THIS PAGE IS DECLASSIFIED IAW EO 13526

ROLL No. P0602
DATE FILMED 10-5-72
OPERATOR C. C.
LOCATION Maxwell AFB, Ala.
REDUCTION 26:1

# CERTIFICATE OF AUTHENTICITY

This microfilm was created from the record copy of unit histories and related historical material of the United States Air Force stored in the Archives Branch of The Albert F. Simpson Historical Research Center at Maxwell AFB, Alabama. This facility is the official repository for these records in accordance with AF Regulation 210-3 and AF Manual 12-50. This microfilm was created in accordance with the provisions of AF Regulation 12-40 as AU Project AU-1B-67. The microfilming was completed under AF Contract F01600-71-C-0478 under the supervision of the Technical Systems Branch of The Albert F. Simpson Historical Research Center.

Margerite K. Kennedy
MARGERITE K. KENNEDY
Chief, Archives Branch
The Albert F. Simpson Historical
Research Center

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

0003

THIS PAGE IS DECLASSIFIED IAW EO 13526

This document is made available through the declassification efforts and research of John Greenewald, Jr., creator of:

# The Black Vault

The Black Vault is the largest online Freedom of Information Act (FOIA) document clearinghouse in the world. The research efforts here are responsible for the declassification of hundreds of thousands of pages released by the U.S. Government & Military.

**Discover the Truth** at: **http://www.theblackvault.com**

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(Unclassified)
HISTORY OF THE 45th AIR DIVISION

1 AUGUST 1955--31 AUGUST 1955

STRATEGIC AIR COMMAND

S13679
28361

SECRET

149888

0004

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(Unclassified)

# HISTORY OF THE 45th AIR DIVISION

1 AUGUST 1955—31 AUGUST 1955

Prepared for the Historical
Section of the Information Services Office
47d Air Base Group, by 1st Lt. Charles R. Hughes (Historical
Officer) and A/2c Homer F. Welch, Jr.
25 September 1955

(Eighth Air Force, Strategic Air Command)

WILLIAM K. MARTIN
Brig. Gen. USAF
Commander

CHARLES R. HUGHES
1st Lt. USAF
Historical Officer
(Information Services
Staff Officer)

HOMER F. WELCH, Jr.
A/2c AF 19495273
Historian

SECRET

DSI
13609

0005

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0006

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FOREWORD

The information contained in this report was prepared and submitted under the provisions of Air Force Regulation 210-1, dated 11 March 1955, Strategic Air Command Regulation 210-1, dated 7 October 1952, and Eighth Air Force Regulation 210-1, dated 12 November 1952. The information contained herein, relative to the history of the 45th Air Division, Loring Air Force Base, Limestone, Maine, a unit of the Eighth Air Force (SAC), covers the entire month of August 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0008

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTENTS


| Chapter | Title | Page |
|---|---|---|
| Foreword | | |
| List of Illustrations | | |
| Chronology | | |
| Narrative | | Pages 1 thru 38 |
| I | ORGANIZATION | 1 |
| | Brief History | 1 |
| | Organization Developments | 4 |
| II | THE MISSION AND ITS IMPLEMENTATION | 8 |
| | Over-All Mission | 8 |
| | Special Missions | 9 |
| | Operation CHUCK WAGON III | 10 |
| | Field Hospital Exercise | 12 |
| | 42d Air Refueling Squadron | 13 |
| | Base Flight | 14 |
| | BILLY CLUB Assistance | 15 |
| III | EXPERIMENTS AND DEVELOPMENTS | 16 |
| | Runway and Taxiway Construction | 16 |
| | Loring RAPCON as Class "C" Agency in August | 18 |
| | Management Improvement Awards | 19 |
| | Safety Meetings | 20 |
| | AID Develops Productrol Manual for S&C | 21 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

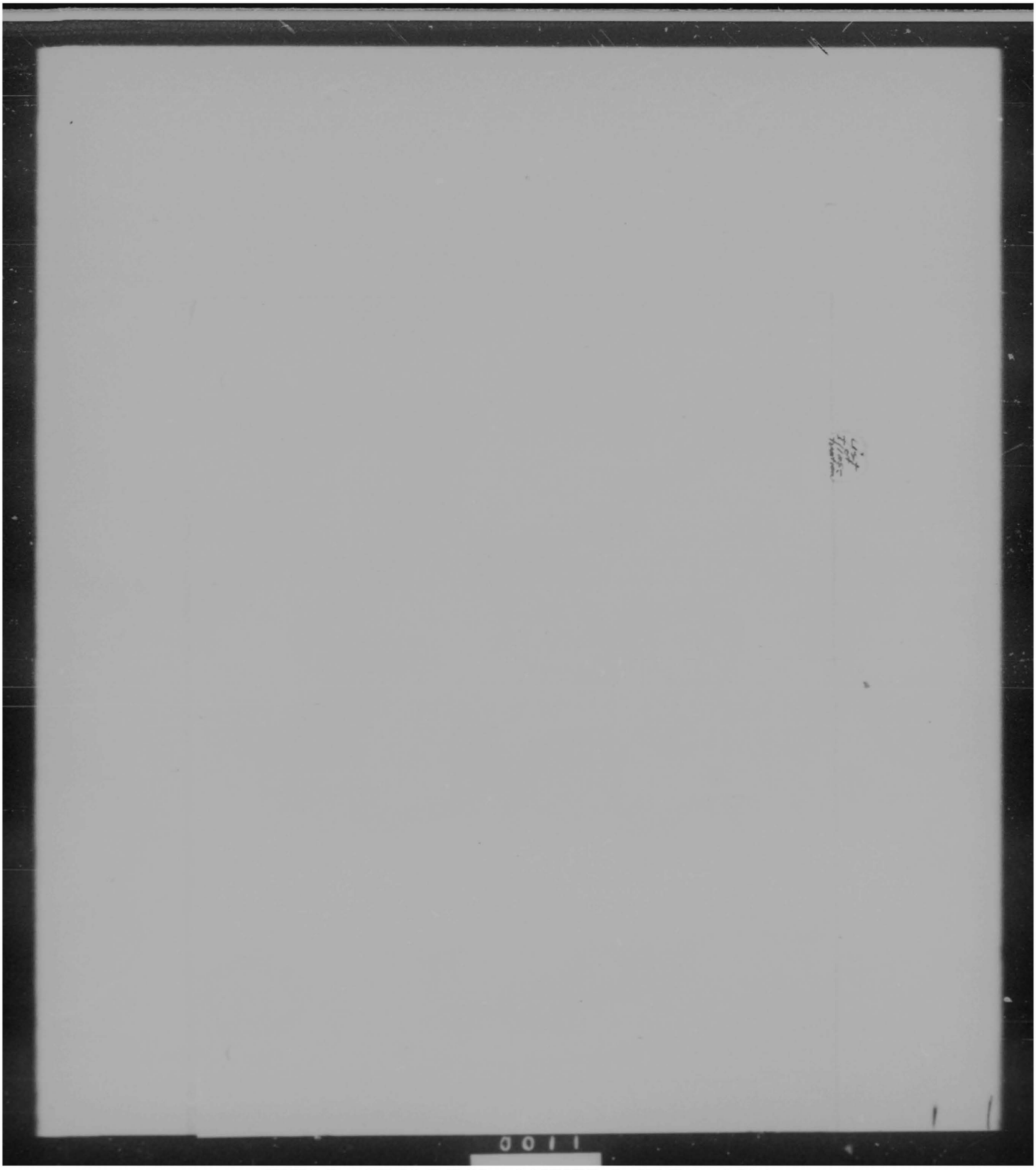
CONTENTS


| | | |
|---|---|---|
| | Winter Preparations | 22 |
| IV | SUPPLY AND MAINTENANCE | 24 |
| | Maintenance Activities | 24 |
| | Supply | 25 |
| V | MAJOR PROBLEMS | 27 |
| | "010" Situation Reviewed | 27 |
| | Wing TO Problem | 31 |
| | Career Field Shortages | 32 |
| | Effective Manning Problem | 34 |
| VI | MISCELLANEOUS | 37 |
| | Hospital Report | 37 |
| | Air Division Commanders is Promoted | 37 |
| | Eighth Air Force Commanders' Conference at Loring | 38 |
| Bibliography | | 39 |
| Appendix | | - |
| 1. Roster of Key Personnel | | |
| 2. Personnel Statistics | | |
| a. Daily Strength Report | | |
| b. Effective Manning Reports (Air Base Group and Wing) | | |
| Supporting Documents | | - |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LIST OF ILLUSTRATIONS

1. Photo, Brig. General William K. Martin, USAF, Commander of the 45th Air Division (SAC). Exhibit #1.

2. Photos, Colonel Jerome Tarter, USAF, Commander of the 42d Heavy Bombardment Wing, Colonel Woodrow P. Swancutt, USAF, Deputy Commander of the 42d Heavy Bombardment Wing, Colonel Jackson W. Lewis, USAF, Commander of the 42d Air Base Group and Lieut. Colonel William W. Pannis, USAF, Deputy Commander of the 42d Air Base Group. Exhibit #2.

3. Photos, Colonel Sam L. Barr, USAF, 45th Air Division Director of Operations, Colonel John B. F. Dice, USAF, 45th Air Division Director of Personnel and Colonel Wendell M. Van Sickle, USAF, 45th Air Division Director of Materiel. Exhibit #3.

4. Organization Chart of the 45th Air Division (42d Heavy Bombardment Wing, 42d Air Base Group and 4034th USAF Hospital--also attached units). Exhibit #4.

5. News item, the Limelite, 12 Aug 55 edition, "Management Improvement Awards to Four at LAFB". Exhibit #13.

6. AF From 110a, "Daily Report of Aircraft Status and Purpose of Flight" (RCS: 1-AF-A1), for August 1955. Exhibit #17.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0013

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHRONOLOGY


| Date | Title | Page |
|---|---|---|
| 1 August 1955 | Air Division Commander becomes Brigadier General | 37 |
| 1 August 1955 | Two Wing B-36 crews start "Operation CHUCK WAGON III" | 10 |
| 4 August 1955 | Management Improvement Awards given | 19 |
| 17-19 August 1955 | Eighth AF Commanders' Conference at Loring | 38 |
| 26 August 1955 | Safety Meetings conducted | 20 |
| 1-31 August 1955 | Three thousand feet of Loring runway under construction | 16 |
| August 1955 | Loring RAPCON becomes a Class "C" agency | 18 |
| August 1955 | Career field shortages noted in Air Division | 32 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Chapter

0015

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# ORGANIZATION

## Brief History

The 45th Air Division was activated at Loring Air Force Base,[1] Limestone, Maine, in October, 1954, and assigned to the Eighth Air Force of the Strategic Air Command.[2]

Before the Division had set up headquarters, the 42d Heavy Bombardment Wing was the highest base echelon[3] with support rendered by the 42d Air Base Group.[4] The 42d Wing had been activated with the B-36 "Peacemaker" aircraft as its primary aircraft.[5]

---

1. The 45th Air Division was activated on October 8, 1954 (per SAC GO 69, dated 6 October 1954: "Section I - Activation of the 45th Air Division"). Division Headquarters was set up just seven days after the base was re-named "Loring" (per DAF GO 34, 15 Sep 54), Para 6) in honor of Maj. Charles J. Loring, Jr., USAF, a Mine jet hero awarded the Congressional Medal of Honor, posthumously, for action in Korea, 1952. The original name of the base was "Limestone".

2. Pursuant to SAC GO 69, dated 6 October 1954. The base itself went under the jurisdiction of the Strategic Air Command in February, 1953 (per SAC GO 18, dated 21 April 1953).

3. The Wing had been activated in February, 1953 [per DAF Ltr., 322 (AFOMO 410h), dated 24 March 1953. For effective date, see SAC GO 10, dated 25 February 1953]. Actually, the Wing had been "re-activated". The parent organization to the Wing was the 42d Bombardment Group which had served in the South Pacific in World War II.

4. The Air Base Group was activated on the same orders as the 42d Wing as a supporting echelon to the Wing. The Group also had been "re-activated"; the parent organization was the 42d Service Group which had served in the European Theater during World War II.

5. In the Pacific War against the Japanese, the 42d flying organization had made use of the B-26 and B-25 medium bomber aircraft. Upon activation again in 1953, the 42d was re-designated from "Medium" to "Heavy" [per DAF Ltr., 322 (AFOMO 410h), 24 March 1953].



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The parent unit to the 42d Wing was the 42d Bombardment Group which had served in the South Pacific during World War II;[6] the parent unit to the 42d Air Base Group was the 42d Service Group.[7]

In the same year that the old 42d Bomb Group was being retired from active duty with the AAF[8]—1946—a seemingly unrelated event

6. In the Pacific War against Japan, the 42d Bomb Group received battle honors for campaigns in the Northern Solomons, New Guinea and the Philippines. The Group was awarded a Distinguished Unit Citation for action at Balikpapan, Borneo, Netherlands East Indies, from 23 to 30 June 1945 (Per WD GO 44, dated 12 May 1946). Battle credits were awarded the Group for the China Defensive and Offensive (Cir 1, Hq., Thirteenth Air Force, dated 10 June 1946), Bismarck Archipelago, Luzon, New Guinea, Northern Solomons (WD GO 12, dated 12 February 1946) and Southern Philippines campaigns (DA GO 29, dated 21 April 1948).

7. During World War II in England and France, the 42d Service Group was the support unit to the 322d and later the 344th Medium Bombardment Groups. The 42d Service organization was originally activated on 15 January 1941 at McChord Field, Washington [per GO No. 1, Hq., McChord Field, Washington, dated 14 January 1941]. Its departure overseas to the UK was made on 23 November 1942. On the 27th of September 1942, the Group moved to France and from there to Belgium, where, in 1945, it was disbanded [per Ltr., Hq., IX Air Force Service Command, dated 22 May 1945, pursuant to instructions contained in WD Ltr., AG 322 (27 March 1945) OB-I-AFRPG-M, dated 4 April 1945]. When the 42d support organization was activated again in 1953, its was re-designated the 42d Air Base Group [per DAF Ltr. 322 (AFOMO410h) dated 24 March 1953].

8. Per GO No. 69, Hq., Fifth Air Force, dated 20 April 1946, pursuant to instructions contained in WD Ltr., AG 322 (26 March 1946) OB-I-E-M, dated 25 March 1946.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



was taking place back in the U. S: construction of a small airstrip had just been started in the Northern part of Maine. Seven years later, on Limestone Air Force Base, the 42d bombing organization and support group was re-activated.

During the initial construction of this base--from the winter of 1946-47 to the winter of 1952-53--Limestone was garrisoned by a small group of AF personnel.[9]

When the 42d Heavy Bombardment Wing was activated, the construction program at Limestone went into high gear. Hangars, docks, an extension to the runway for the B-36 heavy bomber aircraft, a USAF Hospital, modern barracks--many important base facilities were initiated.

The Wing launched its first training missions early in April, 1953, when pilots of the 69th Bombardment Squadron flew over Aroostook County daily.[10]

---

9. When first assigned, in June, 1950, this group was designated only as a base detachment. Later, the detachment was redesignated the 4215th Base Service Squadron. As the base grew in importance, the squadron was replaced by the 4215th Air Base Squadron. The 4215th Air Base Squadron was discontinued (per SAC GO 10, dated 25 February 1953) when the 42d Bomb Wing (H) was activated in 1953. Commanders of those early units were, in order of their succession: Captain Kenneth R. Van Zandt, USAF, Major Kenneth E. Smith, USAF, Lieut. Colonel James Wiley, USAF, Colonel William A. Delahay, USAF, and Colonel Frederick R. Ramputi, USAF. When the Wing was activated, Brig. Gen. (then Colonel) Bertram C. Harrison, USAF, was named Commander.

10. The first B-36 landed the last of March, 1953. By October, 1953, almost nine months after the Wing was activated, the B-36 aircraft and crews were flying more than 1,000 hours a month.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## Organizational Developments

On October 8, 1954, the 42d Heavy Bombardment Wing and its support organization, the 42d Air Base Group, became subordinate units of the newly-activated 45th Air Division.[11] The 42d Air Base Group automatically received equal status with the Wing under the Air Division set up.[12]

Headquarters, 45th Air Division was composed of the coordinating staff Directorates of Personnel, Materiel and Operations.[13]

---

11. Brig. Gen. Bertram C. Harrison, USAF, who had previously commanded the Wing, was named Commander of the new Air Division. Colonel Jerome Tarter, USAF, assumed command of the Wing (See Photo, Colonel Jerome Tarter, Exhibit #2). Colonel Woodrow P. Swancutt, USAF, was made Deputy Commander. Colonel Jackson W. Lewis, USAF, assumed command of the 42d Air Base Group (Base Commander) and Lieut. Colonel William W. Pannis, USAF, was made Deputy Base Commander (See Photos, Colonel Swancutt, Colonel Lewis and Lieut. Colonel Pannis, Exhibit #2). On June 18, 1955, Colonel William K. Martin, USAF, took command of the 45th Air Division (promoted to Brig. General effective 1 August 1955) vice Brig. Gen. B. C. Harrison (See Photo, General Martin, Exhibit #1).

12. The Wing Headquarters was the highest base echelon until activation of the 45th Air Division Headquarters in October, 1954. Lateral communication between the Wing and Air Base Group was made possible under the Division Headquarters. See Organization Chart, 45th Air Division, as of 15 April 1955, Exhibit #4.

13. Set up under SAC directive [SAC Manual 20-1 (for the implementation of SAC Regulation 50-15), dated December 1954]. As of 31 August 1955, the Director of Personnel was Colonel John B. F. Dice, USAF, Colonel Wendell M. Van Sickle, USAF, was Director of Materiel and Colonel Sam L. Barr, USAF, was Director of Operations (See Photos, Colonel Dice, Colonel Van Sickle and Colonel Barr, Exhibit #3).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



As originally set up,[14] the 42d Bomb Wing contained eight subordinate units (the headquarters squadron, 42d Medical Group, three maintenance squadrons[15] and three flying squadrons[16]) plus the 42d Air Base Group and its assigned squadrons.[17] When the 45th Air Division was activated, there was no change in the Wing or Air Base Group squadrons,[18] however, in January, 1955, a new squadron was activated in the Wing: the 42d Air Refueling Squadron (Heavy).

14. As outlined on the date of activation - 25 February 1953.

15. 42d Periodic Maintenance Squadron, 42d Field Maintenance Squadron and 42d Armament and Electronics Maintenance Squadron. See SAC GO 10, dated 25 February 1953. For present commanders, see Appendix #1, "Roster of Key Personnel".

16. The three primary squadrons of the old 42d Medium Bombardment Group were again activated with the 42d Heavy Bombardment Wing--the 69th, 70th and 75th Heavy Bombardment Squadrons.

17. The 42d Air Base Group--organized to render support to the Wing--contained the 42d Headquarters Squadron, 42d Installations Squadron, 42d Food Service Squadron, 42d Supply Squadron, 42d Motor Vehicle Squadron, 42d Air Police Squadron and 42d Operations Squadron. See SAC GO 10, dated 25 February 1953.

18. See Organization Chart, 45th Air Division, dated as of 15 April 1955, Exhibit #4.

19. For effective date, see SAC GO 79, dated 8 December 1954. The 42d Air Refueling Squadron (Heavy) was activated with the KC-97 "Stratotanker" aircraft.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The 42d Medical Group was re-designated the 42d Tactical Hospital in February, 1954.[20] A month later, in March, the USAF Hospital that the 42d Medical Group had been operating since February, 1953, was re-designated the 4034th USAF Hospital.[21]

The 42d Air Base Group--which received lateral communication with the Wing under the newly-activated Division--contained in July, 1955, the same units it had when activated in February, 1953:[22] seven support squadrons[23] plus the headquarters function.[24]

---

20. In accordance with SAC GO 3, dated 27 Jan 54.

21. Pursuant to SAC GO 17, dated 15 March 1954. Just prior to the time that SAC took over jurisdiction of the base (February, 1953), Headquarters SAC received a letter from Headquarters, USAF, authorizing a 75-bed USAF Hospital for the base. Actually, only 25 beds were installed later to be increased to 50 (in June, 1955, the 4034th USAF Hospital was increased to 75 beds). The 42d Medical Group staffed the Hospital since activation and continued doing so after being re-designated the 42d Tactical Hospital.

22. New troop spaces were allotted, minor changes were made within various agencies of the headquarters and sections of the squadrons, etc., but no majro changes had occurred.

23. See Footnote #17, this Chapter.

24. Headquarters, 42d Air Base Group, originally contained those directorates and agencies to handle only air base group activities and special Wing support activities. The Wing Headquarters was the highest base echelon until activation of the 45th Air Division Headquarters.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The Wing and Air Base Group Headquarters have been divided into two basic groups—the Personal and Specialist Staff[25] and the Coordinating Staff[26]—which both function under SAC directives.[27] There have been no changes in the operation of these Wing and Air Base Group staff agencies since activation of the units in 1953.[28]

---

25. The Personal and Specialist Staff is not the same in the Wing as in the Air Base Group. In the Wing, the Adjutant, Director of Comptroller, Director of Safety, Headquarters Squadron and Air Inspector make up the Personal and Specialist Staff (for key personnel manning of these agencies as of 31 August 1955, see Appendix #1, "Roster of Key Personnel"). The difference in the Air Base Group is that there is not an Air Inspector's function, and there are, in addition to those Wing agencies mentioned above, the Staff Judge Advocate, Base Chaplain, Manpower and Organization Branch, Information Services and the Munitions Section. Also, there are special attached units to the 42d Air Base Group which render direct and in-direct support to the Wing and Group: the 1974th Airways and Air Communications Squadron (MATS), the 2-7 Weather Detachment (MATS), the 548th Anti-Aircraft Artillery Battallion (U. S. Army) and the 3080th Aviation Depot Group (AMC). See Organization Chart, 45th Air Division, as of 15 April 1955, Exhibit #4.

26. The Coordinating Staff is the same in the Air Base Group and Wing. Includes the Directorate's of Personnel, Materiel and Operations. See Appendix #1 for key manning as of 31 August 1955.

27. SAC Manual 20-1 (for the implementation of SAC Regulation 50-15), "Functional and Procedural Manual", dated December 1954.

28. There have been additions: the newest staff section is the Directorate of Safety, established on 1 April 1955 in both Wing and Group Headquarters in accordance with a SAC directive (Eighth Air Force Message, CS 186, dated 8 March 1955, and Eighth Air Force Message, FLM 67209, dated 1 April 1955). Before this date, only flying safety was handled in the Wing by the Flying Safety Office (discontinued) and ground safety in the Air Base Group by Ground Safety (discontinued). Now both flying and ground safety matters are handled by these new directorates for their respective headquarters.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## THE MISSION AND ITS IMPLEMENTATION

### Over-All Mission

The 45th Air Division was activated primarily to organize, train and equip a force that would be capable of immediate and sustained long-range bombardment operations in any part of the world.[1]

The 42d Heavy Bombardment Wing must be maintained in a state of combat-readiness so that it is capable of immediate offensive action.[2] The 42d Air Base Group gives the support needed to accomplish the mission.

Two important secondary missions were also outlined by higher headquarters:[3] the job of training assigned U. S. Air Force Reserve personnel and/or units, and preparedness to lend a helping hand in cases of local civil disaster emergencies.

---

1. Mission outlined in Eighth AF Reg 23-13, dtd 15 Nov 54, as amd by Eighth AF Reg 23-13A, dtd 14 Jan 55: "Organization - Field (Mission 45th Air Division)".

2. The 42d Bombardment Wing is the fighting organization of the Division. The Wing mission has been outlined in Eighth AF Reg 23-9, dtd 1 Apr 54, as amd by Eighth AF Reg 23-9A, dtd 2 Feb 55. "Combat-readiness is achieved through the utilization of the latest technical knowledge and advanced weapons." The B-36 heavy bomber aircraft and crews perform the primary mission. The task of air-to-air refueling was added to the primary mission by the Reg Amendment 23-9A [KC-97 "Stratotanker" aircraft of the 42d Air Refueling Sqdn (H) perform this mission].

3. Eighth AF Reg 23-9, dtd 1 Apr 54, as amd. Quoted from the Reg: "(the 45th Air Division)....must perform those tasks assigned by current emergency plans and related operation orders from higher headquarters", i.e., Eighth Air Force and SAC.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## Special Missions

The major special training mission performed during August, 1955, was "Operation Chuck Wagon III"[4]—a survival-evasion exercise to test the recovery operations of a SAC aircrew downed behind simulated enemy lines.

The 4094th USAF Hospital, in August, set up a field training exercise on the base to test and familiarize personnel with the hospital's tactical operating procedures.[5]

Requirements for the 45th Air Division's portion of the Command Post exercise, "Streetlight", was accomplished by the 42d Bombardment Wing's Directorate of Operations (Intelligence Division). A two-man reporting team which was deployed to the UK, dispatched reports as did the reporting team here at Loring AFB.[6]

On August 25th, the 42d Wing Headquarters published the final plan one 5-36 BAS exercise[7] to be performed the first part of September, 1955, by the primary squadrons of the wing.[8] The Wing staffs were to be appraised and assessed on the pre-planning of this flying

4. 45th Air Division Ops Order 120-55, dtd 1 Aug 55, "Operation Chuck Wagon III" (pursuant to Eighth AF Ops Order 120-55, "Chuck Wagon"). See Exhibit #5.

5. Training accomplished under SAC Man 160-1, dtd April 53, "SAC Tactical Medical Support".

6. Unit Historical Report, Wing Directorate of Ops, Aug 55 (RCS: IAG-021).

7. 42d Bomb Wing (H) Ops Order 300-55, dtd 25 Aug 55, "Operation Post Hole".

8. 69th, 70th and 75th Heavy Bombardment Squadrons.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



training mission--SAC bombing capability was to be determined on an airfield target[9] utilizing target materials based on fifteen-year old photography.

Operation CHUCK WAGON III

On August 1st, a special survival training exercise--to test recovery procedures of a B-36 aircrew downed behind simulated enemy lines--was put into effect.[10] Two aircrews were chosen--one from the 69th Heavy Bombardment Squadron and one from the 70th Heavy Bombardment Squadron of the 42d Wing.[11]

Mission:[12] the combat crews were required to demonstrate proficiency as downed crews in a simulated enemy territory by 1) simulating nearly as possible escape, evasion, and survival while inplace at designated "pick up sites",[13] 2) demonstrate proficiency in emergency communications procedures, 3) make contact with rescue unit, 4) direct rescue unit to downed crew positions and 5) be picked up and airlifted to Campbell AFB, Kentucky.

---

9. Intersection of the Lawrenceville Airport, located near Vincennes, Indiana--RBS run.

10. In accordance with Hq, 45th Air Division Ops Order 129-55, dtd 1 Aug 55, nicknamed "Operation Chuck wagon III".

11. 69th: Crew 802, 15 personnel, Major Donald E. McCullough, USAF, A/C. 70th: Crew 163, 15 personnel, Captain William C. Stiedler, USAF, A/C.

12. See "Mission", Part 2 of 45th Air Div Ops Order 129-55, dtd 1 Aug 55. Exhibit #5.

13. As outlined in para 1, 45th Air Div Ops Order 129-55: Site #1- Canastota ATRT, Canastota, N. Y., 43 08N, 74 48W; Site #2 - Pottstown Municipal ATRT, Pottstown, Penn.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



On August 5th, a detailed briefing for the crews was held at Lockbourne AFB, Ohio, covering all phases of the mission.[14] Pick up sites were selected, radio frequencies were assigned,[15] survival equipment issued.

Crews were airlifted[16] to the special briefing at Lockbourne AFB, and, thence, to designated air bases near the pick up sites--Griffis AFB, N. Y. (site #1) and General Spaatz Airport, Reading Penn. (site #2).[17]

Crew No. R02 arrived at Site 1, 1700Z, 9 August 1955.[18] For six days and six nights, the crew carried out their mission of evasion-survival[19] and attempted contact with rescue aircraft.[20] The 63d Rescue Squadron's two recovery aircraft arrived at the designated pick up site on August 15th[21] and ferried the "downed" crew back through enemy lines

---

14. Conducted by the 63d Air Rescue Squadron, 8th Air Rescue Group (Norton AFB, Calif.) as outlined in 45th Air Div Ops Order 129-55. Each crew was furnished with fictitious identification cards, flimsy and cryptographic material, etc.

15. Comdr, 8th Air Rescue Group had provided two monitoring detachments: "BETEL" at Campbell AFB, Kentucky, and "ALPHA" at Nellis AFB, Nevada. Radio equipment was issued by the 1875th AACS Squadron [outlined in 45th Air Div Ops Order 129-55 (1 Aug 55)].

16. Provided by 42d Air Base Group "administrative" aircraft.

17. Comdr, Griffis AFB, provided ground transportation for Crew R02 to Site 1; Comdr, Pennsylvania ANG, transported Crew L63 to Site 2.

18. "X Day" commenced 10 Aug 55--all crews were to be inplace at pick up sites by that time. The exercise was to be terminated by 16 Aug 55 [in accordance with 45th Air Div Ops Order 129-55 (1 Aug 55)].

19. As outlined in Annex C, 45th Air Div Ops Order 129-55 (1 Aug 55).

20. See Para 3, Ltr, 42d Bomb Wing WCDI to Comdr, 8th AF, dtd 23 Aug 55, Subj: "(Unclassified) Critique on Eighth Air Force Ops Order 129-55 (CHUCK WAGON III) (Site 1) (SECRET)". Exhibit #6.

21. Ibid. See para 2.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Crew L63 managed to arrive at their designated pick up site and were recovered on the same respective dates as Crew R02.[22]

After debriefing,[23] both crews were returned to Loring AFB, August 19th.

Field Hospital Exercise

The 4034th USAF Hospital set up a thirty-six bed tactical field hospital in July, 1955, on the base for training of 42d Tactical Hospital personnel. In August, four days were spent in training at this field hospital.[24] Classes were held to cross-train personnel in the various sections of the tactical hospital operation.

A tactical medical support unit was also set up in August in order to familiarize the personnel in the procedures of setting up tents and equipment.[25]

It was projected that in September, 1955, this thirty-six bed tactical hospital would be set up as an exhibit in Atlantic City, N. J., during the American Hospital Association Convention.[26]

---

22. See Para 2 and 3, Ltr, 42d Bomb Wing (H) WOOI to Comdr, 8th AF, dtd 23 Aug 55, Subj: "(Unclassified) Critique on Eighth Air Force Ops Order 129-55 (CHUCK WAGON III) (Site 2) (SECRET)". Exhibit #7.

23. Ibid. Note para 4, "Comments and suggestions of crew members."

24. Training accomplished under SAC medical mobility requirements. [SAC Man 160-1, "SAC Medical-Tactical Support" (April 53)].

25. Unit Historical Report, 4034th USAF Hospital, Aug 55 (RCS: ISO-32).

26. Ibid.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



42d Air Refueling Squadron

With the month of August being a free month in as far as compliance with combat crew quarterly training requirements,[27] special emphasis was placed on training and upgrading of non-combat crew members. An extensive ground training program was set up for aircrews and maintenance ground personnel. Flying training was scheduled so as to accomplish checkout requirements,[28] and also accomplish the semi-annual flying requirements for pilots.[29] Five crew members were upgraded to combat-ready status, four navigators and one engineer.

Beginning in August, aircrews would be assigned to the 42d Bombardment Wing Headquarters on a TDY status during their standboard checks.[30] The TDY would last approximately one week during which time the crew being standboarded would take examinations, mission plan, pre-flight and all other phases required for a standboard check.

All told, 484 hours and fifteen minutes were flown by the squadron during August.[31]

There were no special missions, directed by higher headquarters, flown during August. Eighth Air Force sent a message directing this squadron to provide three strip alert tankers on August 10th, 11th and 12th.[32] Then, the squadron was alerted via telephone to furnish eight

27. SAC Reg 50-8, dtd 16 May 55.

28. SAC Reg 51-18, dtd 15 May 54.

29. SAC Reg 60-2, dtd 3 Apr 53.

30. As directed by SAC Reg 51-4, dtd 14 Jul 55.

31. 42d Air Refueling Squadron (B) Unit Historical Report, Aug 55 (RCS: [illegible]).

32. Eighth Air Force Message, [illegible], dtd 30 Jul 55, Subj: "Eighth AF Ops Order [illegible], 'Clear Road' (42th Air Division portion)".



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



airborne tankers in support of this operation. Shortly before crew report time, the entire mission was cancelled.

In August, 388,110 pounds of jet fuel was transferred.[33] Twenty-five thousand pounds of jet fuel was dumped due to tanker airborne aircraft malfunction or receiver aircraft cancellation. Because of construction on the Loring runway, the maximum amount of jet fuel which could be carried by tankers was thirty thousand pounds which accounted for the low amount of fuel transferred.

Base Flight

Of the 478 flying hours in August, five were recorded instrument checks and seven standboard rides were administered.[34]

Base Flight helicopter aircraft flew a total of fifteen round trips to Sequapan Lake, Maine, during August in connection with the Eighth Air Force Commanders' Conference. These missions--flown during marginal weather conditions--deserved much credit for the success of the Conference. Eighth Air Force Division and Wing commanders plus General Walter C. Sweeney, USAF, and Staff were ferried to the Conference site at Sequapan within minutes after their arrival on the Loring flight line.

The 42d Air Base Group "administrative" aircraft also ferried the 42d Bombardment Wing B-36 crews connected with "Operation Chuck Wagon III".[35]

---

33. 42d Air Refueling Squadron Unit Historical Report, Aug 55 (BCD: 1BO-22).

34. Base Operations Unit Historical Report, Aug 55 (BCD: 1BO-22).

35. See p. 10, this Chapter.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



BILLY CLUB Assistance

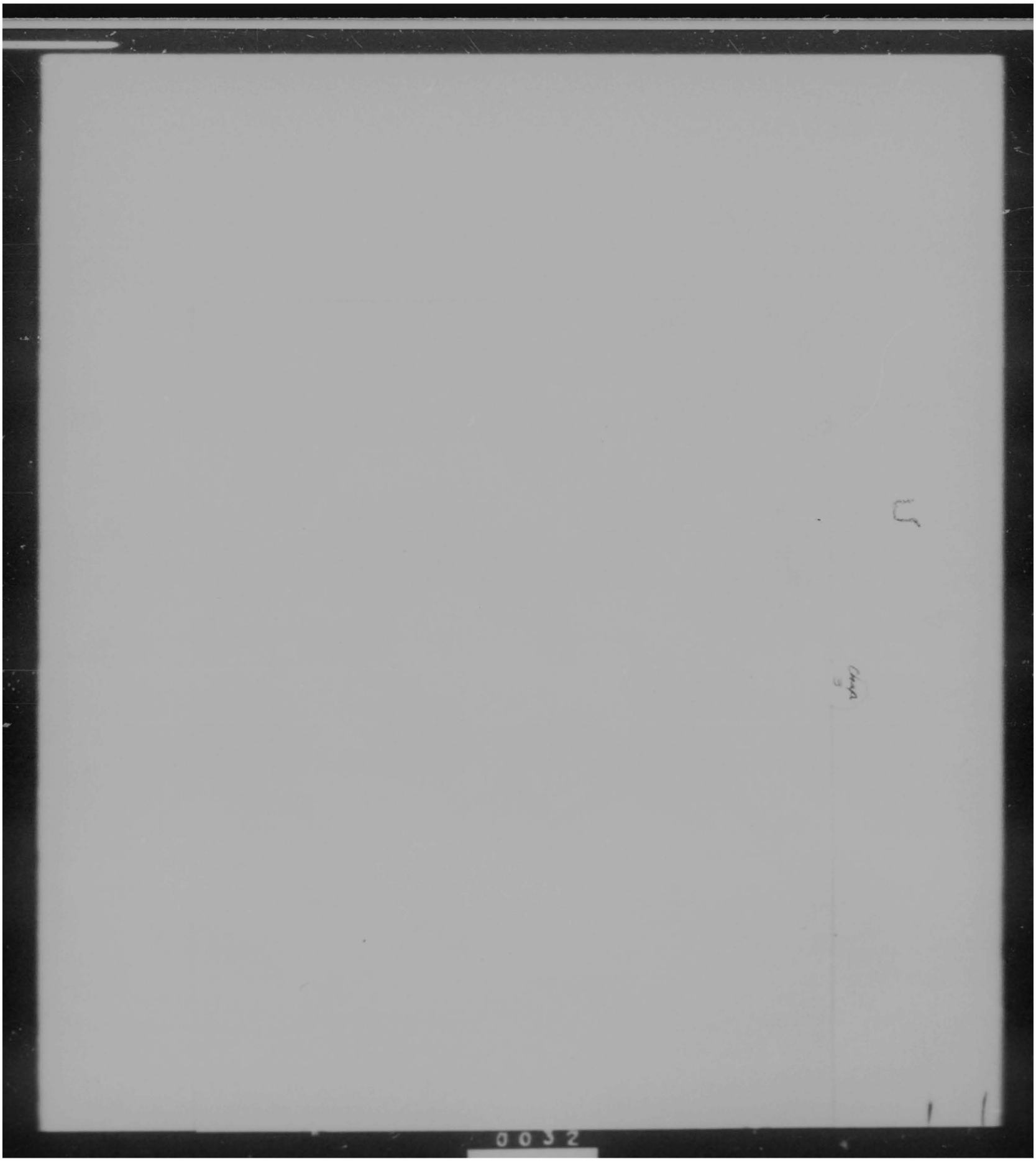
On August 18th, the Eighth Air Force SOCS lines went out of commission due to heavy rains in the Westover Air Force Base area. After a short period of time, their SOCS system became operative again. Due to the heavy rainfall and the possibility of the Eighth Air Force SOCS lines going out of commission again, the Loring Control Room was manned twentyfour hours a day during "Operation Billy Club" in order to take over Eighth Air Force Control in the event the Eighth Air Force lines went out of commission again. Just prior to the "Billy Club"[33] mission on August 20th, the Eighth Air Force SOCS lines went out of commission again and the Loring Control Room assumed Eighth Air Force Control of the refueling aircraft in the Northeast area. Shortly thereafter, SAC took control of the complete operation. The Loring Control Room remained fully manned on a stand-by status throughout the remainder of the mission.

33. "Operation Billy Club" performed in accordance with Fifteenth AF Ops Order 305-55.

0031

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## EXPERIMENTS AND DEVELOPMENTS

### Runway and Taxiway Construction

Three thousand feet of the Loring runway was under construction during August, 1955--both the north and south ends--in addition to B-36 dock and taxiway construction.

The north end of the runway--where the original lengthening of the runway began[1]--had been excavated and graded in May and July.[2] In August, final grading and laying of gravel was accomplished to prepare for paving.

To the south end of the runway, two thousand feet was being added in August. The contractor, B. Perini & Sons, Inc., began excavation on August 25th. Completion date was set at October 15, 1955.

The Corps of Engineers, U. S. Army (New England Division), was in charge of the entire project.[3] The construction on the north end was being performed by the J. R. Clanchette Company of Boston, Mass.

When all work has been completed, there would be 12,100 feet of usable runway.

---

1. Approximately 3,250 feet was being added to the old runway. The first extension strip would be 1100 feet long, composed of 4-inch, heavy-duty pavement, followed by 1,000 feet of fifteen-inch concrete. At the end of this last section, a 150-ft. "blast pad" (for jet aircraft use) was being laid. The final section at the end of the extended runway was a proposed 1,000-ft. overrun strip. [Interview with Mr. L. H. Hirsch, USAF Inspector, Corps of Engineers, LAFB, by author (28 Aug 55)].

2. The excavation process began on 4 May: first, removing stumps and other unsuitable, sub-grade material; then, levelling prepared the way for paving. In July, the extension strips were filled with gravel.

3. Responsible for the initial construction of the base (1953 to the present), Corps of Engineers (New England Division) has been attached to Loring AFB.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



In addition to the runway work, the dock-area taxiway and shoulder stabilization was being performed. At the end of the month, shoulder stabilization and widening was completely finished on the "S-2" dock area.[4]

Base Operations[5] reported no incidents or accidents involving aircraft and construction activities during August. However, the construction did somewhat hamper operations--only 6,395 feet of runway was usable. In an emergency, 2,015 additional feet could have been made available if necessary.

The Loring AFB flight line was still under a Class "B" type restriction in August. But both inbound and outbound traffic decreased considerably during the month.[6]

---

4. The "S-2" B-36 hangar and taxiway area (according to Corps of Engineers blueprints) included Taxiways D and F plus Parking Areas 1 and 2. Shoulder stabilization and widening consisted of 37½ inches of light-duty pavement along each shoulder. The "S-1" Iuria dock area had been completed in June 55 [See 45th Air Div History, June 55 (RCS: AU-D5)].
   Until construction was completed, all aircraft were restricted from entering the "S-2" dock area during the work period.

5. Staff section of 42d Operations Squadron (air base group). Unit Historical Report, Base Ops, August 55 (RCS: AU-D5).

6. Ibid.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Loring RAPCON a Class "C" Agency in August

The Loring RAPCON facility[7] which had been experiencing difficulty in getting operational up to July 31st,[8] finally commenced operation during the early part of August as a Class "C" agency.[9]

Problems holding up the installation of a type "A" RAPCON were, generally, lack of equipment....or difficulties with the present equipment.

The FSA-4 console equipment had failed its service test inspection with a resulting delay of at least thirty days. Estimated delivery date was set in August as October 1st. The ACPN-18 was operational in August except for video map--difficulty was experienced in tracking jet fighter aircraft.[10]

A CRD-6 UHF/DF was installed in the RAPCON and was awaiting a flight check as of August 31st. Also, a pilot to forecaster service was installed in the Loring control tower and was awaiting flight check.[11]

---

7. RAPCON: radar approach control. Reference Wing Dir of Mat Unit Historical Report, Aug 55 (RCS: ISO-D2).

8. Reported in 42d Bomb Wing (H) History, July 55 (RCS: AU-D5), Chapter 3. Maintenance difficulties were the main problem.

9. Hq, 45th Air Div SOC, Ltr, dtd 25 Aug 55, Subj: "Quarterly Review of Nav-Aids", para 2g. Exhibit #8.

10. Ibid. See para 2g (1) and (2).

11. 42d Ops Squadron (SOC) Unit Historical Report, Aug 55 (RCS: ISO-D2).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Management Improvement Awards

In August, the following Management Improvement Suggestions were reviewed and evaluated. They were all found to be of merit:[12]

Suggestion LOR-1-55-M, entitled "Boom Rest". The suggestion was adopted and used in August by the 42d Air Refueling Squadron (Heavy).[13]

Suggestion LOR-2-55-M, entitled "Tail Turret Radome Installations, Removal and Position Inspection". The 42d Armament and Electronics Maintenance Squadron had adopted the idea and made use of it in August.[14]

Suggestion LOR-4-55-M, entitled "Propeller Blade Packing Nut Wrench". The suggestion was adopted by the 42d Field Maintenance Squadron and was determined to be of great value.[15]

Suggestion LOR-5-55-M, entitled "Functional Manning Document". The suggestion was carefully evaluated and was recommended for operational use at base level.[16]

Brigadier General William K. Martin, USAF, 45th Air Division Commander, made the awards and drew up appropriate letters of commendation.[17]

---

12. Suggestions submitted to the Base Incentive Awards Committee, 22 July 55. [Reference: Unit Historical Report, Manpower & Organ, Aug 55 (RCS: ISO-D2)].

13. See Ltr, Hq 45th Air Div MAN, dtd 4 Aug 55, Subj: "Commendation". Exhibit #9.

14. See Ltr, Hq 45th Air Div MAN, dtd 4 Aug 55, Subj: "Commendation". Exhibit #10.

15. See Ltr, Hq 45th Air Div MAN, dtd 4 Aug 55, Subj: "Commendation". Exhibit #11.

16. See Ltr, Hq 45th Air Div MAN, dtd 4 Aug 55, Subj: "Commendation". Exhibit #12.

17. News item, the Liaisons (LAFB weekly publication), Issue 12 Aug 55. Exhibit #13.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Safety Meetings

On August 26th at 0800 hours, the 45th Air Division Headquarters held a Safety Committee Meeting attended by top staff-level officers from different Division organizations.

The major items of new business discussed were:[18] 1) that the Wing Office of Safety (flying safety) would coordinate on all Operation Orders, proposed flying regs, procedures, etc., before publication of same; 2) that all flight line personnel would be cautioned concerning the runway constructionprogram presently in progress; 3) flags and staffs on vehicles; 4) the status of VOR which had not then been approved for Loring and of which emergency plans were formulated; and etc....

The 42d Bomb Wing Flying Safety Meeting was also conducted on August 26th with 329 personnel attending.[19] The principal speaker was from the Olmsted Flight Service.

In August, the 45th Air Division experienced no major accidents or mishaps.[20]

---

18. See Minutes, Division Safety Committee Meeting, held Aug 26. Exhibit #14.

19. Wing Office of Safety Unit Historical Report, Aug 55 (RCS: ISO-D2).

20. Ibid. Also, Air Base Group Office of Safety Unit Hist. Report, Aug 55 (RCS: ISO-D2).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## AIO Develops Productrol Manual for SAC[21]

The Commander, 42d Installations Squadron, was assigned the task of organizing, testing and compiling procedures for the efficient management of resources.[22]

Although the idea of production control ("productrol") had not been new in the AF or in the civilian world, the manner with which it would be applied to the installations squadron within the AF structure was new. The results and status of this type effort would be forthcoming.

In August, the 42d AIO was making an effort to complete a rough draft of a forthcoming SAC Production Control Manual which would outline system, purpose and goals, and procedures.[23]

The deadline for completing the initial draft of the manual was set at October 1, 1955.[24]

---

21. Production Control Section, 42d AIO [Reference: 42d AIO Unit Hist. Report, January thru August 55 (RCS: ISO-D2)]. Organization authority concerning AIO Engineer personnel directed by SAC Man 85-2, dtd April 55.

22. The term "resources" applies in this instance to manpower, funds and materiel.

23. See Production Control Manual - Outline. Exhibit #15.

24. The Manual would be hand-carried to Forbes AFB, Topeka, Kansas, for presentation and review by all Eighth AF Base AIO Engineers and by staff officers at different numbered AF and command level.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Winter Preparations

In the middle of August, a meeting was held with representatives from the Eglin AFB Air Proving Grounds to discuss snow removal tests to be conducted at Loring AFB during the coming winter, 1955-56.[25]

It was indicated at the meeting that the tests would be for comparing all equipment available at the present time on Loring AFB and feasibility of new equipment to be brought in by the Air Proving Ground Command. The list of new service test equipment was large.[26]

The test would be similar to last year's test, with observers coming in at intervals to check on the results.

Mr. H. Doctone, Mr. J. Pulmer and Mr. C. Friel, from Sicard Industries, Inc., Watertown, N. Y., visited the 42d Motor Vehicle Squadron's Automotive Maintenance Section on August 23d and 24th in reference to major problems being encountered and to give technical advice and assistance regarding the Sicard Snow Plow. Mr. Norman Benson, representative of the FWD Manufacturers, Inc., visited the Automotive Maintenance Section on the 23d, 24th and 25th to advise and assist on maintenance of FWD Snow Plows.[27]

25. See Minutes, Snow Removal Tests Meeting, held 11 Aug 55. Exhibit #16.

26. See List of Service Test Equipment (attached to Minutes, Snow Removal Tests Meeting). Exhibit #16.

27. 42d Motor Vehicle Squadron Unit Hist. Report, Aug 55 (RCS: ISO-22).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The Operations Branch of AIC conducted a preventative maintenance inspection all through August in preparation for the winter months. The Branch com leted numerous repair jobs around the base and reported installations were in fairly good shape.[28] Furnaces in the B-36 maintenance nose dicas were checked and serviced.

28. 4200 AIC Unit Hist. Report, Aug 55 (DCS: 130-22).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0041

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0042

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0045

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



MAJOR PROBLEMS

"OLD" Situation Reviewed

In response to a memorandum[1] from the 45th Air Division Commander, Brig. General William K. Martin, USAF, the 2nd Air Base Group Personnel Office reviewed the "OLD" situation[2] and a complete report was submitted.[3]

Retrainable OLD's have been considered in the 45th Air Division[4] effective mass Ag[5] for the purpose of filling authorized helper-level positions.

Reported as of September 7, 19[illegible], there were seventeen authorized helper-level positions within the organizations of the 2nd Heavy Bombardment Wing and OCS in the 2nd Air Base Group.[6] As of that date, there were 1[illegible] helper-level airmen assigned to the wing and 3[illegible] assigned

---

1. Memorandum, Adc, Brig[illegible] "Retrainable OLD's", dtd 1 Sep 55. Exhibit [illegible].

2. "OLD's" (retrainable, helper-level airmen, who, because of lack of formal education, cannot be upgraded or promoted. These airmen were being assigned to vari[illegible] organizations all over the base beginning in January, 19[illegible], from basic training at Lackland AFB and Sampson AFB [illegible], Ala., [illegible] "assignment" [illegible] [illegible].

3. 1st Ind, Ag[illegible] "Retrainable OLD's", dtd 7 Sep 55. Exhibit [illegible].

4. 2nd Bombardment Wing and 2nd Air Base Group squadrons and staff [illegible].

5. Effective Training Report for Aug 55, OLP and ATCP. See Appendix [illegible].

6. Para 1b, 1st Ind to 2nd memorandum, dtd 7 Sep 55. Exhibit [illegible].



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



to the Air Base Group.[7] Out of the number assigned, there were only fifty-seven classified "trainable" in the Wing and 143 in the Group--being trained into their respective AFSC's--leaving 551 not in OJT because they were classified "untrainable".[8] This number minus the authorized helper-level positions in the Wing and Group, left 265 helper-level airmen unauthorized and untrainable.

Facts that can alleviate the influx of OLD "low proficiency" type airmen were considered in the report to the Air Division Commander.[9] Lieut. Colonel Fred C. Simpson, USAF, Base Director of Personnel, noted in this reply that there was no set percentage of untrainables that can be upgraded into the trainable category--that the airman's respective squadron CO could request re-testing for various reasons.[10] One - if a marked discrepancy existed between an airman's aptitude index and his ability as determined from other information or personal observation.

---

7. Ibid.

8. See Para 1c, 7F Reply to ADC Memorandum, dtd 7 Sep 55. Exhibit #19.

9. Inclosure No. 1 to 7F Reply to ADC Memorandum, dtd 7 Sep 55. (Hq Eighth AF Ltr, PMP3a, dtd 23 Apr 55, Subj: "Training of Low Aptitude Type Airmen"). See Exhibit #19.

10. Para 1c (1), (2) and (3) to 7F Reply to ADC Memorandum, dtd 7 Sep 55. Exhibit #19. AFPTI 1, "Instructions for Administering and Scoring the AQE Tests", states that airmen will not be allowed to be re-tested. However, AF Man 35-8, dtd 1 Sep 54, which governs all testing conducted by the AF, authorizes the squadron CO to request testing for reasons listed in Para 1c above.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Two - if the facts indicate that the airman was administered his knowledge test under unfavorable conditions during his tenure in one of the basic training wings. Three- if the airman's AF Form 20 had been lost or destroyed.

The Air Division CG was also told that these 010 people could raise their educational level through USAFI.[11] This was a highly recommended procedure due to the fact that a large percentage of these Category IV airmen had not completed grammar school or high school and, therefore, probably lacked sufficient command of the English language to intelligently read and understand the instructions and questions in the ACB and AQE tests. One squadron in the Air Base Group, it was reported, conducted formal instructions in general education to assist these airmen in passing the AQE test.[12]

---

11. Para 1f, 8F Reply to ADC Memorandum, dtd 7 Sep 55. Exhibit #19.

12. During April, 1955, the 42d Installations Squadron initiated a special four-week training course for untrainable 010's. The school, dubbed the "Squadron Indoctrination Course", taught such subjects as English language, arithmetic, American History, etc. After completion of the course, the AIO-assigned airmen were administered their AQE and seventy-seven per cent qualified and passed. Twent -six diplomas were awarded the graduating students; in order to obtain a diploma, the student had to gain a qualifying score of four or more in at least one phase of the AQE [reported in 15th Air Division History, May 19 5 (RCS: AF-15)].



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



During the month of August, 1955, eighty-two 010 airmen arrived at Loring AFB from basic training wings and were subsequently assigned to the Wing in the following AFSC's:[13] Five in 32010 (armament systems), forty-one in 43010 (aircraft and engines), one in 53010 (metal worker), three in 60310 (transportation), one in 64010 (supply), twenty-seven in 70010 (administrative), three in 90010 (medical) and one in 92210 (aircrew protection-survival).

Since none of these airmen are eligible for OJT, they obviously would not aid the Wing effective manning. On August 31st, the Wing had 123 untrainable airmen assigned to it.[14]

The total authorized strength of the Wing on August 31st was 2,412 airmen, while the total assigned was 2,267.[15] The remainder assigned without the untrainables was 2,144.

This group of untrainables was the first large contingent to come to the Wing.[16] Another group had been projected for September, 1955.[17] According to WO3G Joseph Scarpa, USAF, Wing Personnel Officer,[18]

---

13. File, MIL-2, "Assignment", WDF (1 thru 31 Aug 55).

14. Unit Historical Report, WDF, August 55 (RCS: ISO-D2), Para 1.

15. 42d ASG Form 225, dtd 24 Jan 55, "Daily Strength Report", 2 and 31 August 55, respectively. See Appendix #2a.

16. File, MIL-2, WDF, "Assignment", (1 thru 31 Aug 55). The first number of 010's were assigned to Wing organizations in January, 1955 [reported in 42d Bomb Wing (H) History, January thru July, 55 (RCS: AO-D51)].

17. File, MIL-2, WDF and ASDF, "Assignment" (projected assignees from basic training bases).

18. Interview with WO Scarpa by author, 1 Sep 55, in WDF.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



If this trend continued, these untrainables would assume an uncommonly large percentage (at least thirty per cent) of the personnel being sent to the Wing to replace skilled personnel lost through discharge and PCS movement.

However, it is planned through counsel and guidance to aid these airmen in imporving their general knowledge and then, to administer the AQE to them. Requests for waviers of project guidance will then be submitted for those airmen who raise their aptitude index.

Wing TO Problem

A change in the TO Of several of the Wing squadrons in May, 1955,[19] caused an imbalance in manning between the aircraft maintenance (AFSC 431/31/51) and the aircraft reciprocating engine (AFSC 432/31/51) fields. The authorizations for engine mechanics were increased, while those for airplane general mechanics were proportionally reduced leaving a shortage in the former field and an overage in the latter field. This caused a problem in placing personnel on OJT to AFSC 43171B. During August, the Wing had 119 of these slots authorized, with 117 assigned.[20] There were eighteen training in,[21] leaving vacancies for only seven

19. File, MGT-5-2, WDP, "Tables of Organization", May, 1955. Those Wing squadrons effected were the 42d Periodic Maintenance Squadron, 42d Field Maintenance Squadron and 42d Armament and Electronics Maintenance Squadron.

20. File, MGT-5-1-1, WDP, "Position Authorizations", August 1955.

21. File, TNG-1, WDP, "OJT", August 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



trainees in order to remain within the authorized 120 per cent overage at the seven level. Those squadrons which reflected manning in this AFSC below 120 per cent were permitted to utilize these vacancies.[22]

## Career Field Shortages

The administrative (AFSC702) and personnel (AFSC 732) fields were considered critically short within the Wing with the administrative field being the more critical.[23] The August manning figures showed that out of 105 airmen authorized in the 702 field, only forty-nine were assigned (by their utilization AFSC).[24] The Wing had been called upon to fill several shipments in the clerical field, with no qualified replacements supplied.[25]

The airman personnel career field was also heavily effected: out of the thirty-six people authorized within the Wing, only twenty were assigned (by their UAESC) as of August 31st.[26]

---

22. Unit Historical Report, WDP, August 1955 (RCS: ISO-D2), Para 2.

23. Interview with 2d Lieut. John Grenier, USAF, Wing Personnel Officer, by authorin WDP, 31 Aug 55.

24. File, MGT-5-1-1, WDP, "Position Authorizations", and File, MIL-2, WDP, "Assignment" (1 thru 31 Aug 55).

25. Fibe, MIL-2, WDP, "Assignment" (1 thru 31 Aug 55).

26. See Footnote #24.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Both Wing and Group Headquarters were limited to positive action that could be taken to alleviate these shortages. There was reported some projected input in the personnel career fields,[27] however, the input would not be sufficient to fill authorized vacancies. Higher headquarters have been appraised of this airman manning situation through telephone, messages, letters and personal contacts during staff visits.[28]

A critical shortage of airmen personnel still exists in the following career fields within the 42d Air Base Group: administrative (702), personnel (732), information services (721), finance (671), food service (622) and supply (641).[29] The input of qualified personnel or trainable helper-level personnel in these career fields remains very limited, and since the projected input through November, 1955, was also very small, no improvement could be expected in the foreseeable future.

Overage career fields have been screened, and where possible, in accordance with project guidance, requests have been forwarded for waivers to train personnel into shortage career fields. The number involved, however, is so small that it has no material effect on needs.

---

27. Projected input based upon known and future losses thru ETS and reassignment, TDY's and reenlistment [File, MIL-15, WDP, "Separation", and File, MIL-2, WDP, "Assignment" (August 55)]

28. Unit Historical Reports, WDP and ABDP, August 55 (RCS: ISO-D2).

29. Unit Historical Report, ABDP, Aug 55 (LAFB RCS: ISO-D2).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Other positive action taken to alleviate this situation includes screening of all untrainable helper-level personnel received to reclassify those airmen showingpotential for any of these career fields to the applicable helper-level.

The supply personnel manning situation was reported getting progressively worse. The problem was referred up through channels to the 45th Air Division Director of Personnel.[30] Projected as of December 31, 1955, the manning in this field would be down to fifty-eight personnel (officers and airmen) in sections of Wing Materiel.

Within Division organizations, five officers and 178 airmen were separated during August. Reenlistments totalled sixty-eight—the highest number to be recorded for any month since activation of Loring Air Force Base.[31]

## Effective Manning Problem

Factors which have a bearing on the 42d Wing's effective manning are the requirements for the current expansion of the U. S. Air Force to 137 wings, levies for overseas and ZI and quotas for

30. Wing Director of Materiel Unit Historical Report, August 1955 (RCS: ISO-D2).

31. Large number of reenlistees was attributed mainly to the short discharge policy as outlined in AF Reg 39-14, dtd 27 May 53. Unit Hist. Report, ABDP, Aug 55 (RCS: ISO-D2). Files, MIL-15, "Separation", ABDP (1 thru 31 Aug 55).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



technical training schools. A comparison of the effective manning (July 31st and August 31st) was outlined[32] and it was found that the entire Wing was 71.95 per cent effectively manned on July 31st and 73.1 per cent effectively manned August 31st, an increase of over two per cent. Bodily, the 42d Bombardment Wing had its assigned 89.5 per cent manned July 31st; 91.55 per cent manned on August 31st.

The 42d Air Base Group was 76.74 per cent effectively manned July 31st, 74.7 per cent on August 31st. Bodily, the Group had 85.5 per cent manned July 31st, 84.5 per cent August 31st. The reasons for the regression from previous months was due to the shortage of 419 airmen in authorized AFSC's within the Group.[33]

The Wing officer career fields in which the most critical personnel shortages existed in August were intelligence, aircraft maintenance and personnel.[34] These fields were fifteen officers short of the authorized number. These positions were being held by available officers in additional duty status. This was, of course, unsatisfactory

32. Unit Historical Report, ADP, Aug 55 (RCS: ISO-D2), Para III.

33. Effective Manning Report, ABDP, dtd 6 Sep 55. See Appendix #2b.

34. Effective Manning Report, WDP, (officers) dtd 8 Sep 55. See Appendix #2b.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



in view of the fact that the officer cannot devote sufficient time to either his primary or additional duties.

Continuing emphasis was placed on raising the skill level of all airmen by an effective OJT program. All airmen within the Wing and Air Base Group eligible for this program were undergoing instruction.[35] A consolidation of results achieved in this program were refelcted in the 45th Air Division Diredtorate of Personnel Unit Historical Report for August, 1955:[36] fourteen had completed OJT to the three-level (apprentice), twenty-eight had completed training to the five-level (specialist) and twelve to the seven-level (technician). The number upgraded was also outlined: eleven to the three-level, eighteen to the five-level and twelver to seven-level.

35. See Footnote #23, this Chapter.

36. Unit Historical Report, ADP, August 55 (RCS: ISO-D2) signed by Col. John B. F. Dice, USAF, 45th Air Div Director of Personnel.

0055

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## MISCELLANEOUS

### Hospital Report[1]

The 4034th USAF Hospital, in August, had 246 patients admitted for treatment. The seventy-five bed hospital had a 37.4 average per beds occupied. The number of in-patients for August broken down shows eighty-six military personnel admitted and 160 civilian dependents[2] taken in.

The number of outpatient treatments for August amounted to 7,435. Broken down: military - 3,249 and civilian - 4,188.

The full-time personnel equivalent per average occupied bed was 1.83 and the daily outpatient work unit per full-time personnel equivalent was 5.73.

### Air Division Commander Promoted

Colonel William K. Martin, USAF, 16977A, 45th Air Division Commander, was promoted to the grade of Brigadier General effective August 1, 1955.[3] His promotion was confirmed by the U. S. Senate on July 22d following his appointment by President Eisenhower. Word

---

1. 4034th USAF Hospital Unit Historical Report, Aug 55 (LAFB RCS: ISO-D2). See "Bi-Monthly Report of Professional Activities for USAF Hospitals", for the periods July and August 1955 (RCS: AF-M9). Exhibit #21.

2. The reason for the large increment of dependent admissions to the hospital stems fromthe on-base Wherry and Gov't. Housing facilities (approximately two-thousand wives and children live inside base boundaries).

3. See Photo, Brig. Gen. Martin, Exhibit #1.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



was received at Air Division Headquarters of the promotion just a few days after the confirmation.

General Martin had took command of the 45th Air Division--the mother organization to the 42d Heavy Bombardment Wing and 42d Air Base Group--on June 18th vice Brigadier General Bertram C. Harrison, USAF.

Eighth Air Force Commanders' Conference
at Loring

The 45th Air Division was host to the annual Eighth Air Force Commanders' Conference held August 17-19, 1955.

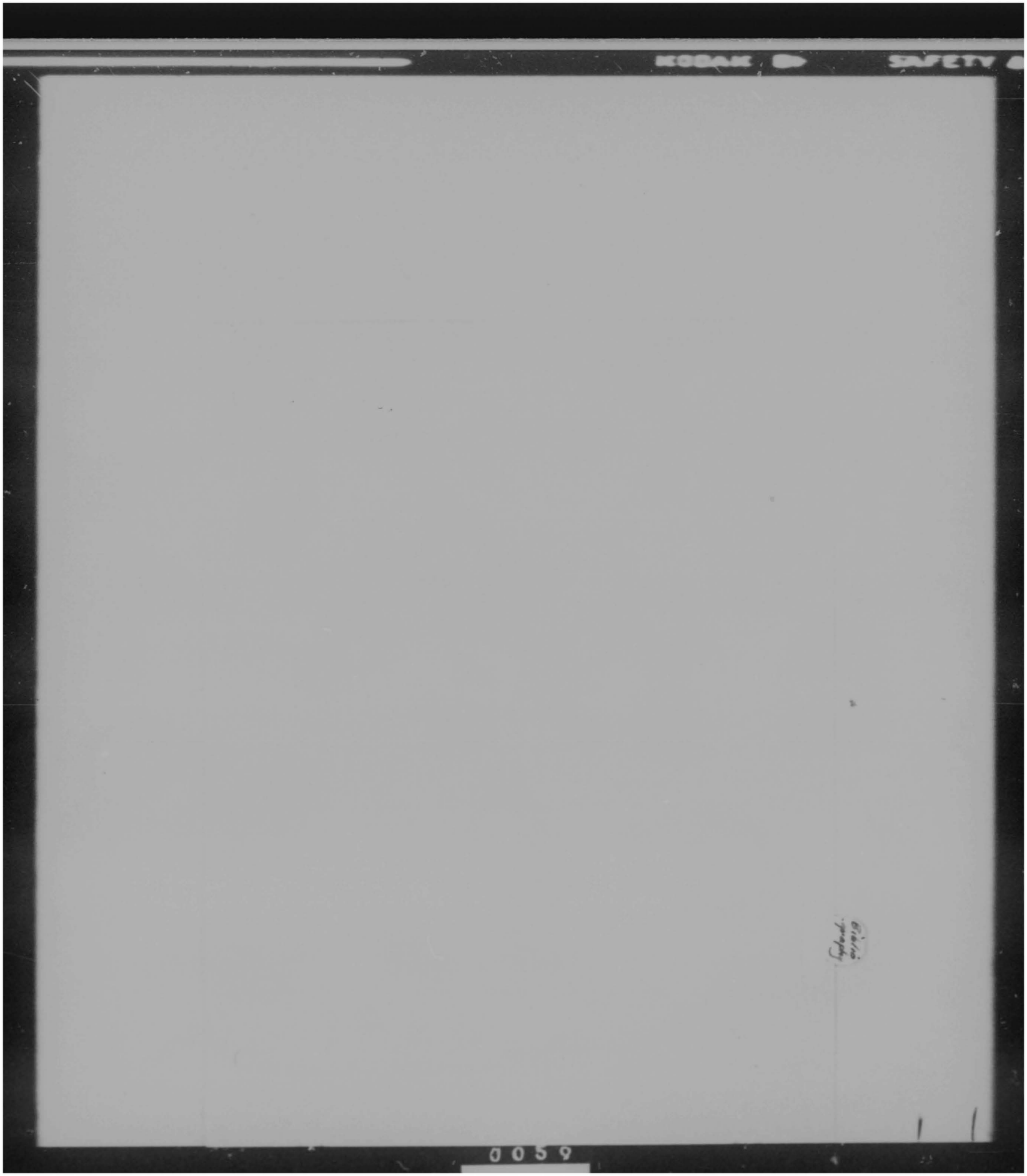
Major General Walter C. Sweeney, USAF, Commander of the Eighth Air Force, and his staff were the first to arrive on August 17th.[4] After a short tour of the base, General Sweeney and staff were flown by H-19 helicopter to Squapan Lake, Maine, the site of the Conference.

4. See Roster of Commanders present at Eighth AF Commanders' Conf. Exhibit #22.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



BIBLIOGRAPHY

Official Publications:

Dept of the Army GO 29, dtd 21 Apr 46: "Battle Honors, 42d Bombardment Group (Southern Philippines)".

War Dept GO 12, dtd 1 Feb 46: "Battle Honors, 42d Bombardment Group (Bismarck Archipelago, Luzon, New Guinea and Northern Solomons)".

SAC GO 10, dtd 25 Feb 53: "Sec. I - Discontinuance of the 4215th Air Base Squadron; Sec. II - Activation of the 42d Bombardment, Heavy".

Dept of the AF GO 34, dtd 15 Sep 54, Para 6: "Redesignation of Loring AFB, Maine".

SAC GO 69, dtd 6 Oct 54: "Activation of the 45th Air Division".

SAC GO 79, dtd 8 Dec 54: "Activation of the 42d Air Refueling Squadron, Heavy".

War Dept GO 44, dtd 13 May 46: "Distinguished Unit Citation, 42d Bombardment Group (Borneo, Netherlands East Indies)".

Cir 1, Hq, Thirteenth AF, dtd 10 Jan 46: "Battle Honors, 42d Bombardment Group (China Defensive and Offensive)".

War Dept Ltr, AG 322 (26 Mar 46) OB-I-E-M, dtd 26 Mar 46.

Dept of the AF Ltr 322 (AFOMO 410h), dtd 24 Mar 53.

AF Reg 210-1, dtd 11 Mar 55, "Historical Data (Program and Procedure)".

AF Man 210-1, dtd 15 Sep 52: "Style Manual for AF Historians".

AF Reg 23-12, dtd 25 Mar 54: "Organization - Field (Strategic Air Command)".

AF Reg 205-1, dtd 15 Dec 53: "Security (Safeguarding Military Information)".

Hq USAFE Man 210-1, dtd 25 Mar 53: "Style Manual for USAFE Historians".

SAC Reg 50-8, dtd 24 Nov 53: "Training Program for SAC Units".

SAC Reg 210-1, dtd 4 Jun 54: "Historical Data (Preparation of Histories)".

0060

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



SAC Man 210-1, dtd Jun 51: "Preparation of Histories".

SAC Reg 23-1, dtd 3 May 50: "Organization - Air Commands and Air Forces (Mission - Eighth Air Force)".

SAC Reg 20-1, dtd Dec 54: "Functional and Procedural Manual for the Implementation of SAC Reg 20-15".

SAC Reg 50-24, dtd 7 Apr 55: "Training - Unit and Combat Crew Requirements".

Eighth Air Force Reg 210-1, dtd 12 November 52: "Historical Data (Submission and Review of Histories)".

Eighth AF Reg 23-13, dtd 15 Nov 54, as amnd by Eighth AF Reg 23-13A, dtd 14 Jan 55: "Organization - Field (Mission 45th Air Division)".

Eighth AF Reg 23-9, dtd 1 Apr 54, as amnd by Eighth AF Reg 23-9A, dtd 2 Feb 55: "Organization - Field (Mission 42d Bombardment Wing, Heavy)".

42d ABGp Reg 210-1, dtd 4 Apr 54 as amnd by 42d ABGp Reg 210-1A, dtd 27 May 54: "Historical Data (LAFB RCS: ISO-D2).

SAC Reg 67-32, dtd 25 May 54: "Supply Inspections".

SAC Reg 51-19, dtd 15 May 54: "Flying Training Checkout Requirements".

SAC Reg 60-2, dtd 3 Apr 53: "Semi-annual Flying Requirements for Pilots".

SAC Reg 50-8, dtd 16 May 55: "Combat Crew Quarterly Training Requirements".

SAC Reg 51-4, dtd 14 Jul 55: "Standboard Checks".

Correspondence:

Dept of the AF Ltr to Commander-in-Chief, SAC, Offutt AFB, Nebraska, dtd 29 Jun 55, Subj: "Unit Awards for 42d Bombardment Group".

42d Bomb Wing WODI Ltr to Commander, Eighth AF, dtd 23 Aug 55, Subj: "(Unclassified) Critique on Eighth Air Force Ops Order 129-55 (CHUCK WAGON III) (Site 1) and (Site 2) (SECRET)".

45th Air Division BOC Ltr to Commander, Eighth AF, dtd 25 Aug 55, Subj: "Quarterly Review of Nav-Aids".



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



45th Air Division Ltr to three Loring airmen, dtd 4 Aug 55, Subj: "Management Improvement Awards".

Memorandum, ADC, Subj: "Untrainable O10's", dtd 1 Sep 55. BP Reply, Subj: "Untrainable O10's", dtd 7 Sep 55.

Eighth AF Message, PDF1A 19435, dtd 30 July 55, Subj: "Eighth Air Force Ops Order 306-55, 'Clear Road' (45th Air Division portion)".

Orders:

45th Air Division Operation Order 129-55, dtd 1 Aug 55, "Operation Chuck Wagon III".

42d Bombardment Wing Operation Order 300-55, dtd 25 Aug 55, "Operation Post Hole".

Files:

MIL-2, "Assignment, Wing Dir of Personnel

MIL-15, "Separation", Wing Dir of Personnel.

MGT-5-1-1, "Position Authorizations", Wing Dir of Personnel.

TNG-1, "On-the-job Training", Wing Dir of Personnel.

Recurring Reports:

AF Form 110a, "Daily Report of Aircraft Status and Purpose of Flight", August, 1955.

42d ABGP Form 225, "Daily Strength Report", dtd 2 and 31 August 1955, respectively.

Officers Roster - 45th Air Division (42d Bomb Wing and 42d Air Base Group), dtd 31 Aug 55 (RCS: SAF-P1).

Combat Crew Air Training Report for August 1955 (RCS: 1-SAC-T12).

Refueling Air Training Report for August 1955 (RCS: 4-SAC-T12).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Newspapers:

Fort Fairfield Review (weekly), Fort Fairfield, Maine.

Aroostook Republican (weekly), Caribou, Maine.

Presque Isle Star-Herald (weekly), Presque Isle, Maine.

Limestone Leader (weekly), Limestone, Maine.

Bangor Daily News (daily), Bangor, Maine.

LimeLite (Loring AFB weekly publication), Loring AFB, Maine.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0064

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX No. 1



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL*

45th AIR DIVISION (SAC)

AUGUST 1955

HEADQUARTERS, 45th AIR DIVISION:

| | | |
|---|---|---|
| Commander | William K. Martin (1697A) | Brig. General |
| Director of Pers | John B. F. Dice (899A) | Colonel |
| Director of Mat | Wendell M. Van Sickle (6554A) | Colonel |
| Director of Ops | Sam L. Barr (4325A) | Colonel |

[illegible] AIR BASE GROUP:

| | | |
|---|---|---|
| Commander | Jackson W. Lewis (2116A) | Colonel |
| Deputy Commander | William W. Parnis (2266A) | Lieut. Colonel |
| Director of Pers | Fred C. Simpson (AO424142) | Lieut. Colonel |
| Director of Mat | Harry D. Twewilliger (AO1549390) | Major |
| Director of Ops | Edward F. Fleming (AO790825) | Major |
| Manpower & Organ | William A. Carter (3019A) | Lieut. Colonel |
| Comptroller | William S. Pequignot (AO564007) | Lieut. Colonel |
| Judge Advocate | Carl E. Pearson (21796A) | Major |
| Chaplain | John J. Long (AO487098) | Lieut. Colonel |

* Roster of Officers of the 45th Air Division as of 31 August 1955 (RCS: SAP-P11).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL

| | | |
|---|---|---|
| Information Services | Charles R. Hughes (A03013363) | First Lieutenant |
| Director of Safety | Lorenzo Caliendo (A0683963) | Major |
| Adjutant | Frank C. Elliott (A01533548) | Captain |
| Comdt, Hq Sqdn | Frank L. Wrigglesworth (A0431085) | Major |
| Comdr, 42d Air Pol Squadron | Robert B. Love (A0215113) | Lieut. Colonel |
| Comdr, 42d Install's Squadron | Ernest L. Buckley (17912A) | Major |
| Comdr, 42d Ops Squadron | Donald R. Sandvig (A01036711) | Captain |
| Comdr, 42d Supply Squadron | Edwin C. Annis (A0747705) | Captain |
| Comdr, 42d Mtr Veh Squadron | Donald R. Kidd (A01038717) | Captain |
| Comdr, 42d Food Ser Squadron | Bertil E. Carlson (A42201390) | WO3 |

42d HEAVY BOMBARDMENT WING:

| | | |
|---|---|---|
| Commander | Jerome Tarter (1968A) | Colonel |
| Deputy Commander | Woodrow P. Swancutt (3729A) | Colonel |
| Director of Pers | Albert K. Stebbins (16802A) | Major |
| Director of Mat | Frank J. Rimehart (A0432128) | Lieut. Colonel |
| Director of Ops | John H. Blaber (6439A) | Lieut. Colonel |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL

| | | |
|---|---|---|
| Air Inspector | Jeane O. Brice (A0886050) | Major |
| Adjutant | Robert W. O'Keefe (A03024155) | First Lieutenant |
| Director of Safety | Freeman J. Williams (A01908786) | Captain |
| Comdt, Hq Sqdn | Dale H. Edwards (A03017902) | First Lieutenant |
| Comdr, 69th Bomb Squadron (H) | Robert R. Scott (A0833821) | Lieut. Colonel |
| Comdr, 70th Bomb Squadron (H) | Victor P. Malmgren (8196A) | Major |
| Comdr, 75th Bomb Squadron (H) | Frank E. Mitchell (A0687055) | Major |
| Comdr, 42d Air Refueling Sqdn(H) | Willie H. Sonntag (A0725369) | Major |
| Comdr, 42d A & E Maintenance Sqdn | Tom B. Stewart (7554A) | Lieut. Colonel |
| Comdr, 42d Periodic Maintenance Sqdn | William M. Wood (A0749171) | Major |
| Comdr, 42d Field Maintenance Sqdn | Philip H. Curtiss (6779A) | Lieut. Colonel |
| Comdr, 42d Tac Hospital | James G. Langford (26148A) | Lieut. Colonel |

42d TAC HOSPITAL:

| | | |
|---|---|---|
| Commander | James G. Langford (26148A) | Lieut. Colonel |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX No. 2a



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

2 AUGUST 1955

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRES | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRES |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | 10 | 15 | 0 | 9 | 7 | 13 | 0 | 11 |
| HQ 42D BOMB WING | 47 | 50 | 1 | 35 | 124 | 122 | 0 | 99 |
| 69TH BOMB SQUADRON | 109 | 96 | 1 | 76 | 229 | 218 | 0 | 187 |
| 70TH BOMB SQUADRON | 109 | 95 | 1 | 59 | 229 | 240 | 0 | 196 |
| 75TH BOMB SQUADRON | 109 | 94 | 1 | 79 | 229 | 219 | 0 | 195 |
| 42D FLIGHT MAINT SQUADRON | 8 | 8 | 0 | 8 | 655 | 546 | 0 | 487 |
| 42D FSR MAINT SQUADRON | 5 | 5 | 0 | 4 | 247 | 230 | 0 | 198 |
| 42D A & E MAINT SQUADRON | 12 | 11 | 0 | 9 | 305 | 328 | 0 | 261 |
| 42D AIR REFUELING SQUADRON | 100 | 92 | 1 | 80 | 250 | 208 | 0 | 173 |
| TOTAL | 509 | 466 | 5 | 359 | 2275 | 2124 | 0 | 1807 |
| 42D TACTICAL HOSPITAL | 36 | 27 | 0 | 25 | 137 | 131 | 0 | 118 |
| 26MED USAF HOSPITAL | 16 | 19 | 0 | 11 | 19 | 14 | 3 | 15 |
| TOTAL | 52 | 46 | 0 | 36 | 156 | 145 | 3 | 133 |
| 42D AIR BASE GROUP | 61 | 51 | 5 | 49 | 263 | 299 | 0 | 265 |
| 42D CSG SQUADRON | 10 | 8 | 1 | 8 | 161 | 185 | 8 | 173 |
| 42D SUPPLY SQUADRON | 16 | 10 | 1 | 7 | 293 | 274 | 0 | 224 |
| 42D MOTOR VEHICLE SQUADRON | 4 | 3 | 0 | 3 | 192 | 178 | 0 | 157 |
| 42D CHAPLAIN SQUADRON | 10 | 5 | 2 | 6 | 320 | 311 | 0 | 282 |
| 42D MAIN DENTAL SQUADRON | 4 | 2 | 0 | 2 | 266 | 232 | 0 | 208 |
| 42D MEDICAL SQUADRON | 6 | 8 | 0 | 7 | 273 | 255 | 0 | 213 |
| 42D AIR FORCE BAND | 1 | 0 | 0 | 0 | 19 | 17 | 0 | 15 |
| TOTAL | 112 | 87 | 9 | 82 | 1787 | 1751 | 8 | 1537 |
| GRAND TOTAL | 673 | 599 | 14 | 477 | 4218 | 4020 | 11 | 3477 |

ROBERT RAPPAPORT CAPTAIN USAF

.0070

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE: 31 AUGUST 1955

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRD |
|---|---|---|---|---|---|---|---|---|
| 1ST AUTO AIR DIVISION | 10 | 9 | 0 | 6 | 7 | 6 | 0 | 5 |
| 3RD BOMB WING | 47 | 45 | 0 | 30 | 124 | 124 | 0 | 106 |
| 8TH BOMB SQUADRON | 109 | 96 | 0 | 79 | 229 | 220 | 0 | 186 |
| 16TH BOMB SQUADRON | 109 | 99 | 0 | 86 | 229 | 239 | 0 | 197 |
| 25TH BOMB SQUADRON | 109 | 96 | 0 | 73 | 229 | 216 | 0 | 177 |
| 420 A.C.&W. MAINT SQUADRON | 8 | 7 | 0 | 6 | 654 | 550 | 0 | 485 |
| 420TH FER MAINT SQUADRON | 5 | 5 | 0 | 4 | 247 | 223 | 0 | 199 |
| 420 A.S.E. MAINT SQUADRON | 12 | 9 | 0 | 7 | 302 | 354 | 0 | 286 |
| 420TH AIR REFUELING SQUADRON | 100 | 99 | 0 | 82 | 250 | 213 | 0 | 189 |
| TOTAL | 509 | 465 | 0 | 373 | 2275 | 2145 | 0 | 1830 |
| 420 TACTICAL HOSPITAL | 36 | 25 | 0 | 23 | 137 | 122 | 0 | 111 |
| 26TH DIAY HOSPITAL | 16 | 19 | 1 | 16 | 19 | 14 | 4 | 17 |
| TOTAL | 52 | 44 | 1 | 39 | 156 | 136 | 4 | 128 |
| 420TH AIR BASE GROUP | 63 | 57 | 0 | 48 | 266 | 304 | 0 | 270 |
| [illegible] SQUADRON | 11 | 8 | 0 | 8 | 161 | 175 | 9 | 167 |
| [illegible] | 16 | 10 | 0 | 5 | 293 | 277 | 0 | 237 |
| 420 MOTOR VEHICLE SQUADRON | 4 | 3 | 0 | 3 | 192 | 182 | 0 | 163 |
| 420 A.M. POLICE SQUADRON | 10 | 7 | 0 | 6 | 320 | 299 | 0 | 270 |
| 420 AIR TRANSPORT SQUADRON | 4 | 2 | 0 | 2 | 266 | 225 | 0 | 217 |
| 420 [illegible] SQUADRON | 6 | 7 | 0 | 6 | 273 | 249 | 0 | 226 |
| 26TH AIR RESCUE SQUAD | 1 | 0 | 0 | 0 | 19 | 16 | 0 | 14 |
| TOTAL | 114 | 94 | 0 | 78 | 1787 | 1729 | 9 | 1564 |
| GRAND TOTAL | 675 | 603 | 1 | 490 | 4218 | 4008 | 13 | 3522 |

ROBERT RAPPAPORT CAPTAIN USAF

0071

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX No. 2b



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECURITY CLASSIFICATION (If any)

# DISPOSITION FORM

FILE NO.

SUBJECT Monthly Evaluation of Operations

TO BCMA

FROM BP-C

DATE 6 September 1955

COMMENT NO. 1

1. In compliance with Base Regulation 170-4 dated 27 September 1954, the following report is submitted:

a. Personnel Records: All entries on personnel records that are applicable to the Air Base Group Squadrons are completed.

b. Manning in required specialties:

| AUTH | ASGD | EFF ASGD | % EFF ASGD |
|---|---|---|---|
| 1788 | 1712 | 1369 | 76.56 |

(1) Reason for regression of 1.23 % from last month and not obtaining maximum score.

(a) There is a shortage of 419 airmen in authorized AFSC's. AFSC's not filled are as follows:

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 22250 | 2 | 46170 | 5 | 57170 | 1 | 67170 | 1 |
| 22350 | 1 | 46230 | 1 | 60130 | 2 | 67250 | 8 |
| 23250 | 2 | 47150 | 4 | 60170 | 2 | 67270 | 3 |
| 23370 | 1 | 47132 | 5 | 60330 | 12 | 68150 | 1 |
| 29170 | 1 | 47152 | 2 | 60351 | 2 | 68250 | 2 |
| 30150B | 3 | 47270 | 2 | 62130 | 4 | 68251 | 3 |
| 30350 | 2 | 53330 | 2 | 62170 | 1 | 68270 | 2 |
| 30370 | 1 | 53350 | 1 | 62230 | 18 | 70230 | 7 |
| 30450A | 1 | 53331 | 1 | 62250 | 30 | 70250 | 23 |
| 30452 | 7 | 53351 | 3 | 62330 | 3 | 72150 | 5 |
| 32150E | 3 | 55130 | 4 | 62350 | 5 | 72170 | 2 |
| 47154 | 1 | 55150 | 1 | 64150 | 6 | 72171 | 1 |
| 32350B | 1 | 55152 | 1 | 64131 | 1 | 73250 | 5 |
| 32371B | 3 | 55230 | 1 | 64151 | 4 | 73251 | 12 |
| 34130A | 1 | 55250 | 1 | 64173 | 1 | 73170 | 1 |
| 34150A | 3 | 56130 | 1 | 64152 | 4 | 73370 | 2 |
| 34350A | 1 | 56170 | 1 | 64174 | 2 | 74130 | 4 |
| 34370 | 2 | 56470 | 1 | 64175 | 3 | 74131 | 2 |
| 34450 | 1 | 56530 | 1 | 64230 | 1 | 75230 | 1 |
| 34470 | 3 | 56550 | 3 | 64330 | 8 | 75270 | 1 |
| 36132 | 1 | 56650 | 1 | 64350 | 10 | 77150 | 91 |
| 36250 | 1 | 57130 | 5 | 65150 | 3 | 77171 | 1 |
| 36231 | 2 | 57150 | 9 | 65170 | 1 | 92250 | 2 |
| 36350 | 2 | | | 67150 | 7 | TOTAL | 419 |
| 36371 | 1 | | | | | | |

DD FORM 1 FEB 50 96 REPLACES NAVEXOS FORM 96, 1 OCT 48, WHICH MAY BE USED

0073

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) Loss by PCS transfer in the following AFSC 's:

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 70250 | 1 | 62270 | 1 | 55250 | 1 | 60330 | 1 |
| 73250 | 1 | 70270 | 1 | 70230 | 5 | 47151 | 1 |
| 77150 | 1 | 47170 | 2 | 47131 | 1 | TOTAL | 16 |

(c) Loss by discharge in the following AFSC's.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 62350 | 1 | 64151 | 2 | 60330 | 1 | 56150 | 1 |
| 55230 | 1 | 73251 | 3 | 29170 | 1 | 74151 | 1 |
| 47151 | 3 | 77150 | 8 | 62150 | 2 | 67250 | 1 |
| 70250 | 4 | 60350 | 5 | 62250 | 3 | 92250 | 1 |
| 47170 | 1 | 57150 | 5 | 34150 | 1 | TOTAL | 53 |
| 55150 | 1 | 64150 | 6 | 70270 | 1 | | |

(2) Action that can be taken to alleviate this regression:

(a) Upgrade all airmen who have completed OJT and have passed the Airman Proficiency Test or Air Force Job Knowledge Test. The results of the June testing cycle for Airmen in the 22, 23, 30, 32, 40 53, 55, 57, 58, 67, 70, 73, 74, 77, 83, 92 Career Fields have been received. A total of 227 airmen assigned 45th Air Division were administered the test. One hundred and ninety - one airmen attained a passing score. Thirty six airmen attained a failing score. The percentage breakdown for this cycle was 85 % passed and 15 % failed. A total of 77 Air Force Job Knowledge tests were administered. Of this number, Seventy airmen attained a qualifying score and seven failed.

(b) The following airmen are projected for assignment into the Air Base Group:

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 29350 | 1 | 64151 | 1 | 55230 | 1 | 7025 | 1 |
| 29330 | 10 | 64152 | 1 | 57170 | 1 | 73251 | 1 |
| 32130E | 3 | 64171 | 1 | 67230 | 2 | 74010 | 1 |
| 34131B | 1 | 67150 | 1 | 70250 | 1 | 77010 | 1 |
| 36131 | 1 | | | 77170 | 1 | TOTAL | 29 |

2. The main reason for the continued regression and the impossibility of obtaining the maximum score is the same as previous months:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(a) Skilled level airmen being discharged or reenlisting for another station.

(b) The small amount of skilled airmen being assigned this station.

(c) The supporting of mandatory PCS transfers.

3. There are presently 560 helper level airmen assigned to the 42d Air Base Group. There are 269 authorized helper level positions. There are 143 of these helper level airmen on OJT for the apprentice three level. This leaves a total of 158 airmen at the helper level who are being reflected against our over all assigned strength. Airmen at the helper level in the Air Base Group are as follows:

| AFSC | AUTH | ASGD | NET | UAFSC | TNG INTO & NO |
|---|---|---|---|---|---|
| 22010 | | 1 | 1 | 1 | |
| 23010 | 3 | 1 | 1 | 1 | |
| 29010 | 1 | 7 | 5 | 5 | 2 29130 |
| 43010 | 2 | 5 | 5 | 5 | |
| 46010 | | 11 | 8 | 5 | 6 46130 |
| 47010 | 2 | 5 | 4 | 4 | 1 47131 |
| 53010 | | 1 | 1 | 1 | |
| 55010 | 27 | 28 | 23 | 23 | 5 55231 |
| 56010 | 19 | 18 | 11 | 11 | 6 56430 |
| 57010 | 42 | 61 | 50 | 50 | 11 57130 |
| 60110 | | 3 | 3 | 3 | |
| 60310 | 2 | 15 | 13 | 15 | |
| 62010 | 94 | 118 | 114 | 118 | |
| 64010 | 10 | 52 | 39 | 37 | 15 64130/31/32 |
| 67010 | | 2 | | | 1 67130 |
| 68010 | | 4 | 1 | 1 | 3 68130 |
| 70010 | 8 | 56 | 44 | 46 | 10 70230 |
| 71010 | | 1 | 1 | 1 | |
| 72010 | | 4 | 3 | 3 | 1 72130 |
| 73010 | | 5 | 3 | 3 | 2 73231 |
| 74010 | 1 | 12 | 12 | 12 | |
| 77010 | 57 | 149 | 70 | 72 | 77 7713 0 |
| 92210 | 1 | 1 | | 1 | 1 92230 |
| TOTAL | 269 | 560 | 412 | 417 | 143 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. There were sixty-three airmen upgraded to the three, five and seven level during the month of August. The breakdown is as follows:

a. Upgraded to three level: 37
b. Upgraded to five level: 24
c. Upgraded to seven level 2

RICHARD L. MORTON, Captain, USAF
Base Classification Officer



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1. Air Base Group Officer Manning in Required Specialties:

| AUTH | ASGD | EFF ASGD | % EFF ASGD |
|---|---|---|---|
| 114 | 85 | 83 | 72.8% |

2. Reasons for not obtaining maximum results:

a. The 42d Air Base Group is undermanned thirty-one officers and warrant officers.

(1) Shortages are as follows:

| AFSC | No. | AFSC | No. |
|---|---|---|---|
| 1324 | 2 | 7336 | 1 |
| 2334 | 1 | 7535 | 1 |
| 3216 | 1 | 7724 | 2 |
| 3254 | 1 | 7924 | 2 |
| 6016 | 1 | 36000 | 1 |
| 6424 | 5 | 62000 | 1 |
| 6736 | 1 | 64100 | 2 |
| 7216 | 1 | 70000 | 1 |
| 7324 | 4 | 73000 | 1 |
| 6746 | 1 | 77100 | 1 |
| | | TOTAL: | 31 |

(2) There are two officers overage who have assignment limitations. One is a 7324 (Legal Officer) and one is a 5524 (Installations Engineer).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1. Air Base Group Officer Manning in Detached Installations:

| [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] |

2. Reasons for not attaining maximum results:

a. The 22d Air Base Group is understrength junior-grade officers and warrant officers.

(1) Shortages are as follows:

| [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| | | Total | [illegible] |

(2) There are two officers overage who have assignment limitations. One is a [illegible] officer and one is a [illegible] Installations Officer.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# DISPOSITION FORM

SECURITY CLASSIFICATION (If any): UNCLASSIFIED

FILE NO.

SUBJECT: Effective Manning Report

TO: DCMA

FROM: WDFS

DATE: 8 Sep 55

COMMENT NO. 1

1. The following information is submitted in accordance with Base Regulation 170-41

a. Officers:

| SQUADRON | AUTH | ASGD | EFF ASGD |
|---|---|---|---|
| Hq 42d BOMBG | 47 | 45 | 43 |
| 69th BOMRON | 109 | 96 | 96 |
| 70th BOMRON | 109 | 99 | 97 |
| 75th BOMRON | 109 | 96 | 96 |
| 42D ATRFS | 100 | 98 | 95 |
| 42D FLEMAINTRON | 8 | 7 | 7 |
| 42D PERMAINTRON | 6 | 5 | 5 |
| 42D AMEMAINTRON | 12 | 9 | 8 |
| 42D TAC HOSP | 35 | 24 | 23 |

| | |
|---|---|
| Hq 42d BOMBG | Lt Col Smith - 2516 Just rept in |
| | 1st Lt Evans - 7535 Not auth |
| 70th BOMRON | Morris - 4322 Overage |
| | Weik - 4322 Overage |
| 42D ATRFS | Bethke - 1534A Overage |
| | Baechle - 1534F Overage |
| 42D AMEMAINTRON | WO2G Leyden - 73000 Not auth |
| 42D TAC HOSP | Maj Manners - Not auth |

b. Airmen:

| SQUADRON | AUTH | ASGD | EFF ASGD |
|---|---|---|---|
| Hq 42D BOMBG | (a) 38 | 36 | 29 |
| | (b) 86 | 86 | 43 |
| 69th BOMRON | (a) 172 | 152 | 114 |
| | (b) 57 | 68 | 39 |
| 70TH BOMRON | (a) 172 | 179 | 127 |
| | (b) 57 | 60 | 41 |
| 75TH BOMRON | (a) 172 | 166 | 119 |
| | (b) 57 | 53 | 33 |
| 42D PERMAINTRON | (a) 226 | 204 | 195 |
| | (b) 21 | 19 | 15 |

DD FORM 1 FEB 55 96 REPLACES AFMD FORM 96, 1 OCT 48, WHICH MAY BE USED

0079

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HT, VJ5V, Ltd 6 Sep 55, Subj: Effective Manning Report

b. Airman: Cont'd

| RATINGS | | AUTH | ASGD | NET ASGD |
|---|---|---|---|---|
| AMS FLIMAINTCMN | (a) | 471 | 364 | 328 |
| | (b) | 224 | 186 | 152 |
| AMS AMMAINTCMN | (a) | 237 | 201 | 152 |
| | (b) | 66 | 69 | 33 |
| AMS ATEMS | (a) | 193 | 175 | 152 |
| | (b) | 57 | 38 | 25 |
| AMS TAC NCOP | (a) | 1 | 2 | 0 |
| | (b) | 136 | 122 | 95 |

DESIGNATOR NCOs FLIGHTMEN

| | | | | |
|---|---|---|---|---|
| AMS NCOs | (a) | 1640 | 1561 | 1442 |
| | (b) | 753 | 701 | 577 |

(a) Overage in unauth AFSC's: 91
Overage in AFSC at 7 levels: 54
Overage in AFSC at lower levels: 178
TOTAL: 319

(b) Overage in unauth AFSC's: 108
Overage in AFSC at 7 levels: 0
Overage in AFSC at lower levels: 96
TOTAL: 204

(a) Direct Support Skills (30, 32, 33, 40, and 41 career fields)
(b) Indirect Support Skills (Other career fields)

JOHN D. SMITH
Maj., USAF
Personnel Officer

0080

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0081

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0082

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0083

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0084

THIS PAGE IS DECLASSIFIED IAW EO 13526

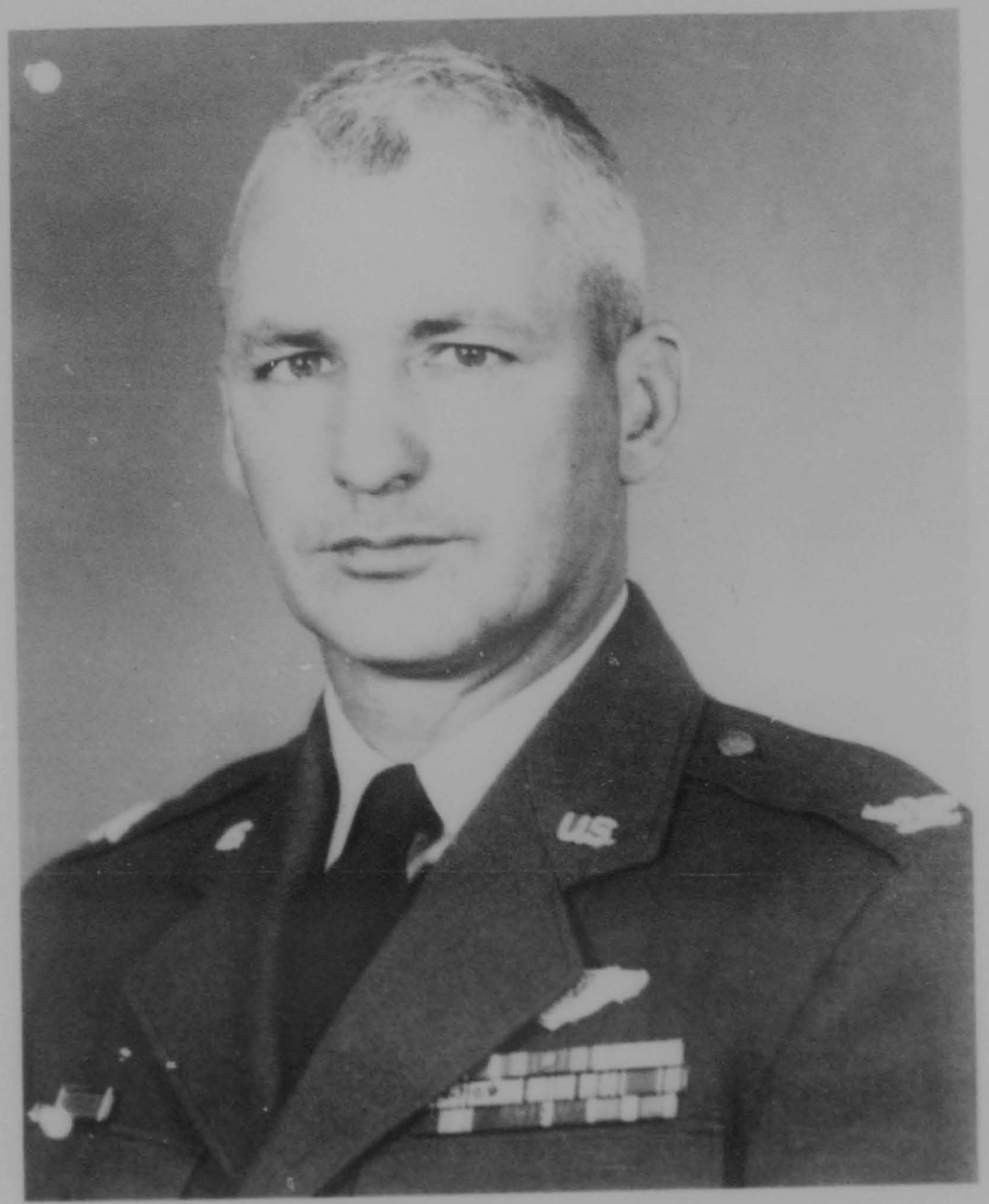
THIS PAGE IS DECLASSIFIED IAW EO 13526

COLONEL JEROME TANTIN, USAF, 42D BOMBARDMENT WING COMMANDER

0085

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



COLONEL WOODROW P. SWANCUTT, USAF, 420 BOMB WING DEPUTY COMMANDER

0086

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COLONEL JACKSON V. LEWIS, USAF, 42ND AIR BASE GROUP COMMANDER (LOSING BASE COMMANDER)

0087

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COLONEL WILLIAM W. FARRIS, USAF, 420 AIR MAIL GROUP DEPUTY COMMANDER
(LORING DEPUTY BASE COMMANDER)

0088

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0089

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Colonel John B. F. Dice, 45th Air Division Director of Personnel.

0096

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Colonel Wendell M. Van Sickle, 45th Air Division Director of Materiel.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Colonel Sam L. Barr, 45th Air Division Director of Operations.



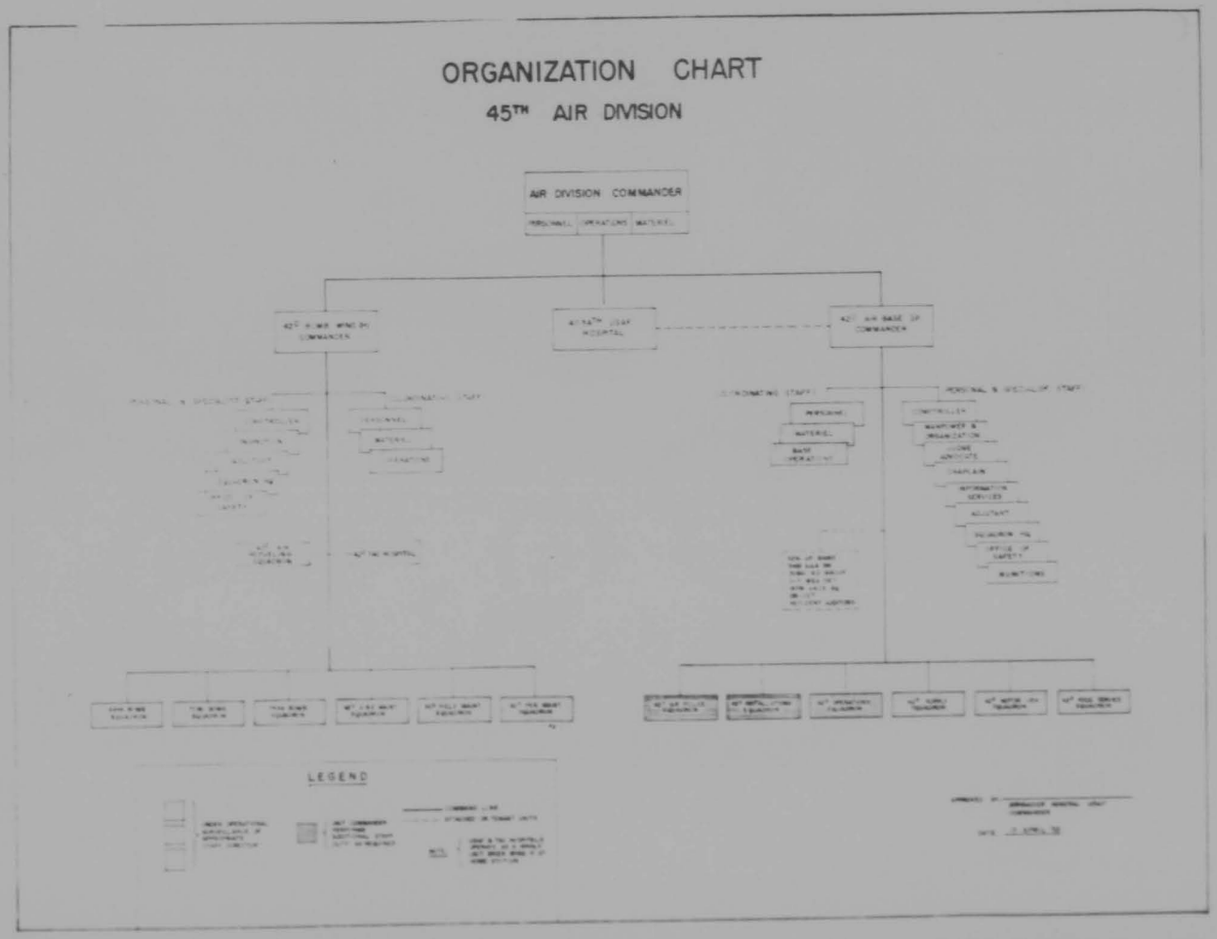
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0093

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




0094

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0095

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"THIS OPERATION ORDER IS A CERTIFIED

TRUE COPY."

Edward V. Johnson Jr.
EDWARD V. JOHNSON, Jr.
2d Lt., USAF
Information Services Officer

0096

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

AUTH: COM 45 ADIV
DATE_____
SIGNED_____

HEADQUARTERS 45th AIR DIVISION (SAC)
LORING AIR FORCE BASE, LIMESTONE, MAINE
1 AUGUST 1955

OPERATIONS ORDER

NUMBER 129-55

CHUCK WAGON III

This document consists of 27 pages
Copy _____ of Copies _____

45ADIV OPSORD
129-55
1 AUG 55

3255 S

SECRET

0097

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS 45TH AIR DIVISION (SAC)
LORING AIR FORCE BASE, LIMESTONE, MAINE
1 AUGUST 1955

OPERATIONS ORDER NUMBER 129-55

CHART OR MAP REFERENCE: As Required

TASK ORGANIZATIONS:

| | |
|---|---|
| 42d Bombardment Wing | Colonel Tarter |
| 69th Bombardment Squadron | Lt Colonel Scott |
| 75th Bombardment Squadron | Major Mitchell |
| 42d Air Base Group | Colonel Lewis |

1. GENERAL SITUATION: A requirement exists to conduct an operational exercise for the purpose of recovering SAC aircrews downed behind simulated enemy lines. In conjunction with this exercise, the crews will practice escape, evasion, and survival training.

a. Enemy Forces:

(1) As briefed by Eighth Air Rescue Group.

(2) Pick up site: 42d Bomb Wing - site 1 - Canastota APRT, Canastota, New York - 43 05N, 74 46W. Aircraft Commander will contact Sheriff Cullin TP Oneida 975, Wampsville, New York, upon arrival.

(3) Pick up site: 42d Bomb Wing - site 2 - Pottstown Municipal APRT, Pottstown, Penn. Aircraft Commander will contact Sheriff Glass, TP 5-5000, Norristown, Penn, upon arrival.

b. Friendly Forces:

(1) Commander, Griffis Air Force Base, Rome, New York.

45ADIV OPSORD
129-55
1 AUG 55
32555



SECRET

0098

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(a) Provide necessary ground transportation for 42d Bomb Wing personnel from Griffis AFB to site #1.

(2) Commander, Pennsylvania Air National Guard.

(a) Provide necessary ground transportation for 42d Bomb Wing personnel from General Spaatz AFBT to site #2.

(3) Eighth Air Rescue Group will:

(a) Provide rescue control center at Stead Air Force Base, Nevada.

(b) Provide monitoring detachments at Campbell Air Force Base, Kentucky (HOTEL), and Stead Air Force Base, Nevada (ALPHA).

(c) Select downed crew pickup sites.

(d) Coordinate deployment and redeployment of crews.

(e) Conduct detailed briefing at Lockbourne Air Force Base, 1300Z (0800 EST) 5 August 1955. Briefing will cover all phases of mission.

(f) Furnish each crew with flimsy and cryptographic material.

(g) Provide fictitious crew identification cards. Distribution to be made at crew briefing.

(h) Assign training communications frequencies to be used between downed crews and monitoring units.

(i) Provide daily intelligence summaries.

45ADIV OPSORD
129-55
1 AUG 55



3255 S





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(j) Coordinate with Eighth Air Force representative at Campbell Air Force Base in notifying appropriate Air Division or Wing when SAC crews are available for return to home station at completion of exercise.

(k) Provide Headquarters Eighth Air Force complete evaluation of each crew at termination of exercise "CHUCK WAGON III".

(l) Provide necessary base facilities and support for SAC aircraft and crews at Stead Air Force Base, Nevada, as required for conduct of exercise "CHUCK WAGON III".

(4) 63rd Air Rescue Squadron will:

(a) Brief recovery crews as directed by Commander Eighth Air Rescue Group.

(b) Deploy sufficient recovery aircraft X-Day to Campbell Air Force Base to carry out recovery mission as directed by Commander Eighth Air Rescue Group.

(c) Be prepared to accomplish recovery operations at all times during period of exercise "CHUCK WAGON III".

(d) All recovery aircrews will be equipped with URC-4 radios, and B-1 and B-2 survival kits.

(e) Maximum gross weight allowable for this exercise is 33,000 pounds.

45ADIV OPSORD
129-55
1 AUG 55
32555



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(f) Rescue and return all equipment from downed aircrews to Eighth Air Rescue Group not later than 48 hours after returning to Norton AFB.

(g) Debrief all recovered SAC aircrews at Campbell AFB, Kentucky, in accordance with existing directives.

(h) Redeploy squadron to Norton AFB at termination of mission as directed by Commander Eighth Air Rescue Group.

(5) 1875th AACS Squadron will:

(a) Be prepared to deploy and establish operating detachments at:

1. Stead AFB on X Minus 2, Detachment ALPHA. Detachment will be fully operational not later than 1000GTZ August 1955.

2. Campbell AFB on X minus 2, Detachment BETTA. Detachment will be fully operational not later than 1000GTZ August 1955.

(b) Issue radio equipment (URC-4 and RS-6) crystals and LOTP's to SAC aircrews.

(c) Provide necessary radio equipment (RCS-4 and RS-6) and technical instructor personnel to assist the Eighth Air Rescue in conducting the briefing at Lockbourne AFB.

(d) Aid in recovery of aircrews as directed by Commander Eighth Air Rescue Group.

4SADIV OPSORD
129-55
1 AUG 55

SECRET

32555



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(e) Coordinate and insure that monitoring and transmitting capability is provided for communications with the downed crews.

(f) Insure that all monitor detachment radio operators are instructed not to transmit at a speed greater than that of the downed crew.

(g) Be prepared for redeployment to home station at the termination of the exercise or as directed by the Commander, Eighth Air Rescue Group.

2. MISSION: Combat crews will be required to demonstrate proficiency as downed crews in a simulated enemy territory to:

a. Simulate as nearly as possible escape, evasion, and survival while inplace at the pickup site.

b. Demonstrate proficiency in emergency communications procedures.

c. Make contact with rescue unit.

d. Direct rescue unit to downed crew positions.

e. Be picked up and airlifted to Campbell AFB, Kentucky.

3. TASKS FOR PARTICIPATING UNITS:

a. 42d Bombardment Wing:

(1) Provide two (2) B-36 crews in accordance with Eighth Air Force Operations Order 124-55. Crews to be in place at pick up sites no later than 10 August 0001 Z.

(2) Provide one (1) officer to attend briefing at Lockbourne AFB 1300Z (0800 EST) 5 August 1955. (Capt Wallace E Ogden AO2100186 Top Secret)

32655
45ADIV OPORD
124-55
1 AUG 55





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(a) Officer will draw communications and other necessary equipment at Lockbourne AFB for issue to all crews participating from his organization.

(b) Conduct briefing for personnel participating in exercise "CHECK WAGON III".

(c) Officer will be designated project officer with authority to coordinate and monitor air division and wing participating until completion of exercise "CHECK WAGON III".

b. 42d Air Base Group:

(1) Provide necessary airlift for briefing officer and/or crews.

(a) To and from briefing as designated in paragraph as (2) above.

(b) To nearest Air Force Base as designated below.

1. 15 personnel (42d Bomb Wing) to Griffis AFB, Rome, New York, to arrive no later than 1300Z 9 August.

2. 15 personnel (42d Bomb Wing) to General Spaatz AFBI, Reading, Penn, to arrive no later than 1700Z 9 August.

(c) Insure that sufficient time is allowed to meet in place times, regardless of maintenance and/or weather. This will include a spare aircraft in the event the primary support aircraft aborts.

32565
ASAGIV CROCKO
129-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(d) At completion of exercise, airlift crews from Campbell AFB, Kentucky to home base upon notification that crews are available.

(2) Provide field rations to sustain crews at pick-up site for 8 days.

(3) Provide survival equipment adequate to conduct realistic survival training regardless of climatic or terrain conditions which will include, but not be limited to the following: Sleeping bags, paulins, knives, hatchets, compass, pack straps, parachute tents, shovels and machetes as required.

c. 69th Bombardment Squadron.

(1) Provide one (15 personnel) crew which has completed basic and advance survival training (crew M12, Aircraft Commander Major McCullough) Site #1.

(2) Provide adequate clothing for climatic and terrain conditions.

(3) Aircraft Commander will be issued a pistol. One clip with 5 rounds of ammunition will be carried. This weapon will be carried by the Aircraft Commander only.

d. 75th Bombardment Squadron:

(1) Provide one (15 personnel) crew which has completed basic and advance survival training (Crew L6), Aircraft Commander Capt Stickler( Site #2.

(2) Provide adequate clothing for climatic and terrain conditions.

32505

SECURITY INFORMATION
1299-55
1 AUG 55

SECRET

0104

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(3) Aircraft Commander will be issued a pistol. One clip with 5 rounds of ammunition will be carried. This weapon will be carried by the Aircraft Commander only.

4. GENERAL INSTRUCTIONS:

a. This operation order is effective upon receipt. No execution order will be dispatched.

b. Only combat ready crews who have completed basic and advanced survival training will participate.

c. Participating crews will be given credit for survival refresher training prescribed in SAC Regulation 50-17.

d. Crew integrity should be maintained wherever possible.

e. Unclassified nickname for this operation order is: "[illegible] WINDS III".

f. Zulu time will be used throughout this exercise.

g. X-Day commences 10/0001Z, August 1955. All crews will be in place at the pickup site by this time.

h. Exercise terminate 16/1500Z, August 1955.

i. Survival and recovery procedures and training are outlined in Annex C.

j. All messages pertaining to this exercise will be classified SECRET and dispatched via "OPERATIONAL IMMEDIATE" procedures unless otherwise specified.

k. Emergency procedures:

(1) Wing Commander will contact Eighth Air Force Project Officer (Major David S. Hasson, extension 7224 or 7230,

32555
SECRET CROSS
1274-55
1 AUG 55



0105

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



AKCS line; drop SOI should emergency for any crew member arise.

(2) Provisions for obtaining medical care will be covered at briefings.

l. Direct communications authorized between units including Stead AFB, to coordinate matters pertaining to this exercise.

m. ISO: No press release will be made. In event of query, state, "Several SAC crews participating in normal air rescue training exercise."

n. Aircraft Commanders will insure and be responsible that crews do not damage any property on or adjoining the pick-up site, cleans and polices area of each site and adjoining area in such a manner that does not reflect discredit to the Air Force.

5. TRANSPORTATION:

a. As specified in paragraph 1c (1) and (2) and 3b.

b. The senior member of crews deployed to commercial airport by aircraft for transportation by common carrier to pick-up site will be appointed in orders as acting transportation officer in accordance with Section IX, Air Force Regulation 75-79, 8 Sept 52.

6. REPORTING:

a. Each Aircraft Com nder will render a narrative report, through channels, to Eighth Air Force Headquarters containing the following information (Attention OOTS)

(1) Name, rank, and serial number of crew members.

ASAFIN OPOCRD
12345
1 AUG 53
32535



0106

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(2) Narrative of crew activity from X-Day until completion of mission (debriefing).

(3) Difficulties encountered.

(4) Recommendations for changes or additions to present recovery procedures.

(5) Recommendations for conduct of future exercises of this type.

(6) Adequacy of equipment.

b. 42d Bomb Wing Intelligence Officer will interrogate crews upon their return to home station, with particular reference to the following:

(1) Utilization and value of survival equipment during exercise.

(2) Time offarrival of "downed crews" at pickup sites, time of departure of aircraft from pickup sites, time of arrival at staging base and/or home station.

(3) Difficulties encountered with respect to radio communication, equipment and techniques.

(4) Narrative report and critique of exercise will be prepared by intelligence officer and airmailed to Headquarters Eighth Air Force in duplicate [ATTENTION: IG] not later than seven days after completion of each exercise.

7. ADMINISTRATION AND LOGISTICS MATTERS:

a. Administration:

(1) Orders directing this exercise will quote the following

32555
SECRET CODE
129-55
1 AUG 55





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



statement verbatim to define purpose of TDY, "Purpose-SAC Air Operations".

(2) Funding for TDY will be in accordance with paragraph 2690, SAC Manual 172-1. SAC funding serial number CM-82 applies.

b. Supply:

(1) Each base has been authorized a pool of special equipment for use in recovery or survival exercises.

(2) B-1, B-2, A-1 and MD-6 kits will not be used for this training.

(3) Eighth Air Rescue Group will furnish emergency communications equipment to be used by downed crews.

8. COMMAND AND COMMUNICATIONS:

a. Command posts:

(1) Commander, Eighth Air Rescue Group, Stead AFB, Nevada.

(2) Commander, 63rd Air Rescue Squadron, Campbell AFB, Kentucky.

(3) Commander, Eighth Air Force, Westover AFB, Massachusetts.

b. Communications: See Annex A.

WILLIAM K. MARTIN
Brigadier General, USAF
Commander

ANNEXES:
A - Communications
B - Transportation Responsibilities
C - Survival and Recovery Training
D - Security

DISTRIBUTION:

(Continued)

3255 S
ASADIV OPORD
129-55
1 AUG 55







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DISTRIBUTION:

| | Number Copies |
|---|---|
| COMADIV 45 | 3 |
| COMSW 42 | 2 |
| COMABG 42 | 3* |
| 69BRS | 2** |
| 75BRS | 2** |
| WOD | 4*** |

* 1 cy ea to ABC and Base Operations Officer less Annexes A, B and C; 1 complete copy to Commander Base Training Flight (Survival Section)

** 1 cy for participating crew

*** 1 cy for WOD and WODI, 2 cys for WODT

OFFICIAL:

ROBERT W. O'KEEFE
1st Lt, USAF
Assistant Adjutant

32535-S
45ADIV OPSORD
124-55
1 AUG 55

SECRET



0109

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

45TH AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "A"

TO

45TH AIR DIVISION

NR 129-55

COMMUNICATIONS



SECRET

3255-S

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

45TH AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "A"

COMMUNICATIONS

1 General: Detailed briefing and debriefing will be accomplished by the Eighth Air Rescue Group

2. Point-to-point:

a. The following may be used for point-to-point traffic:

(1) SOCS (Operational and command traffic only, all calls priority three).

(2) SACCOMNET.

(3) AIRCOMNET.

(4) TWX and long distance telephone.

(5) CW radio provided by the Eighth Air Rescue Group.

3. Frequencies:

a. Between downed crews and monitor detachment.

(1) 3037.5 kcs

(2) 4357.5 kcs

(3) 9018 kcs

(4) 11975.0 kcs

(5) 13075.0 kcs

(6) 5810 kcs

4. Communications security practices will be strictly adhered to.



ANNEX "A" to 45 ADIV
OPORD 129-55

SECRET

3253-S

0111

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



5. All messages to downed crews will be encoded in accordance with paragraph 2089.0 SARGCEI (5 July 1955) and SAC Manual 200-1. Call back times assigned will be encoded for transmission to the downed crews.

6. Call signs:

   a. The collective call sign for simulated downed crews is 9MQ. Number suffixes will be assigned to individual crews at the briefing for each exercise.

   b. Call signs for the monitor detachments will be 534A and 534B.

7. Monitor detachment "HOTEL" 1875th AACS Squadron will be deployed and set up for operations at Campbell AFB, Kentucky. Monitor detachment "ALPHA" of the 1875th AACS Squadron will operate from Stead AFB, Nevada. These two detachments will monitor the five assigned downed crew frequencies.

8. Communications between the recovery aircraft and the downed crew will be conducted in accordance with paragraph 2187.0 SARGCEI (5 July 1955).

9. The downed crews will contact one of the two monitoring detachments and submit an enciphered position report. The monitor detachment will then assign the downed crew a call back time.

10. The Rescue Control Center evaluates the contents of the crew message, reviews the latest intelligence information, ascertains the availability of a recovery aircraft and then assign an ETA for the downed crew pickup. A message giving the ETA and authentication information is then sent to the monitoring detachments for relay to the downed crew at their assigned call back time.



32535

ANNEX "A" to
45ADIV OPORD
129-55





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

11. After being advised by the monitoring detachment that the downed crew has receipted for the ETA message, the Rescue Control Center then directs the recovery squadron to affect the recovery specifying the route to be flown, time of recovery and authentication data.

12. Call back (ZGK) times assigned to downed crews will be consistent with radio propagation conditions and messages delay time between the Rescue Control Center.

13. Messages to downed crews will not contain abbreviations.

14. "Operational Immediate" procedence will be assigned all exercise traffic.

15. Communication difficulties encountered during this mission will be reported to the debriefing team.

16. Simulated downed crews will be furnished radio equipment, LOTF's and briefing flimsies by the Eighth Air Rescue Group.

17. It is assumed that all downed crews will not have an assigned radio operator.

18. All downed crews will have received refresher training in the operation of the RS-6 Radio Station short ly before the start of this exercise.

19. Only B-47 crews will be issued power packs to enable RS-6 radio operation on commercial power. All other crews will use hand-cranked generators.



32655

ANNEX "A" to
45ADIV OPORD
129-55

SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

45th AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "B"

TO

NR 129-55

TRANSPORTATION RESPONSIBILITIES

ANNEX "B" to
45 ADIV OPORD
129-55

SECRET

3255-8

0114

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

45TH AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "B"

TRANSPORTATION RESPONSIBILITIES

1. General:

a. This ANNEX outlines the transportation responsibilities for the prepositioning of crews participating in this operations order. Transportation will be accomplished by means of military aircraft, government vehicle and commercial carrier or any combination thereof.

b. The senior member of crews deployed to commercial airports by aircraft for transportation by common carrier to pickup site will be appointed in orders as acting transportation officer in accordance with Section IX, Air Force Regulation 75-75, 8 Sep 54.

c. In all instances where the destination is not served by common carrier and transportation by government vehicle is not practical, transportation services will be arranged by rental of vehicles as authorized by paragraph 28, Chapter 8, Air Force Manual 77-1, 1 Mar 54. The use of rental vehicles will be restricted to a minimum distance. Transportation will be furnished by military aircraft or common carrier to the nearest possible point to the pickup site and rental service to destination.

32555

ANNEX "B" to
45 ADIV OPORD
129-55



SECRET

0115

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

d. Transportation officer will insure that all personnel travelling by commercial modes of transportation are thoroughly briefed prior to departure from the home station.

2. Responsibilities for government transportation of crews to the pickup sites will be as indicated.

a. Griffis AFB:

(1) Fifteen personnel of the 42d Bomb Wing from Griffis AFB to Canastota Airport, New York.

b. Pennsylvania Air National Guard:

(1) Fifteen personnel of the 42d Bomb Wing from General Spaats Airport (Reading, Penn.) to Pottstown, Pennsylvania.

c. 801st Air Division:

(1) Three personnel of the 26th STRATRECONWG to Grimes (Urbana) Airport, Ohio.

(2) Three personnel of the 26th STRATRECONWG to Wynkoop Airport, Ohio.

d. 802nd Air Division:

(1) Three personnel of 310th Bomb Wing to Hillsboro, Kansas.

(2) Three personnel of the 310th Bomb Wing to Russell, Kansas.

(3) Seven personnel of 310th ARRFS to Kinsley, Kansas.

e. 818th Air Division:

(1) Three personnel of 98th Bomb Wing to Concordia, Kansas.

(2) Three personnel of 98th Bomb Wing to Marysville, Kansas.

(3) Seven personnel of 98th ARRFS to Hiawatha, Kansas.

ANNEX "D" to
45 ADIV OPORD
129-55
3255 S



0116

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAFETY FILM

SECRET

(4) Seven personnel 207th ARRFS to Junction City, Kansas

(5) Seven personnel 307th ARRFS to Norton (Municipal) Kansas.

f. 340th Bombardment Wing:

(1) Three personnel 340th Bomb Wing to Lawrence, Kansas.

(2) Seven personnel 340th ARRFS to Sherman Field, Kansas.

g. 4050th Air Refueling Wing:

(1) Seven personnel 26th ARRFS to Gardner, Mass.



ANNEX "B" to
45 ADIV OPORD
129-55
3255 S

SECRET

0117

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

45TH AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "C"

TO

NR 129-55

SURVIVAL AND RECOVERY TRAINING

ANNEX "C" to
45 ADIV OPORD
129-55



32558

SECRET

0118

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

45TH AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "C"

SURVIVAL AND RECOVERY TRAINING

1. Crews will practice survival procedures insofar as possible. The use of commercial lodgings is not considered realistic training and is conducive to security violations. Crews are not expected to "live off the land;" however, camping equipment and rations will be issued.
2. Realistic survival conditions will be simulated to maximum extent feasible for the local situation.
3. Commercial lodgings will not be used.
4. All participating crews will be thoroughly familiar with procedures contained in SAC Manual 200-1 and be capable of sending code CW at a minimum rate of ten words per minute and receiving code at a minimum rate of five words per minute.
5. All personnel will be provided by their parent unit:
   a. Field rations to sustain them at pickup sites for eight days. The quantity of rations issued each crew will be at the discretion of the unit commander.
   b. Adequate clothing to insure comfort in seasonal climates.
   c. Survival equipment as may be pertinent and available for issue.
   d. Aircraft Commander will be issued pistol



ANNEX "C" to
45 ADIV OPORD
129-55
3255 S

SECRET

0119

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



6. Crews will be briefed and instructed in desired escape, evasion, and survival training.

7. Each crew will be provided cloth air strip identification panels. Both white and colored panelling is highly desirable for air/ground recognition of downed crews and recovery marking.

8. Crews will consist of the following number of personnel:

   a. B-36 crew - 15 standard crew; 13 featherweight crew.

   b. KC-97 crew - seven personnel.

   c. B-47 crew - three personnel.

   d. One intelligence officer and/or one intelligence survival NCO of participating unit is encouraged (It is not mandatory) to participate with crews in the exercise.

9. Downed crews will be recovered in increments of eight men or less, i.e., each B-36 crew will provide two sorties, each B-47 and KC-97 crew one sortie each.

10. All sorties flown will be actual recovery missions unless otherwise specified in the operations order.

11. Crews will be in-place at pickup sites not later than 15..0012 August 1955.

12. Aircraft commander will insure and be responsible that crew:

   a. Does not damage any property on or adjoining pickup site.

   b. Cleans and polices the area of campsite and adjoining area in such a manner as does not reflect discredit to the Air Force.

ANNEX "C" to
45 ADIV OPORD
129-55
3255 S







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. Conduct will reflect credit to the Air Force and SAC.

13. Aircraft commanders will be responsible to keep respective crews intact at the pickup sites until their recovery has been affected.

14. Aircraft commanders will caution crew members in using water obtained from local sources. Water will be boiled, if necessary.

15. Preparation at the pickup sites of the landing area for recovery will be accomplished as specified by the Eighth Air Rescue Group at briefing.

16. Downed aircrews not successfully recovered during mission will be recovered at 16/1500Z August 1955. In event this time is not made good, downed crews will remain at pickup sites until recovered.

17. Precise judgment will be exercised not to leave JATO bottles at pick-up sites so as to prevent damage to persons or property.

18. Debriefing will be accomplished by the Eighth Air Rescue Group, Campbell AFB.



ANNEX "C" to
45 ADIV OPORD
129-55
3255 S

SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

45TH AIR DIVISION
LOWING AIR FORCE BASE
LINCOLNVILLE, MAINE

ANNEX "D"

TO

NR 129-55

SECURITY



ANNEX "D" to
45 ADIV OPORD
129-55

32555

SECRET

0122

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

45TH AIR DIVISION
LORING AIR FORCE BASE
LIMESTONE, MAINE

ANNEX "D"

SECRET

1. Crews will be thoroughly indoctrinated in the security aspects of the exercise.
2. Crews will be briefed not to discuss recovery procedures or equipment with unauthorized personnel - military or civilian.
3. Crews will take every precaution to deny unauthorized personnel close observation of the communications operation and the correlation of this cycle with the eventual pickup.
4. Exercises can be explained as routine training maneuvers to give practical training in survival under field conditions.

SECRET

3255
ANNEX "D" to
45 AREV OPORD
124-55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"THIS IS A CERTIFIED TRUE COPY."

EDWARD V. JOHNSON, Jr.
2d Lt., USAF
Information Services
Officer

SECRET

INTELLIGENCE DIVISION
HEADQUARTERS 42D BOMBARDMENT WING (H) (SAC)
Loring Air Force Base
Limestone, Maine

WODI WODI

SUBJECT: (Unclassified)Critique on Eighth Air Force Operation Order 129-55 (CHUCK WAGON III) (Site 1)

TO: Commander
Eighth Air Force
ATTN: Director of Intelligence
Westover Air Force Base, Mass.

1. Utilization and value of Survival Training Equipment: Food provided for this exercise was "C" rations which proved satisfactory. All tarpaulins that were furnished had holes in them. Items which were needed and not issued were as follows: ponchos, axes, shovels, mosquito nets and mosquito repellent. The sleeping bags provided were for cold weather. The temperature, however, was 95 degrees. (SECRET)

2. a. Crew arrived at pick-up site at 1700Z, 9 August 1955.

b. First recovery aircraft arrived at pick-up site at 1800Z, 15 August 1955.

c. Second recovery aircraft arrived at pick-up site at 1830Z, 15 August 1955.

d. First recovery aircraft arrived at Campbell AFB at 2335Z, 15 August 1955.

e. Second recovery aircraft arrived at Campbell AFB at 0005Z 16 August 1955.

f. Crew arrived at Loring AFB, Maine at 1700Z, 19 August 1955.(SECRET)

3. Radio communications, equipment and techniques:

a. It was felt by the crew that the frequency band used was too cluttered, as "ham" and commercial stations were causing interference. Suggest a clearer band should be furnished in future missions of this nature.

SECRET

0125

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



b. No equipment malfunction occurred on the RS-6 radio. The hand crank generator was satisfactory. The generator stand, however, was wobbly. The RS-6 radio, not being weather proof, shorted out when wet. This, however, is not an equipment malfunction.

c. Encoding and decoding using the Literal-One-Time-Pad was satisfactory. The monitor detachment operator transmitted messages slowly as directed in the operations order. Authentication using the false personnel data cards was very satisfactory.

d. Many difficulties were encountered while transmitting to and receiving messages from the monitor detachment at Campbell AFB.

(1) The crew transmitted for a total of 42 hours before making effective initial contact. The reasons for this, the crew believed, was that many people were trying to reach the detachment operator at initial contact time.

(2) Time required to make contact with the monitor detachment at call back time was excellent, taking only 20 minutes.

(3) During the first call back the monitor detachment operator had difficulty receiving the encoded portion of the message. He could hear and answer questions, but when the crew began transmitting groups he could not understand and told the crew to repeat. He then told the crew to switch to frequency "Alpha". The crew had not been briefed on what frequency "Alpha" was, and therefore, they were unable to transmit on that frequency.

(4) The URC-4 radio operated very well. A continuous tone was picked up by the rescue aircraft and used as a homer. (SECRET)

4. Comments and suggestions of crew members.

a. Hurricane "Connie" and inclement weather was either a direct or indirect cause of many of the difficulties encountered.

b. It was concluded that the RS-6 radio was inadequate for long distance transmissions, such as transmitting to Stead AFB from the pick-up



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



42BW, WCDI, Subj: (U) Critique on 8AF O.O. 129-55 (CHUCK WAGON III)
(Site 1)

site. It was the crew's opinion that the RS-6 radio could not even make contact with Steed AFB with good weather conditions prevailing.

c. The area in which the crew was "dropped" and "picked up" was considered good by the crew. Poison ivy in the area, however, caused a few of the crew members to become infected.

d. Crews participating in survival exercises, such as, "Chuck Wagon III", have difficulty in appearing presentable at the recovery station and/or when travelling by commercial air. (SECRET)

HOWARD L. NICKS
Major, USAF
Chief, Intelligence Division





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0128

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"THIS IS A CERTIFIED TRUE COPY."

SECRET

EDWARD V. JOHNSON, Jr.
2d Lt., USAF
Information Services Officer

INTELLIGENCE DIVISION
HEADQUARTERS 42D BOMBARDMENT WING (H) (SAC)
Loring Air Force Base
Limestone, Maine

WODI

SUBJECT: (Unclassified) Critique on Eighth Air Force Operation Order 129-55 (CHUCK WAGON III) (Site 2)

TO: Commander
Eighth Air Force
ATTN: Director of Intelligence
Westover Air Force Base, Mass.

1. Utilization and value of Survival Training Equipment: Adequate food was provided in the form of "C" rations. All tarpaulins that were furnished had holes inthem. Items which were needed and not issued were as follows: ponchos, axes, shovels, sheaf knives, and files. The main difficulty encountered during this operation was the poor type of equipment provided or the lack of such. (SECRET)

2. a. Crew arrived at pick-up site at 1430Z, 9 August 1955.

b. First recovery aircraft arrived at pick-up site at 1800Z, 15 August 1955.

c. Second recovery aircraft arrived at pick-up site at 1830Z, 15 August 1955.

d. First recovery aircraft arrived at Campbell AFB at 2720Z 15 August 1955.

e. Second recovery aircraft arrived at Campbell AFB at 2350Z, 15 August 1955.

f. Crew arrived at Loring AFB, Maine at 1620Z, 19 August 1955. (SECRET)

3. Radio communications, equipment and techniques:

a. It was felt by the crew that the band of frequencies used was too cluttered, as "ham" and commercial stations were causing interference. It is suggested that a clearer band should be furnished in future exercises.

SECRET

0129

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



42BW, WODI, Subj: (U) Critique on SAFO.O. 129-55 (CHUCK WAGON III) (Site 2)

b. The following equipment malfunctions of the AS-6 radio occurred during this exercise:

(1) The generator overheated causing it to bind.

(2) The bearing of the right handle was worn.

(3) The voltage regulator did not function properly, causing the receiver to lose its tuning which necessitated retuning the receiver.

(4) The keying switch on the transmitter stuck on tone position frequently.

(5) Due to the heavy rainfall the radio equipment gave off electrical shocks.

c. Encoding and decoding using the Literal-One-Time-Pad went well. The monitor detachment operator transmitted messages slowly as directed in the operations order. Authentication using the false personnel data cards was very satisfactory.

d. Many difficulties were encountered while transmitting to and receiving messages from the monitor detachment at Campbell AFB.

(1) This crew transmitted for a total of 34 hours before making effective initial contact with the monitor detachment.

(2) A call back time was assigned of noon of the next day. However, it was not until 8½ hours after the assigned call back time that the crew made effective contact with the monitor detachment. Request call back times be assigned during hours of darkness due to more effective radio reception during that period.

(3) During the first call back the monitor detachment operator had difficulty receiving the encoded portion of the message. After the crew transmitted the message several times, the detachment operator instructed the crew to change to frequency "Alpha". The crew had not been briefed on what frequency "Alpha" was; therefore, they were unable to transmit on that frequency.



0130

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



42EW, WODI, Subj: (U) Critique on SAF O.O. 129-55 (CHUCK WAGON III) (Site 2)

(4) The crew transmitted a total of 58 hours before effective contact was made on a second call back.

(5) The URC-4 radio operated very well. A continuous tone was picked up by the rescue aircraft and used as a homer. (SECRET)

4. Comments and suggestions of crew members:

a. Hurricane "Connie" and inclement weather was either a direct or indirect cause of many of the difficulties encountered.

b. It was concluded that the RS-6 radio was not adequate for long distance transmissions in inclement weather or during daylight hours.

c. It is felt that the pick-up area used by this crew did not contain enough foliage.

d. Crews participating in survival exercises such as "Chuck Wagon III" have difficulty in appearing presentable at the recovery station and/or travelling by commercial air. (SECRET)

HOWARD L. NICKS
Major, USAF
Chief, Intelligence Division





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

BOC 25 AUGUST 1955

SUBJECT: Quarter Review of Nav-Aids

TO: Commander
Eighth Air Force
Westover AFB, Mass.

1. A review of Nav-Aids has been accomplished based on the July issue of PC 57-1-1. The agencies participating were Base Communications, Base Operations, Wing Operations, and the 1974th AACS Squadron.

2. Inclosure 1 presents a picture of the Nav-Aids existing and programmed at Loring AFB. The following comments define the status of each item.

a. VOR - Operational except for occasional maintenance outages.

b. Radio Beacon. ABC-191 low power beacon is operational in the control tower on an interim basis. A URN-5 medium power beacon is programmed for FY 157 to be installed at the outer marker site of the MRN 7/8 ILS system.

c. RACON Beacon - Operational.

d. Control tower - permanent VHF and UHF radio equipment has been installed in the remote transmitter and receiver sites and is operational.

e. Direction finding.

(1) VHF/DF - VRD-2 equipment is operational and is operated in the control tower.

(2) UHF/DF - CRD-6 equipment is installed in the RAPCON and is awaiting flight check.

f. Pilot to Forecaster.

(1) VHF - Operational

(2) UHF - Installed and awaiting flight check.

g. RAPCON - a type "C" RAPCON is operational. Installation of the type "A" RAPCON is in progress. The FSA-4 concolse equipment has failed its service test inspection with a resulting delay of at least 30 days. Estimated delivery date is 1 October.

0133

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(1) Search Radar - ACPN-18 is operational except for video map. Difficulty is experienced in tracking jet fighter aircraft.

(2) Precision radar.

(a) FPN-16 approach radar is operational for approaches to the north. A turntable for the FPN-16 is scheduled for FY 1957.

(b) A CPN-4 GCA unit provides precision approaches to the south and can be moved as required.

h. ILS

(1) SCS-51. Installation of SCS-51 will provide approach service to the north. Site preparation and allied requirements are scheduled for completion by 1 September at which time installation of equipment is to begin. Action is being taken to delete the compass locater from the middle marker site.

(2) MRN-7/8. This equipment is programmed for FY 1957. The operational plan has been forwarded and the proposed air space utilization plan has been prepared. Site procurement and preparation are programmed in the FY 56 MCP.

i. TACAN - Equipment installation is programmed for FY 356. The site to be used is the present ILS middle marker site. The middle marker will be decommissioned when the TACAN is installed. The site concurrence letter has been processed and the proposed airspace utilization plan has been forwarded.

FOR THE COMMANDER

1 Incl
Nav-Aid Chart



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0135

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring AirForce Base
Limestone, Maine

MAN 4 August 1955

SUBJECT: Commendation

TO: T/Sgt Charles F. Johnson, AF 31157571
42d Air Refueling Squadron
Loring Air Force Base
Limestone, Maine

1. I have noticed with interest that you have developed a "Boom Rest" utilized for supporting the boom used in air refueling operations. This method will improve safety during maintenance. The cost of the "Boom Rest" is considerably less than the cost of previously used boom cradles at this base.

2. I wish to commend you for your efforts in developing such a device. Your concern for improving the effectiveness of your organization and the Air Force by employing better methods in accomplishing your job is well appreciated. It is my desire that your efforts be well recognized and rewarded by making this commendation a part of your permanent record.

WILLIAM R. MARTIN
Brigadier General, USAF
Commander

0156

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0137

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

MAN 4 August 1955

SUBJECT: Commendation

TO: A/2C Arthur Juliano, Jr., AF 11265561
42d A & E Maintenance Squadron
Loring Air Force Base
Limestone, Maine

1. I have noticed with interest that you have developed a method for the installation, removal and position inspection of the tail turret radome. This method will save both money and manhours in accomplishing the maintenance mission.

2. I wish to commend you for your efforts in developing this method. Your concern for improving the effectiveness of your organization and Air Force by employing better methods in accomplishing your job is well appreciated. It is my desire that your efforts be well recognized and rewarded by making this commendation a part of your permanent record.

WILLIAM R. MARTIN
Brigadier General, USAF
Commander

0158

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

MAN 4 August 1955

SUBJECT: Commendation

TO: S/Sgt Paul C. Uli, AF 18302686
42d Field Maintenance Squadron
Loring Air Force Base
Limestone, Maine

1. I have noticed with interest that you have developed a method of removing the Blade Packing Nut in disassembling and building up of each KC-97 Propeller. This method will save money, manhours, materials, and improve safety in accomplishing the maintenance mission.

2. I wish to commend you for your efforts in developing this method of removing the Blade Packing Nut. Your concern for improving the effectiveness of your organization and the Air Force by employing better methods in accomplishing your job is well appreciated. It is my desire that your efforts be well recognized and rewarded by making this commendation a part of your permanent record.

WILLIAM K. MARTIN
Brigadier General, USAF
Commander

0140

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0141

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

MAN 4 August 1955

SUBJECT: Appreciation

TO: A/2C Maurice R. Garifo
42d Field Maintenance Squadron
Loring Air Force Base
Limestone, Maine

1. I have noticed with interest that you have developed a Functional Manning Document form to be utilized at base level. This form will assist supervisors in monitoring a more effective management control over their personnel.

2. I wish to extend my appreciation for your efforts in developing this form. Your concern for improving the effectiveness of your organization and the Air Force by employing better methods in accomplishing the job of supervision is well appreciated. It is my desire that your efforts be well recognized by making this letter of appreciation a part of your permanent record.

WILLIAM K. MARTIN
Brigadier General, USAF
Commander

0142

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

13

0143

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PUBLISHED IN 12 AUGUST 1955 ISSUE OF THE LIMELITE

# *Management Improvement Awards To Four At LAFB*

In presenting Management Improvement Suggestion awards to four airmen last Thursday, Division Commander, Brig. Gen. William K. Martin said, "It is a pleasure to present Management Improvement Awards for suggestions that have a direct connection with the mission of the Air Force; ie. support of USAF aircraft." Each of the four men earned their recognition by discovering and developing an idea that would add to economy and simplify various types of operations.

T/Sgt. Paul Uli, T/Sgt. Charles Johnson, and A/2c Arthur Juliane each received a letter of commendation, Management Improvement Certificate, $25 cash award, and time off. The ideas submitted by these men are such that they may be used Air Force wide.

A/2c Morris Garifo received a letter of appreciation and a three

(Continued on Page Thirteen)

**Division Commander, Brig. Gen. William K. Martin presents Management Improvement Suggestion awards to T/Sgt. Paul Uli, T/Sgt. Charles Johnson, A/2c Arthur Julian, and A/2c Morris Garifo.**

**day pass. His suggestion is suitable for base level adoption.**

Sgt. Uli devised a propellor blade packing nut wrench. Sgt. Johnson designed a cradle affair that holds the boom on a KC-97 during maintenance. Its nature is such that it can be carried on the aircraft. A/2c Juliano developed a tool that facilitates installation, removal, and inspection of a radome tail turret. A/2c Garifo developed a "Functional Manning Document" form to supplement the "Unit Manning Document." It is a management tool for supervisors at the functional level.

Originally these were embrionic ideas that came up out of a desire to find a better and faster way of doing a job. The men followed through to a finished product and submitted them to Management Improvement Suggestion committee. These men have made things easier for themselves as well as benefiting many others.

0144

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

14

0145

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

ADO 1 September 1955

SUBJECT: Transmittal of Minutes of Division Safety Committee Meeting, 26 August 1955

TO: See Distribution

1. Forwarded are the minutes of the 45th Air Division Safety Committee Meeting conducted 26 August 1955.

2. Request each addressee forward their indorsements of action taken or comments as indicated in paragraph 4a of the attached minutes to arrive in Division Operations not later than 14 September 1955.

BY ORDER OF THE COMMANDER:

Frank C. Elliott
FRANK C ELLIOTT
Captain, USAF
Adjutant

1 Incl
As Stated

DISTRIBUTION:
69BHS - 2
708HS - 2
718HS - 2
42AREFS - 2
42FMS - 2
42FNS - 2
42AEMS - 2
42TAC HOSP - 2
42OTR SQ - 2
42INSTLS SQ - 2
42APS - 2
42FSS - 2
42MVS - 2
42SUP SQ - 2
1971 AACS - 2
1292 AACS - 2

cc: ADC - 1
ADO - 2
ADM - 1
WCO - 1
WOD - 1
WOM - 1
WOS - 9
ABC - 1
DOG - 10
DOF - 1
BM - 1

0146

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

ADO 1 September 1955

SUBJECT: Division Safety Committee Meeting, 26 August 1955

TO: See Distribution

1. The 45th Air Division Safety Committee Meeting convened at 0800 hours, 26 August 1955, in the Wing Conference Room, with the following members present:

Brigadier General William K. Martin, 45th Air Division Commander
Colonel Woodrow F. Swancutt, 42d Bombardment Wing Deputy Commander
Colonel Sam L. Barr, Director of Operations, 45th Air Div, Chairman
Colonel W. M. VanSickle, Director of Materiel, 45th Air Division
Lt Col James G. Langford, Flight Surgeon, 42d Tactical Hospital
Lt Col Robert R. Lowe, Provost Marshal, 42d Air Police Squadron
Lt Col William W. Pannis, 42d Air Base Group Deputy Commander
Major Lorenzo Collando, Director of Safety, 42d AB Gp, Alt Recorder
Major John W. Eisenbo, Dep Dir of Operations, 45th Air Div, Alt Chairman
Capt Peter W. Gottschling, AIO Representative, 42d Installations Sq
Capt Freeman J. Williams, Director of Safety, 42d Bomb Wing, Recorder
1st Lt Leonard Lewandowski, 42d Air Base Group Flying Safety Officer

2. Colonel Barr reviewed the functions of the Division Safety Committee and the regulations establishing the Offices of Safety and setting up the Division Safety Committee.

3. The following were items of old business:

a. Status of Chocks in Aircraft: The 42d Air Refueling Squadron is almost 100% and the 69th, 70th and 71st Bombardment Squadrons have all available chocks in aircraft. More chocks are being obtained.

b. Yellow-Red Vehicle Painting: The third vehicle has been painted and is available.

c. In-Flight Lunches: An inspection was made of In-Flight Lunches and it was found that the cause of some bad lunches was due to rush jobs. Chicken is still being served.

0147

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hq 45th AD, Loring AFB, Limestone, Me, ADC, Subj: Division Safety Committee Meeting, 26 August 1961

d. SAC Regulation 51-28: Eighth Air Force Regulation 55-19 sets up the local flying area. There is some confusion with the acrobatic area in the Presque Isle Area. Major Gallando will coordinate this and bring the facts to the next meeting. RAPCON will control.

e. Review of Base Regulation 28-2: A meeting was held to rewrite the regulation. At the present time the new regulation is being coordinated.

f. Hardstands: Wing is now using two of the hardstands in the 69th area that were isolated. A work order has been submitted to obtain flashing lights to go at the top of the rail on the applicable hangars. AIO will mount the lights at the top of the building to catch any door that opens.

4. The following were items of new business:

a. Indorsement of Letter of Transmittal of Minutes of Division Safety Committee Meeting: All units attached to the 42d Bombardment Wing will forward their comments to the Wing Director of Safety and the units will be given a 10 day suspense to forward their comments to the Wing Director of Safety. The Wing Director of Safety will compile all information in a consolidated form and forward it through the Wing Commander to Division Operations. The Wing Director of Safety will have an additional 3 day suspense. Units assigned or attached to Air Base Group will forward their indorsements to the Air Base Group Director of Safety who will in turn consolidate the information and indorse it through the Base Commander to Division Operations. Air Base Group has the same suspense time as Wing. The copy of the minutes attached to the Letter of Transmittal of the minutes should not be returned with the indorsement.

b. Proposed Operations Orders and Regulations: All Operations Orders, proposed flying regulations or procedures of flying should be coordinated with Flying Safety prior to publication.

c. Random Approaches: A letter has been sent to Base Operations that no random approaches will be made except in emergency.

d. ILAS Procedures: ILAS procedures will be made a part of the Link Course. Base Operations.

e. Runway Construction: Construction has been started on the runway. Caution all personnel of the construction going on. Care should be exercised when taxiing or taxing off. Pilots will be briefed on the runway available, the information will be posted on bulletin boards and a NOTAM will be published.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hq 45th AD, Loring AFB, Limestone, Me, ADO, Subj: Division Safety Committee Meeting, 26 August 1961

f. Flyover Mission during September: The question of whether or not Loring could handle this mission due to the runway construction was discussed. General Martin pointed out that Eighth Air Force and Loring should agree on the length of runway required for 40,000 pounds fuel off-load for KC-97 aircraft during this period. Division and Wing Operations.

g. Office of Safety: The TWX received in March setting up the Offices of Safety stated that the Directors of Safety would hold that position only. Air Base Group is unable to fulfill the requirements of that TWX and a TWX is being sent to Eighth Air Force requesting they be authorized to assign the Director of Safety in Air Base Group as an additional duty. The TWX will be coordinated with Division Operations.

h. Status of VOR: General Martin directed that a tracer be sent on the letter concerning the VOR. Flying Safety and AACS will have a meeting on VOR and draft a regulation. Major Edenbo stated that a meeting was being held this date with a representative of the 44th Bombardment Wing to discuss Loring VOR. General Martin stated that these facilities would be used in case of emergency if necessary prior to approval by higher headquarters. He further instructed that RAPCON will use the tear drop let down on all jet penetrations until a decision has been made on the VOR. Division and Base Operations.

i. Traffic Lanes on Airfields: Wing desires to have traffic lanes for vehicles on the airfield painted. Wing will make initial recommendation.

j. Flags and Staffs on Vehicles: Eighth Air Force is in the process of getting permission from higher headquarters to eliminate the flags and staffs. This base should have definite information on this subject within five days.

k. Accident Boards: Eighth Air Force has experienced trouble in keeping Accident Boards intact until action has been completed on the accident.

l. Telephone Reports of Accidents: The Senior Commander concerned will be informed of accidents before the telephone report is made to Eighth Air Force.

m. Tower Officers: The SAC Regulation requiring a tower officer is obsolete. Wing is going to request Eighth Air Force to place the Tower Officer in RAPCON.

0149

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hq 45th AD, Loring AFB, Limestone, Me, ADO, Subj: Division Safety Committee Meeting, 28 August 1955

n. Squadron Safety Meetings: Eighth Air Force has recommended that Squadrons conduct Flying Safety Meetings at Wing level to instill more interest in the meetings and put them on a competetive basis.

o. Ground Accidents: It was recommended that the number of days lost by personnel involved in ground accidents be cut down. The Hospital and Ground Safety will work together in determining the injuries to be reported as ground accidents.

p. Loose Line Equipment: Eighth Air Force has recommended that loose line equipment such as stands and B-47's should be put in a pool when not in use. Wing will follow up on this subject.

q. Fork Lift: The brakes on the 15,000 pound fork lift are only 50% effective in a turn. All operators of this equipment should be informed of this discrepancy.

r. Towing of Aircraft: The speed limit of special purpose vehicles towing aircraft will be 5 miles per hour. This will be incorporated in the Base Regulation 77-1.

s. Liability of Accidents: All Commanders should review the pecuniary liability for ground accidents.

t. Civilian Injury Rate: The civilian injury rate at this base is high above the Eighth Air Force average. Also, there have been only four military injuries so far this month.

u. Runway Markers: Runway markers are required by ATM 6003, dated 11 January 1955. Markers will be made and tested for use in this climate. Base Operations.

v. Statements: Base Operations and Wing Operations will investigate the incident of 17 August.

w. Accident Free Stamp: It was suggested that the feasibility of obtaining a stamp reading "Accident Free for _____ Days" be explored. This stamp could be used on the bottom of Forms 175 or clearances. Base and Division Operations.

x. Runway Condition Stamp: Recommend a stamp to give the runway condition also be used. The stamp should read: "Useable runway _____, Emergency runway _____." In this way there would be no question of the runway length at any time. Base and Division Operations.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hq 45th AD, Loring AFB, Limestone, Me, ADO, Subj: Division Safety Committee Meeting, 26 August 1955

y. Flying Time of Personnel Checked out in Base Flight Aircraft: General Martin directed that Base Operations go over the records of personnel checked out in base flight aircraft for 60 day period and give him the number of hours flown by those personnel. With winter coming soon it is believed that pilots do not have sufficient flying time at the present to prepare them for cross country flights during the winter months.

z. Passenger Carriers: Base Operations uses the most qualified pilots available for transporting passengers. Base Operations was directed to determine if better control should be required.

aa. Run-Up Areas: The control tower will implement Wing instructions as to where to run up engines. Insure that run up spots are designated and the control tower knows about it.

bb. Senior Staff Operations Control Officer: General Martin stated that Wing should consider appointing senior staff operations control officers who would be on duty for a 24 hour period. Lieutenant Colonel Risher, Major Hunt, Squadron Commanders and Operations Officers could be used for this. They would check the runway and taxiway from the Wing view point. Those officers would be on call during the 24 hour period they were on duty and in that way the Wing Commander would not have to be called all the time. Colonel Swancutt stated that Wing had a similar procedure. General Martin and Colonel Swancutt will discuss this further.

5. The meeting was adjourned at 1010 hours, 26 August 1955.

BY ORDER OF THE COMMANDER:

FRANK W ELLIOTT
Captain, USAF
Adjutant

DISTRIBUTION:
"A"





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

15

0152

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PRODUCTION CONTROL MANUAL

OUTLINE

FOREWORD

CONTENTS

LIST OF ILLUSTRATIONS

CHAPTER I The System of Production Control

A. Purpose and Scope

1. Establishment

2. History

3. Goals

B. Categories of Work Defined

1. Routine Maintenance

2. Periodic Maintenance

3. Repairs

4. Modifications, Alterations and New Construction

5. Utility Plant and Systems Operation

6. Preventive Maintenance

C. Determining the extent of the workload

D. Scheduling the work

E. Maintaining Information as to Status

F. Analysis of results

CHAPTER II What Work to be Done

A. Introduction

B. Source

1. Preventive Maintenance

a. Organization of Preventive Maintenance Shop and other shops concerned



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. The Jacket Folder

(1) Purpose

(2) Contents

1. Discrepancy List

2. Inspection Cards

3. Status Card

(3) Use

c. Types of Preventive Maintenance and Detailed Procedures for Accomplishing Inspections

(1) Buildings and Crafts

(2) Roads and Parking

(3) Refrigeration

d. General Procedures

(1) Airfield Pavements

(2) Storm Drainage

(3) Railroads

(4) Improved Grounds

(5) Exterior Electrical Distribution

(6) Exterior Heat Distribution

(7) Kitchen Equipment

(8) Utility Plants

(9) Liquid Fuel Dispensing and

(10) Storage

(11) Shop Equipment



0154

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. The Work Order Request

a. Processing Work Order Requests

3. The Service Call

a. Routine

b. Priority

4. Technical Inspections by the Engineering Branch

5. Inspections by Superintendents and Foreman

6. Publications and Directives

CHAPTER III When Will The Work Be Done?

A. Determining Overall Manhour Capability

B. Fixed Schedules

1. Preventive Maintenance

a. Scheduling Inspections (Tickler-Trol Board

b. Personnel Allocation

2. Routine Maintenance

Examples: Grass cutting, snow removal, sweeping, railroad, etc.

3. Utility Plants and Systems Operation

C. Variable Schedules

1. Tickler-Trol Boards

a. The [illegible] Card

b. Shops Concerned Section

c. Supply Status Section

d. Scheduling Section

2. The Master Schedule

a. Procedures for Preparation



0155

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Utilization and Value

3. The Weekly Schedule

a. Preparation of SAC Form 304

(1) Fixed Manhour Deductions

(2) Priority Service Calls (AF Form 344)

(3) Operational Priority (AF Form 327)

(4) Priority Instructions Slips (assuming AF Form 344 from PM)

(5) Routine New work (AF Form 327)

(6) Routine AF Form 304

CHAPTER IV How Has the Job Progressed?

A. The Production-Control Board

1. Shop Concerned Section

2. Supply Status Section

3. Construction Status Section

B. Supervision of Shop Foreman

1. Maintaining Daily Operations Log or Operation Chart

a. Procedure for Accomplishment

b. Importance

(1) Planning Ahead

(2) Keeping the Is Informed

c. Analyzing Jobs by Work Sampling and Investigation Section

CHAPTER V How Well Did We Do The Job?

A. Introduction

1. Purpose of Performing Analysis

2. Value to the Installations Engineer and to the Air Force



0156

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

a. Justifying Manpower

b. Lessening wastes in Time and Material

c. Providing Source for Budget Justification

B. Unit Maintenance Costs

1. Annual Work Order List

2. Posting AF Form 303

3. Documentation

4. Annual Comparison for each Ro Ur

5. Comparison to OAC and [illegible] Averages

6. Analysis [illegible] and Preventive Maintenance [illegible]

C. Special Work Order Costs

1. Actual Cost vs. Approved Cost

2. Monthly Report of Demands for Actual Costs Varying Over 10% from approved costs

D. Detailed Analysis of Time Lag Data

1. Supply Effectiveness

2. Analysing Administrative Lag Time

E. Preventive Maintenance Costs

F. Analysis of Trends

1. Overhead Costs

2. Transportation Cost Data

G. Budget Analysis and Preparation

H. Performance Standards

I. Analysis of Construction Bids for Costs

1. Militrd Engineer

2. Project Preparation

J. Conclusions





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

16

0158

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

HEADQUARTERS
42D AIR BASE GROUP (SAC)
Loring Air Force Base
Limestone, Maine

13 August 1955

Minutes of Meeting on Snow Removal Tests at Loring Air Force Base, Winter 1955-1956

1. The meeting was conducted by Colonel Jackson W. Lewis, 42d Air Base Group Commander, for the purpose of discussing the snow removal tests which are going to be conducted at Loring Air Force Base during the winter 1955-1956 by the Air Proving Ground Command. Meeting was held in the Conference Room, Air Installations, Loring Air Force Base, Limestone, Maine, 1445 hours, 11 August 1955.

Those in attendance were as follows:

Colonel J W. Lewis, Commander, 42d Air Base Group, LAFB, Maine
Colonel V. M. Van Sickle, Dir/Materiel, 45th Air Division, LAFB, Maine
Lt Colonel W. B. Pequignot, 42d Air Base Group Comptroller, LAFB, Maine
Major W A Wenberg, AFOC-AFOTC/SSC, Eglin AFB, Fla.
Major L D Parson, Installations, WADC, WPAFB, Ohio
Major E F Fleming, Base Operations Officer, LAFB, Maine
Major L Callendo, OIC S/O B/Flt, LAFB, Maine
Major H D Terwilliger, Base Materiel Officer, LAFB, Maine
Captain L L Coggiola, Purchasing & Contracting Officer, LAFB, Maine
Captain H King, C/B & A Div, Hq 42d Air Base Group, LAFB, Maine
1st Lt R D Felty, Hq, Eighth Air Force, Westover Air Force Base, Mass.
2nd Lt Dale Tothero, WADC, WPAFB, Ohio
Mr. Rolland W Lusk, WADC ARDS, WCLEI-2, WPAFB, Ohio
Mr. G D Frock, Installation Consultant, WADC, WPAFB, Ohio
Mr. E F Nichols, Installations, Hq, SAC, Offutt AFB, Nebr
Mr. G C Thorvaldson, Dep Installations Engr, LAFB, Maine
Mr. A L Freeman, Asst Purchasing & Contracting Officer, LAFB, Maine
Mr. W. J. Jalbert, Roads & Grounds Section, Installations, LAFB, Maine

2. Colonel Lewis introduced Major W. A. Wenberg, Eglin AFB who explained the purpose of these tests. He indicated the tests would be for comparing all equipment available at the present time on Loring AFB and feasibility of new equipment to be brought in by the Air Proving Ground Command.

"THIS IS A CERTIFIED TRUE COPY."

EDWARD V. JOHNSON
2d Lt USAF
Information Services Officer

0159

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Minutes of Meeting on Snow Removal Tests at Loring Air Force Base

3. Major Wenberg distributed lists of "Service Test Equipment for Loring Air Force Base", which is to be furnished to AFGC by WADC, a copy of which is attached. Delivery dates on this equipment, except carriers, should be approximately 1 October 1955. The carriers should be in by 15 November, but delivery may extend to 15 December 1955. The AFGC Snow Removal Test is scheduled to be in operation by 1 December 1955.

4. Questions were presented by Major W. A. Wenberg, AFGC, on facilities that would be available at Loring AFB such as office space; building for covered maintenance; outside storage areas; availability of personnel at Loring AFB to work on these tests and if none available, how many personnel could Loring accommodate.

5. Colonel Lewis answered the question on personnel by stating that we are undermanned on this base and would not be able to furnish any personnel. We have housing and messing facilities for additional military personnel without their dependents. There is a possibility that housing can be obtained in nearby communities for civilian personnel. Technical personnel and other personnel of certain classes can be put in our BOQ's. Loring AFB will be able to provide finance, dental, medical, housing, messing facilities, but no Army clothing as we have only the Air Force type uniforms. Loring has barracks space for aviation engineers.

6. Major Wenberg stated that this test would be similar to last year's test, with observers coming in at intervals to check on the results. The other men would be TDY to Loring AFB for a period of about six months. Confirmed that these men will have a Secret clearance, and that line clearances will be a minor problem.

7. Colonel Van Sickle recommended that AFGC erect a prefabricated building for covered maintenance. Loring AFB would provide them with heat and light. Loring does not have adequate building space now, but will try to make arrangements to provide AFGC with administrative space. Outside storage is no problem; there is space available for that. Major Wenberg and Mr. Lusk both agreed that a building 40' x 100' would be large enough for the covered maintenance work and that floor space of 350 to 500 square feet would be sufficient for administrative work. AFGC will try to obtain a building for the covered maintenance work with the aid of WADC and Loring will locate space for their office.

8. AFGC will have personnel from their command receive the equipment when it arrives on the base, in order that it may be properly stored and accounted for. Personnel requirements would be approximately 84 personnel to man the equipment with a sufficient number of standby equipment operators to allow for





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



injuries, sickness, shifts, etc. The equipment will require two operators for each unit, one to operate and the other to be an assistant. Personnel secured to operate this equipment should have prior snow removal experience, as there is quite a difference in moving snow than dirt. Colonel Lewis suggested that the personnel arrive here ahead of the test equipment, so they could spend some time working with Loring AFB personnel in the snow removal operations. WADC will support AFCC with technicians to see that proper evaluation of the equipment is made. Someone from Walters AFB will be in charge of Agitation Engineers. AFCC will bring their own office personnel to keep the records and do the administrative work. Office fixtures, as available, to be provided by Loring AFB.

9. Responsibility for designating the areas of operation of the test equipment of AFCC, time of operation, etc. will be controlled by the Base Commander and Base Installations Engineer. The operating of the test equipment will be integrated with our own snow removal equipment. There will be certain times when AFCC will have their equipment do all the work for further testing, but this will have to be a time when our operational requirement would allow it. A new snow removal plan for the coming winter is being written by Base Installations, including the AFCC Snow Removal Test Equipment, and will be completed by 15 October 1955.

10. Mr. Thorvaldson explained our procedures on snow removal operation for the past year. This plan will serve as a basis for the new one to be written up for this coming winter.

11. Spare parts will be secured through our facilities by Local Purchase with funds from AFCC. Each unit of equipment will have approximately 5 per cent spare parts shipped with it. The carriers will have to be shipped from the manufacturer with spare parts. Loring AFB has had most difficulty in procuring spare parts and requested that an inventory of the vehicles that are coming to Loring AFB, along with a list of manufacturers of the parts be given to Loring Purchasing and Contracting Officer as soon as possible. An estimate of fuel, oil and lubricants requirements is to be furnished by AFCC to the Budget and Accounting Section, Loring AFB, along with a citation of obligation authority on funds for the procurement of same or a statement as to whether it is on a reimbursable basis.

12. Mr. Lane inquired into what type of radios will be used in our equipment and Colonel Van Steele stated that we had VHO-2 radios, not enough for each piece of our major snow removal equipment.



0161

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Minutes of Meeting on Snow Removal Tests at Loring Air Force Base

13. A final c nference at WCC will be held in the near future.

14. Meeting adjourned at 1615 hours.

1 Incl
List of Service Test
Equipment for Loring AFB



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

<u>[illegible] EQUIPMENT FOR [illegible] AIR FORCE BASE</u>

4 ea - Corps of Engineers developed snowplow carriers
4 ea - High speed rotary plows
4 ea - Universal snowplow attches
4 ea - Underbody blades
2 - 1 ea - Tank rotary plows*
1 ea - V-Blades
4 ea - Reversible Blades
4 ea - Roll-over Blades
1 ea - One-way Blades

1 ea - Prime RD-8 blade mounted on 32-34,000 Lb GVW truck of approximately 200 HP.

1 ea - Reversible blade (interchangeable with RD-8 above) minimum height 60" mounted on 32-34,000 Lb GVW truck of approximately 300 HP.

1 ea - Prime RD-12 with Right Hand and Left Hand wings mounted on 40-44,000 Lb GVW truck of approximately 300 HP.

1 ea - Reversible blade with Auto-wing mounted on 40,000 Lb GVW truck of approximately 200 HP.

10 ea - RD-12 with Right Hand and Left Hand wings mounted on 34,000 Lb GVW truck of 300 HP. **
***

1 ea - Winch left trailer (hauling).

10 ea - 32-34,000 Lb GVW truck with 15 cubic yard special dump body. **
***

1 ea - Corps of Engineers developed 12-14 cubic yard dump body interchangeable with 5 yard body. **

1 ea - Bucket loader, swing type with 4 cubic yard bucket.

1 ea - Air Force standard one-way blade with wing mounted on 7-½ ton truck. **

1 ea - Air Force standard one-way blade without wing mounted on 3-½ to 5 ton truck. **

1 ea - Air Force standard reversible blade mounted on 1-½ to 2 ton truck.

0 1 6 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1 ea - Air Force standard one-way blade with Roto-wing mounted on 2 ton truck. **

1 ea - Air Force standard rotary with leading vlade mounted on 32-34,000 lb GVW truck. **

1 ea - Front mounted bucket loaders with 3 yard snow bucket. **

1 ea - Gros Snow-Flyer, Model A60 rotary plow.

1 ea - Sicard Snowmaster, Model 30 rotary plow. ***

* Unless substantially different from Air Force standard rotary this unit will not be tested.

** This equipment is approved for FY 58 buying program (conference WASC, 14-15 June 1957) and will be used for comparative purposes.

*** Loring Air Force Base has been authorized by Hq TAC to local purchase this equipment.



0164

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0165

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

REPORT OF AIRCRAFT STATUS AND PURPOSE OF FLIGHT

PART I

PART II

AF 110a

0166

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0167

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

42D BOMBARDMENT WING (H)
LORING A.F.B.

AUG 5 5

YOUR MAINTENANCE REPORTS

# HOW GOZ IT

Compiled by the Record Analysis Section
MAINTENANCE CONTROL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| Item | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| FLYING TIME PROGRAMED | 1090 | 1087 | 900 | 330 | 330 | 298 | 334 | 334 | 304 | 366 | 390 | 300 | 627 | 588 | 488 |
| FLYING TIME ACCOMPLISHED | 1058 | 1085 | 923 | 312 | 351 | 306 | 392 | 374 | 304 | 354 | 360 | 313 | 603 | 606 | 484 |
| AVG FLYING HRS PER ACFT ASSESSED PROGRAMED | 35.2 | 33.4 | 27.2 | 33.0 | 32.7 | 27.1 | 35.8 | 30.4 | 27.5 | 36.6 | 36.1 | 27.3 | 29.9 | 28.0 | 22.3 |
| AVG FLYING HRS PER ACFT ASSESSED ACCOMPLISHED | 33.4 | 33.8 | 28.0 | 31.2 | 34.8 | 27.9 | 35.6 | 34.0 | 27.6 | 33.1 | 32.7 | 28.5 | 28.8 | 28.9 | 23.1 |
| AVERAGE POSSESSED ACFT | 31 | 32.7 | 33 | 10 | 10.7 | 11 | 11 | 11 | 11 | 10 | 11 | 11 | 21 | 21 | 21 |
| ACTA POSSESSED ACFT | 31.7 | 32.1 | 33 | 10 | 10.1 | 11 | 11 | 11 | 11 | 10.7 | 11 | 11 | 21 | 21 | 21 |
| OTHER PERIODS FLOWN | 89 | 82 | 69 | 26 | 26 | 19 | 31 | 28 | 23 | 32 | 29 | 27 | 111 | 114 | 75 |
| AVG TIME PER FLYING PERIOD | 11.8 | 12.1 | 12.8 | 12 | 13.5 | 14.7 | 12.6 | 13.4 | 12.7 | 11.1 | 12.4 | 11.3 | 5.5 | 5.3 | 6.1 |
| % COMPLETION RATE (%) | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| ACF RATE (%) | [illegible] | .2 | .4 | [illegible] | .4 | .4 | 0 | 0 | 0 | 3.5 | 0 | .7 | 0 | 1.8 | 12.6 |
| OC RATE (%) | .4 | .2 | 0 | .5 | 0 | 0 | .9 | .8 | 0 | 5.8 | 0 | 0 | 0 | 2.8 | 0 |
| ATC RATE (%) | 10.2 | 12.4 | 13.2 | 17.8 | 10.1 | 11.4 | 9.1 | 10.1 | 12.3 | 7.5 | 15.8 | 9.8 | 4.2 | 2.8 | 2.8 |
| OOA RATE (%) | 17.9 | 11.2 | 32.7 | 12.4 | 5.5 | 16.4 | 17.3 | 16.1 | 6.3 | 17.1 | 11.5 | 15.1 | 11.4 | 2.9 | 8.1 |
| MOD'S COMPLIED WITH | 129 | 141 | 99 | 56 | 42 | 40 | 37 | 50 | 32 | 36 | 49 | 27 | 62 | 94 | 66 |
| PRE FLTS COMPLETED | 91 | 96 | 78 | 32 | 40 | 26 | 45 | 21 | 24 | 14 | 35 | 28 | 124 | 119 | 117 |
| POST FLTS COMPLETED | 43 | 36 | 38 | 14 | 13 | 16 | 15 | 10 | 11 | 14 | 13 | 11 | 24 | 31 | 28 |

0169

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART II
BASE FLIGHT

| Item | [illegible] | [illegible] | [illegible] |
|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] HRS ACCOMPLISHED | 4[illegible] | 4[illegible] | 4[illegible] |
| AVER FLYING HRS PER POSSESSED ACFT ACCOMPLISHED | 40.6 | 41.3 | 42.3 |
| AVER. NO. ACFT POSSESSED | 11 | 10.5 | 9.4 |
| IN-COMMISSION % RATE ( % ) | 63.7 | 75.1 | 65.4 |
| UCP RATE ( % ) | 11.7 | 8.1 | .5 |
| NCC RATE ( % ) | 0 | 1.3 | .3 |
| DOCK RATE ( % ) | 14.6 | 13.1 | 21.4 |
| ACCI RATE ( % ) | 3.7 | 3.0 | 12.4 |
| [illegible] | | | |
| PARTIAL INSPECTIONS CONDUCTED | | | * |
| [illegible] | [illegible] | [illegible] | [illegible] |
| TRANSIENT ACFT HANDLED | [illegible] | [illegible] | [illegible] |

* Includes one transient B-25

| Item | [illegible] | [illegible] | [illegible] |
|---|---|---|---|
| [illegible] ( [illegible] ACFT ) | [illegible]* | [illegible] | [illegible] |
| TB - 25 N ( 1 ACFT ) | 54 | 59 | 59 |
| C - 45 G ( 2 ACFT ) | 91 | 140 | 95 |
| C - 47 A ( 2 ACFT ) | 127 | 121 | 127 |
| C - 119 C ( 1 ACFT ) | 51 | 43 | 73 |
| H - 19 B ( 2 ACFT ) | 47 | 47 | 35 |

* 2 Acft assigned this period

0170

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART III

MAINTENANCE CONTROL

| | B-36 | KC-97 |
|---|---|---|
| 1. Supply Liaison: | | |
| a. Percent of ANPX | 34.9 | 25.3 |
| b. Cannibalization Request Processed | 4 | 14 |
| c. Manhrs Expended due to Cannibalization | 3:30 | 21:00 |
| d. Number of ANPX Items | 48 | 28 |

2. Quality Control:

a. Periodic Inspection

| | Number of Periodic Inspections Performed | Average Discrepancy Per Acft Red Diagonal | [illegible] Red Cross |
|---|---|---|---|
| (1) Dock #1 | 2 (B-36) | 44.5 | 2.5 |
| (2) Dock #2 | 3 (B-36) | 38.0 | [illegible] |
| (3) Dock #3 | 4 (KC-97) | 10.2 | [illegible] |
| (4) Base Flight | | | |
| a. C-45 | 1 | 16.0 | [illegible] |
| b. C-119 | 0 | 0 | [illegible] |
| c. H-19 | 1 | 20.0 | [illegible] |
| d. B-25 | 3 | 34.0 | [illegible] |
| e. C-47 | 2 | 30.0 | [illegible] |



0171

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Quality Control (Cont'd)

b. Post Flight Inspection:

| | Number Post Flight Inspections Performed | Avg Discrepancy Per Acft Red Diagonal | (Acft & Eng) Red Cross |
|---|---|---|---|
| 69th Bomb Sq | 2 | 31.0 | 2.5 |
| 70th Bomb Sq | 4 | 23.25 | 4.0 |
| 75th Bomb Sq | 2 | 30.0 | 2.0 |
| AREF Sq | 6 | 10.8 | 1.8 |

c. Average Number of Discrepancies Per Acft Periodic (A&E)

| Periodic | Number | Red Diagonal | Red Cross |
|---|---|---|---|
| Dock #1 | 2 (B-36) | 21.5 | 0.0 |
| Dock #2 | 3 (B-36) | 17.3 | 0.0 |
| Dock #3 | 4 (KC-97) | 4.75 | 0.25 |

d. Average Number of Discrepancies per Acft. Post Flight (A&E)

| | | | |
|---|---|---|---|
| 69th Bomb Sq | 2 | 17.5 | 0.0 |
| 70th Bomb Sq | 4 | 16.25 | 0.0 |
| 75th Bomb Sq | 2 | 25.5 | 0.0 |
| AREF Sq | 0 | 0.0 | 0.0 |

e. Unit Change Insp Avg Discrepancies noted per Insp

| | No. of Insp | Avg Red Diag | Avg Red Cross |
|---|---|---|---|
| (1) Recip Eng Install (B-36) | 12 | 3.66 | 0.75 |
| (2) Jet Eng Install | 1 | 1.0 | 0.0 |
| (3) KC-97 Eng Install | 0 | 0.0 | 0.0 |

f. Built Up Eng Insp 0



0172

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Quality Control (Cont'd)

| | No. of Insp. |
|---|---|
| g. Special Insp in compliance with TWX | 0 |
| h. Major Components Insp | 0 |
| i. Insp on outgoing engines | 0 |
| j. Insp of engines to be changed | 0 |
| k. Engine Fire Insp | 0 |
| l. B-36 Test Flights Performed | 19 |
| KC-97 Test Flights Performed | 14 |
| m. Unsatisfactory Reports | |
| (1) 42d FM Sq | 59 |
| (2) 42d PM Sq | 2 |
| (3) 42d A&E Sq | 104 |
| (4) 69th Bomb Sq | 2 |
| (5) 70th Bomb Sq | 36 |
| (6) 75th Bomb Sq | 0 |
| (7) 42d Ops (Adm) | 2 |
| (8) 42d Motor Vehicle Sq | 0 |
| (9) 1974th AACS Sq | 3 |
| (10) 42d Instl Sq | 0 |
| (11) Hq, Maint Control, Etc. | 2 |
| (12) 42d Supply Sq | 0 |
| (13) 42d ARS Sq | 3 |
| (14) 2-7 Weather Det | 0 |
| (15) Hq ABGp (Base Flight) | 0 |
| | 213 |



0173

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. Job Control: (Dispatches & Work Orders Processed)

| | Fwd Last Mo. | Issued | Completed | Cancelled | Dispatches Carried Fwd |
|---|---|---|---|---|---|
| A. Field Maint | 65 | 1376 | 1306 | 69 | 66 |
| B. A & E Maint | 72 | 1025 | 992 | 40 | 65 |
| C. Field Maint (WO's 48's) | 38 | 473 | 511 | 0 | 0 |

4. Records Unit:

| Tec Kits Received | New TO's Received | TOC's Complied W/ | TO Kits Reqm | TO's NCW Outstanding | No. of Compliance Completed |
|---|---|---|---|---|---|
| 222 | 0 | 165 | 7 | 0 | 322 |

5. Maintenance Standardization Team:

Tech Maint Instr Pub.

7

a. One class of R-4360- engines was completed, one class of J-47 engine completed, two classes B-36 familiarization completed, one class of basic weapons completed, and one class of Radio completed.

b. Two classes were completed on engine conditioning, eight classes completed on ground powered equipment, instruction in accordance with SAC Reg 66-17, six classes completed on B-36 familiarization of firefighting personnel, two classes completed on inspection of propellers blades.

c. The following list of Projects were completed during the month of August 1955.

(1) Investigation of Malfunctions (Radio) Aircraft 1094.

(2) Research concerning several TMI's.

(3) Ground Safety Deficiency.

(4) Research concerning Job assignment bibliography.

(5) Investigation of Magneto Drives.

(6) Magneto timing difficulties.

(7) Assisting Flying Safety Officer with deficiency concerning aircraft 26

(8) 8th AF engine conditioning report.



0174

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Maintenance Standardization Team (Cont'd)

(9) Supply priorities A & B.

(10) Weapons difficulties pertaining to SAC Manual 66-4.

(11) A & E difficiencies pertaining to power.

(12) Supply difficulties concerning calendar inspections.

(13) Deficiency concerning difference of two local regs concerning the ordering of publications.



0175

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART IV

EXELD MAINTENANCE SQUADRON

| Item | June | July | August | 3 Mo Avg |
|---|---|---|---|---|
| Recip Eng Build Up | 15 | 20 | 14 | 16.3 |
| Recip Eng Tore Down | 13 | 20 | 7 | 13.3 |
| Recip Eng Chg (R-36) | 25 | 18 | 13 | 18.7 |
| Recip Eng Chg (Other) | 0 | 0 | 0 | 0 |
| Recip Eng Chg (KC-97) | 3 | 1 | 2 | 2.0 |
| Recip Eng Build-Up(KC97) | 3 | 2 | 2 | 2.3 |
| Recip Eng Tore-DownKC97 | 3 | 1 | 2 | 2.0 |
| Recip Eng Test Run | 10 | 18 | 15 | 14.3 |
| Recip Eng Shipped to SAAMA (QEC) | 10 | 8 | 5 | 7.7 |
| Recip Eng Received from SAAMA (QEC) | 8 | 3 | 8 | 6.3 |
| Jet Engines Changed | 3 | 4 | 6 | 4.3 |
| Jet Engine Build-Up | 0 | 0 | 3 | 1.0 |
| Jet Eng Minor Repairs | 4 | 3 | 2 | 3.0 |
| Jet Eng Tore-Down | 3 | 1 | 2 | 2.0 |
| Turbes Changed | 1 | 2 | 0 | 1.0 |
| Cylinders Chg (R-36) | 31 | 44* | 51** | 42.0 |
| Cylinders Chg (KC-97) | 3 | 1 | 4 | 2.7 |
| Master Controls Chg | 2 | 2 | 4 | 2.7 |
| Carbureters Changed | 2 | 1 | 1 | 1.3 |

| Item | June | July | August | 3 Mo Avg |
|---|---|---|---|---|
| Props Installed | 70 | 57 | 42 | 56.3 |
| Props Removed for Repair, Modification, & Overhaul | 28 | 27 | 17 | 24.0 |
| Props Repair, Modification, & Overhauled, | 15 | 24 | 9 | 16.0 |
| Props Shipped to Overhaul Depot | 13 | 6 | 8 | 9.0 |
| Personnel Chutes Inspected & Repacked | 790 | 892 | 803 | 828.3 |
| Deceleration Chutes Repacked | 11 | 27 | 15 | 17.7 |
| B-5 Life Vest Inspected | 352 | 381 | 314 | 349 |
| Anti-exposure Suits Inspected (R-1) | 1343 | 455 | 934 | 910.7 |
| Safety Belts Inspected | 76 | 78 | 54 | 69.2 |
| TOO'ts of Parachutes (C-2A) | 45 | 42 | 10 | 33.2 |
| One Man Life Raft Inspected (F-2A) | 113 | 212 | 18 | 115.2 |
| Twenty Man Life Rafts Insp (E-2B) | 43 | 8 | 6 | 19 |
| Six Man Life Rafts Inspected | 0 | 0 | 4 | 1.3 |

REMARKS: * 20 Cylinder Changes accomplished by orgn other than unit change crew.

** 13 Cylinder changes accomplished by orgn other than unit change crew.

0176

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART V

PERIODIC MAINTENANCE SQUADRON

1. Periodic Inspections:

a. B-36 see Page 9a

b. KC-97 see Page 9b

2. PMS Manhour Accounting:

| Acft | Code | Title | Comp Units | Total Hrs Expended | Avg Hrs Exp For one Per |
|---|---|---|---|---|---|
| B-36 | 04 | Pre-Dock | 6 | 2221.0 | 370.2 |
| B-36 | 05 | In-Dock | 5 | 8744.0 | 1748.8 |
| B-36 | 06 | Post-Dock | 6 | 2650.0 | 441.7 |
| | | Total Avg Time Per One Periodic | | | 2560.7 |
| KC-97 | 04 | Pre-Dock | 3 | 228.4 | 76.1 |
| KC-97 | 05 | In-Dock | 4 | 1877.3 | 469.3 |
| KC-97 | 06 | Post-Dock | 4 | 853.8 | 213.5 |
| | | Total Avg Time Per One Periodic | | | 758.9 |
| B-36 | 10 | TOC 379.5 MH's expended | | | |

(This represents 74.4% of all TOC's accomplished by the Wing. Wing Total 509.8 MH's



0177

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PERIODIC MAINTENANCE DATA

| A | B | C | D | E | F | G | H | | I | J | K | L | M |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AIRCRAFT NO. | SQUADRON | PRE-DOCK DAYS | IN DOCK DAYS | POST DOCK DAYS | TOTAL TURN AROUND TIME (Between Arr. Dep.) | AGCP | ADCM | | AGCP SOLD IN | CARRY OVER UNTIL | ACTUAL PMS TURN AROUND TIME ** | TOT MAN HRS | REMARKS |
| | | | | | | | PM | AE | | | | | |
| TOTAL | | | | | | | | | | | | | |
| AVERAGE | | | | | | | | | | | | | |

**ACTUAL PMS TURN AROUND TIME
Col F Minus G Minus H = K

0178

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PERIODIC MAINTENANCE DATA

| AIRCRAFT NO. | SQUADRON | PRE-DOCK DAYS | IN DOCK DAYS | POST DOCK DAYS | TOTAL TURN AROUND TIME DAYS(FRL-AAL-FM) | AOCP | AOCM | ACPT SOLD IF CARRY OVER UNTIL | ACTUAL TRS TURN AROUND TIME | TOC MAN HRS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | B | C | D | E | F | G | H | I | J | K | L | M |
| | | | | | | | FM / AE | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

0180

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0181

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0182

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0183

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0184

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0185

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0186

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0187

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ADC 1 September 1955

MEMORANDUM FOR: Director of Personnel, 45th AD

SUBJECT: Untrainable 010's

1. To further clarify the position of the untrainable 010's in the USAF manning documents, I would like to know the following information:

a. Establish clearly that untrainable 010's, although within Air Force troop strength, are not considered in our effective manning.

b. The number of 010's assigned to the 45th Air Division.

c. The method by which these individuals were classified as untrainable 010's.

d. What percentage of the 010's can be upgraded into the trainable category.

e. Through what method of evaluation is the above accomplished.

f. What schooling is available within the Air Force structure to raise the aptitude of an untrainable 010.

g. How often can this aptitude test be taken by an individual.

2. The morale and welfare of these individuals, since they are a considerable number, is a fact and must be considered. For that reason, the following questions are submitted:

a. Does the untrainable 010 know his aptitude rating and his deficiencies?

b. Who has that information?

c. Is there a regulation that states that these individuals cannot be promoted?

0188

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Memo for Dir/Pers, Subj: Untrainable OLO's

3. The above information is essential in order to insure that Loring and the Air Force has a satisfactory solution to the problem of untrainable OLO's within the Air Force.

W. K. MARTIN
Brigadier General, USAF
Commander

cc: HP
WDP



0189

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BP Untrainable 010's
ADP BP 7 Sep 55

1. In reply to memorandum from General Martin dated 1 September 1955, the following information is submitted: (Paragraph numbering will correspond to that of ADC memorandum.)

a. Untrainable 010's are considered in our effective manning for the purpose of filling authorized helper level positions.

b. There are 751 helper level airmen assigned to the 45th Air Division. There are 284 authorized helper level positions in the 45th Air Division. There are 200 helper level airmen on OJT for various AFSC's. The breakdown for Wing and Group is as follows:

| AFSC | AUTH | ASGD | NET ASGD | UAFSC | AFSC TNG INTO & NO | |
|---|---|---|---|---|---|---|
| | | | 42d Bombardment Wing | | | |
| 32010 | | 5 | 5 | 5 | | |
| 43010 | | 38 | 38 | 38 | | |
| 46010 | | 5 | 1 | 3 | 46230 | 2 |
| 47010 | | 1 | 1 | 1 | | |
| 53010 | | 15 | 1 | 1 | 53430 | 14 |
| 55010 | | 5 | | | 55231 | 5 |
| 57010 | | 1 | 1 | 1 | | |
| 60110 | | 5 | | | 60130 | 5 |
| 60310 | 2 | 12 | 12 | 12 | | |
| 62010 | 2 | 5 | 5 | 5 | | |
| 64010 | 1 | 22 | 20 | 18 | 64131 | 2 |
| | | | | | 64132 | 2 |
| 70010 | | 45 | 29 | 29 | 70230 | 16 |
| 71010 | | 1 | | | 71130 | 1 |
| 73010 | | 3 | | | 73231 | 3 |
| 92210 | | 3 | 3 | 3 | | |
| 90010 | 12 | 23 | 16 | 16 | 90230 | 2 |
| | | | | | 90530 | 1 |
| | | | | | 90630 | 3 |
| | | | | | 98230 | 1 |
| TOTAL: | 17 | 191 | 133 | 134 | | 57 |
| | | | 42d Air Base Group | | | |
| 22010 | | 1 | 1 | 1 | | |
| 23010 | 3 | 1 | 1 | 1 | | |
| 29010 | 1 | 7 | 5 | 5 | 29130 | 5 |
| 43010 | 2 | 5 | 5 | 5 | | |
| 46010 | | 11 | 8 | 5 | 46130 | 6 |
| 47010 | 2 | 5 | 4 | 4 | 47131 | 1 |
| 53010 | | 1 | 1 | 1 | | |
| 55010 | 27 | 28 | 23 | 23 | 55231 | 5 |

0190

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| AFSC | AUTH | ASGD | NET ASGD | UAFSC | AFSC TNG INTO & NO | |
|---|---|---|---|---|---|---|
| 56010 | 19 | 18 | 11 | 11 | 56430 | 6 |
| | | | | | 56130 | 1 |
| 57010 | 42 | 61 | 50 | 50 | 57130 | 11 |
| 60110 | | 3 | 3 | 3 | | |
| 60310 | 2 | 15 | 13 | 15 | | |
| 62010 | 94 | 118 | 114 | 118 | | |
| 64010 | 10 | 52 | 39 | 37 | 64130/31/32 | 15 |
| 67010 | | 2 | | | 67130 | 1 |
| | | | | | 67230 | 1 |
| 68010 | | 4 | 1 | 1 | 68230 | 3 |
| 70010 | 8 | 56 | 44 | 46 | 70230 | 10 |
| 71010 | | 1 | 1 | 1 | | |
| 72010 | | 4 | 3 | 3 | 72130 | 1 |
| 73010 | | 5 | 3 | 3 | 73231 | 2 |
| 74010 | 1 | 12 | 12 | 12 | | |
| 77010 | 57 | 149 | 70 | 72 | 77130 | 77 |
| 92210 | 1 | 1 | | 1 | 92230 | 1 |
| TOTAL: | 269 | 560 | 412 | 417 | | 143 |

c. Airmen are administered the Airman Classification Battery at the Basic Training Wings. Those airmen who do not attain a minimum usable aptitude index of 4 are awarded AFSC 00010 are are assigned to using organizations. In the event all helper level positions are filled, these airmen can be used and reported in any authorized helper level position. Meaning of usable aptitude index: As used in SAC Regulation 52-2, this term is intended to mean an index in an aptitude area which is considered necessary for training and progression in an Air Force Specialty for which a manning requirement exists. Thus, an equipment operator aptitude index of 4, which is needed for training in the 603 career ladder and 57 career field, is termed usable only if manning requirements exist in those specialty areas.

d. There is no set percentage that can be upgraded into the trainable category. Attention is invited to letter Headquarters Eighth Air Force, PDP3A, Subject: Training of Low Aptitude Type Airmen, dated 23 April 1955 (Inclosure No. 1).

e. Paragraph 18d(3)(b), Air Force Manual 35-8, authorizes the squadron commander to request retesting if in his opinion the original or currently reported ACB or AQE scores are invalid for one of the following reasons:

(1) A marked discrepancy exists between an airman's aptitude index and his ability as determined from other information or personal observation.



0191

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(2) Facts available indicate that the test was administered under unfavorable conditions.

(3) Air Force Form 20 has been lost or destroyed.

f. These airmen can raise their educational level through USAFI. This is highly recommended due to the fact that a large percentage of these Category IV airmen have not completed grammar school or high school and therefore probably lack sufficient command of the English language to intelligently read and understand the instructions and questions in the ACB and AQE tests. One squadron in the Air Base Group conducted formal instructions in general education to assist these airmen in passing the AQE test.

g. AFPRT 1, Instructions for Administering and Scoring the AQE Tests, states that airmen will not be allowed to be retested. However, Air Force Manual 35-8, which governs all testing conducted in the Air Force, authorizes the squadron commander to request retesting for reasons listed in paragraph 1e above.

2. a. The Basic Training Wings are supposed to advise the untrainable OLO's of their aptitude index during the period utilized in counseling and classifying these men. The situation is explained to them upon arrival at this station by either the Classification NCOIC or the Assignment NCOIC. At this time airmen are also advised of the possibilities of bettering their scores and being placed on OJT.

b. The aptitude scores are recorded on the airman's Form 20 or Form 7, and the individual squadron classification clerk maintains these records at the appropriate Wing or Group Unit Personnel Section.

c. Paragraph 10a, Air Force Regulation 39-29, outlines the requirements for promotion. It states that the airman must be at the apprentice (3) level before being promoted to Airman Second Class.

1 Incl
Ltr PDP3A
23 Apr 55

FRED C. SIMPSON, Lt Col, USAF
Base Director of Personnel





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

PDP3A 23 April 1955

SUBJECT: Training of Low Aptitude Type Airmen

TO: See Distribution

1. The increasing number of requests for waivers of Project Guidance to train basic airmen (AFSC 00010) and low aptitude helper level personnel (010) airmen possessing no usable aptitude index above 3) indicate the probability of incomplete understanding of current technical training and manning policies by your unit commanders. Air Force personnel procurement is governed by a qualitative distribution formula established by the Department of Defense. That directive prescribes that 27% of non-prior service personnel enlisted in the Air Force must be in mental category group IV (AFQT range 13-30). It is intended by both the DOD and Headquarters USAF that these personnel be assigned to authorized manning document positions having limited job requirements. These positions are identified on manning tables with the appropriate helper level AFSC.

2. As a matter of general policy, the Air Force believes that the limited job requirements of helper positions can be satisfied by unskilled personnel. Thus no provisions for training airmen selected for directed duty in helper positions were included in the USAF Program Technical Training. The policies contained in the PTT contemplate the continued assignment of subject personnel in helper positions through, out their period of Air Force service. It is not intended that they be entered into formal on-the-job training, nor is it expected that they progress above pay grade E-2.

3. It is recognized that exceptions to the above policy must be permitted for personnel who, despite low aptitude scores, show outstanding potential or accomplishment in their assigned career fields. Waiver provision to permit their OJT is included in Project Guidance directives. However, the validity and the reliability of the AGB and AGE are sufficiently high as to make a great number of waiver requests unwarranted. This headquarters concurs with any reasonable course of training action which will improve your manning position. However, the advisability of training large numbers of low aptitude personnel into the 3 level specialty is subject to question. Such practice must result in:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PDP3A, Subject: Training of Low Aptitude Airmen

a. Concentrating undue numbers of low aptitude personnel in a single career ladder.

b. Depriving the career field of its scheduled input of relatively high aptitude personnel from pipe-line resources.

c. Creation of a new progression problem since such airmen experience considerable difficulty in passing the AFJKT and APT.

4. In view of the increasing complexity of equipment and procedures within the Air Force, this headquarters believes that the assignment of low aptitude personnel to a career field should be limited to the present manning document authorizations for helpers. This can be facilitated by limiting training opportunities only to those personnel assigned in helper level Utilization AFSCs who conclusively demonstrate outstanding abilities.

5. Request the above information be given appropriate dissemination within your command.

BY ORDER OF THE COMMANDER:

/s/ Richard D Lebson
/t/ RICHARD D. LEBSON
1st Lt., USAF
Assistant Adjutant

0194

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0195

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0196

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BI-MONTHLY REPORT OF PROFESSIONAL ACTIVITIES
OF AIR FORCE HOSPITALS

Reports Control
Symbol AF - M9

Period Covered
10 June 1955

Date Ending
31 August 1955

USAF HOSPITAL
Loring Air Force Base
Limestone, Maine

SECTION I ---- HOSPITAL COMMANDER'S REPORT

1. Admissions: a. Total - 462 b. Active Duty Military - 176 c. Other - 286

2. Transfers and Reassignments:

a. To Army Facilities:

| Register Number | Arm or Sv of Patients | Principal Diagnosis | Reason for Transfer |
|---|---|---|---|
| 5100 | Army | Observation, medical, suspected encephalopathy due to old trauma: Nov 52 (details unknown) manifested by severe left parietal headaches. LD, Yes. | Required specialized neurological and neurosurgical diagnosis and treatment. |
| 4867 | Army | Pterygium, left eye. LD, Yes. | Ophthalmological surgery required. |
| 4831 | Army | Observation, psychiatric, suspected maladjustment, situational, acute. LD, Yes. | Specialized psychiatric diagnosis and treatment required. |

0197

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (Con't)

b. To Navy Facilities:

| Register Number | Arm or Sv of Patients | Principal Diagnosis | Reason for Transfer |
|---|---|---|---|
| 5067 | Civ Dep | Pneumonia, lobar, n.e.c., right, upper, middle, and lower, organism undetermined. | Thoracic surgical and medical care of specialized nature needed. |

c. To Air Force Facilities:

| Register Number | Arm or Sv of Patients | Principal Diagnosis | Reason for Transfer |
|---|---|---|---|
| 4968 | Air Force | Pterygium, left eye. LD, Yes. | Ophthalmological surgery required. |
| 4917 | Civ Dep | Arthritis, n.e.c., cervical spine, cause undetermined. | Specialized diagnosis and treatment needed. |
| 4954 | Civ Dep | Convulsions, etiology undetermined. | Neurological diagnosis and treatment required |
| 4954 | Civ Dep | Atresia of anus, congenital, partial. | Specialized surgical treatment required. |
| 4973 | Air Force | Heterotropia, right, esotropia, cause undetermined. LD, Yes. | Specialized ophthalmological diagnosis and treatment required |
| 4970 | Air Force | Myopia. LD, Yes. | Specialized ophthalmological diagnosis and treatment required. |
| 4971 | Air Force | Observation, medical, suspected epilepsy, petit mal. LD, Yes. | Specialized neurological diagnosis and treatment required. |
| 4975 | Air Force | Calcification of ligament, right elbow cause undetermined. LD, Yes. | Specialized orthopedic diagnosis and treatment required. |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (CON'T)

| Register Number | Arm or Sv of Patients | Principal Diagnosis | Reason for Transfer |
|---|---|---|---|
| 4974 | Air Force | Observation, psychiatric. LD, Yes. | Specialized psychiatric diagnosis and treatment required. |
| 4947 | Civ Dep | Observation, medical, suspected retrobulbar neuritis. | Specialized neurological, ophthalmalogical, and medical diagnosis and treatment required. |
| 5027 | Civ Dep | Tumor of cervical spine, type undetermined, primary site of origin. | Specialized neurosurgical diagnosis and treatment required.. |
| 4955 | Air Force | Wound, lacerated, multiple, of index, middle, and ring fingers, left, with partial digital artery and nerve involvement. LD, Yes. Fracture, compound, n.e.c., multiple, of index, middle, and ring fingers, left, with partial digital artery or nerve involvement. LD, Yes. AI when patient, while on duty as a jet engine mechanic, put his hand in air intake of jet to clean it out, thinking motor had stopped, causing patient to have left hand cut by compressor blade, 1045 hours, 22 Jul 55, Hangar # 1, Flight Line, Presque Isle AFB, Maine | Specialized surgical care required. |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (CON'T)

| Register Number | Arm or Sv of Patients | Principal Diagnosis | Reason for Transfer |
|---|---|---|---|
| 4915 | Air Force | Observation, medical, suspected epilepsy. LD, Yes. | Specialized neurological diagnosis and treatment required. |
| 4922 | Air Force | Exostosis, n.e.c., left tibial tuberosity, cause undetermined, primary site of origin. LD, Yes. | Specialized orthopedic diagnosis and treatment required. |
| 4910 | Civ Dep | Stricture, esophagus, type undetermined, due to swallowing lye when she was a child. Observation, surgical, suspected foreign body, esophagus. | Specialized bronchoscopic treatment required. |
| 4925 | Civ Dep | Cortical seizure, focal (Jacksonian) motor, left face and left side of body, arm and leg, cause undetermined. | Specialized neurological and neurosurgical care required. |
| 4972 | Air Force | Fracture, simple, n.e.c., neck, left, mandible, no artery or nerve involvement. AI when patient, while off duty, was a passenger in an auto which went out of control and ran into a ditch, causing patient to hit dashboard with left side of face, 0230 hours, 28 Jun 55, Highway #89, between Limestone and Caribou, Maine. LD, Yes. | Specialized orthopedic or dental surgical treatment required. |

4

0200

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (CON'T)

| Register Number | Arm or Sv of Patients | Principal Diagnosis | Reason for Transfer |
|---|---|---|---|
| 4935 | Civ Dep | Tuberculosis, pulmonary, active, moderately advanced. Not PR. | Specialized tuberculosis treatment required. |
| 5068 | Air Force | Observation, medical, suspected petit mal epilepsy. | Specialized neurological diagnosis and treatment required. |
| 5122 | Air Force | Deflection of nasal septum, cause undetermined. LD, Yes. | Specialized ENT diagnosis and treatment required. |
| 5109 | Civ Dep | Alcoholism, chronic, severe, manifested by confusion, tremors; predisposition, moderate; stress, minimal; impairment, moderate. Not PR. | Specialized psychiatric treatment required. |
| 5185 | Air Force | Pterygium, right, LD, Yes. | Specialized ophthalmologic treatment required. |
| 4914 | Air Force | Anxiety reaction, acute, severe, manifested by shaking spells with sweating, left chest pains, palpitations and occasional crying; Stress, mild; Predisposition, moderate; Impairment, moderate. LD, No. EPTS. | Specialized psychiatric treatment required. |



0201

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (CON'T)

| Register Number | Arm or Sv of Patients | Principal Diagnosis | Reason for Transfer |
|---|---|---|---|
| 5235 | Air Force | Observation, psychiatric, suspected sexual deviate. LD, No. EPTS. | Specialized psychiatric diagnosis and treatment required. |
| 5241 | Air Force | Fracture, simple, n.e.c., of subcondylar portion of both rami of mandible, no artery or nerve involvement. AI when patient, while on duty as a cook became dizzy and fell, striking his jaw on table top, 0930 hours, 29 Aug 55, Caswell AF Station, Maine. LD, Yes. | Specialized dental, surgical, or orthopedic treatment required. |
| 5254 | Civ Dep | Patent ductus arteriosus. | Specialized vascular surgery required. |
| 5258 | Civ Dep | Aneurysm, arteriovenous, congenital, probably common artery or branch, cause undetermined. | Specialized vascular surgery required. |



0202

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (CON'T)

3. Professional meetings held during the two months were as follows:

a. Weekly professional staff meetings were held in the hospital.

b. An evening meeting was held on Thursday, 25 August 1955. This was a joint meeting of all medical officers present for duty, members of the consulting staff and civilian physicians from the neighboring communities.

Following the dinner, the paper was presented by Drs. Langford and Behrens of the hospital staff. The presentation was "Basic Problems of Military Medical Planning for Emergencies and Disasters" by the Hospital Commander, Lt Col Langford and "The Treatment of Burns" by the Chief of Surgical Services, Capt Behrens.

c. The Dental Section conducted a two-day course of instruction and training program on 22 and 23 August 1955. The program was "Construction of Cast Partial Dentures" and was conducted by a representative from the research division of the Ney Gold Company.

4. Narrative comments concerning all professional activities:

a. The mission of the hospital is not seriously affected by changes in Air Force doctor staffing in any specific areas.

b. No specialties normally available have been curtailed due to failure to receive qualified replacements.

c. There is no excessive workload on the professional staff.

JAMES G. LANGFORD
Lt Col, USAF (MC)
Commander



0203

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (CON'T)

3. Professional meetings held during the two months were as follows:

a. Weekly professional staff meetings were held in the hospital.

b. An evening meeting was held on Thursday, 25 August 1955. This was a joint meeting of all medical officers present for duty, members of the consulting staff and civilian physicians from the neighboring communities.

Following the dinner, the paper was presented by Drs. Langford and Behrens of the hospital staff. The presentation was "Basic Problems of Military Medical Planning for Emergencies and Disasters" by the Hospital Commander, Lt Col Langford and "The Treatment of Burns" by the Chief of Surgical Services, Capt Behrens.

c. The Dental Section conducted a two-day course of instruction and training program on 22 and 23 August 1955. The program was "Construction of Cast Partial Dentures" and was conducted by a representative from the research division of the Ney Gold Company.

4. Narrative comments concerning all professional activities:

a. The mission of the hospital is not seriously affected by changes in Air Force doctor staffing in any specific areas.

b. No specialties normally available have been curtailed due to failure to receive qualified replacements.

c. There is no excessive workload on the professional staff.

JAMES G. LANGFORD
Lt Col, USAF (MC)
Commander





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Pediatric Section - Inclosure #1

This premature white female infant was born in the Loring AFB Hospital on 19 August 1955, weighing 5 lbs 4-3/4 oz. The mother had had an uneventful prenatal course and her expected date of confinement was 29 August 1955. She had had uremia and pyelonephritis with the first two pregnancies. The delivery was uneventful and spontaneous. The cry initially was lusty and the infant's condition throught to be good immediately at birth.

In a short time the child's color became poor with difficult respirations and poor cry. When first examined by the pediatrician, the child had only a fair appearance, was cyanotic if out of oxygen, the air exchange was rather poor, there was a slight asymmetry of the chest, with the right chest being somewhat less expanded. There was mild retraction of the sternum on inspiration. The child was placed in an Isolette incubator with a vaporizer and antibiotics and gradually over a period of the next two days, the condition deteriorated progressively. The air exchange became less as time progressed. X-ray initially revealed moderate areas of consolidation and on the day of the infant's demise showed diffuse, almost complete consolidation of both lungs. The infant expired at 2102 hours, 21 August 1955.

A postmortem examination was performed which revealed a fairly well-developed, fairly well-nourished white female newborn infant who was an obvious premature and immature infant. There was no free pleural fluid. The lungs were both non-expanded, dark red, meaty in consistency and appeared non-air-containing. Sections were taken from the lungs and from all the other thoracic and abdominal viscera and sent to the First Army for microscopic examination. There was no gross abnormality of the heart. The trachea and bronchi were clear of secretions. This is felt to be a case of a premature infant with poor lung expansion.

J. W. GEORGE
Captain, USAF (MC)
Chief of Pediatric Section

0205

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Pediatric Section - Inclosure #2

This infant was born in the Loring Air Force Base Hospital on 23 July 1955 after a full term normal pregnancy. The infant was a breech delivery and at delivery was found to have a large cystic mass attached to the occipital and cervical region of the head and neck. This was assumed to be an encephalo-meningo-myelocele. There was marked difficulty in delivering the head and shoulders due to this marked deformity and the child was somewhat traumatized at delivery. There was a period of several minutes before respirations could be established. The infant had aspirated a moderate amount of meconium-stained amniotic fluid. The cystic sac was approximately the same size as the infant's skull and had a broad base of attachment to the occipital and posterior cervical region of the skull and neck and to the upper thoracic region of the back. The child appeared otherwise fairly normal. There was a large bony defect palpable in the occipital skull, the suture lines and fontanelles were quite open. There was only a fair air exchange following resuscitation.

The child was placed in an incubator with warmth and moisture and given nothing by mouth for the first twenty-four hours. The child's color and respiration improved somewhat and at about thirty hours of age, oral feedings of sterile water were initiated. On the second day of life the child began to have irregular jerky respirations and periods of apnea and cyanosis and the condition gradually deteriorated. Despite resuscitative measures the infant expired at 1000 hours on 26 July 1955.

On the day of birth, consultation by telephone was obtained with the Chief of Neurosurgery at the Chelsea Naval Hospital in Boston, who recommended conservative care for the first week of life and if the child survived at that time, referral to the Chelsea Naval Hospital for an attempted surgical repair.



0206

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Pediatric Section - Inclosure #2 (con't)

AUTOPSY REPORT:

External examination revealed this to be the body of a newborn female infant appearing of the stated age of three days. There was a large rounded fluid-filled sac, approximately the same size as the infant's head, attached to the occipital area of the skull and to the posterior cervical area of the neck, covered with skin and partially with hair. The infant's body was pale. There were petechial hemorrhages over the lower extremities. There was a peculiar fullness to the skin of the neck and a marked receding appearance to the chin. The large sac on the posterior surface of the head was opened and a yellow, straw-colored clear fluid exuded. The sac was lined by a shining, glistening membrane which was continuous with the meninges of the brain. There was a thin meninginal layer and a thicker dural layer. On opening this sac and draining off the fluid, there was exposed an approximately 5 cm rounded defect in the occipital skull, through which one could see a rather malformed cerebellum and brain stem. The skull was opened and the brain removed, the cerebral hemispheres appearing normal. The cranial nerves coming off the brain appeared normal. The brain stem revealed a malformation of the cerebellar hemispheres and of the brain stem. The brain was placed in formalin for further examination.

An incision was made over the cervical and thoracic spine, posteriorly and the spine seemed normal to palpation. Complete exposure of the thoracic spine was not accomplished. The infant was then placed on its back and a Y-shaped incision used to open the chest and abdomen. The examination of the chest revealed no free fluid in the pleural cavities. The right lung was red in color and meaty in consistency and seemed to contain little air. The left lung showed alternate areas of atelectasis or non-expansion and other areas of marked over-expansion.

Examination of the heart revealed it to consist of a single auricular chamber with two ventricles and a high septal defect (interventricular septal defect). There was some type of anomaly of the major vessels coming off the heart, both of which arose from what appeared to be a thickened, enlarged right ventricle. The pulmonary veins appeared to empty into the large single auricle.

On opening the abdomen, there was seen to be a situs inversus of the abdominal organs, with complete transposition of the abdominal viscera. Except for this and for the presence of an accessory spleen, the abdominal organs were normal. There were no areas of atresia of the bowel noted. The heart and lungs were removed "en block" and will be sent along for further dissection. Specimens were taken from all of the abdominal organs and will be sent for microscopic examination.



0207

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AUTOPSY REPORT (Con't)

The impression at completion of gross post mortem examination was:

1. Meningocele, occipital

2. A congenital heart malformation with a three-chambered heart and a high ventricular septal defect, with possible anomalies of the great arterial and venus vessels arising from the heart.

3. A situs inversus of the abdominal organs.

J. W. GEORGE
Captain, USAF (MC)
Chief of Pediatric Section



0208

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Pediatric Section - Inclosure #3

This seven-month old white male infant was admitted to the Loring Air Force Base Hospital on Sunday, 7 August 1955, for a herniorrhaphy on the right side. The child was discovered to have a fever of 103.5° at that time and on further questioning, the following history was elicited:

Around the first of August the child began to have a cold with stuffy nose and slight respiratory difficulty. He was seen in the Emergency Room of the LAFB Hospital on the night of 3 August, at which time a pharyngitis and otitis media were discovered and the child started on terramycin, oral suspension, in full dosage. Two days later, on 5 August, the parents took the child to a local civilian physician who discontinued the terramycin and started the child on some unknown medicine, said to be administered for the child's diarrhea.

The child was next seen in the Emergency Room of the Loring AFB Hospital on the night of 6 August, at which time a fever was discovered. An upper respiratory infection was said to be present and the child was given 300,000 units of procaine penicillin and was to be admitted to the hospital the following day. On 7 August, the child was admitted to the Surgical Service as described above. The child was seen by the OD and thought to have an upper respiratory infection, with otitis and pharyngitis, and started on 300,000 units of procaine penicillin daily. The child continued to have a fever of 103 - 104° and was seen in consultation by the Pediatric Service on 8 August, at which time an otitis media was noted. There were questionable findings of decreased breath sounds and dullness in the right side of the chest. There was no respiratory difficulty at this time. The child's penicillin dosage was increased to 200,000 units of aqueous crystallin penicillin, q6h and a chest x-ray ordered. The chest x-ray revealed an almost homogeneously opaque right lung field, and on the following day, 9 August, the child began to have moderate to marked respiratory difficulty and cyanosis of the lips. The child was placed in a Croupette at this time with Alevaire nebulization. A throat culture was taken. The antibiotic regime was instituted as follows: aqueous crystallin penicillin, 400,000 units q6h, terramycin, 125 mgms q6h, gantrisin, 1/2 gm intramuscularly q8h.

Physical examination at this time revealed a well-developed, well-nourished, but quite pale white male infant who was acutely ill. There was marked respiratory distress and grunting respiration. There was cyanosis of the lips on removal from the oxygen for prolonged periods. The upper respiratory tract revealed a bilateral otitis media and a moderate pharyngitis. Examination of the chest revealed a clear left lung field and a right lung field which was flat to percussion and with very little in the way of breath sounds heard to auscultation, except for tubular breathing which seemed to come from the bronchi.



0209

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Additional laboratory work available at this time revealed a 10 gm hemoglobin, a 41,500 WBC, with 64 polys and 36 lymphs, and a normal urinalysis. The neurological examination at this time was entirely normal.

The child was continued on full antibiotic dosage with oxygen without appreciable improvement and with continued spiking fever to 103 to 104° daily. On 12 August the child's hemoglobin was 9.5 gms. At that time he was given a small, 75 cc, whole blood transfusion. His throat culture revealed a small growth of alpha streptococci and a moderate growth of aerobacter and E. Coli. Chest x-ray obtained on 10 August revealed some clearing of the right lung field and no shift of the trachea in either direction. The child was followed very carefully by physical examination and x-ray. On 12 August, the chest x-ray revealed again a homogeneous opacity of the right lung field. Fluoroscopy at that time revealed no evidence of tracheal shift. The right diaphragm could not be seen and the left diaphragm was seen to move normally. No evidence of foreign body could be seen.

The child was seen in consultation at that time by Dr. Draper Warren, consultant in Internal Medicine, who felt that no evidence of fluid was present at that time. A first strength PPD was negative on that date. A chest x-ray on 15 August for the first time revealed some evidence of tracheal shift to the left with again the same homogeneous opacity of the right lung field, with no evidence of fluid level or foreign body. Because of the child's lack of response to treatment and the continued opacity of the right lung field, a thoracentesis was done on 15 August, which revealed a rather thin purulent fluid which was cultured and which contained a hemolytic staphylococcus aureus. Approximately 30 - 45 ccs were withdrawn from the chest and no more could be obtained from three withdrawal sites. The chest was tapped on 16 August and again 30 ccs of a thin purulent fluid were removed. At this time sensitivities were obtained which showed the staphylococcus aureus to be sensitive to chloromycetin and slightly sensitive to aureomycin. The child was started on intramuscular chloromycetin and on intravenous aureomycin. On 18 August the child was again tapped and at this time 100 ccs of the same fluid was withdrawn and 75 mgms of aureomycin instilled in the pleural cavity. The child's temperature came down to approximately normal levels at this time. The child was continued on intramuscular penicillin and on oral chloromycetin and aureomycin.



0210

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Pediatric Section - Inclosure #3 (con't)

The child was transferred to the Chelsea Naval Hospital where the chest taps were repeated with the same results insofar as the organism and its sensitivities. After three or four days of repeated tapping, a rubber drain was placed in the pleural cavity at this hospital and the child's condition has improved markedly.

J. W. GEORGE
Captain, USAF (MC)
Chief of Pediatric Section



0211

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Pediatric Section - Inclosure #4

This two year old white male infant was admitted to the Loring Air Force Base Hospital on 3 August 1955 with the transfer diagnosis of meningitis. The child's present illness was said to have begun two days before admission, when he suddenly ran a very high fever of 105.8°. He was seen at the Presque Isle AFB Dispensary at that time. No definite diagnosis was arrived at and the child was treated with procaine penicillin, oral terramycin and oral gantrisin. The following day his fever had dropped, he seemed symptomatically slightly better and he was again given the same medications. On 3 August, the day of admission, the child's fever had reappeared. The child had marked signs of meningitis, with stiff neck, back, and legs, a high-pitched cry, and a position of ophistotonus. A lumbar puncture was done at the Presque Isle Dispensary which revealed a cloudy fluid with approximately 1000 WBC's, mostly polys: no organisms could be seen.

The child was transferred to this hospital where the spinal fluid sugar was found to be 35 mgms % and no definite organisms were seen. The spinal fluid was cultured, the child was put on a wide spectrum of antibiotics, including massive doses of both intravenous and intramuscular penicillin, intramuscular chloromycetin, and intramuscular gantrisin. The child showed the typical picture of a severe meningitis at that time.

The child's condition slowly improved over a period of three or four days and his fever had disappeared in approximately three days. The child was continued on 1 million units of aqueous crystallin penicillin and full dosages of gantrisin and chloromycetin for a period of eleven or twelve days. On the last five to six days of treatment, the child was completely afebrile and in the last four days of treatment was symptomatically and physically quite normal. The medication was discontinued and the child remained in the hospital for five days on no medication. His temperature remained normal, his condition remained entirely normal. The follow-up lumbar punctures revealed a white count of 8 polys on 11 August, with a normal sugar and no increase in the Pandy. The child was discharged on 19 August 1955 and a lumbar puncture on 18 August revealed a clear fluid under no increase in pressure, with 15 WBC's, 3 polys, and 12 lymphs, a normal sugar and no increase in the Pandy. All spinal fluid cultures have been negative for pyogenic organisms and cultures for acid-fast organisms are continuing. Acid-fast smears have been negative. The sedimentation rate on the day of discharge was 49 mms per hour with 10.5 gms hemoglobin. This was not corrected and



0212

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Pediatric Section - Inclosure #4 (Con't)

would probably be close to normal if a correction for the anemia had been done. The child was discharged on no medication other than oral iron and will be seen in one week in the Loring AFB Pediatric Clinic and closely followed there.

J. W. George

J. W. GEORGE
Captain, USAF (MC)
Chief of Pediatric Section



0213

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECTION II ---- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Medical Service:

2. a. Number of patients admitted to the service or section: 113

   b. Number of outpatient visits to the service or section: 1048

3. Number of patients occupying beds at end of period: 12

4. Number of patients hospitalized longer than 90 days at end of period: 0

5. Number of operations performed: None

6. Somatic Therapy: None

7. Complications: None

8. Hospital Deaths: None

9. Remarks, unusual problems, etc: See Inclosure #5

10. Officers Assigned:

| Name | Grade | Specialty No. (With Suffix) | Proportion of Total Time Assigned to this Service |
|---|---|---|---|
| CORNISH, L. R. | Captain | 9356 | 50% |
| LIPPY, W. H. | 1/Lt | 9326 | 50% |

LAWRENCE R. CORNISH
Captain, USAF (MC)
Chief of Medical Service



0214

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Medical Service - Inclosure #5

The patient is a nineteen year old white married female, who entered this hospital 7 August 1955 with a history that she had been well until approximately four days prior to admission when she noted the sudden onset of severe shortness of breath, followed by pain in the anterior upper left chest. This had been preceded by no cold or other illness and was entirely spontaneous in onset. At the time of onset of the symptoms, the patient was lying in bed. She was seen by a physician at that time and treated with a sedative. She got along well for three days with only mild shortness of breath and no pain, until the day of admission, when in the evening while watching a movie in a drive-in theater, she again experienced the same symptoms with severe dyspnea followed by pain in the anterior chest. She was seen at a civilian hospital and transferred to this hospital for diagnosis and treatment. She had not had chills or fever. She had a mild non-productive cough but this was not a prominent symptom in her illness.

The past history reveals that she is a housewife, she had the usual childhood illnesses, plus pneumonia. She has had no serious adult illnesses. There is a negative family history and there were no operations or injuries.

The systemic review was non-contributory, although she thought that she had had more shortness of breath on heavy exertion than other people; however, this has not been severe enough to bother her activities nor to seek medical aid. There is no history suggestive of rheumatic fever.

Physical examination at the time of admission revealed a well-developed, well-nourished white female who was having moderate distress on breathing. The head and neck revealed no abnormalities; eyes, ears, nose and throat were clear; the chest expansion was equal; the lungs were clear to percussion and auscultation. Examination of the heart revealed that it was not clinically enlarged, there was a normal sinus rhythm and no murmurs. On examination of the heart after forced expiration, with holding of the breath, there was a crackling sound heard over the apex and over the tricuspid area that was synchronous with the heart beat. This was not of the nature of a friction rub. The abdomen was soft and flat, there were no masses or tenderness, and no organs palpable. The remainder of the examination was within normal limits.

The laboratory work on admission revealed a white blood count of 5,800 with 72 neutorphils and 28 leukocytes. Hemoglobin was 13.5 gms. The sedimentation rate was 54 mms per hour, corrected to 39 mms per hour. The urine was essentially negative. An EKG revealed no abnormalities. Examination by



0215

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Medical Service - Inclosure #5 (Con't)

chest x-ray revealed a halo-like configuration around the left border of the heart that was approximately 1/4" across.

With these findings a diagnosis of mediastinal emphysema was made, and the treatment was merely bed rest and supportive care. Within two days the patient's symptoms had cleared and the x-ray findings were no longer present. Following this, during the rest of her hospital stay, she had no further difficulty and there were no further clinical signs. She was discharged to the Medical Clinic on 12 August 1955.

LAWRENCE R. CORNISH
Captain, USAF (MC)
Chief of Medical Service



0216

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SECTION II ---- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Surgical Service

2. a. Number of patients admitted to the service or section: 131

   b. Number of outpatient visits to the service or section: 521

3. Number of patients occupying beds at end of period: 8

4. Number of patients hospitalized longer than 90 days at end of period: None

5. Number of operations performed: 71

| | Major | Minor |
|---|---|---|
| a. Emergency | 3 | 2 |
| b. Elective | 7 | 59 |

6. Somatic Therapy: None

7. Complications: None

8. Hospital Deaths: None

9. Remarks, unusual problems, etc.: None

10. Officers Assigned:

| Name | Grade | Specialty No. (With Suffix) | Proportion of Total Time Assigned to this Service |
|---|---|---|---|
| BEHRENS, D. T. | Captain | 9416 C | 100 % |
| FRASCATI, F. P. | 1/Lt | 9326 | 75% |

Gordon W. Scott for

DONALD T. BEHRENS
Captain, USAF (MC)
Chief of Surgical Service





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECTION II ---- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Gynecological Service

2. a. Number of patients admitted to the service or section: 36

   b. Number of outpatient visits to the service or section: 649

3. Number of patients occupying beds at end of period: 5

4. Number of patients hospitalized longer than 90 days at end of period: 0

5. Number of operations performed:

| | Major | Minor |
|---|---|---|
| a. Emergency | 0 | 4 |
| b. Elective | 1 | 13 |

6. Somatic Therapy: None

7. Complications: None

8. Hospital Deaths: None

9. Remarks, unusual problems, etc. None

10. Officers Assigned:

| Name | Grade | Specialty No. (With Suffix) | Proportion of Total Time Assigned to this Service |
|---|---|---|---|
| BADE, P. H. | Captain | 9356 | 40% |
| MALACKOWSKY, M.N. | 1/Lt | 9326 | 25% |

Paul H. Bade
PAUL H. BADE
Captain, USAF (MC)
Chief of Gynecological Service



0218

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECTION II ---- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Obstetrical Service

2. a. Number of patients admitted to the service or section: 171

   b. Number of outpatient visits to the service or section: 1658

3. Number of patients occupying beds at end of period: 11

4. Number of patients hospitalized longer than 90 days at end of period: 0

5. Number of operations performed: 1

6. Somatic Therapy: None

7. Complications: 7

8. Hospital Deaths: 4(infants)

9. Estimated maximum obstetrical capacity: 75

10. Total number of deliveries: 156

    a. Complicated: 7

    b. Uncomplicated: 149

11. List number of deliveries with complications:

| Register Number | Complication | Disposition |
|---|---|---|
| 4814 | Premature separation of placenta | Discharged |
| 4917 | Threatened abortion(early) | Discharged |
| 5024 | Hemorrhage, postpartum, due to retained placenta. | Discharged |
| 5036 | Toxemia, pre-eclamptic. | Discharged |
| 5123 | Premature separation of placenta | Discharged |



0219

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Obstetrical Service (Con't)

11. List number of deliveries with complications (con't)

| Register Number | Complication | Disposition |
|---|---|---|
| 5138 | Eclampsia, postpartum | Discharged |
| 5243 | Toxemia, pre-eclamptic | In hospital at present |

12. Number of births:

| | |
|---|---|
| a. Still births: | 2 |
| b. Full term live births: | 143 |
| c. Premature live births - Total: | 11 |
| (1) Under 500 grams: | 0 |
| (2) 500-999 grams: | 0 |

13. Neonatal Deaths:

| Name | Age at Death | Cause of Death |
|---|---|---|
| Guilfoyle, Sharon A. | 1 hr 10 min | Congenital atelectasis |
| Pearson, Blaine M. | 2 hrs | Congenital atelectasis |
| Cockraft, Cynthia | 3 days | Meningocele |
| Cockran, Donna | 2 days 21 hrs | Prematurity with congenital atelectasis |

14. Remarks, unusual problems, etc: None



0220

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Obstetrical Service (Con't)

15. Officers Assigned:

| Name | Grade | Specialty No. (With Suffix) | Proportion of Total Time Assigned to this Service |
|---|---|---|---|
| BADE, P. H. | Captain | 9356 | 50% |
| MALACKOWSKY, M.N. | 1/Lt | 9326 | 50% |

Paul H Bade
PAUL H. BADE
Captain, USAF (MC)
Chief of Obstetrical Service



0221

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SECTION III ----REPORT OF OUTPATIENT SERVICE

1. Workload:

Visits -- Total: 10251

| | Total | Military | Other |
|---|---|---|---|
| To Facility: | 10251 | 5036 | 5215 |
| To Home: | 0 | 0 | 0 |
| Treatments: | 13977 | 6051 | 7926 |

2. Officers Assigned:

| Name | Grade | Specialty No. (With Suffix) | Proportion of Total Time Assigned to this Service |
|---|---|---|---|
| CORNISH, L. R. | Captain | 9356 | 25% |
| SNYDER, M. | Captain | 9754 | 100% |

LAWRENCE R. CORNISH
Captain, USAF (MC)
Director of Clinics



0222

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SECTION IV ---- REPORT OF LABORATORY SERVICE

1. Total number of examinations clinical laboratory: 14901

2. Total number of tissue examinations: None

3. Capabilities of laboratory for other than routine blood and urine examinations:

   Complete blood banking facilities, diagnostic bacteriology and parasitology. Rana pipens (frog pregnancy test), clinical chemistry, serological procedures, including bacteriological virus and blood banking serology.

