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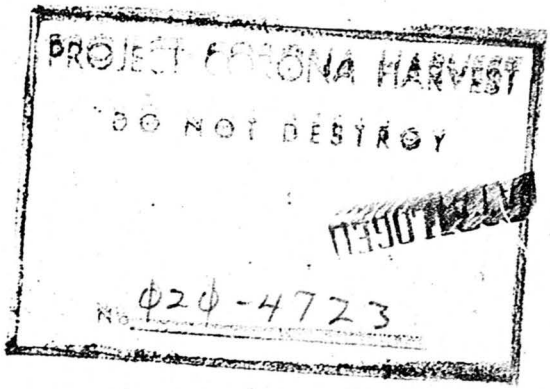

HISTORY OF THE 313TH AIR DIVISION

FIFTH AIR FORCE

(AU - D5)

1 MARCH THROUGH 30 JUNE 1955

WILLIAM G. HIPPS
Brigadier General, USAF
Commander

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(13 February 1956)

(Kadena Air Base, Okinawa, APO 239)

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AIR FORCE LANDS

ON

OKINAWA

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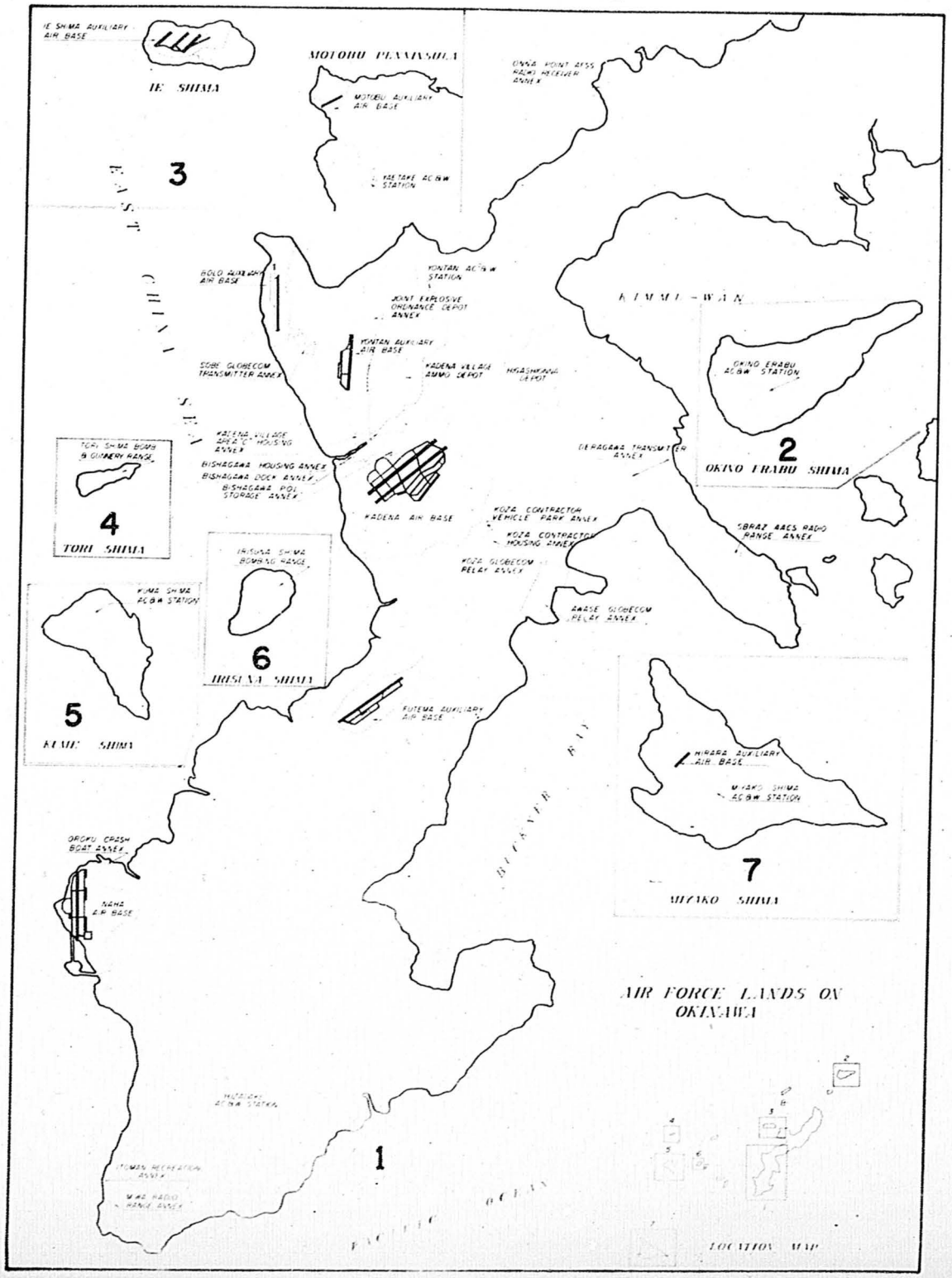
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CHRONOLOGY OF IMPORTANT EVENTS IN TWENTIETH AIR FORCE AND 313TH AIR DIVISION HISTORY

1943

17 Dec. The XX Bomber Command is activated at Smoky Hill Army Air Field, Salina, Kansas, with Brigadier General K. B. Wolfe in command.

1944

8 March The XXI Bomber Command is activated at Smoky Hill Army Air Field, Salina, Kansas, with Colonel John B. Montgomery in command.

2 April Colonel Leonard F. Harman lands the first B-29 (belonging to the 58th Bombardment Wing, Very Heavy) in India, at Chakulia.

4 April The Twentieth Air Force is activated at Washington, D.C., with General Henry H. Arnold acting as agent for the Joint Chiefs of Staff.

15 April Headquarters and Headquarters Squadron, 313th Bombardment Wing, Very Heavy, is constituted and authorized to be made active, per War Department Ltr., AG 322 (14 Apr. 1944) OB-I-AFRPG-M, dated 15 April 1944.

23 April Headquarters and Headquarters Squadron, 313th Bombardment Wing, Very Heavy, is activated at Peterson Field, Colorado Springs, Colorado, per 2d AF GO 51, dtd. 22 Apr. 1944. The new wing is composed of the following units:

Headquarters and Headquarters Squadron, 313th Bombardment Wing, Very Heavy.
6th Bombardment Group, Very Heavy.
9th Bombardment Group, Very Heavy.
504th Bombardment Group, Very Heavy.
505th Bombardment Group, Very Heavy.

Although assigned to the 313th Bombardment Wing, with further assignment to the XXI Bomber Command (Rear Echelon), groups are under control of the 17th Bombardment Operational Training Wing while engaged in their training programs. Colonel John H. Davies assumes command of the wing.

24 April Brigadier General Laverne G. Saunders lands the first B-29 (assigned to the 58th Bombardment Wing) in China, at Kwanghan.

28 April The first B-29 lands in China.

0470

1944

5 June — A total of 98 B-29's take off on first shakedown mission from India-China bases of the XX Bomber Command, with Bangkok, Thailand, as the target.

11 June — Headquarters, XXI Bomber Command, opens at Peterson Field, Colorado Springs, Colorado.

15 June — Sixty-eight B-29's are airborne against the Imperial Iron and Steel Works, Yawata, Kyushu, Japan--the first mission in the Very Long Range (VLR) program against Japan from India-China bases, and the first attack on the Japanese Home Islands since the Doolittle B-25 raid from the carrier Hornet on 18 April 1942. Brigadier General Roger M. Ramey assumes command of the XXI Bomber Command.

6 July — Brigadier General Laverne Saunders assumes command of the XX Bomber Command.

10 Aug. — B-29's of the XX Bomber Command fly a 3,900 statute mile mission from Ceylon to Sumatra--the longest to date.

10 Aug. — The 330th Air Service Group of the 73d Bombardment Wing arrives at Saipan, Marianas Islands, 32 days after the island is declared secure.

14 Aug. — The 316th Bombardment Wing is organized as an element of the XXII Bomber Command at Peterson Field, Colorado Springs, Colorado.

28 Aug. — Brigadier General Haywood S. Hansell assumes command of the XXI Bomber Command.

29 Aug. — Major General Curtis E. LeMay assumes command of the XX Bomber Command.

12 Oct. — The first B-29 lands at Saipan, and temporary headquarters of the XXI Bomber Command are established the same day at Isley Field.

14 Oct. — Beginning of four-day period of tactical support missions flown by the XX Bomber Command against Formosa in conjunction with the forthcoming invasion of Leyte, Philippine Islands, on 20 October.

28 Oct. — Nine aircraft of the 73d Bombardment Wing take off from Saipan on a shakedown mission against Truk, marking the first B-29 bombing mission from the Marianas and the baptism of fire for the XXI Bomber Command.

1944

3 Nov. The advance flight of the 313th Bombardment Wing leaves Peterson Field to move overseas.

5 Nov. The XXI Bomber Command begins tactical support operations for the Iwo Jima landings scheduled for 19 February 1945. Seven missions totalling 246 sorties and 1,221 tons of bombs released are conducted from Saipan.

16 Nov. The advance flight of the 313th Bombardment Wing arrives at Tinian, where it is assigned to Far East Air Forces, with further assignment to the Twentieth Air Force, and further assignment to XXI Bomber Command.

24 Nov. The first B-29 strike against the Japanese Home Islands by Marianas-based aircraft sees 111 Superforts airborne against the Nakajima Aircraft Factory at Musashino, Tokyo, Japan.

27 Nov. The flight echelon of the 313th Bombardment Wing leaves Peterson Field to move overseas. Upon arrival at Tinian, its assignment will be the same as that of the advance flight.

12 Dec. The 358th and 359th Service Groups of the 313th Bombardment Wing arrive at Tinian, 132 days after island is secured.

16 Dec. Headquarters, XXI Bomber Command, opens at Guam, 126 days after the island is secured.

29 Dec. The air echelon of the 313th Bombardment Wing leaves Peterson Field to move overseas. Upon arrival at Tinian, its assignment will be the same as that of the advance flight.

30 Dec. The first B-29 lands at Tinian.

31 Dec. The temporary headquarters of the XXI Bomber Command at Saipan is closed.

1945

9 Jan. The XX Bomber Command begins tactical support operations from its bases in India and China against Formosa, in conjunction with the landings at Lingayen Gulf, Luzon, P.I., the same day.

16 Jan. The ground echelon of the 19th Bombardment Group disembarks on Guam from the ZI and is assigned to the 314th Bombardment Wing as one of its four components.

1945

17 Jan. Brigadier General Roger M. Ramey assumes command of the XX Bomber Command.

20 Jan. Major General Curtis E. LeMay assumes command of the XXI Bomber Command.

4 Feb. The 313th Bombardment Wing flies its first mission from Tinian against the Japanese Home Islands.

25 Feb. The 314th Bombardment Wing flies its first mission from Guam against the Japanese Home Islands. The target is the Tokyo area.

4 Mar. A B-29 makes the first emergency landing at Iwo Jima--the first of more than 2,400 that will be made on that recently captured island in the Volcano Group before the end of the war on 15 August 1945.

9 Mar. A total of 334 B-29 aircraft are airborne for the first medium altitude urban area raid, initiating a series of five strikes in 10 days of unexampled destruction. During these 10 days, 32 square miles of Tokyo, Nagoya, Osaka, and Kobe are completely burned out, with a loss of only 22 aircraft--just 1.4 per cent of the 1,595 which sortied. Of the assigned aircraft, 80 per cent are consistently airborne on these missions, and 9,579 tons of bombs are released during these five missions by the three bombardment wings flying from their Marianas bases.

27 Mar. A total of 104 aircraft of the 313th Bombardment Wing lay 837 mines in the first mining mission from the Marianas. In addition, tactical support missions lasting through 11 May begin in support of operations against Okinawa. Airfields on Kyushu and Shikoku are the chief targets of these missions designed to halt or at least impede the kamikaze forays against ships of the Fifth Fleet off Okinawa.

30 Mar. The XX Bomber Command flies its last mission from its base in India-China.

7 April Fighters of the VII Fighter Command escort B-29's for the first time.

29 April The 347th Service Group of the combat staging center arrives at Iwo Jima, 43 days after the island is declared secure.

5 May The 58th Bombardment Wing, formerly with the XX Bomber Command, conducts its first mission against Japan from Tinian, which it shares with the 313th Bombardment Wing.

1945

18 June — Lieutenant General Simon Bolivar Buckner, Commanding General of the U.S. Tenth Army, is killed in southern Okinawa. Major General Roy S. Geiger, U.S.M.C., succeeds to the command on an acting basis.

21 June — The advance party of the 316th Bombardment Wing (VH) arrives at Kadena Air Base.

23 June — General Joseph W. Stilwell arrives on Okinawa and assumes command of the U.S. Tenth Army.

26 June — B-29's of the 315th Bombardment Wing stage their first mission from Guam against Japan.

1 July — The first mining mission against Korean seaports is flown from the Marianas, the B-29's staging through Iwo Jima.

16 July — The XXI Bomber Command is redesignated the Twentieth Air Force, and Major General LeMay assumes command. Headquarters, XX Bomber Command, is absorbed by the Eighth Air Force.

19 July — Lieutenant General James H. Doolittle establishes command post of Eighth Air Force on Okinawa.

22 July — The longest staged mission of World War II is flown from Tinian to Rashin, Korea--a distance of 4,210 statute miles--to lay mines in the waters of the harbor.

24 July — The 529th Aircraft Control and Warning Group is organized on Guam.

The 624th Aircraft Control and Warning Squadron is organized under TO&E 1,600, War Department, dtd. 24 July 1945.

1 Aug. — The largest B-29 combat effort in one day sees 851 sorties hurled against four urban areas, one petroleum plant, and five mine fields.

2 Aug. — Lieutenant General Nathan F. Twining assumes command of the Twentieth Air Force, and Major General Curtis E. LeMay becomes his chief of staff.

5 Aug. — The VII Fighter Command, previously assigned to the Seventh Air Force, is reassigned to the Twentieth Air Force.

6 Aug. — The first atomic bomb is dropped on Hiroshima, Honshu, Japan.

1945

7 Aug. Aircrews of the 333d and 346th Bombardment Groups (316th Bombardment Wing) begin to arrive at Kadena.

9 Aug. The second atomic bomb is released against Nagasaki, Kyushu, Japan.

9 Aug. The USSR enters the war against Japan and issues a formal declaration of war several hours later.

10 Aug. Guam Air Depot is assigned to the Twentieth Air Force.

15 Aug. Japan accepts the conditions of the Potsdam Proclamation, and hostilities cease.

17 Aug. The Eighth Air Force assumes command of the 301st Fighter Wing.

20 Aug. From a nominating body of 125 prominent Okinawans called together at Ishikawa by the United States Army Service Command of the Military Government, an Okinawa Advisory Council comprising 15 members is selected by ballot to act as a liaison between the military government and the civilian population.

26 Aug. Colonel George W. Mundy assumes command of the 313th Bombardment, VH, succeeding Brigadier General (as of 13 February 1945) John H. Davies.

2 Sept. V-J Day. The Japanese Armed Forces and the Empire of Japan surrender to the Allied Powers aboard the USS Missouri in Tokyo Bay.

7 Sept. The remaining commanders of Japanese forces in the Ryukyus, in conformity with the general surrender executed by the Imperial Japanese Government aboard the USS Missouri on 2 September 1945, unconditionally surrender the islands in the Ryukyus in a ceremony held at General Joseph W. Stilwell's Tenth Army Headquarters in what is later to be known as the Stearley Heights Housing Area of Kadena Air Base. Lieutenant General Toshiro Nomi signs the document as Commander, Japanese Forces in the Sakishima Gunto; Major General Toshisada Tokada signs as Commander, Japanese Army Forces, Amami Gunto; and Rear Admiral Tadao Kato signs as Commander, Japanese Navy Forces, Amami Gunto.

9 Oct. A typhoon of terrific force smashes buildings, planes and shipping on and around Okinawa.

15 Oct. Major General James E. Parker assumes command of the Twentieth Air Force, with headquarters on Guam.

1945

17 Oct. Brigadier General Lawrence A. Lawson assumes command of the newly-organized Okinawa Base Command.

30 Dec. Brigadier General Fremond B. Hodson relieves Brigadier General Lawrence A. Lawson as Commanding General, Okinawa Base Command.

1946

27 Feb. Major General Leo Donavan assumes command of the Okinawa Base Command.

15 March The 313th Bombardment Wing, VH, is reassigned to the Thirteenth Air Force. Personnel of the wing have been at Clark Field since 21 January, and full-scale movement took place during February. By this date, all personnel and equipment are established at the new base.

19 March Brigadier General Frederick M. Hopkins is assigned as Commanding General of the Twentieth Air Force.

11 April Military Government calls a meeting of the 15 members of the Advisory Council, former native district officials, and mayors to nominate three men for Chiji (Governor) of Okinawa Gunto.

22 April Naval Military Government Directive No. 156 establishes a Central Okinawa Administration to be headed by the Chiji (Governor). Within the over-all administration are established administrative departments, a court system, city, town, and township (shi-cho-son) administrations, and an advisory assembly to replace the Okinawa Advisory Council.

24 April The Deputy Commander for Naval Military Government appoints Koshin Shikiya as Chiji of Okinawa Gunto and head of the newly-established civilian administration, selecting him from the three-man panel nominated on 11 April.

2 May The Labor Party is organized in Miyako Jima.

12 May The Democratic Party is organized on Miyako Jima.

24 May Brigadier General Frederick L. Hayden assumes the position of first Commanding General, Ryukyus Command (Rycom).

June The 1st Air Division is activated at Kadena AB, Okinawa.

10 June The 5th Bombardment Group, VH, is assigned to the 313th Bombardment Wing.

1946

15 June	The 504th Bombardment Group, VH, 313th Bombardment Wing, is inactivated.
30 June	The 505th Bombardment Group, VH, 313th Bombardment Wing, is inactivated.
July	The 413th Signal Company is redesignated the 13th Communications Squadron.
1 July	The Naval Military Government of the Ryukyus is replaced by the Army Military Government.
10 Sept.	Major General Francis Hopkins Griswold assumes command of the Twentieth Air Force, vice Brigadier General Frederick M. Hopkins.
1 Dec.	The Central Okinawa Administration is redesignated as the Okinawa Civilian Administration, per Military Government Directive No. 20.

1947

15 Feb.	The 931st Engineer Aviation Group is activated with headquarters at Kadena AB, as a unit of the 301st Fighter Wing.
15 June	The Okinawa Democracy Union is organized as the first postwar political party on Okinawa. This party is later renamed as the Democratic Alliance Party.
20 July	The Okinawa Peoples' Party is organized.
26 July	The Air Force becomes a separate branch of the National Military Establishment.
Aug.	The 301st Fighter Wing transfers from Yontan Airfield to Naha AFB.
7 Aug.	Headquarters and Headquarters, 313th Bombardment Wing, Very Heavy, is reduced to zero strength, per 13th AF GO 27, dtd. 6 Aug. 1947.
10 Sept.	The Socialist Party of Okinawa is organized.
16 Oct.	Major General Charles T. Myers assumes command of the 316th Bombardment Wing, Kadena AFB.
6 Dec.	Major General Charles T. Myers assumes command of the 1st Air Division on Okinawa.

1948

1 Jan. The 316th Bombardment Wing undergoes complete reorganization.

9 Jan. The 17th Communications Squadron, Command, is discontinued at North Army Air Base, Guam.

10 Jan. The 20th Fighter Wing is redesignated the 46th Fighter Wing at Northwest Army Air Base, Guam.

12 Jan. Military Government Directive No. 4 provides for the election of mayors of cities, towns, and townships on 1 February, and for the election of the corresponding assemblymen on 8 February.

1 Feb. Of the 55 mayoralty positions at stake in the elections of this date, three are filled by members of the Okinawa Peoples' Party, three by candidates of the Okinawa Democracy Union, and the balance by independents. In 21 municipalities, no contest occurs, since only one candidate filed.

8 Feb. Of the 1,192 assembly positions at stake in the elections of this date, two are won by members of the Okinawa Peoples' Party and two by candidates of the Okinawa Democracy Union. The balance of the assemblymen selected are independents. Four women are elected to office.

10 Feb. The 2d Emergency Rescue Squadron is assigned to the 316th Bombardment Wing for all functional responsibility except operational control, and is further assigned to the Airdrome Group. Operational control remains with the 301st Fighter Wing.

1 Mar. The 2d Emergency Rescue Squadron is relieved from assignment for operational control to the 301st Fighter Wing and assigned to the 316th Bombardment Wing. Flight B of this squadron remains attached to Pacific Air Command, while Flight C continues its attachment to the Thirteenth Air Force Headquarters, Clark AFB, P.I.

1 Mar. Redesignation of Installations:
Central Army Air Base (Iwo Jima) to Central Air Force Base.
North Army Air Base (Guam) to North Air Force Base.
Northwest Army Air Base (Guam) to Northwest Air Force Base.
Harmon Field Army Air Base (Guam) to Harmon Air Force Base.
Isley Field Army Airdrome (Saipan) to Isley Airdrome.
North Field (Tinian) to North Airdrome.
West Field (Tinian) to West Airdrome.

Central Army Air Base Command, Provisional (Iwo Jima) is redesignated Central Air Force Base Command, Provisional.

North Army Air Base Command, Provisional (Guam) redesignated North Air Force Base Command, Provisional.

1948

4 Mar. 12th Airdrome Squadron is relieved from assignment to Twentieth Air Force and transferred to Fifth Air Force.

6 Mar. 622d Aircraft Control and Warning Squadron is relieved from assignment to Twentieth Air Force and transferred less personnel and equipment.

9 Mar. The 619th Aircraft Control and Warning Squadron is relieved from attachment to the 1st Air Division, Okinawa, and assigned to the 527th Aircraft Control and Warning Group on Guam. It is further attached to the 20th Air Force and the 46th Fighter Wing, with station at Northwest Army Air Base.

The 1123d Military Police Company, Aviation, is relieved from assignment to the 1st Air Division, Okinawa, and assigned to the Twentieth Air Force, with further assignment to North Army Air Base Command (Provisional), with station at Northwest Army Air Base, Guam.

19 Mar. Detachment No. 1, 1123d Military Police Company, Aviation, is organized at Northwest Army Air Base Guam, and is attached to Headquarters, 46th Fighter Wing.

20 Mar. The 624th AC&W Squadron is relieved from assignment to the 46th Fighter Wing and transferred less personnel and equipment from Iwo Jima to Harmon AFB, Guam. The unit remains assigned to the 529th AC&W Group.

The 627th AC&W Squadron is relieved from assignment to the 46th Fighter Wing and transferred less personnel and equipment from Northwest AFB, Guam, to Harmon AFB, Guam. The unit remains assigned to the 529th AC&W Group. (20th GO 18).

The 9th Communications Squadron is transferred from the Fifth Air Force in Japan to the 316th Bombardment Wing, where it absorbs the personnel of the 4th Communications Squadron, which is simultaneously reassigned less personnel and equipment, to Headquarters, 1st Air Division.

The Public Information Office, Twentieth Air Force, is removed from the A-2 Division and made a special staff section.

23 Mar. Old military payment certificates are converted into a new series.

24 Mar. The 619th AC&W Squadron, Detachment One, is organized at Saipan. Detachment Two is organized at Iwo Jima and attached to Central Air Force Base Command, Provisional, for administration, rations, and quarters, with operational control vested in the 46th Fighter Wing.

1948

24 Mar. The 627th AC&W Squadron, Detachment One, is discontinued at Mt. Tapotchau, Saipan.

25 Mar. The 11th Communications Squadron is relieved from assignment to the 1st Air Division.

31 Mar. All engineer aviation companies and battalions, signal heavy construction companies, and medical dispensaries are relieved from assignment to the 1st Air Division and are attached to the same organization.

7 April The A-5 Division of the 1st Air Division is discontinued, and its functions are integrated with A-3 as the A-3 Plans Section, except for the Manpower Control Branch, which is assigned to the Air Inspector Section.

14 April The 624th AC&W Squadron is relieved from assignment to the Twentieth Air Force and is transferred, less personnel and equipment, to the 1st Air Division, Kadena AFB. (20th AF GO 24)

The 529th AC&W Group is relieved from assignment to the Twentieth Air Force and is transferred, less personnel and equipment, to the 1st Air Division, Kadena AFB. (20th AF GO 24)

15 April The 529th AC&W Group and the 624th AC&W Squadron are assigned to the 301st Fighter Wing and attached to the 316th Bombardment Wing for rations, quarters, and supply.

The 627th AC&W Squadron is relieved from assignment to the Twentieth Air Force and attached to the same organization instead. The unit remains assigned to the 529th AC&W Group without administrative or operational control. (20th GO 27)

22 April Redesignation of Installations:
North Air Force Base to North Guam Air Force Base.
North Airdrome to North Tinian Air Force Base.
Northwest Air Force Base to Northwest Guam Air Force Base.
West Airdrome to West Tinian Air Force Base.
Isley Airdrome, Saipan, to Isley Air Force Base.

North Air Force Base Command, Provisional, is redesignated North Guam Air Force Base Command, Provisional.

1948

1 May — Colonel Walter E. Arnold assumes command of the 316th Bombardment Wing, Kadena Air Force Base, replacing Colonel John F. Wadman.

Flight B of the 2d Rescue Squadron is activated at Kadena AFB after being attached to the Pacific Air Command.

11 May — Major General William W. Eagles succeeds Brigadier General Frederick L. Hayden as Commanding General, Ryukyus Command.

The 22d Bombardment Group at Kadena AFB is transferred to the Strategic Air Command.

11 May — The Headquarters and Headquarters Service Company, 934th Engineer Aviation Group, is transferred, less personnel and equipment, from the Twentieth Air Force, Guam, to the 1st Air Division, Okinawa, where it is further attached to the 316th Bombardment Wing. (Hq. 1st Air Division GO 45, dtd. 29 September 1948).

12 May — The 23d Reconnaissance Squadron (VLR) Photo is transferred from the Philippine Islands to the 1st Air Division at Kadena AFB and attached to the 316th Bombardment Wing.

The 802d Engineer Aviation Battalion is formed. Prior to this date, it had existed only on paper.

24 May — The 93d Bombardment Group, a SAC rotational unit, arrives at Kadena AFB for a three-month period.

1 June — The 8053d Rescue Boat Detachment is reorganized as a result of the discontinuance of the 8066th Base Service Detachment the same day.

2 June — The Air Comptroller's Office, Twentieth Air Force, is established as a special staff section, while the Budget and Fiscal, Statistical Control, Manpower Control, and Finance sections are discontinued as special staff sections and made sections under the Air Comptroller's Office. The Cost Control and Analysis Section is also established as a section under the Air Comptroller's Office.

5 June — The 567th Air Materiel Squadron is relieved from assignment to the Thirteenth Air Force and assigned to the Twentieth Air Force. It remains further assigned to Headquarters and Base Service Squadron, 358th Air Service Group, without operational or administrative control, and attached to the Thirteenth Air Force.

1948

11 June — Technical Order 0-1-81 changes the designation of all fighter aircraft from "P" to "F", attack bombers from "A" to "B", and affects various other types of military planes.

The 6th and 21st Troop Carrier Squadrons are reorganized and redesignated as the 6th and 21st Troop Carrier Squadrons, Heavy.

The 374th Troop Carrier Group, Headquarters, is reorganized and redesignated as Headquarters, 374th Troop Carrier Group, Heavy.

15 June — The 453d Signal Heavy Construction Company is relieved from attachment to the Thirteenth Air Force and is attached to the Twentieth Air Force.

Headquarters and Headquarters Squadron, 313th Bombardment Wing, Very Heavy, is inactivated at Clark AFB, per 13th AF GO 47, dtd. 11 June 1948.

21 June — The Headquarters and Headquarters Squadron of the 316th Bombardment Wing is inactivated, and its functions are assumed by the Kadena Air Force Base.

The 4th Communications Squadron is inactivated.

27 June — Detachment Three, 619th AC&W Squadron, is established at Isley AFB, Saipan, with all personnel of the 336th Station Complement Squadron and Detachment One of the 619th AC&W Squadron reassigned to Detachment Three.

30 June — The following units are inactivated:

335th Station Complement Squadron is inactivated at Iwo Jima.
336th Station Complement Squadron is inactivated at Isley AFB, Saipan.
336th Station Complement Squadron, Detachment One, is inactivated at West Tinian AFB.
350th Station Complement Squadron, Records Unit, is inactivated at Harmon AFB, Guam.
627th AC&W Squadron is inactivated at Harmon AFB, Guam.

1 July — The 316th Bombardment Wing (VH) is reorganized to conform as nearly as possible with AFR 20-15, using the organizations currently assigned. This is an interim organization, as work has begun on actual conversion to the wing-base type unit. The 316th Bombardment Wing begins to function under the Directorate system, with a Commanding Officer, Chief of Staff, and three Directors: (1) Personnel and Administration, (2) Operations, and (3) Materiel.

1948

1 July — The Central Civilian Personnel Office is established under the 1st Air Division, Kadena AFB.

The Air Ammunition Group (P) is established at Kadena AFB with the 11th and 30th Air Ammunition Squadrons and the 20th Motor Transport Squadron assigned.

15 July — The 529th AC&W Group is reorganized. The 623d and 624th AC&W Squadrons are assigned to the 529th AC&W Group.

The 619th AC&W Squadron is relieved from assignment to the 527th AC&W Group, further relieved from attachment to the 46th Fighter Wing and the Twentieth Air Force, and is assigned instead to the Twentieth Air Force and the 46th Fighter Wing. (20th AF GO 48).

16 July — The 316th Bombardment Wing (VH) is redesignated Kadena Air Force Base.

25 July — The 466th Signal Heavy Construction Company is attached to Kadena AFB.

16 Aug. — The 23d Fighter Group, Headquarters, is reorganized and assigned to the Twentieth Air Force.

The 23d Fighter Wing, Headquarters and Headquarters Squadron, is activated at Northwest Guam AFB.

The 74th Fighter Squadron, Single Engine; 75th Fighter Squadron, Single Engine; and 76th Fighter Squadron, Single Engine, are reorganized and assigned to the 23d Fighter Group and to the Twentieth Air Force.

17 Aug. — The 19th Bombardment Wing, Medium, Headquarters and Headquarters Squadron, is activated and assigned to the 19th Bombardment Wing.

The 19th Air Base Group, Headquarters and Headquarters Squadron, is activated and assigned to the 19th Bombardment Wing.

The 19th Bombardment Group (Very Heavy) is redesignated and reorganized as the 19th Bombardment Group, Medium. It is assigned to the 19th Bombardment Wing and to the Twentieth Air Force.

The 28th Bombardment Squadron (Very Heavy) is redesignated and reorganized as the 28th Bombardment Squadron, Medium.

The 30th Bombardment Squadron (Very Heavy) is redesignated and reorganized as the 30th Bombardment Squadron, Medium.

1948

17 Aug. The 93d Bombardment Squadron (Very Heavy) is redesignated and reorganized as the 93d Bombardment Squadron, Medium.

The 6253d Air Base Unit is established at Saipan and assigned to the 23d Fighter Wing and the Twentieth Air Force.

The 6254th Air Base Unit (Iwo Jima) is established at Central Air Force Base.

The 6250th Air Base Unit is established at Harmon AFB and assigned to the Twentieth Air Force.

The 19th Bombardment Wing is activated at North Guam AFB and assigned to Twentieth Air Force, then on Guam, as a single unit containing both combat and supporting elements necessary to carry out the mission of a combat unit. Its major component is the 19th Bombardment Group.

18 Aug. The Wing Base Plan is adopted in the 1st Air Division, and the two wings at Kadena and Naha are redesignated the 71st Tactical Reconnaissance Wing and the 51st Fighter Wing respectively.

The 51st Fighter Wing is activated at Naha AFB.

The 301st Fighter Wing is redesignated the 301st Fighter Division and is manned on a "one and one" basis. Its personnel and equipment are absorved by the simultaneously activated 51st Fighter Wing.

