,425	$ 12,924	49.39
Clerical, Accounting and Statistical	3,624	599	4,223	32.52	6,742	1,310	8,052	30.77
Inspectors		167	167	1.29		522	522	1.99
Instructors		173	173	1.33		173	173	.66
Ground Training		193	193	1.49		551	551	2.11
Leave	1,325	399	1,724	13.27	3,397	549	3,946	15.08
Total Labor Cost	$ 8,603	$ 4,383	$ 12,986	100.00	$ 16,638	$ 9,530	$ 26,168	100.00
Total Operating Cost			$ 12,986	100.00			$ 26,168	100.00

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OPERATING STATEMENT

Schedule 1.0

General Office Operations

1 July - 31 August 1954

Labor	August			July thru August		
	Military	Total	% of Total	Military	Total	% of Total
Supervisory and Administrative	$ 5,446	$ 5,446	61.07	$ 10,658	$ 10,658	60.52
Clerical, Accounting and Statistical	1,650	1,650	18.50	2,986	2,986	16.96
Inspectors	173	173	1.94	346	346	1.96
Instructors	671	671	7.52	1,363	1,363	7.74
Ground Training	128	128	1.44	580	580	3.29
Miscellaneous Services	173	173	1.94	598	598	3.40
Comm., Elec. and Meteor., Equip Maint.	346	346	3.89	346	346	1.96
Leave	331	331	3.70	734	734	4.17
Total Labor Cost	$ 8,918	$ 8,918	100.00	$ 17,611	$ 17,611	100.00
Total Operating Cost		$ 8,918	100.00		$ 17,611	100.00

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Schedule 1 F

OPERATING STATEMENT

General Office - Material

1 July - 31 August 1954

Labor	August Military	August Total	August % of Total	July thru August Military	July thru August Total	July thru August % of Total
Supervisory and Administrative	$ 2,794	$ 2,794	65.12	$ 6,540	$ 6,540	71.95
Clerical, Accounting and Statistical	548	548	12.77	1,024	1,024	11.26
Inspectors	143	143	3.33	395	395	4.35
Ground Training	252	252	5.87	504	504	5.54
Leave	554	554	12.91	627	627	6.90
Total Labor Cost	$ 4,291	$ 4,291	100.00	$ 9,090	$ 9,090	100.00
Total Operating Cost		$ 4,291	100.00		$ 9,090	100.00

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OPERATING STATEMENT

Schedule # 2

405th Maintenance and Supply Group

1 July - 31 August 1954

	August					July thru August				
	Labor		Materiel	Other	Total	Labor		Materiel	Other	Total
	Civilian	Military				Civilian	Military			
405th Maint. & Supply Group	$ 902	$ 5,325	$ 88	$ 262	$ 6,577	$ 1,822	$ 10,908	$ 209	$ 262	$ 13,201
Commercial Transportation	6,845	2,049	120	1,124	10,138	13,669	3,726	242	51,716	69,353
Motor Vehicle Squadron	17,128	32,572	12,710	700	63,110	35,111	66,055	24,771	1,350	127,287
Maintenance Squadron	34,667	40,449	40,209	53	115,378	71,558	81,467	80,855	53	233,933
Supply Squadron	62,882	38,027	4,311		105,220	128,201	74,945	10,885		214,031
Commissary Sales Store	10,872	3,500	715		15,087	22,151	6,808	1,905		30,864
Clothing Sales Store	899	1,017	5		1,921	1,838	2,105	25		3,968
Total	$134,195	$122,939	$ 58,158	$2,139	$ 317,431	$274,350	$246,014	$118,892	$53,381	$692,637

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OPERATING STATEMENT

Schedule 2 A

405th Maintenance and Supply Group - Headquarters

1 July - 31 August 1954

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$	$ 4,306	$ 4,306	65.47	$ 1,689	$ 8,879	$ 10,568	80.06
Clerical, Accounting and Statistical	889	811	1,700	25.85		1,590	1,590	12.04
Ground Training		69	69	1.05		206	206	1.56
Leave	13	139	152	2.31	133	233	366	2.77
Total Labor Cost	$ 902	$ 5,325	$ 6,227	94.68	$ 1,822	$ 10,908	$ 12,730	96.43
Materiel								
Office and Janitorial Supplies			85	1.29			175	1.33
Fuel and Lubes, Motor Vehicle			2	.03			35	.26
Small Hand Tools and Shop Supplies			1	.02			(1)	(.01)
Total Materiel Cost			$ 88	1.34			$ 209	1.58
Other								
Transportation			262	3.98			262	1.99
Total Other Cost			$ 262	3.98			$ 262	1.99
Total Operating Cost			$ 6,577	100.00			$ 13,201	100.00

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Schedule 2 B

OPERATING STATEMENT

405th Commercial Transportation

1 July - 31 August 1954

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$	$ 787	$ 787	7.76	$	$ 1,323	$ 1,323	1.91
Clerical, Accounting and Statistical	2,369	333	2,702	26.65	4,790	760	5,550	8.00
Inspectors	293		293	2.89	525		525	.76
Motor Vehicle Operators	249	204	453	4.47	524	341	865	1.25
Equipment Operators	1,901		1,901	18.75	3,729		3,729	5.38
Materiel Handlers	1,203	465	1,668	16.46	2,253	934	3,187	4.59
Leave	830	260	1,090	10.75	1,848	368	2,216	3.19
Total Labor Cost	$ 6,845	$ 2,049	$ 8,894	87.73	$ 13,669	$ 3,726	$ 17,395	25.08
Materiel								
Office and Janitorial Supplies			9	.09			17	.02
Fuel and Lubes, Motor Vehicle			66	.65			131	.19
Packing and Crating Materiel			40	.39			40	.06
Motor Vehicle Maintenance Materiel							49	.07
Miscellaneous Materiel			5	.05			5	.01
Total Materiel Cost			$ 120	1.18			$ 242	.35
Other								
Transportation			1,124	11.09			* 51,716	74.57
Total Other Cost			$ 1,124	11.09			$ 51,716	74.57
Total Operating Cost			$ 10,138	100.00			$ 69,353	100.00

* Cost includes actual cost for July and August and estimated cost for month of September based on obligation authority issued to Transportation Officer for the first quarter Fiscal Year 1955.

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Schedule 2 C

OPERATING STATEMENT

405th Motor Vehicle Squadron

1 July - 31 August 1954

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$	$ 3,004	$ 3,004	4.76	$	$ 6,202	$ 6,202	4.87
Clerical, Accounting & Statistical	387	1,963	2,350	3.72	817	4,209	5,026	3.95
Inspectors	1,641		1,641	2.60	3,616		3,616	2.84
Instructors		219	219	.35		494	494	.39
Ground Training		5,994	5,994	9.50		12,474	12,474	9.80
Motor Vehicle Operators	747	10,880	11,627	18.43	1,584	21,659	23,243	18.26
Materiel Handlers		544	544	.86		1,048	1,048	.83
Motor Vehicle Maintenance	12,411	7,945	20,356	32.25	23,949	15,896	39,845	31.30
Leave	1,942	2,023	3,965	6.28	5,145	4,073	9,218	7.24
Total Labor Cost	$ 17,128	$ 32,572	$ 49,700	78.75	$ 35,111	$ 66,055	$101,166	79.48
Materiel								
Office and Janitorial Supplies			316	.50			558	.44
Fuel and Lubes, Motor Vehicle			1,006	1.59			2,691	2.12
Small Hand Tools and Shop Supplies			561	.89			841	.66
Packing and Crating Materiel			42	.07			118	.09
Weapons and Armament Maint. Materiel			88	.14			100	.08
Motor Vehicle Maintenance Materiel			10,172	16.12			19,589	15.39
Machinery & Equipment Maint. Materiel			297	.47			297	.23
Miscellaneous Materiel			228	.36			577	.45
Total Materiel Cost			$ 12,710	20.14			$ 24,771	19.46
Other								
Transportation			700	1.11			1,350	1.06
Total Other Cost			$ 700	1.11			$ 1,350	1.06
Total Operating Cost			$ 63,110	100.00			$127,287	100.00

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OPERATING STATEMENT

Schedule 2 D

405th Maintenance Squadron

1 July - 31 August 1954

Labor	August				July thru August			
	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$ 6,648	$ 6,657	$ 13,305	11.53	$ 6,648	$ 13,497	$ 20,145	8.61
Clerical, Accounting and Statistical	1,507	4,929	6,436	5.58	2,459	9,996	12,455	5.33
Inspectors	2,344	1,738	4,082	3.53	5,315	3,200	8,515	3.64
Ground Training	25	70	95	.08	25	136	161	.07
Motor Vehicle Operators	46	193	239	.21	46	359	405	.18
Materiel Handlers	509	1,211	1,720	1.49	798	2,296	3,094	1.32
Fire and Crash Rescue		794	794	.69		1,636	1,636	.70
Miscellaneous Services	232	886	1,118	.97	232	1,567	1,799	.77
Weapons and Armament Specialists	2	1,069	1,071	.93	2	1,805	1,807	.77
Motor Vehicle Maintenance	168	443	611	.53	168	815	983	.42
Field Aircraft Maintenance	14,147	8,707	22,854	19.81	38,489	15,741	54,230	23.18
Machinery and Equipment Maintenance	4,407	1,360	5,767	5.00	6,047	5,962	12,009	5.13
Installations Maintenance		769	769	.66		775	775	.33
Comm., Elec., & Meteor. Equip. Maint.	77	753	830	.72	77	1,372	1,449	.62
Leave	4,921	5,067	9,988	8.66	11,759	10,947	22,706	9.71
Shop Cleanup	570	524	1,094	.95	570	955	1,525	.65
Military Duty		5,484	5,484	4.75		10,834	10,834	4.63
Uncompensated Military Overtime		(205)	(205)	(.18)		(426)	(426)	(.18)
Work Order Cost Variance	(936)		(936)	(.81)	(1,077)		(1,077)	(.46)
Total Labor Cost	$ 34,667	$ 40,449	$ 75,116	65.10	$ 71,558	$ 81,467	$ 153,025	65.42

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	405th Maintenance Squadron		Schedule 2 D	
	Total	% of Total	Total	% of Total
Materiel				
Office and Janitorial Supplies	$ 857	.74	$ 1,087	.46
Fuel and Lubes - Motor Vehicle	43	.04	91	.04
Fuel and Lubes - Aircraft	37	.03	37	.01
Small Hand Tools and Shop Supplies	1,365	1.19	1,428	.61
Packing and Crating Materiel	175	.15	350	.15
Weapons and Armament Maintenance	2,576	2.23	2,238	.96
Motor Vehicle Maintenance Materiel	(53)	(.04)	398	.17
Medical Materiel	27,452	23.79	63,862	27.30
Machinery and Equipment Maintenance	8,079	7.00	10,784	4.61
Installations Maintenance Materiel	37	.03	46	.02
Communications Maintenance Materiel	(978)	(.85)	(238)	(.10)
Miscellaneous Materiel	619	.54	772	.33
Total Materiel Cost	$ 40,209	34.85	$ 80,855	34.56
Other				
Contractual Maintenance	53	.05	53	.02
Total Other Cost	$ 53	.05	$ 53	.02
Total Operating Cost	$ 115,378	100.00	$ 233,933	100.00

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OPERATING STATEMENT

405th Supply Squadron

1 July - 31 August 1954

Schedule 2 E

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$ 428	$ 9,084	$ 9,512	9.04	$ 857	$ 17,846	$ 18,703	8.74
Clerical, Accounting and Statistical	24,090	7,667	31,757	30.18	47,576	15,484	63,060	29.46
Inspectors	4,008	886	4,894	4.65	7,662	1,581	9,243	4.32
Ground Training		5,231	5,231	4.97		10,792	10,792	5.04
Motor Vehicle Operators		2,513	2,513	2.39		4,939	4,939	2.31
Materiel Handlers	26,630	5,826	32,456	30.84	52,824	9,892	62,716	29.30
Weapons and Armament Maintenance		4,670	4,670	4.44		8,926	8,926	4.17
Leave	7,726	2,150	9,876	9.39	19,282	5,485	24,767	11.57
Total Labor Cost	$ 62,882	$ 38,027	$100,909	95.90	$128,201	$ 74,945	$203,146	94.91
Materiel								
Office and Janitorial Supplies			1,247	1.18			2,641	1.23
Fuel and Lubes - Motor Vehicle			350	.33			952	.45
Small Hand Tools and Shop Supplies			300	.29			455	.21
Packing and Crating Materiel			765	.73			2,793	1.31
Weapons and Armament Maintenance Materiel							138	.06
Machinery and Equipment Maintenance Materiel			563	.53			2,441	1.14
Communications Maintenance Materiel			5	.01			5	.01
Miscellaneous Materiel			1,081	1.03			1,460	.68
Total Materiel Cost			$ 4,311	4.10			$ 10,885	5.09
Total Operating Cost			$105,220	100.00			$214,031	100.00

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Schedule 2 F

OPERATING STATEMENT

Commissary Sales Store

1 July - 31 August 1954

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$ (9)	$ 1,131	$ 1,122	7.43	$ 408	$ 2,161	$ 2,569	8.32
Clerical, Accounting and Statistical	1,679	377	2,056	13.63	3,450	865	4,315	13.98
Food Handling and Preparation	4,064	1,612	5,676	37.62	7,997	3,228	11,225	36.37
Materiel Handlers	3,972		3,972	26.33	8,184		8,184	26.52
Leave	1,166	380	1,546	10.25	2,112	554	2,666	8.64
Total Labor Cost	$ 10,872	$ 3,500	$ 14,372	95.26	$ 22,111	$ 6,808	$ 28,959	93.83
Materiel								
Office and Janitorial Supplies			40	.26			259	.84
Fuel and Lubes - Motor Vehicle			1	.01			2	.01
Packing and Crating Materiel			656	4.35			1,626	5.27
Miscellaneous Materiel			18	.12			18	.05
Total Materiel Cost			$ 715	4.74			$ 1,905	6.17
Total Operating Cost			$ 15,087	100.00			$ 30,864	100.00

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OPERATING STATEMENT

Clothing Sales Store

1 July - 31 August 1954

Schedule 2 G

Labor	August Civilian	August Military	August Total	August % of Total	July thru August Civilian	July thru August Military	July thru August Total	July thru August % of Total
Supervisory and Administrative	$	$ 544	$ 544	28.32	$	$ 1,123	$ 1,123	28.30
Clerical, Accounting and Statistical	319	195	514	26.76	636	407	1,043	26.29
Materiel Handlers	273	225	498	25.92	462	522	984	24.80
Miscellaneous Services	307		307	15.98	583		583	14.69
Leave		53	53	2.76	157	53	210	5.29
Total Labor Cost	$ 899	$ 1,017	$ 1,916	99.74	$ 1,838	$ 2,105	$ 3,943	99.37
Materiel								
Office and Janitorial Supplies			5	.26			20	.50
Packing and Crating Materiel							5	.13
Total Materiel Cost			$ 5	.26			$ 25	.63
Total Operating Cost			$ 1,921	100.00			$ 3,968	100.00

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OPERATING STATEMENT

405th Air Base Group

1 July - 31 August 1954

Schedule 3

	August					July thru August				
	Labor		Materiel	Other	Total	Labor		Materiel	Other	Total
	Civilian	Military				Civilian	Military			
Headquarters	$ 2,996	$ 22,967	$ 3,465	$	$ 29,428	$ 5,848	$ 51,038	$ 12,590	$	$ 69,476
Base Flight Maint. & Operations	3,523	41,454	(31,653)		13,324	7,138	77,363	14,988		99,489
Air Installations Squadron	163,319	21,403	57,477	12,726	254,925	326,844	52,578	128,241	37,859	545,522
Food Service Squadron		26,519	75,083		101,602		54,207	149,785		203,992
Air Police Squadron	255	34,884	(287)		34,852	506	72,817	510		73,833
Communications Squadron	6,575	8,121	603	4,160	19,459	12,920	16,428	4,434	8,487	42,269
Other Base Services	5,302	25,713	2,131	1,100	34,246	10,008	52,086	3,165	1,100	66,359
Total Operating Cost	$181,970	$181,061	$106,819	$17,986	$487,836	$363,264	$376,517	$313,713	$47,446	$1,100,94

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Schedule 3 A

OPERATING STATEMENT

405th Air Base Group - Headquarters

1 July - 31 August 1954

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$	$ 11,048	$ 11,048	37.55	$	$ 24,451	$ 24,451	35.19
Clerical, Accounting and Statistical	818	3,835	4,653	15.81	1,950	8,523	10,473	15.07
Instructors		1,713	1,713	5.82		3,633	3,633	5.23
Ground Training		2,414	2,414	8.20		5,325	5,325	7.66
Motor Vehicle Operators		106	106	.36		166	166	.24
Communications and Electronics Operators		251	251	.85		667	667	.96
Flying		442	442	1.50		978	978	1.41
Materiel Handlers		78	78	.27		184	184	.26
Janitorial		70	70	.24		178	178	.26
Miscellaneous Services	1,326	1,079	2,405	8.17	2,757	1,625	4,382	6.31
Weapons and Armament Maintenance		543	543	1.85		1,207	1,207	1.74
Machinery and Equipment Maintenance						943	943	1.36
Leave	852	1,388	2,240	7.61	1,141	3,158	4,299	6.19
Total Labor Cost	$ 2,996	$ 22,967	$ 25,963	88.23	$ 5,848	$ 51,038	$ 56,886	81.88
Materiel								
Office and Janitorial Supplies			486	1.65			1,130	1.63
Fuel and Lubes - Motor Vehicle			140	.48			374	.54
Small Hand Tools and Shop Supplies			284	.97			299	.43
Packing and Crating							29	.04
Weapons and Armament Maintenance			1,705	5.79			7,715	11.10
Machinery and Equipment Maintenance			(226)	(.77)			351	.51
Communications Maintenance			151	.51			364	.52
Miscellaneous Materiel			925	3.14			2,328	3.35
Total Materiel Cost			$ 3,465	11.77			$ 12,590	18.12
Total Operating Cost			$ 29,428	100.00			$ 69,476	100.00

Dollar amounts of materiel costs are net figures representing the difference between total issues and turn-ins of each type of materiel. When program changes are in effect, instances may occur where turn-ins will temporarily exceed issues resulting in an alteration of average monthly materiel costs.

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OPERATING STATEMENT

Schedule 3 B

Base Flight Maintenance and Operations

1 July - 31 August 1954

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$	$ 7,095	$ 7,095	53.25	$	$ 18,983	$ 18,983	19.08
Clerical, Accounting and Statistical		3,704	3,704	27.80		6,009	6,009	6.04
Inspectors		252	252	1.89		504	504	.51
Instructors		711	711	5.34		757	757	.76
Ground Training		9,159	9,159	68.74		19,323	19,323	19.42
Motor Vehicle Operators		46	46	.35		46	46	.05
Communications and Electronics Operators		375	375	2.81		637	637	.64
Flying		6,155	6,155	46.19		6,155	6,155	6.19
Materiel Handlers		161	161	1.21		508	508	.51
Miscellaneous Services		21	21	.16		21	21	.02
Weapons and Armament Specialists		46	46	.35		46	46	.05
Organizational Aircraft Maintenance	2,839	10,809	13,648	102.43	5,840	18,747	24,587	24.71
Machinery and Equipment Maintenance		403	403	3.02		403	403	.41
Leave	684	2,517	3,201	24.02	1,298	5,224	6,522	6.55
Total Labor Cost	$ 3,523	$ 41,454	$ 44,977	337.56	$ 7,138	$ 77,363	$ 84,501	84.94
Materiel								
Office and Janitorial Supplies			229	1.70			570	.57
Fuel and Lubes - Motor Vehicle			41	.31			92	.09
Fuel and Lubes - Aircraft			27,246	204.50			49,538	49.79
Small Hand Tools and Shop Supplies			277	2.08			701	.70
Packing and Crating Materiel			5	.04			54	.05
Weapons and Armament Maintenance			9	.07			1,232	1.24
Organizational Aircraft Maintenance			(59,516)	(446.68)			(37,507)	(37.70)
Machinery and Equipment Maintenance			4	.03			46	.05
Communications Maintenance							7	.01
Miscellaneous Materiel			52	.39			255	.26
Total Materiel Cost			($ 31,653)	(237.56)			$ 14,988	15.06
Total Operating Cost			$ 13,324	100.00			$ 99,489	100.00

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Materiel Costs. Dollar amounts of materiel costs are net figures representing the difference between total issues and turn-ins of each type of materiel. When program changes are in effect, instances may occur where turn-ins will temporarily exceed issues, resulting in an alteration of average monthly materiel costs.