4. Remarks, unusual problems: None

5. Officers Assigned:

| Name | Grade | Specialty No. (With Suffix) | Proportion of Total Time Assigned to this Service |
|---|---|---|---|
| GETTMAN, F.C. | 1/Lt | 9151 | 100% |

FRANK C. GETTMAN
1/Lt, USAF (MC)
Laboratory Officer



0223

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SECTION V ---- REPORT OF RADIOLOGY SERVICE

1. Number of examination: 1724
   a. Fluoroscopic: 25
   b. Radiographic: 1649
   c. Electrocardiographic: 50
2. Number of treatments, if any: None
3. Remarks, unusual problems, etc.: None
4. Officers Assigned:

| Name | Grade | Specialty No. (With Suffix) | Proportion of Total Time Assigned to this Service |
|---|---|---|---|
| CORNISH, L. R. | Captain | 9156 | 25% |

LAWRENCE R. CORNISH
Captain, USAF (MC)
Chief of Radiology



0224

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SECTION VI ---- REPORT OF PHARMACY SERVICE

1. Total number of prescriptions filled: 4020

   a. Military: 1847

   b. Civilian: 2173

2. Remarks, unusual problems, etc.: None

3. Graduate pharmacists assigned:

| Name | Grade | Specialty No. (With Suffix) |
|---|---|---|
| LEJA, J. C. | 2/Lt | 9031 |

4. Officers Assigned:

| Name | Grade | Specialty No. (With Suffix) | Proportion of Total Time Assigned to this Service |
|---|---|---|---|
| LEJA, J. C. | 2/Lt | 9031 | 5% |

J. W. GEORGE
Captain, USAF (MC)



0225

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## REPORT OF PHYSICAL THERAPY SERVICE

1. Number of patients participating: 424

2. Total man hours of functional activity: 292 hrs

3. Treatments: Misc.

   a. Infra-red: 28

   b. Whirlpool: 144

   c. Therapeutic Exercises: 96

   d. Diathermy 142

   e. Ultra Violet: 68

   f. Massage: 34

   g. Paraffin Bath: 0

   h. Electrical Stimulation: 4

   i. Muscle Re-education: 5

   TOTAL: 521

4. Officers Assigned:

| Name | Grade | Specialty No. (With Suffix) | Proportion of Total Time Assigned to this Service |
|---|---|---|---|
| STUCKMAN, L. E. | 1/Lt | 9235 | 100% |
| ARMOUR, L. H. | A/3c | 900210 | 100% |

DONALD T. BEHRENS
Captain, USAF (MC)



0226

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SECTION VII ---- REPORT OF NURSING SERVICE

1. Total number of personnel assigned to Nursing Service: 35

   a. Military nurses: 12

   b. Civilian nurses: 10

   c. Medical technicians: 0

   d. Nurses aides: 13

2. Professional meetings held during the period: 1

   Captain Myrna A. Snyder presented a paper on Hemophilia.

3. Remarks, unusual problems, etc: None

4. Personnel changes:

   1/Lt Evelyn C. Doerty and 1/Lt Gertrude E. Hawxhurst departed 9 August 1955 for overseas assignments.

   Captain Regina H. Maresh departed 25 August 1955 to be relieved from active duty on 31 August 1955.

   2/Lt Joan E. O'Connor returned 16 July 1955 from TDY at Gunter AFB -- attending Flight Nurses' School.

   Captain Patricia A. McCartney left 30 August 1955 on TDY of approximately 14 days, for the purpose of emergency assistance in polio program at Childrens' Hospital, Boston, Massachusetts.

CHIEF OF NURSES — MARGARET M. KIEFER, Major

Signature: Margaret M. Kiefer



0227

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

22



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFERENCE REPRESENTATIVES

I. EIGHTH AIR FORCE HEADQUARTERS, Westover Air Force Base, Mass.

| | |
|---|---|
| Major General Walter C. Sweeney, Jr. | Commander |
| Major General James C. Selser, Jr. | Deputy Commander |
| Colonel David A. Burchinal | Chief of Staff |
| Colonel Elkins Read, Jr. | Comptroller |
| Colonel Harold E. Humfeld | Director of Operations |
| Colonel Jay P. Thomas | Director of Plans |
| Colonel Wilson R. Wood | Inspector General |
| Colonel Charles A. Dunn | Director of Personnel |
| Colonel William H. Reddell7 | Director of Materiel |
| Colonel Rockly Triantafellu | Director of Intelligence |

II. EIGHTH AIR FORCE DIVISION COMMANDERS

| | |
|---|---|
| Brig. Genera. Claude E. Putnam, Jr. | Commander, 818th |
| Brig. General Hewitt T. Wheless | Commander, 801st |
| Brig. General William K. Martin | Commander, 45th |
| Brig. General John R. Sutherland | Commander 802d |
| Brig. General Henry R. Sullivan, Jr. | Commander, 21st |

III. EIGHTH AIR FORCE BOMB WING COMMANDERS

| | |
|---|---|
| Colonel Abe J. Beck | Commander, 340th (M) |
| Colonel Jerome Tarter | Commander, 42d (H) |
| Colonel Jim Wells | Commander, 310th (M) |
| Colonel Alfan N. Moore | Commander, 380th |
| Colonel William F. Coleman | Commander, 98th (M) |
| Colonel Louis G. Thorup | Commander, 307th |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

IV. EIGHTH AIR FORCE REFUELING WING COMMANDERS

| | |
|---|---|
| Colonel Elbert D. Reynolds | Commdner, 4050th (M) |
| Colonel Orie O. Schurter | Commander, 4060th (M) |

V. EIGHTH AIR FORCE STRATEGIC RECONNAISANCE WING COMMANDERS

| | |
|---|---|
| Colonel Olbert F. Lassiter | Commander, 55th |
| Colonel William J. Meng | Commander, 26th |
| Colonel Charles M. Eisenhart | Commander, 91st |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

2 NOV 1955
OI
4 copies

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 SEPTEMBER 1955—30 SEPTEMBER 1955

at Loring Air Force Base, Limestone, Maine

STRATEGIC AIR COMMAND

RSI Cont No
S14370
30526
T5288S

SECRET

0235

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 SEPTEMBER 1955---30 SEPTEMBER 1955

Prepared for the Historical
Section of the Information Services Office,
42d Air Base Group, by 1st Lt. Charles R. Hughes (Historical
Officer) and A/2c Homer F. Welch, Jr.,
25 October 1955.

(Eighth Air Force, Strategic Air Command)

Jackson W. Greene Col USAF
for W. K. MARTIN
Brigadier General, USAF
Commander

CHARLES R. HUGHES
1st Lt., USAF
Historical Officer
(Information Services
Staff Officer)

Homer F. Welch, Jr.
HOMER F. WELCH, Jr.
A/2c AF 19495273
Historian (actg.)

RSI
S14970

SECRET

0236

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BRIGADIER GENERAL WILLIAM K. MARTIN

COMMANDER

45TH AIR DIVISION



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0238

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COLONEL JACKSON W. LEWIS

COMMANDER

42D AIR BASE GROUP



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0240

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FORE-
WARD

0241

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# F O R E W O R D

This report contains the history of the 45th Air Division (SAC) from the period 1 September 1955 to 30 September 1955. The origin and organization of this Air Division are recounted along with important activities--mission and mission implementation, operations and training, supply, maintenance, personnel and facilities--being emphasized for the reporting period.

The information contained herein, relative to the history of the 45th Air Division, at Loring Air Force Base, Limestone, Maine, a unit of the Eighth Air Force (SAC), covers activities of the 42nd Air Base Group and assigned squadrons, the 45th SAAF Hospital and Division headquarters. It is related to previous monthly histories of this Air Division since activation.

The present report was supervised by First Lieut. Charles F. Hughes, USAF, AO 3013362, Historical Officer (Information Services Staff Officer), and written by Airman Second Class Homer F. Welch, Jr., USAF, AF 19499271, (active) Historian.

Like other months' reports, this history is subject to revision, and additional information or suggested corrections will be welcomed.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0243

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTENTS


| Chapter | Title | Page |
|---|---|---|
| Foreword | | |
| List of Illustrations | | |
| Chronology | | |
| Narrative | | Pages 1 thru 31 |
| I | ORGANIZATION | 1 |
| | Brief History | 1 |
| | Organizational Developments | 4 |
| II | THE MISSION AND ITS IMPLEMENTATION | 8 |
| | Over-All Mission | 8 |
| | Operation POST HOLE (SECRET) | 9 |
| | Operation PATRON SAINT (SECRET) | 14 |
| | Air Refueling Squadron (SECRET) | 16 |
| | Staging Aircraft | 17 |
| | Base Flight | 17 |
| III | EXPERIMENTS AND DEVELOPMENTS | 18 |
| | Projected B-52 Conversion (S) | 18 |
| | Refueling Squadron Plans Thule Visit (SECRET) | 19 |
| | Joint Operations With Other Commands (SECRET) | 21 |
| IV | SUPPLY AND MAINTENANCE | 24 |
| | Supply | 24 |
| | Aircraft Maintenance Activities | 26 |
| V | MAJOR PROBLEMS | 28 |
| | Wing Personnel Shortage | 28 |


0244

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTENTS (Cont'd.)


| | | |
|---|---|---|
| | Air Base Group Personnel Shortage | 29 |
| VI | MISCELLANEOUS | 30 |
| | Hospital Exhibit | 30 |
| | Safety | 31 |
| Bibliography | | 32 |
| Appendix | | - |
| 1. Roster of Key Personnel | | |
| 2. Personnel Statistics | | |
| a. Daily Strength Report | | |
| b. Effective Manning Report | | |
| 3. Training Statistics | | |
| 4. Over-All Support Statistics | | |
| 5. Maintenance Statistics | | |
| 6. Supply Statistics | | |
| a. Munitions | | |
| b. In-direct Support | | |
| Supporting Documents | | - |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0246

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LIST OF ILLUSTRATIONS

1. MAPS AND CHARTS

Chart: Organization, 45th Air Division . . . . . 1

2. PHOTOGRAPHS AND PICTURES

Brig. Gen. William K. Martin, USAF, Commander,
45th Air Division . . . . . .Frontispiece

Colonel Jackson W. Lewis, USAF, Commander,
42d Air Base Group. . . . . .Frontispiece



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0248

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHRONOLOGY

| Date | Activity | Page |
|---|---|---|
| 5-9 Sep 55 | Wing B-36 's fly RBS mission on Lawrenceville Airport, Indiana (SECRET) | 9-14 |
| 11-14 Sep 55 | Special Ops-Mat Team visits Thule AFB, Greenland, concerning future visit of 42d ARS (CONFIDENTIAL) | 19 |
| 15-17 Sep 55 | 42d Tac Hospital displays "flying infirmary" at Atlantic City, N. J., AHA Convention | 30 |
| 18 Sep 55 | General Martin and Team visit Castle AFB, California, per projected B-52 conversion (SECRET) | 18 |
| 23 Sep 55 | MATS Conference at Loring in regards to forthcoming Wing rotation to UK (SECRET) | 12 |
| 23 Sep 55 | Base Alert Plan 10A-55 exercised for 7 hours. Practice evacuation performed. | 25 |
| 23 Sep 55 | Fairchild AFB Equipment Review Team visits Loring to clarify UALs. | 24 |
| 27 Sep 55 | B-52 Team meets with Hq SAC Team to discuss Castle AFB trip (SECRET) | 18 |
| 27-30 Sep 55 | AIO burns contaminated JP-4--approximately 18,000 barrels. | 25 |
| 28 Sep 55 | B-52 Team briefs 8th AF Deputy Commander on Castle AFB visit (SECRET) | 18 |
| 28-30 Sep 55 | Three B-36's participate in joint operation with U. S. Navy (SECRET) | 14, 15 |
| 30 Sep 55 | Division Safety Committee Meeting conducted | 31 |
| 1-30 Sep 55 | Construction on extension to Loring runway continues--also taxiway and hangar stabilization. | 22 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAP. I

0250

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# ORGANIZATION

## Brief History

The 45th Air Division was activated at Loring Air Force Base,[1] Limestone, Maine, in October, 1954, and assigned to the Eighth Air Force of the Strategic Air Command.[2]

Before the Division had set up headquarters, the 42d Heavy Bombardment Wing was the highest base echelon[3] with support rendered by the 42d Air Base Group.[4] The 42d Wing had been activated with the B-36 "Peacemaker" aircraft as its primary aircraft.[5]

---

1. The 45th Air Division was activated on Oct. 8, 1954 (Per SAC GO 69, dtd 6 Oct 54: "Section I - Activation of the 45th Air Div"). Division headquarters was set up just 7 days after the base had been re-named (per DAF GO 34, 15 Sep 54, para 6) in honor of Maj. Charles J. Loring, Jr., USAF, a Maine jet hero of the Korean conflict--Congressional Medal of Honor winner. Original name of the base: "Limestone".

2. Pursuant to SAC GO 69, dtd 6 Oct 54. The base itself went under the jurisdiction of SAC in Feb, 53 (per SAC GO 18, dtd 21 Apr 53).

3. The Wing was activated in February, 1953 [per DAF Ltr., 322 (AFOMO 410h), dtd 24 Mar 53. For effective date, see SAC GO 10, dtd 25 Feb 53]. Actually, the Wing had been "re-activated"--the parent unit was the 42d Bombardment Group which had served in the South Pacific during World War II.

4. The Air Base Group was activated on the same orders as the Wing as a support organization. The Group also had been "re-activated"--the parent unit was the 42d Service Group which had served in the ETO during World War II.

5. In the Pacific war, the 42d Wing (Group) had made use of the B-26 and B-25 "Medium" bomber aircraft. Upon activation again in 1953, the 42d was re-designated from "Medium" to "Heavy" [per DAF Ltr., 322 (AFOMO 410h), dtd 24 Mar 53].



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The parent organization to the 42d Bombardment Wing, Heavy, was the 42d Bombardment Group, Medium, which had served in the South Pacific during World War II;[6] the parent organization to the 42d Air Base Group was the 42d Service Group.[7]

In the same year that the old 42d Bomb Group was being retired from active duty with the AAF[8]--1946--a seemingly unrelated event

---

6. In the Pacific war, the 42d Bomb Group received battle honors for campaigns in the Northern Solomons, New Guinea and the Philippines. The Group was awarded a Distinguished Unit Citation for action at Balikpapan, Borneo, Netherlands East Indies, from 23 to 30 Jun 45 (per WD GO 44, dtd 12 May 46). Battle credits were awarded for the China Defensive and Offensive (Cir 1, Hq., 13th AF, dtd 10 Jun 46), Bismarck Archipelago, Luzon, New Guinea, Northern Solomons (WD GO 12, dtd 12 Feb 46) and Southern Philippines campaigns (DA GO 29, dtd 21 Apr 48).

7. During World War II in England and France, the 42d Service Group was the support unit to the 322d and later the 344th Medium Bombardment Groups. The 42d Service organization was originally activated on 15 Jan 41 at McChord Field, Washington /per GO No. 1, Hq, McChord Field, Washington, dtd 14 Jan 41/. Its departure overseas to the UK was made on 23 Nov 42. On September 27th (1942) the Group moved to France and from there to Belgium, where, in 1945, it was disbanded /per Ltr., Hq, IX Air Force Service Command, dtd 22 May 45, pursuant to instructions contained in WD Ltr., AG 322 (27 Mar 45) OB-I-AFRPG-M, dtd 4 Apr 45/. When the 42d support Group was activated in 1953, it was re-designated the 42d Air Base Group /per DAF Ltr., 322 (AFOMO 410h), dtd 24 Mar 53/.

8. Per GO No. 69, Hq, 5th AF, dtd 20 Apr 46, pursuant to instructions contained in WD Ltr., AG 322 (26 Mar 46) OB-I-E-M, dtd 25 Mar 46.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



was taking place back in the U. S: construction of a small airstrip had just been started in the Northern part of Maine. Seven years later, on Limestone Air Force Base, the 42d bombing organization and support group were re-activated.

During the initial construction of this base—from the winter of 1946-47 to the winter of 1952-53--Limestone was garrisoned by a small group of AF personnel.[9]

When the 42d Heavy Bombardment Wing was activated, the construction program at Limestone went into high gear. Hangars, docks, an extension to the runway for the B-36 heavy bomber aircraft, a USAF Hospital, modern barracks--many important base facilities were initiated.

The Wing launched its first training missions early in April, 1953, when pilots of the 69th Heavy Bombardment Squadron flew over Aroostook County daily.[10]

---

9. When first assigned, in June, 1950, this group was designated only as a base detachment. Later, the detachment was re-designated the 4215th Base Service Squadron. As the base grew in importance, the squadron was replaced by the 4215th Air Base Squadron. The 4215th Air Base Squadron was discontinued (per SAC GO 10, dtd 25 Feb 53) when the 42d Bomb Wing (H) was activated in 1953. Commanders of those early units were, in order of their succession: Captain Kenneth R. Van Zandt, USAF, Major Kenneth E. Smith, USAF, Lieut. Colonel James Wiley, USAF, Colonel William A. Delahay, USAF, and Colonel Frederick R. Ramputi, USAF. When the Wing was activated, Brig. Gen. (then Colonel) Bertram C. Harrison, USAF, was named Commander.

10. The first B-36 landed the last of March, 1953. By October, 1953, almost nine months after the Wing was activated, the B-36 aircraft and crews were flying more than 1,000 hours a month.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## Organizational Developments

On October 8, 1954, the 42d Heavy Bombardment Wing and its support organization, the 42d Air Base Group, became subordinate units of the newly-activated 45th Air Division.[11] The 42d Air Base Group automatically received equal status with the Wing under the Air Division set up.[12]

Division headquarters was made up of the coordinating staff directorates of personnel, materiel and operations.[13]

---

11. Brig. Gen. Harrison, who had previously commanded the Wing, was named commander of the new Air Division. Colonel Jerome Tarter, USAF, assumed command of the Wing with Colonel Woodrow P. Swancutt, USAF, the deputy commander. Colonel Jackson W. Lewis, USAF, was made 42d Air Base Group commander (See Frontispiece, Photo, Col. Lewis) and Lieut. Colonel William W. Pannis, USAF, was named deputy commander. On June 18, 1955, Brig. General William K. Martin, USAF (thenColonel), took command of the Air Division (See Frontispiece, Photo, Gen. Martin) vice Brig. Gen. Harrison.

12. The Wing was the highest base echelon until activation of the Division. See Organization Chart of the 45th Air Div, Exhibit #1.

13. Set up under SAC directive [SAC Man 20-1 (for the implementation of SAC Reg 50-15), dtd Dec 54]. In Sep 55, the Dir of Pers was Colonel John B. F. Dice, USAF, Dir of Mat was Colonel Wendell M. Van Sickle, USAF, and Dir of Ops was Colonel Sam L. Barr, USAF.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



As originally set up,[14] the 42d Bomb Wing contained eight subordinate units (the headquarters squadron, 42d Medical Group, three maintenance squadrons[15] and three flying squadrons[16]) plus the 42d Air Base Group and its assigned squadrons.[17] When the 45th Air Division was activated, there was no change in the Wing or Air Base Group squadrons,[18] however, in January, 1955, a new squadron was activated in the Wing: the 42d Air Refueling Squadron (Heavy).[19]

14. Outlined in SAC GO 10, dtd 25 Feb 53.

15. 42d Periodic Maintenance, 42d Field Maintenance and 42d Armament and Electronics Maintenance. For present commanders, see Appendix #1, "Roster of Key Personnel".

16. The three primary squadrons of the old 42d Medium Bomb Group were again activated with the 42d Heavy Bomb Wing--the 69th, 70th and 75th (these squadrons had actually joined the 42d Bomb Group late in the Pacific War).

17. The 42d Air Base Group--organized to render support to the Wing--contained the 42d Headquarters Squadron, 42d Installations, 42d Food Service, 42d Supply, 42d Operations, 42d Air Police and 42d Motor Vehicle. For present commanders, see Appendix #1.

18. See Organization Chart of the 45th Air Div, Exhibit #1.

19. SAC GO 79, dtd 8 Dec 54. Activated with the KC-97 tanker aircraft.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The 42d Medical Group was re-designated the 42d Tactical Hospital in February, 1954.[20] A month later, in March, the USAF Hospital that the 42d Medical Group had been operating since February, 1953, was re-designated the 4034th USAF Hospital.[21]

The 42d Air Base Group contained in September, 1955, the same units it had when activated in February, 1953:[22] seven support squadrons[23] plus the headquarters function.[24]

---

20. SAC GO 3, dtd 27 Jan 54.

21. Pursuant to SAC GO 17, dtd 15 Mar 54. Just prior to the time SAC took over jurisdiction of Limestone AFB (February, 1953), Hq SAC received a letter from Hq, USAF, authorizing a 75-bed USAF Hospital for the base. Actually, only 25 beds were installed, later to be increased to 50 (in June, 1955, the 4034th USAF Hospital was increased to 75 beds). The 42d Medical Group staffed the hospital since activation and continued doing so after being re-designated the 42d Tactical Hospital.

22. New troop spaces were alloted, minor changes were made within various agencies of the headquarters and squadron sections. See Footnotes #25 and 25, this Chap.

23. Footnote #17, this Chap.

24. Headquarters, 42d Air Base Group, originally contained those agencies and sections handling Wing support activities. It still does, but the Wing was the highest base echelon until activation of the Air Division.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The Wing and Air Base Group headquarters have been divided into two basic groups—the personal and specialist staff[25] and the coordinating staff[26]—which both function under SAC directives.[27] There have been no changes in the operation of these Wing and Air Base Group staff agencies of major import since activation of the units in 1953.[28]

---

25. The personal and specialist staff is not the same in Wing as in Group. In the Wing, the Adjutant, Dir of Comptroller, Dir of Safety, Headquarters Squadron and Air Inspector make up this staff (for key personnel manning, see Appendix #1). The difference in the Air Base Group is that there is no Air Inspector, and there are, in addition, the agencies of the Staff JA, Chaplain, Manpower and Organ., Information Services and Munitions.

    The special attached units to Group headquarters which render direct and in-direct support to the Wing are: 1974th AACS (MATS), 287 Weather Detachment (MATS), 548th AAA (U. S. Army) and 3080th Aviation Depot Gp (AMC). See Organization Chart, 45th Air Div, Exhibit #1.

26. The coordinating staff is the same in the Group as Wing. Includes the Dir's of Pers, Materiel, and Ops (only in the Group, they are known as Base Pers, Base Materiel and Base Ops—Base Ops was not originally set up as a Group agency until early 1955).

27. SAC Man 20-1, dtd Dec 54, outlines organization. See Chap. 2, "Over-all Mission".

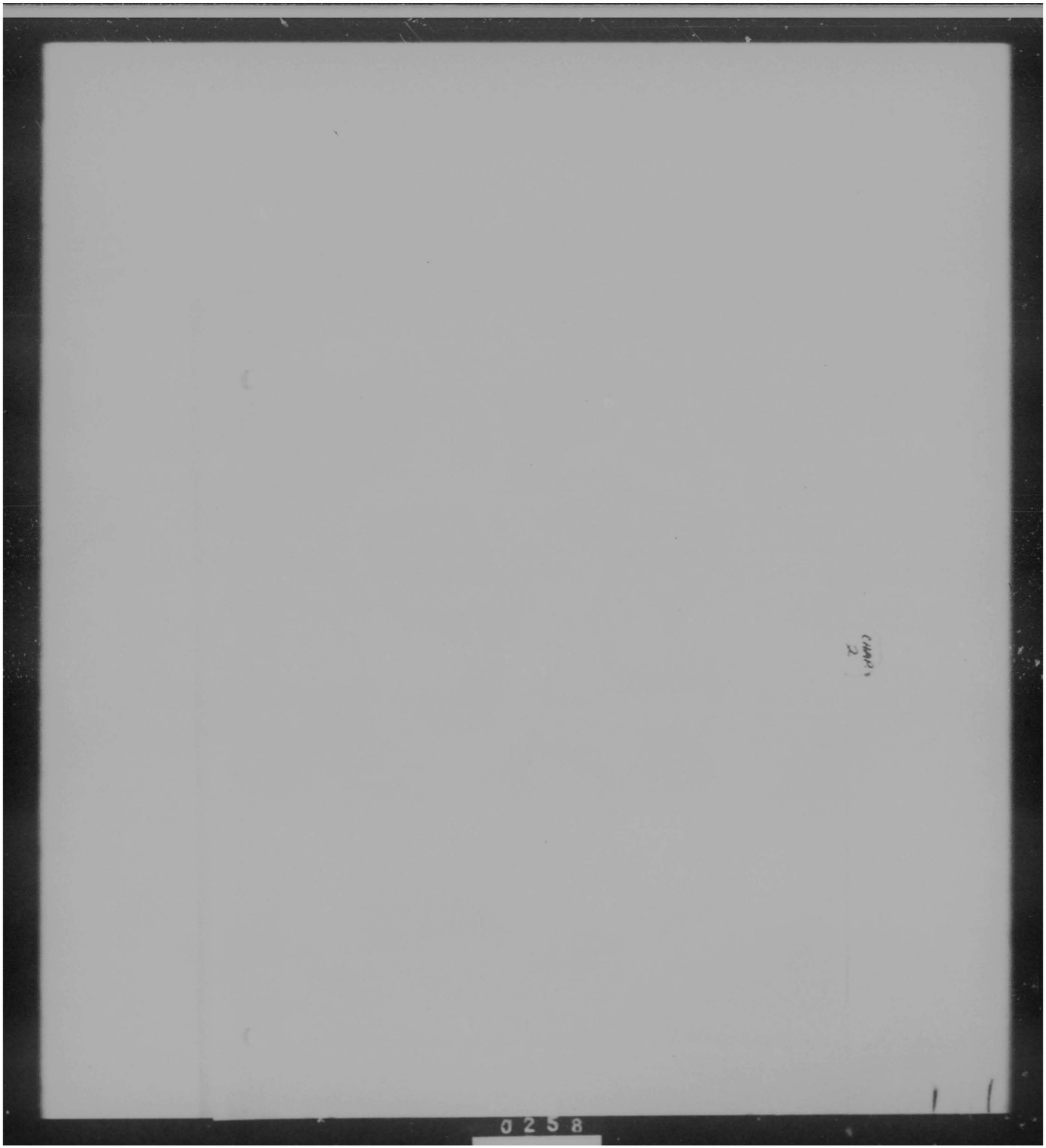
28. There have been additions: the newest staff section is the Dir of Safety, est. 1 Apr 55 in both Wing and Group headquarters. (per SAC directive (8th AF Messages, CS 186, dtd 8 Mar 55, and 8th AF Message, PLM 67279, dtd 1 Apr 55). Before this date, only flying safety was handled in the Wing by the Flying Safety Office (discontinued) and ground safety in the Group by Ground Safety Office (discontinued). Now, both flying and ground safety matters are handled by these new directorates for their respective headquarters.

    Base Operations was recently set up as a coordinating staff section of Air Base Group (early 1955).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## THE MISSION AND ITS IMPLEMENTATION

### Over-All Mission

The 45th Air Division was activated primarily to organize, train and equip a force that would be capable of immediate and sustained long-range bombardment operations in any part of the world.[1]

The 42d Heavy Bombardment Wing, the tactical organization of the Air Division, must be maintained in a state of combat-readiness so that it is capable of immediate offensive action.[2] The 42d Air Base Group performs the vital support function needed to accomplish the primary mission.

Two important secondary mission were also outlined by higher headquarters:[3] the job of training assigned U. S. AF Reserve personnel and/or units, and the job of lending a helping hand in cases of civilian disasters or emergencies.

---

1. Mission outlined in 8th AF Reg 23-13, dtd 15 Nov 54, as amnd by 8th AF Reg 23-13A, dtd 14 Jan 55: "Organization - Field (Mission 45th Air Division)".

2. The 42d Bomb Wing is the fighting organization of the Division. The Wing mission has been stated in 8th AF Reg 23-9, dtd 1 Apr 54, as amended—and is similar to the Division mission. The task of air-to-air refueling was added to the primary mission only recently (early 1955) by the amendments to both the Wing and Division mission-regs.
   The mission regulations state that the utilization of the latest technical knowledge and advanced weapons known to USAF are necessary to performing the primary mission.

3. Eighth AF Reg 23-9, dtd 1 Apr 54, as amnd, quotes: "(the 45th Air Division)....must perform those tasks assigned by current emergency plans and related ops orders from higher headquarters.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Operation POST HOLE

The 42d Wing's three flying squadrons participated in a simulated radar bombing evaluation[4] against a Bravo type target—the runway intersection of the Lawrenceville Airport, near Vincennes, Indiana—taking off on 5, 6, 7, 8 and 9 September 1955. Twenty-one B-36 aircraft took part in this routine training mission,[5] dubbed "Operation Post Hole".

The purpose of the evaluation, primarily, was to 1) train crews in a simulated bombing mission to maintain the Wing's combat-readiness and 2) administratively, to determine current SAC bombing capability on an airfield target utilizing target materials based on 15-year old photography.[6]

Combat crews were scheduled in three dailyincrements—seven crews beginning the mission each day.[7] Bombing altitudes were set

4. Conducted in accordance with provisions of SAC Reg 50-42, dtd 11 Feb 55. RBS procedures accomplished under SAC Reg 50-4, dtd 17 Sep 53.

5. Per 42d Bomb Wing (H) Ops Order 300-55, dtd 25 Aug 55.

6. Ibid., see para 2, "Mission". Wing staffs and crews were to be exercised and appraised for planning and execution of this type mission. A third purpose of the mission was to exercise and appraise the capability of photo-interpreters of the 42d Bomb Wing and Wing Recon Tech Squadrons, in scoring bomb impact points from radar scope photogrphay.

7. Annex A, "Operations", 42d Bomb Wing (H) Ops Order 300-55, dtd 25 Aug 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



at 35,000 and 36,000 feet, respectively--all aircraft to fly the same route to the target. However, after the Lawrenceville "bomb run", the B-36's could deviate from the route at the discretion of the Wing Commander.[8]

Three aircraft were pre-flighted up to engine start and kept on stand-by status as spares. One was finally used.

Navigation (Route):[9] from Loring AFB, B-36's proceeded to target, Lawrenceville, on outlined route. After RBS at Lawrenceville, a descent was made and direction heading set at Cleveland, Ohio, where a camera attack was made. Electronic Countermeasures were performed at Johnstown, Pa., another camera run over Binghamton, N. Y., an ECM at Saratoga Springs, New York, another RBS at Springfield, Mass., and another ECM at Dexter, Maine. Then, back home.[10]

The final mission report noted:[11]

> "Mission was planned using as the basic concept the successful completion of the RBS evaluation run over Lawrenceville.

---

8. Aircraft planning different routes after the target at Lawrenceville, had to submit flight plans and intentions to the Wing Control Room NLT 1200 hrs, Sep 2nd [Map, inclosure to Annex A, 42d Bomb Wing (H) Ops Order 300-55 (25 Aug 55)].

9. Appendix No. 1 to Annex A, 42d Bomb Wing (H) Ops Order 300-55, dtd 25 Aug 55.

10. "Navigator's Log" (sample)--Appendix No. 1 to Annex A, 42d Bomb Wing (H) Ops Order 300-55, dtd 25 Aug 55.

11. Special Report on 8th AF Ops Order 300-55, "Post Hole", Item on file, WODI.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Route was planned for seven hours flying time prior to the IP.[12] A dog leg was incorporated in the route for two reasons: (a) to insure aircraft could, by extending dog-leg, fly seven hours prior to the IP and (b) use dog-leg to advantage for maintaining 15-minute separation between bomb runs. Point of climb and level off were selected to give sufficient time at altitude to stabilize airspeed and perform all equipment checks....also care was taken to insure aircraft malfunctions engines could reach altitude prior to the Pre-IP.[13]

Target study--a minimum of ten hours for each radar observer--was supplemented by twenty ultrasonic runs per operator. The ten hours study was completed by all; two observers did not complete the ultrasonic requirements.[14] Target study was accomplished in three phases: 1) classroom type work, 2) individual supervised target study and 3) final twenty-question examinations.

Before take off, a specialized briefing was conducted in two parts--first phase given to pilots, observers and engineers, the second phase to observers only, emphasizing important techniques.[15]

---

12. Set as Decatur, Ill. (Appendix No. 1 to Annex A, 42d Bomb Wing Ops Order 300-55, dtd 25 Aug 55).

13. Ibid., Canton, Ill. Selected to provide a minimum turn at the IP.

14. Final mission report.

15. Ibid., para 1c(3).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Using lessons learned in the Eighth Air Force GPI evaluation mission, four well-defined reference points were selected between Pre-IP and target.[16]

The K-3A system radar equipment were given special attention in pre-maintenance checks.[17] Inflight kits were thoroughly checked. If system could not be considered satisfactory, or it was felt there was aneed for more maintenance, aircraft was replaced by a spare with a satisfactory system.

All aircraft scheduled made there take offs on time, with one exception. However, this aircrew changed to a spare aircraft and successfully completed the evaluation.

The GPI techniques were considered very successful.

Eighteen of the scheduled B-36's taking part, were considered effective over target. Two aircraft of the seven scheduled for the first night aborted because of radar malfunctions. The second night, September 7th, eight aircraft were scheduled with two aborts, cause, radar malfunctions. The last night ten aircraft were scheduled

16. Made by Wing Target Study Division after consultation with senior observers.

17. Final mission report, para 1c(6).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



and all but one were effective over the target--this aircraft made a malfunction run. Consequently, a total of nine malfunction reports[18] were submitted on A & E systems.

Of the low gain predictions made on Vincennes, Indiana, and the Lawrenceville target, Lawrenceville was considered excellent, Vincennes, fair. Two predictions were made on each offset aiming point:[19]

> "Number one OSAP, the intersection of the railroads on the eastern edge of the tanks at Lawrenceville, was considered the best with the target material available (15-year old photography). It was chosen because it was felt the tank farm would not be extended toward the river. It was not the most ideal OSAP....almost 90 degree to track. But review indicated.... well-synchronized crosshairs on that point gave an acceptable score.
>
> "Number two OSAP, the junction of the south most bridge and the town of Vincennes, was selected for the later part of the run....to allow synchronization of bombs away. This OSAP did not show up as well as expected and the high ground speed almost prohibited its use."[20]

---

18. Final mission report analysis, para 1c.

19. Quoted from Special Report on Operation "Post Hole".

20. OSAP's were selected compensurate with experience of least qualified radar operators--and that, of course, they be readily identifiable (final mission report analysis).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



It was also found that....[21]

"....proficient GPI techniques must be employed to successfully bomb this type target....after review of film."

A total of 2,723 nautical miles were flown on "Post Hole"--the mission lasting approximately thirteen hours per participating aircraft.[22]

Operation PATRON SAINT

Three B-36 aircraft and crews--from each of the bombardment squadrons--participated ina joint operation with the U. S. Navy the last three days of September, 1955.[23] The exercise, dubbed "Operation Patron Saint", was executed to test capability of Naval Units at sea to assist aircraft in distress. The B-36's were to establish radio contact with submarines for assistance in simulated ditching.

Submarine Squadron Six, U. S. Navy, provided two submarines in conjunction with this operation.[24] There job was to vector SAC aircraft to the submarine position and direct descent pattern so as

21. Final mission analysis, para 1c(4).

22. Appendix No. 1 to Annex A, 42d Bomb Wing (H) Ops Order 3[illegible]-55, dtd 25 Aug 55.

23. Performed in accordance with 42d Bomb Wing (H) Ops Order 141-55, dtd 22 Sep 55.

24. "General Instructions", 42d Bomb Wing (H) Ops Order 141-55, dtd 22 Sep 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



to bring aircraft into a simulated ditching position in the immediate vicinity of the submarine.

The three B-36 crews—accomplishing maximum standard flying training on the mission[25]—were to attempt submarine contact as soon as take off. When the contact had been made, A/C's would follow sub's instructions. A/O's were to be ready to give position readings.

The B-36's were instructed to remain in the submarine's area for at least two hours, all the time following the submarine's instructions.[26]

The summary recommendation was made that submarines should be used to direct ditching aircraft because their ability to do so was excellent.[27]

---

25. Per SAC Reg 50-8, dtd 24 Nov 53, "Training Program for SAC Units".

26. Annex A, "Operations", to 42d Bomb Wing (H) Ops Order 141-55, dtd 22 Sep 55.

27. TWX, "Final Report on 8th AF Ops Order 141-55, 'Patron Saint'", dtd 30 Sep 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Air Refueling Squadron

The month of September, 1955, again put into effect the squadron's compliance with combat crew quarterly training requirements.[28] Navigation flights to Ramey AFB, Puerto Rico--flights set up to ferry personnel from the bomb squadrons to the Flight Simulator Course at Ramey AFB--have enabled crews to accomplish good portions of their navigational as well as flying requirements.[29]

During the month, 781,950 pounds of jet fuel were transferred to jet aircraft. 103,000 pounds of jet fuel were dumped due to tanker airborne malfunction or receiver aircraft malfunction.[30]

There were a total of 118 sorties flown by the squadron and a total of 528 hours and fifteen minutes flying time logged.[31]

---

28. Per SAC Reg 50-8, dtd 24 Nov 53, "Training Program for SAC Units". Thirty-two per cent of the required training was accomplished in Sep. Three flights were flown to Ramey AFB for a total of 57:30 hours logged.

29. Unit Historical Report, 42d ARS, Sep 55 (LAFB RCS: ISO-D2).

30. There were no missions flown which were in direct order from higher headquarters. However, the squadron was called upon to provide special alert tankers on 2 different occasions, but these aircraft were not utilized (Unit Hst. Rept., 42d ARS, Sep 55).

31. See Footnote #30.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## Staging Aircraft

Only three aircraft, all C-124's, staged through Loring AFB in September. On the 4th of the month, A C-124 from Fairchild AFB, Washington, returned to Loring with troops that attended the bombing evaluation-competition at Fairchild. The last two aircraft both landed at Loring on the 21st—one was downed by bad weather on its way to Goose Bay, Labrador, the other was making a routine delivery of de-icing fluid for use in the coming deployment of the 42d Wing's B-36's to the UK.[32]

## Base Flight

Of the 407 hours flown by "administrative" aircraft of Base Operations during September, 1955, eight instrument checks and one standboard ride were administered.[33] Air traffic arrivals and departures at Loring AFB was reported, thus:[34] domestic arrivals - 188, domestic departures - 178, local flights - 106, round robin flights - 179, foreign arrivals - seventeen, foreign departures - twelve and VIP arrivals - thirty-two.

CHAP 3

32. All stagin aircraft belonged to SAC (Unit Historical Report, Air Division Director of Materiel, Sep 55).

33. Unit Historical Report, Base Ops, Sep 55 (LAFB RCS: ISO-D2).

34. Ibid.

0268

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## EXPERIMENTS AND DEVELOPMENTS

### Projected B-52 Conversion

On September 18th, Brig. General W. K. Martin, USAF, 45th Air Division Commander, Colonel Wendell M. Van Sickle, USAF, Division Director of Materiel, Major J. W. Edenbo, Division Deputy Director of Operations, in addition to personnel from the 42d Bombardment Wing and 42d Air Base Group, left for Castle AFB, California, where they observed the B-52 aircraft in operation. This trip was for the purpose of noting the maintenance difficulties the 42d Bombardment Wing may encounter when it is converted into a B-52 heavy bomber wing. The party returned to Loring on September 22nd.[1]

September 27th, a meeting was held with Lieut. Colonel Adams, USAF, and his special team from Headquarters SAC to discuss the information received by the above stated personnel during their trip to Castle AFB.[2]

On Wednesday, the 28th, General Martin, Colonel Van Sickle, Colonel Jerome Tarter, USAF, 42d Bombardment Wing Commander, and Major Albert K. Stebbins, III, USAF, 42d Bombardment Wing Director of Personnel, flew to Headquarters Eighth Air Force where they briefed Major General James Selser, USAF, Eighth Air Force Deputy Commander, on their observation of the highlights and problems of the B-52 aircraft.[3]

---

1. Unit Historical Report, Air Div Director of Materiel, Sep 55 (LAFB RCS: ISO-D2).

2. Ibid.

3. See "Report, B-52 Conference at Castle AFB, Calif." Exhibit #2.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Refueling Squadron Plans Thule Visit

Lieut. Colonel Fred W. Nudell, USAF, 45th Air Division Maintenance Staging Officer, and a team from the 42d Bombardment Wing and 42d Air Base Group operations and materiel sections, visited Thule AFB, Greenland, between 11 and 14 September 1955, for the purpose of coordinating operations and materiel matters for the forthcoming TDY of the 42d Heavy Air Refueling Squadron.[4]

A SAC Task Force Headquarters was found in place and operating at Thule. They have provided all necessary support for this maneuver. Equipment was found to be in excellent condition, positioned as requested, and procedures for issuing this equipment to the TDY unit are in effect. Base facilities, such as POL, billeting, transportation, necessary maintenance shops and hangars were found to be excellent.

---

4. Unit Historical Report, Air Div Director of Materiel, Sep 55 (RCS: ISO-D2). Also Unit Historical Report, 42d ARS, Sep 55 (LAFB RCS: ISO-D2). The squadron was advised af the coming 45-day TDY tour at Thule in September. Starting date was set at November 1st, 1955. Squadron supply units were kept busy during the month bringing their cold weather equipment to required amounts. All personnel were briefed on what to expect and were advised to begin taking care of their personal problems.

0270

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The only major deficiency was the lack of covered maintenance space for flight line maintenance shops. However, sufficient covered space was available for dock inspections and postflights.

Project "Poker Hand" was completed at this base in early 1955. The final report on this project contained all necessary information for arctic operations of the KC-97 aircraft.[5]

It wasanticipated that approximately five-hundred personnel and approximately seventy-thousand pounds of cargo would deploy with the 42d Air Refueling Squadron on its forthcoming TDY to Thule.[6]

5. Item on file, 42d ARS Ops.

6. Unit Historical Report, Wing Director of Materiel, Sep 55 (RCS: ISO-D2).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Joint Operations With Other

Commands

MATS Conference: On September 23rd, Major McClure, USAF, of the Atlantic Division, and Captain Townsend, USAF, of the Continental Division, and their respective teams, arrived at Loring to hold a MATS Conference. The purpose of this meeting was to decide the scheduling of aircraft, passengers and cargo for the forthcoming TDY of the 42d Bombardment Wing to the UK.[7] Also, the pre-planning, ie., loading of cargo and passengers and the requirements of the MATS Control Team were discussed.[8]

It was planned to send one B-36 heavy bomber to Upper Heyford, England, with the advance party of eight staff personnel and nine-thousand pounds of cargo which would include Flyaway Kit spares, intelligence UMK, and a B-10 loading unit.[9]

---

7. MATS Control personnel arrived at Loring to coordinate the support airlift for the forthcoming B-36 heavy bomber TDY. [Unit Historical Report, Wing Director of Materiel, Sep 55 (RCS: LAFB ISO-D2)]

8. Original figures submitted by the 42d Bomb Wing of 1,050 passengers and 260,000 lbs. of cargo were readjusted to 800 passengers and 340,000 lbs. of cargo. No airlift had to be added since the reduction in personnel compensated for the increase in cargo.

9. Unit Historical Report, Wing Director of Materiel, Sep 55 (RCS: ISO-D2).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



U. S. Army Engineers Supervise Runway Construction: Additions to both ends of the Loring runway were nearing completion in September, 1955. Initial paving and concreting was accomplished on both the North and South ends of the B-36 landing strip. When completed, the additions plus the original strip would afford well over twelve-thousand feet of usable runway.

The North end of the field--where the original lengthening of the runway had begun in the Spring, 1955--had been excavated and graded in May and July.[10] In August, final grading and laying of gravel was accomplished to prepare for paving. The laying of concrete was begun in September, 1955.

To the South end of the runway, two-thousand feet was being added. The contractor, B. Perini & Sons, Inc., had begun construction activities on August 25, 1955. Completion date was set at October 15th for the South extension strip.[11]

10. The excavation process began on 4 May: first, removing stumps and other unsuita le, sub-grade material; then, levelling prepared the way for paving. In July, the extension strips were filled with gravel.

11. Interview with Mr. L. H. Hirsch, Civilian Inspector (USED), at U. S. Army Corps of Engineers (New Eng. Division) Office, LAFB, by author on 17 Oct 55.

0273

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The J. R. Cianchette Co., of Boston, Mass., was incharge of construction on the North end--where approximately 3,250 feet were being added to the original runway. The first extension strip there would be eleven-hundred feet long, composed of four-inch, heavy-duty pavement, followed by one-thousand feet of fifteen-inch concrete. At the end of this last section, a 150 foot "blast pad" for jet aircraft use was being laid. The final section on the North end: a one-thousand foot overrun strip.[12]

The Loring AFB flight line was still under a Class "B" type restriction in September, 1955.[13]

In addition to the runway, the dock and hangar area taxiways and shoulders were being re-worked.[14]

---

12. Ibid.

13. Hq USAF Director of Operations placed the Class "B" type restriction on Loring which was temporary in nature--lasting until the end of November 55. It allowed that no aircraft or traffic use the runway facilities unless engaged in official business only (in accordance with AF Reg 60-23, "Operational Restrictions at Air Force Bases", 10 Nov 51).

14. Shoulder stabilization and widening consisted of 37½ inches of light-duty pavement along each shoulder of the B-36 parking and taxiway areas.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAP. 4

0275

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## SUPPLY AND MAINTENANCE

### Supply

Representatives of the Northern Area Equipment Review Team from Fairchild AFB, Washington, visited this station in an effort to clarify some of the errors that were made on the UAL's that were received in August, 1955.[1] Some of the errors were corrected on the spot, however, the majority of the errors would have to corrected by submission of SAC Form 144.[2]

Aircraft property classes providing direct aircraft support (Category A) increased from seventy-four per cent to ninety per cent in effectiveness in September--the best percentage ever obtained.[3] It was due to a new procedure which eliminates IND's and cancellations on initial requests from being computed into the Category A effectiveness per centage. Non-aircraft support classes (Category B) increased from sixty-one per cent to sixty-four per cent.[4]

On September 22nd, a survey was conducted of the stock record section of the Aircraft Service Unit by the Loring Management and Procedures Office and indicated a great deal of improvement was noted in stock record card maintenance.[5]

---

1. Unit Historical Report, Wing Director of Materiel, Sep 55 (LAFB RCS: ISO-D2).

2. Ibid., see "Minutes of Base Equipment Review Board Meeting", Exhibit #3.

3. Unit Historical Report, 42d Supply Sqdn, Sep 55 (LAFB RCS: ISO-D2).

4. This material is primarily to the type on which stock levels are not difficult to obtain and would seldom exceed seventy per cent. See Appendix No. 6B, this History.

5. Unit Hist. Rept., 42d Sup Sqdn, Sep 55 (RCS: ISO-D2).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The Flyaway Kit Section was engaged in preparation for the forthcoming Wing rotation (thirty day TDY tothe UK)--a great deal of emphasis was placed on this in order that everything would be in superior condition.[6]

In September, the Munitions Branch, in addition to the normal workload,[7] participated in the Base Alert[8] on September 23rd. At 0600 hours, after the siren sounded, Munitions started loading ammunition for delivery to the flight line. By 0810 hours, thirty loads of ammunition were lined up ready for delivery to aircraft. Then, at 0845 hours, aircraft numbers were phoned into the section and ammunition was imediately dispatched to the runway.[9]

On Tuesday, September 27th, all contaminated JP-4 (jet fuel) had left Loring, with the exception of four railcars turned over to Crash Rescue (AIO). The JP-4 storage tanks were projected to be cleaned by October 1, 1955--there were twenty-four thousand barrels of contaminated gas in the 115/45 tank. The pipeline was reported clean all the way from Searsport, Maine, to Littleton, Maine, while the remainder to Loring AFB was still contaminated with approximately eighteen thousand barrels in the line. This eighteen thousand estimated barrels would be dumped into the large tank at which time the line is expected to be clear. The 115/45 tank would then be cleaned and filled with the 115/45 presently in the pipeline. JP-4 would

6. Ibid.

7. See Appendix No. 6A, this History, "Munitions".

8. Base Alert Plan 10A-55, commencing at 0600 hrs., 23 Sep, ending at 1100 hrs., same day.

9. Unit Hist. Rept., 42d Sup Sqdn, Sep 55 (RCS: ISO-D2).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



follow and operation would begin. Time to complete this operation: approximately thirty days.[10] Air Division Materiel determined that a "Bowser" cartridge type filter unit between the large tanks and the hydrant system would be required--this type filter would be suitable for removing the coloidal rust that caused contamination of the bulk fuel.

As for unit mission equipment on hand,[11] there was relatively no change in equipment percentages as changes in authorization offset the quantities of items received.[12]

## Aircraft Maintenance Activities

The reported in-commission percentage for B-36 aircraft was 73.9 per cent in September; KC-97 aircraft were 89.3 per cent in-commission.[13]

---

10. Unit Historical Report, Air Division Director of Materiel, Sep 55 (RCS: ISO-D2).

11. Per "Operational Ready" Report (RCS: SAC-V2).

12. Unit Historical Report, Wing Director of Material, Sep 55 (LAFB RCS: ISO-D2).

13. See AF Form 110a, "Report of Aircraft Status and Purpose of Flight", Sep 55. Exhibit #4.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The ADCP percentage on B-36 aircraft was .9 per cent.[14]

The in-dock phase of major inspections was completed on seven B-36 aircraft this month. Four of these aircraft were test flown and returned to their tactical squadrons. Two aircraft carried over on the back line from last month, were test flown and returned to their squadron. This was a total of six aircraft "sold" during the month.

Three aircraft inspected this month but not test flown were carried over on the back line, and will be completed next month.

The average turn-around time in days per aircraft increased five days over last month's average to 21.3 days.

Major inspections were completed on three KC-97 aircraft this month. These aircraft were test flown and returned to the Refueling Squadron. One aircraft carried over on the back line from last month was test flown and returned to its squadron. A total of four KC-97 aircraft were sold back to the Refueling Squadron during the month, for an average of 7.75 days per aircraft. This was a decrease of 2.25 days below last month's average.[15]

14. Unit Historical Report, 43d Periodic Maint. Sqdn, Sep 55 (RCS: ISD-D2).

15. Ibid.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAP. 5

0280

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## MAJOR PROBLEMS

### Wing Personnel Shortage

The 42d Heavy Bombardment Wing was suffering shortages in the "specialist-level" airman ranks and in certain officer career fields. Wing efficiency was especially lowered in the maintenance organizations. In FMS, for example, it was readily apparent that if the squadron received adequate specialist support, it could turn-around B-36's during dock inspections in several days less time than was being done.[1]

The influx of "210" helper-level airmen, trainable and untrainable,[2] coupled with the heavy separation rate, TDY to schools, etc., were the main causes of airmen not being effectively assigned.[3] Many wing officers were forced to hold "additional duty" type jobs which, of course, proves unsatisfactory because sufficient time cannot be devoted to primary and additional duties both.[4]

Continuing emphasis was placed on raising the skill level of airmen--number entered on OJT was 111, number tested, 179.[5]

---

1. Unit Historical Report, 42d FMS, Sep 55 (LAFB RCD: 18X-02). Few specialists were assigned for systems trouble-shooting and weather.

2. Airmen cannot be promoted or upgraded. First increment arrived in Wing in Jan 55 (42d Bomb Wing History, Jan 55).

3. See Appendix No. 28, "(Wing) Effective Manning Report", this History.

4. Interview with MAJ(?) J. Scarya, Wing Pers Offr, by author in WDF, 1 Oct 55.

5. See Footnote (2), this Chap.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Air Base Group Personnel Shortage

Group Headquarters was limited to positive action that could be taken to alleviate airmen shortages in "administration" and "personnel". There was reported some projected input in the personnel career fields,[6] but not enough to fill authorized vacancies.[7] ISO, finance, supply and food service were also critically short of "specialist-level" airmen in September.

Group Personnel had screened overage career fields, and where possible, waivers of project guidance have been forwarded to train personnel in shortage career fields.[8] Of course, waivers cannot be provided the "untrainable" airmen.[9]

There was an over-all shortage of 189 airmen in authorized AFSC's in September.[10] The Group was repeatedly undermanned thirty officers in September.[11]

---

6. Projected input based upon known and future losses thru ETS and reassignment, TDY's and reenlistment [illegible], MIL-15, ASGP, "Separation", MIL-2, ASGP, "Assignment" (Sep 55).

7. Interview with Capt R. Morton, Group Pers Offr, by author in ASGP, 1 Oct 55.

8. Unit Historical Report, ASGP, Sep 55 (LAFB RCS: ISO-D2).

9. See Footnote #2, this Chap.

10. See Appendix No. 28, "(Air Base Group) Effective Manning Report", this History.

11. Ibid.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAP 6

0283

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



MISCELLANEOUS

Hospital Exhibit[1]

During the month of September, 1955, the American Hospital Association Convention was held at the Convention Hall at Atlantic City, New Jersey. A select group of twenty-one airmen and five officers were picked from the 42d Tactical Hospital and the 4034th USAF Hospital to display a 36-Bed Air Transportable Infirmary and one Tactical Medical Support Element at the Convention.

The personnel and equipment were airlifted from Loring AFB on the afternoon of September 15th to McGuire AFB, N. J., in a C-124 aircraft. On the morning of September 16th, the personnel and equipment departed to Atlantic City, N. J. Eight tents, six squad tents and two ward tents were utilized for this exercise, of which all were erected on the 16th of September and the equipment moved inside them.

Approximately fifteen hundred people passed through the display and received special pamphlets outlining the story of tactical medical support in the Strategic Air Command.[2]

September 22nd, the personnel and equipment started on the return trip to Loring AFB.

---

1. Unit Historical Report, 4034th USAF Hosp, Sep 55 (RCS: ISD- D2).
2. See "Tactical Medical Support" phamplet, Exhibit #5.

0284

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## Safety

In discussion at the 45th Air Division Safety Committee Meeting, held 30 September 1955,[3] was the runway construction and taxiway shoulder stabilization.[4] Committee members were informed that 6,985 feet of runway is available for normal use and nine thousand for emergency use. Taxiway "B" and "C" are open. The runway construction should be completed by November 1st, but in the interim period, pilots were cautioned to be extremely careful while taxiing, taking off and landing.

A flying safety "hazard" was brought up, also. Because the approach end of the runway has been under construction, it would be dangerous to aircraft coming in on GCA with low ceilings and visibility. It was suggested that units mention this to their pilots, and that the GCA operators warn pilots in the pattern.[5]

---

3. See Minutes, Division Safety Committee Meeting, Exhibit #6.

4. See Chap. 3, pp 22, 23, this History.

5. See Footnote #3, this Chap. [Unit Historical Report, Wing Dir of Safety, Sep 55 (LAFB RCS: ISO-D2)]



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0286

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



BIBLIOGRAPHY


Official Publications

SAC Reg 50-24, dtd 7 Apr 55: "Training - Unit and Combat Crew Requirements".

SAC Reg 50-8, dtd 16 May 55: "Combat Crew Quarterly Training Requirements".

SAC Reg 51-4, dtd 14 Jul 55: "Standboard Checks".

SAC Reg 51-19, dtd 15 May 54: "Flying Training Checkout Requirements".

Orders

42d Bomb Wing (H) Ops Order 300-55, dtd 25 Aug 55: "Operation Post Hole". (S)

42d Bomb Wing (H) Ops Order 141-55, dtd 22 Sep 55: "Operation Patron Saint".(s)

Base Alert Plan 10A-55, dtd 20 Sep 55.

Files

Headquarters, 42d Bomb Wing and 42d Air Base Gp Dir of Pers Files
MIL-2 Assignment
MIL-12 Separation

Headquarters, 42d Bomb Wing Dir of Ops Intelligence Division Files

Newspapers

Limelite (Loring AFB weekly publication), 16 and 23 Sep 55.

Recurring Reports

RCS: 1-AF-A1, "Report of Aircraft Status and Purpose of Flight" (1-30 Sep 55). (SECRET)

RCS: 8AF-P1, "Officers Roster - 45th Air Division (42d Bomb Wing, H, and 42d Air Base Gp)" (1-30 Sep 55).

RCS: 1-SAC-T12, "Bombardment Air Training Report" (1-30 Sep 55).(CONFIDNETIAL)

RCS: 4-SAC-T12, "Refueling Air Training Report" (1-30 Sep 55).(CONFIDENTIAL)

Correspondence

Hq 42d Bomb Wing (H) WODT3 Ltr to Hq 8AF ATTN: ODT3, Subj: "Special Report on 8th AF Opss Order 300-55 ("Post Hole")", dtd 30 Sep 55. (SECRET)

Messages

Zippo Msg, 1-140, Subj: "Special Rept 8AF 141-55 Patron Saint 42BW Wave 2", dtd 30 Sep 55. (S)

Interviews

Hirsch, Mr. L. H. Interview by author, 17 Oct 55. In ISO-H, Hq 42d Air Base Gp.

Inter-Office Correspondence

Personnel memo (DF) 42BW WDP to 45AD DP, Subj: "Monthly Evaluation of Operations", dtd 7 Oct 55.

Pers memo (DF) 42ABGp DP to 45AD DP, Subj: "Monthly Evaluation of Operations", dtd 7 Oct 55.




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0288

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

APPENDIX No. 1

ROSTEROF KEY PERSONNEL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL*

45TH AIR DIVISION

SEPTEMBER 1955

HEADQUARTERS, 45TH AIR DIVISION:

| | | |
|---|---|---|
| Commander | William K. Martin (1697A) | Brig. General |
| Director of Pers | John B. F. Dice (899A) | Colonel |
| Director of Mat | Wendell M. Van Sickle (6554A) | Colonel |
| Director of Ops | Sam L. Barr (4325A) | Colonel |

42D AIR BASE GROUP:

| | | |
|---|---|---|
| Commander | Jackson W. Lewis (2116A) | Colonel |
| Deputy Commander | William W. Pannis (2466A) | Lieut. Colonel |
| Base Personnel Staff Officer | Fred C. Simpson (A0424142) | Lieut. Colonel |
| Base Materiel Staff Officer | Harry D. Terwilliger (A01549390) | Major |
| Base Operations Staff Officer | Edward F. Fleming (A0792825) | Major |
| Manpower & Organ Staff Officer | William A. Carter (3019A) | Lieut. Colonel |
| Comptroller | William B. Pequignot (A0564007) | Lieut. Colonel |
| Staff Judge Advocate | Carl R. Pearson (21796A) | Major |
| Base Chaplain | John J. Long (A0487098) | Lieut. Colonel |

* Roster of Officers of 45th Air Div (42d Air Base Gp) as of 30 Sep 55 (RCS: SAF-9A).

0290

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL

| | | |
|---|---|---|
| Info Services Staff Officer | Charles R. Hughes (A03013363) | First Lieutenant |
| Director of Safety | Lorenzo Caliendo (A0683963) | Major |
| Adjutant | Frank C. Elliott (A01533548) | Captain |
| Comdt, Hq Sqdn | Frank L. Wrigglesworth (A0431085) | Major |
| Comdr, 42d Air Pol Squadron | Robert R. Love (A0215113) | Lieut. Colonel |
| Comdr, 42d Install'a Squadron | Ernest L. Buckley (17912A) | Major |
| Comdr, 42d Ops Squadron | Donald R. Sandvig (A01036711) | Captain |
| Comdr, 42d Sup Squadron | Edwin C. Annis (A0747705) | Captain |
| Comdr, 42d Mtr Veh Squadron | Donald R. Kidd (A01038717) | Captain |
| Comdr, 42d Food Service Sqdn | Bertil E. Carlson (AW2201390) | WOJG |

4034th USAF HOSPITAL:

| | | |
|---|---|---|
| Commander | James G. Langford (26348A) | Lieut. Colonel |

0291

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX No. 2

PERSONNEL STATISTICS



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A) Daily Strength
Report



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE: 1 SEPTEMBER 1955

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRS | AWN AUTH | AWN ASGD | AWN ATCHD | AWN PRS |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | 10 | 9 | 0 | 5 | 7 | 6 | 0 | 4 |
| HQ 42D BOMB WING | 47 | 45 | 0 | 31 | 124 | 124 | 0 | 105 |
| 69TH BOMB SQUADRON | 109 | 96 | 0 | 81 | 229 | 216 | 0 | 185 |
| 70TH BOMB SQUADRON | 109 | 99 | 0 | 84 | 229 | 239 | 0 | 196 |
| 75TH BOMB SQUADRON | 109 | 96 | 0 | 73 | 229 | 219 | 0 | 175 |
| 42D FIELD MAINT SQUADRON | 8 | 7 | 0 | 6 | 654 | 555 | 0 | 482 |
| 42D PER MAINT SQUADRON | 5 | 5 | 0 | 4 | 247 | 220 | 0 | 197 |
| 42D A & E MAINT SQUADRON | 12 | 9 | 0 | 7 | 302 | 399 | 0 | 290 |
| 42D AIR REFUELING SQUADRON | 100 | 98 | 0 | 82 | 250 | 213 | 0 | 187 |
| TOTAL | 509 | 464 | 0 | 373 | 2271 | 2157 | 0 | 1821 |
| 42D TACTICAL HOSPITAL | 36 | 24 | 0 | 22 | 121 | 122 | 0 | 111 |
| 4034TH USAF HOSPITAL | 16 | 29 | 1 | 16 | 13 | 13 | 5 | 18 |
| TOTAL | 52 | 43 | 1 | 138 | 134 | 135 | 5 | 129 |
| HQ 42D AIR BASE GROUP | 62 | 57 | 0 | 49 | 315 | 312 | 0 | 273 |
| 42D OPNS SQUADRON | 11 | 8 | 0 | 8 | 185 | 186 | 9 | 165 |
| 42D SUPPLY SQUADRON | 16 | 10 | 0 | 5 | 272 | 273 | 0 | 240 |
| 42D MOTOR VEHICLE SQUADRON | 4 | 3 | 0 | 3 | 186 | 183 | 0 | 166 |
| 42D AIR POLICE SQUADRON | 10 | 7 | 0 | 6 | 296 | 297 | 0 | 266 |
| 42D FOOD SERVICE SQUADRON | 4 | 2 | 0 | 2 | 222 | 223 | 0 | 214 |
| 42D INSTLS SQUADRON | 6 | 7 | 0 | 6 | 248 | 249 | 0 | 222 |
| 504TH AIR FORCE BAND | 1 | 0 | 0 | 0 | 16 | 16 | 0 | 14 |
| TOTAL | 114 | 94 | 0 | 79 | 1740 | 1741 | 9 | 1560 |
| GRAND TOTAL | 675 | 601 | 1 | 490 | 4029 | 4033 | 14 | 3510 |

OFFICER NAME, GRADE (Typed): ROBERT RAPPAPORT CAPTAIN USAF

SIGNATURE (Official): Robert Rappaport

42 ABG FORM 22 JAN 55 225 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

0294

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE 27 September 1955

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PFD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PFD |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | 10 | 10 | 0 | 6 | 7 | 7 | 0 | 5 |
| HQ 42D BOMB WING | 47 | 49 | 0 | 48 | 104 | 119 | 0 | 112 |
| 69TH BOMB SQUADRON | 109 | 97 | 0 | 83 | 229 | 212 | 0 | 177 |
| 70TH BOMB SQUADRON | 109 | 98 | 0 | 83 | 229 | 239 | 0 | 208 |
| 75TH BOMB SQUADRON | 109 | 97 | 0 | 70 | 219 | 224 | 0 | 185 |
| 42D FIELD MAINT SQUADRON | 8 | 7 | 0 | 7 | 654 | 562 | 0 | 485 |
| 42D PER MAINT SQUADRON | 9 | 5 | 0 | 5 | 247 | 191 | 0 | 167 |
| 42D A & E MAINT SQUADRON | 12 | 8 | 0 | 7 | 303 | 264 | 0 | 318 |
| 42D AIR REFUELING SQUADRON | 100 | 100 | 0 | 79 | 250 | 215 | 0 | 190 |
| TOTAL | 509 | 471 | 0 | 385 | 2272 | 2132 | 0 | 1847 |
| 42D TACTICAL HOSPITAL | 36 | 22 | 0 | 20 | 137 | 114 | 0 | 109 |
| 4034TH USAF HOSPITAL | 16 | 20 | 0 | 18 | 19 | 12 | 3 | 13 |
| TOTAL | 52 | 42 | 0 | 38 | 156 | 126 | 3 | 122 |
| HQ 42D AIR BASE GROUP | 62 | 58 | 0 | 50 | 269 | 302 | 0 | 271 |
| 42D OPRS SQUADRON | 11 | 8 | 0 | 6 | 161 | 178 | 10 | 173 |
| 42D SUPPLY SQUADRON | 16 | 11 | 0 | 9 | 293 | 259 | 0 | 228 |
| 42D MOTOR VEHICLE SQUADRON | 4 | 3 | 0 | 2 | 192 | 181 | 0 | 160 |
| 42D AIR POLICE SQUADRON | 10 | 7 | 0 | 7 | 320 | 291 | 0 | [illegible] |
| 42D FOOD SERVICE SQUADRON | 4 | 2 | 0 | 2 | 266 | 211 | 0 | |
| 42D INSTLS SQUADRON | 6 | 7 | 0 | 6 | 273 | 242 | 0 | |
| 524TH AIR FORCE BAND | 1 | 0 | 0 | 0 | 19 | 16 | | |
| TOTAL | 114 | 96 | 0 | 82 | 1793 | 1660 | | |
| BASE GRAND TOTAL | 675 | 609 | 0 | 505 | 4221 | [illegible] | | |

OFFICER NAME, GRADE (Typed): ROBERT RAPPAPORT CAPTAIN USAF

SIGNATURE (Officer): Robert Rappaport

42 ABG FORM 24 JAN 55 225 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

0295

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

B) Effective Manning
Report



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"THIS IS A CERTIFIED TRUE COPY." Edward V. Johnson Jr.
EDWARD V. JOHNSON, JR.
2d Lt., USAF
Information Services Officer

UNCLASSIFIED

Effective Manning Report

BCMA WDPU 8 Oct 55

1. The following information is submitted in accordance with Base Regulation 170-4:

a. Officers:

| SQUADRON | AUTH | ASGD | EFF ASGD |
|---|---|---|---|
| Hq 42d BOMWG | 47 | 49 | 43 |
| 69th BOMRON | 109 | 97 | 97 |
| 70th BOMRON | 109 | 98 | 98 |
| 75th BOMRON | 109 | 97 | 97 |
| 42d APFS | 100 | 100 | 99 |
| 42d FLDMAINTRON | 8 | 7 | 7 |
| 42d PERMAINTRON | 5 | 5 | 5 |
| 42d A&EMAINTRON | 12 | 8 | 8 |
| 42d TAC HDSP | 36 | 22 | 21 |

Hq 42d BOMWG

Lt Evans - 7535 NCO Academy
Lt Edwards - 7021 Due for Separation, Replacement in.
Lt Kamm - 4321 EDCSA 25th Sep fr Div.
Lt Schaffer - 2051 Overage, Due for Discharge Nov 55.
Lt Little - 2041 Overage in Intell, More due in.
Lt Col Proulx - 4316 Overage, Replacement in.
1 - 2534A - Overage
Major Manners - 9816 Overage (Not Authorized)

b. Airmen:

| SQUADRON | | AUTH | ASGD | EFF ASGD |
|---|---|---|---|---|
| Hq 42D BOMWG | (a) | 38 | 34 | 27 |
| | (b) | 87 | 85 | 40 |
| 69TH BOMRON | (a) | 172 | 158 | 113 |
| | (b) | 57 | 54 | 40 |
| 70TH BOMRON | (a) | 172 | 177 | 128 |
| | (b) | 57 | 61 | 40 |
| 75TH BOMRON | (a) | 172 | 170 | 124 |
| | (b) | 57 | 54 | 33 |
| 42D PERMAINTRON | (a) | 226 | 173 | 165 |
| | (b) | 21 | 15 | 12 |

0297

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DF, WDPU, dtd 8 Oct 55, Subj: Effective Manning Report

b. Airmen: Cont'd

| SQUADRON | | AUTH | ASGD | EFF ASGD |
|---|---|---|---|---|
| 42D FLTMAINTRON | (a) | 431 | 378 | 337 |
| | (b) | 224 | 183 | 146 |
| 42D ARMAINTRON | (a) | 237 | 302 | 147 |
| | (b) | 68 | 62 | 31 |
| 42D ARFFS | (a) | 193 | 175 | 149 |
| | (b) | 57 | 40 | 28 |
| 42D TAC HOSP | (a) | 1 | 0 | 0 |
| | (b) | 136 | 113 | 87 |
| CONSOLIDATED WING FIGURES | | | | |
| 42D BOMWG | (a) | 1642 | 1567 | 1190 |
| | (b) | 764 | 667 | 457 |

Number entered on OJT: 111
Number tested: 178
Number passed: No results
Number upgraded: 10
Number of effective discharged: 22

(a) Direct Support Skills (30, 32, 33, 40, 42, and 43 career fields).
(b) Indirect Support Skills (Other career fields)

ALBERT K. STEBBINS, III
MAJOR, USAF
Director of Personnel



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Monthly Evaluation of Operations

BGMA HP 6 October 1955

1. In compliance with Base Regulation 170-4 dated 27 September 1955, the following report is submitted:

a. Personnel Records: All entries on personnel records that are applicable to the Air Base Group Squadron are completed.

b. Manning in required specialties:

| AUTH | ASGD | MIRS | % EFF ASGD | % BODILY MANNED |
|---|---|---|---|---|
| 1800 | 1691 | 1307 | 72.33% | 93.9% |

(1) Reasons for regression of 4.23% from last month and not obtaining the maximum score:

(a) There is a shortage of 493 airmen in authorized AFSC's.

(b) There were 27 airmen transferred PCS from this station.

(c) There were 47 airmen discharged who did not reenlist or reenlisted for another station.

(2) Action that can be taken to alleviate this regression:

(a) Upgrade all airmen who have completed OJT and have passed the Airmen Proficiency Test or Air Force Job Knowledge Test.

(b) There are 24 airmen projected in that will help alleviate this regression.

2. The main reason for the continued regression and the impossibility of obtaining the maximum score is the same as previous months:

a. Skilled airmen being discharged or reenlisting for another station.

b. The small amount of skilled airmen being assigned to this station.

c. The supporting of mandatory PCS shipments.

3. The number of airmen upgraded in the Air Base Group during the month of September to the 3, 5 and 7 level were as follows:

a. Three level: 3

0299

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Monthly Evaluation of Operations

Dir of Pers 45th ADiv — BP 42d ABGp — 7 Oct 55

1. In compliance with Base Reg 170-4, dated 27 Sep 54, the following report is hereby submitted:

a. Personnel Records: All entries on personnel records that are applicable to the Air Base Group are completed as of 30 Sep 55.

b. Manning in required specialties (Including 45th ADiv & 4034th USAF Hosp):

| AUTH | ASGD | EFF ASGD | % EFF ASGD | % ASGD |
|---|---|---|---|---|
| 141 | 116 | 105 | 74.4% | 82.2% |

c. Reason for increase in authorization: The 42d ABGp is now authorized one (1) 1444 (Flying Safety Officer) in the grade of Major to act as Dir of Safety for Group.

d. Reason for not obtaining maximum results:

(1) The 42d ABGp is undermanned thirty (30) officers and warrant officers, and the 4034th USAF Hosp is undermanned six (6) officers.

(2) Shortages are as follows:

| AFSC | NR SHORT | AFSC | NR SHORT | AFSC | NR SHORT | AFSC | NR SHORT |
|---|---|---|---|---|---|---|---|
| *1024 | 2 | *7324 | 3 | **9744 | 1 | 77100 | 1 |
| ***1435 | 4 | 7336 | 1 | **9836 | 1 | | |
| 3254 | 1 | 7535 | 1 | **9366 | 1 | | |
| 6016 | 1 | 7724 | 2 | 36000 | 1 | | |
| 6424 | 3 | 7924 | 2 | 62000 | 1 | | |
| 6454 | 1 | **9235 | 1 | 64100 | 2 | | |
| 6736 | 1 | **9486 | 1 | 70200 | 1 | | |
| 7224 | 1 | **9586 | 1 | 76000 | 1 | | |

*ASGD ON ORDERS
**Hosp AFSC's
***1 of 4 ASGD ON ORDERS

(3) There are two (2) Officers overage who have assignment limitations: 1 is 7824 (Legal Off) and 1 is 5524 (Instal. Engr) in ABG. 45th ADiv is over one in 4311 (Acft Staff Off). 4034th USAF Hosp is over eleven (11) in DAFSC, 1-0066, 5-0326, 3-0826, 1-9921 and 1-9416.

FRED C SIMPSON
Lt Col., USAF
Base Director of Personnel

0300

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Monthly Evaluation of Operations (Cont'd.)

b. Five level: 36

c. Seven level: 3
TOTAL 42

4. The number of airmen placed on OJT during the month of September in the Air Base Group for the 3, 5 and 7 level were as follows:

a. Three Level: 27

b. Five level: 54

c. Seven level: 9
TOTAL 90

5. There were 75 Air Force Job Knowledge Tests administered to Air Base Group personnel during the month of September and of these 68 attained a qualifying score and 7 attained an unqualifying score.

6. There were 53 Airman Proficiency Tests administered to Air Base Group personnel in the 36, 42, 43, 64, 90 and 98 Career Fields. These tests are scored at 2200th Test Squadron and the results will not be known for about six weeks.

7. There are presently 268 authorized helper level positions. There are 116 helper level airmen assigned to the Air Base Group. There are 112 of these airmen on OJT for the apprentice level in various AFSC's. There are 404 untrainable 010's assigned to the Air Base Group. With 268 authorized helper level positions and 404 assigned there are actually 136 airmen at the helper level who are being reflected against our over all assigned strength.

FRED C. SIMPSON, Lt Colonel, USAF
Director of Personnel



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX No. 3

TRAINING STATISTICS



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE TRAINING FLIGHT REPORT*

During the month of September, 1955, Phase III of the "50-24 Ground School" (in accordance with SAC Reg 50-24, dated 7 April 1955, "Training - Unit and Combat Crew Requirements") was begun and fourteen B-36 combat crews and five KC-97 tanker crews completed the course of training administered to them.

The Navigation Section had normal trainee operation during the month. Technical representatives from Otis Elevator Company continued supervision of a "T2" radar bomb navigational trainer, plus instructing special classes for the operation and maintenance of this trainer.

The Base Firing Range was used by the tactical squadrons for firing the .38 caliber pistol--the new combat crew hand-gun. Approximately 450 men fired their weapons on the range.

The SAC Gunnery School started a class consisting of ten airmen. The Gunnery School also held 50-24 classes for the above-mentioned fourteen B-36 crews.

* Unit Historical Report, 42d Cps Squadron, Sep 55 (LAFB RCS: ISO-D2).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX No. 4

OVER-ALL SUPPORT
STATISTICS



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

I N D E X


| | | |
|---|---|---|
| 1. | Flying Safety | 1 Page |
| 2. | Flying Time | 1 Page |
| 3. | Aircraft Commission Status | 2 Pages |
| 4. | Base Supply Effectiveness | 1 Page |
| 5. | Status of Motor Vehicles | 1 Page |
| 6. | Housing Status | 1 Page |
| 7. | Incidents | 4 Pages |
| 8. | Ground Safety | 3 Pages |
| 9. | Separations vs Reenlistments | 1 Page |
| 10. | Comptroller | 6 Pages |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLYING SAFETY

| | APR | MAY | JUN | JUL | AUG | SEP |
|---|---|---|---|---|---|---|
| PRIMARY AIRCRAFT: | | | | | | |
| Hours Flown | 1424 | 1666 | 1663 | 1691 | 1392 | 1629 |
| Major Accidents | 0 | 1 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 60 | 0 | 0 | 0 | 0 |
| ADMINISTRATIVE AIRCRAFT: | | | | | | |
| Hours Flown | 401 | 411 | 467 | 434 | 478 | 366 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |

SOURCE: Flying Safety Office, RCS: 1-AF-A1

FLYING SAFETY

0306

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## FLYING TIME

| | APR | MAY | JUN | JUL | AUG | SEP |
|---|---|---|---|---|---|---|
| B-25 | 135 | 148 | 183 | 113 | 115 | 96 |
| C-45 | 96 | 87 | 89 | 110 | 95 | 52 |
| C-47 | 101 | 132 | 112 | 121 | 127 | 156 |
| C-119 | 35 | 60 | 51 | 43 | 73 | 24 |
| H-19 | 34 | 44 | 52 | 47 | 35 | 38 |
| TOTAL | 401 | 411 | 467 | 434 | 445 | 366 |

SOURCE: ROS: 1-AF-A1

| | | APR | MAY | JUN | JUL | AUG | SEP |
|---|---|---|---|---|---|---|---|
| 12d SW | Prog | 908 | 1100 | 1060 | 1081 | 903 | 1100 |
| | Act | 856 | 1087 | 1058 | 1085 | 923 | 1000 |
| | /Acft | 28 | 34 | 33 | 34 | 28 | 30 |
| 69th | Prog | 297 | 380 | 330 | 350 | 300 | 353 |
| | Act | 294 | 368 | 312 | 341 | 306 | 335 |
| | /Acft | 28 | 31 | 31 | 35 | 28 | 30 |
| 70th | Prog | 308 | 368 | 394 | 334 | 303 | 365 |
| | Act | 286 | 395 | 392 | 374 | 304 | 344 |
| | /Acft | 28 | 35 | 36 | 34 | 28 | 32 |
| 75th | Prog | 303 | 352 | 366 | 397 | 300 | 380 |
| | Act | 275 | 324 | 354 | 360 | 313 | 321 |
| | /Acft | 28 | 32 | 32 | 33 | 28 | 29 |
| 42d ARS | Prog | NA | NA | NA | 613 | 474 | 597 |
| | Act | 568 | 579 | 605 | 606 | 469 | 629 |
| | /Acft | 26 | 27 | 29 | 29 | 22 | 30 |

FLYING TIME

0307

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS
20th BOMBARDMENT WING (H)

| | B-29s | | | | | |
|---|---|---|---|---|---|---|
| | APR | MAY | JUN | JUL | AUG | SEP |
| Hours on Hand | 22312 | 23484 | 22806 | 23401 | 24552 | 23769 |
| Hours in Commission | 17164 | 14660 | 14980 | 18181 | 18507 | 17573 |
| Rate | 77 | 62 | 65 | 76 | 75 | 74 |
| Hours Out of Commission | 5152 | 8821 | 7826 | 5720 | 6045 | 6197 |
| Rate | 23 | 38 | 35 | 24 | 25 | 26 |
| Hours AOGF | 443 | 290 | 626 | 33 | 91 | 204 |
| Rate | 2 | 1 | 3 | 0 | 0 | 1 |
| Hours AOGM | 2480 | 4737 | 4074 | 2668 | 3128 | 3252 |
| Rate | 11 | 21 | 18 | 11 | 13 | 14 |
| Hours Other Time | 2229 | 3797 | 3126 | 3019 | 2826 | 2731 |
| Rate | 10 | 16 | 14 | 13 | 12 | 11 |
| Average Aircraft Possessed | 30.9 | 31.6 | 31.7 | 32.1 | 33 | 33 |

SOURCE: RCS: 1-AF-A1

AIRCRAFT COMMISSION STATUS

0308

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS

| | 691th Bm Sq | | 721st Bm Sq | | 741st Bm Sq | | 4201 ARS | |
|---|---|---|---|---|---|---|---|---|
| | AUG | SEP | AUG | SEP | AUG | SEP | AUG | SEP |
| Hours on Hand | 8184 | 7920 | 8184 | 7920 | 8184 | 7920 | 15624 | 15030 |
| Hours In Commission | 5876 | 6198 | 6539 | 5957 | 6092 | 5418 | 12102 | 13420 |
| Rate | 72 | 78 | 80 | 75 | 74 | 68 | 77 | 89 |
| Hours Out of Commission | 2308 | 1722 | 1645 | 1963 | 2092 | 2502 | 3523 | 1610 |
| Rate | 28 | 22 | 20 | 25 | 26 | 32 | 23 | 10 |
| Hours AOCP | 33 | 64 | 0 | 64 | 58 | 76 | 1811 | 0 |
| Rate | 0 | 1 | 0 | 1 | 0 | 1 | 12 | 0 |
| Hours AOCM | 1341 | 1163 | 557 | 770 | 1230 | 1319 | 1271 | 972 |
| Rate | 16 | 15 | 7 | 10 | 16 | 17 | 8 | 6 |
| Hours Other Time | 934 | 495 | 1088 | 1129 | 804 | 1107 | 441 | 638 |
| Rate | 12 | 6 | 13 | 14 | 10 | 14 | 3 | 4 |
| Average Aircraft Poss. | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 21.0 | 20.9 |

SOURCE: RCS: 1-AF-A1

0309

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE SUPPLY EFFECTIVENESS

| | APR | MAY | JUN | JUL | AUG | SEP |
|---|---|---|---|---|---|---|
| Depot Supply Action | 68 | 73 | 74 | 73 | 79 | [illegible] |
| Base Supply Action | 62 | 64 | 73 | 71 | 69 | 81 |
| Reparable Action | 100 | 100 | 100 | 100 | 97 | 98 |
| Stock Record Cards | 32608 | 32859 | 25287 | 25713 | 22894 | 23337 |
| Line Items Processed | 22297 | 27007 | 24007 | 28600 | 25859 | 21320 |
| Percent Inventory Taken | 67 | 65 | 100 | 18 | 35 | 52 |
| Percent Inventory Error | 7/11 | 6/9 | 4/8 | 6.7 | 5/6 | 5 |
| Line Items In LP Store | 7300 | 7150 | 7000 | 6700 | 6650 | 6050 |
| Line Items Issued LP Store | 1585 | 2195 | 1918 | 1722 | 1754 | 2042 |
| Pipeline Time - Days | | | | | | |
| GSA Store Items | 43 | 44 | 42 | 28 | 20 | 32 |
| GSA Supplies | 43 | 45 | 35 | 35 | 17 | 33 |
| Local Purchase | 46 | 31 | 30 | 21 | 19 | 23 |

SOURCE: SCS: AF-41

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## STATUS OF MOTOR VEHICLES

| | APR | MAY | JUN | JUL | AUG | SEP |
|---|---|---|---|---|---|---|
| Vehicle Days Assigned | 27480 | 27172 | 24160 | 26040 | 25123 | 25080 |
| Days VDF | 254 | 345 | 424 | 435 | 366 | 366 |
| Rate | .9 | 1.3 | 1.7 | 1.6 | 1.4 | 1.4 |
| Days VDM | 982 | 1072 | 937 | 620 | 363 | 396 |
| Rate | 3.6 | 3.9 | 3.9 | 2.4 | 1.4 | 1.5 |
| Total Vehicle Days Lost | 1236 | 1417 | 1361 | 1055 | 729 | 762 |
| Rate | 4.5 | 5.2 | 5.6 | 4.0 | 2.8 | 2.9 |
| Air Division Vehicles Authorized | 577 | 577 | 577 | 577 | 577 | 577 |
| Air Div & Tenant Veh Assigned | 916 | 812 | 812 | 840 | 833 | 836 |

SOURCE: RCS: SAC-K1

STATUS OF MOTOR VEHICLES

0311

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## HOUSING STATUS

| GOVERNMENT HOUSING | JUL | AUG | SEP |
|---|---|---|---|
| Spaces Available | 5303 | 5303 | 5303 |
| Spaces Occupied | 2879 | 3080 | 2920 |
| Family Housing | | | |
| Officer: | | | |
| Completed | 80 | 80 | 80 |
| Occupied | 28 | 25 | 16 |
| Airmen: | | | |
| Completed | 160 | 160 | 160 |
| Occupied | 212* | 199 | 200 |

* A portion of the Officer's Housing Area is being used to house Airmen families on a temporary basis.

| OFF-BASE HOUSING | JUL | AUG | SEP |
|---|---|---|---|
| Wherry-Officers: | | | |
| Completed | 510 | 510 | 510 |
| Occupied | 493 | 493 | 489 |
| Wherry-Airmen: | | | |
| Completed | 990 | 990 | 990 |
| Occupied | 976 | 981 | 972 |
| Local Area:** | | | |
| Officers | 145 | 200 | 176 |
| Airmen | 958 | 744 | 802 |
| Civilians | 390 | 435 | 436 |

**Includes 548th AAA & 3080th

SOURCE: RCS: 1-AF-Z1, Base Housing Office

HOUSING STATUS

0312

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

INCIDENTS

| | APR | MAY | JUN | JUL | AUG | SEP |
|---|---|---|---|---|---|---|
| Traffic Accidents (Military & Civilian): | | | | | | |
| On Base | 5 | 10 | 15 | 8 | 4 | 10 |
| Off Base | 5 | 5 | 9 | 6 | 5 | 10 |
| Traffic Violations (Military & Civilian): | | | | | | |
| On Base | 56 | 26 | 33 | 34 | 80 | 25 |
| Off Base | 7 | 20 | 13 | 76 | 50 | 60 |
| Security Violations | 2 | 0 | 0 | 0 | 0 | 0 |
| Serious Crimes | 0 | 3 | 2 | 0 | 3 | 0 |
| Drunk and Disorderly | 4 | 3 | 0 | 2 | 1 | 1 |
| Insubordinate Conduct | 0 | 4 | 0 | 0 | 1 | 0 |
| Larceny, Housebreaking, Burglary, & Robbery | 0 | 1 | 1 | 0 | 0 | 0 |

SOURCE: RCS: AF-Y7

INCIDENTS

0313

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## A W O L S

| | APR | MAY | JUN | JUL | AUG | SEP | | APR | MAY | JUN | JUL | AUG | SEP |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 1 | 0 | 1 | 0 | 0 | Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 1 | 0 | 0 | 3 | 1 | Hq 42d AB Gp | 0 | 1 | 0 | 1 | 1 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 2 | 42d Supp Sq | 0 | 0 | 0 | 1 | 1 | 0 |
| 42d PMS | 0 | 0 | 0 | 0 | 0 | 0 | 42d Mtr Veh Sq | 0 | 1 | 0 | 0 | 0 | 0 |
| 42d FMS | 2 | 0 | 0 | 1 | 0 | 0 | 42d AF Sq | 0 | 0 | 0 | 0 | 1 | 0 |
| 42d A&E Sq | 1 | 0 | 0 | 0 | 0 | 2 | 42d Fd Sv Sq | 1 | 0 | 3 | 3 | 1 | 3 |
| 42d TAC Hosp | 0 | 0 | 1 | 1 | 0 | 0 | 42d Inst Sq | 0 | 0 | 0 | 1 | 1 | 0 |
| 42d ARS | 1 | 0 | 0 | 0 | 0 | 0 | 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 4 | 2 | 1 | 3 | 3 | 5 | TOTAL | 1 | 2 | 3 | 6 | 5 | 3 |

SOURCE: Provost Marshal

0314

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## COURTS MARTIAL

| | JUL | AUG | SEP | | JUL | AUG | SEP |
|---|---|---|---|---|---|---|---|
| Sq 424 BW | 0/0/0 | 0/1/0 | 0/0/0 | Sq 431th AD | 0/0/0 | 0/0/1 | 0/0/0 |
| 69th Bm Sq | 0/0/0 | 1/2/0 | 0/0/0 | Sq 422d AB Gp | 1/0/0 | 0/1/0 | 0/0/4 |
| 70th Bm Sq | 0/0/0 | 0/0/0 | 0/0/0 | 422d Opns Sq | 0/0/0 | 0/0/0 | 1/0/0 |
| 79th Bm Sq | 0/0/1 | 0/0/0 | 0/0/0 | 422d Supp Sq | 0/0/2 | 0/2/2 | 0/1/0 |
| 422d FMS | 0/0/0 | 0/0/0 | 0/0/0 | 422d Mtr Veh Sq | 0/0/1 | 1/0/0 | 0/0/0 |
| 422d FMS | 0/0/0 | 0/2/1 | 0/0/4 | 422d AI Sq | 0/4/4 | 0/0/2 | 0/0/4 |
| 422d A&E Sq | 0/2/1 | 0/1/0 | 0/0/2 | 422d Fd Sv Sq | 0/2/1 | 0/0/2 | 0/0/1 |
| 422d TAC Hosp | 0/0/1 | 0/0/0 | 0/0/0 | 422d Insn Sq | 0/1/0 | 0/0/0 | 0/0/0 |
| 422d ARS | 0/0/0 | 0/0/0 | 0/0/0 | 4034th Hosp | 0/0/0 | 0/0/0 | 0/0/0 |
| | | | | 924th Band | 0/0/0 | 0/0/0 | 0/0/0 |
| TOTAL | 0/2/3 | 1/9/1 | 0/0/6 | TOTAL | 0/8/9 | 0/12/9 | 1/8/5 |

SOURCE: Judge Advocate

General / Special / Summary

0315

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

VENEREAL DISEASE

| | APR | MAY | JUN | JUL | AUG | SEP | | APR | MAY | JUN | JUL | AUG | SEP |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 1 | 0 | 0 | 0 | Hq 43th AD | 0 | 0 | 0 | 0 | 0 | [illegible] |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | Hq 42d AB Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 1 | 0 | 0 | 0 | 3 | 0 | 42d Supp Sq | 0 | 0 | 1 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 | 42d Mtr Veh Sq | 1 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 2 | 4 | 0 | 0 | 1 | 42d AP Sq | 0 | 1 | 1 | 0 | 0 | 0 |
| 42d AME Sq | 2 | 2 | 0 | 0 | 0 | 0 | 42d Fd Sv Sq | 1 | 0 | 5 | 1 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 | 42d Inst Sq | 1 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 | 4014th Hosp | 0 | 0 | 2 | 0 | 0 | 0 |
| | | | | | | | 4014th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 3 | 4 | 5 | 0 | 3 | 1 | TOTAL | 3 | 1 | 7 | 1 | 4 | 0 |

SOURCE: Preventive Medicine Office

0316

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

GOVERNMENT VEHICLE ACCIDENTS

| | APR | MAY | JUN | JUL | AUG | SEP |
|---|---|---|---|---|---|---|
| Sq 42d BW | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 1 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d AAE Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 |

| | APR | MAY | JUN | JUL | AUG | SEP |
|---|---|---|---|---|---|---|
| Sq 42d AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Sq 42d AD Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Opns Sq | 0 | 0 | 1 | 1 | 0 | 0 |
| 42d Supp Sq | 0 | 1 | 0 | 1 | 0 | 0 |
| 42d Mtr Veh Sq | 1 | 0 | 1 | 0 | 0 | 0 |
| 42d AF Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Fd Sv Sq | 0 | 0 | 1 | 0 | 0 | 0 |
| 42d Insl Sq | 0 | 0 | 0 | 1 | 0 | 0 |
| 4054th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 1 | 2 | 2 | 0 | 0 |

SOURCE: Ground Safety Office

GROUND SAFETY

0317

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAFETY FILM

MILITARY PERSONNEL INJURIES

| | APR | MAY | JUN | JUL | AUG | SEP | | APR | MAY | JUN | JUL | AUG | SEP |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hq 42d Bm Wg | 0 | 0 | 0 | 0 | 0 | 1 | Hq 416th AF | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 69th Bm Sq | 0 | 0 | 1 | 0 | 0 | 0 | Hq 42d AB Gp | [illegible] | [illegible] | ** | [illegible] | [illegible] | [illegible] |
| 70th Bm Sq | 0 | 1 | 0 | 0 | 1 | 0 | 42d Opns Sq | [illegible] | * | [illegible] | [illegible] | [illegible] | [illegible] |
| 75th Bm Sq | 1 | 1 | 0 | 0 | 0 | 0 | 42d Supp Sq | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 42d FMS | 1 | 0 | 1 | 0 | 0 | 0 | 42d Mtr Veh Sq | 0 | 1 | [illegible] | [illegible] | [illegible] | [illegible] |
| 42d FMS | 1 | 0 | 1 | 0 | 1 | 1 | 42d AF Sq | [illegible] | [illegible] | [illegible] | 1 | [illegible] | [illegible] |
| 42d ARS Sq | 0 | 1 | 0 | 1 | 1 | 0 | 42d Fd Sv Sq | 0 | 0 | 1 | 0 | 1 | [illegible] |
| 42d TAC Hosp | 1 | 1 | 0 | 1 | 1 | 0 | 42d Inst Sq | 0 | 0 | 0 | 1 | [illegible] | [illegible] |
| 42d ARS | 0 | 0 | 0 | 2 | 0 | 1 | 4014th Hosp | 0 | 0 | [illegible] | [illegible] | 0 | 0 |
| | | | | | | | 5214th Band | 0 | 0 | [illegible] | 0 | 0 | 0 |
| TOTAL | 4 | 4 | 3 | 7 | 4 | 3 | TOTAL | 1 | 6 | 6 | 4 | 2 | 1 |

SOURCE: Ground Safety Office

* Includes two fatalities

** Includes one permanent partial injury

0318

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CIVILIAN PERSONNEL IN UNITS

| | AFR | NAT | TFR | CIV | ANG | IRP | | AFR | NAT | TFR | CIV | ANG | IRP |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sq 42d Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | Sq 42nd AD | | | | | | |
| 42nd Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | Sq 42d AF Sq | 0 | 0 | | | | |
| 71st Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Chem Sq | 0 | 0 | | | | |
| 71st Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Supp Sq | | | | | | |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 | 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | | |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 | 42d AF Sq | 0 | 0 | 0 | 0 | 0 | |
| 42d AAS Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Fd Sv Sq | 0 | 0 | 0 | 0 | 0 | |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 | 42d Invt Sq | 0 | 0 | 0 | 0 | 0 | |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 | 42d4th Hosp | 0 | 0 | 0 | 0 | 0 | |
| | | | | | | | 542th Band | 0 | 0 | 0 | 0 | 0 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 |

SOURCE: Ground Safety Office



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SEPARATIONS vs REENLISTMENTS

| | APR | MAY | JUN | JUL | AUG | SEP | | APR | MAY | JUN | JUL | AUG | SEP |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hq 42d BW | 3/2 | 2/1 | 9/3 | 6/2 | 4/1 | 2/2 | Hq 49th AP | 0/0 | 0/0 | 0/0 | 0/0 | 2/1 | [illegible] |
| 69th Bm Sq | 5/1 | 7/1 | 5/0 | 16/2 | 16/6 | 8/3 | Hq 42d AD Gp | 11/3 | 7/1 | 9/3 | 20/9 | 12/1 | [illegible] |
| 70th Bm Sq | 2/0 | 3/0 | 6/2 | 4/0 | 8/2 | 6/2 | 42d Opns Sq | 2/0 | 4/0 | 8/0 | [illegible] | 11/1 | [illegible] |
| 71st Bm Sq | 5/1 | 5/2 | 4/2 | 14/4 | 16/9 | 13/12 | 42d Supp Sq | 1/1 | 2/1 | 9/0 | 12/3 | 8/0 | 11/2 |
| 42d FMS | 5/1 | 4/0 | 3/1 | 3/1 | 10/3 | 14/0 | 42d Mtr Veh Sq | 16/2 | 8/1 | 18/4 | 25/3 | 12/3 | 11/6 |
| 42d FMS | 16/4 | 5/3 | 14/2 | 14/2 | 27/6 | 21/9 | 42d AF Sq | 8/3 | 6/2 | 4/0 | 13/4 | 10/2 | 11/2 |
| 42d AAA Sq | 5/1 | 3/2 | 9/2 | 10/1 | 7/2 | 8/1 | 42d Fd Sv Sq | 2/0 | 4/3 | 1/0 | 12/2 | 6/4 | 11/3 |
| 42d TAC Hosp | 3/0 | 6/1 | 5/1 | 10/3 | 8/3 | 11/3 | 42d Inst Sq | 7/5 | 4/1 | 10/3 | 20/4 | 10/4 | 4/3 |
| 42d ARS | 2/2 | 1/1 | 1/0 | 2/0 | 5/3 | 2/1 | 4034th Hosp | 1/0 | 0/0 | 1/1 | 1/0 | 0/0 | 1/0 |
| | | | | | | | 524th Band | | | | | 2/0 | 2/3 |
| TOTAL | 46/12 | 36/12 | 56/13 | 79/15 | 91/36 | 85/37 | TOTAL | 52/14 | 39/14 | 63/20 | 110/26 | 69/21 | 40/21 |

SEPARATIONS / REENLISTMENTS

SOURCE: Recruiting and Separation Office

SEPARATIONS vs REENLISTMENTS

0320

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## ASSETS

The assets or goods and property owned and operated by Loring Air Force Base are:

| | | |
|---|---|---|
| Inventories (Controlled by Base Supply) | $ | 27,056,131.39 |
| Equipment in Use - UAL | | 14,034,889.45 |
| Equipment in Use - Other | | 5,471,427.79 |
| Land & Land Improvements | | 4,709,282.79 |
| Pavement & Runways | | 15,772,094.29 |
| Buildings and Structures | | 47,522,731.[illegible] |
| Utility Plants & Systems | | 30,781,781.57 |
| Construction in Progress | | 283,817.72 |
| Accounts Receivable (Money owed to Loring) | | 47,954.45 |
| **Total Assets** | $ | 142,679,126.03 |

In addition there is approximately $141,789,000 worth of aircraft assigned to Loring Air Force Base.

CONFIDENTIAL - SUBJECT TO ACCOUNTING

0321

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE MAINTENANCE AND OPERATIONS (A&M FUNDS - FY 1956)

Obligations to 30 September 1955:

| | | | |
|---|---|---|---|
| Fuel Oil | 48,003 | Commercial Communications | 23,612 |
| Gasoline | 34,438 | Commercial Transportation | 58,035 |
| Motor & Lub Oil | 11,551 | FICA | 2,206 |
| Supplies Issued - LP Store | 173,921 | Travel | 46,084 |
| Equipment | 30,477 | Laundry & Dry Cleaning | 6,434 |
| Cont Maint of Motor Vehicles | 6,459 | Cont Maint of Real Property | 6,465 |
| Cont Maint of Equipment | 1,765 | Civilian Personnel | 429,083 |
| Cont Services | 1,511 | | |
| Purchased Utilities | 465 | TOTAL: | 880,499 |

COMPTROLLER - BUDGET & ACCOUNTING DIV

0322

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FINANCE OPERATING DATA

| | JUL | AUG | SEP |
|---|---|---|---|
| Gross Disbursements | $1,666,990 | $1,830,825 | $1,727,847.72 |
| Gross Collections | $ 106,578 | $ 112,357 | 289,495.00 |
| Personnel Salaries | | | |
| Officers | $ 313,022 ( 718) | $ 312,614 ( 707) | $ 317,850 ( 725) |
| Airmen | $ 564,709 (5314) | $ 594,961 (5290) | $ 545,012 (5264) |
| Civilians | $ 167,484 ( 533) | $ 194,201 ( 665) | $ 163,729 (547) |
| Total Personnel Salaries | $1,045,214 (6565) | $1,097,776 (6659) | $1,025,991 (6426) |
| Travel & Per Diem Vouchers | 1,045 | 1,095 | 732 |
| Commercial Vouchers | 671 | 926 | 1,938 |
| Commercial Discounts Taken | $ 745 | 115 | $ 625 |
| Mil Pay Records Transferred | 196 | 158 | 87 |
| Number of Sep Pymts (Excl of Reenl) | 259 | 233 | 141 |
| Savings Bonds | $ 1,200 | $ 4,069 | $ 10,068.75 |
| Treasury Checks Written | 5,811 | 7,074 | 6,349 |
| Authorized Personnel | 27 | 27 | 27 |
| Assigned Personnel | 16 | 22 | 22 |

Figures in Parenthesis Equal Number of Personnel Paid

CONTROLLER - FINANCE OFFICE

0323

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAINTENANCE MANHOUR EXPENDITURE
[illegible] WING-SEPTEMBER [illegible]

The F-22 will give a detailed breakdown of maintenance manhours performed by each wing squadron, and shop. It will further give the hours expended on each type of aircraft.

Due to the change of the format and revision of the Maintenance Manhour Accounting Report (SAC-U22), completed figures will not be available this month. Figures will be published monthly under the new format beginning in October.

CONFIDENTIAL - DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STRENGTH DATA -- AS OF 30 SEPTEMBER 1955

| | OFF | | AMN | | CIV | |
|---|---|---|---|---|---|---|
| | AUTH | ASSD | AUTH | ASSD | AUTH | ASSD |
| Hq 45th AD | 10 | 10 | 7 | 7 | 3 | 3 |
| Hq 42d BW | 48 | 49 | 126 | 119 | 3 | 3 |
| 69th Bm Sq | 109 | 97 | 229 | 212 | 0 | 0 |
| 70th Bm Sq | 109 | 98 | 229 | 238 | 0 | 0 |
| 75th Bm Sq | 109 | 97 | 229 | 224 | 0 | 0 |
| 42d FMS | 5 | 5 | 247 | 188 | 0 | 0 |
| 42d FMS | 8 | 7 | 654 | 561 | 32 | 31 |
| 42d AAK Sq | 12 | 8 | 303 | 364 | 0 | 0 |
| 42d ARS | 100 | 100 | 250 | 215 | 0 | 0 |
| 42d TAC Hosp | 36 | 25 | 137 | 113 | 0 | 0 |
| 4034th USAF H | 16 | 20 | 19 | 12 | 31 | 32 |

| | OFF | | AMN | | CIV | |
|---|---|---|---|---|---|---|
| | AUTH | ASSD | AUTH | ASSD | AUTH | ASSD |
| Hq 42d AB Gp | 61 | 58 | 268 | 303 | 80 | 75 |
| 42d Opns Sq | 11 | 8 | 161 | 179 | 3 | 3 |
| 42d Supp Sq | 16 | 11 | 293 | 257 | 96 | 98 |
| 42d Mtr Veh Sq | 4 | 3 | 192 | 179 | 10 | 17 |
| 42d AF Sq | 10 | 7 | 320 | 289 | 0 | 0 |
| 42d Fd Sv Sq | 4 | 2 | 296 | 211 | 0 | 0 |
| 42d Instr Sq | 6 | 7 | 273 | 242 | 225 | 217 |
| 524th Band | 1 | 0 | 19 | 16 | 0 | 0 |
| TOTAL 45th AD | 675 | 610 | 4227 | 3926 | 487 | 477 |
| TENANT TRNS | 147 | 126 | 1255 | 1253 | 55 | 53 |
| IAFB TOTAL | 822 | 736 | 5478 | 5179 | 542 | 530 |

SOURCE: Manpower Office, Morning Reports

COMPTROLLER - STATISTICAL SERVICES DIV

0325

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE MANAGEMENT CONTROL SYSTEM - 100 AIR BASE GROUP

| | % OF MAXIMUM SCORE OBTAINED | | | | | |
|---|---|---|---|---|---|---|
| | PTS LOSS | QTR BAC AVE JUN | QTR SAF AVE JUN | LORING QTR JUN | LORING QTR SEP | DIFFERENCE |
| **PERSONNEL** | | | | | | |
| 1. MIRO - Officers | 30 | 43.9 | 20 | 20 | 30 | +10 |
| Airmen | 85 | 57.1 | 60 | 50 | 10 | -40 |
| 2. AWOL Rates | 50 | 78.2 | 86.7 | 100 | 80 | -20 |
| 3. Reenlistment Rate | 50 | 34.1 | 30 | 30 | 30 | |
| 4. Open Mess - Officers | 25 | 79.6 | 90 | 80 | 30 | -50 |
| NCO | 25 | 83.9 | 81.3 | 100 | 100 | |
| **MATERIEL** | | | | | | |
| 1. Supply Management | 240 | 86.1 | 88.0 | 77 | 77.7 | + 1.2 |
| 2. AIO Costs Incident to Maint. | 60 | 64.1 | 81.3 | 100 | 90 | -10 |
| 3. Base Commissary Management | 50 | 29.4 | 13.3 | 20 | NR | |
| 4. Base Exchange Management | 80 | 45.7 | 46.0 | 35 | NR | |
| 5. Medical-Dental Supply Mgt | 40 | 63.1 | 64.0 | 45 | 55 | +10 |
| 6. Food Service Management | 40 | 58.8 | 71.7 | 90 | 50 | -40 |

COMPTROLLER - MANAGEMENT ANALYSIS DIV

0326

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC MANAGEMENT CONTROL SYSTEM - 1OR AIR BASE GROUP (CONT'D)

| | % OF MAXIMUM SCORE OBTAINED | | | | | |
|---|---|---|---|---|---|---|
| | PTO LOSS | QTR SAC AVE JUN | QTR SAF AVE JUN | LORING QTR JUN | LORING QTR SEP | DIFFERENCE |
| 7. Pipeline for Base Purchases from Commercial Vendors | 40 | 9.8 | 16.7 | 0 | 100 | |
| **GENERAL** | | | | | | |
| 1. BASE SUPPORT OPERATING COSTS: | | | | | | |
| a. Ratio of Personnel | 60 | 47.9 | 30 | 30 | 50 | +20 |
| b. Support Personnel Costs | 40 | 50.0 | 43.3 | 60 | 90 | +30 |
| c. Support Supply Costs | 70 | 66.8 | 35.0 | 10 | 70 | +60 |
| d. Support Contractual Services & "Other" Costs | 30 | 58.6 | 33.3 | 20 | 90 | +70 |
| 2. Flying Safety | 70 | 94.6 | 100 | 100 | 100 | |
| 3. Ground Safety | 70 | 82.1 | 41.7 | 25 | 100 | +75 |
| TOTAL | 1155 | 62.0% | 59.0% | 52.0% | 69.10% | 16.84% |

CONTROLLER - MANAGEMENT ANALYSIS DIV.

0327

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LORING AIR FORCE BASE

SEPTEMBER 1955

# FIGGERS & FAX

PERSONAL COPY OF 150

PREPARED BY DIRECTOR OF COMPTROLLER - MANAGEMENT ANALYSIS DIVISION

0328

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX No. 5

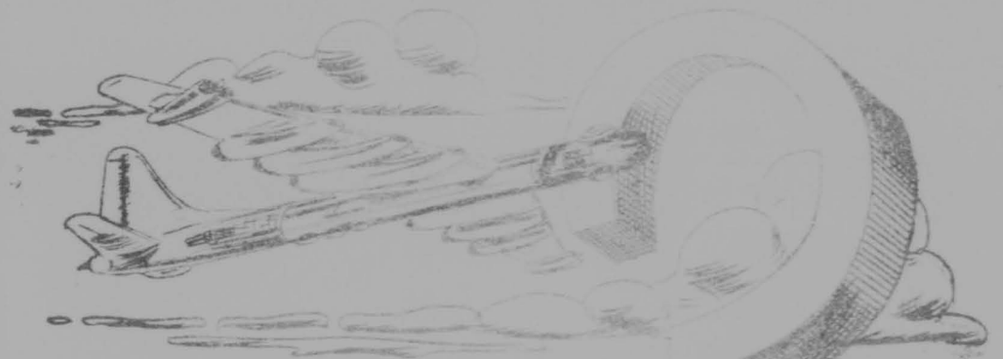
MAINTENANCE STATISTICS



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 42D BOMBARDMENT WING (H)
## LORING A.F.B.
### YOUR MAINTENANCE REPORTS



# HOW "GOZ" IT

Compiled by the Reports & Analysis Section
MAINTENANCE CONTROL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART I TACTICAL SQUADRONS

| Item | Wing Total (B36) | | | 69th Bomb Sq. | | | 70th Bomb Sq. | | | 75th Bomb Sq. | | | 42d Air Refl Sq. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | JUL | AUG | SEP | JUL | AUG | SEP | JUL | AUG | SEP | JUL | AUG | SEP | JUL | AUG | SEP |
| FLYING TIME PROGRAMED | 1042 | 900 | 1101 | 356 | 304 | 339 | 334 | 302 | 365 | 397 | 300 | [illegible] | 248 | 468 | 497 |
| FLYING TIME ACCOMPLISHED | 1065 | 945 | 1009 | 307 | 306 | 335 | 371 | 324 | 364 | 387 | 315 | 311 | 476 | 484 | 522 |
| AVG FLYING HRS PROGRAMED PER ACFT POSSESSED | 31.1 | 27.3 | 33.7 | 32.4 | 27.5 | 30.8 | 30.4 | 27.4 | 33.4 | 36.1 | 27.3 | 31.8 | 28.7 | 24.9 | 27.6 |
| AVG FLYING HRS ACCOMPLISHED PER ACFT POSSESSED | 31.8 | 28.6 | 30.9 | 34.8 | 27.8 | 30.5 | 34.0 | 27.6 | 31.3 | 32.7 | 28.5 | 28.3 | 28.0 | 25.1 | 29.1 |
| PROJECTED POSSESSED ACFT | 33.5 | 33 | 33 | 10.7 | 11 | 9.8 | 11 | 11 | 10.3 | 11 | 11 | 9.1 | 21 | 21 | 20 |
| ACTUAL POSSESSED ACFT | 33.5 | 33 | 33 | 10.1 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 21 | 21 | 20.9 |
| NUMBER OF PERIODS FLOWN | 83 | 69 | 67 | 26 | 19 | 25 | 25 | 23 | 24 | 29 | 27 | 18 | 114 | 75 | 93 |
| AVG TIME PER PERIOD | 12.8 | 12.8 | 14.9 | 11.8 | 16.7 | 13.4 | 13.4 | 14.7 | 14.3 | 13.4 | 11.3 | 17.8 | 5.2 | 6.5 | 5.6 |
| IN COMMISSION RATE (%) | 76.1 | 75.4 | 73.9 | 83.0 | 71.8 | 78.4 | 73.1 | 74.9 | 75.2 | 72.7 | 74.4 | 68.5 | 88.7 | 77.5 | 89.2 |
| ACCP RATE (%) | 0.3 | 0.4 | 0.8 | 0.4 | 0.4 | 0.8 | 0 | 0 | 0.8 | 0 | 0.7 | 0.9 | 1.8 | 11.6 | 0 |
| TOC RATE (%) | 0.3 | 0 | 0 | 0 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 2.8 | 0 | 0.2 |
| DOOR RATE (%) | 12.4 | 11.5 | 12.5 | 11.1 | 13.4 | 6.2 | 10.7 | 13.3 | 14.2 | 15.8 | 9.8 | 13.3 | 3.5 | 2.9 | 4.0 |
| ZOOM RATE (%) | 11.2 | 12.7 | 13.7 | 5.5 | 16.4 | 14.7 | 16.7 | 6.8 | 9.8 | 11.5 | 13.1 | 16.7 | 2.7 | 8.1 | 6.4 |
| TOC'S COMPLIED WITH | 141 | 99 | 143 | 42 | 40 | 22 | 50 | 32 | 52 | 49 | 27 | 38 | 94 | 66 | 59 |
| PREFLIGHTS COMPLETED | 96 | 78 | 74 | | | | | | | | | | 119 | 117 | 146 |
| POSTFLIGHTS COMPLETED | 36 | 38 | 30 | | | | | | | | | | 31 | 28 | 27 |

0351

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE FLIGHT

| Item | JULY | AUG | SEP |
|---|---|---|---|
| FLYING TIME ALLOCATED | 560 | 465 | 465 |
| FLYING TIME ACCOMPLISHED | 434 | 445 | 369 |
| AVER FLYING HRS PER POSSESSED ACFT ACCOMPLISHED | 43.6 | 41.3 | 42.9 |
| AVER NO ACFT POSSESSED | 10.5 | 9.4 | 8.6 |
| IN-COMMISSION RATE ( % ) | 75.1 | 65.4 | 63.5 |
| AOCP RATE ( % ) | 8.1 | .5 | 4.4 |
| TOC RATE ( % ) | 1.3 | .3 | 0 |
| DOCE RATE ( % ) | 13.9 | 21.4 | 18.2 |
| AOCM RATE ( % ) | 1.8 | 12.4 | 13.9 |
| PERIODIC INSPECTIONS COMPLETED | 6 | 5* | 3 |
| DOC'S COMPLETED | 8 | 8 | 8 |
| TRANSIENT ACFT HANDLED | 112 | 154 | 95 |

* Includes one transient B-25

| Item | JULY | AUG | SEP |
|---|---|---|---|
| FLYING TIME | | | |
| TB-25 J (1 ACFT) | 63 | 55 | 69 |
| TB-25 N (1 ACFT) | 50 | 60 | 27 |
| C - 45 G (2 ACFT) | 110 | 95 | 52 |
| C - 47 A (2 ACFT) | 121 | 127 | 158 |
| C - 119C (2 ACFT) | 43 | 73 | 24 |
| H - 19B (2 ACFT) | 47 | 35 | 39 |

0332

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART III

MAINTENANCE CONTROL

| | B-36 | KC-97 |
|---|---|---|
| 1. Supply Liaison: | | |
| a. Percent of ANPE | 2.3% | 23% |
| b. Cannibalization Request Processed | 3 | 19 |
| c. Manhrs Expended due to Cannibulization | 3 | 78 |
| d. Number of ANPE Items | 16 | 42 |

2. Quality Control:

a. Periodic Inspection

| | Number of Periodic Inspections Performed | Average Discrepancy Per Acft Red Diagonal | (Acft & Eng) Red Cross |
|---|---|---|---|
| (1) Dock #1 | 4 (B-36) | 64.8 | 7.2 |
| (2) Dock #2 | 4 (B-36) | 65.5 | 10.0 |
| (3) Dock #3 | 3 (KC-97) | 11.6 | 0 |
| (4) Base Flight | | | |
| a. C-45 | 2 | 5.0 | 1.0 |
| b. C-119 | 1 | 30.0 | 2.0 |
| c. H-19 | 1 | 9.0 | 1.0 |
| d. B-25 | 0 | 0 | 0 |
| e. C-47 | 1 | 15.0 | 0 |



0333

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Quality Control (Cont'd)

b. Post Flight Analysis

| | Number Post Flight Inspections Performed | Avg Discrepancy Per Acft Red Diagonal | (Acft & Eng) Red Cross |
|---|---|---|---|
| 69th Bomb Sq | 2 | 33.0 | 3.5 |
| 70th Bomb Sq | 2 | 45.0 | 4.5 |
| 75th Bomb Sq | 3 | 28.3 | 2.0 |
| AREF Sq | 2 | 11.6 | 0.4 |

c. Average Number of Discrepancies Per Acft Periodic (A&E)

| Periodic | Number | Red Diagonal | Red Cross |
|---|---|---|---|
| Dock #1 | 4 (B-36) | 22.2 | 0 |
| Dock #2 | 4 (B-36) | 23.8 | .3 |
| Dock #3 | 3 (KC-97) | 10.0 | 0 |

d. Average Number of Discrepancies per Acft. Post Flight (A&E)

| | | | |
|---|---|---|---|
| 69th Bomb Sq | 2 | 6.5 | 0 |
| 70th Bomb Sq | 2 | 11.3 | 0 |
| 75th Bomb Sq | 3 | 19.3 | 0 |
| AREF Sq | 2 | 0 | 0 |

e. Units Change Analysis Discrepancies noted per Insp

| | No. Per Insp | Avg Red Diag | Avg Red Cross |
|---|---|---|---|
| (1) Recip Eng Install | [illegible] | 4.1 | 1.7 |
| (2) Jet Eng Install | [illegible] | 6.0 | .2 |
| (3) KC-97 Eng Install | [illegible] | 0 | 0 |

f. Built Up Eng Insp 0

0334

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Quality Control (C[illegible])

| | No. of Insp |
|---|---|
| g. Special Insp in compliance with TWX | 0 |
| h. Major Component Insp | 18 |
| i. Insp on [illegible] | 4 |
| j. Insp of engines to be changed | 0 |
| k. Engine Fire Insp | 0 |
| l. B-36 Test Flights Performed | 21 |
| KC-97 Test Flights Performed | 11 |
| m. Unsatisfactory Reports | |
| (1) 42d BW Sq | 41 |
| (2) 42d BW Sq | 16 |
| (3) 42d AMS Sq | 83 |
| (4) 69th Bomb Sq | 0 |
| (5) 70th Bomb Sq | 10 |
| (6) 75th [illegible] Sq | 1 |
| (7) 42d Ops (44th) | 1 |
| (8) 42d Motor Vehicle Sq | 3 |
| (9) 1974th AACS Sq | 0 |
| (10) 42d Instl Sq | 0 |
| (11) Hq, Maint Control, AMC | 4 |
| (12) 42d Supply Sq | 0 |
| (13) 42d AMS Sq | 4 |
| (14) 2-7 Weather Det | 0 |
| (15) Hq AMCP (Base Flight) | 0 |
| | 163 |

0335

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. Records [illegible]:

| Two Kits Received | New TO's Received | TOC's Assembled W/ | TO Kits Recon | TO's NCW Outstanding | No. of Compliance Completed |
|---|---|---|---|---|---|
| 15 | 7 | 151 | 46 | 5 | 306 |

4. Maintenance Standardization Team:

a. One class completed on M-3 Mechanics Familiarization Course, one class completed on M-2 Mechanics Familiarization Course, one course completed on M-5 Fuel and Oil System Course.

b. One class of R-4360 Engine Conditioning completed, one class completed on Ignition KC-97, twenty classes completed on Ground Powered Equipment, Instruction in accordance with SAC Regulation 66-17, eleven classes completed on Magneto Timing R-4360-59 B Engines, one class completed on KC-97 Landing Gear and Hydraulic Systems, one class completed on KC-97 covering Turbos and Fuel Systems.

c. Projects completed:

(1) Research on Armament & Electronics Malfunctions.

(2) Research on Armament & Electronics Equipment delay in Periodic Inspections

(3) Research on Aircraft Grounding Points.

(4) Investigation on delay of repair on Valve Timing Tool 7CAD-53A398

(5) Research on Bendix Ignition Analyzer Mock-Up

(6) Research on prop condition on Base Flight Aircraft C-119.

(7) Research on non-compliance with Bomb Wing Form 114 in 42d ARMPS.

(8) WEMP testing of personnel on "K" System.

(9) WEMP testing of personnel on B-36.

(10) WEMP testing of personnel on KC-97.

(11) Research covering Tech Rep Trouble Shooting Courses.

(12) Contractor Technician Report submitted.

0356

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART IV **FIELD MAINTENANCE SQUADRON** PART IV

| Item | JUL | AUG | SEP | 3 mo Avg | Item | JUL | AUG | SEP | 3 mo Avg |
|---|---|---|---|---|---|---|---|---|---|
| RECIP ENG BUILT UP | 20 | 14 | 10 | 14.7 | DECELERATION CHUTES REPACKED | 27 | 15 | 2 | 14.7 |
| RECIP ENG TORN DOWN | 20 | 7 | 10 | 12.3 | ONE MAN RAFTS INSPECTED | 215 | 18 | UNK | — |
| RECIP ENG CHG (B-36) | 18 | 13 | 21 | 17.3 | 20 MAN RAFTS INSPECTED | 8 | 6 | UNK | — |
| RECIP ENG CHG (KC) | 1 | 2 | 1 | 1.3 | SIX MAN RAFTS INSPECTED | 0 | 4 | UNK | — |
| RECIP ENG CHG (OTHER) | 0 | 0 | 0 | 0 | JET ENG CHG | 4 | 4 | 4 | 4 |
| RECIP ENG BUILT UP (KC) | 2 | 2 | 1 | 1.7 | JET ENG BUILT UP | 0 | 3 | 3 | 2 |
| RECIP ENG TORN DOWN(KC) | 1 | 2 | 1 | 1.3 | JET ENG MINOR REPAIRS | 3 | 2 | 4 | 3 |
| RECIP ENG TEST RUN | 18 | 15 | 16 | 16.3 | JET ENG TORN DOWN | [illegible] | 8 | [illegible] | [illegible] |
| TURBOS CHANGED (B-36 & KC-97) | [illegible] | [illegible] | [illegible] | 2 | CARBURETORS CHANGED (B-36 & KC-97) | 1 | 1 | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | PROPS REMOVED FOR REPAIR, MODIFICATION, & OVERHAUL | [illegible] | [illegible] | [illegible] | — |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | PROPS REPAIRED, MODIFIED, & OVERHAULED | [illegible] | [illegible] | [illegible] | — |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | PROPS SHIPPED TO [illegible] FOR OVERHAUL | [illegible] | [illegible] | [illegible] | — |
| TOC's OF PARACHUTES | 42 | 10 | 8 | 20 | PROPS INSTALLED | 37 | 42 | UNK | — |
| B-5 VESTS INSPECTED | 381 | 374 | UNK | — | CYLINDERS CHANGED (B-36) | 44 * | 51 ** | 39 | 43.7 |
| R-1 SUITS INSPECTED | 455 | 934 | UNK | — | CYLINDERS CHANGED (KC-97) | 1 | 4 | 3 | 2.7 |
| SAFETY BELTS INSPECTED | 98 | 54 | 215 | 115.7 | MASTER CONTROL CHANGES | 2 | 4 | 0 | 2 |

NOTES: * 20 Cylinder Changes accomplished by other than unit change crew
** 13 Cylinder Changes accomplished by other than unit change crew



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART A PERIODIC MAINTENANCE DATA

## PERIODIC MAINTENANCE DATA

September 195

| A | B | C | D | E | F | G | H | | I | J | K | L | M |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AIRCRAFT NO. | SQUADRON | PRE-DOCK DAYS | IN DOCK DAYS | POST DOCK DAYS | TOTAL TURN AROUND TIME DAYS(FM.AE.PM) | AOCP | AOCM | | ACFT SOLD IN SERVICE CARRY OVER UNTIL OCTOBER | | ACTUAL PMS TURN AROUND TIME ** | TOC MAN HRS | REMARKS Per. Maint. Spts. Major Inspections |
| | | | | | | | FM | AE | | | | | |
| 1084 | 75 | 3 | 7 | 9 | 19 | | 1 | 1 | X One day lost to Comp. Swing Cell Repair. (3 week end days and 1 holiday included in turn around time). | | 17 | 452 | One day on SL lost to unavailability of IF crew and 1 day lost to Fuel. |
| 1090 | 69 | 3 | 7 | 9 | 19 | | 2 | 4 | X Three days lost to K sys Repair. (1 holiday and 2 week end days included in turn around time). | | 18 | 365 | 1 day lost to Comp. Swing and Auto Pilot. 1 day lost to Aero |
| 2459 | | | | | | | | | | X | | | Carry over on SL (AOCP) |
| 2707 | | | | | | | | | | X | | | Carry over in Dock |
| 2709 | | | | 10.5 | 26.5 | | 4 | 3. | | | 19 | 224 | |
| | | | | | | | | | | X | | | Carry over on SL (AOCP) |
| | | | | | | | | | | X | | | Carry over in Dock |
| | | | | | | | | | | X | | | Carry over in Fleet |
| | | | | | | | | | X | | 16 | 403 | No PM SLS with Repair |
| | 47 | 3 | | | 14 | | | | Two week end days incl. | | | | in turn around time. |
| 2827 | 49 | 3 | 7 | 16 | 28 | | | 22.5 | X no dock available. Days lost to Comp. holiday included in turn around time. | | 23.5 | 439 | 1 day on SL lost to unav 10 days lost to K sys and 2.5 swing. (2 week end days and 1 |
| 2912 | 73 | 4.5 | 7 | 14 | 23.5 | | 3.5 | 2.5 | X sys, 2 Comp. and Cell. Unit Change week end days and 1 holiday incl. | | 17.5 | 329 | 2.5 days on SL lost to K, Auto Pilot, 3.5 days to Fuel and Inspts. (4 week in turn around time. |
| TOTAL | | 19.5 | 42 | 68.5 | 128 | | 10.5 | 33. | | | 94. | 2267 | |
| AVERAGE | | 3.5 | 7 | 11.4 | 21.3 | | 1.75 | 3.3 | | | 15.6 | 387 | |

**ACTUAL PMS TURN AROUND TIME
Col F Minus G Minus H = K

0338

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PERIODIC MAINTENANCE DATA

September 1955
KI Deck

| AIRCRAFT NO. | SQUADRON | PRE-DOCK DAYS | IN DOCK DAYS | POST DOCK DAYS | TOTAL TURN AROUND TIME DAYS (PR.,AAR.,PM) | ACCP | ACCN | | | ACFT SOLD IN SUPPLEMENT CARRY OVER UNTIL (NUMBER) | ACTUAL PMS TURN AROUND TIME ** | TOC MAN HRS | REMARKS Per. Maint. Sgdn. Major Inspections |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | B | C | D | E | F | G | H | | I | J | K | L | M |
| | | | | | | | FM | AN | | | | | |
| 3186 | ARS | 1 | 3 | 3.5 | 7.5 | | | | X | | 7.5 | 184 | One-half day Saturday worked on BL. |
| 3189 | ARS | 1 | 4.5 | 2 | 7.5 | | | | X | | 7.5 | 170 | Two week end days and one Holiday worked in Docks. One-half day lost on BL waiting for TS crew. |
| 3194 | ARS | 1 | 3 | 4 | 8 | | | 1 | X | | 7 | 146 | One day on BL lost to compass swing. TS delayed one-half day due to weather. |
| 3192 | ARS | 1 | 4 | 2 | 8 | | | | X | | 8 | 146 | One half day lost to start. One Sat. lost. TS fast around time. |
| TOTAL | | 4 | 14.5 | 12.5 | 31 | | | 1 | | | 30 | 626 | |
| AVERAGE | | 1 | 3.6 | 3.125 | 7.75 | | | .25 | | | 7.5 | 156.5 | |

**ACTUAL PMS TURN AROUND TIME
Col F Minus G Minus H = I

0339

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART VI

AIRCRAFT & ELECTRONICS SQUADRON

1. PERIODIC MAINTENANCE INSPECTIONS:

a. Number of [illegible] - 57

b. Number of [illegible] - 18

c. Number man-hours [illegible] 75 hr insp - 484.13

d. Number man-hours [illegible] 150 hr insp - 327.70

e. Average man-hours [illegible] 75 hr insp - 8.67

f. Average man-hours [illegible] 150 hr insp - 18.2

2. SHOPS:

| Shop | Number Work Orders Issued | Number Man-hours Planned Work | Number Man-hours Actual Work | Total Number Man-hours All Work Orders | Average Man-hours Per Work Order | Number Daily Per Shop | Average Man-hours Per Day |
|---|---|---|---|---|---|---|---|
| BOMB NAV | 389 | 0 | [illegible] | [illegible] | 3.25 | 498 | 1.60 |
| TURRETS | 236 | 0 | [illegible] | [illegible] | 2.4 | 297 | 1.4 |
| RADIO | 597 | [illegible] | [illegible] | 998.4 | 1.67 | 871 | 1.48 |
| ECM | 146 | 0 | [illegible] | [illegible] | 1.9 | 140 | 1.9 |
| CAMERA | 126 | [illegible] | 131.8 | 131.8 | 1.1 | 106 | 1.1 |
| TEST EQUIP | 15 | 0 | 106 | 106 | 1.1 | 15 | 1.1 |
| WEAPONS | 285 | 0 | [illegible] | [illegible] | 2.1 | 291 | 2.2 |
| AUTOPILOT | 109 | 0 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| TOTAL: | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

0340

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible]

1. Programmed F[illegible] [illegible]er 1955

   a. Programmed [illegible] Flying Hours 1114

   b. Programmed [illegible] Per Possessed Aircraft 38.2

   c. Number of [illegible] Projected in Hand 29.1

2. Programmed Flying [illegible] Operational Squadrons (Total) [illegible]

| September [illegible] | Fight Sq Inst | Fight Sq Wing | Total, All Air Def'l Sq |
|---|---|---|---|
| 1st Week | [illegible] | 102 | 108 | 196 |
| 2nd Week | [illegible] | 97 | 115 | 120 |
| 3rd Week | [illegible] | 120 | 143 | 129 |
| 4th Week | [illegible] | 111 | [illegible] | 91 |
| Totals | [illegible] | 379 | 1154 | 440 |

[illegible]

Engine Data Production (Engines) for Quarter

Not computed due to [illegible]



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0342

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART I

TRENDS IN SCHEDULE RELIABILITY

| SQUADRON | PLANES AS SCHEDULED | | | FLIGHTS SCHEDULED | | | PERCENT | | |
|---|---|---|---|---|---|---|---|---|---|
| | JUL | AUG | SEP | JUL | AUG | SEP | JUL | AUG | SEP |
| 69th Bomb Sq | [illegible] | 22 | 9 | 30 | 21 | 23 | 40 | 57.1 | 38.1 |
| 70th Bomb Sq | 17 | 12 | 10 | 25 | 20 | 22 | 68 | 60 | 45.4 |
| 75th Bomb Sq | 18 | 25 | 13 | 27 | 25 | 27 | 39.3 | 56 | 48.1 |
| Total B-36 | 23 | 9 | 32 | 82 | 66 | 72 | 34.9 | 37.6 | 44.4 |
| 42nd A Bmt Sq | 41 | [illegible] | 29 | 104 | 64 | 77 | 39.4 | 54.7 | 29.8 |

William F. Delaney
WILLIAM F. DELANEY
1st Lt, USAF
Reports & Analysis Officer

0343

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS [illegible] REPLACEMENT WING, (H)
[illegible] Air Force Base, Malta
[illegible] 24 August 195[illegible]

[illegible] MAINTENANCE ORDER [illegible]

1. GENERAL

a. This maintenance order presents the [illegible] for September [illegible] and reflects a [illegible] requirements known to the wing [illegible].

b. The monthly schedules contained in this order [illegible] the flying requirements approved by the flight scheduling council [illegible] Headquarters [illegible], as directed by SAC Regulation [illegible] and SAC Manual [illegible].

c. One B-[illegible], 45-[illegible] will be transferred to [illegible].

d. The B-[illegible], 45-[illegible] will depart for [illegible] September and return 27 September.

e. One B-[illegible] aircraft scheduled for [illegible] 14 and 1[illegible] September and one B-[illegible] aircraft on 27, 28, [illegible] and [illegible].

f. [illegible] mission is [illegible] 7 September and consists of [illegible] aircraft each day.

g. The B-[illegible] will be out of commission [illegible] flying structure [illegible] and has not been [illegible] any schedule [illegible].

h. [illegible] 6 hours [illegible] Labor Day [illegible].

i. [illegible] will prevail [illegible] and [illegible] Labor Day weekend.

[illegible]

Distribution:
[illegible]

0344

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "A"
to Monthly Maintenance Order
September 1955

HEADQUARTERS [illegible] REGIMENT WING, (H)
[illegible] Air Force Base, Maine
[illegible] 29 August 1955

MAINTENANCE PLAN AND [illegible]
69th Bombardment Squadron

1. The 69th Bombardment Squadron will provide [illegible] sorties for a total of 355 flying hours. The schedule is shown in [illegible].

2. Aircraft 2037 will be transferred to [illegible] project TC5B-650Z.

3. Aircraft 2048 will be considered out of commission for maintenance due to wing structure damage.

4. Aircraft 2217 will be made available to the [illegible] Munition Depot Group for [illegible] loading on 13, 14, 15 and 16 September.

5. Take-off times will be as indicated on the [illegible] SAC Form 364.

6. The schedule, (Inclosure 1). leads to requirement for 23 (Preflight), [illegible] (15 hour postflight), and [illegible] (75 hour postflight) inspections to be accomplished.

7. The following aircraft will be lost to periodic inspection on dates indicated:

| | | |
|---|---|---|
| [illegible] | Dock # 2 | [illegible] through 11 Oct |
| 2217 | Dock # 2 | [illegible] through 2 Sep |

8. The work schedule for the 69th Bombardment Squadron is 0700 through 1600 daily Monday through Friday and 0700 through 1130 Saturday. Labor Day weekend 3, 4 and 5 September will be 8 hour work day with Sunday Schedule prevailing, as the weekend of [illegible], 10 and 11 September.

[illegible]
ANDREW F. SMANDOR
Colonel, USAF
Commander

1 Inc:
1 Monthly Flying and Alert Alert Schedule

Distribution:
Same as basic interoffice memo



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLYING AND MAINTENANCE SCHEDULE
42nd BOMB WING, LORING AFB ME.

SEPTEMBER 1955
69th Bomb Sq

Date Prepared 29 August 1955

| Date A.M. / P.M. | Time to Maint. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | Hrs. Flown | Hrs. Next Insp. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | H | | | | CT | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | • | • | • | • | • | | • | • | • | | | | | | • | • | | | | | • | • | • | • | | • | | • | | | |
| | | | • | • | • | • | • | | | • | • | • | | | | | | • | • | | | | • | • | • | • | | • | • | | • | | | |
| 2037 | 0 | | | | T | R | A | N | S | F | E | R | R | E | D | | T | O | | S | C | O | T | T | | A | F | B | | | | | | |
| 2047 | 72 | | | | | | 15 | | | | | | | • | • | | | | | | 10 | | | | | | | 15 | | • | • | | 40 | 32 |
| 2659 | 58 | | | | | 20 | | • | • | | | | | 14 | | | | | | | 20 | P | P | W | D | F2 | 1 | 2 | 3 | 4 | 5 | | 54 | 0 |
| 2660 | 41 | | | | | | | | | | | | | | A | O | C | M | | | | | | | | | | | | | | | 0 | 41 |
| 1092 | 75 | | | | | SP | SP | SP 20 | | | | | | | • | • | | | | | | 10 | | | | | | | | 15 | | | 45 | 30 |
| 1094 | 72 | | | | | 20 | | | • | | | | • | | | 12 | | | | | | | 20 | | | | • | • | | | | | 52 | 20 |
| 1097 | 84 | • | | | | SP | SP | SP 20 | | | | | | | | • | 75 | | | • | | | | 10 | | | | | | | | | 30 | 54 |
| 5699 | 44 | • | • | | | | 18 | | | | | | | | | | | | | | • | • | | | | | | | | 15 | | | 33 | 11 |
| 2214 | 100 | | | | | | | 15 | | | | | • | • | | | 12 | | | | | | • | | | | | | 20 | | | | 47 | 63 |
| 2217 | 150 | | → | | | | | 15 | | | | | | | SW | SW | | | | | | • | | | | | | | 6/6 | | | | 27 | 123 |
| 2224 | 101 | | | | | | | 15 | | | | | | | | | | | | • | • | | | | | | | 12 | | | | | 27 | 73 |
| | 807 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Total 355 | 447 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Average | |

REMARKS: CODES: . - (15 hr) Postflight .75 - (75 hr) Postflight P - Pre Dock W - Wash
SWL - Special Weapons Loading
15 or 6/6 - Scheduled Flight (Figure is duration of sortie) SP - Spare
Acft lost to Periodic Inspection.
Acft lost to special projects or S.E.S.

Incl 1 Annex "A"

0346

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "B"
To Monthly Maintenance Schedule
September 1955

HEADQUARTERS, 42D BOMBARDMENT WING, (H)
Loring Air Force Base, Maine
0400Z 29 August 1955

MAINTENANCE PLAN AND SCHEDULE
70th Bombardment Squadron

1. The 70th Bombardment Squadron will provide 23 (B-36) sorties for a total of 365 flying hours. The schedule is shown in Inclosure 1.

2. Aircraft 1089 will depart for modification, Project Fly-In, on 20 September.

3. Aircraft 2223 will return from Bombing Competition on 1 September.

4. Take-off times will be as indicated on the weekly SAC Form 364.

5. The schedule, (Inclosure 1), leads to requirement for 23 preflight and 14 (15 hour) postflight inspections to be accomplished.

6. The following aircraft will be lost to periodic inspection on dates indicated:

| | | |
|---|---|---|
| 2357 | Week # 2 | 30 Sep through 20 Oct |
| 1090 | Week # 1 | 5 through 26 Sep |
| 5705 | Week # 1 | 15 Sep through 5 Oct |
| 2219 | Week # 1 | 1 through 5 Sep |
| 2223 | Week # 2 | 12 through 30 Sep |

7. The work schedule for the 70th Bombardment Squadron is 0700 through 1600 daily Monday through Friday and 0700 through 1100 Saturday. Labor Day weekend 3, 4 and 5 September will be 8 hour work day with Sunday Schedule prevailing on the weekend of 9, 10 and 11 September.

WOODROW P SWANCUTT
Colonel, USAF
Commander

1 Incl
1 Monthly Flying and Maintenance Schedule

Distribution:

Same as basic maintenance order

0347

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLYING AND MAINTENANCE SCHEDULE
42nd BOMB WING, LORING AFB ME.

SEPTEMBER 1955
70th Bomb Sq

Date Prepared 29 August 1955

| Date / A.M. / P.M. | Trip to Mac | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | Hrs. Flown | Hrs. Next Insp |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2031 | 140 | | | | | | | 15 | | | | | | | | | | | | 14 | | | | | | | 16 | | | | | | 45 | 95 |
| 2043 | 150 | | | | | | 15 | | | | | | | | | | | | | | | 20 | | | | | | | | | | | 35 | 115 |
| 2657 | 31 | | | | | | 15 | | | | | | | | | | | | | | | 0/10 | | | | | | | 20 | | P | | 47 | 0 |
| 1087 | 71 | | | | | 15 | | | | | | | | | | | | | | | 18 | | | | | | | | | | | | 33 | 38 |
| 1089 | IN | | | | | | | | | | | | | | | | | | | | | | | | F | L | Y | | I | N | | | 20 | 0 |
| 1090 | 33 | | 20 | | | P | P | W | 1 | | 2 | | 2 | 3 | 4 | 5 | 6 | | | 7 | | | 14 | | | | | | | | | | 26 | 150 |
| 1091 | 58 | | | | | | | 15 | | | | | | | | | | | | | | | 25 | | | | | | | | | | 40 | 18 |
| 5705 | 38 | | | | | 15 | | | | | | | | | 24 | P | P | | | W | 1 | 2 | 3 | 4 | 1 | | 5 | 6 | 7 | | | | 40 | 150 |
| 2218 | 50 | | | | | | | SP 15 | | | | | | | | | | | | | | | | | | | | 20 | | | | | 35 | 115 |
| 2220 | 31 | | | | | | 15 | | | | | | | | | | 16 | | | | | | | | | | | | 6 | | | | 35 | 96 |
| 2223 | 20 | 15 | | | | | | | 20 | | | | P | P | W | 1 | 2 | | 2 | 3 | 4 | 5 | 6 | 7 | | | | | 18 | | | | 35 | 150 |
| | 813 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

REMARKS: CODES: [illegible] - (18 hr) Postflight [illegible] - (75 hr) Postflight P - Pre Deck W - Wash
SW - Special weapon Loading SP - Spare
[ ] or [ ] - Scheduled Flight (Figure is duration of sortie)
- Acft less to Periodic inspection
Incl 1 ANNEX "B" - Acft less to special projects or S.E.S.

| | Hrs. Flown | Hrs. Next Insp |
|---|---|---|
| Total | 465 | 817 |
| Average | | |

0348

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "C" )
To Monthly Maintenance Order)
September 1955 )

HEADQUARTERS, 42D BOMBARDMENT WING, (H)
Loring Air Force Base, Maine
04002 29 August 1955

MAINTENANCE PLAN AND SCHEDULE
75th Bombardment Squadron

1. The 75th Bombardment Squadron will provide 27 (B-36) Sorties for a total of 380 flying hours. The schedule is shown in inclosure 1.

2. Aircraft 5709 will depart for S.E.S. on 18 September and return 27 September.

3. Aircraft 1088 will be made available to the 3080th Aviation Depot Group for SW loading on 27, 28, 29 and 30 September.

4. Aircraft 1095 will depart for modification project, Fly In, on 21 September.

5. Aircraft 2226 will return from Bombing Competition on 7 September.

6. Take off times will be as indicated on weekly SAC Form 364.

7. The schedule, (Inclosure 1) leads to requirement for 27 preflights, 11 1/2 (15 hr) post flight and 2 (75 hr) post flight inspections.

8. The following aircraft will be lost to periodic inspection on date indicated.

| | | |
|---|---|---|
| 1084 | Dock # 1 | 1 September thru 13 September |
| 5707 | Dock # 1 | 26 September thru 14 October |
| 5709 | Dock # 2 | 1 September thru 12 September |
| 2212 | Dock # 2 | 2 September thru 22 September |

9. The work schedule for the 75th Bombardment Squadron is 0700 to 1600 daily, Monday through Friday and 0700 thru 1100 Saturday. Labor Day week-end 3, 4, and 5 September will be an 8 hour work day with Sunday schedule prevailing on the week-end of 9, 10, and 11 September.

Albert P. Iovanetti
ALBERT P. IANNUTTI
Colonel, USAF
Commander

1 Incl
1 Monthly Flying and Maintenance Schedule 75th Bomb Sq.

Distribution:
Same as basic maintenance order

0349

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLYING AND MAINTENANCE SCHEDULE
42nd BOMB WING, LORING AFB ME.

SEPTEMBER 1955
75th Bomb Sq.

Date Prepared 29 August 1955

| | | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

( ANNEX "D"
to Monthly Maintenance Schedule )
September 1955

HEADQUARTERS, 42D BOMBARDMENT WING (H)
Loring Air Force Base, Maine
0400Z 29 August 1955

MAINTENANCE PLAN AND SCHEDULE
42d Air Refueling Squadron

NOTE: Operation has not made available a monthly flying requirement and possible, therefore the following information is only assumptions.

1. The 42d Air Refueling Squadron will provide approximately 80 sorties for a total of 400 flying hours.

2. These sorties will be as indicated on the weekly SAC Form 361.

3. The above commitment leads to requirement for 80 preflight and approximately 71 post flight inspections.

4. The following aircraft will be lost to periodic inspection on date indicated:

| | |
|---|---|
| Dock # 3 | 1 September thru 2 September |
| Dock # 3 | 9 September thru 12 September |
| Dock # 3 | 13 September thru 21 September |
| Dock # 3 | 22 September thru 30 September |

William P. Schlueter
Colonel, USAF
Commander

Distribution
Same as basic maintenance order



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "B"
to Maintenance Order
September 1957

HEADQUARTERS, [illegible] BOMBARDMENT WING (M)
[illegible] Air Force Base, Maine
[illegible] of August 1957

MAINTENANCE PLAN AND SCHEDULE
421 Periodic Maintenance Squadron

[illegible] 421st Periodic Maintenance Squadron will provide servicing, [illegible], and [illegible] of the [illegible] B-36 aircraft and [illegible] aircraft through the depot at [illegible] Air Force Base according to Schedule I.

[illegible] to be accomplished during periodic inspection will be published during the inspection planning meetings per SAC Manual [illegible].

[illegible] 2129 and 2129 will be prepared and [illegible] by the 421st Periodic Maintenance [illegible] on 7 September for Operation "Free-Wheel". Take off time will be at [illegible] in the weekly SAC Form [illegible] for that period.

[illegible] every personnel will be provided the [illegible] Bombardment Squadron to support [illegible] U.S. mission to be accomplished by aircraft [illegible] during the period [illegible] through 27 September.

[illegible] schedule for the 421st Periodic Maintenance Squadron is [illegible] through Friday and [illegible] through [illegible] Saturday. Labor Day weekend [illegible] September will be an [illegible] work Monday with Sunday as a [illegible] weekend of [illegible] September.

[illegible]

1 Inc
1. [illegible] Schedule, September 1957

Distribution
Base [illegible] Maintenance order



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PERIODIC INSPECTION SCHEDULE
OFFICE OF THE CHIEF OF MAINTENANCE
JOB CONTROL BRANCH
LORING AIR FORCE BASE

NOTE: Destroy all previous copies of this schedule

Date Prepared: 29 August 1955

SEPTEMBER 1955

| Date | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DOCK NO.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FRE DOCK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DOCK NO.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Back line D #1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Back line D #2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KC-97 DOCK NO.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NOTE: "X" spaces indicates Weekends and/or Holidays



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX [illegible]
To Monthly Maintenance Order
September 1955

HEADQUARTERS, [illegible] BOMBARDMENT WING (H)
[illegible] Air Force Base, Maine
0400Z 29 August 1955

MAINTENANCE PLAN AND SCHEDULE
[illegible]22 Armament and Electronic Maintenance Squadron

1. The [illegible] Armament and Electronic Maintenance Squadron will provide necessary personnel, tools, and equipment to accomplish 74 preflight, 37 (15 hr) post flight and 3 (75 hr) post flight inspections on B-36 aircraft, and approximately 80 preflight and 31 post flight inspections on KC-97 aircraft.

2. In addition, the squadron will provide personnel, tools, and equipment to support the periodic inspection as indicated below:

| | | |
|---|---|---|
| B-36 | [illegible] | 21 September through 11 October |
| | [illegible] | 1 September through 2 September |
| | [illegible] | 30 September through 20 October |
| | [illegible] | 5 September through 26 September |
| | [illegible] | 19 September through 5 October |
| | [illegible] | 1 September through 5 September |
| | [illegible] | 12 September through 30 September |
| | [illegible] | 1 September through 15 September |
| | [illegible] | 26 September through 14 October |
| | [illegible] | 1 September through 12 September |
| | [illegible] | 2 September through 21 September |
| KC-97 | [illegible] | 1 September through 2 September |
| | [illegible] | 1 September through 12 September |
| | [illegible] | 13 September through 21 September |
| | [illegible] | 22 September through 30 September |

3. Detailed equipment requirements for each flight and take off times will be as indicated on the weekly SAC Form [illegible].

4. Work load and maintenance capability for each shop is as follows:

| Shop | Capability Manhours | Work Load Manhours |
|---|---|---|
| [illegible] | [illegible] | 6600 |
| Fire-Control | [illegible] | 1730 |
| Combat | [illegible] | 3400 |
| ECM System | [illegible] | 1100 |
| Camera System | [illegible] | [illegible] |
| [illegible] System | [illegible] | [illegible] |
| [illegible] | [illegible] | 1020 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "F" (Cont'd)

5. The necessary personnel will be provided the 75th Bombardment Squadron to support the S.E.S. mission to be accomplished by aircraft 5709 during the period 18 September through 27 September.

6. The work schedule for the 42d Armament and Electronic Maintenance Squadron is 0700 thru 1600 Monday thru Friday and 0700 thru 1100 Saturday. Labor Day weekend 3, 4, and 5 September will be an 8 hour workday with Sunday schedule prevailing on the weekend of 9, 10, and 11 September.

WOODROW P SWANCUTT
Colonel, USAF
Commander

Distribution:
Same as basic maintenance order



0355

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "C" )
To Monthly Maintenance Order)
September 1955 )

HEADQUARTERS, 42D BOMBARDMENT WING, (H)
Loring Air Force Base, Maine
0400Z 29 August 1955

MAINTENANCE PLAN AND SCHEDULE
42nd Field Maintenance Squadron

1. The 42nd Field Maintenance Squadron will provide neccessary personnel, tools and equipment to accomplish 74 preflights, 37 (15 hour) postflight, and 3 (75 hour) postflight inspections on B-36 aircraft and approximately 80 preflights and 31 postflight inspections on KC-97 aircraft.

2. In addition, the squadron will provide personnel, tools and equipment to support the periodic inspection as indicated below:

| | | |
|---|---|---|
| B-36 | 2659 | 21 September through 11 October |
| | 2217 | 1 September through 2 September |
| | 2657 | 30 September through 20 October |
| | 1090 | 5 September through 26 September |
| | 5705 | 15 September through 5 October |
| | 2219 | 1 September through 5 September |
| | 2223 | 12 September through 30 September |
| | 1085 | 1 September through 15 September |
| | 5707 | 26 September through 14 October |
| | 5709 | 1 September through 12 September |
| | 2212 | 2 September through 21 September |
| KC-97 | 3186 | 1 September through 2 September |
| | 3185 | 3 September through 12 September |
| | 3194 | 13 September through 21 September |
| | 3193 | 22 September through 30 September |

3. Take off time will be as indicated on the weekly SAC Form 364.

4. The neccessary personnel will be provided the 75th Bombardment Squadron to support the S.E.S. mission to be accomplished by aircraft 5709 during the period 18 through 2[illegible] September.

5. Aircraft 2668 will require approximately 250 manhours of sheet-metal repair to accomplish a one-time flight to the Depot.

6. It is projected that the following engine change requirements will exist during September.

| Model | Projected Changes |
|---|---|
| R-4360-41/41A | 5 |
| R-4360-53 | 7 |
| R-4360-59B | 1 |
| J-47GE-19 | |

NOTE: Above projections are based upon computations in accordance with SAC Manual 400-5.

0356

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "G" (Cont'd)

7. Work load and maintenance capability for each shop are as follows:

| Shop | Capability manhours | Work load manhours |
|---|---|---|
| Recip eng build-up | 6256 | 4180 |
| Recip eng tear-down | 925 | 792 |
| Jet Eng Shop | 1233 | 1098 |
| Unit Change | 2944 | 2712 |
| Engine Conditioning | 1283 | 850 |
| Wheel and Tire | 592 | 309.5 |
| Welding | 552 | 510 |
| Machine | 736 | 680 |
| Wood | 552 | 170 |
| Fuel Cell | 368 | 510 |
| Sheet Metal | 4232 | 4760 |
| Paint, Dope and Fabric | 736 | 850 |
| Aero Repair | 1472 | 2040 |
| In Flight Refueling | 368 | 340 |
| Propeller | 3680 | 3910 |
| Electrical | 3[illegible]0 | 4080 |
| Hydraulic | 736 | 850 |
| Instrument | 2576 | 3230 |

8. The work schedule for the 42nd Field Maintenance Squadron is 0700 through 1600 Monday through Friday and 0700 through 1100 Saturday. Labor Day weekend 3, 4 and 5 September will be an 8 hour work day with Sunday Schedule prevailing on the weekend of 9, 10 and 11 September.

WOODROW P SWANCUTT
Colonel, USAF
Commander

Distribution:
Same as basic maintenance order



0357

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "H"
To Monthly Maintenance Order
September 1955

HEADQUARTERS, 42ND BOMBARDMENT WING, (H)
Loring Air Force Base, Maine
APO 22 29 August 1955

MAINTENANCE PLAN AND SCHEDULE
42nd Air Base Group

1. The schedule for the 42nd Bombardment Wing for September 1955 includes one mission, operation "Post Hole", 74 (B-36) sorties, and, approximately 80 (KC-97) sorties.

2. Aircraft 5709 will depart for S.A.C.E. on 18 September and return on 27 September.

3. Aircraft 1080, and 1095 will depart for modification project, "Fly-in." on 20 and 25 September respectively.

4. Aircraft 2717 and 1088 are scheduled for [illegible] landing on 14 through 16 September and 27 through 30 September respectively.

5. The work schedule for the 42nd Bombardment Wing is 0700 through 1600 Monday through Friday and 0700 through 1100 Saturday. Labor Day weekend 3, 4 and 5 September will be an 8 hour work day with Sunday Schedule prevailing on the weekend 9, 10 and 11 September.

6. All take off times and duration of sorties will be as indicated on the weekly SAC Form 164.

7. Specific Air Base Group support requirements are:

a. Motor Vehicle Squadron:

(1) Provide daily dispatch of the maintenance vehicles outlined in SAC Regulation 66-24.

(2) Provide maximum vehicle support 2, 3, 4, 5, 6 and 7 September in connection with operation "Post Hole".

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Office and Commander, 42nd Motor Vehicle Squadron.

b. Supply Squadron:

(1) Normal Supply support 0700 through 1600 daily Monday through Friday and 0700 through 1100 Saturday.

(2) Maximum support will be required on 2, 3, 4, 5, 6 and 7 September in connection with operation "Post Hole".

(3) Sunday schedule will prevail on weekend of 9, 10 and 11 September.

(4) Immediate delivery of all items requested via supply expediter network.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "B" (Cont'd)

c. Defueling.

(1) POL must maintain at all times, if possible one JP-4 truck and one 115/145 truck for defueling purposes.

d. Refueling.

(1) POL must maintain at all times if possible, the following equipment in commission:

| | |
|---|---|
| 14 (JP4-4) | trucks |
| 4 (115/145) | trucks |
| 6 (115/145) | Pits |

(2) Maximum servicing from 115/145 pits for T-36 aircraft will be required during period 2, 3, 4, 5, 6 and 7 September in connection with operation "Post Hole".

(3) Sunday schedule will prevail on weekend of 9, 10 and 11 September.

e. 42nd Air Police Squadron.

(1) Gate #9 will remain open 24 hours on 2, 3, 4, 5, 6 and 7 September in support of operation "Post Hole".

(2) Sunday schedule will prevail on weekend of 9, 10 and 11 September.

f. Food Service.

(1) Normal support at all times with following exceptions:

a. Mess #1 will feed the midnight meal.

b. Above normal to flight lunch requirements can be expected 5, 6 and 7 September in support of operation "Post Hole".

c. Above normal midnight meal requirements can be expected 2, 3, 4, 5, 6 and 7 September in support of operation "Post Hole".

d. Labor Day weekend 3, 4 and 5 September will be normal 8 hour work day with Sunday schedule prevailing on weekend of 9, 10 and 11 September.

WOODROW P SWANCUTT
Colonel, USAF
Commander

Distribution:
Same as basic maintenance order





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EDITORS NOTE

Today, I hope, will be a milestone in Armament and Electronics operation. With this issue of the A & E Digest we are launching a campaign to bring to the attention of all concerned, all the pertinent information regarding the operation and malfunctions of your Armament and Electronic equipment. We hope to be able to provide you with a ready source of information and keep you up to date on the latest operating techniques of this vital part of the aircraft operation.

It will be the editorial policy to provide information needed by the operating and maintenance personnel of A & E systems. Any comments or suggestions as to how this publication may better serve you is solicited and will be most appreciated.

Send in any your comments, as well as any information you would like to have in our or this publication, to Lt. Charles Fisher, Malfunction Analysis Section, ext [illegible].



0361

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0362

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible]

D. [illegible] was [illegible] to [illegible] the [illegible] was [illegible] a [illegible] year [illegible] [illegible] [illegible]

THIS PAGE IS DECLASSIFIED IAW EO 13526

To prevent excessive time expenditures in ECO malfunction amplifier changes, it is recommended that the system be recycled manually by pushing through the [illegible] within only long enough in each [illegible] period to achieve stability.

5. Aircraft 1496

A. Malfunction--After arriving at 24000' indicator servo gain recovery [illegible] [illegible] adjustment.

B. Deficient Maintenance--Adjusted servo gain and balance.

C. Cause of Maintenance--F-101 in the indicator servo amplifier was found to be faulty. Replaced same.

D. Comment--The replacement was satisfactory in flight and will be checked [illegible] malfunction without further difficulty.

6. Aircraft 1095

A. Malfunction--Optical crosswires are not in center of optics.

B. Deficient Maintenance--None.

C. Cause of Maintenance--Front cross hairs not centered in optics and corrected by the [illegible] [illegible].

D. Cause--The operator had accidently turned the power change switch to a neutral position during a power change cycle, preventing completion of the cycle. Turning switch to original [illegible] and leaving it in this position will do no harm to the system and will prevent this malfunction.

0364

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

7. Aircraft 1[illegible]

a. Malfunction--Three engine [illegible] PTO transducers on optical accessories could not be moved in azimuth.

b. In-Flight Maintenance--Fuse F-[illegible] blown. Replaced, but continued to blow. Checked [illegible] and [illegible] amplifiers. Fuse continued to blow. Removed all [illegible] amplifiers and replaced one by one, but blew to see if fuse would still blow. Found B level amplifier caused fuse to blow. Replaced the amplifier with spare and this cleared malfunction.

c. Use of Maintenance--Operator [illegible] recorded as further problem.

d. Comment--The operator presented a very commendable report of both the problem and his corrective action. The corrective action showed a very commendable effort to correct the difficulties.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"HOT STUFF"

The following is an excerpt of a maintenance letter dated 9 June 61. It might be well for all concerned to read this and the mission plan the crew list as the following situation did not repeat.

1. On 7 June 1961 aircraft [illegible] was scheduled for take-off on a mission at [illegible] hours. At approximately 0430 hours a work order was called in to the A&E flight section to install [illegible] equipment. This necessitated a mechanic being called out of his quarters to install equipment. By the time the mechanic arrived on the flight line it was approximately two (2) hours prior to take-off; which if better facilities had been encountered would have been [illegible] at least.

2. Recall that base regulation 55-1, Paragraph 4b, subparagraph 2b, which states "Work orders for installation and preflight of cameras will be initiated twenty-four (24) hours prior to take-off," be brought to the attention of all staff observers, so they will comply with the above regulation.

3. Due to A&E Maintenance Crew not always being informed as to type of mission, requirements and capabilities of equipment used, it is imperative that crew have work orders starting quantity. Before film can be loaded in aircraft.

4. It is also requested that operators draw film kits during normal duty hours (07[illegible] to 1600) so as to eliminate having a night attendant for this purpose.



0366

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# GUNNERY

## [illegible] TIPS

[illegible] When installing [illegible] hose be sure [illegible] fittings are fully locked to [illegible] housing adapters and will not pull loose. If not secured the strain [illegible] on the belt will cause the chute to pull [illegible] resulting in a feed restriction.

[illegible] When torqueing it [illegible] to proper torque of lines here etc. and off and trolley through line [illegible]. If not, a permanent feed restriction will result.

[illegible] When installing [illegible] feeder [illegible] and feed chute adapter [illegible] line [illegible] if [illegible] properly, straighten if necessary. If [illegible] are [illegible] temporary fix [illegible] will result.

[illegible] After some [illegible] check straightness of second and third rounds at belt end. If not straight unwind [illegible] and retorque. If not cleared one round will fire and the second round will jam due to the third round forward the projectile not forward.

[illegible] General Electric recommends that the thyratron voltage be set at [illegible] V D.C. If not set correctly the [illegible] fuses will blow.

[illegible] One last tip for [illegible] After your [illegible] a lot of back breaking work. Attach the [illegible] to the top of the loader [illegible] the [illegible] right to the [illegible]. This will [illegible] the [illegible] of the [illegible].



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## N-1 COMPASS

During the month of June, bombers and pilots of the 42nd Bomb Wing had opportunities to attend lectures on the N-1 compass system, given by a factory representative. The lectures were partly a refresher on the N-1 system and also a reminder to the operators to make intelligent write-ups in the Form 50-781 of any malfunctions noted during the flight.

Briefly, the N-1 compass system was especially designed for airborne use at all latitudes. The system has a two fold purpose. It may either be operated as a magnetic slaved directional gyro or a latitude corrected directional gyro. Because of the increasing importance of polar flight for SAC's global air force, the system was designed primarily as a very reliable latitude corrected directional gyro.

When the system is used as a magnetic slaved compass it may be used in any area except in areas of extreme magnetic disturbance and near the poles. The N-1 master indicator pointer indicates the magnetic heading of the aircraft.

When used as a latitude corrected gyro, the heading of the master indicator pointer is a gyro heading reference corrected for the earth's rotation. A lineal adjustment on the N-1 master indicator pointer may be orientated to any directional reference desired by the navigator. Any change in the aircraft heading plus any rate of drift of the directional gyro will be indicated on the master indicator pointer. The usual mode of the N-1 compass system operated as a latitude corrected gyro is in flight.

An additional advantage of the N-1 compass system is that when the N-1 system is operated as a magnetic slaved compass it provides an azimuth reference signal for directional control of the automatic pilot. When the autopilot is engaged, the aircraft will fly the course indicated on the master indicator.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The [illegible] may change [illegible] by turning the master indicator scister to the [illegible] heading. [illegible] will follow the change of heading at the rate of [illegible] per min. [illegible] the system as a latitude corrected gyro with the [illegible] the master indicator will not alter the aircraft heading.

It is [illegible], of course, that at any time you change the latitude correction [illegible] with the "E" set and astro check be made to insure [illegible].

Anything [illegible] write up the particular [illegible] and follow up to see that corrective action has been taken.

[illegible]
[illegible]
[illegible]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# TECH TALK

## SET UP PROCEDURE FOR THE RANGE AZIMUTH INDICATOR

The following information on Range Azimuth Indicator set-up is presented in order to correct certain inadequate procedures that have been found to be in common use, and to disseminate further adjustment procedures which will increase the effectiveness of RAI utilization.

A. To obtain an optimum presentation on the RAI, the following adjustments on the PP-353 should be made:

1. Vertical Centerlock
   Adjust until the lower edge of the range sweep starts just below the edge of the RAI mask.

2. Range Sweep Size
   Adjust to bring the upper edge of the range sweep to the top of the RAI mask.

3. Horizontal Centerlock
   (Antenna to SCAN FAST, Function Switch to TRACK.) Adjust until the the azimuth mark strikes in the center of the RAI.

4. Azimuth Sweep Size
   For unistorted video, this pot must be adjusted to give a 20° sector presentation on the RAI. When the Sector Width pot on the SN-57 has been set to give a sector of 20° on each side of the azimuth mark on the PPI (40° total width), a 20° presentation on the RAI is automatically achieved through the normal adjustment of the Azimuth Sweep Size pot, i.e., with antenna at SCAN FAST and function switch in TRACK, set Az Swp Size so as to bring the azimuth sweep just to the edges of the RAI. However, if the operator prefers a wider sector on the PPI and has set the Sector Width pot accordingly, the above procedure will not be correct, and will give targets that appear elongated in range and compressed in azimuth. The following procedure will assure a proper presentation regardless of sector width:

   a. Antenna to SCAN OFF.

   b. Bombing Mode Switch (Ballistics Control) to LOS.

   c. Boresight Switch (LOS Control) to NORMAL.



0370

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible] azimuth sweep on RAI is in [illegible] a brightening of the [illegible] azimuth mark).

[illegible] (103 Control) at the above [illegible]

[illegible] the dial reading 10.0° by turning drift [illegible]

[illegible] Sweep Size set to bring the azimuth sweep to [illegible] (turning the drift knob will move the sweep to-[illegible] and the gain adjustment will align the [illegible] line.)

5. [illegible]

6. [illegible]

7. [illegible] Fwd controls for best pos-[illegible]

[illegible] function switch to TRACK [illegible] picture on the RAI.

B. Fo[illegible] in RAI presentation which may be [illegible]

1. [illegible] of the [illegible]

2. [illegible] targets immediately after azimuth mark [illegible]

3. [illegible] to the Azimuth Sweep Gener-[illegible] until the azimuth mark [illegible] directions of azimuth sweep. (Note: [illegible] RAI will also appear double. If [illegible] azimuth mark and double targets [illegible] in the azimuth differential unit [illegible]

Th[illegible] known as "split az-[illegible] defective azimuth mark-[illegible] generator, and cannot be cleared by [illegible]

0371

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

5. Problem: Distorted targets

Possible cause: When targets are compressed in azimuth, Azimuth Sweep Size is probably maladjusted. See #4 in Part A, above, for proper alignment procedure. If targets are compressed in range and Azimuth Sweep Size is properly set, check to make sure that the Sweep Expansion Rate pot on the PP-353 is full CW.

6. Problem: Range mark not in center of range sweep.

Possible cause: If the vertical centering and range sweep size adjustments have been properly made (see #1 and #2 of Part A, above), and the range mark is then not in the center of the sweep, the Centering pot, R-6211, in the Range Sweep Generator (inside PP-353) is mis-set. Adjust this pot to center the range mark on the sweep. (Vertical Centering and Range Sweep Size must be set prior to the above adjustment.)

Field Engineer
AC SPARK PLUG DIV., G.M.C.



0372

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX No. 6

SUPPLY STATISTICS



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A) Munitions



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MUNITIONS REPORT*

Training commitments were filled in Type I and Type II leading by our Special Weapons crews for the month of September 1955. The following is a breakdown of work performed for the primary flying squadrons of the 42d Wing: seventy-two work order requests processed, 86,800 rounds of twenty-millimeter ammunition issued, 33,400 rounds of twenty millimeter ammunition used, 53,400 rounds of twenty millimeter ammunition turned-in, thirty-one practice bombs issued, eight practice bombs used and twenty-three practice bombs turned-in.

In addition, all ammunition turned-in was inspected, reworked and stored for future delivery in September, 1955. Brass links unloaded from aircraft were sorted and stacked for shipment.

* Unit Historical Report, 42d Supply Sqdn, Sep 55 (LAFB RCS: ISO-D2).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

B) In-direct Support



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE SUPPLY REPORT*

During the month of September, 1955, a total of 21,320 line items were processed, as compared to 28,859 processed during the month of August, 1955.

Aircraft property classes providing direct aircraft support (Category A) increased from seventy-four per cent to ninety per cent effectiveness. Non-aircraft support classes (Category B) increased from sixty-one per cent to sixty-four per cent.

A total of eleven vehicles were carried on VDP status during the month. The ADCP status during the month on B-36 type aircraft was three.

The average number of rations issued during the month of September, 1955, in all dining halls--including those at the 766th AC&W Squadron site at Caswell Air Force Station, Maine, and the 3080th Aviation Depot Group and 548th AAA Battallion (U. S. Army), attached to Headquarters, 42d Air Base Group--totalled 2,681.

During the month, the Loring AFB Clothing Sales Store made 1,283 individual sales to officers and airmen, totalling $7,881.98. The sales increased $864.08 over August, 1955.

Retail sales in the Base Disposal Section on lumber amounted to 12.75. A total of 127,370 pounds of salvage and scrap were received by this office and 15,702 pounds were issued for further Air Force use.

---

* Unit Historical Report, 42d Supply Sqdn, Sep 55 (RCS: LAFB ISO-D2).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE MATERIEL REPORT*

Purchasing and Contracting Office: The Procurement activities of the Base Purchasing and Contracting Office for the month of September, 1955, are as follows:

I. Invitation for Bids Issued:

| | |
|---|---|
| Construction | 9 |
| Sales | 2 |
| Service | 0 |
| Supplies | 5 |
| Call & Requirement | 0 |
| TOTAL | 16 |

II. Procurement Contracts Issued:

| TYPE | NO. | VALUE |
|---|---|---|
| Construction | 7 | $ 40,431.00 |
| Called Requirement | 0 | - |
| Purchase Orders | 363 | 250,448.00 |
| Cash Purchases | 284 | 8,464.00 |
| Change Order and Supplemental Agreements | 59 | 6,693.00 |
| Architect-Engineer Service | 0 | - |
| TOTAL | 713 | $306,036.00 |

Base Housing Office; Ninety-four Wherry (on-base) apartments were assigned during the month of September. Fourteen Government (on-base) apartments were assigned.

During the month, 265 PCS and TDY airmen were handled in the Loring AFB Transient Barracks.

Base Transportation Office: This month, surpassing the month of September during any year since commencement of this base, the internal railroad system handled 1,192 freight cars--with over six hundred cars in.

Base Exchange: During the month, total sales amounted to $181,446.24.

* Unit Historical Report, Base Materiel, Sep 55 (LAFB RCS: ISC-D2).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0379

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

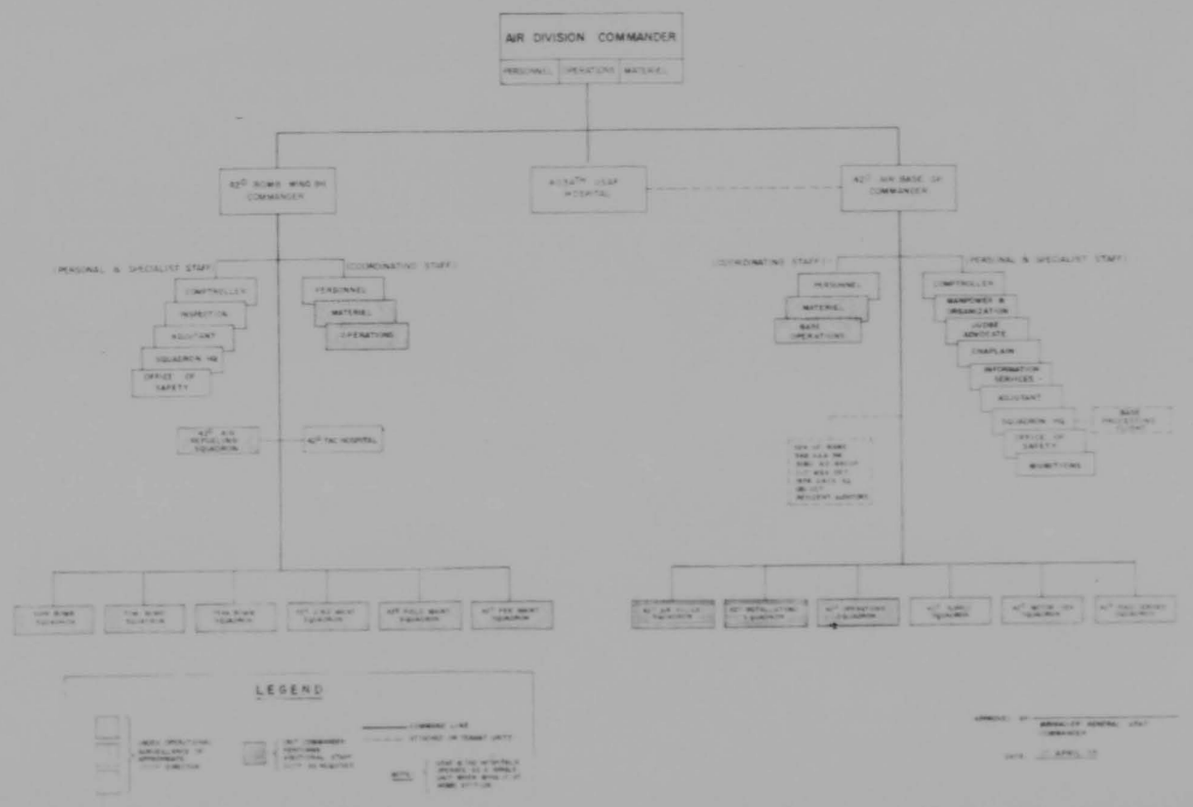
0380

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# ORGANIZATION CHART

## 45TH AIR DIVISION




0381

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0382

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

COPY

PART III SUPPLY

1. Personnel contacted on B-52 Program at Castle Air Force Base were:

a. Lt. Col. B. M. Bierbaum, Air Base Group Director of Materiel
b. Lt. Col. Alfred Switzer, Base Supply Officer
c. Capt. E. Palmer, Wing Staff Supply Officer, 93rd B.W.
d. Mr. Thomas Boyd, Administrative Assistant, Base Supply
e. M/Sgt Wiley, Z Account Monitor, Base Supply
f. M/Sgt Gabriel, SAC Evaluation Team

2. Aircraft spares will be furnished on AFSD (Air Force Shipping Directive) from OCAMA (Oklahoma City) for initial supply for B-52 aircraft spares. AFSD at Castle Air Force Base has been supplied in adequate amounts up to 90% of completion. After that percentage has been reached, it is recommended that OCAMA discontinue the AFSD and authorize straight requisitioning for the remainder of the spares. Tables II and 16 (A&E Spares) are included in the AFSD. Table 19 (Ground Powered Spares) will be furnished for information only and requisitioning action will be necessary by Base Supply. Original AFSD consists of approximately 8500 line items. AFSD's comprising 7000 line items (for one squadron) will be made available for Flyaway Kits. Information from Castle Air Force Base indicates new Flyaway Kit Bins will not be furnished but that the present B-36 Bins will be used for B-52 aircraft. Requirements for bins are 42 to 30 aircraft or 63 for 45 aircraft. Master lists are not yet available for B-52 Flyaway Kits.

3. Immediately upon receipt of AFSD from OCAMA it will be necessary for Base Supply to activate required stock record cards to facilitate the receipt and storage of B-52 spares. A representative from OCAMA is in place at Base Supply, Castle AFB, to compile all activity on B-52 spares for consumption data. This information, subsequent to December 1955 or January 1956, will be made available to Loring. It is recommended that a return visit to Castle AFB be made during this period in order to gather all data on B-52 spares.

4. An authorized overage in personnel will be required in order to maintain proper supply records during the conversion period. Castle AFB has been authorized overage of 36 personnel in 64 field (Supply). An authorization for 11 personnel (AFSC 56230 and 56250), gas generating specialists, was also approved for liquid oxygen operation. Liquid oxygen is being furnished from commercial sources due to lack of qualified generator operators. Chanute Air Force Base is presently conducting a training course for liquid oxygen personnel.

5. Approximately 1 April 1956, a list of pre-issue aircraft items for Field Maintenance and A&E Squadrons will be available for Supply Liaison, 93rd Bomb Wing, Castle Air Force Base.

6. The "Z" Account.

a. "Z" Account must be closely monitored by Base Supply and

SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Wing Staff Supply to insure rigid control, follow-up actions in prime commodity depots and proper distribution of B-52 support equipment. Two sets of stock control cards will be set up for this purpose. The set maintained by Base Supply will reflect item, stock number, requisition number, follow-up actions on depots, substitutes received and supply action accompleteness. The set of records to be maintained by Wing Staff Supply will reflect item, cost, status, substitute information, authorization and status of supply action. Prime responsibility to monitor the project will be vested in the Wing Staff Supply Officer.

b. Next "Z" Account meeting will be held at Oklahoma City ARA during the week of 7 November 1955 to discuss:

(1) Adjust equipment allocations in line with revised aircraft distribution.

(2) Review of all "Z" Account items for validity and authorization source.

(3) Status of AFSD's for aircraft, armament, radio and electronic spares.

(4) Status of AFSD for Flyaway Kits.

(5) Status of new ECL's 20-00-28 (AMS), 20-00-38 (Tactical Squadrons) 20-0 -48 (PMS) and 20-00-58 (FIELD Maintenance).

(6) Special clothing for fuel cell repair.

(7) Noise suppression equipment for maintenance personnel

c. Requisitions for "Z" Account items will be pre-printed by Headquarters SAC. Upon completion of an inventory of all base assets and screening all suitable substitutes, the amount of "Z" account equipment on hand will be substracted from initial requirements and the remaining requirements will be placed on requisitions which will be hand carried to the prime commodity depot for action.

d. A representative of Wing Staff Supply will be directed by SAC to visit Castle Air Force Base on or about 20 October 1955 to assist the SAC Special Equipment and Audit Team in preparing new UAL's for the Wing to support B-52, B-36 and KC-97 aircraft. The basic document will be for B-52 support with supplemental equipment authorized for B-36 and KC-97 aircraft.

7. It is recommended, from a supply concept, that the phase-in of B-52 aircraft be accomplished a squadron at a time. This would enable







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Base Supply to dispose of an entire Flyaway Kit of a B-36 squadron without undue delay and with a maximum of efficiency in the control of vital aircraft spares.

8. Problem Areas.

a. Shortage of personnel in Base Supply will be a deterrent factor in the overall accomplishment of the B-52 Conversion Program.

9. Recommendations.

a. That Manpower, Personnel and Supply recommend authorized average of personnel throughout the entire Conversion Program.

b. That Base Supply be brought up to authorized strength prior to receipt of AFSSD's from Oklahoma City.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0386

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

MINUTES OF THE BASE EQUIPMENT REVIEW BOARD MEETING

SQUADRONS REPRESENTED

Headquarters Sqdn, 42d Bombardment Wing
75th Bombardment Squadron
70th Bombardment Squadron
69th Bombardment Squadron
42d Periodic Maintenance Sqdn
42d Field Maintenance Sqdn
42d A & E Maintenance Sqdn

Headquarters Sqdn, 42d Air Base Group
42d Supply Squadron
42d Operations Squadron
42d Motor Vehicle Squadron
42d Installations Squadron
42d Food Service Squadron
42d Air Police Squadron
548th AAA Battallion (U. S. Army)

BOARD AND SPEAKERS

| | |
|---|---|
| Lt Col Fred W Nudell | Acting President-Equip Review Bd |
| Major Ralph S Slotterback | Acting Vice President |
| Captain Richard R Treglia | Recorder |
| Lt Col Donald E Lee | Chief NAEEAAT of Fairchild AFB Wash |
| M/Sgt Leroy Jefferies | NAEEAAT of Fairchild AFB Wash |
| M/Sgt Howard C Spiker | B/RB-36 EEAAT of Fairchild AFB Wash |

1. The meeting with Representatives of the Areas Teams (Northern Area and B/RB-36) of Fairchild AFB, Washington convened at 1330 hours, Friday, 23 Sept 55, relative to questions and discussion of the New Pre-Printed UAL's.

2. Lt Col F W Nudell, Acting President, Equipment Review Board, formally introduced Lt Col D E Lee, Chief of the Northern Area Equipment Evaluation and Audit Team, and M/Sgt Leroy Jefferies of the same team. M/Sgt Howard C Spiker represented the B/RB-36 team.

3. After introductions were made, the meeting was turned over to Lt Colonel Lee. Questions concerning the New Pre-Printed UAL's were brought forward for general discussion.

4. It was brought to the attention of Unit Supply Officers and NCO's that a major printing error had been made in the new 17-8 section of some UAL's. ECL's of the 20 series were authorized in the correct quantity by the enclosure to the letter of transmittal, but appropriate amounts were not always listed opposite each item of class 17-8 tools. Affected units were advised that corrections would appear on the EAM card checks so manual changes of quantity of any class 17-8 items in a 20 series ECL to coincide with the quantities printed in the portion of the ECL was authorized.

SECRET

0387

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



SECRET

5. The importance of authorization sources on UAL Changes (SAC Form 144) and UALs was strongly emphasized. It was noted by all units that changes being processed without authorization source would automatically be disapproved. The Area Teams are scheduled to re-run New UAL's the latter part of December. All items listed without an authorization source will be deleted.

6. Pencil mark notations of Copy #2 of the UAL would be sufficient for items not being required. The listed conversion of stock numbers also entered would greatly alleviate the workload, as advised by the Team.

7. For items that would be utilized for a period of six or eight months, a letter of special authority approved thru command channels would suffice in lieu of item appearing on the UAL. The F-6 Refueling Unit was cited as an example.

8. The buffer, lawn mower, and snow shovel situation was discussed and understood that SAC has approved the buffers and lawn mowers to be included in TA 1-1. Snow Shovels have been included in BCL 24-46-04. All changes being processed for buffers and lawn mowers are to be evaluated by AID, prior to processing UAL Changes to the Area Teams.

9. The evaluation of all vehicles will be conducted and processed through Command Boards. Command letters being published will be forwarded to all bases at a later date.

10. Changes to authorize water pump pliers have been approved in the past. However, a good stock number 5920-561345 has now been assigned.

11. The New AF TA 1-24 will be used as a guide for authorizations.



SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ADM, Subject: Minutes of the Base Equipment Review Board Meeting

As the SAC TA 1-21 will not be revised, for those items not presently included in AF TA, but required for deployment, etc., SAC TA 1-21 will continue to be used as a guide pending necessary changes to AF TA 1-21.

12. The meeting was adjourned at 1520. Unit Representatives not having any questions were dismissed. Questions for remaining units were further discussed with satisfactory solutions.

/s/ FRED W. NUDELL
FRED W. NUDELL
Lt. Col., USAF
Acting President

/s/ RICHARD R. TRECLIA
RICHARD R. TRECLIA
Captain, USAF
Recorder

DISTRIBUTION
2 ea unit asgd
45 ADIV
2 ea DM
2 ea BM
2 ea ADM

SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0390

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# REPORT OF AIRCRAFT STATUS AND PURPOSE OF FLIGHT

REPORTS CONTROL SYMBOL: 1 - AF - A1

MAJOR AIR COMMAND: Strategic Air Command
SUBCOMMAND: 8th Air Force
WING: 42nd Bombardment Wing (H)
GROUP:
SQUADRON:
DETACHMENT:
INSTALLATION: Loring AFB, Maine
DATE OF REPORT: 30 September 1955

1.48305

## PART I

| LINE NO. | TYPE, MODEL, AND SERIES | ASSIGNMENT OR STATUS CODE | TOTAL NO. ACFT ON HAND | TOTAL HOURS: AIRCRAFT ON HAND | TOTAL HOURS: AIRCRAFT IN COMMISSION | ACFT OUT OF COMMISSION: AWAITING PARTS | ACFT OUT OF COMMISSION: TOC | ACFT OUT OF COMMISSION: PERIODIC MAINT INSP | ACFT OUT OF COMMISSION: BALFUNCTION MECH DEFECTS, OPR DAM | ACFT OUT OF COMMISSION: OTHER REASONS | FUEL ISSUED | NO. OF LANDINGS | HQ USAF/CMD HQ USE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| 1 | B - 36 D | CC | 10 | 7200 | 4497 | 140 | | 439 | 2124 | | | 26 | | |
| 2 | | | | | | | | | | | | | | |
| 3 | B - 36 H | CC | 15 | 10800 | 8822 | | | 1268 | 710 | | | 47 | | |
| 4 | | | | | | | | | | | | | | |
| 5 | B - 36 J | CC | 8 | 5760 | 4246 | 64 | | 1024 | 426 | | | 35 | | |
| 6 | | | | | | | | | | | | | | |
| 7 | KC - 97 G | CC | 21 | 15030 | 13420 | | 33 | 605 | 972 | | | 123 | | |
| 8 | | | | | | | | | | | | | | |
| 9 | C - 119 C | CP | 1 | 457 | 111 | 144 | | 202 | | | | 8 | | |
| 10 | | | | | | | | | | | | | | |

## PART II

| LINE NO. | TYPE, MODEL, AND SERIES | ASSIGNMENT OR STATUS CODE | HOURS FLOWN: SPECIAL TERMED BY MATS FERRY PILOTS | TRAINING: COMBAT CREW AND OPERATIONAL | TRAINING: STUDENT | ADMIN-ISTRA-TIVE | COMBAT READINESS TNG: TRAINING | COMBAT READINESS TNG: DUAL PURPOSE | COMBAT READINESS TNG: SPECIAL MISSIONS | OTHER | TOTAL | HQ USAF/CMD HQ USE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| 1 | B - 36 D | CC | 243 | | | | | | | 8 | 251 | | | |
| 2 | | | | | | | | | | | | | | |
| 3 | B - 36 H | CC | 448 | | | | | | | 25 | 473 | | | |
| 4 | | | | | | | | | | | | | | |
| 5 | B - 36 J | CC | 236 | | | | | | | 20 | 256 | | | |
| 6 | | | | | | | | | | | | | | |
| 7 | KC - 97 G | CC | 627* | | | | | | | 17 | 644 | | | |
| 8 | | | | | | | | | | | | | | |
| 9 | C - 119 C | CP | | | | 23 | | | | 1 | 24 | | | |
| 10 | | | | | | | | | | | | | | |

* 10 hours in time which was omitted from reports of 31 Aug 55, Ref SAC ltr 308 A 15205, 10 Sep 55.

NAME, GRADE AND TITLE OF COMMANDING OFFICER: [illegible], Lt Col, USAF, Deputy A Analysis Officer

SIGNATURE OF COMMANDING OFFICER: [illegible]

AF FORM 110a, 15 MAY 55 — PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

0391

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# Tactical MEDICAL SUPPORT

UNITED STATES AIR FORCE MEDICAL SERVICE

STRATEGIC AIR COMMAND



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

I wish to take this opportunity to extend my greetings and best wishes to all physicians and hospital administrators attending the annual meeting of the American Hospital Association at Atlantic City.

As Commander in Chief of Strategic Air Command, it is my duty to provide the best possible medical support for units of my command that may be deployed overseas on short notice. This display of medical equipment has been developed over a period of years and represents a prodigious effort by our medical service to develop a package which is air transportable, light weight, and will fulfill our doctors' minimum requirements for the care of patients. It gives me a feeling of satisfaction to know that we have this "medical insurance" for the officers and airmen of the Strategic Air Command.

CURTIS E. LeMAY
General, USAF
Commander in Chief

0394

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## FOREWORD

The medical equipment which you see on display here at Atlantic City, represents a portion of that which General LeMay will employ if and when the Strategic Air Command is called upon to perform its global war mission. I am sure you are familiar with the fact that the Strategic Air Command must be ready to perform its assigned missions any place in the world at a moments notice. To meet this requirement from a medical point of view our equipment must be packaged so as to be small in size, light in weight and readily transported by air. Our medical personnel must constantly engage in a training program which will prepare them to perform their medical mission when required.

Our present medical organization and the development of our "fly-away" equipment dates back to April of 1949. At that time there were very few overseas or forward bases manned or equipped to provide necessary support for SAC units. It was evident that we would have to design our medical organization and equipment to provide for an absolute degree of mobility, flexibility and self-sufficiency. And, further, that our equipment must be easily transportable by air. With this in mind we began the development of the type of medical service and equipment which you see on display.

Each SAC wing has its own intrinsic medical support equipment and personnel. A B-36 heavy bombardment wing, for example, is composed of a headquarters squadron and three tactical squadrons. Each squadron has its own "fly-away" dispensary equipment and medical personnel. Each wing has a 36-bed air transportable infirmary, capable of supporting the wing for a period of 90 days. In the event that hostilities continue beyond the 90-day period our present organization provides for the augmentation of the 36-bed infirmary by either a 50, 100 or 150 bed hospital augmentation unit, depending upon the size and type of the wing being supported.

During peacetime the medical officers and airmen assigned to our tactical units are engaged in the operation of our base hospitals where they presently provide daily inpatient and outpatient services for our officers and airmen. In addition to their local clinical practice they are constantly engaged in training for their assigned war mission. At regular and frequent intervals they take their equipment on practice local field maneuvers. They may also deploy periodically to overseas bases with their units to obtain even more realistic training in support of their parent organization.

During World War II the armed forces were criticized for their alleged waste of professional medical talent. Much of this criticism was based on a policy of providing fixed medical facilities at predetermined overseas locations. You can now readily see from the foregoing explanation and descriptions that the present Air Force doctrine or tactical medical concept very definitely obviates any repetition of these previous criticisms. We believe that we have effected a very marked economy in the utilization of medical personnel through their planned dual utilization and assignment.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A more detailed description of the organization, equipment and personnel, is included in this brochure. We constantly strive to decrease the size and weight, and at the same time increase the efficiency of our medical units. As you review our exhibit we would be only too pleased to have any suggestions which you may care to offer which will help us in our continuing efforts to improve upon our medical support.

LOYD E. GRIFFIS
Brigadier General, USAF (MC)
Surgeon, Strategic Air Command



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## ORGANIZATION AND EQUIPMENT ON DISPLAY

The Strategic Air Command medical support is based upon a "building block" principle. Combat units of varying sizes may deploy to bases all over the world. This places a requirement on our medical service for varying amounts of medical support. Our smallest unit or "block" is the air transportable squadron dispensary, one of which you will see on display. Each combat squadron has its own "fly-away" dispensary. The equipment, when packaged, occupies 35 cu. ft. of space and weighs only 958 lbs. The unit is staffed by one (1) flight surgeon and three (3) medical airmen, who are assigned to the tactical squadron. This medical unit is capable of supporting its squadron in the field for a period of 30 days without resupply.

To provide a more definitive type of medical care each wing has its own 36-bed air transportable infirmary. The infirmary can provide care for the entire wing for a period of 90 days without resupply. This tactical support hospital is manned by three (3) officers (one flight surgeon, one Medical Service Corps officer, one dentist) and fifteen medical airmen. The equipment, when packaged, occupies 570 cu. ft. of space, weighs only 13,000 lbs and can be easily transported by air. Functionally, the infirmary is divided into nine (9) distinct areas of operation, namely, surgery, x-ray, laboratory, pharmacy, dental, outpatient, medical ward, surgical ward, and food service. Each operation is capable of acting independently of the others and the equipment for each is packaged separately in lightweight but sturdy cardboard boxes. The packaging decreases the weight so critical in airlift operations and yet is small enough to permit easy handling by one or two men. The 36-bed air transportable infirmary on display here was taken from the hospital medical supply warehouse of the 42d Heavy Bombardment Wing at Loring Air Force Base. When this equipment is in storage it is usually packaged and each item is labeled to facilitate its rapid identification and transport to the flight line for storage aboard an aircraft. The medical personnel who are on duty here to display the equipment and to answer any questions you may have are regularly on duty at the USAF Hospital at Loring Air Force Base.

Not on display but included in our organization is the third and largest "building block" of the tactical medical support plan, namely, the tactical hospital augmentation unit. The augmentation may be a 50, 100 or 150 bed unit, depending upon the size and type of wing being supported. A fighter wing employs the 50-bed unit. A medium bomber wing would utilize the 100-bed and the heavy bomb wing the 150-bed augmentation unit. Normally, the personnel tactically assigned to the hospital augmentation units remain at their home base in this country and provide continued local medical service for base personnel who do not deploy with the wing. If the local overseas situation requires, however, the hospital augmentation personnel may be airlifted to the overseas base, if it appears that there will be a requirement for their services to support the wing beyond the first 90-day period. For further clarification of the entire wing tactical medical support organization consult the attached organizational diagram.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

As regards shelter for our medical units, we would normally house our equipment and personnel in permanent or semipermanent facilities if they are available to us at the overseas base. However, if it becomes obvious that more permanent type shelter will not be available, then each of our units are authorized to carry with them necessary tentage such as you see on display.

In order that you may have a better understanding of the approximate size of our units when they are packaged and in readiness in our warehouse, we are including some pictures of the packaged units. Since we have also spoken of the ease and rapidity of loading the equipment aboard our support aircraft, we are including a picture of an actual aircraft practice loading maneuver recently made at Ellsworth Air Force Base at Rapid City, South Dakota. One photograph is an aerial view of the tactical support hospital housed in tents.

ILLUSTRATIONS:

1 Air Transportable Squadron Dispensary

2 36-bed Air Transportable Infirmary

3 Practice loading, Ellsworth Air Force Base, South Dakota

4 Aerial view, Tactical Support Hospital

5 Organizational diagram



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## CREDITS

The display which is presented here is under the supervision of Lt Colonel James G. Langford, Surgeon, 45th Air Division, Loring Air Force Base, Limestone, Maine.

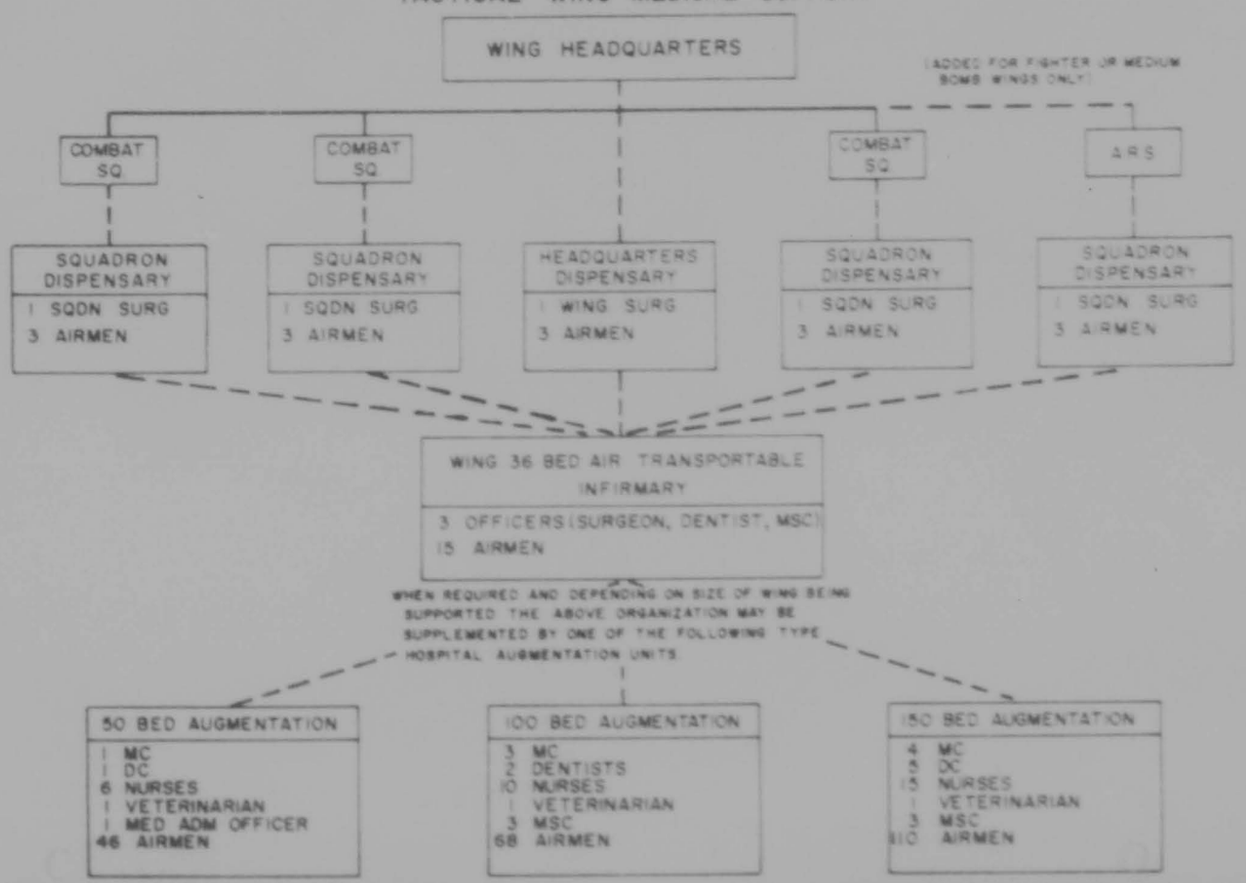
Personnel participating in this display are a select group of airmen technicians from the 42d Tactical Hospital and the 4034th USAF Hospital at Loring Air Force Base, Limestone, Maine. These airmen are under the guidance of the Project Officer, Lieutenant John C. Villforth.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ORGANIZATIONAL CHART
TACTICAL WING MEDICAL SUPPORT




0400

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

36-BED AIR TRANSPORTABLE INFIRMARY

0401

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIR TRANSPORTABLE SQUADRON DISPENSARY

0402

THIS PAGE IS DECLASSIFIED IAW EO 13526

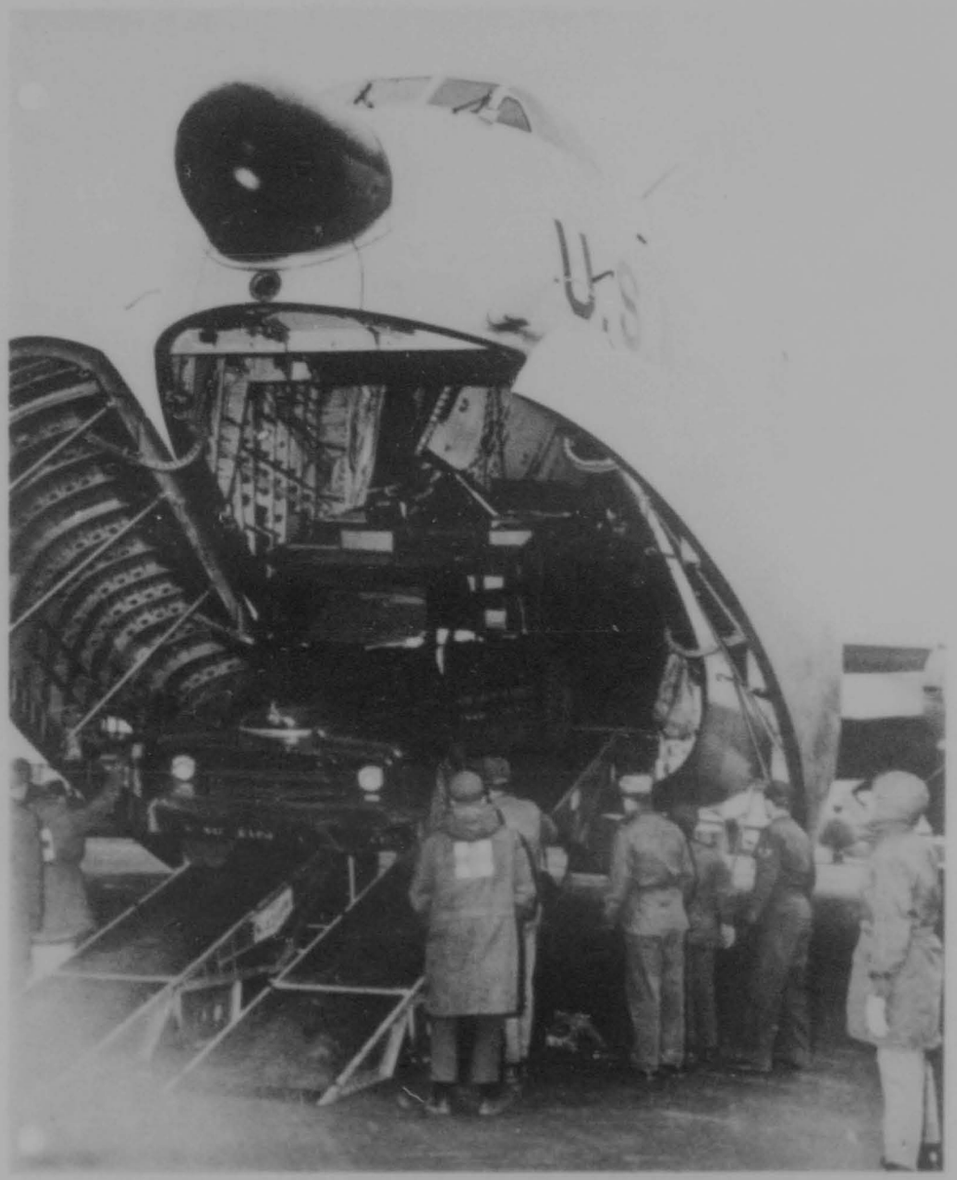
THIS PAGE IS DECLASSIFIED IAW EO 13526

AERIAL VIEW, TACTICAL SUPPORT HOSPITAL

0403

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

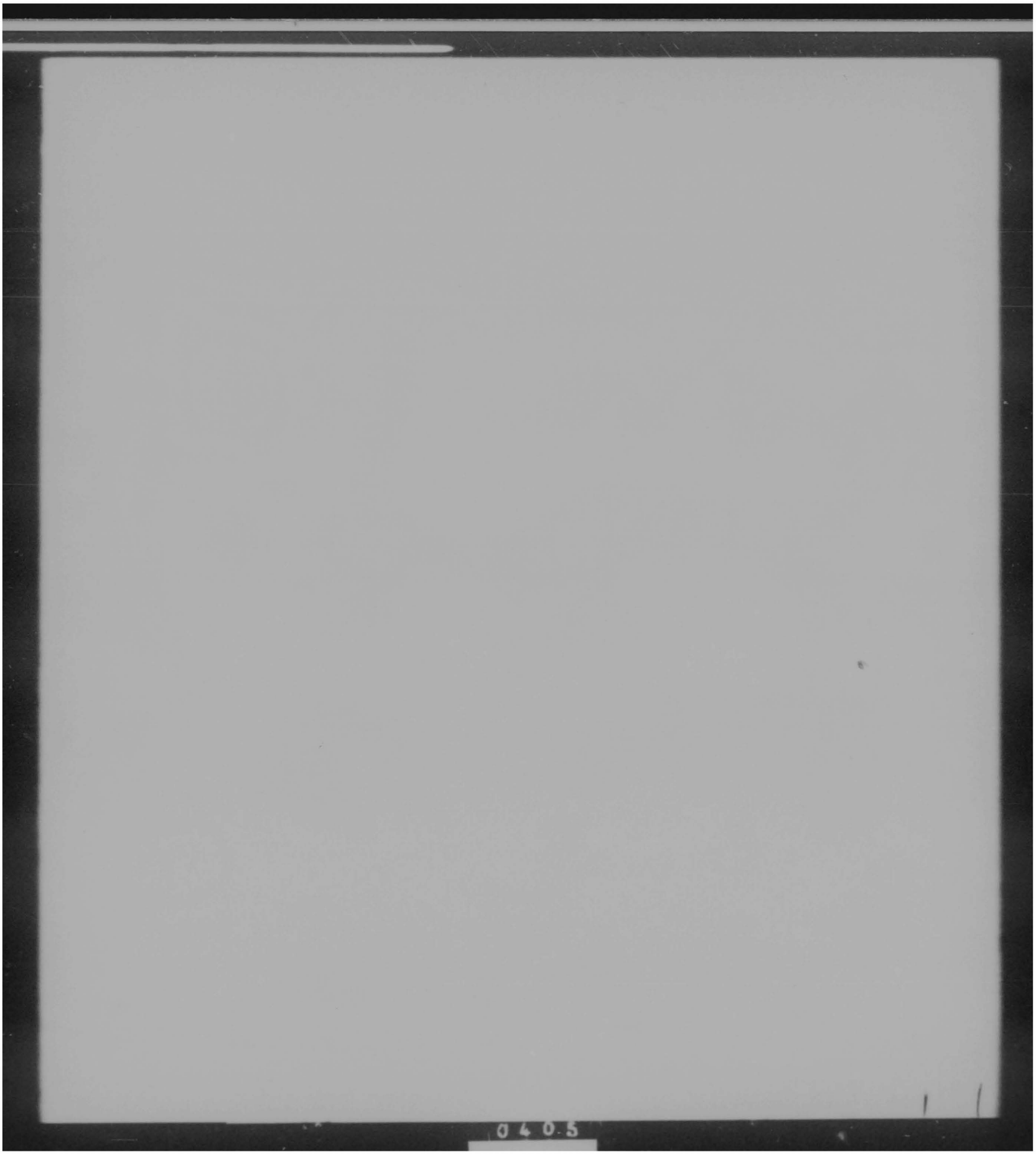


PRACTICE LOADING, ELLSWORTH AIR FORCE BASE, SOUTH DAKOTA

0404

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

ADO 3 October 1955

SUBJECT: Transmittal of Minutes of Division Safety Committee Meeting, 30 September 1955

TO: See Distribution

1. Forwarded are the minutes of the 45th Air Division Safety Committee Meeting conducted 30 September 1955.

2. Request each addressee forward their indorsements of action taken on segments of the attached minutes to arrive in their respective Director of Safety Office not later than 13 October 1955. Report by the Director of Safety to arrive at Air Division Operations not later than 17 October 1955.

SAM L. BARR
Colonel, USAF
Director of Operations

1 Incl
As Stated

DISTRIBUTION:
6918S - 2
708BS - 2
759BS - 2
42AREFS - 2
42FMS - 2
42FWS - 2
42AEMS - 2
42TAC HOSP - 2
42INSTLS SQ - 2
42OPR SQ - 2
42ATS - 2
42FSS - 2
42SUP SQ - 2
1992AACS - 2
1292AACS - 2

cc: ADC - 1
ADC - 2
ADM - 1
WCO - 1
WOD - 1
WDM - 1
WOS - 2
AIC - 1
DOS - 10
DOF - 1
DM - 1

0406

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

ADO 3 October 1955

SUBJECT: Division Safety Committee Meeting, 30 September 1955

TO: See Distribution

1. The 45th Air Division Safety Committee Meeting convened at 1330 hours, 30 September 1955, in the AIG Conference Room, with the following members present:

Brigadier General William K Martin, 45th Air Division Commander
Colonel Jerome Tarter, 42d Bombardment Wing Commander
Colonel Jackson W Lewis, 42d Air Base Group Commander
Colonel W.M. VanSickle, Director of Material, 45th Air Division
Lt Col James G Langford, Flight Surgeon, 42d Tactical Hospital
Lt Col Robert H Love, Provost Marshal, 42d Air Police Squadron
Major Lorenzo Caliendo, Director of Safety, 42d AB Gp, Alt Recorder
Major John W Sienbo, Dep Dir of Operations, 45th Air Div, Chairman
Major Buckley, Commander, Air Installations Squadron
Major Brice, Air Inspector, 42d Bomb Wing
Major Loden, 1974th AACS Commander
Major Fleming, Base Operations Officer
Capt Williams, Director of Safety, 42d Bomb Wing, Recorder
1/Lt Rickel, Assistant Director of Safety, 42d Bomb Wing

2. The following were items of old business:

a. Acrobatic Flying Area: Three bases, Dow, Presque Isle and Loring use the same acrobatic area. There will be no instrument flights in this area. Presque Isle will be notified when we want to use this area.

b. VOR Status: The facility was checked by representative here on ILS installation and was found to have only minor discrepancies. Base Operations is working on let down procedures utilizing Presque Isle VOR. Loring RAPCON will use Presque Isle VOR as primary pickup fix for all aircraft coming in on IFR clearance. Base Ops.

0407

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

a. Back-up for present VOR: A request is to be made for a T-VOR at Loring and one approximately 50 miles north of station.

b. Stamp for form 171: Two stamps in use now. One states number of accident free days, another indicates the amount of runway available and emergency runway available and filled in by pilot as he files clearance.

c. New Policy on Pilots qualified to carry passengers: Base Operations has set up a passenger carrying policy for C-119 and C-47 type aircraft. Aircraft Commanders will have a minimum total time of 1500 hours; one hundred hours in the aircraft and 35 hours in the last six months and at least one flight in the last 90 days. A minimum of two hours and four landings in the aircraft are required in the last 60 days. It is recommended that B-25 and C-[illegible] be put in the same category. A study will be made and info brought to next meeting. Base Ops.

d. Tower Officer: A new regulation is to be published on the duties of the tower officer during inclement weather and/or emergency conditions for landing aircraft. The 42d Bombardment Wing will coordinate on this regulation.

3. The following were items of [illegible] discussion:

a. Status of Runway: Extension on north end should be completed by 15 October. 6,[illegible]35 feet of runway is available for normal use and 9,300 for emergency use. Taxiway "B" and "D" are open. Runway construction should be completed by 1 November. In the interim period, pilots should exercise caution while taxiing, takeoff and landing. ATC will keep the proper personnel informed of any changes.

b. Private Vehicles on Flight Line: A study will be made for next meeting of regulation on private vehicles on flight line, when move is made into new hangar. Division Commander recommended that passes be issued by position and not individuals.

c. Accident rate: No motor vehicle accidents in August. None in September, however late reporting of an accident in July results in one for September. No civilian accidents. There were six military disabling accidents for Division, 4 for Wing and 2 for Air Base Group, mostly caused by private motor vehicle accidents. Discussed possibility of obtaining vehicle for Safety Office. Action 42d Air Base Group.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

d. Flying Safety Hazard: When the approach end of the runway is closed for construction there is a potential hazard to aircraft coming in on GCA with low ceilings and visibility. Suggested that units mention this to pilots at flying safety meetings. GCA operators to warn pilots in pattern.

e. Blinker at Sawyer Road Intersection: Directed that Provost Marshal check and see why this blinker has not been installed. There has been one installed at intersection coming into East Gate. Signs for intersection at Sawyer Road should be completed soon.

f. Fire Prevention Week: The week of 9 - 15 October is Fire Prevention Week. A briefing will be given to fire marshals and unit commanders along with publicity through TV, posters, demonstrations and static displays.

g. Snow Removal Plan: Verbal briefing on snow removal to be ready for next meeting.

h. Ground Accident Reports: These reports are not getting to Eighth Air Force in the specified time (5 days). Action Ground Safety.

i. Runway Sweepers: Request should be made for additional sweepers. Wing Commander recommended 12 operational at all times to keep runway and taxiways cleaned.

j. Parking of Aircraft: Aircraft should not be parked on light duty pavement. Action Base Wing.

4. The meeting was adjourned at 1130 hours, 30 September 1965.

SAM L. BARR
Colonel, USAF
Director of Operations

DISTRIBUTION:
"A"



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

From S-2063 Rev 56

SECRET

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 NOVEMBER 1955---30 NOVEMBER 1955

at Loring Air Force Base, Limestone, Maine

RSI Cont No
S15100

SECRET

6#41095

0621

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 NOVEMBER 1955---30 NOVEMBER 1955

Prepared for the Historical Section of
the Information Services Office,
42d Air Base Group, by 1st Lt. Charles R. Hughes (Historical
Officer) and A/1C Martin Wein on
17 January 1956.

(Eighth Air Force, Strategic Air Command)

W K Martin
W. K. MARTIN
Brig. Gen., USAF
Commander

Edward W. Olson for 2/Lt USAF
for CHARLES R. HUGHES
1st Lt., USAF
Historical Officer
(Information Services
Staff Officer)

Martin Wein
MARTIN WEIN
A/1C AF 12437037
Historian

HSI
S15050

SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

W. K. MARTIN

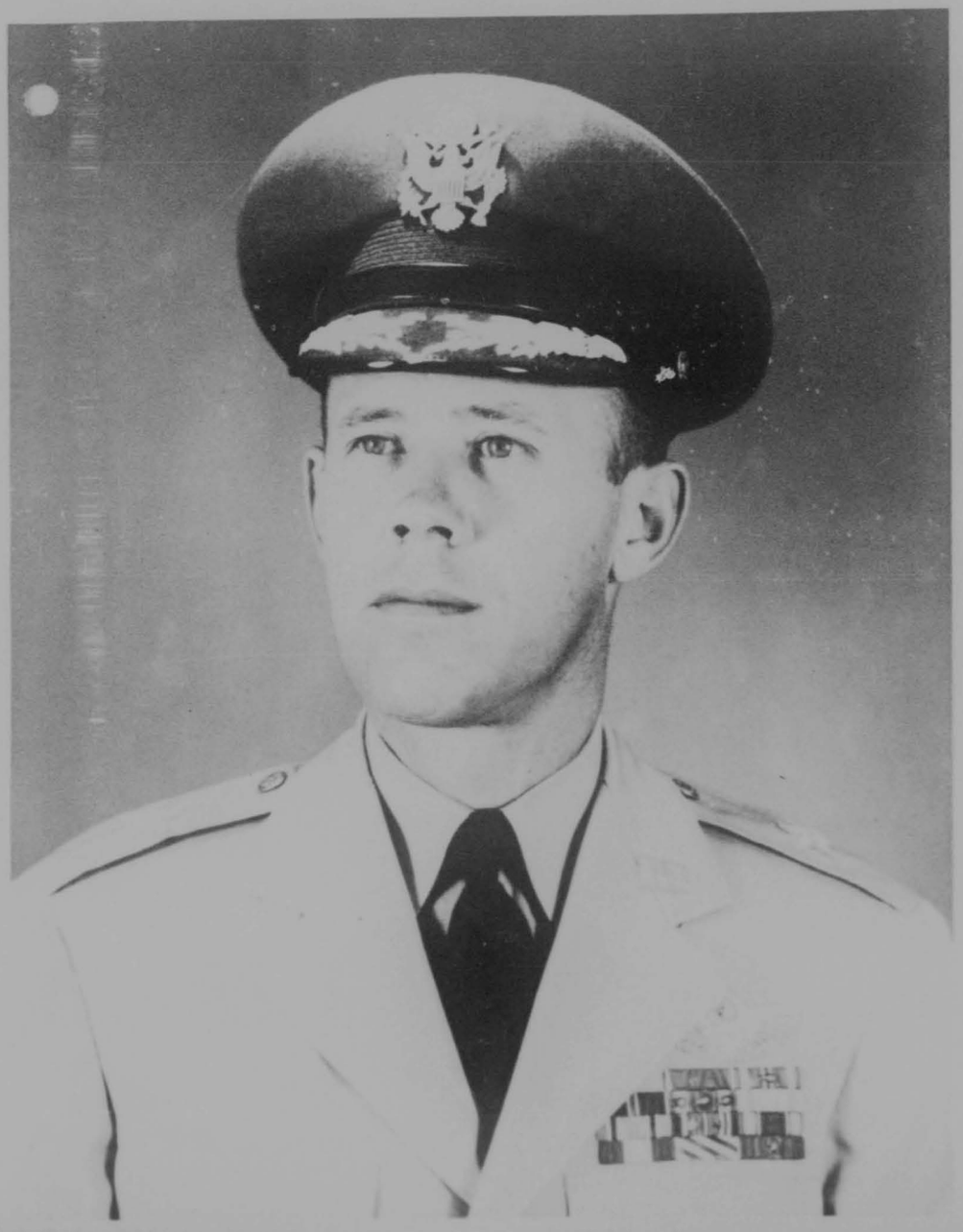
Brigadier General

Commander



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



0624

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

JACKSON W. LEWIS

Colonel

Base Commander



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0626

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# F O R E W O R D

This report contains the history of the 28th Air Division (SAC) from the period 1 November 1959 to 30 November 1960. The origin and organization of this air division are recounted along with important activities--mission and mission implementation, operations and training, supply, maintenance, personnel and facilities--being emphasized for the reporting period.

The information contained herein, relative to the history of the 28th Air Division at Loring Air Force Base, Limestone, Maine, a unit of the Eighth Air Force (SAC), covers activities of the 42d Air Base Group and assigned squadrons, the 4031st USAF Hospital and division headquarters. It is related to previous monthly histories of this air division since activation.

The present report was supervised by First Lieut. Charles H. Barbee, USAF, Historical Officer (Information Services Staff Officer), and written by Airman First Class Martin Weiss, AF [illegible], Historian.

Like other months' reports, this history is subject to revision, and additional information or suggested corrections will be welcomed.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTENTS


| Chapter | Title | Page |
|---|---|---|
| Foreword | | |
| List of Exhibits | | |
| Chronology | | |
| Narrative | | Pages 1 thru 20 |
| I | ORGANIZATION, ADMINISTRATION AND PERSONNEL | 1 |
| | Brief Unit History | 1 |
| | November Developments | 5 |
| II | THE MISSION AND ITS IMPLEMENTATIONS | 7 |
| | Over-all Mission | 7 |
| | Staging Support | 8 |
| | "Sea Legs" Redeployment | 9 |
| | Operation "Snow Boat" | 9-10 |
| | Proficiency Training | 10-11 |
| III | EXPENDITURES AND DEVELOPMENTS | 12 |
| | Flight Line Construction | 12 |
| | Over-all Base Construction | 13 |
| | Snow Removal Operations | 13 |
| | Snow Removal Tests | 14 |
| IV | MAINTENANCE AND SUPPLY | 15 |
| | Maintenance in the US | 15 |
| | Maintenance at Thule | 15 |
| | Supply at Thule | 16 |
| | Over-all Maintenance Activities | 16 |
| | Supply Activities in General | 16 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526


| | | |
|---|---|---|
| V | MAJOR PROBLEMS | 18 |
| | Personnel Problems | 19 |
| Roster of Key Personnel | | 21 |
| Abbreviations | | 23 |
| Bibliography | | 24 |
| Exhibits | | - |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LIST OF EXHIBITS

1. Organization Chart, 45th Air Division

2. Annex 5, 42d Bomb Wing Operations Order 320-55, 8 October 55.

3. Daily Strength Reports, 1 and 30 November, respectively.

4. ADC Program Status Report MOF FY 51 to 57, 30 November 1955.

5. Maintenance Hangar Release, Corps of Engineers (U.S. Army).

6. Figures and Fax booklet by Base Comptroller - Management Analysis (command notebook)

7. Monthly Evaluation of Operations (1-30 November 1955), 6 December 1955 (effective manning report).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHRONOLOGY


| Date | Activity | Page |
|---|---|---|
| 2-3 November | 42d ARRFS takes off on TDY to Thule | 8-10 |
| 3 November | "Double-Cantilever" Maintenance Hangar turned over to base | 12-13 |
| 6 November | First mission of Operation "Saddle Rock" performed | |
| 9 November | 42d ARRFS placed in short status | 15-16 |
| 11-12 November | Operation "Saddle Rock" completed | 8 |
| 17-18 November | B-36s redeploy from the UK. | 8 |
| 22-23 November | Operation "Walts Time" performed | 8 |
| 22 November | Contract awarded for electrical modifications for new hangar | 13 |
| 22 November | High temperature hot water distribution system turned over to AE | 13 |
| 26 November | Operation "Long Run" accomplished | 8 |
| November | Single refueling missions and navigation flights flown by 42d ARRFS at Thule | 11 |
| November | Test heating pad on flight line nears completion stage | 14 |
| November | Many flight line construction projects prepared for turn over to AE | 14 |
| November | Six multi-purpose hangars turned over to AE | 14 |
| November | Snow removal operations tested | 13 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# ORGANIZATION, ADMINISTRATION AND PERSONNEL

## Brief Unit History

The 45th Air Division Headquarters was activated at Loring AFB, Limestone, Maine, on 4 October 1954 and was assigned to the Eighth AF.[1] Division Headquarters was set up just seven days after the base had been re-named "Loring" in honor of Maj. Charles J. Loring, Jr., a Maine jet hero of the Korean War.[2] Original name of the base was "Limestone".[3]

Before the division came into being, the 42d Heavy Bomb Wing was top base echelon. The 42d Wing was activated at "Limestone" (see above) in February 1953,[4] along with a support organization, the 42d Air Base Group.[5] On 4 October '54, this wing and air base group were assigned as units of the division.[6] The 4014th USAF Hospital became the third main unit of the division in March '54.[7]

The 45th administers its three units--wing, air base group and hospital--with respect to the over-all mission.[8] Facts point out that

1. SAC GO 69, 8 Oct 54 (Sec I).
2. DAF GO 34, 15 Sep 54 (para 6).
3. Named after Limestone village, 7 mi. from base.
4. DAF Ltr, 322 (ATCM 210b), 24 Mar 53. See also effective date, SAC GO 10, 25 Feb 53. Actually, the wing was "re-activated". WW II parent--42d Bomb Group (AAF)--was inactivated after Japan's surrender in 1946 [by 5th AF GO 62, 27 Apr 46 (pursuant to WD Ltr, AG 322 (27-1-46-M), 20 Mar 46)].
5. Also "re-activated". WW II parent--42d Service Group (AAF)--disbanded in Belgium, 1945 [Ltr, Hq IX AF Service Command, 22 May 45 (pursuant to WD Ltr, AG 322 (27-1-AFRPG-M), 4 Apr 45)].
6. SAC GO 69, 8 Oct 54.
7. Ibid., activated by SAC GO 17, 15 Mar 54.
8. Outlined in 8th AF Reg 23-13, 19 Nov 54, as amended. See below, Chap. II, p.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

though Loring has been a "single-wing" type station, and air division headquarters was established, primarily, to provide staging support under the EWF. As a designated provisional task force in SAC,[9] Loring AFB and the 45th Air Division has a "geographical responsibility" to service SAC overseas flights.

Original construction of Loring began in the winter of 1946-47. During the initial construction period--up to the winter of 1952-53--the base was garrisoned by a small group of AF personnel.[10] In February, '53, the base came under the jurisdiction of SAC.[11] At this time the construction program went into high gear. Hangars, docks, an extension to the runway, barracks--many important base facilities were initiated.

The first B-36 aircraft arrived the last of March '53, just a few weeks after the wing was activated. In April '53, the wing launched its first training missions. By October '53, not quite nine months after the wing was activated, B-36 aircraft were flying more than 1,000 hours a month.[12]

When division headquarters was activated, changes were made in key personnel.[13] Brig. Gen. Bertram C. Harrison, USAF, who had commanded the wing (then Colonel), was named division CO and Col. James

---

9. SAC GO 27, 31 May 53.
10. When first assigned, Jan 50, group was designated "base detachment". Later, re-designated 4211th Base Service Sqdn, then, 4211th Air Base Sqdn (latter discontinued per SAC GO 10 when the 42d Bomb Wing was activated, Feb 53).
11. SAC GO 18, 21 Apr 53.
12. Inscribed on plaque awarded WX by Convair, 3 Dec 53.
13. Officers' Roster (AGO: AAF-P1).



0633

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Carter, USAF, became wing commander. On 19 June 1955, Brig. Gen. (then Colonel) William K. Martin, USAF, took command of the air division from Gen. Harrison.[14] Col. Jackson W. Lewis had been air base group commander since 24 September 1953.

Division headquarters contained, since activated, three directorates: personnel, materiel and operations. Responsible to these directorates are the respective wing and air base group directorates.[15] These directorates are known in each headquarters as the "coordinating staff".

In the wing and air base group headquarters were added the "personnel-specialist staffs".[16] These agencies in wing headquarters consist of comptroller directorate, adjutant, air inspector, squadron headquarters, and office of safety; in air base group headquarters, comptroller directorate, manpower and organization branch, staff judge advocate, base chaplain, information services, adjutant, squadron headquarters, office of safety and munitions branch.[17] Not all these agencies were activated originally. For instance, the offices of safety in wing and air base group headquarters came into effect in April 1955.[18] Another example: base operations--air base group coordinating staff--was activated early this year.[19]

Originally, there were activated seven squadrons and a medical group (see below) in the wing:[20] headquarters, periodic maintenance,

---

14. Hq 45AD GO 10, 18 Jun 55.
15. See Exhibit #1, Organ Chart, 45th Air Div.
16. Ibid.
17. Ref SAC Man 20-1, Dec 54.
18. Est. 1 Apr 55 per SAC directive (8th AF Msg, CS 186, 4 Mar 55). New OS took the place of old wing flying safety and air base group ground safety functions. Now flying and ground safety are combined in each OS.
19. Ref 45AD Unit Hist Rept, 1-31 Jan 55 [RCS: AF-D6].
20. SAC GO 10, 25 Feb 53.