The following units at Naha Air Force Base are inactivated as a result of the establishment of the Wing Base organization:
337th Air Base Service Group, Headquarters and Base Service Squadron.
371st Air Engineer Squadron.
557th Air Materiel Squadron.
18th Airdrome Squadron.
93d Airdrome Squadron.
1945th Engineer Utilities Company.
3d Operational Group.
301st Fighter Wing Dispensary.

1948

18 Aug. The 8053d Rescue Boat Detachment at Naha AFB is redesignated the 6302d T/Org. Boat Unit.

The following units are activated or established at Naha AFB as a result of the establishment of the Wing Base organization:
Headquarters and Headquarters Squadron, 51st Fighter Wing.
Headquarters, 51st Maintenance and Supply Group.
51st Maintenance Squadron, Fighter Jet.
51st Supply Squadron, Fighter Jet.
Headquarters and Headquarters Squadron, 51st Air Base Group
51st Finance Disbursing Unit.
51st Communications Squadron, Fighter Jet.
51st Air Police Squadron, Fighter Jet.
51st Installations Squadron, Fighter Jet.
51st Food Service Squadron, Fighter Jet.
51st Motor Vehicle Squadron, Fighter Jet.
51st Base Service Squadron, Fighter Jet.
51st Station Medical Group.
6303d T/D Air Terminal Squadron.

The following units are relieved from assignment to the Fifth Air Force and are assigned to the 71st Tactical Reconnaissance Wing at Kadena AFB, without operational or administrative control, and are attached to the Fifth Air Force:

Headquarters, 71st Reconnaissance Group.
8th Reconnaissance Squadron.
25th Reconnaissance Squadron.
82d Reconnaissance Squadron.

The following units at Kadena AFB are inactivated as a result of the establishment of the Wing Base organization:
559th Air Service Group, Headquarters and Headquarters Base Service Squadron.
989th Air Engineer Squadron.
994th Air Materiel Squadron.
899th Engineer Aviation Company
1928th Engineer Aviation Company.
2316th Engineer Aviation Company.
1937th Engineer Utilities Company.
1949th Engineer Utilities Company
1958th Engineer Utilities Company.
559th Air Service Group Dispensary.

1948

18 Aug. The following units are activated or established at Kadena AFB as a result of the change to the Wing Base organization:
Headquarters and Headquarters Squadron, 71st Tactical Reconnaissance Wing.
Headquarters, 71st Maintenance and Supply Group.
71st Maintenance Squadron, Tactical Reconnaissance.
71st Supply Squadron, Tactical Reconnaissance.
Headquarters and Headquarters Squadron, 71st Air Base Group.
71st Finance Disbursing Unit, Tactical Reconnaissance.
71st Air Police Squadron, Tactical Reconnaissance.
71st Communications Squadron, Tactical Reconnaissance.
71st Installations Squadron, Tactical Reconnaissance.
71st Food Service Squadron, Tactical Reconnaissance.
71st Motor Vehicle Squadron, Tactical Reconnaissance.
71st Base Service Squadron, Tactical Reconnaissance.
71st Station Medical Group.

23 Aug. The 4th Rescue Squadron is assigned to the 23d Fighter Wing, Northwest Guam AFB.

The 10th Communications Squadron, Wing, is assigned to the 23d Fighter Wing.

The 514th Reconnaissance Squadron, VLR, Weather, is attached to the 19th Bombardment Wing.

The 619th AC&W Squadron is relieved from assignment to the 46th Fighter Wing, Northwest Guam AFB, and is reassigned to the 23d Fighter Wing at the same field.

Detachment Two, 619th AC&W Squadron, is relieved from attachment to Central AFB Command and attached to the 6254th Air Base Unit, Iwo Jima.

24 Aug. North Guam Air Force Base Command, Provisional, is discontinued.

Central Air Force Base Command, Provisional, is discontinued.

The 13th Airdrome Squadron is inactivated at Iwo Jima.

The 46th Fighter Wing is inactivated at Northwest Guam AFB.

Detachment Three, 619th AC&W Squadron, is discontinued at Saipan.

The 87th Airdrome Squadron is inactivated.

The 8055th Airdrome Detachment is discontinued at Harmon AFB.

1948

24 Aug. The 32d Composite Wing replaces the 71st Tactical Reconnaissance Wing as the command organization at Kadena AFB, and the 71st is reduced to "record status".

25 Aug. The 93d SAC rotational Bombardment Group departs for the ZI.

The 98th SAC rotational Bombardment Group arrives at Kadena AFB.

1 Sept. The 6001st Counter-Intelligence Squadron is organized at Kadena AFB.

The Office of Air Inspector, Twentieth Air Force, is redesignated the Inspector General.

8 Sept. Major General Alvan C. Kincaid assumes command of the Twentieth Air Force.

16 Sept. Headquarters, 1st Air Division, redesignates various units as follows:
Headquarters, 71st Reconnaissance Group to Headquarters, 71st Tactical Reconnaissance Group.
8th Reconnaissance Squadron to 8th Tactical Reconnaissance Squadron.
25th Reconnaissance Squadron to 25th Tactical Reconnaissance Squadron.
82d Reconnaissance Squadron to 82d Tactical Reconnaissance Squadron.

The General Order redesignating the Headquarters and Headquarters Squadron, 301st Fighter Wing the Headquarters and Headquarters Squadron, 301st Fighter Division, is rescinded. The Headquarters and Headquarters Squadron, 301st Fighter Wing, is manned on a "one and one" basis throughout the remainder of 1948.

1 Oct. The 72d Airways and Air Communications Service Group is redesignated the 1811th AACS Group. The 170th AACS Squadron is redesignated the 1962d AACS Squadron. (MATS GO's).

Headquarters, 23d Fighter Group, is assigned to the 23d Fighter Wing.

The 839th Engineer Aviation Battalion is assigned to Headquarters, 1st Air Division, and attached to the 931st EAG at Kadena for administration and operations, but remains physically at Naha AFB where it continues to receive logistical support from the 51st Fighter Wing.

1948

1 Oct. The 934th Engineer Aviation Group is attached to Headquarters, 32d Composite Wing, for quarters, rations, supply, and maintenance.

The 822d Engineer Aviation Battalion is attached to the 931st EAG.

3-4 Oct. Typhoon Libby strikes Okinawa, leaving destruction in its wake.

10 Oct. The 1st Bombardment Squadron, Very Heavy, is relieved from assignment to the Twentieth Air Force. (20th AF GO 80)

15 Oct. The 1st Bombardment Squadron, Very Heavy, is transferred less personnel and equipment to the Strategic Air Command, Andrews AFB, Washington, D.C. (20th AF GO 78).

20 Oct. The 5th Bombardment Squadron, Very Heavy, is inactivated at Harmon AFB, Guam. (20th AF GO 79).

Headquarters, 9th Bombardment Group, Very Heavy, is inactivated at Harmon AFB, Guam. (20th AF GO 79).

Headquarters, 11th Bombardment Group, Very Heavy, is inactivated at Harmon AFB, Guam. (20th AF GO 79).

The 26th Bombardment Squadron, Very Heavy, is inactivated at Harmon AFB, Guam. (20th AF GO 79).

The 42d Bombardment Squadron, Very Heavy, is inactivated at Harmon AFB, Guam. (20th AF GO 79).

The 98th Bombardment Squadron, Very Heavy, is inactivated at Harmon AFB, Guam. (20th AF GO 79)

The 99th Bombardment Squadron, Very Heavy, is inactivated at Harmon AFB, Guam. (20th AF GO 79).

22 Oct. The Manpower Control Section of the 1st Air Division is transferred from the Air Comptroller's Office to the A-3 (Operations) Division.

25 Oct. The 71st Tactical Reconnaissance Wing is inactivated, and its records are sent to the Central Records Depot.

1 Nov. The 6001st Counter-Intelligence Squadron is attached to the 32d Composite Wing for logistical support.

1948

15 Nov. The 529th AC&W Group and the 623d and 624th AC&W Squadrons are relieved from attachment to the 32d Composite Wing for all functions except rations and are assigned to the 51st Fighter Wing for all functions except rations.

4th Rescue Squadron manning authorization is revised to eliminate cargo and amphibian type aircraft crews and to provide 16 complete SB-17 crews.

17 Nov. Typhoon Allyn strikes Guam.

20 Nov. The 17th Communications Squadron, Command, is attached to Headquarters and Headquarters Squadron, Twentieth Air Force, for rations.

The 595th Air Force Band is attached to Headquarters and Headquarters Squadron, Twentieth Air Force, for administration, rations, and quarters.

The 30th Weather Squadron is attached to Headquarters Squadron, Twentieth Air Force, for rations, quarters, and supply.

1 Dec. The 1st Air Division on Okinawa is inactivated and is replaced on that island by Headquarters, Thirteenth Air Force, which is transferred from Clark AFB, P.I., to Kadena AFB, R.I., less personnel and equipment. Major General Charles T. Myers, erstwhile Commanding General, 1st Air Division, assumes command of the Thirteenth Air Force.

8 Dec. The 20th Motor Transport Squadron is relieved from assignment to the Air Ammunition Group (P) and is reassigned to the 32d Air Base Group at Kadena AFB.

9 Dec. The 98th SAC rotational Bombardment Group returns to the Zone of Interior.

1949

1 Jan. The 15th Weather Station is attached to Headquarters and Headquarters Squadron, Thirteenth Air Force, for administration.

6 Jan. Two Japanese sailors surrender on Iwo Jima--almost four years after the island's capture.

1949

17 Jan. The 466th Signal Heavy Construction Company and the 473d Signal Heavy Construction Company are attached to Headquarters, Thirteenth Air Force for administration and operational control, and remain attached to the 32d Composite Wing for logistic support only.

20 Jan. The 6th and 9th Communications Squadrons are inactivated.

The 13th Communications Squadron is reorganized with an authorization of nine officers and 177 enlisted men.

Headquarters and Headquarters Squadron, 301st Fighter Wing, is inactivated at Naha AFB per Headquarters, Thirteenth Air Force GO 4, dtd. 20 Jan. 1949.

22 Jan. Colonel Walter E. Arnold relieves Colonel Edwin M. Day as Commanding Officer of the 32d Composite Wing at Kadena AFB. Colonel Day has served successively as Commanding Officer of Kadena Air Force Base from 15 August to 18 August 1948, the 71st Tactical Reconnaissance Wing from 18 August to 24 August 1948, and the 32d Composite Wing from 24 August 1948 to 22 January 1949.

1 Feb. Colonel Charles P. Prime assumes command of the 32d Composite Wing.

4 Feb. The 15th Weather Squadron is removed from attachment to Headquarters and Headquarters Squadron, Thirteenth Air Force, and is attached to Headquarters, Thirteenth Air Force, per GO 5, dtd. 4 Feb.

24 Feb. The A-2 (Intelligence) Division is made responsible for establishing a Historical Unit for Headquarters, Thirteenth Air Force, in conformity with Air Force Regulation 210-3, dtd. 14 December 1948.

1 March The Marianas Air Materiel Area (MARAMA) is inactivated, and the Japan Air Materiel Area (JAMA) assumes the responsibility for providing logistic support to the Thirteenth Air Force on Okinawa for B-29 spare parts.

The Historical Unit, Thirteenth Air Force, is designated a subordinate section of the A-2 Division. Subsequently, on 27 April, the Historical Section is retroactively made a special staff section as of 1 March 1949, per GO 24.

12 March The 1391st Military Police Company (Aviation) at Kadena AFB is redesignated the 430th Air Police Squadron, with an authorization of three officers and 70 enlisted men, per 13th AF GO 9, dtd. 8 March 1949.

1949

12 March — The 1404th Military Police Company (Aviation) at Naha AFB is redesignated the 431st Air Police Squadron, with an authorization of three officers and 70 enlisted men, per 13th AF GO 9, dtd. 8 March 1949.

16 March — The 23d Reconnaissance Squadron, FLR, Photo, is relieved from attachment to the Thirteenth Air Force and is transferred to the Fifth Air Force, less personnel, equipment, and aircraft, with station at Yokota AFB. The unit remains assigned to the 5th Reconnaissance Group without administrative or operational control.

The 31st Reconnaissance Squadron, VLR, Photo (RCM) is assigned to the Thirteenth Air Force, and is further assigned to the 32d Composite Wing with an authorization of 107 officers and 389 airmen. The unit is transferred from the Fifth Air Force less personnel, equipment, and aircraft.

21 March — Colonel Walter E. Arnold relieves Colonel Prime in command of the 32d Composite Wing. .

25 March — Colonel John W. Egan assumes command of the 51st Fighter Wing at Naha AFB, succeeding Brigadier General Hugh P. Rush, who had commanded the 301st and 51st Fighter Wings at Naha since April 1947.

1 April — The 32d Composite Wing, together with its composite units, is inactivated and is succeeded at Kadena AFB by the simultaneously organized 6332d Station Wing. Units previously assigned or attached to the 32d Composite Wing are assigned or attached to the 6332d Station Wing.

The 529th AC&W Group and the 623d and 624th AC&W Squadrons are relieved from assignment to the 51st Fighter Wing and are reassigned to Headquarters, Thirteenth Air Force, for administration and operational control, and are attached to the 51st Fighter Wing for logistic support except rations and Repair and Utilities (R&U) functions, for which they are attached to the 32d Composite Wing.

The 31st Reconnaissance Squadron is relieved from assignment to the 6332d Station Wing and is reassigned to the Strategic Air Command. It is attached to the Thirteenth Air Force for operational control and logistic support, and is further attached to the 6332d Station Wing for operational control and logistic support, per 13th AF GO 22, dtd. 18 April 1949.

The Civilian Personnel Office, Thirteenth Air Force, assumes the administration of Okinawan employees.

1949

1 April — Colonel R. M. Montgomery assumes command of the 51st Fighter Wing at Naha AFB, succeeding Colonel John W. Egan.

Colonel John W. Egan assumes command of the 6332d Station Wing at Kadena AFB, succeeding Colonel Walter E. Arnold.

12 April — The 466th and 473d Signal Heavy Construction Companies (Aviation) are redesignated Signal Aviation Heavy Construction Companies.

16 April — The 11th Motor Transport Squadron and the 29th Air Vehicle Repair Squadron are relieved from assignment to the 51st Fighter Wing and are assigned to the Headquarters, Thirteenth Air Force, though remaining attached to the 51st Fighter Wing for all purposes.

17 April — The 51st Station Medical Group is redesignated the 51st Medical Group and is reorganized under a new T/O&E.

23 April — The 23d Fighter Wing (with all personnel and dependents) moves from Northwest Air Base, Guam, to Howard AFB, Canal Zone. The wing is equipped with F-47 aircraft.

1 May — The 2d Rescue Squadron is relieved from assignment to the 6332d Station Wing and is further assigned to the Air Rescue Service, a unit of the Military Air Transport Service. Headquarters, 2d Rescue Squadron and Flights A and B are attached for operational control and logistical support to the 6332d Station Wing.

15 May — The Air Force on Okinawa is redesignated the Twentieth Air Force per FEAF GO 34, dtd. 14 May 1949. Headquarters and Headquarters Squadron, Twentieth Air Force, is transferred less personnel and equipment from Harmon AFB, Guam, to Kadena AFB, Okinawa. Concurrently, Headquarters and Headquarters Squadron, Thirteenth Air Force, is transferred from Kadena AFB to Clark AFB, Philippine Islands.

Brigadier General John P. Doyle assumes command of the Twentieth Air Force.

The 19th Bombardment Wing in the Marianas is relieved from assignment to the Twentieth Air Force, but remains assigned to FEAF, under which it functions as a separate, autonomous command, assuming the Twentieth Air Force mission and responsibilities, including jurisdiction over the Marianas Air Materiel Area (MARAMA).

1949

15 May — Concurrently with the transfer of the Twentieth Air Force from Guam to Okinawa, the Commanding General of the Twentieth Air Force assumes courts martial jurisdiction over the 19th Bombardment Wing on Guam.

16 May — Major General Alvan C. Kincaid assumes command of the 19th Bombardment Wing and appoints his former Twentieth Air Force staff officers to similar positions in the 19th Bombardment Wing, per GO 10, Hq., 19th Bombardment Wing.

1 June — Brigadier General Alfred R. Maxwell replaces Major General Kincaid as Commanding General, 19th Bombardment Wing, per GO 14, Hq., 19th Bombardment Wing.

5 June — Major General Alvan C. Kincaid resumes command of the Twentieth Air Force, now on Okinawa, and Brigadier General John P. Doyle is named his chief-of-staff, per 20th GO 53 and 54.

21 June — Typhoon Della strikes Okinawa with winds over 100 knots per hour.

1 July — The 466th Signal Aviation Heavy Construction Company is relieved from attachment to and is assigned to the Twentieth Air Force. It remains attached to the 6332d Station Wing for logistic support, however, per 20th AF GO 61, dtd. 28 June 1949.

The 6302d Boat Unit is discontinued.

The 931st Engineer Aviation Group and the 802d, 808th, 822d, and 839th Engineer Aviation Battalions are relieved from attachment to and are assigned to the Twentieth Air Force.

The 11th Air Ammunition Squadron, formerly assigned to the 6332d Station Wing for all purposes, is assigned to Headquarters, Twentieth Air Force, and is further attached to the 6332d Station Wing for administration and logistic support.

The 224th Medical Dispensary, Aviation, and the 473d Signal Aviation Heavy Construction Company are inactivated and transferred to the control of the Department of the Army, per 20th GO 60, dtd. 28 June 1949.

15 July — The Historical Section is dissolved, and its functions are assumed by the A-2 Division, Headquarters, Twentieth Air Force.

19 July — Counter-Intelligence activities are removed from the A-2 Division and are reassigned to the Inspector General, Headquarters, Twentieth Air Force.

1949

20 July — The 6332d Composite Group is discontinued. The responsibility for base, personnel, and document security, as well as for matters pertaining to loyalty investigations, is removed from the Intelligence Section of the 6332d Station Wing and made a function of the Wing Provost Marshal.

22 July — The titles of Headquarters Commandant and Headquarters Squadron Commander, Twentieth Air Force, are unified under one position and one individual.

23 July — Typhoon Gloria strikes Okinawa with maximum winds recorded at 117 knots. Unofficial reports, based on aircraft instrument readings, list gusts as high as 175 miles per hour. No personnel of the Twentieth Air Force are killed or seriously injured despite extreme damage wrought to Air Force installations and aircraft; however, the natives and occupation personnel sustain death, injury, and destruction to themselves and their property.

The Twentieth Air Force is relieved of general courts martial jurisdiction over the 19th Bombardment Wing on Guam, and the latter command assumes this responsibility.

The 29th Air Vehicle Repair Squadron is inactivated and transferred to the control of the Department of the Air Force.

25 July — The 31st Strategic Reconnaissance Squadron, VLR, Photo, is attached to Headquarters, Twentieth Air Force, for operational control and is further attached to the 6332d Station Wing for logistical support.

Flights A and B of the 2d Rescue Squadron are attached to Headquarters, Twentieth Air Force, for operational control, and are further attached to the 6332d Station Wing for logistical support.

The 558th Air Force Band and the 27th Statistical Service Unit are further attached to the Headquarters and Headquarters Squadron, Twentieth Air Force, for administrational and logistic support.

The 13th Communications Squadron and the 466th Signal Aviation Heavy Construction Company are assigned to Headquarters, Twentieth Air Force, with no further attachments, per Hq. 20th AF GO 69, dtd. 22 July 1949.

1949

25 July — The 20th Motor Transport Squadron, which has been assigned to the 6332d Station Wing, is assigned to Headquarters, Twentieth Air Force, and attached to the 6332d Station Wing for all purposes, per 20th AF GO 69, dtd. 22 July 1949.

The 15th Weather Squadron is attached to Headquarters, Twentieth Air Force, with no further attachment.

The 1811th Airways and Air Communications Service Group is attached to Headquarters, Twentieth Air Force, and further attached to the 6332d Station Wing for logistical support, per 20th AF GO 69, dtd. 22 July 1949.

The 6001st Special Investigation Unit (IG), Headquarters, District No. 3, is attached to Headquarters, Twentieth Air Force and further attached to the 6332d Station Wing for logistical support, per 20th AF GO 69, dtd. 22 July 1949.

29 July — A Plans and Requirements Section is established directly responsible to the Assistant Chief of Staff, A-4 Division, Headquarters, Twentieth Air Force,

13 Aug. — Typhoon Judith affects Okinawa with winds up to 65 knots. All flyable aircraft are evacuated to Itazuke, Tachikawa, and Clark.

22 Aug. — The 20th Motor Transportation Squadron is attached to the 6332d Maintenance and Supply Group for all purposes.

26 Aug. — Lieutenant Colonel Guy W. Saunders relieves Colonel John W. Egan of command of the 6332d Station Wing, per Hq. 6332d Station Wing GO 16, dtd. 26 Aug. 1949.

1 Sept. — Brigadier General Yantis H. Taylor is announced as Chief of Staff, Headquarters, Twentieth Air Force, relieving Brigadier General John P. Doyle, per 20th GO 76, dtd. 1 Sept. 1949.

By General Order of 5 December, retroactively effective this date, Flight D, 2d Rescue Squadron, is attached to the Twentieth Air Force for operational control and logistic support.

16 Sept. — The close-out of MARAMA is completed with the forwarding of all its records to the 19th Bombardment Wing. All correspondence intended for MARAMA will henceforth be handled by the 19th Bombardment Wing.

23 Sept. — Detachment 1, 1962d Airways and Air Communications Service (AACS) Squadron is established at Naha Air Force Base.

1949

29 Sept. The 13th Ammunition Supply Squadron, Depot, assigned to the 13th Air Depot Wing, is attached to the Twentieth Air Force, less personnel and equipment, per FEAF GO 72, dtd. 29 Sept. 1949.

Brigadier General Yantis H. Taylor assumes command of the Twentieth Air Force, per 20th AF GO 79, dtd. 29 Sept. 1949.

1 Oct. Major General Josef R. Sheetz assumes command of the Ryukyus Command, succeeding Major General William W. Eagles.

Harmon AFB is designated as a sub-base of North Guam AFB, per 19th BW GO 49, 23 Sept. 1949.

3 Oct. The 839th Engineer Aviation Battalion is attached to the 822d Engineer Aviation Battalion in order to relieve the administrative load.

7 Oct. USAF directs that North Guam AFB be renamed Andersen Air Force Base, in honor of Brigadier General James Roy Andersen, per DAF GO 82.

10 Oct. Major General Alvan C. Kincaid assumes command of the Twentieth Air Force, per 20th AF GO 86.

13 Oct. The 13th Ammunition Supply Squadron, Depot, attached to the Twentieth Air Force, less personnel and equipment, is further attached to the 6332d Station Wing for administrative and logistic support, per 20th AF GO 85, dtd. 8 Oct. 1949 and GO 103, dtd. 12 Dec. 1949.

17 Oct. The 19th Bombardment Wing, Guam, assigned to Headquarters, FEAF, is further assigned to the Twentieth Air Force without change in station, per FEAF GO 79, dtd. 17 Oct. 1949. Concurrently, all units assigned to Headquarters FEAF and attached to the 19th Bombardment Wing are further assigned to the Twentieth Air Force without change in station or in their attachment status. (19th BW GO 58, 17 Oct. 1949).

25 Oct. Headquarters and Headquarters Squadron, 51st Fighter Wing, and Headquarters and Headquarters Squadron, 19th Bombardment Wing, are reorganized with authorizations of 30 officers and 64 enlisted men for each squadron, per 20th AF GO 88, dtd. 20 Oct. 1949.

1 Nov. Kadena and Naha Air Force Bases are redesignated Kadena and Naha Air Bases, per FEAF GO 83.

1949

9 Nov. The 30th Weather Squadron, attached to the 19th Bombardment Wing, is inactivated. All-Weather Detachments 15-2 and 15-3 are attached to the 19th Bombardment Wing.

Colonel Henry B. Fisher replaces Brigadier General Yantis H. Taylor as Chief of Staff, 20th AF, per 20th AF GO 95.

14 Nov. Detachment 1, 1962d AACS Squadron, located at Naha Air Base, is attached to Headquarters, 51st Fighter Wing for logistical support. Command jurisdiction remains vested in the 1962d AACS Squadron, per 20th AF GO 96.

16 Nov. Headquarters, Twentieth Air Force, is reorganized under the Deputy and Directorate Staff System.

The office of Staff Dental Surgeon, Headquarters, Twentieth Air Force, is dissolved, and the Director of Dental Surgery is placed under the supervision of the Surgeon.

The Master Plan for the construction of typhoon-resistant structures on Okinawa is approved by both the Kadena Air Base Master Planning Board and the Commanding General, Twentieth Air Force.

22-23 Nov. Typhoon Allyn strikes Guam,

26 Nov. Colonel Frederick E. Calhoun assumes command of the 19th Bombardment Wing, per 19th BW GO 63, 26 Nov. 1949.

27 Nov. Brigadier General Alfred R. Maxwell is announced as Vice Commander, Headquarters, Twentieth Air Force, per 20th AF GO 97.

29 Nov. Brigadier General Adlai H. Gilkeson assumes command of the 19th Bombardment Wing, per 19th BW GO 64.

1 Dec. The 467th Signal Aviation Heavy Construction Company is assigned to duty with the Twentieth Air Force, per FEAF GO 90, dtd. 7 Dec. 1949.

Colonel George A. McHenry is announced as Commanding Officer, 6332d Station Wing, replacing Lieutenant Colonel Guy W. Saunders, per 20th AF GO 99.

3 Dec. The 3d Radar Calibration Detachment is redesignated the 3d Radar Calibration Unit, per 20th GO 101, dtd. 3 Dec. 1949.

1950

1 Jan. The 374th Maintenance Squadron, Troop Carrier, Heavy, and the 374th Supply Squadron, Troop Carrier, Heavy, are attached to the 6470th Station Group for all purposes.

2 Jan. Brigadier General Harry B. Sherman assumes command of the Ryukyus Command in the absence of Major General Josef R. Sheetz.

3 Jan. The words "Headquarters Commandant" are removed from the title of the Headquarters Squadron Commander, per 20th AF Daily Bulletin, dtd. 3 Jan. 1950.

7 Jan. The 10th Photo Technical Unit is inactivated.

Detachment 2, 548th Reconnaissance Technical Squadron, is attached to Twentieth Air Force for all purposes, and is further attached to the 6332d Station Wing and to the 6332d Air Base Group. The authorized complement of two officers and 19 enlisted men is drawn from the 10th Photo Technical unit.

12 Jan. The 21st Troop Carrier Squadron is relieved from attachment to the 6471st Supply and Maintenance Squadron (which was discontinued retroactively effective 8 December 1949) and is attached to the 19th Bombardment Wing for all purposes.

13 Jan. Separate squadron elements of the 374th Troop Carrier Wing, Heavy, are relieved from attachment to the 6470th Station Group and are further attached to the 21st Troop Carrier Squadron for all purposes.

20 Jan. The Interim Ryukyus Advisory Council is established by Military Government Ordinance Number 1 to consider "such matters as may be referred to it by the Military Governor of over-all interest to the four Provisional Governments of the Ryukyu Islands, including the granting of limited self-government to the people thereof," and to advise the Military Governor with respect to such matters. This marks the first instance of native personnel working on a Ryukyus-wide basis. The 11 members of this council are chosen by the four Chijis (Governors) with prior approval of the Military Governor, on the basis of one representative for each 100,000 population or fraction thereof.

The 474th Signal Aviation Heavy Construction Company is relieved from the operational and technical supervision of the 811th Engineer Aviation Battalion, and remains attached to the 811th EAB for administrative control only.

1950

20 Jan. The 19th Communications Squadron is relieved from the operational control and technical supervision of the 19th Air Base Group, and remains assigned to the 19th Air Base Group for administrative control only.

24 Jan. The 6251st Boat Unit is discontinued and its mission assumed by Flight D of the 2d Rescue Squadron.

25 Jan. The 6332d Station Wing is redesignated the 6332d Air Base Wing, per 20th AF GO 5, dtd. 22 Jan. 1950.

27 Jan. Headquarters and Headquarters Squadron, Twentieth Air Force, is reorganized with an authorized strength of 61 officers and 117 enlisted men, in accordance with 20th AF GO 5, dtd. 23 Jan. 1950..

1 Feb. The 839th Engineer Aviation Battalion is relieved from attachment to the 822d EAB.

The 15-3 Air Weather Service Detachment is discontinued, per 15th Weather Sq. GO 5, dtd. 21 Feb. 1950.

The 21st Troop Carrier Squadron and its squadron elements are relieved from attachment to the 19th Bombardment Wing and are moved with permanent change of station from Harmon AFB, Guam, to Clark AFB, Philippine Islands.

F-82-1 Detachment, 3499th Mobile Training Squadron (Fighter) is attached to this headquarters, with station at Naha Air Base.

3 Feb. The Judge Advocate, Headquarters, Twentieth Air Force, is removed from the administrative supervision of the Deputy for Personnel.

10 Feb. The 19th Base Service Squadron, Bombardment, Medium, at Andersen AFB, is inactivated per 20th AF GO 8, dtd. 9 Feb. 1950.

The 51st Base Service Squadron, Fighter, Jet, at Naha Air Base, is inactivated per 20th AF GO 8, dtd. 9 Feb. 1950.

11 Feb. The Headquarters and Headquarters Squadron, 51st Fighter Wing, and the various component squadrons of the wing are redesignated per 20th AF GO 9, dtd. 10 Feb. 1950, as follows:

OLD DESIGNATION	NEW DESIGNATION
Hq & Hq Sq, 51st Ftr Wg	Hq & Hq Sq, 51st Ftr Intcp Wg
Hq, 51st Ftr Gp	Hq, 51st Ftr Intcp Gp
16th Ftr Sq, Jet	16th Ftr Intcp Sq

1950

11 Feb.

Old Designation	New Designation
25th Ftr Sq, Jet	25th Ftr Intcp Sq
26th Ftr Sq, Jet	26th Ftr Intcp Sq
51st Maint. Sq, Ftr, Jet	51st Maint Sq
51st Supply Sq, Ftr, Jet	51st Supply Sq
51st Motor Vehicle Sq, Ftr, Jet	51st Motor Vehicle Sq
51st Comm Sq, Ftr, Jet	51st Comm Sq
51st Air Police Sq, Ftr, Jet	51st Air Police Sq
51st Food Service Sq, Ftr, Jet	51st Food Service Sq
51st Installations Sq, Ftr, Jet	51st Installations Sq

14 Feb. The 15-2 Weather Service Detachment is attached to the 19th Air Base Group for quarters, local supply, medical attention, courtsmartial jurisdiction, and administrative support, per 15th Weather Sq. GO 4, 14 Feb. 1950.

Major General Josef R. Sheetz, recovered somewhat from his illness, resumes command of the Ryukyus Command.

17 Feb. The 1958th AACS Squadron is moved from Harmon AFB to Andersen AFB.

A Director of Veterinarian Service is added to the Office of the Twentieth Air Force Staff Surgeon.

The 6470th Station Group is discontinued.

20 Feb. The 1504th Air Base Group (MATS) is transferred from Harmon AFB to Naval Air Station, Agana, with which move all flying activities from Harmon AFB cease.

25 Feb. The 12th and 13th Air Ammunition Squadrons are relieved from attachment to the Guam Air Ammunition Group (P) and are attached directly to Headquarters, 19th Bombardment Wing for all purposes. The 13th Air Ammunition Squadron is further attached for all purposes to the 12th Air Ammunition Squadron.

The 6256th Installation Squadron is relieved from attachment to the Guam Air Ammunition Group (P) and is attached to the 19th Air Base Group for all purposes, and is further attached to the 19th Installation Squadron for operational control.

March The AN/TPS-1B becomes operational at Site 53 with a pick-up range of 120 miles.

The AN/CPS-5 becomes operational at Site 52 with a pick-up range of 150 miles.