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Schedule 3 C

OPERATING STATEMENT

405th Installations Squadron

1 July - 31 August 1954

Labor	August				July thru August			
	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$ 17,457	$ 2,813	$ 20,270	7.95	$ 18,759	$ 6,934	$ 25,693	4.71
Clerical, Accounting and Statistical	5,746	3,835	9,581	3.76	9,649	6,363	16,012	2.94
Inspectors	2,326	16	2,342	.92	2,621	111	2,732	.50
Instructors		252	252	.10		504	504	.09
Ground Training		957	957	.38		1,253	1,253	.23
Motor Vehicle Operators	27	404	431	.17	27	820	847	.16
Communication and Electronics Operators		490	490	.19		972	972	.18
Materiel Handlers	255	132	387	.15	255	906	1,161	.21
Fire and Crash Rescue	7,309	6,730	14,029	5.51	15,743	22,657	38,400	7.04
Miscellaneous Services	4,983	942	5,925	2.32	8,766	942	9,708	1.78
Air Installations Maintenance	98,460	2,701	101,161	39.68	241,085	4,705	245,790	45.05
Leave	21,761	2,311	24,072	9.44	25,571	6,414	31,985	5.86
Shop Clean-Up	840	13	853	.33	840	54	894	.16
Military Duty		302	302	.12		854	854	.16
Military Overtime		(495)	(495)	(.19)		(911)	(911)	(.17)
Work Order Cost Variances	* 4,155		4,155	1.63	3,528		3,528	.65
Total Labor Cost	$163,319	$ 21,403	$184,722	72.46	$326,844	$ 52,578	$379,422	69.55
Materiel								
Office and Janitorial			484	.19			1,000	.18
Fuel and Lubes - Motor Vehicle			1,460	.57			3,311	.61
Fuel for Utilities			4,795	1.88			10,085	1.85
Small Hand Tools and Shop Supplies			40	.02			48	.01
Fire and Crash Rescue Materiel			6	.01			289	.05
Installations Maintenance Materiel			50,663	19.87			113,122	20.74
Weapons and Armament Maintenance							67	.01
Miscellaneous Materiel			29	.01			319	.06
Total Materiel Cost			$ 57,477	22.55			$128,241	23.51

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405th Installations Squadron

Schedule 3 C

Other Cost	August Civilian	August Military	August Total	August % of Total	July thru August Civilian	July thru August Military	July thru August Total	July thru August % of Total
Contractual Maintenance			$ (5,439)	(2.13)			$ 1,662	.30
Utilities Purchased			18,165	7.12			36,197	6.64
Total Other Cost			$ 12,726	4.99			$ 37,859	6.94
Total Operating Cost			$254,925	100.00			$545,522	100.00

* This account includes an over estimate in the accrual of civilian payroll cost in the amount of $3,915.

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OPERATING STATEMENT

405th Food Service Squadron

1 July - 31 August 1954

Schedule 3D

	Military	Total	% of Total	Military	Total	% of Total
Labor						
Supervisory and Administrative	$ 3,656	$ 3,656	3.60	$ 7,582	$ 7,582	3.72
Clerical, Accounting and Statistical	1,092	1,092	1.07	2,191	2,191	1.07
Instructors	59	59	.06	2,661	2,661	1.30
Ground Training	1,464	1,464	1.44	3,091	3,091	1.52
Motor Vehicle Operators	137	137	.13	206	206	.10
Food Handling and Preparation	18,859	18,859	18.57	35,728	35,728	17.51
Leave	1,252	1,252	1.23	2,748	2,748	1.35
Total Labor Cost	$ 26,519	$ 26,519	26.10	$ 54,207	$ 54,207	26.57
Materiel						
Office and Janitorial Supplies		764	.75		1,091	.53
Fuel and Lubes-Motor Vehicle		219	.22		367	.18
Small Hand Tools and Shop Supplies		325	.32		705	.35
Subsistence Issues		71,750	70.61		143,500	70.35
Packing and Crating Materiel		38	.04		372	.18
Weapons and Armament Maintenance					(70)	(.03)
Machinery and Equipment Maintenance		1,169	1.15		1,169	.57
Miscellaneous Materiel		818	.81		2,651	1.30
Total Materiel Cost		$ 75,083	73.90		$149,785	73.43
Total Operating Cost		$101,602	100.00		$203,992	100.00

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OPERATING STATEMENT

405th Air Police Squadron

1 July - 31 August 1954

Schedule 3E

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$	$ 4,258	$ 4,258	12.22	$	$ 9,122	$ 9,122	12.36
Clerical, Accounting and Statistical	255	559	814	2.33	524	1,043	1,567	2.12
Ground Training		2,909	2,909	8.35		6,060	6,060	8.21
Air Police		25,595	25,595	73.44		53,368	53,368	72.28
Materiel Handlers		173	173	.50		346	346	.47
Weapons and Armament Specialists		106	106	.30		180	180	.24
Comm., Elec. and Meteor. Equip. Maint.		137	137	.39		274	274	.37
Leave		1,147	1,147	3.29	(18)	2,424	2,406	3.26
Total Labor Cost	$ 255	$ 34,884	$ 35,139	100.82	$ 506	$ 72,817	$ 73,323	99.31
Materiel								
Office and Janitorial Supplies			38	.11			100	.14
Fuel and Lubes-Motor Vehicle			204	.58			597	.81
Small Hand Tools and Shop Supplies			37	.11			37	.05
Weapons and Armament Maintenance			(367)	(1.05)			(367)	(.50)
Machinery and Equipment Maintenance			(356)	(1.02)			(356)	(.48)
Communications Maintenance			36	.10			126	.17
Miscellaneous Materiel			121	.35			373	.50
Total Materiel Cost			($ 287)	(.82)			$ 510	.69
Total Operating Cost			$ 34,852	100.00			$ 73,833	100.00

GENERAL COMMENTS

Materiel Costs Dollar amounts of materiel costs are net figures representing the difference between total issues and turn-ins of each type of materiel. When program changes are in effect, instances may occur where turn-ins will temporarily exceed issues, resulting in an alteration of average monthly materiel costs.

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Schedule 3F

OPERATING STATEMENT

405th Communications Squadron

1 July - 31 August 1954

Labor	August Civilian	August Military	August Total	August % of Total	July thru August Civilian	July thru August Military	July thru August Total	July thru August % of Total
Supervisory and Administrative	$	$ 2,335	$ 2,335	12.00	$	$ 4,763	$ 4,763	11.27
Clerical, Accounting and Statistical	306	652	958	4.92	574	1,242	1,816	4.30
Ground Training		89	89	.46		177	177	.42
Motor Vehicle Operators		137	137	.70		137	137	.32
Communications and Electronics Operators	2,187	2,208	4,395	22.58	4,316	4,296	8,612	20.37
Motor Vehicle Maintenance		136	136	.70		274	274	.65
Comm., Elec. and Meteor. Equip. Maint.	2,965	1,957	4,922	25.29	6,087	4,134	10,221	24.18
Leave	1,117	607	1,724	8.86	1,943	1,405	3,348	7.92
Total Labor Cost	$ 6,575	$ 8,121	$ 14,696	75.51	$ 12,920	$ 16,428	$ 29,348	69.43
Materiel								
Office and Janitorial Supplies			17	.09			96	.23
Fuel and Lubes-Motor Vehicle			36	.19			219	.52
Small Hand Tools and Shop Supplies			3	.02			58	1.38
Communications Maintenance			509	2.60			3,488	8.25
Miscellaneous Materiel			38	.20			46	.11
Total Materiel Cost			$ 603	3.10			$ 4,434	10.49
Other								
Contractual Communications			4,160	21.39			8,487	20.08
Total Other Cost			$ 4,160	21.39			$ 8,487	20.08
Total Operating Cost			$ 19,459	100.00			$ 42,269	100.00

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OPERATING STATEMENT

Other Base Services

1 July - 31 August 1954

Schedule 3 G

Labor	August				July thru August			
	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$ 164	$ 4,940	$ 5,104	14.90	$ 414	$ 8,900	$ 9,314	14.04
Clerical, Accounting and Statistical	2,760	4,115	6,875	20.07	4,801	8,333	13,134	19.79
Instructors						252	252	.38
Ground Training		2,795	2,795	8.16		6,049	6,049	9.12
Communications and Electronics Operators					(38)		(38)	(.06)
Flying		1,000	1,000	2.92		2,323	2,323	3.50
Food Handling and Preparation		209	209	.61		209	209	.31
Materiel Handlers		540	540	1.58		1,124	1,124	1.69
Miscellaneous Services	1,910	5,037	6,947	20.29	3,568	10,360	13,928	20.99
Musicians		4,831	4,831	14.11		8,278	8,278	12.47
Organizational Aircraft Maintenance		520	520	1.52		1,072	1,072	1.62
Field Aircraft Maintenance		209	209	.61		209	209	.31
Machinery and Equipment Maintenance		125	125	.36		543	543	.82
Leave	468	1,392	1,860	5.43	1,265	4,434	5,697	8.59
Total Labor Cost	$ 5,302	$ 25,713	$ 31,015	90.56	$ 10,008	$ 52,086	$ 62,094	93.57
Materiel								
Office and Janitorial Supplies			269	.79			502	.76
Fuel and Lubes - Motor Vehicle			42	.13			80	.12
Small Hand Tools and Shop Supplies			13	.04			18	.03
Weapons and Armament Maintenance			498	1.45			498	.75
Miscellaneous Materiel			1,309	3.82			2,067	3.11
Total Materiel Cost			$ 2,131	6.23			$ 3,165	4.77
Other								
Contractor Technicians			1,100	3.21			1,100	1.66
Total Other Cost			$ 1,100	3.21			$ 1,100	1.66
Total Operating Cost			$ 34,246	100.00			$ 66,359	100.00

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OPERATING STATEMENT

405th Medical Group

1 July - 31 August 1954

Schedule 4

	August					July thru August				
	Labor		Material	Other	Total	Labor		Material	Other	Total
	Civilian	Military				Civilian	Military			
405th Medical Group, Tactical Infirmary	$	$ 4,641	$ (12)	$	$ 4,629	$	$ 9,783	$ 27	$	$ 9,810
44[illegible]th USAF Hospital	17,627	41,592	14,493	11,768	85,480	36,517	82,781	25,924	13,514	158,736
Total Operating Cost	$ 17,627	$ 46,233	$ 14,481	$ 11,768	$ 90,109	$ 36,517	$ 92,564	$ 25,951	$ 13,514	$ 168,546

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OPERATING STATEMENT

405th Tactical Infirmary

1 July - 31 August 1954

Schedule 4A

Labor	Military	Total	% of Total	Military	Total	% of Total
Supervisory and Administrative	$ 1,671	$ 1,671	36.09	$ 3,188	$ 3,188	32.50
Clerical, Accounting and Statistical	227	227	4.90	519	519	5.29
Inspectors	106	106	2.29	135	135	1.38
Ground Training	209	209	4.52	365	365	3.72
Food Handling and Preparation	453	453	9.79	795	795	8.10
Medical	1,403	1,403	30.31	2,736	2,736	27.89
Dental	512	512	11.06	889	889	9.06
Leave	60	60	1.30	1,156	1,156	11.78
Total Labor Cost	$ 4,641	$ 4,641	100.26	$ 9,783	$ 9,783	99.72
Materiel						
Miscellaneous Materiel		(12)	(.26)		27	.28
Total Materiel Cost		($ 12)	(.26)		$ 27	.28
Total Operating Cost		$ 4,629	100.00		$ 9,810	100.00

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OPERATING STATEMENT

Schedule 4B

4450th USAF Hospital

1 July - 31 August 1954

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$	$ 8,553	$ 8,553	10.01	$	$ 16,983	$ 16,983	10.70
Clerical, Accounting and Statistical	5,024	4,604	9,628	11.26	9,798	9,028	18,826	11.86
Inspectors		567	567	.66		1,067	1,067	.67
Instructors		830	830	.97		1,598	1,598	1.01
Ground Training		2,101	2,101	2.46		5,018	5,018	3.16
Motor Vehicle Operators		952	952	1.11		1,690	1,690	1.06
Food Handling and Preparation	2,712	1,302	4,014	4.70	5,464	3,198	8,662	5.46
Materiel Handlers	284		284	.33	646		646	.41
Medical	7,962	15,211	23,173	27.11	15,791	29,760	45,551	28.70
Dental	375	3,796	4,171	4.88	819	7,905	8,724	5.50
Machinery and Equipment Maintenance		154	154	.18		388	388	.24
Comm., Elec., and Meteor. Equip. Maint.		14	14	.02		14	14	.01
Leave	1,270	3,508	4,778	5.59	3,999	6,132	10,131	6.38
Total Labor Cost	$ 17,627	$ 41,592	$ 59,219	69.28	$ 36,517	$ 82,781	$ 119,298	75.16
Materiel								
Office and Janitorial Supplies			313	.37			502	.32
Fuel and Lubes - Motor Vehicle			94	.11			205	.13
Small Hand Tools and Shop Supplies			62	.07			205	.13
Subsistence Issues			5,679	6.64			16,405	10.32
Medical Materiel			8,050	9.42			8,058	5.08
Machinery and Equipment Maintenance			15	.02			135	.09
Miscellaneous Materiel			280	.32			414	.26
Total Materiel Cost			$ 14,493	16.95			$ 25,924	16.33

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Other				
Contractual Maintenance	$ 10,056	11.77	$ 10,056	6.33
Contractual Medical Service	18	.02	18	.01
Contractual Communications	80	.09	160	.10
Utilities Purchased	1,300	1.52	2,600	1.64
Transportation	314	.37	680	.43
Total Other Cost	$ 11,768	13.77	$ 13,514	8.51
Total Operating Cost	$ 85,480	100.00	$ 158,736	100.00

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OPERATIONAL STATEMENT

Schedule 5

Base Operational and Supporting Units

1 July - 31 August 1954

	August				July thru August			
	Labor		Materiel	Total	Labor		Materiel	Total
	Civilian	Military			Civilian	Military		
345th Bomb Group, Tactical	$ 79	$ 14,288	$ 66	$ 14,433	$ 490	$ 22,350	$ 179	$ 23,019
500th Bomb Squadron, Tactical		36,996	33,194	70,190		77,214	45,112	122,326
498th Bomb Squadron		36,234	16,004	52,238		73,193	25,545	98,738
499th Bomb Squadron		35,018	57,069	92,087		70,822	116,943	187,765
16th Crash Rescue Flight		10,300	1,870	12,170		19,424	4,289	23,713
4424th Helicopter Flight		3,884	12,090	15,974		7,906	12,555	20,461
3rd Weather Squadron-Detachments 3-8		6,139	64	6,203		11,939	103	12,042
2nd Shoran Beacon Flight		5,278	307	5,585		10,718	359	11,077
2nd TAC Support Squadron		19,254	(2,418)	16,836		40,527	22,043	62,570
Total Operating Cost	$ 79	$167,391	$118,246	$285,716	$ 490	$334,093	$227,128	$561,711

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Schedule 5 A

OPERATING STATEMENT

345th Bomb Group Tactical (Headquarters)

1 July - 31 August 1954

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$	$ 9,595	$ 9,595	66.48	$	$ 17,362	$ 17,362	75.43
Clerical, Accounting and Statistical		1,315	1,315	9.11	223	1,315	1,538	6.68
Leave	79	1,100	1,179	8.17	267	1,395	1,662	7.22
Inspectors		552	552	3.82		552	552	2.40
Ground Training		1,073	1,073	7.43		1,073	1,073	4.66
Miscellaneous		401	401	2.78		401	401	1.74
Weapons and Armaments Specialists		252	252	1.75		252	252	1.09
Total Labor Cost	$ 79	$ 14,288	$14,367	99.54	$ 490	$ 22,350	$ 22,840	99.22
Materiel								
Office and Janitorial Supplies			$ 63	.44			$ 116	.51
Machinery and Equip. Maint.			3	.02			3	.01
Communications Maintenance							60	.26
Total Materiel Cost			$ 66	.46			$ 179	.78
Total Operating Cost			$14,433	100.00			$ 23,019	100.00

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OPERATING STATEMENT

Schedule 5B

500th Bomb Squadron, Tactical

1 July - 31 August 1954

Labor	August Military	August Total	August % of Total	July thru August Military	July thru August Total	July thru August % of Total
Supervisory and Administrative	$ 3,941	$ 3,941	5.62	$ 9,759	$ 9,759	7.98
Clerical, Accounting and Statistical	2,005	2,005	2.86	4,237	4,237	3.46
Inspectors	252	252	.36	504	504	.41
Ground Training	2,886	2,886	4.11	5,620	5,620	4.59
Flying	10,026	10,026	14.28	21,751	21,751	17.78
Miscellaneous Services	1,323	1,323	1.88	3,730	3,730	3.05
Weapons and Armament Specialists	1,691	1,691	2.41	2,746	2,746	2.25
Organizational Aircraft Maintenance	10,895	10,895	15.52	22,227	22,227	18.17
Comm., Elec. and Meteor. Equip. Maint.	561	561	.80	1,054	1,054	.86
Leave	3,416	3,416	4.87	5,586	5,586	4.57
Total Labor Cost	$ 36,996	$ 36,996	52.71	$ 77,214	$ 77,214	63.12
Materiel						
Office and Janitorial Supplies		111	.16		656	.54
Fuel and Lubes-Motor Vehicle		29	.04		62	.05
Fuel and Lubes-Aircraft		22,252	31.70		34,052	27.83
Small Hand Tools and Shop Supplies		428	.61		467	.38
Packing and Crating Materiel					83	.07
Weapons and Armament Maintenance Materiel		2,290	3.26		3,730	3.05
Organizational Aircraft Maintenance		7,592	10.82		5,599	4.58
Machinery and Equipment Maintenance		286	.41		286	.23
Communications Maintenance Materiel		10	.01		10	.01
Miscellaneous Materiel		196	.28		167	.14
Total Materiel Cost		$ 33,194	47.29		$ 45,112	36.88
Total Operating Cost		$ 70,190	100.00		$122,326	100.00

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OPERATING STATEMENT

Schedule 5C

498th Bomb Squadron, Tactical

1 July - 31 August 1954

	August			July thru August		
Labor	Military	Total	% of Total	Military	Total	% of Total
Supervisory and Administrative	$ 5,467	$ 5,467	10.47	$ 13,218	$ 13,218	13.39
Clerical, Accounting and Statistical	1,826	1,826	3.49	4,917	4,917	4.98
Inspectors	252	252	.48	1,318	1,318	1.33
Instructors	3,204	3,204	6.13	7,234	7,234	7.33
Ground Training	3,886	3,886	7.44	8,582	8,582	8.69
Flying	8,849	8,849	16.94	15,548	15,548	15.75
Materiel Handlers	592	592	1.13	1,177	1,177	1.19
Miscellaneous Services				306	306	.31
Weapons and Armament Specialists	1,823	1,823	3.49	3,947	3,947	4.00
Motor Vehicle Maintenance				106	106	.11
Organizational Aircraft Maintenance	7,693	7,693	14.73	11,517	11,517	11.66
Machinery and Equipment Maintenance	173	173	.33	346	346	.35
Comm., Elec. and Meteor. Equip. Maint.	358	358	.69	571	571	.58
Leave	2,111	2,111	4.04	4,406	4,406	4.46
Total Labor Cost	$ 36,234	$ 36,234	69.36	$ 73,193	$ 73,193	74.13
Materiel						
Office and Janitorial Supplies		188	.36		81	.08
Fuel and Lubes-Motor Vehicle		45	.09		99	.10
Fuel and Lubes-Aircraft		22,252	42.59		32,318	32.73
Small Hand Tools and Shop Supplies		267	.51		302	.31
Packing and Crating Materiel					11	.01
Weapons and Armament Maintenance Materiel		2,299	4.40		3,716	3.76
Organizational Aircraft Maintenance		(9,398)	(17.99)		(11,543)	(11.69)
Machinery and Equipment Maintenance		369	.71		442	.45
Miscellaneous Materiel		(18)	(.03)		119	.12
Total Materiel Cost		$ 16,004	30.64		$ 25,545	25.87
Total Operating Cost		$ 52,238	100.00		$ 98,738	100.00

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Materiel Costs. Dollar amounts of materiel costs are net figures representing the difference between total issues and turn-ins of each type of materiel. When program changes are in effect, instances may occur where turn-ins will temporarily exceed issues, resulting in an alteration of average monthly materiel costs.