0634

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

field maintenance, A & E maintenance, and the 69th, 70th and 75th heavy bomb squadrons. The eight wing squadrons --an air refueling unit--was activated in February '55.[21]

The air base group, of course, was originally assigned to the wing.[22] At the time of activation, air base group had seven squadrons:[23] headquarters, air police, installations, operations, supply, motor vehicle and food service. When division headquarters was activated, air base group headquarters received equal status, i.e., lateral communication, with wing headquarters.[24]

There were attached to air base group headquarters seven special units which render support to the division.[25] They were the 1974th AACS (MATS), 2-7 Weather Detachment (MATS), 5[illegible]th AAA Bn. (U. S. Army), OSI Detachment, 524th AF Band, the Resident Auditors and the 3[illegible]0th Aviation Depot Group (AMC).

The wing tactical squadrons are the 69th, 70th and 75th[26]--designated "Heavy"[27] with the B-36 the designated aircraft. The 42d Air Refueling Squadron (also "heavy") flies the KC-97 stratotanker. The only other organization in the division to which pilots and aircraft are assigned is the operations squadron in air base group. This organization flies the base "administrative" aircraft: C-119, C-47, C-45 and T-10.

---

21. SAC GO 79, 8 Dec 54.
22. SAC GO 10, 25 Feb 53.
23. Ibid.
24. SAC GO 69, 8 Oct 54 (Sec I).
25. See Exhibit #1.
26. These sqdn's had joined the old 42d Bomb Group (parent to the wing) late in WW II in the Pacific.
27. They were originally des gnated "Medium" during WW II. On 19 Feb 53, the 3 sqdn's were re-designated "Heavy" [per DAF Ltr. 322 (AFOMC 410b), 24 Mar 48].



0635

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Just prior to the time that SAC took over jurisdiction of Loring AFB in February '53, Headquarters SAC received authorization from Headquarters USAF for a seventy-five bed USAF Hospital to be established on base. Twenty-five beds were first installed, later increased to seventy-five. The 42d Medical Group--activated as a wing unit in '53[28] originally operated the base hospital. In February '54, this medical group was re-designated the 42d Tactical Hospital.[29] A month later, in March, the base hospital itself was designated the 6016th USAF Hospital.[30]

November Developments

On 17, 18 and 19 November, the 42d Bomb Wing redeployed back to Loring from the UK.[31] On the overseas flight, the wing was under the operational control of Eighth AF until arrival at Loring where they came back under control of their mother unit, the 45th Air Division.[32] The task force returned carrying 777 B-36 crewmen, fifty ground crew personnel and staff personnel. The remaining personnel who were TDY with the wing were airlifted back to Loring via MATS.[33]

On 2 November, the first of twenty KC-97 aircraft of the 42d Air Refueling Squadron left Loring for a sixty-day TDY to Thule AFB,

---

28. SAC GO 10, 24 Feb 53.
29. SAC GO 3, 27 Jan 54.
30. SAC GO 17, 15 Mar 54.
31. See Exhibit #2, Annex G to 42BW OPORD 322-55, 8 Oct 55.
32. 42BW OPORD 320-55, "Logistics".
33. Ref 45th Air Div Hist Rept, 1-31 Oct 55 (RCS: AFS-D4).



0636

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Greenland.[34] Throughout the TDY, the squadron was under the operational responsibility of Eighth AF and the control responsibility of the Thule SAC Task Force Commander.[35] Maj. Willie H. Sountag, USAF, was still in command of the squadron during the rotation. In support of this AMIPS TDY, the wing deployed a total of eighty-two officers and 296 airmen while air base group sent four officers and 100 airmen.[36] The combined total of personnel TDY was 485.

Division strength in airmen for November showed a total of 3,294 assigned during the month with a decrease of fifty-three airmen from the first of the month showing a deficiency from the air division total of 4,[illegible].[37] Officer strength showed 62[illegible] for November with an increase of seven over the beginning of the month.[38] A deficiency still existed from the authorized total of 67[illegible] officers.[39]

---

34. 2nd AMIPS Unit Hist Rept, 1-30 Nov 55 (LAFT BCD) (SK-S2).
35. Ibid., Col. L. C. Lewis, USAF.
36. 2nd AMIPS OPORD 324-55, 20 Oct 55, Annex D App. 1.
37. See Exhibit #3, Daily Strength Reports, 1 and [illegible] Nov 55.
38. Ibid.
39. Ibid.

0637

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## THE MISSION AND ITS IMPLEMENTATION

### Over-All Mission

The 45th Air Division was activated, primarily, to administer a force capable of flying strategic bombardment operations in any part of the world.[1] In performing this task, the latest technical knowledge and advanced weapons are utilized.[2]

In addition to long-range bombardment, air-to-air refueling is a part of the division mission.[3] The 42d Bomb Wing provides the bombardment, air-to-air refueling and aircraft maintenance portion of the division mission.[4] The 42d Air Base Group provides the base support needed by the tactical organizations.

The air base group also performs another vital part of the mission of the 45th Air Division: staging support.[5]

Other tasks of the division, secondary in nature, are training USAF Reserve personnel and/or units and participation in civilian emergencies, such as disaster relief.[6]

Aircrews and ground support units are constantly tested in their work to maintain a high degree of proficiency.[7]

---

1. 8th AF Reg 23-13, 15 Nov 54, as amended.
2. Ibid.
3. 8th AF Reg 23-13A, 14 Jan 55.
4. 8th AF Reg 23-9, 1 Apr 54, as amended.
5. Loring AFB est. as SAC provisional task force [SAC GO 40, 31 May 54].
6. 8th AF Reg 23-13, 15 Nov 54, para 3d.
7. Wing flies long-range simulated bombardment missions using operation orders from higher hq. Missions are related to EWP.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## Staging Support

On 11 and 12 November, Operation "Saddle Rock" was performed in support of six B-47 aircraft.[8] Support was also given on 22 and 23 November to fifteen KC-97 aircraft in Operation "Waltz Time".[9] On 26 November, thirty-five B-47 were supported by the 45th Air Division in a USCM and Evaluated Special Weapons exercise. The B-47s were from the 44th Bomb Wing, Lake Charles AFB, Louisiana.[10] This operation was named "Long Run."

## Operation "Sea Legs" Redeployment

The 42d Bomb Wing redeployed to the Zone of Interior on 17, 18 and 19 November 1955 in approximately the same wave strength as employed on the deployment phase.[11] Aircraft were launched and arrived at the southern tip of Greenland (59°40'N-44°00'W) at sun up.[12] They flew two hours of low altitude formation, climbed to 30,000 feet and flew two hours of high altitude formation.

## Operation "Show Boat"

On 2 November, 20 KC-97 aircraft of the 42d Air Refueling Squadron departed Loring for Thule AFB, Greenland and arrived there in the twilight period.[13] The unit departed TDY for approximately 60

8. WDC Unit Hist Rept, 1-30 Nov 55 (RCS: ISO-D2).
9. Ibid.
10. 45AD OPORD 340-55, 22 Nov 55.
11. 42BW OPORD 322-55, Annex C, 8 Oct 55.
12. Ibid.
13. 42d ARRFS Unit Hist Rept, 1-30 Nov 55 (RCS: ISO-D2).



0639

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

days[14] for the purpose of 1) providing air refueling support to SAC units overflying in the Thule area and 2) familiarizing unit personnel with operating conditions in forward areas.[15] Support was rendered the 42d Air Refueling Squadron by an AX Operations Control Team at Loring by personnel of Headquarters, 42d Bomb Wing;[16] 42d Field Maintenance Squadron provided personnel and maintenance support; 42d Periodic Maintenance Squadron provided the required maintenance support; 42d Armament and Electronics Squadron supplied personnel plus electronic maintenance support and the 42d Tactical Hospital provided personnel and equipment for the necessary medical support required.[17]

The flight schedule for the deployment consisted of six flights.[18] The first four flights consisted of four aircraft each and the last two flights had two aircraft each. With the first aircraft due to arrive at Thule during the twilight hours, the last flight took off 24 hours after the first aircraft left the ground at Loring.[19]

The mission ran an average of eight hours per aircraft with a total of 167:50 hours logged during the deployment phase.[20] Of the 18 aircraft to arrive at Thule on 2 November, 18 aircraft were reported to the Commander, 8th AF, as being on ready status.[21]

---

14. 42BW OPORD 329-55, 20 Oct 55.
15. Ibid.
16. SAC Reg 55-16.
17. 42BW OPORD 329-55, Annex D, Appx 1.
18. 42d ARRFS Unit Hist Rept, 1-30 Nov 55.
19. Ibid.
20. Ibid.
21. ZIPPC Msg. 11-36 03/0300Z Nov.



0640

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The first committment the air refueling squadron had after its arrival at Thule was Operation "Saddle Rock".[22] The mission of "Saddle Rock" was to accomplish rotation of the 98th Bomb Wing/Air Refueling Squadron to the UK and to redeploy the 140th Bomb Wing/Air Refueling Squadron to the ZI.[23] Also, the squadron conducted a USCM in conjunction with the deployment of the 98th Bomb Wing.

Severe maintenance difficulties were encountered on the first mission of Operation "Saddle Rock". As of one hour before take-off, only one aircraft was in commission, where twelve aircraft were required.[24] By take-off time, ten KC-97s had been put into shape and the mission was flown successfully.[25] The first day showed a total of 101:25 hours logged for the operation.[26]

Other single refueling missions were flown as well as navigation flights. A total of 510:10 were flown during the month and a total of 870,932 pounds of jet fuel transferred.[27]

Proficiency Training

The 42d Air Refueling Squadron's rotation to Thule, exercised training under "50-8" and "51-19" requirements (see above, Operation "Show Boat").[28]

---

22. 8th AF OPORD 394-55.
23. 42d ARRFS Unit Hist Rept, 1-30 Nov 55.
24. Ibid., See maintenance chapter, p.15.
25. 42d ARRFS Unit Hist Rept.
26. Ibid.
27. Ibid.
28. Tng. IAW SAC Reg's 50-8, 16 May 55 & 51-19, 1 Aug 55. Tng Prog at Thule was accomplished IAW SAC Ltr, DOTRF, SubJ: "Responsibility for Tng", 12 Nov 54.



0641

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Nov 55

# INDEX


| | | |
|---|---|---|
| 1. | Flying Safety | 1 Page |
| 2. | Flying Time | 1 Page |
| 3. | Aircraft Commission Status | 2 Pages |
| 4. | Base Supply Effectiveness | 1 Page |
| 5. | Status of Motor Vehicles | 1 Page |
| 6. | Housing Status | 1 Page |
| 7. | Incidents | 4 Pages |
| 8. | Ground Safety | 3 Pages |
| 9. | Separations vs Reenlistments | 1 Page |
| 10. | Comptroller | 6 Pages |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## FLYING SAFETY

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| **PRIMARY AIRCRAFT:** | | | | | | |
| Hours Flown | 1663 | 1691 | 1392 | 1629 | 1236 | 1113 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |
| **ADMINISTRATIVE AIRCRAFT:** | | | | | | |
| Hours Flown | 467 | 434 | 478 | 366 | 423 | 338 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |

SOURCE: Flying Safety Office, RCS: 1-AF-A1

FLYING SAFETY



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## FLYING TIME

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| B-25 | 140 | 113 | 115 | 96 | 110 | 109 |
| C-45 | 89 | 110 | 95 | 52 | 72 | 10 |
| C-47 | 122 | 121 | 129 | 156 | 145 | 162 |
| C-119 | 51 | 43 | 73 | 24 | 45 | 35 |
| H-19 | 54 | 47 | 34 | 38 | 51 | 29 |
| TOTAL | 447 | 434 | 445 | 366 | 423 | 338 |

SOURCE: ROS: 1-AF-A1

| | | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|---|
| 121 BW | Prog | 1090 | 1081 | 903 | 1100 | 1236 | 964 |
| | Act | 1098 | 1087 | 923 | 1000 | 1236 | 1113 |
| | /Acft | 33 | 34 | 28 | 30 | 32 | 31 |
| 69th | Prog | 330 | 350 | 300 | 355 | 30 | 301 |
| | Act | 312 | 331 | 306 | 334 | 396 | 321 |
| | /Acft | 31 | 33 | 28 | 30 | 33 | 24 |
| 70th | Prog | 396 | 334 | 303 | 365 | 396 | 320 |
| | Act | 369 | 372 | 304 | 344 | 41 | 274 |
| | /Acft | 30 | 34 | 28 | 32 | [illegible] | 27 |
| 75th | Prog | 366 | 397 | 300 | 380 | 325 | 343 |
| | Act | 354 | 360 | 313 | 321 | 420 | 273 |
| | /Acft | 32 | 33 | 28 | 29 | 35 | 25 |
| 428 ARS | Prog | 38 | 613 | 474 | 591 | * | * |
| | Act | 605 | 606 | 469 | 629 | 432 | * |
| | /Acft | 29 | 29 | 22 | 30 | * | * |

* Due to TDY movement, information is not available.

0644

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS
AIR BOMBARDMENT WING (H)

B-36s

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| Hours on Hand | 22806 | 23901 | 24152 | 23760 | 18023 | 20697 |
| Hours In Commission | 14980 | 18181 | 16907 | 17673 | 10905 | 15208 |
| Rate | 65 | 76 | 73 | 74 | 68 | 74 |
| Hours Out of Commission | 7826 | 5720 | 6045 | 6187 | 5115 | 5490 |
| Rate | 35 | 24 | 25 | 26 | 32 | 26 |
| Hours AOCF | 626 | 33 | 91 | 204 | 378 | 185 |
| Rate | 3 | 0 | 0 | 1 | 3 | 1 |
| Hours AOCM | 4074 | 2668 | 3128 | 3252 | 3071 | 4322 |
| Rate | 18 | 11 | 13 | 14 | 19 | 21 |
| Hours Other Time | 3126 | 3019 | 2826 | 2731 | 1666 | 953 |
| Rate | 14 | 13 | 12 | 11 | 10 | 4 |
| Average Aircraft Possessed | 31.7 | 32.1 | 33 | 33 | 32 | 31.6 |

SOURCE: MCS: 1-AF-A1

AIRCRAFT COMMISSION STATUS

0645

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS

| | 68th Bm Sq | | 70th Bm Sq | | 74th Bm Sq | | 441 ARS | |
|---|---|---|---|---|---|---|---|---|
| | OCT | NOV | OCT | NOV | OCT | NOV | OCT | NOV |
| Hours on Hand | 5642 | 7920 | 5004 | 6374 | 5377 | 6981 | 18111 | [illegible] |
| Hours in Commission | 3343 | 5057 | 3727 | 4993 | 3843 | 5149 | 11842 | [illegible] |
| Rate | 59 | 64 | 74 | 78 | 71 | 81 | 65 | [illegible] |
| Hours Out of Commission | 2299 | 2863 | 1282 | 1381 | 1534 | 1236 | 4427 | [illegible] |
| Rate | 41 | 36 | 26 | 22 | 29 | 19 | 27 | [illegible] |
| Hours AOCP | 152 | 42 | 96 | 144 | 170 | 0 | 383 | [illegible] |
| Rate | 3 | 0 | 1 | 2 | 3 | 0 | 2 | 11 |
| Hours AOCM | 1499 | 2378 | 512 | 978 | 1060 | 986 | 2718 | [illegible] |
| Rate | 27 | 30 | 10 | 16 | 20 | 15 | 17 | 31 |
| Hours Other Time | 648 | 442 | 714 | 259 | 304 | 250 | 1370 | [illegible] |
| Rate | 11 | 6 | 15 | 4 | 6 | 4 | 8 | 1 |
| Average Aircraft Possessed | 11 | 11 | 10.6 | 10 | 10.4 | 10.6 | * | * |

SOURCE: RCS: 1-AF-A1

* Due to TDY movement, information is not available.

0646

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## BASE SUPPLY EFFECTIVENESS

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| Depot Supply Action | 74 | 73 | 79 | 72 | 74 | [illegible] |
| Base Supply Action | 73 | 71 | 69 | 81 | 72 | [illegible] |
| Reparable Action | 100 | 100 | 97 | 98 | 96 | [illegible] |
| Stock Record Cards | 25287 | 25713 | 22894 | 21337 | 23097 | [illegible] |
| Line Items Processed | 22007 | 20600 | 28859 | 21340 | 19997 | [illegible] |
| Percent Inventory Taken | 100 | 18 | 35 | 51 | 61 | [illegible] |
| Percent Inventory Error | 4/8 | 6.7 | 5/6 | 4 | 4 | [illegible] |
| Line Items In LF Store | 7000 | 6700 | 6650 | 6690 | 6655 | [illegible] |
| Line Items Issued LF Store | 1918 | 1722 | 1754 | 2044 | 1964 | [illegible] |
| Pipeline Time - Days | | | | | | |
| GSA Store Items | 41 | 28 | 20 | 31 | 46 | [illegible] |
| GSA Supplies | 35 | 25 | 17 | 33 | 47 | [illegible] |
| Local Purchase | 30 | 21 | 19 | 23 | 35 | [illegible] |

SOURCE: MCSI AF-61

BASE SUPPLY EFFECTIVENESS

0647

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATUS OF MOTOR VEHICLES

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| Vehicle Days Assigned | 24360 | 26042 | 25323 | 24086 | 26009 | 25200 |
| Days VDF | 424 | 415 | 966 | 966 | 168 | 296 |
| Rate | 1.7 | 1.6 | 3.8 | 4.5 | .6 | 1.2 |
| Days VDM | 937 | 620 | 763 | 796 | 660 | 839 |
| Rate | 3.9 | 2.4 | 3.0 | 3.3 | 2.7 | 3.3 |
| Total Vehicle Days Lost | 1316 | 1035 | 1729 | 1762 | 828 | 1138 |
| Rate | 5.6 | 4.0 | 6.8 | 8.7 | 3.2 | 4.5 |
| Air Division Vehicles Authorized | 877 | 877 | 877 | 877 | 877 | 877 |
| Air Div & Tenant Veh Assigned | 812 | 840 | 833 | 836 | 890 | 840 |

SOURCE: RCS: SAC-A1

STATUS OF MOTOR VEHICLES

0648

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## HOUSING STATUS

| | AUG | OCT | NOV |
|---|---|---|---|
| Spaces Available | 5301 | 5303 | 5303 |
| Spaces Occupied | 2920 | 2908 | 2830 |
| Family Housing | | | |
| Officers: | | | |
| Completed | 60 | 80 | 80 |
| Occupied | 16 | 21 | 27 |
| Airmen: | | | |
| Completed | 160 | 160 | 160 |
| Occupied | 200 | 186 | 172 |

* A portion of the Officer's Housing Area is being used to house Airmen families on a temporary basis.

| | AUG | OCT | NOV |
|---|---|---|---|
| Cherry-Officers: | | | |
| Completed | 112 | 112 | 112 |
| Occupied | 284 | 308 | 294 |
| Cherry-Airmen | | | |
| Completed | 940 | 940 | 940 |
| Occupied | 972 | 975 | 942 |
| Local Areas** | | | |
| Officers | 175 | 50 | 45 |
| Airmen | 802 | 894 | 919 |
| Civilians | 436 | 432 | 457 |

**Includes 54th AAA & 306th

SOURCE: RCS: 1-AF-21, Base Housing Office



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

INCIDENTS

| | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|---|
| Traffic Accidents (Military & Civilian): | | | | | | |
| On Base | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Off Base | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Traffic Violations (Military & Civilian): | | | | | | |
| On Base | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Off Base | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Security Violations | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Serious Crimes | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Drunk and Disorderly | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Insubordinate Conduct | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Larceny, Housebreaking, Burglary, & Robbery | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

SOURCE: MCO, AF-I

[illegible]

0650

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0651

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

VENERAL DISEASE

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| 4th Bn | 1 | 0 | 0 | 0 | 0 | 0 |
| 64th Bn Sq | 0 | 0 | 0 | 0 | 1 | 0 |
| 70th Bn Sq | 0 | 0 | 1 | 0 | 0 | 1 |
| 74th Bn Sq | 0 | 0 | 0 | 0 | 1 | 1 |
| 426 FMS | 0 | 0 | 0 | 0 | 1 | 0 |
| 426 FMS | 1 | 0 | 0 | 1 | 1 | 0 |
| 426 AAB Sq | 0 | 0 | 0 | 0 | 0 | 1 |
| 426 TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 426 ARS | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 4 | 0 | 1 | 1 | 4 | 4 |

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| Sq 426th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Sq 426 AB Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 426 Chem Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 426 Supp Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 426 Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 426 AF Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 426 Fld Sv Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 426 Inst Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 401st Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 426th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 1 | 0 | 0 | 0 | 0 |

SOURCE: Preventive Medicine Office



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A W O L ' S

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| Sq 42d BW | 0 | 1 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 3 | 1 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 71th Bm Sq | 0 | 0 | 0 | 2 | 0 | 1 |
| 42d FMS | 0 | 0 | 3 | 0 | 0 | 0 |
| 42d FMS | 0 | 1 | 0 | 0 | 0 | 2 |
| 42d ASA Sq | 0 | 0 | 0 | 2 | 0 | 0 |
| 42d TAC Hosp | 1 | 1 | 0 | 0 | 1 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 1 | 0 |
| TOTAL | 1 | 3 | 3 | 5 | 2 | 3 |

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| Sq 42d AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Sq 42d AS Gp | 0 | 1 | 1 | 0 | 0 | 0 |
| 42d Clms Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 0 | 1 | 0 | 0 | 0 | 0 |
| 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d AP Sq | 0 | 0 | 1 | 0 | 0 | 0 |
| 42d Fd Sv Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42 Inst Sq | 0 | 1 | 1 | 0 | 0 | 0 |
| 4036th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 2 | 3 | 0 | 0 | 0 |

SOURCE: Provost Marshal



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

GOVERNMENT VEHICLE ACCIDENTS

| | JUN | JUL | AUG | SEP | OCT | NOV | | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hq 2Ad DW | 0 | 0 | 0 | 0 | 0 | 0 | Hq 26th AD | 0 | 1 | 0 | 1 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | Hq 2Ad AD Gp | 1 | 0 | 1 | 1 | 0 | 0 |
| 70th Bm Sq | 1 | 0 | 0 | 0 | 0 | 0 | 2Ad Opns Sq | 0 | 0 | 0 | 0 | 0 | 1 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 1 | 1 | 2Ad Supp Sq | 0 | 0 | 0 | 0 | 0 | 1 |
| 2Ad FMS | 0 | 0 | 0 | 0 | 0 | 0 | 2Ad Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 1 |
| 2Ad FMS | 0 | 0 | 0 | 0 | 0 | 0 | 2Ad AP Sq | 0 | 0 | 0 | 1 | 0 | 0 |
| 2Ad AAE Sq | 0 | 0 | 0 | 0 | 0 | 0 | 2Ad Fd Sv Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 2Ad TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 | 2Ad Tun Sq | 0 | 0 | 0 | 0 | 1 | 0 |
| 2Ad ARS | 0 | 0 | 1 | 0 | 0 | 0 | 2Ad Hq Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | 2Ad Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1 | 0 | 0 | 0 | 0 | 0 | TOTAL | 2 | 0 | 0 | 1 | 1 | 1 |

SOURCE: Ground Safety Office

0654

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0655

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CIVILIAN PERSONNEL INJURIES

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| Hq 42d Bm Wg | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d A&E Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 |

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d AF Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Fd Sv Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Inst Sq | 1 | 0 | 0 | 0 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1 | 0 | 0 | 0 | 0 | 0 |

SOURCE: Ground Safety Office



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SEPARATIONS vs REENLISTMENTS

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| Sq 42d BW | 9/1 | 6/2 | 4/1 | 2/2 | 5/2 | 2/0 |
| 99th Bm Sq | 7/0 | 16/2 | 15/6 | 8/1 | 4/2 | 11/0 |
| 100th Bm Sq | 6/2 | 4/0 | 8/2 | 6/2 | 14/[illegible] | 12/1 |
| 346th Bm Sq | 1/1 | 12/1 | 16/7 | 11/12 | 10/4 | 11/1 |
| 42d FMS | 1/1 | 3/1 | 10/3 | 12/0 | 8/0 | 2/1 |
| 42d FMS | 14/2 | 14/2 | 17/6 | 21/9 | 14/12 | 2/1 |
| 42d A&E Sq | 9/3 | 10/1 | 7/2 | 8/1 | 6/2 | 3/1 |
| 42d TAC Hosp | 1/1 | 10/3 | 8/3 | 12/3 | 7/1 | 7/2 |
| 42d ARS | 1/0 | 2/0 | 5/3 | 2/1 | 5/2 | 4/0 |
| TOTAL | 56/13 | 91/35 | 92/31 | 79/15 | 65/33 | 77/10 |

| | JUN | JUL | AUG | SEP | OCT | NOV |
|---|---|---|---|---|---|---|
| Sq 45th AD | 3/0 | 0/0 | 4/1 | 7/0 | 0/0 | 0/0 |
| Sq 42d AD Gp | 3/2 | 2/4 | 12/2 | 17/1 | 7/1 | 0/0 |
| 42d Opns Sq | 5/2 | 7/1 | 11/3 | 4/1 | 5/0 | 0/0 |
| 42d Supp Sq | 4/4 | 12/1 | 8/3 | 12/2 | 11/1 | 11/0 |
| 42d Mtr Veh Sq | 18/1 | 25/1 | 20/3 | 21/9 | 16/3 | 12/3 |
| 42d AF Sq | 4/2 | 11/4 | 10/2 | 11/1 | 5/2 | 14/3 |
| 42d Fd Sv Sq | 1/1 | 14/2 | 6/4 | 15/3 | 8/2 | 3/4 |
| 42d Inst Sq | 10/3 | 20/4 | 11/1 | 9/3 | 10/3 | 4/2 |
| 42d4th Hosp | 1/1 | 1/0 | 0/0 | 1/0 | 0/0 | 0/0 |
| 501th Band | | | 1/0 | 0/0 | 0/0 | 2/0 |
| TOTAL | 60/20 | 93/21 | 81/18 | 110/26 | 80/21 | 65/18 |

SEPARATIONS / REENLISTMENTS

SOURCE: Recruiting and Separation Office

SEPARATIONS vs REENLISTMENTS

0657

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## ASSETS

The assets or goods and property owned and operated by Loring Air Force Base are:

| | |
|---|---|
| Inventories (Controlled by Base Supply) | $ 26,112,470.06 |
| Equipment in Use - OAL | 14,357,705.72 |
| Equipment in Use - Other | 5,480,704.48 |
| Land & Land Improvements | 1,709,282.79 |
| Pavement & Runways | 13,781,527.55 |
| Buildings and Structures | 47,521,731.40 |
| Utility Plants & Systems | 30,781,781.57 |
| Construction in Progress | 372,988.40 |
| Accounts Receivable (Money owed to Loring) | 52,705.57 |
| Total Assets | $ [illegible],168,012.74 |

In addition there is approximately $111,700,000 worth of aircraft assigned to Loring Air Force Base.

COMPTROLLER - BUDGET & ACCOUNTING DIV

0658

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE MAINTENANCE AND OPERATIONS (LSS FUNDS - FY 1956)

Obligations to 30 November 1955:

| | | | |
|---|---|---|---|
| Fuel Oil | $215,709 | Commercial Communications | 48,146 |
| Gasoline | 72,652 | Commercial Transportation | 86,489 |
| Motor & Lub Oil | 22,896 | FICA | 3,516 |
| Supplies Issued - LP Store | 246,002 | Travel | 60,777 |
| Equipment | 38,821 | Laundry & Dry Cleaning | 9,309 |
| Cont Maint of Motor Vehicles | 10,961 | Cont Maint of Real Property | 21,332 |
| Cont Maint of Equipment | 354 | Civilian Personnel | 714,365 |
| Cont Services | 3,667 | Off-Duty Education Program | 329 |
| Purchased Utilities | 1,193 | | |
| | | TOTAL: | $1,537,018 |

CONTROLLER - BUDGET & ACCOUNTING DIV

0659

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FINANCE OPERATING DATA

| | SEP | OCT | NOV |
|---|---|---|---|
| Gross Disbursements | $1,727,848 | $2,219,790 | $1,687,239 |
| Gross Collections | 289,496 | $ 516,953 | $ 147,668 |
| Personnel Salaries | | | |
| Officers | $ 317,250 ( 714) | $ 309,640 ( 675) | $ 308,561 ( 728) |
| Airmen | $ 545,012 (5164) | $ 412,158 (3981) | $ 484,230 (5357) |
| Civilians | $ 163,729 ( 547) | $ 167,860 ( 555) | $ 178,133 ( 602) |
| Total Personnel Salaries | $1,025,991 (6426) | $ 889,658 (5211) | $ 970,924 (6687) |
| Travel & Per Diem Vouchers | 732 | 1038 | 648 |
| Commercial Vouchers | 1,958 | 808 | 1005 |
| Commercial Discounts Taken | $ 625 | $ 342 | $ 495 |
| Mil Pay Records Transferred | 87 | 70 | 140 |
| Number of Sep Pymts (Excl of Reenl) | 141 | 210 | 166 |
| Savings Bonds | $ 10,069 | $ 25,069 | $ 4,313 |
| Treasury Checks Written | 6,349 | 6,581 | 4577 |
| Authorized Personnel | 27 | 26 | 26 |
| Assigned Personnel | 22 | 20 | 20 |

Figures in Parenthesis Equal Number of Personnel Paid

CONTROLLER - FINANCE OFFICE

0660

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STRENGTH DATA - AS OF 30 NOVEMBER 1955

| | OFF | | AMN | | CIV | | | OFF | | AMN | | CIV | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD | | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD |
| Hq 45th AD | 10 | 7 | 7 | 8 | 3 | 3 | Hq 42d AB Gp | 56 | 59 | 250 | 291 | 73 | 72 |
| Hq 42d BW | 47 | 52 | 126 | 114 | 3 | 3 | 42d Opns Sq | 11 | 9 | 161 | 178 | 3 | 2 |
| 69th Bm Sq | 109 | 96 | 229 | 203 | 0 | 0 | 42d Supp Sq | 18 | 14 | 345 | 281 | 96 | 99 |
| 70th Bm Sq | 109 | 98 | 229 | 223 | 0 | 0 | 42d Mtr Veh Sq | 6 | 4 | 207 | 158 | 36 | 32 |
| 75th Bm Sq | 109 | 98 | 229 | 207 | 0 | 0 | 42d AP Sq | 10 | 6 | 342 | 262 | 0 | 0 |
| 42d PMS | 5 | 6 | 246 | 177 | 0 | 0 | 42d Fd Sv Sq | 4 | 2 | 266 | 210 | 0 | 0 |
| 42d FMS | 8 | 8 | 654 | 535 | 32 | 31 | 42d Inst Sq | 6 | 7 | 273 | 233 | 309 | 250 |
| 42d A&E Sq | 12 | 9 | 303 | 387 | 0 | 0 | 524th Band | 1 | 0 | 19 | 16 | 0 | 0 |
| 42d ARS | 100 | 106 | 250 | 210 | 0 | 0 | | | | | | | |
| 42d TAC Hosp | 36 | 28 | 137 | 117 | 0 | 0 | TOTAL 45th AD | 673 | 627 | 4292 | 3821 | 590 | 526 |
| 4034th USAF H | 16 | 18 | 19 | 14 | 35 | 34 | TENANT : PERS | 141 | 126 | 1171 | 1232 | 74 | 52 |
| | | | | | | | LAFB TOTAL | 814 | 753 | 5463 | 5056 | 664 | 578 |

SOURCE: Manpower Office, Morning Reports

COMPTROLLER - STATISTICAL SERVICES DIV

0661

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MANHOUR UTILIZATION
42D BOMB WING - NOVEMBER 1955

| UNIT | Direct | Prod Indirect | Non Prod Indirect | Absent | Loaned | Over Time | Borrowed | Assigned | Avail |
|---|---|---|---|---|---|---|---|---|---|
| Hq 42d BW | | 3971.4 | 23.0 | 2037.5 | 360.3 | 306.4 | 300.8 | 5785.0 | 3996.4 |
| 69th Bm Sq | 9385.0 | 1799.5 | 211.0 | 3411.5 | 24.0 | 172.0 | 356.0 | 7303.0 | 4395.5 |
| 70th Bm Sq | 2275.6 | 2991.5 | 12.5 | 4619.5 | 629.0 | 659.0 | 646.0 | 9222.9 | 5279.0 |
| 75th Bm Sq | 2216.5 | 2786.2 | 47.0 | 4468.9 | 156.0 | 485.0 | 212.0 | 8777.0 | 5049.7 |
| 42d ARS | 305.0 | 832.5 | 11.5 | 957.0 | | 124.0 | 6.0 | 1970.0 | 1149.0 |
| 42d A&E Sq | 6039.8 | 13536.5 | 3822.7 | 17872.5 | 595.5 | 1517.2 | 158.0 | 40191.8 | 22396.0 |
| 42d FMS | 22456.0 | 18348.1 | 1297.2 | 26158.1 | 5219.6 | 3144.1 | 3082.4 | 67254.3 | 41009.2 |
| 42d FMS | 9237.4 | 6968.9 | 60.5 | 10153.0 | 1975.5 | 1180.9 | 506.6 | 26107.6 | 15866.8 |
| 42d Opns Sq | 2593.5 | 3071.0 | 58.5 | 3754.8 | 115.5 | 946.3 | 84.0 | 8883.0 | 5723.0 |
| Total | 47508.8 | 53705.6 | 5545.9 | 73432.8 | 9075.4 | 8536.9 | 5551.8 | 175178.6 | 106757.7 |

SOURCE: SAC-U22, Part 4

COMPTROLLER - STATISTICAL SERVICES DIV

0662

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0663

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0664

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LORING AIR FORCE BASE

NOVEMBER 1955

# FIGGERS & FACTS

PERSONAL COPY OF I.S.O.

PREPARED BY: DIRECTOR OF COMPTROLLER - MANAGEMENT ANALYSIS DIVISION

0665

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The "50-24" ground school, operated by the air base group training flight, successfully completed seven B-36 crews.[29]

B-36s flew 788 hours in November; KC-97s flew a total of 325 hours in November.[30]

29. 42d Ops Sqdn Unit Hist Rept, 1-30 Nov 55 (RCS: ISC-D2).
30. Air Rflg Air Tng Rept, 1-30 Nov 55 (4-SAC-T12) & Combat Crew Air Tng Rept, 1-30 Nov 55 (1-SAC-T12).



0666

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## EXPERIMENTS AND DEVELOPMENTS

### Flight Line Construction

Most flight line projects were nearing completion in November.[1] The high-intensity runway lighting was fifty-four per cent complete, heavy parking apron stub was ninety-eight per cent complete.[2]

Completed during the month and put into use were the North-South runway extensions.[3] Two concrete paved blast pads were also completed and were made available for use.[4]

Taxiway shoulders and stabilizing hangar area had reached a point of ninety-nine per cent completion and will be turned over to the base for use sometime in December.[5]

Of the eleven multi-purpose hangars under construction, six were completed during November and given over to the Air Force, but have not been put into use until final clean-up is made.[6] The other five will be completed during the spring.[7]

Transfer of the new "double-cantilever" maintenance hangar took place on 3 November.[8] Official transfer has not yet taken place although maintenance functions were gotten under way in November.[9] The structure

1. See Exhibit #4, AIO Prog Stat Rept MCP FY 51-55(30 Nov 55).
2. Ibid.
3. Ref 45 Air Div Hist 1-31 Oct 55 RCS: AU-D5).
4. Interview, Mr. O.F. Gagnon, USED Supdt, by author 30 Dec 55 in Corps of Engrs. (LAFB).
5. See Exhibit #4.
6. Interview, Mr. O.F. Gagnon.
7. Ref 45th Air Div Hist, 1-31 Oct 55.
8. Interview, Mr. O.F. Gagnon.
9. Ibid.



0667

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

is for B-36 maintenance and for B-52 maintenance when the wing is converted.[10] On 22 November 55, a contract was awarded for electrical modifications in the hangar.[11] The estimated cost of the new hangar is five and one-half million dollars.[12]

Over-all Base Construction

Construction has progressed on the two GLOBECOM facilities at North Lynden and Parem, Maine.[13] As of 30 November, the transmitter and receiver sites have reached a completion stage of 95 and 87 per cent, respectively.[14]

The new base structural fire station was completed to 79 per cent by 30 November.[15] Turned over to AIO on 22 November was the extensions to the high temperature hot water distribution system for the multi-purpose hangars.and also completed was the deisel electric plant to house the additional 2500 KW deisel electric generator.[16]

Snow Removal Operations

Snow removal operations were conducted on a small scale in November due to the small amount of snow that fell.[17] Snow removal headquarters was established in air installations. Project personnel were processed and trained. Obstacles that would hinder snow removal

10. Ref 45 Air Div Hist 1-31 Oct 55.
11. Interview, Mr. O.F. Gagnon.
12. See Exhibit #5, Acft. Maint. Hangar.
13. Ref 45 Air Div Hist 1-31 Oct 55.
14. See Exhibit #4.
15. Ibid.
16. Mr. O.F. Cagnon.
17. Interview, Mr. M. Jalbert, AIO Supdt., by author 6 Jan 56 in ISO.



0668

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

equipment were marked and 2000 cubic feet of sand were stockpiled for use on the runways.[18]

## Snow Removal Tests

Construction was still under way during the month on the experimental heating pad.[19] All of the steel work was completed and all calculating instruments were installed.[20] The bituminous area south of the trench was finished and the slabs were put into place. All pumps and vessels were placed in the pump house and transformers were placed to the pump house.[21] Electrical equipment were still in the process of being installed. Four low temperature oil coils were tested and were ready for operation by 30 November.[22]

---

18. Ibid.
19. Ref 45th Air Div Hist 1-31 Oct 55.
20. Interview, Mssrs. G.A. Rogers & A.H. Barrett, Chief Engrs. Amer. Hydrotherm Corp., 6 Jan 56 on flt line (LAFB).
21. Ibid.
22. Ibid.



0669

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## MAINTENANCE AND SUPPLY

### Maintenance in the UK(1-17 Nov)

During the period of 1-17 Nov 55, fourteen aborts were recorded in the UK of which two aborts were ground and twelve airborne.[1] Thirty-one sorties were flown with a 45.1% abort rate.[2]

Maintenance personnel were hampered by bad weather throughout this period.[3] Due to the lack of open side docks, personnel were forced to do maintenance on aircraft in open areas during the poor weather.[4]

### Maintenance at Thule

While at Thule, the 42d Air Refueling Squadron experienced a great deal of difficulty keeping aircraft in commission. In evaluating the situation, the following was stated on 8 November:[5]

> "The squadron was still experiencing difficulties with the aircraft. Most of the aircraft would experience carburetor-icing, inoperative fuel flow, meters, frozen selector valves, by-pass valves frozen open plus numerous other discrepancies. Three aircraft experienced ground fires-with not much damage caused."

On 9 November, a majority of the KC-97s were in no condition to fly and the squadron was placed in an abort condition by Col. L.C. Lewis, the Base Commander.[6] Water and contamination in carburetors

1. ZIPPO Msg. 11481, Ø8/195Øz Dec.
2. Ibid.
3. Interview, M/SGT. C.I. Goodwin, NCOIC, Prod. Anal. on 5 Jan 56 at Maint. Control.
4. Ibid.
5. 42d ARFS Unit Hist Rept, 1-30 Nov 55 (ISO-D2).
6. Ibid.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

and fuel lines was found to be the source of trouble.[7] Throughout the next five days, all carburetors on the aircraft were removed, drained of all water content, cleaned and new gaskets installed. This alleviated much of the trouble.[8]

Supply at Thule

A total of 66 tons of cargo was deployed with the 42d Air Refueling Squadron to Thule for the 60 day TDY.[9] All participating squadrons took the necessary equipment essential to the accomplishment of the mission.[10] Eight R-4360-59 built-up engines and two R-4360-59 raw engines were deployed along with a complete Fly-Away Kit.[11] AFE was sent in accordance with SAC Form 651.

Over-all Maintenance Activities

B-36 type aircraft were in commission 70.4% of the time while KC-97s were in commission 57.4% of the time.[12] The B-36s spent 185 hours AOCP and 4342 hours AOCM. Hours for other types of repairs totalled 953.[13]

Supply Activities in General

Supply effectiveness[14] of Category A, which includes mostly aircraft parts, decreased slightly over the previous month.[15] Category

---

7. Ibid.
8. 42d ARRFS Unit Hist Rept, 1-30 Nov 55.
9. Ibid.
10. Outlined in 42d ARRFS Mob Plan, Part III. Wgt breakdown in 42BW OPORD 329-55, App2 Ann D.
11. 42BW OPORD 329-55, App 2, Ann D.
12. Rept of Acft Status & Purpose of Flt, 1-30 Nov 55 (RCS: 1-AF-A1).
13. See Exhibit #6, Figgers and Fax (command notebook).
14. Ibid.
15. 42d Sup Sqdn Unit Hist Rept, 1-30 Nov 55 (RCS: I3C-D2).



0671

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

B, which includes technical services such as ordance, engineering, signal and special hand tools in class 17B, remained about the same percentage factor as last month. Category A showed 89% effectiveness based on a total of 1,988 items issued of 2,430 line items requested. Category B showed 76% effectiveness with 899 items issued out of 1,253 items requested.[16] The two categories combined showed and over-all percentage effectiveness of 77% in November.

The 42d Motor Vehicle Squadron provided daily vehicle dispatch.[17]

Training committments were filled in Type I and Type II loadings by the special weapons crews. Sixty-six loadings were completed in Type I and twenty loadings completed in Type II.[18]

---

16. Ibid.
17. IAW SAC Reg 66-24, 1 Jan 55.
18. 42d Sup Sqdn Unit Hist Rept, 1-30 Nov 55.



0672

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## MAJOR PROBLEMS

### Personnel Problems

The effective manning situation for the period of 1-30 November 55 was reported by base personnel[1] on 6 December. Manning in required specialties showed 71.1% of 1,634 airmen assigned being effectively utilized. Bodily manned, the base (excluding wing) totalled 88.32%. The air base group, USAF Hospital and the 45th Air Division were authorized 1,850 airmen on 30 November but were 216 airmen short of filling those slots.

The main reasons for the continued regression and the impossibility of obtaining the maximum score of effectively assigned personnel was the same in November as in the previous months:[2] 1) skilled level airmen were being discharged and not reenlisting or reenlisting for other stations, 2) the requirement to support mandatory PCS shipments and 3) the small amount of skilled level airmen being assigned to this station--most new airmen were from basic training bases.

There was a shortage of 534 airmen in authorized AFSCs.[3] There were sixteen airmen transferred PCS from this station.[4] There were fifty-four airmen discharged who did not reenlist or reenlisted for another station.[5]

---

1. IAW Base Reg 170-4, 27 Sep 55. See Exhibit #7, "Monthly Evaluation of Operations" (effective manning).
2. Ref 45th Air Div Hist Repts, Jan thru Oct 55 (RCS: AD-26).
3. See Exhibit #7.
4. File, MIL-2, ABOP, 1-30 Nov 55.
5. File, MIL-2-1, MIL-15, ABOP, 1-30 Nov 55.



0673

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Action taken to alleviate the regression in November was to continue to upgrade all airmen who have completed OJT and have passed the Airmen Proficiency Test or the Air Force Job Knowledge Test. The number of airmen upgraded in air base group, the hospital and division during November to the 3, 5, and 7 levels were twenty-nine.[6] Sixty-eight airmen were placed on OJT to the 3, 5, and 7 levels in the above mentioned units.[7]

This action above plus the projected fifty-four airmen for the coming month for assignment to the air base group squadrons, USAF hospital and the 45th Air Division Headquarters, would help in the coming months to relieve the personnel shortages.

The "010" untrainable situation was also reviewed:[8] there were actually 120 airmen at the helper level who were being reflected against the over-all strength. There were 282 authorized helper level positions in the air base group squadrons, USAF Hospital and division. There were 507 helper level airmen assigned to the air base group and hospital--125 of these on OJT for apprentice level in various AFSCs. There were, in the air base group and hospital, 382 untrainable "010s" assigned in November.

The officer situation was principally the same as in October.[9] The per cent of ineffectively assigned officers was 11.2. The air base

6. File, MTL-3-1, ABGF, 1-30 Nov 55.
7. File, TRG-1, ABGF, 1-30 Nov 55.
8. See Exhibit #7.
9. Ibid.



0674

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

group squadrons, USAF Hospital and division headquarters were authorized 141 officers, assigned 116. These units, therefore, were 82.2% bodily manned with officers in November.

The reason for not obtaining maximum results was the 45th Air Division was short four officers, 42d Air Base Group (all units) was short 25 officers and the 4034th USAF Hospital was short seven officers. Shortages were in such critical areas such as the air division directorate of materiel.[10]

---

10. Ibid.



0675

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL*

45TH AIR DIVISION

NOVEMBER 1955

HEADQUARTERS, 45TH AIR DIVISION:

| | | |
|---|---|---|
| Commander | William K. Martin (1697A) | Brig. General |
| Director of Pers | John B. F. Dice (899A) | Colonel |
| Director of Mat | Fred W. Nudell (5711A) - additional duty | Lieut. Colonel |
| Director of Ops | Sam L. Barr (4235A) | Colonel |

42d AIR BASE GROUP:

| | | |
|---|---|---|
| Commander | Jackson W. Lewis (2116A) | Colonel |
| Deputy Commander | William W. Pannis (2466A) | Lieut. Colonel |
| Base Personnel Staff Officer | Fred C. Simpson (AO424142) | Lieut. Colonel |
| Base Materiel Staff Officer | Harry D. Terwilliger (AO1549990) | Major |
| Base Operations Staff Officer | Edward F. Fleming (AO 92825) | Major |
| Manpower & Organ Staff Officer | William A. Carter (3019A) | Lieut. Colonel |
| Base Comptroller | William B. Pequignot (AO364007) | Lieut. Colonel |
| Staff Judge Advocate | Carl R. Pearson (21796A) | Major |
| Base Chaplain | John J. Long (AO487098) | Lieut. Colonel |

* Roster of Officers 45AD (RCS: SAF-P1), 1-30 Nov 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL

| | | |
|---|---|---|
| Info Services Staff Officer | Charles R. Hughes (A03013363) | First Lieut. |
| Director of Safety | Lorenzo Caliendo (A0683963) | Major |
| Adjutant | Frank C. Elliott (A01533548) | Captain |
| Comdt, Hq Sqdn | Frank L. Wrigglesworth (A0431085) | Major |
| Comdr, 42d Air Pol Squadron | Robert R. Love (A0215113) | Lieut. Colonel |
| Comdr, 42d Instal Squadron | Ernest L. Buckley (17912A) | Major |
| Comdr, 42d Cps Squadron | Myron W. Graves (A0469149) | Major |
| Comdr, 42d Sup Squadron | Edwin C. Annis (A0747705) | Captain |
| Comdr, 42d Mtr Veh Squadron | Donald R. Kidd (A01038717) | Captain |
| Comdr, 42d Food Ser Squadron | Bertil E. Carlson (AW2201390) | WO3 |

4234th USAF HOSPITAL:

| | | |
|---|---|---|
| Commander | James S. Langford (26348A) | Lieut. Colonel |

0677

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ABBREVIATIONS

| | |
|---|---|
| AAF | Army Air Force |
| ABG | air base group |
| AD | air division |
| ADG | aviation depot group |
| ADDM | air division director of materiel |
| ADO | air division operations |
| ADVCN | advance reconnaisance |
| AEC | Atomic Energy Commission |
| AEE | absolute essential equipment |
| AF | Air Force |
| AIO | air installations office (officer) |
| ARRPS | air refueling squadron |
| APGC | Air Proving Ground Command |
| BW | bomb wing |
| DAF | Department of the Air Force |
| FY | fiscal year |
| GO | general order |
| IAW | in accordance with |
| LAFB | Loring Air Force Base |
| MCP | military construction program |
| OPORD | operation order |
| Oplan | operation plan |
| RCS | reports control system |
| SOP | standard operation policy |
| SAC | Strategic Air Command |
| TDY | temporary duty |
| T/O | technical order |
| UME | unit mission equipment |
| USED | U. S. Engineering Department |
| UK | United Kingdom |
| USCM | unit simulated combat mission |
| USAF | U. S. Air Force |
| WW II | World War II |
| WD | War Department |
| WCO | wing commander's office |
| WDM | wing director of materiel |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



BIBLIOGRAPHY

The information contained in this report, relative to the History of the 45th Air Division for November, 1955, was prepared and submitted under the provisions of Air Force Regulation 210-3, dated 11 March 1955, Strategic Air Command Regulation 210-1, dated 7 October 1952, and Eighth Air Force Regulation 210-1, dated 12 November 1952.

Under the provisions of Base Regulation 210-1, dated 4 April 1954, as amended,* organizations of the 45th Air Division submitted unit historical reports covering activities for the reporting period. Information contained in these reports, plus information from various other sources--the Loring AFB weekly publication, the Limelite, files of the 45th Air Division and personal interviews with key personnel of the base--was used to compile an outline of important division activities that occurred during the reporting period. This outline served as the basis to the final preparation of the narrative portion of this history. Pertinent supporting documents were made available by all agencies of the base.

Final preparation of the history concerned more extensive coverage of the above-mentioned reference material. The narrative portion of the history underwent periodic checks during the preparation to insure accuracy of facts and reporting.


Official Publications

SAC GO 69, 8 Oct 54
SAC GO 10, 25 Feb 53
SAC GO 17, 15 Mar 54
SAC GO 40, 31 May 55
SAC GO 18, 21 Apr 53
SAC GO 3, 27 Jan 54
SAC MAN 20-1, Dec 54
SAC REG 55-16, 28 Nov 55
SAC REG 66-24, 1 Jan 55
DAF GO 34, 15 Sep 54
AF REG 23-13, 15 Nov 54
Hq 45AD GO 10, 18 Jun 55
8th AF Reg 23-13, 15 Nov 54
8th AF Reg 23-13A, 14 Jan 55
8th AF Reg 23-9, 1 Apr 54
Base Reg 170-4, 27 Sep 55

Orders

42BW OPORD 322-55, 8 Oct 55
42ARRFS OPORD 329-55, 20 Oct 55
45AD OPORD 340-55, 22 Nov 55
8th AF OPORD 334-55, 19 Oct 55

Recurring Reports

Officers Roster 45AD (RCS: 8AF-P1), 30 November 55 and since activation
Unit Hist Repts, 45AD squadrons, and staff agencies, 1-30 Nov 55 (LAFB RCS: ISO-D2)
45AD and 42BW Hist Rept's, Jan thru Oct 55 (RCS: AU-D5)
Refueling Air Tng Rept, Nov 55 (RCS: 4-SAC-T12)
USCM Air Tng Rept, Nov 55 (RCS: 1-SAC-T12)

Letters and Messages

DAF Ltr, 322 (AFOMO 410H) 24 Mar 53


*Base Supplement - 1 to 8th AFR 210-1 being prepared. Est. compl date: 1 Dec 55.

0679

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ZIPPO Msg. 11-36, 03/0300Z Nov
ZIPPO Msg. 11481, 08/1950Z Dec

Interviews

Interview, Mr. O.F. Gagnon, USED Supdt, by author 30 Dec 55, in Corps of Engrs (LAFB)

Interview, Mr. G. Rogers, Amer. Hydrotherm Engr, by author 6 Jan 56 on LAFB flight line

Interview, Mr. M. Jalbert, AIO Supdt, by author 6 Jan 56 in ISO

Interview, M/SGT C.I. Goodwin, NCOIC, Prod. Anal. on 5 Jan 56 in maint. control



0680

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

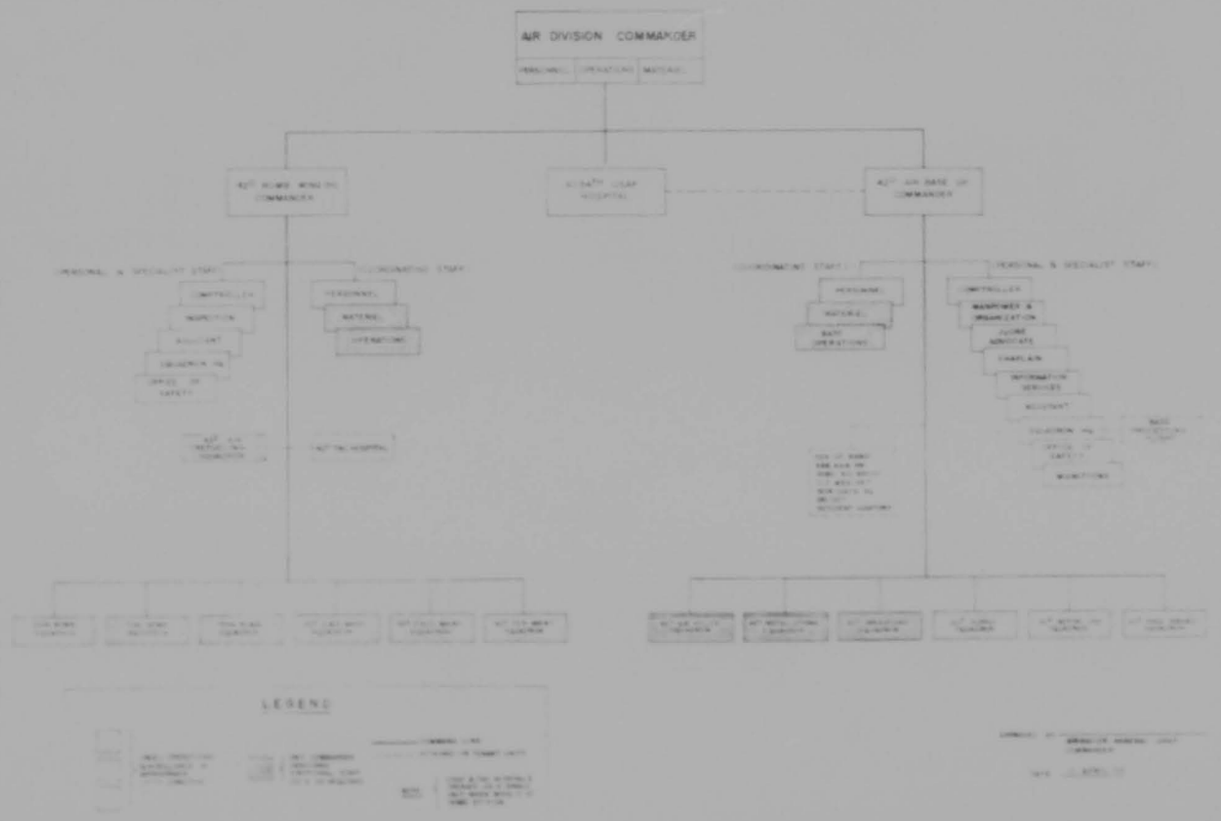
0681

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# ORGANIZATION CHART

## 45TH AIR DIVISION






THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS 42D BOMBARDMENT WING, HEAVY
LORING AIR FORCE BASE
LIMESTONE, MAINE
8 October 1955

ANNEX G TO 42D BOMBARDMENT WING OPERATIONS ORDER 322-55 - REDEPLOYMENT

1. General:

a. The 42d Bombardment Wing will redeploy to the Zone of Interior on R+30, R+31 and R+32 in approximately the same wave strength as employed on the deployment phase. Detailed flimsys will be distributed prior to return, based on aircraft and crew availability, crew training requirements, and logistics requirements. (C)

b. Redeployment routes are specified in Appendix I, Annex "G" (Navigation). Aircraft will be launched to arrive at the South tip of Greenland (59N - 44W) at sun up. They will form and fly 2 hours of low altitude formation, climb to 30,000 feet and fly 2 hours of high altitude formation. (C)

c. Departure from the U.K. will be at the discretion of the 42d Bombardment Wing Commander, subject to 7th Air Division approval. Departure times and schedules will be forwarded to 8th Air Force Headquarters not later than R-7. (C)

SECRET

ANNEX G
42BW OPORD 322-55
8 October 1955
40068

0684

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS 42D BOMBARDMENT WING, HEAVY
LORING AIR FORCE BASE
LIMESTONE, MAINE
8 October 1955

APPENDIX 1, ANNEX G TO 42D BOMBARDMENT WING OPERATIONS ORDER 322-55-
NAVIGATION

1. Route: (S)

| | REMARKS | TC | DIST. | BASE ALT. | MINIMUM SAFE ALT. |
|---|---|---|---|---|---|
| Departing Upper Heyford To: | | | | | |
| Level-off | | 332 | 38 | 13M | 6100 |
| 55-25N 04-38W | Prestwick | 332 | 210 | 13M | 6100 |
| 58-12N 06-22W | Stornoway | 340 | 167 | 13M | 6906 |
| 63-24N 20-15W | Iceland | 308 | 512 | 13M | 8400 |
| 59-40N 44-00W | S. Tip Greenland | 252 | 710 | 13M | 9840 |
| ORBIT FOR FORMATION | | | | | |
| 56-35N 54-15W | Start Climb | 241 | 381 | 15M | 2500 |
| 56-10N 55-45W | Level off | 241 | 55 | 30M | 2500 |
| 55-50N 56-36W | Capelin | 241 | 29 | 30M | 2500 |
| 53-22N 60-30W | Goose Bay | 222 | 200 | 30M | 6300 |
| 50-20N 64-12W | Start Descent | 217 | 228 | 30M | 6660 |
| 48-07N 66-40W | Level off | 217 | 166 | 8M | 6660 |
| Loring AFB | | 217 | 91 | 8M | 6660 |

2 Incls: Incl #1 - Navigator's Log

Incl #2 - Route Chart

APP 1, ANNEX G
42BW OPORD 322-55
8 October 1955
40068

SECRET

0685

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

42nd BW OPS ORDER 322-55
ANNEX 3, APPENDIX 2, INCL 1, PAGE 1 OF 2

ENGINEER'S FLIGHT PLAN

DATE OF MISSION: 17, 18, 15 NOV 1955
TYPE OF MISSION: CCTM (RETURN FROM U.K.)

WING: 42nd BW
SQUADRON:
TYPE MODEL SERIES: B-36H
COMPLETE SERIAL NO:

FIRST ENGINEER (Name and Grade): 1LT TACKE
SECOND ENGINEER (Name and Grade):

WEIGHT COMPUTATIONS

| | |
|---|---|
| A. ACFT BASIC WT | 173,000 |
| B. OIL (Ins Tank) | 4740 |
| C. OIL (Ext) | 390 |
| D. CREW 10 @ 300 | 6000 |
| E. AMMO (Bal) | — |
| F. CARGO B-10 | 1250 |
| G. MISC Pax & Cargo | 1500 |
| H. FUEL RESERVE | 61,650 |
| I. NON LANDING WT | |
| J. ORD-LOAD FUEL ADI | 405 |
| K. AMMO (Bal) | — |
| L. BOMBS | — |
| M. CHAFF | — |
| N. OIL (Add) | 2030 |
| O. FUEL EXPENDABLE | 73,935 |
| P. TAKEOFF GROSS WT | 345,000 |

A. DENSITY (Gas) 5.95 lbs/Gal
B. TOTAL LOAD (Gas) 154,985
C. REQUIRED (Gas) 93,335
D. RESERVE (Gas) 61,650
E. ON-LOAD (Gas)

TAKEOFF DATA

| | |
|---|---|
| RUNWAY LENGTH | 9220' |
| | +14% |
| CAT | 3850 |
| GROUND ROLL | 5060 |
| T.O. + 50' OBS | 3500 |
| STOP W/ BRAKES | 3200' |
| STOP W/ BRAKES + 4 PROPS | 144 |
| UNSTICK IAS | |

REMARKS: NO WIND T.O. 18-36H-1 APPENDIX. HIGH AIRCRAFT TRIEDICTION. TEMP FROM AVE METRO SURVEY. DROP 405 LBS ADI @ T.O. 7% FUEL ADDED FOR DAYLIGHT FORMATION.

| | A | B | C | D | E | F | G | H | I | J | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NO WIND PLAN | | | | | | WIND PLAN | |
| CONDITION | CAT | TO RPM | TOTAL FUEL FLOW | | Δ TIME | Δ FUEL USED | GROSS WEIGHT | GAS LBS | AIR DIST | Δ TIME | Δ FUEL USED | GAS DIST |
| | | | | | TOTAL | TOTAL USED | 345,000 | | | TOTAL | TOTAL USED | TOTAL |
| | VF | ENG # | | | | | | | | | | |
| RTTO | 147 | 3800 | 52 @ 58 | | (0:00) | 5550 | 5550 | — | — | | | |
| | 77 | 2800 | 16 @ 10 | | 0:03 | 5550 | 339,045 | — | — | | | |
| 4:07:0 | | 2140 | 7 @ 650 | | | | | | | | | |
| 1 CR1 | 10,660 | 2800 | 12,240 | | 0:3 | 5910 | 5910 | 175 175 | 38 | | | |
| | -7 | 2600 | 15,200 | | 0:16 | 11,460 | 333,135 | — | 38 | | | |
| 4:16:6 | 1,175 | 2040 | 27,440 | | | | | | | | | |
| 1 CR1 | 15,000 | 2140 | 6,180 | | 1:06 | 6,800 | 6,800 | 75 190 | 40 | | | |
| — | -18 | 1940 | — | | 1:22 | 12,260 | 326,235 | — | 248 | PRESTWICK | | |
| | 1,252 | 1030 | 6,180 | | | | | | | | | |
| 1 CR2 | 15,000 | 2090 | 5,760 | | 0:53 | 5,090 | 5,090 | 75 190 | 187 | | | |
| — | -18 | 1940 | — | | 2:15 | 23,350 | 321,245 | — | 415 | STRONOWAY | | |
| | 1,252 | 960 | 5,760 | | | | | | | | | |
| 1 CR3 | 15,000 | 2040 | 5,580 | | 1:30 | 8,360 | 8,360 | 75 190 | 285 | | | |
| — | -18 | 1900 | — | | 4:45 | 31,710 | 312,885 | — | 700 | | | |
| | 1,252 | 920 | 5,580 | | | | | | | | | |
| 1 CR4 | 15,000 | 1960 | 5,160 | | 1:12 | 6,200 | 6,200 | 75 190 | 227 | | | |
| — | -18 | 1880 | — | | 4:57 | 37,910 | 306,685 | — | 927 | ICELAND | | |
| | 1,252 | 880 | 5,160 | | | | | | | | | |
| 1 CR5 | 15,000 | 1920 | 5,100 | | 1:15 | 6,370 | 6,370 | 75 189 | 236 | | | |
| — | -20 | 1880 | — | | 6:12 | 44,280 | 300,315 | — | 63 | | | |
| | 1,248 | 840 | 5,100 | | | | | | | | | |
| 1 CR6 | 15,000 | 1880 | 4,980 | | 1:15 | 6,220 | 6,220 | 75 189 | 237 | | | |
| — | -20 | 1880 | — | | 7:27 | 50,500 | 294,095 | — | 400 | | | |
| | 1,248 | 820 | 4,980 | | | | | | | | | |
| 1 CR7 | 15,000 | 1850 | 4,840 | | 1:15 | 6,100 | 6,100 | 75 189 | 237 | | | |
| — | -20 | 1880 | — | | 8:42 | 56,660 | 287,995 | — | 637 | GREENLAND | | |
| | 1,248 | 815 | 4,840 | | | | | | | | | |
| 1 CR8 | 15,000 | 1820 | 4,800 | | 0:40 | 3,200 | 3,200 | 75 189 | 126 | OBST. DAYLIGHT | | |
| — | -20 | 1880 | — | | 9:22 | 59,800 | 284,795 | — | 1763 | FORMATION | | |
| | 1,248 | 800 | 4,800 | | | | | | | | | |
| 1 CR9 | 15,000 | 1790 | 4,740 | | 1:45 | 8,300 | 8,300 | 75 189 | 331 | | | |
| — | -22 | 1880 | — | | 11:07 | 68,100 | 276,495 | — | 2144 | | | |
| | 1,248 | 740 | 4,740 | | | | | | | | | |
| 1 CR2 | 25,000 | 2800 | 12,240 | | 1:16 | 5,450 | 2,120 | 180 | 55 | DEDUCT | | |
| 4:1-76 | -70 | 2600 | 10,000 | | 23 | 74,850 | 261,5 | 5 | 2144 | 2030 | 235.016 | |
| | 1,478 | 2000 | 22,240 | | | | | | | | | |
| 1 CR10 | 30,000 | 2040 | 5,760 | | 0:28 | 770 | 770 | 183 | 29 | | | |
| — | -44 | 1940 | — | | 11:31 | 74,820 | 261,100 | 285 | 2228 | CARELIN | | |
| | 1,617 | 760 | 5,760 | | | | | | | | | |
| 1 CR11 | 30,000 | 2040 | 5,760 | | 0:53 | 5,040 | 5,040 | 183 | 200 | | | |
| — | -44 | 1940 | — | | 12:24 | 79,910 | 256,135 | 285 | 2418 | GOOSE BAY | | |
| | 1,617 | 760 | 5,760 | | | | | | | | | |

SAC FORM 316 REPLACES SAC FORM 80A, 80B, WHICH IS OBSOLETE

0686

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

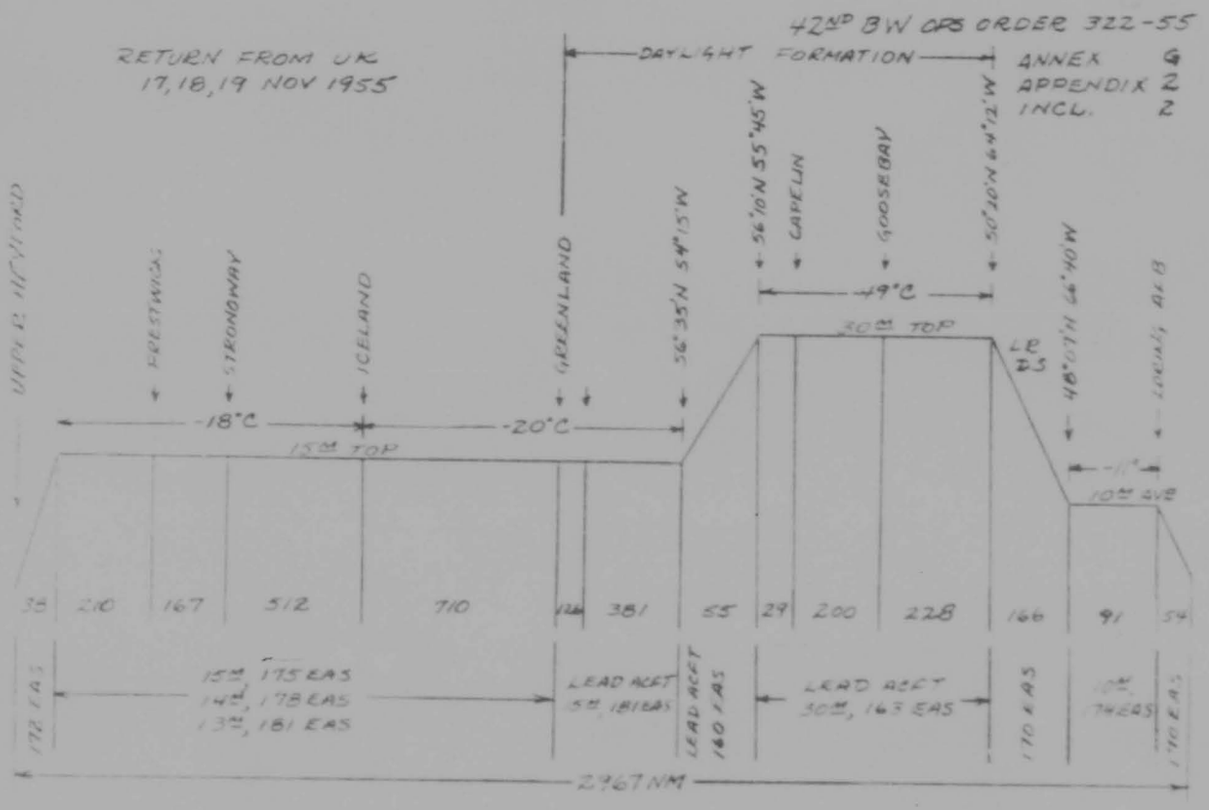
| A | B | C | D | E | F | G | H | I | J | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | WING PLAN | | | | | WING PLAN | | |
| COND TON | TO DAT | RPM RPM | TOTAL FUEL FLOW | Δ TIME | Δ FUEL USED | GROSS WEIGHT | EAS TAS | AIR DIST | Δ TIME | Δ FUEL USED | GND DIST |
| | | | | | TOTAL | | | TOTAL | TOTAL | TOTAL USED | TOTAL |
| | VF | RPM | | | | | | | | | |
| 14 DS12 | 30 000 | 2640 | 5 500 | | | | | | | | |
| | -49 | 1900 | — | | | | | | | | |
| | 1.617 | 990 | 5 500 | | | | | | | | |
| 15 DS1 | 20 000 | 1660 | 3 000 | | | | | | | | |
| | -29 | 1400 | — | | | | | | | | |
| | 1.355 | 570 | 3 000 | | | | | | | | |
| 16 | 30 000 | 1465 | 3 240 | | | | | | | | |
| | -11 | 1660 | — | | | | | | | | |
| | 1.150 | 640 | 3 240 | | | | | | | | |
| 17 DS2 | 6 500 | 1800 | 2 400 | | | | | | | | |
| | -2 | 1400 | — | | | | | | | | |
| | 1.095 | 700 | 2 400 | | | | | | | | |
| 18 LD | 3 000 | MAX | 6 000 | | | | | | | | |
| | +5 | 1600 | — | | | | | | | | |
| | 1.038 | 1000 | 6 000 | | | | | | | | |
| 19 RST | 745 | — | 3 000 | | | | | | | | |
| | +11 | — | — | | | | | | | | |
| | — | 800 | 3 000 | | | | | | | | |
| 20 -7% DAT FORM | | | | | | | | | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET




SECRET

0688

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# AIR FORCE NAVIGATOR'S LOG

Pilot: RETURN FROM U.K. Navigator: CPCHRD 322.55 Check No. Plane No. Organization: 4FD 36 Time: 8-30 Date: 17-18-10 Nov 55

| Eng. Start | T.O. | Land | Flight Time |
|---|---|---|---|
| 01152 | 0200Z | 1700Z | 15800 Avg |

Formation Position

| Hours | Mins | Hours | Mins | C.W. | F.W. |
|---|---|---|---|---|---|
| 11002 | 20572 | | | 150 | 133 |

Departure: UPPER HEYFORD, U.K. Destination: LORING AFB ME

Alternate:

Time to Alternate:

Fuel Required to Alt.

Approval: Instructor: Pilot:

CONFIDENTIAL

FLIGHT PLAN

| From: Upper Heyford, U.K. To: Loring AFB, Me | True Course | Drift | Wind Dir. | Wind Vel. | True Heading | Var. | Mag. Heading | True Alt. | Mag. Hdg. | G.S. | Distance | Time | Total Time | Total Time Left |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Upper Heyford, U.K. | | | | | | | | -7 | 172 | | | | | |
| 52 34N 01 45W L/O | 332 | | | | | +12 | | 10,000 | 175 | | 38 | :13 | :16 | [illegible] |
| | | | | | | | | -18 | 175 | | | | | |
| 55 25N 04 38W Prestwick | 332 | | | | | +12 | | 15M | 190 | | 210 | 1:06 | 1:22 | [illegible] |
| | | | | | | | | -18 | 175 | | | | | |
| 58 12N 06 22W Stornoway | 340 | | | | | +13 | | 15M | 190 | | 167 | :53 | 2:15 | 435 |
| | | | | | | | | -18 | 175 | | | | | |
| 63 24N 20 15W Iceland | 308 | | | | | +13 | | 15M | 190 | | 512 | 2:42 | 4:57 | 927 |
| | | | | | | | | -20 | 175 | | | | | |
| 59 40N 44 00W S. Tip Greenland | 252 | | | | | +27 | | 15M | 189 | | 710 | 3:45 | 8:42 | 1637 |
| | | | | | | | | -20 | 175 | | | | | |
| Orbit for 10 Alt. Formation | - | | | | | +27 | | 15M | 189 | | - | :40 | 9:22 | - |
| | | | | | | | | -20 | 175 | | | | | |
| 56 35N 54 15W | 241 | | | | | +30 | | 15M | 189 | | 381 | 1:45 | 11:07 | [illegible] |
| | | | | | | | | -20 | 180 | | | | | |
| 56 12N 55 45W S/C L/O | 241 | | | | | +34 | | 25M | 205 | | 55 | :16 | 11:23 | [illegible] |
| | | | | | | | | -49 | 175 | | | | | |
| 55 50N 56 36W Entry Pt. Capelin | 241 | | | | | +37 | | 30M | 220 | | 29 | :08 | 11:31 | [illegible] |
| | | | | | | | | -49 | 163 | | | | | |
| 53 22N 60 30W Goose Bay | 222 | | | | | +36 | | 30M | 228 | | 300 | :53 | 12:24 | [illegible] |
| | | | | | | | | -49 | 163 | | | | | |
| 50 20N 64 12W | 217 | | | | | +32 | | 30M | 228 | | 228 | 1:00 | 13:24 | 2530 |
| | | | | | | | | -29 | 170 | | | | | |
| 48 07N 66 40W S/D L/O | 217 | | | | | +29 | | 20M | 200 | | 166 | :50 | 14:14 | 2696 |
| | | | | | | | | -11 | 174 | | | | | |
| Loring AFB | 217 | | | | | +24 | | 10M | 173 | | 91 | :38 | 14:49 | [illegible] |
| | | | | | | | | - | - | | | | | |
| LETDOWN & LAND | - | | | | | | | - | - | | LAND | :35 | 15:21 | |

INCL 1
AFP 1, ANNEX G
AFRM CPCHRD 322.55
October 1955

SECRET

0689

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0698

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0691

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRD |
|---|---|---|---|---|---|---|---|---|
| HQ 42TH AIR DIVISION | | | | | | | | |
| HQ 42D BOMB WING | | | | | | | | |
| 69TH BOMB SQUADRON | | | | | | | | |
| 70TH BOMB SQUADRON | | | | | | | | |
| 71TH BOMB SQUADRON | | | | | | | | |
| 42D FIELD MAINT SQUADRON | | | | | | | | |
| 42D PER MAINT SQUADRON | | | | | | | | |
| 42D A & E MAINT SQUADRON | | | | | | | | |
| 42D AIR REFUELING SQUADRON | | | | | | | | |
| TOTAL | | | | | | | | |
| 42D TACTICAL HOSPITAL | | | | | | | | |
| 4034TH USAF HOSPITAL | | | | | | | | |
| TOTAL | | | | | | | | |
| HQ 42D AIR BASE GROUP | | | | | | | | |
| 42D OPRS SQUADRON | | | | | | | | |
| 42D SUPPLY SQUADRON | | | | | | | | |
| 42D MOTOR VEHICLE SQUADRON | | | | | | | | |
| 42D AIR POLICE SQUADRON | | | | | | | | |
| 42D FOOD SERVICE SQUADRON | | | | | | | | |
| 42D INSTLS SQUADRON | | | | | | | | |
| 524TH AIR FORCE BAND | | | | | | | | |
| TOTAL | | | | | | | | |
| BASE GRAND TOTAL | | | | | | | | |

OFFICER NAME, GRADE (Typed)

SIGNATURE (Officer) Robert Haggart

42 ABG FORM 225 (Revised) 24 JAN 55 PREVIOUS EDITIONS ARE OBSOLETE

0692

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRD |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | | | | | | | | |
| HQ 420 BOMB WING | | | | | | | | |
| 69TH BOMB SQUADRON | | | | | | | | |
| 70TH BOMB SQUADRON | | | | | | | | |
| 75TH BOMB SQUADRON | | | | | | | | |
| 420 FIELD MAINT SQUADRON | | | | | | | | |
| 420 PER MAINT SQUADRON | | | | | | | | |
| 420 A & E MAINT SQUADRON | | | | | | | | |
| 420 AIR REFUELING SQUADRON | | | | | | | | |
| TOTAL | | | | | | | | |
| 420 TACTICAL HOSPITAL | | | | | | | | |
| 4034TH USAF HOSPITAL | | | | | | | | |
| TOTAL | | | | | | | | |
| HQ 420 AIR BASE GROUP | | | | | | | | |
| 420 OPRS SQUADRON | | | | | | | | |
| 420 SUPPLY SQUADRON | | | | | | | | |
| 420 MOTOR VEHICLE SQUADRON | | | | | | | | |
| 420 AIR POLICE SQUADRON | | | | | | | | |
| 420 FOOD SERVICE SQUADRON | | | | | | | | |
| 420 INSTLS SQUADRON | | | | | | | | |
| 524TH AIR FORCE BAND | | | | | | | | |
| TOTAL | | | | | | | | |
| BASE GRAND TOTAL | | | | | | | | |

OFFICER NAME, GRADE (Typed)

SIGNATURE (Officer) Robert Kappaport

42 ABG FORM 24 JAN 55 225 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

0693

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0694

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | 51 | 30 Nov 55 | | | | Loring AFB, Maine | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 4130-211 | [illegible], [illegible], [illegible] [illegible] F1A | SF | 14,500 | 77/2 | A | 7/4 | 7/4 | 77 | 10/2 |
| 4130-211 | [illegible], [illegible], [illegible] [illegible] F1A | SF | 15,500 | 80/7 | A | 7/4 | 7/4 | 95 | 11/5 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 52 | | 30 Nov 53 | | | | | | | Lorine AFB, Mexico | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 6105-400 | AVION, FUSELAGE, STUB, EW | | ST | 196,175 | 3,272 | 4 | 4/4 | 314 | | 24 | | |
| 6713-730 | TAILPART, AFD, ACCESS EW | | ST | 48,760 | Incl above | 4 | 4/4 | 2/4 | | 38 | | |
| 6716-730 | TAILPART, DIVERSEAL EW | | ST | 63,272 | Incl above | 4 | 4/4 | 1/4 | | 48 | | |
| 8114-100 | ALMAA, FLD MAINT, EW (U.S.) | | ST | 211,984 | 1,934 | 4 | 7/3 | 2/3 | | 99 | | |
| 2202-402 | NAND & GATE | | L | | 194 | 4 | | 7/3 | | 100 | | |
| 2404-400 | DECORATION OF ACA (CANTE) | | SA | | 277 | 4 | 4/3 | 2/3 | | 130 | 3/3 | |
| 3013-000 | ORDNANCE EQUIP, SHOP (AAA) | | ST | 5,700 | 108 | 4 | 12/4 | 2/3 | | 94 | 1/3 | |

0696

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0697

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | 30 Nov 55 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | Loring AFB, Maine | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| A016-100 | RUNWAYS, [illegible], NV, A/C | ST | 15,300 | 227 | 4 | [illegible] | [illegible] | 11 | [illegible] | [illegible] | [illegible] |
| A016-200 | [illegible], A/C, [illegible], NV | ST | 10,700 | 78 | 4 | [illegible] | [illegible] | 9 | [illegible] | [illegible] | [illegible] |
| A016-222 | RUNWAY, PRIMARY [illegible], NV (7100 ft) | ST | 77,300 | 1,507 | 4 | [illegible] | [illegible] | 40 | [illegible] | [illegible] | [illegible] |
| A030-300 | [illegible], [illegible], TAXIWAY | ST | 124,000 | 492 | 4 | [illegible] | [illegible] | 90 | [illegible] | [illegible] | [illegible] |
| A710-100 | TAXIWAY, PRIMARY, HEAVY | ST | 15,675 | 377 | 4 | [illegible] | [illegible] | 75 | [illegible] | [illegible] | [illegible] |
| B312-3000 | HYDRANT, FUELING, [illegible], MODIF | RA | 6 | 191 | 4 | [illegible] | [illegible] | 74 | [illegible] | | |
| B394-300 | PIPELINE, L/FUEL, 8 INCH | PT | 12,100 | 125 | 4 | [illegible] | [illegible] | 72 | [illegible] | | |
| B404-100 | PUMP, LIQUID FUEL | RA | 1 | 10.5 | 4 | [illegible] | [illegible] | 72 | [illegible] | | |
| B530-000 | PUMP, STATION | ST | 355 | 4.5 | 4 | [illegible] | [illegible] | 77 | [illegible] | | |
| D014-000 | NOA FLAGS (TURNTABLE) | RA | 1 | 10 | 3 | | | | | | |
| D063-400 | LIGHTING, RUNWAY, HI-INT | PT | 6,100 | 31 | 4 | [illegible] | [illegible] | 14 | [illegible] | [illegible] | |
| D[illegible]-400 | LINE, [illegible], TAXIWAY | PT | 3,200 | 47 | 4 | [illegible] | [illegible] | 54 | [illegible] | | |
| D150-000 | TOWER FACILITY | RA | 1 | 3 | 3 | | | | | | |
| E317-300 | HANGAR, NOSE/4G, M/L, STD (ARC) | ST | 46,800 | 312 | 4 | [illegible] | [illegible] | 53 | [illegible] | | |
| E317-300 | HANGAR, NOSE/4G, M/L, STD (S [illegible]) | ST | 211,100 | 1,012 | 4 | [illegible] | [illegible] | 64 | [illegible] | | |
| E475-100 | SHOP, MAINT. GENL, S/S (ARC) | ST | 3,750 | 60 | 4 | [illegible] | [illegible] | 73 | [illegible] | | |
| J000-000 | UTILITIES (11 BUILDING) | RA | | 716 | 4 | [illegible] | [illegible] | 87 | [illegible] | | |
| J210-300 | FIRE PROTECTION STATION | RA | | [illegible] | 3 | | | | | | |
| J310-300 | HEATING FACILITIES | RA | | 504 | 4 | [illegible] | [illegible] | 41 | [illegible] | | |
| J647-300 | [illegible] (ARC) | RA | 2.4 | 15 | 4 | [illegible] | [illegible] | 52 | [illegible] | | |
| K313-700 | LAND [illegible] S/S TOW | RA | 1 | 1 | 3 | | | | | | |
| K313-800 | LAND [illegible] FOR FUEL TOW | RA | .42 | 1 | 3 | | | | | | |
| N754-100 | [illegible] (ARC) | ST | 2,700 | 42 | 4 | [illegible] | [illegible] | 94 | [illegible] | | |
| N810-311 | [illegible], [illegible], [illegible] (ARC) | ST | 42,200 | 700 | 4 | [illegible] | [illegible] | 79 | [illegible] | | |
| P312-400 | [illegible], [illegible], ARC | ST | 17,715 | 798 | 4 | [illegible] | [illegible] | 89 | [illegible] | | |

0698

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 55 | | 20 Nov 55 | | | | | | | Loring AFB, Maine | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| 2056-013 | FIRE STA #10 ( 3 STALL) | SF | 4,796 | | 136 | | 4 | 4/5 | 6/5 | | 79 | 11/5 | | | |
| 6711-001 | PROST. SHOP, BASE, NCO | SF | 3,750 | | 195 | | 4 | 5/5 | 3/5 | | 96 | 17/5 | | | |
| 0094-002 | ILAS BARRICADE | LS | | | 33 | | 2 | | | | | | | | |
| 0094-003 | ILAS MIDDLE MARKER | LS | | | 17 | | 2 | | | | | | | | |
| 0094-004 | ILAS OUTER MARKER | LS | | | 734 | | 2 | | | | | | | | |

0699

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

56 30 Nov 55 Loring AFB, Maine

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | | | | | | | | | | |
| A618-3005 | RUNWAY, PRIMARY | SY | 33,334 | 400 | 2 | 4/4 | 9/55 | 98 | 10/5 | |
| B131-112 | BULK AVGAS TANK, N/S UG | BL | 1,190 | 10 | 3 | 10/5 | | | 8/6 | |
| B135-000 | BULK STORAGE, JET FUEL | BL | 25,000 | 100 | 2 | | | | 8/6 | |
| B227-000 | FILL STAND, TRUCK | EA | 1 | 3 | 3 | | | | | |
| E317-3005 | HANGAR, NOSE/WG, M/P, STD | SF | 226,160 | 980 | 3 | 10/5 | | | 11/6 | |
| G311-0005 | DORMITORY, AIRMAN (STORM WINDOWS) | LS | | 158 | 3 | 9/5 | | | 1/56 | |
| J562-600 | PARK, VEHICLE, ADM, PVD | SY | 13,750 | 87 | 3 | 11/5 | | | 9/6 | |
| J754-300 | GARBAGE INCINERATOR | EA | 1 | 130 | 3 | 2/6 | | | 12/6 | |
| K746-000 | LAND, FEE, PURCHASE | AC | 5 | 1 | 1 | 3/6 | | | 3/6 | |
| K668-000 | LAND, EASEMENT, RIGHT/WAY | AC | 10 | 2 | 1 | 3/6 | | | 3/6 | |
| P273-330 | CHAPEL, BASE #3 (300) SE | SF | 6,988 | 715 | 3 | 4/6 | | | 2/7 | |
| P275-320 | CHAPEL, ED. WING, BLDG #2 | SF | 3,375 | 112 | 3 | 12/5 | | | 11/6 | |
| P317-330 | CLUB, NCO, BLDG #3 | SF | 14,330 | 218 | 3 | 12/5 | | | 12/6 | |
| P673-400 | GYM, FIELD HOUSE, BLDG | SF | 33,600 | 345 | 3 | 10/5 | | | 4/7 | |
| R743-330 | POST OFFICE, CENTRAL #3 | SF | 3,800 | 92 | 3 | 3/6 | | | 12/6 | |
| R836-340 | SCTY, GUARD HOUSE #4 | SF | 4,100 | 110 | 3 | 3/6 | | | 11/6 | |
| S212-0001 | AUTO MAINT. SHOP, BASE | SF | 9,600 | 167 | 3 | 10/5 | | | 11/6 | |

0766

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRESS STATUS REPORT NOE FY 57 DATE 30 Nov 55 Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 14-457 | OPERATIONS, SQUADRON | SF | 15,404 | 267 | 2 | | | | | |
| 17-232A | FLIGHT SIMULATOR TNG. | SF | 4,744 | 133 | 2 | | | | | |
| 17-712 | TARGET INTEL. TRAINING | SF | 9,000 | 216 | 2 | | | | | |
| 21-426R | AUTO STORAGE, HEATED | SF | 14,400 | 193 | 2 | | | | | |
| 21-427 | AUTO STORAGE, OPEN | SY | 13,000 | 104 | 2 | | | | | |
| 61-241 | HQS, BASE UNIT, A/POLICE | SF | 2,112 | 58 | 2 | | | | | |
| 71-431 | GARAGE, FAM, HSG, AIRMEN | UN | 160 | 180 | 2 | | | | | |
| 71-432 | GRGE, F/HSG, OFFICERS | UN | 76 | 85 | 2 | | | | | |
| 74-275A | COMMISSARY STORE | SF | 9,052 | 195 | 2 | | | | | |
| 74-388A | EXCHANGE, SALES STORE | SF | 13,340 | 267 | 2 | | | | | |
| 74-544 | LIBRARY, NON-TECHNICAL | SF | 5,991 | 109 | 2 | | | | | |
| 74-618A | OPEN MESS, OFFICERS | SF | 9,500 | 222 | 2 | | | | | |
| 12-129 | HYDRANT FUELING SYSTEM | EA | 6 | 60 | 2 | | | | | |
| 41-131 | STORAGE, BASE AVFUEL | BL | 110,000 | 570 | 2 | | | | | |

0701

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0702

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# AIRCRAFT MAINTENANCE HANGAR

LORING AIR FORCE BASE LIMESTONE, MAINE

The Aircraft Maintenance Hangar is being constructed under the direction of the New England Division, Corps of Engineers, U. S. Army for the Air Force by Albert A. Lutz Company, Incorporated of New York, N. Y. The appurtenant facilities, i.e., the Reservoir and Pump House are being constructed by Consolidated Constructors, Incorporated of Portland, Maine, the Plane Wash Waste Disposal Plant by Cote Construction Company of Van Buren, Maine and the Parking Aprons by B. Perini & Sons, Incorporated of Framingham, Massachusetts. The estimated cost of the entire facility is 5-1/2 million dollars.

The hangar was designed by the Kuljian Corporation of Philadelphia, Pennsylvania and was adapted to the site by the Corps of Engineers. The main floor is approximately 250 feet by 600 feet, or approximately 3.5 acres. Four (4) three-story shops are provided within the hangar, each serviced by a freight-type hydraulic elevator. The total shop area is 33,100 sq. ft. The cubic content of the hangar is equal to approximately 7 million bushels.

FOUNDATION:

The structure is supported on 200 caissons, 24 inches in diameter, with a design load of 120 tons each and averaging 25 feet in length. The caissons are of the so-called Frankl Displacement type, whereby concrete is literally rammed into the earth by a 7,000 lb. ram through a steel casing which is extracted. The ultimate shape of the caisson is similar to an inverted mushroom with a round stem and a bulbous portion which rests on ledge. The Frankl Foundation Company of New York, N. Y. is sub-contractor for the foundation work.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STRUCTURE:

The structure is of steel and is the cantilever type, i.e., the main trusses which are 23 feet in depth are supported in the center of the span by the shop structures and extend approximately 65 feet at each end. The roof areas between the cantilevered sections are supported by Pratt arches. American Bridge Division of U. S. Steel of New York, N. Y. is the subcontractor for furnishing and erecting the steel. It is interesting to note that 3,500 tons of steel are incorporated in the framework and 50,000 rivets of various sizes are required for field erection of the steel members.

SIDING AND ROOFING:

The exterior siding is of protected corrugated metal type, asbestos by Lane, and is installed simultaneously with rigid type insulation. The roof is made up of steel decking supported on channel type purlins. The roof is insulated and is covered with 5-ply built-up roofing. The S. Van Norden Company of Boston, Massachusetts is the subcontractor for this work.

DOORS:

Syrne Doors, Incorporated of New York, N. Y. is the subcontractor for furnishing and installing the individually motor controlled sliding doors. The 18 doors for each portal are approximately 35 feet wide and 24 feet in height. The doors have a structural steel frame, are insulated with rigid board insulation and are covered on the exterior with 14 gage sheet metal panels. The insulation on the interior is protected to a height of 15 feet with sheet metal. Each door opening has a removable fuselage insert. The approximate weight of one door is 17 tons.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEATING AND VENTILATING:

Two distinct types of heating are utilized in the structure. Radiant type heating is installed in the main hangar area with approximately 1[illegible] miles of black steel pipe imbedded in the concrete slab, together with ceiling-mounted forced hot air circulators. The shop areas are heated by a forced hot air system. Exhaust and air circulation systems are installed throughout. Approximately 3/4 of a mile of piping is installed in each door truck slab for de-icing purposes.

The combined heating systems are designed for approximately 4,[illegible],[illegible] B.T.U. per hour. One day's operation at the maximum design load would be sufficient to heat an average home in Maine for 40 years. Contractor for the heating and the ventilating work is James S. Cassedy, Cambridge, Mass.

PLUMBING:

Complete plumbing systems are provided, including a drainage system, a cold water system, a hot water system, a sanitary sewer system and a compressed air system. Special equipment is provided for plane washing which includes a water collection system which will carry the waste water to a treatment plant adjacent the hangar which removes the emulsified oils, greases, suspended solids and chemical agents. The interior plumbing work is being installed by James S. Cassedy Company of Cambridge, Massachusetts and the wash waste disposal plant is being constructed by Cote Construction Company of Van Buren, Maine.

ELECTRICAL SYSTEM:

A complete electrical system is provided for power and lighting purposes. Fluorescent light fixtures are installed in the shop areas. Incandescent and mercury vapor light fixtures which are provided with disconnecting type hangers





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible] over [illegible] miles of [illegible] cables are installed in the [illegible] area. Approximately 1,[illegible] [illegible] fixtures are provided equipped with [illegible] totalling [illegible] watts. Over [illegible] miles of [illegible] type [illegible] which are [illegible] and [illegible] miles of wire of various types and sizes are required under the electrical system [illegible]. For power, [illegible] KVA transformer capacity is provided and [illegible] KVA for lighting purposes. The total capacity being [illegible] times the present allocated load for the Town of [illegible]. The Pole Company of Dover, Maine are subcontractors for the electrical work.

FIRE PROTECTION AND PROTECTION SYSTEM:

The facility is equipped with an internal fire alarm system which will be graded with the base facilities when such are installed. Two separate sprinkler systems are installed. The shops are serviced by a "wet" type system with [illegible] heads and the main hangar by a deluge type wet system with [illegible] heads. A [illegible], [illegible] gallon reinforced concrete reservoir with pump house in [illegible] constructed by Consolidated Constructors, Incorporated of Portland, Maine adjacent the hangar. The sprinkler system is capable of internal laying a sheet of water at the rate of [illegible] gallons per minute in the event of fire. The sprinkler system is being installed by The [illegible] Company of [illegible], Massachusetts and the fire reporting system by The Pole Co. [illegible] of Dover, Maine.

MOTOR STRIP:

The motor strip covering an area of [illegible] sq. yds. over [illegible] acres, are being constructed by D. Ferrari & Sons, Incorporated of Framingham, Mass. at the north and south side and are of portland cement concrete, [illegible] inches in depth, placed over approximately [illegible] feet of gravel with bituminous concrete paved areas around the perimeter of the strips. The surfacing material would be sufficient to pave a two-lane highway from a [illegible] to the [illegible] limits of the Town of [illegible].



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Charles R. Snyder

0709

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0710

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Edward V. Johnson

0711

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0712

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Grad
3-4194
file

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 DECEMBER 1955---31 DECEMBER 1955

at Loring Air Force Base, Limestone, Maine

S15412

0717

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 DECEMBER 1955---31 DECEMBER 1955

Prepared for the Historical Section of
the Information Services Office,
42d Air Base Group, by Major Peter O. E. Bekker (Historical
Officer) and A/1C Martin Wein on
6 February 1956.

(Eighth Air Force, Strategic Air Command)

W. K. MARTIN
Brig. Gen., USAF
Commander

PETER O. E. BEKKER
Major, USAF
Historical Officer
(Information Services
Staff Officer)

MARTIN WEIN
A/1C AF 12437037
Historian

S15412

0718

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

W. K. MARTIN

Brigadier General

Commander



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0720

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

JACKSON W. LEWIS

Colonel

Base Commander



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0722

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# F O R E W O R D

This report contains the history of the 45th Air Division (SAC) from the period 1 December 1955 to 31 December 1955. The origin and organization of this air division are recounted along with important activities--mission and mission implementation, operations and training, supply, maintenance, personnel and facilities--being emphasized for the reporting period.

The information contained herein, relative to the history of the 45th Air Division at Loring Air Force Base, Limestone, Maine, a unit of the Eighth Air Force (SAC), covers activities of the 42d Air Base Group and assigned squadrons, the 4034th USAF Hospital and division headquarters. It is related to previous monthly histories of this air division since activation.

The present report was supervised by Major Peter C.E. Bekker, USAF, Historical Officer (Information Services Staff Officer), and written by Airman First Class Martin Wein, AF 12437037, Historian.

Like other months' reports, this history is subject to revision, and additional information or suggested corrections will be welcomed.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTENTS


| Chapter | Title | Page |
|---|---|---|
| Foreword | | |
| List of Exhibits | | |
| Chronology | | |
| Narrative | | Pages 1 thru 21 |
| I | ORGANIZATION, ADMINISTRATION AND PERSONNEL | 1 |
| | Brief Unit History | 1 |
| | December Developments | 5 |
| II | THE MISSION AND ITS IMPLEMENTATION | 7 |
| | Over-All Mission | 7 |
| | Staging Support--Flight Line Utilized | 8 |
| | Staging Support--Overflies | 8 |
| | Operation "Show Boat" Redeployment | 8-9 |
| | Operation "Texas League" | 9-10 |
| | Other TDY Missions | 10 |
| | Operation "Pace Setter I" | 10 |
| | Proficiency Training | 10-11 |
| III | EXPERIMENTS AND DEVELOPMENTS | 12 |
| | Flight Line Construction | 12 |
| | Over-All Base Construction | 12-13 |
| | Snow Removal Tests | 13 |
| | Snow Removal Operations | 13-14 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526


| | | |
|---|---|---|
| IV | MAINTENANCE AND SUPPLY | 15 |
| | Maintenance at Thule (1-28 Dec 55) | 15 |
| | Supply at Thule | 15-16 |
| | Over-All Maintenance | 16 |
| | Supply Activities in General | 16-17 |
| V | MAJOR PROBLEMS | 18 |
| | Personnel Shortages | 18-20 |
| VI | MISCELLANEOUS | 21 |
| | Commanders' Bombing Competition | 21 |
| Roster of Key Personnel | | 22-23 |
| Abbreviations | | 24 |
| Bibliography | | 25 |
| Exhibits | | - |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LIST OF EXHIBITS

1. Organization Chart, 45th Air Division
2. Daily Strength Repts, 2 and 21 December 55.
3. 45th Air Division Staging Letter, 8 December 55.
4. Operation "Texas League" Refueling Chart.
5. AIC Program Status Rept,MCP FY 51-57, 31 December 55.
6. Report of Aircraft Status and Purpose of Flight, 31 December 55.
7. Figger and Fax booklet (command notebook)
8. Monthly Evaluation of Operations, 4 January 56.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHRONOLOGY

| Date | Activity | Page |
|---|---|---|
| 3 December | Operation "Texas League" Conducted | 9 |
| 3-4 December | Gen. Martin wins Commanders' Bombing Competition | 21 |
| 12 December | B-47 from 340th Bomb Wing TDY to Loring | 8 |
| 12 December | Operation "Pace Setter I" Flown | 10 |
| 13 December | Overfly Sup ort for 43d, 44th, Air Reflg Sqdns and 96th Bomb Wing | 8 |
| 17 December | Flight Line Closed for Snow Removal | 14 |
| 19 December | 4 KC-97s fly tests at Sonderstrom Air Base | 10 |
| 24 December | Flight Line closed a second time for snow removal | 14 |
| 27-30 December | Operation "Saint Nick" support given | 8 |
| 28 December | Operation "Saint Nick" takes place | 5, 8 |
| December | Tests conducted on test hosting pad | 13 |
| December | Snow Removal Operations Tested | 13 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## ORGANIZATION, ADMINISTRATION AND PERSONNEL

### Brief Unit History

The 45th Air Division Headquarters was activated at Loring AFB, Limestone, Maine, on 8 October 1954 and was assigned to the Eighth AF.[1] Division Headquarters was set up just seven days after the base had been re-named "Loring" in honor of Maj. Charles J. Loring, Jr., a Maine jet hero of the Korean War.[2] Original name of the base was "Limestone".[3]

Before the division came into being, the 42d Heavy Bomb Wing was top base echelon. The 42d Bomb Wing was activated at "Limestone" (see above) in February 1953,[4] along with a support organization, the 42d Air Base Group.[5] On 8 October '54, this wing and air base group were assigned as units of the division.[6] The 4034th USAF Hospital became the third main unit of the division in March '54.[7]

The 45th administers its three units--wing, air base group and hospital--with respect to the over-all mission.[8] Facts point out that

1. SAC GO 69, 8 Oct 54 (Sec I).
2. DAF GO 34, 15 Sep 54 (para 6).
3. Named after Limestone village, 7 mi. from base.
4. DAF Ltr, 322 (AFCMD 410h), 24 Mar 53. See also effective date, SAC GO 10, 25 Feb 53. Actually, the wing was "Re-activated". WW II parent--42d Bomb Group (AAF)--was inactivated after Japan's surrender in 1946 [Hq 5th AF GO 69, 20 Apr 46] (pursuant to WD Ltr, AG 322 (OB-I-BAM, 26 May 46)).
5. Also "re-activated". WW II parent--42d Service Group (AAF) -- disbanded in Belgium, 1945 [Ltr, Hq IX AF Service Command, 22 May 45 (pursuant to WD Ltr, AG 322 OB-I-AFRPG-M, 4 Apr 45)].
6. SAC GO 69, 8 Oct 54.
7. Ibid., activated by SAC GO 17, 15 Mar 54.
8. Outlined in 8th AF Reg 23-13, 15 Nov 54, as amended. See below, Chap. II, p.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

though Loring has been a "single-wing" type station, an air division headquarters was established, primarily, to provide staging support under the EWP. As a designaged provisional task force in SAC,[9] Loring AFB and the 45th Air Division has a "geographical responsibility" to service SAC overseas flights.

Original construction of Loring began in the winter of 1946-47. During the initial construction period--up to the winter of 1952-53--the base was garrisoned by a small group of AF personnel.[10] In February, '53, the base came under the jurisdiction of SAC.[11] At this time the construction program went into high gear. Hangars, docks, an extension to the runway, barracks--many important base facilities were initiated.

The first B-36 aircraft arrived the last of March '53, just a few weeks after the wing was activated. In April '53, the wing launched its first training missions. By October '53, not quite nine months after the wing was activated, B-36 aircrews were flying more than 1,000 hours a month.[12]

When division headquarters was activated, changes were made in key personnel.[13] Brig. Gen. Bertram C. Harrison, USAF, who had commanded the wing (then colonel), was named division CG and Col. Jerome

9. SAC GO 40, 31 May 55.
10. When first assigned, Jun 50, group was designated "base detachment". Later, re-designated 4215th Base Service Sqdn, then, 4215th Air Base Sqdn (latter discontinued per SAC GO 10 when the 42d Bomb Wing was activated, Feb 53).
11. SAC GO 18, 21 Apr 53.
12. Inscribed on plaque awarded WCC by Convair, 5 Dec 53.
13. Officers' Roster (RCS: SAF-P1).



0729

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Tarter, USAF, became wing commander. On 18 June 1955, Brig. Gen. (then Colonel) William K. Martin, USAF, took command of the air division from Gen. Harrison.[14] Col. Jackson W. Lewis had been air base group commander since 24 September 1953.

Division headquarters contained, since activated, three directorates: personnel, materiel and operations. Responsible to these directorates are the respective wing and air base group directorates.[15] These directorates are known in each headquarters as the "coordinating staff".

In the wing and air base group headquarters were added the "personnel-specialist staffs".[16] These agencies in wing headquarters consist of comptroller directorate, adjutant, air inspector, squadron headquarters, and office of safety; in air base group headquarters, comptroller directorate, manpower and organization branch, staff judge advocate, base chaplain, information services, adjutant, squadron headquarters, office of safety and munitions branch.[17] Not all these agencies were activated originally. For instance, the offices of safety in wing and air base group headquarters came into effect in April '55.[18] Another example: base operations--air base group coordinating staff-was activated early this year.[19]

Originally, there were activated seven squadrons and a medical group (see below) in the wing:[20] Headquarters, periodic maintenance,

14. Hq 45AD GO 10, 18 Jun 55.
15. See Exhibit #1, Organ. Chart, 45th Air Div.
16. Ibid.
17. Ref SAC Man 20-1, Dec 54.
18. Eff. 1 Apr 55 per SAC directive (8th AF Msg, CS 186, 8 Mar 55). New OS took the place of old wing flying safety and air base group ground safety functions. Now flying and ground safety are combined in each OS.
19. Ref 45AD Unit Hist Rept, 1-31 Jan 55.(RCS: AF-D5).
20. SAC GO 10, 25 Feb 53.



0730

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

field maintenance, A & E maintenance, and the 69th, 70th and 75th heavy bomb squadrons. The eight wing squadron--an air refueling unit--was activated in February '55.[21]

The air base group, of course, was originally assigned to the wing.[22] At the time of activation, air base group had seven squadrons:[23] headquarters, air police, installations, operations, supply, motor vehicle and food service. When division headquarters was activated, air base group headquarters received equal status, ie., lateral communication, with wing headquarters.[24]

There were attached to air base group headquarters seven special units which render support to the division.[25] They were the 1974th AASS (MATS), 2-7 Weather Detachment (MATS), 548th AAA Bn. (U.S. Army), OSI Detachment, 524th AF Band, the Resident Auditors and the 3080th Aviation Depot Group.(ATC).

The wing tactical squadrons are the 69th, 70th and 75th[26]--designated "Heavy"[27] with the B-36 the designated aircraft. The 42d Air Refueling Squadron (also "Heavy") flies the KC-97 stratotanker. The only other organization in the division to which pilots and aircraft are assigned is the operations squadron in air base group. This organization flies the base "administrative" aircraft: C-119, C-47

21. SAC GO 79, 8 Dec 54.
22. SAC GO 10, 25 Feb 53.
23. Ibid.
24. SAC GO 69, 8 Oct 54.(Sec I).
25. See Exhibit #1.
26. These sqdns had joined the old 42d Bomb Group (parent to the wing) late in WW II in the Pacific.
27. They were originally designated "Medium" during WW II. On 19 Feb 53, the 3 sqdns were re-designated "Heavy" [per SAF Ltr, 322 (AFOMO 410b), 24 Mar 46].



0751

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Just prior to the time that SAC took over jurisdiction of Loring AFB in February '53, Headquarters SAC received authorization from Headquarters USAF for a seventy-five bed USAF Hospital to be established on base. Twenty-five beds were first installed, later increased to seventy-five. The 42d Medical Group--activated as a wing unit in '53[28]--originally operated the base hospital. In February '54, this medical group was re-designated the 42d Tactical Hospital.[29] A month later, in March, the base hospital itself was designated the 4034th USAF Hospital.[30]

December Developments

The 42d Air Refueling Squadron remained TDY to Thule Air Base, Greenland throughout most of December. While at Thule, the address of the unit was APO 23, New York, New York.[31] On 28 December, the bulk of the squadron began redeploying to Loring.[32] The redeployment operation was named "Saint Nick".[33] As the 42d Air Refueling Squadron phased out of Thule, they were replaced by the 71st Air Refueling Squadron from Dow Air Force Base, Bangor, Maine.[34] Personnel and materiel were redeployed via air refueling KC-97's and SAC support aircraft.[35]

Division strength in airmen for December showed a total of 3,876 assigned during the month with an increase of sixty-three from the

28. SAC GO 10, 25 Feb 53.
29. SAC GO 3, 27 Jan 54.
30. SAC GO 17, 15 Mar 54.
31. 42d ARSFS OPORD 343-55, 21 Dec 55.
32. 42d ARSFS Unit Hist Rept, 1-31 Dec 55.
33. 42d ARSFS OPORD 343-55, 21 Dec 55.
34. Ibid., p.2.
35. Ibid., Annex D.



0732

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

beginning of the month with a deficiency still remaining from the air division authorized strength of 4,295.[36] Officer strength showed 623 for December with a decrease of two over the beginning of the month.[37] A deficiency still existed from the authorized total of 674 officers.[38]

---

36. See Exhibit #2, Daily Strength Reports, 1 and 21 Dec 44.
37. Ibid.
38. Ibid.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## THE MISSION AND ITS IMPLEMENTATION

### Over-All Mission

The 45th Air Division was activated, primarily, to administer a force capable of flying strategic bombardment operations in any part of the world.[1] In performing this task, the latest technical knowledge and advanced weapons are utilized.[2]

In addition to long-range bombardment, air-to-air refueling is a part of the division mission.[3] The 42d Bomb Wing provides the bombardment, air-to-air refueling and aircraft maintenance portion of the division mission.[4] The 42d Air Base Group provides the base support needed by the tactical organizations.

The air base group also performs another vital part of the mission of the 45th Air Division: staging support.[5]

Other tasks of the division, secondary in nature, are training USAF Reserve personnel and/or units and participation in civilian emergencies, such as disaster relief.[6]

Aircrews and ground support units are constantly tested in their work to maintain a high degree of proficiency.[7]

---

1. 8th AF Reg 23-13, 15 Nov 54, as amended.
2. Ibid.
3. 8th AF Reg 23-13A, 14 Jan 55.
4. 8th AF Reg 23-8, 1 Apr 54, as amended.
5. Loring AFB est. as SAC provisional task force [SAC GO 45, 31 May 46].
6. 8th AF Reg 23-13, 15 Nov 54, para 3d.
7. Wing flies long-range simulated bombardment missions using operation orders from higher hq. Missions are related to SAP.

0734

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Staging Support--Flight Line Utilized

Flight Line support was given one B-47 aircraft of the 340th Bomb Wing on 12 December 55. The B-47 remained at Loring for 96 hours TDY for special training.[8]

Staging Support--Overflies

Support was rendered forty-eight KC-97s of the 43d and 44th Air Refueling Squadrons and forty-five B-47s of the 96th Bomb Wing on 13 December 55 during "Operation "Water Test".[9]

During the period of 27-30 December, a total of one hundred KC-97 aircraft of the 43d, 44th, 71st, 310th and 380th Air Refueling Squadrons for Operation "Saint Nick" were given support.[10]

Operation "Show Boat" Redeployment

The 28th of December was set as the date for the return of the 42d Air Refueling Squadron to Loring from Thule AFB, Greenland.[11] Four days prior to the set date, one KC-97 departed Thule AFB, with ADVON personnel for Loring.[12] On 27 December, the first of two increments of aircraft left Thule. This increment consisted of nine KC-97s and the second was made up of ten KC-97s.[13] All aircraft of the first increment took off as scheduled except one ground abort which was replaced by a

8. 45th Air Div Staging Support Ltr, 8 Dec 55. See Exhibit # .
9. Ibid.
10. Ibid.
11. 42d ARS Unit Hist Rept, 1-31 Dec 55.(RES: ISO-32).
12. 42d ARRFS OPORD 343-55, 21 Dec 55.
13. Ibid.



0733

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ground stand-by.[14] Approximately forty-two hours after the departure of the first increment, the second increment was due to take off for the return flight to Loring. This last phase of the redeployment was delayed fourteen hours as a result of two KC-97's of the required ten of the 71st Air Refueling Squadron were on ACCP status at Goose AFB, Newfoundland.[15] These two aircraft were promptly replaced and the remaining ten aircraft of the 42d Air Refuling Squadron departed for Loring, concluding fifty-seven days of TDY at Thule AFB, Greenland.

Operation "Texas League"

A major mission of the 42d Air Refueling Squadron while TDY to Thule was Operation "Texas League".[16] The 42d combined with the 44th and 93d Air Refueling Squadrons in gathering forty KC-97 E, F and G type aircraft for the operation.[17] This task force was to provide refueling support for thirty-five Faker Force aircraft. This operation was set up so as to test the everyday capabilities of the Air Defense system of the North American Continent. For the purpose of this test, it was assumed that a sizable enemy force was launched against the North American Continent with prior information and simulated aggressor attacks.[18] On the first of December, the forty tanker aircraft had been assembled for the mission. The mission went into effect on the third of December.[19] Eight individual orbit areas and refueling tracks were designated in the

14. 42d AREFS Unit Hist Rept, 1-31 Dec 55.
15. Ibid.
16. 2d AF SPORD 501-55.
17. 42d AREFS Unit Hist Rept, 1-31 Dec 55.
18. Ibid.
19. SIPPO Mag. DOCF 11976, Section #2.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

refueling area located 300 miles southeast of Thule.[20] During this exercise, eight tankers from the 42d Air Refueling Squadron transferred 387,000 pounds of jet fuel to aircraft of the attacking force.[21]

Other TDY Missions

On 19 December, 8th AF directed the 42d Air Refueling Squadron to dispatch four KC-97s to Sonderstrom Air Base, Greenland for the purpose of exercising the capabilities of this base to handle SAC tankers. Two days were spent flying out Sonderstrom and exercising turn arounds and the missions proved successful.[22]

Operation "Pace Setter I"

Twenty B-36s of the 42d Bomb Wing participated in Operation "Pace Setter I" on 12 December 1955.[23] This was a bomber stream type mission utilizing Atlanta, Charlotte and Richmond RBS sites.[24] Over-all wing showing was poor with the most glaring and re-occurring error being that of mis-identification of target.[25] Programs have been set up to keep this error from happening again.

Proficiency Training

Another phase of "50-24" training was completed during December with a wing average of 55% attained.[26] The air refueling squadron

20. See Exhibit #4, "Refueling Chart for Texas League".
21. 42d ARSFS Unit Hist Rept, 1-31 Dec 55.
22. Ibid.
23. See Exhibit # 5, 45th Air Div Staging Ltr.
24. 75th BS Unit Hist Rept, 1-31 Dec 55 (RCS: ISC -32).
25. Ibid.
26. 42d Opns Sqdn Unit Hist Rept, 1-31 Dec 55 (RCS: ISC-32).



0737

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

accomplished 95% of "50-24" training while at Thule towards completion of the phase then in effect.[27]

B-36s flew a total of 879 hours in December while the KC-97s flew a total of 610 hours.[28]

---

27. 42d ARRFS Unit Hist Rept, 1-31 Dec 55.
28. Air Rflg Air Tng Rept, 1-31 Dec 55 (4-SAC-T12) & Combat Crew Air Tng Rept, 1-31 Dec 55 (1-SAC-T12).



0738

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## EXPERIMENTS AND DEVELOPMENTS

### Flight Line Construction

The heavy dispersal taxiway and the heavy access apron taxiway reached a stage of 98% completion along with the heavy parking apron stub.[1] 8,300 feet of taxiway lighting was 88% complete while another 3,328 foot section of lighting reached a 39% completion stage. The 2,100 foot high-intensity runway lighting system reached a completion stage of 77%.and the primary runway extension that the high intensity lighting is part of was 91% complete by 31 December.[2]

The 13,100 foot, eight inch fuel pipeline was 87% complete and also, the modifications on the six fueling hydrants. The liquid fuel pump and the pump station had also reached 87% completion.[3] 19,670 square yards of heavy primary taxiway were 45% complete by 31 December.[4] The 124,000 square yard stabilized taxiway shoulder was 99% complete by the same date.

### Over-All Base Construction

Construction has progressed on the two GLOBECOM facilities at North Lynden and Paren, Maine. As of 31 December, the transmitter and receiver sites have reached completion stages of 97 and 89 per cent

1. See Exhibit #[illegible], AIC Prog Stat Rept MDP FY 51-57 (31 Dec 55).
2. Ibid.
3. Ibid.
4. Ibid.
5. Ref 45 Air Div Hist 1-30 Nov 55 (RCS: AF-DS).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

respectively.[5] The new structural fire station was 85% complete by 31 December. Ninety-eight per cent complete by the same period was the parachute shop building.[6]

Snow Removal Tests

A few minor tests were conducted on the test heating pad and proved successful.[7] The tests were conducted on the low temperature oil and water coils which melted fallen snow immediately.[8] Ice was allowed to form over night on the slab and was immediately melted the following morning. Difficulties were encountered with the high temperature heating system when the pump failed, causing failure of the system until a new pump could be transported to Loring to replace the damaged one. This delayed the high temperature tests for two weeks.[9]

Snow Removal Operations

A two shift operation began on 3 December 55 and was immediately put to use when a five inch snow fall occurred on the same day.[10] Blowers and brooms went into operation immediately and had the snow and ice cleared by 5 December.

Orders were issued to the snow removal personnel to discontinue the spreading of sand and ashes on the flight line. Snow removal chemicals

---

6. See Exhibit # ".
7. Interview, Mr. A.P. [illegible], Chief Engr., Amer. Hydrotherm Corp., by author on 27 Jan 56 on flt line.(LAFB).
8. Ibid.
9. Ibid.
10. Interview, Mr. M. Talbert, AIC Supdt., by author on 27 Jan 56 in AIC.



0740

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

such as "Sno-Thaw,", "Ice Foe" and "Snow Gone" were then put into use.[11] These chemicals are to be used only for the runways.

On the 12-13 December, four inches of snow fell and in two hours all snow was cleared off the flight line. The 14-16 of December saw heavy icing which was cleared by the sixteenth.[12] A continuous, light snow fell during the fifteenth but was cleared from the runways by 1500 that afternoon. On the morning of 17 December, the runways were closed down for plowing operations as four inches of snow had fallen. By noon, the runway was open for emergency B-36 landings and by the eighteenth, the snow had been completely removed from the flight line.[13] Snow removal operations headquarters was moved to Dock #40 on the flight line on 20 December. A light snow also fell but was promptly removed. On 24 December, the runway was again closed and reopened by noon on the 25th.when the minimum safety standards were met in the clearance of the 6-8 inches of snow. Operations continued throughout Christmas Day and Night and on the next day, all of the snow was cleared from the flight line.[14]

---

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



0741

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## MAINTENANCE AND SUPPLY

### Maintenance at Thule (1-28 Dec 55)

An excessive number of propellers had to be changed because of damage from rocks on taxiways, hardstands and runways.[1] This problem was discussed with Thule AFB personnel and was corrected immediately. Total darkness experienced throughout the entire TDY decreased quality maintenance. Darkness and cold temperatures also doubled the maintenance man hours.[2]

Seven engine changes were completed which were attributed primarily to usual causes rather than to climate.

Armament and electronics maintenance experienced difficulty with APS-42 radar set antennae wave guide corrosion. This corrision caused pressure leaks which in turn caused malfunctions.[3] On the whole, the A & E maintenance quality was considered good.

### Supply at Thule

A difficulty was encountered in acquiring spare parts for ground power equipment. This problem was discussed with Thule officials and appropriate action was taken to establish necessary parts.[4]

The present Fly-Away Kit is considered inadequate for efficient

1. 42d ARRFS narrative of Mission.after TDY.
2. Ibid.
3. Interview, 2d. Lt. R.A. Bond, OIC of Radio Maint, 42d A & E Sqdn, by author, 30 Jan 56 at A & E.
4. 42d ARRFS Narrative of Mission.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

arctic operation. At the start of the TDY, the kits were 99.3% complete but only 65% effective.[5] The 42d Air Refueling Squadron arrived at Thule without any spare clothing since such items are critical in the Zone of Interior. Appropriate stock levels, particularly for maintenance personnel were nedded to provide replacement parts for items hich become unserviceable during TDY.[6]

The 42d Armament and Electronics Squadron encountered some difficulty in the supply of ARC-21 radio couplers and CU-308 Loran couplers. These couplers were sent NRTS to a maintenance depot and were not returned to the unit until after completion of the TDY.[7] Two vehicles were required for the A & E maintenance personnel on missions but only one was on hand.[8]

Over_All Maintenance

B-36 type aircraft were in commission 69.7% of the time while KC-97 type aircraft were in commission 72.8% of the time.[9] The B-36s spent 620 hours AOCF and 3,911 hours AOCM. The KC-97s spent 945 hours AOCF and 3,215 AOCM. Hours for other types of repairs for B-36s totalled 2,179 and for KC-97s 289 hours.[10]

Supply Activities in General

Supply effectiveness[11] of Category A, which includes mostly

5. Ibid.
6. Ibid.
7. Interview, 2d. Lt. R.A. Bond.
8. Ibid.
9. Rept of Acft Status & Purpose of Flt, 1-31 Dec 55 (RCS: 1-AF-A1).
10. See Exhibit # 7, Figgers and Fax (command notebook).
11. Ibid.



0743

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

aircraft parts, remained about the same in December as in the previous month.[12] Category B, which includes technical services such as ordnance, engineering, signal and special hand tools in class 17B, showed a considerable increase over last month. Category A showed 89% effectiveness based on a total of 3,175 items issued of 3,793 items requested. Category B showed 86% effectiveness with 2,025 items issued of 2,550 items requested.[13] The two categories combined showed an over-all percentage effectiveness of 87.5%.

The 42d Motor Vehicle Squadron provided daily vehicle dispatch.[14]

Training committments were filled Type I and Type II loadings by the special weapons crews. Twenty-eight loadings were completed in Type I and eight loadings completed in Type II.[15]

12. 42d Sup Sqdn Unit Hist Rept, 1-31 Dec 55 (RCS: ISC-D2).
13. Ibid.
14. IAW SAC Reg 66-24, 1 Jan 55.
15. 42d Sup Sqdn Unit Hist Rept, 1-31 Dec 55.



0744

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## MAJOR PROBLEMS

### Personnel Shortages

The effective manning situation for the period of 1-31 December 55 was reported by base personnel[1] on 5 January 56. Manning in required specialties showed 70.57% of 1,712 airmen assigned being effectively utilized. Bodily manned, the base (excluding wing) totalled 92.44%. The air base group, USAF Hospital and the 45th Air Division were authorized 1,852 airmen on 31 December but were 140 airmen short of filling those slots.[2]

The main reasons for not obtaining the maximum score of effectively assigned personnel was the same as in the previous months:[3] 1) skilled level airmen were being discharged and not reenlisting or reenlisting for other stations, 2) the requirement to support mandatory PCS shipments and 3) the small amount of skilled level airmen being assigned to this station--most new airmen were from basic training bases.

There was a shortage of 545 airmen in authorized AFSCs.[4] There were nine airmen transferred PCS from this station.[5] There were fifty-two airmen discharged who did not reenlist or reenlisted for another station.[6]

Action taken to alleviate the situation was to continue to upgrade all airmen who have completed OJT and have passed the Airmen Proficiency Test or the Air Force Job Knowledge Test. The number of airmen upgraded

1. IAW Base Reg 170-4, 27 Sep 55. See Exhibit # 8, "Monthly Evaluation of Operations" (effective Manning).
2. See Exhibit # 9.
3. Ref 45th Air Div Hist Repts, Jan thru Nov 55 (RCS: AD-D5).
4. See Exhibit #9.
5. File, MIL-2, ABDP, 1-31 Dec 55.
6. File, MIL-2-1, MIL-15, ABDP, 1-31 Dec 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

in air base group, the hospital and division during December to the 3, 5, and 7 levels were fifty-six.[7] Twenty airmen were upgraded in converted AFSCs. One hundred and eighty-eight airmen were placed on OJT to the 3, 5, and 7 levels in the above mentioned units.[8]

This action above plus the projected 125 airmen for the coming month for assignment to the Air Base Group squadrons, USAF Hospital and the 45th Air Division Headquarters, would help in the coming months to relieve the personnel shortages.

The "010" untrainable situation was again reviewed:[9] there were actually 142 airmen at the helper level who were being reflected against the over-all strength. There were 262 authorized helper level positions in the air base group squadrons, USAF Hospital and division. There were, in the air base group and hospital, 404 untrainable "010" assigned in December.

The officer situation was principally the same as November.[10] The per cent of ineffectively assigned officers was 13.0. The air base group squadrons, USAF Hospital and division headquarters were authorized 138 officers, assigned 123. These units, therefore, were 89.1% bodily manned with officers in December.

The reason for not obtaining maximum results was the 45th Air Division was short four officers, 42d Air Base Group (all units) was short 21 officers and the 4034th USAF Hospital was short six

7. File, MIL-3-1, ABDF, 1-31 Dec 55.
8. File, TNG-1, ABDF, 1-31 Dec 55.
9. See Exhibit #1.
10. Ibid.



0746

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

officers. Shortages were in such critical areas such as the air division directorate of materiel.[11]

11. Ibid.



0747

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## MISCELLANEOUS

### Commanders' Bombing Competition

The Eighth Air Force Commanders' Bombing Competition was flown on 3-4 December 55. This operation, named "Honest John", was flown over selected targets in Little Rock, Arkansas and Kansas City, Missouri during the eight day competition.[1] A B-36, representing the 45th Air Division and led by Brig. Gen. William K. Martin, USAF, outscored 38 other division, wing and tactical squadron commanders.[2] The first place prize awarded the 45th Air Divison Commander was the "General Jack Roberts Trophy for Bomber-Stream Missions".[3]

1. 69th BS Unit Hist Rept, 1-31 Dec 55 (RCS: ISC-D2).
2. Article, Army, Navy, Air Force Journal, 21 Jan 56.
3. Brig. Gen. W.K. Martin.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ROSTER OF KEY PERSONNEL

45TH AIR DIVISION

DECEMBER 1955

HEADQUATERS, 45TH AIR DIVISION:

| | | |
|---|---|---|
| Commander | William K. Martin (1697A) | Brig. General |
| Director of Pers | John B. F. Dice (899A) | Colonel |
| Director of Mat | Fred W. Nudell (5711A) - additional duty | Lieut. Colonel |
| Director of Ops | Sam L. Barr (4235A) | Colonel |

42D AIR BASE GROUP:

| | | |
|---|---|---|
| Commander | Jackson W. Lewis (2116A) | Colonel |
| Deputy Commander | William W. Pannis (2466A) | Lieut. Colonel |
| Base Personnel Staff Officer | Fred C. Simpson (A0424142) | Lieut. Colonel |
| Base Materiel Staff Officer | Harry D. Terwilliger (A01549390) | Major |
| Base Operations Staff Officer | Edward F. Fleming (A0792825) | Major |
| Manpower & Organ Staff Officer | William A. Carter (3019A) | Lieut. Colonel |
| Base Comptroller | William B. Pequinot (A0564007) | Lieut. Colonel |
| Staff Judge Advocate | Carl R. Pearson (21796A) | Major |
| Base Chaplain | John J. Long (A0487098) | Lieut. Colonel |

*Roster of Officers 45AD (RCS: 8AF-P1), 1-31 Dec 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL

| | | |
|---|---|---|
| Info Services Staff Officer | Charles R. Hughes (A03013363) | First Lieut. |
| Director of Safety | Peter O. E. Bekker (A0821934) | Major |
| Adjutant | Frank C. Elliott (A01533548) | Captain |
| Comdt, Hq Sqdn | Frank L. Wrigglesworth (A0431085) | Major |
| Comdr, 42d Air Pol Squadron | Robert R. Love (A02[illegible]5113) | Lieut. Colonel |
| Comdr, 42d Instal Squadron | Ernest L. Buckley (17912A) | Major |
| Comdr, 42d Ops Squadron | Myron W. Graves (A0469149) | Major |
| Comdr, 42d Sup Squadron | Edwin C. Annis (A0747705) | Captain |
| Comdr, 42d Mtr Veh Squadron | Donald R. Kidd (A01038717) | Captain |
| Comdr, 42d Food Ser Squadron | Bertil E. Carlson (AW2201390) | WOJG |

4034th USAF HOSPITAL:

| | | |
|---|---|---|
| Commander | James G. Langford (26348A) | Lieut. Colonel |



0750

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ABBREVIATIONS

| | |
|---|---|
| AAF | Army Air Force |
| ABG | air base group |
| AD | air division |
| ADG | aviation depot group |
| ADDM | air division director of materiel |
| ADO | air division operations |
| ADVON | advance reconnaisance |
| AEC | Atomic Energy Commission |
| AEE | absolute essential equipment |
| AF | Air Force |
| AIO | air installations office (officer) |
| ARRFS | air refueling squadron |
| APGC | Air Proving Ground Command |
| BW | bomb wing |
| DAF | Department of the Air Force |
| FY | fiscal year |
| GO | general order |
| IAW | in accordance with |
| LAFB | Loring Air Force Base |
| MCP | military construction program |
| NRTS | not reparable this station |
| OPORD | operation order |
| OPLAN | operation plan |
| RCS | reports control system |
| SOP | standard operation procedure |
| SAC | Strategic Air Command |
| TDY | temporary duty |
| T/O | Technical order |
| UME | unit mission equipment |
| USED | U. S. Engineering Department |
| UK | United Kingdom |
| USCM | unit simulated combat mission |
| USAF | U. S. Air Force |
| WW II | World War II |
| WD | War Department |
| WCO | wing commander's office |
| WDM | wing director of materiel |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



BIBLIOGRAPHY

The information contained in this report, relative to the History of the 45th Air Division for December, 1955, was prepared and submitted under the provisions of Air Force Regulation 210-3, dated 11 March 1955, Strategic Air Command Regulation 210-1, dated 7 October 1952, and Eighth Air Force Regulation 210-1, dated 12 November 1952.

Under the provisions of Base Regulation 210-1, dated 4 April 1954, as amended,* organizations of the 45th Air Division submitted information contained in these reports, plus information from various other sources--the Loring AFB weekly publication, the Limelite, files of the 45th Air Division and personal interviews with key personnel of the base--was used to compile an outline of important division activities that occurred during the reporting period. This outline served as the basis to the final preparation of the narrative portion of this history. Pertinent supporting documents were made available by all agencies of the base.

Final preparation of the history concerned more extensive coverage of the above-mentioned reference materiel. The narrative portion of the history underwent periodic checks during the preparation to insure accuracy of facts and reporting.


Official Publications

SAC GO 69, 8 Oct 54.
SAC GO 10, 25 Feb 53.
SAC GO 17, 15 Mar 54.
SAC GO 40, 31 May 55.
SAC GO 18, 21 Apr 53.
SAC GO 3, 27 Jan 54.
SAC MAN 20-1, Dec 54.
SAC REG 55-16, 28 Nov 55.
SAC REG 66-24, 1 Jan 55.
SAC GO 34, 15 Sep 54.
AF REG 23-13, 15 Nov 54.
HQ 45AD GO10, 18 Jun 55.
8th AF REG 23-13, 15 Nov 54.
8th AF REG 23-13A, 14 Jan 55.
8th AF REG 23-9, 1 Apr 54.
BASE REG 170-4, 27 Sep 55.

Orders

42BW OPORD 322-55, 8 Oct 55.
42AREFS OPORD 329-55, 20 Oct 55.
42ARMS OPORD 343-55, 21 Dec 55.
45AD OPORD 340-55, 22 Nov 55.
8th AF OPORD 334-55, 19 Oct 55.
2d AF OPORD 501-55,

Recurring Reports

Officers' Roster 45AD (RCS: 8AF-P1). 31 December 55 & since activation
Unit Hist Repts, 45AD squadrons, and staff agencies, 1-31 Dec 55. (LAFB RCS: ISO-D2)
45AD & 42BW Hist Rept's, Jan thru Nov 55 (RCS: AU-D5)
Refueling Air Tng Rept, Dec 55 (RCS: 4-SAC-T12)
USCM Air Tng Rept, Dec55 (RCS: 1-SAC-T12)

Letters and Memorandums


*Base Supplement - 1 to 8th AFR 210-1 being prepared.

0752

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Letters and Messages

DAF Ltr, (AFCMO 410h)
24 Mar 53

ZIPPO Msg, 11796, Sec. #2

Interviews

Interview, Mr. A.H. BArrett, Amer. Hydrotherm, by author 27 Jan 56 on flt line (LAFB).

Interview, Mr, M. Jalbert, AIC Supdt., by author 27 Jan 56 at AIC.

Interview, 2d. Lt. R.A. BOND, OIC, Radio Maint. 42d A&F Sqdn., by author 30 Jan 56 at A& E.



0753.

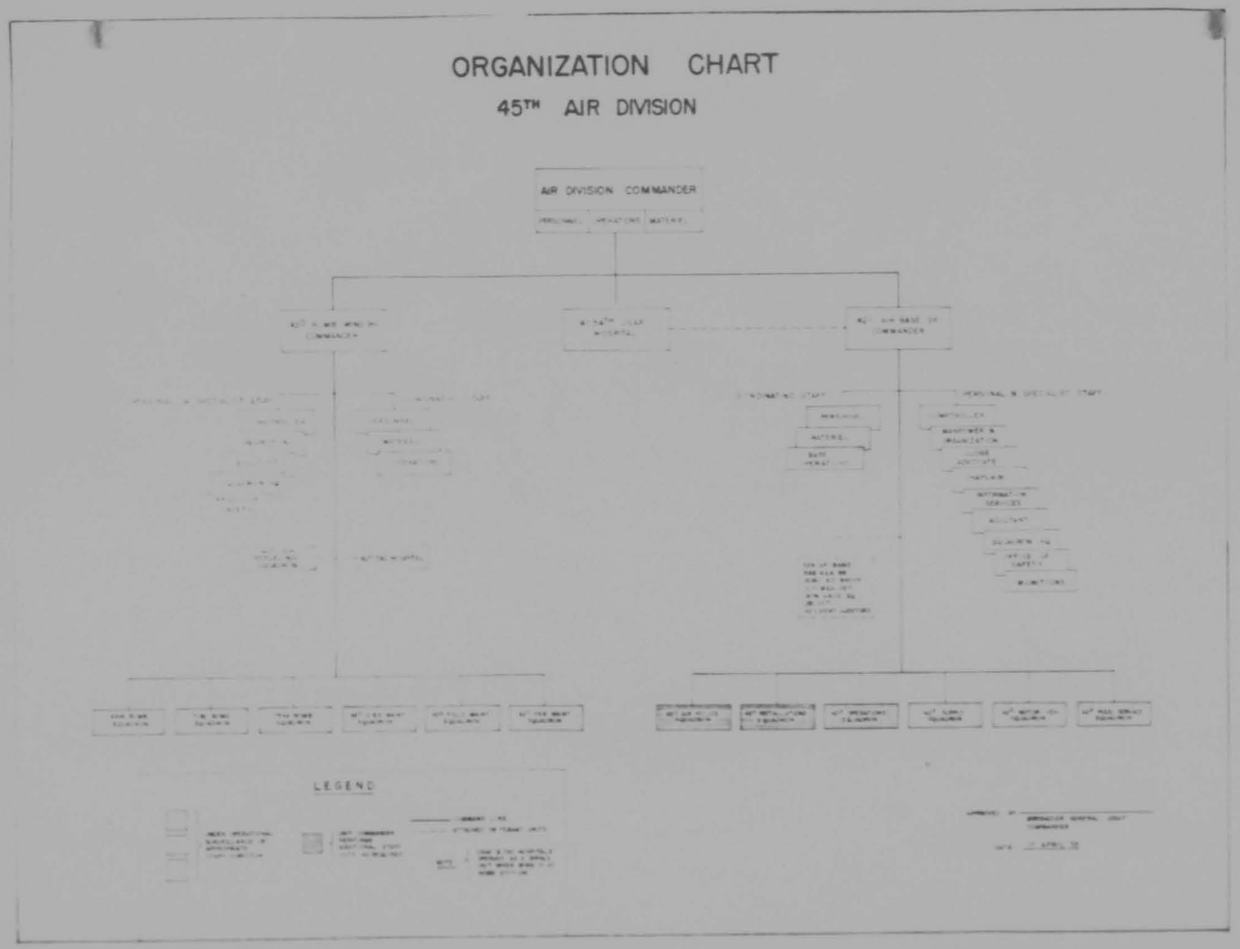
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0754

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




0755

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2

1

0756

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE 2 December 55

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRD |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | 10 | 10 | 0 | 7 | 7 | 10 | 0 | 4 |
| HQ 42D BOMB WING | 47 | 52 | 0 | 47 | 126 | 113 | 0 | 110 |
| 69TH BOMB SQUADRON | 109 | 90 | 0 | 85 | 229 | 194 | 0 | 178 |
| 70TH BOMB SQUADRON | 109 | 99 | 0 | 91 | 229 | 215 | 0 | 209 |
| 75TH BOMB SQUADRON | 109 | 98 | 0 | 98 | 229 | 201 | 0 | 200 |
| 42D FIELD MAINT SQUADRON | 8 | 8 | 0 | 8 | 654 | 533 | 0 | 423 |
| 42D PER MAINT SQUADRON | 5 | 6 | 0 | 5 | 247 | 177 | 0 | 146 |
| 42D A & E MAINT SQUADRON | 12 | 9 | 0 | 8 | 303 | 387 | 0 | 319 |
| 42D AIR REFUELING SQUADRON | 100 | 106 | 0 | 93 | 250 | 209 | 0 | 199 |
| TOTAL | 509 | 478 | 0 | 442 | 2274 | 2039 | 0 | 1788 |
| 43D TACTICAL HOSPITAL | 36 | 28 | 0 | 25 | 137 | 118 | 0 | 107 |
| 403RD USAF HOSPITAL | 16 | 18 | 0 | 17 | 19 | 14 | 4 | 17 |
| TOTAL | 52 | 46 | 0 | 42 | 156 | 142 | 4 | 124 |
| HQ 42D AIR BASE GROUP | 59 | 59 | 0 | 50 | 267 | 298 | 1 | 277 |
| 42D OPRS SQUADRON | 11 | 9 | 0 | 8 | 161 | 176 | 13 | 163 |
| 42D SUPPLY SQUADRON | 18 | 14 | 0 | 11 | 345 | 280 | 0 | 252 |
| 42D MOTOR VEHICLE SQUADRON | 4 | 4 | 0 | 4 | 192 | 158 | 0 | 133 |
| 42D AIR POLICE SQUADRON | 10 | 6 | 0 | 5 | 342 | 261 | 0 | 188 |
| 42D FOOD SERVICE SQUADRON | 4 | 2 | 0 | 2 | 266 | 210 | 10 | 196 |
| 42D INSTLS SQUADRON | 6 | 7 | 0 | 7 | 273 | 233 | 1 | 210 |
| 324TH AIR FORCE BAND | 1 | 0 | 0 | 0 | 19 | 16 | 0 | 16 |
| TOTAL | 113 | 101 | 0 | 87 | 1865 | 1632 | 25 | 1435 |
| BASE GRAND TOTAL | 674 | 625 | 0 | 572 | 4295 | 3813 | 29 | 3347 |

OFFICER NAME, GRADE (Typed): ROBERT RAPPAPORT, CAPT., USAF

SIGNATURE (Official): Robert Rappaport

42 ABG FORM 229 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

0757

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE: 21 December 55

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRS | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRS |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | 10 | 7 | 0 | 5 | 7 | 14 | 0 | 5 |
| HQ 420 BOMB WING | 47 | 53 | 0 | 46 | 126 | 126 | 0 | 117 |
| 69TH BOMB SQUADRON | 109 | 97 | 0 | 85 | 229 | 202 | 0 | 182 |
| 70TH BOMB SQUADRON | 109 | 94 | 0 | 76 | 229 | 213 | 0 | 172 |
| 75TH BOMB SQUADRON | 109 | 99 | 0 | 85 | 229 | 196 | 0 | 164 |
| 420 FIELD MAINT SQUADRON | 8 | 9 | 0 | 9 | 654 | 531 | 0 | 391 |
| 420 PER MAINT SQUADRON | 5 | 5 | 0 | 5 | 247 | 167 | 0 | 131 |
| 420 A & E MAINT SQUADRON | 12 | 9 | 0 | 7 | 303 | 380 | 0 | 270 |
| 420 AIR REFUELING SQUADRON | 100 | 104 | 0 | 84 | 250 | 207 | 0 | 181 |
| TOTAL | 509 | 477 | 0 | 402 | 2274 | 2036 | 0 | 1614 |
| 420 TACTICAL HOSPITAL | 36 | 28 | 0 | 19 | 137 | 115 | 0 | 101 |
| 4034TH USAF HOSPITAL | 16 | 18 | 0 | 17 | 19 | 14 | 3 | 16 |
| TOTAL | 52 | 46 | 0 | 36 | 156 | 129 | 3 | 117 |
| HQ 420 AIR BASE GROUP | 59 | 60 | 0 | 49 | 267 | 304 | 1 | 248 |
| 420 OPRS SQUADRON | 11 | 8 | 0 | 7 | 161 | 185 | 13 | 140 |
| 420 SUPPLY SQUADRON | 18 | 14 | 0 | 10 | 345 | 302 | 0 | 231 |
| 420 MOTOR VEHICLE SQUADRON | 4 | 4 | 0 | 4 | 192 | 175 | 0 | 126 |
| 420 AIR POLICE SQUADRON | 10 | 5 | 0 | 4 | 342 | 278 | 0 | 159 |
| 420 FOOD SERVICE SQUADRON | 4 | 2 | 0 | 2 | 266 | 210 | 0 | 172 |
| 420 INSTLS SQUADRON | 6 | 7 | 0 | 6 | 273 | 241 | 0 | 191 |
| 514TH AIR FORCE BAND | 1 | 0 | 0 | 0 | 19 | 16 | 0 | 15 |
| TOTAL | 113 | 100 | 0 | 82 | 1865 | 1711 | 14 | 1282 |
| AIR GRAND TOTAL | 674 | 623 | 0 | 478 | 4295 | 3876 | 17 | 3013 |

OFFICER NAME, GRADE (Typed): ROBERT RAPPAPORT, CAPT., USAF

SIGNATURE (Original): Robert Rappaport

42 ABG FORM 24 JAN 55 225 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

0758

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0759

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

ADO 8 December 1955

SUBJECT: (Unclassified) Loring Air Force Base Staging Support for 8 December 1955 through 13 January 1956

TO: See Distribution

1. The following information concerning staging support requirements and proposed unit missions is submitted for your information and necessary action. This information should be used for planning purposes only. (U)

2. The 22d Bombardment Wing will be required to furnish the following: (C)

a. Twenty B-36 aircraft, 12 December 1955, for participation in operation "Pace Setter".

b. Twenty KC-97 aircraft for return to Loring, on 20 - 26 December 1955, operation "Saint Nick".

c. Thirty KC-97 sorties, 9 - 11 January 1956, in support of operation "Sword Play".

3. Loring Air Force Base will be required to provide base support and facilities for the following operations: (C)

a. One B-47 aircraft of the 340th Bombardment Wing, 10 - 12 December 1955, for 96 hours TDY for special training.

4. Loring Air Force Base may be required to provide base facilities and support for the following overflies:

a. Forty-eight KC-97 aircraft of the 43d and 44th Air Refueling Squadrons, and forty-five B-47 aircraft of the 96th Bombardment Wing, on 13 December 1955, operation "Water Test".

Confidential

L61000

0760

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

Hq 49th AD, Loring AFB, Limestone, Me, ADC, Subject: (U) Loring AFB Staging Support for 6 December 1955 through 15 January 1956

b. One hundred (total) KC-97 aircraft of the 436, 44th, 71st, 310th and 380th Air Refueling Squadrons, during the period 27 through 30 December 1955, operation "Saint Nick".

c. Ninety B-47 aircraft of the 19th and 303rd Bombardment Wings, ninety KC-97 aircraft of the 310th and 380th Air Refueling Squadrons and 2060th Air Refueling Wing, and three C-121 support aircraft, during the period 5 through 11 January 1956, operation "Sword Play".

BY ORDER OF THE COMMANDER:

Frank C. Elliott
FRANK C. ELLIOTT
Captain, USAF
Adjutant

DISTRIBUTION:
ADC - 1
ADO - 1
ADP - 1
ADC - 1
ADS - 1
ADOO - 1
ADR - 1
ADU - 1
ADF - 1
2nd Wea Det - 1
[illegible] - 1
[illegible] - 1
[illegible] - 1
[illegible] - 1
[illegible] - 1
[illegible] - 1
[illegible] - 1
[illegible] - 4
[illegible] - 1
[illegible] - 1
[illegible] - 1
[illegible] - 1
[illegible] - 1
[illegible] - 4
[illegible] - 1
[illegible] North ADC - 1

Confidential



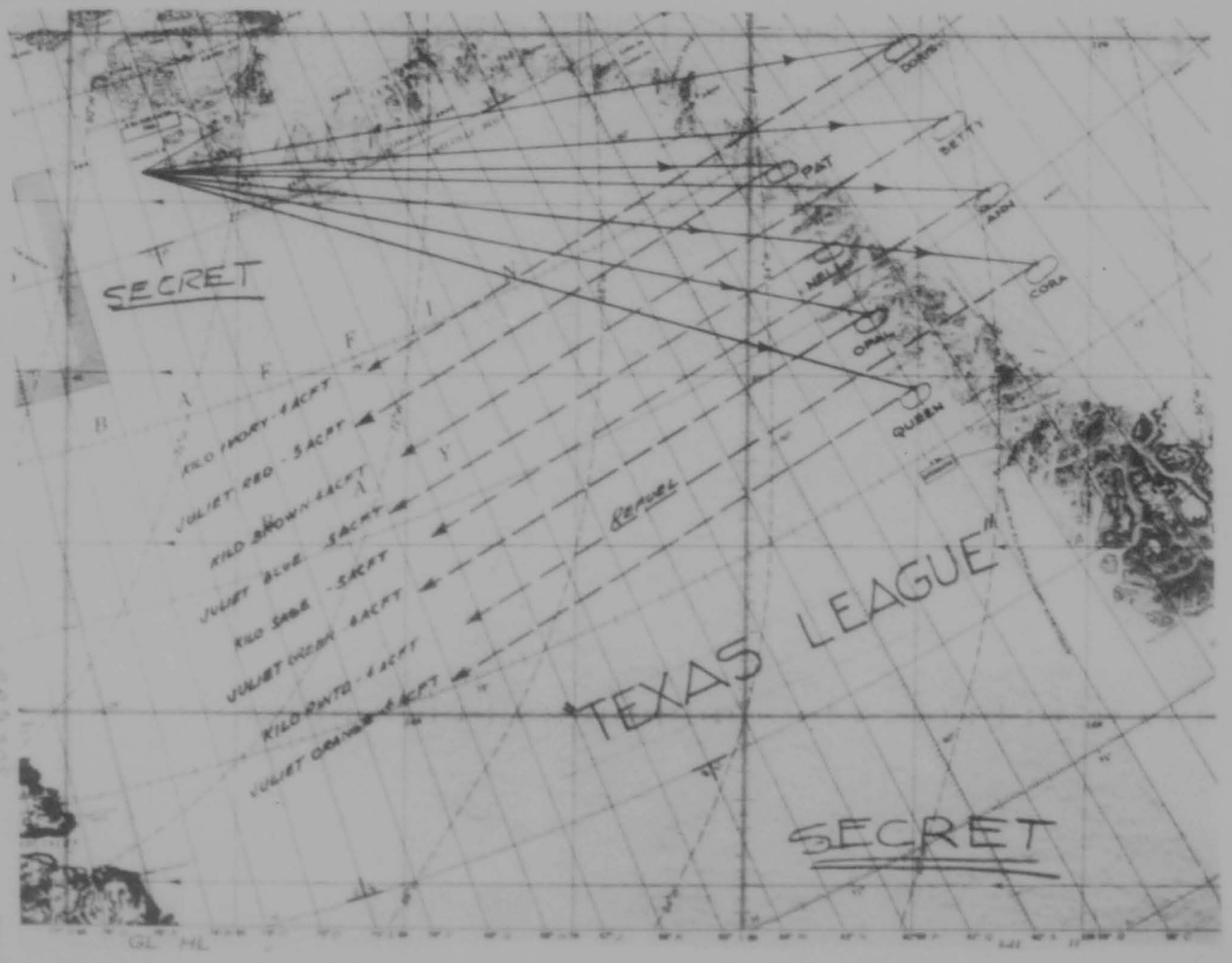
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0762

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




0763

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

5

0764

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

51 31 Dec 55 Loring AFB, Maine

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| | | | | | | ATT | | COMP | | | |
| G236-311 | COMM. GCOM. REC BLDG #1A | SF | 14,500 | 373 | 4 | 7/4 | 7/4 | 89 | 10/5 | | |
| G238-311 | COMM. GCOM. TRAN BLDG #1A | SF | 18,500 | 987 | 4 | 7/4 | 7/4 | 97 | 10/5 | | |

0765

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

52 31 Dec 55 Loring AFB, Maine

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| A165-400 | APRON, PARKING, STOR, MV | ST | 196,175 | 5,878 | 4 | 4/4 | 5/4 | 98 | | |
| A213-230 | TAXIWAY, APRN, ACCESS MV | ST | 48,766 | Incl above | 4 | 4/4 | 5/4 | 98 | | |
| A216-230 | TAXIWAY, DISPERSAL MV | ST | 85,022 | Incl above | 4 | 4/4 | 5/4 | 98 | | |
| B114-100 | HANGAR, FLD MAINT, N/S (D.C.) | SF | 211,984 | 1,954 | 4 | 7/3 | 7/3 | 99 | | |
| J668-400 | RELOCATION OF MIX PLANTS | LS | | 277 | 4 | 4/5 | 3/5 | 100 | 9/5 | |
| S610-000 | ORDNANCE EQUIP, SMCP (AAA) | SF | 5,800 | 109 | 4 | 12/4 | 2/5 | 99 | 9/5 | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTRACT STATUS REPORT NCP FY53 DATE 31 Dec 55 BASE Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CONTRACT CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | AT | CONTR AWD | CONST START | % COMP | C/C CIT | CLAY | CM EST |
| A416-400 | P.A.D, A/C, WARMUP, HOLD, HV | SY | 57,000 | 430 | 4 | 4/5 | 6/5 | 33 | 12/6 | | |
| C987-400 | LIGHT, AFLD, TAXIWAY | FT | 8,300 | 99 | 4 | 8/3 | 8/3 | 88 | 11/5 | | |
| J195-0001 | KLX PRIMARY PLNT (ADDN) | KW | 2,500 | 1,129 | 4 | 4/2 | 12/5 | 100 | 12/5 | | |

0767

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRAM STATUS REPORT MCP FY 55 DATE 31 Dec 55 BASE Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | PT | CONTR AWD | CONST STAT | % COMP | DATE C | DATE | DATE |
| A312-330 | HARDSTAND, CALIB, HV, A/C | SY | 15,900 | 207 | 4 | 4/5 | 5/5 | 11 | 12/6 | | |
| A412-400 | PAD, A/C, BLAST, HV | SY | 10,000 | 29 | 4 | 4/5 | 9/5 | 100 | 12/5 | 11/5 | |
| A618-222 | RUNWAY, PRIMARY EXT, HV (2100 ft) | SY | 70,000 | 1,322 | 4 | 4/5 | 5/5 | 91 | 12/5 | 11/5 | |
| A656-800 | STBL, SHLDR, TAXIWAY | SY | 124,000 | 492 | 4 | 4/5 | 5/5 | 99 | 11/5 | 11/5 | |
| A718-230 | TAXIWAY, PRIMARY, HEAVY | SY | 19,670 | 323 | 4 | 4/5 | 6/5 | 45 | 12/6 | 11/5 | |
| B323-3005 | HYDRANT, FUELING, STD, MODIF | EA | 6 | 193 | 4 | 5/5 | 7/5 | 87 | 12/5 | | |
| B394-340 | PIPELINE, L/FUEL, 8 INCH | FT | 13,100 | 133 | 4 | 5/5 | 7/5 | 87 | 12/5 | | |
| B464-100 | PUMP, LIQUID FUEL | EA | 1 | 10.5 | 4 | 5/5 | 9/5 | 87 | 12/5 | | |
| B530-000 | PUMP, STATION | SF | 289 | 4.8 | 4 | 5/5 | 9/5 | 87 | 12/5 | | |
| C614-000 | GCA FIXED (TURNTABLE) | EA | 1 | 10 | 3 | | | | | | |
| C965-400 | LIGHTING, RUNWAY, HI-INT | FT | 2,100 | 31 | 4 | 4/5 | 7/5 | 77 | 7/6 | 7/6 | |
| C967-400 | LIGHT, AFLD, TAXIWAY | FT | 3,328 | 47 | 4 | 4/5 | 9/5 | 39 | 12/6 | | |
| C850-000 | TACAN FACILITY | EA | 1 | 7 | 3 | | | | | | |
| E317-300 | HANGAR, NOSE/WG, M/P, STD (ARS) | SF | 46,860 | 718 | 4 | 12/4 | 5/5 | 85 | 11/5 | | |
| E317-300 | HANGAR, NOSE/WG, M/P, STD (9 EA) | SF | 211,590 | 3,618 | 4 | 12/4 | 5/5 | 93 | 9/6 | | |
| E677-100 | SHOP, MAINT, ORGNL, N/S (ARS) | SF | 5,760 | 60 | 4 | 2/5 | 5/5 | 93 | 11/5 | | |
| J000-000 | UTILITIES (11 HANGARS) | LS | | 716 | 4 | 3/5 | 5/5 | 98 | 11/5 | | |
| J210-000 | FIRE PROTECTION SYSTEM | LS | | 27.5 | 3 | | | | | | |
| J310-000 | HEATING FACILITIES | LS | | 524 | 4 | 6/5 | 7/5 | 45 | 9/6 | | |
| J647-000 | ROAD (ARS) | MI | 0.2 | 10 | 4 | 2/5 | 5/5 | 96 | 11/5 | | |
| K315-700 | LAND BASE R/W TCN | AC | 3 | 3 | 3 | | | | | | |
| K317-400 | LAND OWN FEE PURCH TCN | AC | .25 | 1 | 3 | | | | | | |
| N754-100 | SUP & ISSUE, ORGN, BLDG, N/S(ARS) | SF | 5,760 | 60 | 4 | 2/5 | 5/5 | 93 | 11/5 | | |
| N852-311 | WHSE, FUEL, BASE #1 (ARS) | SF | 40,000 | 266 | 4 | 4/5 | 6/5 | 81 | 12/5 | | |
| P312-400 | CLUB, AIRMEN, BLDG | SF | 17,712 | 290 | 4 | 4/5 | 6/5 | 90 | 12/5 | | |

0768

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

55 — 31 Dec 55 — Loring AFB, Maine

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| B386-313 | FIRE STA #1C (3 STALL) | SF | 4,796 | 136 | 4 | 1/5 | 6/5 | 85 | 11/5 | |
| S712-400 | PRGMT, SHOP, BASE, BLDG | SF | 7,750 | 193 | 4 | 2/5 | 5/5 | 98 | 12/5 | |

0769

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

56 31 Dec 55 Loring AFB, Maine

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| A618-0005 | RUNWAY, PRIMARY | SY | 33,334 | 430 | 2 | 4/1 | 9/55 | 99 | 12/5 | |
| B131-112 | BULK AVGAS TANK, N/S UO | BL | 1,190 | 33 | 3 | 1/5 | | 1 | 8/5 | |
| B135-000 | BULK STORAGE, JET FUEL | BL | 25,000 | 100 | 2 | 12/5 | | 4 | 8/5 | |
| B227-000 | FILL STAND, TRUCK | EA | 1 | 3 | 3 | | | | | |
| C651-000 | ILAS MARKSTAND | LS | | 33 | 2 | | | | | |
| C656-000 | ILAS MIDDLE MARKER | LS | | 17 | 2 | | | | | |
| C659-000 | ILAS OUTER MARKER | LS | | 234 | 2 | | | | | |
| E317-3005 | HANGAR, NOSE/WO, M/P, STD | SF | 224,160 | 960 | 3 | 2/5 | | 2 | 11/5 | |
| G311-0005 | DORMITORY, AIRMAN (STORM WINDOWS) | LS | | 185 | 3 | 9/5 | | | 1/56 | |
| J562-600 | PARK, VEHICLE, ADM, PVD | SY | 13,750 | 108 | 1 | 4/5 | | 5 | 8/5 | |
| J251-000 | GARBAGE INCINERATOR | EA | 1 | 130 | 3 | 2/5 | | 1 | 12/5 | |
| K716-000 | LAND, FEE, PURCHASE | AC | 5 | 42 | 1 | 3/4 | | | 3/4 | |
| K668-000 | LAND, EASEMENT, RIGHT WAY | AC | 10 | 8 | 1 | 3/4 | | | 3/6 | |
| P273-330 | CHAPEL, BASE #3 (300) SE | SF | 6,983 | 206 | 3 | 12/5 | | 3 | 2/7 | |
| P275-300 | CHAPEL, RD. WING, BLDG #2 | SF | 3,375 | 86 | 3 | 12/5 | | | 11/6 | |
| P317-330 | CLUB, NCO, BLDG #3 | SF | 14,330 | 257 | 3 | 12/5 | | 5 | 12/6 | |
| P613-400 | BCTN, FIELD HOUSE, BLDG | SF | 33,600 | 592 | 3 | 1/6 | | 5 | 4/7 | |
| R713-330 | POST OFFICE, CENTRAL #3 | SF | 3,800 | 102 | 3 | 12/5 | | 5 | 12/6 | |
| R836-340 | SCTY, GUARD HOUSE #4 | SF | 4,100 | 90 | 3 | 12/5 | | 5 | 11/6 | |
| S212-0001 | AUTO MAINT. SHOP, BASE | SF | 9,600 | 167 | 3 | 1/6 | | 3 | 11/6 | |

0770

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] ST | [illegible] | 31 Dec 55 | | | Loring AFB, Maine | |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 14-457 | OPERATIONS, SQUADRON | SF | 15,[illegible] | 267 | 2 | | |
| 17-230A | FLIGHT SIMULATOR TNG. | SF | 4,744 | 177 | 2 | | |
| 17-712 | TARGET INTEL. TRAINING | SF | 9,000 | 216 | 2 | | |
| 21-426R | AUTO STORAGE, HEATED | SF | 11,440 | 193 | 2 | | |
| 21-427 | AUTO STORAGE, OPEN | SY | 13,000 | 104 | 2 | | |
| 61-211 | HQS. BASE UNIT, A/POLICE | SF | 2,112 | 58 | 2 | | |
| 71-431 | GARAGE, FAM. HSG, AIRMEN | UN | 160 | 140 | 2 | | |
| 71-432 | GRGE, F/MSG, OFFICERS | UN | 76 | 35 | 2 | | |
| 74-279A | COMMISSARY STORE | SF | 9,052 | 195 | 2 | | |
| 74-188A | EXCHANGE, SALES STORE | SF | 13,340 | 267 | 2 | | |
| 74-514 | LIBRARY, NON-TECHNICAL | SF | 5,991 | 109 | 2 | | |
| 74-618A | OPEN MESS, OFFICERS | SF | 9,500 | 222 | 2 | | |
| 12-123 | MIDLANT FUELING STATION | EA | 6 | 60 | 2 | | |
| 41-131 | STORAGE, BASE AVFUEL | BL | 110,000 | 130 | 2 | | |

0771

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

REPORT OF AIRCRAFT STATUS AND PURPOSE OF FLIGHT

1-AF-41

SAC | SAF | 42d Bomb Wing | Loring AFB | AS OF 31 December 1955

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| B-36D | CC | 9 | 7163 | 5099 | 290 | 208 | 1544 | | 22 |
| B-36H | CC | 12 | 8601 | 6921 | 180 | 473 | 1127 | | 38 |
| B-36J | CC | 8 | 6052 | 3386 | 301 | 1498 | 867 | | 18 |
| KC-97G Thule | C | 0 | 13037 | 9553 | 940 | 280 | 2250 | | 95 |
| KC-97G Loring | CC | 22 | 3331 | 2364 | | | 965 | | 1 |
| C-119C | CP | 1 | 744 | 480 | | 120 | 144 | | 11 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| B-36D | CC | 230 | | | 7 | 237 | |
| B-36H | CC | 394 | | | 20 | 414 | |
| B-36J | CC | 223 | | | 5 | 228 | |
| KC-97G Thule | CC | 585 | | | 20 | 605 | |
| KC-97G Loring | CC | | | | 5 | 5 | |
| C-119C | CP | | | 22 | 1 | 23 | |

AF 110a

0773

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

7

0774

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

I N D E X


| | | |
|---|---|---|
| 1. | Flying Safety | 1 Page |
| 2. | Flying Time | 1 Page |
| 3. | Aircraft Commission Status | 2 Pages |
| 4. | Base Supply Effectiveness | 1 Page |
| 5. | Status of Motor Vehicles | 1 Page |
| 6. | Housing Status | 1 Page |
| 7. | Incidents | 4 Pages |
| 8. | Ground Safety | 3 Pages |
| 9. | Separations vs Reenlistments | 1 Page |
| 10. | Comptroller | 6 Pages |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## FLYING SAFETY

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| PRIMARY AIRCRAFT: | | | | | | |
| Hours Flown | 1691 | 1292 | 1629 | 1596 | 1294 | 1184 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |
| ADMINISTRATIVE AIRCRAFT: | | | | | | |
| Hours Flown | 434 | 445 | 366 | 423 | 338 | 260 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |

SOURCE: Flying Safety Office, RCS: 1-AF-A1

FLYING SAFETY

0776

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## FLYING TIME

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| B-25 | 113 | 115 | 96 | 110 | 103 | 50 |
| C-45 | 110 | 95 | 52 | 72 | 10 | 48 |
| C-47 | 171 | 127 | 156 | 145 | 161 | 111 |
| C-119 | 43 | 73 | 24 | 43 | 35 | 23 |
| H-19 | 47 | 35 | 38 | 51 | 29 | 28 |
| TOTAL | 434 | 445 | 366 | 423 | 338 | 260 |

SOURCE: HQS: 1-AF-41

| | | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|---|
| 69th | Prog | 350 | 300 | 355 | 327 | 301 | 331 |
| | Act | 352 | 306 | 335 | 353 | 241 | 285 |
| | Acft | 35 | 28 | 30 | 29 | 22 | 26 |
| 70th | Prog | 334 | 303 | 365 | 358 | 320 | 314 |
| | Act | 374 | 304 | 344 | 377 | 214 | 304 |
| | Acft | 34 | 28 | 31 | 33 | 27 | 32 |
| 75th | Prog | 397 | 300 | 380 | 361 | 340 | 271 |
| | Act | 360 | 313 | 321 | 384 | 273 | 270 |
| | Acft | 33 | 28 | 29 | 36 | 25 | 30 |
| B-36 | Prog | 1081 | 903 | 1100 | 1036 | 964 | 916 |
| | Act | 1085 | 923 | 1000 | 1114 | 788 | 879 |
| ARS | Prog | 613 | 474 | 997 | 450 | 997 | 600 |
| | Act | 606 | 489 | 629 | 432 | 526 | 610 |
| | Acft | 29 | 22 | 30 | 20 | 25 | 28 |
| TOTAL | | | | | | | |
| | Prog | 1694 | 1377 | 1697 | 1486 | 1961 | 1516 |
| | Act | 1691 | 1392 | 1629 | 1546 | 1217 | 1489 |

FLYING TIME

0777

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS

42D BOMBARDMENT WING (H)

B-36s

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Hours on Hand | 23901 | 24552 | 23760 | 16023 | 20688 | 22116 |
| Hours in Commission | 18181 | 18507 | 17573 | 10908 | 15208 | 15406 |
| Rate | 76 | 75 | 74 | 68 | 74 | 70 |
| Hours Out of Commission | 5720 | 6045 | 6187 | 5115 | 5480 | 6710 |
| Rate | 24 | 25 | 26 | 32 | 26 | 30 |
| Hours AOCP | 33 | 91 | 204 | 378 | 185 | 620 |
| Rate | 0 | 0 | 1 | 3 | 1 | 3 |
| Hours AOGR | 2668 | 3128 | 3252 | 3071 | 4342 | 3911 |
| Rate | 11 | 13 | 14 | 19 | 21 | 17 |
| Hours Other Time | 3019 | 2826 | 2771 | 1666 | 953 | 2199 |
| Rate | 13 | 12 | 11 | 10 | 4 | 10 |
| Average Aircraft Possessed | 32.1 | 33 | 33 | 32 | 31.6 | 29.9 |

SOURCE: MCS: 1-AF-A1

AIRCRAFT COMMISSION STATUS

0778

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS

| | 60th Bm Sq | | 70th Bm Sq | | 91st Bm Sq | | 42d ARS | |
|---|---|---|---|---|---|---|---|---|
| | NOV | DEC | NOV | DEC | NOV | DEC | NOV | DEC |
| Hours on Hand | 7920 | 8579 | 6374 | 8018 | 6394 | 5519 | 15840 | 16368 |
| Hours in Commission | 4047 | 5581 | 4993 | 5891 | 5158 | 3934 | 9094 | 11919 |
| Rate | 64 | 65 | 78 | 73 | 81 | 71 | 57 | 73 |
| Hours Out of Commission | 2863 | 2998 | 1381 | 2127 | 1236 | 1585 | 6746 | 4449 |
| Rate | 36 | 35 | 22 | 27 | 19 | 29 | 43 | 27 |
| Hours AOCP | 41 | 163 | 144 | 373 | 0 | 84 | 1644 | 945 |
| Rate | 0 | 2 | 2 | 5 | 0 | 2 | 11 | 6 |
| Hours AOCN | 2378 | 1714 | 978 | 1377 | 986 | 820 | 4792 | 3219 |
| Rate | 30 | 20 | 16 | 17 | 15 | 15 | 31 | 19 |
| Hours Other Time | 444 | 1121 | 259 | 377 | 250 | 681 | 310 | 289 |
| Rate | 6 | 13 | 4 | 5 | 4 | 12 | 1 | 2 |
| Average Aircraft Possessed | 11 | 10.8 | 10 | 10.0 | 10.6 | 9.0 | 22 | 23 |

SOURCE: RCS: 1-AF-A1

0779

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## BASE SUPPLY EFFECTIVENESS

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Depot Supply Action | 73 | 70 | 72 | 74 | 76 | 68 |
| Base Supply Action | 71 | 69 | 81 | 78 | 84 | 88 |
| Reparable Action | 100 | 97 | 98 | 94 | 88 | 94 |
| Stock Record Cards | 25713 | 22904 | 21137 | 23097 | 22954 | 17670 |
| Line Items Processed | 28600 | 29899 | 21320 | 19692 | 21765 | 21360 |
| Percent Inventory Taken | 18 | 35 | 51 | 61 | 84 | 100 |
| Percent Inventory Error | 6.7 | 5.6 | 5 | 4 | 5 | 6 |
| Line Items In LP Store | 6700 | 6650 | 6650 | 6633 | 6644 | 6545 |
| Line Items Issued LP Store | 1722 | 1754 | 2044 | 1994 | 1533 | 1280 |
| Pipeline Time - Days | | | | | | |
| GSA Store Items | 28 | 20 | 32 | 46 | 58 | 82 |
| GSA Supplies | 35 | 17 | 33 | 47 | 43 | 45 |
| Local Purchase | 21 | 19 | 23 | 35 | 43 | 40 |

SOURCE: RCS: AF-81

BASE SUPPLY EFFECTIVENESS

0780

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATUS OF MOTOR VEHICLES

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Vehicle Days Assigned | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Days VDT | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Rate | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Days VDM | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Rate | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Total Vehicle Days Lost | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Rate | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Air Division Vehicles Authorized | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Air Div & Tenant Veh Assigned | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

SOURCE: MSD, SAC-E1

STATUS OF MOTOR VEHICLES

0781

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## HOUSING STATUS

| | OCT | NOV | DEC |
|---|---|---|---|
| Spaces Available | 5303 | 5303 | 5303 |
| Spaces Occupied | 2908 | 2650 | 2856 |
| Family Housing | | | |
| Officer: | | | |
| Completed | 80 | 80 | 80 |
| Occupied | 21 | 27 | 30 |
| Airmen: | | | |
| Completed | 160 | 160 | 160 |
| Occupied | 186 | 172 | 195 |

* A portion of the Officer's Housing Area is being used to house Airmen families on a temporary basis.

| | OCT | NOV | DEC |
|---|---|---|---|
| Wherry-Officers: | | | |
| Completed | 520 | 510 | 510 |
| Occupied | 508 | 492 | 500 |
| Wherry-Airmen | | | |
| Completed | 990 | 990 | 990 |
| Occupied | 976 | 962 | 944 |
| Local Area:** | | | |
| Officers | 99 | 45 | 45 |
| Airmen | 896 | 914 | 960 |
| Civilians | 432 | 487 | 540 |

**Includes 54th AAA [illegible]

SOURCE: NCO: 1-AF-21, Base Housing Office

HOUSING STATUS

0782

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

INCIDENTS

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Traffic Accidents (Military & Civilian): | 8 | 4 | 10 | 6 | 6 | 15 |
| On Base | 6 | 4 | 10 | 1 | 6 | 8 |
| Off Base | | | | | | |
| Traffic Violations (Military & Civilian): | 34 | 50 | 25 | 42 | 40 | 41 |
| On Base | 34 | 50 | 20 | 33 | 25 | 28 |
| Off Base | 0 | 0 | 0 | 0 | 0 | 0 |
| Security Violations | 0 | 1 | 0 | 4 | 1 | 1 |
| Serious Crimes | 0 | 1 | 1 | 14 | 0 | 0 |
| Drunk and Disorderly | 0 | 1 | 0 | 0 | 0 | 0 |
| Insubordinate Conduct | 0 | 0 | 0 | 1 | 1 | 1 |
| Larceny, Housebreaking, Burglary, & Robbery | | | | | | |

SOURCE: MCS; AF-17

INCIDENTS

0783

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COURTS MARTIAL

| | OCT | NOV | DEC | | OCT | NOV | DEC |
|---|---|---|---|---|---|---|---|
| Hq 12d Bw | 0/0/0 | 0/0/0 | 0/0/0 | Hq 14th AD | 0/0/0 | 0/0/0 | 0/0/0 |
| 60th Bm Sq | 0/0/0 | 0/0/0 | 0/1/0 | Hq 12d AB Gp | 0/0/0 | 0/0/2 | 0/1/0 |
| 70th Bm Sq | 0/0/0 | 0/0/0 | 0/0/0 | 12d Opns Sq | 0/0/0 | 0/1/0 | 0/0/1 |
| 74th Bm Sq | 0/0/0 | 0/0/0 | 0/0/0 | 12d Supp Sq | 0/1/0 | 0/0/0 | 0/0/1 |
| 12d FMS | 0/0/0 | 0/0/0 | 0/0/0 | 12d Mtr Veh Sq | 0/0/0 | 0/0/0 | 0/0/0 |
| 12d FMS | 0/0/1 | 0/0/2 | 1/0/1 | 12d AF Sq | 0/0/0 | 0/1/4 | 0/1/2 |
| 12d AAB Sq | 0/0/1 | 0/0/1 | 0/0/1 | 12d Fd Sv Sq | 0/0/1 | 0/1/1 | 0/0/1 |
| 12d TAC Hosp | 0/0/0 | 0/1/2 | 0/0/0 | 12d Inst Sq | 0/0/0 | 0/0/0 | 0/1/0 |
| 12d ARS | 0/1/0 | 0/0/0 | 0/0/0 | 401st Hosp | 0/0/0 | 0/0/1 | 0/0/1 |
| | | | | 514th Band | 0/0/0 | 0/0/0 | 0/0/1 |
| TOTAL | 0/1/2 | 0/1/5 | 1/1/2 | TOTAL | 0/1/1 | 0/0/7 | 0/4/1 |

SOURCE: Judge Advocate General / Special / Summary

0784

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## VENEREAL DISEASE

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Sq 42d TW | 0 | 0 | 0 | 0 | 0 | 0 |
| 44th Bm Sq | 0 | 0 | 0 | 1 | 2 | 1 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 1 | 0 |
| 75th Bm Sq | 0 | 3 | 0 | 1 | 1 | 2 |
| 42d FMS | 0 | 0 | 0 | 2 | 0 | 1 |
| 42d FMS | 0 | 0 | 1 | 1 | 2 | 0 |
| 42d AAE Sq | 0 | 0 | 0 | 0 | 2 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 1 | 0 | 0 |
| TOTAL | 0 | 3 | 1 | 6 | 8 | 4 |

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Sq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Sq 42d AB Gp | 0 | 0 | 0 | 0 | 1 | 1 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 3 | 1 | 1 | 1 | 1 | 0 |
| 42d Mtr Veh Sq | 0 | 0 | 1 | 1 | 0 | 0 |
| 42d AP Sq | 0 | 0 | 0 | 0 | 1 | 0 |
| 42d Fd Sv Sq | 1 | 1 | 0 | 0 | 0 | 2 |
| 42d Inst Sq | 0 | 0 | 0 | 0 | 3 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1 | 4 | 2 | 2 | 6 | 3 |

SOURCE: Preventive Medicine Office

0785

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## A W O L 'S

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Hq 42d BW | 1 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 3 | 1 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 2 | 0 | 1 | 0 |
| 42d PMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 1 | 0 | 0 | 0 | 2 | 1 |
| 42d A&E Sq | 0 | 0 | 2 | 0 | 0 | 0 |
| 42d TAC Hosp | 1 | 0 | 0 | 1 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 1 | 0 | 0 |
| TOTAL | 3 | 3 | 5 | 2 | 3 | 1 |

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 1 | 1 | 0 | 2 | 1 | 0 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 1 | 1 | 0 | 0 | 0 | 0 |
| 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d AP Sq | 0 | 1 | 0 | 3 | 1 | 2 |
| 42d Fd Sv Sq | 3 | 1 | 3 | 1 | 0 | 3 |
| 42d Inst Sq | 1 | 1 | 0 | 0 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 6 | 4 | 3 | 6 | 2 | 5 |

SOURCE: Provost Marshal

0786

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## GOVERNMENT VEHICLE ACCIDENTS

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d A&E Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 |

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d AP Sq | 0 | 0 | 1 | 0 | 1 | 1 |
| 42d Fd Sv Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Inst Sq | 0 | 0 | 0 | 1 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 1 | 1 | 1 | 1 |

SOURCE: Ground Safety Office

GROUND SAFETY

0787

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MILITARY PERSONNEL INJURIES

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Hq 42d Bm Wg | 0 | 0 | 1 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 1 | 1 |
| 70th Bm Sq | 0 | 1 | 0 | 2*% | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d PMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 3 | 1 | 1 | 0 | 2 | 0 |
| 42d A&E Sq | 1 | 1 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 1 | 1 | 0 | 0 | 0 | 0 |
| 42d ARS | 2 | 0 | 1 | 0 | 0 | 1 |
| TOTAL | 7 | 4 | 3 | 2 | 3 | 2 |

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 1 | 0 | 0 | 0 | 0 | 0 |
| 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 1 |
| 42d AP Sq | 2 | 0 | 1 | 0 | 0 | 1** |
| 42d Fd Sv Sq | 0 | 1 | 0 | 0 | 2* | 1 |
| 42d Inst Sq | 1 | 1 | 0 | 1 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 624th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 4 | 2 | 1 | 1 | 2 | 3 |

SOURCE: Ground Safety Office

** Includes one fatality
*% Includes one fatality
* Includes two fatalities

0788

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAFETY FILE

## CIVILIAN PERSONNEL INJURIES

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Hq 42d Bm Wg | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d A&E Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 |

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d AP Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Fd Sv Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Inst Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 |

SOURCE: Ground Safety Office

0789

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SEPARATIONS vs REENLISTMENTS

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Hq 42d BW | 6/2 | 4/1 | 2/2 | 3/1 | 2/0 | 3/0 |
| 69th Bm Sq | 16/2 | 16/6 | 8/3 | 5/2 | 11/0 | 11/5 |
| 70th Bm Sq | 4/0 | 8/2 | 6/2 | 14/7 | 11/1 | 14/4 |
| 75th Bm Sq | 14/4 | 16/9 | 13/12 | 10/4 | 13/1 | 13/4 |
| 42d PMS | 3/1 | 10/3 | 14/0 | 8/0 | 2/1 | 13/2 |
| 42d FMS | 14/2 | 17/6 | 21/9 | 34/12 | 24/4 | 33/8 |
| 42d A&E Sq | 10/1 | 7/2 | 8/1 | 6/2 | 3/1 | 7/3 |
| 42d TAC Hosp | 10/3 | 8/3 | 11/3 | 7/1 | 7/2 | 6/4 |
| 42d ARS | 2/0 | 5/3 | 2/1 | 5/2 | 4/0 | 2/0 |
| TOTAL | 79/15 | 85/33 | 77/10 | 91/35 | 92/31 | 102/30 |

| | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0/0 | 1/0 | 0/0 | 0/0 | 0/0 | 0/0 |
| Hq 42d AB Gp | 20/9 | 12/2 | 17/4 | 7/2 | 6/3 | 19/5 |
| 42d Opns Sq | 7/1 | 11/7 | 4/1 | 5/0 | 5/2 | 12/3 |
| 42d Supp Sq | 12/3 | 8/3 | 12/1 | 13/4 | 11/2 | 10/6 |
| 42d Mtr Veh Sq | 25/3 | 10/3 | 11/6 | 13/3 | 21/5 | 11/3 |
| 42d AP Sq | 13/4 | 10/2 | 11/1 | 5/2 | 14/3 | 4/2 |
| 42d Fd Sv Sq | 12/2 | 6/4 | 15/5 | 8/2 | 3/1 | 7/2 |
| 42d Inst Sq | 20/4 | 10/4 | 9/3 | 10/5 | 4/2 | 13/4 |
| 4034th Hosp | 1/0 | 0/0 | 1/0 | 0/0 | 0/0 | 0/0 |
| 524th Band | | 1/0 | 0/0 | 0/0 | 1/0 | 1/0 |
| TOTAL | 110/26 | 80/21 | 65/18 | 69/24 | 61/18 | 83/23 |

SEPARATIONS / REENLISTMENTS

SOURCE: Recruiting and Separation Office

SEPARATIONS vs REENLISTMENTS

0790

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## ASSETS

The assets or goods and property owed and operated by Loring Air Force Base are:

| | |
|---|---|
| Inventories (Controlled by Base Supply) | $ 28,931,348.06 |
| Equipment in Use - UAL | 17,324,944.07 |
| Equipment in Use - Other | 5,622,797.17 |
| Land & Land Improvements | 1,709,282.79 |
| Pavement & Runways | 15,781,827.55 |
| Buildings and Structures | 47,521,732.10 |
| Utility Plants & Systems | 30,781,781.57 |
| Construction in Progress | 379,561.06 |
| Accounts Receivable (Money owed to Loring) | [illegible] |
| Total Assets | $ 146,249,481.92 |

In addition there is approximately $141,789,000 worth of aircraft assigned to Loring Air Force Base.

CONTROLLER - BUDGET & ACCOUNTING DIV



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE MAINTENANCE AND OPERATIONS (45S FUNDS - FY 1956)

Obligations to 31 December 1955

| | | | |
|---|---|---|---|
| Fuel Oil | $235,426 | Commercial Communications | 59,296 |
| Gasoline | 93,848 | Commercial Transportation | 93,974 |
| Motor & Lub Oil | 29,992 | FICA | 4,288 |
| Supplies Issued - LP Store | 303,076 | Travel | 66,510 |
| Equipment | 32,973 | Laundry & Dry Cleaning | 15,975 |
| Cont Maint of Motor Vehicles | 11,478 | Cont Maint of Real Property | 27,706 |
| Cont Maint of Equipment | 1,532 | Civilian Personnel | 912,578 |
| Cont Services | 7,481 | Off Duty Education Program | 529 |
| Purchased Utilities | 1,453 | | |
| | | TOTAL | $1,897,882 |

CONTROLLER - BUDGET & ACCOUNTING DIV

07,92

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## FINANCE OPERATING DATA

| | OCT | NOV | DEC |
|---|---|---|---|
| Gross Disbursements | $2,219,790 | $1,687,239 | $1,308,014 |
| Gross Collections | $ 516,953 | $ 147,668 | $ 128,349 |
| Personnel Salaries | | | |
| Officers | $ 309,640 ( 675) | $ 308,561 ( 728) | $ 304,549 ( 726) |
| Airmen | $ 412,158 (3981) | $ 484,230 (5357) | $ 328,705 (5147) |
| Civilians | $ 167,860 ( 555) | $ 178,133 ( 602) | $ 193,249 ( 666) |
| Total Personnel Salaries | $ 889,658 (5211) | $ 970,924 (6687) | $ 826,503 (6539) |
| Travel & Per Diem Vouchers | 1038 | 648 | 1,626 |
| Commercial Vouchers | 806 | 1005 | 609 |
| Commercial Discounts Taken | $ 342 | $ 495 | $ 1,060 |
| Mil Pay Records Transferred | 70 | 140 | 59 |
| Number of Sep Pymts (Excl of Reenl) | 210 | 166 | 306 |
| Savings Bonds | $ 25,069 | $ 4,313 | $ 40,950 |
| Treasury Checks Written | 6,581 | 4577 | 10,004 |
| Authorized Personnel | 26 | 26 | 27 |
| Assigned Personnel | 20 | 20 | 24 |

Figures in Parenthesis Equal Number of Personnel Paid

CONTROLLER - FINANCE OFFICE

0793

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STRENGTH DATA - AS OF 31 DECEMBER 1946

| | OFF | | AMN | | CIV | |
|---|---|---|---|---|---|---|
| | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD |
| Hq 45th AD | 10 | 7 | 7 | 14 | 3 | 4 |
| Hq 42d BW | 48 | 53 | 126 | 133 | 3 | 3 |
| 69th Bm Sq | 63 | 97 | 166 | 202 | 0 | 0 |
| 70th Bm Sq | 63 | 95 | 166 | 207 | 0 | 0 |
| 75th Bm Sq | 63 | 99 | 166 | 194 | 0 | 0 |
| 42d PMS | 4 | 5 | 278 | 166 | 0 | 0 |
| 42d FMS | 8 | 8 | 702 | 539 | 32 | 31 |
| 42d A&E Sq | 12 | 9 | 277 | 379 | 0 | 0 |
| 42d ARS | 100 | 103 | 224 | 207 | 0 | 0 |
| 42d TAC Hosp | 36 | 28 | 137 | 117 | 0 | 0 |
| 4034th USAF H | 16 | 18 | 19 | 13 | 35 | 34 |

| | OFF | | AMN | | CIV | |
|---|---|---|---|---|---|---|
| | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD |
| Hq 42d AB Gp | 56 | 56 | 256 | 299 | 73 | 56 |
| 42d Opns Sq | 11 | 8 | 156 | 175 | 3 | 3 |
| 42d Supp Sq | 18 | 14 | 345 | 305 | 96 | 100 |
| 42d Mtr Veh Sq | 6 | 5 | 209 | 188 | 36 | 43 |
| 42d AP Sq | 10 | 5 | 342 | 308 | 0 | 0 |
| 42d Fd Sv Sq | 4 | 2 | 266 | 210 | 0 | 0 |
| 42d Inst Sq | 6 | 7 | 273 | 241 | 309 | 317 |
| 524th Band | 1 | 0 | 19 | 16 | 0 | 0 |
| TOTAL 45th AD | 536 | 619 | 4134 | 3913 | 590 | 598 |
| TENANT PERS | 147 | 123 | 1147 | 1065 | 75 | 53 |
| LAFB TOTAL | 683 | 742 | 5281 | 4978 | 665 | 651 |

SOURCE: Manpower Office, Morning Reports

CONTROLLER STATISTICAL SERVICES DIV

0794

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MANHOUR UTILIZATION
42D BOMB WING, DECEMBER 1955

| UNIT | Direct | Prod Indirect | Non Prod Indirect | Absent | Loaned | Over Time | Borrowed | Assigned | Avail |
|---|---|---|---|---|---|---|---|---|---|
| Hq 42d BW | | 6506.8 | 39.5 | 2319.0 | 74.0 | 386.1 | 255.0 | 8299.0 | 6546.3 |
| 69th Bm Sq | 7147.2 | 4333.3 | 73.2 | 4290.8 | 296.0 | 923.5 | 16.0 | 18201.0 | 11543.7 |
| 70th Bm Sq | 7443.0 | 5828.2 | 156.5 | 7945.9 | 439.0 | 1349.1 | 143.0 | 20328.0 | 11427.7 |
| 75th Bm Sq | 5117.1 | 4295.2 | 349.5 | 7118.3 | 198.0 | 601.9 | | 16716.2 | 9761.8 |
| 42d ARS | | 433.0 | | 499.0 | | | | 932.0 | 433.0 |
| 42d A&E Sq | 6713.4 | 15356.4 | 3590.5 | 21302.2 | 1603.2 | 1609.2 | 205.2 | 46050.4 | 24960.3 |
| 42d PMS | 24040.3 | 22910.7 | 2219.8 | 23642.5 | 4105.5 | 2176.2 | 3558.1 | 72994.6 | 49170.8 |
| 42d PMS | 10726.0 | 6384.6 | 91.1 | 7643.1 | 80.0 | 408.1 | 297.5 | 24199.0 | 17201.[illegible] |
| 42d Opns Sq | 2331.0 | 3038.5 | 10.5 | 3217.0 | 23.0 | 1106.0 | 29.0 | 7484.0 | 5380.0 |
| Total | 62818.0 | 69086.7 | 6530.6 | 78257.8 | 6818.8 | 8630.2 | 3585.8 | 211203.2 | 138135.3 |

SOURCE: SAC-U22, Part 4

COMPTROLLER - STATISTICAL SERVICES DIV

0795

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC MANAGEMENT CONTROL SYSTEM - 40D AIR BASE GROUP

| | PTS POSS | % OF MAXIMUM SCORE OBTAINED | | | | DIFFERENCE |
|---|---|---|---|---|---|---|
| | | QTR SAC AVE SEP | QTR SAF AVE SEP | LORING QTR SEP | LORING QTR DEC | |
| **PERSONNEL** | | | | | | |
| 1. MIRS - Officers | 30 | 19.3 | 14.3 | 20 | 30 | + 10 |
| Airmen | 85 | 33.9 | 20.0 | 10 | 10 | |
| 2. AWOL Rates | 50 | 69.3 | 65.7 | 80 | 80 | |
| 3. Reenlistment Rate | 50 | 44.8 | 41.4 | 30 | 30 | |
| 4. Open Mess - Officers | 25 | 79.3 | 65.7 | 30 | 80 | + 50 |
| NCO | 25 | 76.1 | 67.1 | 90 | 80 | - 10 |
| **MATERIEL** | | | | | | |
| 1. Supply Management | 240 | 76.2 | 73.3 | 73 | 72.3 | - .7 |
| 2. AIO Costs Incident to Maint. | 60 | 74.6 | 65.7 | 90 | 90 | |
| 3. Base Commissary Management | 50 | 40.4 | 32.9 | 40 | 75 | + 35 |
| 4. Base Exchange Management | 80 | 44.4 | 37.6 | 42 | NR | |
| 5. Medical-Dental Supply Mgt | 40 | 61.1 | 63.7 | 55 | 50 | - 5 |
| 6. Food Service Management | 40 | 55.8 | 53.6 | 85 | 50 | - 35 |

COMPTROLLER - MANAGEMENT ANALYSIS DIV

0796

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC MANAGEMENT CONTROL SYSTEM - 42D AIR BASE GROUP (CONT'D)

| | PTS POSS | % OF MAXIMUM SCORE OBTAINED QTR SAC AVE SEP | QTR SAF AVE SEP | LORING QTR SEP | LORING QTR DEC | DIFFERENCE |
|---|---|---|---|---|---|---|
| 7. Pipeline for Base Purchases from Commercial Vendors | 40 | 16.1 | 10.7 | 50 | 0 | - 50 |
| GENERAL | | | | | | |
| 1. BASE SUPPORT OPERATING COSTS: | | | | | | |
| a. Ratio of Personnel | 60 | 48.9 | 38.6 | 30 | 40 | + 10 |
| b. Support Personnel Costs | 40 | 50.4 | 58.6 | 80 | 70 | - 10 |
| c. Support Supply Costs | 70 | 90.9 | 89.3 | 70 | 10 | - 60 |
| d. Support Contractual Services & "Other" Costs | 30 | 72.1 | 75.7 | 90 | 70 | - 20 |
| 2. Flying Safety | 70 | 97.9 | 100 | 100 | 100 | |
| 3. Ground Safety | 70 | 70.7 | 77.9 | 100 | 74 | - 24 |
| TOTAL | 1155 | 62.3% | 58.7% | 62.78% | 57.68% | - 5.10 |

COMPTROLLER - MANAGEMENT ANALYSIS DIV

0797

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LORING AIR FORCE BASE

DECEMBER 1955

# FIGGERS & FAX

PERSONAL COPY OF I.S.O.

PREPARED BY: DIRECTOR OF COMPTROLLER - MANAGEMENT ANALYSIS DIVISION

0798

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8

0799

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"This is a certified true copy."

Edward V. Johnson, Jr.
2/Lt. USAF
Information Services Officer

Monthly Evaluation of Operations

BGMA MPB 5 January 56

1. In acompliance with Base Regulation 170-4 dated 27 September 1955, the following report is submitted:

a. Personnel Records: All entries on personnel records that are applicable to the Air Base Group Squadrons, 4034th USAF Hospital and the 45th Air Division are completed.

b. Manning in required specialties:

| AUTH | ASGD | MIRS | % EFF ASGD | % BODILY MANNED | % INEFFECTIVE |
|---|---|---|---|---|---|
| 1852 | 1712 | 1307 | 70.57 | 92.44 | 24.7 |

(1) There was a regression of .56% from last month.

(2) Reasons for regression and not obtaining the maximum score:

(a) There is a shortage of 545 airmen in authorized AFSC's.

(b) There were 9 airmen transferred PCS.

(c) There were 52 airmen discharged who did not reenlist or reenlisted for another station.

(3) Action that can be taken that may help increase our percentage:

(a) Continue to upgrade all airmen who have completed OJT and have passed the Airmen Proficiency Test or Air Force Job Knowledge Test.

(b) Cross train all possible airmen in accordance with Project Guidance.

(c) There are 125 airmen porjected in for assignment to the Air Base Group for the month of January 1956 that will help.

2. The main reason for not obtaining the maximum score is the same as previous months. A continued effort on everyone's part to recommend upgrading airmen when they complete OJT will help increase or at least remain 70%.

a. Skilled level airmen being discharged or reenlisting for another station. There are 46 airmen projected for separation during the month of January.

b. The supporting of PCS shipments.

0800

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



3. The number of airmen upgraded during the month of December to the 3, 5, and 7 level and converted IAW Interim changes 7 and 8, Air Force Manual 35-1 were as follows:

a. Three level: 46

b. Five Level: 6

c. Seven level: 4

d. Converted: 20

4. The number of airmen placed on OJT during the month of December were:

a. OJT-D helper level to the apprentice level: 83

b. OJT-D cross training: 14

c. OJT-C three to the five level: 88

d. OJT-C five to the seven level: 3

5. Testing

a. Air Force Job Knowledge Tests: Forty-three Air Force Job Knowledge Tests were administered. Forty-two passed and were upgraded and one failed or 97.6% passed.

b. Airmen Proficiency Tests: Make up cycle for the 20, 27, 29, 46, 47, 56, 60, 62, 73 Career Fields were administered during the week of 12 December. The results will be known sometime the end of January due to the fact that they are graded at 2200th Test Squadron, New York. The November test results have been received and announced on PERAM. Forty airmen were tested and thirty-one passed and nine failed or 77.5% passed.

6. Ineefectives: There are 424 ineffectives. The breakdown and explanation is as follows:

a. Helper level Airmen: 142 untrainables.

b. Three level airmen: 216

(1) Twenty-one are on OJT-C for the five level and will be effective upon completion of OJT.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(2) Fifty are on OJT-C for the five level but are not effective.

(3) Four are on OJT*C for the seven level and will be effective upon completion of OJT.

(4) Three are not on OJT-C for the seven level due to restriction on the number of seven level airmen that can be trained.

(5) One hundred and thirty-eight are helper level airmen who are on OJT-D for the apprentice three level.

c. Five level:

(1) Thirty-six are not on any type of OJT and cannot be due to the restriction on the number of seven level that can be trained and Project Guidance prohibits retraining to another Career Field.

d. Seven level: There are seventeen airmen at the seven level that cannot be retrained due to the restriction imposed by Project Guidance.

7. There are presently 571 Helper level airmen assigned. There are 167 of these airmen on OJT-D for the apprentice level. There are 404 untrainable helper level airmen assigned against an authorization of 262 authorized helper level postions. There are actually 142 airmen at the helper level who are being reflected against our overall strength.

FRED C. SIMPSON
Lt Colonel, USAF
Director of Personnel



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"This is a certified true copy".

Edward V. Johnson, Jr.
2/LT. USAF
Information Services Officer

Monthly Evaluation of Operations

BP MPB-O 4 Jan 55
Lt. Baldwin/25252

1. In compliance with Base Regulation 170-4, dated 27 September 1954, the following report is submitted:

a. Personnel records: All entries on personnel records that are applicable to Air Base Group and Air Division have been completed as of 31 December 1955.

b. Manning required specialties (including 45th Air Division and 4034th USAF Hospital):

| AUTH | ASGD | % ASGD | EFF ASGD | % EFF ASGD | INEFF ASGD | % INEFF ASGD |
|---|---|---|---|---|---|---|
| 138 | 123 | 89.1 | 107 | 77.5 | 16* | 13.0 |

*Sixteen (16) ineffectively assigned officers include:

| | |
|---|---|
| Hq, 45 ADIV: | 1 Officer (AFSC 4344) pending rsgmt to 42d Bm Wg. |
| Hq, 42 ABGRU: | 1 Officer (AFSC 1224P) pending 36-2 action. |
| | 2 Officers (AFSC 6881) no TO vacancy. |
| | 1 Officer (AFSC 6774) no TO vacancy. |
| | 1 Officer (Lt. Rose) assignment status not clear. |
| | 1 Officer (AFSC 7824) no TO vacancy. |
| 42d INST SQ: | 1 Officer (AFSC 5521) pending rsgmt overseas. |
| 4034th USAF Hosp: | 8 Officers (5 AFSC 9326 and 3 AFSC 9826) no TO vacancy. |
| TOTAL: | 16 |

c. Reasons for not obtaining maximum results: 45th Air Division is short four (4) officers (one AFSC 7024 projected in), 42d Air Base Group (all units) is short 21 officers and 4034th USAF Hospital is short six (6) officers. Shortages continue to exist in such critical areas as Director of Materiel and Armament Staff Officer in Air Division Headquarters, and Supply Staff Officer and six (6) Supply Officers in Air Base Group.

d. Shortages of AFSC's are as follows:

| | |
|---|---|
| 0046D | 1 |
| 1435 | 3 |
| 1525A | 1 |
| 3216 | 1 |
| 6424 | 5 |
| 6416 | 1 |
| 7024 | 1 |
| 7324 | 2 |

0803

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MPB-O, 4 Jan 55, Subj: Monthly Evaluation of Operations

| | |
|---|---|
| 7336 | 1 |
| 7525 | 1 |
| 7724 | 2 |
| 7924 | 1 |
| 9235 | 1 |
| 9486 | 1 |
| 9586 | 1 |
| 9734 | 1 |
| 9744 | 1 |
| 9836 | 1 |
| 36200 | 1 |
| 62000 | 1 |
| 64100 | 1 |
| 76000 | 1 |
| 77100 | 1 |
| TOTAL | 31 |

ROBERT C. BALDWIN
1st. Lt, USAF
Assistant Chief, Military Personnel Branch



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Trans
5-5096
Jan

SECRET

RETURN TO
RESEARCH STUDIES
INSTITUTE
U.S.A.F.
HISTORICAL DIVISION
ARCHIVES BRANCH
FILE: 45-111
Jan 1956

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 JANUARY 1956---31 JANUARY 1956

at Loring Air Force Base, Maine

S15626

SECRET

613885

3-3791-44

0809

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 JANUARY 1956---31 JANUARY 1956

Prepared for the Historical Section of
the Information Services Office,
42d Air Base Group, by Major Peter O. E. Bekker (Historical
Officer) and A/1c Martin Wein on
25 February 1956.

(Eighth Air Force, Strategic Air Command)

for W.K. Martin
Brig. Gen., USAF
Commander

Peter O.E. Bekker
Major, USAF
Historical Officer
(Information Services
Staff Officer)

Martin Wein
A/1c AF12/37037
Historian

RSI Control No.
S 15625

0810

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

W. K. MARTIN

Brigadier General

Commander

0811

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0812

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

JACKSON W. LEWIS

Colonel

Base Commander



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0814

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# F O R E W O R D

This report contains the history of the 45th Air Division (SAC) from the period 1 January 1956to 31 January 1956. The origin and organization of this air division are recounted along with important activities--mission and mission implementations, operations and training, supply, maintenance, personnel and facilities--being emphasized for the reporting period.

The information contained herein, relative to the history of the 45th Air Division at Loring Air Force Base, Limestone, Maine, a unit of the Eighth Air Force (SAC), covers activities of the 42d Air Base Group and assigned squadrons, the 4034th USAF Hospital and division headquarters. It is related to previous monthly histories of this air division since activation.

The present report was supervised by Major Peter C. E. Bekker, USAF, Historical Officer (Information Services Staff Officer), and written by Airman First Class Martin Wein, AF 12437037, Historian.

Like other months' reports, this history is subject to revision, and additional information or suggested corrections will be welcomed.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTENTS


| Chapter | Title | Page |
|---|---|---|
| Foreword | | |
| List of Exhibits | | |
| Chronology | | |
| Narrative | | Pages 1 thru 20 |
| I | ORGANIZATION, ADMINISTRATION AND PERSONNEL | 1 |
| | Brief Unit History | 1 |
| | January Developments | 5 |
| II | THE MISSION AND ITS IMPLEMENTATIONS | 7 |
| | Over-all Mission | 7 |
| | Staging Support--Flight Line Utilized | 8 |
| | Staging Support--Overflies | 8 |
| | Base Alert | 9 |
| | Visit by B-52 | 9 |
| | Operation "Pace Setter II" | 9 |
| | Proficiency Training | 10 |
| III | EXPERIMENTS AND DEVELOPMENTS | 12 |
| | Flight Line Construction | 12 |
| | Over-all Base Construction | 12 |
| | Snow Removal Tests | 13 |
| | Snow Removal Operations | 13 |
| IV | MAINTENANCE AND SUPPLY | 15 |
| | Over-all Base Maintenance | 15 |
| | Over-all Supply Activities | 16 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526


| | | Page |
|---|---|---|
| V | Major Problems | 17 |
| | Personnel Problems | 17 |
| VI | MISCELLANEOUS | 19 |
| | Service Club Opening | 19 |
| Roster of Key Personnel | | 20 |
| Abbreviations | | 22 |
| Bibliography | | 23 |
| Exhibits | | - |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LIST OF EXHIBITS

1. Organization Chart, 45th Air Division
2. Daily Strength Reports, 1 and 31 January 56, respectively.
3. 45th Air Division Staging Letter, 17 January 56.
4. B-52 Conversion Material.
5. AIO Program Status Rept, MOP FY 51-57, 31 January 56.
6. Figures and Fax booklet (command notebook).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

CHRONOLOGY

| Date | Activity | Page |
|---|---|---|
| 3 January | Base Alert | 8 |
| 5-11 January | Staging Support--Operation "Sword Play" | 8 |
| 9 January | Visit by B-52 | 9 |
| 14 January | Operation "White Oak" | 8 |
| 23 January | Operation "Pace Setter II" | 9 |
| 28 January | Operation " Tinker Bell" | 8 |
| 29 January | General Martin TDY to Lockbourne AFB | 5 |
| 29 January | Service Club Opening | 19 |

0819

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## ORGANIZATION, ADMINISTRATION AND PERSONNEL

### Brief Unit History

The 45th Air Division Headquarters was activated at Loring AFB, Limestone, Maine, on 8 October 1954 and was assigned to the Eighth AF.[1] Division headquarters was set up just seven days after the base had been re-named "Loring" in honor of Maj. Charles J. Loring, Jr., a Maine jet hero of the Korean war.[2] Original name of the base was "Limestone".[3]

Before the division came into being, the 42d Heavy Bomb Wing was top base echelon. The 42d Wing was activated at "Limestone" (see above) in February 1953,[4] along with a support organization, the 42d Air Base Group.[5] On 8 October '54, this wing and air base group were assigned as units of the division.[6] The 4034th USAF Hospital became the third main unit of the division in March '54.[7]

The 45th administers its three units--wing, air base group and hospital--with respect to the over-all mission.[8] Facts point out that

1. SAC GO 69, 8 Oct 54 (Sec I).
2. DAF GO 34, 15 Sep 54 (para 6).
3. Named after Limestone village, 7 mi. from base.
4. DAF Ltr, 322 (AFOMO 410b), 24 Mar 53. See also effective date, SAC GO 10, 25 Feb 53. Actually, the wing was "re-activated". Its II parent--42d Bomb Group (AAF)--was inactivated after Japan's surrender in 1946 [Hq 5th AF GO 68, 20 Apr 46 (pursuant to WD Ltr, AG 322 (08-1-E-M, 20 Mar 46)].
5. Also "re-activated". Its II parent--42d Service Group (AAF)--disbanded in Belgium, 1945 [Ltr, Hq IX AF Service Command, 22 May 45 (pursuant to WD Ltr, AG 322 (08-1-AFSOC-M, 4 Apr 45)].
6. SAC GO 69, 8 Oct 54.
7. Ibid., activated by SAC GO 17, 15 Mar 54.
8. Outlined in 8th AF Reg 23-13, 15 Nov 54, as amended.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

though Loring has been a "single-wing" type station, and air division headquarters was established, primarily, to provide staging support under the EWP. As a designated provisional task force in SAC,[9] Loring AFB and the 45th Air Division has "a geographical responsibility" to service SAC overseas flights.

Orginal construction of Loring began in the winter of 1946-47. During the initial construction period--up to the winter of 1952-53--the base was garrisoned by a small group of AF personnel.[10] In February, '53, the base came under the jurisdiction of SAC.[11] At this time the construction program went into high gear. Hangars, docks, an extension to the runway, barracks--many important base facilities were initiated.

The first B-36 aircraft arrived the last of March '53, just a few weeks after the wing was activated. In April '53, the wing launched its first training missions. By October '53, not quite nine months after the wing was activated, B-36 aircrews were flying more than 1,000 hours a month.[12]

When division headquarters was activated, changes were made in key personnel.[13] Brig. Gen. Bertram C. Harrison, USAF, who had commanded the wing (then Colonel), was named division CC and Col. Jerome

9. SAC GO 40, 31 May 53.
10. When first assigned, Jun 50, group was designated "Base detachment". Later, re-designated 4215th Base Service Sqdn, then, 4215th Air Base Sqdn (latter discontinued per SAC GO 10 when the 42nd Bomb Wing was activated, Feb 53).
11. SAC GO 18, 21 Apr 53.
12. Inscribed on plaque awarded WCC by Convair, 5 Dec 53.
13. Officers' Roster (WCS: SAF-PI).



0821

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Tarter, USAF, became wing commander. On 18 June 1955, Brig. Gen. (then Colonel) William K. Martin, USAF, took command of the air division from Gen. Harrison.[14] Col. Jackson W. Lewis had been air base group commander since 24 September 1953.

Division headquarters contained, since activated, three directorates: personnel, materiel and operations. Responsible to these directorates are the respective wing and air base group directorates.[15] These directorates are known in each headquarters as the "coordinating staff".

In the wing and air base group headquarters were added the "personnel-specialist staffs".[16] These agencies in wing headquarters consist of comptroller directorate, adjutant, air inspector, squadron headquarters, and office of safety; in air base group headquarters, comptroller directorate, manpower and organization branch, staff judge advocate, base chaplain, information services, adjutant, squadron headquarters, office of safety and munitions branch.[17] Not all these agencies were activated originally. For instance, the offices of safety in wing and air base group headquarters came into effect in April '55.[18] Another example: base operations--air base group coordinating staff--was activated early this year.[19]

Originally, there were activated seven squadrons and a medical group (see below) in the wings'[20] headquarters, periodic maintenance,

14. Hq 45AD GO 12, 18 Jun 55.
15. See Exhibit #1, Organ. Chart, 45th Air Div.
16. Ibid.
17. Ref SAC Man 20-1, Dec 54.
18. Est. 1 Apr 55 per SAC directive (8th AF Msg, OS 180, 8 Mar 55). New OS took the place of old wing flying safety and air base group ground safety functions. Now flying and ground safety are combined in each OS.
19. Ref 45AD Unit Hist Rept, 1-31 Jan 55 (SCS: A1-25).
20. 45AD GO 10, 25 Feb 53.



0822

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

field maintenance, A & E maintenance, and the 69th, 70th and 75th heavy bomb squadrons. The eighth wing squadron--an air refueling unit--was activated in February '55.[21]

The air base group, of course, was originally assigned to the wing.[22] At the time of activation, air base group had seven squadrons:[23] headquarters, air police, installations, operations, supply, motor vehicle and food service. When division headquarters was activated, air base group headquarters received equal status, i.e., lateral communication, with wing headquarters.[24]

There were attached to air base group headquarters seven special units which render support to the division.[25] They were the 1974th AACS (MATS), 2-7 Weather Detachment (MATS), 428th AAA Bn. (U.S. Army), OSI Detachment, 524th AF Band, the Resident Auditors and the 3080th Aviation Depot Group (ARC).

The wing tactical squadrons are the 69th, 70th and 75th[26]--designated "Heavy"[27] with the B-36 the designated aircraft. The 42d Air Refueling Squadron (also "Heavy") flies the KC-97 stratotanker. The only other organization in the division to which pilots and aircraft are assigned is the operations squadron in air base group. This organization flies the base "administrative" aircraft: C-119, C-47

21. SAC GO 79, 8 Dec 54.
22. SAC GO 10, 25 Feb 53.
23. Ibid.
24. SAC GO 69, 8 Oct 54 (Sec I).
25. See Exhibit #1.
26. These sqdns had joined the old 42d Bomb Group (parent to the wing) late in WW II in the Pacific.
27. They were originally designated "Medium" during WW II. On 19 Feb 53, the 3 sqdns were redesignated "Heavy" [per SAF Ltr, 322 (AFPMO 2106), 24 Mar 48].



0823

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Just prior to the time that SAC took over jurisdiction of Loring AFB in February '53, Headquarters SAC received authorization from Headquarters USAF for a seventy-five bed USAF Hospital to be established on base. Twenty-five beds were first installed, later increased to seventy-five. The 42d Medical Group--activated as a wing unit in '53[28]--originally operated the base hospital. In February '54, this medical group was redesignated the 42d Tactical Hospital.[29] A month later, in March, the base hospital itself was designated the 4034th USAF Hospital.[30]

January Developments

Brig. Gen. William K. Martin, USAF, departed Loring on 29 Jan 56, for Lockbourne AFB, Ohio, for two weeks TDY. Col. Jerome Carter, USAF, commander of the 42d Bomb Wing, took command of the 45th Air Division during the General's absence.[31] The purpose of General Martin's TDY was to complete the transition from B-36s to B-47s in preparation for training to B-52 all-jet heavy bombers.[32]

Division strength in airmen for January showed a total of 4,073 assigned during the month with an increase of one hundred-sixty from the beginning of the month with a deficiency still remaining from the air division authorization of 4,134.[33] Officer strength showed 608 for

28. SAC GO 10, 25 Feb 53.
29. SAC GO 3, 27 Jan 54.
30. SAC GO 17, 15 Mar 54.
31. 45th Air Div GO 1, 30 Jan 56.
32. Info Serv, 42d AB, Press Release, 15 Feb 56.
33. See Exhibit #2, Daily Strength Rept, 1 & 31 Jan 56, respectively.



0824

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

January with a decrease of ten over the beginning of the month. An overage of seventy-two officers existed from the authorized total of 536 officers.[34]

34. Ibid.

0825

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## THE MISSION AND ITS IMPLEMENTATION

### Over-All Mission

The 45th Air Division was activated, primarily, to administer a force capable of flying strategic bombardment operations to any part of the world.[1] In performing this task, the latest technical knowledge and advanced weapons are utilized.[2]

In addition to long-range bombardment, air-to-air refueling is a part of the division mission.[3] The 42nd Bomb Wing provides the bombardment, air-to-air refueling and aircraft maintenance portion of the division mission.[4] The 42nd Air Base Group provides the base support needed by the tactical organizations.

The air base groupsla performs another vital part of the mission of the 45th Air Division: staging support.[5]

Other tasks of the division, secondary in nature, are training USAF Reserve personnel and/or units and participation in civilian emergencies, such as disaster relief.[6]

Aircrews and ground support units are constantly tested in their work to maintain a high degree of proficiency.[7]

---

1. 8th AF Reg 23-13, 15 Nov 54, as amended.
2. Ibid.
3. 8th AF Reg 23-134,14 Jan 55.
4. 8th AF Reg 23-8, 1 Apr 54, as amended.
5. Loring AFB est. as SAC provisional test f rce [SAC GO 40, 31 May 55].
6. 8th AF Reg 23-13, 15 Nov 54, para 3d.
7. Wing flies long-range simulated bombardment missions using operation orders from higher hq. Missions are related to EWF.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## Staging Support--Flight Line Utilized

Throughout the period of 5-11 January 56, flight line support was rendered to 90 KC-97 aircraft of the 310th and 380th Air Refueling Squadrons and the 4060th Air Refueling Wing and three C-124 support aircraft for Operation "Sword Play".[8] One C-124 was given the same support on 17 January. On 24 January, one B-47 was at Loring for 96 hours TDY for special training.[9] On 16 January, 48 KC-97s of the 71st Air Refueling Squadron were provided base facilities during Operation "White Oak". Operation "Tinker Bell" was performed on 28 January and base support was rendered 20 KC-97s of the 909th Air Refueling Squadron and 44 KC-97s of the 71st Air Refueling Squadron.[10]

## Staging Support--Overflies

Throughout the period of 5-11 January, the 42d Air Refueling Squadron furnished thirty KC-97 sorties in support of Operation "Sword Play".[11]

## Base Alert

At 0500, 3 January 56, the base alert was sounded in accordance with 45th Air Division Operations Order 104-55.[12] Control teams were

8. 45th Air Div Staging Spt Ltr, 8 Dec 55.
9. 45th Air Div Staging Spt Ltr, 17 Jan 56.
10. Ibid.
11. 45th Air Div Staging Spt Ltr, 8 Dec 55.
12. Desk Journal & Guard Master Log, 42d Air Pol Sqdn, 3 Jan 56.



0827

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

immediately dispatched. Six men were dispatched to both wing and air base group headquarters and guards were also sent to the Heating and Distilling Plants. At the same time, six traffic controlmen were placed at convoy points.[13] At 0615, the Sabotage Alert Plan went into effect. Four anti-sabotage teams were dispatched within twenty minutes to take part in the penetration. At 1220, the Evacuation Plan was put into effect and at 1325, the all clear was sounded.[14]

Visit by B-52

Loring had its first look into the future on Monday, 9 January 1956 when a B-52 put in an appearance.[15] The aircraft had completed the 1,800 mile journey from Eglin Air Force Base, Florida in approximately three hours. The aircraft was conducting cold weather tests for the Air Proving Ground Command and was due to travel as far north as Alaska in performing these tests.[16] The arrival of the B-52 gave the personnel at Loring to see what their new weapon looks like in preparation for the forthcoming transition.

Operation "Pace Setter II"

Operation "Pace Setter II" was conducted on 23 January 56.[17] The 42d Bomb Wing was required to provide 70% of B-36 aircraft processed, but

13. Ibid.
14. Ibid.
15. News Article, The Limelite, 13 January 56. The "Limelite" is the Loring weekly newspaper.
16. Ibid.
17. 45th Air Div Staging Spt Ltr, 17 January 56.



0828

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

due to the excessive number of crew personnel TDY to off-base schools in preparation for the B-52 conversion, less than 70% of B-36s possessed were scheduled.[18] This was a bomber stream type mission which was flown against the city of Montreal, Canada. Estimate of mission success was considered excellent.[19]

Navigation results were considered excellent as was target materiel. Base facilities, aircraft maintenance and supplies, communications and ECM were considered adequate and internal security was good.[20] Combat crew preparedness for this mission was far beyond the normal requirments. In flight engineering, four instances of malfunctuon due to fuel icing were reported.

The bombing performed by the 42d Bomb Wing was considered excellent. There were three total gross errors of which two were caused by equipment failure. The third gross error resulted from a "K" system offset trouble which caused the operator to get on the wrong offset aim point.[21] This mission pointed to the fact that low equipment reliability, both aircraft general and radar, detracts considerably from mission success, regardless of flight crew and wing staff preparation. A total of 18 B-36 aircraft flew "Pace Setter II" from the 42d Bomb Wing.[22]

## Proficiency Training

During January, another phase of "50-22" training was initiated

18. SAC-O Mag. 50-003, 01/2225Z Feb.
19. Ibid.
20. Ibid.
21. Ibid.
22. Ibid.



0829

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

for B-36 and KC-97 crew members and for all non-aircrew personnel.[23] The new B-26B Gunnery Trainer was set up and utilization of the T-2A radar trainer was exceptionally high with 92% of the available time utilized. Attendance in all phases of "50-24" training was very good.[24]

B-36s flew a total of 961 hours and the KC-97s flew a total of 586 hours.[25]

---

23. 42d Opns Sqdn Unit Hist Rept, 1-31 Jan 56 (RCS: ISC-D2).
24. Ibid.
25. Air Rflg Air Tng Rept, 1-31 Jan 56 (4-SAC-T12) & Combat Crew Air Tng Rept, 1-31 Jan 56 (1-SAC-T12).



0830

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## EXPERIMENTS AND DEVELOPMENTS

### Flight Line Construction

The heavy dispersal taxiway and the heavy access apron taxiway reached a stage of 99% completion along with the heavy parking apron stub.[1] The 8,300 foot taxiway lighting section was the same as the previous month, 88% while the 3,328 foot section of lighting also remained status quo of 39%. The 2,100 piece of high-intensity runway lighting system also remained stagnant at 77% along with the 2,100 foot primary runway extension which remained at 91% complete by 31 January.[2]

The 13,100 foot, eight inch fuel pipeline was completed to 94% as was also the modifications on the six fueling hydrants. The liquid fuel pump and the pump station had also reached 94% completion.[3] 19,670 square yards of heavy primary taxiway was still 45% complete and the 124,000 square yard stabilized taxiway shoulder was 99% complete.[4]

### Over-All Base Construction

Construction on the two GLOBECOM facilities at North Lynden and Parem, Maine were near completion by 31 January.[5] As of the same date, the transmitter and receiver sites had reached completion stages of 98% each. The new structural fire station was 99% complete and the parachute shop was 98% complete.[6]

1. See Exhibit # , AID Prog Stat Rept MCP FY 51-57 (31 Jan 56).
2. Ibid.
3. Ibid.
4. Ibid.
5. Ref 45th Air Div Hist 1-31 Dec 55 (RCS: AC-D5).
6. See Exhibit # .

0831

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## Snow Removal Tests

High and low temperature tests were conducted on the test heating pad throughout the month of January. The low temperature oil and water coils were started on 9 January to remove light snow that had fallen and it melted immediately.[7] Unnatural deposits of ice appeared on the test slab due to the slab being cold on 16 January. The high temperature water coils were turned on in preparation for a coming snow fall and melted the ice within a few hours.[8] Snow measuring poles were put into place so that the engineers would be able to take hourly readings of the snow melting process. Also placed into position were snow board stakes from which electronic readings could be taken from the different coils.[9]

## Snow Removal Operations

A three-inch snow fall collected on 3 January and was completely cleared from the runway by the following day. Another three inches fell on 6 January and was cleared by the next day after the application of chemicals.[10] From the 8th to the 16th, a continuous freezing rain and sleet fell. All equipment available was utilized, roads were sanded and salt was applied continously. Chemicals were applied to the runways and by 19 January the runway was free of ice.[11] On 24 January, a 24 hour snow fall ofell and was partially cleared by the 25th. By the

7. Interview, Messrs. A.H. Barrett & G.A. Rogers, Chief Engrs., Amer. Hydrotherm Corp., by author, 21 Feb 56 on flt line (LAFB).
8. Ibid.
9. Ibid.
10. Interview, Mr. M. Jabbert, AIO Supdt., by author, 23 Feb 56 at AIO.
11. Ibid.



0832

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

28th, all snow had been cleared from the runway. The next day, another five inches of snow fell and was cleared from the runway by 30 January. On the same day, another five inches fell that was removed by the 31st. During January, engineers arrived From Eglin AFB to test four dart speed blowers in snow removal. The equipment was found unsatisfactory due to the constant breakdown of the equipment.[12] A snow fence was built on the flight line for security purposes and also snow removal crews ceased using sand on the runway.

12. Ibid.



0833

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## MAINTENANCE AND SUPPLY

### Over-All Base Maintenance

Inspections completed in January included four and two-thirds pre-dock, five and four sevenths dock and six post dock.[1] One aircraft had all three phases of inspection completed and was returned to the tactical squadron; two aircraft carried over in docks from last month were test flown and returned to the tactical squadron and three aircraft carried over on the back line from last month were test flown and returned to the tactical squadrons.[2] The total turn around timeper aircraft was 18.33 days. This was decrease of approximately two days below December's average.[3]

The KC-97 inspection dock completed all three phases of the inspection on three aircraft in January with a turn around time of 9.1 days per aircraft. Turn around time went up due to prop trouble for three days on one aircraft.[4] However, turn around time in January in the KC-97 dock was below that of December, although not as low as it should be.

B-36 type aircraft were in commission 65% of the time while KC-97 type aircraft were in commission 87% of the time.[5] The B-36s spent 881 hours AOCP and 3,164 hours AOCM; KC-97s spent 136 hours AOCP and 910 hours AOCM.[6]

1. 42d FWS Unit Hist Rept, 1-31 Jan 56 (RCS: ISC-D2).
2. Ibid.
3. Ibid.
4. Ibid.
5. See Exhibit # , Rept of Acft Status & Purpose of Flt (RCS: 1-AF-A1)
6. See Exhibit # , Figgers and Fax (command notebook).

0834

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Over-All Supply Activities

Supply effectiveness[7] of Category A, which includes mostly aircraft parts, remained the same as in the previous month as did Category B, which includes technical services such as ordnance, engineering, signal and special hand tools in class 17B.[8] Category A showed 89% effectiveness based on a total of 3,192 items issued of 3,841 items requested. Category B showed 87% effectiveness with 2,151 items issued of 2,653 items requested.[9]

During January, a total of 21,289 line items were processed by base supply. This is an increase over the 15,360 items processed the previous month.[10] The reason for the increase was partially due to project changeover in which a total of 3,167 line items were processed for this project. This changeover program deals with requisitioning spare parts for the B-52 type aircraft.

The 42d Motor Vehicle Squadron provided daily vehicle dispatch.[11]

Training committments were filled in Type I and Type II loadings by the special weapons crews. Thirty-seven loadings were completed in Type I and, in Type II, ten loadings were completed.[12]

---

7. Ibid.
8. 42d Sup Sqdn Unit Hist Rept, 1-31 Jan 56 (RCS: ISO-D2).
9. Ibid.
10. Ibid.
11. IAW SAC Reg 66-24, 1 Jan 55.
12. Munitions Branch, 42d Sup Sqdn, Unit Hist Rept, 1-31 Jan 56.



0835

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## MAJOR PROBLEMS

### Personnel Shortages

The effective manning situation for the period of 1-31 January 56 was reported by base personnel[1] on 6 February 56. Manning in required specialities showed 71.16% of 1,802 airmen assigned being effectively utilized. Bodily manned, the base (excluding wing) totalled 97.35%. The air base group, USAF Hospital and the 45th Air Division were authorized 1,851 airmen on 31 January but were 49 airmen short of filling those slots.[2]

The main reasons for not obtaining the maximum score of effectively assigned personnel was the same as in the previous months:[3] 1) skilled level airmen were being discharged and not reenlisting or reenlisting for other stations, 2) the requirement to support mandatory PCS shipments and 3) the small amount of skilled level airmen being assigned to this station--most new airmen were from basic training bases.

There was a shortage of 485 airmen in authorized AFSCs.[4] There were eight airmen transferred PCS from this station.[5] There were thirty-two airmen discharged who did not reenlist or reenlisted for another station.[6]

Action taken to alleviate the situation was to continue to upgrade all airmen who have completed OJT and have passed the Airmen Proficiency Test or the Air Force Job Knowledge Test. The number of airmen upgraded

1. IAW Base Reg 170-4, 27 Sep 55. See Exhibit # , Monthly Evaluation of Operations (effective manning).
2. See Exhibit # .
3. Ref 45th Air Div Hist, Jan thru Dec 55 (RCS: AU-D5).
4. See Exhibit # .
5. File, MIL-2, ABDP, 1-31 Jan 56.
6. File, MIL-2-1, MIL-15, ABDP, 1-31 Jan 56.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

in air base group, the hospital and division during January to the 3, 5, and 7 levels were fifty-five.[7] Two hundred and ninety-three airmen were placed on OJT to the 3, 5, and 7 levels in the above mentioned units.[8]

This action above plus the projected 337 for the coming month for assignment to the Air Base Group squadrons, USAF Hospital and the 45th Air Division Headquarters, would help in the coming months to relieve the personnel shortages.

The "010" untrainable situation was again the same as previous months.[9] There were actually 91 airmen at the helper level who were being reflected against the over-all strength. There were 262 authorized helper level positions in the air base group squadrons, USAF Hospital and division. There were, in the air base group and hospital, 353 untrainable "010" airmen assigned in January.

The officer situation was principally the same as December.[10] The per cent of ineffectively assigned officers was 18.7. The air base group squadrons, USAF Hospital and division headquarters were 139 officers, assigned 124. These units, therefore, were 89.2% bodily manned with officers in January.

The reason for not obtaining maximum results was the 45th Air Division and the 42d Air Base Group (all units) was short 21 officers and the 4034th USAF Hospital was short five officers. Shortages were in such critical areas such as the air division directorate of materiel.[11]

7. File, MIL-3-1, ABDP, 1-31 Jan 56
8. File, TNG-1, ABDP, 1-31 Jan 56.
9. "Monthly Evaluation of Operations", 1-31 Jan 56.
10. Ibid.
11. Ibid.



0837

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



MISCELLANEOUS

Service Club Opening

The 29th of January commemorated the opening of the "Whispering Pines" Service Club at Loring.[1] The structure, which costs in the neighborhood of $290,000, will be a big boost to morale.