1950

1 March — The 19th Base Service Squadron, Bombardment, Medium, is inactivated.

20 March — The AN/CPS-5 becomes operational at Site 52 on an emergency basis with a pick-up range of 150 miles.

27 March — Headquarters and Headquarters Squadron, 1811th AACS Group and 1962d AACS Squadron are further attached to the 6332d Air Base Wing for logistic support and for special and summary court martial jurisdiction.

The 919th Engineer Aviation Maintenance Company is attached to the 6332d Air Base Wing for logistic support.

4 April — Headquarters, 529th Aircraft Control and Warning Group and 623d and 624th AC&W Squadrons are attached to the 6332d Air Base Wing for logistic support, except that area occupied by elements of the 529th AC&W Group are established as outlying areas for all air installations activities under the control of the Commanding Officer, 529th AC&W Group. Administrative and operational control is retained by Headquarters, Twentieth Air Force. (20th AF GO 17, dtd. 4 April 1950).

10 April — The 6303d Air Terminal Squadron is reorganized.

The 6304th Maintenance Repair, and Utilities Squadron is discontinued, per 20th GO 18, dtd. 6 April 1950.

15 April — Andersen Air Force Base, Guam, is dedicated.

19 April — Detachment 2, 548th Reconnaissance Technical Squadron, is relieved from attachment to the 6332d Air Base Wing for all purposes, and is attached to the 31st Strategic Reconnaissance Squadron (Photo) for operational control and to the 6332d Air Base Wing for administration and logistic support, per 20th AF GO 20, dtd. 19 April 1950.

24 April — Detachment 2, 548th Reconnaissance Technical Squadron, is further attached to Headquarters, 6332d Air Base Group, for administrative and logistic support.

4 May — Headquarters, 2d Rescue Squadron, and Flight B, 2d Rescue Squadron, are moved, together with personnel and equipment, constituting a permanent change of station, from Kadena AB to Clark AFB, P.I., per 20th AF MO 1, dtd. 14 April 1950.

10 May — Flight A, 2d Rescue Squadron, is transferred less personnel and equipment from Kadena AB to Clark AFB.

1950

10 May — Flight C, 2d Rescue Squadron, is transferred less personnel and equipment from Clark AFB to Kadena.

15 May — APO designation for the 51st Fighter Wing is changed from APO 239, Unit 2, to APO 235.

20 June — The 13th Ammunition Supply Squadron, Depot is attached to the 11th Air Ammunition Squadron for administration and logistic support.

24 June — The 4th Fighter All Weather Squadron is relieved from assignment to the Fifth Air Force, further assignment to the 347th Fighter All Weather Wing, and attachment to the Twentieth Air Force, and is reassigned to the Twentieth Air Force with further assignment to the 51st Fighter Interceptor Wing. Simultaneously, the separate squadron elements of the 347th Fighter All Weather Wing are withdrawn. (FEAF GO 25, dtd. 28 June 1950).

25 June — The Republic of Korea is invaded at 0400K (Okinawa Daylight Saving Time) by forces of the North Korean People's Republic, with a resultant increased alert status in the Twentieth Air Force.

North Korean People's Republic declares war on the Republic of Korea (ROK).

All combat-ready aircraft and crews of the 4th All Weather Fighter Squadron, together with necessary maintenance personnel are moved to Itazuke Air Base.

27 June — This command assumes combat operations in Korea.

The 19th Bombardment Group, consisting of the 28th, 30th and 93d Bombardment Squadrons, is ordered to Okinawa from Andersen AFB, Guam.

28 June — The first combat mission of this command is flown against targets of opportunity by aircraft of the 19th Bombardment Group taking off from Kadena Air Base.

Kimpo Airfield and Seoul, the South Korean capital, are occupied by North Korean forces; whereupon Taejon is made the official capital of the Republic of Korea.

President Harry S. Truman orders United States aircraft in the Far East and warships of the Seventh Fleet to assist in the defense of South Korea.

1950

29 June — Yontan Auxiliary Air Base is turned over to the Navy.

A Directorate of Programming is established in this headquarters, directly responsible to the Commanding General.

1 July — The 19th Bombardment Group is attached to Headquarters, Twentieth Air Force, for operational control and to the 6332d Air Base Wing for logistic support and administration, excluding promotions, assignment, and reassignment.

The first United Nations troops--elements of the U.S. 24th Infantry Division--are airlifted into Pusan, Korea, by seven C-54's.

Company A, 802d Engineer Aviation Battalion, 931st EAG, is ordered to Kumhae Airfield near Pusan, Korea, per 20th MO 3, 1 July 1950.

3 July — The 22d and 92d Bombardment Groups (M) are directed to move from the Zone of Interior to the Far East Command via Guam for operations in support of the Korean War. The 22d BG is to be stationed at Kadena AB and the 92d BG at Yokota AB, Japan.

5 July — United States troops fight first action near Suwon, 20 miles south of Seoul.

7 July — Lieutenant General Walton H. Walker arrives at Taejon to take command of the Eighth Army in Korea.

8 July — FEAF Bomber Command (Provisional) is organized at Yokota Air Base, and becomes operational at 0001, 9 July, with the 92d Bombardment Group (M), the 22d Bombardment Group (M), the 19th Bombardment Group (M), and supporting elements of all three attached for operational control.

Headquarters, FEAF Bomber Command, the 92d Bombardment Group, and supporting elements of the 92d are attached to the Fifth Air Force for logistic and administrative support.

The 19th and 22d Bombardment Groups---the latter assigned to the Fifteenth Air Force---and their supporting elements are attached to the Twentieth Air Force for logistic and administrative support.

9 July — President Truman names General of the Army Douglas MacArthur supreme commander of United Nations forces in Korea.

10 July — The 822d Engineer Aviation Battalion is moved to Pusan, Korea. Upon its arrival, operational and logistic control passes to the Fifth Air Force. The administrative channels remain the same as before.

1950

11 July — The 822d Engineer Aviation Battalion and the 802d Engineer Aviation Battalion are placed under the First Construction Command (Provisional) for operational control and are attached to the Fifth Air Force for administration and logistic support per FEAF GO 32, 11 July 1950.

12 July — The 92d Bombardment Group (M) flies its first combat mission.

13 July — The 19th and 22d Bombardment Groups (M) are further attached to the 6232d Air Base Wing for logistic and administrative support.

Lieutenant General Walton H. Walker assumes command of all United Nations Army Forces in Korea. His headquarters, designated Eighth U.S. Army, Korea, is located at Taegu.

The 22d Bombardment Group (M), based at Kadena AB, joins the 19th Bombardment Group (M), in flying combat missions against Korea from Okinawa. Except for 3 and 4 July, the 19th Bombardment Group has flown missions every day since its movement from Andersen AFB to Kadena AB on 27 June.

14 July — Taejon falls to the North Korean Army.

15 July — The AN/TPS-1B surveillance radar becomes operational at Site 54 with a pick-up range of 120 miles.

The 4th Fighter All Weather Squadron returns from its temporary duty at Itazuke to Naha AB.

The organization of the Twentieth Air Force, as of 15 July 1950, consisting of an Air Force Headquarters, a Bomb Wing, Medium, a Fighter Interceptor Wing, an Air Base Wing, an Engineer Aviation Group, an Aircraft Control and Warning Group, and miscellaneous assigned and attached units is established by 20th AF GO 48, dtd. 8 Aug. 1950, amended by 20th AF GO 49, dtd. 11 Aug. 1950.

18 July — The 1st Cavalry Division begins to land at Pohang on the east coast of South Korea.

19 July — The U.S. 25th Infantry Division lands in Korea.

20 July — Major General William F. Dean, Commanding General, 24th Infantry Division, is wounded and taken prisoner.

1950

23 July — The 31st Strategic Reconnaissance Squadron, Photo, is ordered to Yokota Air Base from Kadena Air Base, per 20th AF MO 8, dtd. 22 July 1950. The movement was to include personnel and equipment less the personnel and equipment already on detached service with Detachment 1 at Yokota AB. Upon arrival of the unit at Yokota, the 31st is relieved from attachment to the Twentieth Air Force and is reattached to the Fifth Air Force, which also assumes responsibility for its logistic support.

Headquarters, Fifth Air Force, Advanced, moves from Itazuke, Japan, to Taegu, Korea.

Major General Ralph F. Stearley is announced as Vice Commander, Twentieth Air Force, per 20th AF GO 40.

27 July — Major General Robert B. McClure succeeds Major General Josef R. Sheetz as Commanding General, Ryukyus Command.

31 July — Major General Ralph F. Stearley succeeds Major General Kincaid in command of the Twentieth Air Force, per 20th AF GO 42.

The 307th Bombardment Group (M), assigned to the Second Air Force, departs MacDill Air Force Base, Florida, for Kadena Air Base. From a tactical and operational standpoint, the 307th Bombardment Group (M) is controlled by the 6th Air Division, MacDill AFB, Florida.

1 Aug. — The U.S. First Marine and Second Infantry Divisions reach Korea.

The F-80-1 Detachment, 3497th Mobile Training Squadron (Fighter), assigned to the Air Training Command and attached to the Twentieth Air Force, is further attached to the 51st Fighter Interceptor Wing at Naha Air Base.

4 Aug. — Lieutenant General Walton H. Walker, Commanding General, U.S. Eighth Army, issues a "stand or die" ultimatum to Allied forces crammed into the Pusan perimeter.

7 Aug. — The 98th Bombardment Group (M) flies its first mission from its base at Yokota, Japan.

8 Aug. — All 307th Bombardment Group personnel moved by transport type aircraft arrive at Kadena Air Base on or before this date. The last B-29 aircraft lands at Kadena, the group's TDY station, on 12 August. An augmentation of nine officers and 225 airmen to support the group in carrying out its assigned mission arrives intermittently from 16 to 29 August. These latter individuals are on TDY with the 307th from MacDill, Chatham, and Barksdale Air Force Bases.

1950

8 Aug. The 307th Bombardment Group (M) flies its first mission against the North Korean enemy, sending five B-29's to bomb the bridges around Seoul.

11 Aug. The 307th Bombardment Group (M) is attached to FEAF Bomber Command (Provisional) for operational control, to the Twentieth Air Force for logistic and administrative support, and is further attached to the 6332d Air Base Wing for logistic and administrative support, per FEAF GO 48, dtd. 11 Aug. 1950, and 20th AF GO 55, dtd. 26 Aug. 1950.

23 Aug. The 19th Bombardment Group flies the first Razon mission of the Korean War against bridges in Central Korea.

Permanent changes of station for Company A of the 802d Engineer Aviation Battalion, 931st Engineer Aviation Group, and 822d Engineer Aviation Battalion are placed in effect. A permanent change of station for the 919th EAC is also effected.

24 Aug. Colonel Chester P. Gilger is announced as Vice Commander, Twentieth Air Force, succeeding Brigadier General Charles Y. Banfill, who had assumed the position on 8 July 1950, per 20th AF GO 33, in accordance with 20th AF GO 53, dtd. 24 Aug. 1950.

26 Aug. The FEAF Combat Cargo Command (Provisional) comprising the 374th Troop Carrier Wing (H), the 314th Troop Carrier Group (M), and the 1st Troop Carrier Group (M) is organized at Ashiay, Japan.

28 Aug. An unverified report of Chinese Communist troops fighting in company with the North Koreans is received.

29 Aug. The British 27th Brigade arrives in Pusan to join the United Nations forces.

31 Aug. The 307th Bombardment Group (M) logs 3,602:50 hours for August. This is believed to be the greatest amount of flying time ever compiled in one month by any comparable 30-plane B-29 group.

1 Sept. The North Koreans launch a major offensive which reaches its farthest point of advance on the western front, only eight miles from Taegu, on 9 September.

1950

1 Sept. The 1811th AACS Group is attached to the 6332d Air Base Wing for administrative and logistic support, and to Headquarters and Headquarters Squadron, Twentieth Air Force, for housing and messing, per 20th AF GO 58.

The 1962d AACS Squadron is attached to the 6332d Air Base Wing for administrative support and the purposes outlined in AFR 20-51.

The 811th Engineer Aviation Battalion, assigned to Twentieth Air Force, is relieved from attachment to the 19th Bombardment Wing (M) and attached to the Fifth Air Force for all purposes.

3 Sept. The North Koreans open an offensive to drive the Allies into the sea.

11 Sept. The 11th Air Ammunition Squadron is redesignated the 546th Ammunition Supply Squadron, Depot, and is reorganized, per 20th AF GO 59, dtd. 4 Sept. 1950.

The 12th and 13th Air Ammunition Squadrons are inactivated at Andersen AFB, Guam, and are concurrently transferred to control of the Department of the Air Force, per 20th AF GO 59, dtd. 4 Sept. 1950.

14 Sept. Headquarters and Headquarters Squadron, 6302d Air Base Group, is organized and attached to the 51st Fighter Interceptor Wing at Naha for all purposes, and is assigned to the Twentieth Air Force, per 20th AF GO 64, dtd. 13 Sept. 1950.

15 Sept. The 1st Marine Division lands at Inchon, the port for Seoul, on Korea's west coast. With this landing, the complexion of the war changes almost at once from a desperate defense of the Pusan perimeter to a war in which the offensive may be assumed by the United Nations.

16 Sept. The Eighth Army bursts out of the Pusan perimeter as the North Korean troops begin to flee northward in an attempt to prevent encirclement from the troops landed at Inchon.

The Commanding General, 51st Fighter Interceptor Wing, is directed to move the following units of his command from Naha Air Base to Itazuke Air Base, Japan, per 20th AF MO 10, dtd. 15 Sept. 1950:

1950

16 Sept. Hq. & Hq. Sq., 51st Fighter Interceptor Wing
Hq., 51st Fighter Interceptor Group
16th Fighter Interceptor Squadron
25th Fighter Interceptor Squadron
Hq., 51st Maintenance & Supply Group
51st Supply Squadron
51st Motor Vehicle Squadron
Hq. and Hq. Sq., 51st Air Base Group
51st Communications Squadron
51st Air Police Squadron
51st Food Service Squadron
51st Installation Squadron
51st Medical Group
51st Maintenance Squadron

The 26th Fighter Interceptor Squadron, with its separate squadron elements, remains assigned to the 51st Fighter Interceptor Wing, with its location at Naha Air Base, and is to be attached, upon departure of the parent wing, to the 6302d Air Base Group for all purposes. This movement is to be only temporary. The 51st Fighter Interceptor Wing remains assigned to the Twentieth Air Force, but upon the arrival of the units concerned in the move to Itazuke, they are attached for all purposes to the Fifth Air Force.

20 Sept. Headquarters and Headquarters Squadron, 6302d Air Base Group, previously assigned to the Twentieth Air Force and attached to the 51st Fighter Interceptor Wing for all purposes, is relieved from attachment to the 51st FIW, per 20th AF GO 70, dtd. 6 Oct. 1950.

The 6302d Air Terminal Squadron is relieved from assignment to the 51st Fighter Interceptor Wing, and is reassigned to the 6302d Air Base Group, per 20th AF GO 70, dtd. 6 Oct. 1950.

The 4th Fighter All Weather Squadron and the 11th Motor Transport Squadron, previously assigned to the Twentieth Air Force and attached to the 51st Fighter Interceptor Wing, are relieved from attachment to the 51st FIW and are attached to the 6302d Air Base Group for all purposes, per 20th AF GO 70, dtd. 6 Oct. 1950.

The 26th Fighter Interceptor Squadron and separate squadron elements of the 51st Fighter Interceptor Wing are attached to the 6302d Air Base Group for all purposes.

1950

20 Sept. The 15-7 Air Weather Service Detachment, assigned to the 15th Weather Squadron and attached to the 51st Fighter Interceptor Wing, is relieved from attachment thereto and is re-attached to the 6302d Air Base Group for special and summary courts-martial jurisdiction and for purposes outlined in AFR 20-58, per 20th AF GO 70, dtd. 6 Oct. 1950.

The 839th Engineer Aviation Battalion, less Companies B and C, is relieved from attachment to the 51st Fighter Interceptor Wing and is re-attached to the 6302d Air Base Group for logistic support and for special and summary courts-martial jurisdiction over Air Force personnel only, per 20th AF GO 70, dtd. 6 Oct. 1950.

20 Sept. Detachment 1, 1962d AACS Squadron, is relieved from attachment to the 51st Fighter Interceptor Wing, and is re-attached to the 6302d Air Base Group for special and summary courts-martial jurisdiction and for purposes outlined in AFR 20-51, per 20th AF GO 70, dtd. 6 Oct. 1950.

26 Sept. Seoul, the capital city of South Korea, is recaptured by the 1st Marine Division and other United Nations forces.

29 Sept. General of the Army MacArthur turns Seoul back to President Syngman Rhee.

30 Sept. The United Nations possess control of almost all territory south of the 38th Parallel.

Oct. The Democratic Alliance Party is formally dissolved.

Oct. The Republican Party is formed, bringing in many members of the former Democratic Alliance Party. Its chief plank is advocacy of independence for the Ryukyus.

1 Oct. The 546th Ammunition Supply Squadron, Depot, previously assigned to the Twentieth Air Force, is attached for all purposes to the 6332d Air Base Wing, per 20th AF GO 68, dtd. 29 Sept. 1950.

Headquarters and Headquarters Squadron, Twentieth Air Force, is attached to the 6332d Air Base Wing for logistical support and summary courts-martial jurisdiction, per 20th AF GO 68, dtd. 29 Sept. 1950.

The 13th Communications Squadron, previously assigned to the Twentieth Air Force, is attached for logistical support and summary court-martial jurisdiction to the 6332d Air Base Wing, per 20th AF GO 68, dtd. 29 Sept. 1950.

1950

1 Oct. The 558th Air Force Band, previously assigned to the Twentieth Air Force, is attached for administration, mess, supply, and transportation to Headquarters and Headquarters Squadron, Twentieth Air Force, and is attached to the 6332d Air Base Wing for logistic support and summary court-martial jurisdiction, per 20th AF GO 68, dtd. 29 Sept. 1950, and 20th AF GO 74, dtd. 1 Nov. 1950.

Hq., 15th Weather Squadron and 15-6 Air Weather Service Detachment, previously attached to the Twentieth Air Force, are further attached to the 6332d Air Base Wing for special and summary courts-martial jurisdiction and for purposes outlined in AFR 20-58, per 20th AF GO 68, dtd. 29 Sept. 1950.

Flight C, 2d Rescue Squadron, is attached to the Twentieth Air Force for the purposes outlined in AFR 20-54 and for special and summary court-martial jurisdiction to the 6332d Air Base Wing, per 20th AF GO 68, dtd. 29 Sept. 1950.

The 13th Ammunition Supply Squadron, Depot, previously attached to the Twentieth Air Force, is further attached for all purposes to the 6332d Air Base Wing, per 20th AF GO 68 dtd. 29 Sept. 1950.

The 466th and 467th Signal Aviation Heavy Construction Companies, previously assigned to the Twentieth Air Force, are attached for all purposes except logistic support to the 931st Engineer Aviation Group, Kadena AB, per 20th AF GO 68, dtd. 29 Sept. 1950. Logistic support vested in the 6332d Air Base Wing, per 20th AF GO 74, dtd. 1 Nov. 1950.

The 931st Engineer Aviation Group, less the 839th Engineer Aviation Battalion, is attached for logistical support and summary court-martial jurisdiction of Air Force personnel only to the 6332d Air Base Wing, per 20th AF GO 74, dtd. 1 Nov. 1950.

The 6300th Asphalt Plant Unit and the 6301st Rock Plant Unit are relieved from assignment to the 931st Engineer Aviation Group and are attached for all purposes to the 6332d Air Base Wing. They continue assigned to the Twentieth Air Force.

2 Oct. Troops of the 3d Republic of Korea (ROK) Division penetrate 20 miles north of the 38th Parallel in their drive along the east coast of Korea. This marks the first time in the Korean War that forces of the United Nations are able to advance into the soil of the North Korean People's Republic.

1950

3 Oct. The F-80-1 Detachment, 3497th Mobile Training Squadron (Fighter), previously assigned to the Air Training Command, attached to the Twentieth Air Force, and further attached to the 6302d Air Base Group, Naha AB, is relieved from these attachments per FEAF GO 84, dtd. 5 Oct. 1950, and is transferred to Johnson Air Base, Honshu, Japan.

9 Oct. Troops of the 1st Cavalry Division are the first U.S. soldiers to cross the 38th Parallel, near Kaesong.

15 Oct. Headquarters, Fifth Air Force, Advanced, moves from Taegu to Seoul.

16 Oct. The 1503-3 Air Transport Wing Detachment, assigned to the 1503d Air Transport Wing (MATS), is attached to the 6302d Air Base Group, Naha AB, for housing, messing, special and summary court-martial jurisdiction, and logistic support, per 20th AF GO 73, dtd. 19 Oct. 1950.

20 Oct. United Nations forces occupy Pyongyang, the capital of North Korea.

Companies B and C of the 839th Engineer Aviation Battalion, having returned to their proper station, are relieved from attachment to the 6332d Air Base Wing for logistic support.

21 Oct. U.S. paratroops drop 30 miles north of Pyongyang, the capital of North Korea.

25 Oct. FEAF Bomber Command is ordered to begin a five-day stand-down period from operations because of the apparent near-end of the Korean War, as a result of the Eighth Army's penetration to the Yalu River, forming the boundary between North Korea and Communist Chinese Manchuria. This order involves the 19th, 22d, and 307th Bombardment Groups based on Okinawa and the 92d and 98th Bombardment Groups based at Yokota, Japan.

Chinese troops intervene in Korean War--without the knowledge of the United Nations or Allied intelligence.

26 Oct. The 7th Regiment of the ROK Sixth Division is the first United Nations unit to reach the Yalu--at Chosan.

USAF directs, effective 27 October, the return, via Andersen Air Force Base, of the 22d and 92d Bombardment Groups (M), complete with their aircraft, personnel, and equipment, to their parent wings, in the Zone of Interior. Because of the severe strain imposed on the facilities of the 19th Bombardment Wing at Guam, that headquarters recommends to the Twentieth Air Force that the return of the 19th Bombardment Group (M) to its home base at Andersen AFB, previously planned, be delayed until the transient aircraft--47 in all--have cleared Guam.

1950

27 Oct. B-29's of the 92d Bombardment Group (M) begin arriving at Andersen AFB from Japan, and the last planes of the 92d have cleared the base by 31 October.

28 Oct. The 22d Bombardment Group (M) B-29's begin to arrive at Andersen AFB enroute home from Kadena Air Base.

The 307th Bombardment Group (M), thinking the Korean War near an end, anticipates that day by installing bomb bay gas tanks in its B-29's for the long flight home to MacDill Air Force Base.

30 Oct. The capture of 16 Chinese Communist troops belonging to the 119th and 120th Chinese Communist Forces (CCF) Division gives the Eighth Army its first intimation that Red China may have intervened in the Korean War.

31 Oct. The U.S. X Corps identifies "a Chinese Communist regiment in combat." It had crossed the Yalu by train at Manpojin on 16 October, as part of five Chinese divisions (about 40,000 troops, in all). This information is derived from interrogation or prisoners.

The 307th Bombardment Group removes the bomb bay tanks, loads bombs, and briefs the crews for a mission to take place on 1 November, as a consequence of the definite Chinese intervention. The 19th and 98th Bombardment Groups are similarly briefed for renewal of their bombing missions.

The Socialist Masses' Party is formed by Tatsuo Taira, newly-elected Governor of Okinawa Gunto.

1 Nov. The 3d Radar Calibration Unit, previously assigned to the Twentieth Air Force and attached to the 6332d Air Base Wing, is further attached to the 529th AC&W Group for all purposes except logistic support--for which it remains attached to the 6332d ABW, per 20th AF GO 74, dtd. 1 Nov. 1950.

Russian-made MIG-15 jet fighters, apparently Chinese-flown, make their Korean debut near the refugee capital of Sinuiju, on the Yalu, then flash back across the Yalu River enroute to their Manchurian bases. Russian-made Yak fighters (propeller-driven), unseen for many weeks, also appear again.

2 Nov. The first RB-45 operational mission is flown from Japan by this pioneer American jet bomber, and the unfamiliar plane is nearly shot down by friendly F-80's, because of failure to clear the newly-arrived jet's flight with the Combat Operations Center.

1950

4 Nov. Tatsuo Taira is inaugurated as first elective Governor of Okinawa, on the site of the old Shuri Castle, winning by a landslide from opponents Seiho Matsuoka and Kamejiro Senaga. Taira succeeds Koshin Shikiya, the appointed governor of Okinawa Gunto since 24 April 1946. Other gunto governors elected are Tsumichiyo Asato in Yaeyama Gunto, Sanetaka Nakae in Amami Gunto, and Gaichi Nishihara in Miyako Gunto.

7 Nov. Company A, 839th Engineer Aviation Battalion, temporarily located at Kadena Air Base, is attached to the 6332d Air Base Wing for logistic support, per 20th AF GO 77, dtd. 6 Nov. 1950.

8 Nov. The first air engagement between MIG-15's and F-80's occurs.

10 Nov. 1st Lieutenant Russell J. Brown, flying an F-80, shoots down a MIG-15 in the first jet combat in history.

21 Nov. The 7th Infantry Division's 17th Regiment plants Old Glory in the Yalu's ice at Hyesanjin, in the panhandle of Northeastern Korea.

24 Nov. The Eighth Army launches an all-out attack, with all units striking hard for the Yalu.

26 Nov. Four Chinese Red Armies split United Nations line, driving a wedge between the Eighth Army in the west and the X Corps in the east.

Enemy counter-attacks, comprising Chinese troops for the most part, threaten to outflank elements of the II ROK Corps.

28 Nov. B-26's bomb within 1,000 yards of the I Corps front line positions at night and in bad weather, employing MPQ-2 radar for the first time in Korea. MPQ-2 is a system whereby the bomb run and the time of bomb release are directed by a ground radar operator.

Chinese Communists pour across the Yalu in large numbers to reinforce their North Korean allies.

29 Nov. An AN/TPS-1B surveillance radar and an AN/TPS-10 height finding radar are received by the 624th AC&W Squadron.

1 Dec. The 314th Air Division is activated at Nagoya, Japan.

2 Dec. General of the Army Douglas MacArthur pleads for permission to bomb "the privileged sanctuary of Manchuria."

1950

5 Dec. Shoran beacon stations are established at 37°13'43" N, 126°09'34" E (on Tokchok-To Island) and at 37°32'57" N, 126°59'41" E (near Seoul). The base line is to be 40.7 miles. The shoran system is expected to be operational by 10 December.

6 Dec. The AN/TPS-1B becomes operational at Site 55, with a pick-up range of 100 miles.

7 Dec. C-119's successfully drop eight spans of a bridge to be used by escaping X Corps troops for crossing a river 4½ miles north of Sudong. This is believed to be the first operation of its kind ever conducted.

8 Dec. 20,000 Marines and Army Infantry troops, trapped at the Changjin Reservoir, fight their way toward the port of Hungnam.

9 Dec. Major General Robert S. Beightler succeeds Major General Robert B. McClure as Commanding General, Ryukyus Command, and Deputy Military Governor of the Ryukyu Islands.

12 Dec. The first troops of the X Corps are evacuated from the North Korean port of Hungnam, on the Sea of Japan.

14 Dec. The first Tarzon bomb to be used in Korea is dropped on a tunnel near Huichon. This guided bomb weighs 12,000 pounds.

15 Dec. The Deputy Governor of the Ryukyus issues a General Order changing the designation of the Military Government to "U.S. Civil Administration of the Ryukyus". The General Order is based on a Far East Command Basic Directive of 5 December 1950.

17 Dec. F-86 jet fighters in the Sinuiju area engage in air combat for the first time.

18 Dec. The AN/TPS-10A becomes operational at Site 54, giving that detachment GCI capabilities.

An F-86 of the Fifth Air Force scores its first kill of a MIG-15.

23 Dec. Lieutenant General Walton H. Walker, Commanding General, Eighth Army, is killed in a jeep accident.

24 Dec. The U.S. Navy completes the greatest sea evacuation in American History from Hungnam, as the armada of 193 ships

1950

24 Dec. safely removes 105,000 fighting men, 91,000 Korean civilians, 17,500 vehicles, and 350,000 tons of war materiel. Such equipment as remains is rendered useless by demolition teams.

25 Dec. The 6302d Maintenance, Repair, and Utilities Squadron is organized with a strength of three officers, 79 enlisted men, and six civilians, with location at Bisha-Gawa, Okinawa. The new unit is assigned to the Twentieth Air Force and is attached to Headquarters, 529th AC&W Group for all purposes except logistical support, for which it is attached to the 6332d Air Base Wing, per 20th AF GO 85, dtd. 19 Dec. 1950.

The 546th Ammunition Supply Squadron, Depot, Okinawa, is relieved from assignment to the Twentieth Air Force and is assigned to the Far East Air Materiel Command (FEAMCOM) without change in station, and is attached to the 6332d Air Base Wing for administrative and logistic support.

The 13th Ammunition Supply Squadron, Depot, is relieved from attachment to the 6332d Air Base Wing for all purposes and is re-attached to the wing for administrative and logistic support only until arrival at its new station on Guam on 18 January 1951. Upon arrival the 13th is attached to the 19th Bombardment Wing, Andersen AFB, for administrative and logistic support. It remains assigned to the Far East Air Materiel Command, per 20th AF GO 2, dtd. 15 Jan. 1951.

Lieutenant General Matthew B. Ridgway takes over command of the Eighth Army.

1951

4 Jan. The Communist forces recapture Seoul.

7 Jan. The SCR-270DA surveillance radar becomes operational at Site 52 with a maximum range of 240 miles.

15 Jan. Detachment G, 136th Radio Security Squadron, arrives on Okinawa from the Zone of Interior and is attached to the Twentieth Air Force and further attached for logistic support to the 6302d Air Base Group at Naha AB, per 20th AF GO 3, dtd. 18 Jan. 1951.

20 Jan. Detachment G, 136th Radio Security Squadron, is redesignated as Detachment 7, 136th Communications Security Squadron, per USAFSS GO 2, dtd. 5 Jan. 1951.

1951

25 Jan. The 6332d Communications Squadron is organized at Kadena AB, primarily to install and operate the Kadena Air Base telephone exchange. The unit is assigned to the Twentieth Air Force and further assigned to the 6332d Air Base Wing for all purposes. Concurrently, the augmentation previously authorized the 13th Communications Squadron, in order to carry out this function, is withdrawn. (20th AF GO 9, dtd. 13 Feb. 1951).

The FEAF Combat Cargo Command is redesignated the 315th Air Division.

30 Jan. The AN/CPS-5 at Site 52 is dismantled and turned in to Kadena Base Supply because of its inoperable condition, and is prepared for shipment to FEAMCOM for depot repair.

5 Feb. The U.S. X Corps launches a general attack in coordination with the ROK I and II Corps, aimed at destroying the North Korean II and V Corps.

6 Feb. The 91st Strategic Reconnaissance Squadron performs its first night photographic mission.

10 Feb. The 307th Bombardment Group (M) is redesignated the 307th Bombardment Wing (M) (Combat Echelon).

12 Feb. Flight D, 11th Air Rescue Squadron, is organized at Andersen AFB, Guam, attached to the Twentieth Air Force, and further attached to Headquarters, 19th Bombardment Wing (M) for operational control and logistic support.

Flight D, 2d Air Rescue Squadron, is transferred less personnel and equipment from Andersen AFB to Kadena AB, to be manned and equipped at the latter place. All personnel of Flight D, 2d Air Rescue Squadron, are to be transferred to Flight D, 11th Air Rescue Squadron, effective 20 February, with no movement involved. Administrative and technical supervision of both flights will remain with Headquarters, Air Rescue Service.

17 Feb. The first Shoran bombing mission, employing two B-26's, is flown this night as an experiment.

20 Feb. The 514th Reconnaissance Squadron (VLR), Weather, is inactivated at Andersen AFB, Guam. The 54th Strategic Reconnaissance Squadron (M), Weather, is activated at the same location and with the same personnel. The 54th is attached to the Twentieth Air Force and further attached to Headquarters, 19th Bombardment Wing (M) for administrative and logistic support and court-martial jurisdiction.