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OPERATING STATEMENT

499th Bomb Squadron, Tactical

1 July - 31 August 1954

Schedule 5D

	August			July thru August		
	Military	Total	% of Total	Military	Total	% of Total
Labor						
Supervisory and Administrative	$ 4,169	$ 4,169	4.53	$ 7,422	$ 7,422	3.95
Clerical, Accounting and Statistical	1,641	1,641	1.78	3,469	3,469	1.85
Inspectors	504	504	.55	1,008	1,008	.54
Instructors	2,016	2,016	2.19	5,432	5,432	2.89
Ground Training	4,644	4,644	5.04	9,125	9,125	4.86
Flying	10,618	10,618	11.53	20,461	20,461	10.90
Weapons and Armament Specialists	804	804	.87	1,491	1,491	.79
Organizational Aircraft Maintenance	7,925	7,925	8.61	16,870	16,870	8.98
Comm., Elec. & Meteor. Equip. Maint.	400	400	.43	537	537	.29
Leave	2,297	2,297	2.50	5,007	5,007	2.67
Total Labor Cost	$ 35,018	$ 35,018	38.03	$ 70,822	$ 70,822	37.72
Materiel						
Office and Janitorial Supplies		191	.21		507	.27
Fuel and Lubes-Motor Vehicle		47	.05		121	.06
Fuel and Lubes-Aircraft		22,252	24.16		55,509	29.56
Small Hand Tools and Shop Supplies		221	.24		3,915	2.08
Packing and Crating Materiel		1	.01		9	.01
Weapons and Armament Maint. Materiel		1,361	1.48		6,038	3.22
Organizational Aircraft Maintenance		30,982	33.64		44,302	23.59
Machinery and Equipment Maintenance		63	.07		4,479	2.39
Communications Maintenance Materiel		245	.26		245	.13
Miscellaneous Materiel		1,706	1.85		1,818	.97
Total Materiel Cost		$ 57,069	61.97		$116,943	62.28
Total Operating Cost		$ 92,087	100.00		$187,765	100.00

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OPERATING STATEMENT

16th Crash Rescue Flight

1 July - 31 August 1954

Schedule 5E

	August			July thru August		
	Military	Total	% of Total	Military	Total	% of Total
Labor						
Supervisory and Administrative	$ 3,468	$ 3,468	28.50	$ 6,948	$ 6,948	29.30
Clerical, Accounting and Statistical	401	401	3.29	920	920	3.88
Ground Training	62	62	.51	150	150	.63
Motor Vehicle Operators	1,182	1,182	9.71	2,639	2,639	11.13
Communications and Electronics Operators	1,021	1,021	8.39	1,854	1,854	7.82
Fire and Crash Rescue	2,792	2,792	22.94	4,533	4,533	19.12
Motor Vehicle Maintenance	416	416	3.42	833	833	3.51
Leave	958	958	7.87	1,547	1,547	6.52
Total Labor Cost	$ 10,300	$ 10,300	84.63	$ 19,424	$ 19,424	81.91
Materiel						
Office and Janitorial Supplies		43	.35		110	.46
Fuel and Lubes-Motor Vehicle		7	.06		122	.52
Small Hand Tools and Shop Supplies		148	1.22		149	.63
Packing and Crating Materiel					33	.14
Fire and Crash Rescue Materiel		15	.12		183	.77
Weapons and Armament Maint. Materiel					(1)	(.01)
Motor Vehicle Maintenance Materiel		1,473	12.11		3,633	15.32
Communications Maintenance Materiel					(204)	(.86)
Miscellaneous Materiel		184	1.51		264	1.12
Total Materiel Cost		$ 1,870	15.37		$ 4,289	18.09
Total Operating Cost		$ 12,170	100.00		$ 23,713	100.00

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OPERATING STATEMENT

4424th Helicopter Flight

1 July - 31 August 1954

Schedule 5 F

	August			July thru August		
	Military	Total	% of Total	Military	Total	% of Total
Labor						
Supervisory and Administrative	$ 642	$ 642	4.02	$ 1,078	$ 1,078	5.27
Ground Training	653	653	4.08	1,226	1,226	5.99
Flying	931	931	5.83	2,140	2,140	10.46
Organizational Aircraft Maintenance	1,089	1,089	6.82	2,257	2,257	11.03
Leave	569	569	3.56	1,205	1,205	5.89
Total Labor Cost	$ 3,884	$ 3,884	24.31	$ 7,906	$ 7,906	38.64
Materiel						
Office and Janitorial Supplies		12	.08		27	.13
Fuel and Lubes - Motor Vehicle		5	.03		12	.06
Fuel and Lubes - Aircraft		888	5.56		1,419	6.94
Organizational Aircraft Maint.		11,176	69.96		11,062	54.06
Miscellaneous Materiel		1	.01		27	.13
Small Hand Tools and Shop Supplies		8	.05		8	.04
Total Materiel Cost		$ 12,090	75.69		$ 12,555	61.36
Total Operating Cost		$ 15,974	100.00		$ 20,461	100.00

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OPERATING STATEMENT

3rd. Weather Squadron - Detachments 3-8

1 July - 31 August 1954

Schedule 5 G

	August			July thru August		
Labor	Military	Total	% of Total	Military	Total	% of Total
Supervisory and Administrative	$ 1,751	$ 1,751	28.23	$ 2,557	$ 2,557	21.23
Clerical, Accounting and Statistical	310	310	5.00	570	570	4.73
Ground Training	-	-		83	83	.69
Miscellaneous	3,031	3,031	48.87	6,335	6,335	52.61
Comm., Elec, & Meteor. Equip. Maint.	133	133	2.14	133	133	1.10
Leave	914	914	14.73	2,261	2,261	18.78
Total Labor Cost	$ 6,139	$ 6,139	98.97	$ 11,939	$ 11,939	99.14
Materiel						
Office and Janitorial Supplies		27	.44		37	.32
Communications Maintenance Materiel		-			22	.18
Small Hand Tools and Shop Supplies		17	.27		17	.14
Miscellaneous Materiel		20	.32		27	.22
Total Materiel Cost		$ 64	1.03		$ 103	.86
Total Operating Cost		$ 6,203	100.00		$ 12,042	100.00

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Schedule 5H

OPERATING STATEMENT

2nd Shoran Beacon Flight

1 July - 31 August 1954

	August			July thru August		
	Military	Total	% of Total	Military	Total	% of Total
Labor						
Supervisory and Administrative	$ 747	$ 747	13.38	$ 1,740	$ 1,740	15.71
Clerical, Accounting and Statistical	86	86	1.54	159	159	1.44
Ground Training	609	609	10.90	1,335	1,335	12.05
Communications and Electronics Operators	1,457	1,457	26.08	2,382	2,382	21.50
Materiel Handlers	173	173	3.10	283	283	2.55
Miscellaneous Services	411	411	7.36	703	703	6.35
Comm., Elec. and Meteor. Equip. Maint.	1,522	1,522	27.25	3,287	3,287	29.68
Leave	273	273	4.89	829	829	7.48
Total Labor Cost	$ 5,278	$ 5,278	94.50	$ 10,718	$ 10,718	96.76
Materiel						
Office and Janitorial Supplies		58	1.04		67	.60
Fuel and Lubes-Motor Vehicle		5	.09		18	.16
Small Hand Tools and Shop Supplies		40	.72		40	.36
Communications Maintenance Materiel		198	3.54		219	1.99
Machinery and Equipment Maintenance		(3)	(.05)		(3)	(.03)
Miscellaneous Materiel		9	.16		18	.16
Total Materiel Cost		$ 307	5.50		$ 359	3.24
Total Operating Cost		$ 5,585	100.00		$ 11,077	100.00

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OPERATING STATEMENT

Schedule 5 I

2nd TAC Support Squadron

1 July - 31 August 1954

	August			July thru August		
Labor	Military	Total	% of Total	Military	Total	% of Total
Supervisory and Administrative	$ 6,115	$ 6,115	36.32	$ 12,464	$ 12,464	19.92
Clerical, Accounting and Statistical	3,281	3,281	19.49	6,916	6,916	11.05
Inspectors	365	365	2.17	365	365	.58
Ground Training	256	256	1.52	603	603	.96
Motor Vehicle Operators	416	416	2.47	812	812	1.30
Communications and Electronics Operators	23	23	.14	160	160	.26
Materiel Handlers	106	106	.63	212	212	.34
Weapons and Armaments Specialists	6,079	6,079	36.10	13,567	13,567	21.68
Machinery and Equipment Maintenance	652	652	3.87	1,137	1,137	1.82
Leave	1,961	1,961	11.65	4,291	4,291	6.36
Total Labor Cost	$ 19,254	$ 19,254	114.36	$ 40,527	$ 40,527	64.77
Materiel						
Office and Janitorial Supplies		14	.08		54	.09
Fuel and Lubes - Motor Vehicle		17	.10		43	.07
Small Hand Tools and Shop Supplies		59	.35		64	.10
Packing and Crating Materiel		1	.01		1	.01
Weapons and Armament Maint. Materiel		(2,548)	(75.14)		21,754	34.76
Machinery and Equipment Maintenance		1	.01		8	.01
Communications Maint. Materiel		55	.33		102	.16
Miscellaneous Materiel		(17)	(.10)		17	.03
Total Materiel Cost		$ (2,418)	(14.36)		$ 22,043	35.23
Total Operating Cost		$ 16,836	100.00		$ 62,570	100.00

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OPERATING STATEMENT

Schedule 6

405th Fighter Bomber Group

1 July - 31 August 1954

	August			July thru August		
	Labor	Materiel	Total	Labor	Materiel	Total
	Military			Military		
405th Fighter Bomber Group, Headquarters	$ 9,749	$ 54	$ 9,803	$ 19,223	$ 183	$ 19,406
509th Fighter Bomber Squadron	30,360	69,128	99,488	59,595	124,527	184,122
510th Fighter Bomber Squadron	27,909	190,668	218,577	54,737	242,193	296,930
511th Fighter Bomber Squadron	33,045	43,360	76,405	60,715	95,400	156,115
Total Operating Cost	$ 101,063	$ 303,210	$ 404,273	$ 194,270	$ 462,303	$ 656,573

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Schedule 6 A

OPERATING STATEMENT

405th Fighter Bomber Group - Headquarters

1 July - 31 August 1954

Labor	August Military	August Total	August % of Total	July thru August Military	July thru August Total	July thru August % of Total
Supervisory and Administrative	$ 6,463	$ 6,463	65.94	$ 12,838	$ 12,838	66.16
Clerical, Accounting and Statistical	1,606	1,606	16.38	2,911	2,911	15.00
Inspectors	461	461	4.70	1,431	1,431	7.37
Flying	434	434	4.43	434	434	2.24
Miscellaneous Services	322	322	3.28	357	357	1.84
Leave	463	463	4.72	1,252	1,252	6.45
Total Labor Cost	$ 9,749	$ 9,749	99.45	$ 19,223	$ 19,223	99.06
Materiel						
Office and Janitorial Supplies		51	.52		166	.85
Fuel and Lubes - Motor Vehicle		3	.03		15	.08
Miscellaneous Materiel					2	.01
Total Materiel Cost		$ 54	.55		$ 183	.94
Total Operating Cost		$ 9,803	100.00		$ 19,406	100.00

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Schedule 6 B

OPERATING STATEMENT

509th Fighter Bomber Squadron

1 July - 31 August 1954

	August			July thru August		
	Military	Total	% of Total	Military	Total	% of Total
Labor						
Supervisory and Administrative	$ 5,921	$ 5,921	5.95	$ 11,151	$ 11,151	6.06
Clerical, Accounting and Statistical	1,597	1,597	1.61	3,245	3,245	1.76
Inspectors	252	252	.25	504	504	.27
Instructors	173	173	.17	346	346	.19
Ground Training	1,613	1,613	1.62	3,264	3,264	1.77
Motor Vehicle Operators	88	88	.09	177	177	.10
Flying	7,836	7,836	7.88	18,011	18,011	9.79
Materiel Handlers				92	92	.05
Weapons and Armament Specialists	1,480	1,480	1.49	2,475	2,475	1.34
Motor Vehicle Maintenance	447	447	.45	826	826	.45
Organizational Aircraft Maintenance	8,786	8,786	8.83	15,768	15,768	8.56
Machinery and Equipment Maintenance	89	89	.09	89	89	.05
Leave	2,078	2,078	2.09	3,647	3,647	1.98
Total Labor Cost	$ 30,360	$ 30,360	30.52	$ 59,595	$ 59,595	32.37
Materiel						
Office and Janitorial Supplies		155	.16		229	.12
Fuel and Lubes - Motor Vehicle		68	.07		215	.12
Fuel and Lubes - Aircraft		16,833	16.92		34,766	18.88
Small Hand Tools and Shop Supplies		85	.09		133	.07
Packing and Crating Materiel		10	.01		14	.01
Weapons and Armament Maintenance		477	.48		18,959	10.30
Organizational Aircraft Maintenance		48,017	48.25		66,473	36.10
Machinery and Equipment Maintenance		2,917	2.93		2,933	1.59
Miscellaneous Materiel		566	.57		805	.44
Total Materiel Cost		$ 69,128	69.48		$ 124,527	67.63
Total Operating Cost		$ 99,488	100.00		$ 184,122	100.00

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OPERATING STATEMENT

510th Fighter Bomber Squadron

1 July - 31 August 1954

Schedule 6 C

	August			July thru August		
	Military	Total	% of Total	Military	Total	% of Total
Labor						
Supervisory and Administrative	$ 6,000	$ 6,000	2.75	$ 11,562	$ 11,562	3.89
Clerical, Accounting and Statistical	1,403	1,403	.64	3,084	3,084	1.04
Inspector	252	252	.12	353	353	.12
Ground Training	2,540	2,540	1.16	5,028	5,028	1.69
Flying	10,450	10,450	4.78	19,562	19,562	6.60
Materiel Handlers	209	209	.10	418	418	.14
Weapons and Armament Specialists	1,624	1,624	.74	3,013	3,013	1.01
Organizational Aircraft Maintenance	2,759	2,759	1.26	6,038	6,038	2.08
Machinery and Equipment Maintenance	137	137	.06	274	274	.09
Comm., Elec., & Meteor. Equip. Maint.	1,041	1,041	.48	1,938	1,938	.65
Leave	1,494	1,494	.68	3,467	3,467	1.17
Total Labor Cost	$ 27,909	$ 27,909	12.77	$ 54,737	$ 54,737	18.43
Materiel						
Office and Janitorial Supplies		213	.10		303	.10
Fuel and Lubes - Motor Vehicle		58	.03		238	.08
Fuel and Lubes - Aircraft		13,185	6.03		26,369	8.88
Small Hand Tools & Shop Supplies		294	.13		357	.12
Packing and Crating Materiel		-			12	.01
Weapons and Armament Maint. Materiel		726	.33		20,960	7.06
Organizational Aircraft Maint. Materiel		175,084	80.11		192,574	64.86
Machinery and Equipment Maintenance		902	.41		902	.30
Miscellaneous Materiel		206	.09		478	.16
Total Materiel Cost		$ 190,668	87.23		$ 242,193	81.57
Total Operating Cost		$ 218,577	100.00		$ 296,930	100.00

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OPERATING STATEMENT

511th Fighter Bomber Squadron

1 July - 31 August 1954

Schedule 6 D

	August			July thru August		
	Military	Total	% of Total	Military	Total	% of Total
Labor						
Supervisory and Administrative	$ 5,401	$ 5,401	7.07	$ 10,613	$ 10,613	6.80
Clerical, Accounting and Statistical	1,279	1,279	1.67	2,561	2,561	1.64
Instructors	4,181	4,181	5.47	6,916	6,916	4.43
Ground Training	2,605	2,605	3.41	4,594	4,594	2.94
Motor Vehicle Operators	89	89	.12	89	89	.06
Flying	9,672	9,672	12.66	17,030	17,030	10.89
Materiel Handlers	5	5	.01	142	142	.09
Miscellaneous Services	-	-		32	32	.02
Weapons and Armament Specialists	2,187	2,187	2.86	3,896	3,896	2.50
Motor Vehicle Maintenance	-	-		88	88	.06
Organizational Aircraft Maint.	5,549	5,549	7.26	10,597	10,597	6.79
Comm. Elect. & Meteor. Equip.Maint.	826	826	1.08	1,273	1,273	.82
Leave	1,251	1,251	1.64	2,884	2,884	1.85
Total Labor Cost	$ 33,045	$ 33,045	43.25	$ 60,715	$ 60,715	38.89
Materiel						
Office and Janitorial Supplies		276	.36		393	.25
Fuel and Lubes - Motor Vehicle		57	.07		128	.08
Fuel and Lubes - Aircraft		8,127	10.64		35,681	22.86
Small Hand Tools and Shop Supplies		951	1.24		1,029	.66
Packing and Crating Materiel		100	.13		100	.06
Weapons and Armament Maint. Materiel		3,004	3.93		12,948	8.29
Organizational Aircraft Maint.		30,018	39.30		44,083	28.25
Miscellaneous Materiel		827	1.08		1,038	.66
Total Materiel Cost		$ 43,360	56.75		$ 95,400	61.11
Total Operating Cost		$ 76,405	100.00		$ 156,115	100.00

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OPERATING STATEMENT

Unallocated

1 July - 31 August 1954

Schedule 7

Labor	August Civilian	August Military	August Total	August % of Total	July thru August Civilian	July thru August Military	July thru August Total	July thru August % of Total
Employer's FICA Tax	$ 3,719	$	$ 3,719	.36	$ 7,450	$	$ 7,450	2.57
Temporary Duty	16	24,357	24,373	2.38	16	49,713	49,729	17.16
School Students	745	16,856	17,601	1.72	745	32,638	33,383	11.51
Patients		1,693	1,694	.18		3,526	3,526	1.22
Unassigned		25,391	25,391	2.48		37,502	37,502	12.94
Total Labor Cost	$ 4,480	$ 68,297	$ 72,777	7.12	$ 8,211	$123,379	$ 131,590	45.40
Materiel								
Plant, Property and Equipment Salvaged			148,004	14.47			183,888	63.44
Inventory Salvaged			10,743	1.05			104,350	36.00
Cost of Subsistence Sold			110,026	10.76			241,858	83.44
Inventory Adjustments			—				1,156	.40
Standard Price Variance			(1,875,407)	(183.38)			(1,867,409)	(644.25)
Purchase Price Variance			267	.03			(2,786)	(.97)
Property Losses			(125)	(.01)			(7,206)	(2.48)
Total Materiel Cost			*(1,606,492)	(157.08)			*(1,346,149)	(464.42)

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Other Cost	August Total	August % of Total	July thru August Total	July thru August % of Total
Rental on Leased Property	$ 402	.04	$ 402	.14
Travel	33,173	3.24	38,185	13.17
Lump Sum Payments	189,439	18.52	335,777	115.84
Contractual Laundry and Dry Cleaning	581	.06	3,262	1.13
Interest on Airmen's Deposits	2,680	.26	2,742	.95
Quarters Allowances	186,232	18.21	357,626	123.38
Subsistence Allowances	77,347	7.56	146,767	50.63
Clothing Allowance	19,667	1.92	37,996	13.11
Miscellaneous Other Cost	1,478	.15	1,943	.67
Total Other Cost	$ 510,999	49.96	$ 924,700	319.02
Total Operating Cost	$(1,022,716)	(100.00)	$ (289,859)	(100.00)

* Standard prices were charged during August, resulting in a credit of $1,875,407 to materiel cost. Gross transactions were as follows:

Issues	$ 268,915	$ 521,261
Less standard price increases	1,875,407	1,867,410
Net materiel cost (credit)	$ 1,606,492	$ 1,346,149

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Schedule 8

OPERATING STATEMENT

Tenant Units

1 July - 31 August 1954

	August					July thru August				
	Labor		Materiel	Other	Total	Labor		Materiel	Other	Total
	Civilian	Military				Civilian	Military			
4427th Radiological Test Flight	$ 281	$ 5,238	*$(13,353)	$	$ (7,834)	$ 559	$ 10,507	$(13,158)	$	$ (2,092)
2nd Liaison Squadron - Flight A								(22)		(22)
29th Communications Squadron	1,047	23,888	662		25,597	2,449	47,380	1,214		51,043
36th Communications Security Squadron		5,496	186		5,682		11,959	375		12,334
Miscellaneous			853		853	554		950	14	1,518
429th Air Refueling Squadron		9,711	4,227		13,938		10,716	4,479		15,195
Logistical Support Furnished Tenant	4,625		*(10,471)	862	(4,984)	10,218		137,479	1,393	149,090
Total Operating Cost	$ 5,953	$ 44,333	$(17,896)	$ 862	$33,252	$ 13,780	$ 80,562	$131,317	$1,407	$227,066

During August, turn-ins exceeded issues. The gross transactions were as follows:

	Issues	Turn-ins	Net Issues
4427th Radiological Test Flight	$ 19,926	$ 33,279	$ 13,353
Logistical Support Furnished Tenants	327,640	338,111	(10,471)

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OPERATING STATEMENT

4427th Radiological Test Flight

1 July - 31 August 1954

Schedule 8 A

Labor	August Civilian	August Military	August Total	August % of Total	July thru August Civilian	July thru August Military	July thru August Total	July thru August % of Total
Supervisory and Administrative	$	$ 1,995	$ 1,995	25.47	$	$ 3,598	$ 3,598	171.99
Clerical, Accounting and Statistical	254	338	592	7.56	428	566	994	47.51
Ground Training		620	620	7.91		1,131	1,131	54.06
Communications & electronics Operators		1,085	1,085	13.85		2,602	2,602	124.39
Comm., Elec. & Meteor. Equip. Maint.		572	572	7.30		1,272	1,272	60.80
Leave	27	628	655	8.36	131	1,338	1,469	70.22
Total Labor Cost	$ 281	$ 5,238	$ 5,519	70.45	$ 559	$ 10,507	$ 11,066	528.97
Materiel								
Office and Janitorial Supplies							22	1.05
Small Hand Tools and Shop Supplies			1	.01			5	.24
Communications Maintenance Materiel			(13,392)	(170.95)			(13,233)	(632.55)
Miscellaneous Materiel			38	.49			48	2.29
Total Materiel Cost			$(13,353)	(170.45)			$(13,158)	(628.97)
Total Operating Cost			$ (7,834)	(100.00)			$ (2,092)	(100.00)

General Comments

Materiel Costs. Dollar amounts of materiel costs are net figures representing the difference between total issues and turn-ins of each type of materiel. When program changes are in effect, instances may occur where turn-ins will temporarily exceed issues, resulting in an alteration of average monthly materiel costs.

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OPERATING STATEMENT

Schedule 8 B

2nd Liaison Squadron - Flight A

1 July - 31 August 1954

Materiel	July thru August Total	% of Total
Fuel and Lubes - Motor Vehicle	$ 2	9.09
Organizational Aircraft Maintenance	(24)	(109.09)
Total Materiel Cost	$ (22)	(100.00)
Total Operating Cost	$ (22)	(100.00)

General Comments

1. Organization inactivated 18 June 1954.

2. Materiel Costs. Dollar amounts of materiel costs are net figures representing the difference between total issues and turn-ins of each type of materiel. When program changes are in effect, instances may occur where turn-ins will temporarily exceed issues, resulting in an alteration of average monthly materiel costs.