1. Article, "The Limelite", 3 February 1956.

0838

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL

45th AIR DIVISION

JANUARY 1956

HEADQUARTERS, 45th AIR DIVISION:

| | | |
|---|---|---|
| Commander | William K. Martin (1697A) | Brig. General |
| Director of Pers | John B. F. Dice (899A) | Colonel |
| Director of Mat | Fred W. Nudell (5711A) | Lieut. Colonel |
| Director of Ops | Sam L. Barr (4235A) | Colonel |

42D AIR BASE GROUP:

| | | |
|---|---|---|
| Commander | Jackson W. Lewis (2116A) | Colonel |
| Deputy Commander | William W. Pannis (2466A) | Lieut. Colonel |
| Base Personnel Staff Officer | Fred C. Simpson (A0424142) | Lieut. Colonel |
| Base Materiel Staff Officer | Harry D. Terwilliger (A01549390) | Major |
| Base Operations Staff Officer | Edward F. Fleming (A0792825) | Major |
| Manpower & Organ Staff Officer | William A. Carter (3019A) | Lieut. Colonel |
| Base Comptroller | William P. Pequinot (A0564007) | Lieut. Colonel |
| Staff Judge Advocate | Carl R. Pearson (21706A) | Major |
| Base Chaplin | John J. Long (A0487098) | Lieut. Colonel |

*Roster of Officers 45AD (RCS: USAF-P1), 1-31 Dec 55

0839

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL

| | | |
|---|---|---|
| Info Services Staff Officer | Peter O. E. Bekker (A0821934) | Major |
| Director of Safety | Leonard Levandowski (A0911029) | Captain |
| Adjutant | Joseph H. Jacoby (10729A) | Major |
| Comdr, Hq Sqdn | Donald R. Sandvig (A01036711) | Captain |
| Comdr, 42d Air Pol Squadron | Robert R. Love (A0215113) | Lieut. Colonel |
| Comdr, 42d Instal Squadron | Earnest L. Buckley (17912A) | Major |
| Comdr, 42d Ops Squadron | Frank L. Wrigglesworth (A0431085) | Major |
| Comdr, 42d Sup Squadron | Edwin C. Annis (A0747705) | Captain |
| Comdr, 42d Mtr Veh Squadron | Donald R. Kidd (A01038717) | Captain |
| Comdr, 42d Food Ser Squadron | Bertil E. Carlson (AW2201390) | Chief Warrant Officer |

4034th USAF HOSPITAL:

| | | |
|---|---|---|
| Commander | James G. Langford (26348A) | Lieut. Colonel |

0840

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ABBREVIATIONS

| | |
|---|---|
| AAF | Army Air Force |
| APG | air base group |
| AD | air division |
| ADG | aviation depot group |
| ADDM | air division director of materiel |
| ADO | air division operations |
| ADVCN | advance reconnaisance |
| AEC | Atomic Energy Commission |
| AEE | absolute essential equipment |
| AF | Air Force |
| AIO | air installations office (officer) |
| ARRFS | air refueling squadron |
| APGC | Air Proving Ground Command |
| BW | bomb wing |
| DAF | Department of the Air Force |
| FY | fiscal year |
| GO | general order |
| IAW | in accordance with |
| LAFB | Loring Air Force Base |
| MCP | military construction program |
| OPORD | operation order |
| OPLAN | operation plan |
| RCS | reports control system |
| SOP | standard operation policy |
| SAC | Strategic Air Command |
| TDY | temporary duty |
| T/O | technical order |
| UMS | unit mission equipment |
| USED | U. S. Engineering Department |
| UK | United Kingdom |
| USCM | unit simulated combat mission |
| USAF | U. S. Air Force |
| WW II | World War II |
| WD | War Department |
| WCO | wing commander's office |
| WDM | wing director of materiel |

0841

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BIBLIOGRAPHY

The information contained in this report, relative to the History of the 45th Air Division for January, 1956, was prepared and submitted under the provisions of Air Force Regualtion 210-3, dated 11 March 1955, Strategic Air Command Regulation 210-1, dated 7 October 1952, and Eighth Air Force Regualtion 210-1, dated 12 November 1952.

Under the provisions of Base Regulation 210-1, dated 4 April 1954, as amended, organizationsof the 45th Air Division submitted unit historical reports covering activities for the reporitng period. Information contained in these reports, plus information from various other sources--the Loring AFB weekly publication, the "Lineslite", files of the 45th Air Division and personal interviews with key personnel of the base--was used to compile an outline of important division activities that occurred during the reporting period. This outline served as the basis to the final preparation of the narrative portion of this history. Pertinent supporting documents were made available by all agencies of the base.

Final preparation of the history concerned more extensive coverage of the above-mentioned reference material. The narrative portion of the history underwent periodic checks during the preparation to insure accuracy of facts and reporting.


Official Publications

SAC GO 69, 8 Oct 54.
SAC GO 10, 25 Feb 53.
SAC GO 17, 15 Mar 54.
SAC GO 40, 31 May 55.
SAC GO 18, 21 Apr 53.
SAC GO 3, 27 Jan 54.
SAC MAN 20-1, Dec 54.
SAC REG 55-16, 28 Nov 55.
SAC REG 66-24, 1 Jan 55.
DAF GO 34, 15 Sep 54.
AF REG 23-13, 15 Nov 54.
HQ 45AD GO 10, 18 Jun 55.
8TH AF REG 23-13, 15 Nov 54.
8TH AF REG 23-13A, 14 Jan 55.
8TH AF REG 23-9, 1 Apr 54.
Base Reg 170-4, 27 Sep 55.
45TH AD GO 1, 30 Jan 56.

Orders

NONE

Recurring Reports

Officers Roster 45AD (RCS: SAF-P1), 31 January 56 & since activation
Unit Historical Rept, 45AD Sqdns & staff agencies, 1-31 Jan 56 (LAFB RCS: ISO-D2)
45AD & 422 BW Hist Repts, Jan thru Dec 55 (RCS: AD-D5)
Refueling Air Thg Rept, Jan 56 (RCS: 4-SAC-T12)
USCM Air Thg Rept, Jan 56 (RCS: 1-SAC-T12)

Letter and Messages

DAF Ltr, 322 (AFOOC 410b) 24 Mar 53
ZIPPO Msg. 03-002, 01/2223Z Feb.

Interviews

Messrs. A.R. Barrett & G.A. Rogers, by author, 21 Feb 56, on flt line.
Mr. M. Jalbert, AIC SUPDT., by author 23 Feb 56 at AIC.


0842

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0843

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ORGANIZATION CHART

45TH AIR DIVISION

0844

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0845

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE: 1 Jan 59

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRD |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | 10 | 7 | 0 | 5 | 7 | 14 | 0 | 6 |
| HQ 42D BOMB WING | 48 | 53 | 0 | 40 | 126 | 133 | 0 | 110 |
| 69TH BOMB SQUADRON | 63 | 97 | 0 | 88 | 166 | 202 | 0 | 176 |
| 70TH BOMB SQUADRON | 63 | 95 | 0 | 74 | 166 | 207 | 0 | 160 |
| 75TH BOMB SQUADRON | 63 | 99 | 0 | 81 | 166 | 194 | 0 | 163 |
| 42D FIELD MAINT SQUADRON | 8 | 8 | 0 | 8 | 702 | 539 | 0 | 415 |
| 42D PER MAINT SQUADRON | 5 | 5 | 0 | 5 | 278 | 166 | 0 | 157 |
| 42D A & E MAINT SQUADRON | 12 | 9 | 0 | 8 | 277 | 379 | 0 | 285 |
| 42D AIR REFUELING SQUADRON | 100 | 101 | 0 | 83 | 224 | 207 | 0 | 182 |
| TOTAL | 392 | 476 | 0 | 392 | 2112 | 2041 | 0 | 1653 |
| 42D TACTICAL HOSPITAL | 36 | 28 | 0 | 24 | 137 | 117 | 0 | 89 |
| 6034TH USAF HOSPITAL | 16 | 18 | 0 | 17 | 19 | 13 | 1 | 14 |
| TOTAL | 52 | 46 | 0 | 41 | 156 | 130 | 1 | 103 |
| HQ 42D AIR BASE GROUP | 56 | 59 | 0 | 47 | 250 | 299 | 1 | 224 |
| 42D OPNS SQUADRON | 11 | 8 | 0 | 7 | 156 | 175 | 13 | 147 |
| 42D SUPPLY SQUADRON | 18 | 14 | 0 | 12 | 345 | 305 | 1 | 242 |
| 42D MOTOR VEHICLE SQUADRON | 6 | 5 | 0 | 4 | 209 | 188 | 0 | 140 |
| 42D AIR POLICE SQUADRON | 10 | 5 | 0 | 5 | 342 | 308 | 0 | 225 |
| 42D FOOD SERVICE SQUADRON | 4 | 2 | 0 | 2 | 266 | 210 | 0 | 187 |
| 42D INSTLS SQUADRON | 6 | 7 | 3 | 9 | 273 | 241 | 119 | 316 |
| 324TH AIR FORCE BAND | 1 | 6 | 0 | 0 | 19 | 18 | 0 | 16 |
| TOTAL | 112 | 106 | 3 | 86 | 1866 | 1742 | 134 | 1497 |
| BASE GRAND TOTAL | 536 | 628 | 3 | 419 | 4134 | 3913 | 135 | 3253 |

OFFICER NAME, GRADE (Type): ROBERT RAFFAPORT, CAPT., USAF

SIGNATURE (Officer): Robert Raffaport

42 ABG FORM 1 JAN 55 225 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

0846

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## DAILY STRENGTH REPORT

LOVING AIR FORCE BASE, MAINE — DATE 31 Jan 56

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRD |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | 10 | 8 | 0 | 6 | 7 | 8 | 0 | 6 |
| HQ 420 BOMB WING | 48 | 52 | 0 | 38 | 126 | 150 | 0 | 133 |
| 69TH BOMB SQUADRON | 63 | 93 | 0 | 75 | 166 | 203 | 0 | 186 |
| 70TH BOMB SQUADRON | 63 | 97 | 0 | 77 | 166 | 202 | 0 | 176 |
| 75TH BOMB SQUADRON | 63 | 95 | 0 | 68 | 166 | 186 | 0 | 149 |
| 420 FIELD MAINT SQUADRON | 8 | 7 | 2 | 9 | 702 | 614 | 23 | 511 |
| 420 PER MAINT SQUADRON | 5 | 5 | 0 | 5 | 278 | 178 | 0 | 161 |
| 420 A & E MAINT SQUADRON | 12 | 9 | 0 | 8 | 277 | 387 | 0 | 316 |
| 420 AIR REFUELING SQUADRON | 100 | 95 | 0 | 83 | 224 | 205 | 0 | 192 |
| TOTAL | 372 | 461 | 2 | 369 | 2112 | 2133 | 23 | 1820 |
| 420 TACTICAL HOSPITAL | 36 | 32 | 0 | 30 | 137 | 132 | 0 | 125 |
| 6034TH USAF HOSPITAL | 16 | 15 | 2 | 15 | 19 | 9 | 0 | 9 |
| TOTAL | 52 | 47 | 2 | 45 | 156 | 141 | 0 | 134 |
| HQ 420 AIR BASE GROUP | 56 | 60 | 0 | 50 | 345 | 328 | 3 | 291 |
| 420 OPRL SQUADRON | 11 | 7 | 0 | 6 | 156 | 174 | 13 | 149 |
| 420 SUPPLY SQUADRON | 18 | 15 | 0 | 13 | 256 | 325 | 0 | 250 |
| 420 MOTOR VEHICLE SQUADRON | 6 | 5 | 0 | 5 | 209 | 196 | 0 | 143 |
| 420 AIR POLICE SQUADRON | 10 | 6 | 0 | 6 | 362 | 301 | 0 | 273 |
| 420 FOOD SERVICE SQUADRON | 4 | 2 | 0 | 2 | 266 | 216 | 0 | 194 |
| 420 INSTLS SQUADRON | 6 | 5 | 3 | 7 | 273 | 246 | 119 | 357 |
| 524TH AIR FORCE BAND | 1 | 0 | 0 | 0 | 19 | 13 | 0 | 12 |
| TOTAL | 112 | 100 | 3 | 89 | 1866 | 1799 | 135 | 1674 |
| BASE GRAND TOTAL | 536 | 608 | 7 | 503 | 4134 | 4073 | 158 | 3628 |

OFFICER NAME, GRADE (Typed): ROBERT RAFFAPORT, CAPT., USAF

SIGNATURE (Ink): Robert Raffaport

42 ABG FORM 24 FEB 55 223 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

0847

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0848

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

ADO 17 January 1956

SUBJECT: (Unclassified) Loring Air Force Base Staging Support for 16 January 1956 through 15 February 1956

TO: See Distribution

1. The following information concerning staging support requirements and proposed unit missions is submitted for your information and necessary action. This information should be used for planning purposes only. (U)

2. The 42d Bombardment Wing will be required to furnish the following: (C)

a. One B-36 aircraft to Westover Air Force Base, 31 January 1956 for 96 hours TDY for special training.

b. 70% of possessed B-36 aircraft, 23 January 1956 for participation in operation "Face Setter II".

c. One KC-97 strip alert aircraft, Mondays through Fridays only. 1st through 29th February 1956.

3. Loring Air Force Base will be required to provide base support and facilities for the following operations: (C)

a. One C-124 aircraft on 17 January 1956.

b. One B-47 aircraft 96 hours TDY for special training 24 January 1956.

c. One B-47 aircraft 96 hours TDY for special training 21 February 1956.

d. 42 B-36 aircraft 19th Air Division on 14th through 16 February 1956, operation "Style Show".

4. Loring Air Force Base may be required to provide base facilities and support for the following overflies. (C)

a. 48 KC-97 aircraft (sorties) of the 71st Air Refueling Squadron on 16 January 1956, operation "White Oak".

C#0298

Confidential

0849

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

Hq. 45th AD (SAC), Loring AFB, Me. Subj: (U) Loring Air Force Base Staging Support for 16 January 1956 through 13 February 1956

a. 27 KC-97 aircraft 92nd Air Refueling Squadron on 28 January 1956, operation "Tinker Bell".

b. 44 KC-97 aircraft (series) of the 91st Air Refueling Squadron on 24 January 1956, operation "Tinker Bell".

c. 40 + KC-97 aircraft of the 91st/420th Air Refueling Squadron on 6 February 1956, operation "Swan Dive".

d. 79 B-47 aircraft of the 310th/340th Bombardment Wings on 6 February 1956, operation "Swan Dive".

f. 20 + KC-97 aircraft of the 91st Air Refueling Squadron on 13 February 1956, operation "Swan Dive".

g. 42 B-36 aircraft 2nd Air Division on 14 through 16 February 1956, operation "Style Show".

h. 64 RB-47 aircraft of 801st Air Division on 14 through 16 February 1956, operation "War Dance".

BY ORDER OF THE COMMANDER:

JOSEPH H. JACOBS
Major, USAF
Adjutant

| DISTRIBUTION: | CYS | DISTRIBUTION | CYS |
|---|---|---|---|
| ADC | 4 | 42TS | 1 |
| ADO | 1 | 42AF | 1 |
| ADM | 1 | ISO | 4 |
| WOO | 1 | 42ARRFS | 1 |
| WOD | 4 | 1974AACS | 1 |
| WODO | 1 | 1292AACS | 1 |
| WDM | 2 | 42FMS | 1 |
| ARC | 1 | EMS | 1 |
| DCP | 2 | 42OFS | 1 |
| 2.7 WEA Det | 1 | BMM | 1 |
| [illegible]RS | 1 | Comsr 3080th ADG | 1 |
| 70BRS | 1 | | |
| [illegible]BRS | 1 | | |
| [illegible]RS | 1 | | |
| [illegible]RS | 1 | | |

Confidential

0850

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0851

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
42D BOMBARDMENT WING (H) (SAC)
Loring Air Force Base
Limestone, Maine

WDMS

SUBJECT: B-52 Materiel Conversion Program

TO: See Distribution

That which follows is informative and directive in nature and is intended as a guide to acquaint Commanders, Maintenance and Supply Personnel in just what has been and will be done to convert to B-52s from a materiel standpoint.

1. How will equipment be authorized? All equipment to be authorized will be machine listed on the Unit Authorization List (UAL). A separate machine listing will be published for each Wing Squadron. The UAL will be broken down into two (2) portions. The basic UAL will authorize equipment for B-52 KC-97 support and will be predicated on the support of 45 B-52 and 22 KC-97 aircraft. The second portion of the UAL will authorize that equipment not authorized in the basic which is required for interim B-36 support until final phase-out. In no case will the equipment listed in the B-36 UAL addendum duplicate items or quantities authorized in the basic (B-52 KC-97) UAL.

2. What equipment will be authorized by the UAL? All the maintenance equipment, associated clothing, hand tools and administrative equipment required to support us on mobility and within the Z.I. will be authorized. Items so authorized will be extracted from ECLs: 20-00-28 (A&E), 20-00-38 (TAC SQ), 20-00-48 (PMS) and 20-00-58 (FMS) for maintenance and test equipment. Administrative type equipment not authorized by ECLs will cite T/A 1-1 as the authorization source. Hand tools, mechanics' kits, special purpose and flying clothing will be as shown by T/A 1-21 and the AFSC. Towing vehicles and certain other selected items of equipment such as weapons will be as indicated in the Master Equipment Authorization List (MEAL). Airmens' quarters furniture and bedding will be by the strength of the unit and the T/A 1-1Q.

3. How we will get the equipment? The equipment listed on the UAL for B-52 support will be requisitioned by each Wing Unit concerned. However, it will not be necessary for the units to manually prepare a requisition on base supply. Higher headquarters will machine run requisition (AF Form 104B3) for each line item in the UAL, one line item per requisition. Units will be required to screen available assets, including substitutes, against the quantity



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Ltr, Hq 4250 PW, SAC, B-52 Missile, Contrails Project

DISTRIBUTION
1. WCO
1. WTX
5. WDO
5. WDM
6. WDMM
5. ARS DM
5. 6th Sq Engineering
1 ea ARS & HQ SQ
1. HQ SQ
3. ADM

0855

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0856

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

51 31 Jan 56 Loring AFB, Maine

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| C236-311 | COMM, GCOM, REC BLDG. #1A | SF | 14,500 | 373 | 4 | 7/4 | 7/4 | 98 | 2/6 |
| C238-311 | COMM, GCOM, TRAN BLDG. #1A | SF | 18,500 | 987 | 4 | 7/4 | 7/4 | 98 | 2/6 |

0857

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

52 31 Jan 56 Loring AFB, Maine

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| A165-400 | APRON, PARKING, STUB, MV | SY | 196,175 | 5,878 | 4 | 4/4 | 5/4 | 99 | |
| A713-230 | TAXIWAY, APRN, ACCESS MV | SY | 48,766 | Incl above | 4 | 4/4 | 5/4 | 99 | |
| A716-230 | TAXIWAY, DISPERSAL MV | SY | 65,022 | Incl above | 4 | 4/4 | 5/4 | 99 | |
| E314-100 | HANGAR, FLD MAINT, N/S (D.C.) | SF | 211,984 | 1,954 | 4 | 7/3 | 7/3 | 99 | |
| J000-000 | RELOCATION OF MIX PLANTS | LS | | 277 | 4 | 4/5 | 3/5 | 100 | 9/5 |
| S610-000 | ORDNANCE EQUIP., SHOP (AAA) | SF | 5,800 | 198 | 4 | 12/4 | 2/5 | 100 | 9/5 |

0858

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

53 31 Jan 56 Loring AFB, Maine

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| A116-400 | PAD, A/C, WARMUP, HOLD, HV | SY | 57,000 | 430 | 4 | 4/5 | 6/5 | 33 | 12/6 |
| C967-400 | LIGHT, AFLD, TAXIWAY | FT | 8,300 | 99 | 4 | 8/3 | 8/3 | 88 | 11/5 |
| J195-0001 | ELE PRIMARY PLNT (ADDN) | KW | 2,500 | 1,129 | 4 | 4/3 | 12/5 | 100 | 12/5 |

0859

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

55 31 Jan 56 Loring AFB, Maine

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 03N6-113 | FIRE STA #1C (3 STALL) | SF | 4,796 | 136 | 4 | 4/5 | 6/5 | 99 | 11/5 |
| 8712-100 | PROMT, SHOP, W&S, BLDG. | SF | 7,750 | 193 | 4 | 2/5 | 5/5 | 93 | 12/5 |

0860

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| 55 | | 31 Jan 56 | | | | | | Loring AFB, Maine | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| A312-330 | HARDSTAND, CALIB, HV, A/C | SY | 15,900 | 207 | 4 | 4/5 | 5/5 | 11 | 12/5 | | |
| A412-400 | PAD, A/C, BLAST, HV | SY | 10,300 | 29 | 4 | 4/5 | 5/5 | 100 | 12/5 | 11/5 | |
| A612-020 | RUNWAY, PRIMARY SET, HV (2100ft) | SY | 70,000 | 1,022 | 4 | 4/5 | 5/5 | 91 | 12/5 | 11/5 | |
| A656-300 | STOL, SHLDR, RUNWAY | SY | 124,000 | 492 | 4 | 4/5 | 5/5 | 99 | 11/5 | 11/5 | |
| A712-230 | TAXIWAY, PRIMARY, HEAVY | SY | 10,672 | 323 | 4 | 4/5 | 6/5 | 15 | 12/5 | 11/5 | |
| B323-300S | HYDRANT, FUELING, STD, MODIF | EA | 6 | 193 | 4 | 5/5 | 7/5 | 94 | 12/5 | | |
| B361-360 | PIPELINE, L/FUEL, 8 INCH | FT | 13,100 | 133 | 4 | 5/5 | 7/5 | 94 | 12/5 | | |
| B361-130 | PUMP, LIQUID FUEL | EA | 1 | 10.5 | 4 | 5/5 | 9/5 | 94 | 12/5 | | |
| B533-000 | PUMP, STATION | SF | 249 | 4.8 | 4 | 5/5 | 9/5 | 94 | 12/5 | | |
| C614-000 | AGE FIXED (TURNTABLE) | EA | 1 | 10 | 4 | 10/5 | 10/5 | 90 | 11/5 | | |
| C955-100 | LIGHTING, RUNWAY, HI-INT | FT | 7,100 | 71 | 4 | 4/5 | 7/5 | 97 | 7/6 | 7/6 | |
| C967-400 | LIGHT, APRD, TAXIWAY | FT | 3,325 | 47 | 4 | 4/5 | 9/5 | 39 | 12/5 | | |
| C990-300 | TOWER FACILITY | EA | 1 | 7 | 3 | | | | | | |
| E317-300 | HANGAR, MAGR/MO, M/P, STD (ARS) | SF | 46,960 | 718 | 4 | 12/4 | 5/5 | 95 | 11/5 | | |
| E317-330 | HANGAR, MAGR/MO, M/P, STD (9 EA) | SF | 211,590 | 3,619 | 4 | 12/4 | 5/5 | 95 | 9/5 | | |
| E377-130 | SHOP, MAINT, ORGNL, N/S (ARS) | SF | 5,760 | 60 | 4 | 3/5 | 5/5 | 97 | 11/5 | | |
| J1[illegible]-300 | UTILITIES (11 HANGARS) | LS | | 716 | 4 | 3/5 | 5/5 | 98 | 11/5 | | |
| J710-300 | FIRE PROTECTION SYSTEM | LS | | 27.5 | 3 | | | | | | |
| J310-000 | HEATING FACILITIES | LS | | 524 | 4 | 6/5 | 7/5 | 50 | 9/5 | | |
| J647-000 | ROAD (ARS) | MI | 0.2 | 13 | 4 | 2/5 | 5/5 | 96 | 11/5 | | |
| K315-700 | LAND EASE S/W TCN | AC | 3 | 3 | 3 | | | | | | |
| K317-400 | LAND OWN FEE PURCH TCN | AC | .25 | 1 | 3 | | | | | | |
| N754-100 | SUP & ISSUE, ORGN, BLDG, N/S(ARS) | SF | 5,760 | 60 | 4 | 2/5 | 5/5 | 96 | 11/5 | | |
| N952-311 | WASH, BULK, BASE #1 (ARS) | SF | 40,000 | 266 | 4 | 4/5 | 6/5 | 96 | 12/5 | | |
| P112-400 | CLUB, AIRMEN, BLDG. | SF | 17,712 | 290 | 4 | 4/5 | 6/5 | 95 | 12/5 | | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

56 31 Jan 56 Loring AFB, Maine

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| A614-0005 | RUNWAY, PRIMARY | SY | 33,334 | 430 | 4 | 4/4 | 9/55 | 99 | 10/5 |
| B171-112 | BULK AVGAS TANK, N/S DU | BL | 1,180 | 33 | 3 | 1/6 | | 1 | 8/6 |
| B175-000 | BULK STORAGE, JET FUEL | BL | 25,000 | 130 | 3 | 12/5 | | 4 | 5/6 |
| B727-000 | FILL STAND, TRUCK | EA | 1 | 3 | 3 | | | | |
| C654-000 | ILAS HARDSTAND | LS | | 33 | 2 | | | | |
| C656-000 | ILAS MIDDLE MARKER | LS | | 17 | 2 | | | | |
| C658-000 | ILAS OUTER MARKER | LS | | 234 | 2 | | | | |
| E317-3005 | HANGAR, NOSE/WG, M/P, STD | SF | 226,160 | 960 | 3 | 7/6 | | 2 | 11/6 |
| G314-0005 | DORMITORY, AIRMAN(STORM WINDOWS) | LS | | 185 | 3 | 9/5 | | | 1/56 |
| J567-600 | PARK, VEHICLE, ADM, PVD | SY | 13,750 | 108 | 3 | 4/6 | | 5 | 9/6 |
| J284-000 | GARBAGE INCINERATOR | EA | 1 | 130 | 3 | 2/6 | | 1 | 12/5 |
| K746-000 | LAND, PRK, PURCHASE | AC | 5 | 42 | 1 | 3/6 | | | 3/6 |
| K668-000 | LAND, EASEMENT, RIGHT/WAY | AC | 10 | 8 | 1 | 3/6 | | | 3/6 |
| P273-330 | CHAPEL, BASE #3 (300) SE | SF | 6,088 | 206 | 3 | 12/5 | | 3 | 2/7 |
| P275-320 | CHAPEL, RD. WING, BLDG #2 | SF | 3,375 | 85 | 3 | 12/5 | | | 9/6 |
| P317-330 | CLUB, NCO, BLDG #3 | SF | 14,330 | 257 | 3 | 12/5 | | 5 | 12/6 |
| P673-400 | BOTN, FIELD HOUSE, BLDG | SF | 33,600 | 592 | 3 | 1/6 | | 5 | 4/7 |
| R743-330 | POST OFFICE, CENTRAL #3 | SF | 3,800 | 102 | 3 | 12/5 | | 5 | 12/6 |
| R836-340 | BOTI, GUARD HOUSE #4 | SF | 4,100 | 90 | 3 | 12/5 | | 5 | 11/5 |
| S212-0001 | AUTO MAINT. SHOP, BASE | SF | 9,600 | 167 | 3 | 1/6 | | 3 | 11/6 |

0862

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 41-131 | STORAGE, BASE AVFUEL | BL | 110,000 | 350 | 3 | | |
| 14-457 | OPERATIONS, SQUADRON | SF | 15,404 | 267 | 2 | | |
| 17-232A | FLIGHT SIMULATOR TNG. | SF | 4,744 | 477 | 3 | | |
| 17-712- | TARGET INTEL. TRAINING | SF | 9,000 | 216 | 2 | | |
| 21-426R | AUTO STORAGE, HEATED | SF | 14,400 | 183 | 3 | | |
| 21-427 | AUTO STORAGE, OPEN | SY | 13,000 | 104 | 3 | | |
| 12-123 | HYDRANT FUELING SYSTEM | EA | 6 | 60 | 3 | | |
| 61-241 | HQS. BASE UNIT, A/POLICE | SF | 2,112 | 58 | 2 | | |
| 71-431 | GARAGE, FAM. HSG. AIRMEN | UN | 150 | 180 | 3 | | |
| 71-432 | GRGE, F/MSG, OFFICERS | UN | 76 | 86 | 3 | | |
| 74-275A | COMMISSARY STORE | SF | 9,052 | 195 | 3 | | |
| 74-308A | EXCHANGE, SALES STORE | SF | 13,140 | 267 | 3 | | |
| 74-514 | LIBRARY, NON-TECHNICAL | SF | 5,791 | 109 | 3 | | |
| 74-618A | OPEN MESS, OFFICERS | SF | 9,500 | 272 | 3 | | |

0863

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0864

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

I N D E X


| | | |
|---|---|---|
| 1. | Flying Safety | 1 Page |
| 2. | Flying Time | 1 Page |
| 3. | Aircraft Commission Status | 2 Pages |
| 4. | Base Supply Effectiveness | 1 Page |
| 5. | Status of Motor Vehicles | 1 Page |
| 6. | Housing Status | 1 Page |
| 7. | Incidents | 4 Pages |
| 8. | Ground Safety | 3 Pages |
| 9. | Separations vs Reenlistments | 1 Page |
| 10. | Comptroller | 7 Pages |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLYING SAFETY

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| PRIMARY AIRCRAFT: | | | | | | |
| Hours Flown | 1992 | 1628 | 1516 | 1299 | 1,49 | 1127 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |
| ADMINISTRATIVE AIRCRAFT: | | | | | | |
| Hours Flown | 445 | 306 | 423 | 338 | 302 | 193 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |

SOURCE: Flying Safety Office, HQS 1-AF-A1

FLYING SAFETY

0866

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLYING TIME

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| B-25 | 115 | 98 | 110 | 103 | 50 | 64 |
| C-45 | 95 | 52 | 72 | 10 | 49 | 49 |
| C-47 | 127 | 156 | 145 | 161 | 111 | 65 |
| C-119 | 73 | 24 | 45 | 35 | 23 | 7 |
| B-29 | 35 | 38 | 41 | 29 | 28 | 8 |
| TOTAL | 445 | 366 | 423 | 338 | 260 | 193 |

SOURCE: 8th: 14-AF-A1

| | | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|---|
| 69th | Prog | 300 | 344 | 317 | 321 | 331 | 337 |
| | Act | 306 | 335 | 343 | 311 | 289 | 362 |
| | Acft | 28 | 30 | 29 | 22 | 26 | 17 |
| 70th | Prog | 303 | 364 | 358 | 320 | 314 | 327 |
| | Act | 304 | 344 | 377 | 274 | 324 | 283 |
| | Acft | 28 | 31 | 33 | 27 | 32 | 26 |
| 75th | Prog | 300 | 380 | 361 | 343 | 271 | 334 |
| | Act | 313 | 321 | 382 | 273 | 270 | 316 |
| | Acft | 28 | 29 | 30 | 25 | 30 | 33 |
| B-29 | Prog | 903 | 1100 | 1096 | 964 | 916 | 998 |
| | Act | 923 | 1000 | 1121 | 788 | 879 | 961 |
| AGS | Prog | 474 | 497 | 492 | 597 | 600 | 664 |
| | Act | 469 | 529 | 432 | 507 | 610 | 596 |
| | Acft | 22 | 30 | 20 | 20 | 28 | 27 |
| TOTAL | | | | | | | |
| | Prog | 1377 | 1697 | 1486 | 1561 | 1516 | 1862 |
| | Act | 1392 | 1629 | 1526 | 1353 | 1489 | 1547 |

FLYING TIME



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0868

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS

| | 6th Bm Sq | | 7th Bm Sq | | 7th Bm Sq | | 4th AGS | |
|---|---|---|---|---|---|---|---|---|
| | DEC | JAN | DEC | JAN | DEC | JAN | DEC | JAN |
| Hours on Hand | 8579 | 7440 | 9018 | 8184 | 5419 | 7123 | 16368 | 16368 |
| Hours in Commission | 5581 | 5472 | 6891 | 4330 | 3914 | 4906 | 11919 | 14312 |
| Rate | 65 | 74 | 73 | 43 | 71 | 68 | 73 | 87 |
| Hours Out of Commission | 2998 | 1968 | 2127 | 3854 | 1505 | 2217 | 4449 | 2056 |
| Rate | 35 | 26 | 27 | 47 | 29 | 31 | 27 | 13 |
| Hours AOCF | 163 | 36 | 373 | 392 | 64 | 193 | 945 | 136 |
| Rate | 2 | 1 | 5 | 4 | 2 | 7 | 6 | 1 |
| Hours AOCN | 1714 | 1208 | 1377 | 1312 | 820 | 644 | 3215 | 410 |
| Rate | 20 | 16 | 17 | 16 | 15 | 9 | 19 | 6 |
| Hours Other Time | 1121 | 724 | 377 | 2190 | 681 | 1220 | 289 | 1010 |
| Rate | 13 | 9 | 5 | 27 | 12 | 15 | 2 | 6 |
| Average Aircraft Possessed | 10.8 | 9.8 | 10.0 | 11 | 9.0 | 8.7 | 22 | 22 |

SOURCE: AOS: 1-AF-41

0869

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE SUPPLY EFFECTIVENESS

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Depot Supply Action | 79 | 72 | 74 | 76 | 58 | [illegible] |
| Base Supply Action | 69 | 81 | 75 | 85 | 88 | 88 |
| Reparable Action | 97 | 98 | 99 | 88 | 95 | 99 |
| Stock Record Cards | 22894 | 23377 | 23097 | 22954 | 17670 | 17670 |
| Line Items Processed | 28899 | 21320 | 19692 | 14785 | 15360 | 21289 |
| Percent Inventory Taken | 35 | 51 | 61 | 84 | 100 | 20.9 |
| Percent Inventory Error | .8 | 5 | 4 | 5 | 0 | 3.8 |
| Line Items in LP Store | 6650 | 6640 | 6645 | 6555 | 6555 | 6550 |
| Line Items Issued LP Store | 1754 | 2044 | 1904 | 1535 | 1480 | 1724 |
| Pipeline Time - Days | | | | | | |
| GSA Store Items | 20 | 31 | 46 | 49 | 82 | 54 |
| GSA Supplies | 17 | 33 | 27 | 43 | 46 | 54 |
| Local Purchase | 19 | 23 | 35 | 43 | 40 | 41 |
| Petty Cash Purchase | 10 | 21 | 31 | 36 | 53 | 44 |

SOURCE: MCS: AF-51

BASE SUPPLY EFFECTIVENESS

0870

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

GOVERNMENT VEHICLE ACCIDENTS

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 1 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 1 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d A&E Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 2 |

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AF Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Mtr Veh Sq | 0 | 0 | 0 | 1 | 1 | 0 |
| 42d AF Sq | 0 | 1 | 0 | 0 | 0 | 0 |
| 42d Fd Sv Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Inst Sq | 0 | 0 | 1 | 0 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 1 | 1 | 1 | 1 | 0 |

SOURCE: Ground Safety Office

GROUND SAFETY

0871

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MILITARY PERSONNEL INJURIES

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Hq 42d Bm Wg | 0 | 1 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 1 | 1 | 0 |
| 70th Bm Sq | 1 | 0 | 2*% | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d PMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 1 | 1 | 0 | 2 | 0 | 0 |
| 42d A&E Sq | 1 | 0 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 1 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTAL | 4 | 3 | 2 | 3 | 2 | 0 |

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AF Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 1 |
| 42d Supp Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 1 | 0 |
| 42d AP Sq | 0 | 1 | 0 | 0 | 1** | 0 |
| 42d Fd Sv Sq | 1 | 0 | 0 | 2* | 1 | 0 |
| 42d Inst Sq | 1 | 0 | 1 | 0 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 2 | 1 | 1 | 2 | 3 | 1 |

** Includes one fatality
*% Includes one fatality
* Includes two fatalities

SOURCE: Ground Safety Office

0872

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## CIVILIAN PERSONNEL INJURIES

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Hq 42d Bm Wg | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d PMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d A&E Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 |

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d AP Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Fd Sv Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Inst Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 |

SOURCE: Ground Safety Office



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SEPARATIONS vs REENLISTMENTS

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Hq 42d BW | 4/1 | 2/2 | 3/1 | 2/0 | 3/0 | 7/0 |
| 69th Bm Sq | 16/6 | 8/3 | 5/2 | 11/0 | 11/5 | 7/1 |
| 70th Bm Sq | 8/2 | 6/2 | 14/7 | 11/1 | 14/4 | 11/1 |
| 75th Bm Sq | 16/9 | 13/12 | 10/4 | 13/1 | 13/4 | 10/0 |
| 42d PMS | 10/3 | 14/0 | 8/0 | 2/1 | 13/2 | 6/2 |
| 42d FMS | 17/6 | 21/9 | 34/12 | 24/4 | 33/8 | 21/6 |
| 42d A&E Sq | 7/2 | 8/1 | 6/2 | 3/1 | 7/3 | 2/1 |
| 42d TAC Hosp | 8/3 | 11/3 | 7/1 | 7/2 | 6/4 | 1/0 |
| 42d ARS | 5/3 | 2/1 | 5/2 | 4/0 | 2/0 | 5/1 |
| TOTAL | 91/35 | 92/31 | 102/30 | 85/33 | 77/10 | 70/15 |

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Hq 45th AD | 1/0 | 0/0 | 0/0 | 0/0 | 0/0 | 0/0 |
| Hq 42d AB Gp | 12/1 | 17/4 | 7/2 | 6/3 | 19/5 | 5/0 |
| 42d Opns Sq | 11/7 | 4/1 | 5/0 | 5/2 | 12/1 | 9/1 |
| 42d Supp Sq | 8/3 | 12/1 | 13/4 | 11/2 | 16/6 | 8/4 |
| 42d Mtr Veh Sq | 10/3 | 11/6 | 13/3 | 21/5 | 11/3 | 10/1 |
| 42d AP Sq | 10/2 | 11/1 | 5/2 | 14/3 | 4/2 | 8/0 |
| 42d Fd Sv Sq | 6/4 | 15/5 | 8/2 | 3/1 | 7/2 | 4/1 |
| 42d Inst Sq | 10/4 | 9/3 | 10/5 | 4/2 | 13/4 | 7/2 |
| 4034th Hosp | 0/0 | 1/0 | 0/0 | 0/0 | 0/0 | 1/0 |
| 524th Band | 1/0 | 0/0 | 0/0 | 1/0 | 1/0 | 2/0 |
| TOTAL | 69/24 | 61/18 | 83/23 | 80/21 | 65/18 | 54/9 |

SEPARATIONS / REENLISTMENTS

SOURCE: Recruiting and Separation Office

SEPARATIONS vs REENLISTMENTS

0874

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## ASSETS

The assets or goods and property owned and operated by Loring Air Force Base are:

| | |
|---|---|
| Inventories (Controlled by Base Supply) | $ 28,673,739.46 |
| Equipment in Use - UAL | 15,888,012.09 |
| Equipment in Use - Other | 5,552,921.81 |
| Land & Land Improvements | 1,757,417.78 |
| Pavement & Runways | 15,781,527.55 |
| Buildings and Structures | 47,623,560.40 |
| Utility Plants & Systems | 30,858,123.31 |
| Construction in Progress | 189,378.05 |
| Accounts Receivable (Money owed to Loring) | 79,839.67 |
| Total Assets | $ 146,404,520.12 |

COMPTROLLER - BUDGET & ACCOUNTING DIV

0875

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE MAINTENANCE AND OPERATIONS (458 FUNDS - FY 1956)

Obligations to 31 January 1956:

| | | | |
|---|---|---|---|
| Fuel Oil | $ 331,344 | Commercial Communications | $ 71,634 |
| Gasoline | 99,935 | Commercial Transportation | 116,571 |
| Motor & Lub Oil | 42,619 | FICA | 5,880 |
| Supplies Used - LP Store | 344,856 | Travel | 94,783 |
| Equipment | 52,112 | Laundry & Dry Cleaning | 18,886 |
| Cont Maint of Motor Vehicles | 13,822 | Cont Maint of Real Property | 28,755 |
| Cont Maint of Equipment | 1,772 | Civilian Personnel | 1,104,230 |
| Cont Services | 10,916 | Off-Duty Education Program | 1,384 |
| Purchased Utilities | 1,925 | | |
| | | TOTAL | $2,341,424 |

COMPTROLLER - BUDGET & ACCOUNTING DIV

0876

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MANHOUR UTILIZATION
42D BOMB WING - JANUARY 1956

| UNIT | Direct | Prod Indirect | Non Prod Indirect | Absent | Loaned | Over Time | Borrowed | Assigned | Avail |
|---|---|---|---|---|---|---|---|---|---|
| Hq 42d BW | 3.0 | 8339.2 | 297.1 | 2189.9 | 116.5 | 1161.2 | 121.5 | 9660.0 | 8639.3 |
| 69th Bm Sq | 10895.6 | 4576.3 | 791.0 | 4793.4 | 565.5 | 3042.8 | 71.5 | 18807.5 | 16262.9 |
| 70th Bm Sq | 11414.5 | 6018.7 | 490.8 | 5966.3 | 2556.2 | 4391.8 | 1074.7 | 20979.0 | 17924.0 |
| 75th Bm Sq | 7768.3 | 4862.7 | 376.7 | 7436.2 | 328.3 | 2003.4 | 0 | 18488.8 | 12707.7 |
| 42d ARS | 8627.7 | 3439.9 | 319.6 | 4210.0 | 16.0 | 1619.6 | 0 | 15193.5 | 12387.1 |
| 42d A&E Sq | 16303.2 | 23735.6 | 9215.7 | 19764.0 | 1708.4 | 6316.6 | 338.3 | 64192.0 | 49314.5 |
| 42d FMS | 38473.3 | 37046.6 | 6934.9 | 27775.1 | 9986.8 | 12086.5 | 2873.5 | 99296.7 | 82254.8 |
| 42d PMS | 14903.2 | 6746.6 | 1281.2 | 8636.4 | 336.0 | 294.9 | 1048.0 | 27906.0 | 22931.0 |
| 42d Opns Sq | 3650.6 | 3599.2 | 320.1 | 2746.6 | 224.0 | 1311.5 | 79.0 | 8930.0 | 7559.0 |
| Total | 112099.4 | 98064.8 | 20017.0 | 83717.9 | 9887.7 | 35082.8 | 5610.5 | 283935 | 230180.3 |

SOURCE: SAC-U22, Part 3

COMPTROLLER - STATISTICAL SERVICES DIV

0877

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC MANAGEMENT CONTROL SYSTEM - 42D AIR BASE GROUP

| | PTS POSS | % OF MAXIMUM SCORE OBTAINED QTR SAC AVE SEP | QTR SAF AVE SEP | 1CRING QTR DEC | 1CRING MO JAN | DIFFERENCE |
|---|---|---|---|---|---|---|
| PERSONNEL | | | | | | |
| 1. MIRS - Officers | 30 | 19.3 | 14.3 | 30 | 40 | + 10 |
| Airmen | 85 | 33.9 | 20.0 | 10 | 10 | 0 |
| 2. AWOL Rates | 50 | 69.3 | 65.7 | 80 | 20 | - 60 |
| 3. Reenlistment Rate | 50 | 44.8 | 41.4 | 30 | 20 | - 10 |
| 4. Open Mess - Officers | 25 | 79.3 | 65.7 | 80 | 100 | + 20 |
| NCO | 25 | 76.1 | 67.1 | 80 | 100 | + 20 |
| MATERIEL | | | | | | |
| 1. Supply Management | 240 | 76.2 | 73.3 | 72.3 | 75.9 | + 3.6 |
| 2. AIC Costs Incident to Maint. | 60 | 74.6 | 65.7 | 90 | 90 | 0 |
| 3. Base Commissary Management | 50 | 40.4 | 32.9 | 75 | 90 | + 15 |
| 4. Base Exchange Management | 80 | 44.4 | 37.6 | NR | NR | 0 |
| 5. Medical-Dental Supply Mgt | 40 | 61.1 | 63.7 | 50 | 40 | - 10 |

COMPTROLLER - MANAGEMENT ANALYSIS DIV

0878

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC MANAGEMENT CONTROL SYSTEM - 42D AIR BASE GROUP (CONT'D)

| | PTS POSS | % OF MAXIMUM SCORE OBTAINED QTR SAC AVE SEP | QTR SAF AVE SEP | LORING QTR DEC | LORING MO JAN | DIFFERENCE |
|---|---|---|---|---|---|---|
| 6. Food Service Management | 40 | 55.8 | 53.6 | 50 | 90 | + 40 |
| 7. Pipeline for Base Purchases from Commercial Vendors | 40 | 16.1 | 10.7 | 0 | 0 | 0 |
| GENERAL | | | | | | |
| 1. BASE SUPPORT OPERATING COSTS: | | | | | | |
| a. Ratio of Personnel | 60 | 48.9 | 38.6 | 40 | 40 | 0 |
| b. Support Personnel Costs | 40 | 50.4 | 58.6 | 70 | 70 | 0 |
| c. Support Supply Costs | 70 | 90.9 | 89.3 | 10 | 10 | 0 |
| d. Support Contractual Services & "Other" Costs | 30 | 72.1 | 75.7 | 70 | 100 | + 30 |
| 2. Flying Safety | 70 | 97.9 | 100 | 100 | 100 | 0 |
| 3. Ground Safety | 70 | 70.7 | 77.9 | 75 | 100 | + 25 |
| TOTAL | 1155 | 62.3% | 58.7% | 57.68% | 60.71% | + 3.03 |

CONTROLLER - MANAGEMENT ANALYSIS DIV

0879

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FINANCE OPERATING DATA

| | NOV | DEC | JAN |
|---|---|---|---|
| Gross Disbursements | $1,687,239 | $2,308,012 | $1,649,734 |
| Gross Collections | $ 147,668 | $ 128,349 | $ 134,712 |
| Personnel Salaries | | | |
| Officers | $ 308,561 ( 728) | $ 304,449 ( 726) | $ 279,385 ( 738) |
| Airmen | $ 484,230 (5357) | $ 328,705 (5157) | $ 366,074 (5321) |
| Civilians | $ 178,133 ( 602) | $ 193,249 ( 669) | $ 210,868 ( 673) |
| Total Personnel Salaries | $ 970,924 (6687) | $ 826,403 (6552) | $1,056,327 (6732) |
| Travel & Per Diem Vouchers | 648 | 1,626 | 1113 |
| Commercial Vouchers | 1005 | 609 | 402 |
| Commercial Discounts Taken | $ 495 | $ 1,060 | $ 296 |
| Mil Pay Records Transferred | 140 | 59 | 63 |
| No. of Sep Pymts (Excl of Reenl) | 166 | 306 | 201 |
| Savings Bonds | $ 4,313 | $ 40,962 | $ 17,170 |
| Treasury Checks Written | 4977 | 10,004 | 5,213 |
| Authorized Personnel | 26 | 27 | 27 |
| Assigned Personnel | 20 | 24 | 24 |

Figures in Parentheses Equal Number of Personnel Paid

CONFIDENTIAL - FINANCE OFFICE

0880

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STRENGTH DATA - AS OF 31 JANUARY 1956

| | OFF | | AMN | | CIV | |
|---|---|---|---|---|---|---|
| | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD |
| Hq 45th AD | 10 | 8 | 7 | 8 | 3 | 4 |
| Hq 42d DW | 48 | 42 | 122 | 150 | 3 | 3 |
| 69th Bm Sq | 63 | 93 | 166 | 203 | 0 | 0 |
| 70th Bm Sq | 63 | 97 | 166 | 202 | 0 | 0 |
| 75th Bm Sq | 63 | 95 | 166 | 186 | 0 | 0 |
| 42d FMS | 5 | 4 | 278 | 178 | 0 | 0 |
| 42d FWS | 8 | 7 | 702 | 611 | 32 | 31 |
| 42d AAE Sq | 12 | 9 | 377 | 387 | 0 | 0 |
| 42d ARS | 100 | 95 | 224 | 205 | 0 | 0 |
| 42d TAC Hosp | 36 | 32 | 137 | 132 | 0 | 0 |
| 2034th USAF H | 16 | 15 | 17 | 9 | 35 | 34 |

| | OFF | | AMN | | CIV | |
|---|---|---|---|---|---|---|
| | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD |
| Hq 42d AB Gp | 55 | 60 | 258 | 325 | 73 | 62 |
| 42d Cpne Sq | 12 | 7 | 161 | 174 | 3 | 3 |
| 42d Supp Sq | 28 | 27 | 345 | 324 | 34 | 34 |
| 42d Mtr Veh Sq | 8 | 5 | 215 | 194 | 36 | 42 |
| 42d AP Sq | 10 | 8 | 342 | 301 | 0 | 0 |
| 42d Fd Sv Sq | 4 | 3 | 286 | 16 | 0 | 0 |
| 42d Inst Sq | 6 | 5 | 273 | 242 | 402 | 304 |
| 52.th Band | 1 | 2 | 19 | 13 | 0 | 0 |
| TOTAL 45th AD | 535 | 608 | 4138 | 4071 | 490 | 544 |
| TENANT PERS | 147 | 129 | 1147 | 1107 | 75 | 52 |
| LAFB TOTAL | 682 | 737 | 5285 | 5180 | 565 | 596 |

SOURCE: Manpower Office, Morning Reports

COMPTROLLER - STATISTICAL SERV DES DIV

0881

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATUS OF MOTOR VEHICLES

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Vehicle Days Assigned | 25323 | 25080 | 26009 | 25200 | 26691 | 27063 |
| Days VDP | 366 | 366 | 148 | 299 | 466 | 720 |
| Rate | 1.4 | 1.5 | .5 | 1.2 | 1.7 | 2.7 |
| Days VDM | 363 | 796 | 690 | 839 | 890 | 958 |
| Rate | 1.4 | 3.2 | 2.7 | 3.3 | 3.3 | 3.5 |
| Total Vehicle Days Lost | 729 | 1162 | 838 | 1138 | 1356 | 1678 |
| Rate | 2.8 | 4.7 | 3.2 | 4.5 | 5.0 | 6.2 |
| Air Division Vehicles Authorized | 577 | 577 | 577 | 577 | 577 | 577 |
| Air Div & Tenant Veh Assigned | 833 | 836 | 839 | 840 | 861 | 873 |

SOURCE: RCS: SAC-K1

STATUS OF MOTOR VEHICLES

0882

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## HOUSING STATUS

| | NOV | DEC | JAN |
|---|---|---|---|
| Bachelor Qtrs (Off & Amn) | 5307 | 5307 | 5307 |
| Spaces Occupied | 2650 | 2856 | 3083 |
| Appropriated Housing | | | |
| Officer: | | | |
| Completed | 80 | 80 | 80 |
| Occupied | 27 | 30 | 78 |
| Airmen: | | | |
| Completed | 160 | 160 | 160 |
| Occupied | 172 | 195 | 160 |

A portion of the Officer's Housing Area is being used to house 43 Airmen families on a temporary basis.

| | NOV | DEC | JAN |
|---|---|---|---|
| Wherry-Officers: | | | |
| Completed | 510 | 510 | 510 |
| Occupied | 492 | 500 | 488 |
| Wherry-Airmen | | | |
| Completed | 990 | 990 | 998 |
| Occupied | 962 | 944 | 924 |
| Local Area:** | | | |
| Officers | 55 | 55 | 58 |
| Airmen | 319 | 360 | 389 |
| Civilians | 487 | 559 | 554 |

**Includes 548th AAA & 3080th

SOURCE: RCS: 1-AF-Z1, Base Housing Office

HOUSING STATUS

0883

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

INCIDENTS

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Traffic Accidents (Military & Civilian): | | | | | | |
| On Base | 4 | 10 | 6 | 6 | 15 | 9 |
| Off Base | 5 | 10 | 1 | 6 | 8 | 0 |
| Traffic Violations (Military & Civilian): | | | | | | |
| On Base | 50 | 25 | 42 | 40 | 41 | 43 |
| Off Base | 40 | 60 | 33 | 25 | 28 | 9 |
| Security Violations | 0 | 0 | 0 | 0 | 0 | 0 |
| Serious Crimes | 3 | 0 | 4 | 1 | 2 | 2 |
| Drunk and Disorderly | 1 | 1 | 15 | 0 | 0 | 0 |
| Article 15s | 36 | 20 | 43 | 14 | 23 | 19 |
| Reports of Theft | 6 | 1 | 0 | 0 | 0 | 10 |

SOURCE: RCS: AF-Y7

INCIDENTS



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## COURTS MARTIAL

| | NOV | DEC | JAN | | NOV | DEC | JAN |
|---|---|---|---|---|---|---|---|
| Hq 42d BW | 0/0/0 | 0/0/0 | 0/0/0 | Hq 45th AD | 0/0/0 | 0/0/0 | 0/0/0 |
| 69th Bm Sq | 0/0/0 | 0/1/0 | 0/0/1 | Hq 42d AB Gp | 0/0/2 | 0/1/0 | 0/0/1 |
| 70th Bm Sq | 0/0/0 | 0/0/0 | 0/0/0 | 42d Opns Sq | 0/1/0 | 0/0/1 | 0/0/1 |
| 74th Bm Sq | 0/0/0 | 0/0/0 | 0/0/0 | 42d Supp Sq | 0/0/0 | 0/0/1 | 0/0/0 |
| 42d PMS | 0/0/0 | 0/0/0 | 0/0/0 | 42d Mtr Veh Sq | 0/0/0 | 0/0/0 | 0/0/0 |
| 42d FMS | 0/0/2 | 1/0/1 | 0/0/2 | 42d AF Sq | 0/1/[illegible] | 0/3/2 | 1/0/1 |
| 42d AME Sq | 0/0/1 | 0/0/1 | 0/0/3 | 42d Fd Sv Sq | 0/1/1 | 0/0/1 | 0/0/2 |
| 42d TAC Hosp | 0/1/2 | 0/0/0 | 0/0/0 | 42d Inst Sq | 0/0/0 | 0/1/1 | 0/0/0 |
| 42d ABS | 0/0/0 | 0/0/0 | 0/1/0 | 2014th Hosp | 0/0/0 | 0/0/0 | 0/0/0 |
| | | | | 521th Band | 0/0/0 | 0/0/0 | 0/0/0 |
| TOTAL | 0/1/5 | 1/1/2 | 0/1/6 | TOTAL | 0/3/7 | 0/5/6 | 1/0/6 |

SOURCE: Judge Advocate General / Special / Summary

0885

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## VENEREAL DISEASE

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 1 | 2 | 1 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 1 | 0 | 0 |
| 75th Bm Sq | 3 | 0 | 1 | 1 | 2 | 1 |
| 42d PMS | 0 | 0 | 2 | 0 | 1 | 0 |
| 42d FMS | 0 | 1 | 1 | 2 | 0 | 1 |
| 42d A&E Sq | 0 | 0 | 0 | 2 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 1 | 0 | 0 | 1 |
| TOTAL | 3 | 1 | 6 | 8 | 4 | 3 |

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 0 | 0 | 1 | 1 | 0 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 1 |
| 42d Supp Sq | 1 | 1 | 1 | 1 | 0 | 0 |
| 42d Mtr Veh Sq | 0 | 1 | 1 | 0 | 0 | 0 |
| 42d AP Sq | 0 | 0 | 0 | 1 | 0 | 0 |
| 42d Fd Sv Sq | 3 | 0 | 0 | 0 | 2 | 0 |
| 42d Inst Sq | 0 | 0 | 0 | 3 | 0 | 1 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 4 | 2 | 2 | 6 | 3 | 2 |

SOURCE: Preventive Medicine Office

0886

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## A W O L ' S

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 3 | 1 | 0 | 0 | 0 | 1 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 2 | 0 | 1 | 0 | 1 |
| 42d PMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 2 | 1 | 1 |
| 42d A&E Sq | 0 | 2 | 0 | 0 | 0 | 2 |
| 42d TAC Hosp | 0 | 0 | 1 | 0 | 0 | 1 |
| 42d ARS | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL | 3 | 5 | 2 | 3 | 1 | 6 |

| | AUG | SEP | OCT | NOV | DEC | JAN |
|---|---|---|---|---|---|---|
| Hq 49th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 1 | 0 | 2 | 1 | 0 | 2 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 1 | 0 | 0 | 0 | 0 | 2 |
| 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d AP Sq | 1 | 0 | 3 | 1 | 2 | 1 |
| 42d Fd Sv Sq | 1 | 3 | 1 | 0 | 3 | 5 |
| 42d Inst Sq | 1 | 0 | 0 | 0 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 5 | 3 | 6 | 2 | 5 | 10 |

SOURCE: Provost Marshal

0887

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PERSONAL COPY
I.S.O.

FIGGERS FAIR



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Declassified)
HISTORY OF THE 45TH AIR DIVISION

1 FEBRUARY 1956——29 FEBRUARY 1956

at Loring Air Force Base, Maine

620615

0893

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
45TH AIR DIVISION (SAC)
LORING AIR FORCE BASE, MAINE

13043 23 MAR 1956

SUBJECT: Transmittal of the History of the 45th Air Division (SAC) for the month of February 1956 (RCS: AF-26).

TO: Commander
Eighth Air Force
Westover Air Force Base
Chicopee Falls, Mass.
ATTN: Command Historian

1. Transmitted herewith is the (Declassified) History of the 45th Air Division (SAC) (SECRET) for the month of February 1956 (RCS: AF-26).

2. When Inclosure one (1) is withdrawn or not attached, the classification of this correspondence will be changed to unclassified.

FOR THE COMMANDER:

Richard L. Lally

RICHARD L. LALLY
Lt Col, USAF
ASTADJ

1 Inc:
Hist Rept
(Sec)

RSI
S 16

0895

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 FEBRUARY 1956---29 FEBRUARY 1956

Prepared for the Historical Section of
the Information Services Office,
42d Air Base Group, by Major Peter O. E. Bekker,
(Historical Officer) and A/1C Martin Wein on
25 March 1956.

(Eighth Air Force, Strategic Air Command)

W. K. Martin
Brig. Gen., USAF
Commander

Peter O. E. Bekker
Major, USAF
Historical Officer
(Information Services
Staff Officer)

Martin Wein
A/1C AF 12,370
Historian

0896

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LORING COMMANDER RECEIVES SAC

FLYING SAFETY AWARD

Pictured from left to rightare:

Capt. F.J. Williams, Wing Flying Safety Officer

Lt. Col. David C. Jolly, Director of Operations

Maj. Keith M. Garrison, Editor, Combat Crew Magazine

Brig. Gen. W.K. Martin, Commander, 45th Air Division

Col. Jackson W, Lewis, Commander, 42d Air Base Group

Capt. Leonard Levandowski, Director of Safety

Maj. R.T. Mattingly, Deputy Dir of Operations

0897

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0898

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# F O R E W O R D

This report contains the history of the 45th Air Division (SAC) from the period 1 February 1956 - 29 February 1956. The origin and organization of this air division are recounted along with important activities--mission and mission implementations, operations and training, supply, maintenance, personnel and facilities--being emphasized for the reporting period.

The information contained herein, relative to the history of the 45th Air Division at Loring Air Force Base, Maine, a unit of the Eighth Air Force (SAC), covers activities of the 42d Air Base Group and assigned squadrons, the 4034th USAF Hospital and division headquarters. It is related to previous monthly histories of this air division since activation.

The present report was supervised by Major Peter O.E. Bekker, USAF, Historical Officer (Information Services Staff Officer), and written by Airman First Class Martin Wein, Historical Technician.

Like other months' reports, this history is subject to revision and additional information or suggested corrections will be welcomed.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTENTS


| | | |
|---|---|---|
| Foreword | | |
| Chronology | | |
| Narratige | | Pages 1 thru 17 |
| Chapter | Title | Page |
| I | ORGANIZATION & ADMINISTRATION | 1 |
| | Brief Unit History | 1 |
| | February Developments | 6 |
| II | MISSION | 8 |
| | Over-All Mission | 8 |
| | Operations | 9 |
| | Operation "Style Show" | 10 |
| | Operation "Theme Song" | 11 |
| | Operation "Tinker Bell" | 12 |
| III | PERSONNEL | 13 |
| IV | MATERIEL | 15 |
| | Facilities | 16 |
| | Snow Removal Tests | 16 |
| | Snow Removal Operations | 17 |
| Roster of Key Personnel | | |
| Bibliography | | |
| List of Exhibits | | |
| Exhibits | | |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHRONOLOGY


| Date | Activity | Page |
|---|---|---|
| 17 January | Staging Support for February | 9 |
| 1 February | Operation " Style Show " | 10 |
| 5 February | Operation " Tinker Bell " | 12 |
| 8 February | Eighth Air Force Commander Visits Loring AFB | 7 |
| 13 February | B-52 Mobile Training Detachment Begins Conversion Training | 9 |
| 15 February | General Martin Completes B-47 Transition Training | 6 |
| 17 February | Operation " Theme Song " | 11 |
| 29 February | New Management School Graduates First Class | 7 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# ORGANIZATION, ADMINISTRATION AND PERSONNEL

## Brief Unit History

The 40th Air Division Headquarters was activated at Loring AFB, Maine, on 5 October 1954 and was assigned to the Eighth AF.[1] Division Headquarters was set up just seven days after the base had been re-named "Loring" in honor of Maj. Charles J. Loring, Jr. a Maine jet hero of the Korean War.[2] Original name of the base was "Limestone".[3]

Before the division came into being, the 42d Heavy Bomb Wing was top dog at Loring. The 42d Wing was activated at "Limestone" (see supra) in February 1953,[4] along with a support organization, the 42d Air Base Group.[5] On 8 October 1954, this wing and air base group were assigned as units of the division.[6] The 4034th USAF Hospital became the third main unit of the division in March 1954.[7]

The 40th administers its three units -wing, air base group - hospital- with respect to the over-all mission.[8] Facts point out

1. SAT 30 Sep, 8 Oct 54 (Sec 1).
2. DAF 30 34, 15 Sep 54 (para 4).
3. Named after Limestone village, 7 mi. from base.
4. DAF Ltr, 320 (AFMSO 4104), 24 Mar 53. See also effective date, SAT 30 Jan, 29 Jan 53. Actually, the wing was "re-activated". WW II parent--42d Bomb Group (AAF)--was inactivated after Japan's surrender in 1946 [Hq 5th AF GO 69, 29 Apr 46 (pursuant to WD Ltr, AG 322 (OB-I-E-M, 26 Mar 46)].
5. Also "re-activated", WW II parent--42d Service Group (AAF)--disbanded in Belgium, 1945 [Ltr, Hq IX AF Service Command, 22 May 45 (pursuant to WD Ltr, AG 322 OB-I-AFRPO-M, 4 Apr 45)].
6. SAT 30 Sep, 8 Oct 54.
7. Ibid., activated by SAT GO 17, 18 Mar 54.
8. Outlined in 8th AF Reg 40-1.2, 19 Nov 54, as amended.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

that though Loring has been a "single-wing" type station, an air division headquarters was established, primarily, to provide staging support under the SAP. As a designated provisional task force in SAC,[9] Loring AFB and the 45th Air Division has a "geographical responsibility" to service SAC overseas flights.

Original construction of Loring began in the winter of 1948-49. During the initial construction period--up to the winter of 1950-51--the base was garrisoned by a small group of AF personnel.[10] In February '51, the base came under the jurisdiction of SAC.[11] At this time the construction program was into high gear. Repairs, inter, an extension to the runway, but also many important base facilities were initiated.

The first B-36 aircraft arrived the last of March '51, just a few weeks after the wing was activated. In April '51, the wing launched its first training missions. By October '51, not quite nine months after the wing was activated, B-36 crews were flying more than 1,000 hours a month.[12]

When division headquarters was activated, changes were made in its personnel.[13] Brig. Gen. Bertram C. Harrison, USAF

---

9. SAC GO 45, [illegible] May 51.
10. When first assigned, June 50, group was designated "Base Detachment". Later, redesignated 6213th Base Service Sqdn, then, 6213th Air Base Sqdn (latter discontinued per SAC GO 17 when the 42d Bomb Wing was activated, Feb 51).
11. SAC GO 18, 21 Apr 51.
12. Inscribed on plaque awarded WOO by Convair, 5 Dec 51.
13. Officers' Roster (RCS: SAF-P1).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0906

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

February Developments

On 15 February, the 45th Air Division's Commander, 47 year old Brig. General William K. Martin, USAF, completed the two week B-47 transition course at Lockbourne AFB, Ohio which is preparing all B-36 pilots for the intensified training in the all jet B-52 bomber.[31]

The intensified B-47 training which General Martin received is designated to familiarize all B-36 pilots with jet aircraft operation prior to taking training in the heavy B-52. It included simulator time and air refueling as well as landing, take-off and routine training flights. General Martin returned to Loring with the crew he worked with at Lockbourne. His next step will be B-52 training at Castle AFB in California.

The 45th Air Division commands the 42d Bomb Wing at Loring AFB, Maine, which will soon be converted from B-36 aircraft to the new B-52. The 42d Bomb Wing is a member of the Strategic Air Command, and will be the first heavy bombing to convert to the new high speed, all jet aircraft.

During the absence of General Martin, the division was under the command of Col. Jerome Tarter, USAF, commander of the 42d Bomb Wing.[32]

31. Msg, Donnelly, 45th, Loring AFB, Maine, 31 Jan 56.
32. Hq 45th Air Div GO 1, 30 Jan 56.



0907

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The new fifty hour management training course graduated 22 supervisors on 29 February.[33]

Major General Walter C. Sweeney, USAF, Commander , Eighth Air Force, visited Loring on 8 February to inquire into the B-52 conversion program.

---

33. AFR 50-37, 8 Sep 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER II - MISSION

## Over-all Mission

The 45th Air Division was activated, primarily, to administer a force capable of flying strategic bombardment operations in any part of the world.[1] In performing this task, the latest technical knowledge and advanced weapons are utilized.[2]

In addition to long-range bombardment, air-to-air refueling is a part of the division mission.[3] The 42d Bomb Wing provides the bombardment, air-to-air refueling and aircraft maintenance portion of the division mission.[4] The 42d Air Base Group provides the base support needed by the tactical organizations.

The air base group also performs another vital part of the mission of the 45th Air Division: staging support.[5]

Other tasks of the division, secondary in nature, are training USAF Reserve personnel and/or units and participation in civilian emergencies, such as disaster relief.[6]

Aircrews and ground support units are constantly tested in their work to maintain a high degree of proficiency.

---

1. 8th AF Reg 23-13, 15 Nov 54, as amended.
2. Ibid.
3. 8th AF Reg 23-13A, 14 Jan 55.
4. 8th AF Reg 23-9, 1 Apr 54, as amended.
5. Loring AFB est. as SAC provisional task force [SAC GO 40, 31 May 55].
6. 8th AF Reg 23-13, 15 Nov 54, para 3d.
7. Wing flies long-range simualted bombardment missions using operation orders from higher hq. Missions are related to SWF.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## Mission

The 45th Air Division was required to render the following staging support during the period 1-29 February 56:[8]

Support for one B-47 on 21 February for 96 hours of special training. Staging for 42 B-36 air craft of the 19th Air Division on 14-16 February for operation "Style Show".

Headquarters 45th Air Division Staging Letter of 17 January 56 stated that the following overflies may be required base facilities and support for 40 KC-97 aircraft of the 91st and 100th Air Refueling Squadrons on 6 February as part of Operation "Swan Dive" and 64 B-47 aircraft of the 801st Air Division on 14-16 February in conjunction with Operation "War Dance".

Headquarters 45th Air Division Staging Letter of 14 February 56 stated that Loring AFB may be required to provide facilities and support for 20 KC-97s of the 68th Air Refueling Squadron on 27 February in Operation "Theme Song" and 20 KC-97s of the 31st Air Refueling Squadron on 26 February.

## Operations

On 13 February 56, the first class of the B-52 mobile training detachment got under way with fifteen students attending.[9] A total of 52 hours had been completed by 29 February. Subjects taught to this

8. 45th Air Div Staging Letter, 17 Jan 56.
9. Hq 42d BW GO 29, 20 Feb 56.



0910

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

class included general information, ground handling and emergency escape systems, fuel systems and power plants.

A familiarization class for staff members was begun on 23 February in which ten hours of general information, fuel and hydraulic systems had been completed by 29 February. Members in attendance were: Brig. Gen. William K. Martin, Lt. Col. David C. Jolly, Lt. Col. Fred W. Nudell, Lt. Col. John B. Risher, Maj. Donald R. Allenby, Maj. Victor F. Malmgren, Maj. William M. Wood and Capt. Daniel L. Burchfield.[10]

The terminal VOR was satisfactorily flight checked and used to determine the most feasible approach prodedures. The publication of let down prodedures was started. This installation was 90% complete and estimated completion was 9 March 56.[11]

Operation "Style Show"

Support was required to be furnished to B-36 aircraft of the 19th Air Division in this operation. Brig. Gen. W.K. Martin, USAF, was designated Loring Task Force Commander.[12] In conjunction with a scheduled SAC and special weapons exercise, fifty B-36 aircraft of the 7th and 11th Bomb Wings (H), were deployed to Loring AFB.[13] The on route support team at Loring AFB was to be composed of: three operations officers, fifty-five maintenance personnel, two special

10. Interview, T/Sgt M.J. Priddis, Instructor, Gen. Inft., MTB, by author, 19 Mar 56 at MTB.
11. B-52 Conversion Progress Rept, 29 Feb 56. See Exhibit #9.
12. 45th Air Div CFOUD 18-56, 1 Feb 56.
13. Ibid.



0911

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

weapons officers, and one weather forecaster that was to be in place at X-36 hours. Security guards for aircraft were to be obtained from on route personnel resources,[14] and Loring provided point guards. An officer and NCOs of the 42d Air Police Squadron instructed each aircraft commander and crew on security methods pertaining to the mission.[15]

The 45th Air Division Task Force was delegated the following tasks: provide personnel for a CX Control Team and provide transportation, messing and billeting for the on route support team, and air crews of the 19th Air Division involved in this operation. The task force was also requested to activate the Loring weapons control point and to provide a task force special weapons officer to supervise and coordinate the loading maneuver.[16]

Operation "Theme Song"

Operation "Theme Song"[17] required the 45th Air Division to render support for redeployment of the 71st Air Refueling Squadron.[18] "D-Day" for this plan was 26 February 56. On 17 February, a conference was held in regard to delineation of responsibilities for this operation. Col. Schuerter, USAF, Commander of the 4060th Air Refueling Wing, and his operations and materiel staff were in attendance.[19]

15. 42d Air Pol Sqdn Info Bulletin 13), 16 Feb 56.
16. 45th Air Div OPORD 18-56.
17. 45th Air Div OPORD 20-56, 7 Mar 56.
18. Ibid.
19. 45th Air Div Opns Unit HistRept, 1-29 Feb 56 (SECRET [illegible]).



0912

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Operation "Tinker Bell"

The original commitment for Loring on Operation "Tinker Bell" was base support of overflying aircraft;[20] however, due to saturation of the base of intending landing 10 KC-97 aircraft of the 509th Air Refueling Squadron landed at Loring AFB on 5 February.

Between 10 and 13 February, four B-47s of the 509th Bomb Wing landed at Loring due to maintenance difficulties and were dispatched on 27 February.

Training conditions were filled in Type I and Type II loadings by the special weapons crews. Thirty loadings were completed in Type I and, in Type II, sixty-five loadings were completed.[21] This was 15 loadings above the minimum requirements.

---

20. Hq 15th Air Div Staging Ltr, 17 Jan 56.
21. Munitions Branch, 42d Sup Sqdn, Unit Hist Rept, 1-29 Feb 56 (MCS: 1306-D2).



0913

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER III

## PERSONNEL

Effective manning of the 45th Air Division reflected that of 126 officers authorized, 122 were assigned. The number of officers in required specialties was 108, giving the division an increase of 4.4% over January and an over-all percentage of 85.7% MOS.[1] The reason for the increase is that thirteen warrant officer positions were considered in January's report that were not considered in February.

To ease the officer shortage, the division obtained a list of surplus officers for screening as possible key personnel replacements.[2]

Airmen effective manning showed an increase of 0.69% over January.[3] The percent of airmen in required skills was 72.13%. The reason for not obtaining the maximum score was the total shortage of 513 airmen. A breakdown shows, 1) shortage of 481 airmen in required specialties, 2) four lost by PCS and 3) twenty-eight who did not reenlist or re-enlisted for another station.

The number of assigned airmen not manned in required specialties was 516.[4] There were 612 "010" airmen assigned and 261 of these were considered trainable. Thirty-three were training into positions with vacancies and 228 with no existing vacancies. There were 351 helpers

1. SAC Management Control Rept, 6 Mar 56 (Officers).
2. Minutes of Staff Meeting, Hq. 45th AD, 24 Feb 56.
3. SAC Management Control Rept, 6 Mar 56 (Airmen).
4. Ibid.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Three level airmen total 385 (228 are "010" trainees). One hundred and fifty are on OJT for the five level in positions where no vacancies exist. Four airmen are on OJT-C for the seven level; three were not on OJT-C for the seven level and 226 were on OJT for the three level from helper level, with no vacancy existing at the three level.

Due to maximum manning at the seven level, forty-one airmen were not on any type of OJT and seventeen seven level airmen were not on any type of OJT or cross-training prohibited by the project guidance.

Upgrading continued after completion of OJT to ease the current shortage with the advancement of eighteen to the three level, six to the five level and five to the seven level.[4]

4. Ibid.



0915

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER III

## MATERIEL

A conference was held for the purpose of co-ordinating the plans and procedures to convert pump houses to JP-4 fuel.[1]

The B-52 "Z" account has received 326 line items, marking 32% completion.[2] No information was available on initial support of Flyaway Kit spares for B-52 aircraft.

The supply effectiveness for Category A, which includes AF classes 01 through 05, 11 and 16, remained almost the same during February with a percentage factor of 88%. This figure is based on a total 3,548 line items requested as compared to 2,932 items issued or partially issued, minus 208 cancelled items.[3] The effectiveness of Category B, which includes all other AF classes plus technical classes such as ordnance, engineer, chemical and signal, increased considerably to 92%. This computation is based on a total of 2,993 line items requested compared with 2,300 items issued or partially issued, minus 87 items cancelled.[4] A total of 20,789 line items were assigned during February which is an increase of approximately 3,000 line items over the previous month. The increase was due to the receipt of B-52 spare parts on AF.12 tail\0.

B-36 ACF percentage for February was 2.9% and the in-commission rate was 74.9%.[5] The KC-97 ACF percentage for February was 5.7% and the in-commission rate was 72.8%.[6]

---

1. Minutes of staff meeting, Hq. 42d ARG, 21 Feb 56.
2. B-52 Conversion Prog Rept, 42d ARB, 29 Feb 56.
3. 42d Sup Spln Unit Stat Rept, 1-29 Feb 56 (RCS: [illegible]).
4. Ibid.
5. Report, AF Form 110A, Feb 56.
6. Ibid.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## Facilities

Most flight line construction remained the same as last month. The 8,300 foot taxiway lighting section was the same at 88% while the 3,328 foot section of lighting was 39% complete. The 2,100 feet of high-intensity runway lighting system increased slightly to 78%, along with the 2,100 feet of primary runway extension which had reached 92% completion.[7] The air refueling multi-purpose nose and wing hangar and the nine other such hangars had reached a stage of 95% completion by 29 February.

Construction on the two LIGHTNING facilities at North Lynden and Foren, Maine, were 98% complete by 29 February. The 13,100 foot, eight inch fuel pipeline was still 94% complete along with the six refueling hydrants and the pump station.

## Snow Removal Tests

Various dry tests were conducted during February on the test heating pad. A series of cold and dry slab tests were completed. Used in the tests were the high temperature water and oil coils, very high water and the low temperature water and oil coils.[8]

---

7. AAC Prog Stat Dept MCP FY 51-57, 29 Feb 56.
8. Interview, Maj. J.A. Rogers and A.T. Barrett, Chief Engrs., Amer. Hydrotherm Corp., by author, 6 Mar 56 on flt line (LAFB).



0917

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Snow Removal Operations

The first snow of the month arrived on two February with flurries and was cleared immediately.[9] On the seventh, eight inches of snow fell and was cleared by late the next day. Another 7-8 inches fell on 12 February and was completely removed by the 13th. On 20 February and again on the 21st, there were light snow flurries of no consequence. The 25th brought light snow which turned to freezing rain. One-half inch of ice formed on the pavements and ice clearing operations was still continuing on the last day of the month. Sanding operations were continued throughout the month of February.[10]

9. Interview, Mr. M. Jalbert, AIC Supdt., by author, 1 Mar 56 at AIC.
10. Ibid.



0918

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL*

45TH AIR DIVISION

FEBRUARY 1956

HEADQUARTERS, 45TH AIR DIVISION:

| | | |
|---|---|---|
| Commander | William K. Martin | Brig. General |
| Director of Pers | John B.F. Dice | Colonel |
| Director of Mat | Fred W. Nudell<br>Additional Duty | Lieut. Colonel |
| Director of Ops | Sam L. Barr | Colonel |

42D AIR BASE GROUP:

| | | |
|---|---|---|
| Commander | Jackson W. Lewis | Colonel |
| Deputy Commander | William W. Pannis | Lt. Colonel |
| Base Personnel Staff Officer | Fred C. Simpson | Lieut. Colonel |
| Base Materiel Staff Officer | Harry D. Terwilliger | Major |
| Base Operations Staff Officer | Edward F. Fleming | Major |
| Manpower & Organ Staff Officer | William A. Carter | Lieut. Colonel |
| Base Comptroller | William B. Pequinot | Lieut. Colonel |
| Staff Judge Advocate | Carl R. Pearson | Major |
| Base Chaplain | John J. Long | Lieut. Colonel |

*Roster of Officers 45AD (RCS: 8AF-P1), 1-29 Feb 56.

0919

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL

| | | |
|---|---|---|
| Info Services Staff Officer | Peter C. E. Bekker | Major |
| Director of Safety | Leonard Levandowski | Captain |
| Adjutant | Joseph H. Jacoby | Major |
| Comdt, Hq Sqdn | Donald R. Sandvig | Captain |
| Comdr, 42 Air Pol Squadron | Robert R. Love | Lieut. Colonel |
| Comdr, 42 Instal Squadron | Ernest L. Buckley | Major |
| Comdr, 42 Ops Squadron | Frank L. Wrigglesworth | Major |
| Comdr, 42 Sup Sqdn | Edwin C. Annis | Captain |
| Comdr, 42 Mtr Veh Squadron | Donald R. Kidd | Captain |
| Comdr, 42 Food Service Squadron | Thomas H. Mons, Jr. | CWO |

4034th USAF Hospital

| | | |
|---|---|---|
| Commander | James G. Langford | Lieut. Colonel |

0920

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BIBLIOGRAPHY

The information contained in this report, relative to the History of the 45th Air Division for February 1956, was prepared and submitted under the provisions of Air Force Regulation 210-3, dated 11 March 1955, Strategic Air Command Regulation 210-1, dated 7 October 1952, and Eighth Air Force Regulation 210-1, dated 12 November 1952.

Under provisions of Base Regulation 210-1, dated 4 April 1954, as amended, organizations of the 45th Air Divisionsubmitted unit historical reports covering activities for the reporting period. Information contained in these reports, plus information from various other sources--the Loring AFB weekly publication, the "Limelite", files of the 45th Air Divisionand personal interviews with key personnel of the base--was used to compile an outline of important division activities than occurred during the reporting period. This outline served as the basis to the final preparation of the narrative portion of this history. Pertinent supporting documents were made available by all agencies of the base.

Final preparation of the history concerned more extensive coverage of the above-mentioned reference materiel. The narrative portion of the history underwent periodic checks during the preparation to insure accuracy of facts and reporting.


Official Publications

SAC GO 89, 8 Oct 54.
SAC GO 10, 25 Feb 53.
SAC GO 17, 15 Mar 54.
SAC GO 40, 31 May 55.
SAC GO 18, 21 Apr 53.
SAC GO 3, 27 Jan 54.
SAC MAN 20-1, Dec 54.
SAC REG 55-16, 28 Nov 55.
SAC REG 66-24, 1 Jan 55.
DAF GO 34, 15 Sep 54.
AF REG 23-13, 15 Nov 54.
HQ 45AD GO 10, 18 Jun 55.
8TH AF REG 23-13, 15 Nov 54.
8TH AF REG 23-13A, 14 Jan 55.
8TH AF REG 23-9, 1 Apr 54.
BASE REG 170-4, 27 Sep 55.
45th AD GO 1, 30 Jan 56.
AFR 50-37, 8 Sep 55.
42 BW SO 29, 20 Feb 56.

Orders

45th AD OPORD 18-56, 1 Feb 56.
45th AD OPORD 20-56, 7 Mar 56.

Recurring Reports

Officers Roster 45AD (RCS: 8AF-P1) 29 Feb 56 & since activation
Unit Hist Rept, 45AD Sqdns & staff agencies, 1-29 Feb 56 (LAFB RCS: ISC-D2)
45AD & 42 BW Hist Repts, Jan thru Jan 56 (RCS: AU-D5).
Refueling Air Tng Rept, Feb 56 (RCS: 4-SAC-T12).
USCM Air Tng Rept, Feb 56 (RCS: 1-SAC-T12).
B-52 Conversion Prog Rept, 29 Feb 56
SAC Man Cont Rept, 6 Mar 56
AIC Prog Stat Rept, MCP FY 51-57, 29 Feb 56.

Letters & Messages

DAF Ltr, 322 (AFOMO 410h) 24 Mar 53
ZIPPO Msg. 02-002, 01/2225Z Feb.
Msg. COMADIV, 45 AD, 31 Jan 56.
45 AD Staging Ltr, 17 Jan 56.




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

---

42 AP Info Bulletin 133,
1 16 Feb 56.

Minutes of Staff Meeting,
42 ABG, 24 Feb 56.

Minutes of Staff Meeting,
42 ABG, 21 Feb 56.

AF Form 110A, Feb 56.

Interviews

T/Sgt. M.D. Priddis, Instr
Gen Info, MTD, 15 Mar 56
at MTD.

Messrs. G.A. ROgers & A.H.
Barrett, Chief Engrs.,
Amer. Hydrotherm Corp.,
6 Mar 56 on flt line (LAFB).

Mr. J.A. Jalbert, AIO, Supdt.,
1 Mar 56 at AIO.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LIST OF EXHIBITS

1. Organization Chart, 45th Air Division
2. Daily Strength Reports,1 and 29 February 56,respectively.
3. Photograph,Snow Removal Operations.
4. Photograph, Snow Removal Operations.
5. Bi-monthly Report of Professional Activities of AF Hospitals.
6. SO 29, Headquarters,42d Bomb Wing, 20 Feb 56.
7. TWX MSG. 1069, 31 Jan. 56
8. 45th Air Div OPORD 20-56, 7 Mar 56.
9. AF Form 110A Inclosures.
10. 45th Air Division Staging Letter,16 Feb. 56.
11. B-52 Conversion Progress Report.
12. Program Status Report, 29 Feb. 56.
13. Figgers and Fax Booklet (Command Notebook).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

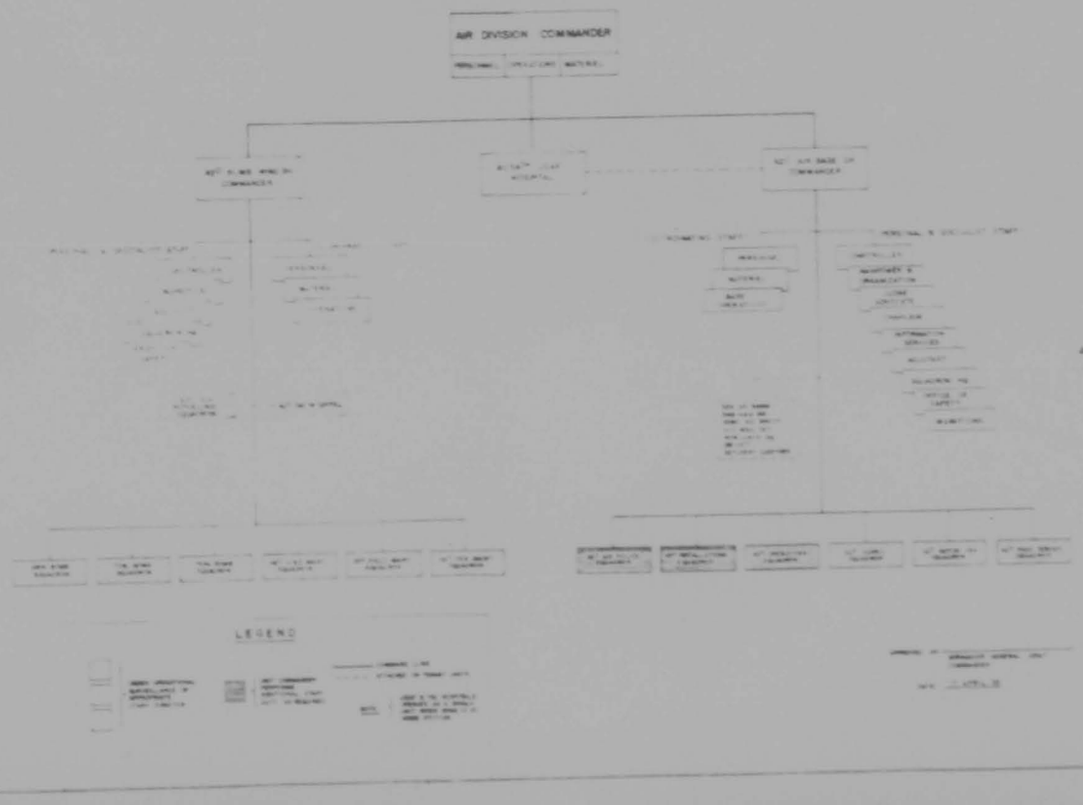
0924

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# ORGANIZATION CHART

## 45TH AIR DIVISION






THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE: 1 Feb 56

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRD |
|---|---|---|---|---|---|---|---|---|
| HQ 47TH AIR DIVISION | 10 | 7 | 0 | 7 | 7 | 8 | 0 | 8 |
| HQ 420 BOMB WING | 47 | 52 | 0 | 38 | 138 | 151 | 0 | 141 |
| 69TH BOMB SQUADRON | 63 | 93 | 0 | 75 | 166 | 201 | 0 | 184 |
| 70TH BOMB SQUADRON | 63 | 97 | 0 | 78 | 166 | 199 | 0 | 171 |
| 75TH BOMB SQUADRON | 63 | 95 | 0 | 67 | 166 | 185 | 0 | 153 |
| 420 FIELD MAINT SQUADRON | 8 | 7 | 2 | 9 | 702 | 627 | 29 | 589 |
| 420 PER MAINT SQUADRON | 5 | 5 | 0 | 5 | 170 | 179 | 0 | 151 |
| 420 A & E MAINT SQUADRON | 12 | 9 | 0 | 8 | 377 | 387 | 0 | 317 |
| 420 AIR REFUELING SQUADRON | 150 | 99 | 0 | 81 | 774 | 808 | 0 | 168 |
| TOTAL | 398 | 668 | 2 | 368 | 2312 | 2145 | 29 | 1937 |
| 420 TACTICAL HOSPITAL | 56 | 38 | 0 | 30 | 137 | 155 | 0 | 126 |
| 4034TH USAF HOSPITAL | 10 | 10 | 2 | 10 | 17 | 8 | 1 | 9 |
| TOTAL | 66 | 48 | 2 | 46 | 156 | 163 | 1 | 135 |
| HQ 420 AIR BASE GROUP | 56 | 61 | 0 | 49 | 345 | 333 | 1 | 300 |
| 420 OPNS SQUADRON | 11 | 7 | 0 | 6 | 156 | 179 | 13 | 168 |
| 420 SUPPLY SQUADRON | 18 | 16 | 0 | 13 | 286 | 326 | 0 | 267 |
| 420 MOTOR VEHICLE SQUADRON | 6 | 4 | 0 | 4 | 206 | 211 | 0 | 160 |
| 420 AIR POLICE SQUADRON | 10 | 6 | 0 | 6 | 360 | 390 | 0 | 268 |
| 420 FOOD SERVICE SQUADRON | 4 | 2 | 0 | 2 | 266 | 217 | 0 | 193 |
| 420 INSTLL SQUADRON | 6 | 5 | 3 | 3 | 273 | 255 | 119 | 361 |
| 50TH AIR FORCE BAND | 1 | 0 | 0 | 0 | 10 | 13 | 0 | 10 |
| TOTAL | 110 | 102 | 3 | 87 | 1866 | 1933 | 134 | 1690 |
| BASE GRAND TOTAL | 536 | 611 | 7 | 503 | 4134 | 4117 | 164 | 3662 |

OFFICER NAME, GRADE (Typed): ROBERT RAPPAPORT, CAPTAIN, USAF

SIGNATURE (Officer): Willis A. Hallenbeck Jr. 1/4

42 ABG FORM 24 JAN 55 225 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

1

0927

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE 20 FEB 56

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRD |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | 12 | 9 | 0 | 2 | 2 | 12 | 0 | 6 |
| HQ 42D BOMB WING | 48 | 48 | 2 | 34 | 102 | 152 | 1 | 130 |
| 69TH BOMB SQUADRON | 63 | 55 | 2 | 63 | 146 | 182 | 0 | 168 |
| 70TH BOMB SQUADRON | 62 | 101 | 2 | 65 | 146 | 193 | 2 | 168 |
| 75TH BOMB SQUADRON | 63 | 96 | 2 | 72 | 166 | 184 | 2 | 168 |
| 42D FIELD MAINT SQUADRON | 8 | 7 | 2 | 9 | 702 | 623 | 11 | 69 |
| 42D PER MAINT SQUADRON | 5 | 5 | 0 | 4 | 218 | 187 | 3 | 215 |
| 42D A & E MAINT SQUADRON | 12 | 8 | 0 | 8 | 277 | 412 | 2 | 242 |
| 42D AIR REFUELING SQUADRON | 120 | 94 | 0 | 79 | 364 | 176 | 0 | 324 |
| TOTAL | 372 | 403 | 2 | 329 | 2178 | 2128 | 14 | 2148 |
| 42D TACTICAL HOSPITAL | 36 | 33 | 0 | 37 | 137 | 137 | 0 | 133 |
| 4034TH USAF HOSPITAL | 16 | 17 | 0 | 16 | 19 | 8 | 4 | 13 |
| TOTAL | 52 | 49 | 0 | 53 | 156 | 145 | 4 | 146 |
| HQ 42D AIR BASE GROUP | 55 | 57 | 1 | 52 | 204 | 123 | 1 | 204 |
| 42D OPNS SQUADRON | 11 | 10 | 0 | 8 | 161 | 146 | 13 | 146 |
| 42D SUPPLY SQUADRON | 18 | 16 | 0 | 17 | 345 | 324 | 0 | 308 |
| 42D MOTOR VEHICLE SQUADRON | 6 | 5 | 0 | 4 | 411 | 449 | 3 | 171 |
| 42D AIR POLICE SQUADRON | 10 | 6 | 0 | 5 | 346 | 295 | 5 | 218 |
| 42D FOOD SERVICE SQUADRON | 4 | 1 | 0 | 1 | 266 | 213 | 1 | 197 |
| 42D INSTLS SQUADRON | 6 | 4 | 1 | 6 | 273 | 250 | 118 | 147 |
| 524TH AIR FORCE BAND | 1 | 0 | 0 | 0 | 19 | 15 | 0 | 15 |
| TOTAL | 111 | 99 | 4 | 87 | 1874 | 1852 | 139 | 1237 |
| BASE GRAND TOTAL | 535 | 611 | 6 | 469 | 4138 | 4097 | 154 | 3629 |

OFFICER NAME, GRADE (Typed): ROBERT BARRAMENT, CAPT., USAF

SIGNATURE (Official): Willis R. Hallam Jr. 1st Lt

42 ABG FORM 228 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

0928

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0929

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BI-MONTHLY REPORT OF PROFESSIONAL
ACTIVITIES OF AIR FORCE HOSPITALS

Reports Control
Symbol AF-M9

Period Covered
29 December 1955

Date Ending
29 February 1956

USAF HOSPITAL
Loring Air Force Base
Maine

Number of Operating Beds: 75

PART I - HOSPITAL COMMANDER'S REPORT

1. Admissions:

a. Total: 444 b. Active Duty Military: 170 c. Other: 274

2. Transfers: Total - 34

a. Military: 26

| Reg. Nr | Home of Record | Arm or Svc of Patients | Principal Diagnosis | Reason for Transfer | Designation of Receiving Hosp. |
|---|---|---|---|---|---|
| 6096 | Me | AF | Maladjustment, situational, acute, severe, manifested by anxiety and dizziness; stress, moderate; impairment, moderate; predisposition, moderate. LD, Yes. | Specialized psychiatric treatment needed. | US Naval Hosp Chelsea Naval Hospital, Mass. |
| 6117 | Md | AF | Herniation of nucleus pulposus, L5 and S1, right cause undetermined. LD, Yes. | Specialized orthopedic treatment needed | US Naval Hosp St. Albans, N.Y. |
| 6125 | Va | Army | Anxiety reaction, acute, severe; manifested by nervousness and instability to concentrate; no stress known predisposition undetermined; moderate impairment. LD, Yes. | Specialized psychiatric treatment needed | US Army Hosp Fort Devens Mass |

0932

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (Continued)

| Reg. Nr | Home of Record | Arm or Svc of Patients | Principal Diagnosis | Reason for Transfer | Designation of Receiving Hosp |
|---|---|---|---|---|---|
| 6172 | Me | AF | Schizophrenic reaction, simple type, chronic, moderate, manifested by confusion, mild paranoid tendencies and delusional systems: stress, minimal: impairment, severe, predisposition, unknown. Ld, Yes. | Specialized psychiatric treatment needed. | US Naval Hosp Chelsea Naval Hospital, Mass. |
| 6199 | Pa | AF | Anxiety reaction, acute, mild: predisposition, minimal: manifested by anxious facies, tremors and profuse sweating: precipitating stress, moderate: psychiatric impairment, moderate. LD, Yes. | Specialized psychiatric treatment needed. | US Naval Hosp St. Albans, N.Y. |
| 6217 | Me | AF | Maladjustment, situational, acute, manifested by hostility toward superior officer, and anxiety moderate: severe stress due to personality conflict ~~with superior~~ officer: no predisposition evident: no impairment. LD, Yes. | Specialized psychiatric treatment needed. | USAF Hospital Eglin AFB, Fla |
| 6218 | Colo | AF | Malunion of fracture, nasal bone. LD, Yes. | Specialized orthopedic treatment needed. | US Naval Hosp St. Albans, N.Y. |
| 6222 | Mass | AF | Deflection of nasal septum congenital. LD, No. EPTS. | Specialized ENT treatment needed. | US Naval Hosp St. Albans, N.Y. |
| 6270 | Ill | AF | Observation, psychiatric. LD, Yes. | Specialized psychiatric treatment needed. | US Naval Hosp Philadelphia, Pa |



0953

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (Continued)

| Reg. Nr | Home of Record | Arm or Svc of Patients | Principal Diagnosis | Reason for Transfer | Designation of Receiving Hosp |
|---|---|---|---|---|---|
| 6280 | Mass | AF | Deflection of nasal septum congenital. LD, No. EPTS. | Specialized ENT treatment needed. | US Naval Hosp St. Albans, N.Y. |
| 6282 | Tex | AF | Deflection of nasal septum congenital. LD, No. EPTS. | Specialized ENT treatment needed. | US Naval Hosp St. Albans, N.Y. |
| 6286 | Ga | AF | Observation, psychiatric LD, Yes. | Specialized psychiatric treatment needed. | US Naval Hosp St. Albans, N.Y. |
| 6287 | Mich | AF | Fracture, simple, n.o.s., right femur, mid-shaft, no nerve or artery involvement. LD, Yes. | Specialized orthopedic treatment needed. | US Naval Hosp St. Albans, N.Y. |
| 6288 | Calif | SCAR WAF (Army) | Nonunion of fracture, right patella. LD, Yes. | Specialized orthopedic treatment needed. | US Naval Hosp St. Albans, N.Y. |
| 6319 | Me | AF | Neuropathy of facial nerve, right, due to previous ruptured cerebral aneurysm. LD, Yes. PR. | Specialized neurological treatment needed. | US Army Hosp Walter Reed Army Hospital Washington, D.C. |
| 6320 | Pa | AF | Deflection of nasal septum due to old fracture received while ice skating in 1951. LD, No. EPTS. | Specialized ENT treatment needed. | US Naval Hosp St. Albans, N.Y. |
| 6323 | Pa | AF | Deafness, partial, due to degeneration of acoustic nerve, left ear, cause undetermined. LD, Yes. | Specialized ENT treatment needed. | US Army Hosp Walter Reed Army Hospital Washington, D.C. |



0934

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (Continued)

| Reg. No | Home of Record | Arm or Svc of Patients | Principal Diagnosis | Reason for Transfer | Designation of Receiving Hosp |
|---|---|---|---|---|---|
| 6330 | N.Y. | AF | Contusion, cerebral. LD, undetermined pending formal investigation. | Specialized neurological treatment needed. | USAF Hospital Sampson AFB New York |
| 6355 | Mo | AF | Anxiety reaction, acute: manifested by anxiety and poor efficiency, moderate; stress not evident; predisposition moderate with previous attacks; impairment moderate. LD, Yes. | Specialized psychiatric treatment needed. | US Naval Hosp Philadelphia, Pa |
| 6366 | Me | AF | Fracture, simple, n.e.c., left radius and ulna, midshaft, no artery or nerve involvement. LD, Yes. | Specialized orthopedic treatment needed. | US Naval Hosp Chelsea Naval Hospital, Mass |
| 6467 | N.Y. | AF | Fracture, simple, n.e.c., left tibia and fibula, distal 1/3, no artery or nerve involvement. LD, Yes. | Specialized orthopedic treatment needed. | US Naval Hosp Chelsea Naval Hospital, Mass. |
| 6374 | Ala | AF | Tonsillitis, chronic, LD, Yes. Not, PR. | Specialized ENT treatment needed. | US Naval Hosp St. Albans, N.Y. |
| 6375 | Penn | AF | Deafness, n.e.c., right 10/15, left 5/15, cause undetermined. LD, Yes. | Specialized ENT treatment needed. | US Army Hosp Walter Reed Army Hospital Washington, D.C. |
| 6376 | Me | AF | Deafness, n.e.c., right 10/15, left 5/15, cause undetermined. LD, Yes. | Specialized ENT Treatment needed. | US Army Hosp Walter Reed Army Hospital Washington, D.C. |
| 6427 | Pa | AF | Diagnosis undetermined suspected conversion reaction. LD, Yes. | Specialized psychiatric treatment needed. | US Naval Hosp Philadelphia, Pa |



0955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (Continued)

| Reg. Nr | Home of Record | Arm or Svc of Patients | Principal Diagnosis | Reason for Transfer | Designation of Receiving Hosp |
|---|---|---|---|---|---|
| 6463 | Wis | AF | Fracture, simple, comminuted, left maxilla, molar portion, depressed, no artery or nerve involvement. Id, Yes. | Specialized orthopedic treatment needed. | USAF Hospital Bolling AFB Washington, D.C. |
| **b. Civilians:** 3 | | | | | |
| 6177 | Me | AF | Nonunion of fracture, supracondylar portion of left femur. | Specialized orthopedic treatment needed. | USAF Hospital Sampson AFB New York |
| 6209 | Me | AF | Meningitis, acute, pneumococcal | Specialized neurological treatment needed. | USAF Hospital Lackland AFB Texas |
| 6225 | N. Brunz | AF | Carcinoma, squamous cell, cervix, primary site of origin. | Specialized gynecological treatment needed. | USAF Hospital Scott AFB, Ill |
| 6322 | Me | AF | Epilepsy, petit mal | Specialized neurological treatment needed. | US Naval Hosp Chelsea Nav Hosp Massachusetts |
| 6324 | Tex | AF | Malunion of fracture, left tibia and fibula, lower 1/3 | Specialized orthopedic treatment needed. | USAF Hospital Lackland AFB Texas |
| 6419 | Me | AF | Obstruction, intestinal, n.e.c., lower ileum, due | Specialized surgical treatment needed. | US Naval Hosp Chelsea Nav Hosp Massachusetts |



0956

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (Continued)

| Seq. Nr | Home of Record | Arm or Svc of Patients | Principal Diagnosis | Reason for Transfer | Designation of Receiving Hosp |
|---|---|---|---|---|---|
| 6476 | Me | AF | Manic-depressive reaction depressed and agitated chronic, severe; manifested by suicide attempt; minimal stress; severe predisposition, with previous suicide attempt; marked impairment. PR. | Specialized psychiatric treatment needed | US Naval Hosp Chelsea Nav Hosp Massachusetts |
| 6471 | Me | AF | Wound, missile, of abdomen with perforation of stomach, 2nd portion of duodenum and right kidney, perforated without nerve or artery involvement. | Specialized surgical treatment needed | US Naval Hosp Chelsea Nav Hosp Massachusetts |

3. Professional meetings held during the month:

a. Three Staff Conferences were held during the months of January and February.

b. Two Aero Medical Meetings were held during the months of January and February.

c. Professional Staff Meetings for the past two months were held twice a week during the noon hour for the purpose of showing short films obtained from various commercial sources, the Air Force Institute of Pathology or the Veterans Administration. The following subjects were presented:

Toxemia of Pregnancy (Irwin, Neisler & Co) Univ. of Cincinnati
Surgical Anatomy of the Arm and Forearm (Squibb)
Surgical Anatomy of the Wrist and Hand (Squibb)
Control of Tonsil Hemorrhage (Squibb)
Diaphragmatic Hernia (Squibb)
Continuous Caudal Analgesia in Obstetrics (Lilly Co)
Hemimandibulectomy and Immediate Restoration with Acrylic Implant
Resection of Mandible for Ameloblastoma
Resection of Maxilla with Early Prosthetic Restoration
Infiltration Anesthesia in the First Stage of Labor (Lilly Co)
Surgical Anatomy of the Gallbladder and Bile Ducts
Surgical Anatomy of the Thyroid
Gastric Resection for Duodenal Ulcer





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Pudental Anesthesia
Extra Dural Anesthesia
Caudal Anesthesia
Series of Six Psychotherapeutic Interview Films
Pentothal in OB (Abbott)
Continual Spinal in OB (Abbott)
Syphillis - Venereal Disease (Squibb)
Low Spinal Anesthesia
Leukorrhea, Diagnosis and Treatment
Delivery of Triplets with Low Spinal Anesthesia

d. An evening meeting was held on the 20th of January 1956 with the Hospital Staff, Consultant's Staff and Civilian Physicians of the neighboring communities in attendance. Dr. Harold F. Rheinlander, of the New England Medical Center, was the speaker. The subject presented was Cardio - Vascular Surgery.

e. An evening meeting was held on the 17th of February 1956, with Dr. John P. Mahoney, of the New England Medical Center, presenting a paper on Iron Metabolism. The Hospital Staff, Consultant's Staff, and members of the Aroostook County Medical Society were in attendance.

4. Narrative comments concerning all professional activities:

a. Discussion of overages, shortages, or malassignments of professional personnel:

(1) The mission of the hospital has not been affected due to changes in the Air Force doctor staffing in any specific areas.

(2) The specialized services in general surgery have been partially curtailed by limitations within the capabilities of the "D" level General Surgeon. Services authorized specialists in the manning document should be filled with specialists qualified within the "B" or "C" category.

(3) There is no excessive workload on the professional staff.

b. No clinical investigative studies have been performed under local auspices or under the purview of AFR 80-22.

c. There were no changes in accreditation status during this reporting period.

d. Comments pertaining to utilization of consultants:

(1) Total consultant visits authorized: 72



0958

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (Continued)

(2) Total consultant visits utilized as of the end of the reporting period: 47

(3) Consultant visits during the reporting period are as follows:

| Name | Specialty | Nr of Hours | Services Performed |
|---|---|---|---|
| R. J. Junda | Radiology | 7-3/4 | Fluoroscopy and film interpretation |
| H.D. Warren | Internal Medicine | 5-1/4 | Diagnostic and therapeutic consultation |
| R. M. Gabrielson | Urology | 6-1/4 | Diagnostic and therapeutic consultation |
| R. J. Junda | Radiology | 9-3/4 | Fluoroscopy and film interpretation |
| H. D. Warren | Internal Medicine | 2-1/2 | Diagnostic and therapeutic consultation |
| R. M. Gabrielson | Urology | 4-1/2 | Diagnostic and therapeutic consultation |

e. Other pertinent matter:

(1) Influenza immunizations were given to 3,932 personnel on this base. This represented 87% of the personnel assigned and present for duty.

29 February 1956

JAMES G. LANGFORD
Lt Colonel, USAF (MC)
Commander

(Signature)



0939

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Medical Service

2. a. Number of patients admitted: 125
   b. Number of outpatient visits: 920

3. Number of patients occupying beds at end of period: 17

4. Number of patients hospitalized longer than 90 days: 0

5. Number of operations performed: NA

6. Complications: NA

7. Hospital deaths, other than neonatal: NA

8. Remarks, unusual problems, etc. (See Inclosures #1 and #2).

   a. Postoperative infection rate of clean surgical cases: NA
   b. Postoperative death rate: NA

      (1) Traumatic death rate: NA
      (2) Non-traumatic death rate: NA

   c. Remarks: Doctors Martin and Oyer have been attending the cardiac clinic in Caribou, Maine, on the first friday morning of each month. At this clinic various cases of congenital and rheumatic heart disease are presented for diagnosis. On occasion, a dependent from Loring AFB is referred to the clinic for evaluation.

9. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to This Service |
|---|---|---|---|---|
| OYER, C. E. | 5/8/57 | 1/Lt | 9386D | 95% |
| MARTIN, W. | 5/7/57 | Capt | 9326 | 100% |
| GISH, H. M. | 30/10/56 | Capt | 9356 | 10% |
| CORNISH, L. R. | 30/6/56 | Capt | 9356 | 10% |

Chief of Service: CALVIN E. OYER
1/Lt, USAF (MC)

Calvin E. Oyer
(Signature)

29 February 1956



0940

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Medicine

The patient is a 19 year old Naval enlisted man who was well until December 1954 when he developed acute rheumatic fever. He was hospitalized for approximately one year at Cambridge Naval Hospital in Maryland. There the diagnosis of rheumatic heart disease was made, and the patient was sent home approximately one or two months ago to await final medical discharge. About two weeks prior to his admission here, he developed some pain in his right lower chest, which was aggravated by deep breathing. He was started on a series of penicillin injections for the treatment of "pleurisy". With the penicillin his chest symptoms ceased. It should also be noted that the patient has been on monthly bicillin injections for the prophylaxis of recurrence of rheumatic fever. Approximately one week prior to his entry to this hospital, patient developed a rash on his feet and lower legs. The rash was red and consisted of small spots which tended to coalesce. At about the same time he noted the onset of abdominal symptoms consisting of cramping pain in the upper abdomen, most prominent in the epigastrium and of the passing of dark and bright red blood from the rectum. He was admitted to the Carey Memorial Hospital in Caribou, Maine, from which he was transferred to this institution. At one time during the course of this illness, patient also noted pain in the left knee. There have been no other joints involved and there was no actual swelling or redness of the joint.

Physical examination revealed a well developed, fairly well nourished white male appearing to be in no acute or chronic distress. BP was 140/50 in the right arm reclining and the pulse 90 and regular. Temperature was 99 degrees. Examination of the head and neck was essentially negative. The chest was somewhat deformed with a "chicken breast" type of sternum. The lung fields were clear to percussion and auscultation. The PMR was in the fifth interspace about 1 cm lateral to the midclavicular line. There is a Grade 1 to 2 systolic murmur heard at the apex and transmitted toward the axilla. There is a very well localized rumbling diastolic murmur, Grade 2, at the apex. It has the characteristic presystolic accentuation. At the aortic area and the lung left sternal border and even at the apex there is heard a Grade 3 blowing diastolic murmur. At the aortic area and over the neck vessels is heard a Grade 2 to 3 rough systolic murmur. This murmur is more peominent over the neck vessels than it is at the aortic area. A diastolic thrill is palpable at the aortic area and left sternal border and apex. There is a Corrigan's pulse and a typical pistol shot femoral. Examination of the abdomen was essentially negative. At the time of admission patient's feet and lower legs showed petechial lesions which showed some tendency to coalesce. There were also remnants of early lesions which had consisted entirely of papular vesicular lesions which were now crusted. Within a few days

Inclosure #1



0941

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Medicine

after his entrance to the hospital here the patient developed more marked purpuric lesions which covered almost the entire lower extremities from the mid-calf region on down. Patient's spleen was not palpable and there was no lymphadenopathy.

The white blood count was 15,800 with 81% neutrophils, 16% lymphocytes, 2% monocytes, 1% cosinophils and no basophils. All the white blood cells appeared to be normal. Red blood count was 4,980,000 and hemoglobin 15 grams. Urinalysis revealed 6 to 7 white blood cells. No red cells were seen. The stool was four plus positive for occult blood. His seriology showed a weak reaction on the VDRL. On 10 Feb 56 the platelet count was 215,000, hematocrit 45% and the platelet appeared adequate on the blood smear. The patient's blood type was 0 positive. On 11 Feb the platelet count was 200,000, sedimentation rate 27 mms per hour and the pletelet again appeared adequate on the smear. Prothrombin time was 17 seconds, as compared to a control of 16 seconds. Electrocardiogram of 8 Feb 56 gave a PR interval of 0.13, a qrs interval of 0.10 and a qt interval of 0.35. T-waves were dicrotic in B-3 and B-4. There was a normal sinus rhythm and no axis deviation. The qrs complexes were normal except for notching in AVL. The RST segments were elevated in B-4 and there was bowing of the RST segment in the limb leads. T-waves were flat in AVL. Electrocardiogram was interpreted as showing non-specific ST segment and T-wave changes which could be the result of previous rheumatic pericarditis. There were changes slightly suggestive of left ventricular hypertrophy but there was no delay in the onset of intrinsicoid deflection. The qt interval was interpreted as being slightly prolonged for this rate.

X-rays including chest x-ray, chest fluoroscopy with barium swallow and upper GI series were all within normal limits.

Shortly after admission to the hospital the patient stopped having the appearance of blood in his stools. As mentioned previously he developed further purpuric manifestation after admission. This began to clear, however, prior to discharge. He continued to have intermittent cramping upper abdominal pain. He developed no arthritic symptoms. While in the hospital the patient received his formal discharge from the Navy.

It is our impression that the patient has (1) Henoch-Schonlein's purpura and (2) organic heart disease, (a) rheumatic, (b) normal heart size, mitral stenosis,

Inclosure #1 (continued)



0942

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Medicine

aortic stenosis, (c) normal sinus rhythm, aortic insufficiency, mitral insufficiency and (d) grade 1.

At the time of discharge it was recommended to the patient that he continue the prophylactic penicillin and he was given a few APC with codeine tablets for relief of pain.

Calvin E. Cyer

CALVIN E. CYER
1/Lt. USAF(MC)
Chief, Medical Service

Inclosure #1 (continued)



0943

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Medicine

This 26 year old white female was admitted to the hospital approximately 5 days ago with the complaint of lethargy, malaise, and hemoptysis with anorexia for two weeks. This patient stated that in 1953, while living in Arizona, she had similar symptoms. She sought medical attention and was told after having been examined and given a chest x-ray, that she had coccidioidomycosis involving the lung. A coccidioidin skin test was performed and was apparently negative at the time. No definitive treatment was offered, and the patient apparently experienced some relief of her symptoms on bed rest alone. Since the summer of 1953, serial x-rays have been taken of the chest. These x-rays have demonstrated a thin-walled cavity in the left upper lobe of the lung in the periphery. The cavity has fluctuated in size from approximately 2 1/2 to 3 cms in diameter, to a small nodular area which is barely visable. At the present time the cavity is present and is approximately 3 cms in diameter. The fluctuation in the size of the cavity is suggestive of a tension cavity. There is a large calcified node in the left hilum.

On admission to the hospital at this time, physical examination is essentially negative. The chest is clear to percussion and auscultation, and there are no abnormal skin lesions. The patient states that she has been feeling poorly almost consistently since the time of the diagnosis of coccidioidomycosis in 1953. She states however, that she has had some periods of short duration, in which she was fairly comfortable. During the past two weeks, patient has been vomiting and has been markedly anorexic. Over the past 6 months, however, she has lost only about 10 pounds in weight. The patient relates that during the week prior to entry into the hospital, she had at least three episodes of hemoptysis, bringing up as a maximum, approximately 5 tablespoons of blood. Since the onset of this hemoptysis, the patient has noted some sharp pain in the region of the left upper chest at approximately the level of the scapula. Since hospitalization the patient has had no recurrence of hemoptysis, and is bringing up only a moderate amount of whitish or yellowish sputum. Direct examination of the sputum has been negative for the spherules of coccidiodes immitis. Cultures of the sputum on sabourauds medium are now being made. Complement fixation test for coccidioidomycosis is now being obtained. The coccidioidin skin test has been repeated and is negative. A tuberculin skin test is negative. A histoplasmin skin test is markedly positive in 24 hours. It should be noted that the patient's home is Kentucky.

The persistent, very characteristic thin-walled cavity appearing on x-rays in the left upper lobe of the lungs, and the patient's history of having been approximately 9 years in Arizona, as well as the fact that as many as 70 per cent of the patients with pulmonary coccidioidomycosis never reveal a positive coccidioidin skin test, leads us to believe that this patient has pulmonary coccidioidomycosis, probably of the progressive type. The therapy contemplated is excision of involved lung tissue.

Calvin E. Oyer

CALVIN E. OYER
1/Lt, USAF (MC)
Chief, Medical Service



0944

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Pediatrics

2. a. Number of patients admitted: 20
   b. Number of outpatient visits: 1304

3. Number of patients occupying beds at end of period: 2

4. Number of patients hospitalized longer than 90 days: 0

5. Number of operations performed: None

6. Complications: None

7. Hospital deaths, other than neonatal: None

8. Remarks, unusual problems, etc.: None

9. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| DeLILLY, M.R. | 5/11/57 | Capt | 9366B | 100% |
| SCHAIN, R.J. | 21/7/57 | Capt | 9326 | 90% |
| WARNER, F.S. | 22/7/57 | Capt | 9326 | 90% |

Chief of Service: MAYO R. DeLILLY
Captain, USAF (MC)

Mayo R. DeLilly
(Signature)

29 February 1956



0945

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART II - REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Surgical Service

2. a. Number of patients admitted: 38
   b. Number of patient days: 718

3. Number of patients occupying beds at end of period: 4

4. Number of patients hospitalized longer than 90 days: 0

5. Number of operations performed:

| | Major | Minor |
|---|---|---|
| a. Emergency: | 5 | 4 |
| b. Elective: | 4 | 52 |

6. Complications: (See Inclosures #3 and #4)

| Register Number | Operation | Complication | Disposition |
|---|---|---|---|
| 6411 | Herniorrhaphy | Wound abscess | Discharged |
| 6471 (Incl #3) | Laparotomy for gunshot wound of abdomen | Stenosis of duodenum | Transferred to Chelsea Nav Hosp |
| 6419 (Incl #4) | Lysis of adhesions | Postoperative intestinal obstruction | Transferred to Chelsea Nav Hosp |

7. Hospital deaths, other than neonatal: (See Inclosure #5)

| Register Number | Cause of Death | Autopsy |
|---|---|---|
| 6311 (Incl #5) | Head Injury | Yes |

8. Remarks, unusual problems, etc.:

   a. Postoperative infection rate of clean surgical cases: 1.6%
   b. Postoperative death rate: 1.3%

      (1) Traumatic death rate: 1.3%
      (2) Non-traumatic death rate: 0%

   c. List of major operations by type:





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

P. . II -- Surgical Service (Continued)

**Emergency**

1. Appendectomy
2. Closure of perforated duodenal ulcer
3. Closed reduction of dislocated hip
4. Laparotomy for gunshot wound of abdomen
5. Appendectomy

**Elective**

1. Inguinal hernia
2. Ureteroplasty
3. Lysis of adhesion for intestinal obstruction
4. Inguinal hernia

9. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| SCOTT, G. W. | 12/9/57 | Capt | 9416D | 100% |
| FRASCATI, F. P. | 21/7/57 | Capt | 9326 | 100% |

Chief of Service: GORDON W. SCOTT
Captain, USAF (MC)

(Signature)

29 February 1956



0947

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Surgical

Present Illness: This 3 year old white male child was accidently shot in the right upper quadrant of the abdomen with a 25 caliber pistol about 1725 hours on 19 Feb 56. Patient was taken immediately to the Emergency Room of this hospital.

Past History: There are no significant illnesses, no operations and no family history of tuberculosis and diabetes.

Review of System: Essentially negative.

Physical Examination: Patient is a well developed white male who shows no signs of marked blood loss. Head and neck: negative. Lungs: clear. Abdomen: there is a gunshot wound, point of entrance in the right upper quadrant 2 inches to the right of the midline and 1 1/2 inches below the right costal margin. Point of exit is just below the 12th rib posteriorly, 1 1/2 inches to the right of the midline. The abdomen is not rigid. Bowel sounds are absent. The remainder of the physical examination is normal.

Impression: Gunshot wound of abdomen with perforation of bowel and kidney.

Accessory Clinical Findings: CBC on admission: 11.5 grams hemoglobin. 39% hematocrit. Urine grossly bloody. Postoperative hemoglobin 27 Feb 56, 12.5, 42% hematocrit.

Course in Hospital: Three hours following admission to the hospital, patient's abdomen was explored through a right paramedian incision. A perforation through the antrum of the stomach was found. Perforation on the anterior wall of the stomach was closed with purse string suture reinforced with Lembert sutures. The lesser peritoneal cavity was entered exposing the posterior wall of the stomach, and the posterior perforation was likewise sutured. Attention was then directed to the region of the ascending colon. In this region there was retroperitoneal emphysema but no visable perforation of the large intestine. Peritoneum on the lateral aspect of the ascending colon was incised, and the colon reflected medially, exposing the second portion of the duodenum. There was a large amount of bile-stained fluid and air lateral and posterior to the descending duodenum. A kocker manouver was done, mobilizing the second portionof the duodenum medially. There was a through and through perforation of the second portion of the duodenum which was leaking bile and air into the retroperitoneal space. Each of the holes in the duodenum were closed with purse string sutures, reinforced with Lembert sutures with a minimum amount of inversion. At the completion of this procedure it was felt that the lumen of the duodenum had not been significantly compromised. The missile tract was then traced into the region of the right kidney where there was a small hematoma. The remainder of the abdomen was then explored, and the abdomen closed leaving drains in the regions of the duodenum, and another drain

Inclosure #3



0948

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Surgical

in the region of the right kidney. Postoperatively patient had an uneventful course, first, second and third postoperative days except for fever which gradually came down to the region of 99.6 degrees. By the second postoperative day he was passing flatus and had normal bowel sounds. The second and third days he drained only 100 to 200 ccs of gastric secretions through his Levine tube. There was practically no drainage from his wound. On the 3rd postoperative day he was started on a liquid diet which he tolerated well. On the 4th postoperative day he was started on a soft diet. The evening of the 4th postoperative day the patient vomited about 400 ccs of partially digested food particles. A Levine tube was inserted at that time and during the night of the 4th postoperative day 400 ccs of material was aspirated from the stomach. On 25 Feb 56, 10 ccs of lipiodol were given by Levine tube, and after two hours and 45 minutes, the lipiodol outlined a narrowing of the duodenum in the region of the duodenal closure. Some of the material went through, but it appeared to be in almost complete obstruction. For the past two days the patient has continued to drain 500 to 1000 ccs of gastric drainage per 24 hour period. It is apparent that he has an almost complete obstruction of his duodenum and will require a gastroenterostomy. During this patient's postoperative course, all of his gastric drainage has been replaced with normal saline. Since the 3rd postoperative day the patient has received 20 to 40 milliequivalents of potassium chloride daily, depending on his urine output and amount of gastric drainage.

This patient is being transferred to Chelsea Naval Hospital for further management.

Final Diagnosis: Gunshot wound of abdomen, with perforation of stomach, duodenum and right kidney. 2. Postoperative stenosis of second portion of the duodenum.

Operations: Exploratory laparotomy with closure of perforation of stomach and duodenum on 19 Feb 56 under general anesthesia.

GORDON W. SCOTT
Captain, USAF (MC)
Chief, Surgical Service

Note: After 3 days of gastric suction at Chelsea Navy Hospital, the duodenal obstruction subsided. Patient was subsequently placed on oral feedings and was discharged 9 March 56. Evidently, the obstruction was due to edema of inverted tissue into the duodenum.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Surgical

Present Illness: This 19 year old white female was admitted to this hospital on 13 Feb 56 with the chief complaint of cramping abdominal pain and vomiting since 10 P.M. the day prior to admission. Patient gave a history of a laparotomy for uterine suspension in 1944 and a laparotomy for intestinal obstruction in 1947. She had recurrent symptoms of intestinal obstruction 30 days after the operation in 1947. However, these symptoms subsided after treatment with gastric suction.

Past History: Family history is non-contributory.

Review of Systems: Patient had a chronic cough the latter three months of 1955. However, repeated chest x-rays were negative. Patient has considerable difficulty in maintaining a normal weight. She has been chronically underweight for the past 15 years.

Physical Examination on Admission: Blood pressure 120/70, temperature 98.6, pulse 70. Patient is an extremely slender white female who is having severe abdominal pain. Examination of the head and neck were negative. Heart was not enlarged, there was a normal sinus rhythm and no murmurs. Lungs were clear to auscultation and percussion. Examination of the abdomen revealed a visable dilated loops of intestine the left side of the abdomen. There are audible peristaltic rushes synchromous with the abdominal pain. Impression on admission was intestinal obstruction.

Accessory Clinical Findings: X-rays on admission revealed several dilated loops of small bowel with fluid levels on the upright films. Serial x-rays of the abdomen the next five days reveal increase in the amount of distention of the small intestine. CBC and urinalysis and serology were within normal limits.

Course in the Hospital: On admission it was felt that the patient probably had a partial intestinal obstruction since the patient passed flatus from time to time and did not have a great degree of distention. It was attempted to pass a Miller-Abbott tube through the pyloric. However, repeated attempts were unsuccessful. The second day after admission the mercury bag of the Miller-Abbott tube burst and the mercury proceeded down the intestinal tract. The tube was then removed and replaced by a Levin tube. On Levin tube suction the patient remained relatively asymptomatic. Tube was changed on 15 Feb 56 and the patient became progressively more distended. Therefore it was planned to operate on her on 16 Feb 56. However, the morning of 16 Feb 56 the x-rays of the abdomen revealed the previously dilated loops to be almost completely decompressed. Therefore, the tube was again clamped off and the operation deferred. However, by the evening of 16 Feb 56 patient was again distended. On 17 Feb 56 under spinal anesthesia, a laparotomy



0950

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Surgical

was done. There was an adhesive band between the lower ilium and the old midline scar which was the point of a mechanical small bowel obstruction. This band was divided and the small intestine was traced from the ileocecal valve to the ligament of Treitz and back down to the ileocecal valve again. There were no other adhesions or points of obstruction. Therefore, the portion of the bowel which had been adhered to the scar was inverted into the bowel wall and the serosa approximated over this point to prevent future adhesions. The abdomen was then closed and reinforced with retention sutures which were placed down to the peritoneum but not through it. On the 2nd postoperative day the patient had active peristalsis and was passing flatus. Her Levin tube was clamped at that time. On the 3rd postoperative day the patient continued to pass large amounts of flatus. She was started on a liquid diet the 3rd postoperative day. On the morning of the 4th postoperative day the patient had two large liquid bowel movements. She was continued on a liquid diet during the 4th postoperative day. On the evening of the 4th postoperative day the patient began to vomit and complain of cramping abdominal pain. X-rays the night of 20 Feb 56 revealed large dilated loops of small bowel with fluid levels. Miller-Abbott tube was again passed and 2100 ccs of bile stained material was evacuated from the stomach the night of 20 Feb 56. Patient was kept on her right side and the morning of 21 Feb 56 the tip of the Miller-Abbott tube appeared to be in the first part of the duodenum. It was felt that the patient should be transferred to a larger hospital for further management because at this hospital one cannot obtain blood chemistry determinations to aid in fluid and electrolyte balance.

Status on Transfer: Patient is afebrile. Pulse is 90, her abdomen is moderately distended, but soft. It is felt that she probably has a partial intestinal obstruction due to postoperative adhesions. Sufficient IV fluids for her trip to Boston are being sent on the plane and the flight nurse has been instructed on suctioning the Miller-Abbott tube.

Operations: Laparotomy 17 Feb 56 with lysis of adhesions.
Recurrent small bowel obstruction postoperative.

GORDON W. SCOTT
Captain, USAF(MC)
Chief, Surgical Section

Note: After two days on gastric suction at Chelsea Navy Hospital the postoperative obstruction subsided. She did not require additional surgery and was discharged on 28 Feb 56.

Closure #4 (continued)





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Surgical

Patient is a well-developed white male. The only sign of external violence is a sutured 6 cm transverse laceration across the occipital portion of the scalp. A midline incision is present over the trachea at the site of the tracheotomy.

An incision was made across the occipital portion of the scalp from ear to ear. The scalp was dissected free from the underlying skull in the plane beneath the galea. A wedge shaped portion of skull, including both of the parietal and occipital bones, was removed using the electric saw. The dura was separated from the attachment to the skull by finger dissection. The dura was then incised about the circumference of the brain exposing the brain. The tentorium cerebelli was incised to allow removal of the brain. The cranial nerves were sectioned bilaterally by lifting up the lobes, exposing the brain stem in this fashion. The brain was then transected at the lower portion of the medulla oblongata. Examination of the skull revealed a 14 to 15 cm irregular skull fracture extending from the right occipital bonetransverselly across the occiput into the left temperal bone above the left ear. A tributary of this fracture extended along the posterior fossa on the right for about 6 cms. There were no sub-dural or epidural hematomas. Surface of the brain over the left occipital and temperal lobe and posterior portion of the left parietal lobe was covered with petechial and subcortical hemorrhages. There was a moderate amount of encephalomalacia of the left occipital lobe. The under surface of both frontal lobes was contused and hemorrhagic with marked encephalomalacia in this region also. The right cerebral hemisphere was normal except for the frontal lobe. Brain stem appeared grossly normal. The chest and abdomen were entered through a Y shaped autopsy incision. There were scattered areas in the lungs consistent with aspiration pneumonia, in the posterior portion of both upper and lower lobes bilaterally. The heart was normal. The abdominal organs were within normal limits. The only abnormal findings was a small retroperitoneal hematoma extending from the brim of the pelvis to the lower pole of the left kidney. The posterior parietal peritoneum was incised in an attempt to determine the origin of this hematoma. The right kidney was normal. There did not appear to be any damage to the iliac vessels or inferior vena cava. It was assumed that the hemorrhage came from either a fracture of the pelvis or a fracture of some of the lumbar vertebrae. The autopsy incisions were then closed. Specimen was fixed in formalin for future sections.

Diagnosis: Fracture, simple, occipital bone
Cerebral contusions, severe,
Retroperitoneal hematoma, right, of unknown etiology.

GORDON W. SCOTT
Captain, USAF(MC)
Chief, Surgical Service

Inclosure #5



0952

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Gynecology

2. a. Number of patients admitted: 63
   b. Number of outpatient visits: 754

3. Number of patients occupying beds at end of period: 4

4. Number of patients hospitalized longer than 90 days: 0

5. Number of operations performed (Excluding deliveries) 51

| | Major | Minor |
|---|---|---|
| a. Emergency | 4 | 6 |
| b. Elective | 9 | 32 |

6. Complications: None

7. Hospital deaths, other than neonatal: None

8. Remarks, unusual problems, etc: (See Inclosures 6, 7 & 8)

9. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| ROSENTWEIG, O.J. | 2/10/57 | Major | 9496C | 50% |
| MALACHOWSKY, M. | Indef. | Capt | 9326 | 50% |
| LIPPY, W. H. | 5/7/57 | Capt | 9326 | 50% |

Chief of Service: OSCAR J. ROSENTWEIG
Major, USAF (MC)

(Signature)

29 February 1956



0953

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Gynecology

This patient is a 33 year old white female admitted 16 January 1956 with chief complaint of profuse vaginal bleeding.

Present Illness: For 21 days prior to admission, this gravida II, para I, 33 year old white female has had marked vaginal bleeding associated with some clots. For three months prior to the present episode, she has had intermittent bleeding lasting for about two or three days and stopping for the same period. For 4 years previous to admission, patient has noticed increased clots with her menstrual periods which have occurred about every three weeks. For two years prior to admission, she has had some spotting after intercourse. For the past three months, however, she has noticed some weight loss, the extent of which is not known. Also, three months ago the patient consulted a doctor because of increased vaginal bleeding, at which time the patient was given some medication, although an examination was not done. The medication apparently had no effect. On the evening prior to admission the patient fainted and therefore sought medical attention again. The family history is not known; and the patient has not heard from either of her parents or her siblings for 10 years.

Past History: Non-contributory. Only positive findings are an appendectomy at the age of 15 and a broken leg in 1950. The patient is a military dependent.

Physical Examination on Admission: Blood pressure 98/60, pulse 96, respirations 22, temperature 99. Patient is a well developed, well nourished 33 year old white female, who is quite pale and appears chronically ill. Head and neck, normal. Eyes, ears, nose, and throat are negative except for extreme pallor. Lungs are clear to auscultation and percussion. Heart is not enlarged, there is a regular sinus rhythm, a grade I systolic apical murmur. Abdomen: no tenderness, guarding or spasm and no solid organs palpable, bowel sounds normal. Pelvic examination with speculum: the cervix appears to be very large and markedly friable, pulled to the left. Cervical os is not visualized because of profuse bleeding. The bleeding appears to be coming from all parts of the cervix. Bimanual examination reveals Bartholin, uretheral and Skene glands normal. The cervix is very hard, longated and pulled to the left. Uterus normal size, firm, freely movable. Right adnexal region negative. Left adnexal revealed a large tube-like structure which is non-tender. The rectal, pelvic, bimanual examination shows no induration of the parametrium walls. The lesion of the cervix apparently does not extend to either of the lateral, posterior, or anterior vaginal walls. Extremities, negative. Neurological examination within normal limits.

Impression: Carcinoma of the cervix, clinical stage I or 2.

Enclosure #6





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Gynecology

Admission Laboratory Work: On admission, the main finding in laboratory work consisted of a hemoglobin of approximately 4 grams. The rest of the CBC was not done at that time. A catheterized urinalysis was essentially normal.

Course in Hospital: After examination, a cervical biopsy was sent to the laboratory at Sampson AFB. A vaginal pack was necessary to control the amount of bleeding. Patient then received 5 pints of blood consecutively over the next 24 hours. The following day the patient's temperature rose to 103 and again on 18 Jan 56 the temperature rose to 105, following which it subsided by clysis. During this febrile reaction the patient had no obvious complaints. Laboratory work was within normal limits, and blood cultures were negative. During this time the patient was on antibiotics; penicillin 600,000 units OD, and streptomycin grams 1 OD. The febrile reaction was also treated with aspirin and benadryl plus chlortrimeton. At that time the patient had a medical consultation. The consultant felt that since the blood had been re-cross matched and the cross match had proved to be correct, and because the blood cultures were negative and the urine showed no evidence of hemolysis, that this was probably a response to a mild type of pyrogenic transfusion reaction, the etiology of which was not definitely established. However, the patient's temperature did come down to normal and patient responded nicely after transfusions were stopped. Following the transfusions, a repeat blood count revealed a white blood count of 6,000 white cells, 79 neutrophils, 18 lymphocytes, no monocytes, RBCs 3,180,000, hemoglobin 10 grams. Blood group RH type, negative. On 18 Jan 56 hemoglobin was 12 grams, 40 per cent hematocrit. On 19 Jan 56 the hemoglobin was 14 grams, 44 per cent hematocrit. During all this time it might be added that the patient had no manifestations of any infection, and her urine output remained normal and stable. On 20 Jan 56, we were able to remove the vaginal pack with only a minimal amount of spotting afterwards. Patient received two more pints of blood during this time. On 25 Jan 56 patient was asymptomatic, bleeding minimal, and patient was reexamined. Blood count was stable. Examination of the cervix revealed a similar picture as that seen on admission. It was difficult to examine the cervix too closely because of active bleeding with any manipulation of the cervical region. Pelvic examination revealed similar findings as before and no apparent extension of the cervical lesion to the vaginal walls. Below is a sketch of our pelvic findings.

Inclosure #6 (continued)



0955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Gynecology

Following our pelvic examination a vaginal pack was again necessary. However, this was removed within 4 to 5 hours with no subsequent bleeding. The patient has remained asymptomatic with blood count stable until today, which is 1 Feb 56, the day of air evacuation for therapy.

The biopsy report which was returned from Sampson AFB is as follows:
Name of Laboratory: Laboratory Service 1650 USAF HOSPITAL, Sampson AFB, N.Y.
Accession Number: 56-5-115.
4014th Hospital Accession Number: A-113
Gross: Dr. Shelley
The gross material consists of 5 cervical biopsy specimens which measure 2.5 cms in greatest dimension each. Each is sectioned and imbedded.
Microscopic: Sections show epidermoid carcinoma invading the cervical stroma and the endocervical glands. The tumor shows foci of squamous differentiation, but for the most part is poorly differentiated with marked nuclear atypism and numerous mitoses.
Diagnosis: 8781-5143F. Biopsy of cervix: Invasive epidermoid carcinoma relatively undifferentiated.
Comment: This confirms T-VX diagnosis of 24 Jan 56.
Date Specimen Obtained: 16 Jan 56.
(Signed) Clarence H. Dunzer, Jr., Capt. USAF(MC)

The last laboratory work done on patient on 27 Jan 56 showed a red blood count of 4,550,000, hemoglobin of 11.5 grams, sedimentation rate was 20 mms per hour, and a hematocrit of 45 per cent. Urinalysis negative.

Discharge Physical Examination: Entirely within normal limits, including good color and an active patient. The only abnormal finding, as noted before, was on the pelvic examination. Bleeding at this time is minimal to-absent. Blood pressure 120/74, pulse 96, respirations 18, temperature 98.6.

Summary of Case: Patient is a 71 year old white female admitted with vaginal bleeding for at least a 4 year period prior to this admission. Prior to this admission patient had no adequate medical work up or examination. On admission, patient was markedly dehydrated and anemic, requiring 7 blood transfusions, 500 cce each, to bring her hemoglobin and physical status to within normal limits. Pelvic examination showed large, friable bleeding cervix pulled to the left, but no induration of the parametrium.

Inclosure #6 (continued)



0956

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**SPECIALTY: Gynecology**

Impression and diagnosis: Epidermoid carcinoma of the cervix, undifferentiated, clinical stage I.

Reason for Transfer to Scott AFB Hospital: For definitive therapy since we have no radium or deep x-ray facilities at this hospital.

OSCAR J. ROSENKRANTZ
Major, USAF (MC)
Chief, Gynecology Section

Inclosure #6 (continued)



0957

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Gynecology

Chief Complaint: Lower abdominal pains and vomiting since the morning of admission.

Present Illness: Patient is a 25 year old white female, para i, gravida ii, last regular menstrual period 17 Dec 55. Since that time the patient had one episode of spotting three weeks previous to admission. Her breasts have been slightly tender, she has had urinary frequency and nocturia, and thought that she was pregnant. Patient never missed a menstrual period prior to this. She also noted in the past two or three weeks a heavy, yellow vaginal discharge, but stated that this was not unusual for her since it did occur during her periods in the past. Discharge presented no odor, no itching. Patient had no past history of tubal or uterine infection. Patient further stated that with the onset of this pain in both lower quadrants, which was more marked on the left, she almost passed out.

Past History: The patient had endometrial polyps in 1953. This was discovered during a D & C after her last delivery. Since that time the patient has had two early miscarriages.

Physical Examination on Admission: Temperature 98.6, pulse 80, respirations 18, BP 106/60. Patient is a 25 year old white female, well nourished, pale, in no acute distress, sensorium clear. Head, Eyes, Ears, Nose, Throat: Normal. Neck: No adenopathy. Thyroid not palpable, neck veins not distended. Chest: Symmetrical, moves well with respiration. Lungs clear to percussion and auscultation. Cardiovascular: Regular sinus rhythm, heart not enlarged, no thrills or murmurs. Breasts normal, slightly enlarged, tender, nipples everted, no discharge. Abdomen: Liver, spleen and kidneys not palpable. Abdomen very tender in both lower quadrants, more so on the left. No definite rebound, but there is an excessive amount of tenderness and some rigidity. Bowel sounds normal. Vaginal examination: Heavy, yellowish, odorous discharge. Cervix cyanotic, firm, exquisitely tender with movement. Both adnexal regions were exquisitely tender but no definite masses. No fullness of the cul de sac: uterus enlarged six to eight weeks and also tender and soft. Rectal exam negative except for general tenderness. Rest of physical examination normal.

Impression: Pelvic Inflammatory Disease, acute.
Rule out ectopic pregnancy, left.

Initial blood count: WBC 15,600; 93 neutrophils, 7 lymphocytes, RBC 4,856,000, hemoglobin, 14 grams, hematocrit 42 per cent.

Inclosure #7



0958

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Gynecology

Course in Hospital: Patient remained afebrile with some lessening of her abdominal discomfort and no vomiting. Repeat blood count revealed on 6 Feb 56, a hemoglobin of 7.5 grams, hematocrit of 23 per cent, blood group O positive. At this time her white blood count was 8,800; 52 neutrophils, 38 lymphocytes. Urinalysis normal. Although there was no change in the patient's clinical condition, she was re-examined vaginally. Abdomen still remained tender. The pelvis was difficult to feel; however, the cul de sac at this time was boggy. On 6 Feb 56, because of the rapid drop in the hemoglobin, red blood cells, and hematocrit, patient was taken to the Operating Room with the diagnosis of ectopic pregnancy, left. Patient was explored and found to have a left interstitial ruptured ectopic pregnancy in the area at the junction of tube and left cornu of the uterus. About 1000 cc's of blood was found in the abdomen. During the operation the patient did extremely well, having received 1000 cc's of whole blood. The operation was done using sodium pentothal, nitrous oxide, oxygen and ether plus curare. A left salpingectomy was performed. Postoperatively the patient did very well experiencing no complications and was discharged on 13 Feb 56 to be followed in Clinic.

Diagnosis: Interstitial tubal pregnancy, left.

Operation Performed: Left Salpingectomy.

Disposition: Discharged from treatment, to be followed in Clinic.

OSCAR J. ROSENZWEIG
Major, USAF(MC)
Chief, Gynecology Section

Enclosure #7 (continued)





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Gynecology

Chief complaint on Admission: Severe vaginal bleeding for three to four days prior to admission. This was associated with abdominal cramps and the passage of large clots.

History of Present Illness: Patient is a 19 year old white female, para o, gravida o, last regular menstrual period ending 31 Jan 56. Previous menstrual period ended 31 Dec 55. Both these periods were entirely normal. On 3 Feb 56, patient started having vaginal bleeding with the passage of clots, which were large, but no tissue noticed. This was associated with abdominal cramps. However, these cramps were less than the patient had experienced previously during her normal menses. Patient has also noted recently that she has felt rundown and has been eating poorly. This has been noted for approximately 1 month with about a 3 to 4 pound weight loss. Patient also states that before her last period she did have abdominal cramps, no vaginal bleeding, for one week. Patient has been married for three months, and during this time she has not had any symptomatology suggestive of pregancy, although she has noted some intermittent urinary frequency. Patient has had no previous pregnancies, no missed period, and no abnormal periods. Patient's mensus started at the age of 15, with 28 days between the flow, bleeding lasting 5 days, the amount apparently normal, and the amount of pain also within normal limits. Patient states that she has noted an abnormal mass the the left lower quadrant of her abdomen for about 3 to 4 months. This has been tender occasionally, but this has not been severe.

Past History: Occupation: housewife. Military History; military dependent. Patient born in the state of Maine and has not been out of this country. Habits, non-contributory. Family History; mother is alive and well, father is alive but has symptomatology suggestive of angina pectoris. One sister has some sort of pelvic difficulty, etiology of type is unknown. Patient has other sisters alive and well, and the patient's brother is also alive and well. All siblings are older than the patient, and noabnormalities are noted. There are no other illnesses in the family. Childhood Illnesses; measles, chickenpox, mumps. Adult Illnesses; flu-like syndrome in December. Operations; Patient has numerous congenital abnormalities. She was born with a rectovaginal fistula. As an infant this was operated on for the first time and the repair started. Up to the present time the patient has had approximately 14 operative procedures. Her most recent operations were as follows: 1950 patient had a colostomy, in 1952 the colostomy was closed with the continuity of the large intestine being reestablished. During the latter operation when the colostomy was closed, her ovaries were noted to be normal, but the uterus was not visualized. At that time also an intravenous pylogram was done, which revealed a fused, conglomerate kidney placed in the mid, left, lower abdomen. Only a signale, slightly dilated ureter going to the right side of the bladder was detectable. There was also some renal-pelvic dilatation. In October 1955, which was the last time the patient was see at the Boston Childrens Hospital under whose care she has been since t inception of her early treatments, she was examined and the only other abnormality



0960

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Gynecology

found, was felt to be a mass in the left, lower abdomen. This however, was interpreted as feces and nothing more was done about it.

System Review: General; some weight loss in the past couple of months, patient has felt tired and rundown. Head; some dizziness for the past 2 or 3 months, particularly when the patient would stand up suddenly or change position suddenly. She has experienced occasional headaches, occasional ocular distress. Has occasional upper respiratory infection. Neck: no complaints. Respiratory System: patient had flu-like syndrome in December 1955, but did not experience any hemoptysis, cough, dyspnea or chest pain. She does note however, that ocaasionally she does have a squeezing sensation across her anterior chest. This is not related to rest or activity. No history of pneumonia, tuberculosis or other pulmonary pathology. Cardiovascular System; no symptomatology noted, although the patient apparently was told that she has heart murmurs. Gastrointestinal System; no symptomatology except as noted in the past history. Genito-urinary System; no abnormal history except for occasional urinary frequency. It should be noted however, that the patient has noted deep dyspareunia for the past 2 to 3 months. Hemopoietic System; negative. Lymphatic System; negative. Musculo-skeletal System; patient occasionally experiences cramps in her lower legs. These however, are not distressing nor persistent. Neuro-psychiatric System; negative.

Physical Examination on Admission: Temperature 100, pulse 100, respiration 20, blood pressure 108/64. Patient is a pale, normally nourished white female, lying in bed in no acute distress, bleeding profusely from the vagina. Patient appears chronically ill. Head: seems to be some asymmetry of the face with some depression of the right facial contour. However, the facial muscles are intact with no obvious weakness. Eyes: Some weakness in the extra-ocular muscles of both eyes, the right eye being drawn inward towards the nose. Pupils are round, regualr and equal, and react to light and accommodation. Nose: Normal except for a small depression at the tip. Mouth: Normal, teeth in fair repair. Throat: Pharynx not injected, tonsils not hypertrophied. Neck: Neck veins are not distended, thyroid not palpable, no lymphadenopathy. Arterial pulsations of the neck are rather marked. Chest: Symmetrical, moves well with respirations. Lungs: Clear to percussion and auscultation. Cardiovascular: Heart not enlarged. There is a systolic thrill at the apical and aortic areas. There is a rapid, regular sinus rhythm. There is also a grade 3 systolic murmur which is rough, at the apex and aortic area. There is also prominence at the left sternal border in the 3rd, 4th, and 5th innerspaces. Second sound is prominent at the left sternal border in the 3rd innerspace. Murmurs transmitted faintly to the neck. There is no diastolic murmur hear, but this may be because the apical rate is rapid, ranging from 100 to 120. Breasts: Small, non-tender, no abnormal masses. Nipples are small, everted, no discharge. Abdomen, Liver, spleen, kidneys, not palpable. Abdomen is soft, no spasms or rigidity. There is a 4 inch horizontal scar in the left lower quadrnt, which is well healed. Bowel sounds are normal. There is



0961

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Gynecology

slight tenderness in the left lower quadrant, andthere is a definite mass about 6 or 7 cms by 3 cms in the left lower quadrant. This feels rather doughy in texture but there is a suggestion of firmness. The mass feels amooth. Pelvic Examination: Cervix is pale, cervical os dilated admitting one fingertip. There is a large amount of vaginal bleeding from the cervical os. Cervix also noted to be pulled over to the right. The uterus feels normal in size anterior, deviated to the right. There is a very definite adnexal mass bulging into the left vaginal wall about 3 cms x 3 cms. Above this is a larger mass, also feeling rather firm but cystic, about 4 cms x 10 cms, sausage shaped, and extending up and is continuous with the mass previously described in the abdomen. The mass is non-tender. Cul de sac is normal. There is also a possibility of a slightly enlarged right ovary or other cystic mass in the right adnesa. Extremities: Normal. Reflexes: Physiological. No other abnormal findings.

Impression: Large ovarian cyst on the left with possibility of a dermoid tumor.
Menorrhagia, severe.
Rule out ectopic pregnancy, left, unruptured.
Rule out large pedunculated fibroid.
Congenital heart disease, compensated, asymptomatic, etiology undetermined.
Numerous other congenital anomalies.

Course in Hospital: Admission laboratory work on 9 Feb 56: WBC 9,600. Differential: neutrophils 62, lymphocytes 37, monocytes 0, eosinophils 1, basophil 0. Hemoglobin 7 grams, hematocrit 24 per cent, blood group and RH: A negative. Urinalysis on the same day within normal limits. On admission patient was treated conservatively, and a series of laboratory work was ordered. At that time the patient was given 500 ccs of blood with no reaction, and the patient was prepared for a pelvic examination under anesthesia, and a dilatation and curettage on 10 Feb 56. Vital signs and condition remained stable throughout the night with some diminution in the amount of vaginal bleeding. On 10 Feb 56 the red blood count was found to be elevated to 4,415,000 red cells, hemoglobin 14 grams, hematocrit 40 per cent. Intravenous pyelogram done the same day was as follows: Scout film of the abdomen reveals a rudimentary 12th rib on the right. The 2nd, 3rd, 4th lumbar vertebrae are fused, and the pelvis in general is asymmetrical. There is a moderate amount of fecal material and gas throughout the entire colon. There appears to be a soft tissue mass in the left half of the pelvis approximately 3 inches in diameter. At the end of 5 minutes there is excretion of the dye seen on the left side, with no evidence of any dye excretion on the right. There appears to be 2 sets of calyces on the left. However, this is difficult to determine since the lower set is overshadowed by the spinal column. There is no evidence of any ureter at

Enclosure #8 (continued)





THIS PAGE IS DECLASSIFIED IAW EO 13526

ECIALTY: Gynecology

this time, and no dye in the bladder. At the end of 15 minutes there is further excretion of the dye, again giving the appearance of a double pelvic system on the left side, but not on the right. The ureter is dilated and appears to cross over to the right side of the bladder. There is no dye evident in the bladder at this time. The 25 minute film reveals no change. The upright film reveals presence of dye in the bladder at this time. The previously described soft tissue mass in the left side of the pelvis is indenting the left side of the bladder. There is fairly good drainage from the upper urinary tract. Impression: Multiple congenital bony defects. There appears to be a conglomerate left kidney with absence of any kidney on the right. Also the ureter from this left kidney enters the right side of the bladder. There is no evidence of any ureter on the left. Would suggest a retrograde pyelogram. On the same day 2 additional pints of blood were given to the patient, and the patient taken to the Operating Room for examination, and for a diagnostic dilatation and curettage of the uterus. Patient withstood this procedure very well, having been given intravenous sodium pentothal for anesthesia. Pelvic examination revealed essentially the same findings as those on admission. Small amounts of hyperplastic endometrial tissue were removed from the uterus with a minimal amount of bleeding. Subsequent to the D & C, vaginal bleeding persisted but was much diminished in intensity and finally subsided. Pathological report on the endometrial scrapings was proliferative endometrium with a comment from the pathologist as follows: " The pathogenesis of the bleeding is not apparent from the sections examined." The patient next had a cardiac evaluation by the Chief of Medicine and attending medical man. After examining patient, chest films, and fluroscopic views of the chest, their impression was as follows: The lungs are clear and essentially normal. The heart is possibly slightly enlarged with an enlarged aortic arch, and ascending aorta. Physical findings were the same as those noted on admission. Impression: This probably represents a congenital, subaortic stenosis. The murmur at the apex may be due to either relative mitral insufficiency or to a small intraventricular septal defect. They felt that the enlarged ascending aorta was probably a post-stenotic dilatation. Recommendations: Since the patient is asymptomatic and apparently has not been troubled by her cardiac pathology, she should only be followed expectantly and given prophylactic antibiotics for any operative procedures. She will be followed in Clinic eventually at which time an electrocardiogram will be done. Patient's subsequent course in the hospital was essentially uneventful, patient comfortable, out of bed, with no complaints. Patient was then worked up more completely with the expectation of performing an exploratory procedure after all the reports were completed. On 16 Feb 56 a cystoscopy and retrograde pyelogram were performed. This did not add any new information to the present findings. A left ureteral orifice was not discovered, the bladder was found to be somewhat asymmetrical as shown on the intravenous pyelogram. The retrograde pyelogram did not show any other abnormalities. At this time the possibility of a pelvic kidney was also entertained. Barium enema performed prior to cystoscopy revealed the following: The barium entered the rectum well and filled the entire colon without difficulty. There was

Enclosure #8(continued)



0963

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Gynecology

slight defect in the region of the left lower quadrant, apparently the site of the old colostomy. H wever, this was seen well filled during the fluroscopy. There were no filling defects or other abnormalities noted. P stevacuation film was not adequate. However the bowel wall was observed, and was normal. An associated chest plate revealed a failure of fusion of the narrow arches of T-1 and 2, but no other abnormalities. Subsequent laboratory work 16 Feb 56: Frog test, no spermatosoa seen. Urinalysis from cystoscopy negative. NPN 51 mgms % on 13 Feb 56. This was reduced to 31 mgms % on 16 Feb 56. Blood count 20 Feb 56, 4,800 with normal differential. RBCs 3,655,000, hemoglobin 11 grams. Repeat blood count 21 Feb 56, RBC 3,786,000, hemoglobin 11.5 grams, with 38 % hematocrit. On 21 Feb 56 patient was taken to the Operating Room, given sodium pentothal and ether anesthesia, and exploratory operation was performed. Below is a complete operative report of this procedure:

60 ccs of water was injected into the bladder, and patient anesthetized with ether and sodium pentothal. After routine prep and drape performed, a low midline incision extending from the symphysis to the umbilicus was performed. Rectus fascis opened, left rectus muscle exposed and reflected to the left. Peritoneum not opened, but dissected anteriorly from the left posterior rectus sheath in order to explore retroperitoneal mass on the left side. There was no retroperitoneal mass found on that side however, and the peritoneum was entered. Self-retaining retractor inserted, and abdomen explored. Exploration revealed a uterus, normal size on the right side of the pelvix, with cystic ovary on the right side, anda normal tube. On the left side another uterus was found, slightly smaller than normal, with left tube enlarged to a diameter of 2-3 cms and distended with old non-clotted blood. The whole left ovary was also found to be cystic the size of an orange and filled with non-clotted old blood. This ovary was adherent to the anterior peritoneal wall and to the mesentery and sigmoid. Blunt dissection of the ovarian mass was performed, and the ovarian mass enucleated from the adhesions. During this procedure one of the ovarian cysts reptured, and some chocolate colored material escaped from the cyst. The left ovary together with the left tube was amputated from the left uterus and removed. A ter this procedure the left infundibulopelvic ligament and left round ligament were clamped, cut and ligated. The bladder was dissected from the anterior wall of the left uterus and pushed way down above the vagina, and the left uterus was amputated at the cervical-isthmic junction. A probe was inserted into the cervix but ended blindly, which proved that this cervix has no connection with the vagina. A total abdominal hysterectomy on the left uterus cannot be accomplished since the bladder has been extensively adherent on the lateral wall of the cervix, and there are adhesions present from previous surgery. Therefore, it was thought that the patient would be better off with just a supracervical hysterectomy. The right uterus was inspected and found to be normal as was the right tube. The cystic part of the right ovary was dissected, and a small part of the right ovary was sutured and left in place. The cyst on the right side was also found to be filled with chocolate material. Peritoneum was closed and then the abdomen closed in layers. Skin clips applied to the skin. Total blood loss during this procedure was about 100 ccs. Patient left the Operating Room ingood condition. Indwelling Foley catheter inserted and draining well. Transfusions during the operative procedure, 1,000 ccs.

In sure #8(continued)



0964

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Gynecology

Throughout the patient's entire stay in the hospital, the patient was essentially asymptomatic, afebrile and with stabilized vital signs. After her last procedure, the exploratory operation, her only complaint was inability to move her bowels. Her rectum was inspected and the findings were as follows: Patient has no rectal sphincter, and apparently the rectum was inserted through an incision through the skin itself. About 1 cm inside the skin-mucosal junction, a complete sharp tender diaphragm was felt. Distal to this a large rectal cavity with very little tone was palpable, and this was found to be filled with hard masses of feces and barium. These masses were subsequently removed manually, and patient finally had a spontaneous bowel movement after numerous enemas. Harris strips and cathartics. Patient had her final vaginal examination 28 Feb 56, just prior to discharge. At the time the right uterus was felt to be normal in size, deviated to the right. Cervix pulled to the right. An occluded left cervix was palpable in the anterior left lateral vaginal wall. This mass could be indented, and it was felt that this was definitely a cervix. Above this mass there was another palpable mass, which is most likely a sutured cuff of the surgically removed uterus, broad ligament, etc. There is no connection between this cervix and the vaginal cavity. Patient was discharged on 28 Feb 56 to be followed in both the Gynecology and Medical Clinics.

Summary of the Case: This is a case of a 19 year old white female admitted with vaginal bleeding and a left pelvic and abdominal mass. Patient was found to have numerous abnormalities, congenital in origin. Patient did well throughout her hospital stay and was discharged with the following diagnosis: 1. Menorrhagia, primary. 2. Multiple bony defects, fused vertebrae L-2, 3 & 4, with asymmetrical sacrum and pelvis. 3. Heart disease, congenital, probably aortic, substenosis, with poststenotic dilatation. 4. Anomoly, congenital, of kidney and ureter, right kidney and ureter absent, left kidney displaced with ureter going to the right side of the bladder (conglomerate kidney). 5. Hematosalphinx, left. 6. Cyst, ovarian, bilateral, chocolate type, filled with old blood. 7. Hematometra, uterus, left. 8. Uterus didelthis with left uterine cervix occluded. Operative Procedures: 1. Dilatation and curettage of the uterus. 2. Cystoscopy, diagnostic. 3. Oopherectomy, right partial. 4. Salpingo-oophorectomy, unilateral, left. 5. Hysterectomy, supracervical, left uterus. 6. Transfusions, 2500 ccs.

Disposition: Patient discharged from treatment to be followed in Gynecology and Medical Clinic at future dates. Note: The pathology reports from the exploratory operation have not as yet been returned.

O. J. Rosenzweig

OSCAR J. ROSENZWEIG
Major, USAF(MC)
Chief, Gynecology Service

Inclosure #8 (continued)



0965

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Aviation Medicine

| | | |
|---|---|---|
| 2. | a. Number of patients admitted: | NA |
| | b. Number of outpatient visits: | 426 |
| 3. | Number of patients occupying beds at end of period: | NA |
| 4. | Number of patients hospitalized longer than 90 days: | NA |
| 5. | Number of operations performed: | NA |
| 6. | Complications: | NA |
| 7. | Hospital deaths: | NA |
| 8. | Remarks: | |
| | a. Number of Aviation examinations done by type: | |
| | (1) Class 1 and 1A | |
| | (a) Preliminary USAF Academy | 1 |
| | (b) Qualifying USAF Academy examinations | 0 |
| | (c) Aviation Cadets | 0 |
| | (d) Other | 8 |
| | (2) Class 2 | 71 |
| | (3) Class 3 | 83 |
| | b. Number of AFROTC physical examinations and where accomplished. | NA |
| | c. Number of Air Force nonflying physical examinations. | NA |
| | d. Number of Army ROTC physical examinations and where accomplished. | NA |



0966

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Part II - Aviation Medicine (Continued)

e. Number of US Army physical examinations. NA

f. Other remarks

9. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of total time assigned to this service |
|---|---|---|---|---|
| BADE, P. H. | 5/10/56 | Capt | 9356 | 100% |
| GISH, H. M. | 30/10/56 | Capt | 9356 | 60% |
| CORNISH, L. R. | 30/6/56 | Capt | 9356 | 50% |

Chief of Service: PAUL H. BADE
Captain, USAF (MC)

for Howard M. Gish
(Signature)

29 February 1956



0967

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART III -- OBSTETRICAL SECTION

1. a. Number of patients admitted: 143
   b. Number of outpatient visits: 1423

2. Number of patients occupying beds at end of each period: 9

3. Number of operations performed: 7

| | Major | Minor |
|---|---|---|
| a. Emergency | 5 (Sections) | |
| b. Elective | 2 (Sections) | |

4. Complications of above operations: None

5. Maternal deaths: None

6. Remarks, unusual problems, etc: (See Inclosures #9 and #10)

   a. Postoperative infection rate of clean surgical cases: 0
   b. Maternal mortality rate: 0
   c. Caesarian section rate: 8.82%
   d. Maternal morbidity rate: 0

7. Estimated maximum obstetrical capability: 150

8. Total number of deliveries: 126

   a. Complicated: 15
   b. Uncomplicated: 111

9. Complications of delivery and puerperium:

   a. Puerperium:

| Register Nr | Complication | Disposition |
|---|---|---|
| 6178 | Cystitis acute, postpartum | Discharged |
| 6361 | Mastitis acute, postpartum | Discharged |
| 6443 | Mastitis acute, postpartum | Discharged |



0968

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

rt III -- Obstetrical Section (Continued)

| Register Nr | Complication | Disposition |
|---|---|---|
| 6107 | Uterine inertia (Section Twins) intrapartum | Discharged |
| 6186 | Uterine inertia (Section) intrapartum | Discharged |
| 6213 | Cervical laceration, intrapartum | Discharged |
| 6229 | Laceration 3rd degree, intrapartum<br>Cervical laceration | Discharged |
| 6351 | Laceration pelvic floor, not involving sphincter ani | Discharged |
| 6409 | Toxemia pre-eclamptic, intrapartum | Discharged |
| 6480 | Cervical laceration, intrapartum | Discharged |
| 6461 | Cervical laceration, intrapartum | Discharged |
| 6490 | Laceration, 3rd degree | Discharged |
| 6271 | Adherent placenta, removal manual | Discharged |
| 6279 | Adherent placenta, removal manual | Discharged |
| 6369 | Postpartum hemorrhage due to laceration pelvic floor and wall involving sphincter ani | Discharged |

10. Number of births: 126
    a. Stillbirths: 0
    b. Full term births: 115
    c. Premature live births: Total: 11
       (1) Under 500 grams 0
       (2) 500-999 grams 1
       (3) 1000-1499 grams 1
       (4) 1500-1999 grams 3
       (5) 2000-2499 grams 6

11. Neonatal deaths:

| Register Nr | Age at Death | Birth Weight | Cause of Death |
|---|---|---|---|
| 6310 | 1 hr, 17 min | 952 grams | Prematurity with immaturity |
| 6345 | 8 days, 13 hr, 57 min | 1701 grams | Atelectasis. Cerebral anoxia & damage. Congenital heart disease |

12. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| ROSENZWEIG, O.J. | 2/10/57 | Major | 9496C | 50% |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Part III -- Obstetrical Section (Continued)

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| MALACHOWSKY, M. | Indef | Capt | 9326 | 50% |
| LIPPY, W. H. | 5/7/57 | Capt | 9326 | 50% |
| WARNER, F.S. | 22/7/57 | Capt | 9326 | 10% |
| SCHAIN, R. J. | 21/7/57 | Capt | 9326 | 10% |

Chief of Section: OSCAR J. ROSENZWEIG
Major, USAF (MC)

(Signature)

29 February 1956



0970

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Obstetrics

Patient admitted 29 December 1955 from the Prenatal Clinic because of excessive weight gain during pregnancy. Usual weight 140 pounds, weight on admission was 181 1/2 pounds.

Present Illness: Patient is a para o, gravida i, expected date of confinement 2 Feb 56. She is 18 years old. Prenatal course marked by excessive weight gain, pedal edema, and the diagnosis of twins which was made on 10 Nov 55. Patient had a rather marked anemia requiring three blood transfusions during her prenatal course. The anemia apparently was non-specific in type. On admission patient's physical examination revealed vital signs normal: blood pressure being 120/80, pulse 80, temperature 98.6, respirations 18. Head, eyes, ears, nose and throat were negative. Chest, symmetrical. Breasts, enlarged, tender, no abnormal masses. Lungs clear to percussion and auscultation. Heart, regular sinus rhythm. Abdomen gravid, at term, twin gestation both cephalic presentations, fetal hearts in both lower quadrants good and regular. Rectal examination on admission revealed no dilatation, presenting part minus one station. Extremities: 1 plus pedal edema of the lower leg. Other physical findings normal.

Impression: 1. Mild preeclampsia. 2. Twin gestation at term.

Initial Laboratory Work: Urine yellow, cloudy, reaction acid, specific gravity 1.009, albumin negative, sugar negative, occasional WBC. Initial hemoglobin 11.5 grams, blood group O positive.

Patient treated conservatively with bed rest, low salt diet, ammonium chloride, and intramuscular mercuhydrin and sedation. She responded well to these therapeutic measures with a reduction in weight, a decrease in the amount of edema, and in general, condition improved. On the night of 3 Jan 56 at approximately 2145, the patient went into rather active labor, at which time the fetal hearts were both good, cervix effaced 25 per cent, dilatation 2 to 3 cms, presenting part zero station, blood pressure 132/90. On 4 Jan 56, patient's contractions were of good quality and frequency, the cervix had started effacing with very little change, however, in cervical dilatation. Vital signs, blood pressure, fetal hearts, temperature, were normal. This was at 0030, 4 Jan 56. At that time demerol 50 mgms was given with some relief. A few hours after this, the contractions slowed down, and the patient slept intermittently. At 2230 after having good strong contractions for several hours, the patient received another 50 mgms of demerol, plus thorazine 25 mgms, and scopolamine grains 1/200, and the impression of the attending doctor was that she was 5 to 6 cms, and the vertex was at 1 plus station. The contractions increased in number and strength, and at 0445 on 5 Jan 56 patient received another 50 mgms of demerol plus grains 1/200 of scopolamine. Subsequently the labor began to slow down. At that time examination revealed cervical

Inclosure #9



0971

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

...ECIALTY: Obstetrics

dilatation still only 2 to 3 cms, with 50 per cent effacement and minimal contractions. Temperature, pulse, blood pressure, fetal hearts regular and normal. Patient was able to get some rest on the afternoon of the 5th. Contractions started becoming more regular again at 1800 that evening. The doctor felt that she was again 5 to 6 cms dilated, plus 1 station, and 50 per cent effaced. She was given 50 mgms of demerol. Contractions at that time were irregular. At 2100 on 5 Jan 56 the situation was reevaluated. Rectal exam by Chief of Staff revealed 3 to 4 cms dilatation, station 0, cervix 50 per cent effaced. Bag of water bulging with contractions and some bloody show. The x-ray of the abdomen revealed both fetus in cephalic presentation, lower head not yet engaged. Pelvis apparently adequate for the size of the two fetus. Urine negative for albumin and sugar, blood pressure normal, temperature normal, pulse regular but increased to 120. Fetal hearts good. It was felt at that time that the patient deserved a further trial of labor during which time she was to be observed very carefully and if necessary a consideration of cesarean section. On 6 Jan 56, 6:45 A.M., patient again reexamined. There was no obvious progress. Patient had previously been remedicated, but this gave her very little rest. At 6:45 A.M. cesarean section was decided upon, with consultants from the medical, pediatrics and surgical departments concurring in that decision because of maternal exhaustion. Impression: 1. Uterine inertia, primary. 2. Twin gestation at term. During this time patient had received several intravenous infusions and hydration remained adequate. On 6 Jan 56 patient had a low cervical cesarean section using spinal anesthesia and supplementry sodium pentothal. Both babies were delivered without difficulty, both of good cry and color and doing well. The uterus was repaired using chromic 1 in three layers. Patient did remarkably well during the operation, and her immediate postoperative condition was good. Subsequent to surgery it was noted that the patient's white count became elevated to 22,000 with a predominence of neutrophils. During this same time her hemoglobin fell from immediate postoperative hemoglobin of 10.5 grams down to 8 grams three to four days postoperatively, hematocrit fell from 33 per cent to 29 per cent. During this time she was clinically well, well hydrated and essentially afebrile. There was no evidence of any acute blood loss or of peritoneal irritation. Patient was given 500 ccs of blood subsequent to which her hemoglobin returned to a level of about 10 1/2 grams, 35 per cent hematocrit. Her white count began decreasing. The last count being 18,100 with 80 per cent neutrophils. Urinalysis normal, all other laboratory work within normal limits, and patient finally discharged with both twins doing well on 13 Jan 56. Patient to be followed in clinic.

Inclosure 51 (continued)



0972

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Obstetrics

Diagnosis: 1. Primipara at term
2. Twin gestation.
3. Preeclampsia, antepartum, mild.
4. Uterine inertia, primary.

Operation: Cesarean section, low cervical.

OSCAR J. ROSENZWEIG
Major, USAF(MC)
Chief Obstetrical Section

Inclosure #9 (continued)



0973

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Obstetrics

Chief complaint on admission: Minimal vague abdominal pain and some vaginal spotting of one day duration.

Present Illness: Patient is a 26 year old white female, gravida III, para 0, admitted with spotting. Her last regular menstrual period was 24 June 1955. During the early part of this pregnancy patient had some vaginal spotting, however, no contractions. Early during this pregnancy, twins were diagnosed by x-ray, and later on in the pregnancy they were found to be in a transverse lie. Patient had a hemoglobin of 9 1/2 grams during her prenatal course. Her prenatal course otherwise was essentially normal. Shortly after admission, patient expelled vaginally approximately 1,000 ccs of bright red blood. Following this, abdominal contractions started and became more severe about every two to three minutes and lasting more than 30 seconds each.

Past History: Non contributory, except for two early previous abortions, one in March, 1951 and the other in February, 1955.

Physical Examination on Admission: Temperature 98.6, respirations 20, pulse 88, blood pressure 110/70. Patient is a 26 year old well developed, well nourished white female lying in bed in some apparent discomfort, pale, with skin warm and dry. Head, eyes, ears and throat normal except for some nasal injection. Neck: thyroid not palpable, neck veins not distended, no lymphadenopathy. Chest: Symmetrical, moves well with respiration. Breasts normal, non tender, no masses. Nipples everted, no discharge. Heart: regular sinus rhythm, not enlarged, no thrills or murmurs. Lungs: clear to percussion and auscultation. Abdomen: gravid about 32 weeks gestation. Twins known to be present, however exact presentation not definable. Fetal hearts both good in both lower quadrants. Fetal heart in the right lower quadrant 140 per minute, fetal heart in the left lower quadrant 130 per minute. Vaginal and rectal examinations deferred. Vaginal bleeding severe. Extremities normal. Reflexes normal. Rectum: severe hemorrhoids, pedunculated and external. Impression: 1. Abruptio placenta. 2. Twin gestation about 32 weeks. 3. Rule out placenta previa.

Admission Laboratory Work: WBC 6,200. Neutrophils 77. Lymphocytes 20. Monocytes 3. Eosinophils 0. Basophils 2. RBC 3,755,000. Hemoglobin 9 grams. Bleeding time 2 minutes 45 seconds. Coagulation time 4 minutes 15 seconds. Sedimentation rate 51 mms per hour. Hematocrit 35 per cent. Blood type O positive.

Course in the Hospital: X-ray of the abdomen revealed a suspicious shadow on the left lateral wall of the uterus. This was interpreted to be blood in the uterine wall. Blood pressure dropped to low levels of about 90/70, pulse became rapid, bleeding persisted vaginally, fetal hearts became weaker, though regular, and contractions became more regular and more severe shortly after admission. After consultation

Enclosure #10



0974

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Obstetrics

with the pediatric and medical services, it was decided to do a pelvic examination in the Operating Room with immediate set-up for possible cesarean section. Sterile vaginal examination revealed the absence of a placenta previa. The one fetal vertex was found to be engaged, however about station 0. There was no excessive increase in bleeding following the pelvic examination. However, cesarean section was decided upon because of the massive amount of bleeding that had been present, the presence of active labor, and the unlikelihood of a rapid delivery because of the primiparity of the patient, and the multiple pregnancy. Patient was prepared for surgery, local anesthesia consisting of 2 per cent xylocaine in the abdominal wall was used, and a low cervical cesarean section was performed. The first twin was delivered with some difficulty, but was of spontaneous cry and fair color. The second twin was delivered easily and was also of spontaneous cry and color. The weights on the twins were found to be 4 pounds 2 ounces and 3 pounds 12 ounces, and one placenta. The placenta was removed, and on closer inspection it was found to be about 50 per cent separated from the uterine wall and infiltrated heavily with blood. Following removal of the twins, the patient was given supplementary general anesthesia consisting of intravenous sodium pentothal and also nitrous oxide and oxygen by mask. The patient did very well during the operation, receiving two pints of blood. Her postoperative course was excellent and uneventful. Twin B expired about 6 days of age from causes as yet undetermined, awaiting microscopic autopsy findings. Twin A in good health and gaining weight.

Blood count on discharge: RBC 3,850,000, hemoglobin 11.5 grams, hematocrit 36 per cent. The patient experienced no post-section complications and was discharged on 8 February 1956.

Final Diagnosis: 1. Pregnancy, uterine, delivered, complicated.
2. Premature separation of the placenta, antepartum.
3. Hemorrhage, uterine, antepartum, due to abruptio placenta.

Operations Performed: 1. Cesarean section, low cervical.
2. Transfusion, blood, indirect, 1,000 ccs.

OSCAR J. ROSENZWEIG
Major, USAF(MC)
Chief, Obstetrical Section

Inclosure (12 (continued))



0975

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART IV -- REPORT OF OUTPATIENT SERVICE

1. Workload

Visits: Total: 9726 Military: 3981 Other: 5745

2. Remarks, unusual problems, etc. None

3. Officers assigned:

| Name | DOF | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| SNYDER, M. A. | Reg AF | Capt | 0754 | 100% |
| GISH, H. M. | 10/10/56 | Capt | 0156 | 10% |

Chief of Outpatient Service: HOWARD M. GISH
Captain, USAF (MC) Howard M. Gish
(Signature)

20 February 1956





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART V — REPORT OF LABORATORY SERVICE

1. Total clinical laboratory procedures accomplished in each of the following categories: 6178

| | |
|---|---|
| a. Urinalysis | 2121 |
| b. Hematology | 2741 |
| c. Serology | 1033 |
| d. Blood Chemistry | 33 |
| e. Sputum and Gastric Contents | 21 |
| f. Gastric Analysis | 0 |
| g. Feces | 17 |
| h. Spinal Fluid | 12 |
| i. Basal Metabolism | 71 |
| j. Liver and Biliary Function | 17 |
| k. Bacteriology | 192 |
| l. Renal Function | 0 |
| m. Miscellaneous | 65 |

2. Total units of blood for transfusions issued: 90

3. Total surgical specimens processed: 0

4. Total surgical specimens prepared for processing: 57

| | |
|---|---|
| a. To other Air Force laboratories: | 57 |
| b. To Army laboratories: | 0 |
| c. To Navy laboratories: | 0 |
| d. To other Federal or civilian laboratories: | 0 |



0977

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Part V - Laboratory Service (Continued)

5. Number of autopsies (macroscopic performed: 3

a. Newborns (under 10 days of age): 2
b. Traumatic deaths: 1
c. Other deaths: 0

6. Remarks, unusual problems, etc: None

7. Total technicians assigned: Enlisted - 4; Civilian - 1.

8. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| GETTMAN, F. C. | 7/9/57 | 1/Lt | 9151 | 100 % |
| OYER, C. E. | 5/9/57 | 1/Lt | 9386D | 5% |

Chief of Laboratory Service: FRANK C. GETTMAN
1/Lt. USAF(MSC)

20 February 1956 (Signature)



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART VI --- REPORT OF RADIOLOGY SERVICE

1. Number of examinations: 2147

   a. Fluoroscopic: 26

   b. Radiographic: 2121

2. Total number of x-ray plates exposed: 2802

3. Number of treatments, if any: 0

4. Remarks, unusual problems, etc.: None

5. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| CORNISH, L. R. | 30/6/56 | Capt | 8356 | 40 % |

Chief of Radiology

LAWRENCE R. CORNISH
Captain, USAF(MC)

for Howard M. Fish
(Signature)

29 February 1956





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART VII -- PROFESSIONAL ACTIVITIES NOT COVERED UNDER OTHER SECTIONS

1. Medical Corps Officers not included elsewhere:

| Name | DOS | Grade | AFSC | Duty Assgn | Proportion of total time assigned to this service |
|---|---|---|---|---|---|
| LIPPY, W.H. | 5/7/57 | Capt | 9326 | OB--Gyn | TDY - 1 Feb - present |

2. Remarks, unusual problems, etc: None

LAWRENCE R. CORNISH
Captain, USAF (MC)
29 February 1956 Director of Professional Services for Howard M. Fish
(Signature)



0980

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART VIII - REPORT OF NURSING SERVICE

1. Personnel, nurses:

   a. Authorized: Military: 17 Civilian: 10 Total: 27

   b. Assigned: Military: 13 Civilian: 10 Total: 23

   c. Anticipated gains for the next two months:

   Military: 0 Civilian: 0 Total: 0

   d. Anticipated losses for the next two months:

   Military: 1 Civilian: 0 Total: 1

2. Average patient load/day/assigned nurse (average bed occupancy/total nurses): 1.59

3. Comments on professional program (for nurses and airmen):

   Paper on "Cold Injuries" presented by Lt. Smith.
   Medical films on various subjects shown.
   Formal training program for 90010's begun 13 Feb 56.

4. Average time (%) per nurse spent on ward administration as compared to professional care of the patient: 30%

5. List of nurses (Military and Civilian):

| Type of Duty | Name | Grade | AFSC |
|---|---|---|---|
| Administrative | Kiefer, Margaret M. | Major | 9716 |
| General surgical | Derringe, Ann M. | Capt | 9754 |
| General medical | Hooper, Louise W. | Capt | 9754 |
| Anesthesia | Horan, Mary J. | Capt | 9744 |
| Gen med, surg & ped. | McCartney, Patricia A. | Capt | 9754 |
| Out-Patient Clinic | Snyder, Myrna A. | Capt | 9754 |
| Obstetrical | Zickler, Lillian L. | Capt | 9754 |
| Operating Room | DelMonaco, Anna M. | 1/Lt | 9734 |
| General Medical | Thayer, Peggy J. | 1/Lt | 9754 |
| Out-Patient Clinic | Thuman, Helen B. | 1/Lt | 9754 |
| General surgical | Hughes, Alice A. | 2/Lt | 9754 |
| Gen Medical & Surgical | O'Connor, Joan E. | 2/Lt | 9754 |
| Operating Room | Smith, Rebecca J. | 2/Lt | 9734 |



0981

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Part VIII - Nursing Service

| Type of Duty | Name | Grade | AFSC |
|---|---|---|---|
| Gen med, surg & ped | Castonguay, Rita L. | Civ | 9754 |
| Obstetrical | Douglas, Barbara M. | Civ | 9754 |
| Obstetrical | Francis, Barbara A. | Civ | 9754 |
| Obstetrical | Oxyer, Mina J. | Civ | 9754 |
| Obstetrical | Pendergrass, Marilyn R. | Civ | 9754 |
| Gen med, surg & ped. | Reid, Janie S. | Civ | 9754 |
| Obstetrical | Simmons, Gertrude E. | Civ | 9754 |
| Nursery | Sims, Constance M. | Civ | 9754 |
| Gen med, surg & ped. | Sylvester, Jane E. | Civ | 9754 |
| Obstetrical | Ward, Loretta G. | Civ | 9754 |

6. Listing of ancillary nursing personnel (only full-time civilian aides and WAFs):

| Section | Specialty Classification Number | | Totals |
|---|---|---|---|
| Obstetrical | 90010 - 2 | 90250 - 5 | 7 |
| Gen med, surg & ped. | 90010 | | 6 |

7. Remarks, unusual problems, etc:

Capt Horan, 9744, reported for duty 30 January 1956.
Lt Small released from active duty 7 January 1956.
Lt DelMonaco reported for active duty, 20 Feb 1956, after approximately three weeks TDY at Gunter AFB.
Capt McCartney on TDY for approximately seven weeks attending Flight Nurses' course at Gunter AFB.

Chief Nurse: MARGARET M. KIEFER
Major, USAF (AFNC)

Louise W. Harper Capt.
(Signature)
Acting Chief nurse

29 February 1956



0982

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART IX -- PHARMACY SERVICE

1. Prescriptions filled:

a. Inpatient: 2893

b. Outpatient: 858

c. Total: 3751

2. Unusual compounding, local time-saving procedures, problems encountered, locally constructed equipment and any general remarks:

None

3. Registered Pharmacists assigned (military and civilian):

| Name | Grade | Specialty Number |
|---|---|---|
| LEJA, JOSEPH C., Jr. | 1st Lt | 9031 |

4. Number of non-registered assistants: 1

5. Chief of Pharmacy: JOSEPH C. LEJA, Jr., 1/Lt., 9031



0983

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0984

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
[illegible] (SAC)
[illegible] AFB, Maine

SPECIAL ORDERS
NUMBER [illegible] 20)

20 February [illegible]

This special order consists of paragraphs 5, Classified paragraphs None.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOSEPH S ROSS JR
1st Lt USAF
Adjutant

Joseph S. Ross Jr.
JOSEPH S ROSS JR
1st Lt USAF
Adjutant

DISTRIBUTION:
5 - Comdr S&C
6 - Comdr Eighth AF
10 - WOP
1 - Base Pers
1 - Base Locator
1 - Mr STANED
1 - BPM
3 - BCEA
1 - BCSS
1 - Maint Control
1 - ADMINST
1 - ea indiv
1 - ea case file
1 - MR CLK
10 - WAD
1 - MED



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
[illegible]RD BOMBARDMENT WING (H) (SAC)
Loring Air Force Base
Maine

SPECIAL ORDERS)
NUMBER 29) E X T R A C T 20 February 1958

1. CFW VOC 15 Feb 58, the four [illegible] BOMBER, [illegible] BOMWG (H) (SAC) [illegible] are placed on dy as Test Flight Crew, for approximately 30 days [illegible] 15 Feb 58, through 15 Mar 58.

CREW B-62

| RANK | NAME | AFSN | CY |
|---|---|---|---|
| CAPT | JACQUE J McDANIEL | AC[illegible] | A/C |
| CAPT | WILLIAM P COLGIN | AF[illegible] | 1 P |
| CAPT | EARL STOUPER | AC[illegible] | CC |
| CAPT | WILLIAM A SHATCK | AC[illegible] | N |
| 1/Lt | FAUSTO D DELFRUSSO | AC[illegible] | CC_CP |
| 1/Lt | JOHN B JORDAN | AF[illegible] | 1 B |
| 1/Lt | EDWARD P O'BRIEN | AC[illegible] | 2 B |
| A/1C | SHERMAN R WALFORD | AF[illegible] | 1 R |
| S/SGT | JOHN F WILLIAM | AF[illegible] | 2 R |
| A/2C | ROBERT L SPRADLIN | AF[illegible] | SG |
| A/1C | ALFRED E BELLIE | AF[illegible] | EG |
| A/2C | RANDOLPH B ROBERTSON | AF[illegible] | TG |

2. The following personnel are placed on SD orders to the training flight for the purpose of attending B-52 school, for approximately 6 weeks, e/a 21 Feb 58.

TWIN BOMBER

| RANK | NAME | AFSN | CLEARANCE |
|---|---|---|---|
| A/2C | WASHINGTON [illegible] JR | AF[illegible] | SECRET |
| A/2C | CONDARELLI RONALD G | AF[illegible] | SECRET |
| A/2C | KULISAVSKAS ROBERT | AF[illegible] | SECRET |

FNB

| | | | |
|---|---|---|---|
| T/SGT | FULKERT [illegible] | AF[illegible] | SECRET |
| A/2C | COMER [illegible] | AF[illegible] | SECRET |
| A/2C | PORTER RICHARD E | AF[illegible] | SECRET |

0986

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
[illegible] BOMBARDMENT WING (H) (SAC)
Loring Air Force Base
Maine

SPECIAL ORDERS)
NUMBER [illegible])  E X T R A C T  [illegible] February [illegible]

1. CFW TDD 15 Feb [illegible], the [illegible], [illegible] and [illegible] (H) [illegible] are placed on by as Dept Flight Crew, for approximately 90 days e.a. 15 Feb [illegible], through 15 May [illegible].

CREW B-[illegible]

| RANK | NAME | AFSN | CODE |
|---|---|---|---|
| CAPT | CHARLES J McDANIEL | [illegible] | A/C |
| CAPT | WILLIAM F [illegible] | [illegible] | [illegible] |
| CAPT | [illegible] | [illegible] | [illegible] |
| CAPT | WILLIAM A [illegible] | [illegible] | N |
| 1/LT | FAUSTO D [illegible] | [illegible] | CO, CP |
| 1/LT | JOHN A [illegible] | [illegible] | [illegible] |
| 1/LT | EDWARD P [illegible] | [illegible] | B |
| A/1C | [illegible] | [illegible] | [illegible] |
| A/1C | [illegible] | [illegible] | [illegible] |
| S/SGT | [illegible] | [illegible] | [illegible] |
| A/1C | [illegible] | [illegible] | [illegible] |
| A/1C | ALFRED [illegible] | [illegible] | [illegible] |
| A/1C | RANDOLPH [illegible] | [illegible] | [illegible] |

2. The following [illegible] are placed on TDD [illegible] for training flight for the purpose of [illegible] B-[illegible] [illegible], for approximately [illegible] weeks, e/a 15 Feb [illegible].

[illegible] BOARD

| RANK | NAME | AFSN | [illegible] |
|---|---|---|---|
| A/1C | [illegible] | [illegible] | [illegible] |
| A/1C | [illegible] | [illegible] | [illegible] |
| A/1C | [illegible] | [illegible] | [illegible] |

[illegible]

| | | | |
|---|---|---|---|
| T/SGT | [illegible] | [illegible] | [illegible] |
| A/1C | [illegible] | [illegible] | [illegible] |
| A/1C | [illegible] | [illegible] | [illegible] |

0989

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
[illegible]D BOMBARDMENT WING (H) [illegible]
Loring Air Force Base, Maine

SPECIAL ORDER
NUMBER [illegible]

E X T R A C T

6. The following fms are placed on SD to WTD, for the purpose of attending subj. Specialists class, for approximately [illegible]

FMS

| NAME | RANK | AFSN |
|---|---|---|
| CONLEY JOHN E | A/2C | [illegible] |
| CAPALDI RANDY A | A/2C | [illegible] |
| [illegible] CHARLES J | A/2C | [illegible] |

FMS

| | | |
|---|---|---|
| GUERRERO BONNIE S | A/1C | [illegible] |
| HOPKINS DONALD M | A/1C | [illegible] |
| HUTSAMT RALPH A | A/1C | [illegible] |
| GOMEZ WILLIAM F | A/1C | [illegible] |
| JENKINS DALE P | A/2C | [illegible] |

BY ORDER OF THE COMMANDER

OFFICIAL:

[illegible]
1st Lt [illegible]
Adjutant

[illegible]
1st Lt [illegible]
Adjutant

DISTRIBUTION:
1 - ea [illegible]
1 - ea case file
1 - ea Mr Clk

0991

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0092

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# JOINT MESSAGEFORM

this is a certified true copy

Raymond L. Haggard
2d/Lt USAF
Information Sv.Officer

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

COMADIV 45TH LORING AFB, ME

TO:

COMAF 8 WNSTOVER AFB MASS

INFO:

SECURITY CLASSIFICATION: UNCLASSIFIED

PRIORITY

XX

XXXXXX

UNCLASSIFIED MPB-0 _____ ATTN: SENIOR OFFICERS DIVISION.
REFUNSG PD 19940, 5 OCT 55. BRIG. GENERAL K MARTIN, 1697A, DEPARTED THIS
STA 30 JAN 56 FOR AF/NCX 15 DAYS TDY. OFFICER DEPARTED TO ATTEND B-47
TRANSITION TRAINING AT LOCKBOURNE AFB, OHIO. AUTH IS BLANKET ORDER GIVEN
TO GEN MARTIN BY HQ SAF. COMMAND OF 45TH ADIV ASSUMED BY COLONEL JEROME
TARTIN, 1968A, COPIES OF PERTINENT ORDERS BEING FORWARDED YOUR HQ.

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE 1 OF 1 PAGES

OFFICER'S NAME (Last name, initial, rank, service): 1XT 25252 EDWARD J. GRENIER, JR. 2nd Lt. USAF

RELEASING OFFICER'S SIGNATURE: JOSEPH H JACOBS, MAJ, USAF

OFFICE: OIC, Officers Section

TELEPHONE: 25252

OFFICIAL TITLE: ADJUTANT

DD FORM OCT 55 173



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0994

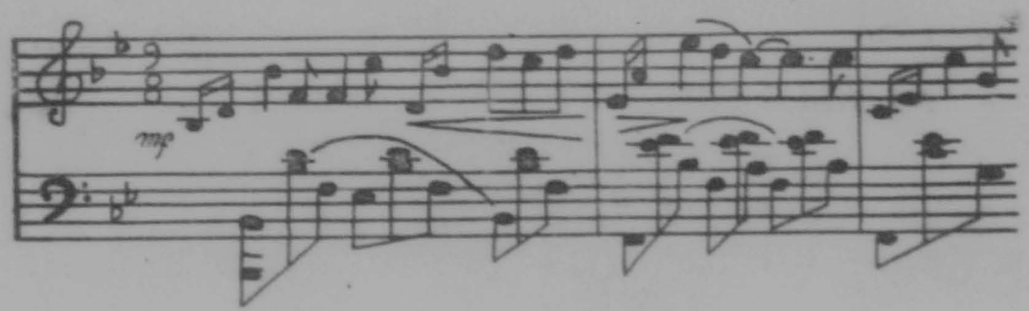
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

# OPERATION ORDER 20-56

# "THEME SONG"




## 45th AIR DIVISION
## LORING A.F.B. LIMESTONE, ME.

CONFIDENTIAL 61846C

0995

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS 4707 AD DIVISION
DARTON AIR FORCE BASE, MAINE
7 MARCH 1956

OPERATIONS ORDER

NUMBER 20-56

This Order contains 1 pages.

4SAD OPORD 20-56
6/1340
7 MAR 56

Confidential

0996

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MARCH 1956

OPERATIONS ORDER 20-16

CHART AND MAP REFERENCES: As Required.

TASK ORGANIZATIONS:

| | |
|---|---|
| 42d Bombardment Wing | Col Tarter |
| 42d Air Base Group | Col Lewis |
| 4060th Air Refueling Wing | Col Schurter |
| 71st Air Refueling Squadron | Maj Gottner |

1. GENERAL SITUATION: Eighth Air Force Operations Order 20-56, requires 45th Air Division to develope and implement a Base Reception Plan. This plan will support the TDY of the 71st Air Refueling Squadron, while at Loring Air Force Base. E-DAY, for this plan will be 26 February 1956. The 71st Air Refueling Squadron will redeploy from Thule Air Force Base to Loring Air Force Base, on (E + 29) 27 March 1956, and (E+30) 28 March. The Nickname for this operation is "THEME SONG". (C)

a. Intelligence: See Eighth Air Force Operation Plan 221-56.

b. Friendly Forces:

(1) MSAC will provide:

(a) Base facilities to support this operations at Goose Air Base, Thule Air Base, and Ernest Harmon Air Force Base. (C)

(b) Search and rescue in applicable areas of aircraft movement.(S)



45AD OPORD 20-56
S/2046
7 MAR 56

Confidential

0997

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0998

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

(3) Aircraft Commander will notify the Control Tower of the hardstand number on which the aircraft is parked. (U).

BY ORDER OF THE COMMANDER:

W. K. MARTIN
Brigadier General
Commander

ANNEXES

A - Base Reception Plan (C)

DISTRIBUTION

| | |
|---|---|
| SAC | 8 |
| 8th AF | 9 |
| 45th AD | 5 |
| 42nd BW | 10 |
| 42nd ABG | 10 |
| 4060th ARW | 10 |
| 71st AREFS | 30 |

OFFICIAL:

R. T. MATTINGLY
Major, USAF
Director of Operations (Actg)

45AD OPORD 20-56
6/1046
7 MAR 56



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MARCH 1956

ANNEX A

TO

OPERATION ORDER

NUMBER 20-56

BASE RECEPTION PLAN

This Annex consists 3 pages

ANNEX A
45AD OPORD 20-56
6/1046
7 MAR 56

Confidential

1001

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MARCH 1956

ANNEX A (BASE RECEPTION PLAN) TO OPERATION ORDER NUMBER 20-56

1. Arrival of Aircraft at Loring Air Force Base: (U)

a. Aircraft Commanders will insure that Upkeep Control is notified of aircraft status and Custom Declarations are completed prior to landing at Loring AFB. (U)

b. Landing, taxiing, and parking plan, see paragraphs 1 and 2, Appendix I, this Annex. (U)

c. Aircraft will be met and parked by the "Follow Me" vehicle.

d. Aircraft Commanders, immediately after aircraft is parked after refueling, will supervise personnel off-loading baggage and equipment. This baggage and equipment will be loaded on the awaiting vehicle, and transported to Dock 40, where the customs inspectors will clear baggage and personnel will "Sign In". (U)

2. TRANSPORTATION: Busses will be standing-by at Dock 40 for transportation of aircrews to quarters as cited in paragraphs 3a, 3b, and 3c. (U)

3. HOUSING: (C)

a. Officers:

(1) Field Grade - Building 2112, Apartments B and C, 8 Officers. (C)

(2) Company Grade - 1. Building 3010 - 21 Officers (C)

2. Building 2500 and 2501 - 60 Officers (C)

ANNEX A
45AD OPORD 20-56
6/1046
7 MAR 56



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



b. Senior NCOs: 1. Bay 2, Building 6000 - 40 NCOs. (C)

2. Bay 1, Building 6500 - 56 NCOs. (C)

c. Airmen: 1. Bay 4, 5, 6, 7 and 8 Building 6000 - 45 airmen each Bay (225 airmen).

d. NCOs and Airmen of Air Police: Building 6200A - 2 NCOs, 42 airmen.

e. In the event that Loring AFB is directed to support other missions or exercises the airmen of the 71st Air Refueling Squadron may be required to move from Bay 5 to Bay 6 and from Bay 7 to Bay 8.

4. DINING HALL FACILITIES: (U)

a. Officers: Building 2550, Officers Mess.

b. NCOs: Building 6000, NCO Dining Hall.

c. Airmen: Building 6000, Airman's Dining Hall.

5. RECREATIONAL FACILITIES: (U)

a. Officers Club:

b. NCO Club

c. Service Club

d. Bowling Alley

e. Ice Skating Rink

f. Base Theater

g. Gym

6. AID FACILITIES: (U)

a. Air Force Aid

b. Red Cross

c. Dependent's Assistance

ANNEX A
45AD OPORD 20-56
6/1046
7 MAR 56







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MARCH 1956

APPENDIX I, ANNEX A

TO

OPERATION ORDER

NUMBER 20-56

DELINEATION OF SUPPORT RESPONSIBILITIES

This Appendix consists of 11 pages.

APP I, ANN A
45AD OPORD 20-56
6/1046
7 MAR 56

Confidential

1004

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MARCH 1956

APPENDIX I TO ANNEX A, 45TH AIR DIVISION OPERATION ORDER 20-56

DELINEATION OF SUPPORT RESPONSIBILITIES

1. OPERATIONS: (C)

a. Operating Procedures: The 71st Air Refueling Squadron will be responsible for its normal day to day missions. However, the mission plans will be routed to the 42d Bombardment Wing Commander through the 42d Bomb Wing Control Room for coordination. The 71st Air Refueling Squadron will utilize the 42d Bomb Wing Control Room facilities to obtain normal day to day refueling missions levied by higher headquarters. Training accomplished under SAC Regulation 50-8 will be monitored by the 71st Air Refueling Squadron. (C)

b. 71st Air Refueling Squadron will be responsible for the preparation and forwarding of all reports to the 4060th Air Refueling Wing, Dow AFB, Maine. These reports will be coordinated with the Commander, 42nd Bomb Wing. (C)

c. Operations and Squadrons Orderly Room facilities will be Building 8150. Personal Equipment will be stored in half of Building 8155. (U)

d. Ground School (SAC Reg. 50-24)

(1) 71st AREFS will attend ground training classes with the 42d AREFS, Training and Briefing Building 5050, providing higher headquarters directed missions do not interfere. (U)

AFF I, ANN A
45AD OPORD 20-56
6/1046
7 MAR 56



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

e. 71st ARRFS Standardization Teams will be housed with the 42d Bomb Wing Standardization Office, Building 8200. (U)

f. The 4060th Air Refueling Wing will provide: (C)

(1) Intelligence: 1 Officer
1 Airman

(2) Combat Intelligence: 1 Officer (1525A)
1 Airman (70250)

(3) Current Operations: 1 Officer (1416 or 1435)
1 Airman (60170)

2. MAINTENANCE:

a. The facilities and equipment allocated by the 45th Air Division for support of project "Theme Song" are: (C)

(1) Parking Area: Hardstands 41, 42, 43, 46 and 47 and 50 thru 60.

(2) Hangar and Dock Facilities: Dock 8641 and Hardstand 41 for post-flight, and Dock 64 for PMS.

(3) Engineering and Supply Dock Office space will be in Dock 41.

(4) The following maintenance equipment will be provided from Loring AFB Staging Support Reserve:

(a) B-4 stands: 15 for Flight Line
20 for Post Flight
10 for PMS

AFP I, ANN A
45AD OPORD 20-56
6/1046
7 MAR 56



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1007

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1008

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

b. In the event 42d Air Base Group Finance Officer is given the finance responsibility for this maneuver, the 4060th Air Base Group will furnish:

(1) Pay Clerk (67150)

(2) Pay Travel Clerk (67150)

c. O & M Project Funds: (C)

(1) Dow AFB to furnish obligation authority to Loring AFB in the amount of $1500, for 71st ARRFS local purchases.

(2) Funding citation was not available at the time of publication of this operations plan.

8. SUPPLY: (C)

a. Two methods of supply will be available between Loring AFB and Dow AFB:

(1) LOGAIR

(2) The 4060th Air Base Group Operation's Aircraft. (Will be utilized for the return of reparable items to Dow AFB.)

b. FAK will be unloaded by Loring AFB Air Cargo Freight Crews, and transported for storage in Building 4210.

c. The 4060th ABG will augment the 42d Base Supply with the following personnel: (C)

(1) Two Warehousemen (64150)

(2) Four Stock Records Specialist (64132/52)

(3) Two Supply Helpers (64010)

AFP I, ANN A
45AD OPORD 20-56
6/2046
7 MAR 56

6

Confidential

1009

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

d. A leased telephone line will be in operation between Loring AFB and Dow AFB Supply Expeditors. This line will be utilized for daily requisitioning of supplies.

9. AIR POLICE: (C)

a. The 4060th Air Base Group will provide the following augmentations:

(1) 1 each Officer AFSC 7724

(2) 4 each NCOs AFSC 77170/50

(3) 40 each Airmen AFSC 77130/10

b. Weapons - TDY personnel will be required to furnish their own weapons for security purposes and will be stored in the 42d Air Police Armory.

c. Housing: The 42d AFS have the capability of billeting augmentation in present squadron area. This action would facilitate personnel utilization.

10. COMMUNICATIONS: (U)

a. Two administrative telephones will be in place at Building 8140.

b. See paragraph 7 d, above.

11. LANDING, TAXIING AND PARKING PLAN: (C)

a. Landing directions will not be changed without coordinating with:

(1) Base Operations Officer, Tower Control Officer or the AO on duty.

(2) Chief of Maintenance

AFP I, ANN A
45AD OPORD 20-56
6/1046
7 MAR 56



Confidential

1010

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(3) Base Alert, who will notify the base "Follow Me" vehicles. When the "Follow Me" vehicles have been re-positioned, and only then , will the aircraft be notified of the change of landing directions.

b. Aircraft Commander will contact Loring Approach Control, as directed by monitor ATC on channel COCA 137:88 mcs.(U)

c. Landing: (C)

(1) 71st ARS aircraft, will upon entering Loring approach Control Area:

(a) Contact "Upkeep Control" on UHF 311.00 mcs or VHF 138.42 mcs and give "Aircraft Status" in accordance with 4060th Air Refueling Wing "Brevity Code".

(b) Insure that personnel have completed the "Custom Declarations". This will avoid unnecessary delays after landing.

12. TAXIING AND PARKING PROCEDURES: (C)

a. 71st Air Refueling Squadron:

(1) After landing to the North, the aircraft turn-off from the runway will be via North run-up pad. At this point the base "Follow Me" vehicle will escort the aircraft to the refueling hydrant. When refueling is completed the aircraft Commander will taxi the aircraft



1011

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

*Unclassified*

via taxiway "D" to designated hardstand, escorted by "Follow Me".

(2) After landing to the South, the aircraft turn-off from the runway will be via taxiway "E". At this point base "Follow Me" vehicle will escort the aircraft via taxiway "D" to the designated refueling hydrant. When refueling is completed the Aircraft Commander will taxi the aircraft, escorted by the "Follow Me" vehicle, via taxiway "D" to designated hardstand.

b. Jet Wing Aircraft: (2)

(1) After landing to the North, [illegible] the aircraft turn-off from the runway will be via taxiway "D". [illegible] the Engineering Dept. with "Follow Me" vehicle will escort the aircraft to the hardstand assigned by the Maintenance Control.

c. Transit Aircraft: (2)

(1) After landing to the [illegible] the aircraft turn-off [illegible] taxiway "D". [illegible] base "Follow Me" [illegible] escort the aircraft to the hardstand.

d. Parking Hardstands: [illegible] will be in the following priorities:

[illegible]



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

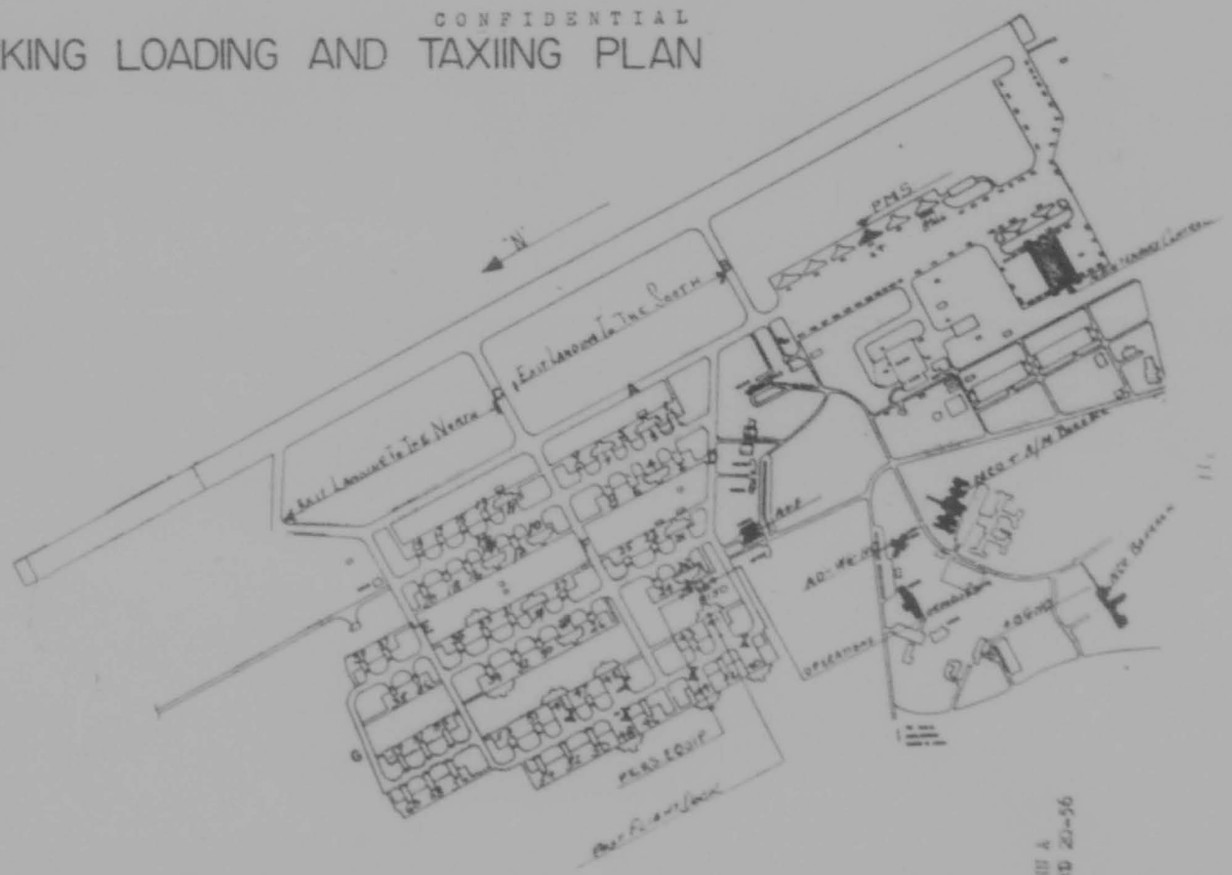
1013

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

# PARKING LOADING AND TAXIING PLAN




X - Indicates Hardstand not available.

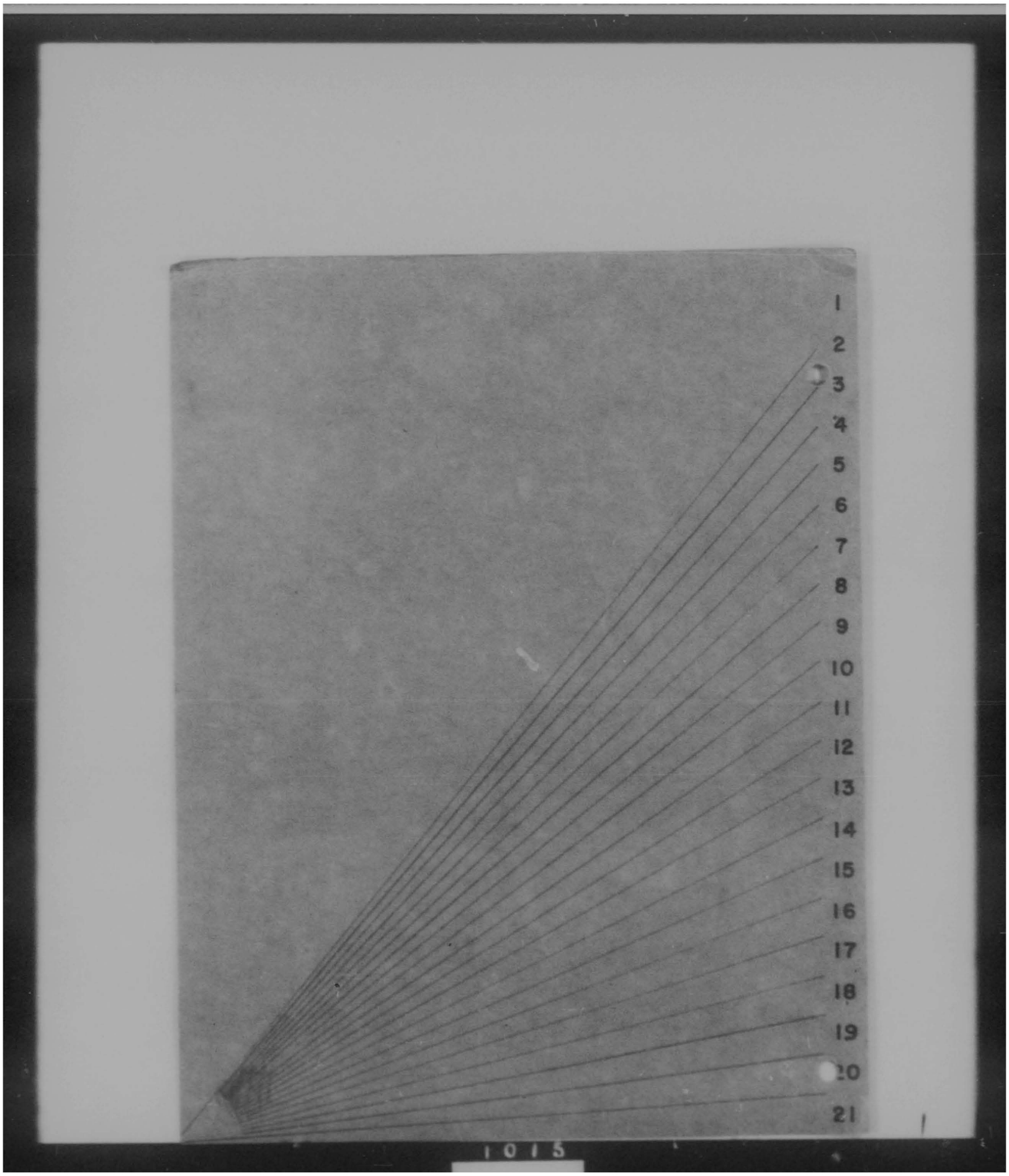
APP I, ANN A
TO OPORD 20-56
LOAD
7 MAR 56

CONFIDENTIAL

1014

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1016

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AF FORM 110A INCLOSURES

PART I

| A | B | C | D | E | F | G | H | I | L |
|---|---|---|---|---|---|---|---|---|---|
| B-36D | CC | 2 | 4308 | 3231 | 31 | | | 1046 | 18 |
| B-36H | CC | 13 | 9162 | 6871 | 460 | | 1436 | 395 | 25 |
| B-36J | CC | 4 | 3349 | 2501 | | | 424 | 424 | 9 |
| KC-97G | CC | 22 | 15312 | 11150 | -580 | 18 | 907 | 2657 | 85 |
| C-119C | CP | 2 | 932 | 236 | | 144 | 552 | | 14 |

PARTII

| A | B | D | F | J | K |
|---|---|---|---|---|---|
| B-36D | CC | 248 | | | 248 |
| B-36H | CC | 220 | | 16 | 236 |
| B-36J | CC | 123 | | | 123 |
| KC-97G | CC | 493 | | 8 | 501 |
| C-119C | CP | | 33 | | 33 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

ADO 14 February 1956

SUBJECT: (Unclassified) Loring Air Force Base Staging Support for 16 February through 13 March 1956

TO: See Distribution

1. The following information concerning staging support requirements and proposed unit missions is submitted for your information and necessary action. This information should be used for planning purposes only. (U)

2. The 42d Bombardment Wing will be required to furnish the following: (C)

a. Two B-36 crews for survival exercise "Chuck Wagon 7" 19 through 26 February 1956.

b. 42d Air Refueling Squadron, eight KC 97 sorties on the 21st February 1956, in support of the 42d Bombardment Wing.

c. 20 KC 97 aircraft of 42d Air Refueling Squadron, 7 through 13 March 1956, for operation "Blue Cross".

d. 27 B-36 aircraft of the 42d Bombardment Wing, 13 March 1956, for operation "Blue Cross".

e. One KC 97 Strip Alert aircraft, Monday through Friday, 1st through 29th February 1956.

3. Loring Air Force Base will be required to provide base support and facilities for the following operations: (C)

a. 30 B-36 aircraft 17th Air Division, 14 through 16 February 1956, Operation "Style Show".

b. 20 KC 97 aircraft of the 71st Air Refueling Squadron for extended TDY, arriving 26 and 27 March 1956, operation "Theme Song".

Confidential

61080

1

1019

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

Hqs, 45th AD (SAC), Loring AFB, Me., Subjt (U) Loring AFB Staging Support for 16 February through 15 March 1956

c. One B-47 aircraft of the 802d Air Division for 96 hours TDY, for special training. 6 March 1956.

4. Loring Air Force Base may be required to provide base facilities and support for the following overflies: (C)

a. 64 RB47 aircraft of the 801st Air Division, 14 through 16 February 1956, operation "War Dance".

b. 20 KC97 aircraft of the 68th Air Refueling Squadron, 27 February 1956, operation "Theme Song".

c. 12 KC97 aircraft of the 71st Air Refueling Squadron, 13 March 1956, operation "Long Legs".

d. 20 KC97 aircraft of the 91st Air Refueling Squadron, 26 February 1956, operation "Theme Song".

BY ORDER OF THE COMMANDER:

JOSEPH H. JACOBS
Major, USAF
Adjutant

| DISTRIBUTION: | CYS | DISTRIBUTION | CYS |
|---|---|---|---|
| ADC | 1 | [illegible] | 1 |
| ADO | 1 | [illegible] | 1 |
| ADW | 1 | [illegible] | 1 |
| WCO | 1 | [illegible] | 1 |
| WOD | 1 | [illegible] | 1 |
| WODO | 1 | [illegible] | 1 |
| WDW | 1 | [illegible] | 1 |
| AOC | 1 | [illegible] | 1 |
| DCT | 1 | [illegible] | 1 |
| [illegible] WSA Det | 1 | [illegible] | 1 |
| [illegible] | 1 | [illegible] | 1 |
| [illegible] | 1 | [illegible] | 1 |
| [illegible] | 1 | | |
| [illegible] | 1 | | |
| [illegible] | 1 | | |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS 42d AIR BASE GROUP
LORING AIR FORCE BASE, MAINE
29 February 1956

ISO

B-52 CONVERSION PROGRESS REPORT #4

for

42d AIR BASE GROUP

This Progress Report Contains 9 pages.