1951

21 Feb. The Eighth Army launches "Operation Killer"--the mission designed to destroy all enemy troops east of the Han River and south of a line designated "Arizona" extending from Yangpyong (37°29' N, 127°29' E) to Haktam-Ni (37°32' N, 127°58' E) to Haani-Ri (37°29' N, 128°27' E).

23 Feb. The first MPQ-2 radar-controlled drop by a B-29 is made on a highway bridge seven miles northeast of Seoul.

25 Feb. The 6307th Support Squadron is organized at Kadena Air Base, where it is assigned to the Twentieth Air Force and further assigned for all purposes to the 6332d Air Base Wing, per 20th AF GO 9, dtd. 13 Feb. 1951. The 6307th is created as a housekeeping unit for the 546th Ammunition Supply Squadron, Depot, which is located nine miles from Kadena AB and requires such support to carry out its mission.

3 March Team A-403, 1009th Special Weapons Squadron is attached to the Twentieth Air Force for administrative and logistic support, for FEAF GO 60, dtd. 16 Feb. 1951, and is further attached to the 529th AC&W Group for administrative and logistic support effective upon arrival at Kadena AB on or about this date, per 20th AF GO 10, dtd. 23 Feb. 1951.

15 March The 3d Radar Calibration Unit is redesignated the 3d Radar Calibration Flight, per 20th AF GO 13, dtd. 19 March 1951.

The Communists evacuate Seoul.

24 March General of the Army Douglas MacArthur announces that South Korea is cleared of the enemy and invites the North Koreans to a battlefield conference to end the war.

1 April The Provisional Central Government of the Ryukyus is established. Previously, the 11 members of the Interim Ryukyus Advisory Council, acting on the instructions of the Deputy Governor, recommended one of their number to be Chief Executive and another to be Deputy Chief Executive. These two men--Shuhei Higa and Yuhei Izumi--are duly appointed to these responsible positions, while the other nine members of the Interim Ryukyus Advisory Council are named to form the nine-man Legislature of the Provisional Central Government. In addition, a five-man Court of Appeals is established, headed by Chief Justice Jugo Toma. The new Chief Executive, Shuhei Higa, previously served as advisor to Chiji Koshin Shikiya immediately after the United States Military Government set up a temporary government in the Ryukyus in April 1946; as Director of Foreign Relations,

1951

1 April — Okinawa Civil Administration; as Director of the Secretariat of Okinawa Civil Administration; and, subsequent to October 1950, as Chairman of the Interim Ryukyus Advisory Council.

6 April — An unpredicted tropical storm (not classified as a typhoon) hits Okinawa, destroying or damaging many aircraft and buildings.

8 April — The 802d Engineer Aviation Battalion, less Company A, moves from Kadena AB on PCS to Inchon, Korea. Upon arrival at the debarkation point, the unit is attached to the Fifth Air Force for all purposes, but remains assigned to the 931st Engineer Aviation Group, per 20th AF MO 1, dtd. 20 March 1951.

Selected elements of Headquarters and Headquarters and Service Company, 931st Engineer Aviation Group, are directed to make a PCS movement from Kadena AB to Inchon, Korea, per 20th AF MO 4, dtd. 27 March 1951. Upon arrival at the debarkation point, the unit is attached to the Fifth Air Force for all purposes, but remains assigned to the 931st Engineer Aviation Group, per 20th AF MO 1, dtd. 20 March 1951.

Selected elements of Headquarters and Headquarters and Service Company, 931st Engineer Aviation Group, are directed to make a PCS movement from Kadena AB to Inchon, Korea, per 20th AF MO 4, dtd. 27 March 1951. Upon arrival at the debarkation point, the unit will be attached to the Fifth Air Force for all purposes and remain assigned to the Twentieth Air Force. Personnel and equipment of the remaining elements of the company are to be integrated into future movements of the 931st Engineer Aviation Group at the discretion of the group's commanding officer.

9 April — All Early Warning Sites in the Ryukyus Air Defense System commence 24-hour operation, around the clock.

11 April — President Truman recalls General of the Army MacArthur. General Matthew B. Ridgway succeeds him.

14 April — Lieutenant General James A. Van Fleet is named Eighth Army commander, replacing General Ridgway.

20 April — Operation "Killer" wipes out thousands of Communist troops.

1951

22 April — The 808th Engineer Aviation Battalion and the 919th Engineer Aviation Maintenance Company (less Contact Platoon) move from Kadena AB to Kunsan and Inchon, Korea, respectively per 20th AF MO 6, dtd. 3 April 1951, and 20th AF MO 9, dtd. 19 April 1951. Upon arrival at the debarkation point, the units will be assigned to the Fifth Air Force, per 20th AF MO 10, dtd. 1 May 1951.

23 April — The Chinese Communist forces open their spring offensive.

24 April — The 802d, 811th, and 822d Engineer Aviation Battalions, having been temporarily located in Korea, are relieved from assignment to the Twentieth Air Force, and are reassigned to the Fifth Air Force without change of station, per 20th AF GO 25, dtd. 1 May 1951.

25 April — The 466th and 467th Signal Aviation Heavy Construction Companies, previously assigned to the Twentieth Air Force, are relieved from attachment to the 931st Engineer Aviation Group and are attached to the 6332d Air Base Wing for all purposes except operational control. Headquarters, Twentieth Air Force retains operational control of the 466th, while Headquarters, Rycom, retains operational control of the 467th, per 20th AF GO 25, dtd. 1 May 1951.

The 4th Fighter All-Weather Squadron is redesignated the 4th Fighter Interceptor Squadron, without change of authorized strength, equipment, or location, per 20th AF GO 16, dtd. 4 April 1951.

1 May — The following units, located in Korea, are relieved from assignment to the Twentieth Air Force and assigned to the Fifth Air Force without change of station, per 20th AF GO 27, dtd. 10 May 1951:

Headquarters and Headquarters and Service Company, 931st EAG
808th Engineer Aviation Battalion
919th Engineer Aviation Maintenance Company

6 May — The 839th Engineer Aviation Battalion moves PCS from Kadena AB to Inchon, Korea, and is assigned to the Fifth Air Force upon arrival at its debarkation point, per 20th AF MO 8, dtd. 11 April 1951.

9 May — Typhoon Iris passes 70 miles southeast of Okinawa, inflicting minor damage.

1951

10 May — The 529th AC&W Group, previously assigned to the Twentieth Air Force, is relieved from attachment for administration to the 6332d Air Base Wing, but remains attached to the wing for logistics and special courts-martial jurisdiction, per 20th AF GO 27, dtd. 10 May 1951. Administration and operational control remain with Headquarters, Twentieth Air Force. The Commanding Officer, 529th AC&W Group, retains summary court-martial jurisdiction. This order rescinds the pertinent paragraph of 20th AF GO 68, dtd. 29 Sept. 1950.

The 6306th Maintenance, Repair, and Utilities Squadron, having been organized and assigned to the Twentieth Air Force in December 1950, is relieved from attachment to Headquarters, 529th AC&W Group and is further assigned to the 6332nd Air Base Wing, per 20th AF GO 27, dtd. 10 May 1951.

Brigadier General Harry B. Sherman assumes acting command of the Ryukyus Command and position as Deputy Governor, vice Major General Robert S. Beightler, who is medically evacuated to Japan.

15 May — The 3d Aviation Field Depot Squadron is attached to the Twentieth Air Force and further attached to the 19th Bombardment Wing (M) for logistic support, with the exception of those items peculiar to special weapons operation. This attachment is to be effective upon arrival of the unit at Andersen AFB. (20th AF GO 28, dtd. 15 May 1951)

18 May — Responsibility for logistic support of the 51st Fighter Interceptor Wing (less the 26th Fighter Interceptor Squadron and separate squadron elements still at Naha AB), which remains assigned to the Twentieth Air Force, is transferred from the Fifth Air Force to the 314th Air Division. The 51st Fighter Interceptor Wing remains attached to the Fifth Air Force for operational control and administrative support. (20th AF GO 37, dtd. 3 July 1951).

25 May — The 466th and 467th Signal Aviation Heavy Construction Companies are redesignated the 466th and 467th Signal Aviation Construction Companies and are reorganized according to 20th AF GO 27, dtd. 10 May 1951.

27 May — Colonel Robert W. C. Wimsatt assumes command of the 19th Bombardment Wing, per 19th BW GO 14.

1951

8 June — The following detachments of the 624th AC&W Squadron are designated at the locations indicated:

Detachment #2	Yae Take, Okinawa
Detachment #3	Miyako Jima
Detachment #4	Kume Shima
Detachment #5	Okino-Erabu Shima

9 June — Flights C and D, 2d Rescue Squadron, having been attached previously to the Twentieth Air Force, are further attached to Twentieth for operational control and to the 6332d Air Base Wing for logistic support, per 20th AF GO 37, dtd. 3 July 1951.

Flight D, 11th Rescue Squadron, having been attached previously to the Twentieth Air Force, is further attached to the 19th Bombardment Wing for operational control and logistic support, per 20th AF GO 37, dtd. 3 July 1951.

11 June — United Nations forces repulse two Red drives and penetrate the so-called "Iron Triangle" defense cordon.

14 June — Site 52 is relieved of its responsibility as an alternate GCI station because of the limited capability of the SCR-270 DA set.

18 June — The 71st Chemical Smoke Generator Company, previously assigned to the Ryukyus Command, is attached to Twentieth Air Force for operational control, per 20th AF GO 36, dtd. 23 June 1951.

19 June — The 15-6 Air Weather Service Detachment, Kadena AB, is discontinued.

23 June — Jacob Malik, Russian delegate to the United Nations, proposes that a Korean truce be arranged, thus touching off a train of negotiations at Kaesong and Panmunjom which are to drag on for more than two more years.

25 June — The 6302d Air Base Group, Naha AB, is redesignated the 6351st Air Base Wing, with no change in mission, location, or personnel authorization, per 20th AF GO 35, dtd. 19 June 1951. The Deputy for Operations, Twentieth Air Force, had proposed that the 6302d Air Base Group be redesignated the 6302d Air Base Wing. However, in order to avoid possible confusion in referring to the 6302d Air Base Wing and the 6332nd Air Base Wing, a request was made and approved to redesignate the

1951

25 June — 6302d Air Base Group as the 6351st Air Base Wing. The "63" portion of the title is derived from the "6300" series of numbers allotted Twentieth Air Force by FEAF, and the "51" is drawn from the 51st Fighter Wing formerly based at Naha. In the same way, the 6332d Air Base Wing at Kadena had utilized the "32" reminiscent of the 32d Composite Wing to complete the "63" bestowed by FEAF.

With this change, all units of the 6302d Air Base Group are relieved from assignment or attachment thereto and are reassigned or reattached to the 6351st Air Base Wing for the same purposes for which they have been previously assigned or attached to the 6302d.

The 26th Fighter Interceptor Squadron and the separate squadron elements of the 51st Fighter Interceptor Wing, previously assigned to the 51st Fighter Interceptor Wing and attached to the 6302d Air Base Group, are relieved from attachment thereto and reattached to the 6351st Air Base Wing for all purposes.

The 6300th Asphalt Plant Unit and the 6001st Rock Plant Unit are discontinued, with personnel assigned thereto being transferred to other units of this command, per 20th AF GO 35, dtd. 19 June 1951.

The 6306th Maintenance, Repair, and Utilities Squadron, assigned to the 6332d Air Base Wing, is redesignated the 6306th Support Squadron, per 20th AF GO 36, dtd. 23 June 1951. The new designation, it is felt, more closely defines the actual duties of the squadron, as its primary mission is support of the 529th AC&W Group.

30 June — The AN/TPS-1B at Site 52 is dismantled and returned to the 624th AC&W Squadron area for storage because of its very sketchy pick-up.

July — An SCR-270DA becomes operational as the primary surveillance radar at Site 55, Okino-Erabu Shima.

1 July — The first of countless peace talk sessions between United Nations and North Korean representatives is held at Kaesong, South Korea, with Vice Admiral C. Turner Joy serving as the senior United Nations emissary.

Detachment 1, 6351st Air Base Wing, is organized at Yontan Auxiliary Air Base, per 20th AF GO 47, 31 July.

1951

23 July — Colonel Henry B. Fisher succeeds Colonel George A. McHenry as Commanding Officer of the 6332d Air Base Wing.

25 July — The 6351st Medical Squadron is organized at Naha Air Base, assigned to the Twentieth Air Force and further assigned to the 6351st Air Base Wing, per 20th AF GO 37, dtd. 3 July 1951.

The 4th Fighter Interceptor Squadron at Naha AB is reorganized in accordance with T/O&E indicated in Twentieth Air Force GO 37, dtd. 3 July 1951, changing the unit's mission from night and inclement weather defense to 24-hour operation.

Detachment 15, 1st Air Postal Squadron, is reorganized without change of station. Concurrently, Detachment 16, 1st Air Postal Squadron, is discontinued, and its personnel and equipment are transferred to Detachment 15. This reorganization combines under one responsible agency all Air Force postal activities on Okinawa, per 20th AF GO 45, dtd. 27 July 1951.

26 July — The 3d Radar Calibration Flight, complete with equipment and personnel, is airlifted to Yokota AB.

1 Aug. — The 3d Radar Calibration Flight is relieved from assignment to Twentieth Air Force and is reassigned to the 314th Air Division, Nagoya, Japan, per 20th AF GO 50, dtd. 6 Aug. 1951.

5 Aug. — General Matthew B. Ridgway breaks off truce talks, accusing the Reds of violating the neutral zone.

8 Aug. — Major General Robert S. Beightler, recovered from his illness, resumes his posts as Commanding General, Ryukyus Command, and Deputy Governor of the Ryukyu Islands.

10 Aug. — The truce negotiations are resumed.

11 Aug. — The 307th Bombardment Wing (M), previously attached to the Twentieth Air Force, is attached to the 6332d Air Base Wing for disciplinary control.

Detachment 7, 136th Communications Security Squadron, previously attached to the Twentieth Air Force, is attached to the 6351st Air Base Wing for disciplinary control.

The 3d Aviation Field Depot Squadron, previously attached to Twentieth, is attached to the 19th Bombardment Wing (M) for disciplinary control.

1951

17-20 Aug. Typhoon Marge brings gusts of 100 knots and 15.7 inches of rain to Okinawa, as it hovers near the island for 61-1/2 hours. The damage is estimated at $2,367,040.26.

19 Aug. The SCR-270 at Site 53 becomes operational after arriving at the 624th AC&W Squadron area on 24 November 1950, together with two similar sets for Sites 54 and 55.

20 Aug. The AN/TPS-1B and AN/TPS-10 at Site 54, damaged by Typhoon Marge, are dismantled for return to FEAMCOM for depot overhaul.

22 Aug. The Communists break off the truce talks, accusing the Allies of air attacks on Kaesong.

25 Aug. The 851st AC&W Squadron is activated and assigned to the 529th AC&W Group at Bisha Gawa to operate the Okinawa Air Defense Control Center (ADCC) when it is moved from Kadena to Naha. Meantime, the 623d AC&W Squadron continues to operate the ADCC.

3 Sept. Detachment #2 (Yae Take, on the Motobu Peninsula, Okinawa) is transferred from control of the 624th AC&W Squadron to the 623d AC&W Squadron for all purposes, per 20th AF GO 54, dtd. 22 Aug. 1951.

10 Sept. The replacement AN/TPS-1B back-up search set at Site 54 becomes operational initially.

17 Sept. The replacement AN/TPS-10 height finder at Site 54 becomes operational initially.

21 Sept. The SCR-270 at Site 54 becomes operational.

1 Oct. Detachment 2 at Yae Take is transferred from the 624th AC&W Squadron to the 623d AC&W Squadron, per 20th AF GO 67, dtd. 16 Oct. 1951.

13 Oct. Typhoon Ruth passes approximately 50 miles to the west of Okinawa and directly over Kume Shima, bringing maximum gusts of 165 knots to Naha Air Base. The total damage was estimated at $3,199,300.00.

20 Oct. The SCR-270 and AN/TPS-10 at Site 52 are dismantled at Site 52 and turned in to Kadena Base Supply after being damaged beyond local repair by Typhoon Ruth.

1951

21 Oct. The AN/MPS-5 search set at Site 54 begins limited operation; whereupon dismantling of the SCR-270 is commenced.

25 Oct. The 6307th Support Squadron is discontinued, and the unit's personnel authorizations revert to FEAF, with the officers and airmen assigned to the squadron being reassigned to the 546th Ammunition Supply Squadron, Depot, without loss in grade, per 20th AF GO 70, dtd. 22 Oct. 1951.

The truce talks resume at Panmunjom.

6 Nov. The 19th Bombardment Group (M) is relieved from attachment to the 6332d Air Base Wing for logistic and administrative support and is attached as follows:

To Headquarters, Twentieth Air Force, for administration and general court-martial jurisdiction.
To the 6332d Air Base Wing for logistic support and special court-martial jurisdiction.
To FEAF Bomber Command (Provisional) for operational control.
The Commanding Officer retains summary court-martial jurisdiction and disciplinary control including the imposition of nonjudicial punishment under Article 15, UCMJ. (20th AF GO 70, dtd. 6 Nov. 1951, and 20th AF GO 76, dtd. 20 Nov. 1951).

13 Nov. The Socialist Masses' Party of Okinawa formally allies itself with the Miyako Liberal Party and the Yaeyama Liberal and Democratic Parties, although all three retain their separate identities.

25 Nov. The 852d AC&W Squadron is activated at the Bisha Gawa headquarters of the 529th AC&W Group, to which it is assigned. The 852d is stationed temporarily on Okinawa for training, pending its movement to Guam and assumption of the responsibility for operation of AC&W facilities in the Marianas-Bonins area of this command, per 20th AF GO 86, dtd. 11 Dec. 1951.

27 Nov. Negotiators agree on a provisional cease-fire line, provided a truce is reached within 30 days.

18 Dec. Prisoner-of-war lists are exchanged by the negotiators at Panmunjom. The Allies list 132,000, the Communists 11,559, including Major General William F. Dean.

29 Dec. The Okinawa Peoples' Party reorganizes as the Ryukyu Peoples' Party in preparation for the Ryukyus-wide legislative elections.

1952

3 Jan. Detachment 7, 1st Shoran Beacon Unit, arrives at Kadena Air Base from Korea and establishes its permanent site there.

4 Jan. Detachments 7 and 8, 1st Shoran Beacon Unit, previously assigned to the Fifth Air Force, are attached to the Twentieth Air Force. Detachment 7 is further attached to the 6332d Air Base Wing for logistic support. Detachment 8 is further attached to the 529th AC&W Group for logistic support, with its permanent location to be at Miyako Jima. Operational control remains with FEAF Bomber Command, and attachment for administration continues to be vested in the Fifth Air Force. (20th AF GO 9, dtd. 28 Jan. 1952).

28 Jan. The AN/TPS-1C goes into operation at Site 52 in place of the incapacitated AN/CPS-5.

1 Feb. The 6332d Communications Squadron is discontinued, per 20th AF GO 11, dtd. 30 Jan. 1952, because of the extremely small administrative workload.

The Republican Party officially dissolves itself, because of the obvious unpopularity of its platform: independence for the Ryukyus. The overwhelming majority of the people favor reversion to Japan.

16 Feb. Detachment 2, 548th Reconnaissance Technical Squadron, is discontinued and the personnel are transferred to Headquarters, 6332d Air Base Group.

18 Feb. Communist prisoners riot on Koje-Do (Island).

1 March The 13th Vehicle Repair Squadron, previously assigned to Twentieth Air Force, is further assigned to the 19th BW.

The 6303d Air Terminal Squadron is redesignated the 6303d Operations Squadron, per 20th AF GO 15, dtd. 12 Feb. 1952.

2 March The first election of a Ryukyuan legislature in the history of the islands is held to select 31 representatives of the people in the uni-cameral Legislature. A total of 381,688 votes are cast in the election. The Socialist Masses' Party elects 10 of its candidates, the Ryukyu Peoples' Party one, the Miyako Liberal Party two, the Miyako Reform Party one, the Yaeyama Liberal Party one, the Yaeyama Democratic Party one, and independent candidates win 15 seats.

3 March The following units are placed on indefinite temporary duty at Kadena Air Base, which is designated their permanent duty station, per 20th AF MO 1.

1952

3 March — Headquarters, 19th Bombardment Group (M)
28th Bombardment Squadron (M)
30th Bombardment Squadron (M)
93d Bombardment Squadron (M)

24 March — The AN/CPS-5 at Site 52 becomes operational after return from overhaul at FEAMCOM depot. Previously an AN/CPS-5D, this search set is modified to be an AN/CPS-5 by removal of the inoperative moving target identification units.

1 April — The Government of the Ryukyu Islands (GRI) is established with the inauguration of the first citizen-elected legislative body in the history of the Ryukyus. The Chief Executive continues to be appointed by the Deputy Governor of the Ryukyus.

The 9th Motor Transportation Squadron, Air Depot, on Guam is redesignated the 9th Motor Transport Squadron and is activated this same day, with assignment to the Twentieth Air Force and attachment to the 19th Bombardment Wing for all purposes, per 20th AF GO 26, 1 April 1952, amended by 20th AF GO 4, dtd. 12 Jan. 1953.

7 April — The Socialist Party of Okinawa dissolves itself as the result of internal dissension.

15 April — Detachment 2, 15th Radio Squadron, Mobile, located at Yontan, Okinawa, previously attached to the Twentieth Air Force, is further attached to the 6332d Air Base Wing for logistic support and disciplinary control. Operational and administrative control is retained by Headquarters, 15th Radio Squadron, Mobile, located at Clark AFB, P.I., which will furnish both equipment and personnel, per 20th AF GO 33, dtd. 15 April 1952.

18 April — Because of the movement of the 852d AC&W Squadron from the Bisha Gawa area to Andersen AFB, Guam, the unit is attached to the 19th Bombardment Wing for all purposes, per 20th AF GO 36, dtd. 28 April 1952.

24 April — The Reds break off the truce talks after the United Nations Command asserts that only 70,000 of the 163,000 prisoners in its possession want to return to Communist control.

25 April — The ADCC, less the Anti-Aircraft Operations Center (AAOC), is moved from the Stilwell Park area at Kadena AB to the Yontan GCI station at Site 51.

6 May — General Matthew B. Ridgway is named to the command of the North Atlantic Treaty Organization, and General Mark W. Clark succeeds him.

1952

7 May — The Koje-Do prisoners seize Brigadier General Francis T. Dodd, the camp commandant.

10 May — Brigadier General Dodd is released in return for concessions made to the captors by Brigadier General Charles Colson. Both officers are subsequently reduced to the rank of colonel.

12 May — General Mark W. Clark assumes command of the United Nations Forces in the Far East.

15 May — General Mark W. Clark replaces General Matthew B. Ridgway as CINCFE.

A B-29-11 Mobile Training Unit (MTU) arrives unexpectedly at Andersen AFB.

21 May — The B-29-11 Mobile Training Detachment is attached to the Twentieth Air Force, per FEAF GO 248, dtd. 21 May 1952.

27 May — Lieutenant Colonel Frank B. Gallagher succeeds Colonel William R. Robertson as Commanding Officer, 6351st Air Base Wing.

7-20 June — The Communists lose heavily in the battle of the hills at Prok Chop, T-Bone, Old Baldy, Capitol, and Heartbreak Ridge.

9 June — A record rainfall deposits 9-1/2 inches of water on Okinawa in five hours.

10 June — Brig. General Robert W. C. Wimsatt assumes command of the Twentieth Air Force during temporary absence of Major General Stearley, per 20th AF GO 48, dtd. 10 June 1952.

15 June — The 466th Signal Aviation Construction Company, previously assigned to the Twentieth Air Force, is attached to the 6332d Air Base Wing for administration, logistic support, and special and summary court-martial jurisdiction. Headquarters, Twentieth Air Force, retains operational control and general court-martial jurisdiction of Air Force personnel, per 20th AF GO 58, dtd. 9 July 1952.

The 467th Signal Aviation Construction Company is attached to the 6332d Air Base Wing for administration and logistic support, and for special and summary court-martial jurisdiction. Headquarters, Twentieth Air Force retains operational control and general court-martial jurisdiction over Air Force personnel, per 20th AF GO 101, dtd. 29 Nov. 1952.

1952

16 June Headquarters and Headquarters Squadron, Twentieth Air Force, is redesignated Headquarters, Twentieth Air Force, per 20th AF GO 51, dtd. 17 June 1952.

Team A-403, 1009th Special Weapons Squadron, previously attached to the Twentieth Air Force and further attached to the 529th AC&W Group, is relieved from the latter attachment and is reattached to the 6332d Air Base Wing for administration, logistic support, and special and summary court-martial jurisdiction, per 20th AF GO 50, dtd. 16 June 1952.

The following units are redesignated as shown, per 20th AF GO 40, dtd. 15 May 1952:

Previous Designation	New Designation
Headquarters and Headquarters Squadron, 51st Fighter-Interceptor Wing	Headquarters, 51st Fighter-Interceptor Wing
Headquarters and Headquarters Squadron, 19th Bombardment Wing, Medium	Headquarters, 19th Bombardment Wing, Medium
Headquarters and Headquarters Squadron, 51st Air Base Group	Headquarters, 51st Air Base Group
Headquarters and Headquarters Squadron, 19th Air Base Group	Headquarters, 19th Air Base Group

22-23 June Typhoon Dinah passes about 40 miles west of Kadena, producing maximum winds of 70 knots. The total damage to buildings and aircraft is estimated at $8,150.

23 June More than 500 aircraft of the United Nations Command blast Suiho, Fusen, Choshin, and Kyosen, the four major elements in the massive North Korean electric power system, located on the Yalu River. Over 230 aircraft from the carriers Boxer, Princeton, Philippine Sea, and Bon Homme Richard, of Task Force 77, join with more than 270 fighter-bombers from the Fifth Air Force's 8th, 18th, 49th, and 136th Fighter-Bomber Wings and Marine Air Groups 12 and 33 in dealing the four major power systems a staggering blow. The most spectacular phase of the combined operation is the attack on the Suiho plant, which puts its electric power system out of commission for the time being.

1952

23-24 June United Nations planes hit the Yalu River hydro-electric plants for the first time.

24 June Flights C and D, 2d Air Rescue Squadron, previously attached to Headquarters, Twentieth Air Force, for operational control and to Headquarters, 6332d Air Base Wing, for logistic support, are further attached to the Twentieth for general court-martial jurisdiction and to the 6332d Air Base Wing for special and summary court-martial jurisdiction.

24 June Fighter bombers of the 8th, 18th, and 136th Wings bomb Choshin plants 1 and 2 and Fusen 4, while carrier-based planes hit Kyosen and Fusen 1.

26 June Aircraft of the 8th, 18th, and 136th Fighter Bomber Wings, the 1st Marine Aircraft Wing, the RAAF, ROK, and SAAF range over the Choshin and Fusen complexes, rippin up transmission lines, destroying high-voltage switchhouses, transformers, and smashing the generator houses and penstocks.

27 June A major part of the 851st Squadron moves from Bisha Gawa to Naha Air Base, where it is attached to the 6351st Air Base Wing for logistic support and administration of morning reports only, per 20th AF GO 58, dtd. 9 July 1952.

Fighter Bombers of the 49th and 136th Wings again attack Choshin power plants 1 and 2, penstocks, switch-yards, substations, transmission lines, and adjacent buildings. With this mission, the coup de grace is administered to the North Korean east coast hydro-electric power systems. All lights go out in North Korea.

4 July The Panmunjom truce talks go into secret session in an attempt to solve the prisoner of war exchange issue, the only remaining major issue unsettled.

8 July Colonel William K. Kincaid succeeds Lieutenant Colonel Frank B. Gallagher as Commanding Officer, 6351st Air Base Wing.

18 July The ADCC completes its move from the temporary location at Yontan to the interim ADCC building at Naha Air Base and becomes operational the same day. Simultaneously, Yontan reverts to the status of primary GCI station and alternate ADCC.

1952

21 July — The 529th AC&W Group, previously attached to the 6332d Air Base Wing, is attached to the 6351st Air Base Wing for all purposes except summary court-martial jurisdiction, which is retained by the Commanding Officer, 529th AC&W Group, per 20th AF GO 60, dtd. 16 July 1952.

The 851st AC&W Squadron at Naha AB is attached to the 6351st Air Base Wing for logistic support, per 20th AF GO 60, dtd. 16 July 1952.

The 623d AC&W Squadron at Bisha Gawa is attached to the 6332d Air Base Wing for logistic support, per 20th AF GO 60, dtd. 16 July 1952.

The 624th AC&W Squadron at Bisha Gawa is attached to the 6332d Air Base Wing for logistic support, per 20th AF GO 60, dtd. 16 July 1952.

30 July — The move of Headquarters, 529th AC&W Group for Bisha Gawa to Naha Air Base is completed.

11 Aug. — Headquarters, 1811th AACS Group is attached to the 6332d Air Base Wing for administrative and logistic support and for special and summary court-martial jurisdiction, and is attached to Headquarters, Twentieth Air Force for general court-martial jurisdiction, per 20th AF GO 69, dtd. 11 Aug. 1952.

14-16 Aug. — Typhoon Karen visits Okinawa with steady winds of 85 miles per hour and gusts up to 105 miles per hour. A rainfall of 8.78 inches is recorded. The total Air Force damage is placed at $65,358, and eight minor injuries are reported at Kadena Air Base.

22 Aug. — The B-29-11 Mobile Training Detachment, previously attached to the Twentieth Air Force, is further attached to the 6332d Air Base Wing for logistic support, limited administration, and special and summary court-martial jurisdiction. Operational control is retained by Headquarters, Twentieth Air Force, per 20th AF GO 71, dtd. 28 Aug. 1952. 20th AF GO 73, dtd. 5 Sept. 1952, revoked this, and gave the 6332d Air Base Wing operational control of the unit, effective 22 August.

27 Aug. — United Nations aircraft losses in the Korean War are placed at 1,572, against 642 confirmed Communist aircraft losses.

1952

31 Aug. Conservative elements of the defunct Socialist Party, led by appointed Chief Executive Shuhei Higa, join with independent leaders of similar views to form the Ryukyu Democratic Party.

1 Sept. The Commanding Officer, 6351st Air Base Wing, is designated as Air Defense Commander for the Ryukyus Air Defense Area, per 20th AF GO 74, dtd. 8 Sept. 1952.

The first guided missile (on old F6F Grumman Hellcat fighter) catapulted from an aircraft carrier hits its North Korean target 150 miles inland.

8 Sept. Detachment 2, 1962d AACS Squadron, is activated and established at Kadena Air Base, per MATS GO 133, dtd. 8 Sept. 1952.

12 Sept. Aerial reconnaissance revealing that the Suiho power plant is fast recovering from the blow dealt it in June, a second major strike composed of 31 B-29's of the 307th Bombardment Wing, the 19th Bombardment Group, and the 98th Bombardment Wing is directed against this vital installation. Bombing by radar and using the 596-foot-long Suiho generator building as an aiming point, the B-29's pockmark the power sub-station and adjacent hillside where transformers were revetted following the 23 June strike, and hit the generator building and transformer. This mission again puts Suiho out of the power-producing business.

15 Sept. The 1962d AACS Squadron, located at Yontan Auxiliary Air Base, is attached to the 6332d Air Base Wing for administration and logistical support and special and summary court-martial jurisdiction, and to the Twentieth Air Force for general court-martial jurisdiction, per 20th AF GO 77, dtd. 15 Sept. 1952.

Detachment 1, 1962d AACS Squadron, is attached to the 6351st Air Base Wing for special and summary court-martial jurisdiction, and to Headquarters, Twentieth Air Force, for general court-martial jurisdiction, per 20th AF GO 77, dtd. 15 Sept. 1952.

20 Sept. Detachment 2, 22d Crash Rescue Boat Squadron is attached to the Twentieth Air Force and is further attached to the 19th Bombardment Wing for operational control and logistic support, per 20th AF GO 97, dtd. 18 Nov. 1952.