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OPERATING STATEMENT

29th Communications Squadron

1 July - 31 August 1954

Schedule 8 C

Labor	August Civilian	August Military	August Total	August % of Total	July thru August Civilian	July thru August Military	July thru August Total	July thru August % of Total
Supervisory and Administrative	$	$ 4,008	$ 4,008	15.66	$	$ 7,571	$ 7,571	14.83
Clerical, Accounting and Statistical		1,845	1,845	7.21		3,951	3,951	7.74
Ground Training		287	287	1.12		566	566	1.11
Motor Vehicle Operators		476	476	1.86		842	842	1.65
Communications & Electronics Operators	617	8,853	9,470	37.00	1,411	17,033	18,444	36.13
Materiel Handlers		137	137	.54		274	274	.54
Miscellaneous Services		106	106	.41		195	195	.38
Motor Vehicle Maintenance		534	534	2.09		534	534	1.05
Machinery and Equipment Maintenance		133	133	.52		133	133	.26
Comm., Elec. & Meteor. Equip. Maint.	297	6,499	6,796	26.53	646	13,498	14,144	27.71
Leave	133	1,010	1,143	4.47	392	2,783	3,175	6.22
Total Labor Cost	$ 1,047	$ 23,888	$ 24,935	97.41	$ 2,449	$ 47,380	$ 49,829	97.62
Materiel								
Office & Janitorial Supplies			26	.10			133	.26
Fuel and Lubes - Motor Vehicle			16	.06			71	.14
Small Hand Tools and Shop Supplies			70	.27			72	.14
Weapons and Armament Maint. Materiel			9	.04			9	.02
Communications Maintenance Materiel			508	1.99			890	1.74
Miscellaneous Materiel			33	.13			39	.08
Total Materiel Cost			$ 662	2.59			$ 1,214	2.38
Total Operating Cost			$ 25,597	100.00			$ 51,043	100.00

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OPERATING STATEMENT

36th Communications Security Squadron

1 July - 31 August 1954

Schedule 8 D

	August			July thru August		
Labor	Military	Total	% of Total	Military	Total	% of Total
Supervisory and Administrative	$ 1,130	$ 1,130	19.89	$ 2,283	$ 2,283	18.51
Clerical, Accounting and Statistical	853	853	15.01	1,781	1,781	14.44
Communications and Electronica Operators	2,827	2,827	49.76	7,029	7,029	56.99
Comm, Elec., and Meteor. Equip. Maint.	262	262	4.61	262	262	2.12
Leave	424	424	7.46	604	604	4.90
Total Labor Cost	$ 5,496	5,496	96.73	$ 11,959	$ 11,959	96.96
Materiel						
Office and Janitorial Supplies		36	.64		112	.91
Small Hand Tools and Shop Supplies		11	.19		14	.11
Communications Maint. Materiel		138	2.44		163	1.32
Weapons and Armament Maint. Materiel		-			26	.21
Miscellaneous Materiel		1			60	.49
Total Materiel Cost		$ 186	3.27		$ 375	3.04
Total Operating Cost		$ 5,682	100.00		$ 12,334	100.00

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OPERATING STATEMENT

Miscellaneous

1 July - 31 August 1954

Schedule 8 E

Labor	August Civilian	August Military	August Total	August % of Total	July thru August Civilian	July thru August Military	July thru August Total	July thru August % of Total
ROTC					$ 554		$ 554	36.49
Total Labor Cost					$ 554		$ 554	36.49
Materiel								
Office and Janitorial Supplies	$ 832		97.54		$ 1,795			118.27
Fuel and Lubes - Motor Vehicle	283		33.18		570			37.55
Small Hand Tools and Shop Supplies	22		2.58		24			1.58
Motor Vehicle Maint. Materiel	-				(457)			(30.10)
Organizational Aircraft Maint.	289		33.88		(642)			(42.29)
Communications Maint. Materiel	(2,605)		(305.40)		(2,382)			(156.96)
Packing and Crating Materiel	41		4.81		41			2.70
Weapons and Armament Maint. Materiel	731		85.70		723			47.64
Miscellaneous Materiel	1,260		147.71		1,278			84.20
Total Materiel Cost	$ 853		100.00		$ 950			62.59
Other								
Transportation					$ 14			.92
Total Other Cost					$ 14			.92
Total Operating Cost	$ 853		100.00		$ 1,518			100.00

General Remarks

Materiel Costs. Dollar amounts of materiel costs are net figures representing the difference between total issues and turn-ins of each type of materiel. When program changes are in effect, instances may occur where turn-ins will temporarily exceed issues resulting in an alteration of average monthly materiel costs.

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OPERATING STATEMENT

Schedule 8F

429th Air Refueling Squadron

1 July - 31 August 1954

Labor	August Military	August Total	August % of Total	July thru August Military	July thru August Total	July thru August % of Total
Supervisory and Administrative	$ 1,697	$ 1,697	12.18	$ 2,614	$ 2,614	17.20
Clerical, Accounting and Statistical	668	668	4.79	704	704	4.63
Communications and Electronics Operators	180	180	1.29	180	180	1.18
Flying	3,140	3,140	22.53	3,140	3,140	20.66
Materiel Handlers	368	368	2.64	420	420	2.76
Miscellaneous Services	46	46	.33	46	46	.30
Organizational Aircraft Maintenance	3,192	3,192	22.90	3,192	3,192	21.02
Machinery and Equipment Maintenance	194	194	1.39	194	194	1.28
Leave	226	226	1.62	226	226	1.49
Total Labor Cost	$ 9,711	$ 9,711	69.67	$ 10,716	$ 10,716	70.52
Materiel						
Office and Janitorial Supplies		468	3.36		672	4.42
Fuel and Lubes-Motor Vehicle		20	.14		48	.32
Small Hand Tools and Shop Supplies		1,639	11.77		1,639	10.79
Organizational Aircraft Maintenance		499	3.58		499	3.28
Machinery and Equipment Maintenance		633	4.54		633	4.17
Packing and Crating Materiel		1	.01		1	.01
Rescue Maintenance Material		961	6.89		962	6.33
Miscellaneous Material		6	.04		25	.16
Total Materiel Cost		$ 4,227	30.33		$ 4,479	29.48
Total Operating Cost		$ 13,938	100.00		$ 15,195	100.00

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Schedule 8 G

OPERATING STATEMENT

Logistical Support Provided by Base

1 July - 31 August 1954

	August				July thru August			
	Labor Civilian	Materiel	Other	Total	Labor Civilian	Materiel	Other	Total
4500th Headquarters Support Squadron	$ 4,625	$ 5,542	$	$ 10,167	$ 10,218	$ 70,748	$ 13	$ 80,979
2220th Field Printing Squadron		691		691		4,523		4,523
2nd Weather Group		248		248		395		395
21st District Office of Special Investigation		212	35	247		410	213	623
771st Aircraft Control & Warning Squadron		1,386	440	1,826		2,491	440	2,931
48th Fighter Interceptor Squadron		(27,721)		(27,721)		39,220		39,220
4670th Ground Observer Squadron		117	37	154		140	37	177
1913th Airways & Air Communications Service Sq.		8,765		8,765		18,998		18,998
1031st USAF Auditor General Sq. Detachment		12		12		38		38
Air Research Development Committee - Liaison Off.		12		12		168		168
Det 9, 12th Radar Bomb Scoring Squadron		265	350	615		348	690	1,038
Total Operating Cost	$ 4,625	$(10,471)	$ 862	$ (4,984)	$ 10,218	$137,479	$1,393	$149,090

General Comments

Materiel Costs. Dollar amounts of materiel costs are net figures representing the difference between total issues and turn-ins of each type of materiel. When program changes are in effect, instances may occur where turn-ins will temporarily exceed issues, resulting in an alteration of average monthly materiel costs.

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Schedule 9

OPERATING STATEMENT

Tenant Units

(Not Including Logistical Support)

1 July - 31 August 1954

	August					July thru August				
	Labor		Materiel	Other	Total	Labor		Materiel	Other	Total
	Civilian	Military				Civilian	Military			
2220th Field Printing Squadron	$ 12,355	$ 10,022	$ 10,645	$ 936	$ 33,958	$ 24,932	$ 19,667	$ 27,775	$ 1,116	$ 73,490
2nd Weather Group	509	15,140	1,045	243	16,937	1,018	30,005	2,424	778	34,225
21st District OSI		4,053			4,053		8,038			8,038
771st AC&W Squadron	3,727	35,133	31	1,196	40,087	7,586	71,734	384	6,030	85,734
48th Fighter Interceptor Sq.		63,371	42,588	2,630	108,589		122,478	111,572	2,803	236,853
4670th Ground Observer Sq.		3,525		956	4,481		6,721	9	965	7,695
1913th AACS Squadron	276	22,887		360	23,523	551	40,965		481	41,997
1031st USAF Auditor Gen. Sq. Det.		2,162			2,162		4,515			4,515
Air Research Development Comm. Liaison Off.		527			527		1,053			1,053
Det. 9, 12th Radar Bomb Scoring Sq.		5,600		376	5,976		10,703		376	11,079
Totals	$ 16,867	$162,420	$ 54,309	$6,697	$240,293	$ 34,087	$315,879	$142,164	$12,549	$504,679

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Tenant

OPERATING STATEMENT

(Not Including Logistical Support)

2220th Field Printing Squadron

1 July - 31 August 1954

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$ 524	$ 2,589	$ 3,113	9.17	$ 1,073	$ 5,733	$ 6,806	9.26
Clerical, Accounting and Statistical	3,291	1,928	5,219	15.37	6,798	3,723	10,521	14.32
Inspectors		209	209	.62		418	418	.57
Instructors		843	843	2.48		843	843	1.15
Ground Training		694	694	2.04		1,592	1,592	2.17
Materiel Handlers		507	507	1.49		737	737	1.00
Miscellaneous Services	$ 6,926	1,949	8,875	26.14	13,684	4,099	17,783	24.20
Machinery and Equipment Maintenance		195	195	.57		244	244	.33
Leave	1,485	773	2,258	6.65	3.139	1,368	4,507	6.13
Employer's FICA Tax	129		129	.38	238		238	.32
Temporary Duty		40	40	.12		161	161	.22
Patients		31	31	.09		83	83	.11
Unassigned		264	264	.78		666	666	.91
Total Labor Cost	$ 12.355	$ 10.022	$ 22.377	65.90	$ 24.932	$ 19.667	$ 44.599	60.69
Materiel								
Packing and Crating			295	.87			474	.65
Machinery and Equipment Maintenance							1,086	1.48
Miscellaneous			10,251	30.19			26,105	35.52
Inventory Adjustments							11	.01
Property Losses			99	.29			99	.13
Total Materiel Cost			$ 10.645	31.35			$ 27.775	37.79

1930

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Other	2220th Field Printing Squadron Total	2220th Field Printing Squadron % of Total	Schedule 9 A Total	Schedule 9 A % of Total
Contractual Communications	$ 60	.18	$ 120	.16
Transportation	41	.12	139	.19
Travel	827	2.43	849	1.16
Miscellaneous Other Costs	8	.02	8	.01
Total Other Cost	$ 936	2.75	$ 1,116	1.52
Total Operating Cost	$ 33,958	100.00	$ 73,490	100.00

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Schedule 9 B

Tenant

OPERATING STATEMENT

(Not Including Logistical Support)

2nd Weather Group

1 July - 31 August 1954

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$ 522	$ 9,632	$ 10,154	59.95	$ 975	$ 19,050	$ 20,025	58.51
Clerical, Accounting & Statistical		2,231	2,231	13.17		4,549	4,549	13.29
Ground Training		640	640	3.78		1,175	1,175	3.43
Organizational Aircraft Maintenance		133	133	.79		306	306	.90
Comm., Elec., & Meteor. Equip. Maint.		209	209	1.23		355	355	1.04
Leave	*(23)	802	779	4.60	23	1,877	1,900	5.55
Employer's FICA Tax	10		10	.06	20		20	.06
Temporary Duty		576	576	3.40		1,180	1,180	3.45
Patients		93	93	.55		93	93	.27
Unassigned		824	824	4.87		1,420	1,420	4.15
Total Labor Cost	$ 509	$ 15,140	$ 15,649	92.40	$ 1,018	$ 30,005	$ 31,023	90.65
Materiel								
Fuels and Lubes - Aircraft			1,045	6.17			2,424	7.08
Total Materiel Cost			$ 1,045	6.17			$ 2,424	7.08
Other								
Travel			243	1.43			778	2.27
Total Other Cost			$ 243	1.43			$ 778	2.27
Total Operating Cost			$ 16,937	100.00			$ 34,225	100.00

* Prior month adjustment.

1932

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Tenant

Schedule 9 C

OPERATING STATEMENT

(Not Including Logistical Support)

21st District Office of Special Investigation

1 July - 31 August 1954

	August			July thru August		
Labor	Military	Total	% of Total	Military	Total	% of Total
Miscellaneous Services	$ 3,017	$ 3,017	74.44	$ 6,322	$ 6,322	78.65
Temporary Duty	52	52	1.28	52	52	.65
Unassigned	984	984	24.28	1,664	1,664	20.70
Total Labor Cost	$ 4,053	$ 4,053	100.00	$ 8,038	$ 8,038	100.00
Total Operating Cost		$ 4,053	100.00		$ 8,038	100.00

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1933

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Tenant

Schedule 9 D

OPERATING STATEMENT

(Not Including Logistical Support)

771st Aircraft Control and Warning Squadron

1 July - 31 August 1954

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$	$ 10,189	$ 10,189	25.42	$	$ 21,563	$ 21,563	25.15
Clerical, Accounting and Statistical		1,202	1,202	3.00		2,397	2,397	2.80
Ground Training		1,831	1,831	4.57		4,072	4,072	4.75
Motor Vehicle Operators	256	694	950	2.37	531	1,237	1,768	2.06
Equipment Operators		286	286	.71		516	516	.60
Communications & Electronics Operators		10,454	10,454	26.08		20,386	20,386	23.78
Air Police		745	745	1.86		1,726	1,726	2.01
Food Handling and Preparation		1,132	1,132	2.82		2,107	2,107	2.46
Materiel Handlers		167	167	.42		334	334	.39
Motor Vehicle Maintenance		813	813	2.03		1,505	1,505	1.76
Machinery and Equipment Maintenance		89	89	.22		89	89	.10
Air Installations Maintenance	3,098	378	3,476	8.67	6,415	735	7,150	8.33
Comm., Elec., & Meteor. Equip. Maint.		3,167	3,167	7.90		6,311	6,311	7.36
Leave	308	2,303	2,611	6.51	507	5,576	6,083	7.10
Employer's FICA Tax	65		65	.16	133		133	.16
Temporary Duty		732	732	1.83		1,482	1,482	1.73
School Students		524	524	1.31		1,035	1,035	1.21
Unassigned		427	427	1.06		663	663	.77
Total Labor Cost	$ 3,727	$ 35,133	$ 38,860	96.94	$ 7,586	$ 71,734	$ 79,320	92.52
Materiel								
Fuel and Lubes - Motor Vehicle							353	.41
Medical Materiel			31	.08			31	.04
Total Materiel Cost			$ 31	.08			$ 384	.45

1934

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Other	August Civilian	August Military	August Total	August % of Total	July thru August Civilian	July thru August Military	July thru August Total	July thru August % of Total
Contractual Maintenance			$				$ 873	1.02
Contractual Communications			135	.34			270	.31
Utilities Purchased			* (724)	(1.81)			2,124	2.48
Transportation			19	.05			579	.68
Travel			1,666	4.15			1,984	2.31
Contractual Laundry & Dry Cleaning Services			100	.25			200	.23
Total Other Cost			$ 1,196	2.98			$ 6,030	7.03
Total Operating Cost			$ 40,087	100.00			$ 85,734	100.00

* Includes correction of July cost which was overstated in the amount of $1,424.

1935

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Tenant

Schedule 9 E

OPERATING STATEMENT

(Not Including Logistical Support)

48th Fighter Interceptor Squadron

1 July - 31 August 1954

	August			July thru August		
	Military	Total	% of Total	Military	Total	% of Total
Labor						
Supervisory and Administrative	$ 12,447	$ 12,447	11.46	$ 23,643	$ 23,643	9.98
Clerical, Accounting and Statistical	2,925	2,925	2.69	5,708	5,708	2.41
Ground Training	233	233	.22	431	431	.18
Communications and Electronics Operators	137	137	.13	274	274	.11
Flying	18,312	18,312	16.86	35,971	35,971	15.18
Materiel Handlers	44	44	.04	156	156	.07
Weapons and Armament Specialists	1,474	1,474	1.36	2,941	2,941	1.24
Motor Vehicle Maintenance	817	817	.75	1,555	1,555	.66
Organizational Aircraft Maintenance	10,674	10,674	9.83	20,194	20,194	8.53
Comm., Elec., & Meteor. Equip. Maint.	5,127	5,127	4.72	9,562	9,562	4.04
Leave	4,497	4,497	4.14	9,244	9,244	3.90
Temporary Duty	2,679	2,679	2.47	5,016	5,016	2.12
School Students	418	418	.38	1,820	1,820	.77
Patients	28	28	.03	28	28	.01
Unassigned	3,559	3,559	3.28	5,935	5,935	2.51
Total Labor Cost	$ 63,371	$ 63,371	58.36	$122,478	$122,478	51.71
Materiel						
Fuels and Lubes - Aircraft		42,588	39.22		111,572	47.11
Total Materiel Cost		$ 42,588	39.22		$111,572	47.11
Other						
Travel		2,630	2.42		2,803	1.18
Total Other Cost		$ 2,630	2.42		$ 2,803	1.18
Total Operating Cost		$108,589	100.00		$236,853	100.00

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Schedule 9 F

OPERATING STATEMENT

(Not Including Logistical Support)

4670th Ground Observer Squadron

1 July - 31 August 1954

	August			July thru August		
Labor	Military	Total	% of Total	Military	Total	% of Total
Supervisory and Administrative	$ 1,283	$ 1,283	28.63	$ 2,793	$ 2,793	36.30
Instructors	1,931	1,931	43.10	3,280	3,280	42.62
Leave	56	56	1.25	326	326	4.24
Temporary Duty	238	238	5.31	305	305	3.96
Patients	17	17	.38	17	17	.22
Total Labor Cost	$ 3,525	$ 3,525	78.67	$ 6,721	$ 6,721	87.34
Materiel						
Office and Janitorial Supplies					9	.12
Total Materiel Cost					$ 9	.12
Other						
Contractual Maintenance					$ 9	.12
Travel		956	21.33		956	12.42
Total Other Cost		$ 956	21.33		$ 965	12.54
Total Operating Cost		$ 4,481	100.00		$ 7,695	100.00

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Schedule 9 G

OPERATING STATEMENT

(Not Including Logistical Support)

1913th Airways and Air Communications Service

1 July - 31 August 1954

	August				July thru August			
Labor	Civilian	Military	Total	% of Total	Civilian	Military	Total	% of Total
Supervisory and Administrative	$	$ 2,033	$ 2,033	8.64	$	$ 4,195	$ 4,195	9.99
Clerical, Accounting and Statistical	221	1,176	1,397	5.94	451	2,263	2,714	6.46
Ground Training		4,210	4,210	17.90		4,937	4,937	11.76
Motor Vehicle Operators		71	71	.30		159	159	.38
Communications and Electronics Operators		8,768	8,768	37.28		16,283	16,283	38.77
Machinery and Equipment Maintenance		405	405	1.72		853	853	2.03
Comm., Elec., and Meteor. Equip. Maint.		2,925	2,925	12.43		5,800	5,800	13.81
Leave	49	1,667	1,716	7.29	89	2,786	2,875	6.84
Employer's FICA Tax	6		6	.03	11		11	.03
Temporary Duty		260	260	1.11		305	305	.73
School Students		506	506	2.15		1,508	1,508	3.59
Patients		139	139	.59		325	325	.77
Unassigned		727	727	3.09		1,551	1,551	3.69
Total Labor Cost	$ 276	$ 22,887	$ 23,163	98.47	$ 551	$ 40,965	$ 41,516	98.85
Other								
Travel			360	1.53			481	1.15
Total Other Cost			$ 360	1.53			$ 481	1.15
Total Operating Cost			$ 23,523	100.00			$ 41,997	100.00

1938

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Schedule 9 H

OPERATING STATEMENT

(Not Including Logistical Support)

1031st USAF Auditor General - Squadron - Detachment

1 July - 31 August 1954

Labor	August			July thru August		
	Military	Total	% of Total	Military	Total	% of Total
Supervisory and Administrative	$ 465	$ 465	21.51	$ 931	$ 931	20.62
Clerical, Accounting and Statistical	1,491	1,491	68.96	3,187	3,187	70.59
Leave	206	206	9.53	307	307	6.80
Temporary Duty				90	90	1.99
Total Labor Cost	$ 2,162	$ 2,162	100.00	$ 4,515	$ 4,515	100.00
Total Operating Cost		$ 2,162	100.00		$ 4,515	100.00

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1939

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KODAK SAFETY FILM

Schedule 9 I

Tenant

OPERATING STATEMENT

(Not Including Logistical Support)

Air Research Development Committee - Liaison Office

1 July - 31 August 1954

	August			July thru August		
Labor	Military	Total	% of Total	Military	Total	% of Total
Miscellaneous Services	$ 404	$ 404	76.66	$ 404	$ 404	38.37
Temporary Duty	123	123	23.34	123	123	11.68
Leave				526	526	49.95
Total Labor Cost	$ 527	$ 527	100.00	$ 1,053	$ 1,053	100.00
Total Operating Cost		$ 527	100.00		$ 1,053	100.00

1940

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Schedule 9 J

OPERATING STATEMENT

(Not Including Logistical Support)

Detachment 9 - 12th Radar Bomb Scoring Squadron

1 July - 31 August 1954

	August			July thru August		
Labor	Military	Total	% of Total	Military	Total	% of Total
Supervisory and Administrative	$ 1,951	$ 1,951	32.65	$ 3,411	$ 3,411	30.79
Clerical, Accounting and Statistical	784	784	13.12	1,174	1,174	10.60
Motor Vehicle Maintenance	184	184	3.08	357	357	3.22
Comm., Elec., and Meteor. Equip. Maint.	2,084	2,084	34.87	4,380	4,380	39.53
Leave	301	301	5.04	587	587	5.31
Temporary Duty				123	123	1.11
School Students	106	106	1.77	212	212	1.91
Unassigned	190	190	3.18	459	459	4.14
Total Labor Cost	$ 5,600	$ 5,600	93.71	$ 10,703	$ 10,703	96.61
Other						
Travel		376	6.29		376	3.39
Total Other Cost		$ 376	6.29		$ 376	3.39
Total Operating Cost		$ 5,976	100.00		$ 11,079	100.00

1941

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AIRCRAFT ASSIGNED

Schedule 10

Langley Air Force Base, Virginia

31 August 1954

	Number of Aircraft	Unit Value	Value
405th Fighter Bomber Group			
F-84	64	$ 338,713	$ 21,677,632
T-33	11	119,090	1,309,990
405th Air Base Group			
H-19	2	133,692	267,384
C-45	6	57,838	347,028
C-47	11	95,466	1,050,126
L-20	6	49,442	296,652
SA-16	2	456,232	912,464
T-11	1	83,047	83,047
B-25	5	146,261	731,305
F-84	4	338,713	1,354,852
4424th Helicopter Flight			
C-45	1	57,838	57,838
H-19	4	133,692	534,768
345th Bomb Group, TAC			
B-26	32	242,865	7,771,680
C-47	1	95,466	95,466
T-33	3	119,090	357,270
B-57	6	1,488,463	8,930,778
405th Maintenance Squadron			
F-94	2	311,276	622,552
F-84	4	338,713	1,354,852
L-16	1	1,891	1,891