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| Navigation Aids (BOP) | 1. Monitor the installation of a terminal VOR navigational aid at Loring AFB. | 1. The VOR presently installed at Loring AFB has satisfactorily completed its flight check. This facility is currently being used to determine the most feasible approach procedures. The publication of let-down procedures currently in process. Estimated time of completion, 9 March 1956. It is anticipated that this facility will be available and usable until the Loring VOR in operational. | 90% | 9 |
| | | END OF BASE OPERATION REPORT | | |
| Personnel (Dir/Per) | 2. Monitor the assignment of personnel in sufficient numbers and skill to provide for equitable manning within the 42d BW and the support units of the ARG. | 2. The input of personnel has changed considerably since the past report when normal arrivals were considered as applying against the scheduled input. Message PDF-2, 05143, Hq. 8th Air Force undated during Jan. 1956, projects the 125 airmen to arrive not later than 15 March 1956. Project of 10% completed at this time due to arrival of 68 filler-type personnel. | 10% | 1 |
| | 2a. | 2a. A requirement will exist for the manning of the B-52 flight simulator. One major AFSC 1245; three captains AFSC 1234B; six airmen from the 3400 field and one airman 7250 as a clerk. All of these personnel will require special training in the flight simulator, as operators and maintenance personnel. The academic training required for the maintenance lasts 600 hours, which should be provided by the contractor supplying the (continued on page 3) | | |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | | 2a.-con'd equipment. Suggest SAC be contacted thru 8th AF to ascertain whether provision has been made to provide this specialized training prior to the arrival of the flight simulator. Scheduled arrival date is 1 July 56. The officers to man this simulator should be selected from the staff crews currently in training at Castle, and their orders extended for three weeks of specialized simulator training with the training device now installed there. Of the airmen to be assigned to the simulator, four should be picked to undergo the same type of training for three weeks at Castle. | 0% | 0 |
| | 3. Monitor the movement of personnel to training schools and to the B-52 indoctrination school in accordance with established directives. | 3. The following numbers of airmen departed for technical training: 8-43250, 8-43151E, 1-42152, 2-47250. | 80% | 8 |
| | 4. Monitor the assignment of skilled maintenance personnel to the 42d BW in accordance with SAC Manual 27-2. | 4. No skilled maintenance personnel with B-52 experience arrived during the month. First inputs are scheduled for Apr. 1956 | 0% | 0 |
| | 5. Monitor the reassignment of personnel made excess to Loring AFB as a result of conversion. | 5. No personnel were declared excess during the month due to B-52 conversion. | 0% | 0 |
| | | END OF BASE PERSONNEL REPORT | | |
| Supplies and Equipment (Dir/Mat) | 6. Take action necessary for maintenance of accurate B-52 supply status data on the following: | | | |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | W-3 INDEX |
|---|---|---|---|---|
| | 6a. Equipment items: "Z" Account | a. 326 line items received to date | 32% | 3 |
| | b. " " non "Z" Account | b. 907 line items received to date | 43% | 4 |
| | c. " " Local Purchase | c. In the hands of Base Supply processing section and should be completed by 1 Mar 56. | 90% | 9 |
| | d. Table II support for 15 aircraft on automatic AFSD. | d. Table II Support for 15 aircraft on automatic AFSD. | 27% | 3 |
| | e. Initial support of Flyaway Kit spares for B-52 aircraft. | e. Initial support of FAK spares for B-52 aircraft. No information available from SAC or AMC on initial support. | 0% | 0 |
| | f. Initial support of QECs. | f. Initial support of QEC's - will have 12 RH and 12 LH packages in place March 1956. | 0% | 0 |
| | g. Disposition of excess B-36 spares. | g. TWX RMS dated 16 Jan 56 sent to SAF requesting method to be followed in reporting and disposition of B-36 spares. | 0% | 0 |
| | h. Disposition of B-36 excess equipment. | h. Same as above. | 0% | 0 |
| | i. " " " Flyaway Kit spares. | i. Message received from SAF stated that B-36 spares would be disposed of upon transfer of aircraft. | 0% | 0 |
| | j. Liquid oxygen equipment installation, operation and spares support. | j. LOX equipment installed, operation & spares support-plants on hand with 500 gallon storage tank and 50 gallon servicing tank. Depot supplied spare parts have requisitioned. All local purchase items have been submitted to the depot for supply action. Procurement action could not be taken locally due to non-availability of funds. | 50% | 5 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND FINDINGS | PERCENT COMPLETE | W-P CODE |
|---|---|---|---|---|
| | k. ADI equipment, operation and spares support. | k. Trailers are on hand (4). Spare parts support has not been requisitioned to date. Requirements to be determined by Motor Vehicle Squadron and supply action indicated. | [illegible] | [illegible] |
| Facilities ADD (D/M) | l. Conversion of present fuel dispensing facilities to JP-4 fuel. | l. Filter to remove rust in the AVG. gas and JP transfer fuel lines are required. SAC advisory team arriving 9 Mar 59, to resolve and authorize immediate action to provide this capability on an interim operational basis. Permanent correction of this deficiency will be provided for the FY 57 M & O Program. | [illegible] | [illegible] |
| Supplies & Equipment (Base Supply) | m. Insure transfer of TOC kits with B-36 aircraft by serial number. | m. List of aircraft to be transferred by serial number requested from SAC. Not received as of this date. | [illegible] | [illegible] |
| Project Nightlife (E/M) | n. Conversion of "Project Nightlife" to the support of B-52 aircraft. | n. Awaiting instruction from higher head quarters. | [illegible] | [illegible] |
| | END OF BASE MATERIEL REPORT | | | |
| Facilities (ADD) | o. Jet fuel resistant seal for asphalt pavement in parking maintenance areas. | o. Contract is funded and awarded. Work scheduled to start in spring when weather permits. | [illegible] | [illegible] |
| | p. Provide interim facility to accommodate B-52 simulator and program final facility. | p. Temporary installation programmed in MLAC 7330. Plans and estimates are awaiting action by the essentiability review board at higher headquarters and possible funds [illegible] | [illegible] | [illegible] |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | TOP INDEX |
|---|---|---|---|---|
| | q. Provide facilities to make "on hand" liquid oxygen generator and storage tank operational. | q. Interim facility utilities 60%. Informal word from CAstle AFB indicates generation capacity and shortage capacity required may be several times that proposed in current project. Command assistance to resolve these requirements is invited.<br><br>Current project is 60% complete. | 60% | 9 |
| | r. Replace M-1 cone type taxiway lights with M-1 clamp type with directional hoods pending relocation. | r. Conversion components for taxiway lights have been received and are being installed. | Progress 5% | 9 |
| | s. Provide adequate water separators for JP-4 fuel dispensing system. | s. Contract for modification to immediate shortage area flight line pump houses now includes providing water separation for JP-4 fuel at pump houses 1 & 2. Pump houses 3, 4, & 5 are still in question. | Progress stands at about 4% | 9 |
| | t. Provide utility connections for APU equipment at parking positions and maintenance hangars. | t. FY 57 M & O Program includes project to provide utility connections at hangars and parking positions. Action pending by review agencies at higher headquarters. | [illegible] | 9 |
| ATC Facilities (D/M) | u. Provide water alcohol storage facility. | u. Contract not awarded. Still awaiting additional funds. Work can start 1 May 56, if funds are provided. Command assistance on this item is indicated. | 27% | 9 |
| | v. Replace south asphaltic concrete holding pad with Portland cement concrete. | v. Include in initial submission of FY 58 Military Construction Program. Unless USAF directed this item will be lost from 58 Military Construction Program as stated USAF policy regarding 58 MCP (con'd on page 7) | 0% | 9 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PLANNED COMPLETION | TO CAUSE |
|---|---|---|---|---|
| | | a. Control is that only 23 in a 27 field and items are that directed items will complete 23 in MCF. | 4/6 | [illegible] |
| | a. Widen log exit doors on multi purpose hangars for B-52 towing. | a. [illegible] of $ scheduled to obligate funds currently available for this project first half of May | 4/6 | [illegible] |
| | x. Modify D.C. Hangar for B-52 operation. | x. Phase I currently under construction. | 8/62 | [illegible] |
| | y. Modify 8 Delta Doors to accommodate B-52 and KC-135. | y. Questions have arisen and the Command and AFLC level regarding exit door design. These facilities required by November 62. Command requests regarded immediate. | 4/6 | [illegible] |
| | END OF AID REPORT | | | |
| Topic 4g Trainer and Ops Eq | 7. Insure training aids assigned to the Fuel Training Flight. | 7. [illegible] a contractual problem [illegible] order the Mobile Training Data Center will [illegible] | [illegible] | [illegible] |
| | 8. Monitor the delivery of Contract Trainers. | 8. [illegible] status of new trainers has been received. | [illegible] | [illegible] |
| | 9. Monitor the housing, including utilities, for ready installation of new trainers. | 9. [illegible] trainer is operational, personnel are currently being trained, which would be completed [illegible] | [illegible] | [illegible] |
| | 10. Action completed 18 Feb 1962 report. | 10. | [illegible] | [illegible] |
| | 11. Monitor establishment of space requirements for the Mobile Training Detachment. | 11. Space has been allocated and is available. | [illegible] | [illegible] |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

1029

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1050

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1031

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

51 29 Feb 56 Loring AFB, Maine

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| C236-311 | COMM, OCCM, RSC BLDG. #1A | SF | 14,500 | 373 | 4 | 7/4 | 7/4 | 98 | 2/6 | | |
| C238-311 | COMM, OCCM, TRAN BLDG. #1A | SF | 18,500 | 987 | 4 | 7/4 | 7/4 | 98 | 2/6 | | |

1032

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

52 — 19 Feb 56 — Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PROJECT NUMBER | PROJECT DESCRIPTION | UNIT | COST | UNIT | QTY | START | COMP | % COMP | QTY | COMP | CS CODE |
| A165-400 | APRON, PARKING, STUB, MV | SY | 196,175 | 5.878 | 4 | 4/4 | 5/4 | 99 | | | |
| A713-230 | TAXIWAY, APRN, ACCESS MV | SY | 48,766 | Incl above | 4 | 4/4 | 5/4 | 99 | | | |
| A716-230 | TAXIWAY, DISPERSAL MV | SY | 65,022 | Incl above | 4 | 4/4 | 5/4 | 99 | | | |
| B114-100 | HANGAR, FLD MAINT, M/S (D.C.) | SF | 211,954 | 1.954 | 4 | 7/3 | 7/3 | 99 | | | 2/6 |
| J000-000 | RELOCATION OF MIX PLANTS | LS | | 277 | 4 | 4/5 | 3/5 | 100 | 9/5 | | |
| S610-000 | ORDNANCE EQUIP., SHOP (AAA) | SF | 5,900 | 198 | 4 | 12/4 | 2/5 | 100 | 9/5 | | 2/6 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MONTHLY PROGRESS REPORT FY 53 | | | DATE 15 Feb 56 | | | | | | Loring AFB, Maine | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| PROJECT NUMBER | PROJECT DESCRIPTION | UNIT | COST | SCHED | PCT | CONTR | ACT | % COMP | ACT | CONT | TOT CONT |
| A416-600 | PAD, A/C, WARMUP, HOLD, HV | SY | 57,000 | 430 | 4 | 4/5 | 6/5 | 38 | 12/6 | | |
| G967-400 | LIGHT, AFLD, TAXIWAY | FT | 8,300 | 99 | 4 | 8/3 | 8/3 | 88 | 11/5 | | |
| J195-0001 | NIE PRIMARY PLNT (ADDN) | KW | 2,500 | 1,129 | 4 | 4/3 | 12/5 | 100 | 12/5 | | 4/5 |

1054

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

55 — 29 Feb 56 — Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| A312-330 | HARDSTAND, CALIB, HV, A/C | SY | 15,900 | 207 | 4 | 4/5 | 5/5 | 11 | 12/6 | | |
| A412-400 | PAD, A/C, BLAST, HV | SY | 10,000 | 29 | 4 | 4/5 | 8/5 | 100 | 12/5 | 11/5 | |
| A618-222 | RUNWAY, PRIMARY EXT, HV (2100'ft) | SY | 70,000 | 1,322 | 4 | 4/5 | 5/5 | 99 | 12/5 | 11/5 | |
| A656-800 | STBL, SHLDR, TAXIWAY | SY | 124,000 | 492 | 4 | 4/5 | 5/5 | 99 | 11/5 | 11/5 | |
| A718-230 | TAXIWAY, PRIMARY, HEAVY | SY | 19,670 | 323 | 4 | 4/5 | 6/5 | 45 | 12/6 | 11/5 | |
| B323-3005 | HYDRANT, FUELING, STD, MODIF | EA | 6 | 193 | 4 | 5/5 | 7/5 | 94 | 12/5 | | |
| B394-360 | PIPELINES, L/FUEL, 8 INCH | FT | 13,100 | 133 | 4 | 5/5 | 7/5 | 94 | 12/5 | | |
| B464-100 | PUMP, LIQUID FUEL | EA | 1 | 10.5 | 4 | 5/5 | 9/5 | 94 | 12/5 | | |
| B530-000 | PUMP, STATION | SF | 299 | 4.8 | 4 | 5/5 | 9/5 | 94 | 12/5 | | |
| C614-000 | OGA FIXED (TURNTABLE) | EA | 1 | 10 | 4 | 10/5 | 10/5 | 90 | 11/5 | | |
| C965-400 | LIGHTING, RUNWAY, HI-INT | FT | 2,100 | 31 | 4 | 4/5 | 7/5 | 78 | 7/6 | 7/6 | |
| C967-400 | LIGHT, AFLD, TAXIWAY | FT | 3,328 | 47 | 4 | 4/5 | 9/5 | 39 | 12/5 | | |
| C850-000 | TACAN FACILITY | EA | 1 | 7 | 3 | | | | | | |
| E317-300 | HANGAR, MOSS/WG, M/P, STD (ARS) | SF | 46,560 | 718 | 4 | 12/4 | 5/5 | 95 | 11/5 | | |
| E317-300 | HANGAR, MOSS/WG, M/P, STD (9 EA) | SF | 211,590 | 3,643 | 4 | 12/4 | 5/5 | 95 | 9/6 | | |
| E677-100 | SHOP, MAINT, ORGNL, M/S (ARS) | SF | 5,760 | 60 | 4 | 2/5 | 5/5 | 97 | 11/5 | | |
| J000-000 | UTILITIES (11 HANGARS) | LS | | 716 | 4 | 3/5 | 5/5 | 98 | 11/5 | | |
| J210-000 | FIRE PROTECTION SYSTEM | LS | | 27.5 | 4 | | 6/5 | 99 | | | |
| J340-000 | HEATING FACILITIES | LS | | 524 | 4 | 6/5 | 7/5 | 50 | 9/5 | | |
| J647-000 | ROAD (ARS) | MI | 0.2 | 10 | 4 | 2/5 | 5/5 | 96 | 11/5 | | |
| K315-700 | LAND BASE R/W TCN | AC | 3 | 3 | 3 | | | | | | |
| K317-600 | LAND OWN FEE PURCH TCN | AC | .25 | 1 | 3 | | | | | | |
| M754-100 | SUP & ISSUE, ORGN, BLDG, M/S(ARS) | SF | 5,760 | 60 | 4 | 2/5 | 5/5 | 96 | 11/5 | | |
| N852-111 | MESS, BULK, BASE #1 (ARS) | SF | 40,000 | 266 | 4 | 4/5 | 6/5 | 98 | 12/5 | | |
| P312-400 | CLUB, AIRMEN, BLDG. | SF | 17,712 | 290 | 4 | 4/5 | 6/5 | 38 | 12/5 | | |

1033

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

55 — 29 Feb 56 — Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PROJECT CODE | PROJECT DESCRIPTION | UNIT | UNITS | COST | LAT | CONTR % | CONST COST | % COMP | 19 | 20 | % 20 |
| R386-313 | FIRE STA #1C (3 STALL) | SF | 4,796 | 136 | 4 | 4/5 | 6/5 | 99 | 11/5 | | 2/6 |
| S712-400 | PAINT, SHOP, BASE, BLDG. | SF | 7,750 | 193 | 4 | 2/5 | 5/5 | 98 | 12/5 | | 2/6 |

1036

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

56 29 Feb 56 Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| INVENTORY CODE | TO JOINT DESCRIPTION | UNIT | QUANTITY | CAT | PRI | CONTR % | CONST COMPLT | % COMP | PCD EST | PCD CMPLT | PCD % BUD |
| A616-0005 | RUNWAY, PRIMARY | SY | 33,334 | 430 | 4 | 4/4 | 9/55 | 99 | 10/5 | | |
| B131-112 | BULK AVGAS TANK, N/S UG | BL | 1,190 | 33 | 3 | 1/6 | | 1 | 8/6 | | |
| B135-000 | BULK STORAGE, JET FUEL | BL | 25,000 | 100 | 3 | 12/5 | | 4 | 8/6 | | |
| B227-000 | FILL STAND, TRUCK | EA | 1 | 3 | 3 | | | | | | |
| C654-000 | ILAS HARDSTAND | LS | | 33 | 2 | | | | | | |
| C656-000 | ILAS MIDDLE MARKER | LS | | 17 | 2 | | | | | | |
| C658-000 | ILAS OUTER MARKER | LS | | 234 | 2 | | | | | | |
| E317-3005 | HANGAR, NOSE/WG, M/P, STD | SF | 226,160 | 960 | 3 | 2/6 | | 2 | 11/6 | | |
| G311-0005 | DORMITORY, AIRMAN(STORM WINDOWS) | LS | | 185 | 3 | 9/5 | | | 4/56 | | |
| J567-600 | PARK, VEHICLE, ADM, PVD | SY | 13,750 | 108 | 3 | 4/6 | | 5 | 9/6 | | |
| J254-000 | GARBAGE INCINERATOR | EA | 1 | 130 | 3 | 2/6 | | 1 | 12/5 | | |
| K746-000 | LAND, FEE, PURCHASE | AC | 5 | 42 | 1 | 3/6 | | | 3/6 | | |
| K668-000 | LAND, EASEMENT, RIGHT/WAY | AC | 10 | 8 | 1 | 3/6 | | | 3/6 | | |
| P273-330 | CHAPEL, BASE #3 (300) SB | SF | 6,988 | 206 | 3 | 12/5 | | 3 | 2/7 | | |
| P275-320 | CHAPEL, RD. WING, BLDG #2 | SF | 3,375 | 85 | 3 | 12/5 | | | 9/6 | | |
| P317-330 | CLUB, NCO, BLDG #3 | SF | 14,330 | 257 | 3 | 12/5 | | 5 | 12/6 | | |
| P673-400 | HOTN, FIELD HOUSE, BLDG | SF | 33,600 | 592 | 3 | 1/6 | | 5 | 4/7 | | |
| R743-330 | POST OFFICE, CENTRAL #3 | SF | 3,800 | 102 | 3 | 12/5 | | 5 | 12/6 | | |
| R836-340 | SCTY, GUARD HOUSE #4 | SF | 4,100 | 90 | 3 | 12/5 | | 5 | 11/6 | | |
| S212-0001 | AUTO MAINT. SHOP, BASE | SF | 9,600 | 167 | 3 | 1/6 | | 3 | 11/6 | | |

1037

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRAM STATUS REPORT NRP PT. 57 DATE 29 Feb 56 BASE Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | PT | COMPL AUTH | CONST START | % COMP | EST | COMP | CE EST |
| 41-131 | STORAGE, BASE AVFUEL | BL | 110,000 | 380 | 3 | | | | | | |
| 14-457 | OPERATIONS, SQUADRON | SF | 15,404 | 267 | 2 | | | | | | |
| 17-232A | FLIGHT SIMULATOR TNG. | SF | 4,744 | 477 | 3 | | | | | | |
| 17-712- | TARGET INTEL. TRAINING | SF | 9,000 | 216 | 2 | | | | | | |
| 21-426R | AUTO STORAGE, HEATED | SF | 14,400 | 193 | 3 | | | | | | |
| 21-427 | AUTO STORAGE, OPEN | SY | 13,000 | 104 | 3 | | | | | | |
| 12-123 | HYDRANT FUELING SYSTEM | EA | 6 | 60 | 3 | | | | | | |
| 61-241 | HQS. BASE UNIT, A/POLICE | SF | 2,112 | 58 | 2 | | | | | | |
| 71-431 | GARAGE, FAM, HSG. AIRMEN | UN | 160 | 180 | 3 | | | | | | |
| 71-432 | GARGE, F/MSG, OFFICERS | UN | 76 | 85 | 3 | | | | | | |
| 74-275A | COMMISSARY STORE | SF | 9,052 | 195 | 3 | | | | | | |
| 74-388A | EXCHANGE, SALES STORE | SF | 13,340 | 267 | 3 | | | | | | |
| 74-544 | LIBRARY, NON-TECHNICAL | SF | 5,991 | 109 | 3 | | | | | | |
| 74-618A | OPEN MESS, OFFICERS | SF | 9,500 | 222 | 3 | | | | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1059

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

I N D E X


| | |
|---|---|
| Flying Safety | Page 1 |
| Flying Time | Page 2 |
| Aircraft Commission Status - 42D BW | Page 3 |
| Aircraft Commission Status - Squadrons | Page 4 |
| Base Supply Effectiveness | Page 5 |
| Status of Motor Vehicles | Page 6 |
| Housing Status | Page 7 |
| Incidents | Page 8 |
| Courts Martial | Page 9 |
| Venereal Disease | Page 10 |
| A W O L s | Page 11 |


1040

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

I N D E X


| | |
|---|---|
| Government Vehicle Accidents | Page 12 |
| Military Personnel Injuries | Page 13 |
| Civilian Personnel Injuries | Page 14 |
| Separations vs Reenlistments | Page 15 |
| Assets | Page 16 |
| Base Maintenance & Operations (458 Funds - FY 1956) | Page 17 |
| Finance Operating Data | Page 18 |
| Strength Data - As Of 31 January 1956 | Page 19 |
| Manhour Utilization - 42D BW | Page 20 |
| SAC Management Control System - 42D AB GP | Page 21 & 22 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLYING SAFETY

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| PRIMARY AIRCRAFT: | | | | | | |
| Hours Flown | 1629 | 1546 | 1295 | 1489 | 1547 | 1108 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |
| ADMINISTRATIVE AIRCRAFT: | | | | | | |
| Hours Flown | 366 | 423 | 338 | 260 | 193 | 242 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |

SOURCE: WCS & SOS, RCS: 1-AF-A1



FLYING SAFETY



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| B-25 | 96 | 110 | 103 | 50 | 64 | 50 |
| C-45 | 52 | 72 | 10 | 48 | 49 | 52 |
| C-47 | 156 | 145 | 161 | 111 | 65 | 76 |
| C-119 | 24 | 45 | 35 | 23 | 7 | 33 |
| H-19 | 38 | 51 | 29 | 28 | 8 | 31 |
| TOTAL | 366 | 423 | 338 | 260 | 193 | 242 |

SOURCE: WDMM, RCS: 1-AF-A1

FLYING TIME

| | | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|---|
| 69th | Programmed | 365 | 317 | 301 | 331 | 337 | 250 |
| | Actual | 335 | 353 | 241 | 285 | 362 | 210 |
| | Hrs/Acft | 30 | 29 | 22 | 26 | 37 | 28 |
| 70th | Programmed | 365 | 358 | 320 | 314 | 327 | 255 |
| | Actual | 344 | 377 | 274 | 324 | 283 | 277 |
| | Hrs/Acft | 31 | 33 | 27 | 32 | 26 | 36 |
| 75th | Programmed | 380 | 361 | 343 | 271 | 334 | 168 |
| | Actual | 321 | 382 | 273 | 270 | 316 | 120 |
| | Hrs/Acft | 29 | 36 | 25 | 30 | 33 | 16 |
| B-36 | Programmed | 1100 | 1036 | 962 | 916 | 998 | 673 |
| | Actual | 1000 | 1114 | 788 | 879 | 961 | 607 |
| ARS | Programmed | 597 | 450 | 597 | 600 | 564 | 600 |
| | Actual | 629 | 432 | 507 | 610 | 586 | 501 |
| | Hrs/Acft | 30 | 20 | 20 | 28 | 27 | 23 |
| TOTAL | Programmed | 1697 | 1486 | 1561 | 1516 | 1662 | 1273 |
| | Actual | 1629 | 1546 | 1295 | 1489 | 1547 | 1108 |

Page 2

FLYING TIME

1043

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS
42D BOMBARDMENT WING (H)

B-36s

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| Hours on Hand | 23760 | 16023 | 20688 | 22116 | 22767 | 16819 |
| Hours in Commission | 17573 | 10908 | 15208 | 15406 | 14708 | 12603 |
| Rate | 74 | 68 | 74 | 70 | 65 | 75 |
| Hours Out of Commission | 6187 | 5115 | 5480 | 6710 | 8059 | 4216 |
| Rate | 26 | 32 | 26 | 30 | 35 | 25 |
| Hours AOGP | 204 | 378 | 185 | 620 | 881 | 491 |
| Rate | 1 | 3 | 1 | 3 | 4 | 3 |
| Hours AOGM | 3252 | 3071 | 4342 | 3911 | 3164 | 1865 |
| Rate | 14 | 19 | 21 | 17 | 14 | 11 |
| Hours Other Time | 2731 | 1666 | 953 | 2179 | 4014 | 1860 |
| Rate | 11 | 10 | 4 | 10 | 17 | 11 |
| Average Aircraft Possessed | 33 | 32 | 31.6 | 29.8 | 30.5 | 22.8 |

SOURCE: WDMM, RCS: 1-AF-A1

Page 3

AIRCRAFT COMMISSION STATUS

1044

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS

| | 69th Bm Sq | | 70th Bm Sq | | 75th Bm Sq | | 42d ARS | |
|---|---|---|---|---|---|---|---|---|
| | JAN | FEB | JAN | FEB | JAN | FEB | JAN | FEB |
| Hours on Hand | 7440 | 5351 | 8184 | 6057 | 7143 | 5411 | 16368 | 15312 |
| Hours in Commission | 5472 | 3939 | 4330 | 4469 | 4906 | 4195 | 14312 | 11150 |
| Rate | 74 | 74 | 53 | 74 | 69 | 78 | 87 | 73 |
| Hours Out of Commission | 1968 | 1412 | 3854 | 1588 | 2237 | 1216 | 2056 | 4162 |
| Rate | 26 | 26 | 47 | 26 | 31 | 22 | 13 | 27 |
| Hours AOCP | 36 | 0 | 352 | 0 | 493 | 491 | 136 | 580 |
| Rate | 1 | 0 | 4 | 0 | 7 | 9 | 1 | 4 |
| Hours AOCM | 1208 | 755 | 1312 | 742 | 644 | 368 | 910 | 2657 |
| Rate | 16 | 14 | 16 | 12 | 9 | 7 | 6 | 17 |
| Hours Other Time | 724 | 657 | 2190 | 846 | 1100 | 357 | 1010 | 925 |
| Rate | 9 | 12 | 27 | 14 | 15 | 6 | 6 | 6 |
| Average Aircraft Possessed | 9.8 | 7.4 | 11 | 7.7 | 9.7 | 7.7 | 22 | 22 |

SOURCE: WDMM, RCS: 1-AF-A1





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE SUPPLY EFFECTIVENESS

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| Depot Supply Action | 72 | 74 | 76 | 78 | 90 | 90 |
| Base Supply Action | 81 | 79 | 83 | 88 | 88 | 93 |
| Reparable Action | 98 | 99 | 98 | 95 | 99 | 99 |
| Stock Record Cards | 23337 | 23097 | 22954 | 17670 | 17670 | 18999 |
| Line Items Processed | 21320 | 19642 | 14785 | 15360 | 21289 | 20789 |
| Percent Inventory Taken | 51 | 61 | 84 | 100 | 20.9 | NR |
| Percent Inventory Error | 5 | 4 | 5 | 6 | 3.8 | NR |
| Line Items in LP Store | 6650 | 6655 | 6555 | 6555 | 6850 | 6850 |
| Line Items Issued LP Store | 2044 | 1904 | 1535 | 1480 | 1724 | 2270 |
| Pipeline Time - Days | | | | | | |
| GSA Store Items | 31 | 46 | 59 | 82 | 54 | 59 |
| GSA Supplies | 33 | 47 | 43 | 46 | 54 | 32 |
| Local Purchase | 23 | 35 | 43 | 40 | 44 | 41 |
| Petty Cash Purchase | 21 | 31 | 36 | 43 | 44 | 47 |

SOURCE: BMS, BCS: AF-32





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATUS OF MOTOR VEHICLES

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| Vehicle Days Assigned | 25080 | 26009 | 25200 | 26691 | 27063 | 25317 |
| Days VDP | 366 | 148 | 299 | 466 | 720 | 837 |
| Rate | 1.5 | .5 | 1.2 | 1.7 | 2.7 | 3.3 |
| Days VDM | 796 | 690 | 839 | 890 | 958 | 1061 |
| Rate | 3.2 | 2.7 | 3.3 | 3.3 | 3.5 | 4.2 |
| Total Vehicle Days Lost | 1162 | 838 | 1138 | 1356 | 1678 | 1898 |
| Rate | 4.7 | 3.2 | 4.5 | 5.0 | 6.2 | 7.5 |
| Air Division Vehicles Authorized | 577 | 577 | 577 | 577 | 577 | 577 |
| Air Div & Tenant Veh Assigned | 836 | 839 | 840 | 861 | 873 | 873 |

SOURCE: MVS, RCS: SAC-K1

STATUS OF MOTOR VEHICLES

Page 6



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## HOUSING STATUS

**Authorized Troop Housing**
(750 spaces are reserved)

| | |
|---|---|
| Officer | 156 |
| Airman | 4059 |
| Civilian | 46 |
| | 4261 |

| Troop Housing Occupied | Dec | Jan | Feb |
|---|---|---|---|
| Officer | 129 | 123 | 122 |
| Airman | 2856 | 3083 | 3072 |
| Soldier 548th AAA | 284 | 286 | 286 |
| Civilian | 11 | 10 | 8 |
| Total | 3280 | 3402 | 3488 |

**Officer Appropriated Housing**

| | Dec | Jan | Feb |
|---|---|---|---|
| No Apts Completed | 80 | 80 | 80 |
| No Apts Occupied | | | |
| Officer | 30 | 35 | 43 |
| Airman | 35 | 43 | 32 |

**Airman Appropriated Housing**

| | Dec | Jan | Feb |
|---|---|---|---|
| No Apts Completed | 160 | 160 | 160 |
| No Apts Occupied | 160 | 160 | 160 |

**Officer Wherry Housing**

| | Dec | Jan | Feb |
|---|---|---|---|
| No Apts Completed | 510 | 510 | 510 |
| No Occupied | | | |
| Officer | 477 | 473 | 483 |
| Civilian | 15 | 15 | 15 |

**Airman Wherry Housing**

| | Dec | Jan | Feb |
|---|---|---|---|
| No Apts Completed | 990 | 990 | 990 |
| No Occupied | | | |
| Airman | 929 | 930 | 960 |
| Civilian | 15 | 14 | 18 |

**Personnel Living in Local Area** (Includes 548th & 3080th)

| | Dec | Jan | Feb |
|---|---|---|---|
| Officer | 55 | 58 | 58 |
| Airman | 360 | 389 | 373 |
| Civilian | 559 | 554 | 631 |

HOUSING STATUS





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

INCIDENTS

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| Traffic Accidents (Military & Civilian): | | | | | | |
| On Base | 10 | 6 | 6 | 15 | 9 | 12 |
| Off Base | 10 | 1 | 6 | 8 | 0 | 3 |
| Traffic Violations (Military & Civilian): | | | | | | |
| On Base | 25 | 42 | 40 | 41 | 43 | 57 |
| Off Base | 60 | 33 | 25 | 28 | 9 | 22 |
| Security Violations | 0 | 0 | 0 | 0 | 0 | 0 |
| Serious Crimes | 0 | 4 | 1 | 2 | 2 | 0 |
| Drunk and Disorderly | 1 | 15 | 0 | 0 | 0 | 3 |
| Article 15s | 20 | 43 | 14 | 23 | 19 | 33 |
| Reports of Theft | 1 | 0 | 0 | 0 | 10 | 31 |

SOURCE: BPM, RCS: AF-Y7

INCIDENTS





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## COURTS MARTIAL

| | DEC | JAN | FEB | | DEC | JAN | FEB |
|---|---|---|---|---|---|---|---|
| Hq 42d BW | 0/0/0 | 0/0/0 | 0/0/0 | Hq 45th AD | 0/0/0 | 0/0/0 | 0/0/0 |
| 69th Bm Sq | 0/1/0 | 0/0/1 | 0/0/1 | Hq 42d AB Gp | 0/1/0 | 0/0/2 | 0/1/0 |
| 70th Bm Sq | 0/0/0 | 0/0/0 | 0/0/2 | 42d Opns Sq | 0/0/1 | 0/0/1 | 0/1/0 |
| 75th Bm Sq | 0/0/0 | 0/0/0 | 0/0/2 | 42d Supp Sq | 0/0/1 | 0/0/0 | 0/0/0 |
| 42d PMS | 0/0/0 | 0/0/0 | 0/0/0 | 42d Mtr Veh Sq | 0/0/0 | 0/0/0 | 0/0/0 |
| 42d FMS | 1/0/1 | 0/0/2 | 0/0/1 | 42d AP Sq | 0/3/2 | 1/0/1 | 0/2/3 |
| 42d A&E Sq | 0/0/1 | 0/0/3 | 0/0/0 | 42d Fd Sv Sq | 0/0/1 | 0/0/2 | 0/3/5 |
| 42d TAC Hosp | 0/0/0 | 0/0/0 | 0/0/0 | 42d Inst Sq | 0/1/1 | 0/0/0 | 0/0/0 |
| 42d ARS | 0/0/0 | 0/1/0 | 0/0/0 | 4034th Hosp | 0/0/0 | 0/0/0 | 0/0/0 |
| | | | | 524th Band | 0/0/0 | 0/0/0 | 0/0/0 |
| TOTAL | 1/1/2 | 0/1/6 | 0/0/6 | TOTAL | 0/5/6 | 1/0/6 | 0/7/8 |

SOURCE: JA

General / Special / Summary





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## VENEREAL DISEASE

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 1 | 2 | 1 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 1 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 1 | 1 | 2 | 1 | 2 |
| 42d PMS | 0 | 2 | 0 | 1 | 0 | 0 |
| 42d FMS | 1 | 1 | 2 | 0 | 1 | 2 |
| 42d A&E Sq | 0 | 0 | 2 | 0 | 0 | 1 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 1 |
| 42d ARS | 1 | 1 | 0 | 0 | 1 | 1 |
| TOTAL | 2 | 6 | 8 | 4 | 3 | 7 |

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 0 | 1 | 1 | 0 | 1 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 1 | 0 |
| 42d Supp Sq | 1 | 1 | 1 | 0 | 0 | 0 |
| 42d Mtr Veh Sq | 1 | 1 | 0 | 0 | 0 | 0 |
| 42d AP Sq | 0 | 0 | 1 | 0 | 0 | 1 |
| 42d Fd Sv Sq | 1 | 0 | 0 | 2 | 0 | 0 |
| 42d Inst Sq | 0 | 0 | 3 | 0 | 1 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 3 | 2 | 6 | 3 | 2 | 2 |

SOURCE: MED





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## A W O L s

| | SEP | OCT | NOV | DEC | JAN | FEB | | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 0 | 0 | 0 | 0 | Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 1 | 0 | 0 | 0 | 1 | 2 | Hq 42d AB Gp | 0 | 2 | 1 | 0 | 2 | 1 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 2 | 0 | 1 | 0 | 1 | 1 | 42d Supp Sq | 0 | 0 | 0 | 0 | 2 | 0 |
| 42d PMS | 0 | 0 | 0 | 0 | 0 | 0 | 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 1 |
| 42d FMS | 0 | 0 | 2 | 1 | 1 | 0 | 42d AP Sq | 0 | 3 | 1 | 2 | 1 | 3 |
| 42d A&E Sq | 2 | 0 | 0 | 0 | 2 | 1 | 42d Fd Sv Sq | 3 | 1 | 0 | 3 | 5 | 2 |
| 42d TAC Hosp | 0 | 1 | 0 | 0 | 1 | 0 | 42d Inst Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 1 | 0 | 0 | 0 | 0 | 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 5 | 2 | 3 | 1 | 6 | 4 | TOTAL | 3 | 6 | 2 | 5 | 10 | 7 |

SOURCE: BPM





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## GOVERNMENT VEHICLE ACCIDENTS

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 1 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d PMS | 0 | 0 | 0 | 0 | 1 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d A&E Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 2 | 0 |

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Mtr Veh Sq | 0 | 0 | 1 | 1 | 0 | 0 |
| 42d AP Sq | 1 | 0 | 0 | 0 | 0 | 0 |
| 42d Fd Sv Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Inst Sq | 0 | 1 | 0 | 0 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1 | 1 | 1 | 1 | 0 | 0 |

SOURCE: BOS







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## MILITARY PERSONNEL INJURIES

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| Hq 42d Bm Wg | 1 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 1 | 1 | 0 | 3* |
| 70th Bm Sq | 0 | 2** | 0 | 0 | 0 | 1 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d PMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 1 | 0 | 2 | 0 | 0 | 0 |
| 42d A&E Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 1 | 0 | 0 | 1 | 0 | 1 |
| TOTAL | 3 | 2** | 3 | 2 | 0 | 5* |

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 0 | 0 | 0 | 0 | 2 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 1 | 1 |
| 42d Supp Sq | 0 | 0 | 0 | 0 | 0 | 1 |
| 42d Mtr Veh Sq | 0 | 0 | 0 | 1 | 0 | 0 |
| 42d AP Sq | 1 | 0 | 0 | 1* | 0 | 0 |
| 42d Fd Sv Sq | 0 | 0 | 2** | 1 | 0 | 0 |
| 42d Inst Sq | 0 | 1 | 0 | 0 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1 | 1 | 2** | 3* | 1 | 4 |

SOURCE: BOS

Each * indicates one fatility





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## CIVILIAN PERSONNEL INJURIES

| | SEP | OCT | NOV | DEC | JAN | FEB | | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hq 42d Bm Wg | 0 | 0 | 0 | 0 | 0 | 0 | Hq 49th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | Hq 42d AD Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Supp Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 | 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 | 42d AF Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d AMS Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Fd Sv Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 | 42d Inst Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 | 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 |

SOURCE: HCS





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SEPARATIONS vs REENLISTMENTS

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| Sq 42d Bm | 2/2 | 3/1 | 2/0 | 3/0 | 7/0 | 4/0 |
| 69th Bm Sq | 8/3 | 5/2 | 11/0 | 11/5 | 7/1 | 11/2 |
| 70th Bm Sq | 6/2 | 14/7 | 11/1 | 14/4 | 11/1 | 12/0 |
| 75th Bm Sq | 11/12 | 10/4 | 13/1 | 13/4 | 10/0 | 16/0 |
| 42d FMS | 14/0 | 8/0 | 2/1 | 13/2 | 6/2 | 24/1 |
| 42d FMS | 21/9 | 34/12 | 24/4 | 33/8 | 21/6 | 41/6 |
| 42d A&E Sq | 8/1 | 6/2 | 3/1 | 7/3 | 2/1 | 6/4 |
| 42d TAC Hos | 11/3 | 7/1 | 7/2 | 6/4 | 1/0 | 4/0 |
| 42d ARS | 2/1 | 5/2 | 4/0 | 2/0 | 5/1 | 11/1 |
| TOTAL | 85/33 | 77/10 | 70/15 | | | |
| | 92/31 | 102/30 | 129/14 | | | |

| | SEP | OCT | NOV | DEC | JAN | FEB |
|---|---|---|---|---|---|---|
| Sq 25th AD | 0/0 | 2/0 | 0/0 | 0/0 | 2/0 | 2/0 |
| Sq 42d AF Gp | 17/4 | 7/2 | 6/3 | 14/5 | 3/0 | 7/1 |
| 42d Opns Sq | 4/1 | 6/0 | 5/2 | 12/1 | 8/1 | 6/1 |
| 42d Supp Sq | 12/1 | 13/4 | 11/2 | 16/6 | 8/4 | 11/2 |
| 42d Mtr Veh Sq | 11/6 | 13/3 | 22/4 | 11/3 | 10/1 | 22/7 |
| 42d AF Sq | 11/1 | 5/2 | 14/3 | 4/1 | 8/0 | 7/3 |
| 42d Ft Sv Sq | 15/5 | 8/2 | 3/1 | 7/2 | 4/1 | 20/2 |
| 42d Inst Sq | 9/3 | 10/5 | 4/2 | 13/4 | 7/2 | 15/6 |
| 4034th Hosp | 1/0 | 0/0 | 0/0 | 0/0 | 1/0 | 0/0 |
| 524th Band | 0/0 | 0/0 | 1/0 | 1/0 | 2/0 | 0/0 |
| TOTAL | 80/21 | 65/18 | 54/9 | | | |
| | 61/18 | 83/23 | 67/22 | | | |

SEPARATIONS / REENLISTMENTS

SOURCE: BPRS







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

## ASSETS

The assets or goods and property owned and operated by Loring Air Force Base are:

| | |
|---|---|
| Inventories (Controlled by Base Supply) | $ 29,758,841.50 |
| Equipment in Use - UAL | 24,898,565.79 |
| Equipment in Use - Other | 5,773,743.67 |
| Land & Land Improvements | 1,754,417.78 |
| Pavement & Runways | 15,781,527.55 |
| Buildings and Structures | 47,623,[illegible].40 |
| Utility Plants & Systems | 30,858,[illegible].31 |
| Construction in Progress | 202,714.88 |
| Accounts Receivable (Money owed to Loring) | 85,454.61 |
| Total Assets | $156,731,029.49 |

SOURCE: BCBA



CONFIDENTIAL - BUDGET & ACCOUNTING DIV

1052

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE MAINTENANCE AND OPERATIONS (A&M FUNDS - FY 1956)

Obligations to 29 February 1956

| | | | |
|---|---|---|---|
| Fuel Oil | $ 370,001 | Commercial Communications | $ 82,297 |
| Gasoline | 126,044 | Commercial Transportation | 135,746 |
| Motor & Lub Oil | 53,108 | FICA | 7,019 |
| Supplies Used - LP Store | 378,401 | Travel | 116,439 |
| Equipment | 58,983 | Laundry & Dry Cleaning | 19,292 |
| Cont Maint of Motor Vehicles | 16,159 | Cont Maint of Real Property | 33,407 |
| Cont Maint of Equipment | 2,239 | Civilian Personnel | 1,282,636 |
| Cont Services | 11,132 | Off-Duty Education Program | 1,384 |
| Purchased Utilities | 1,960 | | |
| | | TOTAL | $2,696,247 |

SOURCE: BCSA

Page 17

COMPTROLLER- BUDGET & ACCOUNTING DIV



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FINANCE OPERATING DATA

| | DEC | JAN | FEB |
|---|---|---|---|
| Gross Disbursements | $2,308,014 | $1,649,734 | $1,229,652 |
| Gross Collections | $ 128,349 | $ 134,712 | $ 155,120 |
| Personnel Salaries | | | |
| Officers | $ 304,549 ( 726) | $ 279,385 ( 738) | $ 299,082 ( 703) |
| Airmen | $ 328,705 (5157) | $ 566,074 (5321) | $ 562,450 (5270) |
| Civilians | $ 193,249 ( 669) | $ 210,868 ( 673) | $ 202,758 ( 664) |
| Total Personnel Salaries | $ 826,503 (6552) | $1,056,327 (6732) | $1,064,290 (6637) |
| Travel & Per Diem Vouchers-No. | 1,626 | 1143 | 751 |
| Commercial Vouchers-No. | 609 | 402 | 1096 |
| Commercial Discounts Taken | $ 1,060 | $ 286 | $ 239 |
| Mil Pay Records Transferred-No. | 59 | 63 | 96 |
| No. of Sep Pymts (Excl of Reenl) | 306 | 201 | 254 |
| Savings Bonds | $ 40,950 | $ 17,170 | $ 20,451 |
| Treasury Checks Written-No. | 10,004 | 5,243 | 5,349 |
| Authorized Personnel | 27 | 27 | 27 |
| Assigned Personnel | 24 | 24 | 25 |

SOURCE: BCF

(Figures shown in parenthesis indicate No. of Pers. Paid)

COMPTROLLER - FINANCE OFFICE

Page 18

1059

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STRENGTH DATA - AS OF 29 FEBRUARY 1956

| | OFF | | AMN | | CIV | | | OFF | | AMN | | CIV | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD | | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD |
| Hq 45th AD | 10 | 9 | 7 | 10 | 3 | 4 | Hq 42d AB Gp | 55 | 57 | 258 | 323 | 73 | 62 |
| Hq 42d BW | 48 | 48 | 122 | 152 | 3 | 3 | 42d Opns Sq | 11 | 10 | 161 | 184 | 3 | 3 |
| 69th Bm Sq | 63 | 95 | 166 | 182 | 0 | 0 | 42d Supp Sq | 18 | 16 | 345 | 322 | 96 | 101 |
| 70th Bm Sq | 63 | 101 | 166 | 193 | 0 | 0 | 42d Mtr Veh Sq | 6 | 5 | 210 | 248 | 36 | 42 |
| 75th Bm Sq | 63 | 96 | 166 | 184 | 0 | 0 | 42d AP Sq | 10 | 6 | 342 | 295 | 0 | 0 |
| 42d PMS | 5 | 5 | 278 | 157 | 0 | 0 | 42d Fd Sv Sq | 4 | 1 | 266 | 215 | 0 | 0 |
| 42d FMS | 8 | 7 | 702 | 623 | 32 | 31 | 42d Inst Sq | 6 | 4 | 273 | 250 | 309 | 302 |
| 42d A&E Sq | 12 | 8 | 277 | 410 | 0 | 0 | 524th Band | 1 | 0 | 19 | 15 | 0 | 0 |
| 42d ARS | 100 | 94 | 224 | 176 | 0 | 0 | | | | | | | |
| 42d TAC Hosp | 36 | 32 | 137 | 137 | 0 | 0 | TOTAL 45th AD | 535 | 611 | 4138 | 4084 | 590 | 582 |
| 4034th USAF H | 16 | 17 | 19 | 8 | 35 | 34 | TENANT PERS | 147 | 132 | 1125 | 1134 | 72 | 68 |
| | | | | | | | LAFB TOTAL | 682 | 743 | 5263 | 5218 | 662 | 650 |

SOURCE: MANPOWER AUTHORIZATIONS
RCSS: SAC-P12 & ASSIGNED STRENGTH
CIV PER: CIVILIAN PERSONNEL ASSIGNED AF-1324



COMPTROLLER - STATISTICAL SERVICES DIV



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTROLLER - STATISTICAL SERVICES DIV

MANHOUR UTILIZATION
42D BOMB WING - FEBRUARY 1956

| UNIT | Direct | Prod Indirect | Non Prod Indirect | Absent | Loaned | Over Time | Borrowed | Assigned | Avail |
|---|---|---|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 7096.8 | 32.8 | 3402.6 | 106.5 | 436.2 | 47.4 | 4874.0 | 7129.6 |
| 69th Bm Sq | 8317.7 | 4046.2 | 244.7 | 7267.1 | 464.0 | 701.2 | 302.4 | 17712.0 | 13608.6 |
| 70th Bm Sq | 9476.3 | 4713.1 | 240.6 | 7796.4 | 1017.6 | 1281.1 | 2661.8 | 19288.0 | 14400.9 |
| 74th Bm Sq | 488.4 | 1470.2 | 36.0 | 7904.0 | 7186.0 | 330.7 | 3.0 | 17226.4 | [illegible] |
| 42d ARS | 7983.1 | 3672.4 | 320.8 | 3345.8 | 0.0 | 1176.7 | 0.0 | 17343.4 | 3418.3 |
| 42d A&E Sq | 10871.5 | 22291.2 | 6609.7 | 26009.0 | 2110.7 | 3411.6 | 270.1 | 64297.4 | 40071.4 |
| 42d FMS | 27721.6 | 13007.4 | 1417.8 | 13637.2 | 4801.4 | 3291.9 | 4344.4 | 94188.0 | 64126.8 |
| 42d PMS | 11223.0 | 6450.8 | 247.7 | 8734.6 | 141.6 | 1244.6 | 1486.8 | 24030.6 | 17861.5 |
| 42d Opns Sq | 3667.9 | 3286.3 | 294.7 | 2881.5 | 289.0 | 1990.9 | 621.0 | 8313.5 | 7218.4 |
| Total | 80619.7 | 86696.8 | 11784.8 | 101721.0 | 16366.1 | 13455.1 | 12333.0 | 270630.4 | 179402.3 |

SOURCE: BCSS, SAG-U22, Part 3





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC MANAGEMENT CONTROL SYSTEM - 42D AIR BASE GROUP

SAC STATEMENT FOR DEC QTR

| | PTS POSS | UPPER QUARTILE SAC % | 8TH AF % | 42D AB GP SCORE % | JANUARY % | FEBRUARY % | DIFFERENCE + or - |
|---|---|---|---|---|---|---|---|
| PERSONNEL | | | | | | | |
| a. MIRS - Officers | 30 | 40 | 40 | 20 | 40 | 50 | + 10 |
| Airmen | 85 | 40 | 50 | 10 | 10 | 10 | |
| b. AWOL Rate | 50 | 100 | 100 | 80 | 20 | 50 | + 30 |
| c. Ree-listment Rate | 50 | 40 | 30 | 30 | 20 | 40 | + 20 |
| d. Open Mess - Officers | 25 | 90 | 100 | 80 | 100 | 100 | |
| - NCO | 25 | 80 | 90 | 80 | 100 | 100 | |
| MATERIEL | | | | | | | |
| a. Supply Management | 240 | 87 | 88 | 73 | 73.5 | 97.1 | + 23.6 |
| b. Instl Costs I-cident to Maint | 60 | 90 | 90 | 90 | 90 | 90 | |
| c. Base Commissary Ma-agement | 50 | 55 | 64 | 75 | 90 | 80 | - 10 |
| d. Base Exchange Ma-agement | 80 | 89 | 90 | 79 | NS | NS | |
| e. Medical-Dental Supply Mgt | 40 | 70 | 90 | 50 | 40 | 70 | + 30 |
| f. Food Service Management | 40 | 80 | 80 | 100 | 90 | 90 | |







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC MANAGEMENT CONTROL SYSTEM - 42D AIR BASE GROUP (CONT'D)

| | PTS POSS | SAC STATEMENT FOR DEC QTR: SAC % | UPPER QUARTILE: 8TH AF % | 42D AB GP SCORE % | JANUARY % | FEBRUARY % | DIFFERENCE + or - |
|---|---|---|---|---|---|---|---|
| g. Serviceable Inv Turnover Rate | | | Not Scored | | 24.1 | 44.4 | + 20.3 |
| h. Automotive Maintenance | | | Not Scored | | NS | 85 | |
| GENERAL | | | | | | | |
| a. Base Support Operating Costs: | | | | | | | |
| (1) Ratio of Personnel | 60 | 90 | 80 | 40 | 40 | 30 | - 10 |
| (2) Support Personnel Costs | 40 | 90 | 100 | 70 | 60 | 70 | + 10 |
| (3) Support Supply Costs | 70 | 100 | 100 | 10 | 10 | 10 | |
| (4) Support Contractual Services & "Other" Costs | 30 | 80 | 70 | 70 | 100 | 100 | |
| b. Flying Safety | 70 | 100 | 100 | 100 | 100 | 100 | |
| c. Ground Safety | 70 | 80 | 65 | 65 | 100 | 70 | - 30 |
| TOTAL | 1115 | 71 | 67 | 62 | 59 | 66 | |

SOURCE: BCMA







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LORING AIR FORCE BASE

FEBRUARY 1956

# FIGGERS & FACTS

PERSONAL COPY OF I.S.O.

PREPARED BY DIRECTOR OF COMPTROLLER - MANAGEMENT ANALYSIS DIVISION

1064

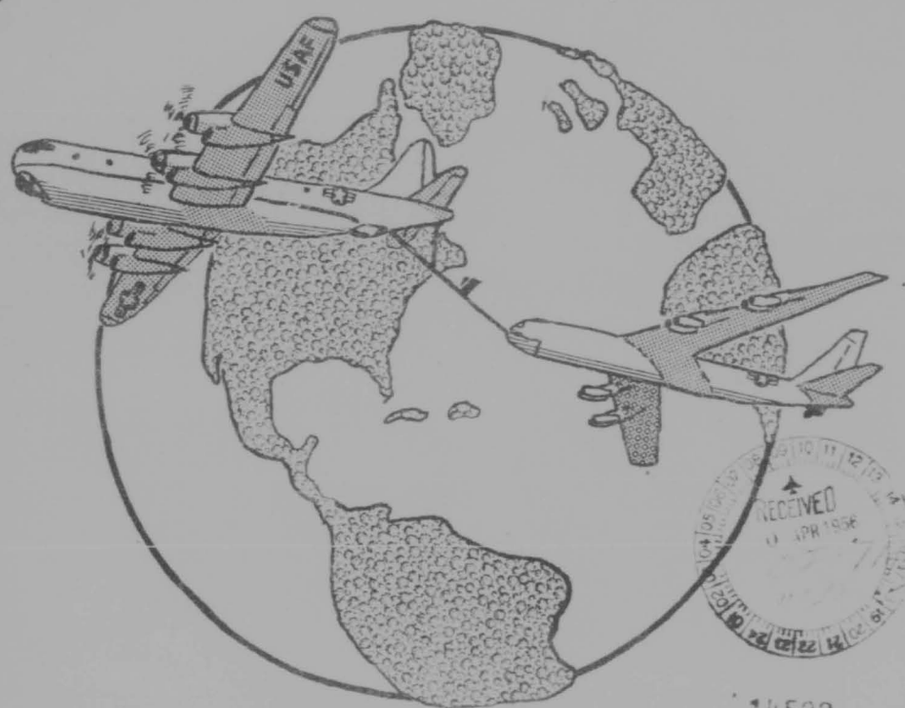
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

# HISTORY

OF




RECEIVED
APR 1956

14522

# 45TH AIR DIVISION

RSI
S15064
628143

SECRET

1069

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
45TH AIR DIVISION (SAC)
LORING AIR FORCE BASE, MAINE.

ISO-H

26 APR 1956

SUBJECT: Transmittal of the History of the 45th Air Division (SAC) for the month of March 1956 (RCS: AU-D5).

TO: Commander
Eighth Air Force
Westover Air Force Base
Chicopee Falls, Mass.
Attn: Command Historian

1. Transmitted herewith is the (Unclassified) History of the 45th Air Division (SAC) (SECRET) for the month of March 1956 (RCS: AU-D5).

2. When inclosure one (1) is withdrawn or not attached, the classification of this correspondance will be changed to unclassified.

FOR THE COMMANDER:

Richard L. Kally

RICHARD L. KALLY
2d Lt. USAF
ASTADJ

1 Incl
Hist Rept
(quad)

HSI Cont No
S 15664

SECRET

628148

1070

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 MARCH 1956 ____ 31 MARCH 1956

Prepared for the Historical Section of
the Information Services Office,
42d Air Base Group, by Major Peter C. E.
Bekker, (Historical Officer) and Technical
Sergeant Donald F. Gilbride on 25 April 1956.

(Eighth Air Force, Strategic Air Command)

W. K. Martin
Brig. Gen., USAF
Commander

Peter C. E. Bekker
Major, USAF
Historical Officer
(Information Services
Officer)

Donald F. Gilbride
Technical Sergeant, USAF
AF-11176258
Historian



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WILLIAM K. MARTIN

BRIGADIER GENERAL

COMMANDER

(Brigadier General Martin, Commander, Receiving 8th Air Force Judo Trophy from the Officer in Charge of Lering Judo Team, 1st Lieutenant Richard C. Seidenzahl.)



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1073

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTENTS


| Chapter | Title | Page |
|---|---|---|
| Foreward | | |
| Chronology | | |
| Narrative | | Pages 1 thru 12 |
| I | ORGANIZATION AND ADMINISTRATION | 1 |
| | Brief Unit History | 1 |
| | March Developments | 6 |
| | MISSION | 7A |
| II | PERSONNEL | 8 |
| III | MATERIEL | 10 |
| IV | MISCELLANEOUS | 11 |
| Roster of Key Personnel | | |
| Bibliography | | |
| List of Exhibits | | |
| Exhibits | | |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# F O R E W O R D

This report contains the history of the 45th Air Division (SAC) from the period 1 March through 31 March 1956. The origin and organization of this air division are recounted along with important activities-- mission and mission implementations, operations and training, supply, maintenance, personnel and facilities-- being emphasized for the reporting period.

The information contained herein, relative to the history of the 45th Air Division at Loring Air Force Base, Maine, a unit of the Eighth Air Force (SAC), covers activities of the 42d Air Base Group and assigned squadrons, the 4834th USAF Hospital and division headquarters. It is related to previous monthly histories of this air division since activation.

The present report was supervised by Major Peter L. E. Bekker, USAF, Historical Officer (Information Services Staff Officer), and written by Technical Sergeant Donald F. Gilbride, Historical Technician.

Like other months' reports, this history is subject to revision and additional information or suggested corrections will be welcomed.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHRONOLOGY

| Date | Activity | Page |
|---|---|---|
| 17 March | Gen. Martin TDY to Castle Air Force Base, California | 6 |
| 1-31 March | Loring Participates in United Fund Campaign | 6 |
| 2 March | NCO Club Construction Date Set | 6 |
| 14 March | Rehabilitation School Starts | 11 |
| 26 March | 71st ADLFS TDY to Loring | 11 |
| 29 March | Heat Pad Tests Concluded | 12 |
| 30 March | Mobile Fuel Calibrating Assembly Developed | 12 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## ORGANIZATION, ADMINISTRATION AND PERSONNEL

### Brief Unit History

The 421 Heavy Bombardment Wing was activated at Limestone AFB, Maine, on 25 February 1953 and was assigned to the Eighth AF.[1] Actually, the 421 was 're-activated'. The parent unit to the 421 Bomb Wing was the 421 Bomb Group, Medium, AAF, which had served in the South Pacific during WW II.[2]

The three primary squadrons of the World War II bomb group--the 69th, 70th and 75th[3]--were again 're-activated' with the 421 Wing.[4] Actually, these bomb squadrons flew the B-25 "Mitchell" bombers and were designated "Medium".[5] When activated again in 1953, the squadrons were re-designated "Heavy" and the B-36 "Peacemaker" bomber became the primary aircraft.

During the fighting in the Pacific, the 421 Medium Bomb Group distinguished themselves by winning many battle credits

---

1. SAC GO 10, 25 Feb 53 (per WAF Ltr, 322 (AFOMO 410b), 24 Mar 53).
2. USAF Hist Div Study, Sep 55: "Hist Data per 421 Bomb Group, Medium, AAF".
3. Ibid., also "Hist Data per 69th, 70th and 75th Bomb Squas (M)".
4. SAC GO 10.
5. KO Ltr, AS 320.2 (10-17-60), MHist) M-C, 20 Nov 60.
6. DAF Ltr, 322 (AFOMO 410b), 24 Mar 53).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

and a Distinguished Unit Citation.[7]

In 1945, while stationed in Japan, the 421 Base Group deactivated.[8]

In the same year--1945--a seemingly unrelated event was taking place back in the U.S.: Construction of a small airstrip in the northern part of Maine. Seven years later, as "Limestone"[9] AFB, the 421 was re-activated.

Original construction of the base itself was begun in the winter of 1946-47. During the initial construction period, up to the winter of 1952-53, Limestone AFB was garrisoned by a small group of AF personnel.[10] The base did not come under the jurisdiction of SAC until February 1953.[11]

When the 421 Base Wing was activated, the construction program went into high gear. Hangars, docks, an extension to the runway,[12] barracks--many important facilities were initiated.

---

7. Battle Streamer awarded group for China Defensive and Offensive (Cpt 1, Hq, 12th AF, 10 Jun 46), and for action in the Ryukyu Archipelago, Luzon, New Guinea, Northern Celebes (WD GO 12, 12 Feb 46) and Southern Philippines (AG GO 29, 21 Apr 48). For a mission near Balikpapan on the Isle of Ceram, Netherlands East Indies from 23-27 Jun 44, the group received a Distinguished Unit Citation (WD GO 44, 13 May 46).
8. GO 2, Hq 5th AF, 20 Apr 46, pursuant to instructions in WD Ltr, AG 322 (26 Mar 46), GA-1-E-M, 28 Mar 46.
9. Named after Limestone village, 7mi. from Base.
10. When first assigned, Jun 50, this group was designated a base detachment. Later, re-designated 4215th Base Service Sqdn, then, 4215th Air Base Sqdn (the latter disestablished per SAC GO 10, when the 421 Wing was activated).
11. SAC GO 18, 21 Apr 53.
12. See Below, Chapter III.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The first F-86F aircraft arrived the last of March '53, just a few weeks after the wing was activated. In April '53, the wing launched its first training missions. By October '53, not quite nine months after the wing was activated, the F-86 crews were flying more than 1,000 hours a month.[13]

At the time of activation, Brig. Gen. (then Colonel)[14] Bertram C. Harrison, USAF, was named commander. When the 49th Air Division was activated on 8 October 1954,[14] Gen. Harrison became new division commander and Col. Jerome Tarter, USAF, took over as commander of the wing.[15]

The 49th Air Division Headquarters became highest base echelon upon activation in October '54.[16] Another important change occurred in October '54, when the base was officially dedicated and renamed "Loring" on the first day of that month in honor of Maj. Charles J. Loring, Jr., a Maine jet ace awarded the Congressional Medal of Honor, posthumously, for action in Korea.[17]

Before the air division came into being, the 42d Bomb Wing Headquarters was the highest base echelon. The supporting unit to the wing, the 42d Air Base Group, had been

---

13. Identical as Chapter awarded KCO by Command, 3 Dec 53. 14. GAO 20 Op, 8 Oct 54 (Doc. I).
15. Officers' Master GOAD, single activation (SCS: SAF-PI). See also Freedlander, Chaim, Col. Tarter.
16. See 49th Air Div Organ Chart, Exhibit #1.
17. AAF AG ltr, 15 Sep 54 (para 6).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

activated with the wing in 1955.[18] Under the division set up the wing and air base group received equal status, i.e., later communication with each other.[19]

The primary squadrons, previously neutralized, were augmented in February 1955, with activation of the 42d Air Refueling Squadron (Heavy).[20] The KC-97 tanker aircraft took its place on the flight line next to the bomb squadrons' B-36s.

Activated with the wing to render maintenance support were the 42d [illegible] Maintenance Squadron, 42d Periodic Maintenance Squadron and 42d Field Maintenance Squadron.[21] A medical group was also activated (see below).[22] Necessary base support was made possible by the activation of the air base group squadrons,[23] and special attached units to group headquarters.[24]

Organizationally, the 42d Wing Headquarters was set up in two sections--the coordinating staff and the personnel-specialist staff--which are directly responsible to the wing commander

---

18. SAC GO 10, Actually "Re-activated". WW II parent was 42d Service Group, AAF, disbanded in Belgium, 1945. [Ltr, Hq IX AF Service Command, 22 May 45 (pursuant to WD Ltr, AG 322 GB-I-AFMPS-M, 4 Apr 45)].
19. SAC GO 10. See also Exhibit #1.
20. SAC GO 14, 5 Dec 54.
21. SAC GO 10.
22. Ibid.
23. See Exhibit #1.
24. Ibid., listed, they are: [illegible]th AAA Bn. (U.S. Army), 1076th AACS (MATS), 3-7 Weather Det (MATS), 3080th Activities Repat Gp (ARC), OSI Det, 524th AF Band and Resident Auditors.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

der.[25] The wing coordinating staff--the directorates of personnel, material and operations--work on equal status with personnel, material and operations directorates of the 42d Air Base Group Headquarters, and both staffs are responsible to the division directorates.[26] The wing headquarters personnel-specialist staff includes[27] the comptroller, adjutant, air inspector, office of safety[28] and headquarters squadron.

The 42d Medical Group, activated as a wing unit in February '53,[29] had been operating the base hospital function since activation. In February '54, after being activated one year, the 42d Medical Group was re-designated the 42d Tactical Hospital.[30] A month later, in March '54, the base hospital that had been functioning since February '53, was designated the 4017th USAF Hospital.[31] Lt. Col. James G. Langford, USAF, who had been acting commander of the base hospital, also commands the 42d Tactical Hospital--the "flying" medical facility of the wing--and some of the same personnel and equipment of the 4017th USAF Hospital.[32]

---

25. See Exhibit #1. Eg operation functions IAW Man 20-1, Feb 54.
26. See Exhibit #1.
27. Ibid.
28. Ref. 1 Apr 54 [illegible] SAC directive (8th AF Reg, CS 186, 8 Mar 54).
29. SAC GO 10.
30. SAC GO 1, 27 Jan 54.
31. SAC GO 17, 15 Mar 54.
32. See Exhibit #1.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## MARCH DEVELOPMENTS

The 45th Air Division Commander, Brigadier General William K. Martin, USAF, was TDY to the 4017th Combat Crew Training Squadron, Castle Air Force Base, California, where he would undergo training in the all jet B-52 heavy bomber. General Martin departed Loring Air Force Base on 17 March, and the course of instruction, three (3) weeks duration, would familiarize the General with the characteristics of the B-52. Colonel Jerome Tarter, USAF, Commander, 42d Bomb Wing, assumed command of the division during the tempoary absence of the General.[1]

### United Fund Campaign

Loring Air Force Base participated in the 1956 United Fund Campaign conducted throughout the month of March. Receipts for the base totaled 30,500 dollars, well above the goal, 24,750 dollars. To provide a stimulus for the campaign, Loring's AFL-TV staged a telethon which began at 2200 hours on 2 March and ended at 1630 hours on 3 March. In addition to base personnel lending their services to the telethon, local talent from the surrounding communities joined to make the campaign a success.[2]

### Construction of NCO Club Announced

Mr. Donald W. Weston, chief engineer of the 42d Installations Squadron, announced on 2 March that construction of the new Loring Air Force Base Non-Commissioned Officers Club would begin on approximately 15 April, with Lt. Colonel H. L. Schroeder, Corps of Engineers, will be in charge. Finished in red brick, the club will occupy approximately 11,780 square feet and will include a large parking lot adjacent to the club building. Features of the club will be the large ballroom and dining room, which which together measure 90 feet in



1082

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

length. There will be two (2) bars, a large 20-stool, semi-circular main bar in a 44 by 37 foot lounge and a stag bar, located in the basement. Kitchen facilities will be installed and food offered to the main floor and basement. There will also be a television lounge, administative space for a cashiers cage, general office, custodians office, and a large check room.[3]

1. TWX Msg,MPB-0/ /20 Mar 56. See exhibit #3.
2. Article, Limelite, Loring AFB publication, dtd 6 Apr 56.
3. Article, Limelite, dtd 2 Mar 56. See exhibit #4, floor plan.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER II

PERSONNEL

Body manning improved during the quarter ending 31 March, however, effective manning did not reflect a true picture due to continued B-36 operation imposing requirements not reflected in Unit Manning Documents for B-52 aircraft. Overseas and zone of interior transfers and PCS school quotas had a further adverse effect upon effective manning.[1]

Quarterly trends reflected thusly:

Headquarters 45th Air Division Officer Manning;

90 percent Body Manned

90 percent MIRS *

9 assigned of 10 authorized

10 percent increase

42d Bomb Wing

126.2 percent Body Manned

76.4 percent MIRS *

499 assigned of 398 authorized

5.4 percent increase

42d Air Base Group

94.5 percent Body Manned

84.3 percent MIRS *

120 assigned of 127 authorized

3.0 percent increase

* Manning In Required Specialties



1084

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Although effective manning of airmen improved slightly, a greater emphasis on the On-The-Job-Training program at squadron level was considered essential. The 1620 airmen in the OJT program was almost twice that of the 856 airmen in the program on 1 July 1955, but the average number of 115 airmen upgraded each month was increased only 26 percent to 161 airmen in 1956. Since projected losses by transfers and seperations of airmen with higher skill levels than their replacements cannot be accurately predicted, minimum monthly requirements for upgrading action are estimated by dividing the differance between the personnel authorized and those effectively assigned in required specialties by the number of months remaining in the calendar year. Wing requirements would be increased, however, in April when the new UMD for 15, instead of 10 aircraft per squadron becomes effective.[2]

A change in the program to provide 64 gunners to man all crews of the 42d Bombardment Wing was made to reduce the total training quota at Lowry AFB to 60 gunners. This action was necessary due to lack of equipment within Technical Training Air Force to meet original training schedule. Action was completed on the selection of all gunners required to meet each class quota for the total program. Due to an initial shortage of gunners, program requirements were met by assigned B-36 gunners, boom operators with former "F" gunnery experience, and radio operators recommended for cross training.[3]

---

1. Unit Hist Rept, 45AD/Pers, 18 Apr 56. See exhibit #5
2. IBID
3. B-52 Conversion Progress Rept #5, 10 Apr 56. See exhibit #6.



1085

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER III

MATERIEL

The Mechanical MTD was operating and the quality of instruction was considered to be excellent. This unit was considered only 50 percent complete due to a delay in receiving the electronics section.[1]

In determining the medical equipment for protection of personnel against the excessive jet noises generated by the engines of the B-52 the following developments took place:[2]

a. 8th Air Force was assuming responsibility to procure sufficient ear muffs of the necessary types.

b. Program of Audiometer tests continued with 255 Base lines established.

c. Noise indoctrination lectures scheduled for Base Ground Training program in April.

d. Supply of ear defenders arrived on 3 Mar 56 and all personnel will be fitted by 15 Apr 56.

The determined means of refueling B-52 aircraft was that the aircraft would be refueled by single point pit refueling where possible. They will be brought to a static ramp load immediately upon landing from missions and applicable T. O. s will be followed to the letter. In addition, each refueling pit will be marked for exact parking of the aircraft and calibrating charts for fuel dip sticks made for each pit. This problem was being forwarded to OES for assistance in determining fuel loading curves.[3]



1086

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

CHAPTER IV

MISCELLANEOUS

On 14 March, in accordance with Eighth Air Force Regulation 50-20 and its Base Supplement, a Rehabilitation and Retraining School was started with thirty (30) students in attendance. The school is comprised of one (1) Officer-in-Charge, one (1) assistant officer, and three (3) Non-Commissioned Officers. Duration of the training period is thirty (30) days and approximately forty (40) hours of academic instruction made up of Character Guidance given by the Chaplain, Military Courtesy and Customs of the Service, Military Law, Code of Conduct, Physical Conditioning, Drill Practice, and individual counseling to further aid the student. Airmen are selected by Squadron Commanders. The program was initiated to preserve potential Bad Conduct Dischargees and improve their attitude toward the service by supervision of all activities.[1]

Support Rendered

All Loring Air Force Base facilities were utilized to welcome the 71st Air Refueling Squadron as they returned to Loring from A TDY in Greenland. Through the co-operation of the Service Club Staff, Dependants Assistance Committee, and base personnel, a reception was staged in the Service Club. Food Service personnel provided food and hot drinks for crew members upon landing and Customs personnel were on hand to process the men. Transportation brought them to the Service Club for family re-unions. The 71st ARFS is commanded by Major Raymond Gottner, USAF, and the home station is Dow Air Force Base, Maine. The squadron will be TDY to Loring for approximately 90 days, until runway construction at Dow Air Force Base ceases to restrict operations.[2]



1087

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DEVELOPMENTS

Tests on the experimental heating pad were concluded on 28 March. These tests were begun on 2 December 1955 and a total of thirteen tests of various conditions were performed. In the absence of snow more trials were considered impractical. The American Hydrotherm Corporation of New York conducted the experiment with Engineers Mr. A.H. Barrett and Mr. G. A. Rodgers in charge. Tested were high and low temperature oil coils, high and low temperature water coils, and very high temperature water coils.[3]

The combined efforts of Mr. Ralph E. Leighton and Mr. Donald L. Patton, civilians of the AIO, were rewarded with an Achievement Award of 60 dollars for their development of a "Mobile Fuel Meter Calibrating Assembly". The machine was designed to check the accuracy of the meters on the pumps which deliver fuel on the flight line, without removing the meters from the pumps. This fact was the chief advantage of the machine, because before the machine was put into operation, the meters had to be removed from the pumps and were taken to a test stand to check for accuracy. This action tied up the pumps and also caused fuel to be spilled around pumps, creating a fire hazard. The machine cost approximately 15 dollars, and it was estimated it would save the government 1304 dollars and 80 cents annually.[4]

1. Interview, M/Sgt Glass, 1st/Sgt Rehabilitation Sqdn.on 30 Mar.
2. Article, Limelite, 30 Mar 56.
3. Interview, Messrs. A. H. Barrett, G. A. Rodgers 28 Mar on flt line.
4. Article, Limelite, 30 Mar 56.



1088

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL*

45th AIR DIVISION

MARCH 1956

HEADQUARTERS, 45TH AIR DIVISION:

| | | |
|---|---|---|
| Commander | William K. Martin | Brig. General |
| Director of Pers | John B.F. Dice | Colonel |
| Director of Mat | Fred W. Nudell<br>Additional Duty | Lieut. Colonel |
| Director of Ops | Sam L. Barr | Colonel |

42D AIR BASE GROUP:

| | | |
|---|---|---|
| Commander | Jackson W. Lewis | Colonel |
| Deputy Commander | William W. Pangis | Lt. Colonel |
| Base Personnel Staff Officer | Fred C. Simpson | Lieut. Colonel |
| Base Material Staff Officer | Harry D. Terwilliger | Major |
| Base Operations Staff Officer | Edward F. Fleming | Major |
| Manpower&Organ Staff Officer | William A. Carter | Lieut. Colonel |
| Base Comptroller | William B. Pequinot | Lieut. Colonel |
| Staff Judge Advocate | Carl R. Pearson | Major |
| Base Chaplain | John J. Long | Lieut. Colonel |

*Roster of Officers 45AD (RCS: SAf-P1), 1-29 Feb 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL

| | | |
|---|---|---|
| INFO SERVICES Staff Officer | Peter C. E. Bekker | Major |
| Director of Safety | Leonard Levandowski | Captain |
| Adjutant | Joseph H. Jacoby | Major |
| Comdt, Hq Sqdn | Donald R. Sandvig | Captain |
| Comdr, 42 Air Pol Sqdn | Robert R. Love | Lieut. Colonel |
| Comdr, 42 Instal Squadron | Ernest L. Buckley | Major |
| Comdr, 42 Ops Squadron | Frank L. Wrigglesworth | Major |
| Comdr, 42 Sup Sqdn | Edwin C. Annis | Captain |
| Comdr, 42 Mtr Veh Squadron | Donald R Kidd | Captain |
| Comdr, 42 Food Service Squadron | Thomas H. Mons, Jr. | CWO |

4034th USAF Hospital

| | | |
|---|---|---|
| Commander | James G. Landford | Lieut Colonel |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BIBLIOGRAPHY

The information contained in this report, relative to the History of the was prepared and submitted under the provisions of Air Force Regulation 210-3, dated 11 March 1955, Strategic Air Command Regulation 210-1, dated 7 October 1952, and Eighth Air Force Regulation 210-1, dated 12 November 1952.

Under provisions of Base Regulation 210-1, dated 4 April 1954, as amended, organizations of the submitted unit historical reports covering activities for the reporting period. Information contained in these reports, plus information from various other sources--the Loring AFB weekly publication, the "Limelite", files of the and personal interviews with key personnel of the base--was used to compile an outline of important division activities than occurred during the reporting period. This outline served as the basis to the final preparation of the narrative portion of this history. Pertinent supporting documents were made available by all agencies of the base.

Final preparation of the history concerned more extensive coverage of the above-mentioned reference materiel. The narrative portion of the history underwent periodic checks during the preparation to insure accuracy of facts and reporting.


Official Publications

SAC GO 69, 8 Oct 54.
SAC GO 10, 25 Feb 53.
SAC GO 17, 15 Mar 54.
SAC GO 40, 31 May 55.
SAC GO 18, 21 Apr 53.
SAC GO 3, 27 Jan 54.
SAC MAN 20-1, Dec 54.
SAC REG 55-16, 28 Nov 55.
SAC REG 66-24, 1 Jan 55.
DAF GO 34, 15 Sep 54.
AF REG 23-13, 15 Nov 54.
HQ 45AD GO 10, 18 Jun 55.
8TH AF REG 23-13, 15 Nov 54.
8TH AF REG 23-13A, 14 Jan 55.
8TH AF REG 23-9, 1 Apr 54.
BASE REG 170-4, 27 Sep 55.

Recurring Reports

Officers Roster 45AD(RCS: 8AF-F1) 31 March & since activation
Unit Hist Rpt 45AD Sqdns & Staff agencies, 1-31 March 56. (RCS: ISO-D2).
45AD &42BW Hist Rpts, Jan 55 thru Jan 56 (RCS:- AU-D5).
B-52 Conversion Prog Rpt, 10 Apr 56.
SAC Man Cont Rpt, 6 Mar 56
AIC Prog Stst Rpt, MCP FY 51-57, 31 Mar 56/.

Messages

TWX MPB-0/ /20 Mar 56.




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LIST OF EXHIBITS

1. Organizational Chart 45AD

2. Daily Strength Reports, 1 & 31 March

3. TWX Msg, MPB-O/ /20 Mar 56.

4. Floor Plan NCO Open Mess.

5. Unit Hist Rept, 45AD/Pers.

6. B-52 Conversion Progress Report #5.

7. Loring Air Force Base Travel Guide.

8. Amendment #1 to 45AD/OPSORD 20-56.

9. Program Status Report.

10. UMD Change Requests.



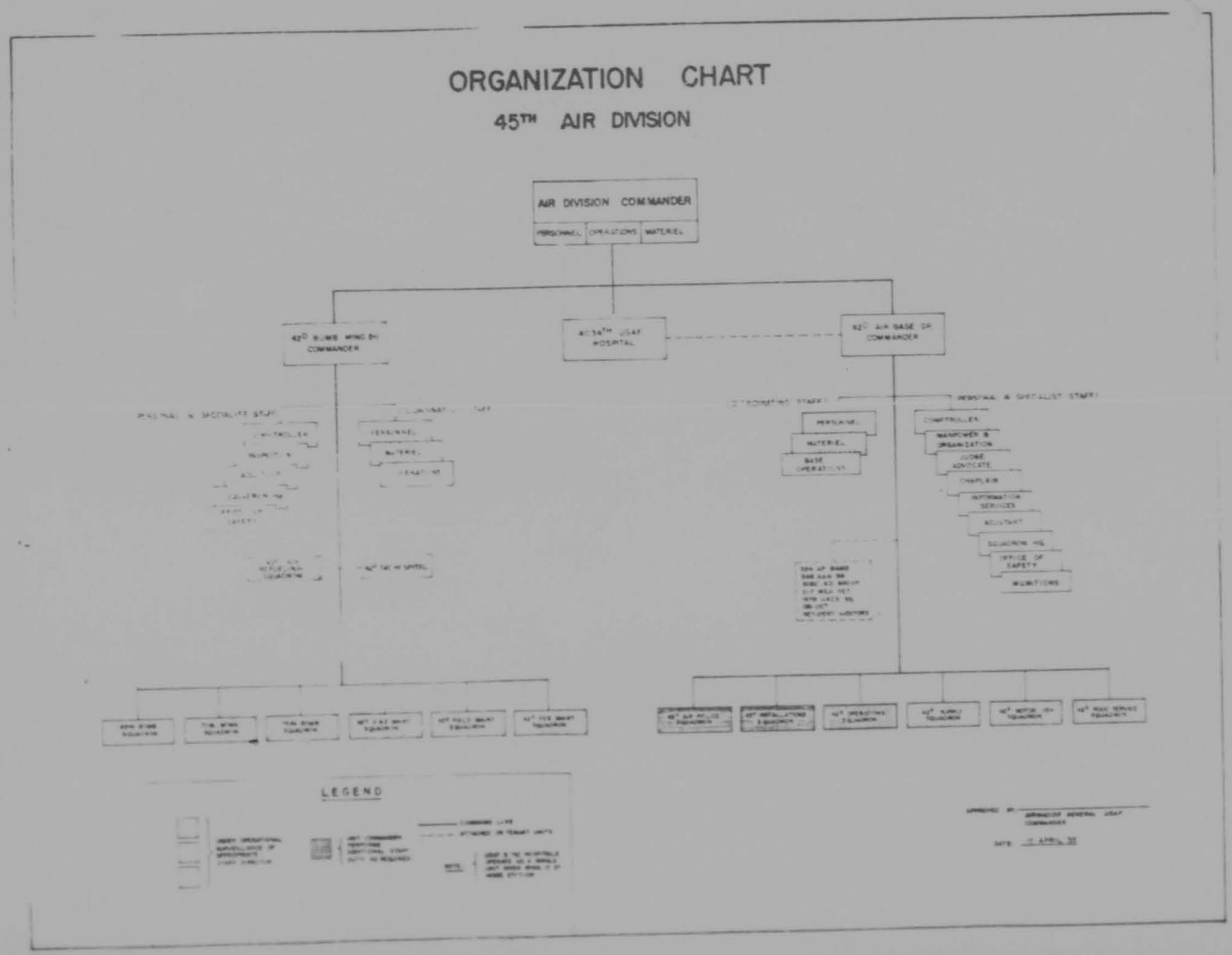
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526






THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1095

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE 1 March 1956

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PFD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PFD |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | 10 | 9 | 0 | 7 | 7 | 11 | 0 | 6 |
| HQ 42D BOMB WING | 48 | 48 | 0 | 34 | 122 | 135 | 1 | 135 |
| 69TH BOMB SQUADRON | 63 | 93 | 0 | 61 | 166 | 185 | 0 | 170 |
| 70TH BOMB SQUADRON | 63 | 101 | 0 | 68 | 166 | 192 | 0 | 163 |
| 75TH BOMB SQUADRON | 63 | 96 | 0 | 72 | 166 | 183 | 0 | 136 |
| 42D FIELD MAINT SQUADRON | 8 | 6 | 0 | 5 | 702 | 622 | 0 | 477 |
| 42D PER MAINT SQUADRON | 5 | 5 | 0 | 4 | 278 | 162 | 0 | 134 |
| 42D A & E MAINT SQUADRON | 12 | 8 | 0 | 6 | 277 | 407 | 0 | 344 |
| 42D AIR REFUELING SQUADRON | 100 | 93 | 0 | 82 | 224 | 198 | 0 | 177 |
| TOTAL | 372 | 459 | 0 | 339 | 2108 | 2115 | 1 | 1742 |
| 42D TACTICAL HOSPITAL | 36 | 32 | 0 | 27 | 137 | 138 | 0 | 131 |
| 4034TH USAF HOSPITAL | 16 | 17 | 0 | 16 | 19 | 8 | 4 | 12 |
| TOTAL | 52 | 49 | 0 | 43 | 156 | 146 | 4 | 143 |
| HQ 42D AIR BASE GROUP | 55 | 57 | 1 | 49 | 256 | 327 | 2 | 294 |
| 42D OPRS SQUADRON | 11 | 10 | 0 | 8 | 161 | 155 | 13 | 144 |
| 42D SUPPLY SQUADRON | 18 | 16 | 0 | 13 | 345 | 333 | 0 | 267 |
| 42D MOTOR VEHICLE SQUADRON | 6 | 5 | 0 | 4 | 210 | 251 | 0 | 192 |
| 42D AIR POLICE SQUADRON | 10 | 6 | 0 | 5 | 342 | 294 | 0 | 272 |
| 42D FOOD SERVICE SQUADRON | 4 | 1 | 0 | 1 | 266 | 220 | 1 | 199 |
| 42D INSTLS SQUADRON | 6 | 4 | 3 | 6 | 277 | 252 | 118 | 350 |
| 524TH AIR FORCE BAND | 1 | 0 | 0 | 0 | 19 | 15 | 0 | 15 |
| TOTAL | 111 | 99 | 4 | 86 | 1874 | 1877 | 134 | 1733 |
| ASE GRAND TOTAL | 535 | 607 | 4 | 468 | 4138 | 4138 | 139 | 3623 |

OFFICER NAME, GRADE (Typed): WILLIS A. HOLLAND JR. , 1/Lt. , USAF

SIGNATURE (Officer):

42 ABG FORM 24 JAN 55 225 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

1096

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE 31 March 1956

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRD |
|---|---|---|---|---|---|---|---|---|
| HQ 42D AIR DIVISION | 10 | 10 | 0 | 7 | 7 | 7 | 0 | 4 |
| HQ 42D BOMB WING | 48 | 49 | 0 | 32 | 122 | 153 | 0 | 132 |
| 69TH BOMB SQUADRON | 63 | 98 | 0 | 56 | 166 | 183 | 0 | 137 |
| 70TH BOMB SQUADRON | 63 | 103 | 0 | 69 | 166 | 177 | 2 | 145 |
| 75TH BOMB SQUADRON | 63 | 99 | 0 | 57 | 166 | 185 | 0 | 135 |
| 42D FIELD MAINT SQUADRON | 8 | 9 | 0 | 7 | 702 | 600 | 0 | 451 |
| 42D PER MAINT SQUADRON | 5 | 5 | 0 | 4 | 278 | 156 | 0 | 135 |
| 42D A & E MAINT SQUADRON | 12 | 8 | 0 | 7 | 277 | 424 | 0 | 343 |
| 42D AIR REFUELING SQUADRON | 100 | 96 | 0 | 85 | 224 | 197 | 0 | 173 |
| TOTAL | 372 | 477 | 0 | 324 | 2108 | 2082 | 2 | 1655 |
| 42D TACTICAL HOSPITAL | 36 | 32 | 0 | 26 | 137 | 136 | 0 | 137 |
| 4034TH USAF HOSPITAL | 16 | 17 | 0 | 17 | 19 | 8 | 1 | 8 |
| TOTAL | 52 | 49 | 0 | 43 | 156 | 144 | 1 | 137 |
| HQ 42D AIR BASE GROUP | 56 | 57 | 1 | 40 | 258 | 283 | 5 | 348 |
| 42D OPRS SQUADRON | 11 | 9 | 0 | 6 | 161 | 164 | 13 | 172 |
| 42D SUPPLY SQUADRON | 18 | 18 | 0 | 11 | 340 | 329 | 0 | 302 |
| 42D MOTOR VEHICLE SQUADRON | 6 | 6 | 2 | 5 | 210 | 244 | 0 | 228 |
| 42D AIR POLICE SQUADRON | 10 | 6 | 0 | 6 | 342 | 290 | 0 | 260 |
| 42D FOOD SERVICE SQUADRON | 4 | 1 | 0 | 1 | 305 | 326 | 0 | 212 |
| 42D INSTLS SQUADRON | 6 | 5 | 1 | 7 | 261 | 245 | 41 | 290 |
| 524TH AIR FORCE BAND | 1 | 0 | 0 | 0 | 13 | 14 | 0 | 14 |
| TOTAL | 112 | 100 | 4 | 82 | 1863 | 1916 | 80 | 1838 |
| BASE GRAND TOTAL | 536 | 626 | 4 | 449 | 4127 | 4160 | 83 | 3600 |

OFFICER NAME, GRADE (Typed): WILLIS A. HOLLAND, JR., 1/LT., USAF

SIGNATURE (Officer):

42 ABG FORM 24 JAN 55 225 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

1097

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1098

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO

THIS IS A CERTIFIED TRUE COPY

RAYMOND L HAGGARD
2ND LT USAF
INFO SERV OFF

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)
COMADIV 45 LORING AFB ME

DATE-TIME GROUP

SECURITY CLASSIFICATION
UNCLASSIFIED

PRECEDENCE FOR ACTION
PRIORITY

INFORMATION

TO:
COMAF 8 WESTOVER AFB MASS

INFO:

UNCLASSIFIED/MPB-CS _____ ATTN: SR OFF BR. THIS MSG IN THREE PARTS. PART ONE. BRIG GENERAL WILLIAM H MARTIN, 1697A, DPT FOR THREE WEEKS TDY TO 4010TH COMBAT CREW TRG SQ, CASTLE AFB, CALIFORNIA, FOR B-52 CONVERSION PROGRAM, EFF 17 MAR 56. COLONEL JEROME TARTER, 1968A, ASSUMED COMMAND OF 45TH AIR DIVISION DURING THE ABSENCE OF BRIG GENERAL MARTIN. PART TWO. COLONEL JACKSON W LEWIS, 2116A, DPT For FOUR DAYS TDY TO KNOXVILLE TENN TO OBSERVE DEMONSTRATION OF RUBBISH AND TRASH REMOVAL EQUIPMENT, EFF 17 MAR 56. LT COLONEL WILLIAM B FANNIS, 2486A, ASSUMED COMMAND OF 42D AIR BASE GROUP DURING THE TEMPORARY ABSENCE OF COLONEL LEWIS. PART THREE. ASSUMPTION OF COMMAND ORDERS FORWARDED YOUR HQ THIS DATE.

UNCLASSIFIED

PAGE 1 OF 1 PAGES

EDWARD J GRENIER, 2ND LT, USAF

SIGNATURE
MPB-Q/ /20 MAR 56

TELEPHONE
25452

OFFICIAL TITLE
JOSEPH H JACOBY, MAJOR, USAF, ADJUTANT

DD FORM 1 OCT 45 173

1099

THIS PAGE IS DECLASSIFIED IAW EO 13526

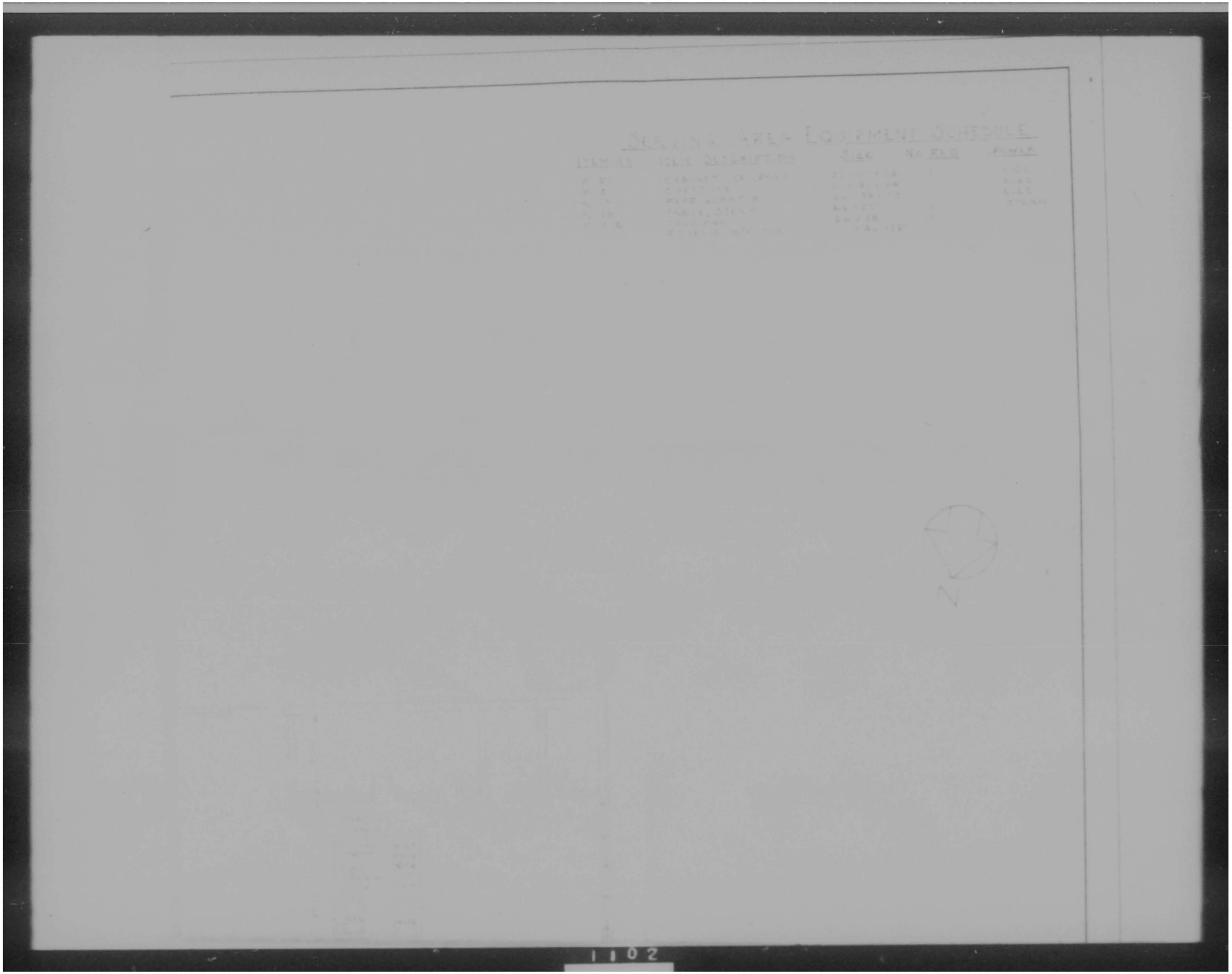
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

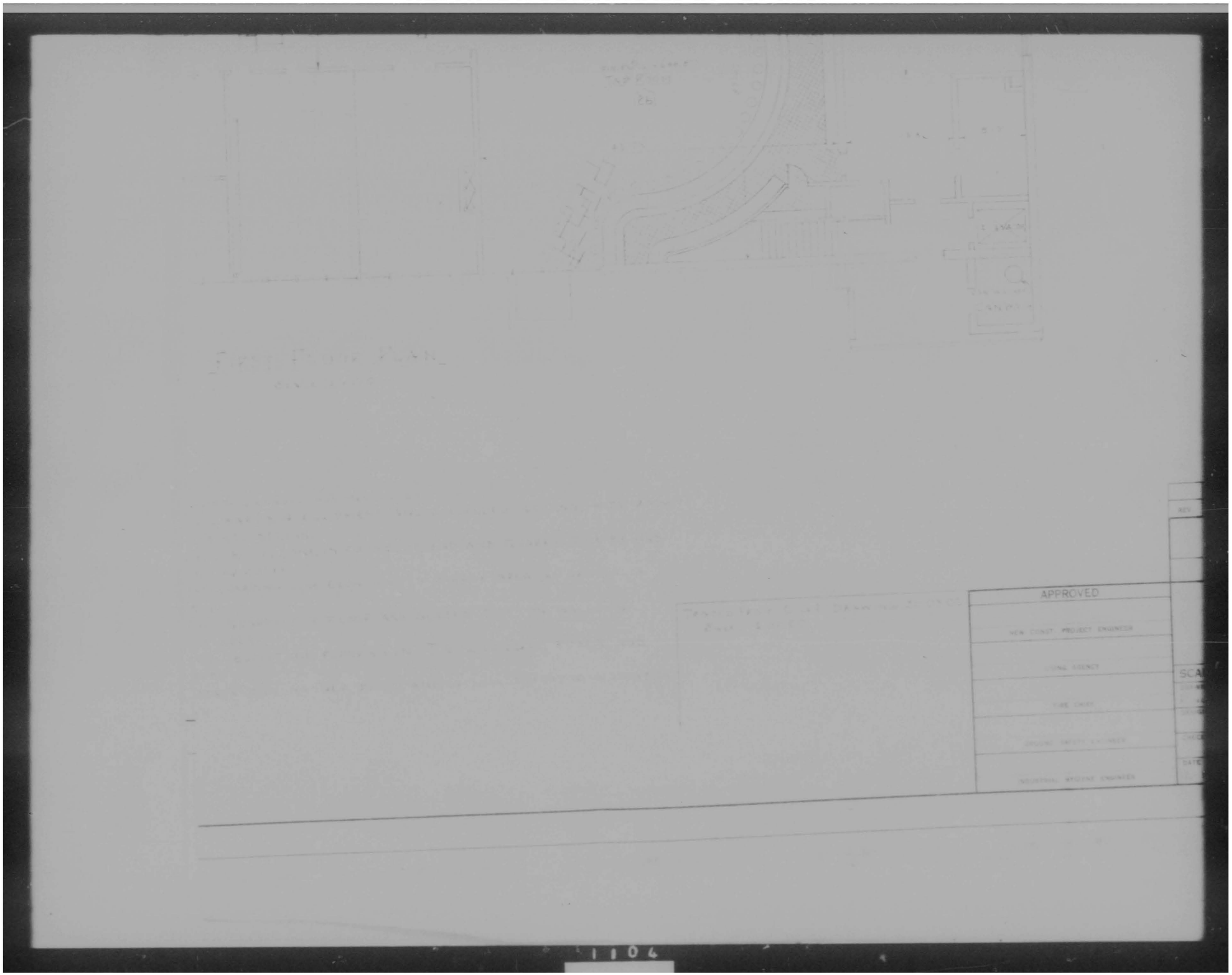


THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

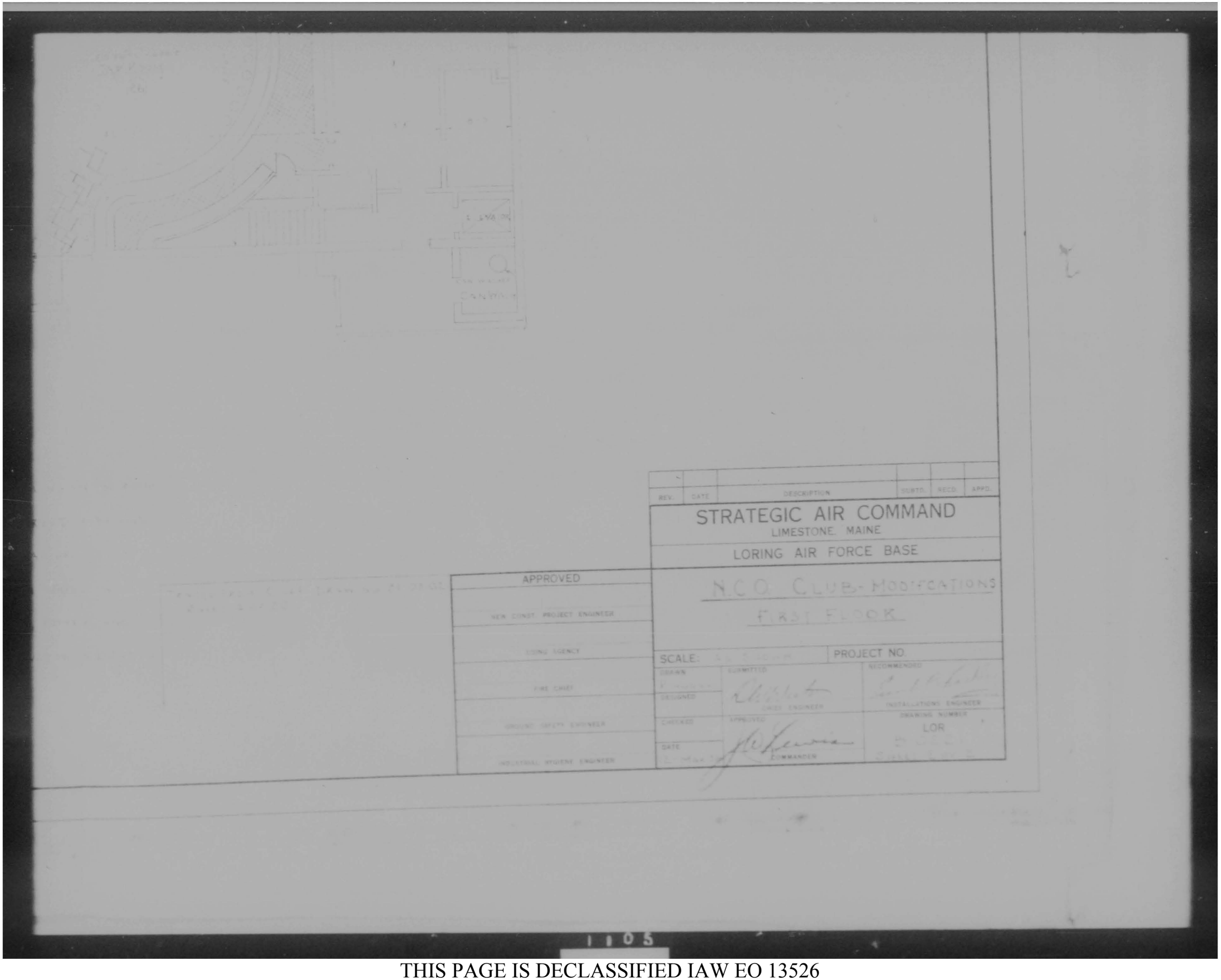
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STRATEGIC AIR COMMAND
LIMESTONE, MAINE

# ROOM FINISH SCHEDULE

| ROOM NO. | ROOM | FLOOR MATERIAL | BASE MATERIAL | WAINSCOT MATERIAL | WALLS MATERIAL | CEILINGS MATERIAL | REMARKS |
|---|---|---|---|---|---|---|---|
| | BASEMENT | | | | | | |
| 3 | MENS TOILET | CERAMIC TILE | CERAMIC TILE | CERAMIC TILE | KEENE CEM PLASTER | CONCRETE | |
| 7 | BAR, BASEMENT | CONCRETE | NONE | NONE | CONCRETE & CONC BLOCK | ACOUSTICAL TILE | |
| 10 | ELEVATOR MACHY ROOM | CONCRETE | NONE | NONE | CONCRETE & CONC BLOCK | CONCRETE | |
| 11 | ELEVATOR WELL | CONCRETE | NONE | NONE | CONC BLOCK | PLASTER & ROCK WOOL | ELEV WELL CONC |
| | FIRST FLOOR | | | | | | |
| 26 | TAP ROOM | WHITE BLUESTONE | WOOD | PLYWOOD | ½ GYPSUMBD | ACOUSTICAL TILE | |
| 39 | FOYER | BLUESTONE | WOOD | PLYWOOD | ½ GYPSUMBD | | |
| 40 | T.V. LOUNGE | BLUESTONE | WOOD | PLYWOOD | ½ GYPSUMBD | ⅞ GYPSUMBD | |
| 22 | CORRIDOR | BLUESTONE | WOOD | PLYWOOD | ½ GYPSUMBD | [illegible] | |
| 32 | CAN WASH | CONCRETE | NONE | NONE | CONC BLK | PLASTER | |

NOTE: THIS SCHEDULE INCLUDES ONLY THOSE AREAS WHERE FINISHES CHANGE



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# ROOM FINISH SCHEDULE

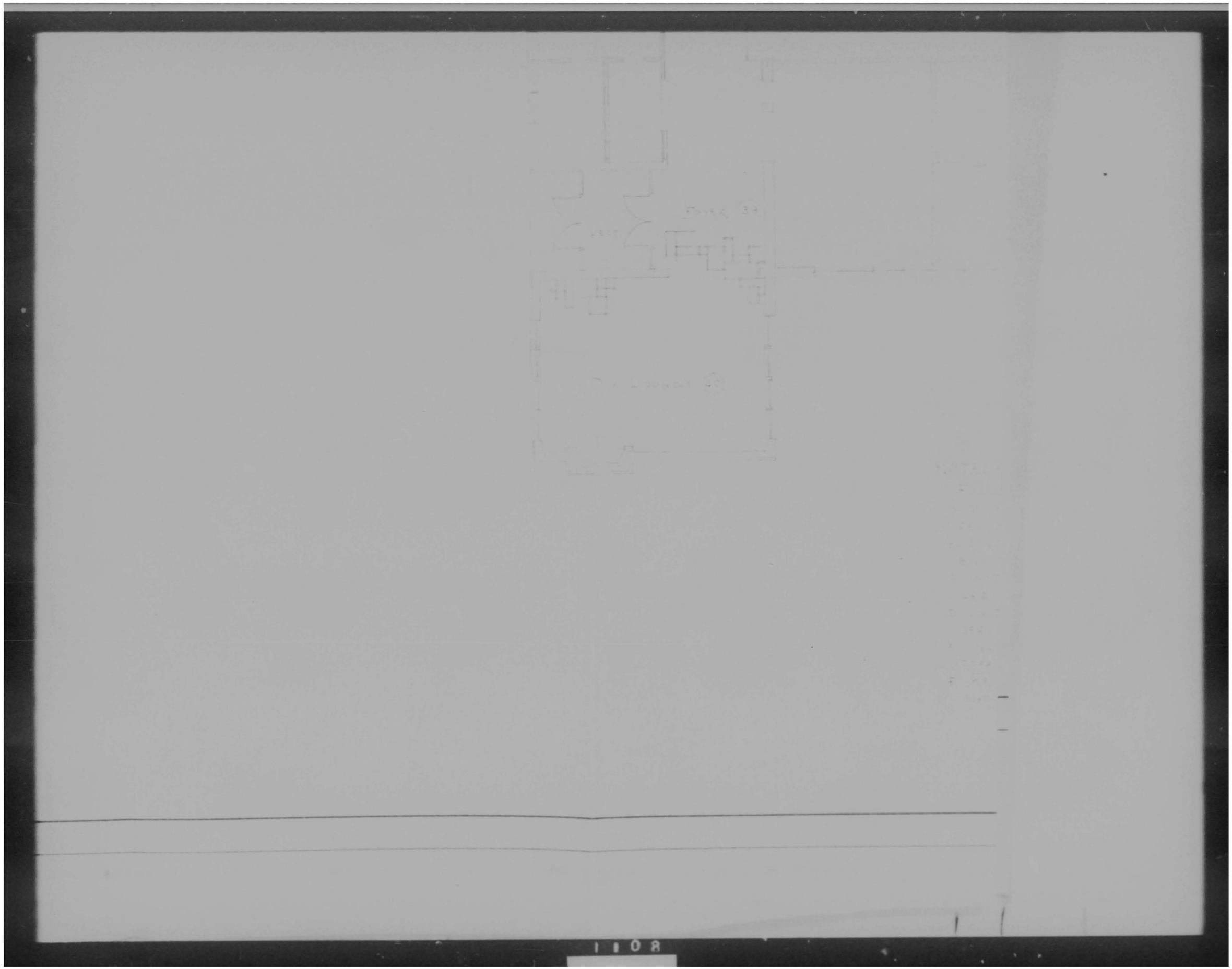
| FLOOR MATERIAL | BASE MATERIAL | WAINSCOT MATERIAL | WALLS MATERIAL | CEILING MATERIAL | REMARKS | PAINTING FLOOR | PAINTING WAINSCOT | PAINTING WALLS | PAINTING CEILING |
|---|---|---|---|---|---|---|---|---|---|
| CERAMIC TILE | CERAMIC TILE | CERAMIC TILE | KEENE CEM PLASTER | CONCRETE | | | | | |
| CONCRETE | NONE | NONE | CONCRETE & CONC BLOCK | ACCOUSTICAL TILE | | | | | |
| CONCRETE | NONE | NONE | CONCRETE & CONC BLOCK | CONCRETE | | | | | |
| CONCRETE | NONE | NONE | CONC BLOCK | PLASTER & ROCK JOINTS | EXPOSED CONCRETE | | | | |
| WOOD BLUESTONE | WOOD | PLYWOOD | ½" GYPSUMBD | ACCOUSTICAL TILE | | | | | |
| BLUESTONE | WOOD | PLYWOOD | ½" GYPSUMBD | ACCOUSTICAL TILE | | | | | |
| BLUESTONE | WOOD | PLYWOOD | ½" GYPSUMBD | ½" GYPSUMBD | | | | | |
| BLUESTONE | WOOD | PLYWOOD | ½" GYPSUMBD | ½" GYPSUMBD | | | | | |
| [illegible] | NONE | NONE | CONC BLOCK | KEENE CEM PLASTER | | | | | |

NOTE: THIS SCHEDULE INCLUDES ONLY THOSE AREAS WHERE MATERIAL CHANGES ARE REQUIRED



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1109

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECURITY CLASSIFICATION (If any)

# DISPOSITION FORM

FILE NO.

SUBJECT: Historical Report - 1 to 31 March 1956

TO: Stat Svs Office | FROM: ADP | DATE: 18 Apr 56 | COMMENT NO. 1

I. INTRODUCTION:

This history for the period 1 to 31 March 1956 tells the story of the progress made and areas for improvement by reflecting trends on a quarterly basis and correlating results attained with respect to requirements.

II. CHANGES IN DIVISION PERSONNEL:

Colonel Jerome Carter, 15668A, assumed command of the 45th Air Division on 17 March 1956 upon the departure of Brigadier General William E. Martin, 16697A, on TDY for transition training in B-52 aircraft at Castle Air Force Base, California.

III. PERSONNEL MANNING:

The bodily manning improved during the period 1 January - 31 March 1956. The effective manning, however, does not present a true picture because continued B-36 operation imposes requirements not reflected in Unit Manning Documents for B-52 aircraft. Overseas and zone of interior transfers and PCS school quotas have had a further adverse effect upon effective manning. Quarterly trends are reflected below:

a. OFFICER MANNING:

Headquarters 45th Air Division

| MONTH | AUTH | ASGD | % POSY MANNED | MTRS* | % MTRS | % CHANGE |
|---|---|---|---|---|---|---|
| Jan 56 | 10 | 8 | 80% | 8 | 80% | |
| Feb 56 | 10 | 9 | 90% | 9 | 90% | |
| Mar 56 | 10 | 9 | 90% | 9 | 90% | + 10% |

424 Bombardment Wing

| MONTH | AUTH | ASGD | % POSY MANNED | MTRS* | % MTRS | % CHANGE |
|---|---|---|---|---|---|---|
| Jan 56 | 395 | 485 | 122.8% | 281 | 71.2% | |
| Feb 56 | 398 | 486 | 122.0% | 293 | 73.6% | |
| Mar 56 | 396 | 499 | 126.0% | 304 | 76.8% | + 5.6% |

42d Air Base Group

| MONTH | AUTH | ASGD | % POSY MANNED | MTRS* | % MTRS | % CHANGE |
|---|---|---|---|---|---|---|
| Jan 56 | 129 | 124 | 96.2% | 113 | 81.3% | |
| Feb 56 | 127 | 122 | 96.0% | 108 | 85.7% | |
| Mar 56 | 127 | 120 | 94.5% | 107 | 84.3% | + 3.0% |

* Manning In Required Specialties

DD FORM 96

1110

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



b. ATTACH MANNING:

Headquarters 45th Air Division

| MONTH | AUTH | ASGD | % BOTH AUTHD | ATTAS* | % AUTH | % CHANGE |
|---|---|---|---|---|---|---|
| Jan 56 | 7 | 7 | 100% | 7 | 100% | |
| Feb 56 | 7 | 7 | 100% | 7 | 100% | |
| Mar 56 | 7 | 7 | 100% | 7 | 100% | |

42d Bombardment Wing (Direct Support Units)

| | | | | | | |
|---|---|---|---|---|---|---|
| Jan 56 | 1562 | 1493 | 95.6% | 598 | 38.2% | |
| Feb 56 | 1536 | 1479 | 96.2% | 564 | 36.7% | |
| Mar 56 | 1536 | 1473 | 95.9% | 672 | 43.8% | + 4.8% |

42d Bombardment Wing (Indirect Support Units)

| | | | | | | |
|---|---|---|---|---|---|---|
| Jan 56 | 703 | 764 | 108.7% | 429 | 61.0% | |
| Feb 56 | 699 | 779 | 110.1% | 419 | 60.1% | |
| Mar 56 | 699 | 749 | 107.2% | 445 | 63.6% | + 2.5% |

42d Air Base Group

| | | | | | | |
|---|---|---|---|---|---|---|
| Jan 56 | 1851 | 1802 | 97.3% | 1326 | 71.6% | |
| Feb 56 | 1858 | 1861 | 101.1% | 1344 | 72.3% | |
| Mar 56 | 1880 | 1914 | 101.7% | 1366 | 72.6% | + 1.3% |

c. Action to Improve Manning:

(1) During this period, command requisitions were submitted monthly for all existing vacancies in officer personnel. Continuing action was taken to insure officers were assigned to authorized positions. Ineffective manning, however, resulted from personnel required for B-36 operations and an excess of officers with directed duty assignments being assigned to positions with no DOD warrant.

(2) Although airmen effective manning improved slightly, greater emphasis on the On-the-Job Training program at squadron level is essential. The 1620 airmen in the OJT program is almost double the number of 856 airmen in the program as of 1 July 1955 but the average number of 115 airmen upgraded each month during 1955 has only increased 26% to 161 airmen upgraded each month during 1956. Since projected losses by transfers and separations of



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



airmen with higher skill levels than their replacements cannot be accurately predicted, minimum monthly requirements for upgrading action are estimated by dividing the difference between the personnel authorized and those effectively assigned in required specialties by the number of months remaining in the calendar year. Wing requirements will increase in April, however, when the new TOE for 15 instead of 17 aircraft per squadron becomes effective. The below tabulation shows that the average monthly minimum requirement of 181 upgrading actions was not met by an average of 145 airmen upgraded each month during 1 January to 31 March 1954.

| MONTH | JANUARY | | | FEBRUARY | | | MARCH | | |
|---|---|---|---|---|---|---|---|---|---|
| UNIT | 9F | 4G | TOT | 3F | 4G | TOT | 3F | 4G | TOT |
| MONTHLY NEEDS | 525 | 1138 | 1663 | 513 | 1252 | 1765 | 514 | 1118 | 1632 |
| NO. UPGRADED | 54 | 41 | 95 | 29 | 35 | 64 | 104 | 194 | 298 |
| CUMULATIVE NO. UPGRADED | | | | 83 | 76 | 159 | 187 | 270 | 457 |
| MONTHLY AVERAGE UPGRADED | | | | 41 | 38 | 79 | 62 | 70 | 165 |
| ESTIMATED MINIMUM MONTHLY REQUIREMENTS | | | | | | | 57 | 124 | 181 |
| SHORTAGE IN REQUIREMENTS | | | | | | | | - 54 | - 16 |

4. Areas in which critical shortages exist follows:

(1) Officers:

| AFSC | TITLE | AUT | ASG | SHORTAGE |
|---|---|---|---|---|
| 1425 | Air Operations Officer | 8 | 5 | 33.0 |
| 1234 | Armament Sys Officer | 6 | 3 | 50 |
| 4316 | A/C Maint Staff Officer | 6 | 3 | 50 |
| 6424 | Supply Officer | 10 | 6 | 60 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(U, AOF, Subj: Historical Report - 1 to 31 March 1956 (cont'd)

(2) Airmen:

| AFSC | Title | Alt | Ach | Location |
|---|---|---|---|---|
| 271-0 | Air Operations | 15 | 10 | 66.6 |
| 321-1 | Elect Nav /% Tech | 7 | 4 | 57.1 |
| 321-0C | Non Nav Sys Mech | 4 | 1 | 25 |
| 321-0E | Non Nav Sys Mech (3 Series) | 4 | 1 | 25 |
| 321-0X | Non Nav Sys Mech | 2 | 1 | 5 |
| 323-0C | Tur Sys Mech | 46 | 1 | 2 |
| 323-1C | Tur Sys Mech | 10 | 2 | 0 |
| 424-2 | Gun Opr | 26 | 42 | 61.4 |
| 432-1 | Acft Eq | 15 | 26 | 58 |
| 433-2 | Elect Opr | 225 | 29 | 12.8 |
| 471-1E | Acft Maint | 43 | 33 | 7.6 |
| 472-2 | Grd Power Equip | 32 | 34 | 1.1 |
| 562 | Gas Gen Plant | 11 | 3 | 27.4 |
| 581-2 | Parachute Packing | 19 | 5 | 26.3 |
| 681-1 | Tab Leather Wkr | 14 | 3 | 21.4 |
| 682-1 | Freight Trnf Spec | 8 | 1 | 50 |
| 621 | Baker | 19 | 1 | 5.3 |
| 641-1 | Arpr Supply | 77 | 70 | 90 |
| 641-2 | Supply Records | 66 | 34 | 53 |
| 643 | Procurement | 4 | 2 | 50 |
| 700 | Admin | 101 | 127 | 26.4 |
| 701-1 | Legal | 3 | 1 | 33.3 |
| 731-0 | Class | 15 | 5 | 33.3 |

e. Attachment 1 lists the short shipments of projected input of airmen. Of the 1560 incoming airmen projected for this station by 1 May 1956, 322 airmen or 20.6% of the total projected input through 31 March 1956 had not arrived.

IV. CONCLUSIONS THAT I PROVIDE:

Since the majority of the 1560 projected incoming airmen will be unskilled or semi-skilled airmen to replace fully qualified airmen cleared by discharge or transfer, ultimate accomplishment of the unit mission will depend upon the effectiveness of our OJT program. Continuing supervision at squadron level is essential to insure that the maximum number of airmen are trained and upgraded in a minimum of time. The below tabulation shows that the percentage of airmen in the program over 1 month has increased to a present high of 29.8% during the period 1 January to 31 March 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAFETY FILM

19. AFF, Subj: Pictorial Report - 1 to 31 March 1956 (cont'd)

NUMBER OF AIRMEN NOT IN GRADE TO ATTAIN TIS PROGRAM:

| MONTHS IN PROGRAM | JANUARY | | | FEBRUARY | | | MARCH | | |
|---|---|---|---|---|---|---|---|---|---|
| | SP | AF | TTT | SP | AF | TTT | SP | AF | TTT |
| Total | 492 | 740 | 1-32 | 681 | 777 | 1458 | 746 | 869 | 1620 |
| 1 Month | 237 | 205 | 442 | 84 | 83 | 167 | 143 | 127 | 270 |
| Total | 455 | 535 | 990 | 497 | 694 | 1191 | 603 | 742 | 1350 |
| 2 Months | 108 | 88 | 196 | 135 | 173 | 308 | 83 | 85 | 168 |
| Total | 263 | 437 | 700 | 362 | 521 | 883 | 520 | 657 | 1177 |
| 3 Months | 56 | 85 | 141 | 141 | 97 | 238 | 231 | 169 | 400 |
| Total | 198 | 352 | 550 | 221 | 424 | 645 | 287 | 488 | 775 |
| 4 Months | 54 | 45 | 119 | 94 | 77 | 171 | 134 | 94 | 228 |
| Total | 144 | 296 | 440 | 127 | 347 | 474 | 153 | 394 | 547 |
| 5 Months | 36 | 109 | 145 | 48 | 98 | 146 | 15 | 23 | 38 |
| 6 Months or More | 108 | 171 | 279 | 109 | 289 | 398 | 138 | 245 | 383 |
| Percentage | 15.6% | 23.1% | 19.2% | 16.0% | 37.2% | 27.3% | 18.5% | 28.2% | 23.5% |

Records of the base OJT Administrator reveal that many airmen have obtained qualifying scores in applicable Air Force Job Knowledge Tests (AFJKT) and Airman Proficiency Tests (AFT) but have not been upgraded. Many of these airmen have possessed a qualifying score for long periods of time.

It is recognized that passing an AFJKT or AFT only indicates that the airman possesses the minimum technical knowledge for upgrading but may not have demonstrated by on the job performance that he is qualified. The training of these airmen to the level where they are considered qualified by their supervisor should only require a minimum of additional time. Failure to upgrade these airmen when qualified violates the effect of our OJT program and does not present a true picture of our skilled inventory.

[illegible]

The shortage of fully qualified officers and airmen in required specialties has resulted in an unbalanced distribution of work load and loss of efficiency. Too often supervisors do the work of their subordinates to meet established suspense dates instead of training each subordinate to do his assigned task. Individual training complements unit training. Only when





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



each commander and supervisor emphasizes that training of subordinates is a command responsibility, will effective manning in required specialties be improved and better management result. How well we accomplish desired results depends upon maximum utilization and development of personnel resources available at each echelon of command.

John B. Farce

JOHN B. FARCE
Colonel, USAF
Director of Personnel

ATTACHMENT 1
Accumulated
Short Shipments





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ACCUMULATED SHORT SHIPMENTS
MARCH 1956

| AFSC | Dec 55 Proj | Dec 55 Arr | Jan 56 Proj | Jan 56 Arr | Feb 56 Proj | Feb 56 Arr | Mar 56 Proj | Mar 56 Arr | Accumulated Short Shipment |
|---|---|---|---|---|---|---|---|---|---|
| 23230 | | | | | 2 | 1 | | | 1 |
| 23320 | | | | | 1 | 1 | 1 | 0 | 1 |
| 29120 | 4 | 0 | 3 | 0 | 2 | 1 | 10 | 2 | 16 |
| 29370 | 1 | 0 | | | | | | | 1 |
| 29352 | 2 | 0 | 0 | 2 | 10 | 1 | 0 | 4 | 5 |
| 30131A | 0 | 1 | 8 | 6 | 7 | 0 | 7 | 1 | 14 |
| 30432A | | | | | 1 | 0 | 1 | 1 | 1 |
| 30452A | | | 3 | 2 | 3 | 1 | 0 | 2 | 1 |
| 30433A | | | | | | | 1 | 0 | 1 |
| 32120X | | | 10 | 1 | 4 | 12 | 14 | 8 | 7 |
| 33130 | | | | | 8 | 5 | 0 | 8 | 0 |
| 36230 | | | | | 1 | 0 | 2 | 1 | 2 |
| 36231 | | | | | | | 1 | 0 | 1 |
| 36330 | | | | | | | 1 | 0 | 1 |
| 40132 | | | | | | | 1 | 0 | 1 |
| 40230 | | | | | | | 5 | 1 | 4 |
| 42220 | | | 0 | 1 | 7 | 5 | 21 | 2 | 20 |
| 42221 | | | | | | | 11 | 7 | 4 |
| 42320 | 1 | 3 | 19 | 0 | 2 | 11 | 15 | 9 | 14 |
| 42321 | 0 | 1 | 1 | 2 | 3 | 0 | 3 | 0 | 4 |
| 43121E | | | 0 | 11 | 21 | 11 | 54 | 11 | 42 |
| 43221 | 57 | 0 | 12 | 10 | 0 | 2 | 8 | 7 | 58 |
| 46120 | 35 | 8 | 0 | 16 | | | | | 11 |
| 47121 | 9 | 10 | 6 | 0 | 15 | 3 | 12 | 4 | 25 |
| 71122 | 13 | 11 | 4 | 1 | 1 | 0 | 1 | 0 | 7 |
| 47220 | 15 | 13 | 0 | 2 | 2 | 1 | 7 | 7 | 1 |
| 53470 | | | | | | | 1 | 0 | 1 |
| 57120 | 1 | 1 | 2 | 4 | 5 | 1 | 2 | 4 | 0 |
| 62220 | 0 | 7 | 13 | 15 | 26 | 13 | 23 | 27 | 0 |
| 64132 | | | | | | | 15 | 4 | 11 |
| 64320 | 8 | 8 | 21 | 1 | 3 | 1 | 0 | 2 | 20 |
| 67220 | 2 | 3 | 6 | 0 | 2 | 2 | 1 | 0 | 6 |
| 70250 | 0 | 1 | 2 | 2 | 7 | 3 | 0 | 4 | 0 |
| 73221 | 9 | 10 | 7 | 2 | 8 | 2 | 2 | 3 | 9 |
| 77120 | 26 | 29 | 30 | 29 | 9 | 0 | 17 | 3 | 21 |
| 90220 | 7 | 3 | 4 | 5 | 0 | 1 | 4 | 3 | 3 |
| 90620 | 0 | 2 | 3 | 2 | | | 0 | 1 | 0 |
| 90621 | | | 2 | 0 | | | | | 2 |
| 90720 | | | 1 | 0 | | | | | 1 |
| 92220 | | | 5 | 1 | 0 | 4 | 5 | 0 | 5 |
| 98120 | | | | | 2 | 1 | 0 | 2 | 0 |
| | | | | | | | | Total | 322 |

ATTACHMENT 1

1116

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS 45TH AIR DIVISION
LOWERY AIR FORCE BASE, COLO
10 APRIL 1956

B-52 CONVERSION PROGRESS REPORT # 5

FOR

45TH AIR DIVISION (SAC)

This Progress Report Contains Pages.

CSAD OPLAN [illegible]
[illegible]
10 APRIL 1956

Confidential

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

FORWARD TO PROGRESS REPORT # 5

SECTION I - GENERAL

1. As the 45th Air Division progresses into the established conversion Program it was determined necessary to consolidate the reports of progress made by the 42d Bombardment Wing and 42d Air Base Group to eliminate duplication of effort, and to insure positive coordination and communications between both activities. This report is the first consolidated 45th Air Division Progress Report and should be treated as Progress Report #5 to those previously submitted.

2. In conjunction with the consolidation of the previous progress reports a reading file containing data pertaining to progress made, or completed actions relative to the B-52 conversion program is maintained within the office of the Director of Operations, 45th Air Division. In addition, charts are maintained currently and are permanently displayed by the Comptroller of the 42d Bombardment Wing in accordance with the personal desires of the Commander, Eighth Air Force.

3. Necessary changes in the 45th Air Division Programming Plan 1-55 were accomplished in accordance with change #1 to Eighth Air Force Programming Plan 27-55, dated 16 March 1956.

SECTION II - MAJOR PROBLEM AREAS

4. The following listed problem areas are beyond the capability of this command to correct or show appreciable accomplishment without the assistance of higher headquarters:

a. Materials

(1) The road fencing is not currently programmed for the refueling grid areas which also provide access to the parking aprons. PROJECT NO. LOR 6-57 has been submitted requesting additional funds in the amount



Confidential

1119

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



of $42,000 to accomplish this requirement. (Reference Page 2, Item 1a)

(2) The action to delete the movement of taxiway lights five foot outside of light duty pavement from the 1958 MCP is considered a deficiency in the overall B-52 Program. (Reference Page 2, Item 1b)

(3) Requirement for power and lights to seven dock stands in addition to those contained in the 1957 M&O funds were deleted. This deletion is not consistent with current equipping documents. (Reference Page 3, Item 1f.)

(4) Command assistance is requested in procurement of cannon plugs necessary for the locally fabricated M&A Bomb-Nav System Flyaway Benches. (Reference Page 6, Item 2b.)

(5) Command assistance is requested in obtaining necessary supervision from AMC for the erection of B-52 dock stands. (Reference Page 10, Item 8.)

b. Operations:

(1) Concerted command effort is required to insure the development of a B-52 Tactical Doctrine by the time the 23th Air Division becomes combat ready in B-52 aircraft. (Reference Page 17, Item 67.)

c. Personnel:

(1) While 75% of the officer manning for the B-52 simulator has been programmed from local resources, to date no positive information has been received indicating the assignment of airman technicians for the simulator from Castle AFB. (Reference Page 22, Item 105b.)



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

5. Concerted effort by higher headquarters to correct or eliminate the cited problems should aid this command in completing its conversion program on schedule.

W. K. Martin
W. K. MARTIN
Brigadier General, USAF
Commander



Confidential

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

Detailed Command Actions

Pertaining to

PROGRESS REPORT #5

to

45TH AIR DIVISION PROGRAMMING PLAN 1-55

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

REPORT OF DIRECTOR OF MATERIEL

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 1. Rehabilitation of Existing Facilities | Determine requirements for rehabilitation and/or modification of facilites, and submit necessary correspondence to AIO, as indicated. | a. JP-4 Seal Coat: Fiscal year '56 M&O Project is approved. Contract is let to be completed in July 56. (This project is for hardstands only.) This station has requested by PROJECT No. LOR 6757, $52,000. If approved for this construction season, with refueling pits, warm up ramps, and big parking apron should be completed by September 56. | 20% | 2 |
| | | b. Taxiway Lights: Cone type lights being replaced by "clamp on" lights. A project is included in the '57 M&O Program to replace clamp on lights with semi-flush -ounted lights at taxiway intersections. A 58 MCP Category III item to move taxiway lights to 5 ft. outside of the light duty pavement was deleted. This is considered to be a major deficiency in the overall B-52 program. | 25% | 2 |
| | | c. Luria Docks: Funds have been allocated in the fiscal year '56 MCP to modify 5 Luria docks. Waiver requested on 14 March to delete line of sight criteria. Funds requested in '58 MCP to modify 3 remaining Luria Docks. Modification is under process of re-design by Air Force Installations Regional Office. No estimate on completion of re-design. All projects are USAF directed and have a Category I priority. Base Installations Engineer says these modification projects cannot possibly be completed this Summer due to the length of time required to procure steel. | 10% | 1 |
| | | d. Multi-Purpose Docks: 7 original docks will be modified by September 56. This work is being performed using 56 M&O funds. Change order on original contract includes larger door. 11 new docks will be modified by the Corps of Engineers by September 56. | 25% | 2 |



Confidential

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | | e. Modify D.C. Hangar for B-52 Operation: Phase I 100%. Phase II Contract award scheduled during May 1956. | 50% | 5 |
| | | f. Power & Lights to Maintenance Stands: An item is included in the '57 M&O Program to furnish power and lights to 7 docks stands. This headquarters has indicated a requirement for 7 additional dock stands. Information from AIO indicate that 8th Air Force Materiel Section eliminated request for funds for 7 additional dock stands because they felt we would get no more stands. This headquarters fails to understand this decision, because all equipping documents were based upon a requirement for 3 post-flight docks per squadron and 6 Periodic Docks. | 10% | 1 |
| | | g. Mono Rails, Stand for Refueling Doors, Curb for Aircraft Parking, Ramps for Outrigger Gear: A work order covering these items is being prepared and will be forwarded to AIO by 15 April. To assure the accuracy of this installation the decision has been made to hold this work order in abeyance until receipt of aircraft. | 0 | 0 |
| | | h. Flight Simulator: Past plans had the Flight Simulator temporarily located in the old Bakery Building. The Tech Rep. concerned with the Flight Simulator came on the station and is concerned over some aspects of the building selected for a temporary site. He has returned to the factory to evaluate the building and make a decision on the feasibility of the installation. The new building is a '57 MCP item. Present information indicates receipt of the simulator on the station in July 56. Projected completion date of the building is not approximately 1 year later. If the | 10% | 1 |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | | h. (continued) Bakery Building cannot be utilized as a temporary site for the simulator, a major problem exists. | | |
| | | i. Replace south asphaltic concrete Holding Pad with Portland Cement Concretes: Includes initial submission of FY 58 MCP. Unless USAF directed this item will be lost from 58 MCP as stated USAF policy regarding 58 MCP is that only FY 56 & 57 fall out items and USAF directed items will comprise FY 58 MCP. Item 64: Progress Report #5, 8 AF Programming Plan 1755 | 0 | 0 |
| | | j. Refueling Pits: We presently have:<br>10 outlets on Parking Apron I<br>5 outlets on Parking Apron II<br>6 outlets on Big Parking Apron<br>A project to put an outlet on each stub in Parking Aprons I & II is included in the '58 MCP. SAC denied a request to move this item into the '57 MCP. A project for an additional 6 hydrants with 12 outlets on Parking Aprons 2 and 3 is included in the '57 MCP. | 25% | 2 |
| | | k. JP-4 to Hydrants: The bulk storage plant has a Briggs Filter Conversion Unit installed. Pump Houses 1 and 3 have been converted to JP-4. Pump Houses 4 and 5 will be converted to JP-4 subsequent to 15 June 1956 and not later than 1 Sept 1956, depending on local requirements. | 50% | 5 |
| | | l. Parachute Tower: A project #LCR6651 will be submitted 6 April which includes hoists, fan platforms, and additional heating. Will try and get funds from '56 M&O Savings. | 50% | 5 |
| | | m. Taxi Lines and Nose Wheel Spots: Present Taxi Lines and Nose Wheel Spots are considered adequate. This item is considered complete. | 100% | 10 |

Confidential



1125

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 2. New Construction | Coordinate with AIO on programs of new construction items. | a. Jet Engine Test Stand: Phase I is 20% complete. (Foundation and Shelter) Estimated completion of Phase I is 15 May 56. | 25% | 2 |
| | | b. Liquid Oxygen Plant: One plant in a temporary location will be in operation by 15 April. One 500 gallon storage tank and a 50 gallon servicing tank are on hand. Request for UAL Change for one additional plant and two additional 500 gallon storage tanks has been approved by 8th Air Force and gone forward to SAC. | 30% | 3 |
| | | c. Pneudraulic Cell Test: The requirement has been submitted to the AFIRO and is to be included in the Phase II construction of the new hangar. Estimated completion date is questionable. An item for necessary instrumentation is included in the '57 M&O Program. | 10% | 1 |
| | | d. Utility Connections for APU Equipment at Parking Positions and Maintenance Hangars: Project No. LOR75-57 scheduled for submission for technical review to 8th Air Force on 9 April 1956. | | |
| | | e. Distilled Water: We are investigating the possibility of using a de-mineralizer to support B-52 operations. We will, however, need one 25,000 gallon storage tank. A 1956 M&O Project to install two 25,000 gallon storage tanks for "Nightlife" requirements is in question because the low bid was higher than the money authorized. Dependent on actual "nightlife" requirements, we may be able to use one of the tanks programmed in the !56 M&O Program. EWP staging orgainizations are being queried as to their exact requirement for a 25,000 gallon storage tank for distilled water. | 10% | 1 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | | e-1. Water Alcohol Storage Facility: Contract not awarded. Still awaiting additional funds. Work can start 1 May 56, if funds are provided. Command assistance on this item is indicated. Project No. LOR 41-56 has been forwarded from CINCSAC to OFS-USAF by TWX DM-7B2-22532 dtd 19 March 1956. | 23% | 2 |
| | | f. Harmonization Range and Compass Rose: Work on the Compass Rose is approximately 45 days ahead of schedule. Firing-in butts were deemed non-essential, and deleted from the contract. | 50% | 5 |
| | | g. Power for K System Mock-ups in the A&E Shop: Procurement of local purchase items is preventing installation of Power Generators for the Bomb-Nav System. One panel has been received. Three generators are hooked up. Action is still pending on other panel. | 25% | 2 |
| | | h. MA-6A Bomb-Nav System Flyaway Benches: This equipment is a Z account item. 8th Air Force has advised that the first of four benches will not be available until June 1956. During the interim period, this organization will fabricate a temporary cable set to provide minimum capability. Command assistance requested in procurement of cannon plugs, for this construction. | 10 | [illegible] |
| 7. Additional Space Requirements. | Determine requirements and submit to Base Space Allocation Board. | Storage Space for 263 Equipment: The majority of this equipment will not be turned over to the A&E Squadron for storage and inspection. Temporary utilization of the TAC Engineering Buildings, each of which, is heated and has about 4000 sq ft of storage space, for this activity. Engineering offices will be moved into the office space in the multi-purpose docks. Upon completion of project "Theme Song" this 263 activity will be housed in Bldgs. 8150 & 8155. | 95% | [illegible] |







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 4. Z Accounts (Supply) | Take action necessary for maintenance of accurate B-52 supply status data on the following: | | | |
| | a. Equipment items: "A" Account | a. 473 line items received to date. | 47% | 5 |
| | | a-1. 42d Bomb Wing requirements have been submitted to Base Supply. | 100% | 10 |
| | b. Equipment items: non "A" Account | b. 1157 line items received to date. | 54% | 5 |
| | c. Equipment items: local purchase | c. Purchase requests (for fourth quarter) of these items are awaiting availability of funds. It is believed that funds will be available by 1 April 1956. | 0 | 0 |
| | d. Table II support for 15 aircraft on automatic AFSD. | d. 83% complete to date. | 83% | 8 |
| | e. Initial support of Flyaway Kit spares for B-52 aircraft. | e. AFSD is in process of EAM sorted. Brownline listing EAM cards and memo instructions will be furnished this base on or about 6 April 1956. Reference OCAMA message QCSWA-3-161-11-E, B-52 prime Weapons Branch, dtd 20 Mar 56. Classified message received from SAC stating that they concurred with OCAMA on AFSD action for B-52 authorization and initiation date of same. | 0 | 0 |
| | f. Initial support of QEC's. | f. Shipments are being received on QEC's for the B-52 aircraft. A total of 10 left hand and 10 right hand kits have been received to date. | 90% | 9 |
| | g. Disposition of excess B-36 spares. | g. All 263 equipment is constantly being screened by Base Supply personnel in which SAC controlled and non-controlled items are separated. Process has been started on shipping SAC non-controlled items back to the appropriate depot. Disposition is being requested on controlled items thru SAC Headquarters. Dispostion was received on 9 each 41 engines and were shipped to Fairchild AFB. Telephone call was received from 8th AF regarding | 20% | 2 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | | shipment of 11 each excess D-model powerpacks. Instructions will be forwarded within the near future to this base by higher headquarters. | | |
| | h. Disposition of B-36 excess equipment. | h. All B-36 spares rendered excess over and above redistribution requirements will be shipped automatically to the appropriate AMC Depot. Reference 8th AF message MDS 33030 dated 16 March 56. | 05% | 1 |
| | i. Disposition of B-36 Flyaway Kit Spares | i. Biggs AFB advised that their requirements for FAK Spares were limited to B-36 J and H Model aircraft. They further requested a listing indicating dates these items could be made available for shipment. Upon receipt of this information, Biggs AFB will furnish this base an itemized and quantitive listing which will include shipping and marking instructions. | 15% | 1 |
| | j. Insure transfer of TOC Kits with B-36 aircraft by serial number. | j. TOC Kits are transferred in accordance with disposition instructions received for each aircraft. | | |
| | k. Status of Flyaway Kits for B-52s. | k. No list has been published at this time. A list will be compiled by FAK Officer in coordination with, Wing Supply Officer from information obtained from 93rd Bomb Wing and OCAMA | | |
| 263 Property. Changed to DD Form 780 property | l. Secure a list of installed equipment for use of acceptance teams. Request authorization shortages. | l. DD Form 780 comes with each aircraft. Staff visit to Castle AFB will procure one of these lists. | 0% | |
| Provision of Parts Breakdown B-52 Aircraft. | m. Secure from factory or from Tech Rep for use by Supply Liaison. | m. Supply Liaison has contacted Tech Reps and is obtaining lists from these personnel as they are phased into Loring. | 50% | |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| U.A.I. | n. Action Completed(8 Feb '56 Report) (Line #20 - 42d Bomb Wing Progress Report (WDM)) | | 100% | 10 |
| Parts Lists | o. Secure a bench Stock List, pre-issue list and a master and frequently used parts list from Castle AFB. | o. Listings have been received from Castle AFB as requested. The lists are being evaluated at the organizations concerned. | 50% | 5 |
| ECL | p. Submit requirement for ECL's pertaining to B-52's to Base Publications. Follow up with Eight Air Force. | p. ECL's received. Action completed. | 100% | 10 |
| 5. Engine Build-up | Prepare a complete plan to set up the J-57 engine build up line and jet engine minor repair section. | Approximately 75% of tools & equipment have been received and are in the process of being set up. Modification of J-57 engine slings to fit overhead monorail has been started.<br><br>A complete bench stock level cards have been established from the recent TDY to Castle AFB. This bench stock system is all prepared for operation as soon as we receive the engine build up kits.<br><br>A time study was made at Castle AFB on building up J-57 engine an average of 65 man-hours per engine to take the engine from the storage container to put it in FAK status.<br><br>Approximately 10 personnel from Castle AFB will arrive on this station May 1956. They will consist of engine build up men, minor repair inspectors of J-57 Test Stand NCOIC. Most of the personnel are 7 levels and will be transferred here PCS.<br><br>All "D" model A/C Equipment has been turned in to supply, such as Engine build up parts, 41 engine dollys and stands.<br><br>E.B.U. is retaining enough parts to build up at least one complete 53 QEC in an emergency sometimes due to configuration. | 25% | 2 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| 6. | Jet Engine Test Stand | Action completed (8 Feb '56 Report) | Line 37, 42d Bomb Wing Progress Report (WDM) | 100% | 10 |
| 7. | Aircraft Jacking | Publish procedures and responsibility for jacking B-52 aircrafts. | Personnel TDY at Castle are getting Jacking procedures. Pressure guages are on hand and will be installed in jacks. | 60% | 6 |
| 8. | B-52 Dock Stand | Establish locations for erection of B-52 Dock Stands and coordinate with higher Headquarters and AMC for assistance in the erection of subject docks. | B-52 stands are being moved to the erection site at the present time. Stands will be erected whenever labor is provided for this purpose. AMC has been requested to furnish necessary support. Command assistance has been requested in this matter. | 25% | 2 |
| 9. | Cowling Racks | Determine requirements for local fabrication of cowling racks and initiate action for local manufacture. | Authorized 60 in "Z" account. 36 are being shipped due in 15 April. Balance to be shipped in May and June. | 20% | 2 |
| 10. | Engine Conditioning. | Establish procedures of engine conditioning of J-57 engines. | Tech Rep has attended factory course. He will be sent to Castle for a period of indoctrination. Planning calls for the Tech Rep to give instruction to a small number of highly skilled personnel. | 75% | 7 |
| 11. | Time Standards (man hours) | Action Completed (9 March Report) | Line #28 42nd Bomb Wing Progress Report | 100% | 10 |
| 12. | Post Flight and Intermediate Inspections. | Determine the frequency and manhours required for Post Flight Intermediate Inspections of aircraft. | Tech Order 1B-52A has been received at this installation. | 100% | 10 |
| 13. | Acceptance Inspection. | Establish a procedure for inspecting new aircraft and allocations to squadrons. | An acceptance team will be formed in accordance with 42d Bomb Wing TMI #16, Subject: Aircraft Movement Teams. | 50% | 5 |
| 14. | Group Powered Equipment. | Establish a school for the operations of the Ground Powered Equipment for all maintenance personnel. | The MTD Familiarization Course includes a course on MD-1 Power Cart. (9) personnel from the Ground Powered Shop are attending training technical course off the station. Personnel completing MTD will be checked out in the Ground Powered Shop by M.S.T. | 50% | 5 |



Confidential

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | 2 INDEX |
|---|---|---|---|---|
| 15. Squadron Flying Schedule | Determine the most desirable flying schedule for the accomplishment of Wing missions and necessary maintenance on the B-52. | The 93d Bombardment Wing has found that the B-47, KC-97 10 day cycle is the most advantageous for B-52 aircraft. | 60% | 6 |
| 16. Assignment of Aircraft | Determine how aircraft will be assigned to the squadrons. | Aircraft should be assigned to TAC Squadrons in rotation upon receipt. However, the aircraft will be flown by the 75th first, then the 69th then the 70th. | 100% | 10 |
| 17. Aircraft washing | Determine docks to be used and schedule for washing of aircraft. | Docks 8504 and 8521 will be designated as wash racks. All three TAC Squadrons will use these docks. No wash schedule has been prepared to date. | 20% | 2 |
| 18. Refueling | Determining means of refueling B-52 aircraft. | Aircraft will be refueled by single point pit refueling where possible. They will be brought to a static ramp load immediately upon landing from missions. Applicable T.O.'s on refueling will be followed to the letter with necessary maintenance instructions published to supplement subject T.O.'s. In addition to the above, each refueling pit will be marked for exact parking of aircraft and calibrating charts for fuel dip sticks will be made up for each individual pit. The problem is being forwarded to OBS for assistance in determining fuel loading curves. | 50% | 5 |
| 19. Parking Plan | Action completed (8 Feb 56 Report. Line 6 42d Bomb Wing Progress Report.) | | 100% | 10 |
| 20. K-System In-Flight Maintenance Kits. | Action completed (8 Feb 56 Report. Line 34, 42d Bomb Wing Progress Report.) | | 100% | 10 |
| 21. Ammo Loading | Determine if B-36 type Ammo Loader can be used for B-52 Loading. | Action will be taken upon receipt of aircraft. | 0 | 0 |
| 22. Aisle Stand Covers | Establish a requirement for EMS Fabric Shop to make necessary covers. | Action will be taken upon receipt of aircraft. | 0 | 0 |



Confidential

1132

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| 23. | 60 Ft Cables for MD-3 Power Cable Units | Determine Quantity required and necessary adapters. | Authorization is one per refueling hydrant. To be included in Supply Squadron's UAL. | 10% | 1 |
| 24. | Boresight K Equipment | Action completed (8 Feb 1956 Report | Line 33, 42d Bomb Wing Progress Report.) | 100% | 10 |
| 25. | Safety Guards for exposed switches and panels in aircraft. | Forward requirement to F.M.S. | Action will be taken on receipt of Aircraft. | 0 | 0 |
| 26. | Painting of Main Selector Switches & Guard on Fuel Panel. | Set up procedures to assure painting of those items upon receipt of aircraft. | Action will be taken upon receipt of aircraft. | 0 | 0 |
| 27. | Initiators and Thrusters for Ejector Seats | Determine Stand-by level. | Standby level undetermined at this time. | 0 | 0 |
| 28. | Drag Chutes | Action Completed (8 Feb 1956 Report. | Line 39, 42d Bomb Wing Progress Report) | 100% | 10 |
| 29. | Painting of Aircraft in Accordance with ASC Directives. | Action Completed (8 Feb 1956 Report. | Line 40, 42d Bomb Wing Progress Report) | 100% | 10 |
| 30. | Jet Noises | Determine the medical equipment requirements for protection of personnel against the excessive noise generated by B-52 engines. | a. 8th AF is assuming responsibility to procure sufficient Clarke ear-muffs of the necessary types.<br>b. Program of Audiometer testing continues with 255 Base lines established to date.<br>c. Noise indoctrination lectures are scheduled for Base Ground Training Program in April.<br>d. New supply of ear defenders arrived 3 Mar 1956. All personnel will be fitted by 15 April and Audiograms accomplished or scheduled.<br>e. Loring Air Force Base was represented at the 15th | 25% | 2 |





1133.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| | | | Air Force Surgeon's Conference at Castle Air Force Base by Colonel J.G. Langford, Division Surgeon, and Lt J. S. Vilforth, Sanitation and Industrial Hygiene Engineer. The main topics concerned B-52 noise problems and medical aspects of B-52 conversion. | | |
| 31. | Maintenance Personnel | Action Completed (5 Jan 1956 Report, Line 23, 42d Bomb Wing Progress Report) | | 100% | 10 |
| 32. | B-52 Technical Schools | Determine personnel by name and AFSC to attend scheduled technical schools. This action is closely coordinated with Personnel Section. | On a recent staff visit to 8th AF by personnel of this headquarters 8th AF was advised of the number of personnel presently assigned to Loring who meet this criteria for Technical Schools. It was pointed out that the number of personnel who meet this criteria is far below the number of projected quotas to Technical Schools. 8th AF has agreed to fill these quotas, from other sources within the command. It is further pointed out that many quotas as projected in SAC and 8th AF Programing Plans have not arrived as scheduled. Consequently, training in these areas will be deficient. These are MD-3 and ARC-34. | 80% | 8 |
| 33. | Motor Vehicle Allocation and Utilization | Determine and forward motor vehicle requirements to the motor vehicle Utilization Panel. | Authorized equipment vs. assigned is 93%. An additional requirement will exist for a smaller crew bus. This requirement is being analysed prior to submission to the Motor Vehicle Utilization Panel. | 86% | 8 |
| 34. | In-Flight Lunches | Action completed (8 Feb 1956 Report, Line 5, 42d Bomb Wing Progress Report) | | 100% | 10 |
| 35. | Technical Representatives | Action completed (8 Feb 1956 Report, Line 20, 42d Bomb Wing Progress Report) | | 100% | 10 |
| 36. | Publications Procurement | Procure all applicable publications for B-52 aircraft. | FRT's are being processed as they are received, and T.O. file being screened against 1B-52A-01. | 60% | 6 |
| 37. | Instructional Visits to B-52 Units. | Prepare a schedule of visits to B-52 bases for key maintenance and supply personnel and require a written report of each visit, with copies of any material secured from the base visited. | Visits are in the process. Three groups have gone and three additional are to attend. | 90% | 9 |



Confidential

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | F-2 INDEX |
|---|---|---|---|---|---|
| 38. | M.T.D. | Determine the training the B-52 MTD will furnish to the Wing. Make plans for utilizing the MTD. Coordinate with the Director of Operations. | The Mechanical MTD is operating and the quality of instruction is considered excellent. This item will be carried as 50% until arrival of the electronics section. | 50% | 4 |
| 39. | Mobility Plan | Prepare a revised wing mobility plan for B-52 aircraft. | The 93d Bombardment Wing Mobility Plan has been received and is being reviewed. The plan has not been approved by SAC and at the present time is only an interim measure. | 0 | 7 |
| | | END OF MATERIEL REPORT | | | |
| | | REPORT OF DIRECTOR OF OPERATIONS | (Reference to Line Numbers will pertain to of 4th Bomb Wing Progress Report) | Operation | Section |
| 40. | Instructional Visits to B-52 Units. | Action completed (9Mar 1956 Report) Line #21 | | 100% | [illegible] |
| 41. | Wing Flying and Maintenance | Action completed (9 Mar 1956 Report) Line #13 | | 100% | [illegible] |
| 42. | Instructions for Controlling B-52 Transition Operations. | Action completed (9 Mar 1956 Report) Line #9 | | 100% | [illegible] |
| 43. | Professional Instructor Pilots. | Action completed (9 Mar 1956 Report) Line #20 | | 100% | [illegible] |
| 44. | Instructor Pilots | Action completed (9 Mar 1956 Report) Line# 14 | | 100% | [illegible] |
| 45. | Field Check-out of Pilots. | Action completed (9 Mar 1956 Report) Line #12 | | 100% | [illegible] |
| 46. | Field Check-out for B-52 Crews. | Action completed (9 Mar 1956 Report) Line #26 | | 100% | [illegible] |



Confidential

1135

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND FACTORS | PERCENT COMPLETE | DAYS OVERDUE |
|---|---|---|---|---|
| 47. Selection of Standardization Crews. | Select the Standardization Board Crews for the Wing | Four Standardization Board Crews have been selected from the five crews designated as instructor crews. | 80% | 8 |
| 48. Crew line up procedures. | Action completed (9 Mar 1956 Report) Line # 16 | | 100% | 10 |
| 49. Personal Equipment Requirments for B-52 | Action completed (8 Feb 1956 Report) Line # 46 | | 100% | 10 |
| 50. F-13A Automatic Parachute Release. | Action completed (8 Feb 1956 Report) Line # 47 | | 100% | 10 |
| 51. Over-Water Equipment | Action completed (8 Feb 1956 Report) Line # 48 | | 100% | 10 |
| 52. Equip B-52 for Extra Crew Members | Investigate the need for B-52 extra crew positions, and submit requirements for safety belts, oxygen outlets, and interphone facilities to the D/Materiel when deemed necessary. | Information received indicates the B-52 aircraft to be delivered this Wing will be equipped with two (2) extra crewe member positions. | 80% | 8 |
| 53. Traffic Patterns | Action completed (9 Mar 1956 Report) Line # 27 | | 100% | 10 |
| 54. GCA Approach | Action completed (9 Mar 1956 Report) Line # 58 | | 100% | 10 |
| 54a. Navigation Aids | Monitor the installation of a terminal VOR navigational aid at Loring AFB. | Let down procedures have been forwarded to higher headquarters for publication. Line # 1, 42d Air Base Group, Operations Section, Progress Report. | 90% | 8 |
| 55. VFR Control. | Action completed (9 Mar 1956 Report) Line # 18 | | 100% | 10 |
| 56. Weather Minimums | Action completed (9 Mar 1956 Report) Line # 11 | | 100% | 10 |
| 57. Instrument Take-Offs | Action completed (9 Mar 1956 Report) Line # 15 | | 100% | 10 |



Confidential

1856

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND FOLLOW | PERCENT COMPLETE | T-2 DATE |
|---|---|---|---|---|---|
| 58. | Airborne Radar Instrument Let-down Procedures | Establish and test fly airborne Radar instruments let-down procedures. | Airborne radar instrument let-down procedures will be the same as the Jet penetration and GCA plus IP on the Presque Isle RCB and the Loring TACN. At the present time the proposed let-downs are not published. As soon as these let-downs are approved, airborne let-down procedures will be established and published. | | |
| 59. | Taxi Procedures | Action completed (4 Mar 1956 Report) | Line # 2. | 100% | |
| 60. | KC-97 Emergency Standby | Action completed (9 Mar 1956 Report) | Line # 17 | 100% | |
| 61. | In-Flight Refueling | Action completed (9 Mar 1956 Report) | Line # 23 | 100% | |
| 62. | Pacer Aircraft | Action completed (9 Mar 1956 Report) | Line # 2[illegible] 8th AF advises SAC has deleted this Requirement for T-33 Aircraft. | 100% | |
| 63. | Support Aircraft | Action completed (8 Feb 1956 Report) | Line # 30 | 100% | |
| 64. | Alternate and Emergency Fields | Make a study of fields to use as alternate and emergency fields. Make charts for incorporation in Pilot's Chart List showing the distance of each field, best altitude to fly, time enroute, and length of runway. Investigate possibility of positioning specialized equipment at primary alternates. | A study of possible alternate and emergency landing fields for use in B-52 operations from this base is being conducted. Charts for the fields selected cannot be prepared until the performance data on the "F" and "G" model B-52s are received. Estimated completion date is 1 May 1956. | [illegible]% | |
| 65. | Study of Weather and Emergency Evacuation Plans. | Study current weather and emergency evacuation plans to insure that they are workable with B-52 Aircraft. | The current Weather Evacuation Base is adequate for B-52 Aircraft. Eighth AF has been advised that the current emergency evacuation base is inadequate. | 25% | |
| 66. | Thunderstorm Penetration Plan. | Action completed (8 Feb 1956 Report) | Line # 41 | 100% | |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| 67. | SAC Tactical Doctrine | Request SAC Tactical Doctrine for B-52 Aircraft. | The recent staff visit to the 93d Bomb Wing reveals that SACM 55-5 is inadequate for B-52 operations and that SAC is to publish a Tactical Doctrine for the B-52. The 93d Bomb Wing is presently using a proposed B-52 Tactical Doctrine that was submitted by the 15th AF to SAC and was rejected. SAF will be queried as to when a B-52 Tactical Doctrine will be published by SAC. | 0 | 0 |
| 68. | Indoctrination of Intelligence Officers in B-52 Mission Planning. | Action completed (8 Feb 1956 Report) Line #3 | | 100% | 10 |
| 69. | Disposition of EWF Target Materiel. | Action completed (8 Feb 1956 Report) Line #1 | | 100% | 10 |
| 70. | Preparation of Crew Target-Study Folders. | Prepare fifty SAF Crew Target Study Folders for observers use. | The Wing has 45 target study folders in current use, and will compile additional folders commensurate with the number of crews assigned. | 90% | 9 |
| 71. | Maps and Charts | Action completed (8 Feb 1956 Report) Line # 31 | | 100% | 10 |
| 72. | Personal Data Cards | Interview newly assigned crew personnel and obtain needed personal data cards. | At the present time data cards are complete on 60% of the combat crew members of this base who are scheduled for the B-52 program. It is believed the Air Rescue Group of Stead AFB has the data on 30% of the remaining 40% and a message has been dispatched requesting copies of the Personal Data Cards. Combat crew personnel assigned from other organizations will be interviewed upon arrival at this station. | 60% | 6 |
| 73. | Target Materiel | Select all possible target materiel (domestic) for use in the B-52 program. Coordinate with Intelligence. | Material has been requisitioned from SAF to include 100 series TCC and Mosaics. Fifty percent of this requisition has been received at this date. Target folders will be expanded on a continuing basis. | 75% | 7 |



Confidential

1158

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| 74. | Target Rotation | Establish local policy for target rotation during B-52 training phase to insure that our observers receive broad experience on all types of targets. | All targets will be screened, and suitable targets specified, either being direct or offset targets. Direct radar runs will be emphasized during training phase to develop the observers skill in target identification. A local directive covering RBS target and site rotation will be published prior to 15 April 1956. | 60% | 6 |
| 75. | Procurement of Radar Scope Photography of Domestic RBS Sites. | Action completed (8 Feb 1956 Report) Line # 2 | | 100% | 10 |
| 76. | Ammunition and Bombs | Determine the types of ammunition and bombs peculiar to the requirements of the B-52 operations and take action to get disposition instructions on surplus stocks now on hand. | The wing is awaiting word from higher headquarters on the type of tactical bomb to be used. 50 cal. ammunition will be used and 54,000 rounds is presently on this station. Surplus stocks will be disposed of, in accordance with supply directives when the requirements under the B-36 program has ceased. | 50% | 5 |
| 77. | Training Bombs | Take action, to provide, D/Materiel with forecast of requirements for training bombs and procure 60 copies of bombing tables for each type of bomb. | The recent staff visit to Castle AFB indicates that all the B-52 aircraft to be delivered to this Wing, will have a U-2 release installed. This precludes drops of normal practice bombs until a modification can be made on either the bombs or the U-2 release. | 0 | 0 |
| 78. | Bombing Ranges | Study the possible bombing ranges available for ZI coverage for B-52 operations. | Information received from SAF indicates no special consideration is required of Bombing ranges for B-52 operation. This headquarters is in possession of current information on all ZI Bombing ranges. | 100% | 10 |
| 79. | In-Flight Maintenance | Action completed (8Feb 1956 Report) Line # 32 | | 100% | 10 |
| 80. | Forms | Action completed (8 Feb 1956 Report) Line # 7 | | 100% | 10 |



Confidential

1159

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| 81. | Training Charts | Action completed (8 Feb 1956 Report) Line #54 | | 100% | 10 |
| 82. | Charts to Reflect Status of all Crew Members | Design charts to reflect daily SAC 51-19 status of all crew members in bomb and air refueling squadrons. Keep this chart up to date, commencing with the arrival of the first B-52. Use it to insure that crew members on all B-52 sorties are composed in strict compliance with SACR 51-19. | AF Form 1320 is being used to chart SACR 51-19 requirements and accomplishments. As individual crew members report to Loring AFB, these charts will be posted up to date. | 90% | 9 |
| 83. | Crew Boards | Action completed. (8 Feb 1956 Report) Line # 50 | | 100% | 10 |
| 84. | Design Control Room & Charts | Action completed. (8 Feb 1956 Report) Line # 49 | | 100% | 10 |
| 85. | Control Room | Obtain ground type UHF Radio Equipment. Rewrite and bring up-to-date Control Room SOPs. (B-52) | A ground type UHF radio console is programmed for the Control Room to replace the airborne equipment presently in use. A 50 foot antenna is to be installed but work cannot commence until the ground has thawed sufficiently to permit installation. | 20% | 2 |
| 86. | Altitude Indoctrination | Schedule all programmed B-52 crew members through altitude indoctrination course. | Priority is being given crew members scheduled for the B-52 program. Quotas have been received through May 1956 which will satisfy combat Crew requirement. | 85% | 8 |
| 87. | Dash One Manuals & Hand Books | Procure adequate numbers of Dash One Manuals and Hand Books. | Air pickup of 350 copies of the 1B-52 B-1 has been made. The 1B-52C-1 hand books will be available some time in April 1956 and 8AF will notify this headquarters when the pickup can be made. | 0 | 0 |
| 88. | Landing Weights | Action completed (8 Feb 1956 Report) Line # 43 | | 100% | 10 |
| 89. | Instructions on Fuel Panel, Weights and Balances | Action completed (8 Feb 1956 Report) Line #44 | | 100% | 10 |



Confidential

1140

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| 90. | Fuel Reserve | Action completed (8 Feb 1956 Report) | Line # 42 | 100% | 10 |
| 91. | Ramp Position for Guns | Action completed (8 Feb 1956 Report) | Line # 56 | 100% | 10 |
| 92. | Check for Fired Cartridges. | Action completed (8 Feb 1956 Report) | Line # 57 | 100% | 10 |
| 93. | Bomb Commanders & Survival Course. | Establish a plan to send all crew personnel to BC School, Basic and Survival Training prior to departure for B-52 Training. | Due to the change in reporting date of the first seven crews to Castle AFB, 12 personnel reported without accomplishing survival training, and 1 without completing the BC Course. These personnel will be scheduled for this training upon their return to this station. | 75% | 7 |
| 94. | Wing Special Weapons | Obtain early orientation and training of Wing Special Weapons Instructors in B-52 bomb bay systems and techniques. | One special weapons instructor from this wing visited Castle AFB for an orientation on B-52 Special Weapons Operation. An 8AF message received by this Hqs indicates action is being taken to obtain a course of instruction for B-52 Special Weapons Instructors. | 25% | 2 |
| 95. | Special Weapons Refresher Course. | Revise the present BC refresher course to substitute B-52 Bomb Bay Systems and techniques in place of the same for B-36. | A B-52 Special Weapons Refresher Course is being developed and will be presented alternately with the B-36 course upon arrival of B-52 crews. The B-36 course will be dropped entirely when the B-36 crews are phased out. | 50% | 5 |
| 96. | Aircraft Bombing System Ring-out Team. (Monitored by Special Weapons) | Insure that A&E Special Weapons Personnel receive adequate training in B-52 ring-out and that courses outlined in SACM 27-2 be utilized. | Personnel have been programmed to attend schools and courses outlined in SACM 27-2. Quotas and reporting dates have been received. | 60% | 6 |
| 97. | Operation of Training Aids. | Report periodically on the status of procurements and/or operation of the following training aids. | The following action has been or will be taken. | 50% | 5 |
| | | a. Radar system ultrasonic trainer. | a. Conversion date of the present trainer to MA-6 is unknown. | 0 | 0 |

Confidential





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| | | | a-1. The present K-3A trainer on this base will be modified to physically resemble the MA-6 trainer until an MA-6 System Trainer is received. Estimated date of modification completion is 1 May 1956. | | |
| | | b. Radar system mock-up | b. The A&E Shops are to have a radar system mock-up for limited use in March. The MTD is to have one also. Date of availability is 1 May 1956. | 50% | 5 |
| | | c. Periscopic sextant mock-up | c. Present UAL does not authorize a periscopic sextant mock-up. A request for authorization has been submitted. | 0 | 0 |
| | | d. E-10 Computer (Training Aid | Action completed (8 Feb 1956 report) Line # 39 | 100% | 10 |
| | | e. Maps for high speed navigation and station circle stamps for use by B-52 crews. | e. Maps and charts are available on this station. The 42d Bomb Wing Liaison Officer at Castle AFB will be instructed to obtain a design of the station circle stamp being used by the 93d Bomb Wing and the stamp will be locally manufactured. | 50% | 5 |
| 98. | Observer Ground Training. | Action completed (8 Feb 1956 Report) | Line 40 | 100% | 10 |
| 99. | Block Training Program | Set up Block Training Program in incorporate all training directives, to include all ground training for both, crew and non-crew members. | Block training is not required of combat crew members until combat ready. The annual requirements for all non-aircrew personnel included in the Block Training remains the same as specified in SACR 50-24, Supplement 1. These are associated training to maintain requirements and include general military proficiency. The applicable supplement to SACR 50-24 which gives the proficiency requirements for B-52 combat crew members is not yet available. | 10% | 1 |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| 100. | M.T.D. | Determine the amount of training that the B-52 MTD will furnish to the Wing and plan for maximum utilization. | Mechanical MTD for B-52 aircraft started on 13 Feb 1956. The Electrical MTD is scheduled to arrive in April. Training capability and planned utilization have been completed. This item has been reported as 50% complete until arrival of the Electrical MTD. | 50% | 5 |
| 101. | Training | Monitor the delivery of Synthetic Trainers | C-11 link trainer now operational. No further information. Line #8. Reference to Line Numbers will pertain to 42d Air Base Group Progress Report. (Training Section) | | |
| | | Monitor the establishment of classrooms required for training. | Sufficient general purpose classrooms are available at the present time. This area is 100% complete. | 100% | 10 |
| | | Monitor establishment of space requirements for the MTD. | The MTD presently has enough room to house their Mechanical and Electronics Detachment. | 100% | 10 |
| | | Schedule and Monitor any/all required training. | No training requirements have been proposed. | | |
| | | END OF OPERATIONS REPORT | | | |
| 102. | Communications | Monitor the administrative telephone system to assure adequate communications are provided. | Reference to Line Numbers will pertain to 42d Air Base Group Progress Report (Communications Section) Situation so critical that no more new telephones can be installed without disrupting the system. Equipment for 1000 line expansion is on hand and we are awaiting an AMC installation team. Tentative completion date, 15 June 1956. | 10% | 1 |
| | | Monitor the Outside Cable Plant project to assure cable distribution to aircraft stub and nose dock areas is accomplished at earliest possible date. | Initiated engineering study to determine type telephone and signaling device necessary and acceptable for operation. Consideration must be given to wing clearance, noise level, and winter snow removal operations. Will require weather proof box for each phone, also AC current for signaling device. Middletown AMA is doing preliminary engineering. | 0 | 0 |

Confidential



1143

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENT AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| | | Monitor the Maintenance Expeditor Radio System (Mobile) | Equipment on hand, awaiting assignment of vehicles for installation. | 50% | 5 |
| 103. | Funds | Insure that fund requirements for conversion of the 42d Bomb Wing are included in financial plan, and that funds made available in accordance witherwith are allotted to support scheduled build up. | Funding of training requirements for B-52 conversion - 100%. Inclusion of supplies and material in 1957 financial plan - 100%. Funding requirements listed in above mentioned plan - 0%. | 66-2/3% | 7 |
| 104. | Public Relations Office of Information. | Prepare in coordination with Headquarters 45AD and Hqs, 42d Bomb Wing news releases concerning this plan. | A series of talks with the Community Services Council on the problem of jet noise has been given. More talks are projected for the month of April before the Chambers of Commerce, Rotary, Lions, etc. Films are being used on conjunction with the speeches.<br>A press conference for the arrival of the first B-52 has been arranged. Plans will probably have to be shelved because of the delivery slippage. Hometowners on crew members are going out regularly as the new crews arrive.<br>An information bulletin on Loring AFB activities and facilities is being maintained at the 4017th Combat Crew Training at Castle AFB. | | |
| | | REPORT OF DIRECTOR PERSONNEL (Reference Line Numbers will pertain to Personnel Section 42d Air Base Group Progress Report) | | | |
| 105. | Personnel | Monitor the assignment of personnel in sufficient numbers and skill to provide for equitable manning within the 42d Bomb Wing. | 6. Number of personnel assigned to 42d Bomb Wing as initial maintenance package; (P=Projected, A=Arrived) 301X0 P-9, A-7; 301X1 P-3, A-3; 301X3 P-6, A-5; 321X0E P-10, A-10; 323X0C P-8, A-3; 421X2 P-16, A-12; 422X1 B-10, A-5; 423X0 P-19, A-11; 431X1 P-18, A-14; 432X0 P-11, A-11; 472X0 P-11, A-8; 534X0 B-4, A-3; total projected is 125, total arrived is 92. | 73.6% | 7 |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENT AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| | | | One Major, AFSC 1245, is being retained at Castle AFB to undergo B-52 Flight Simulator Training. This officer will be OIC of the B-52 Simulator located at Loring. In addition, spaces have been requested for two Captains AFSC 1234B, to attend the Simulator Course at Castle AFB for a period of approximately three weeks, beginning in May 1956. This will fulfill 75% of the officer manning of the B-52 Flight Simulator. 8thAF has advised this Headquarters that the six electrical technicians (airmen) required for the operation of the B-52 Flight Simulator will be made available from Castle AFB lists. These personnel have not, as yet, been made available to this command. | 50% | 5 |
| 106. | Manning of B-52 T.O. or UMDs. | Project assignment of presently assigned personnel in duties authorized by B-52 T/O and UMDs. This must include personnel input of "HARD CORE" type, plus retrained assigned personnel. Requisition personnel shortages sufficiently early to insure procurement when needed as determined by overall timing of the 42d Bomb Wing conversion. | Projection of presently assigned personnel against B-52 UMDs has been made. Projections as indicated below were made against the current 30 aircraft UMD. The 45 aircraft UMD (B-52) which becomes effective 15 April 1956, will change all projection percentages. New projections are currently being made against advanced copies of the new UMD.<br><br>a. Officer Manning:<br><br>$Body Manned 126 — $IRS 77<br><br>Overages in body manning are due to continued B-36 operation under B-52 manning document. The shortage in manning in required specialities is caused primarily because pilots 1234A cannot be credited against authorization for pilots 1245. Information indicates that authority is forthcoming on reporting pilots 1234B as effectively | 14% | 3 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | T-2 INDEX |
|---|---|---|---|---|---|
| | | | MANNED IN PILOT 1245 authorizations. Another large factor creating the shortage in required specialties is caused by a body shortage in authorized ECM officers. They are programmed and are arriving as required to support crew training schedules.<br><br>b. Airmen Manning:<br>(1) Direct Support skills:<br>%Body Manned 96.9 — %MIRS 43.8<br>(2) Indirect Support skills:<br>%Body Manned 107.2 — %MIRS 61.8<br><br>Again, the ineffective overages in body manning are due to retention of B-36 skills to support continued B-36 operation under the B-52 UMD. Shortages of manning in required specialties will be alleviated progressively with arrival of initial input cadre (125), Hardcore, (39), and return of airmen being trained in the maintenance package. | | |
| 107. | Staff Crews | Select staff personnel to meet established quota of 6 staff crews with minimum disruption of wing mission and in consideration of staff positions to be filled by these personnel. | Action completed (8 Feb 1956 Report) Line 2. | 100% | 10 |
| 108. | Instructor Crews | Monitor to insure assignment of B-52 Instructor Crew to be provided by SAC as of 1 May 1956. | SAC Professional Instructor Team #1 is programmed to arrive 1 May 1956. Reporting date has been confirmed by Hqs. SAC. Assignment of this team will be coordinated to insure maximum utilization. Estimated date of completion is 1 May 1956. | 0 | 3 |



Confidential

1146

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| 109. | Experimental Crews | Provide 2 crews composed of average B-36 personnel directly into B-52 school without prior training in the B-47. | Action completed (8 Feb 1956 Report) Line 4 | 100% | 10 |
| 110. | 42d Bomb Wing Combat Crews | Determine composition of required number of crews of Select or Lead caliber from assigned B-36 crews. Send members of these crews to appropriate training time phased to insure arrival at B-52 school as complete crews. | Action completed (8 Feb 1956 Report) Line 5 | 100% | 10 |
| 111. | SAC Resource Crews | Monitor assignment of B-52 combat crews trained from SAC resources. | First increment of combat crews trained from SAC resources will start arriving 27 April 1956. Names of all crews, programmed have been received with exception of 8 B-47 crews to be furnished by 15th AF. 3 of these unnamed crews are programmed for crew training at Castle AFB on 22 May 1956. Remaining 5 crews are programmed for crew training at Castle on 22 June 1956. Crew assignments will be coordinated with the phase-out of B-36 crews to insure maintenance of an EWF capability. Estimated date of completion is October 1956. | 0 | 0 |
| 112. | Gunners | Provide 64 gunners to man all crews of the 42d Bombardment Wing. | A change in the program has been made to reduce the total training quota at Lowry AFB to 60 gunners for the 42d Bomb Wing. This action was necessary due to lack of equipment within Technical Training Air Force to meet original training schedule. Action has been completed on the selection of all gunners required to meet each class quota for the total program. Due to an initial shortage of gunners, program requirements were met by assigned B-36 gunners, boom operators with former "F" gunnery experience, and radio operators recommended for cross-training. | 100% | 10 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENT AND PROBLEMS | PERCENT COMPLETE | W-J INDEX |
|---|---|---|---|---|---|
| 113. | Familiarization and Indoctrination Course. | Develop time-phased program for attendance of personnel of this wing. Submit to 8th AF for coordination with 15th AF, and arrange course schedule. | Action completed (8 Feb 1956 Report) Line 4. | 100% | 10 |
| | | a. Monitor the movement of personnel to the B-52 indoctrination school in accordance with established directives. (Reference Line 3, Personnel Section 42d ARG Progress Report) | To Indoctrination Course, Castle AFB, Calif. Number scheduled - 170, Number sent - 60. | 34.3% | 3 |
| 114. | Technical Training Maintenance Package | Screen all assigned and input maintenance personnel to determine priority and sequence in filling training quotas in the following:<br>Jet engine Mechanic<br>AC electrical Repairman<br>Aircraft Mechanic B-52<br>AC Hydraulic Repairman<br>Pneumatic Power Cart<br>Mechanical Accessories & Equip Repairmen | All personnel presently assigned this wing have been screened to determine their eligibility for training against total programmed training quotas. Predominantly, airmen who meet entrance prerequisites for training are career-airmen and supervisors. Careful attention is given to priority and sequence in filling training quotas due to a shortage of eligible airmen and the need to retain a minimum number at all times for operation and maintenance of remaining B-36 aircraft. Following indicates progress made in maintenance training package. | 42% | 4 |
| | | Structural Repair of High Perf Aircraft<br>A-3A FSC Mechanic (B-52)<br>Turret Systems Technician (BO52,A-3A)<br>A-3A Radar Technician (B-52)<br>A-3A Turret Drive System & Computer Technician (B-52)<br>Communications System Installation, B-52 Capsule Equipment & Systems Indoctrination<br>Capsule Removal and Installation Special Radio Maintenance Technician K-3A and A-14 Autopilot Tie-in Installation<br>A-14 Autopilot and N-1 Compass | Total programmed quotas 639<br>Total quotas filled to date 270<br>Quotas levied 45th AD 192<br>Quotas filled 45th AD 192<br>Quotas levied other commands 78<br>Quotas filled other commands 78 | | |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | NECESSARY ACTION | DEVELOPMENT AND PROBLEMS | PERCENT COMPLETE | V-3 INDEX |
|---|---|---|---|---|---|
| 115. | Surplus Personnel | Breakout and identify personnel rendered surplus to the Wing who are not authorized to be trained to meet wing requirements, and request disposition guidance from higher headquarters. | Identification has been made of all crew members who will become surplus through 1 July 1956. Disposition has been requested from higher headquarters for those available through May 1956. Individual preference questionaires are being prepared for remaining surpluses and will be forwarded for disposition by 15 April 1956. Estimated date of completion is 1 May 1956. | 10% | 4 |

END OF PERSONNEL REPORT



Confidential

1149

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1150

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# LORING AIR FORCE BASE

## TRAVEL GUIDE

### AIR FORCE PERSONNEL

Read, heed, and get there
SAFELY

LORING AFB
OFFICE of SAFETY

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# INTRODUCTION

You are about to start a trip. I am very much concerned about your safety while you are out on the highways. It is my sincere wish that you reach your destination without mishap.

Every year, in motor vehicle accidents, lives are lost through injuries and deaths to members of the Air Force which include between duty stations. Most of these losses are a direct result of driving private vehicles at excessive speed while fatigued, or in a reckless manner over unfamiliar roads. It is a sad commentary upon our intelligence as human beings that we have permitted a machine so useful as the automobile to become an instrument of death and destruction. This has happened because of the failure to recognize that the same rules of temperance and good common sense which apply to our home life should apply while behind the steering wheel of an automobile.

Safety on the highways must begin in the minds and hearts of individual drivers. Laws are no better than the attitude of the people they govern. Speed limits and other regulations accomplish no more than the degree to which they are obeyed. It is impossible to apply a law to persons already dead.

During the Air Force Month, programmed activities create an added driving hazard during the winter months. Safer safe driving habits require a slightly higher degree of skill in one part of the country, however, than a slower driving, greater spacing and a lot of common sense one can obtain in a mild weather season without blemishing the driving record. The [illegible] guide has been compiled to aid [illegible] carefully read and heed its contents. [illegible]

[illegible]
Colonel, USAF
Commander



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRIP PREPARATION

Is Your Car Ready to Make the Trip?

1. Have the front end and steering been checked and adjusted properly?

   These are two of your most important safety features.

2. Have your brakes been checked recently? Are they properly adjusted?

   They are very essential in vehicle control.

3. Are your tires in good condition? Do they have good treads and are they free of cracks?

   You know what slick, cracked tires can cause.

4. Are your lights in good shape and properly adjusted?

   You have to see to drive safely.

5. Do your w[illegible]

   Poor visibility has killed many people.

6. How is your battery? Are the plates in all cells covered with liquid?

   This is essential for other safety features to function properly.

7. [illegible] transmission checked last?

   Let's not invite any highway breakdowns.

8. Check your horn, too. It's still in style and very important.

   An ounce of prevention is worth a pound of cure.

9. WINTER DRIVING. The following is some of the things for you to do to improve your winter driving habits.

10. ACCEPT YOUR RESPONSIBILITY. Accept your responsibility to do all in your power to drive without accident. Don't blame the weatherman for an accident. Be prepared to meet the situation.

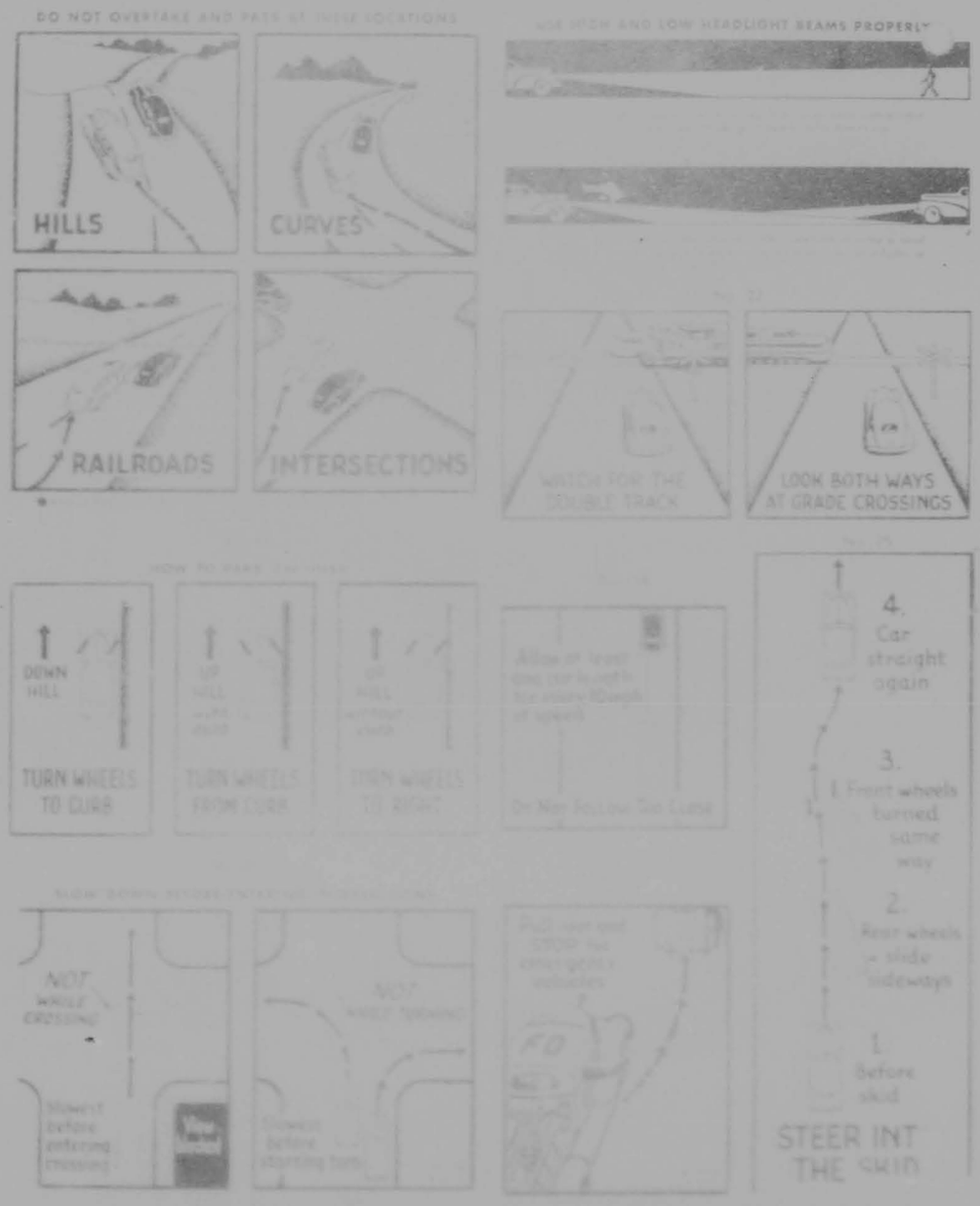
11. GET THE "FEEL" OF THE ROAD. Try brakes occasionally while driving slowly and away from traffic. Find out just how slippery the road is and adjust your speed to road and weather conditions. Remember, you can't stop on an icy dime.



115-3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

12. KEEP THE WINDSHIELD CLEAR. Keep the windshield clear of snow and ice, fog and frost. [illegible] headlights, windshield wiper blades and defrosters are in top condition [illegible] to [illegible] danger to avoid it.

13. USE TIRE [illegible] ROAD [illegible]. Don't rely on worn-smooth tires. Use tire chains on snow and ice. They cut stopping distances about half, give 4 to 7 times more starting and climbing traction utility. But even with the help of chains, slower [illegible] speeds are a "must" on snow and ice.

14. PUMP [illegible] BRAKES. Step your brakes to slow down or stop. Jamming them on can lock the wheels and throw you into a dangerous skid. A little skidding can carry you a long way.

15. FOLLOW AT A SAFE DISTANCE. Keep well back of the vehicle ahead--give yourself room to stop. Remember, without [illegible] driving, it takes 3 to 12 times as far to stop on snow and ice as on dry concrete.

PLANNING AHEAD FOR ONE TRIP

The following suggestions should be carefully considered before you leave:

1. Have you carefully planned your trip, allowing for any trouble you might encounter?

2. Have you [illegible] to avoid being your driving fatigued? [illegible] by 1 at least [illegible] hours.

3. How many miles do you plan to cover each day? We suggest 450 miles a day as a maximum.

4. Don't forget to take into consideration your speed laws in your planning. Speeding often [illegible] and [illegible] you [illegible].



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

I'M-YOUR-WITNESS-DEAR - I SAW IT GET IN YOUR WAY

1156

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

5. Take your map and mark your route before you start. Then you can consult this map during each rest stop to keep abreast with how you're doing.

6. Plan for a good night's sleep each night. Try to leave your troubles behind. You need a clear head so you can concentrate on your driving.

7. Don't drink and drive. If you have to have one for the road, make it coffee!

8. Remember the State Highway Patrolman is your friend, is there to help you, and is anxious to be of service!

HERE'S THIS BUSINESS OF DRIVING TO STAY ALIVE!

Approximately 90% of the highway fatalities are caused by violations of some traffic law on the part of one or both drivers. Such things as:

Speeding

Driving Under the Influence

Passing on the Wrong Side

Cutting in Line of Traffic

Passing on Hilltops and Blind Curves

Passing at Railroad Crossings and at Intersections

Increasing Speed When Another Car Had Signaled Its Intention to Pass

Failing to Give Way to the Car Passing

Driving in the Wrong Lane

Straddling the Center Line

Failing to Depress Headlights When Approaching Traffic

All of these are traffic violations.

TOO MANY DRIVERS ARE NOT ACCEPTING THEIR RESPONSIBILITIES!

IT IS THE MAN BEHIND THE WHEEL WHO IS PERSONALLY RESPONSIBLE

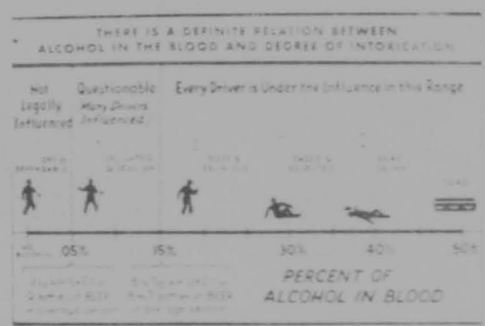
FOR EVERYTHING HIS CAR DOES.

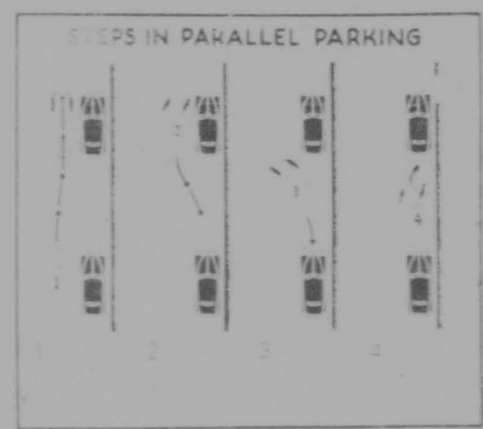




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



PROTECT YOURSELF
NOTIFY POLICE IMMEDIATELY AFTER ACCIDENT
THEN SUBMIT WRITTEN REPORT

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A car only does what it is made to do. It has every safety feature except a brain. It cannot think for itself. It must depend upon the human brain for its action and on this trip this means YOU. If you don't let your machine down, it will not do you harm. Check the above list again. THEY ARE KILLERS!

COURTESY CAN BUY A LOT OF SAFETY!

"DRIVE BOTH CARS"

"Drive both cars" means that an alert driver tries to figure out what the other fellow may do and acts accordingly. Among other things:

He's ready to stop for the fellow who runs through on the YELLOW.

He lets the reckless passer get into line, even though tempted to squeeze him.

He watches for the fellow who may pull out of a parking space or driveway without looking.

If he possibly can, he stays out of the way of the approaching driver who's trying to re-enter his own lane.

He shrugs his shoulder and lets the road hog have his way. Competing with him is not expensive and lonely.

He keeps pedestrians, especially children, always in mind.

DRIVE BOTH CARS, DON'T LET IT DRIVE YOU!

If you find some unsafe highway, some unsafe condition, some motoring hazard on your trip, be a buddy, drop a letter or postcard to Director of Safety, Loring Air Force Base, Maine so your fellow airmen can be safer.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## DRIVERS' TEN COMMANDMENTS

1 THE GOOD DRIVER KEEPETH HIS CAR IN SAFE CONDITION.

2 HE DRIVETH ONLY WHEN SOBER, AND NEVER TO GREAT WEARINESS.

3 HIS MIND DOTH NOT WANDER, FOR SAFE DRIVING KEEPETH A MAN BUSY.

4 HE KEEPETH ALWAYS TO THE SPEED WHICH GIVETH PERFECT CONTROL.

5 HE PASSETH INTERSECTIONS AND GRADE CROSSINGS WITH CARE.

6 TO CHILDREN AND PEDESTRIANS HE GIVETH THOUGHT, FOR OVER THEM HE HATH THE POWER OF LIFE OR DEATH.

7 HE OBEYETH THE LAW OF THE LAND, KNOWING OBEDIENCE MAY INCREASE HIS YEARS.

8 FOR THE HAZARDS OF DRIVING IN THE NIGHT, HE MAKETH ALLOWANCE.

9 THOUGH HIS SOUL BE TRIED, THE GOOD DRIVER KNOWETH AND REMEMBERETH THAT COURTESY IS FIRST LAW OF SELF PRESERVATION.

10 WHEN HE GOETH ON FOOT, THE GOOD DRIVER REMEMBERETH THE GOLDEN RULE.

1160

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASIC HIGHWAY RULES

SIGNALING

1. Give clear warning well in advance of your intention to cause any interference with the normal flow of traffic (by hand, mechanical device and positioning car).

2. Observe and take warning from the signals and movements of others.

3. Observe and obey the authorized signs and automatic signals provided to guide and control traffic.

PASSING PARALLEL

1. Drive on the right side of the roadway.

2. Pass to the right of approaching cars.

3. Generally, pass to the left when overtaking.

4. Give way to those trying to overtake and pass you.

5. Overtake and pass others only when the view ahead is clear and you have ample, clear roadway for the passing maneuver.

PROPER TURNING

1. A car making a left turn must start such turn from the center lane or left side of its half of the roadway.

2. Any car making a right turn must start such turn from the curb lane or right side of its half of the roadway.

3. Any car making a left turn must yield the right of way to all cars moving in the opposite direction which might be blocked or hindered by the turn.

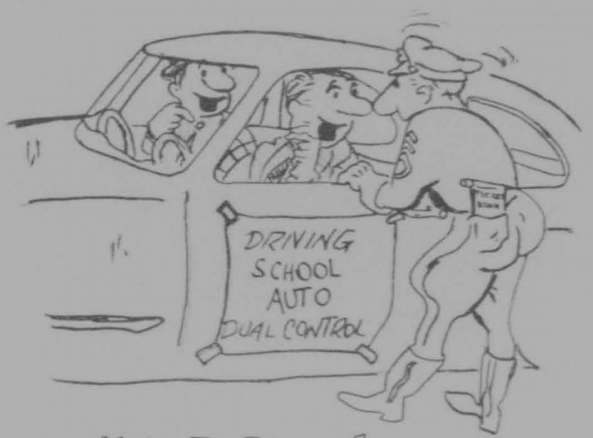
PARKING ON OR ADJACENT TO HIGHWAYS



1161

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




HE'S THE DRIVER!

1162

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1. A car must be parked off the traveled portion of the highway where it will not interfere with the normal flow of traffic or costruct the view of other drivers. The Uniform Traffic Code specifies at least twelve feet from center line.

MAINE SPEED LIMIT 45 MPH

TURNPIKE 60 MPH AND AS POSTED

These posted speed limits are lower than those set by the National Uniform Traffic Code. These limits hold true in most other states; however, we advise you to watch for speed limits of other states as you travel through the country. Don't run afoul with the law while you're on this trip.

Many people drive with the impression that speed limits are posted for the other fellow. Many people are involved in accidents every year because they didn't read and heed these signs. These signs are posted for your protection, let them do their job. Many people are killed every year by disobeying what traffic signs asked them to do. It is the attitude that these signs were posted for the other fellow. Hundreds of people die every year thinking, "Accidents happen to the other fellow".

ALWAYS BE RIGHT

"Traffic laws are on YOUR side. Whose side are YOU on?" In almost all traffic accidents, one or more traffic laws are violated by motorists or pedestrian, or both. Don't ignore traffic laws. They can and will save your life.

Make it a rule to keep a safe margin between cars. This is especially important in winter when stopping distances may be shortened by rain or ice.



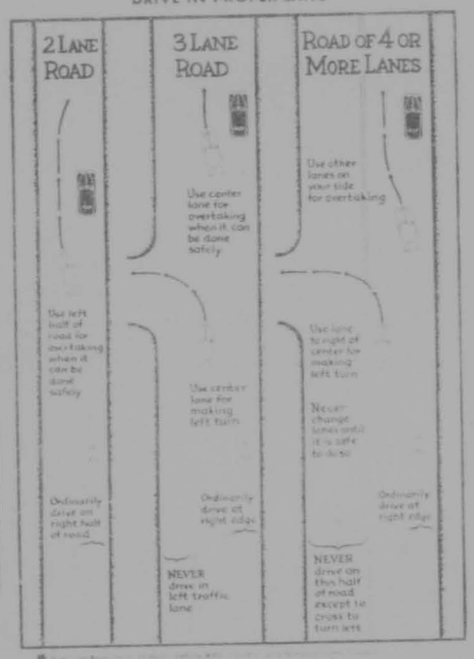


THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

No. 1

DRIVE IN PROPER LANE

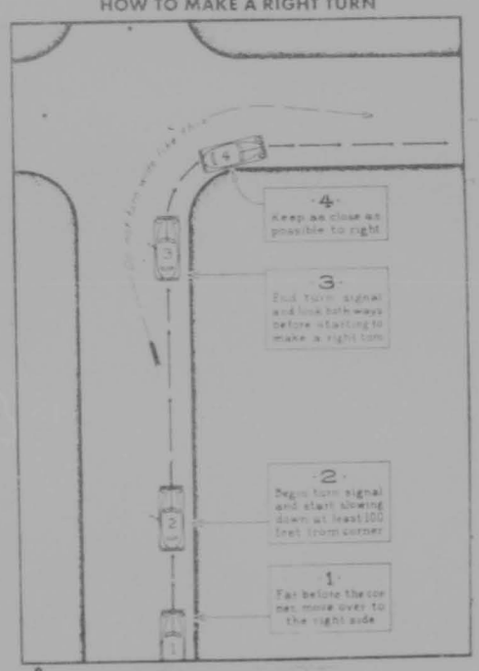



No. 3

YOUR CAR MUST HAVE THIS EQUIPMENT

No. 4

HOW TO MAKE A RIGHT TURN




No. 2

ARM SIGNALS FOR STOPS AND TURNS

1164

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Vacations are fun but every year people kill themselves and others when they try to cover too much ground in a day and fall asleep at the wheel. Stop immediately for the night when you feel drowsiness overcoming you. Sleeping drivers don't often walk away from resulting wrecks.

DON'T DRIVE WHEN TIRED - REST AND LIVE

HEED TRAFFIC LAWS

ACCIDENT RESPONSIBILITY

Fixing blame for an accident involves not only the right of way, but another fundamentally legal principle - the doctrine of the last chance.

WHO HAD THE LAST CLEAR CHANCE TO AVOID THE ACCIDENT?

As the driver of an automobile, you are obligated to do what you can to protect another driver even from his own mistakes. No matter how foolish or illegal his action may be, you have no right to let his actions result in an accident if you have the last clear chance to prevent it.

A car must be so driven and controlled as to enable the driver to avoid the normal actions and average mistakes of other drivers and pedestrians.

A driver must have his driver's license and automobile registration with him at all times while driving.

Follow your highway rules and help traffic move along in a safe, orderly manner.

A MISGUIDED CAR CAN BE A DEADLY WEAPON!



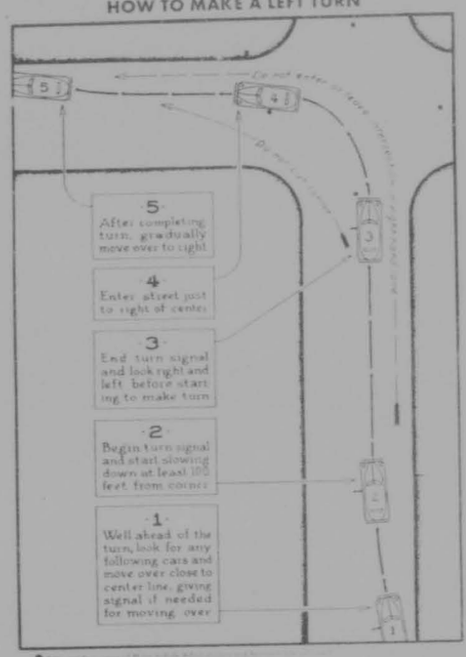
1165

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

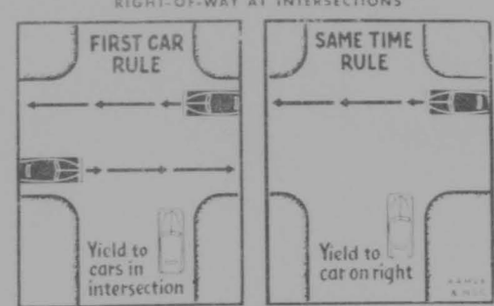
No. 5

HOW TO MAKE A LEFT TURN



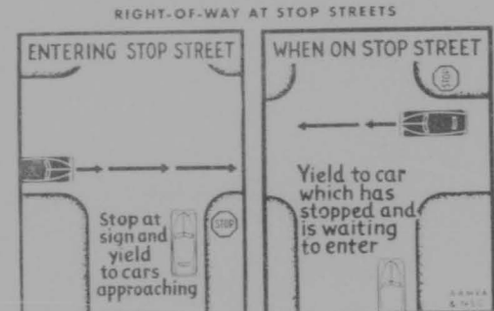

No. 6

RIGHT-OF-WAY AT INTERSECTIONS

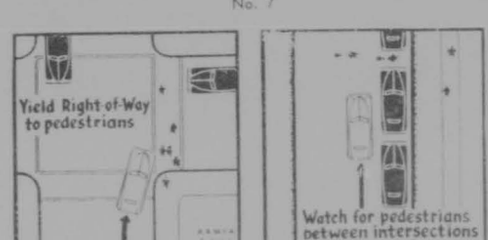



No. 8

RIGHT-OF-WAY AT STOP STREETS

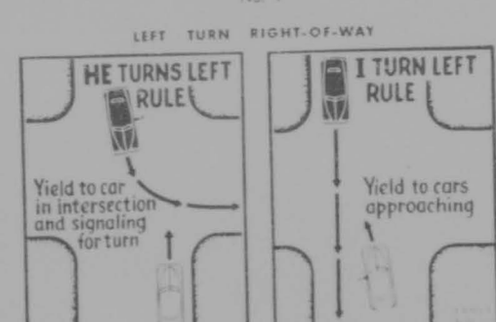



No. 7




No. 9

LEFT TURN RIGHT-OF-WAY



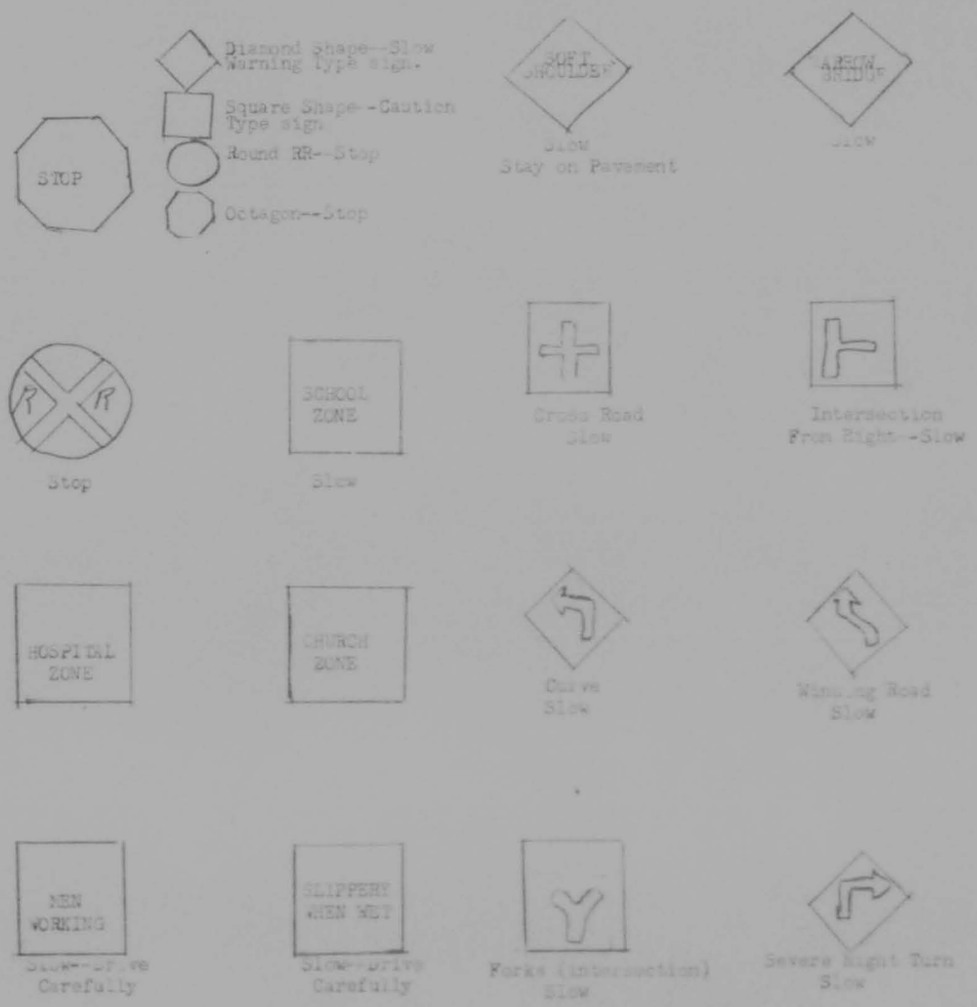

No. 10

SPEED LIMITS SET BY STATE LAW

1166

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526






THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

JUST ONE - I'M DRIVING!



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

REMEMBER

Good drivers voluntarily observe traffic rules.

When you practice this kind of self-enforcement, you're practicing what you stand for- Democracy in Driving. It's for certain the drivers who respect traffic rules are the ones who need them most.

Safe driving is serious business. It calls for alertness, concentration and steadiness. Your motoring pleasures, the welfare of others and your safety is up to you. GOOD DRIVING IS A FINE ART. IT'S A REAL ACHIEVE! Enjoy the satisfaction and personal pride that comes with being an EXPERT DRIVER.

SAFE TRAFFIC LAWS

a. School Bus: When approaching a school bus from either direction which has stopped to receive or discharge passengers, stop vehicle before reaching bus and do not proceed until bus resumes motion.

b. Night Driving: State law requires motorists to dim lights Five Hundred (500) feet from approaching vehicle

c. No Passing Zone: No vehicle shall pass another within Four Hundred (400) feet from a curve or crest of hill.

d. Accidents: Those accidents which involve property damage, or any personal injury or death, must be reported to local police authorities or the state police by the quickest means of communication. If USAF Military Personnel receive disabling injuries in a private motor vehicle accident they should notify their squadron commander.

e. Rubbish Disposal: Up to $50.00 fine for throwing bottles, waste material, or any substance likely to cause fires within highway right-of-way.



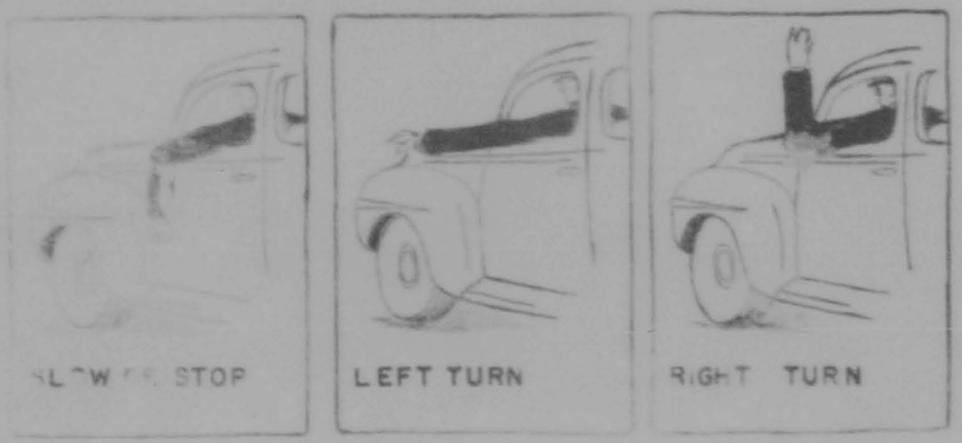


THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1172

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## DRIVING DIFFERENT ON SUPER HIGHWAYS

MOTORISTS MUST LEARN DRIVING ALL OVER AGAIN IF THEY ARE TO COPE SUCCESSFULLY WITH TRAFFIC ON THE NEW, HIGH-SPEED SUPER HIGHWAYS AND EXPRESSWAYS.

IT HAS BEEN POINTED OUT THAT THE SUPERWAYS-ENGINEERED ARTERIES LET US SPEED THROUGH MANY CITIES WITHOUT THE BATTERING OF SUPERIOR TRAFFIC LIGHTS.

CIVIL ACCIDENT RECORDS INDICATE THAT EXPRESSWAYS HAVE REDUCED THE NUMBER OF MINOR ACCIDENTS. HOWEVER, WHEN AN ACCIDENT DOES OCCUR, IT IS LIKELY TO BE A MAJOR ONE INVOLVING SEVERAL VEHICLES IN WHICH DRIVERS AND PASSENGERS ARE KILLED OR SERIOUSLY INJURED. ACCORDINGLY HERE ARE A FEW "TIPS" OF DEFENSIVE DRIVING FOR SUPERWAYS:

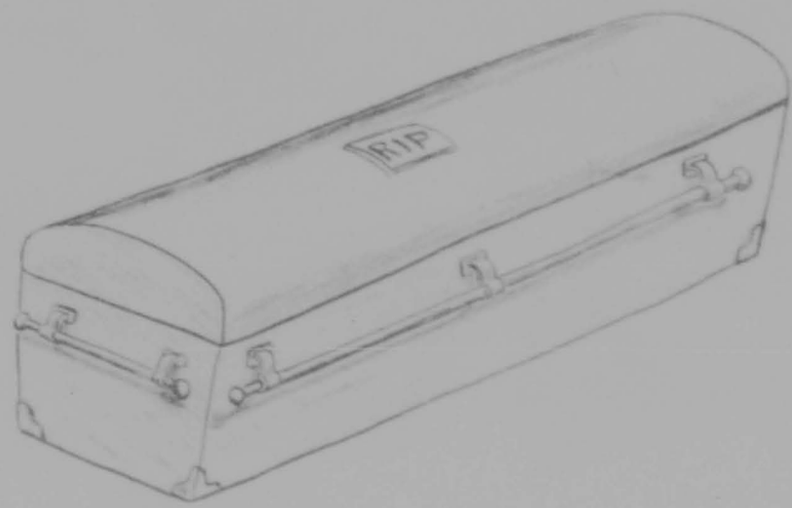
1. ADJUST YOUR DRIVING HABITS TO HIGH-SPEED TRAVEL. IT TAKES LONGER TO STOP, PASS OR CHANGE DIRECTION.
2. DRIVE SMOOTHLY AT A STEADY SPEED. KEEP PACE WITH THE TRAFFIC.
3. PICK YOUR LANE AND STAY IN IT. WEAVING IS DANGEROUS.
4. LEAVE PLENTY OF ROOM BETWEEN YOU AND THE CAR AHEAD.
5. LOOK FAR AHEAD FOR SIGNS OF TROUBLE. AT HIGH SPEEDS, IT TAKES LONGER TO SLOW DOWN OR STOP.
6. IF SOMETHING GOES WRONG WITH YOUR CAR, GET COMPLETELY OFF THE ROAD BEFORE YOU STOP.
7. PREPARE WELL IN ADVANCE TO RUN OFF THE EXPRESSWAY. MAKE SURE YOU ARE IN THE CORRECT TURN-OFF LANE, AND SIGNAL YOUR INTENTIONS. SLOW DOWN BEFORE STARTING YOUR TURN.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526






THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1175

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

150

Confidential

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

ADO 23 March 1956

SUBJECT: Amendment Number One to 45th Air Division Operations Order 20-56

TO: See Distribution

1. Attached pages 7a, 8, 9, 10 and 10a will replace pages 8, 9, and 10 of Appendix I, Annex A, 45th Air Division Operations Order 20-56, dated 7 March 1956.

2. Page 7, of cited Appendix will be retained in the Operations Order with the deletion of paragraph 11.

3. Amended pages to be destroyed in accordance with AF Regulation 205-1, as amended.

BY ORDER OF THE COMMANDER:

JOSEPH H. JACOBS
Major, USAF
Adjutant

When incls are withdrawn or not attached, the classification of this letter will be cancelled.

1 Incl:
Amend #1, ADO OPORD 20-56

DISTRIBUTION:
1 - SW 15
12 - ADOs 15
Tot ADOPS
Airon Team 15
1 - AD 7

Confidential

62049C

1176

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

[illegible]. LANDING, TAXIING AND PARKING PLAN

a. Landing for all Aircrafts

(1) Aircraft Commanders will insure when within radio reception (50 NM) of "Upscap Control" (311mc) an aircraft status report is reported in "Bre[illegible]ity Code". With the status report and the aircraft tactical call sign, the refueling hydrant position and hardstand assignments can be expedited.

b. Taxiing for all Aircrafts

(1) Landing to the north, the exit from the runway will be from the dog leg "A". At this position, a "Follow-me" vehicle will escort the aircraft over taxiway "E" to taxi aprons 1 or 2 for refueling.

(2) Landing to the south, the exit from the runway will be from taxiway "B". At this point the "Follow-me" vehicle will escort the aircraft over taxiway "D" to taxi apron 1 or 2 for refueling.

c. To Parking Area for Passenger Aircraft on the Hardstands are (1) 57, (2) 47, (3) 55, (4) 51, (5) 52.

(1) After engines have stopped the Aircraft Commander will insure passenger baggage (by passenger) are loaded on the waiting 1½ ton truck. When the baggage has been

AMEND #1
APP 1, ANN A
LNAD OPORD 20-56
6#2019
23 MAR 56



Confidential

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

loaded the passengers will board the bus and both vehicles will depart to Dock 28. Here at Dock 28 the passenger will complete the custom inspection and the 71st Advon Team will process the passengers and assign quarters for the officers, non-commissioned officers and airmen.

(2) After the passengers with baggage have been off-loaded and refueling completed air crews will taxi the aircraft to the assigned hardstand, escorted by the "Follow-me" vehicle. A bus will be standing by for the crew and baggage, to transport them to Dock 28. Here custom inspection will be completed and the 71st Air Refueling Squadron Advon Team will process the air crews and assign quarters for officers, non-commissioned officers and airmen.

d. To Parking Area for Cargo-carrying Aircraft on Hardstands are: (1) 42, (2) 42, (3) 44, (4) 45, (5) 46.

(1) After refueling has been completed the cargo aircraft commander will taxi the aircraft, escorted by the "Follow-me" vehicle, to the assigned hardstand.

(2) At the hardstand a bus will be standing by to transport the air crew and baggage to Dock 28. Here the custom inspection will be completed, and the 71st Air Refueling Squadron Advon Team will process and assign quarters for officers,

AMEND # 1
AFP 1, ANN A
USAD OPORD 20-56
6#2049
23 MAR 56

Confidential

1178

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

non-commissioned officers and airmen.

e. Personnel of the 71st Air Refueling Squadron will board bus and be driven to the assigned billets. Under no circumstance will the bus driver deviate from the established route. These drivers have orders not to accept any orders except from their immediate superior at Dock 28.

f. Dependents of the 71st Air Refueling Squadron will assemble at THE SERVICE CLUB. After airmen and officers have been assigned billets, non-commissioned officers and airmen can walk to THE SERVICE CLUB. Officers will go directly to their assigned rooms and immediately board the transportation and depart Bldg. 2502 to meet their dependents.

g. THE AIR CREW REPORTING TO CUSTOM INSPECTION WILL BE GIVEN FIRST CONSIDERATION. The 42d Bombardment Wing and the 42d Air Base Group requirements remain the same except where modified herein.

(1) Custom Inspection and housing assignments will be made in Dock 28.

(2) The Motor Pool will consist of 12 buses and nine(9) 1½ ton trucks at Dock 28. Motor vehicle control will be in Dock 28. Three flat beds will be assigned to the cargo unload crews for cargo off-loading to Dock 41.

AMEND #1
APP 1, ANN A
ASAD OPORD 20-56
6#2049
23 MAR 56

Confidential

1179

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

(3) Passengers will be off-loaded at the refueling hydrant, and air crews at the hardstands assigned.

LANDING SCHEDULE
for
TEST AIR REFUELING SQUADRON
26 MARCH 1956

| | TAKE OFF | CREW | TYPE | ACFT | |
|---|---|---|---|---|---|
| 1. | 0015 | HATFIELD - GOTTNER | (C) | 197 | MIDNIGHT 13 |
| 2. | 0030 | VADEN | (P) | 217 | " 31 |
| 3. | 0045 | DAVIS | (C) | 212 | " 26 |
| 4. | 0100 | NANCE | (P) | 198 | " 12 |
| 5. | 0115 | WATKINS | (C) | 201 | " 15 |
| 6. | 0200 | GUTTING - MILHOLLAND | (C) | 203 | " 17 |
| 7. | 0215 | MC DADE | (P) | 214 | " 28 |
| 8. | 0230 | DAY | (C) | 200 | " 14 |
| 9. | 0245 | JOHNSTON | (P) | 213 | " 27 |
| 10. | 0300 | TUCKER | (P) | 210 | " 24 |

28 MARCH 1956

| | | | | | |
|---|---|---|---|---|---|
| 1. | 0015 | JETTER LAST'S CREW | (C) | 199 | MIDNIGHT 13 |
| 2. | 0030 | WHARTON | (C) | 202 | " 16 |
| 3. | 0045 | KNAFF | (C) | 215 | " 29 |
| 4. | 0100 | HALLETT | (C) | 206 | " 20 |
| 5. | 0115 | EVERETT | (C) | 211 | " 25 |
| 6. | 0200 | CRUMBLISS | (C) | 205 | " 19 |
| 7. | 0215 | CARROLL | (P) | 216 | " 30 |
| 8. | 0230 | HANSECKE (ENROUTE ATT) | (C) | 207 | " 21 |
| 9. | 0245 | HILL (ENROUTE TEAM) | (P) | 204 | " 18 |
| 10. | 0300 | JONES (ENROUTE ATT) | (C) | 208 | " 22 |

AMEND # 1
AFF 1, ANN A
LAD OPORD 20-56
0#2049
23 MAR 56

Confidential

1180

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

b. 42nd Bomb Wing Aircraft: (C)

(1) After landing to the north or to the south, the aircraft turn-off from the runway will be via taxiway "C". Here the Engineering Section's "Follow-me" vehicle will escort the aircraft to the hardstand assigned by the Maintenance Control.

c. Transit Aircraft: (C)

(1) After landing to the north or to the south, the aircraft turn-off from the runway will be via taxiway "C". Here Base "Follow-me" vehicle will escort the aircraft to the assigned hardstand.

AMEND # 1
AFF I, ANN A
45AD OPORD 20-56
6#2049
23 MAR 56

10a

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1182

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRESS OF THE REPORT NO. 51 DATE 31 Mar 56 Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CONTROL CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | LT | CONTR START | CONTR COMP | % COMP | DATE SCT | DATE ACHF | CTC % FDC |
| C236-311 | COMM, GCOM, REC BLDG. #1A | SF | 14,500 | 373 | 4 | 7/4 | 7/4 | 98 | 2/6 | | |
| C238-311 | COMM, GCOM, TRAN BLDG. #1A | SF | 18,500 | 987 | 4 | 7/4 | 7/4 | 98 | 2/6 | | |

1183

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible] FY 52 — [illegible] 31 Mar 56 — Loring AFB, Maine

| 1 | 2 | 3 | 4 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| A165-400 | APRON, PARKING, STUB, MV | SY | 196,175 | 5,873 | 4 | 4/4 | 5/4 | 99 | | | 3/6 |
| A713-230 | TAXIWAY, APRN, ACCESS MV | SY | 48,766 | Incl above | 4 | 4/4 | 5/4 | 99 | | | 3/6 |
| A716-230 | TAXIWAY, DISPERSAL MV | SY | 65,022 | Incl above | 4 | 4/4 | 5/4 | 99 | | | 3/6 |
| E314-100 | HANGAR, FLD MAINT, N/S, (D.C.) | SF | 211,984 | 1,954 | 4 | 7/3 | 7/3 | 99 | | | 2/4 |
| J000-000 | RELOCATION OF MIX PLANTS | LS | | 277 | 4 | 4/5 | 3/5 | 100 | 9/5 | | |

1184

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRAM STATUS REPORT MCP FY 53 DATE 31 Mar 56 BASE Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | PT | COMPL ATD | CONST START | % COMP | BCE SAC | BCE USAF | ACC % DVO |
| A416-400 | PAD, A/C, WARMUP, HOLD, HV | SY | 57,000 | 430 | 4 | 4/5 | 6/5 | 34 | 12/6 | | |
| C967-400 | LIGHT, AFLD, TAXIWAY | FT | 8,300 | 99 | 4 | 8/3 | 8/3 | 88 | 11/5 | | |

1185

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRAM STATUS REPORT MOP FY 55 DATE 31 Mar 56 BASE Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | ST | CONTR AWD | CONST START | % COMP | EST | ACT COMP | OF PAY |
| A312-330 | HARDSTAND, CALIB, HV, A/C | SY | 15,900 | 207 | 4 | 4/5 | 5/5 | 11 | 12/6 | | |
| A412-400 | PAD, A/C, BLAST, HV | SY | 10,000 | 29 | 4 | 4/5 | 9/5 | 100 | 12/5 | 11/5 | 3/6 |
| A618-222 | RUNWAY, PRIMARY EXT, HV (2100ft) | SY | 70,000 | 1,322 | 4 | 4/5 | 5/5 | 92 | 12/5 | 11/5 | 3/6 |
| A656-800 | STBL, SHLDR, TAXIWAY | SY | 124,000 | 492 | 4 | 4/5 | 5/5 | 99 | 11/5 | 11/5 | 3/6 |
| A718-230 | TAXIWAY, PRIMARY, HEAVY | SY | 19,670 | 323 | 4 | 4/5 | 6/5 | 45 | 12/6 | 11/5 | |
| B323-3005 | HYDRANT, FUELING, STD, MODIF | EA | 6 | 193 | 4 | 5/5 | 7/5 | 95 | 12/5 | | |
| B394-340 | PIPELINE, L/FUEL, 8 INCH | FT | 13,100 | 133 | 4 | 5/5 | 7/5 | 95 | 12/5 | | |
| B464-100 | PUMP, LIQUID FUEL | EA | 1 | 10.5 | 4 | 5/5 | 9/5 | 95 | 12/5 | | |
| B530-000 | PUMP, STATION | ST | 289 | 4.8 | 4 | 5/5 | 9/5 | 95 | 12/5 | | |
| C614-000 | GCA FIXED (TURNTABLE) | EA | 1 | 12 | 4 | 10/5 | 10/5 | 90 | 11/5 | | |
| C962-400 | LIGHTING, RUNWAY, HI-INT | FT | 8,100 | 31 | 4 | 4/5 | 7/5 | 70 | 7/6 | 7/6 | |
| C967-400 | LIGHT, AFLD, TAXIWAY | FT | 3,328 | 47 | 4 | 4/5 | 9/5 | 39 | 12/6 | | |
| C850-000 | TACAN FACILITY | EA | 1 | 7 | 3 | | | | | | |
| E317-300 | HANGAR, NOSE/WG, M/P, STD (ARS) | SF | 46,360 | 718 | 4 | 12/4 | 5/5 | 95 | 11/5 | | |
| E317-300 | HANGAR, NOSE/WG, M/P, STD (9 EA) | SF | 211,590 | 3,618 | 4 | 12/4 | 5/5 | 95 | 9/6 | | |
| E677-100 | SHOP, MAINT, ORGNL, N/S (ARS) | SF | 5,760 | 50 | 4 | 2/5 | 5/5 | 98 | 11/5 | | 1/6 |
| J000-000 | UTILITIES (11 HANGARS) | LS | | 716 | 4 | 3/5 | 5/5 | 98 | 11/5 | | |
| J210-000 | FIRE PROTECTION SYSTEM | LS | | 27.5 | 4 | | 6/5 | 95 | | | |
| J310-000 | HEATING FACILITIES | LS | | 524 | 4 | 6/5 | 7/5 | 50 | 9/6 | | |
| J647-000 | ROAD (ARS) | MI | 9.2 | 12 | 4 | 2/5 | 5/5 | 96 | 11/5 | | |
| K315-700 | LAND EASE R/W TCN | AC | 3 | 3 | 3 | | | | | | |
| K317-400 | LAND OWN FEE PURC" TCN | AC | .25 | 1 | 3 | | | | | | |
| M754-100 | SUP & ISSUE, ORGN, BLDG, N/S (ARS) | SF | 5,760 | 60 | 4 | 2/5 | 5/5 | 99 | 11/5 | | 1/6 |
| N852-311 | WBSE, BULK, BASE #1 (ARS) | SF | 40,000 | 266 | 4 | 4/5 | 6/5 | 97 | 12/5 | | 1/6 |

1186

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

56 31 Mar 56 Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | K COMP | [illegible] | [illegible] | | [illegible] |
| A618-0005 | RUNWAY, PRIMARY | SY | 33,334 | 430 | 4 | 4/4 | 9/55 | 99 | 10/5 | | 3/6 |
| B131-112 | BULK AVGAS TANK, N/S UG | BL | 1,190 | 33 | 3 | 1/6 | | 1 | 8/6 | | |
| B135-000 | BULK STORAGE, JET FUEL | BL | 25,000 | 100 | 3 | 12/5 | | 4 | 8/6 | | |
| B227-000 | FILL STAND, TRUCK | EA | 1 | 3 | 3 | | | | | | |
| G654-000 | ILAS HARDSTAND | LS | | 33 | 2 | | | | | | |
| G656-000 | ILAS MIDDLE MARKER | LS | | 17 | 2 | | | | | | |
| G658-000 | ILAS OUTER MARKER | LS | | 234 | 2 | | | | | | |
| E317-3005 | HANGAR, NOSE/WG, M/P, STD | SF | 226,160 | 960 | 3 | 2/6 | | 2 | 11/6 | | |
| G311-0005 | DORMITORY, AIRMAN(STORM WINDOWS) | LS | | 185 | 3 | 9/5 | | | 2/56 | | |
| J562-600 | PARK, VEHICLE, ADM, PVD | SY | 13,750 | 108 | 3 | 4/6 | | 5 | 9/6 | | |
| J254-000 | GARBAGE INCINERATOR | EA | 1 | 130 | 3 | 2/6 | | 1 | 12/5 | | |
| K746-000 | LAND, FEE, PURCHASE | AC | 5 | 42 | 1 | 3/6 | | | 3/6 | | |
| K668-000 | LAND, EASEMENT, RIGHT/WAY | AC | 10 | 8 | 1 | 3/6 | | | 3/6 | | |
| P273-330 | CHAPEL, BASE #3 (300) SE | SF | 6,988 | 206 | 3 | 12/5 | | 3 | 2/7 | | |
| P275-320 | CHAPEL, ED. WING, BLDG #2 | SF | 3,375 | 85 | 3 | 12/5 | | | 9/6 | | |
| P317-330 | CLUB, NCO, BLDG #3 | SF | 14,330 | 257 | 3 | 12/5 | | 5 | 12/6 | | |
| P673-400 | RCTN, FIELD HOUSE, BLDG | SF | 33,600 | 592 | 3 | 1/6 | | 5 | 4/7 | | |
| R743-330 | POST OFFICE, CENTRAL #3 | SF | 3,800 | 102 | 3 | 12/5 | | 5 | 12/6 | | |
| R836-340 | SCTY, GUARD HOUSE #4 | SF | 4,100 | 90 | 3 | 12/5 | | 5 | 11/6 | | |
| S212-0001 | AUTO MAINT. SHOP, BASE | SF | 9,600 | 167 | 3 | 1/6 | | 3 | 11/6 | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRAM STATUS REPORT NO. FY 57 DATE 31 Mar 56 Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | PRI | CONTR AMT | CUMUL COST | % COMP | DATE | DELIV | OB BAL |
| 41-131 | STORAGE, BASE AVFUEL | BL | 110,000 | 380 | 3 | | | | | | |
| 14-457 | OPERATIONS, SQUADRON | SF | 15,404 | 267 | 2 | | | | | | |
| 17-232A | FLIGHT SIMULATOR TWO. | SF | 4,744 | 477 | 3 | | | | | | |
| 17-712- | TARGET INTEL. TRAINING | SF | 9,000 | 216 | 2 | | | | | | |
| 21-426R | AUTO STORAGE, HEATED | SF | 14,400 | 193 | 3 | | | | | | |
| 21-427 | AUTO STORAGE, OPEN | SY | 13,000 | 104 | 3 | | | | | | |
| 12-123 | HYDRANT FUELING SYSTEM | EA | 6 | 60 | 3 | | | | | | |
| 61-241 | HQS. BASE UNIT, A/POLICE | SF | 2,112 | 58 | 2 | | | | | | |
| 71-431 | GARAGE, FAM, HSG. AIRMEN | UN | 160 | 180 | 3 | | | | | | |
| 71-432 | GRGE, F/MSG, OFFICERS | UN | 76 | 85 | 3 | | | | | | |
| 74-275A | COMMISSARY STORE | SF | 9,052 | 195 | 3 | | | | | | |
| 74-388A | EXCHANGE, SALES STORE | SF | 13,340 | 267 | 3 | | | | | | |
| 74-544 | LIBRARY, NON-TECHNICAL | SF | 5,991 | 109 | 3 | | | | | | |
| 74-618A | OPEN MESS, OFFICERS | SF | 9,500 | 222 | 3 | | | | | | |

1188

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1189

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HQ 45TH ADIV MAN Subject: 42d Air Base Group Judge Advocate Function
Unit Manning Document

1LM (9 MAR 1956) 1st IND

HEADQUARTERS EIGHTH AIR FORCE, Westover AFB, Massachusetts 22 MAR 1956

TO: Commander, 45th Air Division, Loring Air Force Base, Limestone, Maine

The requested changes are approved and will be reflected in the next edition of Unit Manning Documents and current copies will be posted accordingly.

BY ORDER OF THE COMMANDER:

1 INCL
No Change

/s/ L.L. ENCOLOCK
Major, USAF
Assistant Adjutant

Exhibit 1



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

XXX

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

MAX 9 MAR 1956

SUBJECT: 42d Air Base Group Judge Advocate Function Unit Manning Document Change Request

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

1. Attached is AF Form 374, "Unit Manning Document Worksheet", in duplicate, requesting reallocation of one (1) civilian position, AFSC 70250, Stenographic Specialist, to AFSC [illegible]272, Court Reporter, in Function Code AF000 (Judge Advocate), 42d Air Base Group Headquarters Squadron.

2. The requested reallocation is based on and justified by the following three conditions:

a. A Civilian Classification audit revealed that the incumbent of the 70250 Stenographic Specialist position has and is accomplishing duties of a court reporter to the extent that reclassification and upgrading action is indicated.

b. The past and current workload in court reporting has been such that the two (2) authorized and occupied reporter positions (1 C-458, 70272, and 1 T/Sgt, 70272) have been inadequate. The overload has been sufficient to result in the situation outlined in paragraph a. above.

c. The incumbent of the T/Sgt, 70272, Stenographic Technician space (Court Reporter) is being transferred FCS this month. Due to known shortages and no projected input of military personnel in this career field, it is anticipated that the vacancy being created will not be filled in the near future.

FOR THE COMMANDER:

1 Incl
a/s

JOSEPH H. JACOBY
Major, USAF
Adjutant

[illegible]



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET SECRET

Hq 45th Div, MAC Subject: Unit Manning Document Change

DPLMD (14 Dec 55) 2d Ind 5 MAR 1956

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Nebraska

TO: Commander, Eighth Air Force, Westover Air Force Base, Mass

1. This headquarters is unable to favorably consider the request for the following reasons:

a. Funds and civilian authorizations are not available.

b. It is contrary to the policy of this headquarters to authorize civilian positions to compensate for shortages in manning of authorized military positions.

BY ORDER OF THE COMMANDER IN CHIEF:

1 Incl
n/c

J. P. WHITE
Colonel, USAF
Deputy Chief, MPC Division
Directorate of Plans

SAM (14 Dec 55) 3rd Ind

HEADQUARTERS EIGHTH AIR FORCE, Westover A/B, Massachusetts 9 MAR 1956

TO: Commander, 45th Air Division, Loring Air Force Base, Limestone, Maine

1 Incl
n/c

Schedule 2



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

[illegible]

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Limestone, Maine

14 Dec 55

WAS

SUBJECT: Unit Manning Document Change

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

1. Attached is a Unit Manning Document worksheet, in duplicate, requesting the conversion of one (1) Military Historical Technician space, AFSC [illegible], to a civilian [illegible] position in Function Code [illegible] (Information Services), 45th Air Base Group Headquarters Squadron Section.

2. Due to the inability to man the two (2) authorized military troop spaces, AFSC [illegible], in the past, it is requested that one(1) of these spaces be converted to a civilian [illegible] position, AFSC [illegible].

FOR THE COMMANDER:

Incl
a/s

[illegible], USAF
Adjutant

1193

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible] 45th ADIV MAS Subject: Unit Manning Document Change

[illegible] (Ltr [illegible] 1956) 1st IND

HEADQUARTERS EIGHTH AIR FORCE, Westover A.B, Massachusetts [illegible] JUL 1956

TO: Commander in Chief, Strategic Air Command, Offutt Air Force Base, Nebraska

1. There are 18 Historical Technicians [illegible] authorized within the Eighth Air Force, while there are only [illegible] assigned. Two Historical Technicians are authorized at Loring Air Force Base, one to prepare the History of the 45th Air Division and 42d Air Base Group, and one to prepare the History of the 42d Bombardment Wing, Heavy. There are no Historical Technicians assigned at Loring Air Force Base, and none are projected in the near future. The Historical Program at Loring is far below the standards required by Air Force and SAC directives. A well qualified, professionally trained civilian historian should be authorized at that installation in order to restore the currency and utility of the Historical Program.

2. At the present time, there is a professionally trained historian at one Eighth Air Force installation - Forbes Air Force Base. This historian prepares the Air Division history and supervises the work of the Historical Technicians - one in each wing. The Historical Program at Forbes is one of the most useful in the Strategic Air Command. A similar arrangement should raise the utility of the Historical Program at Loring Air Force Base.

3. The 42d Wing Historian must be a military person in order to deal with the wing in accordance with Eighth Air Force Supplement 1 to AFR Regulation [illegible]-1, dated 22 October 1955. The 45th Air Division and 42d Air Base Group can then properly use a professionally trained civilian historian.

4. Recommend the conversion of the new Non-TO military [illegible] to a graded civilian space in the Information Services function.

FOR THE COMMANDER:

/s/ JOSEPH T. LANDON
Major, USAF
Assistant Adjutant

1 Incl
withdrawn 1 copy

1194

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible] ARTY HQS Subject: 4th Air Base Group Finance Function Self Manning Document Change Request

TEM [illegible] 1st Ind

[illegible] NORTH AF [illegible], Westover AFB, Massachusetts [illegible]

TO: Commander, 4th Air Division, Loring Air Force Base, Maine

1. In connection with paragraph [illegible] of the basic letter, your attention is invited to paragraph [illegible], AFM 170-[illegible], dated 15 June 1954 which in effect establishes a requirement for the Finance Officer to set up a procedure similar to that outlined in the basic letter. Prior to the change in responsibility for assembling documents affecting payment of accounts, a procedure of this type should have already been in operation at any Finance Office having commercial accounts.

2. The consolidation by the Contracting Officer of receiving reports, invoices, etc., to support the SF 1034 or other voucher for payment to vendors was for the purpose of expediting contract administration and was accomplished without increased personnel. The change in responsibility for consolidation of the documents in the Finance Office in no way alters the responsibility of the Contracting Officer for contract administration and maintaining follow-up to insure timely delivery of supplies and/or services.

3. The increase in workload is not of sufficient magnitude to warrant an increase in positions; therefore the requested increase of one civilian Finance Specialist is not favorably considered.

BY ORDER OF THE COMMANDER:

1 INCL
No Change

A. T. L. KNOELDER
Major, USAF
Assistant Adjutant

Exhibit

1195

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

16 FEB 1956

MAN

SUBJECT: 42d Air Base Group Finance Function Unit Manning Document Change Request

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

1. Attached is AF Form 276, "Unit Manning Document Worksheet", in duplicate, requesting authorization of one (1) additional 3-4/8 civilian position, AFSC 6712C, Finance Specialist, in Function Code 22000 (Finance), 42d Air Base Group Headquarters Squadron.

2. This request is based on a permanent increase in workload in the Finance function imposed by the SAC directed transfer of responsibility for consolidation of commercial invoices and related documents for the Purchasing and Contracting function. The added workload assumed on 7 February 1956, established a minimum requirement for one (1) additional position.

3. The previous procedure for paying commercial vouchers by the Finance function included the receipt from the Purchasing and Contracting function of completely audited and processed purchase orders, receiving reports, and dealers invoices for each account payable. The new procedures entail the following additional workload.

a. Preparation of suspense file for each vendor engaged in business with the 45th Air Division.

b. Receive, review, and suspense copies of purchase orders from Purchasing and Contracting.

c. Obtain receiving reports from base supply, audit, and file in suspense file.

d. Receive invoices from vendors, audit and reconcile with purchase orders and receiving reports if all data checks.

1196

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

HQ 45TH ADTC MAB Subject: 42d Air Base Group Finance Function Unit Manning Document Change Request Cont'd

e. Follow up with Base Supply for Receiving reports not received prior to arrival of vendors invoice.

f. Follow up with vendor via mail or telephone regarding invoice discrepancies.

g. Request change orders from Purchasing and Contracting as necessary to reconcile receiving reports and invoices.

h. Prepare and process vouchers for payment after complete reconciliation of purchase order, receiving reports and dealers invoice.

FOR THE COMMANDER:

1 Incl
A/s

JOSEPH P. JACOBS
Major, USAF
Adjutant

2

1197

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

UNIT MANNING DOCUMENT WORKSHEET

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

# HISTORY OF

# 45TH AIR DIVISION

RSI Cont No
S 17224

SECRET

1203

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
45th Air Division (SAC)
Loring Air Force Base, Maine

ISO-H 8 JUN 1956

SUBJECT: (Unclassified) History of the 45th Air Division (SAC) (SECRET) for the month of April 1956 (RCS: AU-D5)

TO: Commander
Eighth Air Force
Westover Air Force Base
Chicopee Falls, Massachusetts
ATTN: Command Historian

1. Transmitted herewith is the (Unclassified) History of the 45th Air Division (SAC) (SECRET) for the month of April 1956 (RCS: AU-D5).

2. When inclosure one (1) is withdrawn or not attached, the classification of this correspondence will be changed to unclassified.

FOR THE COMMANDER:

Richard L. Kelly 2/Lt USAF
For JOSEPH H. JACOBY
Major, USAF
Adjutant

1 Incl
Hist Rept
45AD (quad)

RSI Cont No
S 17334

1204

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Unclassified)
HISTORY OF THE 45TH AIR DIVISION

1 APRIL - - - 30 APRIL 1956

Prepared for the Historical Section of the Information Services Office, 42d Air Base Group, by Major Peter O. E. Bekker (Historical Officer) and Technical Sergeant Donald F. Gilbride on 21 April 1956.

(Eighth Air Force, Strategic Air Command)

W. K. MARTIN
Brig. Gen., USAF
Commander

Peter O. E. Bekker
Major, USAF
Historical Officer
(Information Services
Staff Officer)

Donald F. Gilbride
T/Sgt AF 11176258
Historian

1205

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTENTS

CHRONOLOGY

FOREWORD

CHAPTER

I.....ORGANIZATION AND ADMINISTRATION..... 1

45th Air Division Activation..... 1

Construction of "Limestone Air Base"..... 2

B-36 Arrival..... 2

42D Tac Hospital..... 5

Conversion of 42D Bomb Wing..... 6

Division Commander in B-52 Training..... 7

B-52 Delivery Date Set Back..... 7

Omaha Dignitaries Visit Loring AFB..... 8

Eighth Air Force Commander inspects facilities. 8

Base Staff Meetings..... 9

Loring Fire Department Assists in Canada..... 12

II.....PERSONNEL PROBLEMS AND POLICIES..... 13

Strength..... 13

Personnel Changes..... 13

Manning..... 14

Morale, Welfare and Discipline..... 15

Incidents..... 16

III.....OPERATIONS AND TRAINING..... 17

Division Operations.....17

Base Flight..... 18

Communications..... 19

IV.....MATERIEL..... 20

Materiel activities in April..... 20

Base Supply..... 21

1206

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTENTS

ROSTER OF KEY PERSONNEL..... 24

BIBLIOGRAPHY..... 26

LIST OF EXHIBITS..... 27

APPENDIX



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHRONOLOGY

6 April - Loring firemen were called upon to render assistance to the town of Grand Falls, New Brunswick, Canada.

10 April - On this date General Martin, 45th Air Division Commander returned to Loring from Castle AFB, California where the General underwent training in the B-52.