Detachment 1, 22d Crash Rescue Boat Squadron, is attached to the Twentieth Air Force and is further attached to the 6351st Air Base Wing for operational control and logistic support, per 20th AF GO 97, dtd. 18 Nov. 1952.

1952

22 Sept. The 6303d Operations Squadron is assigned to the 6351st Base Service Squadron but continues to exist on paper with an assigned strength of one officer and one airman.

1 Oct. The first national election in Japan since the end of World War II sees 466 seats in the Diet decided.

8 Oct. The United Nations Command calls off the armistice talks indefinitely because of the deadlock on the exchange of prisoners of war. Lieutenant General William K. Harrison, head of the armistice commission, tells the Communists that the Allies will make no further negotiations until the Reds agree that there will be no forced repatriation.

15 Oct. The 623d and 624th AC&W Squadrons are relieved from attachment to the 6332d Air Base Wing and are attached to the 6351st Air Base Wing for logistic support, per 20th AF GO 86, dtd. 16 Oct. 1952.

15-30 Oct. The 624th AC&W Squadron moves from Bisha Gawa to Naha Air Base, per 20th AF MO 5, dtd. 16 Oct. 1952.

28 Oct. United States casualties in the Korean War total 123,395 killed, wounded, and missing.

1 Nov. Colonel Tom W. Scott succeeds Colonel Chester P. Gilger as Vice Commander of the Twentieth Air Force, per 20th AF GO 91, dtd. 1 Nov. 1952.

14 Nov. The 2d Air Rescue Squadron is redesignated the 2d Air Rescue Group, with headquarters remaining at Clark AFB, Luzon.

Flight C, 2d Air Rescue Squadron, located at Kadena AB, is redesignated the 33d Air Rescue Squadron.

Flight D, 2d Air Rescue Squadron, located at Kadena AB, is redesignated the 34th Air Rescue Squadron.

The 11th Air Rescue Squadron is redesignated the 11th Air Rescue Group, with headquarters remaining at Hickam AFB, Oahu.

Flight D, 11th Air Rescue Squadron, located at Andersen AFB, is redesignated the 79th Air Rescue Squadron.

The 33d and 34th Air Rescue Squadrons are attached to Headquarters, Twentieth Air Force, for operational control; for processing of proceedings under the provisions of AFR 39-16 and 39-17, and for general court-martial jurisdiction; and are further attached to the 6332d Air Base Wing for logistic support and for special and summary court-martial jurisdiction, per 20th AF GO 103, dtd. 4 Dec. 1952.

1952

18 Nov. The Naha Fighter Group, Provisional, 6351st ABW, is organized at Bisha Gawa to provide operational control of deployed combat and support units attached thereto, per Hq., 6351st ABW GO 45, dtd. 21 Nov. 1952.

29 Nov. The 466th and 467th Signal Aviation Construction Companies are attached to the 6332d Air Base Wing for administration and logistical support, and for disciplinary control of Air Force personnel only, including special and summary court-martial jurisdiction. Headquarters, Twentieth Air Force retains operational control of the units and general court-martial jurisdiction of Air Force personnel, per 20th AF GO 101, dtd. 29 Nov. 1952.

The 1st Platoon, 465th Signal Aviation Construction Company, previously attached to Twentieth Air Force, is further attached to Headquarters, 19th Bombardment Wing (M) for all purposes except administration of military justice matters, including judicial punishment under Article 15, Uniform Code of Military Justice, concerning SCARWAF personnel, per 20th AF GO 101, dtd. 29 Nov. 1952.

3 Dec. Colonel Franklin S. Henley succeeds Colonel Henry B. Fisher as Commanding Officer, 6332d Air Base Wing, per 6332d ABW GO 19.

14 Dec. Red China rejects the compromise proposed by India on the prisoner-of-war exchange.

17 Dec. The 1507th Support Squadron (MATS) is attached to the 6351st Air Base Wing for logistic support and for special and summary court-martial jurisdiction, and is attached to Headquarters, Twentieth Air Force, for general court-martial jurisdiction, per 20th AF GO 106, dtd. 17 Dec. 1952.

Major General Robert S. Beightler is relieved as Commanding General, Ryukyus Command.

Brigadier General James M. Lewis assumes acting command of the Ryukyus Command and the position of Deputy Governor of the Ryukyu Islands when Major General Robert S. Beightler is evacuated to the United States for medical reasons.

20 Dec. The 1958th AACS Squadron is attached to the 19th Bombardment Wing (M) for general, special, and summary court-martial jurisdiction, per 20th AF GO 107, dtd. 20 Dec. 1952.

1953

3 Jan. Brigadier General David A. D. Ogden assumes duties as Commanding General, Ryukyus Command and Deputy Governor, Ryukyu Islands.

12 Jan. Sinanju hit by 440 planes in round-the-clock strikes.

14 Jan. Brigadier General Robert W. C. Wimsatt assumes interim command of the Twentieth Air Force following the departure of Major General Ralph F. Stearley, per 20th AF GO 5.

20 Jan. Dwight D. Eisenhower takes oath of office as President of the United States.

1 Feb. Detachment 3, 1962d AACS Squadron, located at Yontan Auxiliary Air Base, is attached to the 6332d ABW for special and summary court-martial jurisdiction, and to Headquarters, Twentieth Air Force, for general court-martial jurisdiction, per 20th AF GO 16, dtd. 6 March 1953.

8 Feb. Brigadier General Fay R. Upthegrove assumes command of the Twentieth Air Force, per 20th AF GO 8.

11 Feb. Lieutenant General Maxwell D. Taylor succeeds General James A. Van Fleet as Commanding General, U.S. Eighth Army.

15 Feb. A force of Fifth Air Force fighter bombers stages the third attack on the Suiho power plant, slipping up the Yalu River at low altitude to send their bombs and rockets into the generator house, transformer deck, and power switchboard. The North Korean electric power system is once more brought to a standstill.

22 Feb. The United Nations Command announces that it is prepared to exchange sick and wounded prisoners-of-war.

23 Feb. The 13th Vehicle Repair Squadron, Depot, is redesignated the 13th Vehicle Repair Squadron, per 20th AF GO 15, dtd. 5 March 1953.

1 March B-29-11 Mobile Training Detachment, present at Kadena Air Base on a temporary change of station, is assigned permanent duty station at Kadena, where it was previously attached to the Twentieth Air Force per FEAF GO 248, dtd. 21 May 1952, and is now further attached to the 6332d Air Base Wing for operational control, logistical support, limited administration, and special and summary court-martial jurisdiction, per 20th AF GO 18, dtd. 12 March 1953.

1953

1 March — The Periodic Maintenance Squadron, 19, Provisional, is organized at Kadena Air Base, per 20th AF GO 22, dtd. 17 March 1953.

The Armament and Electronics Maintenance Squadron, 19, Provisional, is organized at Kadena Air Base, per 20th AF GO 22, dtd. 17 March 1953, and 20th AF GO 29, dtd. 6 April 1953.

6 March — Josef Stalin, Premier of Russia, dies at 0500 Okinawa time.

10 March — That part of 20th AF GO 36, dtd. 23 June 1951, attaching the 71st Chemical Smoke Generator Company to Headquarters, Twentieth Air Force, for operational control is rescinded per FEAF GO 120, dtd. 9 March 1953.

13 March — The 307th Bombardment Wing (M), previously attached to the 6332d Air Base Wing for administrative and logistical support, is further attached to the wing for special and summary court-martial jurisdiction, and is attached to the Twentieth Air Force for general court-martial jurisdiction, per 20th AF GO 19.

Detachment 7, 136th Communications Security Squadron, previously attached to the 6351st Air Base Wing for logistic support, is further attached to the wing for special and summary court-martial jurisdiction, and is attached to Twentieth Air Force for general court-martial jurisdiction, per 20th AF GO 19.

The 3d Aviation Field Depot Squadron, previously attached to the 19th Bombardment Wing (M) for disciplinary control including imposition of punishment, is attached to the wing for disciplinary control including general, special, and summary court-martial jurisdiction, per 20th AF GO 19.

15 March — Georgi Malenkov, succeeding Stalin, says all unsolved questions between East and West may be negotiated.

24 March — The 1st Materiel Recovery Squadron arrives at Andersen AFB, Guam, where it is assigned to the Twentieth Air Force by FEAF GO 162, dtd. 28 March 1953. 20th AF GO 31, dtd. 9 April 1953, further attaches the unit to the 19th Bombardment Wing (M) for all purposes including general, special, and summary court-martial jurisdiction.

28 March — Chinese Reds agree to United Nations offer, first made in December 1951, to exchange sick and wounded prisoners-of-war.

1953

28 March — Chinese Reds agree to United Nations offer, first made in December 1951, to exchange sick and wounded prisoners-of-war.

30 March — Red China's Premier Chou En-lai proposed that the deadlock on a Korean armistice be settled by turning over to a neutral state all prisoners-of-war who refuse repatriation.

31 March — North Korea endorses Chou En-lai's proposal. General Mark W. Clark urges a renewal of the peace talks if the Communists agree on a prisoner-of-war exchange.

1 April — Detachment 1, 6351st Air Base Wing, is organized at Yontan Auxiliary Air Base with an authorized strength of one officer and 63 airmen, per 20th AF GO 13, dtd. 27 Feb. 1953. This rescinds the previous 20th AF GO 47 of 31 July 1951 pertaining to the organization of this unit.

United Nations Command asks Chinese Reds to exchange sick and wounded prisoners-of-war before the truce talks resume.

6 April — United Nations and Communist liaison officers meet at Panmunjom to discuss the exchange of sick and injured prisoners-of-war and set a date for the resumption of armistice talks.

9 April — 20th AF GO 97, dtd. 18 Nov. 1952, is rescinded insofar as it pertains to Detachments 1 and 2, 22d Crash Rescue Boat Squadron, and these units, having been previously attached to Twentieth Air Force, are further attached effective 20 September 1952 as follows:

Detachment 1 is attached to the 6351st Air Base Wing for operational control, administrative and logistic support as required, and special and summary court-martial jurisdiction. Twentieth Air Force retains general court-martial jurisdiction, per 20th AF GO 33, dtd. 9 April 1953.

Detachment 2 is attached to the 19th Bombardment Wing for operational control, administrative and logistic support as required, and general, special, and summary court-martial jurisdiction, per 20th AF GO 33, dtd. 9 April 1953.

13 April — The 3d Materiel Recovery Squadron arrives at Kadena Air Base from its former base at Ogden Air Materiel Area, Hill AFB, Utah, and is assigned the same day to Twentieth Air Force, and is further attached to the 6332d Air Base Wing for all purposes, including special and summary court-martial jurisdiction, per 20th AF GO 35, dtd. 16 April 1953.

1953

14 April — The Reds agree to the exchange of sick and wounded prisoners-of-war.

20 April — Operation Little Switch, the exchange of sick and wounded prisoners-of-war, gets underway.

1 May — The following units are organized at Naha Air Base, per 20th AF GO 23, dtd. 18 March 1953:

6351st Air Base Group
6351st Supply Squadron
6351st Operations Squadron
6351st Installations Squadron
6351st Maintenance Squadron
6351st Food Service Squadron
6351st Air Police Squadron

The following units are discontinued at Naha Air Base, per 20th AF GO 23, dtd. 18 March 1953:

6351st Base Services Squadron
6303d Operations Squadron

The 6351st Maintenance and Supply Squadron is redesignated the 6351st Maintenance and Supply Group, per 20th AF GO 23, dtd. 18 March 1953.

8 May — The 11th Air Postal Squadron, having been attached to Headquarters, Twentieth Air Force, for logistic support, is further attached to the Headquarters Squadron Section, Twentieth Air Force, for housekeeping and administrative support as required, to the 6332d Air Base Wing for technical supply support and special and summary court-martial jurisdiction, and to Headquarters, Twentieth Air Force, for general court-martial jurisdiction.

15 May — The 5th Materiel Recovery Squadron arrives at Andersen AFB, Guam, from its former base at OCAMA, Tinker AFB, Oklahoma, and is assigned to the Twentieth Air Force, per FEAF GO 242, and further attached to the 19th Bombardment Wing (M) for all purposes, including general, special, and summary court-martial jurisdiction, per 20th AF GO 48, dtd. 21 May 1953.

1 June — The 28th, 30th, and 93d Bombardment Squadrons (M), located at Kadena AB on temporary change of station, are assigned permanent duty station at Kadena AB in lieu of their former permanent station at Andersen AFB, per 20th AF GO 46, dtd. 20 May 1958.

1953

1 June- Headquarters, 19th Bombardment Group (M) is inactivated at Kadena AB.

Headquarters, 19th Maintenance and Supply Group, and the 19th Communications Squadron are inactivated at Andersen AFB.

The 19th Maintenance Squadron is redesignated the 19th Field Maintenance Squadron.

The following units are activated at Kadena AB:

The 19th Armament and Electronics Maintenance Squadron
The 19th Periodic Maintenance Squadron
The 19th Operations Squadron

The following units are reorganized at Kadena AB:

Headquarters, 19th Bombardment Wing (M)
The 28th, 30th, and 93d Bombardment Squadrons (M)
Headquarters, 19th Air Base Group
The 19th Installations Squadron
The 19th Motor Vehicle Squadron
The 19th Supply Squadron
The 19th Food Service Squadron
The 19th Air Police Squadron
The 19th Field Maintenance Squadron

The 430th Air Police Squadron is reorganized at Andersen AFB.

The following units are organized at Andersen AFB:

Headquarters, 6319th Air Base Wing
Headquarters, 6319th Air Base Group
6319th Communications Squadron
6319th Installations Squadron
6319th Food Service Squadron
Headquarters, 6319th Maintenance and Supply Group
6319th Maintenance Squadron
6319th Supply Squadron
6319th Medical Group

The following units are discontinued at Kadena AB:

Headquarters, 6332d Air Base Group
6332d Installations Squadron
6332d Food Service Squadron
6332d Maintenance Squadron
6332d Supply Squadron
6332d Motor Vehicle Squadron
6332d Medical Group
Periodic Maintenance Squadron, 19, Provisional
Armament and Electronics Squadron, 19, Provisional

1953

1 June The following units are assigned as indicated:

	Assigned to:
Headquarters, 19th Bombardment Wing (M)	Twentieth Air Force
28th, 30th, and 93d Bombardment Squadrons (M)	19th Bombardment Wing
19th Field Maintenance Squadron	
19th Armament and Electronics Maintenance Squadron	19th Bombardment Wing
19th Periodic Maintenance Squadron	19th Bombardment Wing
Headquarters, 19th Air Base Group	19th Bombardment Wing
19th Operations Squadron	19th Air Base Group
19th Air Police Squadron	19th Air Base Group
19th Installations Squadron	19th Air Base Group
19th Food Service Squadron	19th Air Base Group
19th Supply Squadron	19th Air Base Group
19th Motor Vehicle Squadron	19th Air Base Group
19th Medical Group	19th Bombardment Wing
Headquarters, 6332d Air Base Wing	Twentieth Air Force
Headquarters, 6332d Maintenance and Supply Group	6332d Air Base Wing
9th Air Vehicle Repair Squadron	6332d Air Base Wing
6306th Support Squadron	6332d Air Base Wing
Headquarters, 6319th Air Base Wing	Twentieth Air Force
Headquarters, 6319th Air Base Group	6319th Air Base Wing
6319th Communications Squadron	6319th Air Base Group
6319th Installations Squadron	6319th Air Base Group
6319th Food Service Squadron	6319th Air Base Group
Headquarters, 6319th Maintenance and Supply Group	6319th Air Base Wing
6319th Supply Squadron	6319th M&S Group
6319th Maintenance Squadron	6319th M&S Group
6319th Medical Group	6319th Air Base Wing
430th Air Police Squadron	6319th Air Base Wing
19th Medical Group	6332d Air Base Wing
Headquarters, 19th Air Base Group	6332d Air Base Wing
19th Food Service Squadron	6332d M&S Group
6306th Support Squadron	19th Air Base Group
19th Field Maintenance Squadron	6332d M&S Group
19th Supply Squadron	6332d M&S Group
19th Motor Vehicle Squadron	6332d M&S Group
9th Air Vehicle Repair Squadron	6332d M&S Group
20th Motor Transport Squadron	6332d M&S Group
3d Materiel Recovery Squadron	6332d M&S Group
430th Air Police Squadron	6319th Air Base Group
13th Vehicle Repair Squadron	6319th M&S Group
9th Motor Transport Squadron	6319th M&S Group
1st Materiel Recovery Squadron	6319th M&S Group
5th Materiel Recovery Squadron	6319th M&S Group
595th Air Force Band	6319th Air Base Wing
852d AC&W Squadron	6319th Air Base Wing

1953

1 June 1009th Special Weapons Squadron AD-403 is attached to Headquarters, Twentieth Air Force for general court-martial jurisdiction, and is attached to the 6332d Air Base Wing for administration and logistic support and for special and summary court-martial jurisdiction, per 20th AF GO 57, dtd. 28 May 1953.

1009th Special Weapons Squadron A-F-402 is attached to the 6319th Air Base Wing for administrative and logistic support and for general, special, and summary court-martial jurisdiction, per 20th AF GO 57, dtd. 28 May 1953.

The 3d Aviation Field Depot Squadron is attached to the 6319th Air Base Wing for logistic support, with the exception of those items peculiar to special weapons operations, and for general, special, and summary court-martial jurisdiction, per 20th AF GO 57, dtd. 28 May 1953.

The units listed below are attached to Headquarters, Twentieth Air Force, for the purposes indicated:

Unit	Attached for:
307th Bombardment Wing (M)	General court-martial jurisdiction.
1507th Support Squadron (MATS)	General court-martial jurisdiction
33d Air Rescue Squadron	Operational control and general court-martial jurisdiction.
34th Air Rescue Squadron	Operational control and general court-martial jurisdiction.
466th and 467th Signal Aviation Construction Companies	Operational control and general court-martial jurisdiction.
1962d AACS Squadron	General court-martial jurisdiction.
Detachments 2 and 3, 1962d AACS Squadron	General court-martial jurisdiction.
1811th AACS Group	General court-martial jurisdiction.
546th Ammunition Supply Squadron, Depot	General court-martial jurisdiction.
Detachment 2, 15th Radio Squadron, Mobile	General court-martial jurisdiction.

1953

1 June The 558th Air Force Band is attached to Headquarters Squadron, Twentieth Air Force for administration, housekeeping support, and imposition of punishment under Article 15, UCMJ, 1951.

The units listed below are attached to the 6332d Air Base Wing for the purposes indicated:

Unit	Attached for:
Headquarters, Twentieth Air Force	Logistic support and special and summary court-martial jurisdiction
19th Bombardment Wing (M)	Logistic support and special court-martial jurisdiction. The Commanding Officer, 19th Bombardment Wing (M) retains summary court-martial jurisdiction.
307th Bombardment Wing (M)	Administrative and logistic support, and special court-martial jurisdiction. The Commanding Officer, 307th Bombardment Wing (M) retains summary court-martial jurisdiction.
13th Communication Sqdn	Logistic support, and special and summary court-martial jurisdiction.
B-29-11 Mobile Training Detachment	Operational control, logistic support limited administration, and special and summary court-martial jursidiction.
1507th Support Squadron (MATS)	Logistic support, and special and summary court-martial jurisdiction.
33d Air Rescue Squadron	Logistic support, and special and summary court-martial jurisdiction.
34th Air Rescue Squadron	Logistic support, and special and summary court-martial jurisdiction
466th and 467th Signal Aviation Construction Companies	Administrative and logistic support, and disciplinary control of Air Force personnel only including special and summary court-martial jurisdiction.

1953

1 June	Unit	Attached for:
	558th Air Force Band	Technical supply support and special and summary court-martial jurisdiction.
	1962d AACS Squadron	Administration and logistic support, and special and summary court-martial jurisdiction.
	Detachments 2 and 3, 1962d AACS Squadron	Special and summary court-martial jurisdiction.
	1811th AACS Group	Administrative and logistic support, and special and summary court-martial jurisdiction.
	546th Ammunition Supply Squadron, Depot	Administrative and logistic support, and special court-martial jurisdiction. The Commanding Officer, 546th Ammunition Supply Squadron, Depot, retains summary court-martial jurisdiction. The unit remains assigned to FEALOGFOR.
	Detachment 2, 15th Radio Squadron, Mobile	Logistic support, and special and summary court-martial jurisdiction. Operational and administrative control is retained by Headquarters, 15th Radio Squadron, Mobile.
	Detachments 7 and 8, 1st Shoran Beacon Unit	Logistic support and guard facilities. Operational control remains with FEAF BomCom. Administrative control remains with Fifth Air Force.
	Headquarters, 15th Weather Squadron	Special and summary court-martial jurisdiction.
	15-8 Air Weather Service Detachment	Technical supply support. Special and summary court-martial jurisdiction, It is further attached to the 6351st Air Base Wing for housekeeping support and medical services.
	Headquarters, District #3, 6001st Special Investigation Unit	Logistic Support.

1952

1 June The units listed below are attached to the 6319th Air Base Wing for the purposes indicated:

Unit	Attached for:
Detachment 2, 22d Crash Rescue Boat Squadron	Operational control, administrative and logistic support, and general, special, and summary court-martial jurisdiction.
1958th AACS Squadron (MATS)	General, special, and summary court-martial jurisdiction.
1st Platoon, 465th Signal Aviation Construction Company	Administrative and logistic support, and general, special, and summary court-martial jurisdiction.
54th Strategic Reconnaissance Squadron (M), Weather	Administrative and logistic support, and general, special, and summary court-martial jurisdiction.
13th Ammunition Supply Squadron, Depot	Administrative and logistic support, and general and special court-martial jurisdiction. The Commanding Officer, 13th Ammunition Supply Squadron, Depot, retains summary court-martial jurisdiction. The unit remains assigned to FEALOGFOR.
79th Air Rescue Squadron	Operational control and logistic support, and general and special court-martial jurisdiction. The Commanding Officer retains summary court-martial jurisdiction.
15-2 Air Weather Service Detachment	Logistic support, and general, special, and summary court-martial jurisdiction.
Flight C, 11th Air Postal Squadron	Administrative and logistic support as required, and general, special and summary court-martial jurisdiction.
Headquarters, District #1, 6001st Special Investigation Unit.	Logistic support.

1953

16 June — Detachment 1, 22d Crash Rescue Boat Squadron, previously attached to the 6351st Air Base Wing for operational control, is re-attached to Headquarters, Twentieth Air Force for operational control and general court-martial jurisdiction. The unit is attached to the 6351st Air Base Wing for administration and logistic support as required, and for special and summary court-martial jurisdiction, per 20th AF GO 64, dtd. 16 June 1953.

Flight B, 2d Photographic Squadron, previously organized at Kadena AB and attached to the Twentieth Air Force for court-martial jurisdiction and for administrative and logistic support, per FEAF GO 233, dtd. 13 May 1953, is further attached to the 6332d Air Base Wing for special and summary court-martial jurisdiction and technical supply support; to Headquarters Squadron Section, Twentieth Air Force, for administrative and housekeeping support; and to Headquarters, Twentieth Air Force, for general court-martial jurisdiction, per 20th AF GO 54, dtd. 27 May 1953.

18 June — The Naha Fighter Group, Provisional, 6351st ABW, having been organized at Bisha Gawa effective 18 November 1952, is confirmed and made a matter of record by 20th AF GO 66, dtd. 18 June 1953.

President Rhee of South Korea releases 27,000 anti-Communist North Korean prisoners-of-war, stalling the truce talks.

27 June — President Eisenhower's personal envoy, Assistant Secretary of State Walter Robertson, begins first of series of secret conferences with President Syngman Rhee designed to bring about an accord on the truce.

13 July — Syngman Rhee pledges not to disrupt the truce talks.

14 July — Communist Reds send 110,000 troops in might drive against Allied lines all across the Korean front, aiming especially at wiping out the Kumsong Bulge on the Central front.

16 July — ROK troops halt the Red offensive and regain ground.

20 July — The final details of the truce are discussed as the Communists press their offensive against American troops in an attempt to push the line as far south as possible before the fighting stops.

The Naha Fighter Group, Provisional, is discontinued, per 20th AF GO 74, dtd. 18 July 1953.

1953

27 July — An armistice in Korea is signed. The paper is first signed by the delegates at Panmunjom; then it is signed by General Mark W. Clark in a motion picture theater at Munsan; and finally it is signed by the Communists at Pyongyang. The ceasefire becomes effective the same day.

1 Aug. — The 5th Materiel Recovery Squadron, previously assigned to the Twentieth Air Force and attached to the 6319th Maintenance and Supply Group for all purposes, is re-attached to the 6351st Air Base Wing for all purposes, including special and summary court-martial jurisdiction. General court-martial jurisdiction remains with Headquarters, Twentieth Air Force, per 20th AF GO 81, dtd. 6 Aug. 1953.

8 Aug. — The 466th Signal Aviation Construction Company is inactivated and reverts to the control of the Department of the Army. Personnel rendered surplus by this action are transferred to the 467th Signal Aviation Construction Company, per 20th AF GO 73, dtd. 15 July 1953.

15 Aug. — The 98th Bombardment Wing (M), including the 343d, 344th, and 345th Bombardment Squadrons (M), the 98th Armament and Electronics Squadron, the 98th Periodic Maintenance Squadron, and the 98th Field Maintenance Squadron, is attached to the Twentieth Air Force for administrative purposes, per FEAF GO 341, dtd. 5 Aug. 1953. Operational control remains vested in FEAF BomCom, while logistic support and military justice are the responsibility of Japan Air Defense Force.

The 91st Strategic Reconnaissance Squadron (M), Photo, is attached to the Twentieth Air Force for administration, per FEAF GO 341, dtd. 5 August 1953. FEAF BomCom retains operational control, while Japan Air Defense Force is responsible for logistic support and military justice.

1 Sept. — The attachment of Flight B, 2d Photographic Squadron, established by 20th AF GO 54, dtd. 27 May 1953, is rescinded by 20th AF GO 90, dtd. 27 Aug. 1953.

The 19th Field Maintenance Squadron, previously attached to the 6332d Maintenance and Supply Group for all purposes, is withdrawn from such attachment, and the 6332d Field Maintenance Squadron is organized at Kadena AB, where it is assigned to the 6332d Maintenance and Supply Group, per 20th AF GO 91, dtd. 27 Aug. 1953.

1953

1 Sept. The assignment of the 430th Air Police Squadron to the 6319th Air Base Wing provided for by 20th AF GO 56, 28 May 1953, is revoked, per 20th AF GO 94, dtd. 1 Sept. 1953.

The attachment of Detachments 7 and 8, 1st Shoran Beacon Unit, to the 6332d Air Base Wing for logistic support and guard facilities by 20th AF GO 56, 28 May 1953, is rescinded by 20th AF GO 97, dtd. 10 Sept. 1953. Detachment 7, 1st Shoran Beacon Unit, remains attached to the 6332d ABW for logistic support and guard facilities, but Detachment 8 is attached only for technical supply support. In both cases operational control remains with the FEAF BomCom, and administrative control remains with the Fifth Air Force. Detachment 8 is further attached to the 6351st Air Base Wing for housekeeping support and guard facilities.

9 Sept. The 10th Communication Construction Flight, previously assigned to Twentieth Air Force, is attached to the 6319th Air Base Wing for all purposes, per 20th AF GO 99, dtd. 14 Sept. 1953.

10 Sept. The 17th Communication Construction Squadron, previously assigned to Twentieth Air Force, is attached to the 6332d Air Base Wing for administration and logistic support, and for special and summary court-martial jurisdiction. Headquarters, Twentieth Air Force retains operational control and general court-martial jurisdiction, per 20th AF GO 99, dtd. 14 Sept. 1953.

27 Sept. The Advance Air Echelon, 12th Aviation Field Depot Squadron, having arrived at Kadena Air Base with a strength of four officers and four airmen, is attached to the 6332d Air Base Wing for logistic support, with the exception of those items peculiar to special weapons operation, per 20th AF GO 101, dtd. 28 Sept. 1953. The unit remains assigned to the Fifteenth Air Force, per 20th AF GO 111, dtd. 22 Oct. 1953.

1 Oct. Headquarters, 11th Air Postal Squadron, and Flight A, 11th Air Postal Squadron, are attached to the 6332d Air Base Wing for logistics, and the Commander, 11th Air Postal Squadron, is designated Staff Postal Officer, Headquarters, Twentieth Air Force. The Commander, Headquarters, Twentieth Air Force, exercises general court-martial, and Commander, 6332d ABW exercises special and summary court-martial jurisdiction, per 20th AF GO 103, dtd. 5 Oct. 1953.

1953

1 Oct. District Office #1, 6001st IG Special Investigation Squadron, having been attached to Twentieth Air Force, is further attached to the 6319th Air Base Wing for logistic support. The Commander, 6319th ABW exercises general, special, and summary court-martial jurisdiction, per 20th AF GO 121, dtd. 5 Nov. 1953.

District Office #3, 6001st IG Special Investigation Squadron, having been attached to Twentieth Air Force, is further attached to the 6332d ABW for logistic support. Commander, Twentieth Air Force, exercises general court-martial jurisdiction, and Commander, 6332d ABW exercises special and summary court-martial jurisdiction, per 20th AF GO 121, dtd. 5 Nov. 1953.

Detachment A, District Office #3, 6001st IG Special Investigation Squadron, having been attached to the Twentieth Air Force, is further attached to the 6351st ABW for logistic support. Commander, Twentieth Air Force exercises general court-martial jurisdiction, and Commander, 6351st ABW exercises special and summary court-martial jurisdiction, per 20th AF GO 121, dtd. 5 Nov. 1953.

7 Oct. General John E. Hull assumes command of Far East Command (F.E.C.), the United Nations Command, and the Governorship of the Ryukyu Islands.

17 Oct. The 1st Materiel Recovery Squadron, having been attached to the Twentieth Air Force, is further attached to the 6319th Air Base Wing for operational control, logistic support, and general, special, and summary court-martial jurisdiction, per 20th AF GO 112, dtd. 23 Oct. 1953.

The 3d Materiel Recovery Squadron, having been attached to the Twentieth Air Force, is further attached to the 6332d Air Base Wing for operational control, logistic support, and special and summary court-martial jurisdiction, per 20th AF GO 112, dtd. 23 Oct. 1953.

The 5th Materiel Recovery Squadron, having been attached to the Twentieth Air Force, is further attached to the 6351st Air Base Wing for operational control, logistic support, and special and summary court-martial jurisdiction, per 20th AF GO 112, dtd. 23 Oct. 1953.

23 Oct. That part of 20th AF GO 69, dtd. 22 July 1949, assigning the 430th Air Police Squadron to the 6332d Station Wing is revoked, per 20th AF GO 112, dtd. 23 Oct. 1953. The 430th remains assigned to the Twentieth Air Force.

1953

26 Oct. Flight A (formerly Detachment 2), 29th Radio Squadron, Mobile, previously assigned to the 29th Radio Squadron, Mobile, is attached to the 6332d Air Base Wing for logistic support. Commander, Twentieth Air Force, exercises general court-martial jurisdiction, and Commander, 6332d Air Base Wing exercises special and summary court-martial jurisdiction, per 20th AF GO 141, dtd. 16 Dec. 1953.

1 Nov. 1503-1 Air Traffic Support Squadron Detachment (MATS) is attached to Headquarters, Twentieth Air Force, for general court-martial jurisdiction and to the 6332d Air Base Wing for logistic support, special and summary court-martial jurisdiction, per 20th AF GO 132, dtd. 25 Nov. 1953.

That portion of 20th AF GO 56, 28 May 1953, attaching the 1507th Support Squadron (MATS) to Headquarters, Twentieth Air Force, for general court-martial jurisdiction is rescinded by 20th AF GO 132, dtd. 25 Nov. 1953.

The 6306th Support Squadron, 6332d Air Base Wing, is discontinued, per 20th AF GO 114, dtd. 26 Oct. 1953.