1942

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Aircraft Assigned to Langley AF Base, Va., 31 August 54 (Cont'd)

Schedule 10

	Number of Aircraft	Unit Value	Value
4500th Hq. Support Squadron			
C-54	1	$ 382,779	$ 382,779
B-17	1	220,249	220,249
C-47	6	95,466	572,796
C-117	1	80,130	80,130
B-25	8	146,261	1,170,088
B-26	5	242,865	1,214,325
C-45	3	57,838	173,514
T-33	5	119,090	595,450
48th Fighter Interceptor Squadron			
F-94	21	311,276	6,536,796
T-33	3	119,090	357,270
B-25	1	146,261	146,261
2nd Weather Group			
C-47	1	95,466	95,466
Total	222		$ 59,302,699

1963

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Schedule 11

OPERATING REVENUE STATEMENT

Langley Air Force Base

31 August 1954

	August	July and August
Sale of Meals	$ 9,383.50	$ 13,191.70
Sale of Subsistence	110,026.04	241,858.32
Sale of Materiel	209.35	419.44
Sale of Meals Medical	1,054.90	2,177.30
Sale of Utilities	1,621.67	3,121.06
Sale of Communication Services	2,851.49	5,561.35
Sale of Medical Services	454.35	857.05
Sale of Maintenance Services	(164.22)	368.74
Sale, Other	4,707.61	10,120.22
Cash Discounts Taken	1,489.97	2,145.21
Other Income	517.76	1,030.75
Total	$ 132,152.42	$ 280,851.14

1944

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Langley Air Force Base

Schedule 12

Analysis of Change in Net Investment

Month of August 1954

Description	31 August	31 July	Increase (Decrease)
Increases in Net Investment			
Transfers In - Materiel - A. F. Depots & Procurement Districts	$ 307,285,272	$ 155,570,766	$ 151,714,506
Transfers In - Materiel - Other U. S. Government Agencies	90,989,507	49,794,871	41,194,636
Transfers In - A. F. Bases	11,385,828	7,190,785	4,195,043
Transfers In - Other	1,550,547,157	1,493,228,957	57,318,200
Disbursements Against Local Allotments (Incl. Tenants)	166,096,458	89,282,572	76,813,886
Transfers Out - Accrued Liabilities	316,263,341	161,979,212	154,284,129
Total Increases	$ 2,442,567,563	$ 1,957,047,163	$ 485,520,400
Decreases in Net Investment			
Transfers Out - Materiel - A.F. Depots & Procurement Districts	$ 182,484,350	82,604,205	99,880,145
Transfers Out - Materiel - A. F. Bases	25,235,903	14,044,328	11,191,575
Transfers Out - Materiel - Other U. S. Government Agencies	37,167,255	24,666,776	12,500,479
Cash Receipts - Appropriation Reimbursements	26,388,867	13,105,380	13,283,487
Cash Receipts - Miscellaneous	435,768	365,656	70,112
Total Decreases	$ 271,712,143	$ 134,786,345	$ 136,925,798
Net Increase	$ 2,170,855,420	$1,822,260,818	$ 348,594,602

1945

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K-WG-405-HI
vol. 5
July-Dec. 1954

RETURN TO
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Appendix C
3-2766-5

LANGLEY AIR FORCE BASE

FINANCIAL REPORT

DECEMBER 1954

COMPTROLLER

1950

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3-2766-5

LANGLEY AIR FORCE BASE
FINANCIAL REPORT
31 December 1954

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Air Force 2220th Field Printing Plant LAFB-L-5-81 1/55-130

1951

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LANGLEY AIR FORCE BASE
FINANCIAL REPORT
31 December 1954

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DISTRIBUTION:
A limited number of these statements will be prepared in bound form for distribution to the Base Commander, his staff, and for review authorities at higher headquarters.
Lower echelons will be given copies of those reports pertaining to the operation of their respective commands.

1952

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LANGLEY AIR FORCE BASE
Statement of Net Resources
31 December 1954

Schedule I

Resources	30 November	31 December	Net Change	Percentage Increase (Decrease)	Forecasted Levels 31 December 1954
Aircraft	$ 57,927,641	$ 57,212,113	$ (715,528)	(1.23)	$ 58,000,000
Aircraft Equipment, Installed	1,134,430	1,869,177	734,747	64.77	1,100,000
	$ 59,062,071	$ 59,081,290	$ 19,219	.03	$ 59,100,000
Inventories:					
Base Supply	$ 13,483,054	$ 13,673,586	$ 190,532	1.41	$ 13,500,000
Commissary	216,242	97,074	(119,168)	(55.11)	220,000
	$ 13,699,296	$ 13,770,660	$ 71,364		$ 13,720,000
Plant, Property and Equipment:					
Land and Land Improvements	$ 2,052,478	$ 2,052,478	$ -0-	-0-	$ 2,100,000
Pavements and Runways	9,719,897	9,721,538	1,641	.02	9,750,000
Buildings and Structures	19,881,288	19,899,016	17,728	.09	19,900,000
Utility Plants and Systems	5,707,164	5,707,488	324	.01	5,800,000
Unit Mission Equipment	4,554,279	4,779,396	225,117	4.94	6,838,880
Unit Support Equipment	8,165,266	8,378,991	213,725	2.62	8,576,294
	$ 50,080,372	$ 50,538,907	$ 458,535	.92	$ 52,865,174
Construction in Progress:					
Contractual	$ 308,359	$ 187,528	$ (120,831)	(39.19)	$ 308,000
Installations	60,293	57,333	(2,960)	(4.91)	60,000
Field Maintenance	14,482	23,219	8,737	60.33	15,000
Communications	-0-	104,396	104,396	100.00	105,000
	$ 383,134	$ 372,476	$ (10,658)	(2.78)	$ 383,000
All Other Resources:					
Receivables	$ 87,105	$ 42,549	$ (44,556)	(51.15)	$ 85,000
Library Stock	51,805	51,805	-0-	-0-	52,000
	$ 138,910	$ 94,354	$ (44,556)	(32.08)	$ 137,000
Total Resources	$ 123,363,783	$ 123,857,687	$ 493,904	.40	$ 126,205,174
Liabilities	789,160	728,772	(60,388)	(7.65)	780,000
Net Resources	$ 122,574,623	$ 123,128,915	$ 554,292	.45	$ 125,425,174

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1953

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A.
Brig. Gen. Chickering

LANGLEY AIR FORCE BASE
Operating Expense Statement
31 December 1954

Schedule II

Functional Units	Current Month Total	Current Month Operating Budget	Current Month Over (Under) Budget - $	1 October - 31 December Total	1 October - 31 December Operating Budget	1 October - 31 December Over (Under) Budget - %
Headquarters 405th Ftr. Bmr. Wing						
Command and Special Staff	$ 28,233	$ 29,390	(3.94)	$ 85,277	$ 87,277	(2.29)
Hq Squadron Section	4,171	3,955	5.46	13,390	11,829	17.42
Comptroller	41,244	44,014	(6.29)	122,693	128,384	(4.43)
Personnel	20,747	14,058	47.58	55,275	41,210	34.13
Operations	14,857	11,424	30.05	44,238	34,131	29.61
Materiel	7,603	7,558	0.60	22,822	22,575	1.09
Total Hq Staff	$ 116,855	$ 110,399	5.85	$ 344,195	$ 325,406	5.77
405th Maint. & Supply Group	401,870	453,013	(11.29)	1,218,278	1,330,897	(8.46)
405th Air Base Group	966,270	734,393	31.57	2,373,998	2,284,649	4.13
405th Fighter Bomber Group	539,104	431,870	24.83	1,748,519	1,256,877	39.12
4450th USAF Hospital	118,100	137,745	(14.26)	338,826	446,002	(24.03)
345th Bombardment Group TAC	243,099	302,304	(19.58)	694,152	912,685	(23.94)
4427th Radiological Test Flight	6,967	7,899	(11.80)	20,870	23,697	(11.93)
429th Air Refueling Squadron	86,721	103,145	(15.92)	231,295	311,802	(25.82)
2nd TAC Depot Squadron	29,644	39,454	(24.86)	90,803	118,362	(23.28)
2nd Shoran Beacon Squadron	7,209	9,280	(22.32)	21,183	27,703	(23.54)
Unallocated	237,201	163,260	45.29	999,256	495,141	(101.81)
Total Wing Expense	$ 2,753,040	$ 2,492,762	10.44	$ 8,086,375	$ 7,533,221	7.25
Support Furnished Tenants	75,430	225,984	(66.62)	180,015	557,090	(67.69)
Total Base Operating Expense	$ 2,828,470	$ 2,718,746	4.04	$ 8,266,390	$ 8,090,311	2.18

1954

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A-1
Brig. Gen. Edwin S. Chickering

Schedule II-A

COMMANDER AND SPECIAL STAFF, 405TH FIGHTER BOMBER WING
Operating Expense Statement
31 December 1954

Functional Units	Current Month: Labor Military	Labor Civilian	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 2,660	$ 656	$	$ 3,316	$ 2,705	22.59	$ 9,889	$ 8,040	23.00
Chaplain	4,051	687	21	4,759	5,862	(18.82)	13,049	17,020	(23.33)
Flying Safety	855	323		1,178	1,234	(4.54)	4,289	3,664	17.06
Adjutant	3,935	529	6	4,470	4,402	1.54	13,093	13,146	(.40)
Judge Advocate	4,017	1,021		5,038	5,931	(15.06)	15,469	17,675	(12.48)
Inspection	5,523	316		5,839	6,271	(6.89)	17,853	18,777	(4.92)
Information Service	3,163			3,163	2,985	5.96	9,083	8,955	1.43
Assigned Absentees	470			470			2,552		
Total Cost	24,674	3,532	27	28,233	$ 29,390		$ 85,277		
Total Budgeted Cost	25,495	3,645	250	29,390				$ 87,277	
Variance	$ (821)	$ (113)	$ (223)	$ (1,157)					
Percentage Variance	(3.22)	(3.10)	(89.20)	(3.94)					(2.29)

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	Octcber	December: Budget Cost	December: Over (Under) Budget
Command	Installation Population	$ 3,316	8000	$ 0.41	$ 0.42	$ 0.43	$ 0.34	$ 0.07
Adjutant	Installation Population	4,470	8000	0.56	0.56	0.57	0.55	(0.01)
Chaplain	Installation Population	4,759	8000	0.59	0.58	0.50	0.73	(0.14)
Inspection	Installation Population	5,839	8000	0.73	0.77	0.79	0.78	(0.05)
Judge Advocate	Installation Population	5,038	8000	0.63	0.65	0.71	0.74	(0.11)
Information Service	Personnel, 405th FBW and Attached	3,163	5634	0.56	0.53	0.54	0.53	0.03
Flying Safety	Installation Flying Hours	1,178	5762	0.20	0.20	0.23	0.21	(0.01)

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1955

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A-2
Lt. Frank W. McCallister, Jr.

HEADQUARTERS SQUADRON SECTION, 405TH FIGHTER BOMBER WING
Operating Expense Statement
31 December 1954

Schedule II -B

Functional Units	Current Month: Labor Military	Materiel	Other	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 810	$	$	$ 810	$ 995	(18.59)	$ 2,430	$ 2,985	(18.59)
Personnel & Adm	1,291		138	1,429	1,225	16.65	5,221	3,675	42.07
Supply	1,146	786		1,932	1,735	11.35	6,239	5,169	20.70
Total Cost	3,247	786	138	4,171	$ 3,955		$ 13,890		
Total Budgeted Costs	3,055	900		3,955				$ 11,829	
Variance	$ 192	$ (114)	$ 138	$ 216					
Percentage Variance	6.28	(12.67)		5.46					17.42

Function	Units of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Command	Squadron Strength	$ 810	221	$ 3.67	$ 3.68	$ 3.84	$ 4.50	$ (0.83)
Personnel & Adm	Squadron Strength	1,429	221	6.47	9.60	7.97	5.54	0.93
Supply	Squadron Strength	1,932	221	8.74	10.94	9.01	7.85	.89

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1956

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A-3
Major G. E. Powell

COMPTROLLER, 405TH FIGHTER BOMBER WING
Operating Expense Statement
31 December 1954

Schedule II-C

Functional Units	Current Month: Labor Military	Labor Civilian	Other	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Comptroller	$ 955	$	$	$ 955	$ 995	(4.02)	$ 3,233	$ 2,985	8.31
Accounting	3,356	18,607		21,963	24,084	(8.81)	64,343	69,885	(7.93)
Management Analysis	835	520		1,355	1,872	(27.62)	4,021	5,520	(27.16)
Budget	490	335		825	1,171	(29.55)	2,456	3,444	(28.69)
Finance	4,795	9,290		14,085	13,662	3.10	42,235	39,860	5.96
Statistical Services	1,881			1,881	2,230	(15.65)	5,961	6,690	(10.90)
Assigned Absentees	180			180			444		
Total Cost	12,492	28,752		41,244	$ 44,014		$122,693		
Total Budgeted Costs	13,015	30,944	55	44,014				$128,334	
Variance	$ (523)	$ (2,192)	$ (55)	$ (2,770)					
Percentage Variance	(4.02)	(7.08)		(6.29)					(4.43)

Function	Units of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Comptroller	Installation Population	$ 955	8,000	$ 0.12	$ 0.17	$ 0.13	$ 0.12	$
Finance	Report of Operations-TAC RCS (AFC-92	14,085	59,097	0.24	0.29	0.34	0.23	0.01
Statistical Services	405th FBW & Attached Units	1,881	5,634	0.33	0.36	0.38	0.40	(0.07)
Accounting	405th FBW, Attached Units & Tenants	21,963	6,638	3.31	3.08	3.20	3.63	(0.32)
Budget	405th FBW, Attached Units & Tenants	825	6,638	0.12	0.12	0.12	0.18	(0.06)
Management Analysis	405th FBW, Attached Units & Tenants	1,355	6,638	0.20	0.20	0.20	0.28	(0.08)

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1957

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A-4
Lt. Col. C. V. Robinson

PERSONNEL, 405TH FIGHTER BOMBER WING
Operating Expense Statement
31 December 1954

Schedule II-D

Functional Units	Current Month: Labor Military	Labor Civilian	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Personnel	$ 760	$ 1,235	$ 1,995	$ 3,740	(46.66)	$ 7,117	$11,153	(36.19)
Civilian Personnel		10,357	10,357	6,203	66.97	25,554	17,892	42.82
Ground Safety	1,075		1,075	935	14.97	3,874	2,751	40.82
Officer	1,259		1,259	879	43.23	3,262	2,599	25.51
Airmen	2,795		2,795	235	89.36	6,980	705	890.07
Special Actions	259		259			889		
Manpower & Organization	1,540	670	2,210	2,066	6.97	6,802	6,110	11.33
Assigned Absentees	797		797			797		
Total Cost	$ 8,485	$12,262	$20,747	$14,058		$55,275		
Total Budgeted Cost	5,735	8,323	14,058				$41,210	
Variance	$ 2,750	$ 3,939	$ 6,689					
Percentage Variance	47.95	47.33	47.58					34.13

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Personnel	Personnel, 405th FBW & Attached	$ 1,995	5922	$ 0.34	$ 0.33	$ 0.60	$ 0.63	$ (0.29)
Civilian Personnel	Assigned Civilians	10,357	1482	6.99	5.19	5.11	4.19	2.80
Ground Safety	Installation Population	1,075	8000	0.13	0.15	0.22	0.12	0.01
Officer	No. Officers Asgnd 405 FBW & Attached	1,259	555	2.27	2.49	1.07	1.58	0.69
Airmen	No. Airmen Asgnd 405 FBW & Attached	3,054	3885	0.79	0.65	0.44	0.06	0.73
Manpower & Organization	405th FBW & Attached	2,210	5634	0.39	0.44	0.39	0.37	0.02

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1958

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A-5
Lt. Col. A. M. Hendry, Jr.

Schedule II-E

OPERATIONS, 405TH FIGHTER BOMBER WING
Operating Expense Statement
31 December 1954

Functional Units	Current Month: Labor Military	Labor Civilian	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Operations	$ 6,214	$ 634	$ 1	$ 6,849	$ 5,054	35.52	$22,362	$ 15,096	48.13
Intelligence	360			360			720		
TAC Defense School	4,256		378	4,634	4,990	(7.13)	14,530	15,195	(4.38)
Special Weapons	600			600			1,800		
Communications & Electronics	950			950	1,380	(31.16)	2,490	3,840	(35.16)
Assigned Absentees	1,464			1,464			2,336		
Total Costs	$13,844	$ 634	$ 379	$14,857	$11,424		$44,238		
Total Budgeted Costs	10,690	584	150	11,424				$ 24, 131	
Variance	$ 3,154	$ 50	$ 229	$ 3,433					
Percentage Variance	29.50	8.56	152.67	30.05					29.61

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Operations	Flying Hours, Wing & Attached	$ 7,809	3857	$ 2.02	$ 1.48	$ 1.87	$ 1.31	$ 0.71
Communications & Elec.	Installation Flying Hours	950	5762	0.16	0.16	0.06	0.24	(0.08)
TAC Defense School		4,634	77	60.18	72.77	84.38	64.81	(4.63)

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1959

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A-6
Lt. Col. G. R. Flygare

MATERIEL, 405TH FIGHTER BOMBER WING
Operating Expense Statement
31 December 1954

Schedule II -F

Functional Units	Current Month Labor Military	Labor Civilian	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December Total	Operating Budget	Over (Under) Budget - %
Materiel	$ 3,250	$ 295	$3,545	$ 1,758	101.65	$ 7,270	$ 5,158	40.95
Supply	1,030		1,030	2,610	(60.54)	4,665	7,830	(40.42)
Armament & Transportation	500		500	1,200	(58.33)	2,008	3,617	(44.48)
Survey Board	160	368	528	675	(21.78)	1,233	2,025	(39.11)
Maintenance	1,560		1,560	1,315	18.63	4,875	3,945	23.57
Assigned Absentees	440		440			2,771		
Total Costs	$6,940	$ 663	$7,603	$ 7,558		$22,822		
Total Budgeted Costs	6,560	998	7,558				$22,575	
Variance	$ 380	$ (33 5)	$ 45					
Percentage Variance	5.79	33.57	.60					1.09

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December Budget Cost	December Over (Under) Budget
Materiel	Installation Population	$ 3,545	8000	$ 0.44	$ 0.35	$ 0.14	$ 0.22	$ 0.22
Maintenance	Installation Flying Hours	1,560	5762	0.27	0.29	0.18	0.23	0.04
Supply	Installation Population	1,030	8000	0.13	0.10	0.37	0.33	(0.20)
Armament & Transport	Installation Population	500	8000	0.06	0.13	0.06	0.15	(0.09)
Survey Board	Number of USE & UME & Register Entries (Reports of Survey)	528	102	5.18	3.42	4.25	6.62	(1.44)

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1960

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B
Colonel Richer

405TH MAINTENANCE AND SUPPLY GROUP
Operating Expense Statement
31 December 1954

Schedule III

Functional Units	Total	Operating Budget	Over (Under) Budget - %	Total	Operating Budget	Over (Under) Budget - %
Commander and Staff	$ 27,327	$ 26,386	3.57	$ 90,823	$ 107,692	(15.66)
405th Field Maintenance Squadron	136,648	176,902	(22.75)	430,118	493,887	(12.91)
405th Supply Squadron	150,575	147,160	2.32	426,814	431,586	(1.11)
405th Motor Vehicle Squadron	87,320	102,565	(14.86)	270,523	297,732	(9.14)
Total Cost	401,870	$ 453,013		$ 1,218,278		
Total Budgeted Cost	453,013				$ 1,330,897	
Variance	$ (51,143)					
Percentage Variance	(11.29)					(8.46)

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1961

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B-1
Colonel M. A. Richer

COMMANDER AND STAFF, 405TH MAINTENANCE AND SUPPLY GROUP
Operating Expense Statement
31 December 1954

Schedule III-A

Functional Units	Current Month: Labor Military	Labor Civilian	Materiel	Other	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 1,670	$ 628	$	$ 10	$ 2,308	$ 1,931	19.52	$ 6,813	$ 5,762	18.24
Personnel & Administration	2,070		36	2	2,108	2,688	(21.58)	6,230	8,093	(23.02)
Maintenance and Supply	2,720	323	2,140	272	5,455	3,763	44.96	15,016	11,231	33.70
Commercial Transportation	2,876	7,176	722	6,682	17,456	18,004	(3.04)	62,594	82,606	(24.23)
Assigned Absentees								170		(1)
Total Cost	9,336	8,127	2,898	6,966	$ 27,327	$ 26,386		$ 90,823		
Total Budgeted Cost	10,060	8,226	475	7,625	26,386				$ 107,692	
Variance	$ (724)	$ (99)	$ 2,423	$ (659)	$ 941					
Percentage Variance	(7.20)	(1.20)	510.11	(8.64)	3.57					

Function	Units of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Command	Per person assigned	$ 2,308	1,359	$ 1.70	$ 1.69	$ 1.78	$ 1.42	0.28
Personnel	Military Personnel assigned	2,108	935	2.25	2.14	2.52	2.87	(0.62)
Maintenance & Supply	Installation Population	5,455	8,000	0.68	0.73	0.50	0.47	0.21
Commercial Transportation	Number of Bills of Lading, TR's and Meal Tickets	17,456	998	17.49	22.00	20.55	18.04	(0.55)

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

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1962

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B-2
Major Gassler

405TH FIELD MAINTENANCE SQUADRON
Operating Expense Statement
1 December 1954

Schedule III-B

Functional Units	Current Month: Military	Civilian	Materiel	Other	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 995	$	$	$	$ 995	$ 1,080	(7.87)	$ 2,985	$ 3,240	(7.87)
Personnel & Administration	2,605				2,605	2,421	7.60	7,455	7,265	2.62
Supply	1,361	674	471	2,950	5,456	5,084	7.32	12,154	15,198	(20.03)
Tech Supply	2,715	611	1,470		4,796	861	457.03	10,029	2,262	343.37
Quality Control	2,615	3,716	7		6,338	3,657	73.31	16,954	10,547	60.75
Production Control	9,067	261			9,328	(1)		22,355		
Aircraft & Engine Repair	18,854	14,762	31,343		64,959	71,019	(8.53)	233,582	150,940	54.75
Armament	1,715		96		1,811	6,835	(73.50)	10,032	22,581	(55.57)
Air Electronics	3,767		2,958		6,725	2,885	133.10	15,673	7,405	111.65
Specialists Shop	15,830	16,606	(2,796)		29,640	76,145	(52.03)	91,889	252,839	(63.66)
Ground Equipment Repair	1,625		902		2,527	6,915	(63.46)	4,847	21,610	(77.57)
Intricate Equipment Maint.								(288)		
Ammunition, Other			(3)		(3)			(3)		
Assigned Absentees	1,471				1,471	(2)		2,454		
Total Cost (3)	62,620	36,630	34,448	2,950	136,648	$ 176,902		$ 430,118		
Total Budgeted Cost	74,205	39,747	57,900	5,050	176,902				$ 493,887	
Variance	$(11,585)	$ (3,117)	$(23,452)	$(2,100)	$ (40,254)					
Percentage Variance	(15.61)	(7.84)	(40.50)	(41.58)	(22.75)					(12.91)

(1) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations."