14 April - The Premiere of the film "Assignment Aroostook" took place in the Base Theatre.

19 April - Loring was visited by the Omaha Chamber of Commerce. The group of 33 included the Governor of Nebraska and Monsgr. Wegner, Head of Boys Town.

30 April - As of this date strength was 679 officers and 4250 airmen.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# F O R E W O R D

This report contains the History of the 45th Air Division (SAC) from the period 1 April 1956 to 30 April 1956. The origin and organization of this air division are recounted along with important activities - - mission and mission implementation, operations and training, supply, maintenance, personnel and facilities - - being emphasized for the reporting period.

The information contained herein, relative to the History of the 45th Air Division at Loring Air Force Base, Maine, a unit of the Eighth Air Force (SAC) , covers activities of the 42d Air Base Group and assigned squadrons, the 4034th USAF Hospital and division headquarters. It is related to previous monthly histories of this air division since activation.

The present report was supervised by Major Peter O. E. Bekker, USAF, Historical Officer (Information Services Staff Officer), and written by Technical Sergeant Donald F. Gilbride, AF 11176258, Historian.

Like other previous reports, this history is subject to revision, and additional information or suggested corrections will be welcomed.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## ORGANIZATION, ADMINISTRATION AND ...

### Brief Unit History

The 45th Air Division Headquarters was activated at Loring AFB, Maine, on 8 October 1954 and was assigned to the Eighth AF.[1] Division Headquarters was set up just seven days after the base had been re-named "Loring" in honor of Maj. Charles J. Loring, Jr. a Maine jet hero of the Korean War.[2] Original name of the base was "Limestone".[3]

Before the division came into being, the 42d Heavy Bomb Wing was top base echelon. The 42d Wing was activated at "Limestone" (see above) in February 1953,[4] along with a support organization, the 42d Air Base Group.[5] On 8 October '54, this wing and air base group were assigned as units of the division.[6] The 403.th USAF Hospital became the third main unit of the division in March '54.[7]

The 45th administers its three units--wing, air base group & hospital--with respect to the over-all mission.[8] Facts point out

---

1. SAC GO 89, 8 Oct 54 (Sec I).
2. DAF GO 34, 15 Sep 54 (para 8).
3. Named after Limestone village, 7 mi. from base.
4. DAF ltr, 322 (AFCMC 410h), 24 Mar 53. See also effective date. SAC GO 10, 28 Feb 53. Actually, the wing was "re-activated". WW II parent--42d Bomb Group (AAF)--was inactivated after Japan's surrender in 1946 /Hq 5th AF GO 69, 29 Apr 46 (pursuant to WD ltr, AG 322 (OB-I-S-M, 26 Mar 46)/.
5. Also "re-activated", WW II parent--42d Service Group (AAF)--disbanded in Belgium, 1945 /ltr, Hq IX AF Service Command, 22 May 45 (pursuant to WD ltr, AG 322 OB-I-AFRPG-M, 4 Apr 46)/.
6. SAC GO 89, 8 Oct 54.
7. Ibid., activated by SAC GO 17, 15 Mar 54.
8. Outlined in 8th AF Reg 23-13, 15 Nov 54, as amended.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



that though Loring has been a "single-wing" type station, an air division headquarters was established, primarily, to provide staging support under the EWP. As a designated provisional task force in SAC,[9] Loring AFB and the 45th Air Division has a "geographical responsibility" to service SAC overseas flights.

Original construction of Loring began in the winter of 1946-47. During the initial construction period--up to the winter of 1952-53--the base was garrisoned by a small group of AF personnel.[10] In February '53, the base came under the jurisdiction of SAC.[11] At this time the construction program went into high gear. Hangars, docks, an extension to the runway, barracks--many important base facilities were initiated.

The first B-36 aircraft arrived the last of March '53, just a few weeks after the wing was activated. In April '53, the wing launched its first training missions. By October '53, not quite nine months after the wing was activated, B-36 crews were flying more than 1,000 hours a month.[12]

When division headquarters was activated, changes were made in key personnel.[13] Brig. Gen. Bertram C. Harrison, USAF,

---

9. SAC GO 40, 31 May 55.
10. When first assigned, Jun 50, group was designated "Base detachment". Later, re-designated 4215th Base Service Sqdn, then, 4215th Air Base Sqdn (latter discontinued per SAC GO 10 when the 42d Bomb Wing was activated, Feb 53).
11. SAC GO 18, 21 Apr 53.
12. Inscribed on plaque awarded WCO by Convair, 5 Dec 53.
13. Officers' Roster (RCS: SAF-P11).



1211

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

who had commanded the wing (then Colonel), was named division CG and Col. Jerome Carter, USAF, became wing commander. On 18 June 1955, Brig. Gen. (then Colonel) William K. Martin, USAF, took command of the air division from Gen. Harrison.[14] Col. Jackson W. Lewis, USAF, had been air base group commander since 24 September 1953.

Division headquarters contained, since activated, three directorates: personnel, materiel and operations. Responsible to these directorates are the respective wing and air base group directorates.[15] These directorates are known in each headquarters as the "coordinating staff".

In the wing and air base group headquarters were added the "personnel-specialist staffs".[16] These agencies in wing headquarters consist of comptroller directorate, adjutant, air inspector, squadron headquarters, and office of safety; in air base group headquarters, comptroller directorate, manpower and organization branch, staff judge advocate, base chaplain, information services, adjutant, squadron headquarters, office of safety and munitions branch.[17] Not all these agencies were activated originally. For instance, the offices of safety in wing

14. Hq 45AD SO 10, 18 Jun 55.
15. See Exhibit #1, Organ. Chart, 45th Air Div.
16. Ibid.
17. Ref SAC Man 20-1, Dec 54.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

and air base group headquarters came into effect in April '55.[18] Another example: base operations--air base group coordinating staff--was activated early last year.[19]

Originally, there were activated seven squadrons and a medical group (see below) in the wing:[20] headquarters, periodic maintenance, field maintenance, A & E maintenance, and the 69th, 70th and 75th heavy bomb squadrons. The eighth wing squadron--an air refueling unit--was activated in February '55.[21]

The air base group, of course, was originally assigned to the wing.[22] At the time of activation, air base group had seven squadrons:[23] headquarters, air police, installations, operations, supply, motor vehicle and food service. When division headquarters was activated, air base group headquarters received equal status, i.e., lateral communication, with wing headquarters.[24]

There were attached to air base group headquarters seven special units which render support to the division.[25] They were the 1974th AACS (MATS), 2-7 Weather Detachment (MATS),

---

18. Est. 1 Apr 55 per SAC directive (8th AF Mag. OS 186, 8 Mar 55). New OS took the place of old wing flying safety and air base group ground safety functions. New flying and ground safety are combined in each OS.
19. Ref 45AD Unit Hist Rept, 1-31 Jan 55 (RCS: AD-D5).
20. SAC GO 10, 25 Feb 53.
21. SAC GO 79, 8 Dec 54.
22. SAC GO 10, 25 Feb 53.
23. Ibid.
24. SAC GO 69, 8 Oct 54 (Sec I).
25. See Exhibit #1.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible] Army, [illegible] Detachment, [illegible] AF Base, the Resident Auditors and the 1080th Aviation Depot Group (AMC).

The wing tactical squadrons are the 6th, 7th and 79th[26] designated "Heavy"[27] with the B-36 the designated aircraft. The 4th also "attaches" squadrons (also "Heavy") flies the KC-97 aerial tanker. The only other organization in the division to which flight test aircraft are assigned is the operations squadron in its base group. This organization flies the base "administrative" aircraft: C-118, C-47, C-45 and B-25.

Just prior to the time that SAC took over jurisdiction of Eglin AFB in February '51, Headquarters SAC received authorization from Headquarters USAF for a seventy-five net USAF Medical [illegible] to be established on base. Twenty-five beds were first authorized, later increased to seventy-five. The 4th Medical Group was activated as a wing unit in '52[28] — originally operated the base hospital. In February '54, this medical group was redesigned as the 4th Tactical Hospital.[29] A [illegible] later, in March, 1956, the [illegible] was redesignated the 4th USAF Hospital.[30]

---

1. The Eglin Air Force Base Hospital was a [illegible] in the [illegible] in the Pacific.
2. They were originally designated "Medium" during WW II. In February, 1948, the squadrons were re-designated "Heavy" (Lt Col Eric, [illegible] AFORS [illegible], 24 Mar 48).
3. SAC GO [illegible], 10 Feb 51.
4. SAC GO [illegible], 27 Jan 54.
5. SAC GO [illegible], 27 Mar 54.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1216

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



23 March 1956 from 4017th Combat Crew Training Squadron (CCTS) would require a re-check in the aircraft. This would hinder the training of instructor crews, as they would be required to give re-checks to the early graduates instead of fully utilizing their time for Combat Crew Training Missions (CCTM). Also, the delayed delivery date may adversely affect the projected date for combat readiness of the 42d Bombardment Wing.[38]

VISITS

The Armed Forces Committee of the Omaha Chamber of Commerce visited Loring Air Force Base on 19 April 1956. The group, consisting of thirty-five (35) members of the Omaha Chamber of Commerce, included Governor Victor Anderson and Monseigneur Wagner of Boystown, Nebraska.[39]

Eighth Air Force Commander, Major General Walter C. Sweeney, USAF, arrived at Loring on 13 April and inspected the base and facilities with General Martin. General Sweeney remained overnight and attended the premiere, "Assignment in Aroostook."[40]

38. Loring AFB Publication "Limelite", dtd 13 Apr. 56.
38. Conversion Progress Report No.8.
39. Interview by author with 42d ABG ISO, 10 May 56.
40. Ibid.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ADMINISTRATIVE FUNCTIONS AND PROCEDURES:

At the 3 April Staff Meeting for Staff Members of the 42d Air Base Group the winners of the squadron competition in the United Fund Drive were announced, first place was won by the 42d Motor Vehicle Squadron. All personnel were commended by Colonel Jackson N. Lewis, USAF, Base Commander, for their cooperation in making the drive successful. The base total was 30,500 dollars. Also discussed were Base clean-up details, the Welcome Wagon services in the housing areas made available by the local merchants, and the Open House scheduled to take place on 18, 19, and 20 May at Loring.[41]

The 12 April meeting discussed SAC approval of the new NCO Club modifications, and began arrangements to appoint a Project Officer to reward the recruiting team in Air Base Group who won the quarterly re-enlistment campaign. Other matters taken up were the arrival of five (5) combat crews in May, excess property, rehabilitation training, and the appointment of Major Pearson, Judge Advocate, to represent the USAF interests with a civilian attorney, at a hearing in Augusta, Maine, on the subject; Limestone tax assessment on Airway Company.[42]

BUDGET AND ACCOUNTING:

A Budget Review Panel Meeting was held in April during which the Fourth Quarter Operating Financial Plan was presented, discussed and approved. Lt. Col Fields, Chief Budget and Accounting Division Headquarters Eighth Air Force, made a staff visit to this headquarters during April.

41. Minutes Base Staff Meeting, dtd 5 Apr. 56.
42. Minutes Base Staff Meeting, Dtd 5 Apr. 56.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



A problem arose when this installation became aware of Paragraph 26A, change 1, to SAC Programming Plan 27-55 which states that TPA would not be authorized in any circumstances as regards to B-52 Conversion TDY. Upon request from this installation Headquarters Eighth Air Force requested Headquarters SAC to amend this subject Programming Plan to give local commanders authority to authorize TPA when a specific case warrants, with the cost to be borne by locally available funds. Headquarters SAC in reply, gave Headquarters Eighth Air Force authority to authorize TPA in only extremely unique cases which would indicate TPA as being reasonable and appropiate with this authority not to be delegated to the individual bases. Headquarters Eighth Air Force, in message CC-39293 dated 17 April 1956 stated that approval of such cases must be on a "before the fact basis."[43]

BASE FINANCE OFFICE:

The gross disbursements made for April were $2,756,818.43 and there were 5,408 checks written.

The Commercial Accounts section processed 1,170 commercial vouchers, 106 discounts taken totaling 781.84, no discounts were lost, and 6,554 military personnel were paid by the Finance office during April. Civilian personnel in the number of 620 were paid in April. Overall effectiveness was 91 percent.[44]

STATISTICAL SERVICES OFFICE:

Statistical Services processed 488 Reports Control Symbol (RCS)

43. Interviews by T/Sgt Gilbride with 1/Lt. Arnold Sheiher, Budget Division.
44. Interview by T/Sgt Gilbride with Maj. C.C. Harden, Finance Officer.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Reports, nine (9) were late. An agreement was made between the Base Adjutant and Statistical Services reflecting the following changes:[45]

a. All correspondence pertaining to BCS reports will no longer be fan'olded, but forwarded direct to the Statistical Services Office.

b. Statistical Services were given a block of message numbers and all BCS reports will go direct to Base Communications which will save time.

c. Special Orders will be put in Statistical Services distribution immediately after reproduction.

---

45. Interview by T/Sgt Hilbride with Capt. L.J. Seligsby, Stat. Ser. Officer.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



LOCAL COMMUNITY RELATIONS:

Loring Air Force Base firemen crossed the Canadian border on 8 April to assist the town of Grand Falls, New Brunswick control a fire which destroyed seven (7) business establishments. The call for assistance was received at 1:15 A.M. on 8 April and the base fire department dispatched a tanker and two (2) 500 gallon pump trucks, which arrived at Grand Falls at 1:45 A. M. During the three (3) hour period that Loring firemen took part in quelling the fire, more than 9000 gallons of water was pumped and the base firemen also helped with the equipment from other fire departments of surrounding towns. Loss of property exceeded 50,000 dollars and took the life of a twelve (12) year old Grand Falls boy.

---

Ex. Interview by T/Sgt Gilbride with Sgt. Gravely, Base Fire Dept., 13 Apr.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER II

## PERSONNEL PROBLEMS AND POLICIES

STRENGTH:

The strength of Loring Air Force Base increased slightly in April. The total of 5167 airmen and officers on 30 April was an increase of 138 over 1 April. However, this was still 838 less than authorized strength. Below is a report of strength by units.[1]

STRENGTH REPORT - 30 April 1956

| Unit | Officers Asgd | Airmen Asgd |
|---|---|---|
| Hq 46 ADVID | 10 | 6 |
| 42d HEW | 468 | 2093 |
| 42d Tac Hosp | 32 | 137 |
| 4C34th USAF Hosp | 17 | 8 |
| 42d ABGp. | 101 | 1921 |
| | 628 | 4165 |

PERSONNEL CHANGES:

Lieutenant Colonel William W. Pannis, USAF, was relieved as Deputy Base Commander of the 42d Air Base Group and reassigned to Headquarters 8th Air Division (SAC), APO 117, on 11 April 1956. Lieutenant Colonel Fred C. Simpson, USAF, was appointed as Deputy Base Commander and Lt. Col. William C. Carter, USAF, was appointed Base Director of Personnel.[2]

MANNING:

Officer body manning remained fairly stable during April, however, the effective manning did not reflect a true picture because of the continued B-36 operation imposing overage requirements not reflected in manning documents for B-52 aircraft. Headquarters 45th Air Division

1. Daily Strength Rept, LAFB Stat Ser Off, 30 Apr 56.
2. Interview by author with Airman McClure, Off Rec Sect, 42d ABGp.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



had no change during April, remaining 90 percent body manned and 90 percent manned in required specialties (MIRS).

The 42d Bomb Wing decreased 14.2 percent in officer body manning but increased 6.6 percent in MIRS. The wing was112 percent body manned and 81.8 percent were MIRS.

The 42d Air Base Group was 102.03 percent body manned and 86.89 percent were MIRS. This was an increase of 7.86 percent in body manning and 2.09 percent MIRS.

Airmen manning in Headquarters 45th Air Division showed a decrease of 14 percent from March. Body manning and manned in required skills both dropped from 100 percent to 86 percent in April.

The 42d Bomb Wing airmen were 77.04 percent body manned in direct support skills and only 40.2 percent were in required skills. Although airmen effective manning was improving, continued emphasis was placed on the On-The-Job-Training program. Upgrading and cross-training actions had proven to be the most valuable source of supplementing the heavy loss through separations and reassignments.

The 42d Air Base Group was 104 percent body manned and 78.2 percent were in required skills.[3]

3. Monthly Analysis, 45AD D/Pers, April 56.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



MORALE WELFARE AND DISCIPLINE:

The new Whispering Pines Service Club on Loring Air Force Base held the tryouts for the Air Force "Boys In Blue" contest on 23 April. An audience of 400 airmen received the tryouts enthusiastically and the winners went on to Plattsburg Air Force Base, New York.

The Service Club attendance for the month was 29,000, an average of almost a thousand per day. An estimated 900 personnel utilized the wood and automotive hobby shops, and classes in amateur photography for beginners increased to approximately 140 personnel and dependents. The Loring Doomsy Birds, base model aircraft club held two meetings in April and held a model airplane meet on 14 April.

The base Glee Club held four (4) meetings in April and had a membership of thirty voices. At the April 30 meeting plans were made to present a performance at the base theatre in May.[1]

Information in regard to legal activities and AWOL rate were as follows:

a. There were at Wt (8) Summary Courts-Martials and eight (8) Special Courts-Martials during April.

b. There were twenty-four (24) Article 15's reviewed by the Office of the Staff Judge Advocate.

c. Fourteen (14) Airmen were confined at hard labor during the month of April.

d. One (1) airman was Dishonorably Discharged from the service, a formation was held on 5 April and the man drummed from the area.

1. Interview with 1st. Lt. Ricardi, Glee Club Leader, 18 April.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



2

INCIDENTS:

| | |
|---|---|
| Traffic Accidents (Military & Civilian): | |
| On-Base | 9 |
| Off-Base | 4 |
| Traffic Violations (Military & Civilian): | |
| On-Base | 44 |
| Off-Base | 29 |
| Serious Crimes | 3 |
| Drunk and Disorderly | 1 |
| Article 15's | 24 |
| Reports of theft | 18 |

2. Figgers & Fax, Command Notebook, Apr 59.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER III

## OPERATIONS AND TRAINING

DIVISION OPERATIONS:

The 46th Air Division Operations concentrated on the conversion program of the 42d Heavy Bombardment Wing throughout April. It was determined necessary to consolidate the reports made by the 42d Bomb Wing and the 42d Air Base Group in order to eliminate duplication of effort and to insure positive co-ordination and communications between both activities.[1]

The Director of Operations, Deputy Director of Operations and the Radar Observer for the division attended the B-52 Mobile Training Detachment course on the station. On 25 April the Deputy Director of Operations conducted the Division Safety Commitee Meeting.[2]

Major problems areas that were beyond the capability of Division Operations to correct or show appreciable accomplishment without the assistance of higher headquarters were:[3]

a. The lack of a suitable practice bomb which would prevent the accomplishment of the required releases under SAC Regulation 50-43.

b. Lack of information on the type of tactical weapon used in B-52 aircraft prevented the final preparation of lesson plans for the Special Weapons Refresher Course.

c. Concerted action was recommended to obtain an MA-6 trainer

1. B-52 Conversion Report, dtd 7 May 56.
2. Intvw by T/Sgt Gilbride with Capt Eddy, OIC MTD, & Min Div Safety Meet.
3. B-52 Conversion Report.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



as soon as possible. The alternate solution of changing the K-3A trainer to physically resemble the MA-6 trainer was not considered adequate. 350 copies of the 1B-52C-1 Technical Order were received and this permitted the completion of plans which had been delayed because of the lack of Performance Data on the B-52.[4] The required Standardization Board crews were selected, three (3) were in training with the 4017th Combat Crew Training Squadron and one (1) would enter training in June 1956.

There was no approved SAC Tactical Doctrine for B-52 operation and this deficiency was brought to the attention of higher headquarters. The current Weather Evacuation Base was considered adequate for B-52 aircraft and the Emergency Evacuation Base assigned in April was also considered to be adequate, however, this base had not been surveyed to date.[5] Other projects under the supervision of division operations for the conversion of the 42d Bomb Wing were:

1. A chart designed and published which will reflect the daily SAC 51-19 status of all crew members in Bomb and Air Refueling Squadrons.
2. Maps and charts were available on the station and station circle stamps were requisitioned.
3. The training capability and planned utilization of the B-52 MTD was completed with the arrival of the electronics portion on 14 April. Utilization of the mechanical MTD was 374 hours.
4. The C-11 link trainer was operational, however, no further information was available on additional trainers.

Base Flight:

Base Flight aircraft flew 374:10 hours during April and received two (2) additional C-45 aircraft. Two (2) missions were staged through Base

4. B-52 Conversion Progress Rept.
5. IBID.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Flight. Missions were nicknamed " SEA DEVIL " and " DEVIL FISH ", there were no delays incurred due to airdrome conditions. Air traffic arriving and departing the station during April were as Listed below:[6]

a. Domestic Arrivals - 192
b. Domestic Departures - 202
c. Foreign Arrivals - 29
d. Foreign Departures - 25
e. Round Robin Flights - 169
f. Local Flights - 122
g. VIP Arrivals - 63

Communications:

An estimated 75 percent of the Non-crew member personnel viewed a two (2) hour series of personal affairs and fire protection lectures over Loring Air Force Base's AFL-TV, utilizing 6000 training hours.[7] Approximately thirty (30) aircrew personnel completed 50-24 Block Training, utilizing 924 training hours. The training flight C-8 trainer was out of commission for major repairs and complete overhaul, and assistance was requested from the depot. The P-3 trainer was utilized for 128 hours, the C-11B trainer for 100:30 hours, and the T-2 trainer was utilized for 48 hours. This low utilization of the T-2 was caused by the conversion program of the 42d Bomb Wing.

The Base Survival School gave a series of lectures to the 42d Air Refueling Squadron and on 5 April twenty (20) crew members participated in a two (2) day survival exercise, to Loring's Butterfield Lake. This same exercise, comprised of 11 KC-97 crew members, was held on 19 April.[8]

---

6. Intervw by T/Sgt Gilbride With Capt Gilles, Base Ops.
7. Intervw by T/Sgt Gilbride with Lt Pennington, Base Training Flight Off.
8. Intervw by A/3c Morrison with Capt Linne, Base Survival School.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER IV

## MATERIEL

Materiel Activities:

The Materiel Section was visited by the following Technical Representatives and Inspectors during April:

a. Mr. Arthur Carbary, spares representative from Boeing Aircraft visited Loring Air Force Base on 4 and 5 April to assist Base Supply with Boeing parts.

b. The Air Research Corporation assigned Mr. Karl Harris to Loring Air Force Base as the permanent Technical Representative for MA-1A Air Carts, Air Research equipment on B-52 aircraft, and the aircraft heaters.

c. Mr. W. E. Llewellyn of the Disposal Division, Middletown Air Materiel Area, arrived on the station on 18 April and remained for three (3) days to conduct the semi-annual inspection of the base disposal function.

d. Colonel Cornell and Captain Johnson, Middletown Area Assistance Officers, visited Loring on 3 and 4 April for the purpose of co-ordinating requirements for recovering KC-97 control surfaces and providing possible assistance for erecting the Luria maintenance platforms. It was agreed that the 42d Air Refueling Squadron would fly the tankers to Middletown, have the control surfaces replaced and return the aircraft to Loring as fast as the depot could provide serviceable control surfaces.

The depot had two (2) major problems concerning this project. One (1) was the difficulties they had experienced in obtaining an extra two (2) or three (3) sets of surfaces to start their production line. They requested that Loring Air Force Base contact Eighth Air Force to request Warner-Robins and Oklahoma City Air Materiel Areas to provide the necessary surfaces. This information was forwarded to Eighth Air Force for approval . The other item was the team's concern over the amount of maintenance necessary to perform on the KC-97 aircraft after landing at Middletown. The visitors were assured, and a message sent to Middletown, that Loring would provide all necessary maintenance support to clear in-flight discrepancies between Loring and Middletown. It was further agreed that Loring supply such items



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



as engine changes and other such maintenance that may become essential.

The visitors inspected a dock where one (1) of the Luria platforms was positioned, ready for erection. Colonel Cornell agreed that a definite problem existed manpower and/or money-wise, to complete this project. Upon his return to Middletown he agreed to look into the possibility of obtaining the funds to erect the stands through contractual means.[1]

Base Supply:

During April, a total of 22,760 line items were processed by Base Supply. A total of 20,990 line items were assigned in April, this was a decrease over March due to the fact that AFSD 5641000, B-52 spare table, was almost completed to date.

The Supply effectiveness for Category A, which includes AF Classes 01-05, 11 and 16, was 80 percent effective in April. This figure was based on a total of 5390 line items requested, compared to 2432 line items issued, minus 143 line items cancelled. The effectiveness for Category B, which includes all other AF classes plus technical classes such as Ordnance, Engineer, Chemical and Signal, was 83 percent effective. This computation was based on a total of 1725 line items requested compared to 1384 line items issued, minus 56 line items cancelled. The reason for the decrease in the supply effectiveness for both categories was primarily due to the non-recurring request for items, thus not maintaining proper control levels.

The B-52 conversion program figures revealed a total of 700 line items received to date on the Z account and was 69 percent complete. The Non-Z account was 61 percent complete, considering a total of 1310 line items received. The Table II Support for 15 aircraft on AFSD 5641000 was 91 percent complete on 30 April.[2]

---

1. Hist Rept of 46AD Materiel, 30 April 54.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The following activities occurred within Base Supply during April:[3]

a. On 17 April two (2) engineer inspectors arrived from 3 Ba-
tactady General Depot for the purpose of inspecting snow
removal equipment and engineer processes at this station.

b. A new system was devised between Local Purchase and Purchas-
ing and Contracting to expedite handling of all VTE parts.

c. The fuel oil and gasoline contracts for the period 1 May
through 1 November 1956 were received which totaled 2,800,000
gallons.

d. All forms for the supply mechanization program were received.
This base will send 7 representatives to SAC Headquarters on
or about 20 May for familiarization on this program.

e. Base Supply is taking necessary action to ship spare parts
peculiar to the B-36 aircraft to Lockbourne Air Force Base,
Ohio. Word has been received that 2 C-119 aircraft are being
received from Lincoln Air Force Base, Nebraska, this, action is
being taken to receive spare parts with these aircraft.

f. An inventory of the Commissary Officer's Account was completed
on 30 April 1956 in accordance with current regulations.

g. Value of Cash and Charge Sales for the period totaled $92,481.79.
This is a drop from the record high of $97,340.20 set during
the month of March 1956, and is the second high month in sales.
As a comparison, the average monthly sales during the same period

---

2. Monthly report of Base supply activities, dtd 30 April 56.
3. IBID.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



during 1955 was $70,963.61. This represents a 5% gain.

h. A total of 378,165 pounds of salvage and scrap were received by this office.

i. Property was issued to base activities in the amount of 26,000 pounds.

j. Property was sold on Invitation for Bid, in accordance with Section 9, Volume XIII, AF Manual 67-1, in the amount of 26,000 pounds.

k. In the month of April, the Clothing Sales Store made 1332 individual sales to Officers and Airmen, totalling $6,884.53. Category 21, Initial Allowance, totaled $10.00. Category 22, Health and Appearance, totaled $116.00. Category 61, Burial of Deceased, totaled $1.00. There were no Category 69.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1233

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1254

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ATTACHMENT

LIST OF EXHIBITS

1. Organization Chart AFAT.
2. Daily Foreign Reports, 1 and 2[illegible] April [illegible].
3. Photo, General Electric Training Center at [illegible].
4. Photo, General Railway and Power Plant.
5. Photo, General Electric, Inc. Aircraft, and Naval Tracker [illegible].
6. Monthly Report Base Depot activities.
7. Minutes of 2 April Staff Meeting.
8. Photographs, Naval Yards, [illegible] Area.
9. Photographs, Naval Yards, [illegible] Area.
10. Photographs, Naval Yards, [illegible] Area.
11. Photographs, Naval Yards, [illegible] Area.
12. Photographs, Naval Yards, [illegible] Area.
13. Photo, ATT Test Engines and Jet Test Stands.
14. Photo, ATT Test Cells, Jet and Test Depot.
15. Photo, Naval ATT Installation.
16. Photo, Naval ATT Hangar [illegible].
17. Photo, Naval ATT Hangar [illegible].
18. Photo, Naval ATT Hangar [illegible].
19. Photo, Naval ATT Jet Test [illegible].
20. Photo, Naval ATT Jet Test [illegible].
21. Memorandum for recommendation of ATT [illegible] assignments.
22. Monthly report of personnel assigned ATAT [illegible].
23. Monthly ATT Training Report letter, 11 [illegible] April.
24. Monthly ATT Training Report letter, 12 April [illegible].
25. Amendment [illegible] to ATAT Programming Plan [illegible].
26. Jet Conversion Progress Report #[illegible].
27. ATAT General Orders Number [illegible].
28. Monthly Report of Purchasing and Contracting Activities.
29. Aviation Personnel Monthly Analysis.

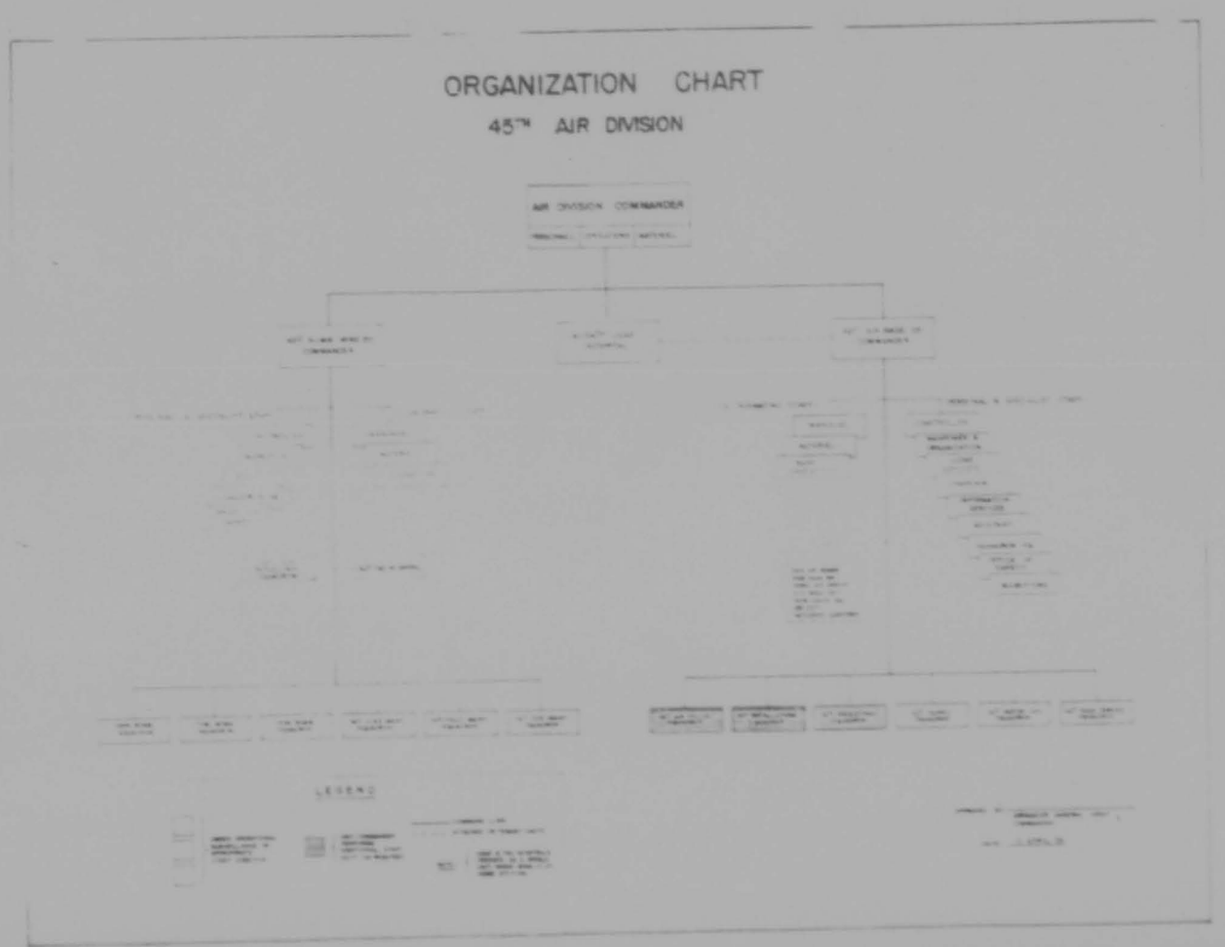


THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




1238

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1259

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE — DATE 1 April 1956

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRD |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | 10 | 10 | 0 | 7 | 7 | 6 | 0 | 4 |
| HQ 420 BOMB WING | 48 | 48 | 0 | 30 | 122 | 150 | 0 | 132 |
| 47TH BOMB SQUADRON | 63 | 98 | 0 | 57 | 166 | 185 | 0 | 138 |
| 75TH BOMB SQUADRON | 63 | 104 | 0 | 71 | 166 | 179 | 0 | 145 |
| 75TH BOMB SQUADRON | 63 | 101 | 0 | 57 | 166 | 186 | 0 | 137 |
| 420 FIELD MAINT SQUADRON | 8 | 9 | 0 | 9 | 702 | 615 | 0 | 466 |
| 420 PER MAINT SQUADRON | 5 | 5 | 0 | 4 | 278 | 158 | 0 | 133 |
| 420 A & E MAINT SQUADRON | 12 | 8 | 0 | 7 | 277 | 424 | 0 | 343 |
| 420 AIR REFUELING SQUADRON | 100 | 95 | 0 | 84 | 224 | 196 | 0 | 166 |
| TOTAL | 372 | 478 | 0 | 326 | 2108 | 2099 | 0 | 1664 |
| 420 TACTICAL HOSPITAL | 36 | 32 | 0 | 26 | 137 | 137 | 0 | 130 |
| 4044TH USAF HOSPITAL | 16 | 17 | 0 | 17 | 19 | 8 | 1 | 8 |
| TOTAL | 52 | 49 | 0 | 43 | 156 | 145 | 1 | 138 |
| HQ 420 AIR BASE GROUP | 56 | 57 | 1 | 46 | 258 | 384 | 8 | 344 |
| 10 OPRS SQUADRON | 11 | 9 | 0 | 6 | 161 | 197 | 13 | 173 |
| 420 SUPPLY SQUADRON | 18 | 15 | 0 | 11 | 346 | 330 | 0 | 290 |
| 420 MOTOR VEHICLE SQUADRON | 6 | 6 | 0 | 5 | 210 | 245 | 0 | 210 |
| 420 AIR POLICE SQUADRON | 10 | 8 | 0 | 6 | 342 | 291 | 0 | 261 |
| 420 FOOD SERVICE SQUADRON | 4 | 1 | 0 | 1 | 266 | 226 | 0 | 212 |
| 420 HOSTLE SQUADRON | 6 | 5 | 3 | 7 | 261 | 244 | 60 | 290 |
| 50TH AIR FORCE BAND | 1 | 0 | 0 | 0 | 19 | 14 | 0 | 14 |
| TOTAL | 112 | 101 | 4 | 82 | 1863 | 1921 | 79 | 1807 |
| BASE GRAND TOTAL | 536 | 628 | 4 | 451 | 4127 | 4165 | 80 | 3609 |

OFFICER NAME, GRADE (Typed): WILLIS A. HOLLAND, 2nd Lt. USAF

SIGNATURE (Official):

42 ABG FORM 223 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

1240

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE 30 Apr. 56

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PFD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PFD |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | 10 | 9 | 0 | 8 | 7 | 6 | 0 | 4 |
| HQ 42D BOMB WING | 52 | 51 | 0 | 34- | 149 | 178 | 1 | 160 |
| 69TH BOMB SQUADRON | 87 | 119 | 0 | 63 | 229 | 187 | 0 | 147 |
| 70TH BOMB SQUADRON | 87 | 104 | 0 | 62 | 229 | 183 | 0 | 146 |
| 75TH BOMB SQUADRON | 87 | 119 | 0 | 63 | 229 | 187 | 0 | 147 |
| 42D FIELD MAINT SQUADRON | 8 | 9 | 0 | 7 | 842 | 649 | 0 | 480 |
| 42D PER MAINT SQUADRON | 4 | 4 | 0 | 3 | 373 | 156 | 1 | 124 |
| 42D A & E MAINT SQUADRON | 11 | 8 | 0 | 8 | 319 | 455 | 0 | 389 |
| 42D AIR REFUELING SQUADRON | 99 | 101 | 0 | 81 | 200 | 208 | 0 | 159 |
| TOTAL | 425 | 524 | 0 | 329 | 2597 | 2209 | 2 | 1756 |
| 42D TACTICAL HOSPITAL | 36 | 31 | 0 | 26 | 134 | 133 | 0 | 132 |
| 4034TH USAF HOSPITAL | 16 | 17 | 0 | 16 | 19 | 8 | 2 | 9 |
| TOTAL | 52 | 48 | 0 | 42 | 153 | 141 | 2 | 141 |
| HQ 42D AIR BASE GROUP | 58 | 66 | 0 | 46 | 276 | 354 | 2 | 314 |
| 42D OPNS SQUADRON | 8 | 8 | 0 | 6 | 161 | 185 | 13 | 169 |
| 42D SUPPLY SQUADRON | 17 | 13 | 0 | 10 | 343 | 332 | 0 | 298 |
| 42D MOTOR VEHICLE SQUADRON | 5 | 3 | 0 | 2 | 207 | 252 | 0 | 240 |
| 42D AIR POLICE SQUADRON | 10 | 8 | 0 | 7 | 340 | 282 | 0 | 242 |
| 42D FOOD SERVICE SQUADRON | 3 | 3 | 0 | 3 | 207 | 217 | 0 | 200 |
| 42D INSTLS SQUADRON | 6 | 6 | 0 | 5 | 259 | 253 | 1 | 247 |
| 524TH AIR FORCE BAND | 1 | 0 | 0 | 0 | 19 | 15 | 0 | 12 |
| TOTAL | 108 | 107 | 0 | 79 | 1812 | 1900 | 16 | 1722 |
| BASE GRAND TOTAL | 605 | 679 | 0 | 450 | 4562 | 4250 | 20 | 3619 |

OFFICER NAME, GRADE (Typed): WILLIS A. MULLANY, 2nd Lt, USAF

SIGNATURE (Original):

AO ABG FORM 228 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

1241

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3

1242

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1243

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1244

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1 2 4 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1246

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1247

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1248

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

42D SUPPLY SQUADRON
42D AIR BASE GROUP (SAC)
LORING AIR FORCE BASE, MAINE

42S1 11 May 1956

SUBJECT: Monthly Report of Base Supply Activities

1. During April, a total of 22,760 line items were processed by Base Supply. A total of 20,990 line items were assigned during April. This is a decrease over the previous month due to the fact that AFSD 56A1000, B-52 spare table, has been almost completed to date.

2. The Supply effectiveness for category A, which includes AF Classes 01-05, 11 and 16, was 70% effective during April. This figure is based on a total of 5390 line items requested compared to 2432 line items issued, minus 143 line items cancelled. The effectiveness for Category D, which includes all other AF classes plus technical classes such as Ordnance, Engineer, Chemical and Signal, was 83% effective during the month. This computation is based on a total of 1725 line items requested compared to 1384 line items issued, minus 56 line items cancelled. The reason for the decrease in the supply effectiveness for both categories is primarily due to the non-recurring request for items, thus not maintaining proper control levels.

3. The B-52 conversion program is progressing satisfactorily. The latest figures for the Z account reveals a total of 700 line items received to date which gives an overall picture of 69% complete. The Non-Z account is 61% complete to date considering a total of 1310 line items received.

4. The Table II Support for 15 Aircraft on AFSD 56A1000 is 91% complete to date.

1249

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

5. Base Regulation number 67-6 dated 9 April 1956 entitled Control of Critical Local Purchase Items, has been approved and distribution has been made on subject regulation. Another base regulation was submitted by Base Supply during April which was number 5-6 entitled Technical Publications. The date of this regulation was 20 March 1956.

6. On 17 April 1956, two engineer inspectors arrived from Schenectady General Depot for the purpose of inspecting snow removal equipment and engineer excesses at this station.

7. A new system was devised between Local Purchase and Purchasing and Contracting during the month to expedite handling of all VDF parts.

8. A request for extension for the cardex mechanization program was refused by SAC Headquarters, therefore, implementation of this program will be initiated as previously scheduled - 1 June 1956.

9. Mr. Murphy, a representative from OCAMA, has arrived on base to assist on supply problems being encountered on parts for the B-52 aircraft. He will be acting as a liason man between depot and this base to provide supply assistance.

10. The annual supply inspection by Middletown Air Material Area was completed this month by two representatives. A written report will be prepared by the representatives upon their return to Middletown and this base will be advised of supply problems detected by the inspectors.

11. The fuel oil and gasoline contracts for the period 1 May - 1 November 1956 have been received which totals 2,800000 gallons.

12. All forms for the supply mechanization program have been received.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

This base will send 7 representatives to SAC Headquarters on or about 20 May for familiarization on this program.

13. Base Supply is taking necessary action to ship spare parts peculiar to the B-36 aircraft to Lockbourne Air Force Base. Word has been received that 3 C-119 aircraft are being received from Lincoln Air Force Base, thus, action is being taken to receive spare parts with these aircraft.

14. An inventory of the Commissary Officer's Account was completed on 30 April 1956 in accordance with current regulations.

15. Value of Cash and Charge Sales for the period totaled $94,462.79. This is a drop from the record high of $97,392.38 set during the month of March 1956, and is the second high month in sales.

16. As a comprision, the average monthly sales during the same period during 1955 was $70,963.61. This represents a 28% gain.

17. The following is an outline of the work conducted by this office during the month of April 1956.

a. In accordance with Section 9, Para rapt 4, Volume XIII, AF Manual 67-1, lumber was sold on Retail Sale in the amount of $3.70.

b. A total of 375,165 pounds of salvage and scrap were received by this office.

c. Property was issued to Base Activities in the amount of 26,002 pounds.

d. Eight Hundred and Twenty-Three (823) vouchers were processed during the month.

e. Property was sold on Invitation for Bid, in accordance with Section 9, Volume XIII, AF Manual 67-1, in the amount of $16,982.00.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

f. In the month of April, our Clothing Sales Store made 1352 individual sales to Officers and Airmen, totaling $5,564.83. Category 21, Initial Allowance, totaled $10.00. Category 22, Health and Appearance, totaled $212.00. Category 61, Burial of Deceased, totaled $4.60. There were no Category 49.

g. Personnel assigned to the Clothing Sales Store are: One (1) Officer, three (3) airmen, and one (1) civilian.

EDWIN C. ANTIS
Captain, USAF
Commander

COPY

1252

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1253

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"THIS IS A CERTIFIED TRUE COPY"

HEADQUARTERS
42D AIR BASE GROUP (SAC)
Loring Air Force Base
Maine

MEMORANDUM FOR: STAFF MEMBERS 5 April 1956

SUBJECT: Minutes of Staff Meeting held 3 April 1956

1. The meeting was conducted by the Base Commander, Colonel Jackson W. Lewis. Personnel who attended are recorded in the Office of the Air Base Group Adjutant.

2. COLONEL LEWIS:

a. United Fund Drive - Announced the winners of the squadron competition. First place to 42d Motor Vehicle Squadron; second place to 2-7 Weather Detachment. The total collected base-wide was $30,469. Col Lewis commended all personnel for their efforts and cooperation in making the drive the most successful one held on this base.

b. Vehicle Accident - Discussed vehicle accident which occurred at 0300 hours this date and resulted in serious injury to an officer of the 42d ARRFS.

c. Clean-up Campaign - Read message from Commander SAF in reference to policing of command bases. He desires that immediate and continued action be taken to improve the appearance of all bases within SAF. The Commander will inspect each base in the command the latter part of May and will be conducted on a tour of squadron areas by the unit commanders and first sergeants.

d. Assistance Team - Passed on remarks made by the SAF Assistance Team complimenting this base on its dining halls, recreational facilities, etc.

e. AWOLS - There were 14 AWOLS during themonth of March; 10 in ABGp.

f. NCO Advisory Council - Reviewed the minutes of the NCO Advisory Council. The question of lower rates for servicemen will be brought before the officials of the Aroostook Valley Country Clubthis week withrepresentatives from Loring invited. Also, informed staff that GEFAA Association will submit to WCO and ABC Master Sergeants recommended for attendance at NCO Academy.

g. Commissary and BX Prices - Complaints have been received stating that prices in the BX and Commissary are above prices listed in town and vary during the month. Maj Grossman and Capt Crouchexplained price change procedures and regulations pertaining to the operation of these facilities. They stated that although a few sale items may bw found at lower prices in town, the overall price average is lower on-base.

h. Base Clean-up - Colonel Lewis requested that each section devote a few hours on Friday to police their areas of responsibility.

i. Uniform Regulation - Stated that policy on wearing of headgear and overcoat with civilian clothing on or off-base is now optional. The overcoat with uniform is also optional.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Minutes of Staff Meeting Cont'd

j. Parking Violations - All vehicles parked or driving on seeded areas will be tagged by the Air Police. Personnel were also aivised to review the base regulation regarding care of animals. Stray dogs will be picked up by the Air Police and put in thepound where they must be claimed within three days.

3. LT COLONEL PANNIS:

a. Inspetion - Stated that inspection of Air Base Group facilities will be held on Saturday, 7 April.

4. LT COLONEL CARTER:

a. Inspection of Wherry Area - Commented on the condition of grounds in Wherry Housing. Col Lewis stated that the regulation requiring daily inspection by the CO will be enforced as soon as the snow is lower.

5. MAJOR BEKKER

a. Ushers - Requested that squadron commanders submit to ISO the name of one A/1C who would be used as an usher at showing of "Assignment at Loring".

b. Open House - Informed staff of events scheduled for Open House at Loring on May 18, 19, 20 and 21.

c. Welcome Wagon - Through the cooperation of local merchants, a Welcome Wagon service will soon start in the housing areas.

6. MAJOR SLOTTERBACK:

a. JP-4 Fuel - JP-4 fuel is now available in Pump House No. 3.

b. C-119 Parte - A survey has been completed to determine requirement on this base for C-119 parts.

7. MR. LOEB:

a. Credit Union - Stated that $4,000 is now on loan from the Federal Credit Union. Requested that commanders encourage membership by their personnel.

8. MAJOR BUCKELY:

a. Traffic Court - Requested explanation of procedures in issuing traffic tickets and action taken in traffic court. Lt Col Love, MajorPearson and Major Buckley will discuss this at a later date.

9. MAJOR GROSSMAN:

a. Uniform Regulation - Reminded Squadron Commanders that military personnel must be in uniform to purchase items at the BX. Captain Crouch relayed the same information in regards to the Commissary.

10. MAJOR BIGGS:

a. Church Attendance - Stated that attendance at Easter Sunday Catholic masses was 1,250; Protestant services attendance was 796.

BY ORDER OF THECOMMANDER:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Minutes of Staff Meeting Con't

DISTRIBUTION:
2 ea stf section
2 ea sq asg & atch 45 ADIV
3 - WOO
3 - ADIV

s/t JOSEPH H. JACOBY
Major, USAF
Adjutant

"THIS IS A CERTIFIED TRUE COPY"



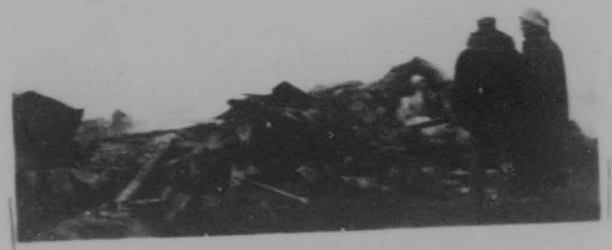
THIS PAGE IS DECLASSIFIED IAW EO 13526

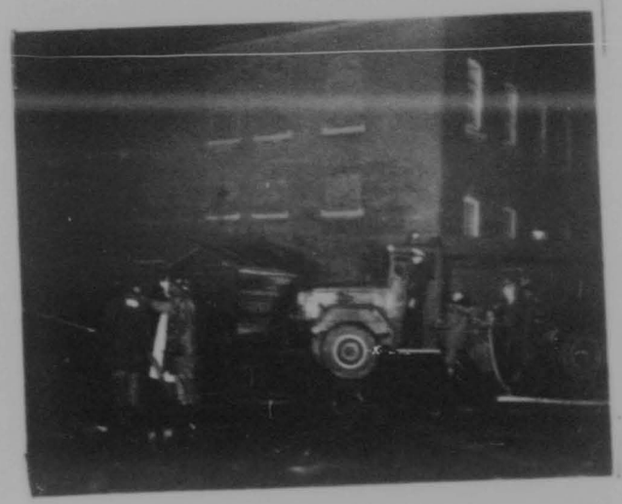
THIS PAGE IS DECLASSIFIED IAW EO 13526

1257

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





1258

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1260

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1261

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1262

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

11

1263

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1264

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1265

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

126.6

THIS PAGE IS DECLASSIFIED IAW EO 13526

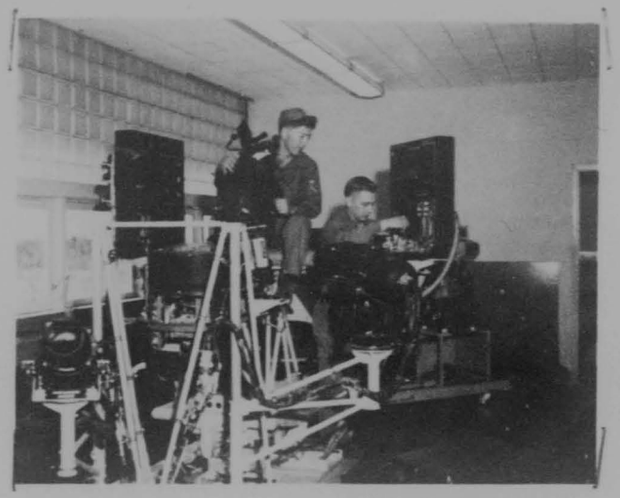
THIS PAGE IS DECLASSIFIED IAW EO 13526

14

1267

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



1268

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

13

1269

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1276

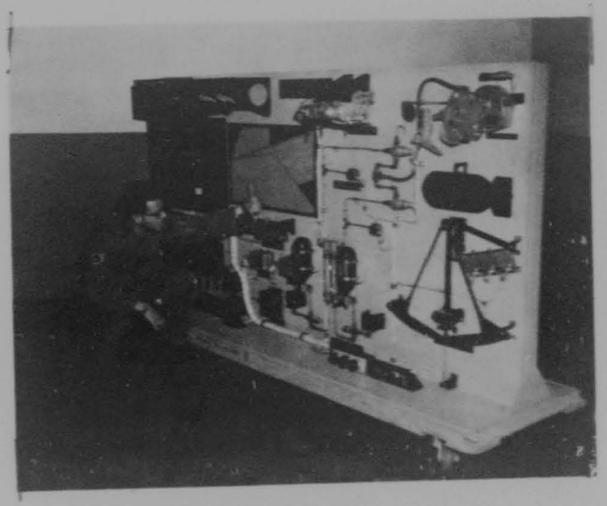
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1271

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



1272

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
45TH AIR DIVISION (SAC)
Office of the Director of Operations
Loring Air Force Base
Maine

30 April 1956

ADO

SUBJECT: Transmittal of Minutes of Division Safety Committee Meeting 25 April 1956.

TO: See Distribution

1. Forwarded are the minutes of the 45th Air Division Safety Committee Meeting conducted 25 April 1956.

2. Request each addressee forward their indorsements of action taken or comments of the attached minutes to arrive in the office of the Director of Safety not later than 10 May 1956. Report by the Director of Safety to arrive at Air Division Operations Office not later than 14 May 1956.

R. T. MATTINGLY
Major, USAF
Deputy Director of Operations

1 Incl.
As stated

DISTRIBUTION:

| | | |
|---|---|---|
| 69 | BMS | 2 |
| 70 | BMS | 2 |
| 75 | BMS | 2 |
| 42 | ARDFS | 2 |
| 42 | FMS | 2 |
| 42 | FMS | 2 |
| 42 | ARMS | 2 |
| 42 | TAC HOSP | 2 |
| 42 | INSTL SQ | 2 |
| 42 | OPN SQ | 2 |
| 42 | APS | 2 |
| 42 | FSS | 2 |
| 42 | SUP SQ | 2 |
| 1974 | AACS | 2 |
| 1292 | AACS | 2 |

cc: ANG Historian - 4 cys (ISO)
ADC - 1
ADO - 2
ADM - 1
WOO - 1
WCD - 1
WDM - 1
ABC - 1
BOS - 19
BCF - 1
BM - 1

1274

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
45TH AIR DIVISION (SAC)
Office of the Director of Operations
Loring Air Force Base
Maine

ADC 30 April 1956

SUBJECT: Division Safety Committee Meeting, 25 April 1956.

TO: See Distribution

1. The 45th Air Division Safety Committee Meeting convened at 1300 hours, 25 April 1956, in the Air Base Group Conference Room, with the following members present or represented:

Colonel Jackson W. Lewis, 42d Air Base Group Commander
Lt Colonel Robert A. Love, 42d Air Base Group Provost Marshal
Major Richard T. Mattingly, Deputy Director of Operations, 45th Air Div.
Major Francis J. Lyden, 1974th AACS Squadron Commander
Major Ernest L. Duckley, 42d Air Base Group Installation Squadron
Major Elwin Rhodes, 42d Air Base Group Installation Squadron
Captain Clarence Gilles, Jr., 42d Air Base Group Operations
Captain Lawrence R. Cornish, 2nd TAC Hospital, Loring AFB.
Captain James H. Spearman, 42d Bomb Wing, Director of Safety, Recorder
Captain Leonard L. Levandowski, 42d Air Base Group Director of Safety(TDY)
T/Sgt Robert W. Strawther, 42d Air Base Group,(Representative for Captain Levandowski)

2. The following old business was discussed:

a. The Loring ILS: A message from 45th Air Division to the AACS Detachment at Tinker Air Force Base, which quoted 8th Air Force and SAC messages relative to current actions on the SCS-51 and MRN 7 and 8, was read. In summary 8th Air Force and SAC concur in utilizing the SCS-51 sites for the installation of MRN 7 and 8 facilities. However, to accomplish this, an additional $9000 is required. SAC has advised 8th Air Force and Loring that with the concurrence of the AACS activities at Tinker, these monies may be obtained from 1956 M&O Funds. The Commander of the 42d Air Base Group believes that reference to these M&O Funds requires clarification and requested that the Commander 1947th AACS Detachment obtain clarification from his headquarters as it could possibly mean that this $9000 may be allocated before 30 June 1956, if we have accomplished the necessary planning and paper work.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible]

[illegible]

1. [illegible]: Pilot chock has been completed on present criteria. Another criteria will be in presently and the pair will then be 2 light [illegible] together by the AACS personnel. The [illegible] will be operational before 1 May 1956.

2. [illegible]: An attempt was made by the Office of Safety to obtain the heavy scotch lite tape for these markers from the Local Purchase Order. An individual in charge of the Local Purchase Office said that the Office of Safety was not authorized scotch lite tape and would not make issue. The Commander of Air Base Group directed the Office of Safety to make additional inquiries and if confronted with any difficulties refer the matter to his [illegible].

3. [illegible]: This matter has received the concurrence of all interested supervisory personnel with the exception of the Commander of the 2nd [illegible]. He has not committed himself as to whether he believes the procedure is feasible, but appears primarily concerned with the transfer of real vehicles, line chiefs and crew chiefs. While the procedure in itself does not recommend the transfer of these specific vehicles or personnel, [illegible] clause, it's implementation would require particular augmentation of the Air Base Group Transient Alert Section from other resources. The Commander of the 2nd Air Base Group again indicated his desire to implement the recommended procedure as soon as possible. This matter must have the resolution of the Division Commander in the near future.

4. [illegible]:

(1) Division Director of Materiel has [illegible] in areas along the ramp and to all SOP [illegible]. This representation is the result of [illegible] engines of his vehicles, batteries and lights. The Commander of Air Base Group does not [illegible] the ramp. Also many [illegible] have occurred which would have been reportable [illegible] but they occurred at higher speeds.

(2) It was reported that the crash/rescue vehicles have been speeding from the ramp in front of aircraft [illegible] refueling lies and do not keep an adequate distance from the aircraft. They are also driving off the edge of the light duty pavement and [illegible] pavement in front of [illegible] with real [illegible]. It was



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



suggested that they drive around the docks and maintain a 75 foot distance from aircraft and that the drivers be warned about excessive speed on ramp.

(3) Because of the hazard of vehicles driving too close to aircraft while they are being refueled at fuel pit number 6, it was suggested that stop signs be used in this vicinity. It was concluded that two permanent stop signs will be installed on a trial basis to control the flow of traffic.

(4) It was desired that all squadron commanders report incidents of this sort to the Air Installations Officer, giving him the time, location and specific details of the incidents.

f. Modification of Floors of Lorie Docks: This matter has not been resolved, due to the fact that the Phase "A" Review has not been held at this time.

g. Unloading of Low Air Aircraft: It was determined that these aircraft will be unloaded in the south end of Dock 8250.

3. New business:

a. Air Traffic Control and Noise Abatement Concerning B-52 Operations: Eighth Air Force indicated concern over noise abatement and has requested a qualified B-52 Pilot be made available for a discussion of Air Traffic Control Procedures and noise abatement as it pertains to B-52 operations over populated areas.

b. Comments Regarding Division Safety Minutes not being Received from Certain Activities: It was reported by the Office of Safety that certain activities had failed to comment on the minutes of previous meetings. Each activity will now send their comments to the Office of Safety monthly. A negative comment may be submitted if this is indicated.

c. Quarterly Base Safety Program: It was suggested that



1279

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



assistance could be in the way of with-holding his Class A Pass until he procurred insurance for a personal vehicle. The Provost Marshal is in favor of this type of action and suggested that the matter be considered by all squadron commanders. The Air Base Group Commander cautioned that discretion must be used in this matter since the State of Maine does not have compulsory insurance laws and therefore we cannot prohibit anyone from driving off of the base.

b. Briefing of Government Vehicle Operators: The Commander of the Air Installation Squadron has prepared charts showing a cross section of the construction of the taxiways and parking stubs. These charts are to be distributed to all squadron commanders for use in briefing motor vehicle operators on the need to drive on heavy-duty pavements during the spring months. The charts will graphically present to the drivers the ease which they, through their negligence, can cause many thousands of dollars of damage by operating heavy vehicles along the outer edges of light-duty pavement. It is suggested that squadron commanders obtain these charts and brief their motor vehicle operators as soon as possible, particularly during the spring thaw period.

... The meeting was adjourned at 1420 hours, 25 April 1956.

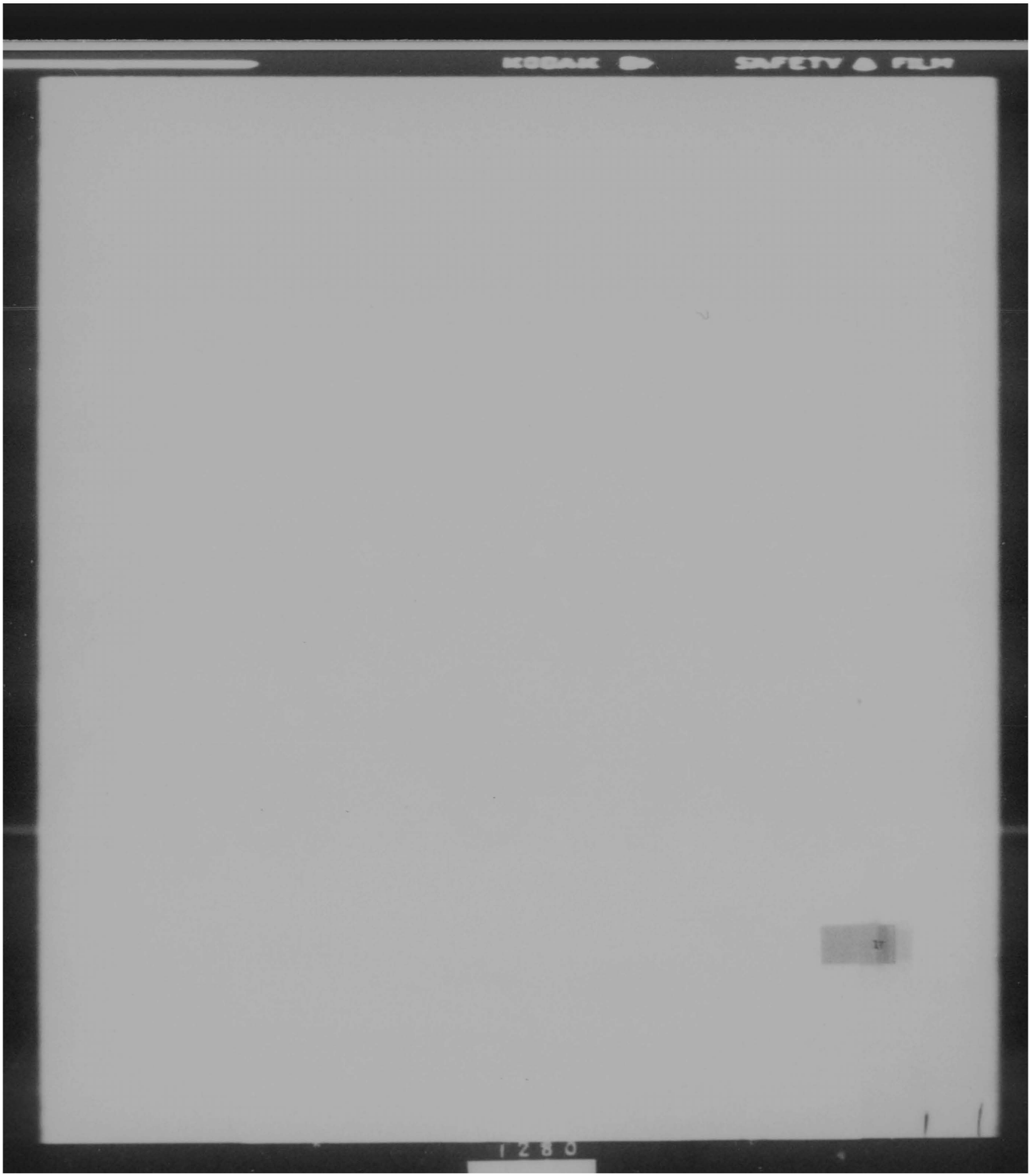
H. T. MATTINGLY
Major, USAF
Deputy Director of Operations

"A"



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

I N D E X


| | |
|---|---|
| Flying Safety | Page 1 |
| Flying Time | Page 2 |
| Aircraft Combination Status - 4Th Sq | Page 3 |
| Aircraft Combination Status - Squadrons | Page 4 |
| Base Supply Effectiveness | Page 5 |
| Status of Motor Vehicles | Page 6 |
| Housing Status | Page 7 |
| Incidents | Page 8 |
| Courts Martial | Page 9 |
| Venereal Disease | Page 10 |
| A W O L s | Page 11 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

I N D E X


| | |
|---|---|
| Government Vehicle Accidents | Page 12 |
| Military Personnel Injuries | Page 13 |
| Civilian Personnel Injuries | Page 14 |
| Separations vs Reenlistments | Page 15 |
| Assets | Page 16 |
| Base Operations & Maintenance (458 Funds - FY 1956) | Page 17 |
| Finance Operating Data | Page 18 |
| Strength Data - As of 30 April 1956 | Page 19 |
| Manhour Utilization - 42D SW | Page 20 |
| SAC Management Control System - 42D AB GP | Page 21 & 22 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLYING SAFETY

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| PRIMARY AIRCRAFT: | | | | | | |
| Hours Flown | 1295 | 1489 | 1547 | 1108 | 1812 | 1077 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |
| ADMINISTRATIVE AIRCRAFT: | | | | | | |
| Hours Flown | 338 | 260 | 193 | 242 | 345 | 370 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |

SOURCE: WOS & BOS, RCS: 1-AF-A1

FLYING SAFETY





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| B-25 | 103 | 50 | 64 | 50 | 85 | 84 |
| C-45 | 10 | 48 | 49 | 52 | 58 | 134 |
| C-47 | 161 | 111 | 65 | 76 | 76 | 73 |
| C-119 | 35 | 23 | 7 | 33 | 90 | 32 |
| H-19 | 29 | 28 | 8 | 31 | 36 | 47 |
| TOTAL | 338 | 260 | 193 | 242 | 345 | 370 |

SOURCE: WDMM, RCS: 1-AF-A1

FLYING TIME

| | | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|---|
| 69th | Programmed | 301 | 331 | 337 | 250 | 246 | 0 |
| | Actual | 241 | 285 | 362 | 210 | 273 | 0 |
| | Hrs/Acft | 22 | 26 | 37 | 28 | 34 | 0 |
| 70th | Programmed | 320 | 314 | 327 | 255 | 176 | 440 |
| | Actual | 274 | 324 | 283 | 277 | 231 | 437 |
| | Hrs/Acft | 27 | 32 | 26 | 36 | 29 | 29 |
| 75th | Programmed | 343 | 271 | 334 | 168 | 60 | 0 |
| | Actual | 273 | 270 | 316 | 120 | 58 | 0 |
| | Hrs/Acft | 25 | 30 | 33 | 16 | 28 | 0 |
| B-36 | Programmed | 964 | 916 | 998 | 673 | 482 | 440 |
| | Actual | 788 | 879 | 961 | 607 | 562 | 437 |
| ARS | Programmed | 597 | 600 | 664 | 600 | 846 | 604 |
| | Actual | 507 | 610 | 586 | 501 | 1250 | 640 |
| | Hrs/Acft | 20 | 28 | 27 | 23 | 57 | 29 |
| TOTAL | Programmed | 1561 | 1516 | 1662 | 1273 | 1328 | 1044 |
| | Actual | 1295 | 1489 | 1547 | 1108 | 1812 | 1077 |

FLYING TIME





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS
420 BOMBARDMENT WING (H)

| | B-36s | | | | | |
|---|---|---|---|---|---|---|
| | NOV | DEC | JAN | FEB | MAR | APR |
| Hours on Hand | 20688 | 22116 | 22767 | 16819 | 13411 | 11008 |
| Hours in Commission | 15208 | 15406 | 14708 | 12603 | 10344 | 8505 |
| Rate | 74 | 70 | 65 | 75 | 77 | 77 |
| Hours Out of Commission | 5480 | 6710 | 8059 | 4216 | 3067 | 2503 |
| Rate | 26 | 30 | 35 | 25 | 23 | 23 |
| Hours ACCT | 185 | 620 | 881 | 491 | 403 | 416 |
| Rate | 1 | 3 | 4 | 3 | 3 | 4 |
| Hours AOCM | 4342 | 3911 | 3164 | 1865 | 2664 | 582 |
| Rate | 21 | 17 | 14 | 11 | 20 | 5 |
| Hours Other Time | 953 | 2179 | 4014 | 1860 | 0 | 1505 |
| Rate | 4 | 10 | 17 | 11 | 0 | 14 |
| Average Aircraft Possessed | 31.6 | 29.6 | 30.5 | 22.7 | 18.1 | 15 |

SOURCE: WDMM, RCS: 1-AF-A1



AIRCRAFT COMMISSION STATUS

1285

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS

| | 69th Bm Sq | | 70th Bm Sq | | 75th Bm Sq | | 42d ARS | |
|---|---|---|---|---|---|---|---|---|
| | MAR | APR | MAR | APR | MAR | APR | MAR | APR |
| Hours on Hand | 5952 | 0 | 5952 | 11008 | 1507 | 0 | 16368 | 15840 |
| Hours in Commission | 4960 | 0 | 4254 | 8505 | 1130 | 0 | 13421 | 13464 |
| Rate | 83 | 0 | 71 | 77 | 75 | 0 | 82 | 85 |
| Hours Out of Commission | 992 | 0 | 1698 | 2503 | 377 | 0 | 2947 | 2376 |
| Rate | 17 | 0 | 29 | 23 | 25 | 0 | 18 | 15 |
| Hours AOCP | 403 | 0 | 0 | 416 | 0 | 0 | 157 | 26 |
| Rate | 7 | 0 | 0 | 4 | 0 | 0 | 1 | 0 |
| Hours AOCM | 589 | 0 | 1698 | 582 | 377 | 0 | 2790 | 394 |
| Rate | 10 | 0 | 29 | 5 | 25 | 0 | 17 | 3 |
| Hours Other Time | 0 | 0 | 0 | 1505 | 0 | 0 | 0 | 1956 |
| Rate | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 12 |
| Average Aircraft Possessed | 8 | 0 | 8 | 15 | 2.1 | 0 | 22 | 22 |

SOURCE: WIMM, RCS: 1-AF-A1





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE SUPPLY EFFECTIVENESS

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| Depot Supply Action | 76 | 58 | 77 | 77 | 73 | 44 |
| Base Supply Action | 85 | 88 | 88 | 93 | 95 | 82 |
| Reparable Action | 88 | 95 | 99 | 99 | 99 | 100 |
| Stock Record Cards | 22954 | 17670 | 17670 | 18399 | 22091 | 22089 |
| Line Items Processed | 14785 | 15360 | 21289 | 20789 | 24659 | 22760 |
| Percent Inventory Taken | 84 | 100 | 20.9 | NA | NA | NA |
| Percent Inventory Error | 5 | 6 | 3.8 | NA | NA | NA |
| Line Items in LP Store | 6555 | 6555 | 6550 | 6550 | 7000 | 7100 |
| Line Items Issued LF Store | 1535 | 1480 | 1724 | 2270 | 1917 | 2188 |
| Pipeline Time - Days | | | | | | |
| GSA Store Items | 59 | 82 | 54 | 59 | 82 | 36 |
| GSA Supplies | 43 | 46 | 54 | 32 | 58 | 40 |
| Local Purchase | 43 | 40 | 44 | 44 | 32 | 44 |
| Petty Cash Purchase | 36 | 53 | 44 | 17 | 46 | 16 |

SOURCE: BMS, RCS: AF-S1







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATUS OF MOTOR VEHICLES

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| Vehicle Days Assigned | 25200 | 26691 | 27063 | 25317 | 21141 | 26760 |
| Days VDP | 299 | 466 | 720 | 837 | NA | NA |
| Rate | 1.2 | 1.7 | 2.7 | 3.3 | NA | NA |
| Days VDM | 839 | 890 | 958 | 1061 | NA | NA |
| Rate | 3.3 | 3.3 | 3.5 | 4.2 | NA | NA |
| Total Vehicle Days Lost | 1138 | 1356 | 1678 | 1898 | 2403* | 1989* |
| Rate | 4.5 | 5.0 | 6.2 | 7.5 | 11.4 | 7.4 |
| Air Division Vehicles Authorized | 577 | 577 | 577 | 577 | 577 | 577 |
| Air Div & Tenant Veh Assigned | 840 | 861 | 873 | 873 | 893 | 892 |

SOURCE: MVS, RCS: SAC-K1 *Total Days VDP & VDM for March & April 1956

STATUS OF MOTOR VEHICLES





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## HOUSING STATUS

**Authorized Troop Housing**
(750 spaces are reserved)

| | |
|---|---|
| Officer | 156 |
| Airman | 4059 |
| Civilian | 16 |
| | 4231 |

**Troop Housing**

| Occupied | Feb | Mar | Apr |
|---|---|---|---|
| Officer | 122 | 118 | 118 |
| Airman | 3072 | 3069 | 3069 |
| Soldier | | | |
| 548th AAA | 286 | 234 | 234 |
| Civilian | 8 | 11 | 11 |
| Total | 3488 | 3432 | 3432 |

SOURCE: BMH

**Officer Appropriated Housing**

| | Feb | Mar | Apr |
|---|---|---|---|
| Apts | 80 | 80 | 80 |
| Apts Occupied | | | |
| Officer | 43 | 55 | 58 |
| Airman | 32 | 19 | 22 |

**Airman Appropriated Housing**

| | Feb | Mar | Apr |
|---|---|---|---|
| Apts | 160 | 160 | 160 |
| Apts Occupied | 160 | 160 | 160 |

**Personnel Living in Local Area** (Includes 548th & 3080th)

| | Feb | Mar | Apr |
|---|---|---|---|
| Officer | 58 | 40 | 46 |
| Airman | 373 | 376 | 394 |
| Civilian | 631 | 587 | 515 |

**Officer Wherry Housing**

| | Feb | Mar | Apr |
|---|---|---|---|
| Apts | 510 | 510 | 510 |
| Occupied | | | |
| Officer | 483 | 460 | 494 |
| Civilian | 15 | 14 | 16 |

**Airman Wherry Housing**

| | Feb | Mar | Apr |
|---|---|---|---|
| Apts | 990 | 990 | 990 |
| Occupied | | | |
| Airman | 960 | 972 | 975 |
| Civilian | 18 | 18 | 15 |

HOUSING STATUS





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

INCIDENTS

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| Traffic Accidents (Military & Civilian): | | | | | | |
| On Base | 6 | 15 | 9 | 12 | 9 | 9 |
| Off Base | 6 | 8 | 0 | 3 | 3 | 4 |
| Traffic Violations (Military & Civilian): | | | | | | |
| On Base | 40 | 41 | 43 | 57 | 34 | 44 |
| Off Base | 25 | 28 | 9 | 22 | 21 | 29 |
| Security Violations | 0 | 0 | 0 | 0 | 0 | 0 |
| Serious Crimes | 1 | 2 | 2 | 0 | 0 | 3 |
| Drunk and Disorderly | 0 | 0 | 0 | 3 | 0 | 1 |
| Article 15s | 14 | 23 | 19 | 33 | 36 | 24 |
| Reports of Theft | 0 | 0 | 10 | 31 | 22 | 18 |

INCIDENTS

SOURCE: BPM, RCS: AF-Y7





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COURTS MARTIAL

| | FEB | MAR | APR | | FEB | MAR | APR |
|---|---|---|---|---|---|---|---|
| Hq 42d BW | 0/0/0 | 0/0/0 | 0/0/0 | Hq 45th AD | 0/0/0 | 0/0/0 | 0/0/0 |
| 69th Bm Sq | 0/0/1 | 0/0/0 | 0/0/0 | Hq 42d AB Gp | 0/1/0 | 0/4/6 | 0/0/2 |
| 70th Bm Sq | 0/0/2 | 0/0/1 | 0/0/0 | 42d Opns Sq | 0/1/0 | 0/0/0 | 0/0/0 |
| 75th Bm Sq | 0/0/2 | 0/1/1 | 0/0/0 | 42d Supp Sq | 0/0/0 | 0/2/1 | 0/0/0 |
| 42d FMS | 0/0/0 | 0/0/0 | 0/0/0 | 42d Mtr Veh Sq | 0/0/0 | 0/0/0 | 0/0/2 |
| 42d FMS | 0/0/1 | 0/1/3 | 0/1/2 | 42d AP Sq | 0/2/3 | 0/0/1 | 0/4/0 |
| 42d AAE Sq | 0/0/0 | 0/2/1 | 0/0/0 | 42d PM Sv Sq | 0/3/5 | 0/1/1 | 0/2/1 |
| 42d TAC Hosp | 0/0/0 | 0/1/0 | 0/0/0 | 42d Inst Sq | 0/0/0 | 0/0/1 | 0/0/1 |
| 42d ARS | 0/0/0 | 0/0/0 | 0/0/0 | 4034th Hosp | 0/0/0 | 0/0/0 | 0/0/0 |
| | | | | 524th Band | 0/0/0 | 0/0/0 | 0/0/0 |
| TOTAL | 0/0/6 | 0/5/6 | 0/1/2 | TOTAL | 0/7/8 | 0/7/10 | 0/6/6 |

SOURCE: JA

General / Special / Summary





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## VENEREAL DISEASE

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 2 | 1 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 1 | 0 | 0 | 0 | 1 | 0 |
| 75th Bm Sq | 1 | 2 | 1 | 2 | 1 | 2 |
| 42d FMS | 0 | 1 | 0 | 0 | 0 | 0 |
| 42d FMS | 2 | 0 | 1 | 2 | 0 | 0 |
| 42d A&E Sq | 2 | 0 | 0 | 1 | 1 | 1 |
| 42d TAC Hosp | 0 | 0 | 0 | 1 | 0 | 0 |
| 42d ARS | 0 | 0 | 1 | 1 | 0 | 0 |
| TOTAL | 8 | 4 | 3 | 7 | 3 | 3 |

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 1 | 1 | 0 | 1 | 1 | 1 |
| 42d Opns Sq | 0 | 0 | 1 | 0 | 0 | 0 |
| 42d Supp Sq | 1 | 0 | 0 | 0 | 1 | 0 |
| 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 2 | 3 |
| 42d AP Sq | 1 | 0 | 0 | 1 | 0 | 0 |
| 42d Fd Sv Sq | 0 | 2 | 0 | 0 | 0 | 0 |
| 42d Inst Sq | 3 | 0 | 1 | 0 | 0 | 2 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 6 | 3 | 2 | 2 | 4 | 6 |

SOURCE: MED





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## A W O L s

| | NOV | DEC | JAN | FEB | MAR | APR | | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 0 | 0 | 0 | 0 | Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 1 | 2 | 1 | 0 | Hq 42d AB Gp | 1 | 0 | 2 | 1 | 1 | 1 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 1 | 0 | 1 | 1 | 1 | 1 | 42d Supply Sq | 0 | 0 | 2 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 1 | 0 | 42d Mtr Veh Sq | 0 | 0 | 0 | 1 | 0 | 0 |
| 42d FMS | 2 | 1 | 1 | 0 | 0 | 0 | 42d AP Sq | 1 | 2 | 1 | 3 | 4 | 2 |
| 42d A&E Sq | 0 | 0 | 2 | 1 | 0 | 0 | 42d Fd Sv Sq | 0 | 3 | 5 | 2 | 1 | 3 |
| 42d TAC Hosp | 0 | 0 | 1 | 0 | 0 | 0 | 42d Inst Sq | 0 | 0 | 0 | 0 | 4 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 | 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 3 | 1 | 6 | 4 | 3 | 1 | TOTAL | 2 | 5 | 10 | 7 | 10 | 6 |

SOURCE: BPM





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

GOVERNMENT VEHICLE ACCIDENTS

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d PMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d A&E Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 |

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Mtr Veh Sq | 1 | 1 | 0 | 0 | 1 | 0 |
| 42d AP Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Fd Sv Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Inst Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 1 | 1 | 0 | 0 | 1 | 0 |

SOURCE: BOS







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MILITARY PERSONNEL INJURIES

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| Hq 42d Bm Wg | 0 | 0 | 0 | 0 | 0 | 1 |
| 69th Bm Sq | 1 | 1 | 0 | 3* | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 1 | 1 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d PMS | 0 | 0 | 1 | 0 | 0 | 1 |
| 42d FMS | 2 | 0 | 0 | 0 | 0 | 0 |
| 42d A&E Sq | 0 | 0 | 0 | 0 | 1 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 1 | 0 | 1 | 0 | 1 |
| TOTAL | 3 | 2 | 2 | 5* | 1 | 3 |

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 0 | 0 | 2 | 0 | 0 |
| 42d Opng Sq | 0 | 0 | 0 | 1 | 0 | 0 |
| 42d Supp Sq | 0 | 0 | 0 | 1 | 0 | 0 |
| 42d Mtr Veh Sq | 0 | 1 | 0 | 0 | 1 | 0 |
| 42d AP Sq | 0 | 1* | 0 | 0 | 0 | 0 |
| 42d Wd Sv Sq | 2** | 1 | 0 | 0 | 0 | 3** |
| 42d Inst Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 2** | 3* | 0 | 4 | 1 | 3** |

SOURCE: BOS

Each * indicates one fatality





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CIVILIAN PERSONNEL INJURIES

| | NOV | DEC | JAN | FEB | MAR | APR | | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hq 42d Bm Wg | 0 | 0 | 0 | 0 | 0 | 0 | Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | Hq 42d AB Gp | 0 | 0 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Supp Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d PMS | 0 | 0 | 0 | 0 | 0 | 0 | 42d Mtr Veh Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d PMS | 0 | 0 | 0 | 0 | 0 | 0 | 42d AP Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d A&E Sq | 0 | 0 | 0 | 0 | 0 | 0 | 42d Fd Sv Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 | 42d Inst Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 | 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 |

SOURCE: BOS





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SEPARATIONS vs REENLISTMENTS

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| Hq 42d BW | 2/0 | 3/0 | 7/0 | 4/0 | 6/3 | 3/2 |
| 69th Bm Sq | 11/0 | 11/5 | 7/1 | 11/2 | 2/1 | 2/1 |
| 70th Bm Sq | 11/1 | 14/4 | 11/1 | 12/0 | 17/3 | 1/0 |
| 75th Bm Sq | 13/1 | 13/4 | 10/0 | 16/0 | 4/2 | 3/0 |
| 42d PMS | 2/1 | 13/2 | 6/2 | 24/1 | 10/0 | 10/0 |
| 42d FMS | 24/4 | 33/8 | 21/6 | 41/6 | 26/5 | 23/5 |
| 42d A&E Sq | 3/1 | 7/3 | 2/1 | 6/4 | 8/2 | 10/2 |
| 42d TAC Hosp | 7/2 | 6/4 | 1/0 | 4/0 | 7/0 | 4/0 |
| 42d ARS | 4/0 | 2/0 | 5/1 | 11/1 | 11/0 | 7/1 |
| TOTAL | 77/10 | | 70/15 | | 90/16 | |
| | | 102/30 | | 129/14 | | 63/11 |

| | NOV | DEC | JAN | FEB | MAR | APR |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0/0 | 0/0 | 0/0 | 0/0 | 0/0 | 0/0 |
| Hq 42d AB Gp | 6/3 | 19/5 | 5/0 | 7/1 | 7/4 | 2/1 |
| 42d Opns Sq | 5/2 | 12/1 | 9/1 | 6/1 | 6/0 | 8/5 |
| 42d Supp Sq | 11/2 | 16/6 | 8/4 | 11/2 | 9/1 | 14/1 |
| 42d Mtr Veh Sq | 21/5 | 11/3 | 10/1 | 11/7 | 13/3 | 3/2 |
| 42d AP Sq | 14/3 | 4/2 | 8/0 | 7/3 | 4/1 | 7/1 |
| 42d Fd Sv Sq | 3/1 | 7/2 | 4/1 | 10/2 | 11/3 | 9/2 |
| 42d Inst Sq | 4/2 | 13/4 | 7/2 | 15/6 | 9/5 | 7/2 |
| 4034th Hosp | 0/0 | 0/0 | 1/0 | 0/0 | 0/0 | 0/0 |
| 524th Band | 1/0 | 1/0 | 2/0 | 0/0 | 1/0 | 0/0 |
| TOTAL | 65/18 | | 54/9 | | 60/17 | |
| | | 83/23 | | 67/22 | | 50/14 |

SEPARATIONS / REENLISTMENTS

SOURCE: BPRS



SEPARATIONS vs REENLISTMENTS



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## ASSETS

The assets or goods and property owned and operated by Loring Air Force Base are:

| | |
|---|---|
| Inventories (Controlled by Base Supply) | $ 31,879,307.92 |
| Equipment in Use - UAL | 25,506,873.66 |
| Equipment in Use - Other | 5,909,602.48 |
| Land & Land Improvements | 1,757,417.78 |
| Pavement & Runways | 15,781,527.55 |
| Buildings and Structures | 47,623,560.40 |
| Utility Plants and Systems | 30,858,123.31 |
| Construction in Progress | 238,654.30 |
| Accounts Receivable (Money owed to Loring) | 53,054.76 |
| Total Assets | $159,608,122.16 |

SOURCE: BCBA







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE OPERATIONS AND MAINTENANCE (488 FUNDS - FY 1956)

Obligations to 30 April 1956

| | | | |
|---|---|---|---|
| Fuel Oil | $ 809,764 | Commercial Communications | $ 101,814 |
| Gasoline | 161,896 | Commercial Transportation | 166,772 |
| Motor & Lub Oil | 56,241 | FICA | 8,568 |
| Supplies Used - LF Store | 576,543 | Travel | 152,606 |
| Equipment | 111,615 | Laundry & Dry Cleaning | 26,659 |
| Cont Maint of Motor Vehicles | 24,148 | Cont Maint of Real Property | 40,532 |
| Cont Maint of Equipment | 2,512 | Civilian Personnel | 1,619,835 |
| Cont Services | 19,039 | Off-Duty Education Program | 2,148 |
| Purchased Utilities | 2,412 | | |
| | | TOTAL | $3,583,104 |

SOURCE: BCBA

Page 17

CONTROLLER - BUDGET & ACCOUNTING DIV

1299

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FINANCE OPERATING DATA

| | FEB | MAR | APR |
|---|---|---|---|
| Gross Disbursements | $1,229,652 | $2,141,080 | $2,756,818 |
| Gross Collections | $ 155,120 | $ 725,167 | 721,224 |
| Personnel Salaries | | | |
| Officers | $ 299,082( 703) | $ 326,580( 717) | 325,496( 725) |
| Airmen | $ 562,450(5270) | $ 512,430(5266) | 604,140(5829) |
| Civilians | $ 202,758( 664) | $ 247,283( 667) | 188,865( 620) |
| Total Personnel Salaries | $1,064,290(6637) | $1,086,293(6650) | 1,118,501(7174) |
| Travel & Per Diem Vouchers-No. | 751 | 1478 | 865 |
| Commercial Vouchers-No. | 1096 | 1192 | 1170 |
| Commercial Discounts Taken | $ 239 | $ 489 | $ 752 |
| Mil Pay Records Transferred-No. | 96 | 411 | 142 |
| No. of Sep Pmts (Excl of Reenl) | 254 | 178 | 158 |
| Savings Bonds | $ 20,451 | $ 19,513 | $ 15,752 |
| Treasury Checks Written-No. | 5,349 | 5,771 | 5,408 |
| Authorized Personnel | 27 | 27 | 27 |
| Assigned Personnel | 25 | 26 | 30 |

SOURCE: BCF

COMPTROLLER - FINANCE OFFICE



1300

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STRENGTH DATA - AS OF 30 APRIL 1956

| | OFF | | AMN | | CIV | |
|---|---|---|---|---|---|---|
| | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD |
| Hq 45th AD | 10 | 9 | 7 | 6 | 3 | 4 |
| Hq 42d BW | 52 | 51 | 149 | 178 | 3 | 2 |
| 69th Bm Sq | 87 | 119 | 229 | 187 | 0 | 0 |
| 70th Bm Sq | 87 | 104 | 229 | 183 | 0 | 0 |
| 75th Bm Sq | 87 | 129 | 229 | 187 | 0 | 0 |
| 42d FMS | 4 | 4 | 373 | 156 | 0 | 0 |
| 42d FMS | 8 | 9 | 842 | 649 | 32 | 29 |
| 42d A/E Sq | 11 | 8 | 319 | 455 | 0 | 0 |
| 42d ARS | 99 | 101 | 220 | 208 | 0 | 0 |
| 42d TAC Hosp | 36 | 31 | 134 | 133 | 0 | 0 |
| 4034th USAF H | 16 | 17 | 19 | 8 | 35 | 35 |

| | OFF | | AMN | | CIV | |
|---|---|---|---|---|---|---|
| | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD |
| Hq 42d AB Gp | 58 | 66 | 276 | 354 | 74 | 66 |
| 42d Opns Sq | 8 | 8 | 161 | 185 | 3 | 3 |
| 42d Supp Sq | 17 | 13 | 343 | 332 | 95 | 101 |
| 42d Mtr Veh Sq | 5 | 3 | 207 | 252 | 37 | 38 |
| 42d AP Sq | 10 | 8 | 339 | 282 | 0 | 0 |
| 42d Fd Sv Sq | 3 | 3 | 207 | 217 | 0 | 0 |
| 42d Inst Sq | 6 | 6 | 259 | 263 | 224 | 235 |
| 524th Band | 1 | 0 | 19 | 15 | 0 | 0 |
| TOTAL 45th AD | 605 | 679 | 4561 | 4250 | 506 | 513 |
| TENANT PERS | 142 | 121 | 1137 | 1146 | 88 | 76 |
| LAFB TOTAL | 747 | 800 | 5698 | 5396 | 594 | 589 |

SOURCE: MANPOWER AUTHORIZATIONS
BCSS: SAC P-12 & ASSIGNED STRENGTH
CIV PER: CIVILIAN PERSONNEL ASSIGNED AF FORM-1324

CONTROLLER - STATISTICAL SERVICES DIV



1301

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MANHOUR UTILIZATION

42D BOMB WING - APRIL 1956

| UNIT | Direct | Prod Indirect | Non Prod Indirect | Absent | Loaned | Over Time | Borrowed | Assigned | Avail |
|---|---|---|---|---|---|---|---|---|---|
| Hq 42d BW | 0.0 | 8447.2 | 1.0 | 3797.7 | 0.0 | 476.9 | 341.0 | 11428.0 | 8448.2 |
| 69th Bm Sq | 4189.5 | 4066.5 | 74.0 | 6759.0 | 4.0 | 255.5 | 153.5 | 14684.0 | 8330.0 |
| 70th Bm Sq | 9657.5 | 6576.0 | 43.0 | 6974.3 | 896.5 | 776.0 | 4905.8 | 18461.5 | 16272.5 |
| 75th Bm Sq | 29.0 | 4436.6 | 63.0 | 7967.1 | 5170.5 | 325.2 | 0.0 | 17341.0 | 4528.6 |
| 42d ARS | 8485.3 | 4159.7 | 126.5 | 4812.2 | 301.5 | 525.5 | 0.0 | 17359.7 | 12771.5 |
| 42d A&E Sq | 9837.8 | 29523.5 | 5332.7 | 27008.1 | 1949.8 | 1224.8 | 339.7 | 72087.4 | 44694.0 |
| 42d FMS | 22652.6 | 37699.8 | 2825.9 | 4321.81 | 4662.5 | 2055.2 | 6355.5 | 102648.2 | 63178.3 |
| 42d PMS | 8531.6 | 8193.6 | 86.3 | 9444.0 | 434.5 | 109.4 | 1254.5 | 25326.1 | 16811.5 |
| 42d Opns Sq | 3835.5 | 3165.4 | 58.5 | 3128.3 | 32.0 | 1412.5 | 32.0 | 8775.2 | 7059.4 |
| Total | 67218.8 | 106268.3 | 8610.9 | 113108.8 | 13451.3 | 7161.0 | 13382.0 | 288111.1 | 182094.0 |

SOURCE: BCSS, SAC-U22, Part 3



COMPTROLLER - STATISTICAL SERVICES DIV

1302

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

42D AIR BASE GROUP MANAGEMENT CONTROL STATEMENT SUMMARY FEB - APR 56

| | Pts Poss | SAC Statement Oct-Dec 55 Upper Quartile 42d AB Gp SAC % | 8th AF % | Score % | Current Period Feb % | Mar % | Apr % |
|---|---|---|---|---|---|---|---|
| 1. PERSONNEL | | | | | | | |
| a. MIRS - Officers | 30 | 40 | 40 | 20 | 50 | 50 | 60 |
| Airmen | 85 | 40 | 50 | 10 | 10 | 10 | 30 |
| b. AWOL Rate | 50 | 100 | 100 | 80 | 50 | 20 | 70 |
| c. Reenlistment Rate | 50 | 40 | 30 | 30 | 40 | 30 | 30 |
| d. Open Mess - Officers | 25 | 90 | 100 | 80 | 100 | 50 | 50 |
| - NCO | 25 | 80 | 90 | 80 | 100 | 80 | 50 |
| MATERIEL | | | | | | | |
| a. Supply Management | 240 | 87 | 88 | 73 | 97 | 97 | 79 |
| b. Inst Costs Incd to Maint | 60 | 90 | 90 | 90 | 90 | 80 | 100 |
| c. Base Commissary Management | 50 | 55 | 64 | 75 | 80 | 75 | 60 |
| d. Base Exchange Management | 80 | 89 | 90 | 75 | NS | NS | NS |
| e. Medical-Dental Sup Mgt | 40 | 70 | 90 | 50 | 70 | 80 | 85 |
| f. Food Service Management | 40 | 80 | 80 | 100 | 90 | 90 | 90 |

Page 21

CONTROLLER - MANAGEMENT ANALYSIS DIV

1303

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

42D AIR BASE GROUP MANAGEMENT CONTROL SUPPLEMENT SUMMARY FEB - APR 56

| | Pts Poss | SAC Statement Oct-Dec 55 Upper Quartile 42d AB Gp SAC % | 8th AF % | Score % | Current Period Feb % | Mar % | Apr % |
|---|---|---|---|---|---|---|---|
| g. Serviceable Inv Turnover R. | | | Not Scored | | 44 | 20 | 54 |
| h. Automotive Maintenance | | | Not Scored | | 85 | 40 | 75 |
| GENERAL | | | | | | | |
| a. Base Supp Operating Costs: | | | | | | | |
| (1) Ratio of Personnel | 60 | 90 | 80 | 40 | 30 | 20 | 40 |
| (2) Supp Pers Costs | 40 | 90 | 100 | 70 | 70 | 90 | 90 |
| (3) Supp Supply Costs | 70 | 100 | 100 | 10 | 10 | 10 | 20 |
| (4) Supp Contractual Serv & "Other" Costs | 30 | 80 | 70 | 70 | 100 | 80 | 90 |
| b. Flying Safety | 70 | 100 | 100 | 100 | 100 | 100 | 100 |
| c. Ground Safety | 70 | 80 | 65 | 65 | 70 | 100 | 75 |
| TOTAL | 1115 | 71 | 67 | 62 | 66 | 59 | 62 |

SOURCE: BCMA



COPY FURNISHED - REPRODUCED AT GOVT EXPENSE

1304

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LORING AIR FORCE BASE

PERSONAL COPY
OF I.S.O.

# FIGGERS & FAX

PREPARED BY: DIRECTOR OF COMPTROLLER - MANAGEMENT SERVICES DIVISION

1305

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base, Maine

ADP 28 March 1956

SUBJECT: Recognition of On-the-Job Training Accomplishments

TO: Commander, 42d Bombardment Wing (H) (SAC), Loring Air Force Base, Maine
Commander, 42d Air Base Group (SAC), Loring Air Force Base, Maine

1. Special recognition and awards amounting to $1200 will be given to the squadrons achieving the highest standards in their conduct of the On-the-Job Training (OJT) program. The Division Commander will award $100 each month to the squadron in the 42d Bombardment Wing and to the squadron in the 42d Air Base Group that produces the maximum results in their OJT Program. The first award will be made in May 1956 for the rating month of April and for 5 months thereafter. In the case of a tie, the award will be divided equally among the squadrons making the highest equal scores in their group. The 4034th USAF Hospital will be considered as part of the 42d Tactical Hospital for the purpose of this competition.

2. Five primary objectives of the On-the-Job Training program are to:

a. Insure that every airman eligible for OJT is reported on Personnel Actions Memorandums (PEMAM's) and is participating in the program.

b. Conduct an accelerated training program to prepare the maximum number of airmen for the Air Force Job Knowledge Tests (AFJKT's) and the Airmen Proficiency Tests (AFPT's) in a minimum of time.

c. Insure that each squadron commander maintains a high standard of instruction and adequate supervision of each trainee.

d. Reduce the number of 3 level airmen in the program over 3 months and the number of 5 and 7 level airmen in the program over 5 months.

18

1306

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



e. Maintain accurate records to reflect the progress made in each squadron. This objective, however, is not reflected in the scoring formula in paragraph 3 below because accurate and complete records are essential to the computation of the score.

3. The effectiveness of the OJT program in each squadron can be evaluated to a degree by the following scoring formula:

$$\frac{\frac{A}{B} + \frac{C}{D} + \frac{2E}{C} + \frac{F}{A}}{5} = \text{Score (to third decimal place)}$$

Where:

A is the number of airmen reported on PERAM's as of the last day of the Rating Month.

B is the number of airmen eligible for OJT before the last 5 calendar days of the Rating Month.

C is the number of airmen tested during the Test Period. The term, Test Period, is defined in paragraph 4a below.

D is the number of airmen eligible for testing during the Test Period.

E is the number of airmen passing the AFQRT and the APT during the Test Period.

F is the sum of the number of 3 level airmen in the program less than 4 months and the number of 5 and 7 level airmen in the program less than 6 months as of the last day of the Rating Month.

4. The scoring formula covers a 6 months period consisting of two parts: the Test Period and the Rating Month.

a. The Test Period is the 4 month period that starts on the first day of the fifth month before the Rating Month and ends on the last day of the second month before the Rating Month. The normal 60 day delay in receiving APT results and the three testing cycles each year are two reasons for selecting this 4 month Test Period. The Air Base Group Testing and Classification Branch will publish the data required for the computation of the Factors C, D, and E in the scoring formula.



1307

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ALP, hqs 4550 [illegible], Comp: Recognition of [illegible] Training Accomplishments [illegible]

(1) Factor C is the sum of the airmen taking the AFQT and AFT each month of the Test Period.

(2) Factor D is the sum of airmen eligible for testing each month of the Test Period. Eligibility for testing is as follows:

(a) For the AFQT. All airmen who are listed in the Test Roster, prepared by the AF Form 7 Section are classified as eligible.

(b) For the AFJMT. An airman is classified as eligible when:

1 He has been in the program over 3 months. The sum of 3 level airmen reported each month of the Test Period in item 14 of 42D ABG Form 333 as being in the program 4, 5, and 6 or more months respectively will be counted. For example, a 3 level airmen in the program for 6 months or more is counted as eligible for three successive months and for each month thereafter until he is tested.

2 He takes the AFJMT but has been in the program less than 3 months.

(3) Factor E is the sum of the airmen passing the AFJMT's and AFT's each month of the Test Period. This factor is multiplied by 2 because of high percentage of failures often indicates poor methods of teaching, lack of proper supervision or failure to realize that airmen who fail two tests are normally eliminated from further training.

b. 42D ABG Form 333 (OJT Monthly Report) provides data for computing Factors A, B and F for the Rating Month.

(1) Factor A is the sum of the number of airmen reported in line 4 of this form. Line 4 cross checks with the "Totals" under item 14 of this form.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ADF, Hqs 45th ADiv, Subj: Recognition of On-the-Job Training Accomplishments (cont'd)

b. Make recommendations to the Wing and Air Base Group Commanders about the winner of the WIOO award or controversial issues to be resolved before making the award.

c. Check entries on 42D ABG Form 333 against his records to insure accuracy and completeness of information submitted.

d. Return improperly prepared 42D ABG Forms 333 to the Squadron Commanders concerned for correction.

e. Exercise staff supervision over the OJT program in the Wing and Air Base Group and maintain records to reflect the progress made.

3. The Base Personnel Officer will:

a. Publish Headquarters 45th Air Division PERAM's for all OJT personnel actions. Incoming airmen with directed duty assignments will be reported on PERAM's for OJT as of their EDCSA date.

b. Publish separate instructions about submission of requests for PERAM's for upgrading or entering airmen into the OJT program other than incoming airmen with directed duty assignments.

c. Insure that the Air Base Group Testing and Classification Branch:

(1) Conducts testing and maintains records of scores for each AF/OJT and AOJT and of the names of airmen eligible for testing and airmen taking tests.

(2) Publishes in tabular form as of the 5th day of each month, the information specified in paragraph 4a (1), (2) and (3) above.

d. Establish a follow-up system to insure pending action for upgrading or entry into the OJT program are published in PERAM's before the last 5 calendar days of the month.

e. Insure that identical training information recorded on PERAM's is reported on AF Form 7, Airman Military Record, AF Forms 1124, Morning Report Data Record, and Classification and Audit Lists.

1318

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



f. Insure that the Air Force Section prepares a Test Roster of all airmen eligible for AFQT's as of the 25th of the month before the testing cycle for the Air Force specialties concerned and submits a Test Roster, in triplicate, to each Squadron OJT Officer concerned.

9. The Wing Director of Personnel will be responsible for those functions specified in paragraph 2e and f above and for all classification action of Wing personnel.

10. The Squadron OJT Officer will:

a. Maintain a current AF Form 623, Formal On-the-Job Training Record, for each airmen participating in the OJT program.

b. Consolidate the information recorded in each AF Form 623 on AF Form 1320, Training Chart.

c. Check the data tabulated by the Air Base Group Testing and Classification Branch about number of airmen reported as eligible for testing, number tested and number passing tests each month against information recorded in AF Forms 623 and AF Forms 1320 and report any discrepancies in writing to the Air Base Group Testing and Classification Branch before the 15th day of the following month.

d. Interview and have each airman listed in the Test Roster prepared by the AF Form 7 Section to indicate over his signature whether he desires or declines to take the AFQT.

e. Return the Test Roster in duplicate to the Air Base Group Testing and Classification Section before the last day of month before the testing cycle.

f. Supervise the preparation of AF Form 1098, Classification Action Request, after the test results are published.

g. Check Classification and Qualification Lists to insure that training data is correctly reported.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ADF, Hqs 45th ADiv, Subj: Recognition of On-the-Job Training Accomplishments (cont'd)

h. Prepare 42D ABG Form 333 for the signature of the Squadron Commander and submit this report to the Base OJT Administrator within 2 working days after the last day of the month.

i. Prepare Evaluation of OJT Program form letter for signature of Squadron Commander as of the last day of the Rating Month and submit to the Base OJT Administrator in duplicate within 5 working days after the "as of" date of report.

11. Letter, ADF, this Headquarters, 8 February 1956, Subject: "Incentive Award for On-the-Job Training", is superseded by this letter.

BY ORDER OF THE COMMANDER:

JOSEPH H. JACOBI
Major, USAF
Adjutant

3 Incls:
1. Form Ltr, Evaluation of OJT Program
2. 42D ABG Form 333
3. Monthly Testing Data





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BI-MONTHLY REPORT OF PROFESSIONAL
ACTIVITIES OF AIR FORCE HOSPITALS

Reports Control
Symbol AF-M9

Period Covered
1 March 1956

Date Ending
25 April 1956

USAF HOSPITAL
Loring Air Force Base
Maine

Number of Operating Beds: 75

PART I - HOSPITAL COMMANDER'S REPORT

1. Admissions:

a. Total: 343 b. Active Duty Military: 111 c. Other: 232

2. Transfers: Total: 21

a. Military: 18

| Reg. No. | Home of Record | Arm or Svc of Patient | Principal Diagnosis | Reason for Transfer | Designation of Receiving Hosp. |
|---|---|---|---|---|---|
| 6474 | Texas | AF | Anxiety reaction, acute, moderate: manifested by tremulousness, anxious facies, tachycardia and cold clammy hands: predisposition, moderate: stress, minimal; residual impairment, moderate. LD, Yes. | Specialized psychiatric treatment needed. | US Naval Hosp Philadelphia Pennsylvania |
| 6464 | Texas | AF | Emotional instability reaction, chronic, severe: manifested by depression, erratic behavior and abortive suicide attempt: minimal stress due to assignments to isolated station and rejection by girl friend; predisposition, unknown: impairment moderate. LD, Yes. Not. PR. | Specialized psychiatric treatment needed. | US Naval Hosp Philadelphia Pennsylvania |

19

1373

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OSPITAL COMMANDER'S REPORT (Continued)

| Reg. No. | Home of Record | Arm or Svc of Patient | Principal Diagnosis | Reason for Transfer | Designation of Receiving Hosp. |
|---|---|---|---|---|---|
| 6474 | Hawaii | AF | Tuberculosis, pulmonary, active, minimal. LD, Yes. | Specialized hospital care needed. | US Naval Hosp St. Albans New York |
| 6505 | Illinois | AF | Emotional instability reaction, acute, mild; manifested by an abortive suicide attempt; stress, minimal; predisposition, minimal; residual impairment, minimal. LD, Yes. | Specialized psychiatric treatment needed. | US Naval Hosp Philadelphia Pennsylvania |
| 6507 | Florida | AF | Anxiety reaction, acute, moderate; manifested by extreme self-consciousness and feeling of tension; stress, none apparent; predisposition, moderate with history of milder similar episodes during an unstable childhood; impairment, moderate. LD, Yes. | Specialized psychiatric treatment needed. | US Naval Hosp Philadelphia Pennsylvania |
| 6555 | Illinois | AF | Fracture, simple, n.e.c., left ankle, trimalleolar type, no artery or nerve involvement. LD, Yes. | Specialized orthopedic treatment needed. | US Naval Hosp St. Albans New York |
| 6568 | Mass. | AF | Fracture, simple, n.e.c., right tibia, lower 1/3, spiral oblique type, no artery or nerve involvement. LD, Yes. | Specialized orthopedic treatment needed. | US Naval Hosp Chelsea Naval Hospital, Boston, Mass. |
| 6626 | Penn. | AF | Neurotic depressive reaction, acute severe, manifested by pressure sensation in head, inability to concentrate; stress moderate due to institution of divorce proceedings against wife; predisposition not known; impairment severe. LD, Yes. | Specialized psychiatric treatment needed. | US Army Hosp Walter Reed Hosp Washington, D.C. |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (Continued)

| Reg. No. | Home of Record | Arm or Svc of Patient | Principal Diagnosis | Reason for Transfer | Designation of Receiving Hosp. |
|---|---|---|---|---|---|
| 6646 | W. Va. | AF | Fracture, simple, n.s.c., right mandible, without artery or nerve involvement. LD, Yes. | Specialized orthopedic treatment needed. | US Naval Hosp. Chelsea Naval Hospital, Boston, Mass. |
| 6664 | Maine | AF | Leukemia, myelogenous, acute. LD, Yes. | Specialized diagnostic and medical care needed. | US Naval Hosp. Chelsea Naval Hospital, Boston, Mass. |
| 6673 | Penn. | AF | Orbital cellulitis with orbital abscess, right eye. LD, Yes. | Specialized ophthalmological treatment needed. | US Naval Hosp. Chelsea Naval Hospital, Boston, Mass. |
| 6691 | N. Y. | AF | Goiter, non-toxic nodular. LD, Yes. | Specialized diagnostic and surgical treatment needed. | US Naval Hosp. Chelsea Naval Hospital, Boston, Mass. |
| 6725 | Maine | AF | Fracture, simple, n.s.c., spiral oblique, lower 1/3 right tibia without artery or nerve involvement. LD, Yes. | Specialized orthopedic treatment needed. | US Naval Hosp. Chelsea Naval Hospital, Boston, Mass. |
| 6733 | Maine | AF | Fistula, oral, or maxillary sinus, right. LD, Yes. | Specialized oral surgery treatment needed. | US Naval Hosp Chelsea Naval Hospital, Boston, Mass. |
| 6747 | Oklahoma | AF | Contusion, cerebral. LD, pending formal investigation. | Specialized neurological treatment needed. | US Naval Hosp Chelsea Naval Hospital, Boston, Mass. |
| 6[illegible]3 | Maine | AF | Backache of undetermined origin. LD, Yes. | Specialized orthopedic treatment needed. | US Naval Hosp. Chelsea Naval Hospital, Boston, Mass. |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Reg. No. | Home of Record | Arm or Svc of Patients | Principal Diagnosis | Reason For Transfer | Designation of Receiving Hosp. |
|---|---|---|---|---|---|
| 6816 | Florida | AF | Old laceration flexor digitorum sublimis and flexor digitorum profundus tendons left 3rd finger. LD, No. EPTS. | Specialized surgical treatment needed. | US Naval Hosp St. Albans New York |
| 6862 | Conn. | AF | Deflection of nasal septum, cause undetermined. LD, No. EPTS. | Specialized ENT treatment needed. | US Naval Hosp St. Albans New York |
| b. Civilians: 3 | | | | | |
| 6506 | Maine | Civ. Dep. | Coccidioidomycosis, pulmonary. | Specialized diagnostic care needed. | US Naval Hosp Chelsea Naval Hospital, Boston, Mass. |
| 6726 | Maine | Civ. Dep. | Tumor of right parotid gland, type unknown, primary of site origin. | Specialized surgical treatment needed. | US Naval Hosp Chelsea Naval Hospital, Boston, Mass. |
| 6867 | Maine | Civ. Dep. | Goiter, toxic diffuse, PR. | Specialized diagnostic and surgical care needed. | US Naval Hosp Chelsea Naval Hospital Boston, Mass. |

3. Professional meetings held during the month:

a. Three Staff Conferences were held during the months of March and April.

b. Professional Staff Meetings were held each two weeks. Interesting cases were presented from the various departments.

c. An evening meeting was held on the 16th of March with the hospital staff, consultant staff and civilian physicians from neighboring communities in attendance. Dr. John F. Sullivan of the New England Medical Center discussed Infections of the Nervous Syetem.

d. An evening meeting was held on the 6th of April. With the cooperation of the Mead Johnson Company, Dr. Frederick Blodgett of the Harvard Medical



1316

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (Continued)

Staff presented a paper on Electrolytic Balance in Children. This meeting was attended by the hospital staff, consultant staff and physicians from surrounding communities.

4. Narrative comments concerning all professional activities:

a. Discussion of overages, shortages, or malassignments of professional personnel:

(1) The mission of the hospital has not been affected due to changes in the Air Force doctor staffing in any specific areas.

(2) No specialty services have been further curtailed due to failure to receive qualified personnel.

(3) There is no excessive workload on the professional staff.

b. No clinical investigative studies have been performed under local auspices or under the purview of AFR 80-22.

c. There were no changes in accreditation status during this reporting period.

d. Comments pertaining to utilization of consultants:

(1) Total consultant visits authorized: 72

(2) Total consultant visits utilized as of the end of the reporting period: 67

(3) Consultant visits during the reporting period are as follows:

| Name | Specialty | No. of Hours | Services Performed |
|---|---|---|---|
| H. D. Warren | Internal Medicine | 2-1/2 | Teaching Rounds Consultation in management of myo-oedema and pulmonary tuberculosis. |
| R. M. Gabrielson | Urology | 2 | Diagnostic and therapeutic consultation. |
| ... F. Kramer | Surgery | 2 | Assisted in management of gun shot wound of abdomen. |



1317

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (Continued)

| Name | Specialty | No. of Hours | Services Performed |
|---|---|---|---|
| H. F. Kramer | Surgery | 2 | Diagnostic and therapeutic consultation. |
| H. F. Kramer | Surgery | 2 | Consultation for small bowel obstruction. |
| H. F. Kramer | Surgery | 1 | Diagnostic and therapeutic consultation. |
| H. F. Kramer | Surgery | 2 | Diagnostic and therapeutic consultation. |
| H. F. Kramer | Surgery | 2 | Diagnostic and therapeutic consultation. |
| H. F. Kramer | Surgery | 2 | Diagnostic and therapeutic consultation. |
| R. J. Junda | Radiology | 2-1/2 | Fluoroscopy and presentation of teaching films. |
| R. J. Junda | Radiology | 1 | Fluoroscopy and presentation of teaching films. |
| R. J. Junda | Radiology | 2 | Fluoroscopy and presentation of teaching films. |
| R. J. Junda | Radiology | 2-1/2 | Fluoroscopy and presentation of teaching films. |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOSPITAL COMMANDER'S REPORT (Continued)

| Name | Specialty | No. of Hours | Services Performed |
|---|---|---|---|
| R. J. Junda | Radiology | 1 | Fluoroscopy and presentation of teaching films. |
| I. M. Hayward | Pediatrics | 2 | Training and supervision of AB-O blood incompatibility |

e. Other pertinent matter: None.

JAMES G. LANGFORD
Lt. Colonel, USAF(MC)
Commander

(Signature)

25 April 1956



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Medicine

2. a. Number of patients admitted: 69
   b. Number of outpatient visits: 657

3. Number of patients occupying beds at end of period: 10

4. Number of patients hospitalized longer than 90 days: 0

5. Number of operations performed: NA

6. Complications: NA

7. Hospital deaths, other than neonatal: NA

8. Remarks, unusual problems, etc. (See Inclosures #1 and #2).

   a. Postoperative infection rate of clean surgical cases: NA
   b. Postoperative death rate: NA

      (1) Traumatic death rate: NA
      (2) Non-traumatic death rate: NA

9. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to This Service |
|---|---|---|---|---|
| OTER, C. E. | 5/8/57 | Capt | 9386D | 95% |
| M[illegible]TIN, W. | 5/7/57 | Capt | 9326 | 100% |
| GISH, H. M. | 10/10/56 | Capt | 9356 | 10% |
| CORNISH, L. R. | 10/6/56 | Capt | 9356 | 10% |

Chief of Service: CALVIN E. OTER
Capt, USAF (MC)

(Signature)

25 April 1956

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Medicine

This 14 year-old SP-1 was admitted 11 March 1956 as a transfer patient from Presque Isle Air Force Base. He was well until the night of 10 March 1956 when he developed sudden severe right chest pain and shortness of breath. He went to the hospital at Presque Isle Air Force Base on the morning of 11 March 1956 and was found to have a pneumohemothorax on the right. On the night of 11 March 1956, the patient developed sudden increase in his shortness of breath and cyanosis and was transferred to this hospital with the diagnosis of tension pneumothorax. There is no history of hemoptysis, chills, fever, night sweats or weight loss. There is no past history of significant illnesses. Family history reveals the patient's father and sister have multiple sclerosis. One sister was thought to have tuberculosis approximately fifteen years ago and was seen in a tuberculosis sanatorium for six years, but the diagnosis was never definitely established. The patient's son died with leukemia several years ago.

Physical examination at the time of admission revealed the patient to be slightly cyanotic and extremely short of breath. The trachea was deviated to the left. Blood pressure was 110/70, pulse 140 and respirations 40. Examination of the chest revealed hyperresonance of percussion note over the right hemithorax with absent breath sounds. The point of maximal pulsation of the heart was about 2 cms to the left of the mid-clavicular line. The rest of the physical examination was essentially non-revealing.

At the time of admission the hemoglobin was 10 grams and the hematocrit 40%. White blood count was 18,600 with 88% polys. After transfusion the hemoglobin on 4 April 1956 was 11.5 grams and the hematocrit 37%. The white blood count on 6 April 1956 was 11,100. Smear and culture of the pleural fluid yielded no growth. Several sputum cultures revealed no pathogenic organisms. The initial chest x-ray revealed complete collapse of the right lung with a pneumothorax. There was a fluid level at the base. Subsequent x-rays showed absorption of the air. The fluid persisted in the chest throughout his hospitalization. On 2 April 1956 an x-ray revealed presence of consolidation in the right lower lobe. This gradually cleared during the rest of his hospitalization. At the time of discharge, the latest x-ray showed fluid or pleural thickening on the right with some haziness throughout, probably attributable to the pleural thickening.

Following admission, a thoracostomy tube was inserted under local anesthesia through the right second anterior intercostal and connected to two-bottle underwater suction. A large amount of air and about 1000 cc of blood were obtained. The patient became less dyspneic and the lung expanded promptly. The patient then showed improvement until about 7 April 1956 when he began to have fever to 102 degrees, a productive cough and showed signs of right lower lobe consolidation. This had developed in spite of the patient being on penicillin and streptomycin. Sputum culture at this point revealed no pathogens. The patient was continued on

Inclosure #1



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Medicine

penicillin, and terramycin and chloromycetin were added to the regimen. Streptomycin was discontinued. The patient's hospital course then was one of gradual improvement. The temperature returned to normal within the next ten days. He was then afebrile throughout the remainder of his hospital course.

The patient is being discharged with the recommendation of a seven day convalescent leave. He is to return to our clinic in three weeks to one month for repeat chest x ray and re evaluation. It is hoped that the right chest will show further clearing and that there will be no impairment of pulmonary function. If such should develop, decortication might be necessary in the future.

Final Diagnosis: 1. Tension pneumothorax with hemothorax.
2. Right lower lobar pneumonia of undetermined etiology.

CALVIN E. CYER
Captain, USAF(MC)
Chief, Medical Service





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Medicine

This patient was a 21-year-old A/1c admitted to the hospital on 20 March 56 with a history of cough and sore throat with fever of approximately 1 week duration. Patient had been seen on sick call occasionally, but had received no relief from the treatment received, which had included penicillin. The cough had been non-productive. The patient denied any constitutional symptoms prior to the present illness. There was a weight loss of approximately 10 lbs. during the week prior to admission.

Physical examination revealed an acutely ill, febrile male with atemperature of 103 degrees. Fundoscopic examination was non revealing. The throat was mildly injected but no exudate was seen. There was one small petechia on the hard palate. A few small posterior cervical nodes were palpable bilaterally. A few scattered rales were heard in the bases of both lungs at the time of admission, but these had disappeared by the following morning and did not reappear. No abnormality of the heart was noted. The area of splenic dullness extended down to the left costal margin, but repeated examinations failed to confirm an enlarged spleen by palpation. The liver was not palpable. The extremities were normal with no ecchymoses or petechiae. The reflexes were physiologic.

Routine urinalysis was normal. The hemoglobin was 11.5 grams, hematocrit 39%, white blood count 49,800 with 1 stab, 3 segs, 9 lymphocytes and 87% abnormal cells. The abnormal cells were difficult to identify. They were large cells with deep blue cytoplasm, and large irregular nucleus with nucleoli. Almost no platelets were seen on the peripheral blood smear. Repeat white blood count on 22 Mar 56 revealed a white count of 61,000 with same abnormal differential. Bone marrow aspiration was performed on 22 Mar 56. Marrow was obtained without difficulty and was seen to be heavily infiltrated with the abnormal cells seen in the peripheral blood. No megakaryocytes could be seen.

The patient was transferred on 23 Mar 56 to the Chelsea Naval Hospital with a tentative diagnosis of acute myelogenous leukemia. We have subsequently been informed that following his transfer the patient followed a rapid downhill course with progressive appearance of petechia and hemorrhagic phenomena including bleeding into the gastrointestinal tract. The diagnosis of acute myelogenous leukemia was confirmed. The patient expired approximately nine days subsequent to the transfer. Total duration of illness was only approximately three weeks.

CALVIN E. OYER
Capt. USAF(MC)
Chief, Medical Service



1323

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Pediatrics

2. a. Number of patients admitted: 19
   b. Number of outpatient visits: 960

3. Number of patients occupying beds at end of period: 1

4. Number of patients hospitalized longer than 90 days: 0

5. Number of operations performed: None

6. Complications: None

7. Hospital deaths, other than neonatal: None

8. Remarks, unusual problems, etc.: (See Inclosure #3).

9. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| DeLILLY, M.R. | 5/11/57 | Capt | 9366B | 100% |
| SCHAIN, R.J. | 21/7/57 | Capt | 9326 | 100% |
| WARNER, F.S. | 22/7/57 | Capt | 9326 | 90% |

Chief of Service: MAYO R. DeLILLY
Captain, USAF (MC)
(Signature)

25 April 1956



1324

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIALTY: Pediatrics

This was the third admission to the Loring AFB Hospital of this 10 month old white infant. Child admitted at the present time for evaluation and therapy of continual wheezing.

History of Present Illness: Child had first episode of wheezing at age 5 months and was seen at the Pediatric Clinic at that time. Therapy was benadryl and aminophylline with some subsidence of complaints. Since that time the child has had numerous episodes of continuous wheezing with generally good response to adrenalin injections. The two prior admissions were due to failure to respond to adrenalin in the Outpatient Clinic and for marked respiratory distress. On both occasions child was discharged after several days in the hospital as greatly improved. On the second of February child was admitted to the Wesson Hospital in Worcester, Massachusetts, for severe wheezing and cyanosis while the family was traveling back to Loring AFB. At that time the child was treated with adrenalin and cortisone and discharged after several days.

Mother states wheezing usually begins with cold and cough for several days which turn into typical asthmatic wheezing. In the numerous times the child has been seen in the Clinic, the impression usually was asthmatic bronchitis because of fever and history of cold preceding wheezing.

At the present admission the child had been dyspneic and febrile for several days. He was treated in Pediatric Clinic with terramycin, benadryl, aminophylline, suppositories, nose drops and advice regarding avoidance of possible allergins and other measures. Wheezing did not respond to all these devices.

Past History: Child was seen in Pediatric Clinic at age 4 months for three episodes of rectal bleeding which has not recurred. Birth weight 6 pounds, 11 1/2 ounces, delivery uncomplicated. Child discharged from nursery in good condition. Child did well the first few months of life except for episodes of rectal bleeding. No major illnesses other than asthmatic attacks. Developmental history essentially normal, sat in 6 months and at present time is developing well. Child was breast fed initially and switched to homogenized milk at age 1 months. He tolerated this poorly and has been on evaporated milk formula since age 1 months. Child was on vitamins from birth up to several weeks ago. He began baby cereal at 1 month of age and fruits and vegetables at 1 months of age. Mother claims he tolerates vitamins poorly and did not tolerate orange juice at all when begun.

Family History: There are no siblings. Mother and father are essentially well. Mother had asthma as a child and maternal grandmother has asthma at the present time. No hay fever or other allergic diseases admitted. Paternal grandmother is living with the family at the present and may well be a source of difficulty for the child. She is extremely competitive with the mother for attention of the child.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PECIALTY: Pediatrics

Review of Systems: Essentially negative.

Physical Examination: Child is a well developed, well nourished boy with dyspnea and wheezing but in no acute distress. Temperature 100.6 degrees. Ears, nose and throat essentially normal, slight cervical adenopathy. Lungs: diffuse expiratory wheezes throughout. Cardiovascular essentially negative. Abdomen within normal limits. Extremities negative. Neurological essentially negative. Impression was bronchial asthma with possible associated URI.

Course in Hospital: Child was placed on epinephrine qZh in the hospital and phenobarbital, benadryl, terramycin, and humidity atmosphere. Wheezing subsided somewhat as the result of these measures, but did not disappear entirely. Over the next 3 day period the above-named drugs were juggled about in an attempt to eliminate the child's wheezing. There was always some response to epinephrine, but this was transient, and wheezing did not disappear entirely. Chest x-ray was essentially normal, and laboratory work was non-contributory other than an eosinophilia of 10 per cent on one occasion. Subsequent blood counts did not reveal increased eosinophils. Three days following admission it was decided to place the child on cortisone in an attempt to relieve the asthmatic wheezing. Cortisone was begun in a dose of 25 mgms 4 times a day and was given for three days in this dosage. Following this, cortisone was gradually tapered off over a 4 day period. For the first few days there was little response noted to cortisone, and on one occasion epinephrine had to be given to decrease the wheezing. As the cortisone was tapered off, however, the wheezing gradually diminished, and by the time the child was on 25 mgms of cortisone once a day, wheezing had entirely disappeared. At the time of discharge, the child was not wheezing at all. It is considered difficult, however, to determine the exact influence of cortisone on this child's course, as it may well be that the bronchial asthma would have subsided spontaneously. The child is discharged on a diet avoiding potential allergins and advice to the parents regarding avoidance of dust, wool, etc. Final diagnosis is bronchial asthma.

MAYO R. DeLILLY
Captain, USAF (MC)
Chief, Pediatrics Service



1326

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Surgical

2. a. Number of patients admitted: 66
   b. Number of outpatient visits: 369

3. Number of patients occupying beds at end of period: 4

4. Number of patients hospitalized longer than 90 days at end of period: 0

5. Number of operations performed:

| | Major | Minor |
|---|---|---|
| a. Emergency: | 0 | 3 |
| b. Elective: | 4 | 45 |

6. Complications: None

7. Hospital deaths, other than neonatal: None

8. Remarks, unusual problems, etc.:

   a. Postoperative infection rate of clean surgical cases: None
   b. Postoperative death rate: None
   c. Physiotherapy treatments: 592

9. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| SCOTT, G. W. | 12/8/57 | Capt | 9416D | 100% |
| FRASCATI, F. P. | 21/7/57 | Capt | 9326 | 90% |

Chief of Service: GORDON W. SCOTT
Captain, USAF(MC)

(Signature)

25 April 1956



1327

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Gynecology

2. a. Number of patients admitted: 57
   b. Number of outpatient visits: 599

3. Number of patients occupying beds at end of period: 4

4. Number of patients hospitalized longer than 90 days at end of period: 0

5. Nubnber of operations performed (excluding deliveries) 51

| | Major | Minor |
|---|---|---|
| a. Emergency | 1 | 2 |
| b. Elective | 10 | 38 |

6. Complications: None

7. Hospital deaths, other than neonatal: None

8. Remarks, unusual problems, etc.: None

9. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| ROSENZWEIG, O.J. | 2/10/57 | Major | 9496C | 50% |
| MALACHOWSKY, M. | Indef. | Capt | 9326 | 50% |
| LIPPY, W.H. | 5/7/57 | Capt | 9326 | 10% |

Chief of Service: OSCAR J. ROSENZWEIG
Major, USAF (MC)

(Signature)

25 April 1956



1328

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART II -- REPORT OF SPECIALTY SERVICE OR SECTION

1. Specialty: Aviation Medicine

2. a. Number of patients admitted: NA
   b. Number of outpatient visits: 96

3. Number of patients occupying beds at end of period: NA

4. Number of patients hospitalized longer than 90 days: NA

5. Number of operations performed: NA

6. Complications: NA

7. Hospital deaths: NA

8. Remarks:

   a. Number of Flying Physical Examinations accomplished, by class:

      (1) Class I and IA

         (a) Preliminary USAF Academy 1

         (b) Qualifying USAF Academy 0

         (c) Aviation Cadet 2

         (d) AFROTC 0

         (e) Other - Annual Physicals 179

      (2) Class II 17

      (3) Class III 10

         Total Flying Physicals 209

   b. Number of Non-Flying Physical Examinations accomplished:

      (1) Air Force (Non-flying) OCS 4

      (2) AFROTC (Non-flying) 0





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Part II - Aviation Medicine (Continued)

| | |
|---|---|
| (3) Army | 0 |
| (4) Navy | 0 |
| (5) Other | 0 |
| Total Non-Flying Physicals | 4 |

c. Remarks: None

9. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of total time assigned to this service |
|---|---|---|---|---|
| BADE, P. H. | 5/10/56 | Capt | 9356 | 100% |
| GISH, H. M. | 10/10/56 | Capt | 9356 | 60% |
| CORNISH, L. R. | 10/6/56 | Capt | 9356 | 50% |
| LIPPY, W. H. | 5/7/57 | Capt | 9326 | 10% |

Chief of Service: PAUL H. BADE
Captain, USAF (MC)

Paul H. Bade
(Signature)

25 April 1956



1350

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART III -- OBSTETRICAL SECTION

1. a. Number of patients admitted: 132
   b. Number of outpatient visits: 1151

2. Number of patients occupying beds at end of each period: 12

3. Number of operations performed:

| | Major | Minor |
|---|---|---|
| a. Emergency | 0 | |
| b. Elective | 2 (Sections) | |

4. Complications of above operations: None

5. Maternal deaths: None

6. Remarks, unusual problems, etc.:
   a. Postoperative infection rate of clean surgical cases: 0
   b. Maternal mortality rate: 0
   c. Caesarian section rate: 2.24%
   d. Maternal morbidity rate: 29.12%
      (1) Number of morbidity cases: 26

7. Estimated maximum obstetrical capability: 150

8. Total number of deliveries: 112

   a. Complicated: 26
   b. Uncomplicated: 86

9. Complications of delivery and puerperium:

   a. Puerperium:

| Register No. | Complication | Disposition |
|---|---|---|
| 6541 | Adherent placenta, postpartum | Discharged |
| 6643 | Hemorrhage due to atonic uterus, postpartum | Discharged |
| 6652 | Hepatitis, serum from blood transfusion, postpartum | Discharged |
| 6827 | Adherent placenta, postpartum | Discharged |



1331

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Part III -- Obstetrical Section (Continued)

b. Delivery:

| Register No. | Complication | Disposition |
|---|---|---|
| 6577 | Cervical laceration, intrapartum | Discharged |
| 6591 | Cervical laceration and laceration pelvic floor not involving sphincter ani, intrapartum | Discharged |
| 6650 | Cervical laceration, intrapartum | Discharged |
| 6646 | Cervical laceration, intrapartum | Discharged |
| 6659 | Cervical laceration, intrapartum | Discharged |
| 6549 | Laceration pelvic floor, cervical laceration, intrapartum | Discharged |
| 6663 | Cervical laceration, laceration pelvic floor, intrapartum | Discharged |
| 6665 | Cervical laceration, intrapartum | Discharged |
| 6682 | Laceration pelvic floor, not involving sphincter ani, intrapartum | Discharged |
| 6692 | Hemorrhage due to cervical laceration, intrapartum | Discharged |
| 6697 | Cervical laceration, intrapartum | Discharged |
| 6706 | Cervical laceration, intrapartum | Discharged |
| 6711 | Cervical laceration, intrapartum | Discharged |
| 6723 | Cervical laceration, intrapartum | Discharged |
| 6767 | Cervical laceration and laceration pelvic wall, intrapartum | Discharged |
| 6769 | Laceration pelvic floor, intrapartum | Discharged |
| 6768 | Cervical laceration, intrapartum | Discharged |
| 6775 | Laceration, obstetric, not involving sphincter ani, intrapartum | Discharged |
| 6772 | Laceration, pelvic, obstetric, not involving sphincter ani, [illegible] Intrapartum | Discharged |
| 6793 | Laceration pelvic floor involving sphincter ani (3°), intrapartum | Discharged |
| 6805 | Laceration pelvic floor (3°), involving sphincter ani, intrapartum | Discharged |
| 6779 | Uterine inertia, (prolonged labor), intrapartum | Discharged |

10. Number of births: 112
    a. Stillbirths: 1
    b. Full term live births: 108



1332

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Part III - Obstetrical Section (Continued)

c. Premature live births: Total: 3
(1) Under 500 grams: 0
(2) 500-999 grams: 1
(3) 1000-1499 grams: 0
(4) 1500-1999 grams: 2
(5) 2000-2499 grams: 0

11. Neonatal deaths: None

12. Officers assigned:

| Name | DOS | GRADE | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| ROSENZWEIG, O. J. | 2/10/57 | Major | 9496C | 50% |
| MALACHOWSKY, M. | Indef. | Capt | 9326 | 50% |
| WARNER, F. S. | 22/7/57 | Capt | 9326 | 10% |
| LIPPY, W. H. | 5/7/57 | Capt | 9326 | 10% |
| FRASCATI, F. P. | 21/7/57 | Capt | 9326 | 10% |

Chief of Section: OSCAR J. ROSENZWEIG
Major, USAF (MC)
(Signature)

25 April 1956



1333

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART IV -- REPORT OF OUTPATIENT SERVICE

1. Workload:

Visits: Total: 7699 Military: 3603 Other: 4096

2. Remarks, unusual problems, etc.: None

3. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| GISH, H.M. | 30/10/56 | Capt | 9356 | 30% |

Chief of Outpatient Service: HOWARD M. GISH
Captain, USAF (MC) Howard M. Gish
(Signature)

25 April 1956



1334

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART V --- REPORT OF LABORATORY SERVICE

1. Total clinical laboratory procedures accomplished in each of the following categories: 5919

| | | |
|---|---|---|
| a. Urinalysis | 1962 | |
| b. Hematology | 2544 | |
| c. Serology | 963 | |
| d. Blood Chemistry | 72 | |
| e. Sputum and Gastric Contents | 11 | |
| f. Gastric Analysis | 0 | |
| g. Feces | 144 | |
| h. Spinal Fluid | 9 | |
| i. Basal Metabolism | 15 | |
| j. Liver and Biliary Function | 22 | |
| k. Bacteriology | 113 | |
| l. Renal Function | 0 | |
| m. Miscellaneous | 64 | |

2. Total units of blood for transfusions issued: 23

3. Total surgical specimens processed: 0

4. Total surgical specimens prepared for processing: 61

| | |
|---|---|
| a. To other Air Force laboratories: | 61 |
| b. To Army laboratories: | 0 |
| c. To Navy laboratories: | 0 |
| d. To other Federal or civilian laboratories: | 0 |



1333

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART V - Laboratory Service (Continued)

5. Number of autopsies (macroscopic) performed: 0

6. Remarks, unusual problems, etc.: None

7. Total technicians assigned: Enlisted - 3; Civilian - 1.

8. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| GETTMAN, F.C. | 7/9/57 | 1/Lt. | 9151 | 100% |
| [illegible]ER, C. E. | 5/8/57 | Capt | 9386D | 5% |

Chief of Laboratory Service: FRANK C. GETTMAN
1/Lt. USAF(MSC)

25 April 1956

(Signature)



1356

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART VI -- REPORT OF RADIOLOGY SERVICE

1. Number of examinations: 1841

   a. Fluoroscopic: 16

   b. Radiographic: 1825

2. Total number of x-ray plates exposed: 2350

3. Number of treatments, if any: 0

4. Remarks, unusual problems, etc.: None

5. Officers assigned:

| Name | DOS | Grade | AFSC | Proportion of Total Time Assigned to this Service |
|---|---|---|---|---|
| CORNISH, LR. | 30/6/56 | Capt | 9356 | 40 % |

Chief of Radiology: LAWRENCE R. CORNISH
Captain, USAF (MC)

25 April 1956 (Signature)



1357

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART VII - PROFESSIONAL ACTIVITIES NOT COVERED UNDER SECTIONS

1. Medical Corps Officers not included elsewhere:

| Name | DOS | Grade | AFSC | Duty Assgn | Proportion of total time assgnd to this serv |
|---|---|---|---|---|---|
| WARNER, F.S. | 22/7/57 | Capt | 9326 | Pediatrics | Departed 5 Apr March AFB TDY 9 wks PSC on completion. |
| DeLILLY, M.R. | 5/11/57 | Capt | 9366B | Pediatrics | Departed 17 Apr Randolph AFB TDY 9 wks. |
| LIPPY, W.H. | 5/7/57 | Capt | 9326 | OB -- GYN | Returned 6 Apr from TDY Randolph AFB |

2. Remarks, unusual problems, etc.: None

LAWRENCE R. CORNISH
Captain, USAF (MC)
Director of Professional Services

25 April 1956

(Signature)





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAFETY & FILM

## PART VIII - REPORT OF NURSING SERVICE

1. Personnel, nurses:

   a. Authorized: Military: 17 Civilian: 10 Total: 27

   b. Assigned: Military: 12 Civilian: 10 Total: 22

   c. Anticipated gains for the next two months:

   Military: 1 Civilian: 0 Total: 1

   d. Anticipated losses for the next two months:

   Military: 3 Civilian 0 Total: 3

2. Average patient load/day/assigned nurse (average bed occupancy/total nurses): 1.30

3. Comments on professional program (for nurses and airmen):

   Paper on First Aid presented by Capt. Ann M. Derringe.
   Medical films on various subjects shown.
   Two-week training program for 90030's held 6 to 16 Mar 56.
   Three-week training program held for 90010's 26 Mar to 13 Apr 56.

4. Average time (%) per nurse spent on ward administration as compared to professional care of the patient: 30%

5. List of nurses (military and civilian):

| Type of Duty | Name | Grade | AFSC |
|---|---|---|---|
| Administrative | Kiefer, Margaret M. | Major | 9716 |
| General surgical | Derringe, Ann M. | Capt | 9754 |
| Anesthesia | Horan, Mary J. | Capt | 9744 |
| Gen med, surg, & pediatrics | McCartney, Patricia A. | Capt | 9754 |
| Out-Patient Clinic | Snyder, Myrna A. | Capt | 9754 |
| General medical | Thuman, Helen B. | Capt | 9754 |
| Obstetrical | Zickler, Lillian L. | Capt | 9754 |
| Operating Room | DelMonaco, Anna M. | 1st Lt | 9754 |
| Gen medical & surgical | O'Connor, Joan E. | 1st Lt | 9754 |
| General medical | Thayer, Peggy J. | 1st Lt | 9754 |
| General surgical | Hughes, Alice A. | 2nd Lt | 9754 |
| Out-Patient Clinic | Smith, Rebecca J. | 2nd Lt | 9754 |
| stetrical | Castonguay, Rita L. | Civ | 9754 |



1359

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PART VIII - Nursing Service

| Type of Duty | Name | Grade | AFSC |
|---|---|---|---|
| Obstetrical | Douglas, Barbara M. | Civ | 9754 |
| Obstetrical | Francis, Barbara A. | Civ | 9754 |
| Gen med, surg, & pediatrics | Garnes, Yvonne R. | Civ | 9754 |
| Gen med, surg, & pediatrics | Morris, Ruby S. | Civ | 9754 |
| Obstetrical | Reid, Janie S. | Civ | 9754 |
| Obstetrical | Simmons, Gertrude E. | Civ | 9754 |
| Pediatric | Sims, Constance M. | Civ | 9754 |
| Gen med. surg. & pediatrics | Small, June L. | Civ | 9754 |
| Obstetrical | Ward, Loretta G. | Civ | 9754 |

6. Listing of ancillary nursing personnel (only full-time civilian aides and WAFs):

| Section | Specialty Classification Number | | Totals |
|---|---|---|---|
| Obstetrical | 90010 - 2 | 90250 - 5 | 7 |
| Gen med, surg, pediatrics | 90010 | | 6 |

7. Remarks, unusual problems, etc.:

Capt Louise W. Hooper, 9754, departed 21 Mar 56 for overseas assignment.

Chief Nurse: MARGARET M. KIEFER
Major, USAF (AFNC)
(Signature)

2 April 1956

1340

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## PART IX --- PHARMACY SERVICE

1. Prescriptions filled

   a. Inpatient: 983

   b. Outpatient: 2966

   c. Total 3949

2. Unusual compounding, local time-saving procedures, problems encountered, locally constructed equipment and any general remarks:

   None

3. Registered Pharmacists assigned (military and civilian):

| Name | Grade | Specialty Number |
|---|---|---|
| LEJA, JOSEPH C., Jr. | 1/Lt | 9031 |

4. Number of non-registered assistants: 2

5. Chief of Pharmacy: JOSEPH C. LEJA, Jr., 1/Lt, 9031





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

150

Confidential

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

ADO 15 March 1956

SUBJECT: (Unclassified) Loring Air Force Base Staging Support for 15 March through 15 April 1956

TO: See Distribution

1. The following information concerning staging support requirements and proposed unit staging is submitted for your information and necessary action. This information should be used for planning purposes only.

2. The 2nd Bombardment Wing will be required to provide the following: (C)

a. Nine B-36 aircraft, 19 March 1956 through 16 April 1956, for operation "Blue Grass".

b. One KC-97 aircraft of the 2nd Air Refueling Squadron, on approximately 20 March 1956, for Strip Alert support of operation "Big Wind".

c. Twelve KC-97 sorties, 2nd Air Refueling Squadron, approximately 21 March 1956, for support of "Devil Flat".

d. One KC-97 "Normal Strip Alert" aircraft of the 71st Air Refueling Squadron, 1 through 30 April 1956.

e. Seventy-five sorties, 2nd 71st Air Refueling Squadron, on 9 through 11 April 1956, for operation "Sea Devil".

f. Eight KC-97 sorties, 71st Air Refueling Squadron, on 3 April 1956, for operation "Devil Flat".

3. Loring Air Force Base will be required to provide base support and facilities for the following operations: (C)

a. Twenty-two KC-97 aircraft of the 71st Air Refueling Squadron for extended TDY, arriving 20 and 27 March 1956, operation "Theme Song".

20

61842

Confidential

1342

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

b. One B-52 aircraft from AFC, approximately 12 March 1956, operation "Blue Grass".

c. Three C-124 aircraft from ANC, 14 March 1956 through 15 April 1956, operation "Blue Grass".

d. 42d Air Refueling Squadron completion of operation "Blue Cross", as of this date is indefinitely delayed.

4. Loring Air Force Base may be required to provide base facilities and support for the following overflies:

a. 180 B-47 aircraft of the 4th/68th, 301st, 17th Bombardment Wings on approximately 20 March 1956, operation "Big Wind".

b. 20 KC-97 aircraft of the 301st Air Refueling Squadron on approximately 27 March 1956, operation "Chase Song".

c. 90 B-47 aircraft of the 19th, 301st Bombardment Wings on 9 through 11 April 1956, operation "BurnHorn".

BY ORDER OF THE COMMANDER:

Joseph E. Fahey Jr.
JOSEPH E. FAHEY
Major, USAF
Assistant

| DISTRIBUTION | CYS | DISTRIBUTION | CYS |
|---|---|---|---|
| ADC | 1 | LOIS | 1 |
| ADC | 1 | LOAF | 1 |
| ADM | 1 | TSC | 1 |
| WOC | 1 | LOAMETS | 1 |
| WOD | 2 | 19TLAACS | 1 |
| WODO | 1 | 12OLAACS | 1 |
| WDM | 1 | LOTMS | 1 |
| ABC | 1 | BMS | 1 |
| BCF | 2 | LOOFS | 1 |
| 2-7 WEA Det | 1 | BMF | 1 |
| 64BMS | 1 | COMDR 301Sth ADG | 1 |
| 70BMS | 1 | BEMC | 2 |
| 75BMS | 1 | MAS | 1 |
| LOMVS | 1 | | |
| LOFSS | 1 | | |



Confidential

1343

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS
[illegible]TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

17 April 1956

AD:

SUBJECT: (Unclassified) Loring Air Force Base Staging Support for 14 April 1956 through 15 May 1956

TO: See Distribution

1. The following information concerning staging support requirements and proposed unit missions is submitted for your information and necessary action. This information should be used for planning purposes only. (U)

2. The [illegible] Bombardment Wing will be required to furnish the following: (C)

a. The KC-97 "Normal Strip Alert" aircraft of the 71st Air Refueling Squadron, 1 through [illegible] April 1956.

b. The KC-97 aircraft of the 71st Air Refueling Squadron on [illegible] April 1956, Operation "Teril Flat."

c. Five KC-97 aircraft of the 71st Air Refueling Squadron on [illegible], Operation "[illegible] Flat."

d. Approximately eight KC-97 sorties of the [illegible] Air Refueling Squadron on (each) 3rd, 4th, and 5th May 1956, Operation "Hay Dirt."

e. Approximately eight KC-97 sorties of the 71st Air Refueling Squadron (each) 3rd, 4th, and 5th May 1956, Operation "Hay Dirt."

f. The B-36 aircraft to Westover AFB on 3 May 1956, for 96 hours TDY.

3. Loring Air Force Base will be required to provide base support and facilities for the following operations: (C)

a. The B-[illegible] aircraft of the 45th Air Division, BCN 19 April 1956.

b. The [illegible] aircraft of the 802nd AD on 1 May 1956 for 96 hours TDY.

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

2. Loring Air Force Base may be required to provide base facilities support for the following overflights: (C)

a. Eighty KC-97 aircraft of the 66/301/305/384 Air Refueling Squadrons on 27th and 28th April 1956.

b. Forty-five B-47 aircraft of the 509th Bomb Wing and twenty KC-97 aircraft of the 509th Air Refueling Squadron, on 3 May 1956, Operation "Pay Dirt."

c. Forty-five B-47 aircraft of the 97th Bomb Wing on 5 May 1956 Operation "Pay Dirt."

BY ORDER OF THE COMMANDER:

JOSEPH H JACOBY
Major, USAF
Adjutant

| DISTRIBUTION | CYS | DISTRIBUTION | CYS |
|---|---|---|---|
| ADC | 1 | 42IS | 1 |
| ADC | 1 | 42AF | 1 |
| ADM | 1 | ISC | 4 |
| VCC | 1 | 42ARFS | 1 |
| ACS | 2 | 71ARFS | 1 |
| ADCO | 1 | 1972AACS | 1 |
| ADM | 1 | 1292AACS | 1 |
| ADC | 1 | 42FMS | 1 |
| BCT | 1 | BMS | 1 |
| 2-7 Res Det | 1 | 42CFS | 1 |
| 649BAS | 1 | BMM | 1 |
| 70BBS | 1 | COMDR 30BC ADG | 1 |
| 75BBS | 1 | BSMC | 1 |
| 42MWS | 1 | MAT | 1 |
| 42FSS | 1 | | |

Confidential

0 26 49 C

1343

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Confidential

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

ADO

24 April 1956

SUBJECT: Amendment One to 45th Air Division Programming Plan 1-55

TO: See Distribution

1. Attached are amended inclosures numbers 1,3,4,5 and 6 to subject Programming Plan 1-55 dated 5 January 1956.

2. This amendment reflects the changes of Eighth Air Force Programming Plan 27-55, dated 15 March 1956.

3. Upon removal of inclosure this correspondence will be downgraded to UNCLASSIFIED in accordance with AFR 205-1.

BY ORDER OF THE COMMANDER:

For Joseph H Jacoby 2/Lt USAF

JOSEPH H JACOBY
Major, USAF
Adjutant

Incls:
a/s

DISTRIBUTION:
1 - Comdr 8AF
2 - Comdr 45AD
1 - ADO
1 - ADM
1 - ADF
3 - ADC
1 - ADP
15 - ADO
15 - ADM
15 - ADF
2 - ADC
2 - DOP
3 - DM
1 - DF
9 - DIO
1 - DMS
1 - DC
1 - DOS
1 - Comdr 42 Ops Sq

Confidential

6#2361



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

AIRCRAFT ALLOCATION

| | 1955 Dec | 1956 Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | 1957 Jan | Feb | Mar |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *B-36 | | | | | | | | | | | | | | | | |
| Assigned | | 33 | 23 | 21 | 19 | 17 | 10 | 9 | 4 | 0 | | | | | | |
| Available | | 31 | 20 | 16 | 15 | 12 | 6 | 5 | 3 | 0 | | | | | | |
| **B-52C | | | | | | 6 | 11 | 16 | 22 | 29 | 34 | 34 | 27 | 18 | 7 | 0 |
| B-52D | | | | | | | | | | | 2 | 9 | 18 | 27 | 38 | 45 |
| B-52 Cum TOTAL | | | | | | 6 | 11 | 16 | 22 | 29 | 36 | 43 | 45 | 45 | 45 | 45 |

* Differences represent aircraft in modification programs.

** B-52C's transferred to 99th HBW.

(CONFIDENTIAL)

AMEND # 1
Incl # 1
45AD OPLAN 1-55
6#2361C
24 APR 56

Incl # 1

Confidential

1347

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

INPUT OF SKILLED B-52 MAINTENANCE PERSONNEL*

| AFSC | NUMBER | FUNCTIONAL ASSIGNMENT |
|---|---|---|
| 4344 | 1 | Maint Standardization Officer |
| 43171E | 1 | Line Chief |
| 43171E | 1 | Post Flight Chief |
| 43171E | 2 | Crew Chief |
| 43171E | 2 | Periodic Inspection Dock Chief |
| 43171E | 2 | Aircraft Inspector |
| 43171E | 1 | Maintenance Standardization Team |
| 43151/71 | 2 | Fuel Systems Repairman |
| 42251/71 | 2 | Mechanical Accessories Technician |
| 42152/72 | 2 | Aircraft Hydraulic Repairman |
| 42250/70 | 2 | Aircraft Instrument Repairman |
| 42350/70 | 2 | Aircraft Electrical Repairman |
| 43250/70 | 3 | Jet Engine Buildup Technician |
| 43250/70 | 2 | Jet Engine Field Repair Technician |
| 47250/70 | 2 | Ground Power Equipment Technician |
| 53450/70 | 2 | Airframe Repairman |
| 32170E | 2 | Bomb Navigation Systems Supervisor(MA-6A) |
| 32150E | 4 | Bomb Navigation Systems Mechanic (MA-6A) |
| 32150B | 1 | Bomb Navigation Systems Mechanic (MA-6A) |
| 32150C | 1 | Bomb Navigation Systems Mechanic (MA-6A) |
| 32150D | 1 | Bomb Navigation Systems Mechanic (MA-6A) |
| 42350R | 2 | Autopilot Mechanic (A-14) |
| TOTAL | 40 | |

*NOTE: Above personnel to be in place at Loring AFB at least 45 days prior to receipt of first B-52 aircraft. (UNCLASSIFIED)

INCL # 3

AMEND # 1
INCL # 3
45AD OPLAN 1-55
6#2361C
24 APR 56

Confidential

1348

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

CREW TRAINING SCHEDULE

4017th (B-52) CCTS
Castle AFB

| Number of Crews | Enter | Graduate |
|---|---|---|
| 5 B-47 crews | 16 Jan 56 | 25 Mar 56 |
| 3 B-47 crews<br>3 B-36 crews (staff) | 13 Feb 56 | 25 Apr 56 |
| 7 B-36 crews | 21 Mar 56 | 29 May 56 |
| 1 B-47 crew<br>6 B-36 crews | 20 Apr 56 | 29 Jun 56 |
| 8 B-47 crews | 22 May 56 | 1 Aug 56 |
| 5 B-47 crews<br>2 B-36 crews | 22 Jun 56 | 31 Aug 56 |
| 4 B-47 crews<br>3 B-36 crews | 25 Jul 56 | 3 Oct 56 |
| 4 B-47 crews<br>3 B-36 crews (staff) | 24 Aug 56 | 2 Nov 56 |

NOTE: B-36 crews will depart Loring AFB approximately three (3) weeks prior to entry into B-52 training to complete B-47 familiarization course. This course will be of approximately two weeks duration and will be conducted at SAC bases to be designated by separate correspondence.

(CONFIDENTIAL)

Incl #4

AMEND # 1
INCL #2
1 AF OPLAN 1-55
6#23610
24 APR 56

Confidential

1349

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

ARMAMENT AND ELECTRONICS TRAINING

MAINTENANCE PERSONNEL TRAINING PACKAGE

| Course Title | Aprx Crs Length | Total Package Number | Requirements AFSC | Training Period Jan Thru Apr 56 | May Thru Jul 56 | Aug Thru Oct. |
|---|---|---|---|---|---|---|
| A-3A FCS Mechanic, B-52 | 14 wks | 20 | 32330/50A-B | 7 | 7 | 6 |
| Gunlaying Sys Supervisor, B-52 | 12 wks | 6 | 32350/70A-B-C | 6 | | |
| A-3A Radar Technician, B-52 | 26 wks | 3 | 32350/70A-B-C | 3 | | |
| A-3A Turret Dr Sys & Computer | 23 wks | 3 | 32350/70A-B-C | 3 | | |
| Communication Sys Installation | 1 wk | 11 | 30150/70B | 6 | 5 | |
| Radar & Abn Elect Cntrmeas Instl | 1 wk | 21 | 30153A,B/73 | 7 | 7 | 7 |
| AN/ARC-34 Command Set | 3 wks | 6 | 30150/70A-B | 3 | 3 | |
| K-3A (Mod) & A-14 Autopilot Tie-in Instl | 1 wk | 42 | 32150/70E | 14 | 14 | 14 |
| A-14 Autopilot (Chanute) & E-1 Compass | 5 wks | 8 | 42350/70 | 4 | 4 | |
| | | 120 | | 53 | 40 | 27 |

(UNCL)

Confidential

AMEND # 1
INCL # 5
45AD OPLAN 1-55
6#2361C
24 APR 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

AIRCRAFT AND VEHICLE MAINTENANCE

MAINTENANCE PERSONNEL TRAINING PACKAGE

| Course Title | Aprx Crs Length | Total Package Number | Requirements AFSC | Training Period: Jan Thru Apr 56 | May Thru Jul 56 | Aug Thru Oct 56 |
|---|---|---|---|---|---|---|
| Aircraft Jet Engine Mech (J-57) (Including Installation Tng) | 5 wks | 82 | 68-43250<br>14-43270 | 23<br>[illegible] | 23<br>3 | 22<br>4 |
| J-57 Horizontal disassembly | 1 wk | 20 | 15-43250<br>5-43270 | 5<br>2 | 5<br>2 | 5<br>2 |
| Aircraft Elect Repairman | 6 wks | 64 | 60-42350<br>4-42370 | 19<br>2 | 24<br>2 | 17 |
| Aircraft Mechanic | 10 wks | 223 | 133-43151E<br>90-43171E | 2<br>28 | 52<br>31 | 53<br>31 |
| Aircraft Hydraulic Repairman | 4 wks | 44 | 42-42152<br>2-42172 | 16<br>1 | 14 | 12<br>1 |
| Ground Power Equipment (Pneumatic Cart) | 2 wks | 15 | 10-47250/70<br>5-43250/70 | 6<br>2 | 4<br>3 | |
| Mechanical Acc & Equip Rpmn | 4 wks | 24 | 22-42251<br>2-42271 | 7<br>1 | 7<br>1 | 8<br>154 TOTAL |
| Airframe Repair | 6 wks | 22 | 17-53450<br>5-53470 | 9<br>3 | 8<br>2 | |
| Purge Gas System | Unknown | 2 | 42251/71 | 2 | | |
| MD-3 Generator | " | 9 | 47250/70 | 4 | 5 | |
| MA-1 or MA-2 Air Conditioner | " | 10 | 47250/70 | 5 | 5 | |
| Fuel, Oil & Water Alcohol Tanks | 3 wks | 2 | 48250/70 | | | |
| Pneumatic Starter Model PS-200-1 | Unk | 2 | 42251/71 | 1 | | |
| | | 519 | | 174 | 191 | |

AMEND # 1
INCL # 6
45AD OPLAN 1-55
G#2361C
24 APR 55

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

23

1352

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
7 MAY 1956

B-52 CONVERSION PROGRESS REPORT #6

FOR

45TH AIR DIVISION (SAC)

This Progress Report Contains 30 pages

45AD OPLAN 1-55
6#3020
7 MAY 56

Confidential

1353

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FOREWORD TO PROGRESS REPORT #6

SECTION I - GENERAL

1. If the delivery date of the B-52 is delayed until the end of June 1956, the B-52 crews graduated 23 March 1956 from 4017th CCTS will require a re-check in the aircraft. This will hinder the training of instructor crews as they will be required to give re-checks to the early graduates instead of fully utilizing their time for CCTM. Also, the delayed delivery date may adversely affect our projected date for combat readiness of the 42d Bombardment Wing.

SECTION II - MAJOR PROBLEM AREAS

2. The following listed problem areas are beyond the capability of this command to correct or show appreciable accomplishment without the assistance of higher headquarters.

a. Material:

(1) The approval of Project #6787 for additional JP-4 Seal Coating to include the areas around the refueling pits will correct this previously reported deficiency. (Ref. Item 1a, Foreword Progress Rpt #5)

(2) Erection of the dock stands has become a time consuming task. Request command assistance to expedite a qualified civilian from Shelby AFB to assist with the project. (Ref Item 8 this report)

(3) A request is being prepared to include additional dock stands on the DC hangar in the Phase II contract to increase the capacity to six B-52 aircraft. (Ref Item 1e this report)

(4) A request is being prepared to re-insert the south concrete holding pad in the FY '58 MCP. Command assistance will be required to obtain approval of this item. (Ref item 1.1. this report)

(5) As previously reported the action to delete the pavement of taxiway lights five feet outside of light duty pavement from the 1956 MCP is considered a deficiency in the overall B-52 program. (Ref Item 1.1 this report)



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Operations

(1) The lack of a suitable practice bomb will prevent the accomplishment of the required releases under SAC Regulation 50-43. (Reference item [illegible] this report)

(2) The receipt of the 1B-52C-1 TECH ORDER will permit the completion of plans which had been delayed because of the lack of performance data. (Reference Item 87, this report)

(3) The lack of information on the type of tactical weapon used in the B-52 prevents the final preparation of lesson plans for the Special Weapons Refresher course. (Reference Item 96, this report)

(4) Concerted action should be taken to obtain an MA-6 trainer as soon as possible. The alternate solution of changing the M-9A trainer to physically resemble the MA-6 is not considered adequate.

W. K. Martin

W.K. MARTIN
Brigadier General, USAF
Commander





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS


| | PAGE |
|---|---|
| REPORT OF THE DIRECTOR OF MATERIEL | 1 |
| REPORT OF THE DIRECTOR OF OPERATIONS | 14 |
| REPORT OF THE DIRECTOR OF PERSONNEL | 23 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

DETAILED COMMAND ACTIONS

PERTAINING TO

PROGRESS REPORT #6

TO

45TH AIR DIVISION PROGRAMMING PLAN 1-55

Confidential

1357

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

REPORT OF DIRECTOR OF MATERIEL

| SUBJECT | ACTION REQUIRED | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | Y-2 INDEX |
|---|---|---|---|---|
| 1. Rehabilitation of existing facilities | Determine requirements for rehabilitation and/ or modification of facilities, and submit necessary correspondence to AIO, as indicated. | a. JT-4 Seal Coat: Fiscal year '56 M&O Project is approved. Contract is let to be completed in July '56. (This project for hardstands only.) Project #6757 in the amount of $13,000.00 has been approved. SAC priority indicates it will be completed this season. (This project includes refueling pits, warm-up pads and large parking apron. Estimate completion by Sep 56. | 25 | 2 |
| | | b. Taxiway Lights: "Cone" type lights are replaced by "clamp-on" lights. Project #7857 (flush mounted lights at intersections) has been approved for essentiality. A '53 MCP (Catagory III item to move taxiway lights to five feet outside of the light duty pavement has been deleted. This is considered to be a major efficiency in the overall B-52 Program. | 25 | 2 |
| | | c. Lurie Docks: Funds have been allocated in the fiscal year '56 to modify 4 Lurie Docks. Waiver requested on 12 March to delete line of sight criteria. No action on the request for funds in the #98 MCP to modify the three remaining Lurie Docks. Modification is under process of re-design by the Air Force Installations Regional Office. We have no estimate on completion of re-design. All projects are USAF directed and have a Catagory I priority. Base Installations Engineer says these modifications cannot possibly be completed this Summer due to the length of time required to procure structural steel. | 12 | 1 |
| | | d. Multi-Purpose Docks: Seven original docks will be modified by September 1956. This work is being performed using '56 M&O funds. Change order on original contract includes larger Tow Bolt Door. | | |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | | d. Cont'd. Modification of eleven new docks is being handled by the Corps of Engineers. A contract is to be let 8 May. Contractor will have 15 days to start work. 150 days to complete. Priority has been established to give contractor a work schedule. | 25 | 2 |
| | | e. Modify D.C. Hangar for B-52 Operations: The Phase II contract award is scheduled for May 56. | 25 | 2 |
| | | (1) Installation of Additional Door Panels in the D.C. Hangar: A request is being prepared to install four additional door panels which will provide hangar facilities for two additional B-52 aircraft. Six periodic docks can then be established in the hangar which will greatly improve the operation of this function. This item should be accomplished as soon as possible to avoid the necessity of erecting dock stands and later having to move the stands to match the new door positions. | 0 | 0 |
| | | f. Power and Lights to Maintenance Stands: An item is included in the '57 M&O Program to furnish power and lights to seven B-52 Dock Stands. SAC priority indicates it will be completed this year. | 10 | 1 |
| | | g. Mono-Rails, Stand for Refueling Doors, Curb for Aircraft Parking, Ramps for Outrigger Gear: The requirement for Mono-Rails, for engine removal in post-flight docks has been suspended for the time being. We feel that in multi-purpose docks, a portable crane can be used for this purpose. Plans on the remainder of the items are being drawn by AIO. | 20 | 2 |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROGRESS | PERCENT COMPLETE | [illegible] DATE |
|---|---|---|---|---|
| | | h. Flight Simulator: Temporary site for the flight simulator has been confirmed as the old bakery building. This building is to be ready for installation of the simulator when it arrives in November. The new building is a '57 MCP item and we estimate it will be completed about one year after construction begins. | [illegible] | [illegible] |
| | | i. Replace South Asphaltic Concrete Building Pad with Portland Cement Concrete: Included in initial submission of FY '58 MCP. Unless USAF directed this item will be lost from the '58 MCP as the stated USAF policy regarding '58 MCP is that only '56 and '57 fall out items and USAF directed items will comprise the FY '58 MCP. As per instructions of Commanding General 8th Air Force, a request for re-insertion of this item is being prepared and forwarded by AIO. | 0 | [illegible] |
| | | j. Refueling Pits: We presently have 10 outlets on Parking Apron I; 5 outlets on Parking Apron II; 6 outlets on Big Parking Apron. A project to put an outlet in each stub in parking aprons I & II is included in the '58 MCP. SAC denied a request to move this item into the '57 MCP. A project for 6 hydrants with 12 outlets on Parking Aprons II and III is included in the '57 MCP. | [illegible] | [illegible] |
| | | k. JP-4 to Hydrants: The bulk storage plant has a Briggs Filter Conversion Unit installed. Pump Houses 1 and 3 have been converted to JP-4. Pump Houses 4 and 5 will be converted to JP-4 subsequent to 15 June 1956 and not later than 1 Sept 1956, depending on local requirements. | 50 | [illegible] |

Confidential

1360

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | W-J INDEX |
|---|---|---|---|---|
| | | 1. Parachute Tower: A project #LOR0651 has been approved which includes hoists, fan platforms, and additional heating. Will try and get funds from '56 M&O savings, otherwise will be accomplished in FY '57 Program. | 50 | 5 |
| | | m. Taxi Lines and Nose Wheel Spots: A project has been initiated to repaint the present taxi lines and parking spots. | 25 | 2 |
| 2. New Construction | Coordinate with AIO on programs of new construction items. | a. Jet Engine Test Stand: Phase I is 30% complete. (Foundation and Shelter) Estimated completion of Phase I is 15 May '56. At present we have no estimate on completion of Phase II and Phase III. | 25 | 2 |
| | | t. Liquid Oxygen Plant: One plant in a temporary location is set up and can be put in operation on two hours notice. One 500 gallon storage tank and one 50 gallon servicing tank are on hand. Request for a UAL Change for one additional plant and two additional 500 gallon storage tanks has been approved by 8th Air Force and gone forward to SAC. No answer has been received as yet. | 30 | 3 |
| | | c. Pneudraulic Cell Test: The requirement has been submitted to the AFIMO and is to be included in the Phase II construction of the new hangar. Estimated completion date is questionable. An item for necessary instrumentation is included in the '57 M&O Program. | 10 | 1 |
| | | d. Utility Connections for AFU Equipment at Parking Positions and Maintenance Hangars: Project #75-57 was submitted to 8th Air Force in April 1956. | 10 | 1 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCE.. COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | | e. Distilled Water: We are planning to use a de-mineralizer to support B-52 operations. We have one unit on the station and will inspect this unit to determine its serviceability and to affect its repair. Hq. SAC has programmed Project #100-56 (an 11,500 gal storage tank for distilled water) for Loring AFB. | 20 | 2 |
| | | f. Harmonization Range & Compass Rose: Work on the Compass Rose is approximately 45 days ahead of schedule. Firing-in butts were deemed non-essential, and deleted from the contract. | 50 | 5 |
| | | g. Power for Z System Mock-ups in the A&E Shop: Procurement of Local Purchase items is preventing installation of power generators for the Bomb-Nav System. One panel has been received. Action is still pending on the other panel. | 25 | 2 |
| | | h. MA-6A Bomb Bay Oxygen Flowmeter Bench: One bench has been received and is in operation. One bench has been locally fabricated and is in operation. Until we exceed 15 aircraft assigned, this bench set up is adequate. | 33 | 3 |
| 3. Additional Space Requirements | Determine requirements and submit to Base Space Allocation Board. | Storage Space for XB) Equipment: The majority of this equipment will be turned over to the A&E Sqdn. for storage and inspection. Existing Butler buildings in the hardstand area will be used for this storage. | 95 | 9 |
| 4. Z Accounts (Supply) | Take action necessary for maintenance of accurate B-52 supply status data on the following:<br>a. Equipment items "Z" Acct.<br>b. " " Non "Z" Acct.<br>c. " " local purchase | a. 643 line items received to date.<br>b. 1,249 line items received to date.<br>c. Purchase requests are being forwarded to Budget and Accounting on class 17-B tools. Nothing received to date. | [illegible]%<br>[illegible]%<br>0% | [illegible]<br>[illegible]<br>0 |

Confidential

1362

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | d. Table II support for 15 sets of on automatic AFSD. | d. 38% completed to date. | 38 | 8 |
| e. Initial support of Flyaway Kit spares for B-52 aircraft. | e. | e. Crowline listing SAM Cards and memo instructions have been received at this Headquarters<br>(1) 450 AFSD Line have been received. | 2 | |
| f. Initial support of QEC's | f. | f. Shipments are being received on QEC's for the B-52 aircraft. A total of 10 left hand and 10 right hand kits have been received to date. | 90 | 9 |
| g. Disposition of excess B-36 spares | g. | g. Disposition received on the remaining 7 each D model power packs. They will be shipped to Fairchild AFB. Shipment of 261 equipment approximately 95% complete. SAC controlled items are being stored in Warehouse #1 awaiting disposition from SAC Headquarters. | 95 | 9 |
| h. Disposition of B-36 excess equipment. | h. | h. All B-36 spares over and above crew redistribution requirements, rendered excess as results of the conversion, will be shipped automatically to the appropriate AMC Depot as they become excess. Reference SAF msg MDS 1303C dtd 1- Mar 56. | 25 | 2 |
| i. Disposition of B-36 Flyaway Kit spare. | i. | i. Msg received from Biggs AFB regarding disposition of B-36 FAK spares stated that the only portion of the 42d BW FAK's which this base is interested in are those spares peculiar only to B-36 H and B-36 J model aircraft. They further requested a listing indicating dates these items could be made available for shipment. Upon receipt of this information, Biggs AFB will furnish this base an itemized and quantitive listing which will include shipping and marking instructions. | 15 | 1 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | j. Insure transfer of TOC Kits with B-36 aircraft by serial number | j. TOC Kits are transferred IAW instructions received for each aircraft. Action on B-36D's have been completed. | | |
| | | k. Trailers are on hand (4). Spare parts support has not been requisitioned to date. Requirements to be determined by Motor Vehicle Sqdn. and supply action initiated. | 50 | 5 |
| 263 Property Changed to DD Form 780 Property | l. Secure a list of installed equipment for use of acceptance teams. Request authorization for shortages. | l. DD Form 780 has been procured. | 100 | 17 |
| Parts breakdown for B-36 Aircraft | m. Secure from factory or from Tech Rep for use by Supply Liaison. | m. Supply Liaison has contacted Tech Rep and is obtaining lists from these personnel as they are phased into Loring. | [illegible] | [illegible] |
| TAL | n. Monitor procurement and distribute to Squadrons view TALs and effect changes as necessary. | n. This item is recovered. A new TAL is being prepared by the SAC Recov. ERRAT for a 4" auto wing. | [illegible] | 8 |
| 5. Engine Build-up | Prepare a complete plan for the J-57 engine build up and jet engine minor repair station. | The preparation of final plans and the establishment of standard procedures and build up station check lists are being delayed pending receipt of the following items:<br>a. J-57 Engines - 17 engines are scheduled for delivery in May. Actual delivery date is unknown.<br>b. Engine slings-Part No. 8220-606350 Item coded for delivery in July after "first item inspection". A request is being forwarded to Castle for the loan of two slings pending receipt of these items.<br>c. Horizontal Stand-TW sling Item shipped by Pratt and Whitney on 19 April. Should be received approximately 1 May 1946. | [illegible] | 2 |

1364

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | 7-2 INDEX |
|---|---|---|---|---|
| | | d. Trailer Aircraft Engine 8200-750428-5 Due to arrive 11 May. | | |
| 6. Jet Engine Test Stand Operation Procedures | Action completed (8 Feb '56 Rpt ) | | 100 | 10 |
| 7. Aircraft Jacking | Publish procedures and responsibility for jacking B-52 acft | Jacking procedures have been received from Castle AFB. Personnel from this station are working in the aircraft jacking shop at Castle. Estimated completion date - 15 May 56. | 75 | 7 |
| 8. B-52 Dock Stand | Establish locations for erection of B-52 Dock Stands and coordinate with higher headquarters and AMC for assistance in the erection of subject docks. | B-52 stands are being moved to the erection sites. We are presently erecting one stand. We have had 14 men working 7 days and 30 men working 8 days. The one stand is about 90% completed at this time. Information has been received that a qualified civilian will be provided by Shelby Depot to assist with this project. | 25 | 2 |
| 9. Bowling Racks | Determine requirements for local fabrication of bowling racks and initiate action for local manufacture. | Forty complete stands are assembled. Remainder 20 due in during May and June. | [illegible] | 8 |
| 10. Engine Conditioning | Establish procedures of engine conditioning of J-57 engines. | Tech Rep has attended factory course. He will be sent to Castle for a period of indoctrination. Planning calls for the Tech Rep to give instruction to a small number of highly skilled personnel. | 75 | 7 |
| 11. Time Standards (man hours) | Action Completed (9 March Rept.) | | 100 | 10 |
| 12. Post Flight and Intermediate Inspection | Action completed (10 April Rept.) | | 100 | 10 |

Confidential

1365

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 13. Acceptance Inspection | Establish a procedure for inspecting new aircraft and allocations to squadrons. | An acceptance team will be formed in accordance with 42d Bomb Wing TMI #16, Subject: Aircraft movement Teams. | 50 | 5 |
| 14. Ground Powered Equipment | Establish a school for the operation of the Ground Powered Equipment for all maintenance personnel. | The MTD Familiarization Course includes a course on Md-1 Power Cart. (9) personnel from the Ground Powered Shop are attending training technical course off the station. Personnel completing MTD will be checked out in the Ground Powered Shop by M.S.T. | 50 | 5 |
| 15. Squadron Flying Schedule. | Determine the most desirable flying schedule for the accomplishment of Wing missions and necessary maintenance on the B-52. | The 93d Bombardment Wing has found that the B-47, KC-97 ten day cycle is the most advantageous for B-52 aircraft. | 100 | 10 |
| 16. Assignment of Aircraft. | Action completed (10 April '56 Rpt) | | 100 | 10 |
| 17. Aircraft Washing | Determine docks to be used and schedule for washing of aircraft. | Docks 8[illegible] and 8[illegible]21 will be designated as wash racks. All three CAS Squadrons will use these docks. No wash schedule has been prepared to date. | 20 | 2 |
| 18. Refueling | Determining means of refueling B-52 aircraft. | Aircraft will be refueled by single point pit refueling where possible. They will be brought to a static ramp load immediately upon landing from missions. Applicable T.O.'s, on refueling will be followed to the letter with necessary maintenance instructions published to supplement subject T.O.'s. In addition to the above, each refueling pit will be marked for exact parking of aircraft and calibrating charts for fuel dip sticks will be made up for each individual pit. The problem is being forwarded to OES for Assistance in determining fuel loading curves. | 50 | 5 |
| 19. Parking Plan | Action completed (8 Feb 56 Report) | | 100 | 10 |
| 20. C-System In-Flight Maintenance Site. | Action completed (8 Feb 56 Report) | | 100 | 10 |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 21. Ammo Loading | Determine if B-36 type Ammo Loader can be used for B-52 loading. | Action will be taken upon receipt of aircraft. | 0 | 0 |
| 22. Aisle Stand Covers | Establish a requirement for EMS Fabric Shop to make necessary covers. | Action will be taken upon receipt of aircraft. | 0 | 0 |
| 23. 60 Ft Cables for MD-3 Power Cable Units. | Determine Quantity required and necessary adapters. | Authorization is one per refueling hydrant. This is being included in 20-64-2 Supply Sqdn. UAL. | 20 | 2 |
| 24. Boresight K Equipment. | Action completed (8 Feb 1956 Rpt) | | 100 | 10 |
| 25. Safety Guards for exposed switches and panels in acft. | Forward requirement to F.M.S. | Action will be taken upon receipt of aircraft | 0 | 0 |
| 26. Painting of Main Selector Switches & Guard on Fuel Panel. | Set up procedures to assure painting of those items upon receipt of acft. | Action will be taken upon receipt of aircraft. | 0 | 0 |
| 27. Initiators and Thrusters for Ejector Seats. | Determine Stand-by level. | Standby level undetermined at this time. | 0 | 0 |
| 28. Drag Chutes | Action completed (8 Feb 1956 Report) | | 100 | 10 |
| 29. Painting of Aircraft in Accordance with SAC Directives. | Action completed (8 Feb 1956 Report) | | 100 | 10 |
| 30. Jet Noises | Determine the medical equipment requirements for protection of personnel against the excessive noise generated by B-52 engine. | a. Equipment necessary has been established including ear defenders and David Clark Muffs. Letter from Hq SAC, 26 Mar 56 File DM-2-D Subject: Sound Protective Equipment B-52 Aircraft | 50 | 5 |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | | Authorizes Loring to purchase 100 David Clark 372-S-C; 100 RCA Microphone and noise shields in place of conventional boom microphones which are not available; and 251 muffs David Clark plain 377-S-A. Delivery will be delayed until July 1956. Castle AFB has been requested to load Loring AFB a few sets for early transition period.<br><br>b. Since lectures in ground training program are not feasible, plans are being made to give maintenance personnel indoctrination lectures at Command Ground Safety Meetings.<br><br>c. To date 365 audiogram base lines have been obtained of an estimated 1,[illegible]. Periodic audiogram schedule is projected for all personnel involved as soon as issuance of all defenders is completed.<br><br>d. Program is being monitored. To date [illegible] personnel have been fitted with ear defenders. [illegible] remain to be fitted when additional supplies arrive. Fitting of muffs will be accomplished after delivery. | 100 | 17 |
| 31. Maintenance Manual | Action completed (5 Jan 1956 Report) | | | |
| 32. B-52 Technical Schools | Determine personnel by name and AFSC to attend scheduled technical schools. This action is closely coordinated with Personnel Section. | Final quotas have been received for the maintenance training package and subject quotas filled by name. | 80 | 8 |
| 33. Motor Vehicle Allocation & Utilization | Determine and forward motor vehicle requirements to the Motor Vehicle Utilization Panel. | Authorized equipment vs. assigned is 93%. An additional requirement will exist for a smaller crew bus. This requirement is being analyzed prior to submission to the Motor Vehicle Utilization Panel. | 85 | 8 |

Confidential

1368

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 34. In-Flight Lunches | Action Completed (8 Feb 1956 Report) | | 100 | 10 |
| 35. Technical Representatives | Action completed (8 Feb 1956 Report) | | 100 | 10 |
| 36. Publications Procurement | Procure all applicable publications for B-52 aircraft. | PRT's are being processed as they are received and T.O. file being screened against 1B-52A-01. | 60 | 6 |
| 37. Instructional Visits to B-52 Units. | Prepare a schedule of visits to B-52 bases for key maintenance and supply personnel and require a written report of each visit, with copies of any material secured from the base visited. | Final group will go to Castle AFB 7 May 1956. | 90 | 9 |
| 38. M.T.D. | Determine the training the B-52 MTD will furnish to the Wing. Make plans for utilizing the MTD. Coordinate with the Director of Operations. | a. The mechanical MTD is operating and the quality of instructors is considered excellent. The electronic section has arrived and is about 50% operational. They are running some classes. All of their trainers have not arrived at this date.<br>b. MTD Mechanical Utilization - 14954 hours<br>MTD Electronic Utilization - 480 hours | 75 | 7 |
| 39. Mobility Plan | Prepare a revised Wing Mobility Plan for B-52 aircraft. | The 93d Bombardment Wing Mobility Plan has been received and is being reviewed. The plan has not been approved by SAC and at the present time is only an interim measure. | 0 | 0 |

END OF DIRECTOR OF MATERIEL REPORT



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

REPORT OF DIRECTOR OF OPERATIONS

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V2 INDEX |
|---|---|---|---|---|
| 40. Instructional Visits to B-52 Units. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 41. Wing Flying and Maintenance. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 42. Instructions for Controlling B-52 Transition Operations. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 43. Professional Instructor Pilots. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 44. Instructor Pilots. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 45. Field Check-out for Pilots. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 46. Field Check-out for B-52 Crews. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 47. Selection of Standardization Crews. | Select the Standardization Board Crews for the Wing. | The required Standardization Board Crews have been selected. Three are presently in 4017th Training. One enters training in June 56. | 100% | 10 |
| 48. Crew line up Procedures. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 49. Personal Equipment Requirements for B-52. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 50. F-1A Automatic Parachute Release. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 51. Over-Water Equipment. | Action completed (8Feb 1956 Report) | | 100% | 10 |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V2 INDEX |
|---|---|---|---|---|
| [illegible] Equip B-52 for Extra Crew Members. | Investigate the need for B-52 extra crew positions, and submit requirements for safety belts, oxygen outlets, and interphone facilities to the D/Materiel. | The programmed Aircraft will be equipped with two extra crew positions. Three extra positions are desired. | 75% | 7 |
| 5[illegible]. Traffic Pattern. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 5[illegible]. GCA Approach. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 54A. Navigation Aids. | Monitor the installations of a terminal VOR navigational aid at Loring AFB. | Let down procedures have been forwarded to higher headquarters for publication. | 90% | 9 |
| 55. VFR Control. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 5[illegible]. Weather Minimums. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 5[illegible]. Instrument Take-Offs. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| [illegible] Airborne Radar INSTRUMENT Let-down Procedures. | Establish and test fly airborne Radar instruments let-down procedures. | Airborne radar instrument let-down procedures will be the same as the Jet penetration and GCA pick up on the Presque Isle VOR and the Loring TVOR. At the present time the proposed let-downs are not published. As soon as these let-downs are approved, airborne let-down procedures will be established and published. | 0 | 0 |
| 5[illegible]. Taxi Procedures. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 60. KC-97 Emergency Stand-by. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 61. In-Flight Refueling. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 62. Pacer Aircraft. | Action completed (9Mar 1956 Report) | | 100% | 10 |
| 6[illegible]. Support Aircraft. | Action completed (8Feb 1956 Report) | | 100% | 10 |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V2 INDEX |
|---|---|---|---|---|
| 5. Alternate and Emergency fields. | Make a study of fields to use as alternate and emergency fields. Make charts for incorporation in Pilot's Check List showing the distance of such fields, best altitude to fly, time enroute, and length of runway. Investigate possibility of positioning specialized equipment at primary alternates. | A study of alternate and emergency landing fields for use in B-52 operation from this base, is being conducted. Performance data on the B-52 C aircraft has just been received and will be used to prepare charts for the fields selected. Estimated completion date is 15 May 1956. | 40% | 4 |
| 6. Study of Weather and Emergency Evacuation Plans. | Study current weather and emergency evacuation plans to insure that they are working with B-52 aircraft. | The current Weather Evacuation Base is adequate for B-52 Aircraft. The Emergency evacuation Base assigned in April 56 has not been surveyed but should be adequate. | 90% | 9 |
| 7. Thunderstorm Penetration Plan. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 8. SAC Tactical Doctrine. | Request SAC Tactical Doctrine for B-52 Aircraft. | There is no approved SAC Tactical Doctrine for B-52 operation. This deficiency has been brought to the attention of higher headquarters. | 0 | 0 |
| 9. Indoctrination of Intelligence Officers in B-52 Mission Planning. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 10. Disposition of E&F Target Materiel. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 11. Preparation of Crew Target Study Folders. | Prepare fifty SAF Crew Target Study Folders for observers use. | The Wing has 41 target study folders in current use, and will compile additional folders commensurate with the number of crews assigned. | 80% | 8 |
| 12. Maps and Charts. | Action completed (8Feb 1956 Report) | | 100% | 10 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | 72 INDEX |
|---|---|---|---|---|
| 72 Personal Data Cards. | Interview newly assigned crew personnel and obtain needed personal data cards. | At the present time data cards are complete on 80% of the combat crew members from this base who are scheduled for the B-52 program. Data cards are being prepared on the remaining. Combat crew personnel assigned from other organizations will be interviewed upon arrival at this station. | 70% | 7 |
| 73 Target Material. | Select all possible target materiel (domestic) for use in the B-52 program. Coordinate with Intelligence. | Material was requisitioned from 8th AF to complete the coverage on domestic targets. 50% of this requisition was received. An additional requisition has been submitted for the remaining material. | 90% | 9 |
| 74 Target Rotation. | Establish local policy for target rotation during B-52 training phase to insure that our observers receive broad experience on all types of targets. | Eight (8) "Scanned" missions are to be utilized for the training phase of the conversion. Target complexes to be used on each mission have been designated. Utilizing three different target complexes. | 90% | 9 |
| 75 Procurement of Radar Scope Photography of Domestic RBS Sites. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 76 Ammunition and Bombs | Determine the types of ammunition and bombs peculiar to the requirements of the B-52 operations and take action to get disposition instructions on surplus stocks now on hand. | The wing is awaiting word from higher headquarters on the type of tactical bomb to be used. 100,000 rounds of 50 caliber ammunition has been requisitioned and a stock level of this amount is to be maintained. | 30% | 3 |
| 77 Training Bombs | Take action, to provide, D/Materiel with forecast of requirements for training bombs and procure 60 copies of bombing tables for each type bomb. | Information received this headquarters indicated that B-52 aircraft to be delivered this wing will have a B-2 release installed. This precludes drops of normal practice bombs. Eighth Air Force personnel on a recent staff visit to this base concerning the B-52 conversion, indicated action was being taken to develop a wing or fin practice bomb which could be dropped with the release. | 0% | 0 |

Confidential

1373

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V2 INDEX |
|---|---|---|---|---|
| 78. Bombing Ranges. | Action completed (10 April 1956) | | 100% | 10 |
| 79. In-Flight Maintenance. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 80. Forms. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 81. Training Charts. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 82. Charts to Reflect Status of all Crew Members. | Design charts to reflect daily SAC 51-19 status of all crew members in bomb and air refueling squadrons. Keep this chart up to date, commencing with the arrival of the first B-52. Use it to insure that crew members of all B-52 sorties are composed in strict compliance with SACR 51-19. | A chart has been designed and published, which will be used to chart 51-19 requirements and accomplishments. As individual crew members report to Loring AFB, these charts will be posted up to date. | 100% | 10 |
| 83. Crew Boards. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 84. Design Control Room and Charts. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 85. Control Room. | Obtain ground type UHF Radio Equipment. Rewrite and bring up-to date Control Room SOP's (B-52) | A ground type UHF radio console is programmed for the Control Room to replace the airborne equipment presently in use. A 50 foot antenna is to be installed but work cannot commence until the ground has thawed sufficiently to permit installation. | 20% | 2 |
| 86. Altitude Indoctrination. | Schedule all programmed B-52 crew members through altitude indoctrination. | 22 personnel are presently in training at Castle who will be delinquent in altitude indoctrination prior to their return to this base. These personnel will be scheduled immediately upon return to this station. All other personnel scheduled from this Base to the B-52 program, will have completed the indoctrination prior to reporting to Castle AFB. In-coming personnel from other bases who are delinquent will be scheduled upon their arrival. | 85% | 8 |

1374

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V2 INDEX |
|---|---|---|---|---|
| 87. Dash One Manuals and Hand Books. | Procure adequate numbers of Dash One Manuals and Hand books. | 350 copies of the Lb-52C-1 T.O. have been received. | 100% | 10 |
| 88. Landing Weights.9 | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 89. Instructions on Fuel Panel, Weights and Balances. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 90. Fuel Reserve. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 91. Ramp Position for Guns. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 92. Check for Fired Cartridges. | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 93. Bomb Commanders and Survival Course. | Establish a plan to send all crew personnel to BC School, Basic and Survival Training prior to departure for B-52 Training. | Due to a change in the reporting date of the first seven crews to Castle AFB, 12 personnel reported without accomplishing survival Training, and 1 without completing the BC course. These personnel will be scheduled for this training upon their return to this station. All other crew members scheduled from this base into the B52 transition, will have completed these courses prior to reporting to Castle AFB. | 75% | 7 |
| 94. Wing Special Weapons. | Obtain early orientation and training of Wing Special Weapons Instructors in B-52 Bomb Bay systems and techniques. | One special weapons instructor from this wing visited Castle AFB for an orientation on B-52 Special Weapons operation. An 8th AF message received by this headquarters indicated action is being taken to obtain a course of instruction for B-52 special weapons instructors. At this date, this headquarters has not received any information on the action taken. | 25% | 2 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V2 INDEX |
|---|---|---|---|---|
| 95. Special Weapons Refresher Course. | Review the present BC refresher course to substitute B-52 Bomb Bay systems and techniques in place of the same for B-36. | Action pending receipt of information on the type of weapon to be used and minor changes in the aircraft configuration. Until this information is available, this item will remain deficient. | 50% | 5 |
| 96. Aircraft Bombing System Ring-out Team. (Monitored by Special Weapons) | Insure that A&E Special Weapons Personnel receive adequate training in B-52 ring-out and that courses outlined in SACM 27-2 be utilized. | Supervisory personnel are presently at Castle AFB undergoing a familiarization course. Other personnel are scheduled to attend a special weapons release system course for the B-52 conducted by the MTD at this base beginning 1 May 56. | 60% | 6 |
| 97. Operation of Training Aids. | Report periodically on the status of precurement and/or operation of the following training aids. | a. The present trainer is scheduled for conversion to an MA6 in August 1956. This is not considered to be satisfactory as crews will be on the station several weeks prior to the receipt of our first aircraft and the trainer could be used to good advantage during this period. Assistance is needed to obtain the trainer at an earlier date.<br>a-1. The present B-3A trainer on this base will be modified to physically resemble the MA-6 trainer as an interim measure until an MA-6 system trainer is received. Estimated completion date is 1 June 1956. This substitute for the MA-6 is not considered an adequate solution to the problem. | 20% | 2 |
| | b. Radar system mock-up. | b. The A&E shops and the B-52 MTD each have a radar system mock-up. Both mock-ups are scheduled to be ready for use by 15 May 1956. | 75% | 7 |
| | c. Periscopic sextant mock-up. | c. Present UAL does not authorize a periscopic sextant Mock-up. A UAL change will be submitted NLT 15 May 56. | 0 | 0 |
| | d. E-10 Computor (Training Aid) | d. Action completed (8Feb 1956 Report) | 100% | 10 |

Confidential

1376

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V2 INDEX |
|---|---|---|---|---|
| 97. (Continued) | e. Maps for high speed navigation and station circle stamps for use by B-52 crews. | e. Maps and charts are presently available on this station. Station circle stamps have been requisti ned for local purchase. | 75% | 7 |
| 98. Observer Ground Training Action Completed. (8 Feb 56 Report) | | | 100% | 10 |
| 99. Block Training Program | Set up Block Training Program to incorporate all training directives, to include all ground training for both crew and non-crew members. | Block training is not required of combat crew members until combat ready. The annual requirements for all non-aircrew personnel included in the Block Training remains the same as specified in SACR 50-24, Supplement 1. These are associated training to maintain requirements and include general military proficiency. The applicable supplement to SACR 50-24 which gives the proficiency requirements for B-52 combat crew members is not yet available. | 10% | 1 |
| 100. M.T.D. | Determine the amount of training that the B-52 MTD will furnish to the Wing and plan for maximum utilization. | a. The complete MTD, mechanical and electronics is presently in place. The training capability and planned utilization of the MTD has been completed.<br>b. MTD mechanical utilization aircrew 147 hours. | 75% | 7 |
| 101. Training | a. Monitor the delivery of Synthetic Trainers. | a. C 11 link trainer now operational. No further information on additional trainers. | | |
| | b. Monitor the establishment of classroom required for training. | b. Action complete. (10 Apr 56) | 100% | 10 |
| | c. Monitor establishment of space requirements for the MTD. | c. Action complete. (10 Apr 56) | 100% | 10 |

END OF DIRECTOR OF OPERATIONS REPORT

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | CENT COMPLETE | V-4 INDEX |
|---|---|---|---|---|
| 102. Communications | a. Monitor the administrative telephone system to assure adequate communications are provided. | a. The equipment is on hand. I & M team expected to begin installation by 15 May 1956. | 10% | 1 |
| | b. Monitor the Outside Cable Plan project to assure cable distribution to aircraft stub and nose dock areas is accomplished at earliest possible date. | b. Initiated engineering study to determine type telephone and signaling device necessary and acceptable for operation. Consideration must be given to wing clearance, noise level, and winter snow removal operations. Will require weather proff box for each phone, also AC current for signaling device. Middletown AMA is doing preliminary engineering. | 0% | 0 |
| | c. Monitor the Maintenance Expeditor Radio System (Mobile). | c. 1. Radios 100% installed in general purpose vehicles. | 100% | 10 |
| | | 2. Five Euclids still awaiting special equipment from factory for 24 volt system. | 0% | 0 |
| 103. Funds | Insure that fund requirements for conversion of the 42BW are included in financial plan, and that funds made available in accordance therewith are alloted to support scheduled build up. | a. Funding of training requirements for B-52 conversion. | 100% | 10 |
| | | b. Inclusion of supplies and materials in 57 financial plan. | 100% | 10 |
| | | c. Funding of requirements listed in above mentioned plan. | 100% | 10 |
| 104. Public Relations Office of Information | Prepare in coordination with Headquarters 4SAD and Hq, 42BW new releases concerning this plan. | Plans have been completed for the press conference on the B-52 arrival. Invitations have been sent to all of the Northeastern Newspapers and aviation periodicals and the editors are waiting for delivery of the first aircraft. Talks to civic organizations on the jet noise problem are continuing. The training squadron at Castle AFB has mailed new Loring promotional material weekly. Plans have been formulated to formulate publicize training activities at Lowry AFB, Sheppard AFB and Scott AFB. | | |

22

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

REPORT TO THE DIRECTOR OF PERSONNEL

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT OF DATE | W-2 INDEX |
|---|---|---|---|---|
| 105. Personnel | Monitor the assignment of personnel in sufficient numbers and skill to provide for equitable manning within the 42BW and the support units of the ABG. | Personnel assigned as initial maintenance package. (P-projected and A-arrived)<br>301X0 P-9 A-7 301X0 P-3 A-3<br>301X3 P-6 A-5 321XCE P-10 A-10<br>323XOG P-8 A-3 421X2 P-16 A-16<br>422X1 P-10 A-10 423X0 P-19 A-19<br>431X1 P-18 A-14 432X0 P-11 A-11<br>472X0 P-11 A-8 534X0 P-4 A-3<br>Total P-125 A-109 | 87.2% | |
| | | One Major AFSC 1243B is being retained at Castle AFB to undergo B-52 Flight Simulator training. Two Captains presently attending B-52 Flight training will be retained at Castle AFB so as to enter B-52 Flight Simulator about 29 June 1956. One T/Sgt from Whiteman AFB Mo has been selected for this training. | 50% | 5 |
| 106. Manning of B-52 T.O. or UMD's. | Project assignment of presently assigned personnel in duties authorized by B-52 T/O and UMD's. This must include personnel input of "Hard Core" type, plus retrained assigned personnel. Requistion personnel shortages sufficiently early to insure procurement when needed as determined by overall timing of the 42d Bomb Wing conversion. | Projection of presently assigned personnel has been made against SAC TO NO 1-1052 B-S UMD. This UMD was transmitted to this headquarters as a proposed UMD. The exact manning document which became effective 15 April 1956 has not been received.<br>a. Officer Manning:<br>% Body Manned 112%<br>%MIRS 81.9<br>Increase in % MIRS is due primarily to current reporting of pilots 1234/1B as effectively manned against authorized 1245 positions and the increase in observer authorizations for which ample observers were available. Overages in officer body manning are due to the B-36 Personnel that are being retrained to continue B-36 operations although the authorizations are based on B-52 manning documents. | | |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 106. (Continued) | | b. Airman Manning:<br>(1) Direct Support Skills:<br>% Body Manned: 77 — % MIRS: 40<br>(2) Indirect Support Skills<br>% Body Manned: 101.9 — % MIRS: 85.7<br><br>Changes in percentages over last month are due primarily to Unit Manning Document changes. | 100% | 10 |
| 107. Staff Crews<br>108. Instructor Crews | Action completed (8 Feb 56 report)<br><br>Monitor to insure assignment of B-52 Instructor crew to be provided by SAC as of 1 May 1956. | SAC Professional Instructor Team # 1 is programmed to arrive 1 May 1956. Reporting date has been confirmed by Headquarters SAC. Individual extensions of reporting date may be granted upon request to assure opportunity to take unused leave prior to beginning new assignment, but not to interfere with delivery date of first aircraft. Assignment of this team will be coordinated to insure maximum utilization. Estimated date of completion is 15 May 1956. | 10%<br>100% | 1<br>10 |
| 109. Experimental Crews | Action Completed (8 Feb 56 Report) | | 100% | 10 |
| 110. 42d Bomb Wing Combat Crews | Action Completed (8 Feb 56 Report) | | 100% | 10 |
| 111. SAC Resource Crews | Monitor assignment of B-52 combat crews trained from SAC resources. | The first combat crew trained from SAC resources arrived 27 April 56. All of the first 5 crews which entered training at Castle AFB 16 Jan 56, should be in place not later than 15 May 56. Names of all crews programmed for training have been received. Crew assignments will be coordinated with the phase-out of B-36 crews to insure maintenance of an EWP capability. Estimated date of completion if October 56. | 3% | 1 |

Confidential





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 112. Gunners | Action completed (8 April 56 Report) | | 100% | 10 |
| 113. Familiarization and Indoctrination Course | Action completed ( 8 Feb 56 Report) | | 100% | 10 |
| 114. Technical Training Maintenance Package | Screen all assigned and input maintenance personnel to determine priority and sequence in filling training quotas in the following:<br>Jet engine Mechanic<br>AC electrical Repairman<br>Aircraft Mechanic B-52<br>AC Hydraulic Repairman<br>Pneumatic Power Cart<br>Mechanical Accessories & Equip Repairman<br><br>Structural Repair of High Perf Aircraft<br>A-3A FSC Mechanic (B-52)<br>Turret Sys Tech (B-52, A-3A)<br>A-3A Radar Technician (B-52)<br>A-3A Turret Drive Sys Installation,<br>B-52 Capsule Equipment & Systems Indoctrination<br>Capsule Removal and Installation Specialist<br>Radio Maintenance Technician/K-3A and A-14<br>Autopilot Tie-in Installation/A-14 Autopilot and N-1 Compass | All presently assigned airmen, who meet entrance requirements - A/2c and higher with 18 months retainability for 5 level courses and S/Sgt and higher with 18 months retainability for 7-level courses- have been scheduled to attend courses programmed in the maintenance package. All additional personnel, S/Sgt and higher with only 12 months retainability, also have been scheduled. It is not considered economical from standpoint of time and money to place airmen on TDY to formal training who are below the grade of S.Sgt and have only 12 months retainability. Such airmen will be trained locally in the MTD. Careful attention is given to priority and sequence in filling training quotas due to a shortage of eligible airmen and the need to retain a minimum number at all times for operation and maintenance of remaining B-36 aircraft.<br>Following indicates progress made in Maintenance Training Package:<br>Total Programmed quotas 639<br>Total quotas filled to date 354<br>Quotas filled 45AirDiv 223<br>Quotas filled other commands 131 | 55% | 5 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 115. Surplus Personnel | Breakout and identify personnel rendered surplus to the Wing who are not authorized to be trained to meet wing requirements, and request disposition guidance from higher headquarters. | To date 62 officers and 34 airmen have been declared surplus to this command as a result of the B-52 conversion. Disposition is indicated below:<br>Officers - Station assignments have been received from higher headquarters on 30 Of these officers, with the provision that they will be reassigned only if they sign an indefinite statement. As a result only eleven can be reassigned. One other will be reassigned upon completion of TDY.<br>Eight were reassigned on other projects. Our message WDPO 4020, 19 Apr 56 requested authority to reassign remaining 8 officers who have as much as 6 months retainability. This headquarters has requested station assignments on the balance of 32 officers previously declared surplus. Airmen - Station assignments have been received on 17 surplus airmen. This headquarters has been directed to retain 7 others. Station assignments are needed on the remaining 10.<br>Due to changing requirements, final determination of all surpluses resulting from the conversion has not been made. Estimated date of completion is 15 June 56. | 45% | 4 |

END OF THE DIRECTOR OF PERSONNEL REPORT

Confidential



1382

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

24

1383

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
45th Air Division (SAC)
Loring Air Force Base, Maine

GENERAL ORDERS)
NUMBER 7)

10 April 1956

ASSUMPTION OF COMMAND: Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 45th Air Division, Eighth Air Force (SAC) this station, effective this date.

W. K. Martin
Brigadier General, USAF
Commander

DISTRIBUTION:
5 - Comdr, SAC
5 - Comdr, Eighth AF
2 - Staff Directorate
2 - Sq

THIS IS A CERTIFIED TRUE COPY

Raymond L. Hagward
2nd/Lt, USAF
Information svs Officer

1384

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Subject: Report of Monthly Purchasing and Contracting Activities.

8 May 56

A summary of the activities of the Purchasing and Contracting Office for the Month of April is herewith submitted:

A. PROCUREMENT

1. Invitations for Bid

| | IFB NR | TITLE | ISSUED |
|---|---|---|---|
| a. Construction | 17-600-56-84 (CAFS 51-56) | Underground Comm Supporting Structure | 3 Apr 56 |
| | 17-600-56-86 (LOR 88-56) | Modification Bldg 6000 | 10 Apr 56 |
| | 17-600-56-89 (CAFS 27-56) | Shower Stall Modification | 12 Apr 56 |
| | 17-600-56-91 (CAR 50-56) | Modification Electric System | 26 Apr 56 |
| | 17-600-56-92 (CAR 58-56) | Flat T&G Roof Repair | 26 Apr 56 |
| | 17-600-56-93 (CAR 58-56) | Electrical Dist System | 27 Apr 56 |
| | 17-600-56-94 (LOR 53-56) | Sealcoat Base Roads & Parking Areas | 30 Apr 56 |
| b. Sales | 17-600-s-56-4 | Salvage--Vehicles | 23 Apr 56 |
| c. Supplies | 17-600-56-83 | Scale Weighing Mtr Truck | 2 Apr 56 |
| | 17-600-56-85 | Hand Tools | 6 Apr 56 |
| | 17-600-56-87 | Generator-Regulator | 11 Apr 56 |
| | 17-600-56-88 | Hand Tools | 11 Apr 56 |
| | 17-600-56-90 | Hand Tools | 11 Apr 56 |
| | 17-600-56-95 | Hand Tools | 30 Apr 56 |
| d. Call & Requirements | | ------NONE------ | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. Procurement Contracts Issued

| | NR | TITLE | AMOUNT | ISSUED |
|---|---|---|---|---|
| a. Construction | AF 17 (600)-261 | Alcohol Storage Facility | $34,158.00 | 3 Apr 56 |
| | AF 17(600)-262 | Underground Comm Supporting Structors | $1,985.00 | 19 Apr 56 |
| b. Called Requirements | | ----NONE---- | | |
| c. Purchase Orders-Total for April: | 1 431 | | $165,442.00 | Apr 56 |
| d. Cash Purchases -Total for April: | 2 157 | | $ 3, 511.00 | Apr 56 |
| e. Change Orders & Supp Agreements-Total for April: | 3 121 | | $ 11,051.00 | Apr 56 |
| f. Architect-Engineer Services | | ----NONE---- | | |

B. PERSONNEL

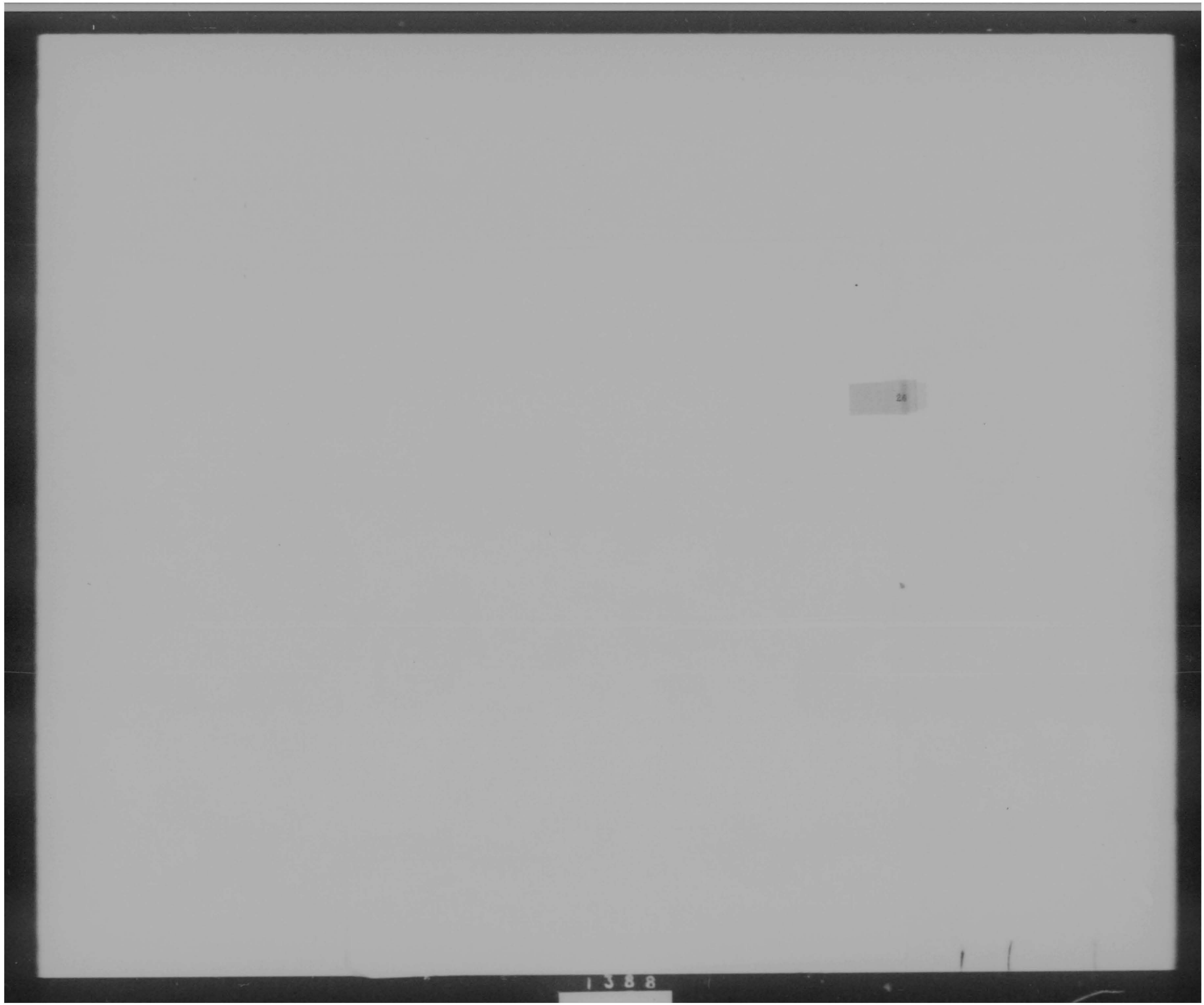
1. Reference is made to "Authorized and Assigned Personnel". This office has long experienced a problem area with regard to a shortage of personnel. The lack of physically assigned authorized personnel has constituted an endless backlog of work and has hindered procurement in that many hard-to-get items have been returned to the requesting organization because our personnel can not spare the time to research for a source of supply.

LAWRENCE L. COGGIOLA
Captain, USAF
Contracting Officer



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Monthly Analysis - 1 to 30 April 1953

AFF 1 May 1953

I. [illegible]:

This analysis for the period 1 to 30 April 1953 tells the story of the progress made and areas for improvement by reflecting levels for a three month period and comparison of results achieved with respect to requirements.

II. Changes in Assigned Personnel:

In National Guard [illegible], [illegible], was assigned to the position of Armament Staff Officer, Directorate of Material relieving Major [illegible], [illegible], who was reassigned to the 4th Fighter-Interceptor Squadron effective 1 April 1953.

III. Status of Equipment:

Daily reading remained fairly stable during the period 1 February - 30 April 1953. The effective rate [illegible] although [illegible] was on present - time [illegible] time to make the required [illegible] specialists still impedes overall requirements not reflected in the [illegible] for the aircraft. The [illegible] are reflected below:

Daily Readings with Air Division

| Month | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|---|
| Feb 53 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| Mar 53 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| Apr 53 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

[illegible] Aircraft Grid

| | | | | | | |
|---|---|---|---|---|---|---|
| Feb 53 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| Mar 53 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| Apr 53 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | + [illegible] |

[illegible] Air Base Group

| | | | | | |
|---|---|---|---|---|---|
| Feb 53 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mar 53 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Apr 53 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

* Manning In Required Specialties.

1389

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1395

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DAIJ: Monthly Analysis -1 to 31 April 195[illegible] (Secret)

| MONTH | FEBRUARY | | | MARCH | | | APRIL | | |
|---|---|---|---|---|---|---|---|---|---|
| TYPE | OP | WO | DEF | OP | WO | DEF | OP | WO | DEF |
| REQUIREMENTS | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| TO. TERMINATE | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| TERMINATING TO. TERMINATE | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| ACTUAL TERMINATE | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| ESTIMATED TO DATE MONTHLY REQUIREMENTS | | | | | | | [illegible] | [illegible] | [illegible] |
| SURPLUS (+) OR SHORTAGE (-) | | | | | | | - [illegible] | | |

A. Areas in which critical shortages exist include:

(1) Officers:

| AFSC | TITLE | ASGD | REQ | SHORTAGE |
|---|---|---|---|---|
| [illegible] | Director of Material | [illegible] | [illegible] | [illegible] |
| [illegible] | Pilot U-2C | [illegible] | [illegible] | [illegible] |
| [illegible] | Air Operations Officer | [illegible] | [illegible] | [illegible] |
| [illegible] | Armament Systems Officer | [illegible] | [illegible] | [illegible] |
| [illegible] | Aircraft Maint Staff Officer | [illegible] | [illegible] | [illegible] |
| [illegible] | Flight Test Maint Officer | [illegible] | [illegible] | [illegible] |
| [illegible] | Supply Officer | [illegible] | [illegible] | [illegible] |
| [illegible] | Maj Off, Ann Mat | [illegible] | [illegible] | [illegible] |
| [illegible] | Nurse, General | [illegible] | [illegible] | [illegible] |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(2) Airmen

| AFSC | TITLE | ACTR | ASSD | % MASSED |
|---|---|---|---|---|
| 204-0 | Intelligence | 11 | 7 | 64% |
| 301-0C | Com Nav Systems | 5 | 2 | 40% |
| 323-0G | Turrent Sys Mech | 59 | 0 | 0 |
| 323-10 | Turrent Sys Dummy | 73 | 5 | 7% |
| 344 | Gun Trng | 12 | 0 | 0 |
| 422-1 | Acdy Eq Rpr | 94 | 39 | 41.5% |
| 423-0 | Elec Rpr | 118 | 93 | 79% |
| 431-1E | Acft Mech | 632 | 72 | 11.4% |
| 432-0 | Jet Eng Mech | 206 | 104 | 51% |
| 462 | Weapons Mech | 5 | 1 | 20% |
| 582 | Gas Gen Plant | 11 | 3 | 27% |
| 581 | Pwr Loa Op | 13 | 4 | 31% |
| 681 | Procurement | 7 | 2 | 28.5% |

a. Attachment 1 lists the short shipments of projected input of airmen. Of the 1066 incoming airmen projected for this station by 1 May 1958, 146 airmen or 13.5% of the total projected input through 30 April 1958 had not arrived.

IV. On-The-Job Training Program:

Since the majority of our present input is unskilled or semiskilled airmen to replace fully qualified airmen losses through discharge or transfer, accomplishment of the unit mission will depend upon an accelerated and highly effective OJT program. The below tabulation shows that the percentage of airmen in the program over 8 months has remained stable for a period of 2 months at 29.8% which reflects some improvement in the effectiveness of the OJT program.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

NUMBER OF AIRMEN ON OJT BY NUMBER OF MONTHS IN PROGRAM

| MONTHS IN PROGRAM | FEBRUARY GP | FEBRUARY WG | FEBRUARY DIV | MARCH GP | MARCH WG | MARCH DIV | APRIL GP | APRIL WG | APRIL DIV |
|---|---|---|---|---|---|---|---|---|---|
| Total | 681 | 777 | 1458 | 746 | 869 | 1615 | 712 | 783 | 1495 |
| 1 Month | 84 | 83 | 167 | 143 | 127 | 270 | 112 | 94 | 206 |
| Total | 897 | 694 | 1291 | 603 | 742 | 1345 | 600 | 689 | 1289 |
| 2 Months | 235 | 173 | 408 | 83 | 80 | 163 | 82 | 72 | 154 |
| Total | 362 | 521 | 883 | 520 | 662 | 1182 | 518 | 617 | 1135 |
| 3 Months | 141 | 97 | 238 | 253 | 140 | 393 | 232 | 154 | 386 |
| Total | 221 | 424 | 645 | 287 | 502 | 789 | 286 | 463 | 749 |
| 4 Months | 64 | 71 | 135 | 114 | 94 | 208 | 114 | 94 | 208 |
| Total | 157 | 353 | 510 | 173 | 408 | 581 | 172 | 369 | 541 |
| 5 Months | 48 | 64 | 112 | 36 | 63 | 99 | 36 | 59 | 94 |
| Total 6 Months ormore | 109 | 289 | 398 | 138 | 345 | 483 | 137 | 310 | 447 |
| Percentage | 16.0% | 37.2% | 27.4% | 18.5% | 38.8% | 29.8% | 19.2% | 39.6% | 29.8% |

V. Although we have received an additional manning requirement through an increase from 10 to 16 aircraft during this reporting period, the increase in manning in required specialties points out a more effective control program for accomplishing the mission. In addition, this increase in effective manning, if continious, should ultimately prove the source of supplementing our loss of skilled personnel.

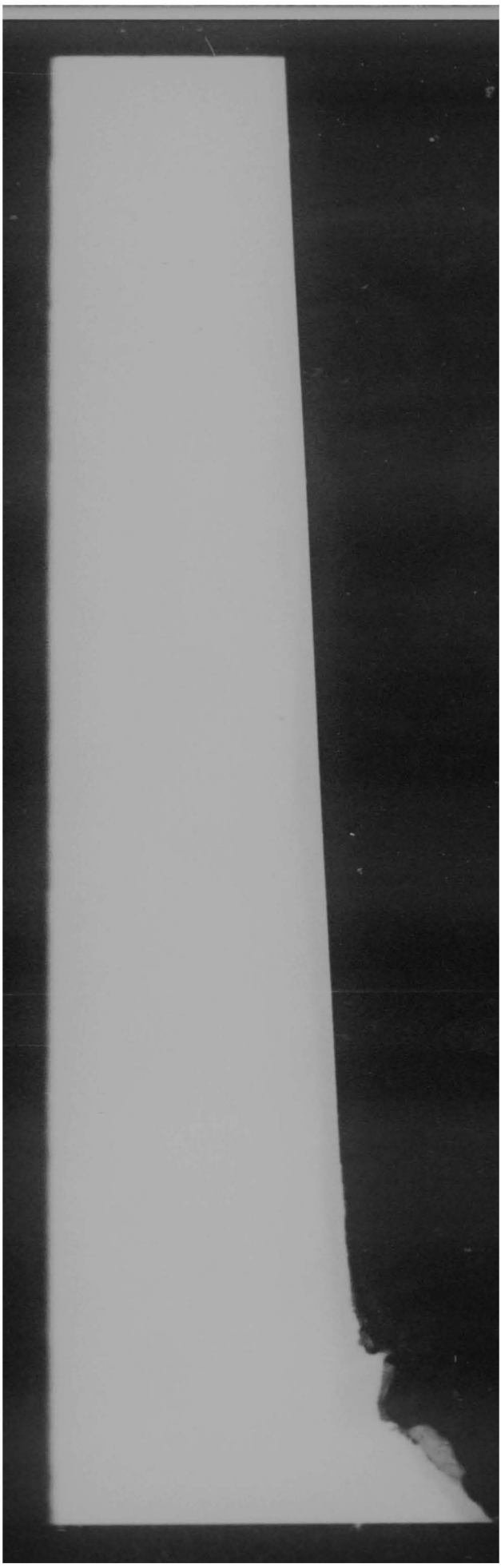
JOHN B.F. DICK
Colonel, USAF
Director of Personnel





THIS PAGE IS DECLASSIFIED IAW EO 13526

S PAGE IS DECLASSIFIED IAW EO 1



S PAGE IS DECLASSIFIED IAW EO 1

PAGE IS DECLASSIFIED IAW EO 1

PAGE IS DECLASSIFIED IAW EO 1

PAGE IS DECLASSIFIED IAW EO 1

PAGE IS DECLASSIFIED IAW EO 1

PAGE IS DECLASSIFIED IAW EO 1

PAGE IS DECLASSIFIED IAW EO 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

# HISTORY

OF

18255

# 45TH AIR DIVISION

1398

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HISTORY OF THE 85TH AIR DIVISION
(Unclassified Title)

1 MAY TO 30 JUNE 1956

Prepared for the Historical Section of the Information Services Office, 4008 Air Base Group, by Major Peter O.E. Bekker (Historical Officer) and Technical Sergeant Helen H. Himes.

(Eighth Air Force, Strategic Air Command)

W. K. Martin
W. K. MARTIN
Brig Gen., USAF
Commander

Raymond L. Maynard
1st Lt USAF
For: Peter O. E. Bekker
Major, USAF
Historical Officer
(Information Services
Staff Officer)

Helen H. Himes
Helen H. Himes
T/Sgt, AF18252785
Historian

RSI Control No
S16355

SECRET

654345

1399

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONTENTS


| | | Page |
|---|---|---|
| CHRONOLOGY | | 1 |
| FORWARD | | 2 |
| MAY AND JUNE DEVELOPMENTS | | 3 |
| CHAPTER I | COMMAND AND ORGANIZATION | 4 |
| | Mission | 4 |
| | Conversion of the 22d Bomb Wing | 4 |
| | Administration, Functions and Problems | 5 |
| | Base Comptroller | 6 |
| | Budget and Accounting | 7 |
| | Manpower and Organization | 7 |
| | Local Community Relations | 8 |
| CHAPTER II | PERSONNEL | 9 |
| | Strength | 9 |
| | Manning | 9 |
| | Morale, Welfare and Discipline | 11 |
| CHAPTER III | MATERIAL AND FACILITIES | 12 |
| | Material | 12 |
| | Base Supply | 13 |
| | Purchasing and Contracting | 14 |
| | Facilities | 15 |
| CHAPTER IV | OPERATIONS AND TRAINING | 16 |
| | Conversion Program | 16 |
| | Base Flight | 17 |
| | Training | 18 |


1400

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Page

Security . . . . . 18

Dependents Evacuation . . . . . 19

ROSTER OF KEY PERSONNEL . . . . . 20

BIBLIOGRAPHY . . . . . 22

LIST OF EXHIBITS . . . . . 23

1401

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHRONOLOGY

| | | |
|---|---|---|
| 18 - 19 and 20 May | - | Loring Air Force Base held open house and Armed Forces Day observance. |
| 25 May | - | Sentry Dogs assigned to 428 Air Police Squadron. |
| 30 May | - | Recreation Camp at Long Lake opened. |
| 1 June | - | Reorganization of 428 Sac Hospital and 4038th USAF Hospital. |
| 4 June | - | Pratice dependents evacuation. |
| 16 June | | First B-47 assigned to Loring Air Force Base arrived. |
| 26 June | - | Construction began on bank building. |
| 30 June | - | Strength, 681 officers and 4,984 airmen. |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## FORWARD

This report contains the history of the 65th Air Division (SAC) from 1 May 1956 to 30 June 1956. The origin of the Air Division was recounted in the 1 - 30 April 1956 edition of this history. This edition contains the mission, organization and organizational functions, personnel, maintenance, material and facilities problems encountered during the period covered.

The information contained herein pertains to the activities of the 42d Air Base Group and Assigned squadrons, the 4038th USAF Hospital and the 65th Air Division Headquarters at Loring Air Force Base, Maine.

This report was supervised by Major Peter O.K. Decker, USAF Historical Officer (Information Services Staff Officer), and assembled and written by Technical Sergeant Helen K. Simon, AF16252965, historian.

Like other editions, this edition of the History of the 65th Air Division is subject to revision and/or change upon additional information or suggested corrections.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



DEVELOPMENTS

Again in May delivery of B-52 type aircraft to the 42d Bomb Wing was moved back. The aircraft scheduled for delivery in May were held up for additional modification. The first aircraft arrived on 10 June and delivery progressed satisfactorily from that date. As predicted in the April history the late delivery caused a slow-down of training for instructor crews as they had to give some technical to other crews.

As indicated by Progress Reports seven and eight, most major problem areas were overcome and other areas were awaiting arrival of the B-52 aircraft for completion.

1404

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CHAPTER 1

COMMAND AND ORGANIZATION

MISSION:

The 40th Air Division was activated, primarily, to administer a force capable of flying strategic bombardment operations to any part of the world. In performing this task, the latest technical knowledge and advanced weapons are utilized.[1]

In addition to long range bombardment, air-to-air refueling is a part of the division mission. The 40th Heavy Bombardment Wing provides the bombardment, air-to-air refueling and aircraft maintenance portion of the division mission.[2]

The 40th Air Base Group provides the base support needed by the tactical organizations, and also performs another vital part by rendering staging support.[3]

Other tasks of the division, secondary in nature, are training USAF reserve personnel, and/or units, and participating in civilian emergencies, such as disaster relief.[4]

CONVERSION OF THE 40TH BOMB WING:

Since 1 December 1955 the 40th Bomb Wing has been in the process of converting from B-36 aircraft to B52 aircraft, an eight (8) jet bomber. During this conversion, the wing was to maintain a capability in B-36 aircraft while developing a

1. Ninth AF Reg 23-13, 15 Nov 54, as amended.
2. AFAD
3. Lerian AFB set as SAC Provisional Task Force (SAC GO 40,31 May 55)
4. 81,9th AF Reg 23-13, par 34.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



capability in the B-52 at the earliest possible date.[5] The responsibility for maintaining a support capability for the old aircraft and developing a capability for the new aircraft rested with the 92d Air Base Group and its units.[6]

ADMINISTRATIVE FUNCTIONS AND PROCEDURES:

At the Staff Meeting held 1 May 1956 Brigadier General William H. Martin, Commander of the 45th Air Division, brought to the attention of the staff the results of an inspection of motor vehicle maintenance by Eighth Air Force inspectors. The inspection indicated maintenance had recently deteriorated to a point less than desireable. This deterioration was attributed to the squadrons using the vehicles. General Martin directed all personnel to conduct weekly inspections of vehicles assigned them and the Air Base Group Commander to conduct inspections of all other vehicles. It was also desired by General Martin that personnel of the Air Base Group assist in and control the dependents evacuation plan.[7]

At the 22 May Staff Meeting General Martin stated that all maintenance personnel should be thoroughly indoctrinated as to the problems of cold weather maintenance. Also these problems should be included in the Maintenance Plans and Programs for the Strategic Air Command Bombing Competition. The problem of prop failure on KC-97 aircraft was brought up again.[8] General Martin was of the

5. 45th AD Programming Plan 1-56
6. ASID
7. Minutes of Staff Meeting held 1 May 1956, on file 45th AD Adj Sec.
8. See previous histories of 45th AD and 92d Bomb Wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



opinion that ground crews and air crews should be instructed to follow more closely directives of higher headquarters during preflight inspections in regards to prop blade checks.[9]

In regards to the tax assessment by the village of Limestone on the Airways Company mentioned in the April History, no positive action developed during May or June. However unofficial information was received to the effect that if the tax assessment caused an increase in rent it would not be lieved.[10]

BASE COMPTROLLER:

After many attempts by the commanders and the comptroller at this base and following an expressed willingness by the Northern National Bank of Presque Isle, Maine to build a bank building at Loring, approval was received for the construction of such a building. Concurrently the Northern National was granted approval for the establishment of a branch bank upon completion of the new building. The building was to be built by the Northern National and donated to the Air Force upon completion. Since this was a unique undertaking close coordination was required between the comptroller, installations office and the Legal office.[11] This will provide more banking service to Loring personnel than is normally available to Air Force personnel on a base, such as personal loans, safe deposite boxes, night depository, and a drive-in cashiers window. Ground breaking ceremonies for the new building were held 20 June 1956.[12]

---

9. Minutes of Staff Meeting held 1 May 1956, on file 85th AD Adj Sec
10. Interview by Historian w/ Base Judge Advocate.
11. Legal agreements are on file with the Base Legal Officer, 42d ABG
12. Interview by Historian w/ Lt Col William B. Pequignot, Director of Comptroller, 42d ABG.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



BUDGET AND ACCOUNTING:

The budget review panel met during May to review and discuss the 1956 fiscal year operation program. Daily evaluation of all commitments and obligations was made during June due to the fiscal year ending on 30 June. Ninety-nine per cent of fiscal year 1956 funds were firmly obligated by 30 June 1956.[13]

MANPOWER AND ORGANIZATION:

Due to the assignment of additional aircraft to the 62d Air Base Group,[14] a change for the Unit Manning Document (UMD) of that unit was received.[15]

After a study of the work load in Air Freight Services a request to alter non-T/O authorization was submitted to Eighth Air Force. This request was based on the need for twenty-four hour a day, seven days a week work schedule. Approval was received on 24 May 1956.[16]

Since one helicopter was reassigned from Loring Air Force Base[17] the UMD for the Air Base Group Headquarters Squadron was decreased one officer and two airmen.[18]

As a result of a study of medical facilities by SAC the 62d Tac Hospital and the 4044th USAF Hospital were reorganized. This consisted of increasing the authorized officer strength of the

13. Interview by Historian w/ Lt Arnold Sheiffer, Budget and Accounting Division.
14. See Chapter IV this History
15. MSG File 67312 fr 8 AF to 45 AD, exhibit 3
16. Ltr. Maj, 45 AD to 8 AF, Transportation Services (Function Code 43000) Unit Manning Document Change Request, 15 May 56
17. See Chapter IV this history
18. MSG FLM 67250 fr 8 AF to 45 AD, exhibit 5



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



6030th by six (6) and decreasing the airman strength by three (3). The 824 Tac hospital was effected by a decrease in officer strength of two (2) and of nineteen (19) in airmen strength.[19]

As the conversion of the 42d Bomb Wing to B-52 type aircraft progressed the UMD was changed as indicated in exhibit seven (7). These changes were due to the B-52 being an all jet aircraft which did not require certain skills of the 42 career field.