6 Nov. The 12th Aviation Field Depot Squadron (all echelons) is attached to the 6332d Air Base Wing for logistics, except for those items peculiar to special weapons operation, and remains assigned to the Fifteenth Air Force, per 20th AF GO 129, dtd. 20 Nov. 1953. The Commander, Twentieth Air Force, exercises, general court-martial jurisdiction, and the Commander, 6332d Air Base Wing, exercises special and summary court-martial jurisdiction.

8 Nov. The F-86-11 Mobile Training Detachment is attached to the 6351st Air Base Wing for logistic support, but the Commander, Air Training Command, retains operational and administrative control, and the unit remains assigned to the 3497th Mobile Training Squadron, Chanute AFB, Illinois. The Commander, Twentieth Air Force, exercises general court-martial jurisdiction, the Commander, 6351st Air Base Wing, exercises special court-martial jurisdiction, and the Commander, F-86-11 Mobile Training Detachment exercises summary court-martial jurisdiction, per 20th AF GO 136, dtd. 25 Nov. 1953.

15 Nov. B-29-11 Mobile Training Detachment is attached to the 6161st Air Base Wing, Yokota Air Base, for limited administration, operational control, and logistics. The Commander, Twentieth Air Force, exercises general court-martial jurisdiction, the Commander, 6332d Air Base Wing exercises special court-martial jurisdiction, and the Commander, B-29-11 Mobile Training Detachment exercises summary court-martial jurisdiction, per 20th AF GO 120, dtd. 5 Nov. 1953.

1953

16 Nov. That portion of 20th AF GO 56, 28 May 1953, assigning the 9th Aviation Vehicle Repair Squadron to the 6332d Air Base Wing is revoked, per 20th AF GO 126.

23 Nov. The first increment of five F-86F interceptors arrives at Kadena from Itazuke Air Base, for duty with the 26th Fighter Interceptor Squadron.

24 Nov. The 20th Motor Transportation Squadron, Aviation, is inactivated and reverts to the control of the Department of the Air Force, per 20th AF GO 130, dtd. 23 Nov. 1953.

4 Dec. The designation of the Adjutant Section of the Twentieth Air Force is changed to Command Adjutant, per 20th AF GO 138, dtd. 4 Dec. 1953.

6 Dec. An advance echelon of the 809th Engineer Aviation Battalion, comprising a personnel strength of six officers and four enlisted men, is attached to the 6319th Air Base Wing for logistics, but the unit remains assigned to the 417th Engineer Aviation Brigade. The Commander, 6319th Air Base Wing, exercises general, special, and summary court-martial jurisdiction, per 20th AF GO 145, dtd. 24 Dec. 1953.

8 Dec. The 24th Depot Squadron, Special (all echelons), previously assigned to the Twentieth Air Force, is attached to the 6319th Air Base Wing for all purposes. The Commander, 6319th Air Base Wing, exercises general, special, and summary court-martial jurisdiction, per 20th AF GO 143, dtd. 17 Dec. 1953.

Flight "C", 32d Communication Security Squadron (USAFSS) is attached to 6351st Air Base Wing, APO 235, for logistics, Commander, 6351st Air Base Wing will exercise Special and Summary Courts-Martial jurisdiction, and imposition of non-judicial punishment, per 20th AF GO 6, 10 Feb. 1954.

16 Dec. The last of the originally-scheduled F-86F Sabre Jets arrive at Kadena AB, completing the 26th Fighter Interceptor Squadron's transition from the old F-80 Shooting Star interceptors.

24 Dec. The 307th Bombardment Wing (M), previously attached to the Twentieth Air Force by 20th AF GO 56, 28 May 1953, for administrative and logistic support and special court-martial jurisdiction, is reattached to the Twentieth Air Force for logistics, with special court-martial jurisdiction to be exercised by Commander, 6332d Air Base Wing, per 20th AF GO 145, dtd. 24 Dec. 1953.

25 Dec. By agreement between the governments of the United States and Japan, Amami-Gunto reverts to the sovereignty of Japan this date.

1953

26 Dec. Because of the loss of almost one-fourth of the membership of the Legislature through the reversion of Amami Gunto, the Civil Administrator dissolves the entire body and arrange for a new election in March 1954.

1954

5 Jan. The B-29-11 Mobile Training Detachment, previously attached to the 6161st Air Base Wing, Yokota AB, Japan, per 20th AF GO 120, dtd. 5 Nov. 1953, for limited administration, operational control, and logistics, is relieved from attachment for the first two of these functions and remains attached to the 6161st ABW for logistics only, per 20th AF GO 1, dtd. 5 Jan. 1954.

8 Jan. The Public Information Office, Headquarters, Twentieth Air Force, is redesignated the Office of Information Services, per 20th AF GO 5, dtd. 29 Jan. 1954. Concurrently with this action, the Historical Division is reassigned from the Command Adjutant to the Office of Information Services.

Headquarters, Twentieth Air Force, is reorganized as a Table of Distribution (T/D) unit, with an authorized strength of 106 officers and 275 airmen, per FEAF GO 340, dtd. 17 Dec. 1953. T/D work sheets submitted subsequently reduce this authorization to 90 officers and 238 airmen.

10 Jan. The 5th Materiel Recovery Squadron is relieved of all attachment to this command and departs PCS from Naha AB for FEAMCOM AB, Japan, with three officers and 138 airmen.

12 Jan. The 809th Engineer Aviation Battalion, less advance echelon, departs Inchon, Korea, for Andersen AFB, Guam.

14 Jan. Colonel John H. Livingston replaces Colonel Berton H. Burns as Deputy Commander of the 19th Bombardment Wing, Kadena AB.

17 Jan. The 809th Engineer Aviation Battalion (all echelons) arrives at Andersen AFB from Inchon, Korea, with a strength of 27 officers and 556 airmen, and is attached to the 6319th ABW for logistics, though remaining assigned to the 417th Engineer Aviation Brigade, per 20th AF GO 6, dtd. 10 Feb. 1954.

18 Jan. The 467th Signal Aviation Construction Company at Kadena AB is inactivated, per 20th AF GO 132, dtd. 25 Nov. 1953, and reverts simultaneously to the control of the Department of the Army.

1954

24 Jan. The F-86-11 Mobile Training Detachment, 3497th Mobile Training Squadron (Fighter), assigned to the Air Training Command, is relieved from attachment to Twentieth Air Force and is attached to Fifth Air Force for logistic support, per FEAF GO 19, dtd. 3 Feb. 1954.

31 Jan. The 3d Materiel Recovery Squadron departs Kadena AB, with a strength of one officer and 111 airmen, thus completing the movement of materiel recovery squadrons from this command.

1 Feb. The advance echelon of the 930th Engineer Aviation Group, with a strength of five officers and 17 enlisted men, and the advance echelon of the 808th Engineer Aviation Battalion, with a strength of two officers and five enlisted men, are attached to the 6332d Air Base Wing for logistics, per 20th AF GO 8, dtd. 24 Feb. 1954. The two units remain assigned to the 417th Engineer Aviation Brigade.

The Office of the Chaplain, Deputy Chief of Staff, personnel, Headquarters, Twentieth Air Force, is redesignated Staff Chaplain and becomes a special staff agency responsible to the Commander, per 20th AF GO 5, dtd. 29 Jan. 1954.

7 Feb. The Viet Minh Communists launch their attack on Dien Bien Phu, the major French fortress in Viet Nam covering the road to Northern Laos.

8 Feb. Headquarters, 2143d Air Weather Wing in Tokyo is discontinued, and concurrently Headquarters, 1st Weather Wing is activated at APO 925 with a strength of 79 officers and 155 airmen, per MATS GO 227, dtd. 11 Dec. 1953 and FEAF GO 19, dtd. 3 Feb. 1954. The new headquarters is attached to Headquarters, FEAF for operational control and further attached to the 6000th Base Service Group for administrative and logistic support. Simultaneously, the 15th Weather Squadron at Kadena Air Base is reassigned to the new Headquarters, 1st Weather Wing.

24 Feb. Detachment 8, 15th Weather Squadron, at Yontan AAB is discontinued, per 15th WS GO 3, dtd. 23 Feb. 1954.

25 Feb. The 4th and 26th Fighter Interceptor Squadrons are moved from Kadena AB and Yontan AAB respectively to Naha AB, with completion of the new airfield at the latter base.

26 Feb. Flight "B", 11th Air Postal Squadron, previously attached to the 6351st ABW for logistical and administrative support as required, is withdrawn from the latter attachment and remains attached to the 6351st ABW for logistic support only, per 20th AF GO 9, dtd. 26 Feb. 1954.

1954

26 Feb. Flight "C", 11th Air Postal Squadron, previously attached to the 6319th ABW for logistical and administrative support as required, is withdrawn from the latter attachment and remains attached to the 6351st ABW for logistic support only, per 20th AF GO 9, dtd. 26 Feb. 1954.

8 March The 19th Medical Group is redesignated the 19th Tactical Hospital, without change in assignment, attachment, or station, per 20th AF GO 7, dtd. 18 Feb. 1954.

11 March The attachment of the Advance Echelon, 930th Engineer Aviation Group, to the 6332d ABW for logistic support is rescinded, per 20th AF GO 12, dtd. 6 April 1954.

12 March Headquarters and Headquarters Company, 930th Engineer Aviation Group, is attached to the 6332d ABW for logistic support with an authorized strength of 22 officers and 154 airmen. The unit remains assigned to the 417th Engineer Aviation Brigade, per 20th AF GO 12, dtd. 6 April 1954.

14 March In the elections of this date to fill the 29 seats in the Legislature of the Ryukyu Islands, the Ryukyu Democratic Party and the Socialist Masses' Party both seat 12 candidates, the Okinawa Peoples' Party (known as the Ryukyu Peoples' Party before the reversion of Amami Gunto to Japan) elects two, and independents win three places.

15 March Tatsubin Yogi, a member of the Ryukyu Democratic Party from Miyako Jima, is appointed to the post of Deputy Chief Executive, GRI.

17 March The attachment of the Advance Echelon, 808th Engineer Aviation Battalion, to the 6332d ABW for logistic support is rescinded, per 20th AF GO 12, dtd. 6 April 1954.

18 March The 808th Engineer Aviation Battalion, with an authorized strength of 48 officers and 1,019 airmen, is attached to the 6332d Air Base Wing for logistics, per 20th AF GO 12, dtd. 6 April 1954. The unit remains assigned to the 417th Engineer Aviation Brigade.

The attachment of B-29-11 Mobile Training Detachment to the 6161st ABW for logistic support is rescinded, per 20th AF GO 12, dtd. 6 April 1954.

19 March The B-29-11 Mobile Training Detachment is attached to the 6332d Air Base Wing for logistics, per 20th AF GO 12, dtd. 6 April 1954.

1954

24 March — Awase Auxiliary Air Base is redesignated Awase Communications Site, per FEAF GO 37, dtd. 10 March 1954. The former designation was established by FEAF GO 93 of 1949.

26 March — Lieutenant General Earle E. Partridge assumes command of Far East Air Forces, per FEAF GO 42, dtd. 26 March 1954.

1 April — Detachment 1, 6351st ABW, is discontinued, and personnel revert to control of the Commander, 6351st ABW, per 20th AF GO 10, dtd. 26 March 1954.

The 3d Tactical Support Squadron, having arrived at new station APO 239, is relieved from assignment to Headquarters Command, USAF, and is reassigned to Headquarters, FEAF, with further assignment to Twentieth Air Force, per FEAF GO 55, dtd. 19 April 1954. The 3d TSS is attached to the 6332d ABW for all purposes, per 20th AF GO 13, dtd. 9 April 1954.

24 April — Colonel John H. Livingston assumes command of the 19th Bombardment Wing, Medium, relieving Colonel Lloyd H. Dalton, Jr., per 19th BW GO 2, dtd. 24 April 1954.

7 May — Chaplain (Lieutenant Colonel) Joseph T. O'Brien is assigned as Staff Chaplain, Headquarters, Twentieth Air Force, vice Chaplain (Colonel) Eugene J. Graebner, per 20th AF GO 16, dtd. 7 May 1954.

The fortress of Dien Bien Phu in French Indo-China, commanded by Brigadier General Christian de Castries, falls to the Viet Minh after a heroic defense.

8 May — Lieutenant Colonel William L. Reynolds is assigned as Deputy Chief of Staff for Operations, Headquarters, Twentieth Air Force, vice Colonel Eugene L. Strickland, per 20th AF GO 16, dtd. 7 May 1954.

Lieutenant Colonel John J. Wolf is assigned as Special Assistant to the Commander, Twentieth Air Force, per 20th AF GO 23, dtd. 14 June 1954.

The following units are inactivated at Kadena AB, per 20th AF GO 15, dtd. 5 May 1954, and revert to control of the Department of the Air Force concurrently.

Headquarters, 19th Air Base Group
19th Air Police Squadron
19th Food Service Squadron
19th Supply Squadron
19th Installations Squadron
19th Motor Vehicle Squadron
19th Operations Squadron

1954

8 May — The following units are assigned as indicated, per 20th AF GO 15, dtd. 5 May 1954:

UNIT	ASSIGNED TO:
Headquarters, 6332d Air Base Group	6332d Air Base Wing
6332d Air Police Squadron	6332d Air Base Group
6332d Installations Squadron	6332d Air Base Group
6332d Food Service Squadron	6332d Air Base Group
6332d Operations Squadron	6332d Air Base Group
6332d Supply Squadron	6332d M&S Group
6332d Motor Vehicle Squadron	6332d M&S Group
6332d USAF Dispensary	6332d Air Base Wing

13 May — The AN/FPS-3 radar becomes the primary surveillance set at Site 54, Kume Shima, with completion of the formal calibration.

14 May — The 28th Bombardment Squadron of the 19th Bombardment Wing (M) departs Kadena AB with 11 B-29's for Pinecastle AFB, Florida.

The 3d Aviation Field Depot Squadron, assigned to the Fifteenth Air Force, is attached to the 6319th ABW for logistics, with the exception of those items peculiar to special weapons operation, retroactive to 1 June 1953, per 20th AF GO 17, dtd. 14 May 1954.

16 May — The 30th Bombardment Squadron of the 19th Bombardment Wing (M) departs Kadena AB with 10 B-29's for Pinecastle AFB, Florida.

18 May — The 34th Air Rescue Squadron (MATS) is inactivated at Kadena AB.

21 May — The AN/FPS-3 radar becomes the primary surveillance set at Site 52, Yae Take, with completion of the formal calibration. The AN/FPS-4 height finder becomes operational at Site 52 at the same time.

25 May — Colonel Franklin S. Henley assumes command of Twentieth Air Force during the temporary absence of Major General Fay R. Upthegrove, per 20th AF GO 19, dtd. 25 May 1954.

29 May — Colonel Corwin P. Vansant replaces Colonel Edwin G. Simenson as Commander of the 6319th ABW, Andersen AFB, Guam.

1 June — The 6351st Maintenance Squadron at Naha AB is redesignated the 6351st Field Maintenance Squadron, per 20th AF GO 18, dtd. 21 May 1954.

The 6319th Maintenance Squadron at Andersen AFB is redesignated the 6319th Field Maintenance Squadron, per 20th AF GO 18, dtd. 21 May 1954.

1954

1 June — The 6351st Maintenance Squadron at Naha AB is redesignated the 6351st Field Maintenance Squadron, per 20th AF GO 18, dtd. 21 May 1954.

The 6319th Maintenance Squadron at Andersen AFB is redesignated the 6319th Field Maintenance Squadron, per 20th AF GO 18, dtd. 21 May 1954.

The Headquarters, 417th Engineer Aviation Brigade, is relieved from attachment to Fifth Air Force for operational control and logistic support and is attached to the 315th Air Division (Combat Cargo) for logistic support, per FEAF GO 84, dtd. 7 June 1954.

10 June — Major General Fay R. Upthegrove reassumes command of the Twentieth Air Force, per 20th AF GO 21, dtd. 10 June 1954.

11 June — Colonel John A. Meeks is assigned as Deputy Chief of Staff for Personnel, vice Colonel Clarence W. Lilley, per 20th AF GO 22, dtd. 11 June 1954.

13 June — Colonel Travis Hoover replaces Colonel William K. Kincaid as Commander, 6351st ABW, Naha AB.

15 June — Headquarters, Pacific Air Force, is designated and organized under Tables of Distribution at Hickam AFB, T.H. and assigned to FEAF, with an authorized strength of 17 officers and 13 airmen. The Pacific Air Force is established for the primary purpose of serving as the USAF component of CINCPAC. The Commander, Pacific Air Force, will report to and communicate directly with the Commander-in-Chief, Pacific, on those matters falling within the over-all responsibility of the latter, per FEAF GO 83, dtd. 4 June 1954.

The Pacific Air Force is a subordinate command of FEAF on those unilateral matters relating to the USAF only which are not a part of the over-all responsibility of CINCPAC. The chain of command and channel of communication on unilateral matters will be from Commander, Pacific Air Force, to Commander, FEAF, to Headquarters, USAF.

Concurrently, the Headquarters, Pacific Air Force, is attached to Pacific Division, MATS, for administrative and logistical support including statistical reporting.

18 June — Headquarters, Far East Air Forces Bomber Command, Provisional (FEAF BomCom), assigned to FEAF, is discontinued, per FEAF GO 87, dtd. 14 June 1954.

1954

18 June — The following units attached to FEAF Bomber Command, Provisional, for operational control by FEAF GO 341, dtd. 5 August 1953, are relieved from such attachment and reattached to Twentieth Air Force for operational control, per FEAF GO 87, dtd. 14 June 1954:

Headquarters, 307th Bombardment Wing, Medium
370th Bombardment Squadron, Medium
371st Bombardment Squadron, Medium
372d Bombardment Squadron, Medium
307th Armament and Electronics Maintenance Squadron
307th Field Maintenance Squadron
307th Periodic Maintenance Squadron
Headquarters, 98th Bombardment Wing, Medium
343d Bombardment Squadron, Medium
344th Bombardment Squadron, Medium
345th Bombardment Squadron, Medium
98th Armament and Electronics Maintenance Squadron
98th Periodic Maintenance Squadron
98th Field Maintenance Squadron

The 91st Strategic Reconnaissance Squadron, Medium, Photo, is relieved from attachment to FEAF Bomber Command for operational control, per FEAF GO 87, dtd. 14 June 1954.

The Headquarters, 3d Air Division, is designated and organized as a Strategic Air Command assigned unit at Andersen AFB, per SAC GO 48, dtd. 10 June 1954. Concurrently, the organization is attached to FEAF and further attached to Twentieth Air Force for logistic support, per FEAF GO 87, dtd. 14 June 1954.

23 June — French troops begin withdrawal under Viet Minh harassment from the southern sector of the Red River Delta.

2 July — Colonel Barton M. Russell assumes command of the 51st Fighter Interceptor Wing, vice Colonel Benjamin O. Davis.

7 July — The 509th Bombardment Wing, Medium (SAC), is attached to the 6319th ABW for logistic support, per 20th AF GO 41, dtd. 24 Aug. 1954.

8 July — The 6413th Supply Squadron (Ammo.), (FEALOGFOR), stationed at Andersen AFB, is attached to the 6319th ABW for logistic support, per 20th AF GO 43, dtd. 25 Sept. 1954. This organization replaces the 13th Ammunition Supply Squadron, Depot, which is inactivated the same day that the new organization is organized, per FEALOGFOR GO's 24 and 26.

1954

8 July — The 3d Tactical Support Squadron is redesignated the 3d Tactical Depot Squadron and reorganized with an authorized strength of 25 officers and 93 airmen, per 20th AF GO 24, dtd. 30 June 1954. The unit remains assigned to Twentieth Air Force and attached to the 6332d ABW for all purposes, except logistics items peculiar to special weapons.

12 July — Colonel Richard I. Dugan assumes command of the 6319th ABW, vice Colonel Corwin P. Vansant.

14 July — The F-86D-16 Mobile Training Detachment, 3497th Mobile Training Squadron (Fighter), assigned to the Air Training Command, is attached to Twentieth Air Force for logistic support, per FEAF GO 108, dtd. 21 July 1954. This organization, with its strength of one officer and 10 airmen, is further attached to the 6351st ABW for logistic support. The Commander, Air Training Command, continues to exercise operational and administrative control, per 20th AF GO 32, dtd. 3 Aug. 1954.

19 July — The last aircraft of the 98th Bombardment Wing (M) departs Yokota AB, Japan, enroute to Lincoln AFB, Nebraska.

21 July — France and her Communist enemies in Indo-China sign a ceasefire agreement at Geneva, Switzerland, all but ringing down the curtain on eight years of bloodshed in Indo-China. The ceasefire agreements are signed at 1000 hours (Okinawa time) by General Henri Delteil on behalf of General Paul Ely, French Commander-in-Chief in Indo-China, and Ta Quang Buu, Viet Minh Vice Minister for Defense, as representative of Communist Generalissimo Vo Nguyen Giap. Viet Nam is to be partitioned provisionally at the 17th Parallel, the north portion with a population of more than 12 million going to the Communists. Cambodia is to be cleared of all guerillas and left free to deal with its local Communist problem as best it can. Laos, though remaining independent like Cambodia, must set aside two enclaves in the north for "indigenous" Communists, who presumably will remain armed and active.

In Viet Nam each commander shall order his forces to halt hostilities on the following dates: Northern Viet Nam on 27 July, Central Viet Nam on 1 August, and Southern Viet Nam on 11 August. All organized Viet Minh forces must be grouped north of the 17th Parallel and all French Union forces south of it. In North Viet Nam, French Union forces must assemble in Hanoi, Haiduong, and Haiphong, and Haiphong, to evacuate these cities within 80, 100, and 300 days respectively. Communist organized forces in the South must withdraw within 80 to 200 days. The partition of Viet Nam will presumably end in July 1956, when there are to be general elections, supervised by the International Commission comprising Canada, India, and Poland, to create a single government for the entire country.

1954

24 July — The 822d Engineer Aviation Battalion, assigned to the 417th Engineer Aviation Brigade, having arrived at Andersen AFB, is relieved from attachment to the Fifth Air Force for operational control and logistic support and is reattached to Twentieth Air Force for logistic support, per FEAF GO 113, dtd. 23 July 1954. The 822d EAB is then further attached to the 6319th ABW for logistic support, per 20th AF GO 39, dtd. 19 Aug. 1954.

25 July — The 822d Engineer Aviation Battalion is relieved from attachment to the 931st Engineer Aviation Group and is reattached to the 930th Engineer Aviation Group, per 417th ENGRAVBRIG GO 18, dtd. 28 July 1954.

The 98th Bombardment Wing (M) is transferred to Lincoln AFB, Nebraska, per 98th BW GO 7, dtd. 20 July 1954.

26 July — The 51st Fighter Interceptor Wing, less the 16th Fighter Interceptor Squadron, departs Suwon AB, Korea, for Naha AB, with a strength of 94 officers and 549 airmen.

1 Aug. — The first echelon of the 51st Fighter Interceptor Wing arrives at Naha AB.

Those FEAF GO's attaching the 98th Bombardment Wing (M) to FEAF and to Twentieth Air Force are rescinded, per FEAF GO 109, dtd. 23 July 1954.

The following units, having arrived at Naha AB, are relieved from attachment to Fifth Air Force for all purposes and revert to control of the Commander, Twentieth Air Force, per FEAF GO 115, dtd. 2 Aug. 1954:

Headquarters, 51st Fighter Interceptor Wing
Headquarters, 51st Fighter Interceptor Group
16th Fighter Interceptor Squadron
25th Fighter Interceptor Squadron
Headquarters, 51st Maintenance & Supply Group
51st Maintenance Squadron
51st Motor Vehicle Squadron
51st Supply Squadron
Headquarters, 51st Air Base Group
51st Air Police Squadron
51st Communications Squadron
51st Food Service Squadron
51st Installations Squadron
51st Tactical Hospital

1954

1 Aug. The following units are discontinued at Naha AB, per 20th AF GO 30, dtd. 26 July 1954:

Headquarters, 6351st Air Base Wing
Headquarters, 6351st Air Base Group
6351st Air Police Squadron
6351st Food Service Squadron
6351st Installations Squadron
Headquarters, 6351st Maintenance and Supply Group
6351st Field Maintenance Squadron
6351st Supply Squadron
6351st Operations Squadron
6351st USAF Dispensary

The Commander, 51st Fighter Interceptor Wing, is designated Air Defense Commander of the Ryukyus Air Defense Sector. He is delegated and will conduct the mission incident to the Air Defense of the Ryukyus in that region designated by the Commander, Twentieth Air Force, per 20th AF GO 31, dtd. 30 July 1954.

The Commander, 51st Air Base Group, is designated Installation (Base) Commander for the purpose of exercising command jurisdiction over Naha AB, per 20th AF GO 31, dtd. 30 July 1954.

The 529th AC&W Group, less the 851st and 852d AC&W Squadrons, and the 851st AC&W Squadron (ADCC) are attached to Headquarters, 51st Fighter Interceptor Wing for operational control, per 20th AF GO 31, dtd. 30 July 1954.

The following units at Naha AB are attached to the 51st Air Base Group for logistics, per 20th AF GO 31, dtd. 30 July 1954:

Headquarters, 51st Fighter Interceptor Wing
Headquarters, 51st Fighter Interceptor Group
16th Fighter Interceptor Squadron
25th Fighter Interceptor Squadron
26th Fighter Interceptor Squadron
Headquarters, 529th AC&W Group
623d AC&W Squadron (Detachments 1 and 2)
624th AC&W Squadron (Detachments 3, 4, and 5)
851st AC&W Squadron
Detachment 1, 1962d AACS Squadron (MATS)
Detachment 7, 15th Weather Squadron (MATS)
Detachment 1, 22d Crash Rescue Boat Squadron (JADF)
Flight "B", 11th Air Postal Squadron
Flight "C", 32d Communications Security Squadron (USAFSS)
Detachment "A", District Office #3, 6001st IG Special Investigation Squadron
F-86D-16 Mobile Training Detachment (ATRC)

1954

1 Aug. The following units at Naha AB are attached to the 51st Air Base Group for all purposes, per 20th AF GO 31, dtd. 30 July 1954:

Headquarters, 51st Maintenance and Supply Group
11th Motor Transport Squadron
51st Motor Vehicle Squadron
51st Maintenance Squadron
51st Supply Squadron
51st Tactical Hospital

Colonel Travis Hoover assumes command of the 51st Fighter Interceptor Wing, per 51st FIW GO 28, dtd. 1 Aug. 1954.

The 3d Tactical Depot Squadron is attached to the 6332d ABW for administration and logistics, excepting items peculiar to special weapons, per 20th AF GO 36, dtd. 10 Aug. 1954.

The 13th Communications Squadron is attached to the 6332d ABW for administration and logistics, per 20th AF GO 36, dtd. 10 Aug. 1954.

The 24th Depot Squadron, Special, is attached to the 6319th ABW for administration and logistics, excepting items peculiar to special weapons, per 20th AF GO 36, dtd. 10 Aug. 1954.

8 Aug. The first four F-86D aircraft arrive from Kisarazu AB, Japan, under Project "Silver Dragon" and are assigned to the 16th Fighter Interceptor Squadron of the 51st Fighter Interceptor Wing.

9 Aug. Colonel Curtis D. Sluman assumes the position of Vice Commander, Twentieth Air Force, per 20th AF GO 35, dtd. 9 Aug. 1954.

Colonel Hilmer C. Nelson assumes command of the 51st Fighter Interceptor Wing, per 51st FIW GO 30, dtd. 9 Aug. 1954.

10 Aug. The AN/FPS-3 radar becomes the primary surveillance weapon at Site 53, Miyako Jima, with completion of the formal calibration.

The 4th Fighter Interceptor Squadron, having arrived at Misawa AB, Japan, is relieved from assignment to Twentieth Air Force and is reassigned to Japan Air Defense Force (JADF), per FEAF GO 127, dtd. 10 Aug. 1954 and FEAF GO 136, dtd. 26 Aug. 1954

1954

11 Aug. The 91st Strategic Reconnaissance Squadron, Medium, Photographic, is relieved from attachment to Headquarters, Twentieth Air Force, for administration and is attached to FEAF for operational control, to 6000th Base Service Group for administration, and to JADF for logistic support, per FEAF GO 126, dtd. 9 Aug. 1954. The 91st is attached concurrently to the 6007th Composite Reconnaissance Group, which is designated and organized with an authorized strength of one officer and one airman.

Colonel William S. Evans, Information Services Officer, Headquarters, FEAF, is redesignated Chief of Information Services per FEAF GO 150, dtd. 24 Sept. 1954.

13 Aug. Okinawa is declared to be in Condition II for Typhoon Grace at 1700I this date and in Condition I at 2200I.

15 Aug. Typhoon Grace strikes Okinawa at 1117I with maximum winds of 82 miles-per-hour, with gusts as high as 113 miles-per-hour by 1204I. Earlier this date AC&W installations at Miyako Jima (Site 53), 190 miles southwest of Okinawa, are hit by winds of Typhoon Grace at 147 miles-per-hour. Later this date, similar installations at Okino-Erabu Shima (Site 55) are raked by maximum gusts of 145 miles-per-hour.

The 8953d Air Reserve Squadron, composed of USAFR officers and reserve airmen not on active duty, is designated and organized at Kadena AB, where it is attached to Twentieth Air Force for logistic support, per FEAF GO 127, dtd. 10 Aug. 1954, and further attached to the 6332d ABW for logistic support, per 20th AF GO 42, dtd. 17 Sept. 1954. The unit is assigned to the 8950th Air Reserve Group, APO 925.

16 Aug. Detachment #1, Headquarters, Twentieth Air Force, is organized at Naha AB, with an authorized strength of nine officers, five airmen, and one civilian, and is assigned to Twentieth Air Force and attached to the 51st Interceptor Wing for necessary administration and logistic support, per 20th AF GO 37, dtd. 14 Aug. 1954 and 20th AF GO 49, dtd. 29 Oct. 1954.

The Commander, Detachment #1, Headquarters, Twentieth Air Force, is designated Air Defense Commander of the Ryukyus Air Defense Sector, per 20th AF GO 37, dtd. 14 Aug. 1954. He is delegated and will conduct the mission incident to the Air Defense of the Ryukyus in that region designated by the Commander, Twentieth Air Force. The designation Air Defense Commander is hereby removed from Commander, 51st Fighter Interceptor Wing.

1954

16 Aug. The designation of the Commander, 51st Air Base Group, as Installation (Base) Commander is rescinded, and the following units located at Naha AB are attached as indicated, per 20th AF GO 37, dtd. 14 Aug. 1954:

a. To Detachment #1, Headquarters, Twentieth Air Force, for operational control.

UNIT

Headquarters, 51st Fighter Interceptor Group
16th Fighter Interceptor Squadron
25th Fighter Interceptor Squadron
26th Fighter Interceptor Squadron
Headquarters, 529th AC&W Group
851st AC&W Squadron
623d AC&W Squadron
624th AC&W Squadron

b. To 51st Fighter Interceptor Wing for logistic support:

UNIT

Headquarters, 529th AC&W Group
851st AC&W Squadron
623d AC&W Squadron (Detachments 1 and 2)
624th AC&W Squadron (Detachments 1, 2, and 3)
Detachment #1, 1962d AACS Squadron (MATS)
Detachment #7, 15th Weather Squadron (MATS)
Detachment #1, 22d Crash Rescue Boat Squadron (JADF)
Flight "B", 11th Air Postal Squadron
Flight "C", 32d Communications Security Squadron (USAFSS)
Detachment "A", District Office #3, 6001st IG Special Investigation Squadron
F-86D-16 Mobile Training Detachment (ATRC)

At 0030I the winds of Typhoon Grace have subsided to a maximum force of 75 miles-per-hour, with gusts up to 101 miles-per-hour. At 1200I the "All Clear" is declared in effect. At 1700I, however, the typhoon completes a course which brings it back to Okinawa, necessitating the calling of Condition I a second time.