(2) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(3) Items of expense capitalized as follows: Military Labor - $ 665; Civilian Labor - $ 2,387; and Materiel - $ 5,685.

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1963

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405TH FIELD MAINTENANCE SQUADRON
Unit Cost Analysis
31 December 1954

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December Budget Cost	December Over (Under) Budget
Command	Squadron Strength	$ 995	315	$ 3.16	$ 3.11	$ 3.25	$ 3.43	$ (0.27)
Personnel & Admin	Squadron Strength	2,605	315	8.27	7.63	7.87	7.69	0.58
Supply	Squadron Strength	5,456	315	17.32	11.63	9.73	16.14	1.18
Quality Control	Installation Flying Hours	6,338	5762	1.10	0.87	0.64	0.63	0.47
Production Control	Man Hours Available	9,328	41472	0.23	0.20	0.10	-	-
Armament	Rounds of Ammunition Issued	1,811	23935	0.08	0.08	0.36	0.29	(0.21)
Air Electronics	Installation Flying Hours	6,725	5762	1.17	5.10	0.55	0.50	0.67
Aircraft & Engine Rep.	Installation Flying Hours	64,959	5762	11.27	15.16	8.89	12.32	(1.05)
Speciality Shops	Installation Flying Hours	29,640	5762	5.14	4.44	4.39	13.22	(8.08)
Ground Power Equipment	Installation Flying Hours	2,527	5762	0.44	0.23	0.096	1.20	(0.76)
Tech Supply	Civilian & Military Assigned	4,796	406	11.81	8.14	4.97	2.12	9.69

1964

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B-3
Major Stanley A. Friesen

405TH SUPPLY SQUADRON
Operating Expense Statement
31 December 1954

Schedule III-C

Functional Units	Current Month: Labor Military	Labor Civilian	Materiel	Other	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 1,230	$	$	$	$ 1,230	$ 1,080	13.89	$ 3,690	$ 3,240	13.89
Personnel and Admin.	2,179			36	2,215	1,710	29.53	6,374	5,114	24.64
Unit Supply	3,205		924		4,129	3,890	6.14	16,021	14,018	14.29
Laundry & Dry Cleaning Serv.				1,611	1,611			1,611		
Base Supply	675			32	707	10,855	(93.49)	2,057	115,689	(98.22)
Management Procedures	1,765				1,765			5,271		
Administration Office	235	13,759			13,994	16,602	(15.71)	41,987	30,784	36.39
Inventory Inspection	4,221	5,275			9,496	5,124	85.32	27,708	10,101	174.31
Property Accounts	3,735				3,735			11,135		
Service Units	5,946	8,768	100		14,814	8,739	69.52	45,292	17,227	162.91
Special Weapons	490	607			1,097	1,479	(25.83)	3,294	2,940	12.04
Ammunition	10,121		77		10,198	250	979.20	25,076	250	9930.40
Materiel Facilities	4,855	23,955	1, 097		29,907	49,046	(39.02)	86,296	97,407	(11.41)
Local Purchase	905	7,459	9		8,373	7,270	15.17	24,285	14,306	69.75
Salvage Disposal	1,380	1,709	5		3,094	3,142	(1.53)	7,927	9,179	(13.64)
Clothing Sales	1,618	972	33	370	2,993	3,500	(14.49)	8,368	10,364	(19.26)
Commissary	4,781	12203	918	1,341	19,743	15,907	24.12	51,322	46,152	11.20
Petroleum	13,244	5,090	562		18,896	18,566	1.78	54,332	54,815	(.88)
Ammunition, Other			208		208			208	(2)	
Assigned Absentees	2,37 0				2,370			4,560	(1)	
Total Costs	$62,955	$79,797	$ 3,933	$ 3,890	$150,575	$147,160		$426,814		
Total Budgeted Costs	61,450	79,360	5,625	725	147,160				$431,586	
Variance	1,505	437	$(1,692)	$ 3,165	3,415					
Percentage Variance	2.45	.55	(30.08)	436.55	2.32					(1.11)

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1965

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405TH SUPPLY SQUADRON
Unit Cost Analysis
31 December 1954

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December Budget Cost	December Over (Under Budget
Command	Squadron Strength	$ 1,230	304	$ 4.05	$ 4.32	$ 4.52	$ 3.55	$ 0.50
Personnel & Admin	Squadron Strength	2,215	304	7.29	7.35	7.59	5.63	1.66
Supply (Unit)	Squadron Strength	4,129	304	13.58	22.14	20.52	12.80	0.78
Salvage Disposal	Tons Generated	3,094	127	24.36	16.87	9.12	24.74	(0.38)
Petroleum	100 Gallons Issued	18,696	16717	1.13	0.70	-	1.11	0.02
Clothing Sales	Per Dollar of Sales	2,993	11421	0.26	0.24	0.17	0.31	(0.05)
Commissary	Value of Rations Issued & Dollar Sales	19,743	192121	0.10	0.08	0.08	0.08	0.02
Base Supply	Line Items Processed	94,086	24469	3.85	3.29	4.51	4.06	(0.21)
Management Procedures	Line Items Processed	1,765	24469	0.07	0.07	0.06		
Adm Office	Line Items Processed	13,994	24469	0.57	0.51	0.53		
Inventory Inspection	Line Items Processed	9,496	266	3.57	1.25	0.53		
Prop Accts & Service Units	Line Items Processed	18,549	24469	0.76	0.66	0.71		
Special Weapons & Ammo	Total Tons Handled	11,295	15284	73.90	4.46	7.72		
Materiel Facilities	Line Items Processed	29,907	24469	1.22	1.07	0.98		
Local Purchase	Per Dollar Sales	8,373	64834	0.13	0.10	0.14		

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) The budgeted cost of this function reflected as a portion of the total budgeted cost of "Operations."

1966

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B-4
Major Govoni

405TH MOTOR VEHICLE SQUADRON
Operating Expense Statement
31 December 1954

Schedule III-D

Functional Units	Current Month: Military	Civilian	Materiel	Other	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 995	$	$	$	$ 995	$ 995		$ 2,985	$ 2,985	
Personnel & Administration	2,451	275	2	5	2,733	2,545	7.39	8,684	7,104	22.24
Unit Supply	1,630	639	524		2,793	3,069	(8.99)	8,248	9,544	(13.58)
Maintenance	22,270	17,122	12,275		51,667	61,048	(15.37)	160,908	172,629	(6.79)
Motor Pool	22,867	2,050	3,871		28,788	34,908	(17.53)	87,601	105,470	(16.94)
Assigned Absentees	344				344			2,097	(1)	
Total Cost	50,557	20,086	16,672	5	87,320	$ 102,565		$ 270,523		
Total Budgeted Cost	55,340	20,375	21,350	5,500	102,565				$ 297,732	
Variance	$ (4,783)	$ (289)	$ (4,678)	$(5,495)	$ (15,245)					
Percentage Variance	(864)	(1.42)	(21.91)	(99.91)	(14.86)					(9.14)

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Command	Squadron Strength	$ 995	283	$ 3.52	$ 3.45	$ 3.69	$ 3.52	$ -
Personnel & Admin	Squadron Strength	2,733	283	9.66	11.30	9.99	8.99	0.67
Unit Supply	Squadron Strength	2,793	283	9.87	9.89	9.66	10.84	(0.97)
Maintenance	Miles Accomplished	51,667	168879	0.31	0.33	0.22	0.36	(0.05)
Motor Pool	Miles Accomplished	28,788	168879	0.17	0.17	0.13	0.21	(0.04)

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

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1967

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C
Lt. Colonel Crabtree

405th AIR BASE GROUP
Operating Expense Statement
31 December 1954

Schedule IV

	Current Month			1 October - 31 December		
	Total	Operating Budget	Over (Under) Budget - %	Total	Operating Budget	Over (Under) Budget - %
Commander and Staff	$ 61,485	$ 48,995	25.49	$ 171,532	$ 140,838	21.79
405th Headquarters Squadron Section	5,219	3,530	47.84	14,441	10,927	32.15
405th Installations Squadron	561,488	338,560	65.84	1,191,030	1,066221	11.70
405th Food Service Squadron	115,296	110,857	4.0	341,078	345,818	(1.37)
405th Air Police Squadron	52,885	62,588	(15.50)	153,125	187,528	(18.34)
405th Communications Squadron	25,984	29,051	(10.55)	80,087	87,785	(8.76)
16th Crash Rescue Boat Flight	18,635	14,205	31.18	50,924	42,800	18.98
4424th Helicopter Flight	(8,415)	11,515	(173.07)	7,195	34,462	(79.12)
564th Air Force Band	7,145	7,075	0.98	22,386	21,175	5.71
4412th WAF Squadron	1, 721	1,850	(6.97)	4,723	5,525	(14.51)
4405th Operations Squadron	124,827	106,167	17.57	342,477	341,570	0.27
Total Group Costs	966,270	$ 734,393		$ 2,378,998		
Total Budgeted Costs	734,393				$ 2,284,649	
Variance	$ 231,877					
Percentage Variance	31.57					4.13

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1968

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C-1

Lt. Col. M. P. Crabtree

COMMANDER AND STAFF, 405TH AIR BASE GROUP
Operating Expense Statement
Month Ended 31 December 1954

Schedule IV-A

Functional Units	Current Month: Labor Military	Labor Civilian	Materiel	Other	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 2,430	$ 275	$	$	$ 2,705	$ 1,670	61.97	$ 7,745	$ 5,010	54.59
Adjutant	4,730				4,730	5,035	(6.05)	13,243	15,063	(12.08)
Group Personnel	4,092	261			4,353	6,273	(30.60)	13,743	18,754	(26.71)
Personnel Services	10,950	1,955		3,348	16,253	11,579	40.36	42,801	32,393	32.13
Billeting	5,790	2,324	6		8,120	7,347	10.52	24,223	21,835	10.93
Pur. & Contract.	1,951	5,160			7,111	6,570	8.23	23,029	18,976	21.35
Officers Club	1,570		266	2	1,838	1,110	65.58	8,655	2,930	195.39
NCO Club	1,280		1		1,281	280	357.50	1,281	1,015	26.20
Base Exchange	675				675	600	12.50	2,025	1,800	12.50
Photo Lab	2,746		748		3,494	2,645	32.09	12,429	7,735	60.68
Group Training	3,071				3,071	4,260	(27.91)	9,611	10,580	(9.15)
Synthetic Trainers								124	(2)	
Material	1,115	261	1,736		3,112	1,626	91.38	6,295	4,747	32.61
Assigned Absentees	4,742				4,742			6,328	(1)	
Total Cost	$ 45,142	$ 10,236	$ 2,757	$3,350	$61,485	$48,995		$171,532		
Total Budgeted Cost	$ 35,425	$ 9,385	$ 2,075	$2,110	$48,995				$140,838	
Variance	$ 9,717	$ 851	$ 682	$1,240	$12,490					
Percentage Variance	27.42	9.06	32.86	58.76	25.49					21.79

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations."

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1969

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C-1

Lt. Col. M. P. Grabtree

COMMANDER AND STAFF, 405TH AIR BASE GROUP
Unit Cost Analysis
Month Ended 31 December 1954

Schedule IV-A

Function	Unit of Measure	Total Cost	Units Accomplished	December Dec.	Nov.	Oct.	Budget Cost	Over (Under) Budget
Command	Group Population	$ 2,705	1,498	$ 1.81	$ 0.94	$ 1.76	$ 1.11	$ 0.70
Adjutant	Group Military Population	4,730	938	5.04	3.17	3.25	5.37	(0.33)
Group Personnel	Group Military Population	4,353	938	4.64	3.51	3.58	6.69	(2.05)
Materiel	Group Military Population	3,112	938	3.32	1.35	1.05	1.73	1.59
Personnel Services	Installation Military Population	16,253	6,518	2.49	2.11	2.18	1.78	0.71
Billeting	Quarters and BOQ's Occupied	8,120	745	10.90	9.61	11.00	9.86	1.04
P & C	Line Items Processed	7,111	3,261	2.18	2.04	2.25	2.01	0.17
Officers Club	Members	1,838	1,067	1.72	2.80	2.00	1.04	0.68
NCO Club	Members	1,281	1,569	0.82	0.53	0.50	0.18	0.64
Group Training	Military Population	3,071	6,518	0.47	0.54	0.53	0.65	(0.18)
Photo Lab	Number of Prints	3,494	3,815	0.92	0.69	0.72	0.69	0.23

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1970

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C-2

Major W. M. Halsey

HEADQUARTERS SQUADRON SECTION, 405TH AIR BASE GROUP
Operating Expense Statement
Month Ended 31 December 1954

Schedule IV-B

Functional Units	Current Month: Labor Military	Labor Civilian	Materiel	Other	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 740	$	$	$	$ 740	$ 995	$ (25.62)	$ 2,650	$ 2,985	(11.22)
Personnel	1,205		400	12	1,617	1,530	5.68	3,744	4,610	(18.78)
Supply	1,500		1,362		2,862	1,005	184.77	8,047	3,332	141.50
Total Cost	$ 3,445	$	$ 1,762	$ 12	$5,219	$3,530		$14,441		
Total Budgeted Cost	$ 3,180	$	$ 350	$	$3,530				$10,927	
Variance	$ 265	$	$ 1,412	$ 12	$1,689					
Percentage Variance	8.33		403.42		47.84					32.15

Function	Unit of Measure	Total Cost	Units Accomplished	Dec.	Nov.	Oct.	Budget Cost	December Over (Under) Budget
Command	Squadron Strength	740	212	3.49	4.92	5.26	5.92	(2.43)
Personnel & Adm	Squadron Strength	1,617	212	7.62	5.26	5.85	9.11	(1.49)
Unit Supply	Squadron Strength	2,862	212	13.50	14.46	12.59	5.98	7.52

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1971

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C-3
Lt. Col. F. D. Hall

405TH INSTALLATIONS SQUADRON
Operating Expense Statement
Month Ended 31 December 1954

Schedule IV-C

Functional Units:	Current Month: Labor Military	Labor Civilian	Materiel	Other	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 1,350	$	$	$	$ 1,350	$ 1,680	19.64	$ 2,750	$ 5,040	(45.43)
Personnel & Adm.	1,275				1,275	1,170	8.97	3,839	3,510	9.37
Unit Supply	585		68		653	1,560	(58.14)	2,307	5,447	(57.64)
Production Control	905	647			1,552	1,196	29.76	4,901	3,450	42.05
Administration		2,502			2,502	2,433	2.83	7,174	7,018	2.22
Fire Protection & Air Crash Rescue	11,397	10,252	259		21,908	22,550	(2.84)	70,534	65,881	7.06
(2)Maintenance & Operations	9,428	158,984	73,516	274,946	516,874	295,360	74.99	1,047,539	942,370	11.16
Engineering	4,676	6,143	57		10,876	6,724	61.74	33,754	18,953	78.09
Supply	1,890	2,588	20		4,498	5,887	(23.59)	16,183	14,552	11.20
Assigned Absentees								2,049	(1)	
Total Cost	$ 31,506	$ 181,116	$73,920	$274,946	$561,488	$338,560		$1,191,030		
Total Budgeted Cost	$ 26,845	$ 176,315	$70,400	$ 65,000	$338,560				$1,066,221	
Variance	$ 4,661	$ 4,801	$ 3,520	$209,946	$222,928					
Percentage Variance	17.36	2.72	5.0	322.99	65.84					11.70

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) Items of expense capitalized as follows: Military Labor - $27; Civilian Labor - $3,781; and Materiel - $2,741.

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1972

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C-3

Lt. Col. F. D. Hall

405TH INSTALLATIONS SQUADRON
Unit Cost Analysis
Month Ended 31 December 1954

Schedule IV-C

Function	Unit of Measure	Total Cost	Units Accomplished	Dec.	Nov.	Oct.	December Budget Cost	December Over (Under) Budget
Command	Squadron Strength	$ 1,350	170	$ 7.94	$ 6.59	$ 2.03	$ 11.27	$ 3.33
Personnel & Adm.	Squadron Strength	1,275	170	7.50	7.98	7.94	7.85	(0.35)
Unit Supply	Squadron Strength	653	170	3.84	5.94	4.30	10.47	(6.63)
Administration	Square Feet (Millions)	2,502	366	6.84	6.59	6.17	6.65	(0.19)
Production Control	Square Feet (Millions)	1,552	366	4.24	4.85	4.30	3.27	0.97
Fire Protection	Square Feet (Millions)	21,908	366	59.86	74.57	58.28	61.61	(1.75)
Maintenance & Operations	Square Feet (Millions)	516,874	366	1,412.22	684.05	765.85	806.97	605.25
Engineering	Square Feet (Millions)	10,876	366	29.72	33.61	28.89	18.37	11.35
Supply	Property Acctg Cards	4,498	8,000	0.56	0.51	0.95	0.74	(0.18)

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1973

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C-4
Capt, C. M. Glasglow

405TH FOOD SERVICE SQUADRON
Operating Expense Statement
Month Ended 31 December 1954

Schedule IV-D

Functional Units	Current Month Labor Military	Labor Materiel	Other	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December Total	Operating Budget	Over (Under) Budget - %
Command	$ 920	$	$	$ 920	$ 600	53.33	$ 2,760	$ 1,800	53.33
Personnel & Adm	2,055			2,055	850	141.76	5,185	2,550	103.33
Supply	1,245	1,560		2,805	1,480	89.52	6,816	5,474	24.51
Operations	1,704	1		1,705	11,350	(84.97)	(2,173)	35,050	(106.19)
Meat Cutting	2,720			2,720	860	216.27	8,132	2,550	218.90
Dining Halls	29,614	72,471	355	102,440	94,742	8.12	312,416	295,469	5.73
Bakery	2,394	257		2,651	975	171.89	7,942	2,925	71.52
Total Costs	40,652	74,289	355	115,296	$110,857		$341,078		
Total Budgeted Costs	36,440	74,037	380	110,857				$345,818	
Variance	$ 4,212	$ 252	$ (25)	$ 4,439					
Percentage Variance	11.55	0.34	(6.57)	4.0					(1.37)

Function	Unit of Measure	Total Cost	Units Accomplished	Dec.	Nov.	Oct.	December Budget Cost	December Over (Under) Budget
Command	Squadron Strength	920	201	4.58	4.77	4.87	3.31	1.27
Personnel & Adm	Squadron Strength	2,055	201	10.22	8.53	7.85	4.70	5.52
Unit Supply	Squadron Strength	2,805	201	13.96	12.84	8.11	8.18	5.78
Operations	Meals Served	1,705	194,436	0.009		0.006	0.06	(0.0591)
Bakery	Items Baked	2,651	36,327	0.07	0.04	0.03	0.03	0.04
Dining Halls	Meals Served	102,440	194,436	0.53	0.46	0.48	0.49	0.04
Meat Cutting	Pounds of Meat Processed	2,720	65,535	0.04	0.04	0.04	0.02	0.02

1974

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C-5
Major C. E. Burkett

405TH AIR POLICE SQUADRON
Operating Expense Statement
31 December 1954

Schedule IV-E

Functional Units	Current Month: Labor Military	Labor Civilian	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 995	$	$	$ 995	$ 1,595	(37.61)	$ 2,310	$ 4,785	(51.72)
Pers. and Adm.	2,015		4	2,019	1,545	30.67	5,545	4,635	19.63
Materiel	1,990		157	2,147	2,635	(18.51)	6,169	7,543	(18.23)
Operations	2,220	233	35	2,488	1,868	33.19	6,142	5,240	17.21
Security	38,498	35		38,533	48,295	(20.21)	111,058	144,885	(23.34)
Law Enforcement	2,833			2,833	2,520	12.42	9,305	7,560	23.08
Retraining	3,785			3,785	4,130	(8.35)	11,295	12,880	(12.30)
Ammunition - Other							916	(2)	
Assigned Absentees	85			85			85	(1)	
Total Sq. Costs	$52,421	$ 268	$ 196	$ 52,885	$ 62,588		$ 153,125		
Total Budgeted Costs	$61,470	$ 268	$ 850	$ 62,588				$ 187,528	
Variance	$(9,049)	-0-	$ (654)	$ (9,703)					
Percentage Variance	(14.72)		(76.94)	(15.50)					(18.34)

Function	Units of Measure	Total Cost	Units Accomplished	Dec.	Nov.	Oct.	Budget Cost	Over (Under) Budget
Command	Squadron Strength	995	303	3.28	1.12	3.57	4.58	(1.30)
Personnel & Adm	Squadron Strength	2,019	303	6.66	6.08	6.38	4.44	2.22
Unit Supply	Squadron Strength	2,147	303	7.09	7.62	7.65	7.57	(0.48)
Security	Installation Population	38,533	8,000	4.82	4.85	4.61	6.04	(1.22)
Retraining	Installation Population	3,785	8,000	0.47	0.49	0.49	0.52	(0.03)
law Enforcement	Installation Population	2,833	8,000	0.35	0.39	0.45	0.32	0.03
Operation	Installation Population	2,488	8,000	0.31	0.34	0.26	0.23	0.08

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations."