LOCAL COMMUNITY RELATIONS:

The outstanding event of May was the Armed Forces Day observance. Loring Air Force base held a three (3) day open house from 18 to 20 May with entertainment ranging from a carnival , complete with rides to the USAF Cadet Drill Team. Other attractions included the Pipe and Drum Band of the First Battalion Black Watch Royal Highland Regiment from Camp Aldershot, Canada, Canadian Stage Arena from Montreal, Static Display of the Nike and Skymaster 75mm antiaircraft gun by the 540th Battalion stationed here, a display of Military Amatur Radio Service, Static Display of aircraft assigned to Loring, fly-overs by the 45th Air Division aircraft and concerts by the Harvard University Band. An estimated 150,000 persons, including many visitors from Canada, attended the open house and were taken on more than sixty (60) guided tours of the base. Most of the ceremonies were held in the large arched hanger in order to avoid interference by the weather. Loring also provided aircraft for static display and fly-overs at other bases not having bomber or refueling type aircraft.[20]

---

19. USA FAW 67509, fr 8 AF to 45 AD, exhibit 8
20. LONG-LATE, Vol IV Number 21, 25 May 1960 (Base Newspaper)



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER II

# PERSONNEL

STRENGTH:

The strength of the 85th Air Division, assigned and attached units, on 30 June was 683 officers and 8489 airmen. A breakdown by unit and copies of the daily strength reports for 1 May 1956 and 30 June 1956 may be found in exhibits eight and nine.

MANNING:

This command experienced high body manning with a low percentage of effective manning during May and June 1956. Although the correlation between body and effective manning had been decreasing over past months it remained an alarming low during this period. There were two primary reasons for this situation: (1) personnel required for continued B-49 operations were not included in the B-52 Unit Manning Documents (UMD), even though proficiency had to be maintained and (2) the assignment of additional B-47E type aircraft to the 42d Air Base Group.[1] In addition, the constant problem of losses through separation had its effect on effective manning. Other factors contributing were, an excessive number of low aptitude airmen enlisted, cumulative short assignments of airmen personnel had delayed the attainment of the planned rate of effective manning and although there was a net gain of 303 airmen between 1 March and 31 May 1956 the majority of these airmen were of lower skill level than the airmen lost during the same period.

1. See Chapter IV of this History.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The advent of this situation was recognized early in the planning of the conversion to the B-52 aircraft and in March 1960 as it became a reality a more extensive on-the-job training program was planned and put into operation.* This program proved invaluable by providing a pool from which to draw qualified airmen but understandably could not produce seven skill-level airmen as fast as required. As it became evident that no single action would solve the problem General Martin wrote a letter, on 21 June 1960, to Colonel William H. Drawley, Director of Personnel, Eighth Air Force, in which he requested command assistance in obtaining skills where critical shortages existed.[2] In order to further bring this matter to the attention of higher headquarters, Wing and Air Base Group Directors of Personnel coordinated action to report critical shortages and to cancel projected lights of personnel moves to the state of this command.**

On the officer side of the situation, manning in required specialties was adversely affected by an average of thirty-five pilots, twenty-six observers and twenty-four flight engineers or a total of 115 officers not authorized under the SAC unit manning documents. The problem seemed simple, if one existed at all, since at first glance the UMD's indicated a shortage of twenty-seven

---

2. See April 1960 issues of SA AF History.

* During June of this year a complete study of this program was made by the Director of Personnel HQ AF. The study indicated a sixteen percent increase in training from January to June 1961. And since, as stated before, the majority of incoming airmen were of helper or semi-skilled level, upgrading action had to be taken in a minimum time to meet operational requirements. The complete study may be found at exhibit 10.

1. See exhibit ~~[illegible]~~ for copy of letter.

** Since this is a problem of continuing nature and not likely to be resolved completely for some time, further histories will reflect additional developments.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



officers. However a problem did exist and was not as simple as it seemed because the overseas were in fields which could not be used to fill the shortages.

MORAL, WELFARE AND DISCIPLINE:

Lering Air Force Base's recreation Camp at Long Lake, thirty-five miles north of the Base, opened on 30 May. The camp provides such facilities as cabins, house trailers, boats, motors, fishing tackle and water skiing. Since opening, the camp has been full almost every weekend and considerable leave time has been spent there by Lering personnel and their dependents.

A review of the activities of the Office of the Staff Judge Advocate for the months of May and June indicate the following:

| | MAY | JUNE |
|---|---|---|
| Summary Court-Martial | 4 | 1[1] |
| Special Court-Martial | 2 | 0 |
| General Court-Martial | 3 | 3 |
| Airmen Confined at end of month | 6 | 17 |
| Avel Rate | 1[2] | 3 |
| Accidents: | | |
| Traffic accidents (Military and Civilian) | | |
| On Base | 11 | 19 |
| Off Base | 0 | 0 |
| Traffic Violations (Military and Civilian) | | |
| On Base | 26 | 10 |
| Off Base | 17 | 26 |
| Serious Violations | 1 | 1 |
| Serious Crimes | 1 | 0 |
| Drunk and Disorderly | 1 | 3 |
| Article 15's | 37 | 62 |
| Reports of Theft | 7[3] | 15 |

1. 'AF Not Central Report, AS AF, see exhibit 19.
2. Figures quoted were taken from the Consolidated Statistics & Tot, June 1955, exhibit 3A.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHAPTER III

MATERIEL AND FACILITIES

MATERIEL:

During the period covered by this edition final directions were received concerning the disposition of Fly Away Kits (FAK). On 21 May 1956 Lt Colonel Fred W. Rudell, Aircraft Maintenance Officer, 85th Air Division, telephoned Lt Colonel Bell, Assistant Chief, Supply Division, Eighth Air Force, concerning disposition of B-36 F and J FAK's. Biggs Air Force Base had requested only those FAK items peculiar to F and J aircraft, not the complete kit. Col Bell agreed that due to shortage of supply personnel and the lack of time the kits should be shipped in toto and not screened prior to shipment. A message was sent to Eighth Air Force to confirm this and confirmation was received.[1] However on 19 June a message was received direction all B-36 FAK's be screened for R&D assets and the remainder shipped to accomodate Paint and to alleviate all overlap instructions.[2]

The request for waiver of the line of sight criteria, between the control tower and the south end of the main runway, was also passed to Air Force Headquarters. This information was sent to Eighth Air Force along with the recommendation that the control tower be either moved or raised. The message also stated that this base had been informally advised that a dead line of 1 foot higher than had been set for clear sighting from the tower to

1. Op cit, on file Dh office, MCM Memo, 21 May 1956
2. Op cit, on file Dh office MCMD Memo, 19 June 1956



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



the runway to be provided.*

BASE SUPPLY:

Base supply processed a total of 20,644 line items during May and 20,482 during June. Supply effectiveness for May was 95 per cent for category A classes and 82 percent for category B classes. Effectiveness for June was 97 percent for category A and 97 percent for category B.[4]

The account of "Z" items indicated 850 line items in the account with 750 items on hand for 30 June, making the total account 95 percent complete. The new "Z" account was 88 percent complete on the same date.[5]

Conversion to cardatype operations was begun in May and in June, after receipt of three machines, training of the operators for the machines was started. These machines were expected to greatly facilitate identification of stocked items and accounting systems of this base.

PURCHASING AND CONTRACTING:

A check of the files of the Purchasing and Contracting Office indicated the following:

a. Total purchase orders for May were 514, amounting to $173,373.00.

b. Total purchase orders for June were 510, amounting to $167,248.00

---

3. Ltr of May on file TM office, TM 2114, 20 June 1956.
4. Monthly Reports of Supply Activities (May & June) on file Base Supply.
5. ibid
6. Interview by Historian w/ MCOIC Property Accounting Unit.
* Further information on this matter will be contained in future Histories.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



c. Total cash purchases for May were 146, amounting to $2,[illegible].00.

d. Total cash purchases for June were 113, amounting to $1,[illegible].00.

e. Total sales for May were six (6), amounting to $7,[illegible].00.

f. Total sales for June were one (1), amounting to $0,[illegible].00.

g. During May there were 121 change orders and supplemental agreements amounting to $8,[illegible].00.

h. During June there were 95 change orders and supplemental agreements amounting to $4,[illegible].00.

FACILITIES:

Due to the northern location of Loring Air Force Base there is a short construction season. The season is usually three to four months long running from mid May to mid September or there about. During this time most or all major outdoor construction must be completed. As indicated by the Program Status Report for May[7] few major projects indicated more than ten percent completion while many indicated less than ten percent completion even though contracts had been awarded in January and February 1956 and some awarded in 1955. The 30 June report[8] shows most projects well over ten percent completion. Other projects, on which construction began in 1955, shown in the report also had to await the arrival of the construction season 1956 for completion.

The writer was informed that construction is slower this year than normal. This has been due in part to a shortage of steel[9] and an excess of moisture at various times after construction began.[10]

7. See exhibit 18.
8. See exhibit 19.
9. The Conversion Progress Report for June indicates several projects awaiting steel, see exhibit 19.
10. Interview by historian w/ Maj. Frank D. Huslew, Install. Engr.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The problem of manpower and/or money to erect B-52 maintenance deck stands was not completely resolved.[11] However three decks were erected by personnel from base resources and assistance was expected since SAC had promised help for the erection of the remainder.[12] The decks were a growing concern of maintenance personnel as work on the aircraft in cold weather could not be properly accomplished without them.

Exhibit 17 to this edition shows the location of projects under way, their cost and percent of completion.

---

11. See April edition of 45 AD History.
12. Conversion Progress Report for June, exhibit 19.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER IV

## OPERATIONS AND TRAINING

### CONVERSION PROGRAM:

As has been the case in past months activity of the 95th Air Division centered around the conversion from B-36 aircraft to B-52 aircraft. This activity reached a partical climax on 16 June 1956 when the first B-52 arrived. The aircraft was commanded, on its flight from McChord, Washington to Loring Air Force Base, by General Martin and crewed by the first crew from Loring to complete transition training at Castle Air Force Base. After landing the plane was christened the "State of Maine" with water from the Atlantic and Pacific Oceans to signify its inter-continental capabilities. Following the ceremonies General Martin turned the aircraft over to the 42d Bomb Wing.[1]

As the actual conversion to B-52 progressed it was felt that the 42d Air Base Group should have additional aircraft to carry out their mission of supporting the 42d Bomb Wing. And in March 1956 additional C-119 type aircraft were allocated to the 42d Air Base Group.[2] The first of these aircraft arrived during the month of May and a training program was set up to qualify pilots for this type of aircraft.

The lack of suitable practice bombs remained a major problem.[3] It was believed for a time that a suitable bomb would be developed by the time the B-52 aircraft arrived or that the aircraft would be capable of accomodating the present bombs. However the aircraft

1. BROOKLINE, Vol IV, Number 25, 22 June 1956
2. See March 1956 edition 95 AD history.
3. See April 1956 edition 95 AD history.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



that were received could not carry the present bombs and a suitable bomb had not been developed.[a]

One Special Weapons instructor was sent to Castle Air Force Base for orientation on B-58 weapons, and two were sent to Special Weapons Crew Training. Upon their return classroom courses were set up to orientate other crew members.[b]

Other problem areas which required assistance from higher headquarters were:[c]

a. The supplement to SAC Reg 50-24 was not received. The organizational structure was set up by the Base Training Flight but training could not commence until receipt of the supplement.

b. A B-1A Tail Gunnery Radar Trainer was on the base but required modification. A modification kit was recommended but was considered inadequate due to differences in systems.

BASE FLIGHT:

Base Flight aircraft flew a total of 41:05 hours during May and 308:30 hours during June. One mission was accomplished in June with no delays incurred due to airdrome conditions. One helicopter was reassigned from Loring leaving the Air Base Group only one helicopter. A review of records of base flight for May and June indicate the following air traffic arriving and departing this station:

---

a. Conversion Progress Reports for May and June, exhibits 18 & 19.
b. Conversion Progress Report for June, exhibit 19.
c. Conversion Progress Reports for May and June, exhibits 18 & 19.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | MAY | JUNE |
|---|---|---|
| Domestic Arrivals | 220 | 167 |
| Domestic Departures | 221 | 155 |
| Foreign Arrivals | 13 | 17 |
| Foreign Departures | 15 | 13 |
| Round Robin Flights | 155 | 92 |
| Local Flights | 95 | 75 |

TRAINING:

Phase II of SAC Regulation 50-7, Ground Training Program was started on 10 May 1950. Since that time 1450 airmen have completed arms qualification requirements and 850 have completed non-crew place training.[7] Training started 16 June for CBM Recovery Teams and was intended to be a continuing program of two hours per week.[8]

SECURITY:

In line with Air Force policy on the use of sentry dogs, the 42d Air Police Squadron was assigned ten dogs and their handlers on 20 May 1950.[9] The dogs were assigned to guard duty at the flight line, ammunition and gas storage areas. Since the dogs were trained to respond to only one master and are vicious, suspicious and mean a series of articles were published in the base newspaper. This series of articles were aimed at informing personnel of the dogs and what to do if ever approached by a sentry with a dog.[10]

---

7. Training Memo, Hqs Wit, 42d Gp Sq
8. AFAC
9. AF 110, 15 Mar 50, Hq 42d ABG.
10. AFBALTR, Vol IV, Numbers 60 to 70



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



DEPENDENTS EVACUATION:

A pratice evacuation was conducted on 4 June 1950. This evacuation served a two fold purpose; (1) to acquaint dependents of military personnel with the evacuation plan and (2) to test base regulation 205-11[11] and the Dependents Evacuation plan.[12] The operation proceeded smoothly with little confusion except in regards to release from school of dependent children.[13] In order to comply with the regulation and plan parents were expecting children home shortly after the sounding of the alert. School officials, however, were under the impression that children should not be released until the sounding of the actual evacuation signal. The Military Assistance Organization briefed school officials and informed them that children should be released as soon as the alert is sounded.

11. Series AFB Reg 205-11, 4 Mar 50, exhibit 20.
12. Dependents Evacuation Plan, 14 May 50, exhibit 21.
13. Critique on Dependents Evacuation for June 1950, exhibit 22.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ROSTER OF KEY PERSONNEL*

65TH AIR DIVISION

JUNE 1956

HEADQUARTERS 65TH AIR DIVISION

| | | |
|---|---|---|
| COMMANDER | WILLIAM K. MARTIN | BRIG. GENERAL |
| DIRECTOR OF PERS | JOHN P. E. DICK | COLONEL |
| DIRECTOR OF MAT | WILLIAM D. HIVER | LIEUT. COLONEL |
| DIRECTOR OF OPS | SAM L. HARR | COLONEL |

92D AIR BASE GROUP

| | | |
|---|---|---|
| COMMANDER | JAMYSON W. LEWIS | COLONEL |
| DEPUTY COMMANDER | FRED C. SIMPSON | LIEUT. COLONEL |
| BASE PERSONNEL STAFF OFFICER | WILLIAM A. CARTER | LIEUT. COLONEL |
| BASE MATERIEL STAFF OFFICER | CHATTACH E. DAVIS | LIEUT. COLONEL |
| BASE OPERATIONS STAFF OFFICER | EDWARD F. ELMORE | MAJOR |
| BASE COMPTROLLER | WILLIAM H. FAUTLOT | LIEUT. COLONEL |
| CHIEF JUDGE ADVOCATE | CARL H. PEARSON | MAJOR |
| BASE CHAPLAIN | FRANCIS J. QUINN | MAJOR |
| LOG. SERVICES STAFF OFFICER | PETER O. A. PEHAAR | MAJOR |
| DIRECTOR OF SAFETY | LEONARD LEVANTOWSKI | CAPTAIN |
| ADJUTANT | JOSEPH A. JACOBY | MAJOR |

* Roster of officers 65 AD, June 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | |
|---|---|---|
| COMDR, HQ SQ | DONALD H. SANDVIK | CAPTAIN |
| COMDR, HQ AIR POL SQ | ROBERT R. ICTE | LIEUT. COLONEL |
| COMDR, HQ INSTAL SQ | FRANK D. FURLOW | MAJOR |
| COMDR, HQ OPS SQ | JEANA O. PRICE | MAJOR |
| COMDR, HQ SUP SQ | EDWIN C. AUSIS | CAPTAIN |
| COMDR, HQ MTR VEH SQ | HARRY D. TERWILLIGER | MAJOR |
| COMDR, HQ FOOD SERV SQ | LYCURGUS E. LYONS JR | 1ST LIEUT. |
| NOMADE USAF HOSPITAL | | |
| COMMANDER | JAMES O. LANGFORD | LIEUT. COLONEL |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



BIBLIOGRAPHY

The information contained in this edition, relative to the History of the 85th Air Division was prepared and submitted under the provisions of Air Force Regulation 210-3 dated 11 March 1955.

Information was taken from the Loring AFB weekly publication, the "LINCOLNER", files of the 85th Air Division and its operating agencies, and personal interviews with key personnel of the base to compile an outline of important division activities that occured during the period covered. This outline served as the basis to the final preparation of the narrative portion of this History. Pertinent supporting documents were made available by all agencies of the Base.

Final preparation of the history concerned more extensive coverage of the above mentioned reference material. The narrative portion of the History underwent periodic checks during the preparation to insure accuracy of facts and reporting.


Official Publications

SAC GO 69, 6 Oct 54
SAC GO 10, 25 Feb 55
SAC GO 17, 15 Mar 54
SAC GO 40, 31 May 55
SAC GO 18, 21 Apr 53
85AD GO 10, 18 Jun 55
SAC MAN 20-1, Dec 54
SAC Reg 55-15, 28 Nov 55
SAC Reg 66-24, 1 Jan 55
USAF GO 38, 15 Sep 54
AF Reg 23-11, 15 Nov 54
USAF Reg 23-13 15 Nov 54
23-13A
USAF Reg 23-8, 1 Apr 54
USAF Reg 170-4, 27 Sep 55
85AD Programming Plan 1-55
USAFReg 205-11 9 May 56
Dep Evac Plan, 14 May 56
LO 114, 15 Mar 56, Hq 42d AHG

Interviews

Base Judge Advocate
Director of Comptroller
OIC Bud & Acct Div
MCOIC Property Acct Unit
Installation Engineer

Recurring Reports

B-52 Conversion Prog Rpt's
6 June and 6 July 1956
Daily Strength Rpt's
85AD Officers Monthly Analysis
31 May and 30 June 1956
Command Notebook, Figures & Map
30 Jun 56
Minutes of Staff Meetings
1 & 22 May 1956
SAC Mgt Control Rpt, 5 Jun 56
Monthly Rpt of Sup Activities
May and June 1956
Program Status Rpt's
31 May and 30 June 1956


1423

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



APPENDIX

LIST OF EXHIBITS

1. Organizational Chart
2. Roster of Officers
3. Msg fr 8 AF to 45 AD, PDM 67312
4. Ltr fr 45 AD to 8 AF, Transportation Services (Function Code 34000) Unit Manning Document Change Request.
5. Msg fr 8 AF to 45 AD, PLM 67356
6. Msg fr 8 AF to 45 AD, 67366
7. Msg fr 8 AF to 45 AD, PLM 67309
8. Daily Strength Report, 1 May 1956
9. Daily Strength Report, 30 June 1956
10. Evaluation of Division OJT Program
11. Ltr fr Gen Martin to Col Crawley
12. Extract of Management Control Report.
13. SAC Management Control Report
14. Command Notebook, "FIDDERS & WAX"
15. Program Status Report, 31 May 1956
16. Program Status Report, 30 June 1956
17. Construction Program for Summer 1956, Location Plan
18. Conversion Progress Report #7
19. Conversion Progress Report #8
20. Base Regulation 205-11, 9 May 1956
21. Dependents Evacuation Plan
22. Critique on Dependents Evacuation for June 1956
23. Photographs
    a. Armed Forces Day
    b. Long Lake
    c. Construction
    d. Construction
    e. Construction-Arrival of B-52
    f. Arrival of B-52-Sentry Dogs
    g. Sentry Dogs
    h. Beaver Dam

1424

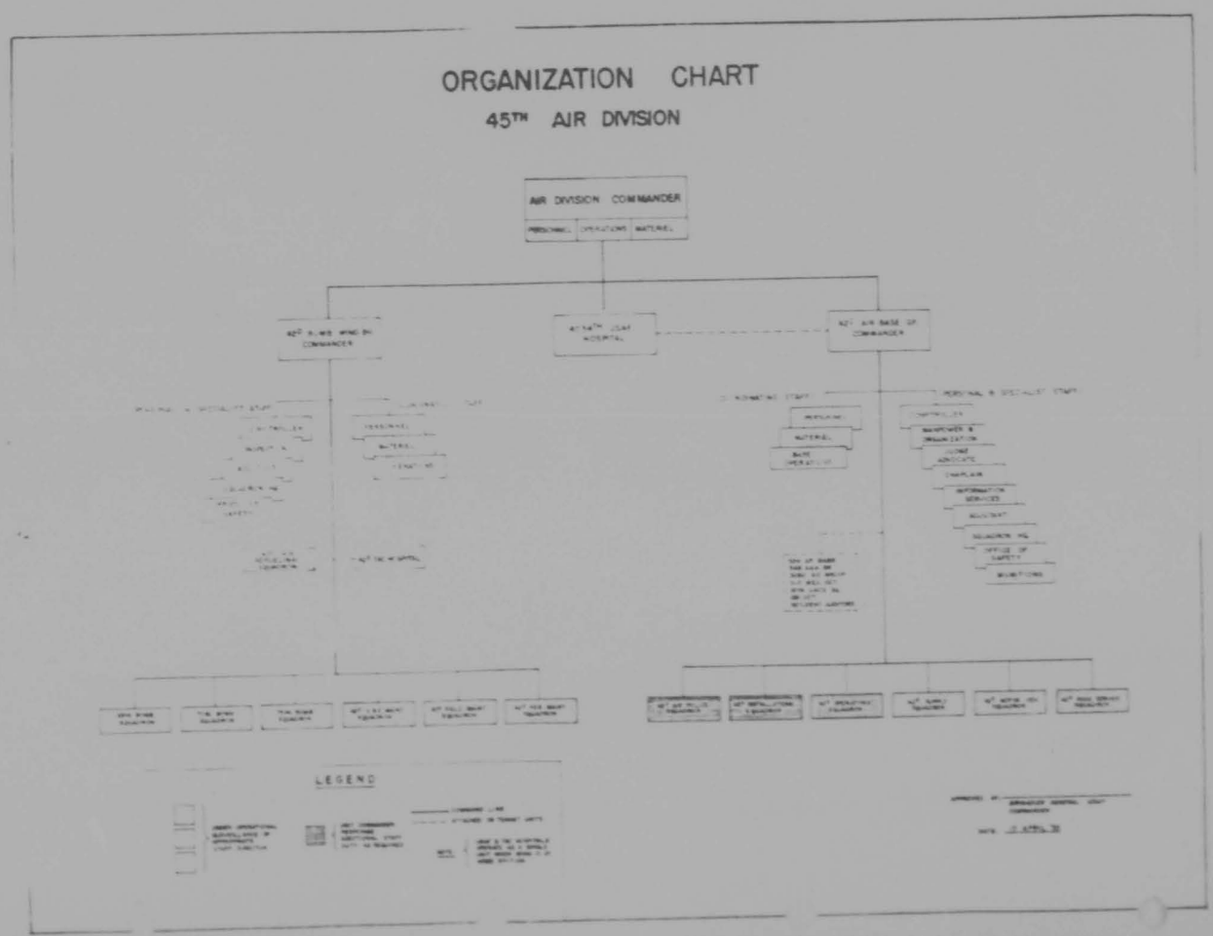
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1425

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




1426

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1629

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

150

RCS: SAF-P1

ROSTER OF OFFICERS

30 June 56

1. Number of Items Within Grade

2. Marital Status

3. Name (Last, First, Middle Initial)

4. Service Number

5. Date of Rank in Grade

6. Aircrew Data---Aeronautical Rating

P-1--Fighter Pilot, Jet
P-2--Fighter Pilot, Single Engine
P-3--Pilot, Single Engine (Other)
P-4--Pilot, AIROBSRBMBDR
P-5--Pilot, B-29 and KB-29
P-6--Pilot, B-36 and RB-36
P-7--Pilot, B-50
P-8--Pilot, B/RB-47
P-9--Pilot, B-52
P-10-Pilot, Four Engine (Other)
P-11-Pilot, Twin Engine (Other)
E--Aircraft Performance Engineer
R--AIROBSR, Radar Operator
N--AIROBSR, Navigator
B--AIROBSR, Bombardier

FOR OFFICIAL AIR FORCE BUSINESS ONLY BY MILITARY PERSONNEL SERVING ON ACTIVE DUTY.

ALL CORRECTIONS OR ADDITIONS WILL BE REPORTED TO UNIT ORDERLY ROOM BY INDIVIDUAL CONCERNED.

6. Aircrew Data - Aeronautical Rating (Con't)

NBR--AIROBSR, Navigator--Bombardier
ECM--AIROBSR, ECM Officer
U--Weapons Officer
F--Flight Surgeon
AOM--Aircraft Observer, Medical

7. Duty Assignment Title.

8. Organization to Which Assigned

9. Primary AFSC

10. Foreign Service Selection Date

11. Date Assigned to Base

12. Office Phone

13. Home Address

14. Home Phone

15. Date of Separation

1428

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRIGADIER GENERAL | | | | | | | | | | | | | | |
| 1. | M | Martin, William K. | 1697A | 31Jul55 | CP-6 | ADiv Commander | Hq 45th ADiv | 0002 | 0545 | 3Jun55 | 2948 | 2904 Tean Cir | 74199 | E-AF |
| COLONEL | | | | | | | | | | | | | | |
| 1. | M | Barr, Sam L. | 4235A | 15Apr53 | SP-10 | D/Ops | Hq 45th ADiv | 00360 | 1154 | 5Jan55 | 2174 | 34 Wells Dr | 86757 | E-AF |
| 2. | M | Dice, John B. F. | 899A | 28Jul50 | / | D/Pers | Hq 45th ADiv | 00368 | 0755 | 18Feb55 | 25141 | 37 Wells Dr | 89550 | E-AF |
| LIEUTENANT COLONEL | | | | | | | | | | | | | | |
| 1. | M | McNeely, James T. | A0351186 | 15May51 | NRR | Armnt Stf Off | Hq 45th ADiv | 1716 | 0945 | 1Apr56 | 2178 | 28 Gross Dr | 86210 | Indef |
| 2. | M | Miner, William D. | A0793946 | 10Mar51 | SP-11 | Dir of Material | Hq 45th ADiv | 4316 | 0855 | 14Aug55 | 2188 | Bldg 2001 | 84777 | Indef |
| 3. | M | Nudell, Fred W. | 5711A | 23Aug54 | / | Acft Maint St Off | Hq 45th ADiv | 4311 | 0854 | 30Oct54 | 2188 | 140 Foulois Dr | 89059 | Indef |
| MAJOR | | | | | | | | | | | | | | |
| 1. | M | Mattingly, Richard T. | A0740850 | 1Jun57 | SP-11 | Opns Stf Off | Hq 45th ADiv | 1416 | 1155 | 24Dec55 | Off TDY 105 dys at Castle AFB, Calif. R-5MCreeDtRtn18Oct56 | | | Inde |
| CAPTAIN | | | | | | | | | | | | | | |
| 1. | M | Doan, Frederick G. | A0689130 | 30Jun50 | NRR | Div Staff Chsr | Hq 45th ADiv | 1575A | 0346 | 30Aug53 | 2174 | 194 Foulois Dr | 87736 | Indef |
| 2. | M | Dorsey, Bernard F. | A0679173 | 19Dec50 | NRR | Div Staff Chsr | Hq 45th ADiv | 1575A | 0346 | 23Jul53 | 2174 | 194 Foulois Dr | 86708 | Indef |
| FIRST LIEUTENANT | | | | | | | | | | | | | | |
| 1. | S | Harrison, Michael H. Jr. | A0728574 | 13Jan53 | P-11 | Aide | Hq 45th ADiv | 1734A | 1053 | 25Nov53 | 2264 BOQ, [illegible] | | 21398 | Indef |

HEADQUARTERS 42ND AIR BASE GROUP

COLONEL

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. | M | Lewis, Jackson W. | 2116A | 19Jan51 | SP-11 | ABGp Commander | Hq 42d ABGp | 00368 | 0843 | 19Jan53 | 2191 | 39 Wells Dr | 87764 | E-AF |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LIEUTENANT COLONEL | | | | | | | | | | | | | | |
| 1. | M | Carter, William A. | 3019A | 19Oct50 | / | Base Dir of Pers | Hq AFM ABGp | 7336 | 1254 | 1Jan55 | 73144 | 37 Wells Dr | 89033 | R-AF |
| 2. | M | Davis, Shadrach M. | A0565166 | 10Mar51 | / | Dir of Material | Hq AFM ABGp | 0046D | 0754 | 14May46 | 2140 | 7117 Apt-D | 7119 | Indef |
| 3. | M | Love, Robert R. | A0715113 | 12Apr54 | / | Sr Comdr | AFM AP Sq | 7716 | 1157 | 8Apr53 | 7313 | BOQ, LAFB, Mo | 73150 | Indef |
| 4. | M | Peduignot, William R. | A0564007 | 1Jan51 | / | Gp Comptroller | Hq AFM ABGp | 0054B | 0355 | 7Apr55 | 25175 | 18 Wells Dr | 89079 | Indef |
| 5. | | Schrader, Lawrence W. | 6113A | | | | (Officer awaiting reassignment orders to Wing) | | | | | | | |
| 6. | M | Simmson, Fred C. | A0404149 | 28Aug51 | SP-11 | Dep ABGp Comdr | Hq AFM ABGp | 0066A | 1157 | 1Aug53 | 7153 | 34 Gross Dr | 89147 | Indef |
| 7. | M | Turner, John M. | A0471985 | 13May54 | SP-5 | Dir of Opns | Hq AFM ABGp | 0034F | 0156 | 18Mar56 | 36155 | BOQ, Rm 105 | 36180 | Indef |
| MAJOR | | | | | | | | | | | | | | |
| 1. | M | Allenby, Donald R. | 9673A | 15Feb51 | SP-6 | Supply Off | Hq AFM ABGp | 1435 | 0351 | 20Jan54 | 25205 | 318 Duncan Ct | 87770 | R-AF |
| 2. | M | Bekker, Peter O. E. | A0871934 | 20Apr51 | SP-11 | ISO | Hq AFM ABGp | 1731A | 0445 | 25Apr54 | 86317 | 882 Dickman Dr | 36731 | Indef |
| 3. | M | Biggs, William H. | A0439973 | 10Jan55 | / | Chaplain | Hq AFM ABGp | 7916 | 0655 | 1Jun55 | 75194 | 166 Andrews Ct | 86767 | Indef |
| 4. | M | Brice, Jeane C. | A0886050 | 5Feb51 | SP-11 | Sp Comdr | AFM Opns Sq | 1415 | 0554 | 11Jun54 | 76165 | BOQ, Apt-306 | 76384 | Indef |
| 5. | M | Fleming, Edward F. | A0709835 | 17Feb51 | SP-11 | Base Ops Off | Hq AFM ABGp | 1435 | 0155 | 9Mar55 | 76155 | 136 Foulois Dr | 89144 | Indef |
| 6. | M | Furlow, Frank D. | A01117797 | 11Apr56 | / | Instl Engineer | AFM Instl Sq | 5574 | 0450 | 17May56 | 25355 | 211 Dickman Dr | 89314 | Indef |
| 7. | M | Graves, Myron W. | A0460149 | 15Feb51 | / | Comm & Elec Off | AFM Opns Sq | 3016 | 0854 | 23Sep55 | 76165 | 15 Gross Dr | 86696 | Indef |
| 8. | M | Greene, Donald S. | A0660708 | 11Jan56 | SP-5 | BaePersSvs Off | Hq AFM ABGp | 7340 | 1155 | 20Nov55 | 73160 | 34 Cobb Dr | 89484 | Indef |
| 9. | M | Grossman, Harold W. | A0548425 | 17Aug51 | / | Base Arch Off | Hq AFM ABGp | 4430 | 0553 | 1Jan54 | 7354 | 38 Gross Dr | 86194 | Indef |
| 10. | M | Harden, Charles O. | A0563220 | 1Sep51 | / | Dtch Off | Hq AFM ABGp | 8766 | 0554 | 20Jan56 | 36345 | BOQ, LAFB, Mo | 36115 | Indef |
| 11. | M | Jacoby, Joseph H. | 10798A | 1Sep51 | SP-11 | Base Adjutant | Hq AFM ABGp | 7516 | 0459 | 4Jul55 | [illegible] | 280 Foulois Dr | 89193 | R-AF |
| 12. | M | Keller, Leon G. | A0496183 | 15Dec51 | / | Med Serve Off | [illegible] | 9004 | 1061 | 1Mar[illegible] | 76148 | [illegible] | [illegible] | Indef |

"37"



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11. | M | Pearson, Carl R. | 71996A | 17Feb55 | | Staff Judge Adv | Hq 4th A&Sq | 7814 | 0554 | 3Jun55 | 54110 | 344 Foulois Dr | 86040 | R-AF |
| 12. | S | Quinn, Francis J. | A0556644 | 1Sep51 | | Chaplain | Hq 4th A&Sq | 7914 | 0554 | 25Apr56 | 35125 | 170 Foulois Dr | 86688 | Inter |
| 13. | M | Rhodes, Edwin | 13951A | 1Jun57 | | IPR Tng Off | 4th Chrs Sq | 1554 | 0556 | 14Apr56 | 54196 | 178 Foulois Dr | 86144 | R-AF |
| 14. | S | Rosenzweig, Oscar J. | A0904356 | 8Oct55 | | Chst & Gyn | 4th USAFH&SP | 0484C | 1941 | 10Oct55 | 54161 | 800, LaFB, Ne. | 35180 | [illegible] |
| 15. | M | Russell, Lawrence F, Jr. | A0564196 | 25Feb51 | | Base Acc Off | Hq 4th A&Sq | 0414 | 0156 | 17Feb56 | 3140 | Bldg 2113Apt-C | 7118 | Inter |
| 16. | M | Slattenback, Ralph L. | A0573797 | 1Sep51 | | Dep Dir of Material | Hq 4th A&Sq | 0414 | 1053 | 14Apr53 | 44240 | 269 Dickman Dr | 86717 | Inter |
| 17. | M | Sokoll, Bronislaus M. | A0164796 | 19Jan55 | | Staff Mun Off | Hq 4th A&Sq | 1716 | 3844 | 15Sep54 | 36189 | 184 Andrews Ct | 86077 | Inter |
| 18. | M | Terwilliger, Harry D. | A0154996 | 15Feb51 | | Sq Comdr | 4th Mva Sq | 4176 | 3355 | 11Apr55 | 71375 | 850 Trenkley Ct | 87738 | Inter |
| 19. | M | Tabaretta, Warren. | 19517A | 1Jun57 | NRS | OIC, Training Fil | 4th Chrs Sq | 7916 | 3456 | 5Apr56 | 54194 | Bldg 2111 Apt-D | 86154 | R-AF |

CAPTAIN

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. | M | Annis, Edwin C. | A0747705 | 11Aug52 | | Sq Comdr | 4th Sup Sq | 6411 | 0451 | 13Apr54 | 36177 | 750 Foulois Dr | 86751 | Inter |
| 2. | M | Armstrong, Rex E. | A0756445 | 14Apr51 | F-11 | Acft Maint Off | Hq 4th A&Sq | 4341 | 0347 | 25Aug53 | 3164 | 221 Dickman Dr | 46195 | Inter |
| 3. | M | Barrios, Alfred E. | A0714606 | 1Apr51 | | Manpower Off | Hq 4th A&Sq | 7344 | 0155 | 1Feb55 | 36179 | Bldg 2178 Apt-B | 3763 | Inter |
| 4. | M | Brand, John H. | A0886541 | 15Mar50 | NRS | Safy & Plan Off | 4th Sup Sq | 1571A | 1051 | 13Aug53 | 55180 | Delaware Dr Ft | 37180 | Inter |
| 5. | M | Cappiola, Lawrence L. | A0949124 | 19Dec50 | F-11 | F & C Off | Hq 4th A&Sq | 5574 | 0854 | 21Aug54 | 3364 | 47 [illegible] Dr | 86327 | Inter |
| 6. | M | Dryden, Charles L. | A0194617 | 7Nov50 | | Comsy Off | 4th Sup Sq | 6474 | 1157 | 14Apr54 | [illegible] | 41 [illegible] Dr | 86325 | Inter |
| 7. | M | Donoghue, Robert T. | A0801347 | 4Aug51 | | AC Serv Unit Off | 4th Sup Sq | 6474 | 3555 | 24Aug55 | [illegible] | 170 Dickman Dr | [illegible] | Inter |
| 8. | M | Dwilly, Mayo H. | A0900340 | 6Nov55 | | Pediatrician | 4th USAFH&SP | 0545 | 1941 | 15Nov55 | 36179 | 190 Dickman Dr | [illegible] | [illegible] |
| 9. | M | Willet, Frank G. | A0151546 | 19Mar51 | | Base Housing Off | Hq 4th A&Sq | 7034 | 0345 | 1Apr55 | [illegible] | [illegible] Foulois Dr | [illegible] | Inter |
| 10. | M | Foster, Russell W, Jr. | A0791971 | 10Oct55 | F-11 | Ord Plant Off | 4th Chrs Sq | 3024 | 0355 | 10Oct55 | [illegible] | 41 Chrs Dr | 86140 | Inter |
| 11. | M | Gerson, William A. | A0894377 | 1Jun56 | | Dep Off Gen | 4th USAFH&SP | 0485 | 1941 | 14Nov55 | [illegible] | 161 Thomas Dr | [illegible] | [illegible] |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12. | M | Gattuso, Joseph J. | A03000409 | 7Jun55 | / | Dental Off Gen | 4034USAFHOSP | 9836 | 1341 | 20ct54 | 23117 | 196 Brookley Ct | 89494 | 0856 |
| 13. | S | Green, Irmgard; | AN3041723 | 13Mar55 | / | Phy Therapist | 4034USAFHOSP | 9735 | 1341 | 21Feb56 | 24114 | Bldg 2107 Apt-2 | 25165 | 0358 |
| 14. | M | Gilles, Clarence Jr. | A0190659 | 15Apr54 | P-3 | Air Ops Off | Hq 4th ABGp | 10744 | 0554 | 20May54 | 26155 | 100 Dickman Dr | 89489 | Indef |
| 15. | M | Hall, Charles R. | A0189415 | 25Mar52 | / | Staff Sup Off | 4th Sup Sq | 6434 | 0155 | 16Feb55 | 25178 | 373 Foulois Dr | 86431 | Indef |
| 16. | M | Hanson, Leonard F. | A0696461 | 10Mar51 | P-11 | Air Ops Off | Hq 4th ABGp | 6774 | 0154 | 8May54 | 2770 | 296 Foulois Dr | 89539 | Indef |
| 17. | M | Helms, Ray J. | A0869990 | 1Apr53 | / | OIC, Load & Hand | 4th Sup Sq | 3774 | 0645 | 25Oct55 | 24179 | 266 Foulois Dr | 86272 | Indef |
| 18. | M | Hollo, Stephen N. | A01912660 | 27May51 | / | Med Sup Off | 4034USAFHOSP | 9034 | 0854 | 7Sep54 | 23144 | 179 Andrews Ct | 87744 | Indef |
| 19. | M | Houk, John M. J. | A03043010 | 14Oct55 | / | Den Off Gen | 4034USAFHOSP | 9836 | 1341 | 14Oct54 | 23117 | 165 Foulois Dr | 89418 | 1057 |
| 20. | S | Horan, Mary J. | AN7214548 | 13Apr54 | / | Nurse Anesthetist | 4034USAFHOSP | 9744 | 1255 | 1Feb56 | 25104 | 197 Dickman Dr | 89313 | Indef |
| 21. | M | Kern, Werner K. | A01111781 | 19Dec50 | / | Chief Mun Br | 4th Sup Sq | 3774 | 0945 | 14Jan56 | 24179 | 15 Cobb Dr | 89311 | Indef |
| 22. | M | Kitt, Donald R. | A01038717 | 11Mar54 | / | Fly Kit Off | 4th Sup Sq | 6474 | 0953 | 14Sep53 | 2142 | 241 Foulois Dr | 89178 | Indef |
| 23. | M | King, Gaillane. | A0814819 | 15Mar54 | P-11 | Budget & Acct Div | Hq 4th ABGp | 6861 | 0554 | 20May54 | 25177 | 285 Dickman Dr | 86604 | Indef |
| 24. | M | Kittock, Roy T. | A0584466 | 16Jan51 | / | Mgmt Proc Off | 4th Sup Sq | 6474 | 0354 | 4Apr54 | 23174 | 271 Dickman Dr | 86132 | Indef |
| 25. | M | Lewandowski, Leonard. | A01911079 | 4Nov55 | P-3 | Dir of Safety | Hq 4th ABGp | 10744 | 0454 | 11Nov55 | 24141 | 283 Dickman Dr | 86497 | Indef |
| 26. | M | Linne, William L. | A03083747 | 18Jan55 | P-11 | Ass't Ops Off | Hq 4th ABGp | 1435 | 0654 | 7Aug54 | 24253 | 146 Andrews Ct | 87727 | Indef |
| 27. | M | Malachowsky, Martin. | 26181A | 1Jul54 | / | Med Off Gen | 4034USAFHOSP | 9336 | 1341 | 11Jul55 | 24161 | 47 Cobb Dr | 89168 | 8-27 |
| 28. | M | Martin, Walter. | A03000041 | 16Jul54 | / | Med Off Gen | 4034USAFHOSP | 9336 | 0855 | 17Aug55 | 24138 | 300, Rm-225 | 26180 | 0756 |
| 29. | M | Moron, Lamar E. | A0575941 | 17Jun53 | / | Trans Off | 4th Mes Sq | 6334 | 0556 | 17Jun56 | 24242 | 17 S.M.St, Carthon | 7681 | Indef |
| 30. | M | Nelson, Roy E. Jr. | A0585701 | 1Apr53 | / | Mgmt Anal Off | Hq 4th ABGp | 7354 | 0154 | 7Feb54 | 23177 | 164 Dickman Dr | 86481 | Indef |
| 31. | M | Petrich, William H. | A01860377 | 31Aug53 | / | Chaplain | Hq 4th ABGp | 7924 | 1752 | 11Feb53 | 25156 | [illegible] Dickman Dr | 89274 | Indef |
| 32. | M | Rappaport, Robert. | A01039867 | 19Mar54 | / | Stat Svs Off | Hq 4th ABGp | 6834 | 0354 | 21Apr54 | [illegible] | [illegible] Grant Dr | [illegible] | Indef |

***



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33. | M | Rinehart, John W. | A0590019 | 14Feb56 | / | Comm Opns Off | 4OM Opns Sq | 3034 | 1055 | 8Nov55 | 23241 | 2130 D Tenn Cir | 25143 | Indef |
| 34. | S | Roman, Lawrence F. | A01641742 | 7Mar51 | / | Off Club Sec | Hq 4OM ABGp | 3011 | 0156 | 23Feb56 | 26151 | BOQ, Rm. 217-B | 26180 | Indef |
| 35. | M | Santvig, Donald R. | A01036711 | 5Jan51 | / | Sq Comdr | Hq 4OM ABGp | 2334 | 0653 | 1Jul53 | 23184 | 172 Andrews Ct | 89188 | Indef |
| 36. | M | Sarsch, Harold J. | A03042634 | 15Jun56 | / | Den Off Gen | 4014USAFHOSP | 9826 | 1241 | 16Sep55 | 23117 | 342 Foulois Dr | 89933 | 0957 |
| 37. | M | Shea, Charles G. | A0749114 | 18May55 | SP-10 | Sq Adjutant | 4OM Instl Sq | 17340 | 0553 | 28Feb55 | 23204 | 108 Foulois Dr | 89317 | Indef |
| 38. | M | Steiner, Paul G. | A0570381 | 22Apr52 | / | Petrol Off | 4OM Sup Sq | 6424 | 0955 | 15Nov55 | 26398 | 216 Foulois Dr | 86435 | Indef |
| 39. | M | Tamalis, Raymond F. | A01869435 | 16Jan56 | / | Instl Engineer | 4OM Instl Sq | 5534 | 0156 | 26Apr56 | 23255 | 313 Foulois Dr | 86393 | Indef |
| 40. | M | Turner, Charles F. | A0668828 | 31Oct50 | XRR | Clothing Sales Off | 4OM Sup Sq | 1595F | 1155 | 17Dec55 | 23252 | 316 Duncan Ct | 89217 | Indef |
| 41. | M | Wunderlich, John H. | A01799936 | 15Apr54 | / | AF Opns Off | 4OM AF Sq | 7734 | 0654 | 14Jul54 | 24145 | 126 Andrews Ct | 86638 | Indef |
| 42. | M | Zeller, John M. | A02261811 | 10Jun55 | / | Dental Off Gen | 4014USAFHOSP | 9826 | 1241 | 16Jun54 | 23117 | 324 Brookley Ct | 86182 | 0656 |

FIRST LIEUTENANTS.

| 1. | M | Anderson, Marvin H. | A02310347 | 21May56 | / | Instl Off | 4OM Instl Sq | 8631 | 1155 | 18Nov55 | 23295 | 159 Dickman Dr | 89395 | 0558 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2. | M | Baldwin, Robert C. | 28408A | 16Mar53 | / | Ch Mil Pers Div | Hq 4OM ABGp | 7334 | 0955 | 9Oct55 | 25253 | 177 Dickman Dr | 89350 | R-AF |
| 3. | M | Brennan, James C. Jr. | A01061065 | 20Nov53 | / | Dep Base Dir of Per | Hq 4OM ABGp | 7334 | 0855 | 15Sep55 | 23184 | 14 Cross Dr | 87754 | Indef |
| 4. | M | Brethauer, Herbert A. | A02755257 | 19Aug55 | / | Chaplain | Hq 4OM ABGp | 7934 | 1241 | 17Feb56 | 25156 | 139 Dickman Dr | 87746 | 0559 |
| 5. | M | Colbath, Thomas N. | A03008570 | 9Jun56 | / | Ass't Ltg & Band | 4OM Sup Sq | 3231 | 1241 | 11Sep55 | 26108 | Apt 2123-D | 23293 | 0558 |
| 6. | M | Davis, Alan W. | A02709347 | 17Mar56 | / | Adjutant | 4OM AF Sq | 7371 | 1241 | 11Jan56 | [illegible] | Fox Rocks 34 Line | 59864 | 0957 |
| 7. | F | Delmonaco, Anna M. | AN2484377 | 29Jan56 | / | Nurse Oper Room | 4014USAFHOSP | 9734 | 1241 | 20Jan56 | 25134 | 197 Dickman Dr | 89317 | 0156 |
| 8. | M | Ellsworth, Walter V. Jr. | A02946528 | 10Oct54 | / | Legal Officer | Hq 4OM ABGp | 7334 | 1241 | 13Apr56 | [illegible] | High St. Line. | [illegible] | [illegible] |
| 9. | S | Forsyth, Marvin W. | A03014715 | 9Jun55 | / | Radio Officer | 4OM Opns Sq | 3231 | 1055 | 17Nov55 | [illegible] | [illegible] Rd. | 26180 | Indef |
| 10. | M | Franklin, Charles D. | A03095833 | 13Mar52 | / | OIC, AF Svs Store | 4OM Sup Sq | 6424 | 0854 | 18Aug54 | [illegible] | [illegible] | 23204 | Indef |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11. | M | Franklin, James G. | A02221773 | 21May54 | N | Atomic Weap Off | 42d Sup Sq | 1525A | 1251 | 4Apr56 | 25120 | 2101 Tenn Cir | 25159 | Indef |
| 12. | M | Fuerst, Lawrence W. | A03042497 | 22Jul55 | / | Den Off Gen | 4034USAFHOSP | 9826 | 1241 | 22Jul55 | 23117 | BOQ, Rm 204 | 26180 | 0757 |
| 13. | M | Gettman, Frank C. | A03000880 | 7Sep54 | / | Lab Off | 4034USAFHOSP | 9151 | 0655 | 3Jul55 | 26268 | 144 Foulois Dr | 87762 | 0957 |
| 14. | S | Glanville, Thomas E. | A03025507 | 15Sep55 | P-11 | Ass't OIC, S/B4 | Hq 42d ABGp | 1431 | 1241 | 1Jul54 | 24253 | BOQ, LAFB, Me. | 89397 | Indef |
| 15. | M | Gonzales, Norberto R. | A03009605 | 14Jun55 | / | OIC, OP Sect MunBr | 42d Sup Sq | 3271 | 1241 | 25Oct55 | 23198 | 24 Cobb Dr | 89116 | 0157 |
| 16. | S | Grenier, Edward J. Jr. | A03307966 | 29Mar56 | / | OIC, Officers Br | Hq 42d ABGp | 7324 | 1241 | 29Sep54 | 25252 | BOQ, LAFB, Me. | 26180 | 0956 |
| 17. | M | Haggard, Raymond L. | A03210792 | 21May56 | / | Info Svs Off | Hq 42d ABGp | 7221 | 1241 | 17Feb56 | 26262 | 248 Brookley Ct | 86491 | 1156 |
| 18. | S | Himonas, James Jr. | A03208939 | 9Jun56 | / | Reenl & Sep Off | Hq 42d ABGp | 7321 | 1241 | 14Oct54 | 23246 | BOQ, LAFB, Me. | 26180 | 0258 |
| 19. | S | Holland, Willis A. Jr. | A03009714 | 6Jun55 | / | Mach Acc Off | Hq 42d ABGp | 6844 | 1241 | 26Sep54 | 24157 | BOQ, LAFB, Me. | 26180 | 0956 |
| 20. | M | Horne, Elmer A. | A02222260 | 10Apr53 | N | Base Exch Off | Hq 42d ABGp | 1534P | 0456 | 31May56 | 2254 | 64 Cobb Dr | 89497 | Indef |
| 21. | M | Izuo, Richard T. | A02230125 | 26Feb54 | / | OIC, Airmens Br | Hq 42d ABGp | 7324 | 0556 | 21Mar56 | 26220 | 156 Andrews Ct | 86625 | Indef |
| 22. | S | Klapetsky, Joan M. | A03045867 | 21Jun56 | / | Gen Nurse | 4034USAFHOSP | 9754 | 1241 | | | | | 0658 |
| 23. | M | Little, Warren L. | A03010372 | 20Mar55 | / | Legal Officer | Hq 42d ABGp | 7824 | 1241 | 28Aug54 | 26110 | 176 Andrews Ct | 86461 | 0856 |
| 24. | M | Lines, Lycurgus E. Jr. | A02249233 | 26Feb54 | ECM | Sq Comdr | 42d Ed Sv Sq | 3024 | 0356 | 19Apr56 | 23248 | 294 Duncan Ct | 86369 | 1256 |
| 25. | M | Llewellyn, Stanley. | A02254884 | 9May53 | / | Chaplain | Hq 42d ABGp | 7924 | 0844 | 4Jul53 | 26253 | 374 Foulois Dr | 86441 | Indef |
| 26. | M | Meyer, Raymond J. | A03202735 | 1Jun56 | / | Den Dish Off | Hq 42d ABGp | 6771 | 1241 | 9Jan56 | 24242 | 308 Duncan Ct | 86263 | 0158 |
| 27. | S | Pennington, Samuel C.III | 28268A | 6May55 | NRR | Education Officer | 42d Cons Sq | 1525A | 1241 | 3May54 | 24196 | BOQ, LAFB, Me. | 23138 | R-AF |
| 28. | M | Reynolds, Ted M. | A03022338 | 16Jun55 | / | Heli Pilot | Hq 42d ABGp | 1334P | 1241 | 10Mar54 | 2164 | Lot 3 Car Trl Ct | 3931 | 1256 |
| 29. | M | Riccardi, Alphonse P. | A0751931 | 6Mar51 | / | Base OJT Officer | Sq 42d ABGp | 7524 | 0754 | 11Jul55 | 26217 | 171 Dickman Dr | 86427 | Indef |
| 30. | S | Rubin, Richard H. | A02248240 | 15Jan55 | / | S & A | Hq 42d ABGp | 7024 | 1241 | 15Jul54 | [illegible] | [illegible] | 23157 | [illegible] |
| 31. | S | Schatz, Graham R. | A03031100 | 21May56 | / | AP Officer | 42d AP Sq | 7224 | 1241 | [illegible] | [illegible] | BOQ, LAFB, Me. | 26180 | 1156 |

***



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32. | M | Scheiffer, Arnold. | A03030517 | 4May56 | / | Budget Officer | Hq 42d ABGp | 6881 | 1241 | 20Oct54 | 25134 | 309 Foulois Dr | 89146 | 1056 |
| 33. | S | Schersinger, Gilbert A. | A02209493 | 2Mar56 | / | OIC, Class & Test | Hq 42d ABGp | 7324 | 1241 | 11Jun56 | 23273 | BOQ, LAFB, Me. | 26180 | 0957 |
| 34. | M | Schmigle, Richard J. | A02208559 | 22Mar56 | / | Instl Off | 42d Instl Sq | 5521 | 1241 | 22Sep54 | 23295 | 112 Andrews Ct | 86247 | 0956 |
| 35. | M | Stone, Parker J. | A02207978 | 18Feb56 | P-6 | OIC, Issue & Recpt | 42d Sup Sq | 1124Q | 1241 | 26Oct55 | 25120 | BOQ, LAFB, Me. | 26180 | 0857 |
| 36. | M | Teicher, Paul. | A03034129 | 25Jul55 | / | Chaplain | Hq 42d ABGp | 7924 | 1241 | 12Oct55 | 25156 | 165 Dickman Dr | 89195 | 0757 |
| SECOND LIEUTENANTS | | | | | | | | | | | | | | |
| 1. | M | Arner, Robert S. | A03002144 | 10Feb55 | / | Optometrist | 4034USAFHOSP | 9066 | 1241 | 19Feb55 | 24165 | 240 Foulois Dr | 89569 | 0258 |
| 2. | M | Baum, Cornelius. | A03056684 | 15Jun55 | P-3 | Heli Pilot | Hq 42d ABGp | 1024A | 1241 | 13Oct55 | 24253 | BOQ, LAFB, Me. | 23138 | 0658 |
| 3. | M | Butler, Edward T. | A03008787 | 17Jun55 | / | Trans Off | 42d Mvs Sq | 6031 | 1052 | 18Nov55 | 25280 | 2116, Apt-D | 26274 | 0658 |
| 4. | M | Cantor, Richard A. | A03032771 | 14Feb55 | / | Pers Aff Off | Hq 42d ABGp | 7341 | 1241 | 14Feb55 | 23161 | 216 Brookley Ct | 89520 | 0257 |
| 5. | M | Christian, Ronald F. | A02209771 | 29Mar55 | / | Adjutant | 42d Fd Sv Sq | 7321 | 1241 | 18Nov55 | 23248 | 2118 Apt-C | | 0358 |
| 6. | S | DeLaney, William R. | A03049791 | 18Oct55 | / | OIC, Rpts & Proc | Hq 42d ABGp | 7321 | 1241 | 24Mar56 | 2200 | BOQ, LAFB, Me. | 26180 | 1058 |
| 7. | M | Dolby, Arnold E. | A03014351 | 27Apr56 | / | Legal Officer | Hq 42d ABGp | 7821 | 1241 | 27Apr56 | 25245 | 225 Dickman Dr | 89394 | 0458 |
| 8. | S | Faass, Lawrence J. | A03033428 | 15Jun55 | / | AP Officer | 42d AP Sq | 7721 | 1241 | 15Jun55 | TDY66dysPAFB,CalDtRtn29Jun56 | | | 0657 |
| 9. | | Fowler, Randall L. | A03027110 | ( [illegible] | | [illegible] | (Officer awaiting reassignment orders to Wing ) | | | | | | | |
| 10. | M | Greenamyre, Edward L. | A03008955 | 29Mar56 | / | AP Officer | 42d AP Sq | 7721 | 0155 | 1Apr56 | 2101 | 1,N.MainSt. Car | 28102 | 0958 |
| 11. | M | Hazard, Richard F. | A0303250 | 15Jun55 | / | Unit Supply Off | 42d AP Sq | 7341 | 1241 | 15Jun55 | 25297 | 250 Foulois Dr | 86239 | 0657 |
| 12. | M | Johnson, Edward V. Jr. | A03031823 | 15Jun55 | / | Info Svs Off | Hq 42d ABGp | 7321 | 1241 | 15Jun55 | 26062 | 358 Foulois Dr | 89126 | 0657 |
| 13. | S | Krieger, Jerry R. | A03026772 | 23Apr55 | / | Dep Ass't Off | Hq 42d ABGp | 7321 | 1241 | 8Oct55 | 25198 | BOQ, LAFB, Me. | 26180 | 0458 |
| 14. | M | Lally, Richard L. | A03031090 | 15Jun55 | / | Ass't Adjutant | Hq 42d ABGp | 7321 | 1241 | 15Jun55 | 2072 | 310 Foulois Dr | 89103 | 0657 |
| 15. | M | McAllister, Lawrence. | A03030235 | 14Mar55 | / | OIC, I & R Sect | 42d Sup Sq | 3251 | 1241 | 14Mar55 | 25120 | 292 Duncan Ct | 89590 | 0357 |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16. | M | Wiegers, Clarence E. | A03009412 | 9Dec55 | / | Base Confinement Off | 42d AP Sq | 7721 | 0954 | 1Apr56 | 25297 | 377 Foulois Dr | 86300 | 1258 |
| CHIEF WARRANT OFFICERS | | | | | | | | | | | | | | |
| 1. | M | Campbell, Charles D. | AW2201616 | 17Nov55 | / | Ammo Officer | 42d Sup Sq | 46100 | 0853 | 1Sep53 | 25120 | Apt A, Bldg2118 | 2167 | Indef |
| 2. | M | Johnson, Jarold A. | 953891E | 11Jan56 | / | Maint Supt | 42d Mws Sq | 47000 | 1254 | 6Jan55 | 25178 | 30 Cobb Dr | 86657 | R-AF |
| 3. | M | Mons, Thomas H. Jr. | AW2201399 | 21Dec55 | / | Fd Sv Supt | 42d Fd Sv Sq | 62000 | 0454 | 17May54 | 24108 | 477 Davidson Ct | 86664 | Indef |
| 4. | M | Tolleson, Oren N. | 951254E | 21Jan53 | / | Unit Supply Off | Hq 42d ABGp | 64100 | 0854 | 22Mar56 | 23145 | 122 Hickman Dr | 89320 | R-AF |
| WARRANT OFFICERS | | | | | | | | | | | | | | |
| 1. | M | Leyden, James T. | 952801E | 9Jun55 | / | OIC, Proc Sect | Hq 42d ABGp | 73000 | 0654 | 12Jun54 | 23273 | 29 Travis Dr | 86888 | R-AF |
| 2. | M | Van De Steeg G. R. | 954024E | 30Sep54 | / | Dep Fire Marshall | 42d Instl Sq | 57000 | 0252 | 20Sep54 | 26126 | 185 Dickman Dr | 89205 | R-AF |

OFFICER LOSSES FOR JUNE

1 June 1956 to 30 June 1956 inclusive.

| | | | | | | |
|---|---|---|---|---|---|---|
| CAPTAINS | | | | | | |
| 1. DiFrancesca, Peter A. | A03002259 | 9826 | None | Separated | | PARA 11, SO 103, HQ 45 ADIV DOS: 11 JUNE 56. |
| 2. Morton, Richard L. | A01554056 | 7024 | None | Reassigned | 2225 PERPRON | PARA 1, SO 79, amended by PARA 5, SO 101, HQ 45 ADIV EDCSA: 21 JUNE 56. |
| 3. Miltner, Terrance R. | A0590781 | 7724 | None | Reassigned | DOW AFB, MAINE. | PARA 1, SO 99, HQ 45 ADIV EDCSA: 1 JUNE 56. |
| FIRST LIEUTENANTS | | | | | | |
| 1. Newman, Allan W. | A03020269 | 6431 | None | Separated | | PARA 1, SO 99, HQ 45 ADIV DOS: 28 JUNE 56. |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

42D BOMBARDMENT WING (H) (SAC)

COLONELS

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | M | Bailey, Den W | 7564A | 1Dec51 | SP-8 | Director of Opns | HED42BOMWG | 0066C | 1154 | 21Mar56 | 2143 | BOQ 202B | 2130 | R-AF |
| 2 | M | Hillman, Donald E | 4885A | 19Jan51 | SP-9 | Wing Commander | HED42BOMWG | 0066C | 1145 | 1Jun56 | 2172 | 29 Wells | 2211 | R-AF |
| 3 | M | Swancutt, Woodrow P | 3729A | 1Aug51 | SP-9 | Deputy Wg Comdr | HED42BOMWG | 0066C | 0854 | 6Sep54 | 2195 | Bldg#2202 | 2146 | R-AF |
| 4 | M | Welke, Gerard G | 3726A | 29Mar55 | SP-10 | Dir of Material | HED42BOMWG | 0046C | 0254 | 21Apr56 | 23151 | 23 Wells Dr | 86639 | R-AF |

LIEUTENANT COLONELS

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | M | Bene, Kenneth R | 6079A | 12Aug55 | NBR | Wg Staff Obsr | HED42BOMWG | 1525A | 0450 | 3Jul53 | TDY 85 days Castle AFB Calif B-52 Tng | | 5Sep56 | R-AF |
| 2 | M | Brefft, Robert E | 14332A | 3Apr56 | SP-9 | Chief of Maint | HED42BOMWG | 0061A | 1044 | 13Jun53 | 24154 | 26 Gross Dr | 89572 | R-AF |
| 3 | M | Jelly, David C | 8196A | 15Apr53 | SP-6 | Dep Dir of Opns | HED42BOMWG | 0066A | 0549 | 1Jun53 | TDY 105 days Castle AFB Calif B-52 Tng | | 12Nov56 | R-AF |
| 4 | M | Langford, James G | 26348A | 7Jun54 | | Hosp Comdr | 42DTACHOSP | 9356C | 1053 | 20Ct54 | 25268 | 21 Wells Dr | 89045 | R-AF |
| 5 | M | Linke, George A | 6645A | 1Jun52 | SP-5 | Squadron Comdr | 42D PMS | 4316 | 0456 | 9May56 | 25157 | 210FeulsisDr | 86310 | R-AF |
| 6 | M | McElhanon, William E | 9182A | 11May54 | NBR | Chf Opns&Tng | HED42BOMWG | 1416 | 0949 | 1Jun53 | TDY85days Castle AFBCalif B-52Tng | | 21Aug56 | R-AF |
| 7 | M | Rinehart, Frank J | A0432128 | 1Aug51 | SP-5 | Wg Comptroller | HED42BOMWG | 7316 | 0450 | 10Jul53 | 26176 | 16Wells Dr | 86259 | Indef |
| 8 | M | Risher, John H | 6439A | 15Apr53 | SP-9 | Pilot B-52 | 70TH BOMRON | 0066A | 1254 | 1Jan55 | TDY 119 days Castle AFB Calif B-52 Tng | | 15Oct56 | R-AF |
| 9 | M | Scott, Robert R | A0833321 | 14Jun54 | SP-9 | Sq Comdr | 69TH BOMRON | 0066A | 0147 | 1Jun53 | 25285 | 22 Wells Dr | 89104 | Indef |
| 10 | M | Smith, Harvey N | 8584A | 20Feb51 | SP-6 | Dir of Pers | HED42BOMWG | 2516 | 0754 | 5Jul55 | 2242 | Bldg 2203 | 25164 | R-AF |
| 11 | M | Stewart, Walter C | 20639A | 20Feb51 | SP-9 | Sq Comdr | 75TH BOMRON | 0066A | 0649 | 11Mar56 | 24149 | 19 Cathy Dr | 89046 | R-AF |
| 12 | M | Stewart, Tom B | 7854A | 1Dec51 | SP-5 | Sq Comdr | 42D A&E | 1416 | 0849 | 11Dec53 | 25272 | 10 Wells Dr | 86382 | R-AF |
| 13 | M | Thomas, Ellwyn B | A01550280 | 14Feb56 | ECM | ECM Off | 70TH BOMRON | 3024 | 0256 | 1Apr56 | 26290 | 70 Dover Dr | 89436 | Indef |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAJORS

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | M Bailey, George H | A0679021 | 21Dec55 | SP-6 | Wg Spec Weap Off | HED42BOMWG | 1435 | 1244 | 21Jun53 | 24113 | 338 Duncan Ct | 86456 | Indef | |
| 2 | M Barney Robert O | 12057A | 25Jan55 | SP-9 | Acft Comdr B-52 | 75TH BOMRON | 1234A | 0747 | 1Sep53 | TDY 117 days Castle AFB Calif B-52 Tng | | 3Jul56 | R-AF | |
| 3 | M Brittian, Lloyd E | A0793979 | 15Feb51 | N | Nav KC-97 | 42D AREFS | 3016 | 1252 | 3Jan55 | 23165 | 32 Cobb Dr | 86350 | Indef | |
| 4 | M Caliendo, Lorenzo | A0683963 | 1Jun52 | SP-11 | Sq Comdr | 42D FMS | 1416 | 0454 | 9Mar54 | 24256 | 279 Dickman Dr | 86833 | Indef | |
| 5 | M Carlin, Andrew F | A0659519 | 6Jan56 | Sus | IntellPhoto | HED42BOMWG | 2044 | 0354 | 10Apr54 | 24112 | 275 Dickman Dr | 86883 | Indef | |
| 6 | M Cheever, Charles P | A0699981 | 18Jun51 | NBR | Nav B-52 | 69TH BOMRON | 1521A | 1245 | 12Apr56 | TDY85daysCastle AFB Calif B-52 Tng | | 10Aug56 | Indef | |
| 7 | M Cobb, James H | A0667259 | 25Feb55 | NBR | Nav B-52 | 75TH BOMRON | 1525B | 0552 | 17Apr56 | 2277 | 236 Brookley Ct | 86457 | Indef | |
| 8 | M Creuch, Warren B | A0791907 | 21Jan55 | P-10 | Pilot KC-97 | 42D AREFS | 3284 | 0655 | 1Jul55 | 24113 | 9 Vesta Dr,Car | 21224 | Indef | |
| 9 | M Deville, Frank M Jr | A0747581 | 8Dec55 | ECM | ECM Off | HED42BOMWG | 3024 | 0644 | 30Oct55 | TDY 140 days Keesler AFB Miss Comm Elect Crse | | 1Jun56 | Indef | |
| 10 | M Doty, Robert E | A01699335 | 1Sep51 | SP-6 | Pilot B-36 | 75TH BOMRON | 1234C | 0151 | 11Dec53 | TDY 62 days Tyndall AFB Fla Interception Cont Crse | | 25Oct56 | Indef | |
| 11 | M Edenbo, John W | 7161A | 14Dec50 | SP-9 | Sq Comdr | 70TH BOMRON | 1416 | 0551 | 10Jul55 | 25145 | 186 Andrew Ct | | R-AF | |
| 12 | M Estes, Carl A | A0810340 | 11Jun54 | P-5 | Armt StaffOff | 42D A&E | 3216 | 1048 | 12Sep55 | 25172 | 184 Feulois Dr | 86467 | Indef | |
| 13 | M Fochetti, Attilio T | 12100A | 12Oct52 | N | Nav KC-97 | 42D AREFS | 1534A | 0846 | 3Feb55 | 26288 | 131 Dickman Dr | 89414 | R-AF | |
| 14 | M Frantz, Richard E | A0667983 | 1Jun52 | SP-6 | Acft Comdr B-36 | 75TH BOMRON | 1234A | 0849 | 25Aug53 | 2277 | 112 Feulois Dr | 86203 | Indef | |
| 15 | M Furr, Richard H | A0742862 | 31Jan55 | P-10 | Acft Comdr KC-97 | 42D AREFS | 2054 | 0755 | 26Jul55 | 23165 | 212 Feulois Dr | None | Indef | |
| 16 | S Gant, James H Jr | A0660985 | 1Apr53 | NBR | IntellStaffOff | HED42BOMWG | 1525A | 0451 | 25Aug53 | 23263 | 26 High St Carlisle | 8362 | Indef | |
| 17 | M Garner, Thomas D | A0742152 | 15Feb51 | P-10 | Acft Comdr KC-97 | 42D AREFS | 7316 | 0754 | 5Jul55 | 24216 | 120 Feulois Dr | [illegible] | Indef | |
| 18 | M Gerle, William B | A07330255 | 8Feb51 | NBR | Nav B-52 | 75TH BOMRON | 1525A | 0649 | 25Apr56 | 2277 | 118 Andrew Ct | 86280 | Indef | |
| 19 | M Gregg, Jarvis R | A0725720 | 28Jan55 | SP-9 | Qual Control Off | HED42BOMWG | 1234A | 0745 | 5Jul53 | 26102 | 198 Feulois Dr | [illegible] | Indef | |
| 20 | M Hancer, Harry H | 10435A | 15Feb51 | NBR | StaffNav | 69TH BOMRON | 1525A | 0842 | 13Jun53 | 24119 | 30 Grove Dr | [illegible] | R-AF | |

2

1438

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAJOR

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | M | Harrington, Thomas E | A0752530 | 1Apr53 | NBR | Nav B-52 | 69TH BOMRON | 1525A | 0551 | 25Apr56 | 25205 | BOQ #112 | 26180 | Indef |
| 22 | M | Helms, Carl E | A0725871 | 20Jan55 | NBR | Rad Obsr B-52 | 70TH BOMRON | 1525A | 0344 | 16Aug53 | TDY 95 days Castle AFB Calif B-52 Tng | | 5Jul56 | Indef |
| 23 | M | Herne Willie M | A0559944 | 15Apr54 | SP-10 | Pilot EC-97 | 42D AREFS | 7024 | 0754 | 5May56 | BOQ#214 | | 26180 | Indef |
| 24 | M | Hubbard, Paul F | A0563361 | 1Jun52 | SP-10 | Engr Off | 42D AREFS | 1435 | 0449 | 18Jan55 | 23178 | 231 Dickman Dr | 89129 | Indef |
| 25 | M | Hume, Robert A | 11115A | 15Feb51 | SP-6 | Wing Inspecter | HED42BOMWG | 1416 | 0754 | 14Jul54 | 2266 | 36 Cobb Dr | 86397 | R-AF |
| 26 | M | Hunt, Jerry J | A0664011 | 1Sep51 | SP-6 | ChPlansBefg | HED42BOMWG | 1416 | 0649 | 22Jan54 | 26173 | 220 Foulois Dr | 89022 | Indef |
| 27 | M | Hutchison, Philip | A0725027 | 18Jun51 | NBR | Radar Obsr B-52 | 69TH BOMRON | 1525A | 0542 | 2Aug53 | TDY 85 days Castle AFB Calif B-52 Tng | | 10Aug56 | Indef |
| 28 | M | Linn, Robert F | A045570[illegible] | 13Dec55 | P-11 | Supply Off | HED42BOMWG | 6416 | 0955 | 24Sep55 | 26245 | Bldg 2120A | 2194 | Indef |
| 29 | M | Lester, Harry N | A0695752 | 15Feb51 | SP-6 | Maint Cont Off | HED42 BOMWG | 8744 | 0945 | 5Jul55 | 25224 | 344Duncan Ct | 86884 | Indef |
| 30 | M | Magrill, Arhtur E | 6416A | 6Dec51 | SP-9 | Pilot B-52 | 70TH BOMRON | 1234A | 0447 | 3Jun53 | 23268 | 11 Wells Dr | | R-AF |
| 31 | M | Mailander, Herbert A | A0515766 | 8Apr54 | SP-9 | Acft Comdr B-52 | 69TH BOMRON | 1234A | 1049 | 25Aug43 | TDY 100 days Castle AFB Calif B-52 Tng | | 1Dec56 | Indef |
| 32 | M | Malmgren, Victor P | 10263A | 6Dec51 | SP-6 | Sq Opns Off | 75TH BOMRON | 1234A | 0454 | 5Apr54 | TDY 245days Castle AFB Calif B-52 Tng | | 1Dec56 | R-AF |
| 33 | M | Manners, Philip | 21729A | 1Jun52 | | ChiefDentalDiv | 42D TACHOSP | 9816 | 0555 | 17May55 | 23117 | 44 Gross Dr | 86359 | R-AF |
| 34 | M | McCulleugh, Donald E | A0433555 | 1Apr53 | SP-6 | Acft Comdr B-36 | 69TH BOMRON | 1234A | 0250 | 2Jun53 | 25205 | 5 Rus St Caribou | 22981 | Indef |
| 35 | M | Miller, William J | A01999017 | 1Jun52 | SP-9 | Pilot B-52 | 70TH BOMRON | 1435 | 0251 | 1Jun56 | TDY105daysCastle AFB Calif B-52 Tng | | 17Nov56 | Indef |
| 36 | M | Mitchell, Frank E | A0687055 | 1Sep51 | SP-6 | Gd Tng Off | HED42BOMWG | 0061A | 0749 | 13Jun53 | 24149 | Bldg 211bApt C | 26196 | Indef |
| 37 | M | Morgan, Wayne D | 14722A | 1Apr53 | SP-9 | Acft ComdrB-52 | 75THBOMRON | 1245 | 0745 | 17Apr56 | 2277 | Bldg 211[illegible] Apt C | | R-AF |
| 38 | M | Morwood, John E | A0437807 | 8Feb51 | SP-9 | Pilot B-52 | 75TH BOMRON | 1234B | 0451 | 25Apr56 | 2277 | 13[illegible] Foulois Dr | 89480 | Indef |
| 39 | M | Mosher, Francis L | 14942 | 1Jun52 | SP-9 | Sp Opr Off | 75TH BOMRON | 1435 | 0954 | 16Oct54 | 2277 | 58 [illegible] Dr | | R-AF |
| 40 | M | Newman, Forrest D | A0865136 | 1Feb55 | E | WgStaffPerfEngr | HED42BOMWG | 4324 | 0654 | 14Jun54 | 23[illegible] | [illegible] | [illegible] | Indef |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAJORS

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | M | Nerman, Ernest M | A0750208 | 25Nov55 | NBR | Radar Obsr | 70TH BOMRON | 1525A | 0548 | 22Jun53 | TDY 95 days Calif B-52 Tng | CastleAFB | 5Jun56 | Indef |
| 42 | M | Pettigrew, Joe D | A0719495 | 8Mar51 | NBR | SqStaffObsr | 70TH BOMRON | 1525A | 0645 | 18Aug53 | 23268 | 24 Gross Dr | 86854 | Indef |
| 43 | S | Pittman, William F | A0660679 | 15Feb51 | P-10 | Sq Opns Off | 42D AREFS | 6416 | 0650 | 1Apr55 | 23165 | BOQ #223A | 23138 | Indef |
| 44 | M | Phelps, Frederick E | A0797382 | 16Jan56 | NBR | Radar Obsr B-52 | 75TH BOMRON | 1525B | 0250 | 1Jun56 | 2277 | 213 DickmanDr | 86897 | Indef |
| 45 | M | Pullen, Sydney | A02045061 | 15Feb51 | NBR | Nav B-52 | 70TH BOMRON | 1521F | 0954 | 1Apr56 | TDY 85 days Calif B-52 Tng | CastleAFB | 10Aug56 | Indef |
| 46 | M | Ritchie, Richard L | A0682511 | 22Dec55 | NBR | Nav B-36 | 70TH BOMRON | 1525A | 1055 | 10Nov55 | 23268 | 23 Gross Dr | 86338 | Indef |
| 47 | M | Senntag, Willie H | A0725369 | 1Sep51 | SP-10 | Sq Comdr | 42D AREFS | 0061A | 1254 | 1Jan55 | 24742 | 235 DickmanDr | 86618 | Indef |
| 48 | M | Streng, Jarvis A | A0430277 | 1Jun52 | SP-10 | Wg Cons Off | HED42BOMWG | 3016 | 0749 | 11May56 | 2145 | 170 AndrewCt | 86291 | Indef |
| 49 | M | Thomas, George H | A02076780 | 1Apr53 | NBR | Nav B-36 | 69TH BOMRON | 1521A | 0250 | 1Apr56 | 25205 | 12 Wells Dr | 89380 | Indef |
| 50 | M | Thorssen, Donald O | A0753949 | 4Feb55 | P-10 | Sq Acft Maint Off | 70TH BOMRON | 4344 | 0356 | 3May56 | 24190 | 146 FouleisDr | 86237 | Indef |
| 51 | M | Weber, Jack D | A0389229 | 15Dec51 | NBR | Nav B-52 | 75TH BOMRON | 1525B | 0545 | 3Jan56 | Asgd not Jd | | | Indef |
| 52 | M | Webster, Kenneth D | A02071411 | 11Apr56 | SP-10 | Acft Comdr KC-97 | 42D AREFS | 3011 | 0653 | 11Jul53 | 23165 | 4BurnsAve Caribou | 26012 | Indef |
| 53 | M | Wells, Homer B | A0800980 | 15Apr54 | SP-10 | Acft Comdr KC-97 | 42D AREFS | 12340 | 0745 | 1Mar55 | 23165 | 217DickmanDr | 89262 | Indef |
| 54 | M | Williams, John H | A0576715 | 16Nov55 | | Acft MaintStaffOff | 69TH BOMRON | 4364 | 0754 | 21Aug54 | 26260 | BOQ #225B | 26180 | Indef |
| 55 | M | Wood, William M | A0749171 | 5Nov51 | SP-10 | Operation Off | 69TH BOMRON | 0021A | 0251 | 4May53 | TDY 105 days Calif B-52 Tng | CastleAFB | 10Nov56 | Indef |
| 56 | M | Wrigglesworth, Frank | A0431335 | 15Feb51 | SP-6 | Plt B-52 | 70TH BOMRON | 7535 | 0550 | 10Jul54 | TDY 70days Calif | Castle AFB | 15Sep56 | Indef |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CAPTAINS

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. | M | Acquaviva, Onorio | A02024528 | 13May54 | NBR | Nav B-52 | 69TH BOMRON | 1521A | 1246 | 24Apr56 | TDY 85days | Castle AFB, Calif B-52 Tng | 5Sep56 | Indef |
| 2. | S | Aguilar, Carlos E | A02101859 | 1Sep51 | NBR | Rad Obsr B-52 | 69TH BOMRON | 1525A | 0551 | 14Jun53 | TDY 124 days | Castle AFB Calif B-52 Tng | 5Jul56 | Indef |
| 3. | M | Allen, Marvin L | A0523433 | 7Jan51 | SP-5 | Maint Supv | 42D FMS | 1234C | 1253 | 2Jan54 | 26260 | 375 Foulois Dr | 86361 | Indef |
| 4. | M | Allred, Laurence L | A02089059 | 13Jan55 | NBR | Rad Obsr | 70TH BOMRON | 1525F | 1055 | 10Nov55 | TDY 48days | Randolph AFB Tex | 20Jul56 | Indef |
| 5. | M | Alwine, Paul R | A0814846 | 9Apr53 | SP-9 | Plt B-52 | 69TH BOMRON | 1234A | 1241 | 10May53 | TDY 117 days | Castle AFB Calif B-52 Tng | 5Jul56 | Indef |
| 6. | M | Anastasia, Joseph J | A0781159 | 1Apr53 | SP-6 | Acft ComdrB-36 | 69TH BOMRON | 1234A | 1253 | 2Jan54 | 25205 | 248 Foulois Dr | 84023 | Indef |
| 7. | M | Archibald, BennieIII | A02023999 | 27Sep50 | NBR | Nav B-36 | 70TH BOMRON | 1525A | 1245 | 10Apr55 | 23268 | 42 Gross Dr | 89598 | Indef |
| 8. | M | Aschinger, Philip | A01909821 | 15Apr54 | P-9 | Plt B-52 | 75TH BOMRON | 1241 | 0951 | 18Apr56 | 2277 | 182 Foulois Dr | 86231 | Indef |
| 9. | M | Bade, Paul H | A0174693 | 6Oct54 | / | DeputyHeadCoulin | 2D TACHOSP | 9336 | 1041 | 6Oct54 | 24165 | 124 Foulois Dr | 86304 | 1056 |
| 10 | M | Baker, Robert O | A0887254 | 6Mar52 | P-10 | Co-PltKC-97 | 42D AREFS4 | 1644 | 0555 | 1May56 | Asg not joined | | | Indef |
| 11 | M | Bangerter, Elton F | A0709736 | 1Jun52 | SP-10 | Acft Comdr | 42D AREFS4 | 1234C | 0752 | 1Feb55 | 23165 | 233 Dickman Dr | 89429 | Indef |
| 12 | M | Barrett, Joseph M | A0674923 | 15Mar53 | SP-9 | Plt B-52 | 69TH BOMRON | 1234A | 1245 | 16Mar55 | TDY 100days | Castle AFB Calif B-52 Tng | 5Aug56 | Indef |
| 13 | M | Batson, Gerald W | 24365A | 15Feb51 | SP-6 | Acft ComdrB-52 | 70TH BOMRON | 1234B | 1245 | 20Apr56 | 25235 | 156 Foulois Dr | 89337 | R-AF |
| 14 | M | Bawden, Robert J | A0539763 | 15Apr54 | SAS | B-52 MaintFrej | HEDQ2BOMRN | 4340 | 1245 | 15Jun53 | 2,216 | 31 Gross Dr | 89008 | Indef |
| 15 | M | Beal, Ray A | A0936829 | 1Sep51 | NBR | Nav B-52 | 75TH BOMRON | 1525B | 0651 | 10May56 | 2277 | 184 Andrews Ct | 89334 | Indef |
| 16 | M | Beebe, Thomas M | A02060457 | 2Jun52 | N | Nav KC-97 | 42D AREFS4 | 1534A | 0952 | 1Mar55 | 23208 | 218 Brookley Ct | 89558 | Indef |
| 17 | M | Bellamy, Lemuel H | A0796649 | 2,Feb51 | SP-10 | Acft Comdr | 42D AREFS4 | 1234C | 0949 | 1Mar55 | 23165 | B04 # 223B | 23128 | Indef |
| 18 | M | Bennett, Donald E | A01909453 | 21Jan54 | P-10 | Acft Comdr | 42D AREFS4 | 1234C | 0942 | 16Feb55 | 23165 | 213 Dickman Dr | 89555 | Indef |
| 19 | M | Bensey, Eugene | A0712136 | 16Jan51 | NBR | Rad ObsrB-52 | 75TH BOMRON | 1525B | 0046 | 19Apr56 | 24252 | 260 Brookley Ct | 89012 | Indef |

5

1441

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CAPTAINS

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | M | Bergeron, Paul E | A0938302 | 6Jan55 | SP-6 | Plt B-36 | 70TH BOMRON | 1234A | 1241 | 18Nov54 | 23268 | 290 Foulois Dr | 89535 | Indef |
| 21 | M | Best, John R | A0685102 | 16Jan51 | NBR | Nav B-52 | 70TH BOMRON | 1521A | 0853 | 1Apr56 | TDY75daysCastleAFB,Calif50ct56 B-52 Tng | | | Indef |
| 22 | M | Bossert,Curtis L | A0702368 | 19Dec50 | NBR | Rad Obsr | 75TH BOMRON | 1525B | 0949 | 1Jun56 | 2277 | Apt C,B04 | 26180 | Indef |
| 23 | M | Boston, Joseph H | 14313A | 30Aug50 | SP-6 | Acft Comdr | 75TH BOMRON | 1234A | 0552 | 24Aug53 | 2277 | 364 Foulois Dr | 89327 | R-AF |
| 24 | M | Boudria, Russell F | A02086007 | 15Feb51 | SP-9 | Pilot B-52 | 75TH BOMRON | 1234C | 0549 | 3Jan55 | 2277 | 122 Andrews Ct | None | Indef |
| 25 | M | Brown, Bruce | A0590820 | 11Jan55 | NBR | Nav B-52 | 69TH BOMRON | 1521A | 0953 | 1Apr56 | TDY75daysCastleAFB,Calif50ct56 B-52 Tng | | | Indef |
| 26 | M | Brown, George R | A02056660 | 15Apr54 | NBR | Nav B-36 | 69TH BOMRON | 1521A | 0653 | 24Feb56 | TDY85daysCastleAFB,Calif10Aug56 B-52 Tng | | | Indef |
| 27 | M | Brown, Marvin L | 18676A | 21Oct54 | NBR | Dep DirPers | 75TH BOMRON | 1525A | 0946 | 10Apr55 | 23218 | 198 Brookley Ct | 89536 | R-AF |
| 28 | M | Brown,Thomas F | A0741960 | 1Jun52 | P-10 | OICFldManBn | 42D A&E | 3034 | 0154 | 8Jan56 | 24222 | 287 Dickman Dr | 86446 | Indef |
| 29 | M | Britton, Charles L | A0763477 | 15Feb51 | SP-9 | Acft Comdr | 70TH BOMRON | 1234A | 0150 | 29Jun53 | TDY124daysCastleAFB,Calif10Aug56 B-52 Tng | | | Indef |
| 30 | M | Burchfield,Dariel L | A0698417 | 31Oct50 | NBR | Rept&Anayl | HED42BOMWG | 1525A | 0351 | 2Jun53 | 26180 | 107 Sch St,Limestone | 5506 | Indef |
| 31 | M | Burnett, James R | A01998810 | 15Apr54 | NBR | Nav B-52 | 69TH BOMRON | 1525A | 0252 | 16Dec53 | TDY95daysCastleAFB,Calif 5Jul56 B-52 Tng | | | Indef |
| 32 | M | Campbell, Judson B | A0723285 | 1Apr53 | N | Sq StaffNav | 42D AREFSQ | 1534A | 0945 | 1Mar55 | 23208 | 46 Cobb Dr | 89412 | Indef |
| 33 | M | Card, Billie E | A02080873 | 1Jun52 | P-10 | Acft Comdr | 42D AREFSQ | 1234C | 0651 | 16Feb55 | 23165 | 72 Cobb Dr | 89457 | Indef |
| 34 | M | Carpenter,Chalmer F | A0185871 | 2Apr56 | ECM | ECM Off | 70THBOMRON | 3024 | 0953 | 13Jul55 | 23268 | 186 Foulois Dr | 89201 | Indef |
| 35 | M | Carpenter,Ray O | A0928650 | 18Feb55 | Sus | Intell Off | HED42BOMWG | 2051 | 0953 | 2Jul55 | 23173 | HowardsTrFk * | 53153 | Indef |
| 36 | M | Carpenter,Thomas B | A02088265 | 1Jun52 | NBR | Nav B-52 | 70TH BOMRON | 1525A | 0451 | 25Apr56 | 25225 | 330 Foulois Dr | None | Indef |
| 37 | M | Chalfant,Dale C | A02054053 | 11Mar52 | ECM | ECM OFF | 70TH BOMRON | 1534F | 0344 | 7Jun56 | TDY85daysCastle AFB,Calif50ct56 B-52 Tng | | | Indef |
| 38 | M | Cherer, Bernard F | A0666628 | 15Jan55 | NBR | Rad Obsr | 75TH BOMRON | 1525A | 0445 | 24Aug53 | 2277 | 198 Foulois Dr | 89189 | Indef |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CAPTAINS

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39 | M | Childs, Robert W. | A0672756 | 23Feb53 | SP-9 | Acft ComdrB-52 | 75TH BOMRON | 1234A | 0852 | 25Aug53 | TDY 100 days Castle AFB Calif | 5Aug56 | Indef |
| 40 | M | Classon, Sheldon A | A0824098 | 22Jul50 | SP-6 | Sq Eng Off | 75TH BOMRON | 1234A | 0247 | 13Jun53 | 23268 | Thompson TrPk 55911 | Indef |
| 41 | M | Cochran, Dennis H | A0713708 | 1Apr53 | SP-6 | Acft ComdrB-36 | 75TH BOMRON | 1234A | 0952 | 25Aug53 | 2277 | 298 Foulois Dr 89326 | Indef |
| 42 | M | Coffey, John B | A0757465 | 3Sep50 | NBR | Nav B-52 | 75TH BOMRON | 1525B | 0345 | 1May53 | 2277 | 238 Foulois Dr None | Indef |
| 43 | M | Collard,Wilbert J | A0801116 | 24Aug50 | ECM | ECM Off | 70TH BOMRON | 1534A | 0353 | 5Jun56 | TDY 85daysCastleAFB,Calif B-52 Tng | 50ct56 | Indef |
| 44 | M | Colgin, William P | A0816240 | 26Mar51 | SP-6 | Plt B-36 | 75TH BOMRON | 1234A | 1245 | 14Jun53 | 2277 | 190 Foulois Dr 87741 | Indef |
| 45 | M | Comeau, Ulysse A | A0685544 | 19Feb51 | NBR | Rad Obsr | 75TH BOMRON | 1521A | 0153 | 12Apr56 | 2277 | Bldg 2116,Apt B 36289 | Indef |
| 46 | S | Confer, Louis G | A0538760 | 15Feb51 | SP-9 | Acft Comdr | 70TH BOMRON | 1234A | 1151 | 2Jul53 | TDY 117 daysCastleAFB Calif B-52 Tng | 5Jul56 | Indef |
| 47 | M | Cornish, Lawrence R | A02261642 | 11Jul53 | / | Flt Surgeon | 42D TACHOSP | 9356 | 1241 | 8Jul54 | 24177 | 208 Brookley Ct 89197 | 0656 |
| 48 | M | Corroppoli, Vincent | A02090733 | 8Mar51 | NBR | Nav B-52 | 69TH BOMRON | 1525A | 0549 | 3Aug53 | TDY100daysCastleAFB,Calif B-52 Tng | 5Aug56 | Indef |
| 49 | M | Cullom, Robert F | A0828385 | 15Dec51 | SP-10 | Plt KC-97 | 42D AREFSQ | 3274 | 1249 | 18Feb56 | 118 Foulois Dr | 86251 | Indef |
| 50 | M | Curtis,Curtis | 16475A | 28Dec51 | SP-9 | Acft Comdr | 75TH BOMRON | 1245 | 0449 | 3Jun56 | 2277 | 228 Brookley Ct None | R-AF |
| 51 | M | Daniels, George E | A0772030 | 1Jun52 | NBR | Rad Obsr | 69TH BOMRON | 1525A | 0551 | 1Sep53 | TDY100daysCastleAFB,Calif B-52 Tng | 5Aug56 | Indef |
| 52 | M | Davidson, William C | A0741029 | 31Oct50 | P-9 | Acft Comdr | 75TH BOMRON | 1234B | 0848 | 18Apr56 | 2277 | #47 Caribou TrPk None | Indef |
| 53 | M | Davis, Darrell F | A0785770 | 28Jan55 | P-10 | Co-Plt KC-97 | 42DAREFS | 1234C | 1252 | 1Feb55 | 23165 | 126 Foulois Dr 89402 | Indef |
| 54 | M | Demond, Walter G | A02075597 | 8Mar51 | NBR | Nav B-52 | 69TH BOMRON | 1525A | 0449 | 25Jun53 | TDY124daysCastleAFB, Calif B-52 Tng | 50ct56 | Indef |
| 55 | M | Derringe, Ann M | AN2214400 | 13May54 | / | Nurse Gen Dy | 42D TACHOSP | 9754 | 0455 | 5May55 | 2411 | 195 Dickman Dr 89119 | Indef |
| 56 | M | Dietz, Glenn E | A0770205 | 24Jan55 | SP-9 | Plt B-52 | 75TH BOMRON | 1234A | 1241 | 1Sep53 | TDY124daysCastleAFB, Calif B-52 Tng | 5Jul56 | Indef |
| 57 | M | Dodd, Glen A | A0667264 | 4Dec50 | NBR | Nav B-52 | 75TH BOMRON | 1521A | 0752 | 8Mar56 | TDY 100 days Castle AFB, Calif B-52 Tng | 5Aug56 | Indef |
| 58 | M | Duden, Walter E | A0675569 | 15Feb51 | SP-9 | Acft Comdr | 70TH BOMRON | 1234A | 0442 | 22Jun53 | 23268 | 33 Gross Dr 89243 | Indef |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CAPTAINS

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 59 | M | Eichelberger, Bertrand | A0200036 | 25Jan56 | ECM | ECM Off | B-52 | 69TH BOMRON | 1544 | 0851 | 24Mar56 | TDY 100 days Castle AFB, Calif B-52 Tng | | 5Aug56 | Indef |
| 60 | M | Ekdahl, Wilson F | A0750559 | 15Apr54 | Sus | OIC Flt Line Maint | | 42D A&E | 3244 | 0553 | 6Jun53 | 26174 | 226 Foulois Dr | 89296 | Indef |
| 61 | M | Engelke, Carl F | A02078493 | 1Apr53 | N | Nav KC-97 | | 42D AREFSQ | 1534A | 0853 | 1Feb55 | 24252 | 50 Cobb Dr | 89448 | Indef |
| 62 | M | Ettner, Kenneth E | A02033254 | 2Mar55 | / | OIC, Off Rec | | HED42BOMWG | 7324 | 0855 | 1Aug55 | 23218 | 161 Dickman Dr | 89072 | Indef |
| 63 | M | Everette, John B | 17559A | 15Dec51 | NBR | Rad Obsr | | 70TH BOMRON | 1525A | 0351 | 19Jun53 | TDY 95 days Castle AFB, Calif B-52 Tng | | 5Jul56 | R-AF |
| 64 | M | Finan, Edith C | AN725909 | 15Feb51 | / | Nurse, Gen Dy | | 42D TACHOSP | 9754 | 1252 | 30Apr56 | 24110 | Bldg 2102, Apt 6 | 23182 | Indef |
| 65 | M | Fisher, Charles H | A02081812 | 24Jan56 | NBR | Acft Obsr | | 70TH BOMRON | 1525A | 1241 | 10Apr55 | 25106 | Colony Trk Pk | 55791 | Indef |
| 66 | M | Fisher, James H | A0753783 | 29Sep51 | P-6 | Plt B-36 | | 69TH BOMRON | 1234A | 0545 | 21Jun53 | 25205 | 312 Duncan Ct | 86496 | Indef |
| 67 | M | Ford, Jack | A02087527 | 1Mar55 | NBR | Rad Obsr B-52 | | 75TH BOMRON | 1525A | 0149 | 25Aug53 | TDY 95 days Castle AFB Calif B-52 Tng | | 5Jul56 | Indef |
| 68 | S | Frascoti, Frank P | A03042131 | 22Jul55 | / | Gen Med Off | | 42D TACHOSP | 9326 | 1241 | 23Jul55 | 26257 | BOQ 208 | 26180 | 0757 |
| 69 | M | Frye, Lee H | A0742999 | 1Apr53 | P-10 | Acft Comdr | KC-97 | 42D AREFS | 6434 | 0255 | 19Mar56 | 23165 | 110 Andrews Ct | 86658 | Indef |
| 70 | M | Gallessich, Emil F | A0743581 | 31Oct50 | NBR | Rad Obsr | | 69TH BOMRON | 1525A | 1044 | 20Jan54 | 25205 | 328 Duncan Ct | 86476 | Indef |
| 71 | M | Gish, Howard M | A03001230 | 31Oct54 | / | Chf, Out Patient Ser | | 42D TACHOSP | 9356 | 1241 | 31Oct54 | 24165 | 117 Dickman Dr | 89347 | 1056 |
| 72 | M | Gohsler, Harry R | A0824473 | 1Jun52 | SP-11 | Supply Off | | 42D PMS | 6424 | 0855 | 7Sep55 | 26216 | 12 Cobb Dr | 89268 | Indef |
| 73 | M | Grady, Raymond F | A0780256 | 15Apr54 | NBR | Sq Staff Obsr | | 75TH BOMRON | 1525A | 0545 | 25Aug53 | 25235 | 332 Foulois Dr | 86278 | Indef |
| 74 | M | Graebener, George F | A0719927 | 1Apr53 | ECM | ECM Off | | 69TH BOMRON | 1534A | 0348 | 7May56 | TDY 35 days Castle AFB, Calif B-52 Tng | | 10Aug56 | Indef |
| 75 | M | Graham, John D | A01911016 | 29Nov55 | P-10 | Acft Comdr | | 42D AREFS | 1234C | 0348 | 3Feb55 | 23165 | 221 Dickman Dr | 89505 | Indef |
| 76 | M | Gibbons, Arthur W | A02045002 | 31Oct50 | NBR | Rad Obsr | | 75TH BOMRON | 1525A | 0245 | 10May56 | 2277 | 120 Andrews Ct | None | Indef |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CAPTAINS

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 77 | M | Green, George R. Jr | A02081734 | 23Feb56 | NBR | EWM Off | 69TH BOMRON | 1521A | 1241 | 13Feb56 | 25205 | BOQ #112B | 26180 | Indef |
| 78 | M | Grundt, David L | A0944750 | 17Apr56 | E | Acft Perf Engr | 75TH BOMRON | 4324 | 1241 | 21Jun53 | 2277 | 1 Burns Ave,Caribou | 22133 | Indef |
| 79 | S | Gulas, Marcos S | A0786100 | 13May54 | P-9 | Pilot B-52 | 75TH BOMRON | 1234B | 1241 | 15Apr56 | 2277 | BOQ | 26180 | Indef |
| 80 | M | Hahn, Clyde H | A01696658 | 16Jan51 | SP-9 | SpWeap Off | 70TH BOMRON | 1435 | 0552 | 17May54 | 23268 | Howard's TrPk | 54974 | Indef |
| 81 | M | Hamm,David S | A02078368 | 1Apr53 | NBR | Nav B-52 | 75TH BOMRON | 1525B | 0747 | 24May56 | 2277 | 246 Brookley Ct | 89124 | Indef |
| 82 | M | Hart, Norman W | A0716729 | 25Feb51 | NBR | Acft Obsr | 69TH BOMRON | 1521A | 0552 | 24Jul53 | 25215 | 258 Foulois Dr | 86372 | Indef |
| 83 | M | Hartman, William | A02092397 | 31Oct55 | SP-10 | Acft ComdrKC-97 | 42D AREFS | 1234C | 0347 | 15Jan55 | 24252 | BOQ 206B | 23138 | Indef |
| 84 | M | Hedin, Carl J | A0819097 | 31Oct50 | SP-6 | Acft ComdrB-36 | 69TH BOMRON | 1234A | 0148 | 10Jun53 | 26281 | 13 Sch St,Limestone | 54762 | Indef |
| 85 | M | Hendrix,Alfred F | A0887030 | 27Nov50 | NBR | RadarPred Off | HED42BOMWG | 1525A | 0152 | 4Nov53 | 23219 | 27 Gross Dr | 87727 | Indef |
| 86 | M | Henry, Joseph R | 18413A | 15Apr54 | P-6 | OIC EBU | 42D FMS | 1234A | 0642 | 2Jun53 | 25201 | 278 Foulois Dr | 86440 | R-AF |
| 87 | M | Hentschel, James A | A0783925 | 1Apr53 | NBR | Nav B-52 | 75TH BOMRON | 1525A | 0351 | 1Sep53 | TDY95 days B-52 Tng | CastleAFB,Calif | 5Jul56 | Indef |
| 88 | S | Hewes, Frederick A | A02023014 | 1Apr53 | NBR | Nav B-36 | 69TH BOMRON | 1525A | 0450 | 11Apr55 | 25205 | BOQ 214 | 26180 | Indef |
| 89 | M | Hibbard, Leland J | A0870347 | 1Apr53 | ECM | ECM Off | 70TH BOMRON | 1531 | 1149 | 16Jun56 | TDY85days B-52 Tng | CastleAFB,Calif | 19Oct56 | Indef |
| 90 | M | Horensky, Edward J | A0943994 | 24Feb56 | / | Supply Off | 42D A&E | 6424 | 1054 | 26213 | 190 Dickman Dr | | 89437 | Indef |
| 91 | M | Horstman, William | A0720254 | 10Mar51 | SP-9 | Acft Comdr | 69TH BOMRON | 1234A | 0645 | 1Jul53 | TDY100days Calif B-52 Tng | CastleAFB, | 5Aug56 | Indef |
| 92 | M | Hudlow, Richard J | 17550A | 1Jun52 | SP-9 | Acft Comdr | 75TH BOMRON | 1245 | 0648 | 1Jun56 | 2277 | 202 Brookley Ct | 87788 | Indef |
| 93 | M | Insley, Lewis E | A0662938 | 28Mar52 | SP-6 | Plt B-36 | 70TH BOMRON | 1234A | 0345 | 1Feb55 | 23268 | Bldg 2114,Apt B | 2267 | Indef |
| 94 | M | James, Harry E | A0685057 | 15Feb51 | NBR | Radar Obsr | 75TH BOMRON | 1525A | 0451 | 24Aug54 | 2277 | 315 Foulois Dr | 86324 | Indef |
| 95 | M | Jaworek, James | A02078237 | 1Jul54 | NBR | Nav B-36 | 75TH BOMRON | 1521A | 1241 | 1Apr56 | TDY 85 days B-52 Tng | Castle AFB, Calif | 5Sep56 | Indef |
| 96 | M | Jaycox, Raymond E | A02101586 | 11Mar54 | E | Acft Perf Engr | 70TH BOMRON | 4324 | 0648 | 23Jun53 | 23268 | 65 Glenn St,Cambridge | [illegible] | Indef |

9

1445

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CAPTAINS

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 97 M | Jenkins, Richard A | A07112112 | 19Dec50 | SP-9 | Acft Comdr | 70TH BOMRON | 1435 | 1153 | 12Nov53 | TDY100daysCastleAFB, Calif B-52 Tng | | 5Aug56 | Indef |
| 98 M | Kacharos, Willie | A0550775 | 1Jun52 | E | AcftPerfEngr | 75TH BOMRON | 4324 | 1241 | 25Aug53 | 2277 | 292 Foulois Dr | 86214 | Indef |
| 99 M | Kelly, William H | A01911923 | 12Dec55 | F-9 | Pilot B-52 | 75TH BOMRON | 1231B | 0752 | 3Jun56 | 2277 | 35 Cobb Dr | 86264 | Indef |
| 100M | Kimball, Leland C | A0708155 | 15Feb51 | NBR | Radar Obsr | 70TH BOMRON | 1525A | 0446 | 3Jun53 | TDY100 daysCastleAFB, Calif B-52 Tng | | 5Aug56 | Indef |
| 101M | Kimble, James E | A01912283 | 12Mar56 | ECM | ECM OFF | 75TH BOMRON | 1534B | 1151 | 17Dec55 | TDY95daysCastleAFB, Calif B-52 Tng | | 5Jul56 | Indef |
| 102M | Kirkland, Roy E | A0706203 | 15Mar54 | SP-9 | Acft Comdr | 75TH BOMRON | 1234A | 0952 | 25Aug53 | TDY117daysCastle AFB, Calif B-52 Tng | | 31Aug56 | Indef |
| 103M | Komlenich, Peter | A0679586 | 19Dec50 | NBR | Radar Obsr | 69TH BOMRON | 1525A | 0645 | 25Jan53 | 26212 | 142 Foulois Dr | 86321 | Indef |
| 104M | Kridner, John D | A0735766 | 1Jun52 | NBR | WgBombNavSys | 75TH BOMRON | 1525A | 0751 | 21Jun53 | 24118 | 148 Foulois Dr | 86321 | Indef |
| 105M | Kurpan, Joseph | A0889903 | 15Feb51 | ECM | ECM Off | 69TH BOMRON | 3024 | 0346 | 24Jan56 | TDY95daysCastleAFB, Calif B-52 Tng | | 5Jul56 | Indef |
| 106M | Laans, William | A0708211 | 27Jul51 | NBR | Nav B-36 | 75TH BOMRON | 1521F | 0753 | 1Apr56 | 2277 | 368 Foulois Dr | 86640 | Indef |
| 107M | Lang, Edgar E | A0933702 | 1Jun52 | NBR | Rad Obsr | 69TH BOMRON | 1525A | 0448 | 16Apr55 | TDY 40 daysMather AFB, Calif | | 1Aug56 | Indef |
| 108M | Larkin, Harold J | 17078A | 1Apr55 | N | Nav KC-97 | 42D ARRFS | 1534A | 0249 | 1Feb55 | 23208 | 102 Foulois Dr | 89519 | R-AF |
| 109M | Lippy, William H | A03041644 | 8Jul55 | / | OIC AeroMedDiv | 42D TACHOSP | 9326 | 1241 | 8Jul55 | 24138 | 43 Cobb Dr | 86412 | 0757 |
| 110M | Lloyd, Ralph D | A0935568 | 1Apr53 | E | Sq Staff Engr | 75TH BOMRON | 4324 | 0648 | 13Jun53 | 2277 | Sch St, Limestone | 54761 | Indef |
| 111M | Locke, Myron D | A0945402 | 24Apr56 | E | Acft Perf Engr | 70TH BOMRON | 4324 | 1255 | 25Jan56 | 23268 | 169 Dinkman Dr | None | Indef |
| 112M | Longstreet, Allen J | 19881A | 6May54 | NBR | Nav B-36 | 70TH BOMRON | 1525A | 1241 | 18Jul52 | TDY 40days Mather AFB, Calif Rad Equip Maint Crse | | 26Jul56 | R-AF |
| 113M | Lowenstein, Alan E | A0932880 | 31Jan55 | / | Prosthodentist | 42D TACHOSP | 9356D | 1241 | 1Mar55 | 23117 | 41 Cobb Dr | 89479 | 0157 |
| 114M | Maloney, Clement M | A0936896 | 8Mar51 | SP-9 | Acft Comdr B-52 | 69TH BOMRON | 1234A | 0640 | 25Jun53 | TDY124daysCastleAFB, Calif B-52 Tng | | 30Oct56 | Indef |
| 115M | Marmott, Robert W. | A0871[illegible] | 31Dec50 | NBR | Rad Obsr | 69TH BOMRON | 1525F | 1155 | 12Dec55 | 23205 | TDY 124daysCastleAFB, Calif B-52 Tng | 30Oct56 | Indef |
| 116M | Martin, Winfred K | A0837339 | 1Sep51 | SP-9 | Flt B-52 | 70TH BOMRON | 1234A | 0149 | 2Jul53 | TDY124daysCastleAFB, Calif B-52 Tng | | 30Oct56 | Indef |
| 117M | Matthews, Joseph L | A0[illegible] | 8Feb51 | NBR | Radar Obsr | 75TH BOMRON | 1525A | 0748 | 18Apr56 | 2277 | 244 Brookley Ct | 87009 | Indef |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CAPTAINS

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 118 | M | Martin, Daniel J | A02090600 | 14Nov55 | N | Nav KC-97 | 42D AREFS | 1534A | 0852 | 1Feb55 | 23208 | 252 Brookley Ct | 89455 | Indef |
| 119 | M | Massie, Hubert W | A0590605 | 15Mar54 | NBR | Radar Obsr | 75TH BOMRON | 1521A | 1251 | 24Feb56 | TDY 75 | days CastleAFB,Calif B-52 Tng | 50ct56 | Indef |
| 120 | M | Mauro, Peter T | A0723403 | 14Jan55 | NBR | Radar Obsr | 75TH BOMRON | 1525A | 0545 | 4Sep53 | 2277 | 320 Foulois Dr | 89313 | Indef |
| 121 | M | Maushart, Ambrose | A0768825 | 7Jan55 | NBR | Nav B-52 | 75TH BOMRON | 1525A | 0445 | 10May56 | 2277 | 214 Brookley Ct | None | Indef |
| 122 | S | McCartney, Patricia | AN1912974 | 13May54 | / | Nurse Gen Dy | 42D TACHOSP | 9754 | 0455 | 14May55 | 25138 | 197 Dickman Dr | 89312 | 0657 |
| 123 | M | McCartney,Thomas A | A0799217 | 10Feb55 | SP-9 | Pilot B-52 | 69TH BOMRON | 1234A | 0745 | 10May53 | TDY100 days Calif | Castle AFB B-52 Tng | 5Aug56 | Indef |
| 124 | M | McCarthy, Paul M | A02100704 | 1Jun52 | NBR | Radar Obsr | 75TH BOMRON | 1525B | 0351 | 1Jun56 | Asg not Joined | | | Indef |
| 125 | M | McCarty, Owen H | A02024914 | 1Apr53 | N | Nav KC-97 | 42D AREFS | 1534A | 0146 | 16Feb55 | 23208 | 288 Foulois Dr | 89459 | Indef |
| 126 | S | McCarty, William F | A02059555 | 1Jun52 | SP-10 | Acft Comdr KC-97 | 42D AREFS | 1234C | 0652 | 1Mar55 | 24252 | BOQ 201 | 26180 | Indef |
| 127 | M | McDaniel, Jacque Jr | A02082713 | 8Mar51 | P-6 | Acft Comdr | 75TH BOMRON | 1234A | 0549 | 10Oct53 | 2277 | 9 Sunset St,Limestone | 55362 | Indef |
| 128 | M | McKain, Eugene E | A0820796 | 4Feb55 | P-9 | Plt B-52 | 70TH BOMRON | 1234A | 0146 | 15Jun53 | 23268 | 107 Foulois Dr | 89138 | Indef |
| 129 | M | McLain, Jim E | A0686160 | 9Mar52 | ECM | ECM Off | 69TH BOMRON | 1531 | 1054 | 1Jan56 | Asg not joined | | | Indef |
| 130 | M | Mcleod, Roy E | A0800146 | 22Jul50 | NBR | ChOpnsPlanSec | HED42BOMWG | 1525A | 0948 | 1Jun53 | 23270 | 354 Duncan Ct | 86661 | Indef |
| 131 | M | Miller, Charles V Jr | A01912378 | 31Jan55 | / | Troop Comdr | 42D TACHOSP | 9025 | 0852 | 1Feb54 | 25148 | 314 Foulois Dr | 86416 | Indef |
| 132 | M | Miller, Warren L | A0737201 | 18Nov55 | P-9 | Pilot B-52 | 75TH BOMRON | 1234B | 0845 | 1May56 | 2277 | 219 Dickman Ct | 89537 | Indef |
| 133 | M | Morris, James E | A0766334 | 31Oct50 | NBR | Radar Obsr | 75TH BOMRON | 1525A | 0251 | 3May56 | 2277 | 132 Andrews Ct | 86675 | Indef |
| 134 | M | Mulkey, Reed C | 18490A | 15Apr54 | P-6 | Plt B-36 | 69TH BOMRON | 1234A | 0652 | 21Jun53 | 25205 | 204 Foulois Dr | 86805 | R-AF |
| 135 | M | Mulligan, Melville F | A0887046 | 30Oct55 | NBR | Nav B-52 | 75TH BOMRON | 1525A | 1044 | 20Jan54 | 25235 | 256 Brookley Ct | 86237 | Indef |
| 136 | M | Munson, Gene D | A0681168 | 29Jan52 | SP-10 | Acft Comdr | 42D AREFS | 1234C | 0844 | 1Feb55 | 24252 | 258 Brookley Ct | 89134 | Indef |
| 137 | M | Neligh, Paul S | A0703646 | 31Oct50 | NBR | Rad Obsr | 70TH BOMRON | 1525F | 1255 | 25Jan56 | 23268 | BOQ 140A | 26180 | Indef |
| 138 | M | Newell, Charles J | A0675273 | 9Aug50 | SP-10 | Acft Comdr | 42D AREFS | 1234C | 0552 | 20Jan55 | 23165 | 295 Dickman Dr | 89478 | Indef |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CAPTAINS

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 139 M Nixon, Jack V | A02059575 | 1Sep51 | SP-10 | Acft Comdr | 42D AREFS | 1231C | 0851 | 25Mar55 | 23165 | 194 Dickman Dr | 89483 | Indef |
| 140 M Olive, James S | A0938895 | 1Apr55 | SP-6 | Acft Comdr | 75TH BOMRON | 1234A | 1051 | 25Aug53 | TDY105daysCastleAFB, Calif B-52 Tng | | 17Nov56 | Indef |
| 141 M O'Neal,John E | A02066381 | 15Apr54 | SP-6 | Acft Maint Off | 42D FMS | 1234A | 0246 | 25Aug53 | 2277 | 316 Foulois Dr | 86671 | Indef |
| 142 M Orth, James J | A0755400 | 26Mar51 | SP-9 | Acft Comdr B-52 | 70TH BOMRON | 1234A | 1047 | 25Jun53 | TDY 100 daysCastleAFB Calif B-52 Tng | | 86671 | Indef |
| 143 M Oyer, Calvin E | A03042457 | 6Aug55 | / | ChfMedServSect | 42D TACHOSP | 9386D | 1241 | 6Aug55 | 23205 | 192 Dickman Dr | 89119 | 0857 |
| 144 M Parrish,C.T. | A0704047 | 1Apr53 | NBR | Nav B-36 | 69TH BOMRON | 1525A | 0955 | 9Mar56 | TDY75days CastleAFB, Calif B-52 Tng | | 5Oct56 | Indef |
| 145 M Peavey,George L | A01996140 | 22Nov55 | / | Asst Acft Maint | 42D PMS | 4344 | 0645 | 22Jan55 | 24195 | 68 Cobb Dr | 89403 | Indef |
| 146 M Potter, Campbell M | 17529A | 1Apr53 | P-10 | Sq Supply Off | 42D FMS | 6424 | 0754 | 23Aug54 | 13 Cobb Dr | | 87753 | R-AF |
| 147 M Powell, William J | A0807870 | 23Feb53 | SP-6 | Pilot B-36 | 70TH BOMRON | 1234A | 0745 | 10May53 | TDY110 daysCastleAFB, Calif B-52 Tng | | 1Jul56 | Indef |
| 148 M Rattray, William A | A02089144 | 25Jan55 | P-10 | Acft Comdr | 42D AREFS | 1234C | 1241 | 1Feb55 | 23165 | 204 Brookley Ct | 89449 | Indef |
| 149 M Reidy, James B | A0791500 | 16Dec50 | SP-9 | Acft Comdr | 75TH BOMRON | 1234A | 0353 | 20Jan54 | TDY 117 daysCastleAFB Calif B-52 Tng | | 5Jul56 | Indef |
| 150 M Reiley, Philip F | 13398A | 2Jul50 | NBR | Nav B-52 | 75TH BOMRON | 1525A | 0650 | 1Jun56 | Asg not Joined | | | R-AF |
| 151 M Rice, Charles T | A02102067 | 5Mar54 | NBR | Co-ObsrB-36 | 70TH BOMRON | 1525F | 0955 | 10Nov55 | TDY85daysCastleAFB,Calif B-52 Tng | | 5Oct56 | Indef |
| 152 M Richner, Sheldon I | A0832009 | 26Jan55 | SP-9 | Pilot B-52 | 75TH BOMRON | 1234A | 0554 | 2Jul54 | TDY117 daysCastleAFB Calif B-52 Tng | | 5Jul56 | Indef |
| 153 M Ridley, Bill B | A0530079 | 1Apr53 | SP-6 | Pilot B-36 | 69TH BOMRON | 1234A | 1155 | 12Dec55 | TDY130 daysCastleAFB Calif B-52 Tng | | 5Oct56 | Indef |
| 154 S Roberts,William H | A01909525 | 26Jan55 | P-9 | Pilot B-52 | 75TH BOMRON | 1234A | 0642 | 25Aug53 | TDY124 daysCastleAFB, Calif B-52 Tng | | 5Jul56 | Indef |
| 155 M Robertson, Archibald | A0798030 | 19Dec50 | SP-10 | Acft Comdr | 42D AREFS | 3011 | 1253 | 23Feb56 | 23165 | Bldg 2110,Apt D | 23176 | Indef |
| 156 M Rolby,George A | A02102088 | 18Jun51 | NBR | Nav B-52 | 75TH BOMRON | 1521A | 0949 | 8Mar56 | TDY100daysCastleAFB Calif B-52 Tng | | 5Aug56 | Indef |
| 157 M Romeo, Albert W | A02060202 | 1Jun52 | NBR | Rad Obsr | 70TH BOMRON | 1525A | 0545 | 1Jul53 | 23268 | 330 Duncan Ct | 89164 | Indef |
| 158 M Rush, Ernest W | A0759824 | 16Jan51 | N | Sq Supp Off | 75TH BOMRON | 6424 | 0156 | 21Feb56 | 24233 | 181 Dickman Dr | 89287 | Indef |
| 159 M Rutkovitz,Daniel E | A01849044 | 29Nov55 | E | Acft Perf Engr | 69TH BOMRON | 4324 | 0143 | 24Feb56 | TDY 44 days CastleAFB, Calif Plt Fuel Mgt Crse | | 10Jul56 | Indef |
| 160 M Sandack,Victor L | A0758043 | 19Dec50 | SP-9 | Acft Comdr B-52 | 75TH BOMRON | 1234A | 0449 | 1Sep52 | TDY 124 days Castle AFB B-52 Tng | | 5Jul56 | Indef |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CAPTAINS

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 161S | Salzberg, Milton | A03000521 | 9Jun55 | / | Dental Off | 42D TACHOSP | 9826 | 1241 | 24Jul54 | 23177 | B04 | 226B | 26180 | 0756 |
| 162M | Scannell, Wallace A | 20567A | 13May54 | P-9 | Acft Comdr B-52 | 75TH BOMRON | 1234B | 0551 | 19Apr56 | 2277 | 255 | Dickman Dr | 89069 | R-AF |
| 163M | Schain, Richard J. | A03041681 | 22Jul55 | / | Gen Med Off | 42D TACHOSP | 9326 | 1241 | 22Jul55 | 26326 | 272 | Brookley Ct | 89065 | 0757 |
| 164M | Schappell, Kenneth D | A0842840 | 7Feb55 | Sus | Supp Liaa Off | HED42BOMWG | 6424 | 0454 | 14Apr54 | 23165 | 270 | Brookley Ct | 86668 | Indef |
| 165M | Schlueder, Ollie B | A01639605 | 1Mar52 | / | Sq Intell Off | HED42BOMWG | 2054 | 0855 | 25Sep55 | 23268 | Bldg | 2120 Apt C | 2275 | Indef |
| 166M | Scott, Gordon W | A03042972 | 14Aug55 | / | Chf,Surg Serv | 42D TACHOSP | 9416D | 1241 | 13Sep55 | 25104 | 152 | Foulois Dr | 89011 | 0857 |
| 167M | Schuricht, James G | A02075315 | 1Sep51 | NBR | Nav B-52 | 70TH BOMRON | 1521A | 0854 | 24Feb56 | TDY35daysCastle AFB Calif B-52 Tng | | | 10Aug56 | Indef |
| 168M | Searle, Jack R | A0712920 | 1Feb51 | NBR | Nav B-52 | 70TH BOMRON | 1521A | 0145 | 12Apr56 | TDY75daysCastleAFB, Calif B-52 Tng | | | 50ct56 | Indef |
| 169M | Shauck, William A | A0703657 | 23Nov50 | NBR | Nav B-36 | 75TH BOMRON | 1525A | 0945 | 4Sep53 | 2277 | 247 | Foulois Dr | 87792 | Indef |
| 170M | Sherry, Russell C | A0886394 | 31Oct50 | / | Acft Maint Off | 42D PMS | 4344 | 0955 | 10ct55 | 24195 | B04 | 107A | 26180 | Indef |
| 171M | Shtogren,Emil | A0746622 | 19Dec50 | NBR | Rad Obsr | 75TH BOMRON | 1525A | 0749 | 20Jan54 | 2277 | 203 | Dickman Dr | 87772 | Indef |
| 172M | Slaughter, Talmadge | A0687214 | 1Apr53 | SP-10 | Acft Comdr | 42D AREFS | 1234C | 0944 | 1Jan55 | 23165 | 277 | Dickman Dr | 89521 | Indef |
| 173S | Slevin, John W | A0679283 | 15Apr54 | ECM | ECM Off | 69TH BOMRON | 1554 | 0554 | 21Apr56 | 23165 | Asg not joined | | | Indef |
| 174M | Smith, James W | A0552377 | 1Jun52 | SP-6 | Acft Comdr | 70TH BOMRON | 1325A | 1255 | 25Jan56 | 23268 | 202 | Foulois Dr | 87755 | Indef |
| 175M | Smith, Luther E Jr | A02056042 | 15Feb51 | SP-10 | Plt KC-97 | 42D AREFS | 3044 | 0754 | 1Apr56 | 23165 | 142 | Andrews Ct | None | Indef |
| 176M | Smith, Newman T | A0551895 | 1Apr53 | SP-9 | Acft Comdr | 69TH BOMRON | 1234A | 0951 | 1Sep53 | TDY 214daysCastle AFB Calif B-52 Tng | | | 50ul56 | Indef |
| 177M | Smith, Ralph W | A0739522 | 15Apr54 | NBR | Rad Obsr B-52 | 75TH BOMRON | 1525A | 1241 | 25Aug53 | TDY 100 daysCastleAFB Calif B-52 Tng | | | 5Aug56 | Indef |
| 178S | Snyder, Myrna A | 21031A | 16Apr48 | / | Chf,NursingServ | 42D TACHOSP | 9754 | 0954 | 10Oct54 | 26257 | 191 | Dickman Dr | 89274 | R-AF |
| 179M | Southworth,James R | A0780751 | 1Apr53 | SP-10 | Acft ComdrKC-97 | 42B AREFS | 1234C | 0146 | 1Mar55 | 23165 | 281 | Dickman Dr | 89568 | Indef |
| 180M | Spearman, James H | A0823512 | 1Apr53 | SP-6 | Wg Dir Safety | HED42BOMWG | 1234A | 0845 | 25Jun53 | TDY105days,Castle AFB Calif B-52 Tng | | | 17Nov56 | Indef |
| 181M | Spencer, Thomas M | A0744099 | 1Jun52 | NBR | Nav B-36 | 70TH BOMRON | 1525F | 0156 | 25Jan56 | 23268 | B04 | 131 A | 26180 | Indef |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CAPTAINS

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 182M Stair, Manning M | 17987A | 1Apr53 | SP-9 | Pilot B-52 | 75TH BOMRON | 1245 | 0845 | 10May56 | 2277 | 346 Duncan Ct | 89368 | R-AF | |
| 183M Stickler, William C | A0555304 | 19Dec50 | SP-9 | Acft Comdr | 75TH BOMRON | 1234A | 1249 | 25Aug53 | TDY100days B-52 Tng | Castle AFB, Calif | 5Aug56 | Indef | |
| 184M Sulkowski, Joseph T | A0717116 | 19Dec50 | NBR | Radar Obsr | 75TH BOMRON | 1525A | 0749 | 1Sep53 | TDY95days B-52 Tng | Castle AFB, Calif | 5Jul56 | Indef | |
| 185M Sullivan, John H | A02065645 | 15Apr54 | NBR | Sq Staff Obsr | 69TH BOMRON | 1525A | 0147 | 4Sep53 | 25205 | 366 Foulois Dr | 86653 | Indef | |
| 186M Suprenant, Charles E | 12829A | 2Jul50 | SP-9 | Acft Comdr B-52 | 75TH BOMRON | 1245 | 0945 | 10May56 | 2277 | 18 Cobb Dr | 87748 | R-AF | |
| 187M Syfrett, Dovie B Jr | A0837748 | 19Dec50 | SP-52 | Plt B-52 | 70TH BOMRON | 1231A | 0355 | 1Apr55 | TDY110 days B-52 Tng | Castle AFB, Calif | 15Jul56 | Indef | |
| 188M Tatum, John B | A0813085 | 19Dec50 | SP-10 | Acft Comdr | 42D AREFS | 1234C | 0247 | 16Feb55 | 23165 | 32 Gross Dr | 89454 | Indef | |
| 189M Taylor, James D | A0700156 | 15Apr54 | N | Nav KC-97 | 42D AREFS | 1534A | 0354 | 1Feb55 | 26212 | 20 Cobb Dr | 89512 | Indef | |
| 190M Taylor, James D | A02071930 | 15Apr53 | NBR | Nav B-52 | 69TH BOMRON | 1534A | 0653 | 1Apr56 | TDY85days B-52 Tng | Castle AFB, Calif | 21Aug56 | Indef | |
| 191M Taylor, Richard | A0735001 | 1Apr53 | NBR | Nav B-52 | 70TH BOMRON | 1525F | 1255 | 25Jan56 | TDY100 days Calif B-52 Tng | Castle AFB, | 5Aug56 | Indef | |
| 192M Tieman, August | A0759774 | 15Feb51 | SP-6 | Pilot B-36 | 70TH BOMRON | 1324A | 1055 | 10Nov55 | TDY 180 days Operation Bootstrap | Omaha Univ | 24Jul56 | Indef | |
| 193M Townley, Robert E | A09444231 | 13May54 | NBR | Radar Obsr | 75TH BOMRON | 1525B | 0646 | 1May56 | 2277 | 207 Dickman Dr | 87708 | Indef | |
| 194M Townsley, Harold R | A01849545 | 23Jan56 | / | Flt Maint Off | 42D FMS | 4344 | 0653 | 21Jul53 | 23152 | Bldg 2114, Apt D | 25298 | Indef | |
| 195M Trant, Collie D | A02072043 | 16Feb55 | ECM | ECM Off | 70TH BOMRON | 1531 | 0753 | 16Jul56 | TDY 85days Calif B-52 Tng | Castle AFB | 19Oct56 | Indef | |
| 196M Treglia, Richard R | A02253457 | 5May53 | / | Staff Supply Off | HSD,23OMWG | 6424 | 1054 | 23Oct54 | 24156 | 293 Dickman Dr | 87705 | Indef | |
| 197M Tucci, Leon J | A0783653 | 15Mar54 | SP-9 | Acft Comdr | 70TH BOMRON | 1234A | 1054 | 1Jul53 | TDY 117 days Calif B-52 Tng | Castle AFB | 5Jul56 | Indef | |
| 198M Ulrich, Arthur J | 16494A | 22Jul50 | E | SqStaffAcftEngr | 70TH BOMRON | 4324 | 0349 | 1Jul53 | TDY44days B-52 Tng | Castle AFB, Calif | 5Aug56 | R-AF | |
| 199M Waggoner, Cecil E | A0939948 | 27Jan55 | SP-6 | Acft Comdr | 70TH BOMRON | 1234A | 1241 | 20Jun53 | 23268 | 13 Crosby Ave, Cari | 6801 | Indef | |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CAPTAINS

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 200 M | Walter, Ralph H | A0510663 | 15Feb51 | SP-10 | Acft Comdr | 42D ARRPS | 12340 | 0340 | 21Jan55 | 23165 | 136 Andrews Ct | 86473 | Indef |
| 201S | Warmflash, Bernard | A03000505 | 9Jun55 | / | Dental Off | 42D TACHOSP | 9826 | 1241 | 7Oct56 | 23117 | B04 | 26180 | 0856 |
| 202M | Warren, Foster G | 17566A | 30Mar51 | SP-9 | Acft Comdr | 69TH BOMBON | 12348 | 0551 | 25Apr56 | 25205 | Bldg 2112 | 2118 | R-AF |
| 203M | Werner, Harold B | A02077506 | 17Feb55 | NBR | Nav B-36 | 75TH BOMBON | 1521A | 1248 | 12Apr56 | 2277 | 132 Foulois Dr | 86647 | Indef |
| 204M | Whitaker, John P | A0591086 | 13May54 | NBR | Nav B-52 | 70TH BOMBON | 1521A | 1151 | 12May56 | TDY 75days B-52 Trng | CastleAFB,Calif | 30Oct56 | Indef |
| 205M | Wiederhold, Kenneth | A02092606 | 16Jan51 | P-9 | Acft Comdr | 70TH BOMBON | 1324A | 0955 | 10Nov55 | TDY130 days B-52 Trng | CastleAFB,Calif | 30Oct56 | Indef |
| 206M | Williams,Freeman J | A0190878b | 1Apr53 | SP-9 | Wg Fly SafetyOff | THED42BOMWG | 10440 | 0654 | 23142 | 108 Andrews Ct | | 87779 | Indef |
| 207M | Williamson,Willie G | 22692A | 19Dec50 | NBR | Staff Obsr | 70TH BOMBON | 1525A | 0845 | 3Jun53 | 23268 | 136 Foulois Dr | 86305 | R-AF |
| 208M | Wiseman, Abraham | A0758b1 | 1Apr53 | NBR | Nav B-52 | 70TH BOMBON | 1525A | 0444 | 1Jul53 | TDY95days B-52 Trng | CastleAFB,Calif | 30Jul56 | Indef |
| 209M | Woodward, David | A01911896 | 29Dec55 | P-10 | Acft Comdr | 42D ARRPS | 12340 | 0352 | 21Jan55 | 23165 | 223 Dickman Dr | 99523 | Indef |
| 210M | Wright, Linnwood | A0930956 | 1Apr53 | SP-9 | Acft Comdr | 75TH BOMBON | 1245 | 1250 | 1May56 | 2277 | 212 Brookley Ct | 87729 | Indef |
| 211M | Wurschinger, Frank P | A02078745 | 16Jan51 | NBR | Nav B-52 | 70TH BOMBON | 1521F | 0750 | 1Jun56 | Asg not joined | | | Indef |
| 212M | Xenakis,Stanley | A01556077 | 13May54 | ECM | ECM Off | 70TH BOMBON | 1531 | 1252 | 7May56 | TDY 100days B-52 Trng | CastleAFB,Calif | 30Sep56 | Indef |
| 213M | Yeskovich, Henry R | A02078137 | 1Jun52 | NBR | Nav B-52 | 70TH BOMBON | 1521F | 0348 | 1Jun56 | Asg not joined | | | Indef |
| 214M | Zickler, Lillian L | AN1906249 | 1Apr53 | / | Nurse Gen Dy | 42D TACHOSP | 9754 | 0954 | 22Oct54 | 24161 | 189 Dickman Dr | 86648 | Indef |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FIRST LIEUTENANTS

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 S | Jackrun, Robert K Jr | A02216359 | 17Jul53 | F-10 | Plt KC-97 | 42D ARRFS | 12340 | 1241 | 15Jan55 | 24252 | BOQ #141A | 23138 | Indef | |
| 22 S | Cole, Charles S | A03023737 | 7Apr55 | NBR | Nav B-52 | 70TH BOMRON | 1525A | 1241 | 4Apr54 | TDY | 100 days to Castle AFB Calif B-52 Trng | 5Aug56 | Indef | |
| 23 M | Gene, Ralph | A02249348 | 27Sep52 | E | Acft Perf Engr | 75TH BOMRON | 4324 | 0746 | 25Aug53 | 2277 | Seymour Johnson | 55632 | Indef | |
| 24 M | Congreve, William III | A03014207 | 27Feb55 | E | Acft Perf Engr | 70TH BOMRON | 4321 | 1241 | 10Apr55 | 23268 | 103 Dickman Dr | 86863 | 0856 | |
| 25 M | Connors, Francis J | A02221771 | 25Nov52 | ECM | ECM Officer | 70TH BOMRON | 1534A | 0247 | 19May56 | 23268 | Asgd not 26 | | Indef | |
| 26 M | Conway, James E | A03036184 | 27Feb56 | E | Acft Perf Engr | 69TH BOMRON | 4324 | 1241 | 14Apr55 | 23268 | 144 Dickman Dr | 86076 | 0857 | |
| 27 S | Coslett, Oliver C. | A03009117 | 1Apr56 | ECM | ECM Officer | 75TH BOMRON | 3021 | 1241 | 5Feb56 | TDY | to 66da Castle AFB, Calif B-52 Trng | 5Jul56 | 0358 | |
| 28 M | Craft, Jack D. | A02224327 | 23Dec56 | P-9 | Plt B-52 | 69TH BOMRON | 1234A | 1253 | 15Jan54 | TDY | 100 da Castle AFB, Calif B-52 Trng | 5Aug56 | Indef | |
| 29 M | Craft, Daniel F | A03037150 | 18May56 | N | Nav KC-97 | 42D ARRFS | 1534A | 1241 | 20Jan55 | 23268 | 187 Dickman Dr | 86474 | 1157 | |
| 30 M | Crawford, Lowell L | 27962A | 11Jun55 | NBR | Co-Obser B-36 | 69TH BOMRON | 1525A | 1241 | 1Jan54 | 25205 | 29 Cobb Dr | 86676 | B-AF | |
| 31 M | Culbreth, Walter E | A03020687 | 23Dec55 | P-10 | Co-Plt KC-97 | 42D ARRFS | 1224F | 1241 | 1Aug55 | 24252 | 35 Cobb Dr | 86856 | 0857 | |
| 32 S | Deanhardt, William J | A03023739 | 7Apr55 | NBR | Rad Obser B-36 | 69TH BOMRON | 1525A | 1241 | 15Mar54 | 25205 | BOQ #2100 | 25158 | 1056 | |
| 33 S | Debart, John A. | A03022558 | 17Feb55 | NBR | Co-Obser B-36 | 69TH BOMRON | 1525A | 0952 | 11Jan54 | 25205 | BOQ #119A | 26180 | 0856 | |
| 34 S | Delgrosse, Fausto D. | A03022559 | 17Feb55 | NBR | Co-Obser B-36 | 75TH BOMRON | 1525A | 1241 | 11Jan54 | 2277 | BOQ 2101 Apt B | 25159 | 0856 | |
| 35 S | Delmanowski, Ronald M. | A03024340 | 11Jun55 | NBR | Co-Obser B-36 | 69TH BOMRON | 1525A | 1241 | 1Jun54 | 24215 | BOQ | 26180 | 1056 | |
| 36 M | Dinse, Joseph | A01907624 | 2Apr53 | ECM | ECM Officer | 70TH BOMRON | 3024 | 0945 | 1Jun56 | TDY | to Castle AFB, Calif 90 da. B-52 Trng | 16Oct56 | Indef | |
| 37 M | Diageldein, Robert L. | A03009216 | 23Nov54 | U | Gunnery Off | 70TH BOMRON | 3244 | 1241 | 8Jul55 | 23268 | 3Estadio Ave Car | | Indef | |
| 38 M | Dooley, Joseph W. Jr. | A03020662 | 23Dec55 | P-10 | Co-Plt KC-97 | 42D ARRFSQ | 1224F | 1241 | 1Aug55 | 27165 | 21da 2105 Apt A | 23160 | 0857 | |
| 39 S | Dow, Gail M. | A03023700 | 14Apr55 | Sus | OIC Fabr Br | 42D FMSQ | 4361 | 1241 | 16Jul54 | 23207 | 45 Fabb Dr, WAFB | 87713 | 1056 | |
| 40 M | Doyle, H.B.Jr. | A03022560 | 17Feb55 | NBR | Nav B-52 | 69TH BOMRON | 1525A | 1241 | 11Jan54 | TDY | 66da Castle AFB, Calif B-52 Trng | 6Jul56 | 0857 | |
| 41 S | Earles, Lawrence E. | A03008118 | 3May56 | ECM | ECM Officer | 69TH BOMRON | 1041 | 0852 | 15Feb56 | 25205 | BOQ 202A | 26180 | 0858 | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FIRST LIEUTENANTS

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | M | Andrews, Robert W | A02235397 | 20Feb54 | | Supply Off | 42D AREFS | 6424 | 1255 | 9Jan56 | 24109 | 278 Dickman Dr | 89486 | Indef |
| 2 | S | Arnene, Edward V | A03024016 | 30Apr55 | NBR | Sq Observer | 69TH BOMRON | 1525A | 1241 | 31Mar54 | 25205 | BOQ #101A | 26180 | 1056 |
| 3 | M | Becker, George R | A03009084 | 19Nov55 | ECM | ECM Officer | 75TH BOMRON | 3021 | 0356 | 2Mar56 | TDY 75 days Castle AFB Calif B-52 Tng | | 5Oct56 | 1057 |
| 4 | S | Beisel Charles J | A03022557 | 17Feb55 | NBR | Nav B-36 | 69TH BOMRON | 1525A | 1241 | 11Jan54 | 25205 | BOQ #2100 | 25158 | 0856 |
| 5 | M | Bensen, Vernell C | A03035256 | 8Jul56 | P-10 | Co-Plt KC-97 | 42D AREFS | 1234A | 1241 | 1Mar55 | 23165 | 160 Feulois Dr | 89229 | 0757 |
| 6 | S | Biagietti, Fabio P | A02208389 | 25Mar56 | | Photo Rad Int | HED42BOMWG | 7321 | 1241 | 1Jan56 | 24112 | BOQ #202A | 26180 | 0957 |
| 7 | M | Blakely, Harold L | A03022948 | 14Mar55 | E | Acft Perf Engr | 75TH BOMRON | 4324 | 1241 | 1Jul54 | 2277 | 230 Breckly Ct | 86343 | Indef |
| 8 | M | Blackman, Lawrence A | A02225673 | 19Apr54 | ECM | ECM Officer | 75TH BOMRON | 1561 | 1241 | 21Apr56 | TDY Castle AFB Calif 70days B-52 Tng | | 4Aug56 | 0856 |
| 9 | M | Blum, Earl G | A03023330 | 2May55 | P-10 | Plt KC-97 | 42D AREFS | 1234C | 1241 | 23Jun55 | 23165 | 154 Andrews Ct | 89510 | 1156 |
| 10 | S | Bond, Richard A | A02205099 | 1Mar56 | | OIC FireConSys | 42D AAEMSQ | 3231 | 1241 | 1Jul55 | 2135 | BOQ #206B | 23138 | 0857 |
| 11 | M | Brage, Carl W | A03023736 | 7Apr55 | NBR | Nav B-52 | 75TH BOMRON | 1525A | 0250 | 18Mar54 | 2277 | 302 Feulois Dr | 89349 | Indef |
| 12 | M | Brelin, James F | A02251040 | 8Apr54 | NBR | Rad Obsr B-52 | 75TH BOMRON | 1525A | 1241 | 7Apr54 | TDY Castle AFB Calif 100 days B-52 Tng | | 5Aug56 | 0357 |
| 13 | M | Bromley, George R | A03025183 | 26Jul55 | E | Acft Perf Engr | 70TH BOMRON | 4324 | 1241 | 26Aug54 | 20288 | 40 Cobb Dr | 86354 | 0157 |
| 14 | M | Brown, William | A02252841 | 18Feb54 | ECM | ECM Officer | 69TH BOMRON | 3034 | 0855 | 3Sep55 | 25205 | 234 Breckley Ct | 86386 | 0756 |
| 15 | S | Bruce, Donald R | A03022928 | 8Mar55 | E | Acft Perf Engr | 75TH BOMRON | 4324 | 1241 | 6Jul54 | 2277 | BOQ 2100 Apt B | 26180 | 0956 |
| 16 | S | Buswell, John D Jr | A03024432 | 18Jun55 | NBR | Rad Obsr B-36 | 69TH BOMRON | 1525A | 1241 | 7Jun54 | 25205 | BOQ #124A | 26180 | 1256 |
| 17 | S | Caldwell, Kenneth A | A03025781 | 14Oct55 | F-9 | Pilot B-52 | 75TH BOMRON | 1231B | 1241 | 1*Apr56 | 2277 | BOQ #111B | 26180 | 0957 |
| 18 | S | Carter, Buddy V | A03005010 | 1Nov54 | P-10 | Co-Plt KC-97 | 42D AREFS | 1234C | 1241 | 16Feb55 | 23165 | BOQ #210B | 23138 | Indef |
| 19 | S | Carter, Lorne E | A03017612 | 18Jun55 | N | Nav KC-97 | 42D AREFS | 1534A | 1241 | 20Nov55 | 23165 | 336 Feulois Dr | 89456 | Indef |
| 20 | S | Church, Joe L | 22524A | 6Jan53 | P-9 | Plt-B-52 | 69TH BOMRON | 1234C | 0254 | 1Mar54 | TDY 100 days Castle AFB Calif B-52 Tng | | 5Aug56 | B-AF |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FIRST LIEUTENANTS

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | M | Eatinger, Robert J. | A03024350 | 11Jun55 | NBR | Co-Obsr B-36 | 70TH BOMRON | 1525A | 1241 | 1Jun54 | 23268 | 150 Andrews Ct,LAFB | 87793 | Indef |
| 43 | M | Eaton, William F. | A02252871 | 22Feb54 | ECM | ECM Officer | 69TH BOMRON | 3024 | 0256 | 24Mar56 | TDY 75da Castle AFB, Calif B-52 Trng | | 5Oct56 | Indef |
| 44 | S | Eichenberger, J.P. | A02207964 | 18Feb56 | P-10 | Co-Plt KC-97 | 42D AREFSQ | 1124Q | 1241 | 26Oct55 | 23165 | 274 Feleuis Dr | 86305 | 0857 |
| 45 | M | Elmore, Willie E. Jr. | 28681A | 17Feb55 | NBR | Rad Obsr B-52 | 69TH BOMRON | 1525A | 1241 | 11Jan54 | TDY 100da, Castle AFB, Calif B-52 Trng | | 5Aug56 | B-AF |
| 46 | M | Emersen, Barry G. | A03043016 | 22Jul55 | / | B ase Vet | 42D TACHOSP | 9921 | 1241 | 22Jul55 | 23242 | 306 Duncan Ct, LAFB | 86823 | 0757 |
| 47 | M | Ewing, Theodore G. | A03024118 | 6May55 | NBR | Co-Obsr B-36 | 75TH BOMRON | 1521A | 0442 | 3May54 | 2277 | 192 Dickman Dr,LAFB | 89251 | 1156 |
| 48 | S | Farrell, Walter J. | A03024020 | 20May55 | NBR | Co-Obsr B-36 | 69TH BOMRON | 1525A | 1241 | 1Apr54 | 25205 | BOQ #243A | 26180 | 1156 |
| 49 | S | Fleischer, Charles | A03036093 | 11Feb56 | E | Acft Perf Engr | 69TH BOMRON | 4321 | 1241 | 15Feb55 | 25205 | BOQ #244A | 26180 | 0857 |
| 50 | M | Francis, John D. | A03022554 | 24Feb55 | NBR | Acft Obsr | 70TH BOMRON | 1521A | 1154 | 14Jul54 | 23268 | 243 Dickman Dr,LAFB | 89216 | 0856 |
| 51 | M | Franz, Gerden G. | A03009352 | 26Jul55 | U | Armmt Ops Off | 69TH BOMRON | 3244 | 1241 | 16Apr54 | 23280 | 171 Feuleis Dr,LAFB | 89259 | 0157 |
| 52 | M | Fisher, Everett | A02210437 | 2May56 | N | Nav KC-97 | 42D AREFS | 1531P | 1241 | 18Mar56 | 23165 | 103 Feuleis Dr,LAFB | | 1057 |
| 53 | M | Gallup, William C | A03023931 | 4Jun55 | E | Acft Perf Engr | 70TH BOMRON | 4324 | 1241 | 6Jul54 | 23268 | 27 Cebb Dr, LAFB | 86614 | 1256 |
| 54 | M | George, Ira E | A01864973 | 19Aug53 | | Supp Off | 69TH BOMRON | 6424 | 1154 | 20Nov54 | | BOQ | 26180 | Indef |
| 55 | M | Gilmore, William B | A02222876 | 7Oct53 | ECM | ECM Off | 70TH BOMRON | 1531 | 1145 | 16Jul156 | TDY 85 days Castle AFB Calif B-52 Trng | | 5Oct56 | Indef |
| 56 | M | Gerden, Duane A | A03021314 | 1Feb56 | P-10 | Co-Pilet KC-97 | 42D AREFS | 1224P | 1241 | 11Sep55 | 23165 | 168 Feuleis Dr, LAFB | 89453 | 0757 |
| 57 | M | Graf, Miller | 28519A | 18Mar54 | E | Acft Perf Engr | 69TH BOMRON | 4324 | 1241 | 26Aug54 | 25205 | 44 Cebb Dr, LAFB | 87774 | B-AF |
| 58 | M | Gustafser, John R | A03025817 | 7Oct55 | E | Acft Perf Engr | 69TH BOMRON | 4324 | 1241 | 1Nov54 | 23268 | 348 Duncan Ct,LAFB | 89225 | 0457 |
| 59 | S | Hairsten, James R | A01854348 | 16Sep52 | | Intell Off | 70TH BOMRON | 2054 | 0654 | 13Jun54 | 23268 | BOQ # 219A | 26180 | Indef |
| 60 | S | Hanaway, Francis J | A03022562 | 17Aug53 | NBR | Radar Obsr B-36 | 70TH BOMRON | 1521A | 1241 | 11Jan54 | TDY 85 days Castle AFB Calif B-52 Trng | | 21Aug56 | Indef |
| 61 | S | Hansen, Nervel L | A03022563 | 17Feb55 | NBR | Co-Obsr B-36 | 69TH BOMRON | 1525A | 1241 | 11Jan54 | 25205 | BOQ #221A | 26180 | 0856 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FIRST LIEUTENANTS

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 S Hanzlik, Paul A | A03006256 | 16Dec54 | P-6 | Co-Pilot B-36 | 75TH BOMRON | 1231A | 1241 | 18Jan54 | 24197 | BOQ #138A | 26180 | 0656 |
| 63 M Hastings, Robert W | A03024696 | 16Jun55 | P-9 | Plt B-52 | 75TH BOMRON | 1234A | 1241 | 10Mar54 | TDY 100 days Castle AFB Calif B-52 Trng | | 5Aug56 | Indef |
| 64 S Havens, John W | A03023743 | 7Apr55 | NBR | Nav B-36 | 75TH BOMRON | 1525A | 1241 | 18Mar54 | 2277 | Bldg 2101 Apt D | 26180 | 1056 |
| 65 M Heckenderm, William | A03024351 | 11Jun55 | NBR | Nav B-52 | 70TH BOMRON | 1525A | 1241 | 1Jun54 | TDY 85 days to Castle AFB Calif B-52 Trng | | 25Sep56 | Indef |
| 66 M Hecker, Alvin A | A03025907 | 14Oct55 | P-9 | Pilot B-52 | 75TH BOMRON | 1231B | 1241 | 1Jun56 | 2277 | 237 Dickman Dr | None | Indef |
| 67 M Hersh, Harold J | A03042634 | 16Sep55 | / | Dental Officer | 42D TACHOSP | 9826 | 1241 | 16Sep55 | 23117 | 342 Feuleis Dr | 89433 | 0957 |
| 68 M Highfield, Eugene R | A02237429 | 31Mar54 | NBR | Radar Obsr B-36 | 75TH BOMRON | 1525A | 1241 | 15Dec53 | 2277 | 336 Duncan Ct | 89236 | 1156 |
| 69 M Helman, Frank B | A03021848 | 1Feb55 | P-6 | Pilot B-36 | 69TH BOMRON | 1435 | 1241 | 4Dec53 | 25205 | 356 Feuleis Dr | 89252 | 0756 |
| 70 S Hughes, Alice A | AN2242897 | 27May56 | / | Nurse, Gen Dy | 42D TACHOSP | 9754 | 1241 | 21Nov54 | 23236 | 199 Dickman Dr | 89366 | 1156 |
| 71 M Isele, Thomas A Jr | A03022564 | 17Feb55 | NBR | Nav B-36 | 75TH BOMRON | 1525A | 1241 | 11Jan54 | 2277 | 148 Andrews Ct | 89030 | 0856 |
| 72 M Jenkins, Alva C | A0226467 | 19Jun54 | P-6 | Co-Plt B-36 | 70TH BOMRON | 1231A | 0654 | 1Jun54 | TDY 98 days Maxwell AFB Sq Off Crse | | | 1056 |
| 73 S Johnson, Arden L | A03031639 | 29Apr56 | / | Intell Off | HED42BOMWG | 2051 | 1241 | 29Aug55 | 23173 | BOQ #222A | 23138 | 1056 |
| 74 M Johnson, Donald D | A02230365 | 8Mar54 | P-6 | Pilot B-36 | 70TH BOMRON | 1234A | 1255 | 25Jan56 | 23268 | 274 Brookly Ct | | Indef |
| 75 M Jordan, Donald L | A02252998 | 22Apr54 | ECM | ECM Off | 75TH BOMRON | 3024 | 1241 | 14Mar54 | 2277 | 288 Duncan Ct | 86602 | 0357 |
| 76 M Jerden, John S | A0940164 | 22Nov52 | E | Acft Perf Engr | 75TH BOMRON | 4324 | 0349 | 5Jul53 | 2277 | 162 Feuleis Dr | 86626 | Indef |
| 77 M Kamm, Richard W | A03036615 | 1Apr56 | E | Acft Perf Engr | 69TH BOMRON | 4321 | 0252 | 12Sep55 | 25205 | 250 Feuleis Dr | 89015 | 0957 |
| 78 M Joyner, Donald | A03024237 | 25May55 | NBR | Nav B-36 | 75TH BOMRON | 1525A | 1241 | 17May54 | 25235 | 31 Cobb Dr | 97794 | 1156 |
| 79 M Kelsay, Richard R | A030233316 | 2May55 | P-6 | Plt B-36 | 75TH BOMRON | 1231A | 0147 | 20Feb54 | 2277 | 158 Andrews Ct | 86289 | 1156 |
| 80 M Kergesien, Phil J | 25141A | 2Dec54 | ECM | ECM Off | 75TH BOMRON | 3051 | 1241 | 16Apr56 | 2277 | 301 Dickman Dr | | R-AF |
| 81 M Knapp, Robert R | A03024353 | 11Jun55 | NBR | Co-Obsr B-36 | 70TH BOMRON | 1525A | 1241 | 1Jun54 | 23268 | 169 Feuleis Dr | 97773 | 1256 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FIRST LIEUTENANTS

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82 | M | Kruest, Smauel A | A02101447 | 3Feb54 | E | Acft Perf Engr | 70TH BOMRON | 4324 | 1241 | 13Aug53 | 23268 | 260 Feuleis Dr | 89202 | Indef |
| 83 | S | Kuethe, Dale E | A02223949 | 4Dec53 | P-10 | Pilot KC-97 | 42D AREFS | 1234C | 1241 | 20Jan55 | 23208 | BOQ #215B | 23138 | 1057 |
| 84 | S | Larsen, Norman W | A03024121 | 6May55 | NBR | Co-Obsr B-36 | 69TH BOMRON | 1525A | 1241 | 7May54 | 25205 | BOQ #125A | 23138 | 1056 |
| 85 | S | LaRuffa, August J | A03034360 | 2Dec55 | E | Acft Perf Engr | 69TH BOMRON | 4324 | 1241 | 26Dec54 | 23268 | BOQ #102A | 26180 | 0657 |
| 86 | S | Larsen, Andres P | 24627A | 31Mar54 | NBR | Bnd Obsr B-52 | 70TH BOMRON | 1525A | 1241 | 16Dec53 | TDY 100 days to Castle AFB Calif B-52 Tng | | 5Aug56 | R-AF |
| 87 | S | Lehman, Eugene H | A02249232 | 12Mar54 | ECM | ECM Off | 70TH BOMRON | 3034 | 0256 | 18Mar56 | 23268 | BOQ 4212A | 26180 | Indef |
| 88 | M | Lehman, John H | A03036189 | 27Feb56 | E | Acft Perf Engr | 69TH BOMRON | 4321 | 0152 | 14Apr55 | 12 Gress Dr | | 87797 | 0857 |
| 89 | S | Leja, Joseph C T | A03000107 | 12Sep55 | / | OIC Pharmacy | 42D TACHOSP | 9031 | 1241 | 6Aug54 | 24102 | BOQ #110A | 23138 | 0357 |
| 90 | M | Lesser, David A | A03021804 | 1Feb55 | P-11 | Spec Weap Off | 75TH BOMRON | 1435 | 1241 | 1May55 | 24130 | 248 Feuleis Dr | 86605 | 0756 |
| 91 | M | Lee, Joseph | A0938257 | 9Mar53 | ECM | Officer | 75TH BOMRON | 1531 | 0852 | 11Mar56 | TDY 100 days Castle AFB Calif B-52 Tng | | 5Jul56 | Indef |
| 92 | M | Lenz, Richard A | A0225099 | 30Mar54 | P-10 | Pers Equip Off | 42D AREFS | 1234C | 1241 | 1Jan55 | 25112 | 350 Duncan Ct | 86459 | Indef |
| 93 | S | Little, John C | A02204426 | 21Jan56 | P-6 | Co-Plt B-36 | 69TH BOMRON | 1124Q | 1241 | 10Sep55 | 24205 | BOQ #108A | 26180 | 0757 |
| 94 | M | Little, Richard W | A03008608 | 9Jun56 | / | Intell Photo Off | HED42BOMWG | 2051 | 1241 | 7Sep55 | 24112 | 113 Dickman Dr | 96400 | 1257 |
| 95 | M | Loveland, Thomas C | A01905861 | 19Sep52 | E | Acft Perf Engr | 70TH BOMRON | 4324 | 0944 | 4Jul53 | 23268 | 101 Feuleis Dr | 87786 | Indef |
| 96 | M | Lundquist, Bruce F | A02207091 | 14Jun56 | / | Sq Commandant | HED42BOMWG | 7321 | 1241 | 11Nov55 | 25118 | Bldg 2106A | 26251 | 0158 |
| 97 | S | Madden, Donald J | A03009434 | 26Jul55 | ECM | ECM Off B-52 | 75TH BOMRON | 3024N | 1241 | 16Apr56 | 2277 | BOQ #115 | 26180 | 0157 |
| 98 | M | Madisen, Selemen | 22479A | 22Dec52 | P-10 | Co-Pilot KC-97 | 42D AREFS | 1234C | 0946 | 16Feb55 | 23165 | 3157 AdamsTrPkCar. | 53157 | R-AF |
| 99 | S | Malley, Hubert | A02220237 | 23Mar54 | NBR | Bnd Obsr B-36 | 70TH BOMRON | 1521A | 1241 | 10Apr55 | 23268 | 147 Dickman Dr | 89277 | 0457 |
| 100 | M | Markalenis, Vince | A03035068 | 30Dec55 | E | Acft Perf Engr | 75TH BOMRON | 4324 | 1241 | 15Feb55 | 2277 | 10 Gress Dr | 89471 | Indef |
| 101 | M | Markham, Albert J | A0943618 | 17Feb54 | P-10 | Co-Plt KC-97 | 42D AREFS | 1234C | 0546 | 3Feb55 | 23165 | 207 Dickman Dr | 89547 | Indef |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FIRST LIEUTENANTS

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 102M | Marrs, Robert J Jr. | A03024240 | 25May55 | NHR | Co-Obsr B-36 | 70TH BOMRON | 1525A | 1241 | 17May54 | 23268 | 33 Cobb Dr | 8667 | 1156 |
| 103M | Mattimore, Robert A Jr. | A03024240 | 15Jul55 | E | Acft Perf Engr | 69TH BOMRON | 4324 | 1241 | 1Aug54 | 23268 | 123 Dickman Dr | 86285 | 0157 |
| 104M | Maynard, Cyril D | A02248861 | 4Dec53 | E | AcftPerf Engr | 75TH BOMRON | 4324 | 0346 | 1Sep53 | 2277 | 358 Duncan Ct | 89110 | Indef |
| 105S | Mauri, William P | A03025823 | 7Oct55 | E | Acft Perf Engr | 70TH BOMRON | 4321 | 1241 | 14Oct54 | 23268 | 13 Gross Dr | 26180 | 0457 |
| 106M | McDonough, John P | 28430A | 4Sep53 | P-10 | Acft Comdr KC-97 | 42D ARKFS | 1234C | 0342 | 1Feb55 | 23165 | 209 Dickman Dr | 89493 | R-AF |
| 107M | McEvoy, John A | A03021724 | 1Feb55 | P-6 | Pers Equip Off | 70TH BOMRON | 1435 | 1241 | 4Dec53 | 23268 | 366 Dickman Dr | 86452 | 0756 |
| 108S | McGowan, Martin P | A02253001 | 18Apr54 | ECM | ECM Off B-52 | 75TH BOMRON | 3024 | 0342 | 16Apr56 | TDY 100 days Castle AFB Calif B-52 Trng | | 5Aug56 | 0357 |
| 109S | McGrath, David F | A03023525 | 29Mar55 | E | Acft Perf Engr | 69TH BOMRON | 4324 | 1241 | 11Apr54 | 25205 | BOQ #227A | 26180 | 0956 |
| 110S | McKaig, Robert L | A03034361 | 2Dec55 | E | Acft Perf Engr | 69TH BOMRON | 4324 | 1241 | 26Dec54 | 25205 | BOQ # 135A | 26180 | 0657 |
| 111S | McVay, James W | A030323526 | 29Mar55 | E | Acft Perf Engr | 69TH BOMRON | 4324 | 1246 | 11Apr54 | 25295 | 352 Feulois Dr | 86430 | 0956 |
| 112M | McCloskey, Paul J | A03024022 | 30Apr55 | NHR | Nav B-36 | 75TH BOMRON | 1521A | 1241 | 1Apr54 | 2277 | 259 Dickman Dr | 89597 | 1056 |
| 113S | McMahon, Thomas H | A03024342 | 4Jun55 | NHR | Co-Obsr B-36 | 69TH BOMRON | 1525A | 0548 | 22Jun54 | 25205 | Bldg 2100 Apt A | 26297 | 1256 |
| 114M | McManus Charles D | A02220262 | 12Mar54 | NHR | Nav B-52 | 70TH BOMRON | 1525A | 0646 | 11Jan54 | TDY 95 days Castle AFB Calif B-52 Trng | | 5Jul56 | Indef |
| 115S | Medeiros, Lionel R | A03022566 | 17Feb55 | NHR | Nav B-36 | 69TH BOMRON | 1525A | 1241 | 4Apr54 | 25205 | BOQ #242A | 26180 | 0856 |
| 116S | Mikulski, Walter J | A03023771 | 23Apr55 | E | Acft Perf Engr | 69TH BOMRON | 4324 | 1241 | 6Jul54 | 25205 | BOQ #132A | 26180 | 1056 |
| 117S | Miller, Thomas Jr | A02204430 | 21Jan56 | P-10 | Co-Plt KC-97 | 42D ARKFS | 1124Q | 1241 | 10Sep55 | 23165 | BOQ #2 | 26180 | 0757 |
| 118M | Milller, Richard S | A02207141 | 26Feb56 | P-5 | Co-Plt KC-97 | 42D ARKFS | 1124Q | 1241 | 26Oct55 | 23165 | 224 Feulois Dr | 86487 | 0857 |
| 119M | Mills, Royce L | A01855323 | 29Jun53 | P-9 | Plt B-52 | 75TH BOMRON | 1234A | 0654 | 16Jul54 | TDY 130 days Castle AFB Calif B-52 Trng | | 5Aug56 | Indef |
| 120M | Montague, Paul G Jr. | A03002708 | 21Oct54 | E | Acft Perf Engr | 75TH BOMRON | 4321 | 1241 | 14Oct54 | 2277 | 135 Dickman Dr | 87752 | 0957 |
| 121M | Morris, Arthur L | A02222450 | 9Jun53 | P-10 | Acft ComdrKC-97 | 42D ARKFS | 1234C | 1241 | 1Mar55 | 23165 | Long Rd, Limeste | 59448 | Indef |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FIRST LIEUTENANTS

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 122M Nealen, William L | A03023527 | 29Mar55 | E | Acft Perf Engr | 75TH BOMRON | 4324 | 1241 | 11Apr54 | 2277 | 167 Feuleis Dr | 89574 | 0956 |
| 123M Neff, Robert E | A03024530 | 4Jun55 | E | Acft Perf Engr | 75TH BOMRON | 4324 | 1241 | 15Jul54 | 2277 | 210 Brookly Ct | | 1256 |
| 124S Nelson, Howard P | A02208367 | 1Feb56 | P-6 | Co-Plt B-36 | 75TH BOMRON | 1124Q | 1241 | 10Sep55 | 2277 | BOQ #214B | 26180 | 0757 |
| 125M Newby, Edward L | A03024343 | 4Jun55 | NBR | Co-Obsr B-36 | 75TH BOMRON | 1525A | 1241 | 1Jun54 | 2277 | 102 Dickman Dr | 89139 | Indef |
| 126S Nordquist, Richard H | A02252832 | 18Mar54 | ECM | ECM Off B-52 | 75TH BOMRON | 3024 | 1241 | 5Mar56 | 2277 | BOQ #207 | 26180 | Indef |
| 127S O'Brien, Edward P | A03025065 | 26Jul55 | E | Acft Perf Engr | 75TH BOMRON | 4324 | 1241 | 12Aug54 | 2277 | BOQ 126A | 26180 | 0157 |
| 128S O'Connor, Jean E | AN2242777 | 17Feb56 | / | Gen Nurse | 42D TAC HOSP | 9754 | 1241 | 8Aug54 | 24110 | 195 Dickman Dr | 89119 | 0756 |
| 129M O'Keefe, Robert W | A03024125 | 6May55 | NBR | Nav KC-97 | 42D AREFS | 1521A | 1241 | 3May54 | 23208 | 173 Dickman Dr | 89131 | Indef |
| 130M Outlaw, William D | A02236556 | 3Sep53 | E | Acft Perf Engr | 69TH BOMRON | 4324 | 0649 | TDY 98 days Sq Off Crse | Maxwell AFB Ala | | 1Jul56 | Indef |
| 131M Parkhill, Gordon Jr. | A02222849 | 29Sep53 | P-10 | Co-Plt KC-97 | 42D AREFS | 1234C | 1241 | 23165 | 37 Grass Dr | | 89513 | Indef |
| 132S Parks, Russell | A03024024 | 30Apr55 | NBR | Co-Obsr B-36 | 69TH BOMRON | 1525A | 1241 | 1Apr54 | 25205 | Bldg 2101 Apt B | 26180 | 1056 |
| 133S Parker, Robert S | A03024023 | 30Apr55 | NBR | Co-Obsr B-36 | 75TH BOMRON | 1521A | 1241 | 1Apr54 | 277 | 227 Dickman Dr | 86335 | 1056 |
| 134S Passman, Donald J | A03034078 | 19Nov55 | ECM | ECM Officer | 70TH BOMRON | 1531F | 1241 | 21Apr56 | TDY 85days Castle AFB Calif | | 25Sep56 | 0557 |
| 135M Piersen, Charles A | A03008397 | 18Dec55 | / | Job Cont Off | HED42BOMWG | 4351 | 1241 | B-52 Tng 16Oct54 | TDY Chanute AFB Ill | | 5Jul56 | 0657 |
| 136M Petersen, Richard | A03024242 | 25May55 | NBR | Co-Obsr B-36 | 75TH BOMRON | 1525A | 1241 | 10ct54 | Maint Engr Crse 2277 | 160 Andrews Ct | 89325 | Indef |
| 137M Rader, Sanford | A03010181 | 13Feb55 | E | Acft Perf Engr | 70TH BOMRON | 4321 | 1241 | 15Feb55 | 26292 | 35 Grass Dr | 89472 | 0856 |
| 138S Ramisch, Mathew J Jr. | A03025538 | 15Sep55 | P-10 | Co-Plt KC-97 | 42D AREFS | 1234C | 0556 | 1Jun56 | 23165 | BOQ | 23138 | 0357 |
| 139S Rasheim, James M | A02208221 | 15Feb56 | P-10 | Acft Comdr KC-97 | 42D AREFS | 1124Q | 1241 | 26Oct55 | 23165 | 17 Cobb Dr | 86353 | 0857 |
| 140S Rees, Davis S | A03024027 | 30Apr55 | NBR | Nav B-52 | 69TH BOMRON | 1525A | 1241 | 17May54 | TDY Castle AFB Calif | | 5Sep56 | Indef |
| 141M Reese, Richard V | A0944117 | 12Sep52 | N | Navigator KC-97 | 42D AREFS | 1534A | 0153 | B-52 Tng 21Jan55 | 23208 | 320 Duncan Ct | 89031 | Indef |

22

1458

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FIRST LIEUTENANTS

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 142S | Rehm, Daniel J | A03023234 | 2May55 | P-6 | Pilot B-36 | 69TH BOMRON | 1231A | 1241 | 25Feb54 | 25205 | BOQ 207A | 26180 | 1156 |
| 143M | Remeau, Leland D | A01912172 | 17Sep52 | P-10 | Acft Cmdr KC-97 | 42D ARRFS | 1234C | 0347 | 21Jan55 | 23165 | 360 Dickman Dr | 89031 | Indef |
| 144S | Richardson, Reynolds | A02249254 | 12Mar54 | ECM | ECM Off | 70TH BOMRON | 3021 | 0256 | 6Apr56 | 26167 | BOQ 221 | 26180 | 0756 |
| 145M | Richersen L G | A01855724 | 20Oct53 | / | OIC Job Cent Sec | 8ED42BOMWG | 4344 | 0547 | 6May53 | 26135 | 188 Dickman Dr | 86489 | Indef |
| 146M | Ress, Jack H | A03009356 | 26Jul55 | U | Sq Arm Opn Off | 75TH BOMRON | 3241 | 1241 | 16Apr54 | 25127 | 240 Breekly Ct | None | 0157 |
| 147M | Ress, Joseph G | A03008101 | 11Jun55 | / | Wg Adj | 8ED42BOMWG | 7324 | 1055 | 10Nov55 | 2197 | Bldg 2113 Apt3 | 26140 | 1256 |
| 148M | Ress, Wendall D | A02098754 | 14Apr53 | ECM | ECM Off B-52 | 70TH BOMRON | 1544 | 0554 | 24Mar56 | TDY 100 days Calif B-52 Trng | CastleAFB | 5Aug56 | Indef |
| 149M | Rewe, Jervis C | A03021080 | 6Jan56 | P-10 | Co-Plt KC-97 | 42D ARRFS | 1124Q | 1241 | 26Oct55 | 23165 | 257 Dickman Dr | 86622 | 0757 |
| 150M | Ruppel, John J | A03037339 | 9Jun56 | E | Acft Perf Engr | 69TH BOMRON | 4321 | 2353 | 17Jun55 | 23143 | 332 Duncan Ct | 89024 | 1257 |
| 151M | Ruppert, Warren G | A02101125 | 27Jan53 | E | Acft Perf Engr | 70TH BOMRON | 4324 | 0955 | 10Nov55 | 23268 | 22 Gross Dr | 86358 | Indef |
| 152M | Ryan, Donald E | A03023128 | 7Apr55 | NBR | Nav B-52 | 75TH BOMRON | 1521A | 1154 | 1Jul55 | 2277 | 137 Dickman Dr | 86205 | Indef |
| 153M | Sanetra, Norman E | A02205439 | 31Jan56 | ECM | ECM Off B-52 | 69TH BOMRON | 1531P | 1241 | 7Apr56 | 24143 | Asg not joined | | 0757 |
| 154M | Santere, Lewis J | A03024539 | 11Jun55 | E | Acft Perf Engr | 69TH BOMRON | 4324 | 1241 | 6Jul54 | 23268 | BOQ 133A | 26180 | 1256 |
| 155S | Saltz, Melvyn | A03022568 | 17Feb55 | NBR | Rnd Obsr B-36 | 69TH BOMRON | 1525A | 1241 | 11Jan54 | 25205 | BOQ 139A | 26180 | 0856 |
| 156S | Salvucci, John F | A03024344 | 4Jun55 | NBR | Sq Staff Obsr | 75TH BOMRON | 1525A | 1241 | 1Jun54 | 2277 | BOQ 111A | 26180 | Indef |
| 157M | Scales, Donald F | A03022569 | 17Feb55 | NBR | Co-Obsr B-36 | 70TH BOMRON | 1525A | 1241 | 11Jan54 | 23268 | 254 Breekly Ct | 86253 | 0856 |
| 158M | Schaeffer, Sel | A03042780 | 16Sep55 | / | Dental Off | 42D TAC HOSP | 9826 | 1241 | 16Sep55 | 23117 | 34 Gabb Dr | 89226 | 0957 |
| 159S | Schuk, Frederick G | A03009102 | 1Apr56 | ECM | ECM Off | 75TH BOMRON | 4341 | 1241 | 16Apr56 | 2277 | BOQ 221 | 26180 | 0358 |
| 160S | Shaffer, Frederick | A03024028 | 30Apr55 | NBR | Co-Obsr B-36 | 75TH BOMRON | 1525A | 1241 | 2Apr54 | 2277 | BOQ 2101 Apt3 | 26180 | Indef |
| 161M | Selarek, James | A02206534 | 15Feb56 | P-6 | Co-Plt B-36 | 70TH BOMRON | 1124Q | 1241 | 26Oct55 | 23268 | 177 Dickman Dr | 86282 | 0857 |

23



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

FIRST LIEUTENANTS

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 162M | Sorensen, Eugene W | A02249292 | 18Sep52 | E | Staff Acft Perf Off | 42D AREFS | 4324 | 1245 | 21Jan55 | 23165 | 52 Cobb Dr | 89407 | Indef |
| 163M | Spears, Billy K | A03024029 | 30Apr55 | NER | Radar Obsr B-36 | 70TH BOMRON | 1525A | 1241 | 1Apr54 | 23268 | 370 Feulois Dr | 89333 | 1056 |
| 164S | Sperry, Donald H | A03024030 | 30Apr55 | NER | Nav B-52 | 75THBOMRON | 1525A | 1241 | 31Mar54 | TDY 100 days Castle AFB Calif B-52 Trng | | 5Aug56 | Indef |
| 165M | Stare, George M | A01906019 | 16Oct53 | E | Acft Perf Engr | 75THBOMRON | 4324 | 1241 | 1Sep53 | 2277 | 291 Dickman Dr | 86460 | Indef |
| 166M | Stewart, Robert B Jr. | A02251185 | 23Feb54 | ECM | ECM Off | 69THBOMRON | 3024 | 0256 | 16Mar56 | 25174 | 167 Dickman Dr | 89336 | 1256 |
| 167S | Strei, Kenneth D | A03024345 | 4Jun55 | NER | Co-Obsr B-36 | 75THBOMRON | 1521A | 1241 | 1Jun54 | 2277 | BOQ 218B | 24115 | Indef |
| 168S | Strum, Arthur | A03024531 | 4Jun55 | E | Acft Perf Engr | 69THBOMRON | 4321 | 1241 | 6Jul54 | 25205 | BOQ 213B | 26180 | 1256 |
| 169M | Sutton, Earl W | A02251252 | 19Mar54 | ECM | Sq ECM Off | 70THBOMRON | 3024 | 1241 | 1Mar54 | 23268 | SenerTrPkLimestone | 55471 | 0956 |
| 170S | Schwei, Robert M | A02251254 | 18Mar54 | ECM | ECM Off | 69THBOMRON | 3024 | 0256 | 21Feb56 | 25205 | BOQ 220 | 26180 | 0956 |
| 171M | Snow, Quentin E | A03015744 | 20Apr55 | P-11 | Co-Fly KC-97 | 42D AREFS | 1124F | 2556 | 1Jun56 | 23165 | 138 Andrews Ct | none | 0159 |
| 172S | Sullivan, John F | A02209630 | 11Apr56 | N | Nav KC-97 | 42D AREFS | 1531F | 1241 | 26Mar56 | 23165 | BOQ 227 | 26180 | 1057 |
| 173M | Sullivan, John J Jr. | A03026134 | 14Oct55 | P-9 | Pilot B-52 | 75THBOMRON | 1231B | 0242 | 1Jun56 | 23208 | Asg not joined | | 0457 |
| 174M | Tate, Royce D | A02248771 | 27Mar54 | NER | Co-Obsr B-36 | 70THBOMRON | 1525A | 1241 | 11Jan54 | 23268 | 300 Duncan Ct | 86693 | Indef |
| 175S | Tanner, Donald W | A03037342 | 9Jun56 | E | Acft Perf Engr | 70THBOMRON | 4321 | 1241 | 17Jun55 | 23268 | 21 Grass Dr | 89068 | 1257 |
| 176S | Testerman, Robert E | A02204527 | 3Feb56 | ECM | ECM Off B-52 | 69THBOMRON | 1531F | 1241 | 7Apr56 | TDY 124days Castle AFB Calif B-52 Trng | | 5Aug56 | 0857 |
| 177M | Sullivan, Kevin I | A02206369 | 8Apr56 | / | Sq Adjutant | 42D A&E | 7321 | 25272 | 1Aug55 | 226 Breekly Ct | | 87775 | 1057 |
| 178S | Thomas, Walter A Jr | A02056841 | 2Mar53 | ECM | ECM Off | 69THBOMRON | 1554 | 0754 | 24Mar56 | TDY 124 days Castle AFB Calif B-52 Trng | | 5Aug56 | Indef |
| 179M | Tyrrell Arthur I | A03007198 | 19Dec54 | / | Sq Adjutant | 42D FMS | 7324 | 0955 | 5Oct55 | 23232 | BOQ 14[illegible]A | 23138 | Indef |
| 180M | Wainright, Julian H | A03020826 | 23Dec55 | F-10 | Co-Flt KC-97 | 42D AREFS | 1224F | 1241 | 1Aug55 | 23165 | 245 Feulois Dr | 89172 | 0857 |
| 181M | Villforth, John C | A02261891 | 30Jul55 | / | Sanitation Engr | 42D TACHOSP | 9124 | 1241 | 30Jan54 | 298 Duncan Ct | | 86096 | 0157 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FIRST LIEUTENANTS

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 182M Veerhess, Robert L | A02205527 | 18Feb56 | P-10 | Co-Plt KC-97 | 42D ARRFS | 1124Q | 1241 | 26Oct55 | 2277 | 106 Paulsis Dr | 86334 | 0857 |
| 183S Walus, Kenneth W | A03024453 | 19Jun55 | NBR | Co-Obsr B-36 | 75TH BOMRON | 1521A | 1241 | 7Jun54 | 2277 | 80Q 112 | 26180 | 1256 |
| 184M Warren, Thomas F III | A03024034 | 30Apr55 | NBR | Co-Obsr B-36 | 69TH BOMRON | 1525A | 1241 | 31Mar54 | 25205 | 263 Dickman Dr | 86438 | 1056 |
| 185M Warrington, James | A0945516 | 7Oct52 | NBR | Nav B-52 | 75TH BOMRON | 1525A | 1241 | 1May56 | 24252 | 290 Duncan Ct | 86890 | Indef |
| 186S Watnes, Lloyd K Jr | A03024035 | 30Apr55 | NBR | Nav B-52 | 70TH BOMRON | 1525A | 1241 | 31Mar54 | TDY 100 days Castle AFB Calif B-52 Trng | | 5Aug56 | Indef |
| 187M Watson, Gerald E | A02247778 | 14Mar54 | P-10 | Plt KC-97 | 42D ARRFS | 1234C | 1241 | 20Jan55 | 23165 | 58 Cobb Dr | 89375 | 0957 |
| 188M Weinberg, Richard | A03024128 | 6May55 | NBR | Co-Obsr B-36 | 69TH BOMRON | 1525A | 1241 | 3May54 | 25285 | 17 Grass Dr | 89117 | 1156 |
| 189M Weiss, Carl B | A0302289 | 24Feb55 | NBR | Co-Obsr B-36 | 70TH BOMRON | 1521A | 1054 | 14Jul55 | 24210 | 371 Paulsis Dr | 87776 | 0856 |
| 190M Whiteaer, Robert P | A02204790 | 1Feb56 | P-6 | Pilot B-36 | 69TH BOMRON | 1124Q | 1241 | 10Sep55 | 23268 | 37 Cobb Dr | 86232 | 0757 |
| 191S Wiley, Ray E | A03006274 | 16Dec54 | P-6 | Plt B-36 | 70TH BOMRON | 1224F | 1241 | 3Feb54 | 23268 | Bldg 2100 Apt A | 26180 | Indef |
| 192M Wright, Richard W | A03005399 | 31Oct54 | P-10 | Co-Plt KC-97 | 42D ARRFS | 1234C | 1241 | 16Feb55 | 23165 | 264 Brackly Ct | 89582 | Indef |
| 193M Wylie, Charles | A03035974 | 17Feb56 | P-10 | Co-Pilot KC-97 | 42D ARRFS | 1224F | 0356 | 25Apr56 | 23165 | 116 Andrews Ct | 26376 | 0857 |
| 194S Zackery, Francis C | A03025561 | 26Jan56 | P-6 | Co-Pilot B-36 | 70TH BOMRON | 1224F | 1241 | 1Jul54 | 23268 | 80Q 205 | 26180 | 0357 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECOND LIEUTENANTS

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 S Alten, Robert M | A03056804 | 8Jul55 | BDM | BDM Officer B-52 | 75TH BOMBRON | 1531F | 1241 | 24Mar56 | 2277 | TDY 100 days Castle AFB Calif B-52 Trng | 5Aug56 | 0758 |
| 2 S Anend, John S | A03056905 | 23Aug55 | N | Nav KC-97 | 42D ARRFS | 1531F | 1241 | 26Mar56 | 23208 | BOQ #209 | 26180 | 0868 |
| 3 M Buehle, William | A03039118 | 9May55 | N | Nav KC-97 | 42D ARRFS | 1531F | 1241 | 22May55 | 23208 | 133 Dickman Dr | 86615 | 0558 |
| 4 M Bellamy, Owen H Jr | A03039940 | 29Apr55 | P-10 | Co-Pilot KC-97 | 42D ARRFS | 1124Q | 1241 | 16Jul55 | 23165 | 245 Dickman Dr | 89552 | 0458 |
| 5 M Berry, Gilbert L | A03057307 | 1Aug55 | P-10 | Co-Pilot KC-97 | 42D ARRFS | 1124Q | 1241 | 10Oct55 | 23165 | 114 Andrews Ct | | 0758 |
| 6 S Bethke, George E | A03037982 | 15Feb55 | N | Nav KC-97 | 42D ARRFS | 1531F | 1241 | 1Mar55 | 23208 | BOQ 118A | 23138 | 0258 |
| 7 M Breylen, Robert E | A03030756 | 1Jun55 | P-10 | Co-Pilot KC-97 | 42D ARRFS | 1124Q | 1241 | 13Sep55 | 23165 | bldg 2401 Apt C | 26283 | 0558 |
| 8 S Case, Dean R | A0303991 | 9May55 | N | Nav KC-97 | 42D ARRFS | 1531F | 1241 | 22May55 | 23208 | BOQ #211A | 23138 | 0558 |
| 9 M Clark, George Jr | A03033547 | 10Mar55 | | Sq Adjutant | HED42BOMG | 7321 | 1241 | 15Jun55 | 23224 | 152 Andrews Ct | 49179 | 0657 |
| 10S Daniels, Pete P | A03046864 | 29Oct55 | | Intell Off | 69TH BOMBRON | 2051 | 1241 | 29Oct55 | 25205 | BOQ #235 | 26180 | 1057 |
| 11M Davis, Clifford T | A0205229 | 11May55 | | Intell Off | 75TH BOMBRON | 2051 | 1241 | 12Jun56 | 2277 | 20 Grass St | | 0058 |
| 12S Dickerman, Robert D | A03031782 | 13Dec54 | | Personnel Off | HED42BOMG | 7321 | 1241 | 29Aug55 | 23218 | BOQ #125A | 23138 | 1256 |
| 13S Dennin, Luther W | A03057059 | 9Aug55 | BDM | BDM Off B-52 | 70TH BOMBRON | 1531F | 1241 | 9Apr56 | | TDY 124 days Castle AFB Calif B-52 Trng | 5Sep56 | 0858 |
| 14S Donaldson, Robert D | A03039995 | 9May55 | N | Nav KC-97 | 42D ARRFS | 1531F | 1241 | 22May55 | 23165 | BOQ#145 | 26180 | 0558 |
| 15M Dooley, James H. Jr | A03039570 | 22Apr55 | BDM | BDM Off | 75TH BOMBRON | 1531F | 1241 | 12Feb56 | 2277 | 294 Fenlein Dr | | 0458 |
| 16M Dreyer, Paul H | A03037948 | 18Dec54 | E | Acft Perf&Engr | 69TH BOMBRON | 4321 | 1241 | 1Jul55 | 25205 | 154 Fenlein Dr | 49421 | 1257 |
| 17S Duffy, Daniel H | A03056813 | 23Aug55 | BDM | BDM Off | 69TH BOMBRON | 1531F | 0751 | 4May56 | 25205 | BOQ #115 | 26180 | 0858 |
| 18S Felsen, Carl N | A03039572 | 22Apr55 | BDM | BDM Off | 75TH BOMBRON | 1531F | 1241 | 17Dec55 | 2277 | BOQ #235 | 26180 | 0458 |
| 19S Grant, Thomas A | A03039120 | 22Mar55 | BDM | BDM Off | 69TH BOMBRON | 1531F | 1241 | 5Nov55 | 25205 | BOQ #237 | 26180 | 0358 |
| 20M Gusloff, Richard F | A03043508 | 22Sep55 | | Resp Adj | 42D TACTOSQ | 9021 | 1241 | 3Jan56 | 24182 | 734 Duncan Ct | 66045 | 0658 |

26

1462

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECOND LIEUTENANTS

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21S Heyer, Hebert R | A03037994 | 15Feb55 | N | Nav KC-97 | 42D ARRFS | 1531F | 1241 | 14Mar55 | 23165 | BOQ 2153 | | 26180 | 0258 |
| 22M Kaiser, Albert R | A03039960 | 29Apr55 | P-10 | Co-Pilot KC-97 | 42D ARRFS | 1124Q | 1241 | 17Jul55 | 23165 | 125 Dickman Dr | | 80301 | 0458 |
| 23M Kenyon, Richard J | A03039900 | 29Apr55 | P-10 | Co-Pilot KC-97 | 42D ARRFS | 1124Q | 1241 | 17Jul55 | 23165 | 262 Breakley Ct | | 86610 | 0458 |
| 24S Kettner, Karl A | A03038836 | 22Mar55 | BCM | BCM Off | 75TRBOMBON | 1531F | 1241 | 5Nov55 | 2277 | BOQ 239 | | 26180 | 0458 |
| 25S Kimball, James W | A03037998 | 15Feb55 | N | Nav KC-97 | 42D ARRFS | 1531A | 1241 | 1Mar55 | 23165 | BOQ 115A | | 26180 | 0258 |
| 26S Maccagman, Victor F | A03028344 | 30Oct55 | | Intell Off | 42D ARRFS | 2051 | 1241 | 30Oct55 | TDY Tex | 90days Sheppard AFB | | 02Aug56 | 1057 |
| 27S McGlinn, John G, Jr | A03039599 | 22Apr55 | BCM | BCM Off | 75TRBOMBON | 1531F | 1241 | 17Dec55 | 2277 | BOQ | | 26180 | 0458 |
| 28S Meyer, Gary H | A03039788 | 14Apr55 | P-10 | CoPilot KC-97 | 42D ARRFS | 1124Q | 1241 | 15Jun55 | 24252 | BOQ 144A | | 26180 | Indef |
| 29M Neiman, Bernhardt | A03038781 | 4Mar55 | BCM | BCM Off | 75TRBOMBON | 1531F | 1241 | 5Nov55 | 2277 | 191 Dickman Dr | | | 0358 |
| 30S Parkes, Donald | A03038004 | 15Feb55 | N | Nav KC-97 | 42D ARRFS | 1534A | 1241 | 1Mar55 | 24216 | BOQ 115A | | 26180 | 0258 |
| 31M Sage, Ted A | A03038007 | 15Feb55 | N | Nav KC-97 | 42D ARRFS | 1534A | 1241 | 1Mar55 | 23208 | 175 Dickman Dr | | 80870 | 0258 |
| 32M Scarth, Peter | A03026471 | 27May55 | | Personnel Off | HEDQ2BOMG | 2121 | 2141 | 11Nov55 | 25157 | Bldg 2106 Apt C | | 23247 | 0458 |
| 33M Schnee, Frank W | A03039162 | 22Mar55 | BCM | BCM Off | 75TRBOMBON | 1531F | 1241 | 5Dec55 | 2277 | 62 Cobb Dr | | | 0358 |
| 34S Seppala, Dale S | A03038008 | 15Feb55 | N | Nav KC-97 | 42D ARRFS | 1531A | 1241 | 1Mar55 | 23208 | BOQ 117A | | 23138 | 0258 |
| 35S Smith, Rebecca J | AN2243031 | 14Mar55 | | Gen Nurse | 42DDACROSF | 9734 | 1241 | 14Mar55 | 24257 | 199 Dickman Dr | | 80466 | 0357 |
| 36M Shuman, Robert R | A03032050 | 14Feb55 | | Personnel Off | HEDQ2BOMG | 7321 | 1241 | 29Aug55 | 25174 | 238 Breakly Ct | | 08677 | Indef |
| 37M Smith, James R | A03038010 | 15Feb55 | N | Nav KC-97 | 42D ARRFS | 1534A | 1241 | 1Mar55 | 23208 | 354 Feulein Dr | | 80681 | 0258 |
| 38M Stai, Harold L | A03038012 | 15Feb55 | N | Nav KC-97 | 42D ARRFS | 1531A | 1241 | 1Mar55 | 23208 | 193 Dickman Dr | | | 0258 |
| 39M Turner, Richard F | A03039929 | 29Apr55 | P-10 | Co-PilotKC-97 | 42D ARRFS | 1124Q | 0399 | 16Jul55 | 23165 | 78 Cobb Dr | | 86258 | Indef |
| 40M Warren, Walter Jr | A03038019 | 15Feb55 | N | Nav KC-97 | 42D ARRFS | 1531F | 1241 | 1Mar55 | 23208 | 228 Feulein Dr | | 86643 | 0258 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECOND LIEUTENANTS

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 418 Welk, Donald R Jr | A03037512 | 18Dec 54 | X | Acft Perf Engr | 70TH BOMBGN | 4321 | 1241 | 12Jul55 | 23268 | 242 Paulsis Dr | 86417 | 1257 |
| 425 White, Edward C | A03038030 | 15Feb55 | X | Nav RC-97 | 42D ASSFS | 1531A | 1241 | 1Mar55 | 23208 | BOQ 234A | 26180 | 0258 |
| 435 Wilg, Robert B | A03032768 | 11Apr55 | | Meat Analyses | OffTRED42BOMWG | 6881 | 1241 | 24Aug55 | 26167 | BOQ 103A | 26180 | 0457 |

WARRANT OFFICERS

CWO (W-3)

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 M Park, Floyd F | 951015E | 8Oct55 | | TO OARec Off | HED42BOMWG | 43100 | 1052 | 17Jun53 | 24713 | Bldg 2114 Apt A | 2175 | B-AF |

CWO(W-2)

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 M Schaffer, Robert L | AW2201064 | 6Dec55 | | Acft Maint Off | 42D FMS | 43100 | 0948 | 12Jul53 | 24195 | Delany TrPk,Limestone | 55882 | Indef |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Losses

1 June 1956 to 30 June 1956

**MAJORS**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1. | Brice, Jeane O. | A0886050 | 1416 | SP-11 | Rag | 42D Opr Sq, Loring AFB, Me | PARA 7, SO 120, Hq 45th Air Division | EDCSA 15 Jun 56 |
| 2. | Justin, Chester A | 12597A | 1525A | NBR | Rag | Det #1,ITUSAF,Syracuse Univ,N.Y. | PARA 10,SO 103, Hq 45th Air Division | EDCSA 1 Jun 56 |
| 3. | Kiefer, Margaret M | 21946W | 9716 | / | Sep | | PARA 35,SO 101, Hq DAF | Eff 1 Jun 56 |
| 4. | Newton, David | A0[illegible] | 4324 | X | Rag | 95th Bomb Wing,Biggs AFB,Texas | PARA 23,SO 83, Hq 45th Air Division | EDCSA 1 Jun 56 |

**CAPTAINS**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1. | Brand, John H | A0886541 | 1521A | NBR | Rag | 42D Supply Sq,Loring AFB,Me | PARA 2,SO 116, Hq 45th Air Division | EDCSA 9 Jun 56 |
| 2. | Luetchford,Wayne H | A0184[illegible]531 | 1525A | NBR | Sep | | PARA 1,SO 108, Hq 45th Air Division | Eff 13 Jun 56 |
| 3. | Regnier, Guilbert | A0209[illegible]141 | 1525A | NBR | Rag | 3415th Tech Trng Gp,Lowry AFB,Colo | PARA 7,SO 110, Hq 45th Air Division | EDCSA [illegible] |
| 4. | Tarver,Charles F | A0668828 | 1525F | NBR | Rag | Hq 42D Bomb Wing,Loring AFB,Me | PARA 1,SO 118, Hq 45th Air Division | EDCSA 8 Jun 56 |

**FIRST LIEUTENANTS**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1. | Becker,Robert G | A0302[illegible] | 1525A | NBR | Rag | 22D Bomb Wing,March AFB,Calif | PARA 2, SO 86, Hq 45th Air Division | EDCSA 1 Jun 56 |
| 2. | Davey, Thomas E | A03006196 | 1234C | P-10 | Sep | | PARA 28,SO 113, Hq 45th Air Division | Eff 15 Jun 56 |
| 3. | Dietrich, John W | A03006098 | 1A31 | P-10 | Sep | | PARA 10,SO 117, Hq 45th Air Division | Eff 15 Jun 56 |
| 4. | Donaldson,Eldon L | A03005[illegible] | 1234C | P-10 | Sep | | PARA 6,SO 103, Hq 45th Air Division | Eff 1 Jun 56 |
| 5. | Grider, Ebel E | A03024446 | 1521A | NBR | Rag | 32D Bomb Wing,March AFB,Calif | PARA 3,SO 81, Hq 45th Air Division | EDCSA 1 Jun 56 |
| 6. | Heston, James K | A08207277 | 1126Q | P-6 | Rag | 4050th ARRFS,Westover AFB,Mass | PARA 7,SO 109, Hq 45th Air Division | EDCSA 1 Jun 56 |
| 7. | Kittredge, Edwin L | A03022965 | 4341 | X | Rag | 22Oth Bomb Wing,March AFB,Calif | PARA 2,SO 86, Hq 45th Air Division | EDCSA 1 Jun 56 |
| 8. | Parsons, William | A03022567 | 1525A | NBR | Rag | 2305th FTR Trng Gp,Malden AFB,Mo | PARA 6,SO 98, Hq 45th Air Division | EDCSA 6 Jun 56 |
| 9. | Rose, Bill L | A03006394 | 1234A | P-6 | Sep | | PARA 26,SO 109,Hq 45th Air Division | Eff 16 Jun 56 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

10SSFC (Cont'd)

First Lieutenants

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10. | Shoemaker, Richard L | AO3772570 | 1521A | NBR | Reg | 95th Bomb Wing,Biggs AFB,Texas | PARA 10,SO 93, Hq 45th Air Division EDCSA 1 Jun 56 |
| 11. | Small, George B | AO3[illegible]211 | 1231A | P-6 | Sep | | PARA 14,SO 118,Hq 45th Air Division Eff 15 Jun 56 |
| 12. | Stone, Parker J | AO2207978 | 1124A | P-6 | Reg | 42D Supply Sq,Loring AFB,Me | PARA 3,SO 114, Hq 45th Air Division EDCSA 9 Jun 56 |
| 13. | Wiernbicki,Joseph | AO3009271 | 1324A | U | Reg | 3301th Flt Trng,Moore Field,Mo | PARA 17,SO 104, Hq 45th Air Division EDCSA 1 Jun 56 |
| 14. | Wooley, Patrick W | AO2219700 | 1534A | N | Sep | | PARA 16,SO 117, Hq 45th Air Division Eff 29 Jun 56 |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1467

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY COPY

FM COMAF 8 WESTOVER AFB MASS
TO RJWFFB/COMAIRDIV 21 FORBES AFBKANS
RJEPLM/COMAIRDIV 45 LORING AFB ME

/UNCLAS/FLM 67312. THIS MESSAGE IN TWO PARTS. PART I. FOLLOWING SAC MESSAGE DPLMD 38956, 10 MAY 56, IS QUOTED FOR YOUR INFORMATION AND NECESSARY ACTION: "DUE TO REALLOCATION OF C-119 TYPE AIRCRAFT THE FOLLOWING STATIONS ARE INCREASED OR DECREASED SPACES (BY NUMBER AND GRADE) AS INDICATED:EFF.JULY 56 REPORTING.

| STATION | INCREASE | | | DECREASE | | |
|---|---|---|---|---|---|---|
| | ******EXTRACT****** | | | | | |
| | TSG | SSG | AlC | TSG | SSG | AlC |
| 49TH AIR DIV | 3 | 3 | 3 | | | |

**********

PART II. REQUEST UNIT MANNING DOCUMENT CHANGE REQUESTS BE FORWARDED THIS HEADQUARTERS REFLECTING DELETIONS OR ADDITONS AS INDICATED ABOVE. THIS ACTION IS EFFECTIVE FOR JULY 56 REPORTING.

12/1819Z MAY

1468

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1469

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

HEADQUARTERS
45TH AIR DIVISION (SAC)
Loring Air Force Base
Maine

15 May 1956

MAN

SUBJECT: Transportation Services (Function Code 43000) Unit Manning Document Change Request

TO: Commander
Eighth Air Force
ATTN: PLM
Westover Air Force Base
Massachusetts

1. A review of the workload in the Transportation Services Function indicates that current authorizations (6 spaces) in the air transportation career field are inadequate to meet the increased demand for air freight services.

2. Adequate and qualified air freight terminal personnel must be provided for a twenty four (24) hour per day seven (7) days per week operation to meet the Logair Services Agreement dated 21 March 1955. In addition Air Freight Services must be capable of performing the ground handling functions for several other types of cargo flights, namely; Scheduled Base Aircraft; Opportune Transient Aircraft; SAC Directed Airlift; and Cargo Exchange Flights from Depots.

3. Total Air freight activities for the past four (4) months averages fifty one (51) flights and three hundred seventy eight thousand (378,000) pounds of cargo processed monthly. The majority of this workload is accomplished betwenn the hours of 0800 and 2000 daily. Howev er flights between 2000 hours of one day and 0800 of the following day are frequent enough to establish a requirement for a three (3) shift operation.

4. The following realignment of current Non T/O authorizations in the 42d Motor Vehicle Squadron will provide the capability to meet a major part of immediate requirements.

1470

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HQ 45TH ADIV MAN Subject: Transportation Services (Function Code 43000) Unit Manning Document Change Request

DELETIONS

| FUNCTION | JOB TITLE | AFSC | NO & GRADE | |
|---|---|---|---|---|
| TRANS SERV (43000) | TRAFFIC SUPV | 60270 | 1 | MSG |
| | CLERK | 70250 | 1 | A1C |
| | SURFACE TRANS HLPR | 60310 | 2 | A3C |
| MTR GND EQP MAINT (92010) | SPECIAL VEH RPMN | 47152 | 1 | SSG |

ADDITIONS

| | | | | |
|---|---|---|---|---|
| TRANS SERV (43000) | AIR FREIGHT SPECL | 60152 | 1 | SSG |
| | AIR FREIGHT SPECL | 60152 | 1 | A1C |
| | AIR TRANS HELPER | 60110 | 2 | A3C |
| MTR GND EQP MAINT (92010) | VEHICLE MAINT TECH | 47170 | 1 | MSG |

A two (2) month study of local air freight operations has been initiated. Additional requirements, if any, substantiated by detailed workload and manhour data will be submitted following completion of the study.

5. It is requested that the attached Unit Manning Document Worksheets reflecting the changes listed above be approved.

FOR THE COMMANDER:

/s/t/RICHARD L. LALLY
2d Lt, USAF
ASTADJ

1471

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HQ 45TH ADIV MAN Subject: Transportation Services (Function Code 43000) Unit Manning Document Change Request

FLM (15 MAY 1956) 1st IND

HEADQUARTERS EIGHTH AIR FORCE, Westover AFB, Massachusetts 23 MAY 1956

TO: Commander, 45th Air Division, Loring Air Force Base, Maine

The changes requested in basic correspondence are approved and will be reflected in the next publication of manning documents.

BY ORDER OF THE COMMANDER:

1 INCL
Withdrawn 1 copy

/s/t/JOHN W. HOBLITZEL, JR.
Captain, USAF
ASTADJ



1472

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1473

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

COPY

FM COMAF 8 WESTOVER AFB MASS
TO RJEPIW/COMAIRFLWG 4060 DOW AFBME
INFO RJEPIM/COMAIRDIV 45 LORING AFB ME

/UNCLAS/PLM 67256. EFFECTIVE FOR MAY 56 REPORTING THE 4060TH AREFWG AND 45TH AIR DIVISION ARE BOTH DECREASED 1 OFFICER (LT) AND 2 AIRMEN (1 S/SGT, 1A/1C). CONCURRENTLY BOTH THE 817TH AND 820TH AIR DIVISION ARE DECREASED 1 OFFICER (LT) AND 2 AIRMENT (1 S/SGT, 1A/1C). THIS REALLOCATION IS DUE TO REALLOCATION OF HELICOPTER TYPE AIRCRAFT.XX 1 OFFICER AND 2 AIRMEN ARE NOW IN THE ESTABLISHED MANNING STANDARD FOR EACH HELICOPTER. IF ADDITIONAL PILOTS ARE REQUIRED TO MEET SAC REG 60-14 REQUIREMENTS THEY WILL BE PROVIDED AND TRAINED FROM WITHIN CURRENT RESOURCES. HQ SAC IS CONTINUING THEIR EFFORTS TO PROVIDE THE ADDITIONAL OFFICER FOR EACH H-19 HELICOPTER. REQUEST UNDS BE SUBMITTED INDICATING ABOVE ACTION.

25/2314Z APR RJEPEO

1474

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1475

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

FM COMAF 8 WESTOVER AFB MASS

TO COMAIRDIV 45 LORING AFB ME

/UNCLAS/PLM 67346. SUBJ: REORGANIZATION OF MEDICAL FACILITIES. REF OUR LETTER PLM, 15 MAR 56, SAME SUBJECT: EFFECTIVE FOR JUN 56 AND THEREAFTER, THE FOLLOWING MEDICAL AUTHORIZATION IS OUTLINED AS FOLLOWS:

T/O AUTH

| UNIT | UMD 9022, 1 JUL 56 T/O 1-8020, 1 JUN 55 | T/O STR OFF | T/O STR AMN |
|---|---|---|---|
| 42D TAC HOSP | IIAC, AE, AF, 4XIIAD IIF, 2XIIA | 34 | 115 |

NON-T/O AUTH

JUNE 56 - 4034th USAF HOSP: 22 OFF (1 LT COL, 4 MAJ, 10 CAPT, 7 LT); 16 AMN (1 M/SGT, 2 T/SGT, 3 S/SGT, 5 A/1C, 4 A2C, 1 A3C); 37 CIVILIANS P478 (34 GRADED 3 UNGRADED).

JULY -56 - 4034TH USAF HOSP: 43 ~~EX~~ CIVILIANS P478 (PLUS 6 GRADED).

MANDATORY GRADES AND AFSC'S REFLECTED IN INCLOSURE 2 OF REFERENCED LETTER ABOVE WILL BE INCLUDED IN JUNE 1956 REPORTING. FOOD SERVICE

PAGE TWO RJEPEO 29

PORTION WILL BE INCLUDED IN T/O OR NON-T/O UMD'S UNDER CODE SUBSECTION 36500 AS OUTLINED IN AFM 171-8. HOSPITAL ENGINEER POSITION WILL BE PROVIDED FROM CIVILIAN RESOURCES AUTHORIZED IN JUNE 1956 REPORTING. ADDITIONAL INFORMATION WILL BE FORTHCOMING INCLUDING COPIES OF UMD's. 04/1423Z JUN RJEPEO.

1476

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1479

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY COPY

FM COMAF 8 WESTOVER AFB MASS
TO COMAIRDIV 45 LORING AFB ME

/UNCLAS/PLM 67309. FOLLOWING SAC MSG DFLND 38574, 9 May 56, IS QUOTED FOR YOUR INFORMATION AND NECESSARY ACTION: "THE FOLLOWING MANNING RESTRICTIONS AND AUTHORIZED OVERAGES WILL APPLY TO UND'S INDICATED EFFECTIVE JUNE 1956. UND 2504A DATED 1 APRIL 1956 BOMB SQUADRON

| FUNCTIONAL CODE | GRADE | AFSC | DELETE |
|---|---|---|---|
| 8001014 | A2C | 42330 | 15 |
| 8001015 | A1C | 42350 | 9 |
| UND4544A DATED 1 APR 56 | | | PERIODIC MAINT SQ |
| 8001017 | A2C | 42132 | 7 |
| | A1C | 42152 | 1 |
| | SSG | 42152 | 6 |
| | A2C | 42330 | 7 |
| | A1C | 42350 | 23 |
| | SSG | 42350 | 10 |
| UND 3374F DATED 1 APRIL 1956 | | | FIELD MAINT SQ |
| 8031010 | A2C | 42330 | 12 |
| | A1C | 42350 | 22 |
| | SSG | 42350 | 24 |
| | TSG | 42370 | 1 |
| | MSG | 42370 | 1 |
| 8041010 | A1C | 42152 | 4 |
| | SSG | 42152 | 7 |
| | TSG | 42172 | 2 |
| | A2C | 42231 | 5 |
| | A1C | 42251 | 12 |
| | SSG | 42251 | 9 |
| | TSG | 42271 | 1 |

THE FOLLOWING WILL BE ADDED AS AUTHORIZED OVERAGE EFFECTIVE 1 JUNE 1956

| UND 2234A DATED 1 APRIL 1956 | | | ARM & FLECT SQ ADD |
|---|---|---|---|
| 8201012 | A2C | 46230 | 5 |
| | A1C | 46250 | 12 |
| | SSG | 46250 | 4 |
| | TSG | 46270 | 2 |
| | MSG | 46270 | 3 |

THIS CHANGE WILL BE REFLECTED IN THE JUNE 1956 MAF WITH CODE LETTER "A"
/11 MAY 56/

EXHIBIT 3

1

1478

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1479

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## DAILY STRENGTH REPORT

LORING AIR FORCE BASE, MAINE

DATE 1 MAY 56

| ORGANIZATION | OFF AUTH | OFF ASGD | OFF ATCHD | OFF PRD | AMN AUTH | AMN ASGD | AMN ATCHD | AMN PRD |
|---|---|---|---|---|---|---|---|---|
| HQ 45TH AIR DIVISION | 10 | 9 | 0 | 8 | 7 | 6 | 0 | 4 |
| HQ 42D BOMB WING | 52 | 50 | 0 | 15 | 149 | 177 | 1 | 159 |
| 69TH BOMB SQUADRON | 87 | 101 | 0 | 68 | 229 | 177 | 0 | 127 |
| 70TH BOMB SQUADRON | 87 | 105 | 0 | 65 | 229 | 182 | 0 | 144 |
| 75TH BOMB SQUADRON | 87 | 123 | 0 | 72 | 229 | 191 | 0 | 149 |
| 42D FIELD MAINT SQUADRON | 8 | 9 | 0 | 6 | 319 | 654 | 0 | 476 |
| 42D PER MAINT SQUADRON | 4 | 4 | 0 | 3 | 373 | 161 | 0 | 130 |
| 42D A & E MAINT SQUADRON | 11 | 8 | 0 | 7 | 842 | 457 | 0 | 388 |
| 42D AIR REFUELING SQUADRON | 99 | 102 | 0 | 77 | 220 | 217 | 0 | 164 |
| TOTAL | 445 | 511 | 0 | 339 | 2597 | 2221 | 0 | 1738 |
| 42D TACTICAL HOSPITAL | 36 | 31 | 0 | 27 | 134 | 133 | 0 | 131 |
| 4034TH USAF HOSPITAL | 16 | 17 | 0 | 16 | 19 | 8 | 4 | 10 |
| TOTAL | 52 | 48 | 0 | 43 | 153 | 141 | 4 | 141 |
| HQ 42D AIR BASE GROUP | 57 | 63 | 1 | 50 | 276 | 366 | 3 | 323 |
| 42D OPRS SQUADRON | 8 | 8 | 0 | 6 | 161 | 184 | 13 | 166 |
| 42D SUPPLY SQUADRON | 17 | 13 | 0 | 9 | 343 | 338 | 0 | 295 |
| 42D MOTOR VEHICLE SQUADRON | 5 | 3 | 0 | 2 | 207 | 253 | 0 | 238 |
| 42D AIR POLICE SQUADRON | 10 | 8 | 0 | 7 | 339 | 281 | 0 | 239 |
| 42D FOOD SERVICE SQUADRON | 4 | 3 | 0 | 3 | 238 | 217 | 0 | 196 |
| 42D INSTLS SQUADRON | 6 | 5 | 0 | 5 | 299 | 262 | 1 | 253 |
| 524TH AIR FORCE BAND | 1 | 0 | 0 | 0 | 19 | 15 | 0 | 13 |
| TOTAL | 108 | 103 | 1 | 82 | 1842 | 1916 | 17 | 1723 |
| BASE GRAND TOTAL | 605 | 662 | 1 | 464 | 4592 | 4778 | 21 | 3602 |

OFFICER NAME, GRADE (Typed): CLAYTON J. COLIGNOLLY CAPTAIN USAF

SIGNATURE (Officer):

42 ABG FORM 24 JAN 55 225 (Revised) PREVIOUS EDITIONS ARE OBSOLETE

1480

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1481

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Copy

DAILY STRENGTH REPORT ---- LORING AIR FORCE BASE

AS OF DATE: 30 June 1956

| UNIT | OFFICERS AUTH | OFFICERS ASGD | OFFICERS ATCHD | OFFICERS PFD | AIRMEN AUTH | AIRMEN ASGD | AIRMEN ATCHD | AIRMEN PFD |
|---|---|---|---|---|---|---|---|---|
| HQ 42D BOMB WG | 52 | 46 | 0 | 35 | 149 | 171 | 0 | 136 |
| 69th BOMB SQ | 87 | 101 | 0 | 50 | 205 | 162 | 0 | 130 |
| 70th BOMB SQ | 87 | 101 | 0 | 55 | 205 | 180 | 0 | 129 |
| 75th BOMB SQ | 87 | 132 | 0 | 90 | 205 | 216 | 0 | 186 |
| 42D A & E MAINT SQ | 11 | 7 | 0 | 4 | 345 | 465 | 0 | 399 |
| 42D FLD MAINT SQ | 8 | 9 | 0 | 8 | 742 | 766 | 0 | 655 |
| 42D PER MAINT SQ | 4 | 4 | 0 | 3 | 319 | 175 | 0 | 155 |
| 42D TAC HOSP | 34 | 28 | 0 | 24 | 115 | 132 | 0 | 129 |
| 42D AIR REFUELING SQ | 99 | 96 | 0 | 79 | 220 | 192 | 0 | 162 |
| TOTAL | 469 | 524 | 0 | 348 | 2505 | 2459 | 0 | 2081 |
| HQ 45th AIR DIVISION | 10 | 10 | 0 | 8 | 7 | 6 | 0 | 5 |
| 42D SUPPLY SQ | 17 | 19 | 0 | 18 | 343= | 335 | 1 | 302 |
| 42D MOTOR VEHICLE SQ | 5 | 4 | 1 | 3 | 207 | 259 | 0 | 235 |
| HQ 42D AIR BASE GROUP | 57 | 64 | 0 | 60 | 274 | 351 | 1 | 316 |
| 42D AIR POLICE SQ | 10 | 7 | 0 | 5 | 339 | 270 | 1 | 246 |
| 42D INSTL SQ | 6 | 6 | 0 | 6 | 259 | 254 | 1 | 227 |
| 42D FOOD SERVICE SQ | 4 | 3 | 0 | 2 | 232 | 242 | 0 | 219 |
| 42D OPERATIONS SQ | 12 | 8 | 0 | 7 | 159 | 196 | 13 | 167 |
| 4034th USAF HOSPITAL | 22 | 18 | 0 | 12 | 16 | 5 | 2 | 5 |
| 524th AIR FORCE BAND | 1 | 0 | 0 | 0 | 19 | 12 | 0 | 10 |
| TOTAL | 144 | 139 | 1 | 121 | 1855 | 1930 | 19 | 1732 |
| ~~3080TH AVN DEP GP~~ | - | - | - | - | - | - | - | - |
| 1974 AACS SQ | 9 | 7 | 0 | 5 | 75 | 78 | 0 | 71 |
| 1292 AACS SQ | 9 | 4 | 0 | 4 | 118 | 119 | 2 | 112 |
| 2-7 WEATHER DET | 9 | 8 | 0 | 4 | 21 | 21 | 0 | 15 |
| RESIDENT AUDITORS | 5 | 2 | 0 | 2 | 2 | 1 | 0 | 1 |
| 548th AAA BN | 30 | 28 | 0 | 16 | 348 | 354 | 1 | 205 |
| B 52 1 | 1 | 1 | 1 | 1 | 13 | 20 | 0 | 20 |
| B 52 E 1 | 0 | 0 | 0 | 0 | 10 | 12 | 0 | 12 |
| TOTAL | 63 | 50 | 1 | 32 | 587 | 605 | 3 | 436 |
| BASE GRAND TOTAL | 676 | 713 | 2 | 501 | 4947 | 4994 | 22 | 4249 |

OFFICER NAME, GRADE (Typed)
Robert Rappaport
Captain USAF
Statistical Services Officer

SIGNATURE

42D ADG FORM 225 (REVISED) FC: 2320

1482

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1483

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EVALUATION OF DIVISION OJT PROGRAM, 1 JANUARY TO 30 JUNE 1956

1. Consolidated OJT reports from 1 January to 30 June 1956 have been evaluated to determine results produced and to identify areas where improvement can be made in squadron OJT programs. This information has been condensed into three tables for evaluation and necessary action by Wing, Group and Squadron Commanders.

2. Tables I to III provide three yardsticks for measuring the effectiveness of the squadron OJT programs and evaluate different aspects of the program.

3. Table I tabulates Division, Wing and Air Base Group monthly average percentages for comparison with squadron percentages about the number of airmen by time in program and number upgraded monthly. These percentages showing this relationship are based upon the number of airmen who:

a. Have been in training over 5 months to the total number now in program. The Division monthly average percentages vary from a low of 19.5% in January to a high of 29.5% in March to the present 24.1% in June and are based upon corresponding similar monthly variations in Wing and Air Base Group percentages.

b. Require over 5 months of training before being upgraded to the total number in the program 5 months ago. Losses by transfers or separations which would increase this percentage are disregarded to simplify computation. The percentages in line 13 are higher than those in line 12 because of the increase in the number of airmen in training each month. For example, in June the Division percentage of 31.1% is based upon 446 airmen in training over 5 months of 1432 airmen in the program in January. The number of airmen in the program, however, has increased from 1432 to 1698 during this period. The effect of this increase in airmen in training is also reflected by increased requirements for 10% upgrade training in Column 8 of Table II.

c. Are upgraded each month with respect to total number in program during the previous month. Although 1080 airmen have been upgraded, training requirements have increased 19% due to an increase of 177 more airmen in training in Wing and 79 more airmen in training in Air Base Group. The Division, Wing and Air Base Group average monthly percentages of airmen upgraded of total in the program for this 6 month period are 11.03%, 9.2% and 13.10% respectively but are less than the 19% increase in training requirements. The USAF goal of 10% upgrade training of total personnel in the program places a minimum requirement for upgrade training upon each Squadron Commander.

Incl 1 to Hq 4044th Air Div Ltr, 2, Subj: Evaluation of On-the-Job Training, 12 Jul 56

8

1

1484

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EVALUATION OF DIVISION OJT PROGRAM (cont'd)

TABLE Ia NUMBER OF AIRMEN ON OJT AND UPGRADED BY MONTHS IN DIVISION

| IN PROGRAM | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| TOTAL | 1432 | 1458 | 1639 | 1499 | 1702 | 1698 |
| 1 Month | 442 | 167 | 294 | 233 | 419 | 247 |
| TOTAL | 990 | 1291 | 1345 | 1266 | 1283 | 1451 |
| 2 Months | 290 | 408 | 163 | 294 | 233 | 414 |
| TOTAL | 700 | 883 | 1182 | 972 | 1050 | 1037 |
| 3 Months | 141 | 238 | 393 | 132 | 288 | 220 |
| TOTAL | 559 | 645 | 789 | 840 | 762 | 817 |
| 4 Months | 119 | 135 | 208 | 322 | 120 | [illegible] |
| TOTAL | 440 | 510 | 581 | 518 | 642 | 552 |
| 5 Months | 161 | 112 | 98 | 196 | 234 | 106 |
| Over 5 Mos | 279 | 398 | 483 | 322 | 408 | 446 |
| % of Total New in Program | 19.[illegible]% | 27.3% | 29.5% | 21.5% | 24.0% | 26.2% |
| % Not Upgraded after 5 mos Tng | 30.8% | 40.1% | 43.4% | 31.4% | 37.1% | 31.1% |
| No. Upgraded: | | | | | | |
| This Mo. | 106 | 85 | 287 | 219 | [illegible] | 194 |
| % Upgraded | 9.6% | 5.9% | 12.8% | 14.5% | [illegible] | 9. |
| AVERAGE MONTHLY PERCENTAGE UPGRADED | | | | | | 11. |

TABLE Ib NUMBER OF AIRMEN ON OJT AND UPGRADED BY MONTHS IN [illegible]

| IN PROGRAM | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| TOTAL | 740 | 777 | 893 | 787 | [illegible] | [illegible] |
| 1 Month | 205 | 83 | 151 | 115 | 230 | [illegible] |
| TOTAL | 535 | 694 | 742 | 672 | [illegible] | [illegible] |
| 2 Months | 98 | 173 | 80 | 151 | 115 | [illegible] |
| TOTAL | 437 | 521 | 662 | 521 | 572 | [illegible] |
| 3 Months | 76 | 97 | 160 | 64 | 147 | [illegible] |
| TOTAL | 361 | 424 | 502 | 457 | [illegible] | [illegible] |
| 4 Months | 65 | 71 | 94 | 147 | 64 | [illegible] |
| TOTAL | 296 | 353 | 408 | 310 | 363 | [illegible] |
| 5 Months | 125 | 6 | 63 | 84 | 109 | [illegible] |
| Over 5 Mos | 171 | 289 | 345 | 226 | 254 | 253 |
| % of Total New in Program | 23.1% | 37.2% | 38.6% | 28.7% | 27.7% | 27.6% |
| % Not Upgraded after 5 mos Tng | 31.1% | 42.6% | 44.7% | 36.7% | 44.0% | 34.2% |
| No. Upgraded: | | | | | | |
| This Mo. | 43 | 35 | 117 | 95 | 95 | 52 |
| % Upgraded | 7.5% | 4.7% | 15.1% | 10.6% | 12.1% | 5.7% |
| AVERAGE MONTHLY PERCENTAGE UPGRADED | | | | | | 9.28% |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EVALUATION OF DIVISION OJT PROGRAM (cont'd)

TABLE Ic NUMBER OF AIRMEN ON OJT AND UPGRADED BY MONTHS IN GROUP

| IN PROGRAM | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| TOTAL | 692 | 681 | 746 | 712 | 785 | 781 |
| 1 Month | 237 | 84 | 143 | 118 | 189 | 121 |
| TOTAL | 455 | 597 | 603 | 594 | 596 | 660 |
| 2 Months | 192 | 235 | 83 | 143 | 118 | 184 |
| TOTAL | 263 | 362 | 520 | 451 | 478 | 476 |
| 3 Months | 65 | 141 | 233 | 68 | 141 | 107 |
| TOTAL | 198 | 221 | 287 | 383 | 337 | 369 |
| 4 Months | 54 | 64 | 114 | 175 | 58 | 126 |
| TOTAL | 144 | 157 | 173 | 208 | 279 | 243 |
| 5 Months | 36 | 48 | 35 | 112 | 125 | 50 |
| Over 5 Mos | 108 | 109 | 138 | 96 | 154 | 193 |
| % of Total now in Program | 15.6% | 16.0% | 18.5% | 13.5% | 19.6% | 24.7% |
| % Not Upgraded After 5 mos Tng | 30.4% | 26.8% | 35.4% | 23.5% | 29.5% | 27.7% |
| No. Upgraded: This Mo. | 62 | 50 | 70 | 143 | 121 | 102 |
| % Upgraded | 11.9% | 7.2% | 10.3% | 19.2% | 17.0% | 13.0% |
| AVERAGE MONTHLY PERCENTAGE UPGRADED | | | | | | 13.10% |

4. Table II shows the squadron percentages of airmen in training over 5 months, the average number upgraded monthly and the shortages in meeting the USAF goal for 10% upgrade training each month in each squadron. Shortages in upgrading actions are the difference between 10% of total in training each month in Column 8, and the average number upgraded monthly in Column 7, multiplied by number of months considered. This method of computation based upon the monthly average number of airmen upgraded instead of the number of airmen upgraded in one particular month provides a more comprehensive analysis for the 6 months period. The Division, Wing and Air Base Group shortages are the sum of individual squadron shortages due to different manning specialties for each squadron. Shortages in upgrading action in Column 10 in each squadron should be analyzed with respect to the percentage of airmen not upgraded after more than 5 months training in Column 4, the monthly average number of airmen upgraded in Column 7 and other pertinent factors. Such study will reveal areas for improvement or factors beyond the control of the Squadron Commander. For example, while the 42d Periodic Maintenance Squadron has a shortage of 18.6 upgrading actions, the OJT program in this squadron is considered satisfactory because it has the lowest percentage of airmen in training over 5 months. Inputs to fill the 53% shortage in body manning of this squadron will be reflected each month as





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EVALUATION OF DIVISION OJT PROGRAM (cont'd)

increased requirements in Column 10 until sufficient personnel are upgraded to raise the monthly average number of airmen upgraded in Column 7 to the equivalent of the requirement in Column 8. Table III also indicates that the Periodic Maintenance Squadron is tied for third place in relative standings among Wing squadrons.

TABLE II SQUADRON SHORTAGES IN MEETING USAF GOAL OF 10% UPGRADE TRAINING

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | NUMBER UPGRADED | | | USAF REQ. | | |
| | NO. IN PROGRAM | | PERCENTAGE | THIS | TO | MONTHLY | 10% OF | | SHORTAGE |
| UNIT | TOTAL | OVER 5 MOS | OVER 5 MOS | MONTH | DATE | AVERAGE | IN TRNG | MONTHLY | TO DATE |
| 42BqSq | 53 | 23 | 17% | 6 | 49 | 8.2 | 5.3 | | |
| 69RBS | 63 | 14 | 22% | 1 | 20 | 3.3 | 6.3 | 1.0 | 18.0 |
| 70BWS | 73 | 17 | 23% | 1 | 13 | 1.8 | 7.3 | 6.1 | 54.7 |
| 79BHS | 43 | 22 | 51% | 2 | 14 | 2.3 | 4.3 | 2.1 | 40.3 |
| 42ARS | 68 | 27 | 40% | 2 | 20 | 3.3 | 6.8 | 3.5 | 61.0 |
| 42FMS | 201 | 73 | 25% | 24 | 132 | 21.8 | 20.1 | 1.7 | 30.4 |
| 42FMS | 62 | 2 | 3% | 2 | 13 | 1.0 | 6.2 | 5.2 | 13.1 |
| 42AEMS | 142 | 49 | 35% | 10 | 119 | 19.8 | 14.2 | | |
| HOSP | 49 | 21 | 43% | 0 | 22 | 22.2 | 5.5 | | |
| 42BW | 917 | 251 | 27.3% | 52 | 452 | 75.3 | | TOTAL | 172.3 |
| DIV | AVERAGE | | 25.2% | TOTAL | 1080 | | | | 193.3 |
| 42ABG | 981 | 193 | 24.7% | 111 | 628 | 104.5 | | TOTAL | 21.0 |
| 9thSq | 45 | 16 | 31% | 21 | 115 | 19.3 | 15.0 | | |
| 420PS | 53 | 23 | 70% | 18 | 47 | 8.0 | 5.3 | 0.1 | 1.5 |
| 42APS | 139 | 43 | 31% | 19 | 196 | 32.7 | 13.9 | | |
| 42FSS | 76 | 4 | 5% | 8 | 43 | 7.2 | 7.6 | 0.1 | 0.5 |
| 42SUP | 187 | 24 | 13% | 19 | 76 | 12.7 | 15.7 | 3.0 | 18.0 |
| 42MVS | 72 | 12 | 15% | 22 | 70 | 11.8 | 7.2 | | |
| 42IS | 92 | 34 | 37% | 5 | 77 | 12.8 | 9.2 | | |
| 4013TH | 3 | 1 | 33% | 0 | 1 | .2 | 0.3 | 0.1 | 0.6 |

5. Table III tabulates the relative standings and the percentage of maximum score attained by each squadron based upon an empirical scoring formula outlined in letter ADF, Headquarters 49th Air Division, 20 March 1956, Subject: "Recognition of On-the-Job Training Accomplishments". This formula measures the effectiveness of squadron OJT programs based upon four percentages as follows:

a. Number of airmen reported on OJT with respect to number of airmen eligible.

b. Number of airmen tested of those eligible for testing.

c. Number of airmen passing tests of those tested.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EVALUATION OF DIVISION OJT PROGRAM (cont'd)

d. Percentage of 3 level airmen in program less than 4 months and of 5 and 7 level airmen in program less than 6 months with respect to total number of airmen reported on OJT.