17 Aug. The "All Clear" for Typhoon Grace is declared at 1200I, concluding the longest typhoon since the beginning of the American occupation in 1945. A total of 10 inches of rain are recorded in the course of this storm.

1954

18 Aug. The 26th Fighter Interceptor Squadron is reorganized, with an authorized strength of 47 officers and 247 airmen.

25 Aug. The 3d Tactical Depot Squadron at Kadena AB is relieved from assignment to Twentieth Air Force and is reassigned without change in strength or station to Far East Air Logistic Forces (FEALOGFOR), per FEAF GO 129, dtd. 16 Aug. 1954. The 3d TDS is also attached to Twentieth Air Force for logistic support, and is further attached to the 6332d ABW for logistic support, per 20th AF GO 40, dtd. 20 Aug. 1954.

The 24th Depot Squadron, Special, at Andersen AFB is relieved from assignment to Twentieth Air Force and is reassigned without change in strength or station to FEALOGFOR, per FEAF GO 129, dtd. 16 Aug. 1954. The 24th DSS is also attached to Twentieth Air Force for logistic support and is further attached to the 6319th ABW for logistic support, per 20th AF GO 40, dtd. 20 Aug. 1954.

Detachment #1, Headquarters, 51st Fighter Interceptor Wing, is discontinued at Suwon AB, Korea. Personnel rendered surplus by this action are to be absorbed by other units under control of the Commander, Twentieth Air Force, per 20th AF GO 40, dtd. 20 Aug. 1954.

1 Sept. The 91st Strategic Reconnaissance Squadron, Medium, Photographic, is relieved from assignment to the Strategic Air Command and is reassigned to Headquarters, FEAF, per FEAF GO 126, dtd. 9 Aug. 1954.

Headquarters, Japan Air Defense Force (JADF) is discontinued, and the personnel and equipment rendered surplus by this action revert to control of the Commander, Fifth Air Force, per FEAF GO 132, dtd. 21 Aug. 1954.

In the Zone of Interior, the Air Defense Command is redesignated as the Continental Air Defense Command, and is given the mission of defending the United States against air attack. It becomes an independent force reporting directly to the Joint Chiefs of Staff, and its Commander, General Benjamin W. Chidlaw, assumes operational control of all Army AAA and missile battalions, Navy patrol squadrons and picket ships, and Marine Corps and Air National Guard fighter units assigned to air defense.

1954

10 Sept. The 1503d Support Squadron, Kadena AB, is redesignated the 1504th Air Terminal Squadron, but remains attached to the 6332d ABW for logistic support, per MATS GO 156, dtd. 10 Sept. 1954.

Condition III for Typhoon June is declared for Okinawa, with the storm approximately 510 miles southeast of the island. Maximum winds are 120 knots with 50 knot winds extending 300 miles from the typhoon's center. Condition II is declared at 1500I, maximum winds still being 120 knots and 50-knot winds extending 350 miles from the center.

12 Sept. Condition I is declared for Typhoon June on Okinawa.

13 Sept. The "All Clear" is declared for Typhoon June on Okinawa.

22 Sept. The Advance Echelon of Headquarters, 581st Air Resupply Group, with a strength of one officer, is attached to the 6332d ABW for logistic support, but remains assigned to Thirteenth Air Force, per 20th AF GO 44, dtd. 1 Oct. 1954.

25 Sept. At 0800I a wind warning is published and transmitted, announcing occasional wind gusts as high as 40 knots on Okinawa. At 0945I radar picks up the eye of a tropical storm 195 miles from Kadena AB, moving toward Okinawa at a forward speed of 20 knots. Condition II is declared at 1130I, but maximum winds are predicted at only 65 knots. Because of this estimate and the proximity of the storm, the bases do not evacuate their aircraft. At 1515I winds at Kadena are blowing a steady 50 knots, with gusts to 75 knots. At 1600I Condition I is declared, and the disturbance is given the name Typhoon Marie. The storm's eye passes Kadena approximately 65 miles to the west-northwest, with maximum gusts of 110 miles-per-hour. The storm moves northeasterly at a fast pace, and winds diminish rapidly.

26 Sept. The "All Clear" for Typhoon Marie is declared at 0700I.

28 Sept. Company "B", 808th Engineer Aviation Battalion, with a strength of two officers and 63 enlisted men, returns from Central AB, Iwo Jima, to its parent station at Bisha Gawa, Okinawa.

30 Sept. The advance echelon of the 581st Airborne Materials Assembly Squadron, 581st Air Resupply Group, consisting of one officer and 18 airmen, arrives at Kadena AB and is attached to the 6332d ABW for logistic support, per 20th AF GO 44, dtd. 1 Oct. 1954. The unit remains assigned to the Thirteenth Air Force.

1954

1 Oct. Detachment #1, Headquarters, 6319th ABW, is organized at Northwest AFB, Guam, with an authorized strength of one officer and 10 airmen, and is assigned to 6319th ABW, per 20th AF GO 17, dtd. 14 May 1954.

8 Oct. The 27th Communications Squadron, Division, assigned to the 3d Air Division and attached to Twentieth Air Force for logistic support, is further attached to the 6319th ABW for logistic support, per 20th AF GO 48, dtd. 1 Nov. 1954.

20 Oct. The 581st Air Resupply Group, is relieved from assignment to the Thirteenth Air Force and is reassigned to Twentieth Air Force, per FEAF GO 162, dtd. 27 Oct. 1954. Headquarters, Twentieth Air Force, retains operational and administrative control, but attached the 581st ARG to the 6332d ABW for logistic support, per 20th AF GO 52, dtd. 8 Nov. 1954.

21 Oct. The 80th Fighter Bomber Squadron, assigned to the 8th Fighter Bomber Wing, Fifth Air Force, is attached for all purposes to Twentieth Air Force, per FEAF GO 163, dtd. 29 Oct. 1954. The 80th FBW, previously based at K-2, Korea, is further attached to the 6332d ABW for logistic support,per 20th AF GO 51, dtd. 2 Nov. 1954.

22 Oct. Advance party of the 18th Fighter Bomber Wing, consisting of approximately 75 personnel, arrives at Kadena AB.

26 Oct. The final elements of the 581st Air Resupply Group arrive at Kadena AB.

1 Nov. The 1811th AACS Group (MATS), Kadena AB, Detachment #2, 1962d AACS Squadron, Kadena AB; and Detachment #3, 1962d AACS Squadron, Yontan AAB, are discontinued. The 1962d AACS Squadron is reassigned from the 1811th AACS Group to the 1809th AACS Group, Nagoya AB, Japan, per MATS GO 172, dtd. 15 Oct. 1954.

Detachment #1, 1962d AACS Squadron, Naha AB, is redesignated as the 1233d AACS Squadron (MATS), per MATS GO 172, dtd. 15 Oct. 1954. The 1233d AACS Squadron (MATS) is attached to the 51st Fighter Interceptor Wing, Naha AB, for logistic support, per 20th AF GO 3, dtd. 14 Jan. 1955.

The 18th Fighter Bomber Wing, assigned to the Thirteenth Air Force, is relieved from attachment to the Fifth Air Force and is attached for all purposes to the Twentieth Air Force, per FEAF GO 164, dtd. 2 Nov. 1954. Headquarters, 18th Fighter Bomber Wing, closes at K-55, Korea, at 2400 hours, 31 October 1954, and opens at Kadena AB effective 0001 hours, 1 Nov. 1954. The 18th Fighter Bomber Wing, consisting of the following units, is further attached to the 6332d ABW for all purposes, per 20th AF GO 50, dtd. 1 Nov. 1954:

1954

1 Nov. Headquarters, 18th Fighter Bomber Wing
Headquarters, 18th Fighter Bomber Group
12th Fighter Bomber Squadron
67th Fighter Bomber Squadron
Headquarters, 18th Air Base Group
18th Air Police Squadron
18th Communications Squadron
18th Food Service Squadron
18th Installations Squadron
Headquarters, 18th Maintenance and Supply Group
18th Maintenance Squadron
18th Motor Vehicle Squadron
18th Supply Squadron
18th Tactical Hospital

8 Nov. The 12th Aviation Field Depot Squadron is redesignated the 12th Aviation Depot Squadron, per SAC GO 69, dtd. 6 Oct. 1954.

The 13th Vehicle Repair Squadron, stationed at Andersen AFB, is redesignated the 13th Motor Vehicle Repair Squadron, without change in assignment, attachment, or station, per 20th AF GO 47, dtd. 21 Oct. 1954.

The 9th Air Vehicle Repair Squadron, stationed at Kadena AB, is redesignated the 9th Motor Vehicle Repair Squadron, without change in assignment, attachment, or station, per 20th AF GO 47, dtd. 21 Oct. 1954.

The 11th Motor Transport Squadron, Aviation, stationed at Naha AB, is redesignated the 11th Motor Transport Squadron (Aviation), without change in assignment, attachment, or station, per 20th AF GO 47, dtd. 21 Oct. 1954.

The 51st Maintenance Squadron, stationed at Naha AB, is redesignated the 51st Field Maintenance Squadron, without change in assignment, attachment, or station, per 20th AF GO 47, dtd. 21 Oct. 1954.

The 18th Maintenance Squadron, stationed at Kadena AB, is redesignated the 18th Field Maintenance Squadron, without change in assignment, attachment, or station, per 20th AF GO 47, dtd. 21 Oct. 1954.

9 Nov. Exercise "Native Dancer" is declared in effect by General Earle E. Partridge, Commander Far East Air Forces.

10 Nov. Lieutenant Colonel Jack Riggs is assigned as Command Adjutant, Twentieth Air Force, vice Lieutenant Colonel Walter S. Embleton, Jr., per 20th AF GO 53, dtd. 6 Nov. 1954.

1954

10 Nov. Ground elements of the 18th Fighter Bomber Wing begin movement from Kadena to Yontan AAB by truck and car.

11 Nov. F-86F's of the 12th and 67th Fighter Bomber Squadrons deploy to Yontan AAB as their part in "Native Dancer" gets underway. Those of the 44th FBS at Clark AFB arrive at Yontan the same day. The first F-86F's of the 26th Fighter Interceptor Squadron fly into Clark AFB from Naha.

15 Nov. Detachment #1, 29th Radio Squadron, Mobile (formerly Flight "A", 29th Radio Squadron Mobile) is attached to the 6332d ABW for logistic support, per 20th AF GO 61, dtd. 10 Dec. 1954. Administration and operational control are retained by the Commander 29th Radio Squadron, Mobile.

25 Nov. The 6332d Operations Squadron is discontinued at Kadena AB, per 20th AF GO 63, dtd. 17 Dec. 1954 and 20th AF GO 65, dtd. 20 Dec. 1954. Personnel thus rendered surplus are absorbed by other units under control of the Commander, Twentieth Air Force.

The 6332d Communications Squadron is organized at Kadena AB with an authorized strength of one officer and 30 airmen, per 20th AF GO 63, dtd. 17 Dec. 1954. Personnel are furnished from sources under control of the Commander, Twentieth Air Force.

1 Dec. Headquarters, 581st Air Resupply Group, is relieved from attachment to Twentieth Air Force for operational control and is attached to Headquarters, FEAF, for this function without change in assignment or location, per FEAF GO 1, dtd. 3 Jan. 1955 and FEAF GO 5, dtd. 15 Jan. 1955.

The 1958th and 1962d AACS Squadrons, located at Andersen AFB and Kadena AB respectively and assigned to the 1808th AACS Wing, are attached to Twentieth Air Force for logistic support, per FEAF GO 175, dtd. 29 Nov. 1954.

2 Dec. The 6351st USAF Dispensary is organized at Naha AB with a strength of one officer and one airman, per 20th AF GO 56, dtd. 18 Nov. 1954. The unit is assigned to Twentieth Air Force and attached to the 51st Fighter Interceptor Wing for all purposes.

4 Dec. Colonel Curtis D. Sluman is appointed Commander, Twentieth Air Force, during the temporary absence of Major General Fay R. Upthegrove, per FEAF GO 173, dtd. 23 Nov. 1954.

8 Dec. The 3d Tactical Depot Squadron is redesignated the 7th Tactical Depot Squadron, per FEALOGFOR GO 63, dtd. 1 Dec. 1954.

1954

11 Dec. Operation "Side Winder" sends the deployed 18th Fighter Bomber Wing and the 26th Fighter Interceptor Squadron back to their home bases, with the completion of Exercise "Native Dancer".

18 Dec. The 13th Communications Squadron is reorganized with an authorized strength of nine officers and 195 airmen. The unit remains assigned to Twentieth Air Force and attached to the 6332d ABW for administration and logistic support, per 20th AF GO 46, dtd. 21 Oct. 1954.

The Directorate of Installations, Deputy for Materiel, Headquarters, FEAF, is discontinued, and in its place is established the Assistant Chief of Staff, Installations, Headquarters, FEAF, per FEAF GO 184, dtd. 17 Dec. 1954.

19 Dec. Major General Fay R. Upthegrove resumes command of the Twentieth Air Force, per 20th AF GO 64, dtd. 19 Dec. 1954.

25 Dec. Flight "A", 11th Air Postal Squadron, 6005th Air Postal Group, at Kadena AB, is redesignated Detachment 1, 11th Air Postal Squadron, per FEAF GO 186, dtd. 23 Dec. 1954.

Flight "B", 11th Air Postal Squadron, 6005th Air Postal Group, at Naha AB, is redesignated Detachment 2, 11th Air Postal Squadron, per FEAF GO 186, dtd. 23 Dec. 1954.

Flight "C", 11th Air Postal Squadron, 6005th Air Postal Group, at Andersen AFB, is redesignated Detachment 3, 11th Air Postal Squadron, per FEAF GO 186, dtd. 23 Dec. 1954.

1955

5 Jan. Headquarters and Headquarters Squadron, Pacific Air Command, is redesignated as Headquarters, Seventh Air Force, with permanent station at Wheeler AFB, T.H., with an authorized strength of 49 officers, 51 airmen, and 59 civilians, per Pacific Air Force GO 8, dtd. 29 Dec. 1954. The temporary station is established at Hickam AFB, T.H. Headquarters, Seventh Air Force, is entitled to the history, battle honors, and colors of the Headquarters and Headquarters Squadron, Pacific Air Command. Concurrent with this action, Detachment #1, Headquarters, Seventh Air Force, is organized with authorized strength of one officer and one airman and is assigned to Headquarters, Seventh Air Force, with permanent station at Harmon AFB, Guam, with temporary station at Andersen AFB.

1955

5 Jan. The 852d AC&W Squadron, assigned to the 529th AC&W Group, is attached to Detachment 1, Headquarters, Seventh Air Force, for operational and administrative control and logistic support, per FEAF GO 190, dtd. 31 Dec. 1954, and FEAF GO 8, dtd. 27 Jan. 1955, and is further attached to the 6319th ABW for operational and administrative control and logistic support, per Det. 1, Hq. 7th AF GO 2, dtd. 15 Feb. 1955.

The following 6319th ABW units are relieved from assignment to Twentieth Air Force and are reassigned to Seventh Air Force, without change in strength or location, and, concurrently, are attached to Detachment #1, Headquarters, Seventh Air Force, for operational and administrative control, per FEAF GO's 190, dtd. 31 Dec. 1954, and GO 8, dtd. 27 Jan. 1955:

Headquarters, 6319th Air Base Wing
Headquarters, 6319th Maintenance and Supply Group
6319th Field Maintenance Squadron
6319th Supply Squadron
Headquarters, 6319th Air Base Group
6319th Communications Squadron
6319th Food Service Squadron
6319th Installations Squadron
6319th USAF Dispensary
9th Motor Transport Squadron
10th Communications Construction Flight
13th Motor Vehicle Repair Squadron
430th Air Police Squadron
595th Air Force Band

The following units located at Andersen AFB are relieved from previous attachments for logistic support and are attached to Seventh Air Force, and further attached to the 6319th ABW for logistic support, per FEAF GO 190, dtd. 31 Dec. 1954:

Detachment #1, Headquarters, Seventh Air Force
9th Motor Transport Squadron
10th Communications Construction Flight
13th Motor Vehicle Repair Squadron
430th Air Police Squadron
595th Air Force Band
11th Air Postal Squadron, Detachment #3
22d Crash Rescue Boat Squadron, Detachment #2
24th Supply Squadron (Depot Special)
809th Engineer Aviation Battalion
822d Engineer Aviation Battalion

1955

5 Jan. 6001st Special Investigation Squadron, District Office #1
6413th Ammunition Supply Squadron
Headquarters, 3d Air Division
27th Communications Squadron, Division
3d Aviation Field Depot Squadron
15th Weather Squadron, Detachment #2
54th Weather Reconnaissance Squadron
79th Air Rescue Squadron
1958th Airways and Air Communications Service Squadron
92d Bombardment Wing, Heavy
1038th Auditor General Squadron, Resident Auditor

10 Jan. Detachments 7 and 8, 1st Shoran Beacon Squadron, located at Kadena AB and Miyako Jima respectively, are discontinued, per Hq. 502d Tactical Control Group (FEAF) GO 1, dtd. 5 Jan. 1955.

12 Jan. Lieutenant General Roger M. Ramey assumes command of the Far East Air Forces during the temporary absence of General Earle E. Partridge, per FEAF GO 4, dtd. 12 Jan. 1955.

18 Jan. The Chinese Nationalist island of Ichiang is captured by the Chinese Communists.

25 Jan. General Earle E. Partridge resumes command of the Far East Air Forces, per FEAF GO 7, dtd. 25 Jan. 1955.

27 Jan. The 44th Fighter Bomber Squadron, 18th Fighter Bomber Wing, is relieved from attachment to Thirteenth Air Force for all purposes and reverts to control of the 18th Fighter Bomber Wing, per FEAF GO 11, dtd. 4 Feb. 1955.

F-86F aircraft of the 12th and 67th Fighter Bomber Squadrons begin deploying to airfields in Formosa, under operation "Mother Hubbard", to cover the planned evacuation of the Tachen Islands.

31 Jan. The Korean War is declared officially ended by President Dwight D. Eisenhower, per Executive Order No. 10585, dtd. 1 Jan. 1955.

1 Feb. All units of the 18th Fighter Bomber Wing are relieved from attachment to Twentieth Air Force for all purposes and are attached to Air Task Force 5 (Provisional) for operational control and to Fifth Air Force for administration and logistic support, per FEAF GO 11, dtd. 4 Feb. 1955.

5 Feb. F-86 Sabrejets of the 4th Fighter Interceptor Wing, stationed in Korea, shoot down two of eight MIG-15 Falcons attacking an RB-45 over the Yellow Sea, 10 miles off North Korea.

6 Feb. Engineer battalion elements arrive at Naha as the advance guard of some 4,500 troops of the 3d Marine Division, which is to be stationed on Okinawa for "an indefinite period."

1955

7 Feb. U.S. and Nationalist Chinese naval units begin evacuation of more than 30,000 soldiers, civilians, and guerrillas from the Tachen Islands under threat of Chinese Communist interference.

8 Feb. The 9th Motor Vehicle Repair Squadron at Kadena AB is inactivated and reverts to control of the Department of the Air Force, per 20th AF GO 4, dtd. 14 Jan. 1955. Personnel rendered surplus by this action are absorbed in other units under control of the Commander, Far East Air Forces.

The 11th Motor Transport Squadron (Aviation) at Naha AB is inactivated and reverts to control of the Department of the Air Force, per 20th AF GO 4, dtd. 14 Jan. 1955. Personnel rendered surplus by this action are absorbed in other units under control of the Commander, Far East Air Forces.

Nikolai A. Bulganin is elected Premier of the U.S.S.R., as his predecessor, Georgi Malenkov, makes a dramatic confession of his inability to do justice to the demands of the position because of his "inexperience". All indications are, however, that the real leader of the Russian Government is now Nikita S. Khrushchev, Secretary of the Communist Party. Marshal Georgi K. Zhukov is named to the post of Defense Minister.

Detachment 56 of the 7th Aerial Port Squadron is attached to the Twentieth Air Force for logistic support, per FEAF GO 17, dtd. 21 Feb. 1955.

10 Feb. The 80th Fighter Bomber Squadron, assigned to the 8th Fighter Bomber Group, 8th Fighter Bomber Wing, is relieved from attachment to Twentieth Air Force for operational control and administration, but remains attached to Twentieth for logistic support only, per FEAF GO 14, dtd. 10 Feb. 1955, and GO 16, dtd. 17 Feb. 1955. The 80th FBS is reattached for operational control and administration to the 49th Fighter Bomber Group, per 5th AF GO 20, dtd. 10 Feb. 1955, and 22, dtd. 21 Feb. 1955.

12 Feb. The Tachen Islands evacuation is completed without interference by the Communists.

16 Feb. The following units, assigned to the Thirteenth Air Force, are relieved from attachment to Air Task Force Fifth, Provisional, for operational control and from attachment to the Fifth Air Force for administration and logistic support, and are attached to Twentieth Air Force for operational control, administration and logistic support, per FEAF GO 20, dtd. 28 Feb. 1955:

Headquarters, 18th Fighter Bomber Wing
Headquarters, 18th Fighter Bomber Group

1955

16 Feb. 67th Fighter Bomber Squadron
Headquarters, 18th Maintenance and Supply Group
18th Field Maintenance Squadron
18th Motor Vehicle Squadron
18th Supply Squadron
Headquarters, 18th Air Base Group
18th Air Police Squadron
18th Communications Squadron
18th Food Service Squadron
18th Installations Squadron
18th Tactical Hospital

17 Feb. The 44th Fighter Bomber Squadron, assigned to the 18th Fighter Bomber Group, 18th Fighter Bomber Wing, is relieved from attachment to Air Task Force Fifth, Provisional, for operational control and from attachment to the Fifth Air Force for administration and logistic support, and is attached to Thirteenth Air Force for operational control and logistic support, per FEAF GO 20, dtd. 28 Feb. 1955. Administration is retained by the 18th Fighter Bomber Group.

19 Feb. The 12th Fighter Bomber Squadron, assigned to the Thirteenth Air Force, is relieved from attachment to Air Task Force Fifth, Provisional, for operational control and from attachment to the Fifth Air Force for administration and logistic support, and is attached to Twentieth Air Force for operational control, administration, and logistic support, per FEAF GO 20, dtd. 28 Feb. 1955.

Major Richard P. Reinsch is assigned as Deputy Chief of Staff, Intelligence, Twentieth Air Force, vice Lieutenant Colonel John H. Schweitzer, relieved per 20th AF GO 7, dtd. 19 Feb. 1955.

1 March Headquarters, Twentieth Air Force, is inactivated at Kadena AB and reverts to the control of the Department of the Air Force, with personnel thus rendered surplus being absorbed in other units under control of Commander, FEAF, and equipment rendered surplus reverting to stocks to fill existing and future requirements.

Simultaneously, Headquarters and Headquarters Squadron, 313th Bombardment Wing, Very Heavy, is redesignated Headquarters, 313th Air Division, and assigned to the Far East Air Forces upon activation at Kadena AB. Concurrently with this action, the 313th Air Division is assigned to Fifth Air Force, per FEAF GO 18, dtd. 24 Feb. 1955.

The following units are relieved from assignment to Twentieth Air Force and are reassigned to Fifth Air Force, then further assigned to 313th Air Division without change in strength or location, per FEAF GO 18, dtd. 24 Feb. 1955.

1955

1 March

Headquarters, 6332d Air Base Wing
- Headquarters, 6332d Air Base Group
  - 6332d Air Police Squadron
  - 6332d Communications Squadron
  - 6332d Food Service Squadron
  - 6332d Installations Squadron
- Headquarters, 6332d Maintenance and Supply Group
  - 6332d Field Maintenance Squadron
  - 6332d Motor Vehicle Squadron
  - 6332d Supply Squadron
- 6332d United States Air Force Dispensary

Headquarters, 581st Air Resupply Group
- 581st Air Resupply Squadron
- 581st Airborne Materials Assembly Squadron

Headquarters, 51st Fighter Interceptor Wing
- Headquarters, 51st Fighter Interceptor Group
  - 16th Fighter Interceptor Squadron
  - 25th Fighter Interceptor Squadron
  - 26th Fighter Interceptor Squadron
- Headquarters, 51st Maintenance and Supply Group
  - 51st Field Maintenance Squadron
  - 51st Motor Vehicle Squadron
  - 51st Supply Squadron
- Headquarters, 51st Air Base Group
  - 51st Air Police Squadron
  - 51st Communications Squadron
  - 51st Food Service Squadron
  - 51st Installations Squadron
- 51st Tactical Hospital

Headquarters, 529th Aircraft Control and Warning Group
- 624th Aircraft Control and Warning Squadron
- 851st Aircraft Control and Warning Squadron
- 852d Aircraft Control and Warning Squadron
- 623d Aircraft Control and Warning Squadron

13th Communications Squadron, Air Force
17th Communications Construction Squadron
558th Air Force Band
6351st United States Air Force Dispensary

Headquarters, Air Task Force Fifth, Provisional, is attached to the 313th Air Division for administrative and logistic support. Operational control remains with Fifth Air Force, per 5th AF GO 25, dtd. 25 Feb. 1955.

The 80th Fighter Bomber Squadron, assigned to Fifth Air Force, is further assigned to the 43d Air Division (Defense) without change in location or strength, per FEAF GO 30, dtd. 15 March 1955.

1 March The 18th Fighter Bomber Wing (less the 44th Fighter Bomber Squadron at Clark AFB) is attached to the 313th Air Division for administration (to include assignment and promotion of personnel), logistic support, and operational control. Concurrently, the 44th Fighter Bomber Squadron is attached for administration to the 18th Fighter Bomber Wing, per 5th AF GO 25, dtd. 25 Feb. 1955.

The following units, assigned to Thirteenth Air Force, are relieved from attachment to Twentieth Air Force and are attached to Fifth Air Force for operational control, administration, and logistic support without change in location, strength, or assignment, per FEAF GO 35, dtd. 25 March 1955:

Headquarters, 18th Fighter Bomber Wing
Headquarters, 18th Fighter Bomber Group
12th Fighter Bomber Squadron
67th Fighter Bomber Squadron
Headquarters, 18th Maintenance and Supply Group
18th Field Maintenance Squadron
18th Motor Vehicle Squadron
18th Supply Squadron
Headquarters, 18th Air Base Group
18th Air Police Squadron
18th Communications Squadron
18th Food Service Squadron
18th Installations Squadron
18th Tactical Hospital

The 44th Fighter Bomber Squadron, assigned to the 18th Fighter Bomber Group, 18th Fighter Bomber Wing, is relieved from attachment to Twentieth Air Force for administration and is attached for that function to Thirteenth Air Force, per FEAF GO 35, dtd. 25 March 1955.

Detachment #1, Headquarters, 313th Air Division is designated and organized at Naha AB with an authorized strength of nine officers, five airmen, and one civilian, per 313th AD GO 2, dtd. 1 March 1955. Personnel are furnished from resources under control of Commander, 313th Air Division.

The Commander, Detachment #1, 313th Air Division, is designated Air Defense Commander of the Ryukyus Air Defense Sector, per 313th AD GO 2, dtd. 1 March 1955.

The following units are attached to the 51st Fighter Interceptor Wing for administrative and logistic support, per 313th AD GO 2, dtd. 1 March 1955:

1955

1 March Detachment #1, Hq. 313th Air Division
Hq., 529th AC&W Group
851st AC&W Squadron
623d AC&W Squadron
624th AC&W Squadron
Det. #3, 32d Communications Security Squadron (USAFSS)
Det. A, Dist. Off. #3, 6001st IG SI Sq.
1233d AACS Squadron (MATS)
Det. #7, 15th Weather Squadron (MATS)
Det. #2, 11th Air Postal Squadron
F-86D-16 Mobile Training Det. (ATRC)
Naha Res. Off., Auditor General, USAF

The following units are attached to Detachment #1, Headquarters, 313th Air Division, for operational control, per 313th AD GO 2, dtd. 1 March 1955:

Hq., 51st Fighter Interceptor Group
16th Fighter Interceptor Squadron
25th Fighter Interceptor Squadron
26th Fighter Interceptor Squadron
Hq., 529th AC&W Group
851st AC&W Squadron
623d AC&W Squadron
624th AC&W Squadron

The following units are attached to the 6332d ABW for administrative and logistical support, except for items peculiar to F-86F aircraft, per 313th AD GO 2, dtd. 1 March 1955.

Hq., 18th Fighter Bomber Wing
Hq., 18th Air Base Group
18th Air Police Squadron
18th Food Service Squadron
18th Installations Squadron
18th Communications Squadron
Hq., 18th Maintenance and Supply Group
18th Motor Vehicle Squadron
18th Field Maintenance Squadron
18th Supply Squadron
Hq., 18th Fighter Bomber Group
12th Fighter Bomber Squadron
67th Fighter Bomber Squadron
18th Tactical Hospital

The following units are attached to the 6332d ABW for administrative and logistical support, except for items peculiar to special weapons, per 313th AD GO 2, dtd. 1 March 1955:

1955

1 March

7th Tactical Depot Squadron
12th Aviation Depot Squadron
Team A, 403-1009th Special Weapons Squadron
Team D, 403-1009th Special Weapons Squadron

Major General Fay R. Upthegrove, erstwhile Commander of the Twentieth Air Force, assumes command of the 313th Air Division, per 313th AD GO 1, dtd. 1 March 1955.

The following units are attached to the 6332d ABW for administrative and logistical support, per 313th AD GO 2, dtd. 1 March 1955:

Hq., 313th Air Division
13th Communications Squadron, AF
17th Communications Construction Squadron
Hq., 581st Air Resupply Group
  581st Airborne Materials Assembly Squadron
  581st Air Resupply Squadron
1962d AACS Squadron (MATS)
Hq., 15th Weather Squadron (MATS)
33d Air Rescue Squadron
Hq., 11th Air Postal Squadron
Det. #1, 11th Air Postal Squadron
546th Ammunition Supply Squadron
Det. #1, 1503d Support Squadron (MATS)
Det. #1, 29th Radio Squadron, Mobile
Det. #56, 7th Aerial Port Squadron
B-29-11 Mobile Training Detachment
Hq., 930th Engineer Aviation Group
  808th Engineer Aviation Battalion
80th Fighter Bomber Squadron
8953d Air Reserve Squadron
Dist. Off. #3, 6001st IG SI Squadron
558th Air Force Band
Kadena Res. Off., Auditor General, USAF

5 March

Major General James E. Moore relieves Major General David A. D. Ogden as Commanding General, Ryukyus Command, and Deputy Governor, Ryukyu Islands, per Rycom GO 23, dtd. 5 March 1955.

8 March

Detachment #4, 15th Weather Squadron, MATS, is organized at Kadena AB, per 15th WS GO 2, dtd. 7 March 1955. The mission of the detachment is to provide meterological services in the area of the Ryukyu Islands. Detachment #4 has heretofore been known as the Kadena Base Weather Station.

1955

11 March — Detachment #4, 15th Weather Squadron, MATS, is attached to the 6332d ABW for administrative and logistic support, per 313th AD GO 4, dtd. 11 March 1955.

15 March — The 529th AC&W Group, located at Naha AB, is inactivated, and personnel thus rendered surplus revert to control of Commander, 313th Air Division, per 5th AF GO 28, dtd. 8 March 1955. The 623d and 624th AC&W Squadrons are assigned directly to Headquarters, 313th Air Division.

The 851st AC&W Squadron is inactivated at Naha AB, all personnel being absorbed by Detachment #1, Headquarters, 313th Air Division, per 5th AF GO 28, dtd. 8 March 1955.

The 852d AC&W Squadron, heretofore assigned to Fifth Air Force and further assigned to 313th Air Division, is relieved from such assignment and is reassigned to Pacific Air Force, with further assignment to Seventh Air Force, per FEAF GO 33, dtd. 22 March 1955.

18 March — The 39th, 41st, and 43d Air Divisions (Defense) are redesignated the 39th, 41st, and 43d Air Divisions, per 5th AF GO 30, dtd. 15 March 1955.