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1975

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C-6
Capt Russell Sawyer

405TH COMMUNICATIONS SQUADRON
Operating Expense Statement
31 December 1954

Schedule IV F

Functional Units	Current Month: Labor Military	Labor Civilian	Materiel	Other	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 920	$ 323	$	$	$ 1,243	$ 995	24.92	$ 3,690	$ 2, 985	23.61
Personnel & Admin.	695	345			1,040	820	26.82	2,780	2,460	13.0
Supply	988		110		1,098	1595	(31.15)	3,067	4,818	(36.34)
					8,186	10,867	(24.67)	24,810	41,640	(40.41)
Installation & Maint.	2,712	3,533	1,941		14,417	14,774	(2.41)	45,560	35,882	26.97
Communications Operations	5,012	3,728	310	5,367						
Assigned Absentees								180	(1)	
Total Costs	$10,327	$ 7,929	$2,361	$ 5,367	$25,984	$29,051		$ 80,087		
Total Budgeted Costs	11,815	6,886	3,750	6,600	29,051				$87,785	
Variance	$(1,488)	$ 1,043	$(1,389)	$(1,233)	$(3,067)					
Percentage Variance	(12.59	15.14	(37.04)	(18.68)	(10.55)					(8.76)

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Command	Squadron Strength	$ 1,243	52	$ 23.90	$ 17.07	$ 16.22	$ 19.13	$ 4.77
Personnel & Administration	Squadron Strength	1,040	52	20.00	17.46	14.23	15.77	4.23
Unit Supply	Squadron Strength	1,098	52	21.12	18.46	17.36	30.67	(9.55)
Communications Operations	Number of Instruments	14,417	2113	6.82	4.31	7.09	6.99	(0.17)
Installations & Maint.	Number of Instruments	8,186	2113	3.87	3.63	3.99	5.14	(1.27)

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

1976

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C-7
Flt CWO D. D. Brotemarkle

16TH CRASH RESCUE BOAT FLIGHT
Operating Expense Statement
31 December 1954

Schedule IV- G

Functional Units	Current Month: Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 655	$ 19	$ 674	$ 920	(26.73)	$ 1,984	$ 2,760	(28.11)
Food Service	630		630	820	(23.17)	1,260	2,460	(48.78)
Maintenance	7,540	2,199	9,739	8,015	21.50	26,753	24,425	9.53
Operations	7,442	150	7,592	4,450	70.60	20,810	13,155	58.19
Assigned Absentees						117		(1)
Total Flight Costs	$16,267	$ 2,368	$ 18,635	$ 14,205		$ 50,924		
Total Budgeted Costs	$12,355	$ 1,850	$ 14,205				$ 42,800	
Variance	$ 3,912	$ 518	$ 4,430					
Percentage	31.66	28.0	31.18					18.98

Function	Units of Measure	Total Cost	Units Accomplished	Dec.	Nov.	Oct.	December: Budget Cost	December: Over (Under) Budget
Command	Squadron Strength	$ 674	77	$ 8.75	$ 9.23	$ 9.36	$ 11.95	$ (3.20)
Operations	Installation Flying Hours	7,592	5,762	1.32	1.03	0.85	0.77	0.55
Maintenance	Installation Flying Hours	9,739	5,762	1.69	1.22	1.18	1.39	0.30

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

1977

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C-8
Major Donald G. Thomason

4424TH HELICOPTER FLIGHT
Operating Expense Statement
31 December 1954

Schedule IV-H

Functional Units	Current Month: Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 675	$	$ 675	$ 600	12.50	$ 2,025	$ 1,800	12.50
Supply	235	38	273	340	(19.70)	763	1,017	(24.97)
Maintenance	1,555	(13,375)	(11,820)	8,295	(254.55)	(4,100)	24,885	(116.47)
Operations	1,940	234	2,174	2,280	(4.64)	7,299	6,760	7.97
Communications	235	48	283			742	(2)	
Assigned Absentees						466	(1)	
Total Cost	4,640	(13,055)	(8,415)	$ 11,515		$ 7,195		
Total Budgeted Cost	5,295	6,220	11,515				$ 34,462	
Variance	$ (655)	$(19,275)	$(19,930)					
Percentage Variance	(12.37)	(309.88)	(173.07)					(79.12)

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Command	Squadron Strength	$ 675	17	$ 39.71	$ 33.75	$ 37.50	$ 35.29	$ 4.42
Supply	Hours Flown	273	26	10.50	3.57	3.44	13.08	(2.58)
Operations	Hours Flown	2,457	26	94.50	37.73	27.12	87.69	6.81
Maintenance	Hours Flown	(11,820)	26	-	194.76	30.34	-	-

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) The budgeted cost of this function reflected as a portion of the total budgeted cost of "Operations."

1978

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C-9

CWO A. B. Shaffer, Jr

564TH AIR FORCE BAND SQUADRON
Operating Expense Statement
Month Ended 31 December 1954

Schedule IV-I

Functional Units	Military	Material	Total	Operating Budget	Over (Under) Budget - %	Total	Operating Budget	Over (Under) Budget - %
Command	$ 500	$	$ 500	$ 600	(16.66)	$ 1,509	$ 1,800	(16.16)
Band	6,583	62	6,645	6,475	2.62	20,830	19,375	7.50
Ammunition - Other					-	47	(2)	
Total Costs	7,083	62	7,145	$7,075		$ 22,386		
Total Budgeted Costs	7,025	50	7,075				$21,175	
Variance	$ 58	$ 12	$ 70					
Percentage Variance	0.82	24.0	0.98					5.71

Function	Unit of Measure	Total Cost	Units Accomplished	Dec.	Nov.	Oct.	December Budget Cost	December Over (Under) Budget
Command	Squadron Strength	500	35	14.29	14.97	14.29	17.14	(2.85)
Band	Appearances	6,645	35	189.86	84.68	89.21	185.00	4.86

(2) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations."

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1979

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C-10

1st Lt. B. N. Moore

4412TH WAF SQUADRON
Operating Expense Statement
31 December 1954

Schedule IV - J

Functional Units	Current Month: Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 490	$	$ 490	$ 920	(46.73)	$ 1,660	$ 2,760	(39.65)
Personnel	500		500	670	(25.37)	1,500	2,010	(25.37)
Supply	235	6	241	260	(7.69)	763	755	(1.05)
Assigned Absentees	490		490			800	(1)	
Total Squadron Costs	$ 1,715	$ 6	$ 1,721	$ 1,850				
Total Budgeted Costs	$ 1,825	$ 25	$ 1,850			$ 4,723	$ 5,525	
Variance	$(110)	$ (19)	$ (129)					(14.51)
Percentage Variance	(6.03)	(76.0)	(6.97)					

Function	Unit of Measure	Total Cost	Units Accomplished	Dec.	Nov.	Oct.	December: Budget Cost	December: Over (Under) Budget
Command	Assigned & Attached Strength	$ 490	72	$ 6.81	$ 7.13	$ 6.88	$ 12.78	$ (5.97)
Personnel & Adm.	Assigned & Attached Strength	500	72	6.94	6.10	5.88	9.31	(2.37)
Supply	Assigned & Attached Strength	241	72	3.35	3.23	3.01	3.61	(0.26)

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

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1980

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C-11
Major Paul Sims

4405TH OPERATIONS SQUADRON
Operating Expense Statement
31 December 1954

Schedule IV-K

Functional Units	Current Month Labor Military	Labor Civilian	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December Total	Operating Budget	Over (Under) Budget - %
Command	$ 905	$	$	$ 905	$ 995	(9.04)	$ 3,029	$ 2,985	1.47
Personnel & Admin	2,904			2,904	1,685	72.34	7,664	5,055	51.61
Supply	3,332		311	3,643	2,795	30.33	11,713	10,122	15.71
Base & Transient Aircraft	44,768	3,564	21,495	69,827	51,543	35.47	183,795	165,712	10.91
Base Operations	17,337	251	25,074	42,662	44,779	(4.72)	118,815	144,214	(17.61)
Training	4,660		109	4,769	4,370	9.13	16,901	13,482	25.35
Assigned Absentees	117			117			560	(1)	
Total Cost	74,023	3,815	46,989	124,827	$ 106,167		$ 342,477		
Total Budgeted Cost	64,250	4,217	37,700	106,167				$ 341,570	
Variance	$ 9,773	$ (402)	$ 9,289	$ 18,660					
Percentage Variance	15.21	(9.53)	24.63	17.57					.27

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December Budget Cost	December Over (Under) Budget
Command	Squadron Strength	$ 905	349	$ 2.59	$ 3.34	$ 3.41	$ 2.85	$ (0.26)
Personnel & Admin	Squadron Strength	2,904	349	8.32	8.12	6.95	4.83	3.49
Supply	Squadron Strength	3,643	349	10.44	13.49	12.09	8.01	2.43
Base Operations	Installation Flying Hours	42,662	5762	7.40	5.67	5.16	7.77	(0.37)
Training	Pers Rec Indvl Training	4,769	265	18.00	20.21	22.29	16.49	1.51
Base & Transient Aircraft	Hours Flown	69,827	1340	52.11	40.91	45.77	38.46	13.65

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

1981

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D
Col. James S. Fisackerly

4450TH USAF HOSPITAL
Operating Expense Statement
31 December 1954

Schedule V

Functional Units	Current Month: Labor Military	Labor Civilian	Materiel	Other	Total	Operating Budget	Over (Under) Budget %	1 October - 31 December: Total	Operating Budget	Over (under) Budget %
Commander	$ 5,527	$ 695	$	$	$ 6,222	$ 12,993	107.88	$ 17,655	$ 8,915	98.04
Unit Commander	4,162				4,162	4,916	(15.34)	11,128	14,712	(24.36)
Administration Service	880	835			1,715	3,746	(54.22)	5,399	7,901	(31.76)
Unit Supply	1,140		576		1,716	250	586.40	4,550	866	425.40
Food Service-Supervirory &Adm.	1,045				1,045	590	77.12	3,025	1,770	70.90
Medical Food Service	1,680	3,524	27		5,231	5,595	(6.51)	15,005	16,362	(8.29)
Medical Subsistence			12,056		12,056	6,536	84.46	24,920	20,315	22.67
Professional & Misc. Services	775				775	3,995	(80.60)	1,450	11,985	(87.90)
Flight Surgeon	6,673	263			6,936	5,843	18.71	19,094	17,407	9.69
Nursing Service	8,795	4,169			12,964	15,283	(15.17)	34,699	45,369	(23.52)
Roentgenology	2,070	639			2,709	2,159	25.47	7,509	6,404	17.25
Laboratory	1,745	1,071			2,816	1,841	52.90	7,776	5,399	44.03
Surgical Services	9,096	3,667			12,763	13,691	(6.78)	38,939	40,655	(4.22)
Outpatient Services	2,880	861			3,741	2,973	25.66	12,113	8,778	37.99
Civilian Health Program								235		
Dental Services	10,803	1,312			12,115	13,594	(10.88)	24,339	40,633	(40.10)
Veterinary Service	1,770				1,770	1,970	(10.15)	3,191	5,910	(46.01)
Preventive Medicine	515				515	1,200	(57.08)	1,390	3,694	(62.37)
Aeromedical Eval. & Debarkation	235				235	(2)		10,325	(2)	
Special Services								1,390	(2)	
Patient Command						100	(100.00)	375	100	275.00
Admission & Disposition	140				140	(2)		420	(2)	
Outpatient Clinic	1,369				1,369	(2)		2,963	(2)	
Clinical Records Library		372	7		379			1,067	3,320	(67.86)
Medical Material	3,450	1,131	9,131		13,712	5,789	167.96	24,028	68,593	(64.97)
Pharmacy	2,075		4,859		6,934	3,960	75.10	16,155	8,380	92.78
Motor Pool	1,285		67		1,352	1,005	34.53	4,387	2,568	70.83
Medical Costs - Other			6,854	(3,550)	3,304	39,716	(91.68)	39,241	105,966	(62.97)
Telephone Charges				123	123			328		
Commercial Freight Services				(367)	(367)			(950)		

1982

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445OTH USAF HOSPITAL
Operating Expense Statement
31 December 1954

Schedule V

Functional Units	Current Month Labor Military	Labor Civilian	Materiel	Other	Total	Operating Budget	Over (Under) Budget %	1 October - 31 December Total	Operating Budget	Over (Under) Budget %
Assigned Absentees	$ 1,668				$ 1,668	(1)		$ 6,680	$ (1)	
Total Costs	$ 69,778	$ 18,539	$ 33,577	$(3,794)	$118,100	$137,745		$ 338,826		
Total Budgeted Costs	$ 66,430	$ 19,263	$ 19,486	$32,566	$137,745				$ 446,002	
Variance	$ 3,348	$ (724)	$ 14,091	($36,360)	$(19,645)					
Percentage Variance	5.04	(3.76)	72.31	(111.65)	(14.26)					(24.03)

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations."

1983

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E.
Col. John G. Napier

345TH BOMB GROUP, TACTICAL
Operating Expense Statement
31 December 1954

Schedule VI

Functional Units	Current Month Total	Current Month Operating Budget	Current Month Over (Under) Budget - %	1 October - 31 December Total	1 October - 31 December Operating Budget	1 October - 31 December Over (Under) Budget - %
Commander and Staff	$ 21,665	$ 21,445	1.04	$ 62,348	$ 63,845	(2.35)
496th Bomb Squadron, Tactical	77,722	84,459	(7.98)	210,771	253,973	(17.01)
499th Bomb Squadron, Tactical	77,632	111,941	(30.65)	207,152	340,894	(39.23)
500th Bomb Squadron, Tactical	66,080	84,459	(21.76)	213,881	253,973	(15.79)
Total Cost	243,099	$ 302,304		$ 694,152		
Total Budgeted Cost	302,304				$ 912,685	
Variance	$ (59,205)					
Percentage Variance	(19.58)					(23.94)

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B-1A
Col. J[illegible]ch G. Napier

COMMANDER AND STAFF, 345TH BOMB GROUP, TACTICAL
Operating Expense Statement
31 December 1954

Schedule VI A

Functional Units	Current Month: Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 2,860	$ 72	$ 2,932	$ 1,670	75.57	$ 6,625	$ 5,010	32.24
Personnel and Administration	4,889		4,889	2,720	79.74	15,023	8,060	86.39
Materiel	6,071		6,071	5,455	11.29	18,300	15,975	14.55
Operations	7,649	7	7,656	11,600	(34.00)	21,226	34,800	(39.01)
Assigned Absentees	117		117			1,174	(1)	
Total Cost	21,586	79	21,665	$ 21,445		$ 62,348		
Total Budgeted Cost	20,895	550	21,445				$ 63,845	
Variance	$ 691	$ (471)	$ 220					
Percentage Variance	3.31	(85.64)	1.02					(2.35)

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Command	Group Population	$ 2,932	582	$ 5.04	$ 3.46	$ 2.58	$ 2.87	$ 2.17
Personnel & Admin	Group Population	4,889	582	8.40	9.18	7.37	4.67	3.73
Operations	Hours Flown	7,656	1172	6.53	5.49	5.26	9.90	(3.37)
Materiel	Hours Flown	6,071	1172	5.18	5.18	4.55	4.65	0.53

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

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1985

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E-1-B
Major William A. James

498TH BOMB SQUADRON, TACTICAL
Operating Expense Statement
31 December 1954

Schedule VI-B

Functional Units	Current Month: Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 3,090	$	$ 3,090	$ 1,080	186.11	$ 8,674	$ 3,240	167.72
Personnel and Administration	1,570		1,570	1,265	24.19	4,312	3,795	13.62
Supply	1,984	76	2,060	1,525	35.08	6,497	4,575	20.11
Maintenance	19,566	16,860	36,426	40,290	(9.59)	83,288	125,720	(33.75)
Operations	14,610	13,527	28,137	40,299	(30.18)	91,094	116,643	(21.90)
Bombs		1,090	1,090			2,250	(2)	
Ammunition - Other		2,007	2,007			5,495	(2)	
Assigned Absentees	3,342		3,342			9,161	(1)	
Total Cost	44,162	33,560	77,722	$ 84,459		$ 210,771		
Total Budgeted Costs	48,505	35,954	84,459				$ 253,973	
Variance	$ (4,343)	$ (2,394)	$ (6,737)					
Percentage Variance	(8.95)	(6.66)	(7.98)					(17.01)

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Command	Squadron Strength	$ 3,090	169	$ 18.28	$ 15.50	$ 16.40	$ 6.39	$ 11.89
Personnel & Admin	Squadron Strength	1,570	169	9.29	7.88	7.79	7.49	1.80
Operations	Hours Flown	31,234	257	121.53	114.24	92.81	156.81	(35.28)
Maintenance	Hours Flown	36,426	257	141.74	54.74	105.66	156.77	(15.03)
Supply	Squadron Strength	2,060	169	12.19	11.91	13.47	9.02	3.17

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations."

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1986

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E-1-C
Major William O. Wilson

499TH BOMB SQUADRON, TACTICAL
Operating Expense Statement
31 December 1954

Schedule VI-C

Functional Units	Current Month: Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 1,315	$	$ 1,315	$ 1,080	21.83	$ 3,170	$ 3,240	(2.32)
Personnel and Administration	1,828		1,828	1,265	44.51	4,771	3,795	25.72
Supply	1,725	177	1,902	2,320	(18.02)	5,470	6,960	(21.41)
Maintenance	22,170	12,642	34,812	51,865	(32.88)	70,402	160,729	(56.20)
Operations	17,048	13,556	30,604	55,411	(44.76)	99,440	166,170	(40.16)
Bombs		1,363	1,363			2,732	(2)	
Ammunition - Other		2,132	2,132			5,413	(2)	
Assigned Absentees	3,676		3,676			15,754	(1)	
Total Cost	47,762	29,870	77,632	$ 111,941		$ 207,152		
Total Budgeted Cost	52,025	59,916	111,941				$ 340,894	
Variance	$ (4,263)	$(30,046)	$ (34,309)					
Percentage Variance	(8.20)	(50.15)	(30.65)					(39.29)

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Command	Squadron Strength	$ 1,315	180	$ 7.31	$ 5.21	$ 4.46	$ 6.00	$ 1.31
Personnel & Admin	Squadron Strength	1,628	180	10.16	7.45	7.87	7.03	3.13
Supply	Squadron Strength	1,902	180	10.57	8.27	10.30	12.89	(2.32)
Maintenance	Hours Flown	34,812	598	58.21	34.43	19.79	86.73	(28.52)
Operations	Hours Flown	34,099	598	57.02	48.72	62.00	92.66	(35.64)

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.
(2) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations."

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1987

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E-1-D

Major Francis T. Boren

500TH BOMB SQUADRON, TACTICAL
Operating Expense Statement
31 December 1954

Schedule VI-D

Functional Units	Current Month: Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 995	$	$ 995	$ 1,080	(7.90)	$ 2,693	$ 3,240	(16.88)
Personnel and Administration	2,377		2,377	1,265	87.91	6,608	3,795	74.13
Supply	2,040	217	2,257	1,525	48.00	7,148	4,575	56.24
Maintenance	20,447	4,252	24,699	40,290	(38.70)	76,555	125,720	(39.11)
Operations	16,985	13,458	30,443	40,299	(24.46)	98,663	116,643	(15.41)
Bombs		512	512			1,476	(2)	
Ammunition - Other		1,525	1,525			5,566	(2)	
Assigned Absentees	3,272		3,272			15,172		(1)
Total Cost	46,116	19,964	66,080	$ 84,459		$ 213,881		
Total Budgeted Cost	48,505	35,954	84,459				$ 252,973	
Variance	$ (2,389)	$(15,990)	$(18,379)					
Percentage Variance	(4.93)	(44.47)	(21.76)					(15.79)

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Command	Squadron Strength	$ 995	176	$ 5.65	$ 5.32	$ 3.61	$ 6.14	$ (0.49)
Personnel & Admin	Squadron Strength	2,377	176	13.51	11.99	10.19	7.19	6.32
Supply	Squadron Strength	2,257	176	12.82	11.41	14.14	8.66	4.16
Operations	Hours Flown	32,480	318	102.14	131.57	119.58	126.73	(24.59)
Maintenance	Hours Flown	24,699	318	77.67	117.09	69.03	126.70	(49.03)

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations."