TABLE III EVALUATION OF SQUADRON OJT PROGRAMS BASED ON SCORING FORMULA

| A | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|
| UNIT | % OF MAXIMUM SCORE | | | RELATIVE STANDING | | | AVERAGE |
| | APR | MAY | JUN | APR | MAY | JUN | STANDING |
| 42ABNS | .844 | .838 | .842 | 1 | 2 | 1 | 1 (4) |
| 42PMS | .711 | .759 | .787 | 8 | 4 | 4 | 5 (20) |
| 8ISI | .792 | .807 | .818 | 3 | 1 | 2 | 2 (5) |
| 7RSA | .727 | .741 | .800 | 4 | 3 | 3 | 3 (10) |
| 42ANS | .718 | .696 | .721 | 7 | 9 | 7 | 8 (23) |
| 7RSB | .704 | .697 | .792 | 8 | 8 | 5 | 6 (19) |
| 42FMS | .790 | .739 | .754 | 5 | 4 | 6 | 5 (15) |
| 7RSD | .697 | .662 | .724 | 9 | 8 | 8 | 7 (25) |
| 7RSB | .601 | .679 | .702 | 9 | 7 | 9 | 9 (25) |
| MEAN | .725 | .731 | .772 | | | | |
| MEDIAN | .718 | .707 | .798 | | | | |
| GROUP | | | | | | | |
| 42IS | .837 | .839 | .807 | 1 | 2 | 2 | 1 (5) |
| 42SUP | .721 | .728 | .820 | 2 | 3 | 4 | 4 (13) |
| 8RSI | .792 | .807 | .789 | 3 | 1 | 1 | 2 (6) |
| 42MTS | .727 | .706 | .822 | 4 | 2 | 1 | 3 (10) |
| 42APS | .718 | .698 | .820 | 5 | 4 | 3 | 4 (16) |
| 42CPS | .702 | .680 | .772 | 6 | 5 | 5 | 5 (21) |
| 42FSS | .666 | .683 | .807 | 7 | 1 | 2 | 2 (10) |
| MEAN | .743 | .751 | .797 | | | | |
| MEDIAN | .718 | .707 | .798 | | | | |

NOTE: The relative standing in Column 8 for the three months of April, May and June is based upon the sum of the relative standings in Columns 4, 5 and 7 which is shown in parenthesis in Column 8.

6. A more detailed analysis of each table will reveal specific facts about each squadron. Proper evaluation requires discrimination between norms and discrepancies. For example, a higher percentage of airmen in training more than 4 months before upgrading action in the highly technical specialties is expected than in the non-technical fields. Good management demands prompt action to correct any weaknesses found in the squadron OJT programs. SAC Supplement-1 to AFM 50-2, On-the-Job Training; AFM 50-21, Guide for Planning and Conducting On-the-Job Training; and the Eighth Air Force OJT Guide, 1 October 1955, prescribes detailed procedures for a well planned, properly organized and adequately supervised OJT program. The



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



principal cause of discrepancies in Squadron OJT programs is the failure to comply with the instructions prescribed in these reference publications.

7. Accurate, complete and current squadron records should provide the Squadron Commander with detailed information about the training of each airman in the program and reflect:

a. Entry of airmen into the program and subsequent upgrading action on Personnel Action Memorandums, morning reports and Classification and Audit lists.

b. Progress made by airmen in completing each phase of training. An accurate and current AF Form 623, Formal On-the-Job Training Record, is required for each trainee and indicates whether the airman will be ready for testing during the next testing cycle or will require special additional instruction before being tested.

c. Progress made by supervisors and trainers in teaching groups of airmen. The AF Form 1320, Training Chart, is a management tool which consolidates essential information in AF Form 623 and facilitates visual identification of any weaknesses in training. Poor teaching methods, lack of teaching ability of trainers and average learning capability of each trainee can be analyzed by a comparison of results tabulated in AF Form 1320.

d. Information about qualifications of airmen passing Air Force Job Knowledge Tests and Airman Proficiency Tests. Test results and a review of AF Form 623 should provide complete information about any additional training required before the award of a higher level AFSC. The final responsibility for recommending upgrading action rests with the supervisor but a minimum of additional instruction should be required after an airman passes a qualification test before upgrading action is recommended. Too often the delay in upgrading personnel has been the failure of the supervisor to initiate a recommendation for upgrading rather than a requirement for additional training of the airman.

e. Number of personnel in training and how long they have been in the program without upgrading action. 43d ABG Form 333 records this information in ready reference form for comparison with data tabulated in Table II.

f. Percentage of airmen passing tests of those tested. Squadron Commanders should know why each airman failed a test. A high percentage of failures often results when airmen are not interviewed sufficiently in advance of the testing cycle to permit special training to be conducted before the testing cycle or when airmen are permitted to take tests before adequate training has been given.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

21 June 1956

Colonel William F. Crowley
Director of Personnel
Headquarters Eighth Air Force
Westover Air Force Base
Massachusetts

Dear Bill,

Command assistance is requested to secure the 223 airmen listed as short shipments in Inclosure 1 and to fill other critical shortages in the following career fields for which no incoming airmen have been projected for this command:

| AFSC | TITLE | AUTH | ASGD |
|---|---|---|---|
| 204X0 | Intel Opns Spec | 14 | 9 |
| 432X1 | Mech Access & Eq Spec | 65 | 34 |
| 423X0 | A/C Elect Spec | 319 | 126 |
| 64173 | Orgn Supply Supvr | 21 | 12 |
| 73370 | Manp Mgt Tech Mgt Anal | 7 | 1 |
| 771X0 | Air Police | 319 | 264 |

A further correlation of short shipments with requirements reveals that 96 airmen projected for this command can be diverted to other Eighth Air Force Bases. These surplus airmen are indicated by an asterisk in Inclosure 1. For example, 57 AFSC 432X1, Reciprocating Engine Mechanics are projected in when we have sufficient positions filled to meet present B-36 and KC-97 requirements. As our B-36 requirements are reduced, surplus personnel with sufficient retainability will be reported to your headquarters.

At the present time we are short 199 airmen in the Periodic Maintenance Squadron, 121 airmen in the Field Maintenance Squadron but over 144 in the Armament and Electronics Squadron. In Air Police Squadron, we are short 87 of 339 airmen authorized. Assignment of critical personnel listed in this letter will improve our effective manning.

I am also enclosing a copy of the monthly historical report of the Division Director of Personnel which may contain some matters of interest for your QCT Digest. Further study will be necessary before we can determine if our evaluation system for measuring the effectiveness of each squadron QCT program is valid.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

It does, however, afford us with a criteria for measuring to a degree the progress made each month. The recognition of individual squadron accomplishments each month is an effective management tool to motivate each Squadron Commander to improve his program. Another advantage of this evaluation is that it identifies areas for the Base OJT Administrator to concentrate his efforts.

The late receipt of the B-52 45 aircraft unit manning document and the many changes in the former functional codes are two reasons for the many personnel not yet reported in the latest converted functional code. The many changes involved will require an extensive and time-consuming survey. The Wing Director of Personnel is aware of this problem and is taking corrective action.

Sincerely,

2 Incls:
1. Accumulated Short Shipments
2. Unit History

W. K. MARTIN
Brig. General, USAF
Commander



ATTACHMENT 1 (cont'd)



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ASSOCIATED SHORT SHIPMENT
MAY 1995

| APRI | [illegible] Apr | | May [illegible] | | Total | Projected [illegible] | | | | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| | Plan | Act | Plan | Act | Short Shipment | Jun | Jul | Aug | Sep | |
| [illegible] | [illegible] | | | | * | | | 0 | 0 | Cancel Overage on STA |
| [illegible] | [illegible] | 1 | | | 1* | 0 | 0 | 0 | 0 | Cancel Overage on STA |
| [illegible] | [illegible] | [illegible] | | | 12 | [illegible] | 0 | 0 | 0 | |
| [illegible] | 1 | 0 | | | 1* | 0 | 0 | 1 | 0 | Cancel Overage on STA |
| [illegible] | 22 | 8 | 0 | 1 | [illegible] | 0 | 0 | 0 | 0 | |
| [illegible] | 17 | 10 | 10 | 4 | 10* | [illegible] | 2 | 2 | 0 | Cancel Overage on STA |
| [illegible] | | | 1 | 0 | 14 | 0 | 0 | 0 | 0 | Cancel Not Authorized |
| [illegible] | | | 6 | 0 | 6 | 0 | 0 | 0 | 0 | |
| [illegible] | | | 1 | [illegible] | 1* | 0 | 0 | 0 | 0 | Cancel Not Authorized |
| [illegible] | 6 | 6 | | | 6 | 0 | 0 | 4 | 0 | |
| [illegible] | 1 | 0 | | | 1 | 0 | 0 | 0 | 1 | |
| [illegible] | | | 2 | 0 | 2 | 0 | 0 | 0 | 0 | |
| [illegible] | | | 12 | 6 | * | 11 | 0 | 0 | 0 | Cancel Overage on STA |
| [illegible] | 3 | 2 | | | 2 | 0 | 0 | 2 | 0 | |
| [illegible] | | | 3 | 0 | 3 | 0 | 0 | 0 | 0 | |
| [illegible] | 1 | 0 | | | 1 | 1 | 0 | 0 | 1 | |
| [illegible] | 4 | 4 | 0 | 1 | 1* | 1 | 0 | 1 | 0 | |
| [illegible] | 19 | 21 | 36 | 19 | 21 | 6 | 0 | 18 | 4 | |
| [illegible] | 30 | 16 | 4 | 0 | 16 | 2 | 0 | 0 | 4 | |
| [illegible] | 6 | 5 | | | * | 3 | 0 | [illegible] | 0 | Cancel Not PQR at present |
| [illegible] | 77 | 42 | 42 | 23 | 42 | 10 | 0 | [illegible] | 0 | |
| [illegible] | | | 21 | 21 | 21 | 0 | 0 | 21 | 0 | |
| [illegible] | 7 | 16 | 1 | 1 | 17* | 1 | 0 | 0 | 0 | Cancel Not PQR at present |
| [illegible] | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| [illegible] | 19 | 25 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | |
| [illegible] | 77 | 24 | 4 | 22 | 19* | 0 | 0 | 0 | 0 | Cancel Overage on STA |
| [illegible] | 19 | 12 | | | 0 | 0 | 0 | 0 | 0 | |
| [illegible] | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | |
| [illegible] | | | 1 | 0 | 1 | 0 | 1 | 1 | 0 | |
| [illegible] | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| [illegible] | | | 4 | 1 | 0 | 1 | 1 | 2 | 0 | |
| [illegible] | 85 | 66 | 24 | 24 | 0 | 4 | 0 | 0 | 0 | |
| [illegible] | | | 1 | 0 | 1 | 0 | 1 | 1 | 0 | |
| [illegible] | | | 0 | 0 | 1* | 0 | 0 | 0 | 1 | Cancel Overage on STA |

*Indicates not included in overall Total



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ACCUMULATED SHORT SHIPMENT (Cont'd)
MAY 1956

| AFSC | 55 Apr | | May 56 | | Total | Projected In | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Prod | Arr | Prod | Arr | Short Shipped | Jun | Jul | Aug | Sep | Remarks |
| 613X0 | 34 | 13 | 0 | 1 | 20 | 0 | 1 | 0 | 0 | |
| 651X0 | | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 672X0 | 11 | 6 | 0 | 1 | 4 | 0 | 3 | 0 | 0 | |
| 732X1 | 27 | 20 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | |
| 771X0 | 67 | 62 | 3 | 5 | 3 | 7 | 8 | 5 | 0 | |
| 902X0 | 15 | 13 | | | 2 | 1 | 0 | 0 | 4 | |
| 906X1 | 2 | 0 | | | 2 | 0 | 0 | 0 | 0 | |
| 907X0 | 1 | 0 | | | 1 | 1 | 0 | 0 | 0 | |
| 922X0 | 11 | 7 | | | 4 | 0 | 1 | 0 | 0 | |
| 9813X | | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | |
| Total | | | | | 223 | | | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1494

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EXTRACT AND BREAKDOWN OF MOT CONTROL REPORT

a. Officer Manning:

HEADQUARTERS 45th AIR DIVISION

| MONTH | AUTH | ASGD | % BODY MANNED | MTRS * | % MTRS | % CHANGE |
|---|---|---|---|---|---|---|
| Mar 56 | 10 | 9 | 90% | 9 | 90% | |
| Apr 56 | 10 | 9 | 90% | 9 | 90% | |
| May 56 | 10 | 10 | 100% | 10 | 100% | ↓ 10% |

424 BOMBARDMENT WING

| | | | | | | |
|---|---|---|---|---|---|---|
| Mar 56 | 398 | 499 | 126.2% | 304 | 76.4% | |
| Apr 56 | 472 | 528 | 112.0% | 296 | 61.9% | |
| May 56 | 471 | 525 | 111.2% | 396 | 84.3% | ↓ 7.6% |

424 AIR BASE GROUP

| | | | | MTRS | | |
|---|---|---|---|---|---|---|
| Mar 56 | 127 | 120 | 94.5% | 107 | 84.2% | |
| Apr 56 | 123 | 126 | 102.03% | 107 | 86.99% | |
| May 56 | 122 | 123 | 100.8% | 111 | 90.98% | ↓ 6.01% |

b. Airman Manning:

HEADQUARTERS 45th AIR DIVISION

| | | | | | | |
|---|---|---|---|---|---|---|
| Mar 56 | 7 | 7 | 100% | 7 | 100% | |
| Apr 56 | 7 | 6 | 86% | 6 | 86% | |
| May 56 | 7 | 6 | 86% | 6 | 86% | - 14.0% |

424 BOMBARDMENT WING (DIRECT SUPPORT SKILLS)

| | | | | | | |
|---|---|---|---|---|---|---|
| Mar 56 | 1836 | 1473 | 80.0% | 678 | 43.8% | |
| Apr 56 | 2030 | 1559 | 77.04% | 612 | 40.2% | |
| May 56 | 2032 | 1626 | 80% | 917 | 45.1% | ↓ |

424 BOMBARDMENT WING (INDIRECT SUPPORT SKILLS)

| | | | | | | |
|---|---|---|---|---|---|---|
| Mar 56 | 698 | 740 | 107.0% | 442 | 63.3% | |
| Apr 56 | 702 | 707 | 101.0% | 465 | 65.7% | |
| May 56 | 710 | 720 | 101.5% | 439 | 61.47% | - 2.0% |

424 AIR BASE GROUP

| | | | | | | |
|---|---|---|---|---|---|---|
| Mar 56 | 1800 | 1814 | 101.7% | 1366 | 75.6% | |
| Apr 56 | 1812 | 1884 | 104.0% | 1363 | 75.2% | |
| May 56 | 1834 | 1928 | 105.1% | 1408 | 76.8% | ↑ 4.0% |

*Manning in Required Specialties



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1496

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
42D AIR BASE GROUP (SAC)
Loring Air Force Base, Maine

BP 5 June 1956

SUBJECT: SAC Management Control Report, RCS: BGMA-06

TO: Commander
42d Air Base Group (SAC)
Loring Air Force Base, Maine

1. Officers:

| Auth | Asgd | % Body Manned | # MIRS | % MIRS |
|---|---|---|---|---|
| 122* | 123 | 100.8 | 111 | 90.98 |

* One (1) Helicopter Pilot, AFSC 1024A, deleted from authorization effective 1 May 56.

2. Reasons for not obtaining maximum score:

a. Shortage in required AFSC's:

| No. | AFSC | Title | Remarks |
|---|---|---|---|
| 1 | 6034 | Surf Trans Off | 1 present for duty with EDCSA 13 Jun 56. |
| 1 | 6016 | Trans Stf Off | 1 projected in with EDCSA 1 Jul 56. |
| 1 | 7336 | Manpower Off | |
| 4 | 6424 | Supply Off | 1 off, presently TDY to Advanced Supply Off Crse (DAFSC 6411), will be assigned DAFSC 6421 upon return; 3 offs projected in from 42d BW to fill 6424 vacancies. |
| 1 | 3016 | C & E Stf Off | |
| 1 | 9486 | Orthopedic Surg | |
| 1 | 9586 | Psychiatrist | |
| 1 | 9836 | Oral Surgeon | |

b. Officers not manned in required specialties:

| No. | PAFSC | DAFSC | Dy Title | Remarks (corrective action, if any) |
|---|---|---|---|---|
| 1 | 4341 | 4341 | Acft Maint Off | UMD auth changed from 4344 to 43100. |
| 1 | 6881 | 6731 | Budget Off | Filling civilian position. |
| 1 | 6031 | 6771 | Disbursing Off | Filling civilian position. |

1497

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hq 42d ABGp (SAC), BP, to: Comdr, 42d ABGp(SAC), Subject:SAC Mgt Control Rept, RCS: BCMA-06 dtd 5 Jun 56.

| No. | PAFSC | DAFSC | Dy Title | Remarks (Corrective action, if any) |
|---|---|---|---|---|
| 1 | 7024 | 6881 | Accountant | Filling civilian position. DOS July 56 |
| 1 | 6774 | 1431 | Opns Off | No UMD vacancy. Off alerted for reassignment. |
| 1 | 1224F | 1024A | Heli Pilot | 1 authorization for AFSC 1024A deleted eff 1 May 56. |
| 1 | 3251 | 3251 | CBR Off | DOS June 56. |
| 1 | 6434 | 6411 | Student Off at Crse # OA6411 | Upon return from TDY off will be assigned duty AFSC 6421 |

4034th USAF Hosp

| | | | | |
|---|---|---|---|---|
| 1 | 9326 | 9326 | Medical Off (G) | No UMD vacancy. |
| 3 | 9826 | 9826 | Dental Off (Gen) | No UMD vacancy. |

3. Comparison with last month's score:

| | AUTH | ASGD | % BODY MANNED | # MTRS | % MTRS |
|---|---|---|---|---|---|
| 30 Apr | 123 | 126 | 102.4 | 107 | 86.99 |
| 31 May | 122 | 123 | 100.8 | 111 | 90.98 |

4. Airmen:

| AUTH | ASGD | % BODY MANNED | # MTRS | % MTRS |
|---|---|---|---|---|
| 1634 | 1928 | 105.1 | 1408 | 76.8 |

a. Reasons for not obtaining maximum score in MTRS:

(1) Shortage in authorized positions: 395

(2) Number lost by PCS: 14

(3) Number discharged who did not reenlist or reenlisted for another station: 17

TOTAL: 426

b. Number of airmen assigned not manned in required specialties: 520

EXPLANATION:

(1) Helper level airmen:

Total number of 010's assigned: 46



1498

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hq 42d ABGp (SAC), RP, to: Comdr, 42d ABGp (SAC), Subject: SAC Mgt Control Rept, RCS: BGMA-06 dtd 5 Jun 56.

Number of trainable 010's assigned: 126

(a) Number of 010's training into positions with vacancy: 38

(b) Number of 010's training into positions with no vacancy: 88

Number of helpers assigned: 335

(a) Number filling authorized helper level positions: 206

(b) Number not contributing to MIRS: 129

(2) Three level airmen: 334

(a) Number on OJT-D for the three level in positions where no vacancy exists (includes 88 010 trainees): 327

(b) Number not on OJT-C for the 7 level (no 5 level) no vacancy exists at either level: 7

(3) Five level airmen:

Number not on any type of OJT due to maximum manning at the seven level: 47

(4) Seven level airmen:

Number not on any type of OJT and cross training prohibited by Project Guidance: 10

c. Testing

(1) The April 1956 testing cycle for Airman Proficiency tests have been received from 2200th Test Squadrons These results have been published on PERAM and all squadrons have distribution. There were 86 airmen tested in the 42d Air Base Group, 45th Air Division and 4034th USAF Hospital and 63 attained a passing score.

(2) Airman Proficiency Tests were administered to 193 airmen in the 22, 23, 25, 30, 32, 40, 44, 45, 53, 55, 57, 58, 75, 59, 65, 67, 68, 70, 72, 74, 77 and 92 career fields during the week of 14-19 May 56. Results should be back from the 2200th Test Squadron by the end of June 56.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hq 42d ABGp (SAC), BP, to: Comdr, 42d ABGp (SAC), Subject: SAC Mgt Control Rept, RCS: BCMA-06 dtd 5 Jun 56.

(3) Number of airmen in the 42d Air Base Group, 45th Air Division and 4034th USAF Hospital administered the AFJKT: 123. Of these 116 attained a passing score.

d. Upgrading:

| | |
|---|---|
| (1) Number upgraded to the three level: | 101 |
| (2) Number upgraded to the five level: | 14 |
| (3) Number upgraded to the seven level: | 6 |
| TOTAL: | 121 |

e. OJT Status:

| | |
|---|---|
| (1) OJT-D helper level to the three level: | 25 |
| (2) OJT-D cross training: | 3 |
| (3) OJT-C three to the five level: | 164 |
| (4) OJT-C five to the seven level: | 5 |
| TOTAL: | 197 |

5. Discharges & Reenlistments 45th Air Division.

| | Group | Wing | Div |
|---|---|---|---|
| No. discharged & eligible to reenlist: | 44 | 45 | 89 |
| No. reenlisted | 16 | 5 | 21 |
| No. reenlisted for Loring AFB | 16 | 5 | 21 |
| % Reenlistment rate | 36.4% | 11.1% | 23.6% |

6. Summarization.

a. Analysis of the overall manning situation reflects the following:

(1) Officers:

(a) The reduction of TO authorizations by one, combined with officer inputs and some changes in the duty assignments of previously assigned officers, has resulted in a notable increase in per cent manned in required specialties.



1500

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hq 42d ABOp (SAC), BP, to: Comdr, 42d ABOp (SAC), Subject: SAC Mgt Control Rept, RCS: BCMA-06 dtd 5 Jun 56

(b) Manning in AFSC 6424 has improved through readjustment of duty assignments. Although one (1) officer AFSC 6424 was reassigned to the 42d Bomb Wg during May, three (3) officers were assigned to duty in AFSC 6424 from other duty AFSC's, thereby raising effective manning to 60 per cent in this AFSC for the month of May. Effective manning will be increased to 100 per cent through the assignment of three (3) inexperienced officers from 42d Bomb Wing and the return of one officer presently TDY to Advanced Supply Officer Course.

(c) The 4034th USAF Hospital, while over in body manning, still has three (3) highly specialized positions vacant. These positions are: Orthopedic Surgeon, AFSC 9486; Phychiatrist, AFSC 9586; and Oral Surgeon, AFSC 9836.

(2) Airmen:

(a) The slight drop in per cent manned in required specialties is due to the overall loss of eight (8) skilled personnel, an increase in personnel assigned in unauthorized AFSC's (or skill levels) and an increase in total authorizations.

(b) Manning in the Supply Records Career Field (AFSC 64132/52/72/75) has improved considerably. Of 65 authorizations in this career field, 50 airmen are assigned for a percentage of 77. In addition, 17 airmen in this career field are projected in within next 120 days.

(c) There is no change in the Procurement Career Field (AFSC 651X0). Of seven (7) airmen authorized, only two (2) are presently assigned. No airmen are presently projected in and one (1) airman who was projected in for the month of May failed to appear. Seven (7) airmen from other career fields are working in this field temporarily to alleviate the shortage.

(d) Manning in the Air Police Career Field (AFSC 771X0) now reflects a bodymanning of 68 per cent, which is a drop of one (1) per cent since the last report. Projected gain during next 120 days is 14 airmen, but projected loss is 11 airmen.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hq 42d ABGp (SAC), BP, to: Comdr, 42d ABGp (SAC), Subject: SAC Mgt Control Rept, RCS: BCMA-06 dtd 5 Jun 56.

(e) Manning in Personnel Career Field (AFSC 732X0) is presently at 74.3 per cent with nine (9) airmen projected in during next 120 days.

7. Additional recapitulations as requested by Base Management and Analysis Office are attached.

3 Incls:
1. Recap., Off Section
2. Recap., Amn Section
3. Recap., Rmnl Section

WILLIAM A. CARTER
Lt Colonel, USAF
Base Director of Personnel





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC MANAGEMENT CONTROL REPORT

OFFICERS

OFFICERS MANNING RECAPITULATIONS

| PERSONNEL | April | May |
|---|---|---|
| Officer MIRS | | |
| Percentage Score: | 60 | 80 |
| No. Required | 123 | 122 |
| No. Assigned | 126 | 123 |
| No. MIRS | 107 | 111 |
| Per Cent MIRS | 86.99 | 90.98 |

1503

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC MANAGEMENT CONTROL REPORT

AIRMEN

AIRMEN MANNING RECAPITULATION

| PERSONNEL | April | May |
|---|---|---|
| Airman MIRS | | |
| Percentage Score: | 30 | 30 |
| Number required: | 1821 | 1834 |
| Number assigned: | 1905 | 1928 |
| Number MIRS: | 1409 | 1408 |
| Percent MIRS: | 77.32 | 76.8 |

1504

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC MANAGEMENT CONTROL REPORT

REENLISTMENT

REENLISTMENT RATE TABULATION

| | April | May |
|---|---|---|
| Percentage Score: | 30 | 40 |
| No. Eligible | 50 | 44 |
| No. Reenlisting | 14 | 16 |
| Per Cent Reenlisting | 28.0 | 36.4 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1506

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

I N D E X


| | |
|---|---|
| Flying Safety | Page 1 |
| Flying Time | Page 2 |
| Aircraft Commission Status - 42D BW | Page 3 |
| Aircraft Commission Status - Squadrons | Page 4 |
| Base Supply Effectiveness | Page 5 |
| Status of Motor Vehicles | Page 6 |
| Housing Status | Page 7 |
| Incidents | Page 8 |
| Courts Martial | Page 9 |
| Venereal Disease | Page 10 |
| A W O L s | Page 11 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

I N D E X


| | |
|---|---|
| Military Personnel Injuries | Page 12 |
| Government Vehicle Accidents | Page 13 |
| Civilian Personnel Injuries | Page 13 |
| Separations vs Reenlistments | Page 14 |
| Assets | Page 15 |
| Base Operations & Maintenance (45X Funds - FY 1956) | Page 16 |
| Finance Operating Data | Page 17 |
| Strength Data - As of 30 June 1956 | Page 18 |
| Manhour Utilization - 4CD BW | Page 19 |
| SAC Management Control System - 4CD AD GP | Page 20 & 21 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLYING SAFETY

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| PRIMARY AIRCRAFT: | | | | | | |
| Hours Flown | 1547 | 1108 | 1812 | 1077 | 1015 | 943 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |
| ADMINISTRATIVE AIRCRAFT: | | | | | | |
| Hours Flown | 193 | 242 | 345 | 370 | 415 | 320 |
| Major Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate Per 100,000 Hours Flown | 0 | 0 | 0 | 0 | 0 | 0 |

SOURCE: RSOFS, RCS. 1-AF-A1

FLYING SAFETY

Page 1

1509

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| B-25 | 64 | 50 | 85 | 84 | 66 | 0 |
| C-45 | 49 | 52 | 58 | 134 | 102 | 142 |
| C-47 | 65 | 76 | 76 | 73 | 70 | 45 |
| C-119 | 7 | 33 | 90 | 32 | 164 | 125 |
| H-19 | 8 | 31 | 36 | 47 | 43 | 8 |
| TOTAL | 193 | 242 | 345 | 370 | 415 | 320 |
| B-52 | | | | | | 26 |

SOURCE: 42DMM, RCS: 1-AF-A1

FLYING TIME

| | | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|---|
| 69th | Programmed | 337 | 250 | 246 | 0 | 0 | 0 |
| | Actual | 362 | 210 | 273 | 0 | 0 | 0 |
| | Hrs/Acft | 37 | 28 | 34 | 0 | 0 | 0 |
| 70th | Programmed | 327 | 255 | 176 | 440 | 394 | 268 |
| | Actual | 283 | 277 | 231 | 437 | 325 | 269 |
| | Hrs/Acft | 26 | 36 | 29 | 29 | 25 | 45 |
| 75th | Programmed | 334 | 168 | 60 | 0 | 0 | 0 |
| | Actual | 316 | 120 | 58 | 0 | 0 | 26 |
| | Hrs/Acft | 33 | 16 | 28 | 0 | 0 | .6 |
| B-36 | Programmed | 998 | 673 | 482 | 440 | 394 | 268 |
| | Actual | 961 | 607 | 562 | 437 | 325 | 269 |
| ARS | Programmed | 664 | 600 | 846 | 604 | 626 | 634 |
| | Actual | 586 | 501 | 1250 | 640 | 690 | 648 |
| | Hrs/Acft | 27 | 23 | 57 | 29 | 31 | 29 |
| TOTAL | Programmed | 1662 | 1273 | 1328 | 1044 | 1020 | 902 |
| | Actual | 1547 | 1108 | 1812 | 1077 | 1015 | 943 |

FLYING TIME

Page 2

1510

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS
42D BOMBARDMENT WING (H)

| | B-36s | | | | | | B-52s |
|---|---|---|---|---|---|---|---|
| | JAN | FEB | MAR | APR | MAY | JUN | JUN |
| Hours on Hand | 22767 | 16819 | 13411 | 11008 | 9936 | 5991 | 472 |
| Hours in Commission | 14708 | 12603 | 10344 | 8505 | 5036 | 3557 | 472 |
| Rate | 65 | 75 | 77 | 77 | 51 | 59 | 100 |
| Hours Out of Commission | 8059 | 4216 | 3067 | 2503 | 4900 | 2434 | 0 |
| Rate | 35 | 25 | 23 | 23 | 49 | 41 | 0 |
| Hours AOCP | 881 | 491 | 403 | 416 | 265 | 0 | 0 |
| Rate | 4 | 3 | 3 | 4 | 3 | 0 | 0 |
| Hours AOCM | 3164 | 1865 | 2664 | 582 | 2819 | 1138 | 0 |
| Rate | 14 | 11 | 20 | 5 | 28 | 19 | 0 |
| Hours Other Time | 4014 | 1860 | 0 | 1505 | 1816 | 1296 | 0 |
| Rate | 17 | 11 | 0 | 14 | 18 | 22 | 0 |
| Average Aircraft Possessed | 30.5 | 22.8 | 18.1 | 15 | 13 | 8 | 1 |

SOURCE: 42DMM, RCS: 1-AF-A1

AIRCRAFT COMMISSION STATUS





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRCRAFT COMMISSION STATUS

| | 99th Bm Sq | | 70th Bm Sq | | 24th Bm Sq | | [illegible] ARS | |
|---|---|---|---|---|---|---|---|---|
| | MAY | JUN | MAY | JUN | MAY | JUN | MAY | JUN |
| Hours on Hand | 0 | 0 | 9936 | 5941 | 0 | 472 | 16254 | 18840 |
| Hours in Commission | 0 | 0 | 5036 | 3557 | 0 | 472 | 11547 | 11547 |
| Rate | 0 | 0 | 51 | 59 | 0 | 100 | [illegible] | 73 |
| Hours Out of Commission | 0 | 0 | 4900 | 2434 | 0 | 0 | 4707 | 4293 |
| Rate | 0 | 0 | 49 | 41 | 0 | 0 | 29 | 27 |
| Hours AOCF | 0 | 0 | 265 | 0 | 0 | 0 | 858 | 152 |
| Rate | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 1 |
| Hours AOCM | 0 | 0 | 2614 | 1138 | 0 | 0 | 1502 | 803 |
| Rate | 0 | 0 | 26 | 19 | 0 | 0 | 11 | 5 |
| Hours Other Time | 0 | 0 | 1819 | 1296 | 0 | 0 | 2145 | 3410 |
| Rate | 0 | 0 | 18 | 22 | 0 | 0 | 13 | 21 |
| Average Aircraft Possessed | 0 | 0 | 10 | 6 | 0 | 1 | 22 | 22 |

SOURCE: AZDMM NCS: 1-AF-A1

Page 4

1512

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## BASE SUPPLY EFFECTIVENESS

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| Depot Supply Action | 77 | 77 | 73 | 44 | 64 | 65 |
| Base Supply Action | 88 | 93 | 95 | 82 | 89 | 96 |
| Reparable Action | 00 | 00 | 00 | 100 | 00 | 00 |
| Stock Record Cards | 17670 | 18300 | 22091 | 22089 | 20726 | 21307 |
| Line Items Processed | 21289 | 20780 | 24654 | 22760 | 26931 | 20482 |
| Line Items in LF Store | 6450 | 6550 | 7000 | 7100 | 7300 | 4917 |
| Line Items Issued LF Store | 1724 | 2270 | 1917 | 2188 | 2074 | 2533 |
| Pipeline Time - Days | | | | | | |
| GSA Store Items | 54 | 49 | 82 | 36 | 54 | 77 |
| GSA FSS Supplies | 54 | 32 | 88 | 40 | 62 | 47 |
| Local Purchase | 44 | 44 | 32 | 44 | 77 | 26 |
| Petty Cash Purchase | 44 | 17 | 49 | 16 | 16 | 8 |

SOURCE: BMA, RCS: AF-S1





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATUS OF MOTOR VEHICLES

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| Vehicle Days Assigned | 27063 | 25317 | 21141 | 26760 | 28458 | 29190 |
| Total Vehicle Days Lost (VDF & VDM) | 1678 | 1898 | 2403 | 1989 | 2089 | 1695 |
| Rate | 6.2 | 7.5 | 11.4 | 7.4 | 7.3 | 5.8 |
| Air Division Vehicles Authorized | 577 | 577 | 577 | 577 | 577 | 577 |
| Air Div & Tenant Veh Assigned | 873 | 873 | 893 | 892 | 918 | 973 |

SOURCE: MVS, RCS: SAC-K1

STATUS OF MOTOR VEHICLES





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## HOUSING STATUS

**Authorized Troop Housing**
(750 spaces are reserved)

| | |
|---|---|
| Officer | 156 |
| Airman | 4059 |
| Civilian | 46 |
| | 4261 |

**Troop Housing**

| Occupied | Apr | May | Jun |
|---|---|---|---|
| Officer | 118 | 115 | 103 |
| Airman | 3069 | 3267 | 3260 |
| Soldier | | | |
| 548th AAA | 234 | 210 | 189 |
| Civilian | 11 | 6 | 6 |
| Total | 3432 | 3598 | 3558 |

SOURCE: BMH

**Officer Appropriated Housing**

| | Apr | May | Jun |
|---|---|---|---|
| Apts | 80 | 80 | 80 |
| Apts Occupied | | | |
| Officer | 58 | 58 | 59 |
| Airman | 22 | 22 | 21 |

**Airman Appropriated Housing**

| | Apr | May | Jun |
|---|---|---|---|
| Apts | 160 | 160 | 160 |
| Apts Occupied | 160 | 160 | 160 |

**Personnel Living in Local Area** (Includes 548th & 3080th)

| | Apr | May | Jun |
|---|---|---|---|
| Officer | 46 | 49 | 71 |
| Airman | 394 | 412 | 476 |
| Civilian | 515 | 531 | 535 |

**Officer Wherry Housing**

| | Apr | May | Jun |
|---|---|---|---|
| Apts | 510 | 510 | 510 |
| Occupied | | | |
| Officer | 494 | 494 | 495 |
| Civilian | 16 | 16 | 15 |

**Airman Wherry Housing**

| | Apr | May | Jun |
|---|---|---|---|
| Apts | 990 | 990 | 990 |
| Occupied | | | |
| Airman | 975 | 975 | 978 |
| Civilian | 15 | 15 | 12 |

HOUSING STATUS





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## INCIDENTS

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| Traffic Accidents (Military & Civilian): | | | | | | |
| On Base | 9 | 12 | 9 | 9 | 11 | 10 |
| Off Base | 0 | 3 | 3 | 4 | 4 | 7 |
| Traffic Violations (Military & Civilian): | | | | | | |
| On Base | 43 | 57 | 34 | 44 | 28 | 17 |
| Off Base | 9 | 22 | 21 | 29 | 12 | 28 |
| Security Violations | 0 | 0 | 0 | 0 | 1 | 1 |
| Serious Crimes | 2 | 0 | 0 | 3 | 1 | 0 |
| Drunk and Disorderly | 0 | 3 | 0 | 1 | 1 | 3 |
| Article 15s | 19 | 33 | 36 | 24 | 37 | 52 |
| Reports of Theft | 10 | 31 | 22 | 18 | 26 | 16 |

SOURCE: BPM, RCS: AF-Y7







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COURTS MARTIAL

| | APR | MAY | JUN | | APR | MAY | JUN |
|---|---|---|---|---|---|---|---|
| Hq 42d BW | 0/0/0 | 0/1/0 | 0/0/1 | Hq 45th AD | 0/0/0 | 0/0/0 | 0/0/0 |
| 69th Bm Sq | 0/0/0 | 0/0/1 | 0/0/0 | Hq 42d AB Gp | 0/0/2 | 0/0/1 | 0/0/4 |
| 70th Bm Sq | 0/0/0 | 0/0/0 | 0/0/1 | 42d Opns Sq | 0/0/0 | 0/0/0 | 0/0/0 |
| 75th Bm Sq | 0/0/0 | 0/0/0 | 0/1/0 | 42d Supp Sq | 0/0/0 | 0/0/0 | 0/1/0 |
| 42d PMS | 0/0/0 | 0/0/0 | 0/0/0 | 42d Mtr Veh Sq | 0/0/2 | 0/0/0 | 0/0/0 |
| 42d FMS | 0/1/2 | 0/0/2 | 0/0/5 | 42d AP Sq | 0/4/0 | 0/0/1 | 0/2/0 |
| 42d A&E Sq | 0/0/0 | 0/0/0 | 0/0/1 | 42d Fd Sv Sq | 0/2/1 | 0/1/1 | 0/1/3 |
| 42d TAC Hosp | 0/0/0 | 0/0/0 | 0/0/1 | 42d Inst Sq | 0/0/1 | 0/0/1 | 0/0/0 |
| 42d ARS | 0/0/0 | 0/0/0 | 0/1/0 | 4034th Hosp | 0/0/0 | 0/0/0 | 0/0/0 |
| | | | | 524th Band | 0/0/0 | 0/0/0 | 0/0/0 |
| TOTAL | 0/1/2 | 0/1/3 | 0/2/9 | TOTAL | 0/6/6 | 0/1/4 | 0/4/7 |

SOURCE: BJA

General / Special / Summary





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## VENEREAL DISEASE

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 0 | 0 | 0 | 0 |
| 69th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 1 | 0 | 1 | 0 |
| 75th Bm Sq | 1 | 2 | 1 | 2 | 1 | 0 |
| 42d PMS | 0 | 0 | 0 | 0 | 1 | 0 |
| 42d FMS | 1 | 2 | 0 | 0 | 0 | 1 |
| 42d A&E Sq | 0 | 1 | 1 | 1 | 1 | 0 |
| 42d TAC Hosp | 0 | 1 | 0 | 0 | 0 | 0 |
| 42d ARS | 1 | 1 | 0 | 0 | 0 | 0 |
| TOTAL | 3 | 7 | 3 | 3 | 4 | 1 |

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 1 | 1 | 1 | 0 | 1 |
| 42d Opns Sq | 1 | 0 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 0 | 0 | 1 | 0 | 0 | 1 |
| 42d Mtr Veh Sq | 0 | 0 | 2 | 3 | 0 | 2 |
| 42d AP Sq | 0 | 1 | 0 | 0 | 1 | 0 |
| 42d Fd Sv Sq | 0 | 0 | 0 | 0 | 1 | 0 |
| 42d Inst Sq | 1 | 0 | 0 | 2 | 0 | 1 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 2 | 2 | 4 | 6 | 2 | 5 |

SOURCE: HPM



1518

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## A W O L s

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| Hq 42d BW | 0 | 0 | 0 | 0 | 1 | 0 |
| 69th Bm Sq | 1 | 2 | 1 | 0 | 0 | 0 |
| 70th Bm Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 1 | 1 | 1 | 1 | 0 | 0 |
| 42d PMS | 0 | 0 | 1 | 0 | 0 | 0 |
| 42d FMS | 1 | 0 | 0 | 0 | 1 | 0 |
| 42d A&E Sq | 2 | 1 | 0 | 0 | 0 | 1 |
| 42d TAC Hosp | 1 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 6 | 4 | 3 | 1 | 2 | 1 |

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 2 | 1 | 1 | 1 | 1 | 0 |
| 42d Opns Sq | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d Supply Sq | 2 | 0 | 0 | 0 | 1 | 0 |
| 42d Mtr Veh Sq | 0 | 1 | 0 | 0 | 1 | 0 |
| 42d AP Sq | 1 | 3 | 4 | 2 | 2 | 0 |
| 42d Fd Sv Sq | 5 | 2 | 1 | 3 | 2 | 0 |
| 42d Inst Sq | 0 | 0 | 4 | 0 | 1 | 1 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 10 | 7 | 10 | 6 | 8 | 1 |

SOURCE: BPM - AF - Y7





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MILITARY PERSONNEL INJURIES

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| Hq 42d Bm Wg | 0 | 0 | 0 | 1 | 0 | 0 |
| 69th Bm Sq | 0 | 3* | 0 | 0 | 0 | 0 |
| 70th Bm Sq | 1 | 1 | 0 | 0 | 0 | 0 |
| 75th Bm Sq | 0 | 0 | 0 | 0 | 0 | 1 |
| 42d PMS | 1 | 0 | 0 | 1 | 1 | 0 |
| 42d FMS | 0 | 0 | 0 | 0 | 1 | 1* |
| 42d A&E Sq | 0 | 0 | 1 | 0 | 2 | 0 |
| 42d TAC Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 42d ARS | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTAL | 2 | 5* | 1 | 3 | 4 | 2* |

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0 | 0 | 0 | 0 | 0 | 0 |
| Hq 42d AB Gp | 0 | 2 | 0 | 0 | 1 | 2 |
| 42d Opns Sq | 0 | 1 | 0 | 0 | 0 | 0 |
| 42d Supp Sq | 0 | 1 | 0 | 0 | 2 | 3* |
| 42d Mtr Veh Sq | 0 | 0 | 1 | 0 | 0 | 0 |
| 42d AP Sq | 0 | 0 | 0 | 0 | 1 | 1 |
| 42d Fd Sv Sq | 0 | 0 | 0 | 3** | 0 | 0 |
| 42d Inst Sq | 0 | 0 | 0 | 0 | 0 | 1 |
| 4034th Hosp | 0 | 0 | 0 | 0 | 0 | 0 |
| 524th Band | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 4 | 1 | 3** | 4 | 7* |

SOURCE: BSOGS

Each * indicates one fatality





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

GOVERNMENT VEHICLE ACCIDENTS

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| 42d Mtr Veh Sq | 0 | 0 | 1 | 0 | 0 | 0 |

No other USAF Government Vehicle Accidents reported during this period. (Jan - Jun 56)

CIVILIAN PERSONNEL INJURIES

No Civilian personnel injuries reported during this period. (Jan - Jun 56)

SOURCE: BSOGS





1521

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SEPARATIONS vs REENLISTMENTS

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| Hq 42d BW | 7/0 | 4/0 | 6/3 | 3/2 | 2/0 | 1/0 |
| 69th Bm Sq | 7/1 | 11/2 | 2/1 | 2/1 | 8/2 | 12/1 |
| 70th Bm Sq | 11/1 | 12/0 | 17/3 | 1/0 | 4/0 | 11/1 |
| 75th Bm Sq | 10/0 | 16/0 | 4/2 | 3/0 | 5/0 | 10/1 |
| 42d FMS | 6/2 | 24/1 | 10/0 | 10/0 | 4/0 | 11/1 |
| 42d FMS | 21/6 | 41/6 | 25/5 | 23/5 | 9/0 | 19/5 |
| 42d A&E Sq | 2/1 | 6/4 | 8/2 | 10/2 | 1/0 | 4/3 |
| 42d TAC Hosp | 1/0 | 4/0 | 7/0 | 4/0 | 3/2 | 3/1 |
| 42d ARS | 5/1 | 11/1 | 11/0 | 7/1 | 9/1 | 16/0 |
| TOTAL | 70/15 | 129/14 | 90/16 | 63/11 | 45/5 | 87/13 |

| | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|
| Hq 45th AD | 0/0 | 0/0 | 0/0 | 0/0 | 0/0 | 0/0 |
| Hq 42d AB Gp | 5/0 | 7/1 | 7/4 | 2/1 | 7/0 | 9/4 |
| 42d Opns Sq | 6/1 | 6/1 | 6/0 | 8/5 | 4/1 | 5/2 |
| 42d Supp Sq | 8/4 | 11/2 | 9/1 | 14/1 | 11/7 | 10/4 |
| 42d Mtr Veh Sq | 10/1 | 11/7 | 13/3 | 3/2 | 7/1 | 6/3 |
| 42d AP Sq | 8/0 | 7/3 | 4/1 | 7/1 | 5/2 | 5/3 |
| 42d Fd Sv Sq | 4/1 | 10/2 | 11/3 | 9/2 | 4/2 | 2/0 |
| 42d Inst Sq | 7/2 | 15/6 | 9/5 | 7/2 | 6/3 | 5/1 |
| 4034th Hosp | 1/0 | 0/0 | 0/0 | 0/0 | 0/0 | 2/0 |
| 524th Band | 2/0 | 0/0 | 1/0 | 0/0 | 0/0 | 2/0 |
| TOTAL | 54/9 | 67/22 | 60/17 | 50/14 | 44/16 | 46/17 |

SEPARATIONS / REENLISTMENTS

SOURCE: BPR







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## ASSETS

The assets or goods and property owned and operated by Loring Air Force Base are:

| | |
|---|---|
| Inventories (Controlled by Base Supply) | $ 33,703,664.43 |
| Equipment in Use - UAL | 26,507,860.30 |
| Equipment in Use - Other | 11,130,376.04 |
| Land & Land Improvements | 1,488,154.00 |
| Pavement & Runways | 25,752,907.00 |
| Buildings and Structures | 51,726,727.00 |
| Utility Plants and Systems | 28,081,818.00 |
| Construction in Progress | 272,977.41 |
| Accounts Receivable (Money owed to Loring) | 52,120.96 |
| Total Assets | $179,616,605.14 |

SOURCE: BCRB







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE OPERATIONS AND MAINTENANCE (A48 FUNDS - FY 1966)

Obligations to 30 June 1966

| | | | |
|---|---|---|---|
| Fuel Oil | $ 847,583 | Commercial Communications | $ [illegible] |
| Gasoline | 193,635 | Commercial Transportation | 205,391 |
| Motor & Lub Oil | 61,485 | FICA | [illegible] |
| Supplies Used - LP Store | 675,326 | Travel | 182,264 |
| Equipment | 198,603 | Laundry & Dry Cleaning | [illegible] |
| Cont Maint of Motor Vehicles | 36,820 | Cont Maint of Real Property | 156,676 |
| Cont Maint of Equipment | 5,176 | Civilian Personnel | 1,927,665 |
| Cont Services | 24,844 | Off-Duty Education Program | 3,311 |
| Purchased Utilities | 2,957 | | |
| | | TOTAL | $4,388,434 |

SOURCE: BCRB



COMPTROLLER - BUDGET & ACCOUNTING DIV

1524

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FINANCE OPERATING DATA

| | APR | MAY | JUN |
|---|---|---|---|
| Gross Disbursements | $2,786,818 | $2,394,984 | $2,331,212 |
| Gross Collections | $ 721,224 | $ 640,209 | $1,296,539 |
| Personnel Salaries | | | |
| Officers | $ 325,196( 725) | $ 270,497( [illegible]) | $ 388,204( 658) |
| Airmen | $ 604,140(5829) | $ 597,136(5576) | $ 667,781(5465) |
| Civilians | $ 188,865( 620) | $ 178,854( [illegible]) | $ 232,156( [illegible]) |
| Total Personnel Salaries | $1,118,301(7174) | $1,046,487([illegible]) | $1,288,141([illegible]) |
| Travel & Per Diem Vouchers-No. | 865 | 1235 | 1264 |
| Commercial Vouchers-No. | 1170 | 1188 | 1188 |
| Commercial Discounts Taken | $ 752 | $ 924 | $ 1,164 |
| Mil Pay Records Transferred-No. | 142 | 119 | 141 |
| No. of Sep Pmts (Excl of Reenl) | 158 | 122 | 198 |
| Savings Bonds | $ 15,752 | $ 14,782 | $ 16,200 |
| Treasury Checks Written-No. | 4,408 | 4,912 | 6,450 |
| Authorized Personnel | 27 | 27 | 27 |
| Assigned Personnel | 30 | 28 | 30 |

SOURCE: BCRF

COMPTROLLER - FINANCE OFFICE





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STRENGTH DATA - AS OF 30 JUNE 1956

| | OFF | | AMN | | CIV | |
|---|---|---|---|---|---|---|
| | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD |
| Hq 45th AD | 10 | 10 | 7 | 6 | 3 | 3 |
| Hq 42d FW | 52 | 46 | 149 | 171 | 3 | 3 |
| 69th Bm Sq | 87 | 101 | 205 | 162 | 0 | 0 |
| 70th Bm Sq | 87 | 101 | 205 | 180 | 0 | 0 |
| 75th Bm Sq | 87 | 132 | 205 | 216 | 0 | 0 |
| 42d FMS | 4 | 4 | 319 | 175 | 0 | 0 |
| 42d FMS | 8 | 9 | 742 | 766 | 32 | 31 |
| 42d A/E Sq | 11 | 7 | 345 | 465 | 0 | 0 |
| 42d ARS | 99 | 96 | 220 | 192 | 0 | 0 |
| 42d TAC Hosp | 34 | 28 | 115 | 132 | 0 | 0 |
| 4034th USAF H | 22 | 18 | 16 | 5 | 37 | 32 |

| | OFF | | AMN | | CIV | |
|---|---|---|---|---|---|---|
| | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD |
| Hq 42d AB Gp | 57 | 64 | 274 | 345 | 73 | 71 |
| 42d Cms Sq | 12 | 8 | 189 | 196 | 2 | 2 |
| 42d Supp Sq | 17 | 19 | 343 | 315 | 89 | 96 |
| 42d Mtr Veh Sq | 8 | 4 | 277 | 246 | 20 | 27 |
| 42d AF Sq | 10 | 7 | 339 | 270 | 0 | 0 |
| 42d Fd Sv Sq | 4 | 1 | 232 | 242 | 0 | 0 |
| 42d Inst Sq | 6 | 6 | 259 | 254 | 216 | 217 |
| 524th Band | 1 | 0 | 19 | 12 | 0 | 0 |
| TOTAL 45th AD | 613 | 663 | 4360 | 4389 | 486 | 484 |
| TENANT PER* | 63 | 50 | 587 | 602 | 2 | 4 |
| LAFB TOTAL | 676 | 713 | 4947 | 4991 | 488 | 490 |

SOURCE: MANPOWER AUTHORIZATIONS
ROR3: SAC F-12 & ASSIGNED STRENGTH
CIV PER: CIVILIAN PERSONNEL ASSIGNED AF FORM-1024



CONFIDENTIAL - HISTORICAL SERVICE, DIV

1526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MANHOUR UTILIZATION
42D BOMB WING - JUNE 1956

| UNIT | Direct | Prod Indirect | Non Prod Indirect | Absent | Loaned | Over Time | Borrowed | Assigned | Avail |
|---|---|---|---|---|---|---|---|---|---|
| Hq 42d BW | 1.0 | 6872.1 | 91.2 | 4172.1 | 14.0 | 424.4 | [illegible] | 10240.5 | [illegible] |
| 69th Bm Sq | 174.0 | 3095.6 | 187.0 | 7260.4 | 3000.0 | 133.5 | 6.5 | 13587.0 | [illegible] |
| 70th Bm Sq | 10513.7 | 8215.3 | 250.0 | 6397.6 | 90.0 | 764.0 | 7765.3 | 16930.8 | 18979.5 |
| 75th Bm Sq | 1534.5 | 8007.3 | 140.5 | 6347.7 | 5819.4 | 546.3 | 96.3 | 21246.4 | [illegible] |
| 42d ARS | 8449.5 | 3761.3 | 390.7 | 4724.4 | 401.0 | 958.6 | 12.0 | 16716.3 | 12861.5 |
| 42d A/E Sq | 9900.3 | 37532.8 | 1816.1 | 22582.8 | 234.2 | 1406.1 | 227.2 | 70433.9 | 49248.0 |
| 42d FMS | 24290.9 | 49295.4 | 3466.6 | 38552.8 | 3308.5 | 2607.6 | 3100.5 | 114025.9 | 77552.7 |
| 42d FWS | 6939.2 | 7993.7 | 459.0 | 6165.5 | 111.5 | 247.0 | 473.0 | 23748.9 | 17131.8 |
| 42d Opns Sq | 3684.8 | 3013.5 | 115.5 | 3285.6 | 107.0 | 1238.1 | 89.0 | 7970.5 | 5917.6 |
| Total | 67387.9 | 127587.0 | 6896.6 | 102488.9 | 13096.6 | 8323.8 | 12165.3 | 296878.2 | 201871.8 |

SOURCE: BCRO, SAC-U22, Part 3



CONFIDENTIAL - STATISTICAL SERVICES DIV



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible] AIR BASE GROUP MANAGEMENT CONTROL STATEMENT [illegible] AFB [illegible]

| | Pts Poss | SAC Statement Jan-Mar 59 Upper Quartile [illegible] SAC % | 8th AF % | Score % | Current Period Apr % | May % | June % |
|---|---|---|---|---|---|---|---|
| PERSONNEL | | | | | | | |
| a. MIRS - Officers | 30 | 40 | 40 | 50 | 50 | 60 | 60 |
| - Airmen | 85 | 40 | 50 | 44 | 72 | 50 | 74 |
| b. AWOL Rate | 50 | 100 | 100 | 80 | 70 | 100 | 100 |
| c. Reenlistment Rate | 50 | 40 | 40 | 44 | 44 | 40 | 42 |
| d. Open Mess - Officers | 25 | 100 | 100 | 90 | 100 | 90 | 100 |
| - NCO | 25 | 90 | 100 | 100 | 100 | 90 | 80 |
| MATERIEL | | | | | | | |
| a. Supply Management | 170 | 97 | 98 | 94 | 79 | 86 | 97 |
| b. Inst Costs Incd to Maint | 60 | 90 | 90 | 90 | 100 | 90 | 100 |
| c. Base Commissary Management | 50 | 65 | 75 | 85 | 80 | 80 | 43 |
| d. Base Exchange Mgt | NS | - | - | - | - | NS | NS |
| e. Medical-Dental Sup Mgt | 40 | 85 | 85 | 70 | 85 | 50 | 90 |
| f. Food Service Mgt | 40 | 90 | 90 | 90 | 100 | 100 | 90 |

Page 22

CONTROLLER - MANAGEMENT ANALYSIS [illegible]

1528

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible] AIR BASE GROUP MANAGEMENT CONTROL STATEMENT SUMMARY AFB - [illegible]

| | Pts Poss | SAC Statement Jan-Mar 58 Upper Quartile SAC | Pts AF | 2nd AF Qp Score | Current Period Apr % | May % | June % |
|---|---|---|---|---|---|---|---|
| g. Serviceable Inv Turnover Rate | 55 | 48 | 57 | 22 | 24 | 42 | 58 |
| h. Automotive Maintenance | 50 | 80 | 90 | 70 | 72 | 86 | 85 |
| CENTRAL | | | | | | | |
| a. Base Supp Operating Costs: | | | | | | | |
| (1) Ratio of Personnel | 50 | 90 | 90 | 12 | 100 | 100 | 100 |
| (2) Supp Pers Costs | | | | | | | |
| (a) Civilians | 25 | 100 | 100 | 60 | 50 | 50 | 30 |
| (b) Military | 25 | | | | 100 | 50 | 80 |
| (3) Supp Supply Costs | 70 | 100 | 100 | 22 | 42 | 22 | 22 |
| (4) Supp Contractual Serv | | | | | | | |
| (5) "Other" Costs | 30 | 50 | 100 | 130 | 40 | 11 | 30 |
| b. Flying Safety | 70 | 100 | 100 | 200 | 100 | 100 | 100 |
| c. Ground Safety | 70 | 100 | 100 | 100 | 73 | 80 | 15 |
| d. Reports on Time | 40 | 91 | 100 | 71 | 85 | 83 | 82 |
| TOTAL | 1110 | 72 | 72 | 68 | 67 | 67 | 68 |



COMPTROLLER - MANAGEMENT ANALYSIS DIV



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LORING AIR FORCE BASE

# FIGGERS & FAX

PERSONAL COPY
of 150

PREPARED BY: DIRECTOR OF CONTROLLER - MANAGEMENT SERVICE DIVISION

1550

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1351

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRESS STATUS REPORT NO. PE 23 DATE 31 May 56 BASE Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | PLANNED | COST | ST | COMPL AVG | COMPL STANDARD | % COMP | BLD EST | BLD ACT | ACC DEL DEG |
| C-36-111 | COMM. SCON. HSC BLDG. #1A | SF | 25,000 | [illegible] | A | [illegible] | [illegible] | [illegible] | [illegible] | | 5/6 |
| C-36-111 | COMM. SCON. TRUK BLDG. #1A | SF | 18,000 | [illegible] | A | [illegible] | [illegible] | [illegible] | [illegible] | | 5/6 |

AFM 86-23



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRAM STATUS REPORT MCP FY 53 DATE 31 May 56 BASE Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | BCD | | AFD |
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | NO | CONTR AWD | CONST START | % COMP | SCH | ACAF | IN PRO |
| A416-400 | PAD, A/C, WARMUP, HOLD, HV | SY | 57,000 | 430 | 4 | 4/5 | 6/5 | 34 | 12/6 | | |
| C967-400 | LIGHT, AFLD, TAXIWAY | FT | 8,300 | 39 | 4 | 8/3 | 8/3 | 88 | 11/5 | | |

NCS: NAF-28

1533

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRAM STATUS REPORT NCP PT 20 DATE 31 MAY 56 BASE Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | UT | CONTR (%) | CONST START | % COMP | S.O. SET | S.O. CMAT | % OB 200 |
| A114-100 | BARRACKS, CALIB, TP, A/C | SY | 11,000 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| A124-100 | TAXIWAY, PRIMARY, HEAVY | SY | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| B [illegible] | HYDRANT, FUELING, STD, MODIF | EA | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 100 | [illegible] | | 5/6 |
| B [illegible] | PIPELINE, 1/FUEL, 8 INCH | FT | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 100 | [illegible] | | 5/6 |
| B [illegible] | PUMP, LIQUID FUEL | EA | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 100 | [illegible] | | 5/6 |
| B [illegible] | PUMP, STATION | EA | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 100 | [illegible] | | 5/6 |
| C [illegible] | GCA FIXED (TURNKEY) | EA | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 90 | [illegible] | | [illegible] |
| C [illegible] | LIGHTING, RUNWAY, HI-INT | FT | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| C [illegible] | LIGHT, AIRD, TAXIWAY | FT | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| D [illegible] | TOWER FACILITY | EA | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| E [illegible] | HANGAR, BOMBING, N/P, STD (7) | SY | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 100 | [illegible] | | 5/6 |
| E [illegible] | HANGAR, [illegible], N/P, STD (4 BA) | SY | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| F [illegible] | UTILITIES (4 BAY/BO) | LS | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| F [illegible] | FIRE PROTECTION STATION | LS | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | | |
| F [illegible] | HEATING FACILITIES | LS | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | | |
| F [illegible] | ROAD (ASP) | MI | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| K [illegible] | LAND RIGHT W/ TYP | AC | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| K [illegible] | LAND (NO FEE PURCH) TYP | AC | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |

1354

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

56 — 31 May 56 — Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | LIFE | CONST COST | CONST COST | % COMP | FY | | FY 56 |
| ~~A616-0005~~ | ~~RUNWAY, PRIMARY~~ | ~~SY~~ | ~~33,334~~ | ~~436~~ | ~~4~~ | ~~4/4~~ | ~~9/55~~ | ~~99~~ | ~~12/5~~ | | ~~3/6~~ |
| B131-112 | BULK AVGAS TANK, N/S UO | BL | 1,190 | 33 | 1 | 1/6 | | 3 | 8/6 | | |
| B135-000 | BULK STORAGE, JET FUEL | BL | 25,000 | 100 | 4 | 12/5 | | | 8/6 | | |
| B227-000 | FILL STAND, TRUCK | EA | 1 | 3 | 3 | | | | | | |
| Q654-000 | ILAS HARDSTAND | LS | | 33 | 2 | | | | | | |
| Q656-000 | ILAS MIDDLE MARKER | LS | | 17 | 2 | | | | | | |
| Q658-000 | ILAS OUTER MARKER | LS | | 234 | 2 | | | | | | |
| E317-3005 | HANGAR, NOSE/WG, M/P, STD | SF | 226,160 | 960 | 3 | 2/6 | | 101 | 11/6 | | |
| G311-0005 | DORMITORY, AIRMAN(STORM WINDOWS) | LS | | 195 | 4 | 9/5 | | | 1/56 | | |
| J582-600 | PARK, VEHICLE, ADM, FWD | SY | 13,750 | 108 | 4 | 4/6 | | 24 | 9/6 | | |
| J254-000 | GARBAGE INCINERATOR | EA | 1 | 130 | 3 | 2/6 | | 1 | 12/5 | | |
| K746-000 | LAND, FEE, PURCHASE | AC | 5 | 42 | 1 | 3/6 | | | 3/6 | | |
| K668-000 | LAND, EASEMENT, RIGHT/WAY | AC | 10 | 8 | 1 | 3/6 | | | 3/6 | | |
| P273-330 | CHAPEL, BASE #3 (300) SE | SF | 6,988 | 206 | 4 | 12/5 | | 5 | 2/7 | | |
| P275-320 | CHAPEL, ED. WING, BLDG #2 | SF | 3,375 | 85 | 3 | 12/5 | | | 9/6 | | |
| P317-330 | CLUB, NCO, BLDG #3 | SF | 14,330 | 257 | 4 | 12/5 | | 7 | 12/6 | | |
| P673-400 | BCTN, FIELD HOUSE, BLDG | SF | 33,600 | 592 | 3 | 1/6 | | 5 | 4/7 | | |
| R743-330 | POST OFFICE, CENTRAL #3 | SF | 3,800 | 102 | 4 | 12/5 | | | 12/6 | | |
| R836-340 | BCTY, GUARD HOUSE #4 | SF | 4,100 | 90 | 4 | 12/5 | | 6 | 11/6 | | |
| S212-0001 | AUTO MAINT. SHOP, BASE | SF | 9,600 | 167 | 3 | 1/6 | | 3 | 11/6 | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRAM STATUS REPORT NO. 57 — DATE 31 May 56 — Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | UNITS | COST | PRI | CONTR COST | CONST COST | % COMP | EST | DELAY | REC CH PRO |
| 41-131 | STORAGE, BASE AVFUEL | BL | 110,000 | 330 | 3 | | | | | | |
| 14-457 | OPERATIONS, SQUADRON | SF | 15,604 | 267 | 2 | | | | | | |
| 17-232A | FLIGHT SIMULATOR TWO. | SF | 4,744 | 477 | 3 | | | | | | |
| 17-712- | TARGET INTEL. TRAINING | SF | 9,000 | 216 | 2 | | | | | | |
| 21-426R | AUTO STORAGE, HEATED | SY | 14,400 | 193 | 3 | | | | | | |
| 21-427 | AUTO STORAGE, OPEN | SY | 13,000 | 104 | 3 | | | | | | |
| 12-123 | HYDRANT FUELING SYSTEM | EA | 6 | 60 | 3 | | | | | | |
| 61-241 | HQS. BASE UNIT, A/POLICE | SF | 2,112 | 58 | 2 | | | | | | |
| 71-431 | GARAGE, FAM, HSG. AIRMEN | UN | 150 | 180 | 3 | | | | | | |
| 71-432 | GRGE, F/MSG, OFFICERS | UN | 76 | 85 | 3 | | | | | | |
| 74-275A | COMMISSARY STORE | SF | 9,052 | 195 | 3 | | | | | | |
| 74-388A | EXCHANGE, SALES STORE | SF | 13,340 | 267 | 3 | | | | | | |
| 74-544 | LIBRARY, NON-TECHNICAL | SF | 5,991 | 109 | 3 | | | | | | |
| 74-618A | OPEN MESS, OFFICERS | SF | 9,500 | 270 | 3 | | | | | | |

1556

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1537

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRAM CONTROL REPORT NO. 53 DATE 30 June 56 BASE Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| DELIVERY CODE | PROJECT DESCRIPTION | CONTR | CONTRACT | COST | QT | CONTR A-E | C.N.C. DRAFT | % COMP | S-C DUE | ACT | TGT 2WO |
| A414-400 | PAD, A/C,WARMUP, HOLD, HV | SY | 57,000 | 430 | 4 | 4/5 | 6/5 | 72 | 12/6 | | |
| 2967-400 | LIGHT, APLS, TAXIWAY | FT | 5,300 | 99 | 4 | 8/3 | 8/3 | 93 | 11/5 | | |

NCS: ALF-20

1538

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRAM TRACKING REPORT DCF 4755 DATE 25 June 56 Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | % | CONTR | UNIT PLAN | % COMP | ESD | USAF | CW ESD |
| A312-330 | HARDSTAND, CALIB, HV, A/C | SY | 15,900 | 207 | 4 | 4/5 | 5/5 | 50 | 12/6 | | |
| A718-230 | TAXIWAY, PRIMARY, HEAVY | SY | 19,670 | 323 | 4 | 4/5 | 6/5 | 60 | 12/6 | 11/5 | |
| C614-000 | GOA FIXED (TURNTABLE) | EA | 1 | 10 | 4 | 10/5 | 10/5 | 93 | 9/6 | | |
| C965-400 | LIGHTING, RUNWAY, HI-INT | FT | 2,100 | 31 | 4 | 4/5 | 7/5 | 80 | 7/6 | 7/6 | |
| C967-400 | LIGHT, APID, TAXIWAY | FT | 3,328 | 47 | 4 | 4/5 | 9/5 | 80 | 12/6 | | |
| C850-000 | TACAN FACILITY | EA | 1 | 7 | 4 | 2/5 | 4/6 | 96 | 7/6 | | |
| E317-300 | HANGAR,NOSE/WT, W/P, STD (4EA) | SF | 93,280 | 1,604 | 4 | 12/4 | 5/5 | 99 | 3/6 | | |
| J000-000 | UTILITIES (ANHANGARS) | LS | | 30 | 4 | 3/5 | 5/5 | 59 | 9/6 | | |
| J000-000 | ROADS & WALKS | LS | | 130 | 4 | | 5/6 | 26 | 7/6 | | |
| J210-000 | FIRE PROTECTION SYSTEM | LS | | 27.5 | 5 | | 6/5 | 100 | | | 6/6 |
| J310-000 | HEATING FACILITIES | LS | | 524 | 4 | 6/5 | 7/5 | 88 | 9/6 | | |
| J647-000 | ROAD (ARS) | MI | 0.2 | 10 | 4 | 2/5 | 5/5 | 99 | 9/6 | | |
| K315-700 | LAND EASE R/W TOH | AC | 3 | 3 | 3 | | | | | | |
| K317-400 | LAND OWN FEE PURCH TOH | AC | .25 | 1 | 3 | | | | | | |

FORM SAF-58

1559

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRAM STATUS REPORT AS OF FY 56 DATE 30 June 56 BASE Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | PROJECT DESCRIPTION | UNIT | QUANTITY | COST | LT | CONTR | CONST START | % COMP | DATE CST | DATE VOUCH | DATE CW RAD |
| B131-112 | BULK AVGAS TANK, N/S UG | BL | 1,190 | 33 | 4 | 1/6 | | 29 | 8/6 | | |
| B135-000 | BULK STORAGE, JET FUEL | BL | 25,000 | 100 | 4 | 12/5 | | 29 | 8/6 | | |
| B227-000 | FILL STAND, TRUCK | EA | 1 | 3 | 3 | | | | | | |
| C654-000 | ILAS BACKSTAND | LS | | 33 | 2 | | | | | | |
| C656-000 | ILAS MIDDLE MARKER | LS | | 17 | 2 | | | | | | |
| C658-000 | ILAS OUTER MARKER | LS | | 234 | 2 | | | | | | |
| E317-3005 | HANGAR, NOSE/WG. M/P, STD | SF | 226,160 | 960 | 3 | 2/6 | | | 11/6 | | |
| G311-0005 | DORMITORY, AIRMAN(STORM WINDOWS) | LS | | 185 | 4 | 9/5 | | 43 | 7/56 | | |
| J562-600 | PARK, VEHICLE, ADM, FWD | SY | 13,750 | 108 | 4 | 4/6 | | 24 | 9/6 | | |
| J254-000 | GARBAGE INCINERATOR | EA | 1 | 130 | 3 | 2/6 | | 1 | 12/5 | | |
| K746-000 | LAND, FEE, PURCHASE | AC | 5 | 42 | 1 | 3/6 | | | 3/6 | | |
| K668-000 | LAND, EASEMENT, RIGHT/WAY | AC | 10 | 8 | 1 | 3/6 | | | 3/6 | | |
| P273-330 | CHAPEL, BASE #3 (300) SE | SF | 6,988 | 206 | 4 | 12/5 | | 23 | 2/7 | | |
| P275-320 | CHAPEL, ED. WING, BLDG #2 | SF | 3,375 | 85 | 3 | 12/5 | | | 9/6 | DEFERRED | |
| P317-330 | CLUB, NCO, BLDG #3 | SF | 14,330 | 257 | 4 | 12/5 | | 23 | 12/6 | | |
| P673-400 | RCTN, FIELD HOUSE, BLDG | SF | 33,600 | 592 | 3 | 1/6 | | 5 | 4/7 | DEFERRED | |
| R743-330 | POST OFFICE, CENTRAL #3 | SF | 3,800 | 102 | 4 | 12/5 | | 18 | 12/6 | | |
| R736-340 | SCTY, GUARD HOUSE #4 | SF | 4,100 | 90 | 4 | 12/5 | | 18 | 11/6 | | |
| S212-0001 | AUTO MAINT. SHOP, BASE | SF | 9,600 | 167 | 3 | 1/6 | | | 11/6 | DEFERRED | |

BCS: AMF-20

1540

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PROGRAM TOTAL REPORT FY 57 DATE 30 June 56 BASE Loring AFB, Maine

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY CODE | DESCRIPTION OF FACILITY | UNIT | QUANTITY | COST | CC | CONTR CC | CONST STATUS | X COMP | BASE COST | BASE ADJ F | CONV CB 230 |
| 41-131 | STORAGE, BASE AVFUEL | BL | 110,000 | 380 | 3 | | | | | | |
| 17-232A | FLIGHT SIMULATOR TNG. | SF | 4,744 | 477 | 3 | | | | | | |
| 21-426R | AUTO STORAGE, HEATED | SF | 14,400 | 193 | 3 | | | | | | |
| 21-427 | AUTO STORAGE, OPEN | SY | 13,000 | 104 | 2 | | | | | | |
| 12-125 | HYDRANT FUELING SYSTEM | EA | 6 | 60 | 3 | | | | | | |
| 61-241 | HQS. BASE UNIT, A/POLICE | SF | 2,112 | 58 | 2 | | | | | | |
| 71-431 | GARAGE, PAM, HSG. AIRMEN | UN | 160 | 180 | 3 | | | | | | |
| 71-432 | GRE, F/HSG, OFFICERS | UN | 76 | 85 | 3 | | | | | | |
| 74-257A | COMMISSARY STORE | SF | 9,052 | 195 | 3 | | | | | | |
| 74-388A | EXCHANGE, SALES STORE | SF | 13,340 | 267 | 3 | | | | | | |
| 74-544 | LIBRARY, NON-TECHNICAL | SF | 5,991 | 109 | 3 | | | | | | |
| 74-618A | OPEN MESS, OFFICERS | SF | 9,500 | 222 | 3 | | | | | | |

RCS: AF-15

1541

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1542

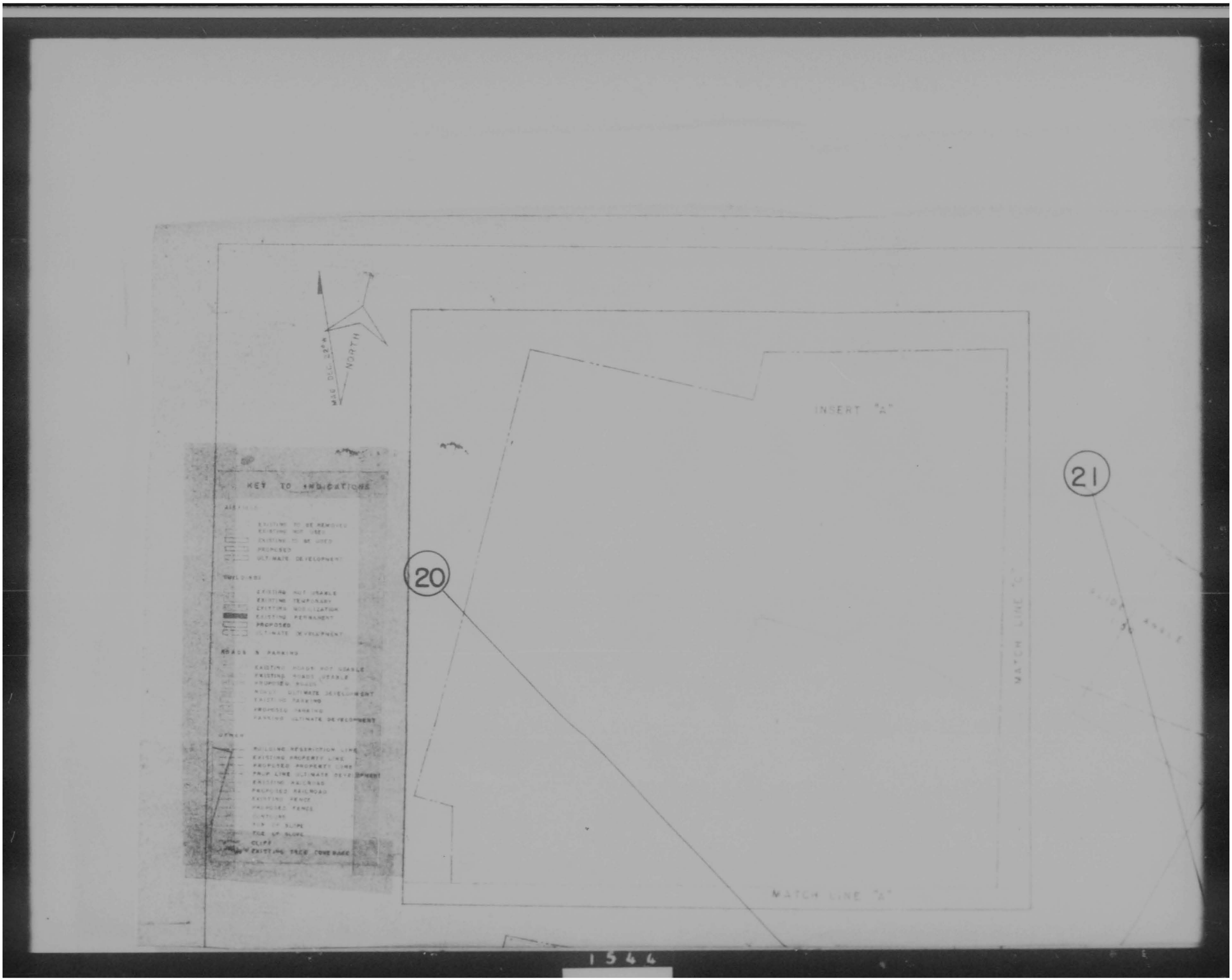
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1543

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526






THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ACTIVE CONSTRUCTION
1956

1. Extension of Taxiway, Warm Up Pad (north end) and Calibration Hardstand- FY 55 MCP, under construction. $574,672

2. AB-CPS/9 - FY 56 M&O, Completion June 1956, construction underway. $27,156

3. Guard House - FY 56 MCP, Construction underway. Completion tentatively December 1956 $96,000

4. Park Vehicle Administration - FY 56 MCP, Construction underway, completion tentatively October 1956. $37,000

5. Modification to Existing Luria Hangars - FY 56 MCP, Not under construction, Completion tentatively December 57

6. Unloading Enclosures to Warehouses - FY 56 M&O, Scheduled for completion, November 1956. $29,179

7. Jet Engine Test Stand - FY 56 M&O, Completion August 1956. $19,140

8. Crossing Blinkers - FY 56 M&O, Completion tentatively August 1956. $15,897

9. Water Alcohol Storage Facility - FY 56 M&O. Scheduled for completion tentatively 1 September 1956. $34,158

10. Sand Storage Facility - FY 55 M&O, Scheduled for completion, tentatively 1 September 1956. $27,245

11. Administration Building POL Fac - FY 56 M&O, Construction started 1 May, completion tentatively June 1956. $7,749

12. Storage Base Avfuel (1190 bbl) - FY 56 MCP, Completion tentatively January 1957. $64,000

13. Storage Base Avfuel (25,000 bbl) - FY 56 MCP, Completion tentatively January 1957. $117,000

14. Garbage Incinerator - FY 56 MCP. Completion tentatively June1957.

15. Roads & Walks - FY 55 MCP, Construction underway. Completion tentatively August 1956.

16. Sentry Dog Facility - FY 56 M&O, Construction started 20 April 1956, Completion tentatively 20 July 1956. $20,639

17. NCO Club - FY 56 MCP, Construction underway. Completion tentatively January 1957. $300,000

18. Storm & Screen Windows for Various Buildings on Base - FY 56 MCP. $91,390

19. Chapel - FY 56 MCP, Construction underway. Completion tentatively March 57. $182,000

20. Post Office - FY 56 MCP, Construction underway. Completion tentatively January 1957 [illegible]

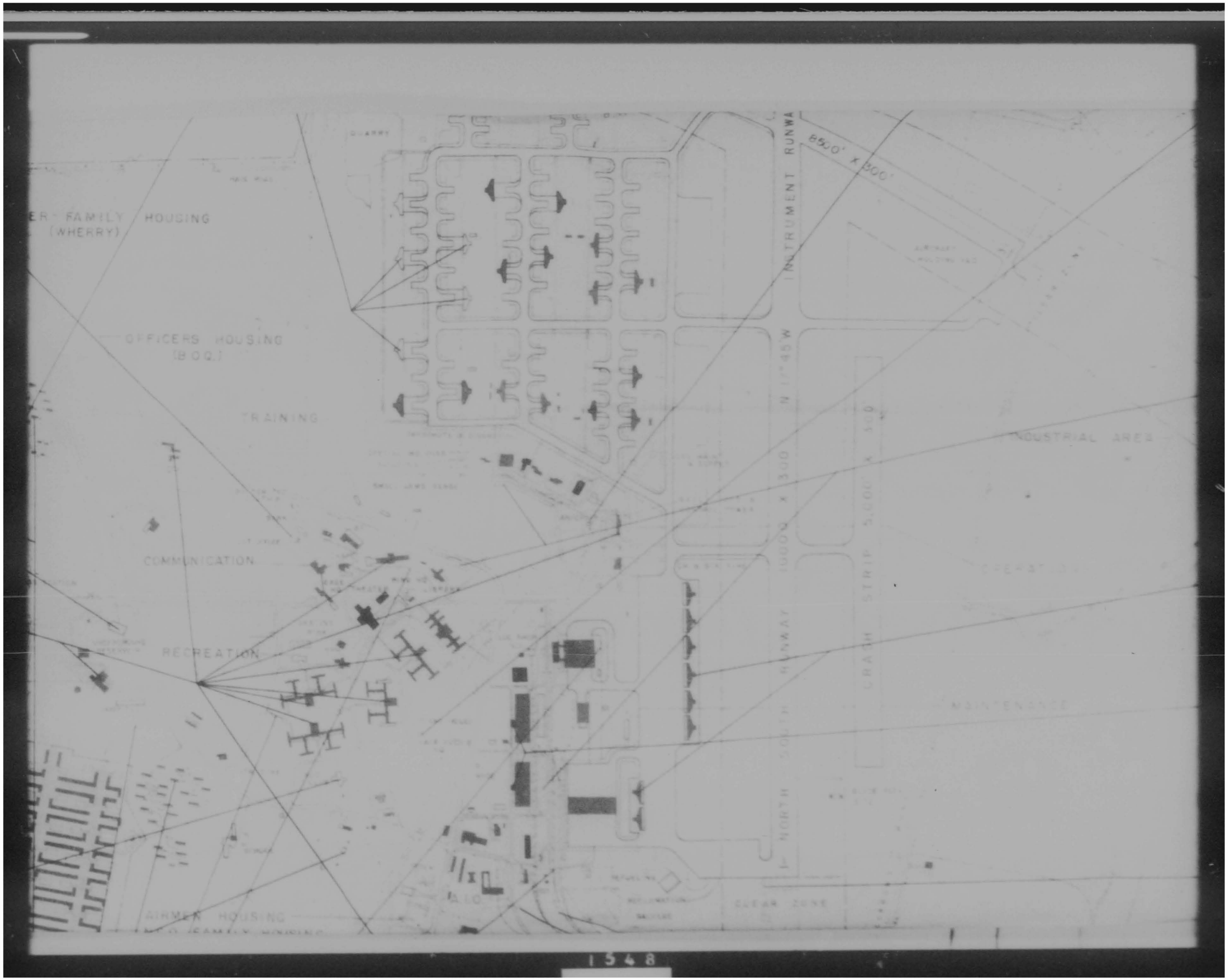
1546

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



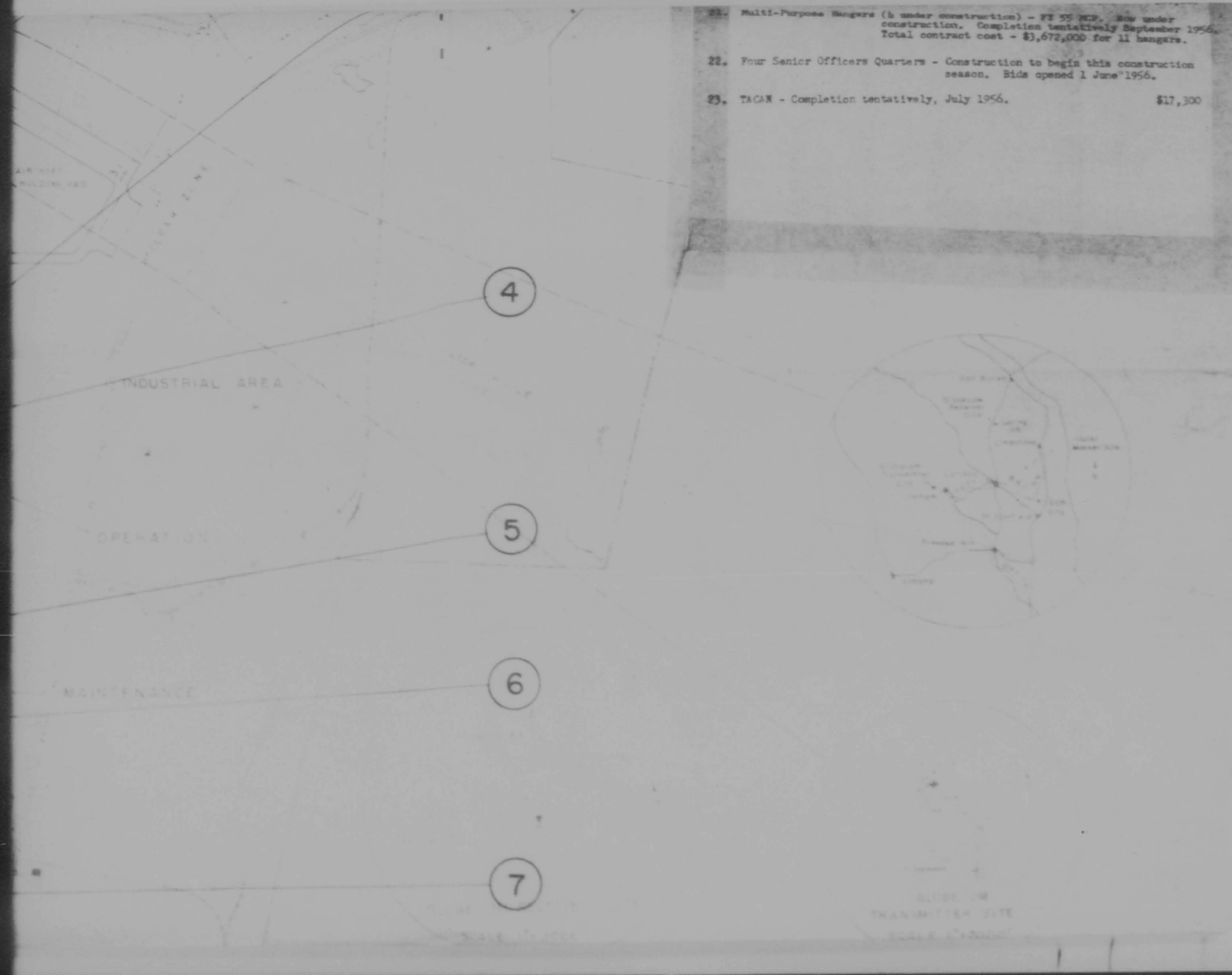

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

21. Multi-Purpose Hangars (4 under construction) - FY 55 MCP. Now under construction. Completion tentatively September 1956. Total contract cost - $3,672,000 for 11 hangars.

22. Four Senior Officers Quarters - Construction to begin this construction season. Bids opened 1 June 1956.

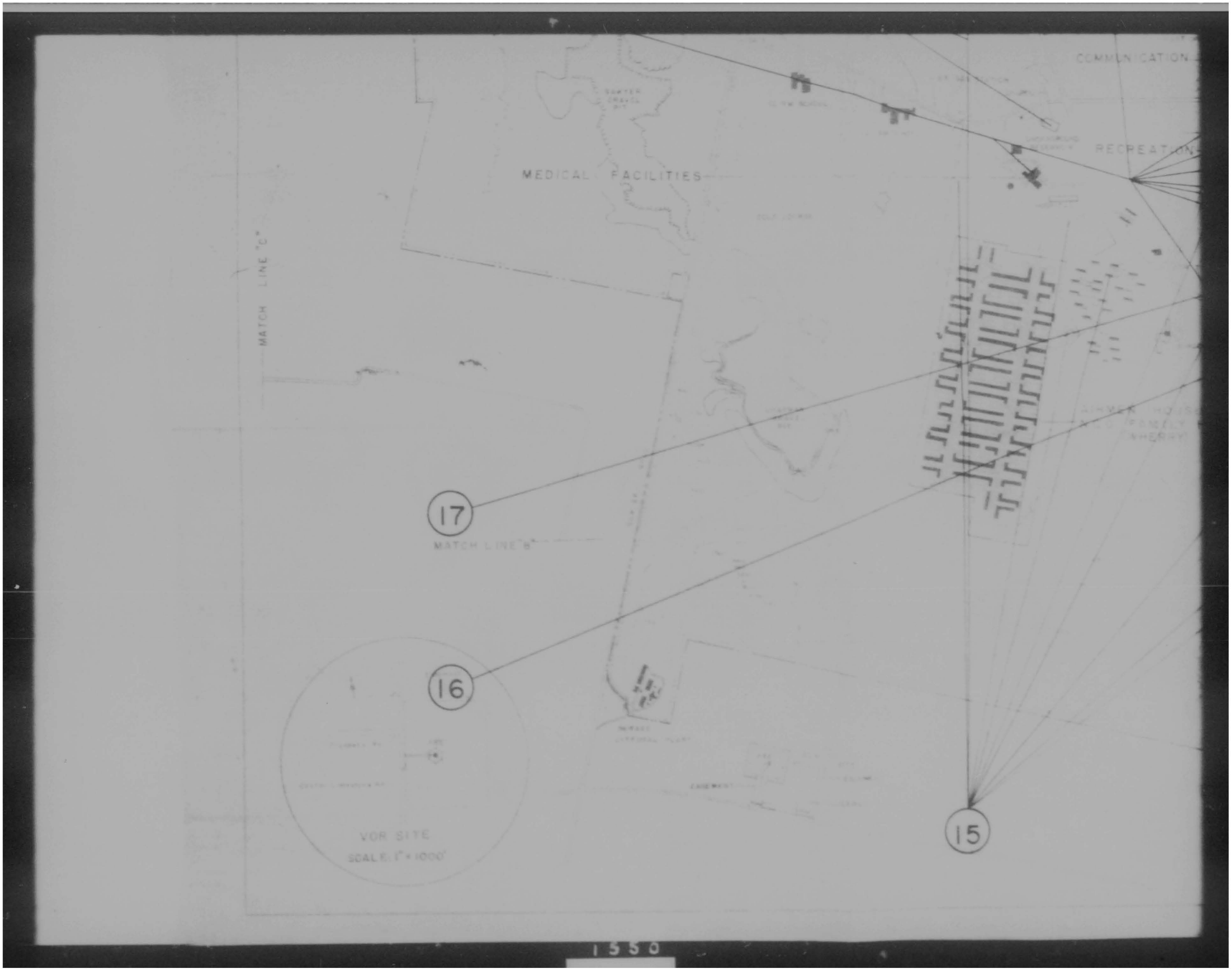
23. TACAN - Completion tentatively, July 1956. $17,300





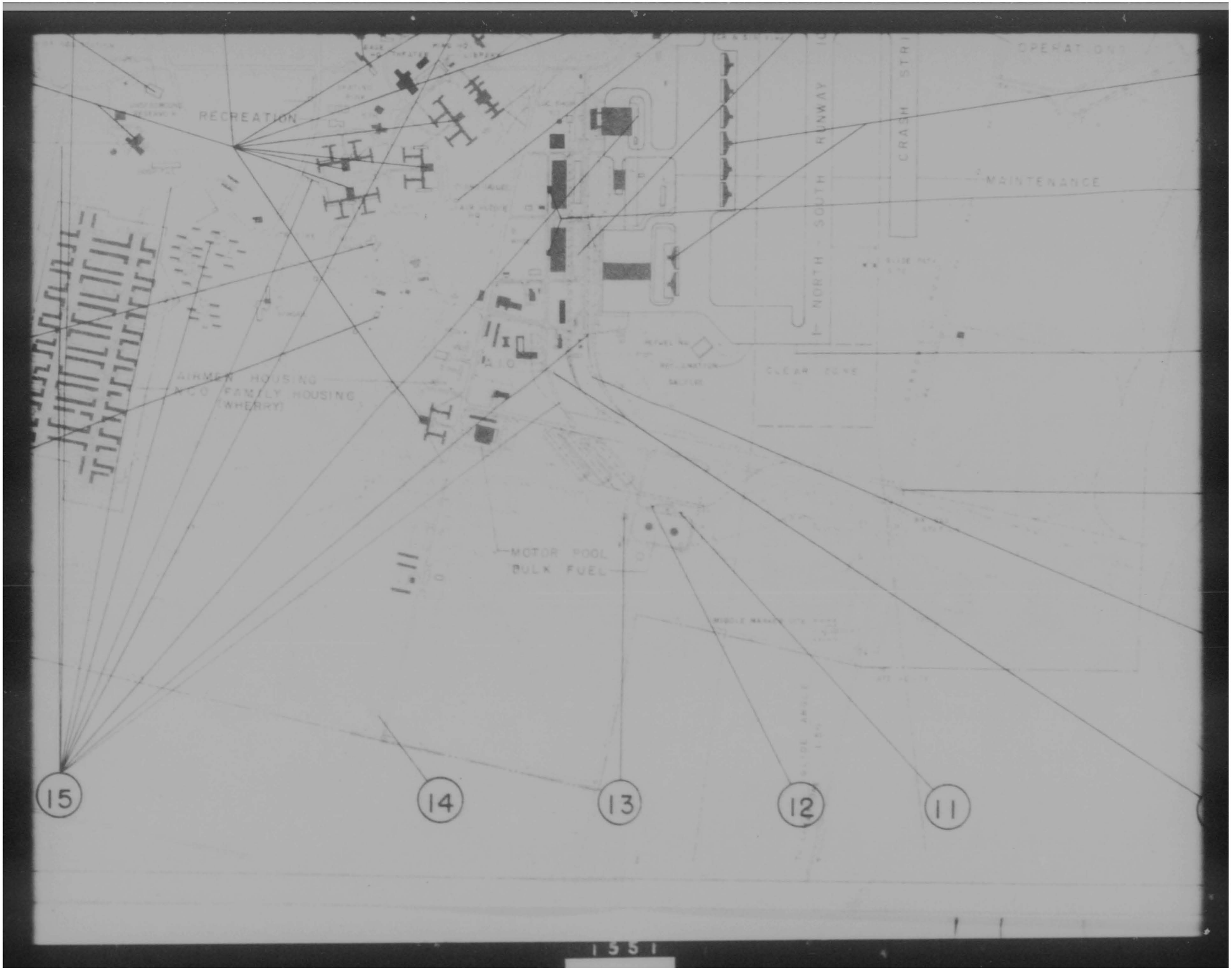

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



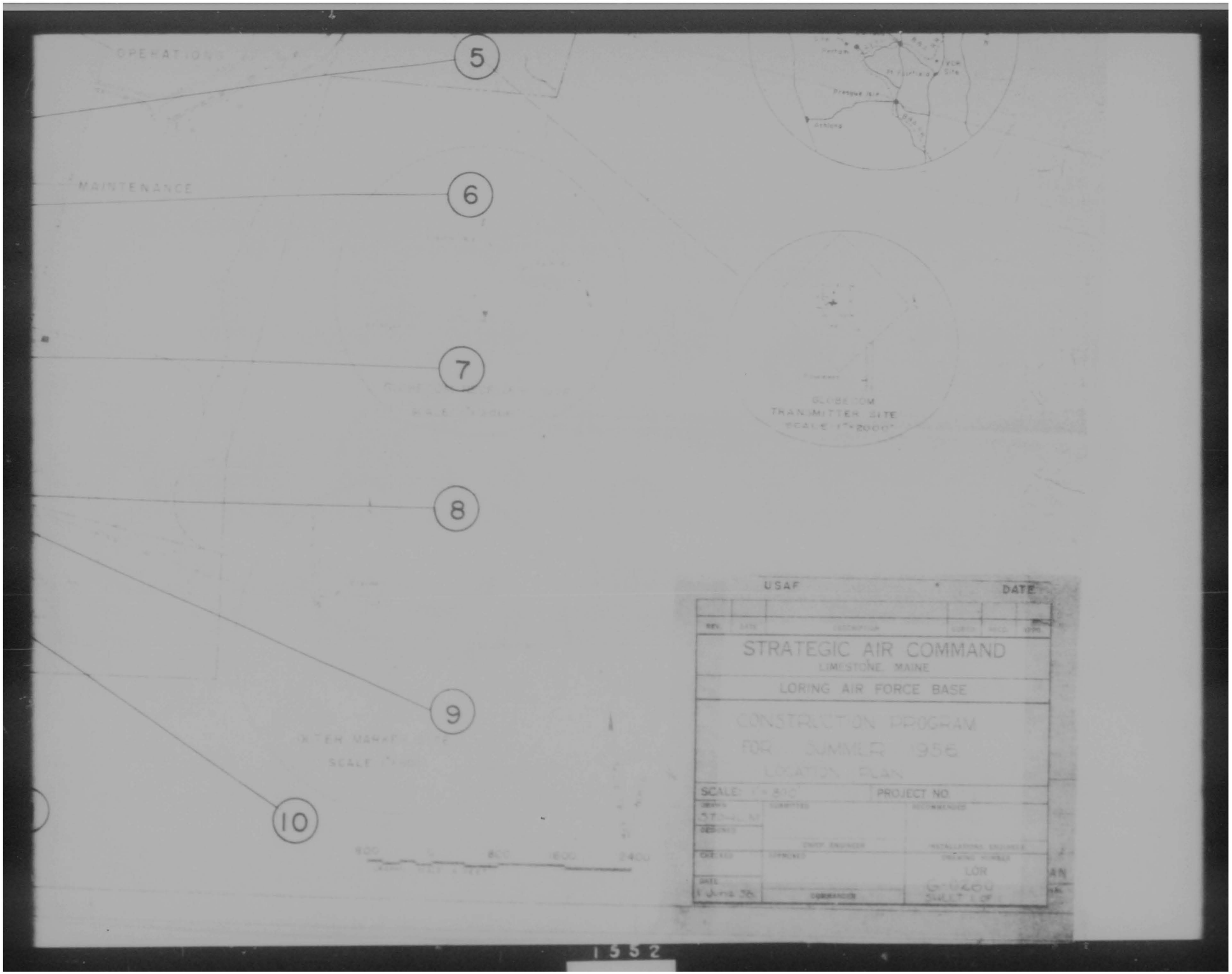

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
6 JUNE 1956

B-52 CONVERSION PROGRESS REPORT #7

FOR

45TH AIR DIVISION (SAC)

This Progress Report Contains Pages.

45AD OPLAN 1-55
6#3630
6 JUNE 56

Confidential

1553

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

FOREWORD TO PROGRESS REPORT # 7

The problem areas as cited in previous reports have received considerable command attention. As a result the majority of our serious problem areas have been overcome, and the remaining problems are being corrected on schedule. In view of this I concur in the contents of this report.

W K Martin
W. K. MARTIN
Brigadier General, USAF
Commander

Confidential

1554

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

DETAILED COMMAND ACTIONS

PERTAINING TO

PROGRESS REPORT #7

TO

45TH AIR DIVISION PROGRAMMING PLAN 1-55

Confidential

1555

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS


| | PAGE |
|---|---|
| REPORT OF THE DIRECTOR OF MATERIEL | 1 |
| REPORT OF THE DIRECTOR OF OPERATIONS | 11 |
| REPORT OF THE DIRECTOR OF PERSONNEL | 19 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Enclosure #2

REPORT OF DEFICIENCY OF MAGNITUDE

| PROJECT | ACTION REQUIRED | DEVELOPMENT AND PROBLEM | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| Rehabilitation [illegible] | Develop requirements for rehabilitation and modification [illegible] and submit necessary correspondence to ATC [illegible] | a. AM-4 Coal Coat: Construction on parking shoulders will begin 25 June 56. Second project is at PWC office awaiting invitation for bid. This will be opened about 25 June and contract awarded prior to 15 July 1956. Estimate completion of both projects by October 1956. | 30 | 2 |
| | | b. Taxiway Lights: Project 78-57 in the FY-57 M&A program provides for the replacement of existing lights with semi-flush mounted lights on turns and at intersections. A 58 MCP catagory III item to move taxiway lights to 5' outside the light duty pavement has been deleted. This is considered to be a major deficiency in the overall B-52 program. | 25 | 2 |
| | | c. Jaria Docks: No construction will begin this season due to delays in previous negotiations. CMAF IXO, Dallas, has forwarded the request for waiver of this modification of "line of sight" to USAF. | [illegible] | [illegible] |
| | | d. Multi-purpose Docks: Project is under contract and construction to begin in June 1956. Work priority has been established. | 25 | 2 |
| | | e. Modify D. C. Hangar for B-52 Operations: Final drawings have been completed and reviewed by AFIRO. Invitation for bids is scheduled for 8 June 1956. Bids to be opened on 22 June 1956. | 10 | 1 |
| | | (1) Installation of Additional Door Panels in the D. C. Hangar: This project has been forwarded to CMAF for a policy determination. | 10 | 1 |
| | | f. Power and Lights to Maintenance Stands: Project 78-57. This project has been to SAF for review (16 May 56) | 10 | 1 |

1557

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | | g. Stand for Refueling Doors, Curb for Aircraft Parking Ramps for Outrigger Gear: Outrigger ramps have been completed. No action, other than drawing plans, will be taken on the parking curb and stand for access to the air refueling doors, until receipt of an aircraft. | 33 | 3 |
| | | h. Flight Simulator: Project LOR 144-56 has been forwarded to SAF for approval. Upon return we will try to fund this project from -56 funds. The temporary site will be ready for the simulator upon its arrival in November. | 25 | 2 |
| | | i. Replace South Asphaltic Concrete Holding Pad with Portland Cement Concrete: ATO has submitted a request for reconsideration of this project in the FY-57 MCP by Hq. USAF. It is presently at Hq. SAC. Command assistance is requested on this item. | 0 | 0 |
| | | j. Refueling Pits: We presently have 10 outlets on Parking Apron I; 5 outlets on Parking Apron II; 6 outlets on Big Parking Apron. A project to put an outlet in each stub in parking aprons I and II is included in the '58 MCP. SAC denied a request to move this item into the '57 MCP. A project for 6 hydrants with 12 outlets on Parking Aprons II and III is included in the '57 MCP. | 25 | 2 |
| | | k. JP-4 to Hydrants: Both JP-4 and AVgas piping are connected to pumphouse 1 and 2. Conversion can be accomplished at will. Pumphouse 4 and 5 will be converted prior to 1 September. | 50 | 5 |
| | | l. Parachute Tower: Project #66-57 has gone to P&C. Will go out on IFB, funded from 56 or 57 funds. Work to start in July; should be completed in August. | 50 | 5 |
| | | m. Taxi Lines and Nose Wheel Spots: Complete. | 100 | 10 |

Confidential



1558

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS & PROBLEMS | PERCENT COMPLETE | ETA INDEX |
|---|---|---|---|---|
| 2. New Construction | Coordinate with AID on programs of new construction items | a. Jet Engine Test Stand. The contractor is waiting on the delivery of steel. New estimate on completion of Phase I is 20 August. In the meantime we are mounting an OCAMA stand on a 40' trailer. This unit will be adequate during the initial phase of B-52 operations. | 25 | 2 |
| | | b. Liquid Oxygen Plant. One plant installed in a permanent location is operational. SAC command SRS disapproved CAI Change Request for one additional LOX generator. Ref SAC msg DMCDAc 30 May 56. This is considered a serious deficiency since nearest commercial source is in Bangor, Maine, 180 mi distant. Company must have 4 hours notice to send operator from Boston. | 80 | 4 |
| | | c. Pneudraulic Test Cell. Hq. SAC has sent down a letter which deletes the Pneudraulic Test Cell for the time being as not a requirement in the B-52 program. This Hq. feels that the request was denied because the cost was excessive on the basis of information sent to SAC from OCAMA. OCAMA has purchased some very elaborate Test Cells which cost about $400,000 each. Our proposed Pneudraulic Test Cell was not nearly so elaborate and was projected to cost about $30,000. This Hq. has sent forward a letter through channels outlining our position in this matter and explaining the situation. We are hoping to get the item reinserted in Phase II Construction of the D. C. Hangar. This Hq feels a test cell adequate for making operational checks will be a necessity in the FMS Pneudraulic Shop. | 80 | 3 |
| | | d. Utility Connections for APU Equipment At Parking Positions and Maintenance Hangars: See Paragraph 1-F. | 10 | 1 |
| | | e. Demineralized Water: T.O. has been received on the demineralizer. AIC is in the process of inspection this unit and putting it into service. Hq. SAC has programmed project #100-56 (a 25,000 gallon storage tank). | 20 | 2 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| SUB-ACT | ACTION AND REMARKS | DEVELOPMENTS & PROBLEMS | PERCENT COMPLETE | TIME |
|---|---|---|---|---|
| | | f. Harmonization Range & Compass Rose. Corps of Engineers estimate this project will be complete by 1 Sept. | [illegible] | [illegible] |
| | | g. Power for E-System Mock-ups on the A4E Shops. Complete. | [illegible] | [illegible] |
| | | h. MA-1A Bomb Nav System Flyaway Benches. One bench has been received and is in operation. One bench has been locally fabricated and is in operation. Until we exceed [illegible] aircraft assigned, this bench setup is adequate. | [illegible] | [illegible] |
| 3. Additional space Requirements | Determine requirements and submit to Base Space Allocation Board. | Storage Space for 263 Equipment. Complete. | 100 | [illegible] |
| 4. Z Accounts (Supply) | Take action necessary for maintenance of accurate B-52 supply status data on the following: | | | |
| | a. Equipment items: "Z" Account | a. 643 line items received to date. (Total Z Acct 800) | 64 | [illegible] |
| | b. " " Non "Z" Acct. | b. 1,249 line items received to date | 88 | [illegible] |
| | c. " " Local purch. | c. Purchase requests are being forwarded to Budget and Accounting on B-17 Tools. Monies have been funded for these tools. | 75 | [illegible] |
| | d. Table II support for 15 acft on automatic APSC. | d. 88% completed to date. | 88 | [illegible] |
| | e. Initial support of Flyaway Kit spares for B-52 acft. | e. Brownline listing R&M Cards and memo instructions have been received at this hqs. | [illegible] | |
| | f. Initial support of QEC's. | f. Shipments have been received on QEC's for the B-52 aircraft. | 100 | [illegible] |
| | g. Disposition of excess B-36 spares. | g. Disposition received on the remaining 7 each D model power packs. They will be shipped to Fairchild AFB. Shipment of 263 equipment approximately 95% complete. SAC controlled items are being stored in Warehouse #1 awaiting disposition from SAC Headquarters. | 95 | [illegible] |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS & PROBLEMS | PERCENT COMPLETE | T.C. INDEX |
|---|---|---|---|---|
| | h. Disposition of B-36 excess equipment. | h. All B-36 spares over and above known redistribution requirements, rendered excess as results of the conversion, will be shipped automatically to the appropriate AMC Depot as they become excess. Reference SAF message MDS 33030 dtd 16 March 1956. | 25 | 2 |
| | i. Disposition of B-36 Flyaway Kit spare. | i. Msg received from Biggs AFB regarding disposition of B-36 FAK spares stated that the only portion of the 42d BW FAK's which this base is interested in are those spares peculiar only to B-36 H and B-36 J model acft. SAC has advised 15th AF that breakdown of B-36 FAK at Loring will create hardship during period of conversion and mechanization in Base Supply. Hqs. 15th AF was requested to consider sending team to Loring to effect breakdown and shipment of J and H parts, Loring to effect turnin balance. This Hqs. objects to this procedure for rea stated above and requests action be taken to ship FAKs to Biggs intact. Ref SAC msg DM3DC 44843, dtd 22 May 56 | 15 | 1 |
| | j. Insure transfer of TOC kits with B-36 aircraft by serial number. | j. TOC Kits are transferred IAW instructions received for each acft. Action on B-36 D's have been completed. | 50 | 5 |
| | k. ADI equipment, operation and spare parts. | k. Spare parts support have been requisitioned. T.O. for compounds on hand and compounds on requisition. | 50 | 5 |
| 263 Property Changed to DD Form 780 Property | l. Secure a list of installed equipment for use of acceptance teams. Request authorization shortages. | l. Complete | 100 | 10 |
| Parts breakdown for B-52 acft. | m. Secure from factory or from Tech Rep for use by Supply Liaison. | m. Supply Liaison has contacted Tech Reps and is obtaining lists from these personnel as they are phased into Loring. | 60 | 6 |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS & PROBLEMS | PERCENT COMPLETED % | F.C. INDEX |
|---|---|---|---|---|
| UAL | n. Monitor procurement of UALs and distribute to Squadrons. Review UALs and effect changes as necessary. | n. New UAL is expected in place at Loring by June 15th. | 80 | 8 |
| ECI | o. Action completed (10 April 56) | Complete | 100 | 10 |
| 5. Engine Build-Up | Prepare a complete plan to set up the J-57 engine build up line and jet engine minor repair section. | Final plans have been made for the conversion of the ECI facility to J-57 engines. We need engine slings and mobility trailers. Both items are on the "D" account and all possible action is being taken to get them in place. The Build-up section is operating and the minor repair section can be used. A work order to raise the mono-rail in the minor repair section will make possible the use of more disassembly stands. | 50 | 5 |
| 6. Jet Engine Test Stand Operation Procedures. | Action Completed (8 Feb 56 Rpt) | Complete | 100 | 10 |
| 7. Aircraft Jacking | Publish procedures and responsibility for jacking B-52 acft. | Complete | 100 | 10 |
| 8. B-52 Dock Stand | Establish locations for erection of B-52 Dock Stands and coordinate with higher headquarters and AMC for assistance in the erection of subject docks. | Three (3) stands have been erected. Hq SAC has programmed help in the erection of the remainder. Local erection will continue until assistance arrives. | 40 | 4 |
| 9. Cowling Racks | Determine requirements for local fabrication of cowling racks and initiate action for local manufacture. | Complete | 100 | 10 |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NEXT ACT | DETERMINATIONS & PROBLEMS | PRIORITY VALUES | NOTES |
|---|---|---|---|---|
| 10. Maintenance Conditions. Each Bn will train a small number of men in which to [illegible] | | O.I. by formal project [illegible] is the primary best engine conditioning procedure. No [illegible] has been received to date. | | |
| 11. Time Standards (Man Hours). | Action Completed (9 March Rpt) | Complete | | |
| 12. First Flight and Intermediate Inspection | Action Completed (10 April Rpt) | Complete | | |
| 13. Allocation Inspection | Establish a procedure for inspecting new aircraft and allocating to squadrons. | Orders are being cut by TAC Spins in accordance with 4th Bomb Wing T.N.I. [illegible] | | |
| 14. Ground Power Equipment | Establish a school for the operation of Ground powered equipment for all maintenance personnel. | Training is adequate with the exception of [illegible] in ED 1 generator. Request has been forwarded [illegible] procure a Branch Tech. Rep for duties [illegible] Base. | | |
| 15. Squadron Flying Schedule | Determine the most desirable flying schedule for the accomplishment of wing missions and necessary maintenance on the B-52 | SAC letter dated 8 Apr 56 (Subject - Periodic Turnaround) indicates a twelve (12) day schedule will be used. | | |
| 16. Assignment of Aircraft | Action completed (10 April Rpt) | Completed. | 10X | |
| 17. Aircraft Washing | Determine docks to be used and schedule for washing of aircraft | Docks 8504 - 8621 and one bay in the D. C. Hangar will be utilized as wash racks. No washing schedule can be made until the periodic dock schedule is completed. | 25 | |
| 18. Refueling. | Determining means of refueling B-52 aircraft. | Completed. | 10X | |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| [illegible] | ACTION TAKEN AS | DEVELOPMENT & REMARKS | % COMPLETE | [illegible] |
|---|---|---|---|---|
| 19. [illegible] Plug | Action completed (8 Feb 3pt) | Completed | [illegible] | [illegible] |
| 20. [illegible] Spares In Flight Maintenance Kits | Action completed (8 Feb 3pt) | Completed | [illegible] | [illegible] |
| 21. Ammo Loader | Determine if B-36 type Ammo Loader can be used for B-52 loading. | Action will be taken upon receipt of aircraft. | [illegible] | [illegible] |
| 22. Aisle Stand Covers | Establish a requirement for SAC Fabric Shop to make the necessary covers. | Work order processed awaiting receipt of aircraft. | 20 | 2 |
| 23. 60 Ft Cables for MD-3 Power Cable Units | Determine quantity required and necessary adapters. | Items have been received and are included on Supply Spdr UAL. Quantity 15 each, one per hydrant. | 100 | 10 |
| 24. Bore-sight and K Equipment | Action completed (8 Feb 3pt) | Completed | 100 | 10 |
| 25. Safety Guards for exposed switches and panels in aircraft | Forward requirement to SAC | Action will be taken upon receipt of aircraft. | 0 | 0 |
| 26. Painting of Main Selector Switches and Guard on Fuel Panel | Set up procedures to assure painting of those items upon receipt of aircraft. | Action will be taken upon receipt of aircraft. | 0 | 0 |
| 27. Initiators and Thrusters for Ejector Seats | Determine Stand-by level. | Supply liaison will take tracer action to wing commodity depot to locate tech order which establishes replacement factors and if no such order is available information will be requested from depot as to time periods that initiators will have to be replaced. | 0 | 0 |
| 28. Drag Chutes | Action Completed (8 Feb 3pt) | Completed | 100 | 10 |
| 29. Painting of Acft in accordance with SAC directives | Action completed (8 Feb 3pt) | Completed | 100 | 10 |

Confidential

1564

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| | SUBJECT | ACTION REQUIRED | DEVELOPMENTS & PROBLEMS | PERCENT COMPLETE | D.T. INDEX |
|---|---|---|---|---|---|
| | 30. Jet Noises | Determine the medical equipment requirements for protection of personnel against the excessive noise generated by the B-52 engine. | a. Local purchase action has been taken on ear muffs, helmets, headset and microphones. Expect delivery by 1 July 56. Ten earmuffs and four helmets have been received from Castle on a loan basis.<br>b. Lectures are given in Command Ground Safety meetings.<br>c. 500 base lines established, 800 to go.<br>d. Ear plugs fitted to all maintenance personnel. | 90 | 6 |
| | 31. Maintenance Personnel | Action completed (5 Jan Rpt) | Completed | 100 | 10 |
| | 32. B-52 Technical Schools | Determine personnel by name and AFSC to attend scheduled technical schools. This action is closely coordinated with Personnel Section. | General program is complete. Quotas have been filled by name. Occasional additional quotas are being filled. | 85 | 8 |
| | 33. Motor Vehicle Allocation and Utilization | Determine and forward Motor Vehicle requirements to the Motor Vehicle Utilization Panel | Complete | 100 | 10 |
| | 34. In-Flight Lunches | Action Completed (8 Feb Rpt) | Complete | 100 | 10 |
| | 35. Technical Representatives | Action Completed (8 Feb Rpt) | Complete | 100 | 10 |
| | 36. Publications Procurement | Procure all applicable publications for B-52 aircraft. | PET's are being processed as they are received and T.O. file being screened against 1B-52A-01 . | 75 | 7 |
| | 37. Instructional Visits to B-52 Units | Prepare a schedule of visits to B-52 bases for key maintenance and supply personnel and require a written report of each visit, with copies of any material secured from the base visited. | Complete | 100 | 10 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| [illegible] | ACTION REQUIRED | DEVELOPMENTS & PROGRESS | [illegible] | [illegible] |
|---|---|---|---|---|
| [illegible] | Determine the training the B-52 MTD will furnish to the Army. Make plans for utilizing the MTD. Coordinate with the Director of Operations | a. Both sections of the MTD are operating and the quality of instruction is considered excellent<br><br>b. Mechanical MTD utilization, May - 4224 hours<br>Electronic MTD utilization, May - 3220 hours | [illegible] | [illegible] |
| [illegible] | Prepare a revised Wing Mobility Plan for the B-52 aircraft | Tentative plan has been forwarded to MAF for approval | [illegible] | [illegible] |

END OF DIRECTOR OF MATERIAL'S REPORT

Confidential



1566

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

REPORT OF DIRECTOR OF OPERATIONS

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | DATE |
|---|---|---|---|---|
| 40. Instructional Films to B-52 Units. | Action completed (9 May 1956 Report) | | 100% | 10 |
| 41. Wing Flying and Maintenance. | Action completed (9 May 1956 Report) | | 100% | 10 |
| 42. Instructions for Controlling B-52 Transition Operations. | Action completed (9 May 1956 Report) | | 100% | 10 |
| 43. Professional Instructor Pilots. | Action completed (9 May 1956 Report) | | 100% | 10 |
| 44. Instructor Pilots | Action completed (9 May 1956 Report) | | 100% | 10 |
| 45. Field Check-out for Pilots. | Action completed (9 May 1956 Report) | | | |
| 46. Field Check-out for B-52 Crews. | Action completed (9 May 1956 Report) | | 100% | 10 |
| 47. Selection of Standardization Crews. | Action completed (7 May 1956 Report) | | 100% | 10 |
| 48. Crew line up Procedures. | Action completed (9 May 1956 Report) | | 100% | 10 |
| 49. Personal Equipment Requirements for B-52 | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 50. F-1A Automatic Parachute Release. | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 51. Over-Water Equipment | Action completed (8 Feb 1956 Report) | | 100% | 10 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| TASK | REQUIREMENT | REMARKS | % COMPLETE | DATE |
|---|---|---|---|---|
| [illegible] | Investigate the need for Delta exit crew positions, and submit requirements for safety belts, oxygen outlets, and interphone facilities to the D/Materiel. | The straightened aircraft will be equipped with two extra crew positions and this is considered by this Headquarters to be adequate at this time. | | |
| 53. Traffic Patterns. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 54. GCA Approach. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 55. Navigation Aids. | Monitor the installations of a terminal VOR navigation aid at Loring AFB. | The VOR was flight tested with two types of antenna, the Willow and the Federal. The results of this test were forwarded to Tinker AFB. VOR now awaiting final approval of flight test. | 75% | 10 |
| 56. Weather Minimums. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 57. Instrument Take-Offs. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 58. Airborne Test Instrument Letdown Procedures. | Establish and test fly airborne radar instrument letdown procedures. | Airborne radar instrument let down procedures will be the same as the Jet Penetration and GCA package on the Presque Isle VOR and the Houlton VOR. At the present time this station does not have a B-52 aircraft assigned to test fly the proposed procedures. As soon as a B-52 is available the procedures will be test flown. | 50% | 10 |
| 59. Test Procedures. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 60. KC-97 Emergency Stand-By. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 61. In-Flight Refueling. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 62. Fuser Aircraft. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 63. Support Aircraft. | Action completed (9 Mar 1956 Report) | | 100% | 10 |

Confidential



1568

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | | | |
|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 67. | Study of Weather and Emergency Evacuation Plans. | Study current weather and emergency evacuation plans to insure that they are working with B-52 aircraft. | The current weather evacuation flow is adequate for B-52 operation. An emergency Evacuation base was tentatively assigned in April 1956. A preliminary survey was conducted on the 8 May 56, and the base was found to be suitable. However, a final approval for its use has not been obtained. | 95% | 6 |
| 68. | Thunderstorm Penetration Plan. | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 69. | SAC Tactical Doctrine. | Request SAC Tactical Doctrine for B-52 Aircraft. | There is no approved SAC Tactical Doctrine for B-52 operation. This deficiency has been brought to the attention of higher headquarters. | 0 | 0 |
| 70. | Indoctrination of Intelligence Officers in B-52 Mission Planning. | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 71. | Disposition of BWP Target Materiel. | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 72. | Preparation of Crew Target Study Folders. | Prepare fifty SAF Crew Target Study Folders for observers use. | In addition to the 45 target study folders reported on May 56 Report, 20 additional folders have been compiled covering the 7 targets in the "canned" missions to be used in the B-52 50-MD training. These quantities of folders are considered to be adequate for the next 6 months. It is felt the compilation of additional folders is unwarranted at this time because of frequent changes in target material. | 100% | 10 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | | | |
|---|---|---|---|---|---|
| | | | [illegible] | | |
| | | | [illegible] | | |
| | | | [illegible] | | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | RECOMMENDATION | DEVELOPMENT & ACTIONS | PERCENT COMPLETE | FULL CODE |
|---|---|---|---|---|
| (a) Cont'd. | | Indicated action was being taken to develop a list of log charts to be used which could be dropped with the release. | | |
| 78. Bombing Ranges | Action completed (10 Apr 1956 Report | | 100% | 10 |
| 79. In-Flight Maintenance. | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 80. Forms | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 81. Training Charts | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 82. Charts to Reflect Status of all Crew Members | Action completed (7 May 1956 Report) | | 100% | 10 |
| 83. Crew Boards. | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 84. Design Control Room and Charts | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 85. Control Room | Obtain ground type UHF Radio Equipment. Rewrite and bring up-to-date Control Room SOP s (B-52) | A ground type UHF console is programmed for the control room. A 60 Ft. antenna was installed on 29 May 1956 which should greatly improve reception on the present equipment. | 60% | 5 |
| 86. Altitude Indoctrination. | Schedule all programmed B-52 crew members through altitude indoctrination. | 22 personnel are presently in training at Castle AFB who will be delinquent in altitude indoctrination prior to their return to this base. These personnel will be scheduled immediately upon return to this station. All other personnel scheduled from this base to the B-52 program, will have completed the indoctrination prior to reporting to Castle AFB. In-coming personnel from other bases who are delinquent will be scheduled upon their arrival. | 85% | 8 |
| 87. Dash One Manuals and Hand Books. | Action completed (7 May 1956 Report) | | 100% | 10 |

Confidential

15.

1571

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | W.J. INDEX |
|---|---|---|---|---|
| 88. Landing Weights | Action completed [8 Feb 1956 Report] | | 100% | 10 |
| 89. Instructions on Fuel Panel, Weights and Balances. | Action completed [8 Feb 1956 Report] | | 100% | 10 |
| 90. Fuel Reserve | Action completed [8 Feb 1956 Report] | | 100% | 10 |
| 91. Ramp Position for Guns | Action completed [8 Feb 1956 Report] | | 100% | 10 |
| 92. Check for Fired Cartridges. | Action completed [8 Feb 1956 Report] | | 100% | 10 |
| 93. Bomb Commanders and Survival Course. | Establish a plan to send all crew personnel to BC School, Basic and Survival Training prior to departure for B-52 Training. | Due to a change in the reporting date to the first seven crews to Castle AFB, 12 personnel reported without accomplishing survival Training and one without completing the BC course. These personnel will be scheduled for this training upon their return to this station. All other crew members scheduled from this base into the B-52 transition, will have completed these courses prior to report-to Castle AFB. | 75% | 7 |
| 94. Wing Special Weapons | Obtain early orientation and training of Wing Special Weapons Instructors in B-52 Bomb Bay Systems and Techniques. | One Special Weapons instructor from this Wing visited Castle AFB for an orientation on B-52 Special Weapons. Two Special Weapons instructors will report 4 June 56, to Special Weapons Crew Training at Randolph AFB, Texas for the purpose of obtaining information relative to the B-52 and the type of weapons to be used with it. | 85% | 8 |
| 95. Special Weapons Refresher Course. | Review the present BC Refresher course to substitute B-52 Bomb Bay systems and techniques in place of the same for B-36. | On 14 May 56 this headquarters received information on the type weapons to be used in the B-52 program. However, action is pending receipt of technical data, on this weapon to be used in classroom instruction. Also awaiting information on minor changes in the aircraft configuration. | 60% | 6 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 96. Aircraft Bombing System Ring-out Team. (Monitored by Special Weapons) | Insure that A&E Special Weapons Personnel receive adequate training in B-52 ring-out and that courses outlined in SACM 27-2 be utilized. | Supervisory personnel have attended a familiarization course at Castle AFB. Courses in basic electricity and B-52 bombing system wring out procedures are presently being conducted for the remaining A&E Special Weapons personnel. SACM 27-2 does not contain course outlines for the A&E Special Weapons personnel. | 100% | 10 |
| 97. Operation of Training Aids. | Report periodically on the status of procurement and/or operation of the following training aids. | a. The present trainer is scheduled for conversion to an MA-6 in August 1956. This is not considered to be satisfactory as crews will be on the station several weeks prior to the receipt of our first aircraft and the trainer could be used to good advantage during this period. Assistance is needed to obtain the trainer at an earlier date. The K-3A trainer has been physically modified to resemble the MA-6 trainer as an interim measure until an MA-6 system trainer is received. This substitute is not considered an adequate solution to the problem. | 50% | 5 |
| | b. Radar system mock-up. | b. The A&E Squadron and the B-52 MTD each have a radar system mock-up operation. | 100% | 10 |
| | c. Periscopic sextant mock-up. | c. Present UAL does not authorize a periscopic sextant mock-up. A UAL change was submitted on 30 April 1956. | 50% | 5 |
| | d. E-10 Computor (Tng Aid) | d. Action completed (8 Feb 1956 Report) | 100% | 10 |
| | e. Maps for high speed navigation and station circle stamps for use by B-52 crews. | e. Maps and charts are presently available on the station. Station circle stamps have been requisitioned & information has been received which indicates they will be on the station by 15 June 1956. | 90% | 9 |
| 98. Observer Ground Training. | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 99. Block Training Program. | Set up Block Training Program to incorporate all training directives, to include all ground training for both crew and non-crew members. | Block training is not required of combat crew members until combat ready. The annual requirements for all non-aircrew personnel included in the Block Training remains the same as specified in SACR 50-24 Supplement #1. These are associated training to maintain requirements and include general military proficiency. | 10% | 1 |

Confidential





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 99. cont'd. | | The applicable supplement to SAC9 50-24, which gives the proficiency requirements for B-52 combat crew members is not yet available. | | |
| 100. MTD | Determine the amount of training that the B-52 MTD will furnish to the Wing and plan for maximum utilization. | The complete mechanical MTD is in place and in operation. The electronics MTD is in place and in operation with the exception A-3A Fire Control Trainer. This trainer is presently in use at Lowery AFB and is being used to train B-52 gunners. It is not presently known when Lowery AFB will release this trainer to the B-52 MTD Detachment at Loring AFB. | 90% | 9 |
| 101. Training. | a. Monitor the delivery of Synthetic Trainers. | a. C-11 link trainer now operational. No further information on additional trainers. | 50% | 5 |
| | b. Monitor the establishment of classroom required for training. | b. Action completed (10 April 1956 Report) | 100% | 10 |
| | c. Monitor establishment of space requirements for MTD. | c. Action completed (10 April 1956 Report) | 100% | 10 |

END OF REPORT OF DIRECTOR OF OPERATIONS

Confidential





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS & PROBLEMS | COMPLETE | INDEX |
|---|---|---|---|---|
| 102. Communications (Cmdr 42d Ops Sq) | a. Monitor the administrative telephone system to assure adequate communications are provided | a. The equipment is on hand. I&M team expected to begin installation by 15 May 56. (No change since last report) | 10% | |
| | b. Monitor the outside cable plant project to assure cable distribution to aircraft stub and nose dock areas is accomplished at earliest possible date. | b. Initiated engineering study to determine type telephone and signaling device necessary and acceptable for operation. Consideration must be given to wing clearance, noise level, and winter snow removal operations. Will require weather proof box for each phone, also AC current for signaling device. Middletown ADA is doing preliminary engineering. | 0% | |
| | c. Monitor the Maintenance Expeditor Radio System (Mobile) | c. 1. Radios 100% installed in general purpose vegicles. 2. Five Euclids still awaiting special equipment from factory for 24 volt system. | 100%<br>0% | |
| 103. Funds (42d ABG Comptroller) | Insure that fund requirements for conversion of the 42BW are included in financial plan, and that funds made available in accordance therewith are allotted to support scheduled build up. | a. Funds required for B-52 conversion were included in the FY 57 Annual Financial Plan. Results of this request for funds will be known o/a 1 Jul 56. Additional $20,000 received for B-52 hand tools----------<br>b. All FY other fund requirements for B-52----------<br>c. Sound Equipment & Fuel Cell Clothing Funds from ANC---------- | 100% obligated<br>100%<br>75% | |
| 104. Public Relations Office of information | Prepare in coordination with Hqs 45AD and and Hqs 42BW news releases concerning this plan. | Talks are continuing, to civic organizations on jet noise. ISO personnel returned from Castle AFB with photos, recordings, and story material of Loring men. This material has been used on the base TV station, base and community newspapers, and for hometown releases. Last minute details are being arranged for | | |

Confidential



1575

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 104. Public Relations Office of Information (cont'd) | | the delivery of the B-52s. Hometown release of new B-52 crews are being made regularly as men arrive at Loring. | | |
| 105. Personnel (Director of Personnel) | Monitor the assignment of personnel in sufficient numbers and skill to provide for equitable manning within the 42 BW and the support units of the ABG. | Number of personnel assigned to 42 BW as initial maintenance package: (P=projected, A=arrived) 301X0 P-9, A-9; 301X1 P-3, A-3; 301X3 P-6, A-6; 321X0E P-10, A-10; 323X0C P-8, A-5; 421X2 P-16, A-16; 422X1 P-10, A-10; 423X0 P-19, A-19; 431X1 P-18, A-18; 432X0 P-11, A-11; 472X0 P-11, A-11; 534X0 P-4, A-4. Total projected is 125; total arrived is 122. | 97.6% | 9 |
| | | One additional airman has been assigned to Castle AFB for purpose of B-52 flight simulator training. | 60% | 6 |
| 106. Manning of B-52 T.O. or UMD's | Projected assignment of presently assigned personnel in duties authorized by B-52 TO and UMD's. This must include personnel input of "Hard Core" type, plus retained assigned personnel. Requisition personnel shortages sufficiently early to insure procurement when needed as determined by overall timing of the 42BW conversion. | Projection of presently assigned personnel has been made against SAC Unit Manning Document 2502A, dated 1 April 1956. | | |

a. Officer Manning

| % Assigned | % Effective | Sept 1956 % Projected Asgd. |
|---|---|---|
| 111 | 84.3 | 111 |

b. Airmen

(1) Direct Support Areas

| Career Field | % Asgd. | Sept. 1956 % Proj. Asgd. |
|---|---|---|
| 30 Radio Radar Systems | 100+ | 100+ |
| 32 Armament Sys. Maint. | 100+ | 100+ |
| 40 Intricate Equip Maint | 74 | 74 |
| 42 Aircraft Access Maint | 55 | 58 |
| 43 Aircraft & Engine Maint | 74 | 83 |

Shortages in the 40, 42, and 43 direct support career fields have been brought to the attention of higher headquarters, and are also currently reported in the SAC Management Control Statement.

Confidential





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| S.B.F.C. No. Cont'd. | | NECESSARY ACTION | DEVELOPMENTS & PROBLEMS | PERCENT COMPLETE | V-2 (LOE) |
|---|---|---|---|---|---|
| | | | 2 Overall Airmen Manning: Spr. %Bod: 9.6<br>Avg. Avg. Avg. Manned Avg. Avg.<br>Direct Support: 2032 161 467 9.5 4.0 70.7<br>Indirect Support: 719 789 477 109.7 66.3 111.2 | | |
| 107. | Staff Crews | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 108. | Instructor Crews | Monitor to insure assignment of B-52 Instructor crew to be provided by SAC as of 1 May 1956. | All members of SAC Professional Instructor Team #1 are present for duty. Action complete. | 100% | 10 |
| 109. | Experimental Crews | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 110. | 42d Bomb Wing Combat Crews | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 111. | SAC Resource Crews | Monitor assignment of B-52 combat crews trained from SAC resources. | To date, 20 crews of all types have completed B-52 crew training at Castle AFB. 8 of these crews were trained from SAC resources. Names of remaining 22 programmed, SAC resources crews have been received. Assignments will be coordinated with the phase-out of B-36 crews. Estimated date of completion is Nov. 1956. | 27% | 2 |
| 112. | Gunners | Action completed (8 April 1956 Report) | | 100% | 10 |
| 113. | Familiarization and Indoctrination Course | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 114. | Technical Training Maintenance Package | Screen all assigned and input maintenance personnel to determine priority and sequence in filling training quotas in the following:<br>Jet Engine Mechanic<br>AC Elec. Repairman<br>AC Mechanic B-52 | All presently assigned airmen, who meet entrance requirements for formal technical training, have been scheduled to attend courses prbgrammed in the maintenance package. Where applicable, remaining airmen will be trained locally in the MTD. Original technical training package quotas of 639 have been reduced to 608 by SAC msg. DPPTA 42614, 22 May 1956. | 74% | 7 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Page Indexed

| | | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PRIORITY | COMPLETE | NEXT |
|---|---|---|---|---|---|---|
| | Low Overhead. | AC Hydraulic Repairman<br>Pneumatic Power Cart<br>Mechanical Accessories & Equip Repairman<br>Structural Repair of High Perf A/C<br>A-3A FSL Mechanic (B-52)<br>Turret Sys Tech (B-52, A-3A)<br>A-3A Radar Technician (B-52)<br>A-3A Turret Drive Sys Installation<br>B-52 Capsule Equip. & Sys Indoctrination<br>Capsule Removal & Inst. Specialist<br>Radio Maint. Tech./K-3A & A-14<br>Autopilot Tie-in Instl./A-14 Autopilot & N-1 Compass. | WRD is loaning AFR is capable of training personnel to reduced courses.<br>Following indicates progress made in Maintenance Training Program<br>Total Programmed Quotas . . . 608<br>Total quotas filled to date . . . 453<br>Quotas filled by 45 Air Div. . . 259<br>Quotas filled by other commands 194 | | | |
| 115. | Surplus Personnel | Breakout and identify personnel required surplus to the Wing who are not authorized to be trained to meet wing requirements, and request disposition guidance from higher headquarters. | To date 52 officers and 14 airmen have been declared surplus to this command as a result of the B-52 conversion. Dates of release were projected. Disposition is indicated below. Officers - 26 have been reassigned in accordance with directives from higher headquarters. 17 will be retained at Loring AFB due to short term of service contracts and will be utilized in other jobs to best advantages. 19 other officers are awaiting reassignment instructions.<br>Airmen - Station assignments have been received on 17 surplus airmen. This Hq. has been directed to retain 7 others. Station assignments are needed on the remaining 10.<br><br>In addition to officers declared surplus above 22 other officers have been reported to higher Hqs as eligible for reassignment to upgrading in accordance with AFR 36-92. Release dates were established for each officer, reference letter this Hqs., subj: Observer upgrading in accordance with AFR 36-92 dated 11 May 56. Estmtd. date of completion 11 June 1956. | 60% | | |

Confidential

22.

1578

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1579

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Unprotected Text

HEADQUARTERS 45TH AIR DIVISION
LORING AIR FORCE BASE, MAINE
6 JULY 1956

B-52 CONVERSION PROGRESS REPORT #8

FOR

45TH AIR DIVISION (SAC)

This Progress Report Contains 21 Pages

COPY OF 1-55
OF 55
6 JULY 56

Unprotected

1580

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

TABLE OF CONTENTS


| | PAGE |
|---|---|
| REPORT OF THE DIRECTOR OF MATERIEL | 1 |
| REPORT OF THE DIRECTOR OF OPERATIONS | 10 |
| REPORT OF THE DIRECTOR OF PERSONNEL | 19 |


Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

DETAILED COMMAND ACTIVITIES

PERTAINING TO

PROGRESS REPORT #8

TO

4TH AIR DIVISION PROGRAMMING PLAN 1-45

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Unexplained

REPORT OF DIRECTOR OF MATERIEL

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PRO-JECT COMPLETE | [illegible] |
|---|---|---|---|---|
| 1. Facilities [illegible] | Determine requirements for rehabilitation and or modification of facilities and submit necessary correspondence to AIC as indicated. | a. [illegible] Coal Chute: [illegible] to have been let. Prior [illegible] to start [illegible] contractor [illegible] facilities [illegible]. Revised [illegible] to expected to start about [illegible]. | | |
| | | b. Taxiway Lights: Project TS-47 in the FY-57 MAC program provides for the replacement of existing lights with semi-flush mounted lights on turns and at intersections. A 57 MCI category III item to move taxiway lights to 9 ft outside the light duty pavement has been deleted. This is considered to be a major deficiency in the overall B-52 program. | | |
| | | c. Lodge Barracks: Request for waiver of [illegible] of eight criteria has been disapproved by USAF. This [illegible] quarters must house by 1 Aug. [illegible] plans to give more 1 year [illegible]. (1) A [illegible] television [illegible] and monitor. (2) Radar [illegible] (3) Radar [illegible] tower. | | |
| | | d. Tank Farm Road: [illegible] | | |
| | | e. [illegible] | | |
| | | f. [illegible] | | |

Unexplained



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | [illegible] INDEX |
|---|---|---|---|---|
| | | c. Stand for Refueling Boom, Dump for Aircraft Parking Ramp for Outlayer Joint: AIO will try to finalize these projects by 15 July and start construction as soon as possible. | 99 | 3 |
| | | h. Flight Simulator: Project 111-46 is awaiting bids. | 25 | 2 |
| | | i. Replace South Asphaltic Concrete Holding Pad with Portland Cement Concrete: AIO has submitted a request for reconsideration of this project in the FY-57 MCF by Hq. USAF. It is presently at HQ. SAC. Command assistance is requested on this item. | 3 | 2 |
| | | j. Refueling Pits: We presently have 23 outlets on Parking Apron I; 5 outlets on Parking Apron II; 6 outlets on Big Parking Apron. A project to put an outlet in each stub in parking aprons I and II is included in the '57 MCF. A project for 6 hydrants with 12 outlets on Parking Aprons II and III is included in the '57 MCF. | 25 | 4 |
| | | k. JP-4 to Hydrants: Both JP-4 and AVgas piping are connected to pumphouse 1 and 2. Conversion can be accomplished at will. Pumphouse 4 and 5 will be converted prior to 1 September. | 90 | 5 |
| | | l. Parachute Tower: Contractor is on the station awaiting approval of materials to be used. Estimate completion by 15 August. | 90 | 5 |
| | | m. Taxi Lines and Nose Wheel Spots: [illegible] | 100 | 10 |
| 2. New Construction | Coordinate with AIO on progress of new construction items. | a. Jet Engine Test Stand: Contractor still awaiting delivery of steel. Still estimates 20 August on phase 1. Portable test stand is operational, 4 engines have been test run. | 25 | 4 |
| | | b. Liquid Oxygen Plant: One plant in operation. Contract let for permanent building. Should be completed by 1 Oct. | 50 | 5 |

Confidential

1584

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | W-L INDEX |
|---|---|---|---|---|
| 2. New Construction (continued) | | One additional LOX generator, one 500 gallon storage tank and 9 each 50 gallon servicing tanks are authorized on the current Mobilization Reserve Allowance List. No action will be taken to have this additional equipment shipped to Loring until Hq. SAC approves the MRAL as annotated by this headquarters. | | |
| | | c. Pneudraulic Test Cell: Test cell remains in place for Phase II construction of DC Hangar. Plans reviewed by this Hq and recommendation forwarded that plans remain unchanged. | 50 | 4 |
| | | d. Utility Connections for AFV Equipment at Various Functions and Maintenance Hangars: See Paragraph 1-d. | 50 | 4 |
| | | e. Demineralized Water: Demineralizer is operational. No new information from Hq SAC on the 25,000 gallon storage tank inserted by them. | 40 | 4 |
| | | f. Decontamination Range & Compass Rose: Corps of Engineers estimate this project will be complete by 1 September. | 50 | 9 |
| | | g. Power for E-System Mock-ups in the A&E Shops: Complete. | 100 | 10 |
| | | h. MA-6A Bomb Nav System Flywheel Benches: One bench has been received and is in operation. One bench has been locally fabricated and is in operation. Until we exceed 15 aircraft assigned, this bench setup is adequate. | 75 | 8 |
| 3. Additional Space Requirements | Action completed (6 June 1956 Report) | | 100 | 10 |
| 4. 2 Accounts (Supply) | Take action necessary for maintenance of accurate B-52 supply status data on the following: | a. 743 line items with completed supply action. 127 line items with partial or no supply action. 48 line items are considered critical. This determination was made by qualified maintenance personnel and tech reps. Est. completion of "2" Account for 4th Wing is Nov. 1956. | 85 | 8 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | b. Equipment items: non "Z" Acct. | b. 1485 line items received to date. | 69% | 6 |
| | c. Equipment items:local purchase | c. | 90% | 9 |
| | d. Table II support for 15 aircraft on automatic AFSC. | d. | 90% | 9 |
| | e. Initial support of Flyaway Kit spares for B-52 Aircraft. | e. 197,504 units received. 302,595 units authorized. | 65.7% | 6 |
| | f. Initial support of QEC's | f. 12 each outboard and 12 each inboard kits have been received. | 100% | 10 |
| | g. Disposition of excess B-36 spares. | g. All organizational 263 equipment is being turned in upon transfer of B-36 aircraft. Many of these items have been utilized by Base Supply for control level purposes. Excess items non-controlled by SAC will be shipped automatically to the appropriate depot | | |
| | h. Disposition of B-36 excess equipment | h. (same as g, above) | | |
| | i. Disposition of B-36 FAK Spares | i. Information has been received from Hq SAF that the B-36 FAK will be broken down and items shipped to the appropriate depot. Items applicable to B-52 will remain at Loring AFB. | | |
| | j. Insure transfer of TOC Kits with B-36 acft by serial numbers. | j. Action on B-36 TOC Kits has been completed. Approximately 10 each TOC Kits for J Model A/C are being held pending receipt of disposition instructions. Remaining TOC Kits are on active status in base supply awaiting TOC compliance on A/C still assigned. A recent TWX was received from SAAMA stating that any TOC Kits on hand during attrition of remaining A/C would be shipped along with 263 equipment. | | |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | k. ADI equipment, operation and spare support. | k. 4 (four) MD3 water alcohol servicing units on hand. 3 additional MD3 trailers (2000 gal) auth but not on hand. No bulk alcohol storage tanks on hand.. Two 25,000 gal bulk alcohol storage tanks now being installed by contract - target date 1 Dec 1956. Space parts for ADI equipment on order. Jet alcohol/water mix components on hand. | 70% | 7 |
| 263 Property Changed To DD Form 780 Property. | l. Action completed (6 June 1956 Report ) | | 100% | 10 |
| Parts breakdown for B-52 acft. | m. Secure from factory or from Tech Rep for use by Supply Liaison. | m. Supply Liaison has contacted Tech Reps and is obtaining lists from these personnel as they are phased into Loring. | 70% | 7 |
| UAL | n. Monitor procurement of UALs and distribute to Squadrons. Review UALs and effect changes as necessary. | n. New UAL has not been received, follow-up action indicates the new UAL will be in place in July. | 80% | 8 |
| ECL | o. Action completed (10 Apr 1956 Report) | | 100% | 10 |
| 5. Engine Build-Up. | Prepare a complete plan to set up the J-57 engine build up line and jet engine minor repair section. | Engine build up is in operation. Engine slings have been locally manufactured. We have 10 Mobility trailers for J-57 engines on hand (on loan from Castle AFB). Immediate critical requirement for 22 additional engine trailers. Delivery date is July 1956. | 60% | 6 |
| 6. Jet Engine Test Stand Operations Procedures | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 7. Aircraft Jacking | Action completed 6 June 1956 Report | | 100% | 10 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 8. B-52 Dock Stand | Establish locations for erection of B-52 Dock Stands and coordinate with higher headquarters and AMC for assistance in the erection of subject docks. | Three stands have been erected, four more stands will be erected in July using our own manpower. | 45% | 4 |
| 9. Cowling Racks | Action Completed (6 June 1956 Report) | | 100% | 10 |
| 10. Engine Conditioning Tech Rep will train a small number of highly skilled personnel. | Establish procedures of Engine Conditioning of J-57 engines. | | 100% | 10 |
| 11. Time Standards (man hours) | Action completed (9 March 1956 Report) | | 100% | 10 |
| 12. Post Flight and Intermediate Inspections. | Action completed (10 April 1956 Report) | | 100% | 10 |
| 13. Acceptance Inspection | Action completed | | 100% | 10 |
| 14. Ground Power Equipment | Establish a school for the operation of Ground Powered Equipment for all Maintenance personnel. | No answer as yet on the requested Beech Tech Rep. | 75% | 7 |
| 15. Squadron Flying Schedule | Action completed | | 100% | 10 |
| 16. Assignment of Acft. | Action completed (10 Apr 1956 Report) | | 100% | 10 |
| 17. Aircraft washing | Action completed | | 100% | 10 |
| 18. Refueling | Action completed (6 June 1956 Report) | | 100% | 10 |
| 19. Parking Plan | Action completed (8 Feb 1956 Report) | | 100% | 10 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 20. K-System In-Flight Maintenance Kits. | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 21. Ammo Loading | Determine if B-36 Type Ammo Loader can be used for B-52 loading | B-36 Ammo Loader cannot be used with B-52 acft. | 0 | 0 |
| 22. Aisle Stand Covers | Establish a requirement for EMS Fabric Shop to make necessary covers. | Aisle stand covers are being locally manufactured. | 100% | 10 |
| 23. 60 Ft. Cables for MD-3 Power Cable Units. | Action completed (6 June 1956 Report) | | 100% | 10 |
| 24. Boresight & K Equipment | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 25. Safety Guards for Exposed switches and panels in aircraft. | Forward requirement for this to FMS | There are 17 specific items concerned. These items will all be incorporated in one field directive which will be published about 15 July. | 20% | 2 |
| 26. Painting of Main Selector Switches and Guard on Fuel Panel. | Set up procedures to assure painting of those items upon receipt of aircraft. | See paragraph 25. | 20% | 2 |
| 27. Initiators and Thrusters for Ejector Seats. | Determine Stand-by level. | Stand-by level established upon the recommendation of the Boeing Tech Rep. | 100% | 10 |
| 28. Drag chutes | Action completed (8Feb 1956 Report) | | 100% | 10 |
| 29. Painting of Acft in accordance with SAC Directives | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 30. Jet Noises. | Determine the medical equipment requirements for protection of personnel against the excessive noise generated by the B-52 engine. | a. 50 each sets of ear muffs have been received. Delivery will continue at the rate of 50 sets per week until the total requirement has been filled. Delivery of helmets with headsets and microphones will start about 15 July. | 75% | 7 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENT & PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | | b. Lectures are given in Command Ground Safety Meeting.<br>c. 825 base lines established, 575 to go.<br>d. Ear plugs fitted to all maintenance personnel. | | |
| 31. Maintenance Personnel | Action completed (5Jan 1956 Report) | | 100% | 10 |
| 32. B-52 Technical Schools | Action completed | | 100% | 10 |
| 33. Motor Vehicle Allocation and Utilization | Action completed (6 June 1956 Report) | | 100% | 10 |
| 34. In-Flight Lunches | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 35. Technical Representatives | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 36. Publications Procurement | Procure all applicable publications for B-52 aircraft. | PRT's are being processed as they are received and T.O. file being screened against 1B-52A-01. | 80% | 8 |
| 37. Instructional Visits to B-52 Units | Action completed (6 June 1956 Report) | | 100% | 10 |
| 38. M.T.D. | Action completed (6 June 1956 Report) | | 100% | 10 |
| 39. Mobility Plan | Prepare a revised Wing Mobility Plan for the B-52 aircraft. | Completed | 100% | 10 |

END OF DIRECTOR OF MATERIEL REPORT



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

REPORT OF DIRECTOR OF OPERATIONS

| | SUBJECT | ACTION NECESSARY | DEVELOPMENT AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| 40. | Instructional Visits to B-52 Units. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 41. | Wing Flying and Maintenance | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 42. | Instructions for Controlling B-52 Transition Operations. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 43. | Professional Instructor Pilots | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 44. | Instructor Pilots | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 45. | Field Check-out for Pilots | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 46. | Field Check-out for B-52 Crews. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 47. | Selection of Standardization Crews. | Action completed (7 May 1956 Report) | | 100% | 10 |
| 48. | Crew line up Procedures. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 49. | Personal Equipment Requirements for B-52 | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 50. | F-1A Automatic Parachute Release. | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 51. | Over-Water Equipment | Action completed (8 Feb 1956 Report) | | 100% | 10 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAFETY FILM

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 52. Equip B-52 for Extra Crew members. | Action completed (6 June 1956 Report) | | 100% | 10 |
| 53. Traffic Pattern | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 54. GCA Approach | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 55. Navigation Aids | Action completed (6 June 1956 Report) | | 100% | 10 |
| 56. Weather Minimums | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 57. Instrument Take-Offs | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 58. Airborne Radar Instrument Let-down Procedures | Establish and test fly airborne Radar instruments let-down procedures. | The airborne radar instrument letdown procedure will be the same as the Jet Penetration and GCA Pickup at Presque Isle VOR and the Houlton VOR. The Wing Radar Observer is working in conjunction with Wing Standboard in setting up an acceptable procedure to be utilized and test flown during the month of July. | 50% | 5 |
| 59. Taxi Procedures. | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 60. KC-97 Emergency Standby | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 61. In-Flight Refueling | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 62. Pacer Aircraft | Action completed (9 Mar 1956 Report) | | 100% | 10 |
| 63. Support Aircraft | Action completed (9 Mar 1956 Report) | | 100% | 10 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 64. Alternate and Emergency Fields | Action completed (6 June 1956 Report) | | 100% | 10 |
| 65. Study of Weather and Emergency Evacuation Plans | Study current weather and emergency evacuation plans to insure that they are working with B-52 aircraft. | The current Base Weather Evacuation Plan is adequate for B-52 operations, and Emergency Evacuation Base has been approved. | 100% | 10 |
| 66. Thunderstorm Penetration Plan | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 67. SAC Tactical Doctrine | Request tactical doctrine for B-52 aircraft | Tactical Doctrine for B-52 aircraft has been received. | 100% | 10 |
| 68. Indoctrination of Intelligence Officers in B-52 Mission Planning. | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 69. Disposition of EWP Target Materiel. | Action cpmpleted (8 Feb 1956 Report) | | 100% | 10 |
| 70. Preparation of Crew Target Study Folders. | Action completed (6 June 1956 Report) | | 100% | 10 |
| 71. Maps and Charts | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 72. Personal Data Cards | Interview newly assigned crew personnel and attain needed personal data cards. | In order to accurately determine the status of P-2 cards presently in possession of the Intelligence Section; a physical inventory was taken and the following information derived: 99 crew members have cards on file: 56 crew members are not available. The latter figure is attributed to the fact that a large number of crew personnel have yet to arrive in a PCS category. The percentage figure is derived from available records. | 70% | 7 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 73. Target Materiel | Select all possible target materiel (domestic) for use in B-52 program. Coordinate with Intelligence. | Original necessary material was requisitioned from SAF to complete the coverage on domestic targets. At this time 2 domestic targets are not complete, due to lack of requisitioned material. | 95% | 9 |
| 74. Target Rotation | Action completed (6 June 1956 Report) | | 100% | 10 |
| 75. Procurement of Radar Scope Photography of Domestic RBS Sites. | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 76. Ammunition and Bombs | Determine the types of ammunition and bombs peculiar to the requirements of the B-52 operations and take action to get dispostion instructions on surplus stocks now on hand. | This wing has received notification of the type of tactical bomb to be used. All 20 mm ammunition has been properly disposed of and current stock level of 100,000 rounds of 50 cal. ammunition will be maintained. | 100% | 10 |
| 77. Training Bombs | Take action to provide D/Mat. with forecast of requirements for training bombs and procure 60 copies of bomb tables for each type bomb. | B-52 aircraft received on this base to date have dual capability racks installed, however cannot be utilized for the present type training bombs due to the single lug suspension feature of the U-2 release. It is expected cluster bomb racks will be forthcoming as a part of the 263 equipment, however as yet, have not arrived. Until it has been definitely established whether the present type training bombs will be utilized with a special rack or a single lug practice bomb will be developed for use with the U-2 release, a forecast of requirements is not clear at this time. SAF personnel on a recent staff visit to this base concerning the B-52 conversion program indicated action was being taken to develop a single lug practice bomb. | 0 | 0 |



Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 78. Bombing Ranges | Action completed (10 Apr 1956 Report) | | 100% | 10 |
| 79. In-Flight Maintenance | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 80. Forms | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 81. Training Charts | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 82. Charts to Reflect Status of all Crew Members | Action completed (7 May 1956 Report) | | 100% | 10 |
| 83. Crew Boards | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 84. Design Control Room Charts | Action Completed (8 Feb 1956 Report) | | 100% | 10 |
| 85. Control Room | Obtain ground type UHF Radio Equipment. Rewrite and bring up-to-date Control Room SOP's. (B-52). | A ground type UHF console is programmed for installation in the Wing Control Room. The AN equipment is reported to have arrived at Base Supply and as yet completeness of the equipment has not been ascertained. It is expected the equipment will be installed and operational by the end of July. Wing Control is presently utilizing Airborne Equipment AN/ARC-27, in the interim with a 60 ft. antenna, which has greatly improved its radio reception. | 70% | 7 |
| 86. Altitude Indoctrination | Schedule all programmed B-52 crew members through altitude indoctrination. | All remaining personnel lacking current altitude indoctrination are being programmed as expeditiously as possible as they become available to this organization. | 90% | 9 |
| 87. Dash One Manuals | Action completed (7 May 1956 Report) | | 100% | 10 |
| 88. Landing Weights | Action completed (8 Feb 1956 Report) | | 100% | 10 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | T. INDEX |
|---|---|---|---|---|
| 89. Instructions on Fuel Panel, Weights and Balances | Action completed (3 Feb 1956 Report) | | 100% | 10 |
| 90. Fuel Reserve | Action completed (3 Feb 1956 Report) | | 100% | 10 |
| 91. Ramp Position for Guns | Action completed (3 Feb 1956 Report) | | 100% | 10 |
| 92. Check for Fired Cartridges | Action completed (3 Feb 1956 Report) | | 100% | 10 |
| 93. Bomb Commanders And Survival Course | Establish a plan to send all crew personnel to BC School and Survival Training prior to departure for B-52 Training. | The Wing is now 100% complete on the training of crew members designated as Bomb Commanders. 68% of all crew members are current in survival training and remaining personnel are being programmed for training as expeditiously as possible as they become available to this organization. | 84% | 8 |
| 94. Wing Special Weapons | Obtain early orientation and training of wing special weapons instructors in B-52 Bomb bay systems and techniques. | Special weapons instructors have received orientation and training. | 100% | 10 |
| 95. Special Weapons Refresher Course | Review the present BC Refresher Course to substitute B-52 Bomb bay systems and techniques in place of the same for B-47. | Wing special weapons has established a classroom course of instructions for B-52 crew members applicable to the type of weapons to be utilized in the B-52 program. Training of B-52 crews is commencing 1 July 1956. | 100% | 10 |
| [illegible] A[illegible] System | Action completed (6 June 1956 Report) | | 100% | [illegible] |
| [illegible] Operations [illegible] A[illegible] | Review periodically [illegible] procurement and operations [illegible] following training aids. | [illegible] | [illegible] | [illegible] |

Confidential





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 97. Continued | | physically modified to resemble the MA-6 trainer as an interim measure until an MA-6 system trainer is received. This substitute is not considered an adequate solution to the problem. | | |
| | b. Radar System Mock-up | Action completed (6 June 1956 Report) | 100% | 10 |
| | c. Periscope Sextant Mock-up | Present UAL does not authorize a periscopic sextant mock-up. A UAL change was submitted on 30 April 1956; however, no further developments are available at this time. | 50% | 5 |
| | d. E-10 Computor (Training Aid) | Action completed (8 Feb 1956 Report) | 100% | 10 |
| | e. Maps for high speed navigation and station circle stamps for use by B-52 crews | Maps for high speed navigation and station circle stamps for use by B-52 crews are available. | 100% | 10 |
| 98. Observer Ground Training | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 99. Block Training Program | Set up Block Training Program to incorporate all training directives to include all ground training for both crew and non-crew members. | As of this date the Supplement to SAC Reg 50-24 for training of B-52 personnel has not been received; The Base Training Flight has set up an organizational structure as directed under SAF Reg 50-2 dated 21 May 1956 and a training course will be established upon receipt of the necessary supplement to 50-24. Training of B-52 crews will commence upon completion of check out in accordance with SAC Reg 50-23. | 25% | 2 |
| 100. MTD | It has been determined the B-52 MTD is capable of providing a maximum [illegible] hours electrical training and [illegible] hours mechanical training. | The complete Mechanical MTD is in place and in operation. The electronic MTD is [illegible] and [illegible] operation, with the exception of the A-[illegible] Bay Control Trainer. | 99% | 9 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 101. Training | a. Monitor the delivery of Synthetic Trainers | a. A C-11 Link Trainer is currently operational. The T-1A Tail Gunnery Radar Trainer is on Loring; however, requires an 4-3A modification kit, which is not available. Modification of the T1A Trainer with a 41B Modification kit will not be adequate or satisfactory for training purposes, due to the vast difference in the radars of the MD5 and A3A systems. Trainer facilities for gunners is entirely inadequate at present and assistance from SAF to procure the A3A trainer or modify the T1A to the A3A instead of the MD5 is urgently needed. The latest fix indicates Loring will receive a B-52 Simulator during the month of November. | 50% | 5 |
| | b. Monitor the establishment of classroom required for training. | b. Action completed (10 Apr 1956 Report) | 100% | 10 |
| | c. Monitor establishment of space requirements for MTD. | c. Action completed (10 Apr 1956 Report) | 100% | 10 |
| | END OF REPORT OF DIRECTOR OF OPERATIONS | | | |
| 102. Communications (COMDR 42D OPS SQ) | a. Monitor the administrative telephone system to assure adequate communications are provided. | a. Base administrative telephone system: Present 1,000 lines is 9[illegible].3% loaded and cannot take any additional loading. Equipment for programmed 1,000 lines expansion is assembled and on hand at Loring AFB except line finder shelf, which makes equipment approximately [illegible]%. | 95% | [illegible] |
| | b. Monitor the [illegible] | b. Outside Plant: Equipment for outside plant [illegible] | [illegible] | [illegible] |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 102. Continued | to aircraft stub and nose dock areas is accomplished at earliest possible date. | Construction is expected to start within the next ten days with completion in October. | | |
| | c. Monitor the Maintenance Expeditor Radio System (Mobile). | c. Maintenance Expeditor Radio System - - - Five Euclids still awaiting special equipment from factory for 2. volt system. | 100% | 10 |
| 103. Funds (42d ABG Comptroller) | Insure that fund requirements for conversion of the 42BW are included in financial plan, and that funds made available in accordance therewith are allotted to support scheduled buildup. | 100% of known requirements for conversion program have been included in financial plan submissions to higher headquarters. All submitted requisitions have been funded to date. | | |
| 104. Public Relations Office of Information | Prepare in coordination with Hq 45AD and Hq 42BW news releases concerning this plan. | Talks on the jet noise problem are continuing. The material which Sgt Bradley brought back from Castle has been released to the newspapers; tape recordings and photos have been shown over television. Press representatives from the East Coast and community papers were invited to attend the arrival of the first B-52 on 16 June 1956. Releases were made to newspapers; movies shown over the television station; and recordings were heard over radio stations in the surrounding communities concerning the arrival and dedication ceremonies of the aircraft. Speeches were also included. Major Generals Carter and Sweeney, citizens of Maine, and the public were invited to the arrival | | |

Confidential

1599

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | Report of the Director of Personnel | | | |
| 106. Manning of B-52 T.O. or UMD's | Project assignment or presently assigned personnel in duties authorized by B-52 T.O. and UMD's. | Projection of presently assigned personnel has been made against SAC Unit Manning Document 2502A, dated 1 April 1956. | | |

a. Officer Manning:

| % Assigned | % Effective | Oct 56 % Projected Asgd. |
|---|---|---|
| 112 | 85 | 106 |

b. Airman Manning:

(1) Direct Support Areas

| Career Field | % Assigned | Oct 56 % Proj Assigned |
|---|---|---|
| 30 Radio Radar Systems | 100% | 100% |
| 32 Armament Systems Maint | 100% | 100% |
| 42 Aircraft Access Maint | 63.0 | 66.6 |
| 43 Aircraft & Engine Maint | 76.5 | 77.2 |
| 472X0 Ground Power & Support Equip Tech. | 70.0 | 63.5 |
| 534X0 Airframe Repair Tech | 83.1 | 82.8 |

Shortages in the 42 and 43 direct support career fields have been brought to the attention of higher headquarters in the SAC Management Control Statement and in other reports. They include the following:

| AFSC | AUTH | ASGD |
|---|---|---|
| 421X1 | 8 | 7 |
| 421X2 | 133 | 76 |
| 422X0 | 38 | 25 |
| 422X1 | 55 | 13 |
| 423X0 | 233 | 76 |
| 431X1B | 24 | 16 |
| 431X1E | 630 | 183 |
| 432X0 | 205 | 124 |
| 431X3 | 30 | 16 |
| 431X4 | 30 | 26 |

Confidential

1600

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | ACTION NECESSARY | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| | | (2) Overall Airmen Manning:<br>Auth / Asgd / Mlrs / Body % Manned / % IRS / %Proj Asgd<br>Direct Support 2143 / 1781 / 1148 / 83.1 / 53.1 / 82.8<br>Indirect Support 622 / 672 / 377 / 108.0 / 60.6 / 110.3 | | |
| 107. Staff Crews | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 108. Instructor Crews | Action completed (6 June 1956 Report) | | 100% | 10 |
| 109. Experimental Crews | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 110. 42d Bomb Wing Combat Crews | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 111. SAC Resource Crews | Monitor assignment of B-52 combat crews trained from SAC resources. | To date, 27 crews of all types have completed B-52 crew training at Castle AFB. 9 of these crews were trained from SAC resources. Remaining 21 crews to be trained from SAC resources have been programmed by name. Assignments will be coordinated with the phase-out of B-36 crews. Estimated date of completion is November 1956. | 30% | 3 |
| 112. Gunners | Action completed (8 Apr 1956 Report) | | 100% | 10 |
| 113. Familiarization & Indoctrination Course | Action completed (8 Feb 1956 Report) | | 100% | 10 |
| 114. Technical Training Maintenance Package | Screen all assigned and input maintenance personnel to determine priority and sequence in filling training quotas in the following:<br>Jet engine Mechanic<br>AC electrical Repairman<br>Aircraft Mechanic B-52<br>AC Hydraulic Repairman<br>Pneumatic Power Cart | All presently assigned airmen, who meet entrance requirements for formal technical training, have been scheduled to attend courses programmed in the maintenance package. Where applicable, remaining airmen will be trained locally in the MTD. The following indicates progress made in Maintenance Training Package:<br>Total programmed quotas 608 | 86% | 8 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|
| 114. Continued | Mechanical Accessories & Equip Repairman<br>Structural Repair of High Perf Acft<br>A-3A FSC Mechanic (B-52)<br>Turret System Tech. (B-52, A-3A)<br>A-3A Radar Technician (B-52)<br>A-3A Turret Drive System Installation<br>B-52 Capsule Equipment & Systems Indoctrination.<br>Capsule Removal and Installation Specialist.<br>Radio Maintenance Technical/K-3A and A-14 Autopilot Tie-in Installation/A-14 Autopilot and N-1 Compass | Total Quotas filled to date 528<br>Quotas filled by 45 Air Div. 304<br>Quotas filled by other commands 224 | | |
| 115. Surplus Personnel | Identify personnel rendered surplus to the Wing who are not authorized to be trained to meet wing requirements, and request disposition guidance from higher headquarters. | Due to numerous reassignments based on previous declarations, a final survey of all surplus categories is being conducted. Results have been forwarded to Hq 8th AF upon completion of each category (Ref. msg 42 DPCC 6663, dtd 8 Jun 56 and 42 DP 7001, dtd 21 Jun 56):<br><br>Radio Operators:<br>Assigned 31<br>On orders for reassignment 6<br>To be discharged prior to 1 Sep 56 7<br>Reported Surplus 18<br>Total 31 31<br><br>Gunners:<br>Assigned (not scheduled for B-52) 54<br>To be discharged before 1 Sep 56 38<br>Declared Surplus 16<br>Total 54 54 | 75% | 7 |

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

| SUBJECT | NECESSARY ACTION | DEVELOPMENTS AND PROBLEMS | | PERCENT COMPLETE | V-2 INDEX |
|---|---|---|---|---|---|
| 115. Continued | | Engineers: | | | |
| | | Assigned | | 47 | |
| | | To be retained for Staff duty | 5 | | |
| | | To be reassigned Carswell AFB | 10 | | |
| | | On orders for reassignment | 7 | | |
| | | Declared Surplus | 25 | | |
| | | Total | 47 | 47 | |
| | | Release dates for all surplus personnel were projected. | | | |

Confidential





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1604

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE REGULATION) HEADQUARTERS LAND AIR BASE GROUP (SAC)
Loring Air Force Base, Maine
NUMBER 205-11) 9 May 1956

# ALERT AND EVACUATION RESPONSIBILITIES

## SECTION I - GENERAL

(Supersedes Base Regulation 205-11 dated 7 Sept 55 as amended, and Annex A to Domestic Emergency Plan No. 3-55.)


| | Paragraph |
|---|---|
| Purpose | 1 |
| Scope | 2 |
| Responsibilities (General) | 3 |
| Definitions | 4 |


## SECTION II - PROCEDURES


| | |
|---|---|
| Responsibilities of Military Personnel | 5 |
| Responsibilities of Squadron Commanders and Supervisors | 6 |
| Notification of Key Personnel | 7 |
| Notification of Primary Military Personnel | 8 |
| Notification of Military Personnel (General) | 9 |
| Sounding of the Alert Section | 10 |
| Reporting for Duty | 11 |


## SECTION III - ORGANIZATION


| | |
|---|---|
| Purpose | 12 |
| Dependents Evacuation Military Assistance Organization | 13 |
| Responsibilities | 14 |


## SECTION IV - TRANSPORTATION


| | |
|---|---|
| Responsibilities of the Lad Motor Vehicle Squadron | 15 |
| Priority of Vehicular Dispatch | 16 |
| Vehicular Priorities | 17 |
| Dependent Evacuation Convoys | 18 |
| Convoy Security | 19 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SECTION I - GENERAL

1. PURPOSE: To describe the responsibilities pertaining to the various types of military alerts; methods of notification; reporting procedures; and transportation requirements and allocations.

2. SCOPE: This regulation is applicable to all military and civilian personnel assigned or attached to Loring Air Force Base.

3. RESPONSIBILITIES:

a. It is the responsibility of the Commander to prepare and practice for any eventuality which may require partial or complete evacuation of a military installation. Therefore, it is the responsibility of each Commander assigned or attached to Loring Air Force Base to prepare and maintain within his organization, current alert and evacuation plans incorporating the procedures outlined in this regulation. In addition, it is the responsibility of each Commander to insure that military evacuation plans developed within his organization consider the requirements for the evacuation of dependents from Loring Air Force Base.

b. It is the responsibility of each assigned or attached Commander to brief their personnel on the contents of this regulation immediately upon receipt and once each calendar six months thereafter.

4. DEFINITIONS:

a. ALERT: Five (5) short blasts of siren repeated after a short pause.

b. EVACUATION:

(1) Military: Continuous five minute sounding of siren repeated after a one minute pause.

(2) Dependents: One long blast on horns (but to be combined with siren) in the housing area and or by verbal announcement from sound trucks.

c. AIR RAID ALERT: A three minute warbling sounding of the siren repeated after a one minute pause.

d. ALL CLEAR: Three one minute soundings of siren repeated after a two minute pause.

e. TYPES OF ALERTS:

(1) Base Alert: This alert is called by the Division Commander or designated [illegible] conditions or for practice purposes or the need arises. (Alerts as indicated at [illegible])



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Yellow Alert: Attack likely, as indicated by the fact that unidentified or hostile aircraft are enroute to or over the North American continent. (Signal as indicated in 1b).

(3) Red Alert: Attack imminent, as indicated by the fact that identified hostile aircraft are within or adjacent to the defense sector. (Signal as indicated in 1c).

(4) ABC Alert: (Pertains to Atomic Biological or Chemical warfare). Alerting will emanate from point of detection by the fastest means locally available. (Signal will be by telephone and/or vehicles equipped with public address systems).

f. KEY PERSONNEL: For the purposes of this regulation the persons occupying the following positions are considered Key Personnel:

| PRIMARY | ALTERNATE |
|---|---|
| Commander, 45th Air Division | Director of Operations, 45th Air Division |
| Commander, 22d Bombardment Wing | Deputy Commander, 22d Bombardment Wing |
| Commander, 22d Air Base Group | Deputy Commander, 22d Air Base Group |
| Director of Operations, 45th Air Division | Deputy Director of Operations, 45th Air Division |
| Director of Operations 22d Bombardment Wing | Deputy Director of Operations, 22d Bombardment Wing |
| Director of Materiel, 45th Air Division | Deputy Director of Materiel 45th Air Division |
| Director of Materiel, 22d Bombardment Wing | Chief of Maintenance, 22d Bombardment Wing |
| Senior Control Officer, 22d Bombardment Wing | Wing Control Officer, 22d Bombardment Wing |
| Adjutant, 22d Air Base Group | Officer of the Day, 22d Air Base Group |
| Commander, 45th Base Squadron | Operations Officer, 45th Base Squadron |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| PRIMARY | ALTERNATE |
|---|---|
| Commander, 70th Bomb Squadron | Operations Officer, 70th Bomb Squadron |
| Commander, [illegible] Bomb Squadron | Operations Officer, [illegible] Bomb Squadron |
| Commander, [illegible] Air Refueling Squadron | Operations Officer, [illegible] Air Refueling Squadron |

(1) Key Personnel will insure that their location is kept at all times by alerting authorities. This will be done by advertising the SCOS Switchboard Operator. In addition, Key Personnel who contemplate absence from their place of duty, residence or station will advise their alternate, as designated. The alternate will notify the SCOS Switchboard Operator accordingly.

(2) It is the responsibility of [illegible] activities and staff sections to maintain a check list outlining the responsibilities for each Key Position under alert or emergency conditions.

5. PRIMARY MILITARY PERSONNEL: Primary military personnel are defined as those persons in command or on the command staffs who have an immediate responsibility in effecting the implementation of an alert and/or evacuation plan.

SECTION II - PROCEDURES

6. RESPONSIBILITIES OF MILITARY PERSONNEL: All military personnel other than those designated Key Personnel will, when leaving the base or their off-base residence for periods in an excess of three hours, advise the Charge-of-Quarters of the squadron or activity to which they are assigned, of their planned location, and where applicable, telephone numbers.

6. RESPONSIBILITIES OF SQUADRON COMMANDERS AND SUPERVISORS: Squadron Commanders and Supervisors will maintain in each Orderly Room, a roster of all personnel who will be absent from the base or their quarters for periods in excess of three (3) hours. In the event of initiation of an alert, the Charge-of-Quarters will attempt to call those persons who are carried on the absentee roster to return to their place of duty. Unless specifically directed to do so, the Charge-of-Quarters will not inform anyone of the reason for re-call. The Charge-of-Quarters will maintain a record of all calls and forward this record to the Base Adjutant at the termination of the alert.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

7. NOTIFICATION OF KEY PERSONNEL: The Controllers on duty in the Command Control Room will notify, by the most expeditious means, the Key Personnel, cited in paragraph 1f, that the command is on an alert status. The Controller will advise the Key Personnel, if the alert called is a practice alert or an actual alert.

a. Upon instructed by Headquarters, Strategic Air Command, the Controller, will direct the Adjutant or his alternate, to request the Loring AFB TV Station; Presque Isle Commercial Radio Station; and theatres in Presque Isle, Ft Fairfield and Van Buren to make the following announcement: "ATTENTION, ALL MILITARY PERSONNEL STATIONED AT LORING AFB!!! REPORT TO YOUR DUTY STATION IMMEDIATELY!!"

b. Controllers will notify all the above Key Personnel. Normally, each Controller will attempt to limit his calls to Key Personnel only. The Senior Wing Controller will also be notified when not on duty.

8. NOTIFICATION OF PRIMARY MILITARY PERSONNEL: Key Personnel or their alternates, when notified of an alert by the Command Control Room will be responsible for alerting the following personnel in the sequence indicated:

| | will notify: |
|---|---|
| Director of Operations, 45th Air Division (or his alternate) | Director of Personnel, 45th Air Division |
| Director of Personnel, 45th Air Division (or his alternate) | Deputy Wing Commander, 42d Bombardment Wing |
| | Director of Personnel, 42d Bombardment Wing |
| | Adjutant, 42d Bombardment Wing |
| Director of Operations, 42d Bombardment Wing (or his alternate) | Deputy Director of Operations 42d Bombardment Wing |
| Director of Materiel, 42d Bombardment Wing (or his alternate) | Chief of Maintenance |
| Commander, 42d Air Base Group (or his alternate) | Deputy Commander, 42d Air Base Group |
| | Staff Operations Officer, 42d Air Base Group |
| | Commander of the Guard, Central Security Control |
| | Director of Materiel, 42d Air Base Group |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | |
|---|---|
| | will notify: |
| Adjutant, 22d Bombardment Wing | Commander, Headquarters Squadron 22d Bombardment Wing |
| | Commander, 20[illegible]th USAF Hospital |
| | Inspector, 22d Bombardment Wing |
| Chief of Maintenance, 22d Bombardment Wing | Commander, 22d Field Maintenance Squadron |
| | Commander, 22d Armament and Electronics Squadron |
| | Commander, 22d Periodic Maintenance Squadron |
| Staff Operations Officer, 22d Air Base Group | Base Operations Officer |
| | Commander, 22d Operations Squadron |
| | Commander, Headquarters Squadron, 22d Air Base Group |
| Commander of the Guard, Central Security Control | Base Provost Marshal |
| | Commander, USS Detachment |
| | Commander, [illegible]th Anti-Aircraft Artillery Bn. |
| Base Provost Marshal | Principal of civilian schools on Lorion of [illegible] Detachment [illegible] |
| | Chief of Marine Aviation, Detachment of Landing Ground [illegible] Wing |
| Director of Materiel, 22d Air Base Group | Commander, 22d [illegible] Squadron |
| | Commander, 22d Air Transport Squadron |
| | Commander, 22d Supply Squadron |

1610

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | |
|---|---|
| | will notify: Commander |
| Director of Personnel, 2nd Air Base Group | |
| | Field Director, American Red Cross |
| | Staff Functions Officer |
| | De Witetts (as Alternate Evacuation Coordinator (in the event of commander's evacuation) |
| | Civil Defense authorities (in the event of dependents evacuation. |
| Base Operations Officer | Commander, 1076th AACS |
| | Commander, 2nd Weather Detachment |
| | Base Communications Officer |
| Commandant, Headquarters Squadron 2nd Air Base Group | Base Housing Officer |
| | Commander, Sixth Air Force Band |
| | Commander Officer |
| Controller | Chaplain |
| | Resident Engineer |
| | Legal Officer |
| Deputy Commander, 2nd Air Base Group | Commander, [illegible] Squadron |
| | Commander, [illegible] Station |
| | Resident Engineer, US Corps of Engineers |
| | Also notifies any other tenant organizations not listed herein. |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1612

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Dependent Children:

(a) Base Nursery:

1. No attempt will be made to parents to call for their children at the Base Nursery during the first hour and thirty minutes of an alert.

2. If a [illegible] evacuation has not been ordered during the first hour and thirty minutes of an alert, parents may call for their children at the Base Nursery.

3. In the event that a [illegible] is ordered, or notification of a [illegible] alerts have is received, children left in the care of the Base Nursery will be evacuated by a [illegible] to the designated evacuation site.

(b) Base Elementary School: (During [illegible] alerts practice or actual situations)

1. All personnel while evacuated will be [illegible] the school's [illegible] to [illegible] at [illegible].

2. Food [illegible] will be available, which has [illegible] after the expiration of an alert. [illegible] size of each [illegible] will [illegible] available.

(c) Junior High School: (During [illegible] alerts practice or actual conditions)

1. All [illegible] will be released [illegible] to their homes [illegible] the school [illegible] in the event of [illegible].

2. Food [illegible] will be available at the [illegible] schools, with permission of the [illegible] [illegible] to [illegible] the children to [illegible].

4. AF IN CONUS [illegible]

(1) Military Personnel:

(a) Military personnel will report to their [illegible] assigned by the [illegible] expeditious [illegible]. [illegible] conditions. Dependents [illegible] utilize their [illegible] [illegible] to insure the transportation of their [illegible] to their places of duty. When this is accomplished, the [illegible] will be returned immediately to the [illegible] area.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) Curtailed and Departures [illegible] upon arrival [illegible] which personnel with dependents located in the area, can be released to return their personal vehicles to their quarters. (A work schedule for an alert plan should be pre-planned and immediately available for implementation).

(c) Personnel released by their squadrons to return personal vehicles to their quarters will return to their duty stations by military buses which will be provided in the housing areas.

(4) Civilian Personnel

(a) All dependents residing on the base will remain in or return to their quarters. Personal vehicles will not be allowed during the first hour and half, starting at an alert, except to return to quarters.

(b) Non-resident dependents on the base will immediately return to and remain in their quarters.

(c) Base resident civilian dependents enroute to the base during an alert will be permitted to proceed to their quarters.

(5) Dependent Children

(a) Base Nursery

1. Dependent children [illegible] the alert will be [illegible].

(b) Long Term Personal Facilities

1. In the event of an alert, [illegible] of [illegible] [illegible] the Base Chaplain, the Director [illegible] Service Club, the Chaplain, the Director [illegible] Club, and the [illegible] [illegible] [illegible]

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SECTION III

## DEPENDENTS EVACUATION MILITARY ASSISTANT ORGANIZATION

10. PURPOSE: To implement the requirements of command to insure the safe and orderly evacuation of base resident dependent personnel, this regulation establishes a military assistance organization. This organization will be composed of personnel of the staff of the 2nd Air Base Group to aid the Dependents Assistance Evacuation Coordinator in the performance of her duties.

11. DEPENDENTS EVACUATION MILITARY ASSISTANCE ORGANIZATION: The Dependents Evacuation Military Assistance Organization is composed of personnel occupying the following listed positions on the 2nd Air Base Group staff who will perform the duties as indicated.

| POSITION | EVACUATION DUTY |
|---|---|
| Director of Personnel | Senior Advisor |
| Dependents Assistance Officer | Assistant Advisor |
| Comptroller | Senior Evacuation Officer |
| Training Officer | Assistant Evacuation Officer |
| Legal Officer | . . . |
| Assistant Information Services Officer | . . . |
| Special Services Officer | . . . |
| Forms Management NCOIC | |
| Personnel Affairs NCOIC | Load Master |
| Recruiting NCOIC | . . |
| Base Historian | . . |
| Personnel Services NCOIC | . . |
| Education NCOIC | . . |
| Management Analysis NCOIC | . . |
| Information Services Office NCOIC | . . |
| Licensing Section NCOIC | . . |
| Base Material NCOIC | . . |
| Training Flight NCOIC | . . |
| Commanders Leadership School | . . |
| Link Trainer NCOIC | . . |

12. RESPONSIBILITIES:

a. The Senior Advisor and his assistant are responsible to insure that appropriate Civilian Defense authorities and Dependents Assistance Evacuation Coordinator are informed of pending dependents evacuation. Upon completion of these notifications, the Senior Advisor and his assistant will depart Loring AFB with their dependents and proceed to the evacuation site.

(1) The Senior Advisor and his assistant will, in coordination with the Civilian Defense authorities at the evacuation site, review the Reception Plan and assist in the reception of Loring AFB evacuees.

(2) Establish a line of communication between the evacuation site and the 2nd Air Base Group Commander.



1615

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible]



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

a. Children on the buses will be off-loaded at the intersection of Cole and Poulsie Drive; Brooklyn Court and Poulsie Drive; mid-point on Kelly Drive; intersection of Dickman and Cross Drive; Texas Road and Tennessee Circle; and opposite Building 4105 on Tennessee Circle.

(b) Two buses will be loaded with small, elderly or handicapped children of airman personnel. The buses will depart the Dexter Elementary School at X plus 25 minutes.

a. Buses will depart Dexter Elementary School via California Road and proceed to Rhode Island Road; a right turn on Rhode Island Road and proceed to Wisconsin Road; right turn on Wisconsin and proceed to Wyoming Circle; right turn and proceed to Wisconsin Road; right turn to Norman Drive; right turn on Street to Travis Drive; left turn and proceed to Newman Drive; left turn on Newman Drive and proceed to Kelly Drive; left on Kelly Drive and proceed to Street Drive; proceed on Hickman Drive so as to park on the East side of the street, approximately 100 feet South of the Owens Drive intersection at X plus 37 minutes.

a. Children on the buses will be off-loaded at both intersections of Wyoming Circle and Wisconsin Road; Allcock Court and Street Drive; center of Travis Drive; Newman Drive and Bellina Court; Newman and Hanson Court; center of Kelly Drive Hickman Drive and Sherman Court.

(3) Two buses will be dispatched to the Harrison School to arrive at X plus 15 minutes.

(a) One bus will be loaded with the resident children of officer personnel. This bus will depart the Harrison School at X plus [illegible] minutes.

a. Bus will follow short route and unloading procedures outlined in paragraph [illegible] a and b.

(b) One bus will be loaded with the resident children of airman person[illegible]. Bus will depart the Harrison School at X plus [illegible] minutes.

a. This bus will follow the short route and unloading procedures as outlined in paragraph 2(a)(2) a and b.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) One bus will be dispatched so as to arrive and park in position on the west side of Dickman Drive headed South approximately 100 feet North of the Cross Drive intersection at X plus 30 minutes.

(a) Bus will be loaded with officer personnel who have returned their personal vehicles to their quarters.

(b) Buses parked on Dickman Drive will depart at X plus 35; X plus 40; X plus 45; X plus 50; and X plus 55 via the following route: Cross Drive and Texas Road; left turn on Connecticut Road; right turn on Connecticut Road outside of Gate #7; right turn on Georgia Road; left turn on Arizona Road; right turn on Rhode Island Road; left turn on Pennsylvania Road and proceed to Water Pool.

(5) Buses will off-load passengers at the following locations only: West intersection of Texas Road and Tennessee Circle; Parking Lot intersection at East end of Training and Selection Building; Gate #7; Gate #8; Gate #9; and Gate #10.

(6) Seven buses will be dispatched so as to arrive and park in position leading North on the East side of Pennsylvania Drive approximately 100 feet South of Owens Drive intersection at X plus 40 minutes.

(a) Buses will be loaded with airman personnel who have returned their personal vehicles to their quarters.

(b) Buses will depart at X plus 45; X plus 50; X plus 55; X plus 60; X plus 65; X plus 70; X plus 75; X plus 80; X plus 85; X plus 90; X plus 95; X plus 100 via the following route: right turn on to Owens Drive and Kansas Road; right turn on Kentucky Road; left turn on Jersey Road; left turn on to Texas Road; right turn on Connecticut Road; right turn outside of Gate #7; right turn on Georgia Road; left turn on Arizona Road; right turn on Rhode Island Road; left turn on Pennsylvania Road; proceed to Water Pool.

(c) Buses will off-load passengers at the following locations only: West intersection of Wisconsin Road and Wyoming Circle; Georgia Road and Nebraska Road; Concrete Road opposite the Wing Headquarters Building (Bldg. #1211); Gate #7; Gate #8; Gate #9; and Gate #10.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. AFTER DUTY HOURS, SATURDAYS, SUNDAYS AND HOLIDAYS:

(1) The procedures outlined in the preceding paragraph 16a are modified as follows:

(a) Delete Subparagraphs 16a (2) and 16a (3).

(b) The three buses designated for Officers wives in paragraphs 16a (2)(a) and 16a (3)(a) will be dispatched from the Motor Pool so as to arrive at the designated parking place in the Lock Up Area at X plus 30 minutes.

(c) The three buses designated for the wives area in paragraphs 16a (2)(b) and 16a (3)(b) will be dispatched so as to arrive at the designated parking place in the Lock Up Area at X plus 40 minutes.

b. One ambulance will be dispatched from the Atlanta VA Hospital to the West Gate and follow the last civilian vehicle in the convoy and proceed to the evacuation site.

d. One wrecker will be dispatched to the West Gate and follow the ambulance in the convoy to the evacuation site.

17. VEHICULAR PROCEDURES: When buses dispatched in accordance with the foregoing outlined procedures have returned to the Motor Pool, they will be re-dispatched in accordance with the priorities outlined in the 4th Air Division Operations Plan in the 10 Series.

18. DEPENDENT EVACUATION PROCEDURES: Upon receipt of a departure or evacuation order, all dependent personnel (will be on living all active base will prepare to evacuate in accordance with instructions received from the Dependents Assistance Evacuation Coordinator.

a. Those dependents who are members of our group will load their cars and proceed to the West Gate via the following routes:

(1) Overseas Departing Officers appropriated and wives; Housing areas will proceed via Fowler's Drive and California Road.

(2) Overseas Departing Airmen's appropriated and wives; Housing areas will proceed via Owens Drive, Wisconsin Road, Rhode Island, and California Road.

b. Those evacuees without transportation will proceed to loading areas where they will be loaded into partially filled vehicles. Loading areas will be as follows:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) Officer's area:

(a) West intersection of Tennessee and Texas Road.

(b) Brookley Court and Dickens Drive.

(c) Mid-point on Kelly Drive.

(d) Dickens Court and Foulois Drive

(e) Mid-point on Cobb Drive.

(f) Andrews Court on Foulois Drive.

(2) Airmen Area.

(a) West intersection of Alabama Road and Spirits Circle.

(b) Allrook Court and Hicken Drive.

(c) Mid-point on Travis Drive.

(d) Bolling Court and Keesler Drive.

(e) Harmon Court and Keesler Drive.

(f) Mid-point on Kelly Drive.

(g) Hicken Drive and Sherman Court.

(h) Hicken Drive on Clark Court.

c. [illegible] Military Police [illegible] Lane Masters [illegible] designated by [illegible] III, paragraph [illegible] this instruction.

(1) Military personnel [illegible] at the [illegible] points, will [illegible] through traffic [illegible] other [illegible].

29. [illegible]: The [illegible] Police Squadron will be responsible for directing the [illegible] of the Development Education Center, on Sheppard Road between the east Gate and Fulton, [illegible].

a. Two air Policemen and two vehicles will be dispatched to the intersection of Blakney [illegible] and Sheppard Road to direct traffic until relieved by the Base Blakney Patrol.

(1) One of the two air Policemen and vehicles will, after [illegible] the [illegible] Way, [illegible] the first car in the [illegible] to the Education Site.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) The other policeman and vehicle will assist in performing traffic duties. When no longer required the Air Policemen and vehicle will return to post.

b. Air Policemen will be dispatched to the following locations to guide convoy traffic:

(1) Intersection of Foulois Drive and California Road.

(2) Intersection of Wisconsin Road and Rhode Island Road.

(3) Intersection of Rhode Island Road and California Road.

(4) West intersection of Tennessee Circle and Texas Road.

(5) East intersection of Wyoming Circle and Wisconsin Road.

BY ORDER OF THE COMMANDER:

JOSEPH H JACOBY
Major, USAF
Adjutant

OFFICIAL

Richard L Kelly

RICHARD L KELLY
2nd Lt, USAF
ASTADJ

DISTRIBUTION:
"A"



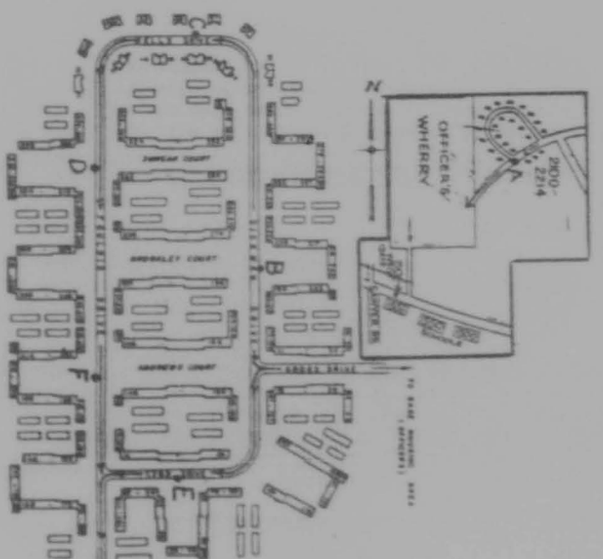
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1623

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



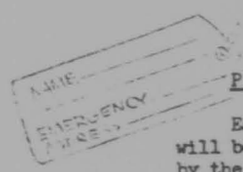

OFFICERS AREA





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




PROCURE IDENTIFICATION TAGS -

Each dependent member of a household will be furnished an Identification Tag. by the Dependents Assistance Center. Each householder is responsible to provide the Dependents Assistance Center with the name of each dependent and the emergency address to which the Civil Defense organization could transport dependents in the event of a prolonged family separation during periods of hostilities.

STOCK EMERGENCY FOOD RATION -

It will be necessary for each evacuee to have with his person a seventy-two (72) hour food supply. The responsibility for obtaining and maintaining this store in satisfactory quantity will rest with the family. Though no specific list will be required, since tastes are too variable, it is imperative your supply consist entirely of non-perishable items such as: canned milk, dried fruits, dried vegetables, canned meats, canned vegetables, dehydrated soups, dried meats, etc.. Freshness should be maintained by a rotation method that will assure the constant minimum requirement.

EMERGENCY CLOTHING SHOULD BE AVAILABLE -

The only clothing evacuees should take is one serviceable change of clothing considerate of climatic condition and one blanket per individual.



1625

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FIRST AID KIT IS MANDATORY

Prepare and store in a suitable container or case, an emergency first aid kit.

FIRST AID KIT SHOULD INCLUDE THE FOLLOWING:

1. One small bottle of Iodine.
2. One bed sheet.
3. One dozen safety pins.
4. One box of sanitary napkins.
5. One collapsible cup for each member of family.
6. Three ounce bottle of Castor Oil.
7. Flashlight with extra batteries.
8. Six wooden tongue blades.
9. One box aspirin.
10. Scissors.
11. Two cakes of toilet soap.
12. Toilet tissue.

USE OF FIRST AID KIT:

1. Bed sheet, sanitary napkin, safety pins, and wooden tongue blades to be used for bandages, slings, splints or dressings for wounds and broken extremities.

2. Iodine to be used for water purification. If water cannot be boiled readily, use three to five drops of Iodine to one quart of water and leave for twenty minutes. Water will have peculiar taste but will be drinkable. Neither boiling or Iodine will make water safe for drinking if contaminated by radio-active products. Take one gallon jug of cold water.

3. Castor Oil to be used on burns. Do not use any antiseptic solution on burns. Castor Oil to be used as emergency eye drops. Use two drops in irritated eye, then apply cold compresses and repeat every twenty minutes.



1626

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## HOW TO EVACUATE

When the BASE ALERT SIGNAL sounds, the following steps should be taken IMMEDIATELY:

1. Get Transportation.
2. Put First Aid Kit, rations and clothing in car.
3. Have identification tags ready to put on family when evacuation order is given.
4. Wait for evacuation order from proper authorities, (Area Warden, Block Captain, or Horn).
5. Do not be impatient and do not use phone, unless of an emergency nature.
6. If evacuation order is given, put identification tags on dependents, check lights and electric appliances in apartment before locking doors. Leave pets inside apartment.
7. Proceed in your car to WEST GATE by designated route, see maps, pages 10 and 11.

CAUTION: Dependents must be on the alert for Air Police and Civil Police traffic directors and follow their instructions without delay to avoid traffic congestion.

### IF YOU HAVE NO TRANSPORTATION:

Those people without transportation must go to the designated check points (see maps pages 10 & 11) to be placed in partially filled vehicles. All partially filled vehicles may be stopped and held at check points by the Traffic Director in charge for dependents without rides.

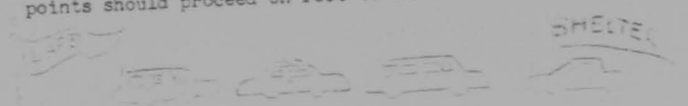


1627

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

It is suggested that dependents who must use check points take only that equipment which is absolutely necessary; baby food, diapers, etc.. Those dependents who are unable to procure transportation at the check points should proceed on foot to the West Gate.




AFTER YOU LEAVE LORING ----------

After you depart Loring Air Force Base, you are under the jurisdiction of local Civil Defense authorities. Your destination is Fort Kent, Maine.

EXCEPTION: There is a possibility that because of radio active fall-out your destination may be changed. Follow directions given you by Civil Defense officials.

The Maine State Highway Police and Caribou Civil Defense authorities have made plans to guide you thru Caribou and get you to your destination.

The Route to Fort Kent is depicted on page 18

Your speed on the highway should not exceed 35 mph-- keep at least four car lengths behind the car in front of you.

Always use the proper hand signals for any maneuver.

To assist you, two first aid stations will be established along your route. See map (page 18) for locations.



1628

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

IF YOU HAVE CAR TROUBLE ----

Pull off to side of road -- raise hood of car and standby for assistance. Any evacuee who has a partially filled auto is requested to stop and pick up those in trouble if the maneuver does not create a traffic hazard. A military wrecker has been included in the convoy and will render assistance where possible.

CAUTION: Do not attempt to leave the convoy stream to make your own way to a destination of your own choice.

1629

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## EVACUATION SIGNALS

### BASE ALERT

All personnel -- military, dependents, and civilian -- of Loring Air Force Base will be alerted for an emergency evacuation by the BASE ALERT SIGNAL. This signal will be made by a siren and will be a series of 5 short blasts repeated after a short pause.

1 min 1 min 1 min 1 min 1 min 1 min 1 min
/-----/-----/-----/-----/-----/pause/-----/-----/

### DEPENDENTS ALERT

On this signal dependents will be notified by phone by their Block Captains. All schools, recreation centers, and nurseries will also be notified by phone.

The signal for evacuation by dependents will be made by an air horn. The signal will be one LONG BLAST.

Air Horn
/----------/

It is very possible that in an emergency the base alert signal will sound followed immediately by the dependents evacuation signal. In that case, no notification by phone will be possible -- ALL DEPENDENTS MUST EVACUATE IMMEDIATELY.

### ALL CLEAR

Three one minute soundings of Siren repeated after two minute pause.

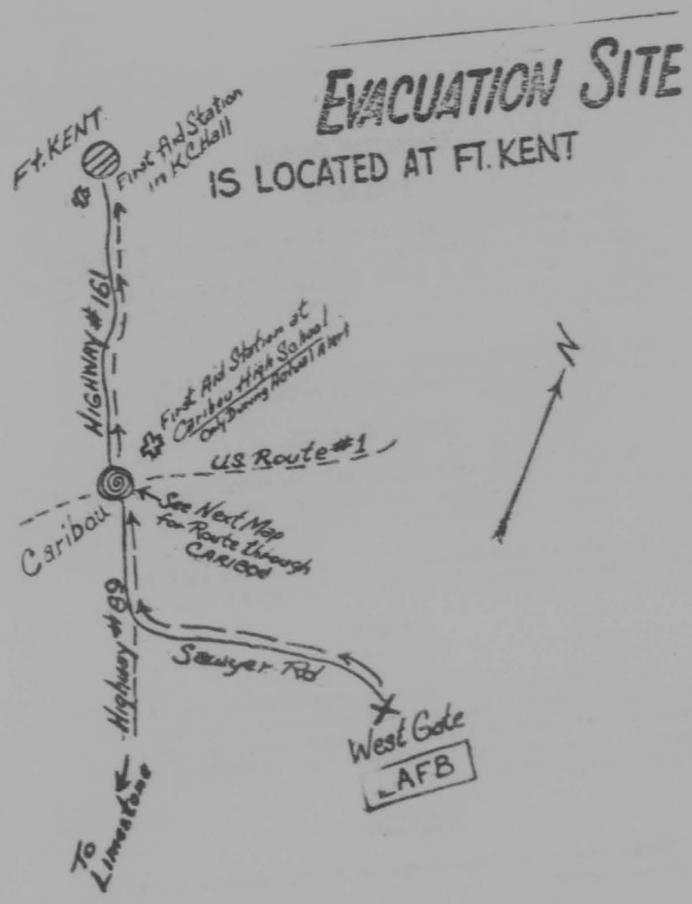
SIREN
/------/------/------/ 2 min pause /------/------/------/



1630

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



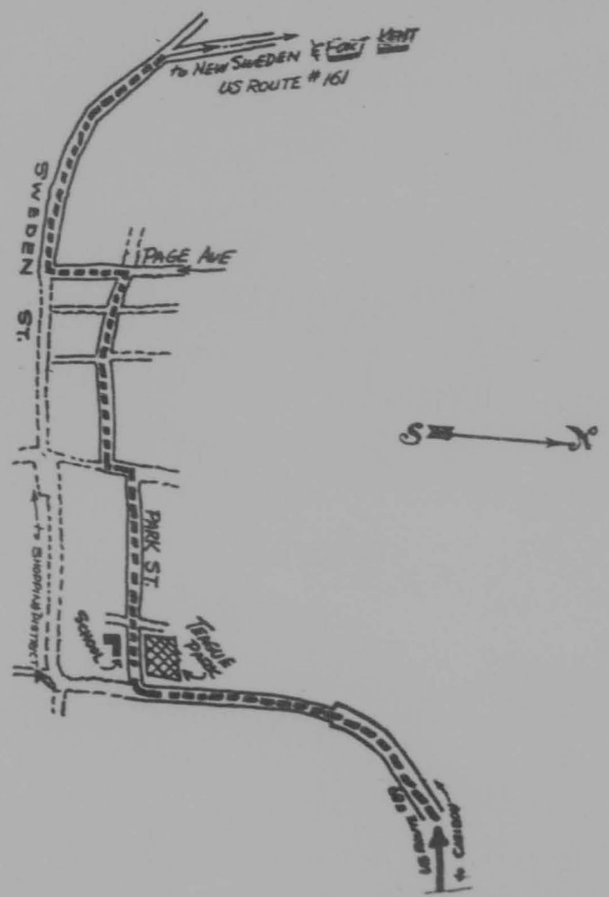



1631

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# EVACUATION ROUTE - THRU CARIBOU






1632

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

*An Open Letter from your Base Commander.*

TO ALL DEPENDENTS AT LORING AIR FORCE BASE:

In the event of an attack on the United States by a foreign power, it must be assumed that Loring Air Force Base would be a primary target.

Our warning nets provide for an advance alert in the event enemy aircraft approach our nation. It must further be assumed that an attack by a foreign power would be of an atomic or radiological nature. These assumptions necessitate planning, preparation and practice of dependents evacuation from Loring Air Force Base.

Since we live in a military community, husbands will be required to report to their military duty. Dependents will evacuate by themselves with private supplies in private automobiles.

This evacuation plan is designed primarily to avert loss of life. The SUCCESS OR FAILURE depends on the COOPERATION of each and every individual living in our community.

YOU can do YOUR PART to assure the success of the plan by

(1) Becoming completely familiar with EVACUATION PLANS.

(2) Explicitly following instructions under practice or actual conditions.

Jackson W. Lewis

JACKSON W. LEWIS
Colonel, USAF
Commander

1633

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1634

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# Yes it can!

Most of us have become
accustomed to the idea that
we must be prepared to evacuate if we
are to survive an enemy attack on
Loring Air Force Base.
However,
Many of us are still
concerned about who will
provide the necessities of life if
we should be forced to leave our
homes at Loring

* * *

The problems which would
arise in such an event would
become the concern of
Civil Defense.

1635

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## WHAT IS CIVIL DEFENSE?

is a nation-wide organization, under the direction of the Federal Civil Defense Administration. It's purpose is to preserve lives before, during and after any domestic emergency resulting from an enemy attack or a natural disaster.

In the event of another war, Civil Defense has the primary responsibility to alert and evacuate all people within certain strategic target areas, AND to care for these displaced people when they reach a safe area.

In order to accomplish this objective, each state has organized Civil Defense units in all its communities. Evacuation plans have been drawn, and reception areas have been established with every conceivable emergency service. These civil protection units are trained and ready for immediate action.

The reception areas have been chosen because they are removed from the danger zone, and are prepared to provide food, shelter, clothing, police services, education and recreational facilities for displaced persons.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HOW DOES THIS EFFECT US AT LORING?

If we must leave our home, we can feel confident that there are predesignated towns that have already made plans to provide for our needs... ...on a permanent basis, if necessary.

Should our families become separated, Civil Defense will make every effort to reunite them through their registration and central clearing areas.

LORING

LORING AIR FORCE BASE EVACUATION COMMITTEE

Our organization at Loring is unique in that it is probably the only organization of it's kind staffed entirely by women.

Dependents Assistance is charged with the responsibility of supervising Dependents Evacuation activities. As a result, one of the Dependents Assistance Volunteers acts in the capacity of Evacuation Committee Chairman. She is responsible for the Evacuation Program. Her connection with the military is through the Dependents Assistance Officer who coordinates her plans with the Military Defense Plans. To assist her, the Chairman has 39 Area Wardens and approximately 300 Block Captains.



1637

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Area Wardens act as a communication link between the Chairman and the Block Captains. They supervise the plans and policies within their area: they brief all new Block Captains on their duties and responsibility and help solve any particular evacuation problems that may arise within their area. They have the final responsibility of notifying the Chairman when their area is clear.

Block Captains are appointed through all housing areas on the basis of one Block Captain per six apartments.

Some of their responsibilities are as follows:

(1) Pick up supplies from Area Wardens and distribute literature promptly to dependents with detailed instructions.

(2) Maintain a list of dependents in section with ages, addresses and phone numbers.....Note any handicaps.

(3) The Block Captain will be responsible for the thorough briefing of all dependents within her section.

(4) Notify the Area Warden of absence and on a permanent change of station.

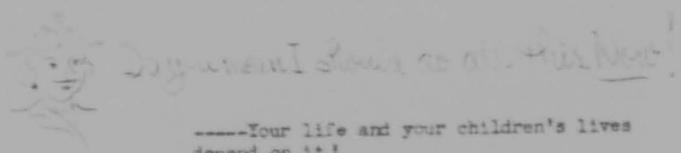
(5) Upon a base alert, the Block Captain will notify dependents in her section of a base alert. If the dependents evacuation signal is given, the Block Captain will immediately clear her section, and any other section assigned to her by the Warden. She will assist the dependents wherever possible. When her section (or sections) is cleared of all dependents, she will report to her Area Warden.



1658

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



-----Your life and your children's lives depend on it!

RIGHT NOW you should prepare for an emergency evacuation -- some advance preparations you should make are:

HAVE A FAMILY PLAN

EVERY MEMBER of your family should be acquainted with their part in an evacuation. It is very possible that families will not be together when the alert sounds. Each member should be briefed on what he or she should do and how the evacuation will be carried out. Periodically, the Block Captain will hold briefings with each family within her section and will pass on information regarding any changes or additions to the evacuation plan. All newly arrived personnel will be briefed by the Block Captains. These briefings should be discussed thoroughly with all members of the family. Also, once a year a practice evacuation will be held -- this will be a good opportunity to test your "family plan".



1659

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

IF YOU ARE NOT AT HOME ----------

If an alert sounds when you are not at home but still on the base, return to your home immediately and prepare to evacuate. If you are working on the base, your employer will release you to go home immediately following a base alert.

If you are in one of the nearby communities --- DO NOT TRY TO RETURN HOME ---you will be evacuated with the community population to a safe area by Civil Defense authorities. YOUR CHILDREN will be taken care of by the Evacuation Committee. Families will be reunited as soon as possible.

IF YOUR CHILDREN ARE NOT AT HOME----------

IF YOUR CHILD IS AT THE BASE NURSERY -----Do not try to pick up your child during the first hour and thirty minutes after the sounding of a base alert. If the Dependent Evacuation horn has not sounded by this time children may be called for at the Nursery.

If a Dependents Evacuation does follow the base alert your child will be taken under supervision in a government bus to the Evacuation Site.

IF YOUR CHILD IS AT THE DAMON ELEMENTARY SCHOOL -- At the sound of the Dependents Evacuation Signal all first grade, sick or handicapped children will be loaded into government buses and returned to the Wherry areas. All other children will be instructed to return home.



1640

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

IF YOUR CHILD IS AT THE HARRISON SCHOOL --- At the sounding of the dependents Evacuation horn he will be returned to the Wherry area by government bus.

IF YOUR CHILD IS AT ONE OF THE LORINO RECREATIONAL FACILITIES --- When the base alert is sounded the people in charge of the various activities will announce the alert and direct all the children to return home by the shortest possible route on a paved thoroughfare. Teach your children now what they will do in such an emergency.

TRANSPORTATION SHOULD BE PLANNED

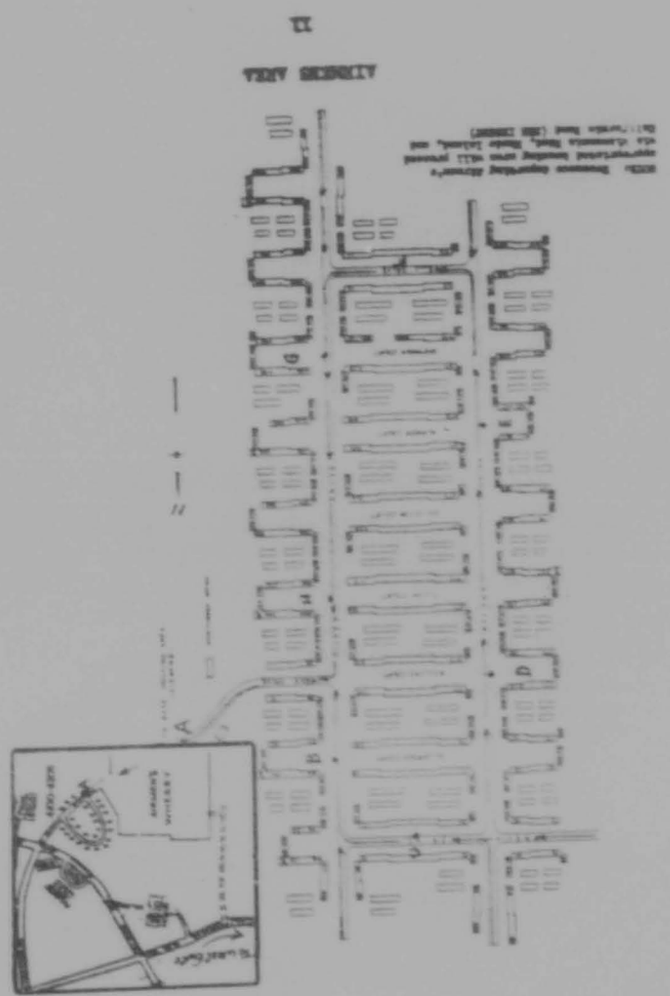
Dependents will be required to evacuate by private vehicles! Arrangements should be made in advance within the family. When possible car pools should be organized. At the sound of a base alert men who are not immediately needed at their duty section will be allowed to bring their family cars home. Private cars should always be maintained in good mechanical condition -- keys should be available to dependents. Cars should never have less than one half tank of gasoline.



1641

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526






THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



AIRMEN AREA





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SUPPLEMENT TO THE DEPENDENTS EVACUATION PLAN

1. The Dependents Evacuation Coordinator, Mrs. Garner, has been receiving numerous telephone calls concerning all elements of our dependents evacuation plan. It is obvious that no one person can possibly answer all of the questions which are being asked and disseminate the answers to all of our dependents here at Loring Air Force Base. Therefore, it seems advisable to issue a supplement to our dependents evacuation instructions and cover as many of these questions as possible. You may have questions in addition to those which are being answered in this supplement. These questions should be referred to your block captains or area wardens. If they cannot answer the question they should in turn consult with their coordinator, Mrs. Garner. The coordinator can, in turn, brief all wardens and block captains and consequently the information will be disseminated from them to all the dependents. This procedure, if rigidly followed, will reduce the burden on your coordinator while at the same time giving the desired information dissemination to everyone concerned. As a further assurance that everyone is being informed additional supplements may be issued from time to time giving questions and answers which we feel are necessary for the success of our dependents evacuation plan.

2. All dependents have been briefed by television programs, block captains, area wardens, news publicity and individual copies of the dependents evacuation plan for each family. This information, together with the question and answers which are being issued in this supplement, should be sufficient to insure an orderly evacuation under any circumstances. With this information you should be able to carry out your part of the evacuation plan without difficulty.

William A Carter

WILLIAM A CARTER
Lt Colonel, USAF
Senior Advisor
Dependents Evacuation
Military Assistance Organization

QUESTION: During other than duty hours if an alert is sounded do the dependents take husbands to work and bring cars home.

Answer: Yes, whenever possible.

Question: Before this time it was the responsibility of dependents to form their own car pools. Does this still apply or is it now the block captains responsibility.

Answer: Yes, it is the responsibility of the dependents to form car pools however, the car pools must be re-arranged. In appropriated housing car pools must be worked within their own area. In Cherry housing areas car pools should be formed within the dependent's own courts.

1644

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Question: Will civilian employees who are not dependents report for work in the event the evacuation signal is given prior to duty hours?

Answer: No. They will report to their duty station at the normal duty hours.

Question: What provisions are made for high school students attending school off base to participate in practice evacuations?

Answer: High school students attending schools off base will return home at the end of the school day as usal.

Question: What provisions are made for high school students attending schools off base to evacuate in the event of an actual emergency?

Answer: They will be evacuated by bus or other vehicle to an evacuation site determined by the State of Maine.

Question: How are we going to alert the area wardens, block captains, and dependents, by telephone, or has this been changed?

Answer: A plan is being formed and complete instructions will be issued forthwith.

Question: Do baby sitters evacuate with the family they are working for at the time the alert is sounded?

Answer: Baby sitters may evacuate with family for whom they are working at the discretion of the family concerned.

Question: Do baby sitters evacuate with the children of a family when the family is off base and cannot be reached?

Answer: No. They will remain in the house with the children.

Question: Can children be picked up from the nursery prior to the evacuation?

Answer: During practice alerts children will remain in the base nursery and will not participate in the evacuation. Children may be picked up when evacuation is over.

Question: Can pets be taken on practice evacuations.

Answer: No pets will be taken on any evacuation.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Question: What are the loading points for dependents with no means of transportation?

Answer: Those evacuees without transportation will proceed to loading area where they will be loaded into partially filled vehicles. Loading areas will be as follows:

(1) Officers Area

a. West intersection of Tennessee Circle and Texas Road.

b. Brookley Court and Dickman Drive.

c. Mid point on Wells Drive.

d. Duncan Court and Foulois Drive.

e. Mid-point on Cobb Drive.

f. Andrews Court and Foulois Drive.

(2) Airmens Area:

a. West intersection of Wisconsin Road and Wyoming Circle.

b. Albrook court and Hickam Drive.

c. Midpoint on Travis Drive.

d. Bolling Court and Meehan Drive.

e. Harmon Court and Meehan Drive.

f. Mid-point on Kelly Drive.

g. Hickam Drive and Sherman Court.

h. Hickam Drive on Clark Court.

Question: Where are the off loading points for the small, sick, handicapped and pre-school age children.

Answer: 1. Two buses will be loaded with small, sick, and handicapped dependent children of officer personnel. These buses will depart the Damon Elementary School at X plus 25 minutes.

a. Children on the buses will be off-loaded at the intersection of Cobb and Foulois Drive; Brookley Court and Foulois Drive; mid-point on Wells Drive; intersection of Dickman and Gross Drive; Texas Road and Tennessee Circle; and opposite Bldg. 2108 on Tennessee Circle.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. Two buses will be loaded with small, sick or handicapped children of airmen personnel. The buses will depart the Dumon Elementary School at X plus 25 minutes.

a. Children on the buses will be off loaded at both intersections of Wyoming Circle and Wisconsin Road; Albrook Court and Hickam Drive; center of Travis Drive; Meehan Drive and Bolling Court; Meehan and Harmon Court; center of Kelly Drive; Hickam Drive and Sherman Court.

3. Two buses will be dispatched to the Harrison School to arrive X plus 10 minutes, one bus to load dependent children of officer personnel, and one bus to load dependent children of airmen personnel, and will depart the Harrison School at X plus 25 minutes. These children will depart the Harrison School at X plus 25 minutes. These children will follow the same off-loading procedures as stated above.

4. It is the responsibility of the parents to see that these children are met at the off-loading points. If it is impossible for the children to be met, it is the parents duty to thoroughly brief the children and be certain the children do not delay, but go directly home from the off-loading points.

Question: Are families expected to go on practice evacuations when husbands are on leave and are present on Loring Air Force Base.

Answer: Husbands will report to duty and dependents will participate in evacuation plans.

Question: If dependents have to walk to loading points how much of the evacuation supplies must they carry?

Answer: As much as possible. Giving priority to essential items as determined by the family.

Question: Are personnel temporarily residing on Loring AFB to go on an evacuation?

Answer: Yes

Question: If a mother is ill, in the hospital, must her child go with a strange baby sitter to the Evacuation Site?

Answer: No

Question: If a mother is off base can she get back to Loring if Loring is having a practice evacuation?

Answer: Yes

Question: Are Grey-ladies exempted from the evacuation if on duty at the hospital?

Answer: No. Grey-ladies will not be exempt.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Question: What happens to school teachers teaching in base schools?

Answer: School teachers who are dependents of military personnel will participate in base alerts and dependents evacuations. Those teachers who are employed from the local surrounding communities will be released to their homes and come under the control of local civilian authorities at the discretion of the school principal.

Question: What happens to dependent teachers who are teaching in off-base schools?

Answer: They will be exempt from participating in base alerts and evacuation plans and will proceed off-base to their place of duty.

Question: Will civilian employees who are dependents of military personnel evacuate the base during practice alerts if they are sounded during duty hours?

Answer: Yes, they will evacuate the base in accordance with the Dependents Evacuation Plan.

Question: Will civilian employees who are dependents of military personnel suffer a loss of pay while participating in evacuation practice during duty hours?

Answer: No, there will be no loss in pay.

Question: Will military dependents who are also civilian employees report to their duty station in the event the evacuation signal is given during off-duty hours?

Answer: No, they will participate in the evacuation in accordance with the dependents evacuation plan. However, if a dependents evacuation is not called within two hours from the sounding of a base alert, the dependents will proceed to their place of duty.

Question: Should people who are temporarily subleting apartments on Loring have First Aid Kits?

Answer: Yes.

Question: Will children who are attending school on Loring AFB and whose residence is off-base, participate in the evacuation?

Answer: Yes.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Question: What provision is made for these children to return home after the evacuation?

Answer: It is the responsibility of the parents to pick up their children at the base school at the conclusion of an evacuation exercise. It is also the responsibility of the parents to find out when the evacuation is ended.

Question: If a child resides off base and attends base school, how will he be evacuated?

Answer: He will report to the evacuation officer at the West Gate to be loaded aboard partially loaded vehicles.

Question: When do Block Captains leave the area?

Answer: When they have notified all personnel in their area that an evacuation is underway.

Question: If a husband is on leave away from the station and the family remains at Loring, will the family be required to participate in dependents evacuation?

Answer: Yes.

Question: Who is exempt from participating in the dependents evacuation?

Answer: The entire household is exempt when the household contains a member or members who:

a. Is seven or more months pregnant.

b. Has new born baby two months old or younger.

c. Are physically handicapped or who cannot move without the assistance of another person.

d. Have casts on arms or legs.

e. Are under prolonged care of a medical doctor.

f. Have a contagious disease.

g. May be running a temperature.

h. Is infirm or aged.

Question: Do we still have check-point area wardens?

Answer: No.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Question: If a mother is off base, can she go to the evacuation cite to pick up her children?

Answer: No.

Question: What is the procedure for obtaining identification tags for dependents?

Answer: Military personnel reporting into Loring AFB will give the Dependents Assistance Organization the required information for identification tags pertaining to his dependents. This organization will procure and distribute the identification tags to him.

Question: When should Block Captains brief newly arrived personnel?

Answer: Block Captains will brief newly arrived personnel within one week.

Question: If dependents are in the Process of moving in (trucks in front packing or On-packing) are the dependents expected to participate in the evacuation?

Answer: New arrivals will not participate in evacuations until they have been briefed by the block captains.

Question: Is it permissible to use Luggage trailers in the convoy to make more room for passengers?

Answer: Yes, provided luggage trailer is hitched to the family vehicle prior to sounding dependents evacuation alert signal.

Question: Do civilian nurses married to service men evacuate in accordance with Dependents Evacuation Plan or do they go according to hospital rules?

Answer: Yes. They will evacuate in accordance with Dependents Evacuation plan.

Question: If an alert lasts over one day, is it necessary for Block Captains to contact Area Warden each time they leave the house?

Answer: Yes, at anytime they will be away from home for more than one hour.

Question: If working in the Dependents Assistance Office, do you stay in the office or return home?

Answer: Return home.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Question: Is it likely that when we evacuate on a practice alert only, we will have to remain overnight for an extended period?

Answer: NO.

Question: Is it true that all cars with flight line passes will not be returned to the homes during a base alert?

Answer: No.



1651

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1652

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CRITIQUE ON DEPENDENTS EVACUATION FOR JUNE 1956

0900 alert sounded. I immediately called all the personnel who are to be notified by the Base Personnel office, that the alert had been sounded. The Civil Defense authorities were notified that an alert had been sounded and that they would be called later in the event an evacuation became a reality. I found that they had previously been notified that an evacuation would be held and they had already departed for Loring Air Force Base to lend assistance.

0920 made a tour of officers Wherry, airmans Wherry, officers government housing, airmans government housing the Damon Elementary School and the Harrison School and the Base Nursery. I found that the alert there was proceeding according to plan and that the buses had arrived at the schools and the Base Nursery. Although I did not contact the school principal, I was informed that some confusion existed relative to transporting the handicapped and small children by bus to their housing area. The principal, I was told, would not release the children from school until the actual evacuation signal had been sounded. This was evidently true since I was at the West Gate when the evacuation signal was sounded andI saw children departing from the school.

1000 hours evacuation signal sounded and at 1003 the first cars began departing the base. There was no break in the departure of dependent vehicles from this time on. The last cars departed the West Gate at 1100 hours. I checked the route from the head of the column to the rear of the column and found only one vehiclein trouble. This was due to a flat tire. Some airmen changed the spare tire.. The passage through Caribou was exceptionally well controlled by the Civil Defense authorities and traffic moved along without difficulty. I checked the column again at Fort Fairfield and found that the Civil Defense authorities and the State Troopers were directing traffic and everything was moving smoothly. The first vehicles in the convoy arrived back at the East Gate at 1120 and the last vehicle passed through the East Gate at 1230.

RECOMMENDATIONS:

1. I recommend that an airpolice man be dispatched to stand at all railroad crossings while the convoy is passing. I noticed that all vehicles slowed down practically to a stop at these crossings since there was no one to signal that the track was clear.

2. Some vehicles departed the base without lights burning. Instructions should be issued to the airpolice man at the Gate of departure to warn all drivers to turn on their lights while in convoy. Load masters should also inform the driver to turn on their lights. This is the only method the Civil Defense authorities have for recognizing convoy personnel from other personnel while in route.

3. It is recommended that some system be devised whereby the practice alert will be the same as actual alerts concerning children in the base schools. Under the present system outlined in Base Reg 205-11, dated 9 May 56 instructions for base schools are as follows:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

a. Damon Elementary School (During dependents evacuation practices or under actual conditions)

(1) All physically able children will be released and directed by the school authorities to return to their homes.

(2) Four buses will be available, within 10 minutes after the sounding of the alert, to carry small, sick, or handicapped children to their quarters.

b. Harrison School (During dependents evacuation practices or under actial conditions)

(1) All children will be released and directed to board buses by the school principal or other competent authority.

(2) Two buses will be available at the Harrison School within 10 minutes of the sounding of an alert to return the children to their quarters. Under paragraph 8 of this regualtion (Notification of primary military personnel) it becomes the responsibility of the Provost Marshall to notify the principal of civilian schools on Loring of pending dependents evacuation.

c. To comply with the regualtion as written all dependents would be expecting their children to report home upon the sounding of the alert. This is not the case,therefore, our system for alerting the principal when to release the children must be pre-arranged. Any system of this nature is not realistic. It is, therefore, suggested that we reconsider our alert system and that we establish a system which can be employed on practice as well as actual emergency evacuations.

4. I had an airman stationed at the intersection of highway 89 and Sawyer Road to count vehicles departing thebase. He counted 650 vehicles loaded with dependents and 87 vehicles loaded with military personnel. On the return trip this airman was stationed at the East Gate and he counted 535 vehicles loaded with dependents returning to the base. He did not count the vehicles loaded with military people who were returning to the base.

a/t WILLIAM A. CARTER
Lt. Colonel, USAF
Senior Advisor
Dependents Evacuation
Military Assistance Organization



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1655

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The photo on the right shows part of the carnival set up in the large arched hanger at Loring Air Force Base for Armed Forces Day.

The Pipe and Drum Band of the First Battalion Black Watch, Royal Highland Regiment assisted in the Armed Forces Day observance at Loring Air Force Base.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1657

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Members of Loring Air Force Base and their dependents at the Recreation Center at Long Lake.

Dependent children of military personnel at Long Lake Recreation Center. Cabins and the the boat dock belonging to the Center may be seen in the back ground.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1659

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The photo on the right shows construction of the Post Office building as of the first week of June 1958. Necessary plumbing and heating lines were completed at that time as well as that part of the building shown.

The photo on the right was taken from the opposite side of the building and three weeks later than the photo above. Exterior walls are complete and windows are ready for the masonry. Primary grading and staking of the parking area is shown in the fore ground.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1661

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The photo on the right shows construction progress of the Exch Building. Shelter for the drive-in-exchange window may be seen on the left side of the building.

In the photo on the right a surfacing machine is being loaded during the surfacing project at the Base Exchange and Commissary parking areas.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

This photo shows progress on the new 870 club as of the end of June 1954.

The first B-47 aircraft to be delivered to the 93rd Air Division arriving at Carlos Air Force Base.

1664

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1665

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Following its arrival at Lerian Air Force Base
B-17 [illegible] was christened the "Hole of Valor".

Twenty dogs assigned to the 1st Air Police Squadron
are handled by only one owner. The dogs are trained
to obey only their own master regardless of commands
given to other dogs of the group at the right.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1667

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The sentry dogs are trained to be mean and vicious. In the photo at the right a dog is tied and three trainers, not including the dogs master, are working with the dog at the same time.

The dogs are trained to attack the limbs of a victim first and to hold on until commanded to release the victim by their master.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1669

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Heavy equipment was called in to destroy his dam as a beaver looks on. The beaver dam was on the base and constituted a sanitation problem. Efforts to trap the beavers and move them off the base before destroying the dam failed.

The beavers, it seemed, had set a few traps themselves. The crawler tractor at right required help from a crane to get out of the trap.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DOCUMENT TO ROLL INDEX

| Frame Number | Classification Number | Date Period | Vol | Pt | Title | Security Classification | Remarks |
|---|---|---|---|---|---|---|---|
| 4 | K-Div-45-III | Aug/55 | | | 45th Air Division | S | |
| 235 | | Sep/55 | | | | S | |
| 414 | | Oct/55 | | | | S | |
| 621 | | Nov/55 | | | | S | |
| 717 | | Dec/55 | | | | S | |
| 809 | | Jan/56 | | | | S | |
| 893 | | Feb/56 | | | | S | |
| 1069 | | Mar/56 | | | | S | |
| 1203 | | Apr/56 | | | | S | |
| 1398 | K-Div-45-III | May-Jun56 | | | 45th Air Division | S | |
| 1672 | Index | | | | Index | | |
| | Some unreadable pages - Poor original | | | | | | |

3825 FORM NOV 71 O - 23 PREV EDIT WILL BE USED Page 1 Of 1 Roll Number P0602

THIS PAGE IS DECLASSIFIED IAW EO 13526

1672