1988

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Schedule VII

E-2
Capt. Frank S. Evans

4427TH RADIOLOGICAL TEST FLIGHT
Operating Expense Statement
31 December 1954

Functional Units	Current Month Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December Total	Operating Budget	Over (Under) Budget - %
Command	$ 600	$	$ 600	$ 675	(11.15)	$ 1,800	$ 2,025	(11.11)
Administration	460		460	555	(17.12)	1,381	1,682	(17.90)
Supply	515	89	604	605	(.17)	1,651	1,765	(6.46)
Maintenance	2,250	108	2,358	3,164	(25.47)	7,203	9,495	(24.14)
Operations	2,945		2,945	2,900	1.55	8,835	8,730	1.20
Total Cost	6,770	197	6,967	$ 7,899		$ 20,870		
Total Budgeted Cost	7,669	230	7,899				$ 23,697	
Variance	$ (899)	$ (33)	$ (932)					
Percentage Variance	(11.72)	(14.37)	(11.80)					(11.93)

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December Budget Cost	December Over (Under) Budget

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1989

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E-3
Capt. Marvin F. Stowe

Schedule VIII

429TH AIR REFUELING SQUADRON
Operating Expense Statement
31 December 1954

Functional Units	Current Month: Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 1,330	$ 4	$ 1,334	$ 1,080	23.52	$ 3,454	$ 3,240	6.62
Personnel and Administration	1,787		1,787	1,335	33.86	5,344	4,005	33.43
Supply	2,915	123	3,038	2,815	7.92	7,392	8,445	(12.47)
Maintenance	21,438	15,157	36,595	45,375	(19.35)	89,204	137,792	(35.26)
Operations	30,891	13,037	43,928	52,540	(16.39)	123,946	158,320	(21.71)
Ammunition - Other						23	(2)	
Assigned Absentees	39		39			1,932		(1)
Total Cost	58,400	28,321	86,721	$ 103,145		$ 231,295		
Total Budgeted Cost	67,945	35,200	103,145				$ 311,802	
Variance	$ (9,545)	$ (6,879)	$ (16,424)					
Percentage Variance	(14.05)	(19,54)	(15.92)					(25.82)

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December Budget Cost	December Over (Under) Budget
Command	Squadron Strength	$ 1,334	239	$ 5.58	$ 4.71	$ 4.91	$ 4.52	$ 1.06
Personnel & Admin	Squadron Strength	1,787	239	7.48	7.90	8.24	5.59	1.89
Operations	Hours Flown	43,928	131	335.33	247.38	418.93	401.07	(65.74)
Maintenance	Hours Flown	36,595	131	279.35	161.84	227.02	346.37	(67.02)
Supply	Squadron Strength	3,038	239	12.71	6.38	13.51	11.78	.80

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations".

1990

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E-4
Lt. Frank W. Mann

Schedule IX

2nd SHORAN BEACON SQUADRON
Operating Expense Statement
31 December 1954

Functional Units	Current Month: Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 770	$	$ 770	$ 920	(16.51)	$ 2,350	$ 2,760	(14.86)
Personnel and Administration	320	5	325	180	80.56	925	540	71.30
Supply	235	84	319	305	4.59	458	878	(47.84)
Mess				830			2,490	
Detachments	5,691	92	5,783	7,045	(17.91)	17,435	21,035	(17.11)
Ammunition - Other		12	12			15	(1)	
Total Cost	7,016	193	7,209	$ 9,280		$ 21,183		
Total Budgeted Costs	8,960	320	9,280				$ 27,703	
Variance	$ (1,944)	$ (127)	$ (2,071)					
Percentage Variance	(21.70)	(39.71)	(22.32)					(23.54)

Function	Units of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Command	Squadron Strength	$ 770	34	$ 22.65	$ 24.06	$ 24.55	$ 27.06	$ (4.41)
Personnel and Administration	Squadron Strength	325	34	9.56	10.00	8.48	5.29	4.27
Supply	Squadron Strength	319	34	9.38	2.13	2.15	8.97	0.41
Detachments	Hrs of Sta Oper	5,795	13	445.77	174.58	226.69	541.92	(96.15)

(1) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations".

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Schedule X

E-5
Lt. Col. William M. Long

2nd TAC DEPOT SQUADRON
Operating Expense Statement
31 December 1954

Functional Units	Current Month: Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 1,435	$	$ 1,435	$ 1,755	(18.23)	$ 4,305	$ 5,265	(18.23)
Personnel and Administration	1,806		1,806	1,610	12.17	5,891	4,830	21.97
Supply	7,175	114	7,289	7,795	(6.49)	22,038	23,385	(5,76)
Operations and Maintenance	17,576	604	18,180	28,294	(35.75)	56,596	84,882	(33.32)
Ammunition - Other						62	(2)	
Assigned Absentees	934		934			1,911	(1)	
Total Cost	28,926	718	29,644	$ 39,454		$ 90,803		
Total Budgeted Costs	34,670	4,784	39,454				$118,362	
Variance	$ (5,744)	$ (4,066)	$ (9,810)					(23.28)
Percentage Variance	(16.57)	(84.99)	(24.86)					

Function	Units of Measure	Total Cost	Units Accomplished	December	November	October	December Budget Cost	December Over (Under) Budget
Command								
Personnel and Administration								
Supply								
Operations and Maintenance								

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(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations".

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F.
Col. William S. Cowart, Jr.

405TH FIGHTER BOMBER GROUP
Operating Expense Statement
31 December 1954

Schedule XI

Functional Units	Current Month Total	Current Month Operating Budget	Current Month Over (Under) Budget - %	1 October - 31 December Total	1 October - 31 December Operating Budget	1 October - 31 December Over (Under) Budget - %
Commander and Staff Hqs. Sq., 405th Fighter Bombing Group	$ 15,061	$ 13,310	13.16	$ 45,261	$ 39,780	13.78
509th Fighter Bomber Squadron	118,821	139,520	(14.84)	342,955	405,699	(15.47)
510th Fighter Bomber Squadron	228,966	139,520	64.11	959,443	405,699	136.49
511th Fighter Bomber Squadron	176,256	139,520	26.33	400,860	405,699	(1.19)
Total Costs	$539,104	$431,870		$1,748,519		
Total Budgeted Costs	431,870				$1,256,877	
Variance	$107,234					
Percentage Variance	24.83					39.12

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1993

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F-1
Col. William S. Cowart, Jr.

COMMANDER AND STAFF
HEADQUARTERS SQUADRON, 405TH FIGHTER BOMBER GROUP
Operating Expense Statement
31 December 1954

Schedule XI-A

Functional Units	Current Month: Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 1,670	$ 151	$ 1,821	$ 1,670	9.04	$ 5,161	$ 5,010	3.01
Personnel and Administration	2,689	51	2,740	1,890	44.97	8,466	5,520	53.37
Operations	4,642	1	4,643	2,470	87.98	13,579	7,410	83.25
Intelligence	2,015		2,015	2,020	(.25)	5,352	6,060	(11.68)
Materiel	3,310	22	3,332	5,260	(36.65)	10,918	15,780	(30.81)
Assigned Absentees	510		510			1,785	(1)	
Total Cost	$14,836	$ 225	$ 15,061	$13,310		$45, 261		
Total Budgeted Cost	13,010	300	13,310				$39,780	
Variance	$ 1,826	$ (75)	$ 1,751					
Percentage Variance	14.04	(25.00)	13.16					13.78

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Command	Group Population	$ 1,821	614	$ 2.97	$ 2.78	$ 2.79	$ 2.72	$ 0.25
Personnel & Admin	Group Population	2,740	614	4.46	4.91	4.63	3.08	1.38
Intelligence	Hours Flown	2,015	1188	1.70	0.80	0.77	1.70	-
Operations	Hours Flown	4,643	1188	3.91	2.05	2.13	2.08	1.83
Materiel	Hours Flown	3,332	1188	2.80	1.71	1.84	4.43	(1.63)

(1) The budgeted cost of this function reflected as a portion of the total budgeted cost of applicable function to which absentees are assigned.

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F-2
Maj. Harry K. Evans

509th FIGHTER BOMBER SQUADRON
Operating Expense Statement
31 December 1954

Schedule XI B

Functional Units	Current Month Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December Total	Operating Budget	Over (Under) Budget - %
Command	$ 675	$	$ 675	$ 1,080	(37.50)	$ 2,025	$ 3,240	(37.50)
Personnel and Administration	1,501		1,501	1,460	2.81	4,804	4,380	9.68
Supply	2,140	57	2,197	1,665	31.95	6,578	5,418	21.41
Maintenance	26,698	42,012	68,710	66,215	3.77	154,020	179,254	(14.08)
Operations	13,599	34,671	48,270	69,100	(30.14)	164,215	213,407	(23.05)
Bombs		408	408			3,446	(2)	
Rockets		(3,596)	(3,596)			(325)	(2)	
Ammunition - Other						2,287	(2)	
Assigned Absentees	656		656			5,905	(1)	
Total Costs	$ 45,269	$ 73,552	$118,821	$139,520		$342,955		
Total Budgeted Costs	46,885	92,635	139,520				$405,699	
Variance	$ (1,616)	$(19,083)	$(20,699)					
Percentage Variance	(3.45)	(20.60)	(14.84)					(15.47)

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December Budget Cost	December Over (Under) Budget
Command	Squadron Strength	$ 675	189	$ 3.57	$ 3.69	$ 3.69	$ 5.71	$ (2.14)
Personnel & Admin	Squadron Strength	1,501	189	7.94	9.09	8.96	7.72	0.22
Supply	Squadron Strength	2,197	189	11.62	11.85	12.09	8.81	2.81
Operations	Hours Flown	45,082	488	92.38	83.27	83.43	141.60	(49.22)
Maintenance	Hours Flown	68,710	488	140.80	76.39	41.42	135.69	5.11

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations".

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F-3

Lt Col. Robert R. Scott

510TH FIGHTER BOMBER SQUADRON
Operating Expense Statement
31 December 1954

Schedule XI C

Functional Units	Current Month: Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget	Over (Under) Budget - %
Command	$ 1,080	$	$ 1,080	$ 1,080		$ 3,240	$ 3,240	
Personnel and Administration	1,678		1,678	1,460	14.93	4,291	4,380	(2.03)
Supply	2,075	82	2,157	1,665	29.49	6,634	5,418	22.44
Maintenance	25,810	9,051	34,861	66,215	(47.35)	525,897	179,254	193.38
Operations	14,402	99,539	113,941	69,100	64.89	344,010	213,407	61.20
Bombs		57,960	57,960			57,960	(2)	
Rockets		9,838	9,838			9,838	(2)	
Ammunition - Other		7,091	7,091			7,213	(2)	
Assigned Absentees	360		360			360	(1)	
Total Costs	$ 45,405	$183,561	$228,966	$139,520		$959,443		
Total Budgeted Costs	46,885	92,635	139,520				$405,699	
Variance	$ (1,430)	$ 90,926	$ 89,446					
Percentage Variance	(3.16)	98.15	64.11					136.49

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December: Budget Cost	December: Over (Under) Budget
Command	Squadron Strength	$ 1,080	187	$ 5.78	$ 5.60	$ 5.71	$ 5.78	$ -
Personnel & Admin	Squadron Strength	1,678	187	8.97	7.86	5.80	7.81	1.16
Supply	Squadron Strength	2,157	187	11.53	12.08	11.35	8.90	2.63
Operations	Hours Flown	188,830	237	796.75	273.53	88.62	291.56	505.19
Maintenance	Hours Flown	34,861	237	147.09	413.24	331.77	279.39	(132.30)

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations".

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F-4

Major Charles R. Croner

511TH FIGHTER BOMBER SQUADRON
Operating Expense Statement
31 December 1954

Schedule XI D

Functional Units	Current Month Labor Military	Materiel	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December Total	Operating Budget	Over (Under) Budget - %
Command	$ 955	$	$ 955	$ 1,080	(11.57)	$ 2,865	$ 3,240	(11.57)
Personnel and Administration	1,657		1,657	1,460	13.49	5,188	4,380	18.45
Supply	345	212	1,057	1,665	(36.52)	4,600	5,418	(15.10)
Maintenance	27,785	71,954	99,739	66,215	50.63	200,594	179,254	11.90
Operations	16,170	55,971	72,141	69,100	4.41	186,835	213,407	(12.45)
Bombs		312	312			312	(2)	
Ammunition - Other		311	311			382	(2)	
Assigned Absentees	84		84			84	(1)	
Total Costs	$ 47,496	$128,760	$176,256	$139,520		$400,360		
Total Budgeted Costs	46,835	92,635	139,520				$405,699	
Variance	$ 611	$ 36,125	$ 36,736					
Percentage Variance	1.30	39.00	26.33					(1.19)

Function	Unit of Measure	Total Cost	Units Accomplished	December	November	October	December Budget Cost	December Over (Under) Budget
Command	Squadron Strength	$ 955	198	$ 4.82	$ 5.16	$ 5.22	$ 5.45	$ (0.63)
Personnel & Admin	Squadron Strength	1,657	198	8.37	10.63	8.55	7.37	1.00
Supply	Squadron Strength	1,057	198	5.34	10.87	8.37	8.41	(3.03)
Operations	Hours Flown	72,764	463	157.16	71.28	89.60	149.24	7.92
Maintenance	Hours Flown	99,739	463	215.42	56.90	89.80	143.01	72.41

(1) The budgeted cost of this account is reflected as a portion of the applicable function to which absentees are assigned.

(2) The budgeted cost of this function is reflected as a portion of the total budgeted cost of "Operations."

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UNALLOCATED
Operating Expense Statement
31 December 1954

Schedule XII

Functional Units	Current Month: Labor Military	Labor Civilian	Materiel	Other	Total	Operating Budget	Over (Under) Budget - %	1 October - 31 December: Total	Operating Budget(1)	Over (Under) Budget - %
	$	$	$	$	$	$		$	$ 20,800	
Misc. Personnel Cost					149,542			442,241		
Lump Sum Pay & Overseas Pay	147,592	1,950		2,981	2,981	2,975	.20	8,604	7,900	8.91
FICA				10	10	85	(88.24)	10	253	(96.05)
Awards				1,335	1,335	1,300	2.69	3,872	3,747	3.34
Insurance Contribution					1,437			3,841		
Personnel In Confinement	1,437									
Parts & Equip. to Salvage			67,360		67,360	133,600	(49.58)	222,471	400 ,800	(44.49)
Inventory Adjustments								1,150		
Standard Price Adjustments			(1,571)		(1,571)			242,155		
Purchase Price Variance			396		396			(4,759)		
Property Losses			(1,998)		(1,998)			(2,431)		
TDY - Other				17,487	17,487	25,300	(30.88)	75,566	61,641	22.59
PCS (Paid from Base Funds)								1,283		
Care of the Dead								6		
Misc. Expenses				222	222			5,247		
Total Costs	$149,029	$ 1,950	$ 64,187	$22,035	$237,201	$163,260		$999,256		
Total Budgeted Costs			133,600	29,660	163,260				$435,141	
Variance	$149,029	$ 1,950	$(69,413)	$(7,625)	$ 73,941					
Percentage Variance			(51.96)	(25.71)	45.29					101.81

(1) These projected figures are based on historical data and are not intended to indicate that unforeseen contingencies can be budgeted for with any degree of accuracy.

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SUPPORT FURNISHED TENANTS
Operating Expense Statement
31 December 1954

Schedule XIII

Functional Units	Labor Civilian	Materiel	Other Costs	Total	Cumulative Total(1)
Tenants:					
Headquarters TAC	$	$ 1,402	$	$ 1,402	$ 4,512
4500th Headquarters Support Squadron		17,928	540	18,468	52,644
2nd Weather Group		183		183	(1,223)
Det's 3-6, 3rd Weather Squadron		506		506	3,144
Det. 5, 720th AC&W Squadron		500	14	514	4,829
29th Communications Squadron	1,097	619		1,716	6,517
Det. 3, 36th Comm Security Squadron		143	9	152	291
48th Fighter Interceptor Squadron		32,062		32,062	73,975
1913th AACS Squadron		3,769		3,769	7,874
2220th Field Printing Squadron		355	145	500	3,008
21st District O.S.I.		(147)	339	192	1,354
1031st Auditor General (Det)		9		9	53
ARDC Liaison Office (NACA)		41		41	248
4670th Ground Observer Squadron		60		60	207
Det. 9, 12th Radar Bomb Scoring Squadron		259	903	1,162	151
771st AC&W Squadron		408	250	658	728
649th AC&W Squadron		800	108	908	2,728
6520th Test (Flight) Det. 3		11,154	9	11,163	14,216
9108th Air Reserve Group		426	364	790	1,100
Det. 204, 3502d USAF Recruiting Group		81	635	716	1,474
Det. 205, 3502d USAF Recruiting Group		78	602	680	1,238
AF Caretaker Unit, Byrd Field		35	16	51	140
CAP, Byrd Field		(306)	4	(302)	165
AFROTC, Detachment 820 - V.M.I.					(1)
Base MARS Station					13
Det. 22, 3903rd Radar Bomb Scoring Squadron			30	30	30
Total Logistical Costs	$ 1,097	$ 70,365	$ 3,968	$ 75,430	$ 190,015
Total Budgeted Costs		$ 220,984	$ 5,000	$ 225,984	$ 557,090
Variance	$ 1,097	($ 150,619)	($ 1,032)	($ 150,554)	($ 377,075)
Percentage Variance		(68.16)	(20.64)	(66.62)	(67.69)

(1) Represents cost of support furnished tenants from 1 October thru 31 December 1954.

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Schedule XIV

LANGLEY AIR FORCE BASE
Base Supply Inventory Status Report
31 December 1954

Property Class	Status 31 December: Programmed Level	Actual Level (Serviceable)	Over (Under) Program
01	$ 741,140	$ 742,248	1,108
02	3,618,155	4,449,720	831,565
03	795,703	1,197,929	402,226
04	141,798	164,009	22,211
05	262,632	204,557	(58,075)
06	37,499	81,835	44,336
07	6,920	24,167	17,247
08	24,549	10,554	(13,995)
10	4,464	7,685	3,221
11	323,589	177,102	(146,487)
12	1,157	12,476	11,319
13	893	30,936	30,043
15	-0-	25	25
16	343,308	339,934	(3,374)
17	24,907	140,636	115,729
18	248	8,718	8,470
19	15,805	371,490	355,685
20	12,366	12,079	(287)
21	258	18,535	18,277
22	86,368	18,956	(67,412)
23	7,518	(2,053)	(9,571)
24	4,187	(892)	(5,079)
25	10,067	(48,912)	(58,979)
26	-0-	6,523	6,523
27	-0-	36,049	36,049
28	5,964	3,227	(2,737)
29	5,659	22,453	16,794
32	-0-	(35)	(35)
33	2,941	566	(2,375)
34	5,788	18,853	13,065

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Base Supply Inventory Status Report

Property Class	Status 31 December: Programmed Level	Actual Level (Serviceable)	Over (Under) Program
36	$ -0-	$ 2,623	$ 2,623
37	247	3,384	3,137
38	863	1,227	364
39	-0-	(102,774)	(102,774)
40	28,198	(9,205)	(37,403)
43	1,115	8,097	6,982
50	-0-	(171,681)	(171,681)
51	10,536	11,985	1,449
52	4,231	16,642	12,411
56	-0-	184	184
58	-0-	(60)	(60)
59	-0-	24,035	24,035
62	55	2,355	2,300
63	783	514	(269)
64	2,227	12,497	10,270
66	-0-	83	83
70	15	6,030	6,015
8130	-0-	(157)	(157)
8310	-0-	294	294
8405	2,087	547	(1,540)
8410	-0-	40	40
8415	647	1,917	1,270
8430	16	(100)	(116)
8440	60	(160)	(220)
8455	277	149	(128)
8460	11,404	4,781	(6,623)
8465	292	(1,901)	(2,193)
8970	-0-	2,059	2,059
9130	-0-	1,486	1,486
9140	-0-	(2,082)	(2,082)
9150	-0-	9,252	9,252
9160	-0-	(23)	(23)

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Base Supply Inventory Status Report

Property Class	Status 31 December: Programmed Level	Actual Level (Serviceable)	Over (Under) Program
Chemical	$ 57,364	$ 78,635	$ 21,271
Engineers	39,556	137,503	97,947
Ordnance	10,898	2,171,972	2,161,074
Ordnance - Ammo	2,655,111	2,420,464	(234,647)
Quartermaster	-0-	(1,040)	(1,040)
Signal	3,980	145,062	141,082
Transportation	435	1,121	686
	$ 9,314,280	$ 12,825,125	$ 3,510,845

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Schedule XV

LANGLEY AIR FORCE BASE
Status of Unit Mission and Support Equipment
31 December 1954

Organization	Authorized UME	Authorized USE	Authorized Total	On Hand UME (5)	On Hand USE (5)	On Hand Total (5)
Hq. 405th Fighter Bomber Wing	$ 45,831	$ 240,807	$ 286,638	$ 36,690	$ 192,620	$ 229,310
405th Maintenance & Supply Group	1,319,046	1,984,745	3,303,791	1,189,365	1,784,047	2,973,412
405th Air Base Group	580,297	3,251,459	3,831,756	551,773	2,513,632	3,065,405
Tactical Infirmary (1)	43,916		43,916	39,524		39,524
345th Bomb Group, Tactical	948,626	894,066	1,842,692	563,864	541,751	1,105,615
429th Air Refueling Squadron	413,222	14,542	427,764	124,480	3,849	128,329
2nd Shoran Beacon Flight	105,908	9,704	115,612	104,236	9,064	113,300
2nd TAC Depot Squadron	1,307,801	15,433	1,323,234	917,000	9,264	926,264
405th Fighter Bomber Group (2)	1,577,587	109,148	1,686,735	1,268,425	80,963	1,349,388
16th Crash Rescue Boat Flight	496,646	298,458	795,104	443,668	271,926	715,594
4450th USAF Hospital (3)		143,481	143,481		129,133	129,133
4427th Radiological Test Flight		3,215	3,215		3,215	3,215
Tenants (4)		1,611,236	1,611,236		200,000	200,000
Sub-Total	6,838,880	8,576,294	15,415,174	5,239,025	5,739,464	10,978,489
Adjustments				(459,630) (6)	2,639,527 (6)	2,179,897
Total	$ 6,838,880	$ 8,576,294	$ 15,415,174	$ 4,779,395	$ 8,378,991	$ 13,158,386

(1) No Authorized USE

(2) Excludes 4th Communications Construction Squadron

(3) No Authorized UME

(4) Estimated

(5) Statistically Computed

(6) Variation between statistical computation and book.

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DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-405-Hi	Jan-Jun54	1		405th Bomb Wing	S	
561		" "	2			S	
773		Jul-Dec54	1			S	
1350		" "	2			S	
1697		" "	3			U	
1864		" "	4			U	
1950	K-WG-405-Hi	" "	5		405th Bomb Wing	U	
2004	Index				Index		
	Some unreadable pages - Poor original						

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