22 March — Detachment #56 of the 7th Aerial Port Squadron, located at Kadena Air Base, and Detachment #58 of the 7th Aerial Port Squadron, located at Taipei, Formosa, are attached to the 6332d Air Base Wing for logistic support, per 313th AD GO 6, dtd. 22 March 1955.

29 March — Headquarters, Air Task Force Fifth, Provisional, is attached to the 6332d Air Base Wing for administrative and logistical support, per 313th AD GO 7, dtd. 29 March 1955.

General Lyman L. Lemnitzer assumes position as Commanding General, Army Forces, Far East (AFFE), and Commanding General, Eighth Army, vice General Maxwell D. Taylor, per AFFE GO 103, dtd. 1 Apr. 1955.

General Maxwell D. Taylor is assigned as Commander-in-Chief, Far East Command; Commander, United Nations Command (UNC); and Governor of the Ryukyu Islands, per DA SO 50, dtd. 14 March 1955. General Taylor succeeds General John E. Hull.

5 April — Sir Winston Churchill resigns as Prime Minister of Great Britain at the age of 80 years. He is succeeded the following day by fellow Conservative Party stalwart Sir Anthony Eden, the 57-year-old erstwhile Foreign Secretary and Deputy Prime Minister in the Churchill Cabinet.

1955

7 April — The 6319th Air Base Wing at Andersen AFB, Guam, is inactivated, and the 3960th Air Base Wing (SAC) is designated and activated at the same location, assuming the functions and responsibilities formerly delegated to the 6319th ABW, per Daily Bulletin No. 68, dtd. 7 Apr. 1955.

13 April — Major Ulmer L. Buchanan is assigned as Assistant for Safety, 313th Air Division, per 313th AD GO 10, dtd. 19 Apr. 1955. This new special staff section absorbs the former Ground Safety Division from the Personnel Directorate and the Flying Safety Division from the Operations Directorate.

14 April — The 33d Air Rescue Squadron is relieved from attachment to the 6332d Air Base Wing and is attached to the 51st Fighter Interceptor Wing at Naha AB for administrative and logistical support, per 313th AD GO 10, dtd. 19 Apr. 1955.

15 April — The 930th Engineer Aviation Group is assigned to the 417th Engineer Aviation Brigade (FEAF), per 417th ENGRAVBRIG GO 15 dtd. 15 Apr. 1955. The unit's previous assignment to the 417th is herewith rescinded.

The 808th Engineer Aviation Battalion is assigned to the 417th Engineer Aviation Brigade (FEAF) and attached to the 930th Engineer Aviation Group for operational control and administration, including assignment, reassignment, and promotion of personnel, per 417th ENGRAVBRIG GO 15, dtd. 15 Apr. 1955.

The 809th Engineer Aviation Battalion is assigned to the 417th Engineer Aviation Brigade (FEAF) and attached to the 930th Engineer Aviation Group for operational control and administration, including assignment, reassignment, and promotion of personnel, per 417th ENGRAVBRIG GO 15, dtd. 15 Apr. 1955.

The 822d Engineer Aviation Battalion is assigned to the 417th Engineer Aviation Brigade (FEAF) and attached to the 930th Engineer Aviation Group for operational control and administration, including assignment, reassignment, and promotion of personnel, per 417th ENGRAVBRIG GO 15, dtd. 15 Apr. 1955.

The 733d Engineer Aviation Supply Point Company is assigned to the 417th Engineer Aviation Brigade (FEAF) and attached to the 930th Engineer Aviation Group for operational control and administration, including assignment, reassignment, and promotion of personnel, per 417th ENGRAVBRIG GO 15, dtd. 15 Apr. 1955.

1955

25 April — The 22d AAA Battalion of the 97th AAA Group announces that all of its newly-received 75-mm Skysweeper guns are established in their tactical positions and are ready to defend the target areas.

30 April — The 558th Air Force Band is attached to Headquarters Squadron Section, 313th Air Division, for administration, housekeeping support, and disciplinary control, per 313th AD GO 12, dtd. 30 Apr. 1955.

1 May — The following units are discontinued at Kadena Air Base, per 5th AF GO 41, dtd. 18 Apr. 1955:

Headquarters, 6332d Air Base Wing
Headquarters, 6332d Air Base Group
6332d Air Police Squadron
6332d Communications Squadron
6332d Food Service Squadron
6332d Installations Squadron
Headquarters, 6332d Maintenance and Supply Group
6332d Field Maintenance Squadron
6332d Motor Vehicle Squadron
6332d Supply Squadron

Personnel rendered surplus by this action revert to control of the Commander, 313th Air Division.

The 7th Tactical Depot Squadron, 12th Aviation Depot Squadron, and Teams "A" and "D", 403d-1009th Special Weapons Squadron, are attached to the 18th Fighter Bomber Wing for administrative and logistical support, except for items peculiar to special weapons, per 313th AD GO 14, dtd. 16 May 1955.

The following units are attached to the 18th Fighter Bomber Wing for administrative and logistical support, per 313th AD GO 15, dtd. 16 May 1955:

Headquarters, 313th Air Division
13th Communications Squadron
17th Communications Construction Squadron
Headquarters, 581st Air Resupply Group
581st Air Resupply Squadron
581st Airborne Materials Assembly Squadron
Headquarters, 15th Weather Squadron
Detachment #4, 15th Weather Squadron
1503-1 Air Terminal Squadron
1962d Airways and Air Communications Service Squadron
80th Fighter Bomber Squadron
Kadena Resident Office, Auditor General, USAF

1955

1 May

District Office #3, 6001st Special Investigation Squadron
Headquarters, 11th Air Postal Squadron
B-29-11 Mobile Training Detachment
6927th Security Flight (USAFSS)
546th Ammunition Supply Squadron, Depot
930th Engineer Aviation Group
808th Engineer Aviation Battalion

The following units are attached to the 18th Fighter Bomber Wing for logistical support, per 313th AD GO 15, dtd. 16 May 1955:

Detachment #56, 7th Aerial Port Squadron
Detachment #58, 7th Aerial Port Squadron

The following units are attached to the 18th Fighter Bomber Wing for all purposes, per 313th AD GO 15, dtd. 16 May 1955:

8953d Air Reserve Squadron
6332d USAF Dispensary

8 May

Flight "C", 32d Communications Security Squadron, is inactivated at Naha AB, and Detachment 3, 6932d Communications Security Squadron, is organized in its place and attached to the 313th Air Division and further attached to the 51st Fighter Interceptor Wing for administrative and logistic support, per 5th AF GO 51, dtd. 11 May 1955, and 313th AD GO's 19, dtd. 7 June 1955, and 26, dtd. 18 July 1955.

Detachment #1, 29th Radio Squadron, Mobile, is inactivated at Yontan Auxiliary Air Base. Simultaneously, the 6927th Security Flight (USAFSS) is organized at Kadena Air Base as an assigned unit of the 6920th Security Wing, with an authorized strength of five officers and 151 airmen. The 6927th Security Flight (USAFSS) is attached to the 18th Fighter Bomber Wing for administrative and logistical support, per 313th AD GO 11, dtd. 29 Apr. 1955.

11 May

Eight F-86F Sabrejets of the 35th Fighter Bomber Squadron, 8th Fighter Bomber Wing, shoot down two and probably destroy a third of 12 to 16 MIG-15's which attack them over international waters of the Yellow Sea, about 50 miles southwest of the mouth of the Yalu River. None of the American aircraft receives "so much as a scratch."

1955

19 May The following installations are assigned to the 18th Fighter Bomber Wing, per 313th AD GO 16, dtd. 19 May 1955:

Kadena Air Base
Kadena/Bolo Auxiliary Air Base
Kadena/Yontan Auxiliary Air Base
Kadena/Ie Shima Auxiliary Air Base
Kadena/Tori Shima Bombing and Gunnery Range
Kadena/Kobi-Sho Bombing Range
Kadena/Higashi Onna Ammo Depot
Kadena/Kadena Village Ammo Depot
Kadena/Joint Explosive Ordnance Depot Annex
Kadena/Awase Globecom Transmitter Annex
Kadena/Deragawa Transmitter Annex
Kadena/Onna Point AFSS Radio Receiver Annex
Kadena/Sobe Transmitter Annex
Kadena/Sobe Globecom Transmitter Annex
Kadena/Koza Globecom Relay Annex
Kadena/SBRAZ AACS Radio Range Annex
Kadena/Okuma Homing Beacon Station
Kadena/Kadena Village Area "C" Housing Annex
Kadena/Bishaga Housing Annex
Kadena/Koza Contractor Housing Annex
Kadena/Bishagawa Dock Annex
Kadena/Koza Contractor Vehicle Park Annex
Kadena/Bishagawa POL Annex

The following installations are assigned to the 51st Fighter Interceptor Wing, per 313th AD GO 16, dtd. 19 May 1955:

Naha Air Base
Naha/Futema Auxiliary Air Base
Naha/Hirara Auxiliary Air Base
Naha/Motobu Auxiliary Air Base
Naha/Okino-Erabu Aircraft Control and Warning Station
Naha/Yuzadake Aircraft Control and Warning Station
Naha/Yontan Aircraft Control and Warning Station
Naha/Kume Shima Aircraft Control and Warning Station
Naha/Miyako Jima Aircraft Control and Warning Station
Naha/Irisuna Shima Bombing Range
Naha/Yaetake AC&W Station
Naha/Oroku Crash Boat Annex
Naha/Itoman Recreation Annex
Naha/Miwa Radio Range Annex

20 May The 733d Engineer Supply Point Company (FEAF) is attached to the 18th Fighter Bomber Wing for logistical support and to the 808th Engineer Aviation Battalion for administrative support, per 313th AD GO 17, dtd. 20 May 1955. The authorized strength is set at four officers and 97 enlisted men.

1955

25 May — Headquarters and Headquarters Company, 930th Engineer Aviation Group, is reorganized with a strength of one officer and one enlisted man, per 417th ENGRAVBRIG GO 19, dtd. 25 May 1955. This reduction is to be accomplished by attrition. The 808th Engineer Aviation Battalion is also reduced from its wartime TO&E strength of 800-odd men to a peacetime strength of 600-odd men.

4 June — Lieutenant General Lawrence S. Kuter assumes command of the Far East Air Forces with the rank of General, vice General Earle E. Partridge, who returns to the ZI to assume command of the Continental Air Defense Command.

6 June — General Lyman L. Lemnitzer assumes the dual title of Commander, Far East Command, and Commander, United Nations Command.

Lieutenant General Thomas F. Hickey assumes command of Army Forces, Far East (AFFE) and Eighth Army, per AFFE GO 185, dtd. 6 June 1955.

20 June — Detachment #1, 13th Communications Squadron, is discontinued at Taipei, Formosa, per 313th AD GO 22, dtd. 16 June 1955. Personnel in place are reassigned to Detachment #2, 14th Communications Squadron, Taipei, Formosa.

22 June — Russian MIGs shoot down a Navy P2V Neptune bomber over Bering Strait. Three men are wounded and four others severely burned as the aircraft crash lands on St. Lawrence Island, 50 miles southeast of Siberia.

24 June — The attachment of the 809th and 822d Engineer Aviation Battalions to the 930th Engineer Aviation Group for operational control and administration is rescinded, per 417th ENGRAVBRIG GO 21, dtd. 24 June 1955.

27 June — The attachment of the 808th Engineer Aviation Battalion to the 930th Engineer Aviation Group for operational control and administration is rescinded, per 417th ENGRAVBRIG GO 23, dtd. 27 June 1955.

Colonel Walter H. Murray succeeds Brigadier General Walter M. Johnson as Civil Administrator, USCAR. The latter assumes duties as Deputy Commanding General, Ryukyus Command, succeeding Brigadier General Robert H. Wienecke.

CHAPTER I

ORGANIZATION AND MISSION

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ORGANIZATION AND MISSION

INTRODUCTION

With the inactivation of the Twentieth Air Force on 28 February 1955 there passed out of existence one of the most destructive organizations ever known to man. In the history of human progress, other agencies and instruments had decimated populations and wasted civilizations, but never before had death and devastation been delivered with such calculated precision--unless it were in the case of the great Deluge of Noah's day, described in the Book of Genesis. Volcanoes Aetna, Vesuvius, Krakatao, and Pelee had taken terrific tolls in their time; floods or famines had periodically wiped out vast numbers of the people of India, China, and Ireland; the Black Death and the cholera had claimed their hecatombs in the lands from Central Asia to England; the Mongols of Genghis Khan and Tamerlane had exterminated the populations of entire regions with terrible cruelty; the Romans had leveled Carthage and sowed salt on its site to prevent its growing anew; the Thirty Years' War had turned flourishing areas into wildernesses. And the tale of destruction by man and nature could go on and on.

There was one thing which all of these conquerors, combatants, and elements had in common: the blindness of their fury, which destroyed without regard for innocence or guilt, or even for the ultimate utility of the destruction to themselves. Yet, by the same token, it was this

very concern with the intrinsic benefit of a specific mission to itself which set the Twentieth Air Force apart from these other agents of death and ruin. The unprovoked nature of the Japanese attack on Pearl Harbor and the countless cruelties inflicted on their prisoners of war certainly did not incline the United States to leniency where that nation was concerned. Nevertheless, the Twentieth Air Force--chief among the military units which made the home islands of Nippon their target--never wantonly bombed for the sake of killing and destroying. Given as its primary mission "the earliest possible progressive destruction and dislocation of the Japanese military, industrial, and economic systems," as well as the undermining of the morale of the Japanese people "to a point where their capacity for war is decisively weakened," the Twentieth Air Force went about its task of annihilation with the clinical objectiveness of a surgeon removing cancerous tissue from a patient or the sang froid of a butcher carving a roast from a slab of beef. To strike with pulverizing power at those targets whose elimination would bring Japan to her knees was Twentieth's objective first and last.

The Japanese homeland enjoyed complete exemption from attack from 18 April 1942, when the Doolittle raiders from the carrier Hornet carried out their desperate mission, until 15 June 1944, when B-29's of the XX Bomber Command dropped 92.5 tons of bombs on the Imperial Iron and Steel Works at Yawata, Kyushu, damaging one building slightly at a cost of five aircraft. From that time until 15 August 1945, when World War II came to an end--a period of 60 weeks--The Twentieth Air Force dropped 159,862 tons of bombs on Japanese targets, averaging 1,193 tons daily during the last three months of operations. With the steady build-up in the size of the striking force--from one to five full combat wings--and with the

steady increase in the efficiency with which the B-29 weapon was being employed, the Twentieth Air Force, on 15 August 1945, was capable of delivering another 159,862 tons of bombs against the enemy in a period of only 12 weeks. This figure excludes the force of the atomic bombs which were dropped on 6 and 9 August 1945 by the 509th Composite Group, nominally assigned to the 313th Bombardment Wing on Tinian.

The measure of the Superforts' success is revealed in the total of 602 major war factories either destroyed or severely damaged; 180 square miles of industrial urban areas of Japan burned out, destroying the industrial productive capacity of 61 cities and displacing a population of 21 million Japanese people; more than one million tons of Japanese shipping destroyed by the 12,998 mines dropped in Japanese sea lanes and harbors; and 1,867 enemy aircraft destroyed and 1,501 damaged in the air and on the ground as a result of the 33,047 bomber and 8,381 fighter sorties flown against Japan.

When the first mission against Japan was flown by the XXI Bomber Command on 24 November 1944, its sole striking force, the 73d Bombardment Wing, had on hand in Saipan 119 B-29 aircraft. By the time the final bombing mission of the war took off from the Marianas on 14 August 1945, the Twentieth Air Force possessed 1,020 B-29's and F-13's, having received a total of 1,437 B-29's and 42 F-13's during that period. On 15 August 1945, the strength of the Twentieth Air Force reached a peak of 1,294 crews, a total of 1,892 having been delivered to the command since 24 November 1944. Increased experience and more rigorous training of air crews resulted in not only greater utilization of aircraft and crews, but also more effective use. In November, only 21.3 per cent of the aircraft

airborne bombed the primary target; 57.9 per cent were bombing targets other than the primary, while 20.2 per cent bombed no target at all. Although the score improved moderately in December, January, and February, the new 5,000 to 8,000-foot night incendiary attacks by individual aircraft bombing by radar produced a tremendous improvement after their introduction in March by Major General Curtis E. LeMay--84.5 per cent of the B-29's bombing the primary target and 93.1 per cent bombing some target. In July 1945, 93.9 per cent of the aircraft airborne on bombing missions dropped on the primary target, while only 4.5 per cent failed to bomb any target whatsoever. The change in tactics introduced in March, together with more effective cruise control and the acquisition of Iwo Jima as a friendly base, doubled the bomb load. In November the B-29's had carried an average of 5,473 pounds of bombs over Japanese targets. In March, the average load rose to 12,295 pounds; and, by July, as the results of months of rigid training were felt, the bomb bays were filled with an average of 15,420 pounds of lethal pay load.

In June 1945, LeMay--never afraid to risk the possibility of a catastrophe if convinced that the odds favored success--made another move as bold as that of March which had brought his B-29's down from the ethereal heights where they had previously operated at great cost in bomb load through the need for more fuel. In this instance, the XXI Bomber Command's Commanding General took the newest of his five wings, the 315th Bombardment Wing, stripped its B-29B's of all turrets and armament except the twin .50 caliber tail guns, and utilized the high resolution of their APQ-7 radars to assault the Japanese oil industry complex along the coasts of Honshu and Shikoku with spectacular success. Beginning on

26 June with a 35-plane mission against the Utsube River Oil Refinery, in which the aircraft averaged 14,631 pounds' bomb load apiece, the wing gradually increased its pay load until each plane was carrying 20,648 pounds on 9 August. In the course of the 15 missions flown by the 315th before the war came to an end, 1,095 B-29's bombed the primary target--95 per cent by radar--at a cost of three aircraft lost, 66 damaged, and 30 casualties. Only 16 attacks were sustained from enemy aircraft, with damage to one B-29B. The destruction achieved by this effort consisted of approximately 6,055,000 barrels of storage tank capacity, as well as numerous synthetic and refining facilities. The major oil refining and storage capacity of Japan had been destroyed.

From the beginning of combat operations until the cessation of hostilities on 15 August, the Twentieth Air Force operating from the Marianas lost 447 B-29 aircraft and 329 combat crews. Of this number, 343 B-29's, or 1.2 per cent of those airborne, and 246 combat crews, or 0.8 per cent of those airborne, were lost while engaged in bombing, mining, leaflet drop, and other combat missions. During the entire period of operations, 11 per cent of the aircraft over the target were battle-damaged or lost. Of this damage, 13 per cent was caused by enemy fighters, 76 per cent by flak, nine per cent by a combination of interceptors and flak, and two per cent was self-inflicted. The comparative effectiveness of Japanese fighters and B-29's in aerial combat is indicated by the fact that Twentieth Air Force gunners claimed the destruction or probable destruction of almost 10 per cent of the enemy interceptors attacking. It took about 200 enemy fighter

attacks to down one of the B-29 bombers, while the latter destroyed one out of every 17 attacking Japanese fighters.[1]

From the foregoing, it becomes apparent how murderously destructive the Twentieth Air Force actually was when it went off to war in 1944-45--a powerful but agile knight armed with the very latest weapons of the time. The only factor which postponed the fall of the overmatched enemy was the necessity for mastering the use of these weapons and learning by experience what tactics were best suited to the task.

Beginning the latter part of August 1945, the Twentieth Air Force was given the job of dropping supplies by parachute to certain prisoner-of-war (POW) camps in Japan, Manchuria, Korea, China, French Indo-China, and Formosa. The original plan called for the B-29's of the Twentieth Air Force to drop supplies to 25,000 POW's, while Far East Air Forces (FEAF) aircraft, based on Okinawa and the Philippines, were to perform the remaining and larger portion of the job. After studying the project, however, Twentieth worked out a new plan whereby its aircraft, in conjunction with the Western Pacific Base Command, which furnished the supplies, would cover all of the 153 camps with their population of approximately 63,500 P.O.W.'s. This arrangement appearing to promise swifter action and better coordination than the original plan with its division of responsibilities would have done, General Carl A. Spaatz, Commanding General, USASTAF, directed that Twentieth assume the entire job. The object was to drop supplies to these camps until the men imprisoned within them were evacuated, restoring both strength and self-respect in the interim. Engineer officers at Guam developed methods of packaging supplies in "blocks" and of installing cargo platforms in the bombers. The supplies themselves

were furnished by Western Pacific Base Command, as suggested, and the parachutes were provided by FEAF--12,000 being flown over from Manila in the first installment. The supplies included food, clothing, and 110-pound medical kits with instructions included. Food was dropped seriatim, beginning with soups, juices, extracts, and vitamins, and working up to more solid fare. Clothing and medical kits were dropped to provide prisoners with protection against the weather and with means of treating their diseases until the opportunity came to move them out. In addition, special requests were filled, where possible, including ice cream and beer for those whose craving for these delicacies had reached a point of obsession during their long incarceration.[2]

The project was divided into five phases. The first phase was the dropping of three-day supplies to each camp. In this phase soups, juices, vitamin tablets, and other foods sufficient for three days were dropped, along with clothing and medical supplies to last 30 days. Begun on 26 August, this phase was 83 per cent complete by 31 August, with 366 sorties flown and approximately 1,355 tons of supplies dropped.

The second phase involved the delivery of one week's supplies of food within three days after the first drop made at each camp, providing the camps with enough food to last until the tenth day after the initial drop. This phase was begun on 29 August, and the effort was 83 per cent complete by 5 September. A total of 442 sorties were flown during this phase, and approximately 1,849 tons of food were dropped.

The second phase involved the delivery of one week's supplies of food within three days after the first drop made at each camp, providing the camps with enough food to last until the tenth day after the initial drop. This phase was begun on 29 August, and the effort was 83 per cent complete by 5 September. A total of 442 sorties were flown during this phase, and approximately 1,849 tons of food were dropped.

The final phases comprised the parachuting of 10-day supplies to each camp every 10 days after the first supply drop until the occupants were evacuated. The various camps received one, two, or three drops, depending on the date of their removal, which was so rapid in many cases that a few camps got by on the initial delivery and only about half required the 10-day packages. These later phases started on 2 September, and 10 days later 195 sorties had been flown and approximately 868 tons of supplies dropped. In addition to these regular flights, seven sorties involving some 32 tons of supplies were flown by 12 September for the purpose of filling special requests relayed from the camps to the Marianas. Between 12 and 28 September, 172 additional sorties were planned, with approximately 755 additional tons to be parachuted to POW camps. The camps were emptied so rapidly, however, that most of this additional planned effort was rendered unnecessary, with the result that only 56 more sorties were flown to drop 366 tons of supplies. Altogether, 1,066 planes had been airborne on POW missions, of which 900 could be accounted as effective sorties. In course of this effort they had dropped 4,470 tons of supplies, serving an estimated 63,500 prisoners.

An operation of such magnitude could not be expected to achieve its mission without loss, and it did not. Besides the 77 crewmen killed in the crashes of eight B-29's engaged in this humanitarian work, several prisoners were killed ironically, by the very supplies dropped to relieve their distress. As the stock of parachutes used in this business became exhausted, the Superforts began to distribute their packages by free fall, flying in very low and simply releasing the boxes through the bomb bays. The prisoners had quickly learned from hard experience that the Japanese entertained no compunctions about taking any supplies not claimed within a matter of minutes; therefore, they often dashed out to the open ground between compound buildings, only to be killed, in some cases, by the falling packs. One B-29 of the 73d Bombardment Wing was attacked by Soviet fighters while supplying a POW camp in North Korea and was damaged so badly that it had to crash-land. No lives were lost in this incident--which the Russians passed off as a "mistake"--but it interfered briefly with the program in that area and taught some people what others already knew: to wit, that all enemy aircraft did not bear the hinomaru (rising sun flag) on their wings.[3]

Nearly five years went by following the surrender of Japan, the United States at peace and the Twentieth Air Force turned out to pasture like most of the other weary warhorses of a war-weary world. It was an "active" unit in name only. Came 25 June 1950, however, and the armies of the North Korean People's Republic suddenly irrupted across the 38th Parallel into South Korea, beating the ROK's to their knees and bringing an unready America galloping to the

rescue like a rusticating paladin--sword dull, charger halt, armor rusty, sinews soft. On the eve of the conflict, by coincidence, the mission of the Twentieth Air Force had been newly defined in Operations Instructions issued 1 May 1950. Oddly enough, however, not one word was said about what action was to be taken in the event of a war involving any part of the Far East other than the Ryukyus and Marianas. The Twentieth Air Force was to maintain air control over these two groups of islands, provide air defense for the Ryukyus, conduct such local defense operations as were necessary in the event of attack by an armed enemy in the Ryukyus or Marianas, and carry out various other routine operations.[4] Apparently, no consideration was given to the possibility of the United States' becoming embroiled in a struggle extending beyond the bounds of Twentieth's area of jurisdiction.

As a result of the orders issued by President Truman for United States forces to intervene in Korea, Operations Order 16-50 was promulgated on 27 June, sending the 19th Bombardment Group from Guam to Okinawa to undertake combat missions against North Korea. The very next day, B-29's of the 19th Bombardment Group began to bomb targets of opportunity from their new base at Kadena--an event of historic significance in that it constituted the second time in as many wars that the 19th Bombardment Group had delivered the initial bombardment attack against the enemy. On 13 July, the 22d Bombardment Group, a SAC rotational B-29 outfit, arrived at Kadena and immediately added its weight to the assault, flying missions continuously until 25 October 1950, when it stood down and began its preparations for the

long flight back to the Zone of Interior. There were three reasons for dismissing the 22d Bombardment Group from further duty: (1) The unit had completed its 90 days' training period--albeit in actual combat, rather than under simulated battle conditions; (2) The North Korean Army had practically disintegrated in the wake of the Inchon landings, and the war appeared to be near an end, as United Nations forces drove toward the Yalu River at several points; (3) There were not enough lucrative targets left in North Korea to justify retention of five B-29 bombardment groups for their destruction--the 19th and 307th Bombardment Groups on Okinawa and the 98th Bombardment Group at Yokota AB, Japan, could easily take care of this chore, enabling the 22d and 92d Bombardment Groups to be dismissed without reservations.

Although late in getting to the battle, the 307th Bombardment Group proceeded to make up for lost time once it was established at Kadena AB on 8 August 1950. Before the day was out, the 307th had dispatched a part of its aircraft on a mission over North Korea. From that time until 27 July 1953, when the Korean Armistice was signed at Panmunjom, the 307th BG (later designated the 307th Bombardment Wing) flew 573 missions over North Korea, as compared with the 19th Bombardment Group's 645 for the entire war. Even so, the 307th flew more sorties, racking up 6,052 against the 19th's 5,950. In tonnage of bombs dropped, however, the 307th yielded to the 19th, dispensing 51,757 tons, while the latter released 52,081.63. The 19th Bombardment Group destroyed 13 MIG-15's in combat and probably destroyed 25 more. No figures are available for the number of enemy fighters destroyed by the 307th. On the debit side of the ledger,

the 19th lost 20 B-29's and 91 crew members; while the 307th lost 12 aircraft and 153 personnel.* No figures are available for the war effort of the 22d Bombardment Group.

On 3 January 1955, the Department of the Air Force addressed a letter to the Commander, Far East Air Forces, directing that the Headquarters, Twentieth Air Force, be inactivated on or about 8 March and revert to control of the Department of the Air Force. The same letter redesignated the Headquarters and Headquarters Squadron, 313th Bombardment Wing, Very Heavy, as the Headquarters, 313th Air Division, and assigned it to the Far East Air Forces upon its activation concurrent with the inactivation of the Twentieth Air Force. Personnel to man the new air division would be furnished from sources under control of the Commander, FEAF, and the necessary equipment was to be drawn from the base providing logistical support--in this case, Kadena Air Base, Okinawa.[5]

Although the 313th Bombardment Wing had enjoyed a short-lived career, it had also been a full one and one of which all those associated with it could well be proud. Headquarters and Headquarters Squadron, 313th Bombardment Wing, Very Heavy (to use its full, feudal title) had its conception in War Department Letter AG 322 (14 April 1944) OB-I-AFRPG-M, dated 15 April 1944, which constituted the organization and authorized its activation. Shortly afterward, on 23 April 1944, the 313th Bombardment Wing was activated at Peterson

* This seems to be as good a place as any for recording that the five medium bombardment groups under the operational control of FEAF Bomber Command at one time or another during the Korean War flew a total of 21,323 sorties; dropped 185,000 tons of bombs of all types; shot down 33 fighters, probably destroyed 17, and damaged 11; and lost 34 B-29's--16 to fighters, four to flak, and 14 from operational causes.

Field, Colorado Springs, under the authority of Headquarters, Second Air Force General Order No. 51, dated 22 April 1944. The new wing, commanded by Colonel John H. Davies, was composed of four very heavy bombardment groups--the 6th, 9th, 504th, and 505th--which were placed under the operational control of the 17th Bombardment Operational Training Wing while undergoing their training programs at the four Nebraskan training fields located at Grand Island, McCook, Fairmont, and Harvard.[6]

Although the 313th Bombardment Wing had been created specifically to operate the new B-29 aircraft in the war against Japan, most of the training received while in the States was in B-17 Flying Fortresses--the wing having no B-29's assigned until the 6th Bombardment Group received three and the 505th two in June 1944. The advance flight of the 313th left Peterson Field on 3 November 1944 and arrived at its permanent base on North Field, Tinian, 13 days later. Before the month was out, the flight echelon had departed, reaching the new home in the Marianas in December. Four days after Christmas the air echelon left Peterson Field and joined the earlier elements at North Field in early January 1945, although crews of the 6th and 9th Bombardment Groups did not complete the move until late February.[7]

Soon after establishment of the 313th Bombardment Wing on Tinian, the unit's B-29's commenced a series of training operations by way of orientation in the theater. The first of these missions, flown on 30 December 1944, was directed against a small island in the Northern Marianas. Other practice flights were run throughout January 1945, with the 504th and 505th Groups participating in 10 raids upon the

enemy-held islands of Guguan, Maug, and Pagan in the Northern Marianas; Moen, one of the islands making up much-feared Truk Atoll; and Iwo Jima, in the Kazan Retto. Before the end of February, however, full-scale operations were in progress; for, by that time, the 313th Wing, augmented by recently-arrived aircrews of the 6th and 9th Groups, was prepared to take part in strikes against enemy targets in the Japanese home islands.

Beginning the month with an escort mission to Iwo Jima--an operation providing navigational experience for crews that were newcomers in the theater--B-29's of the wing bombed installations on the islands of Moen and Truk. The first mission against Japan proper took off on 3 February for the port and urban area of Kobe, dropping incendiary bombs in large numbers. Later in February, aircraft factories in Ota and Tokyo and industrial targets in Nagoya were struck. In addition members of the unit participated in practice mine-laying missions, preparing for actual future operations of this type against the enemy. On 13 February Colonel Davies was promoted to the rank of Brigadier General.

In March the 313th Bombardment Wing dropped 5,288 tons of bombs in the course of nine missions. Of these, five were night incendiary attacks upon the urban areas of Tokyo (9/10 March), Nagoya (11/12 and 18/19 March), Osaka (13/14 March), and Kobe (16/17 March). The destruction resulting from this 10-day aerial offensive was considerable, thanks in part to the type of construction employed in Japanese buildings; but almost equally significant was the profound effect that high casualties and the loss of homes had upon Japanese morale.

Recognizing Japan's dependence on water transportation for the

movement of supplies and men, the XXI Bomber Command determined in March upon a program of mining Japanese home waters. This program, inaugurated on March 27th, had three main objectives: (1) The prevention of the importation of raw materials and food into Japan; (2) The prevention of supply for and the movement of military forces; (3) The disruption of shipping in the Inland Sea. This first mission, designed especially to bottle up the Inland Sea during the invasion of Okinawa, which was scheduled for 1 April, inaugurated a campaign that was to have strategic as well as tactical value. The heavy toll exacted by Allied attacks on enemy shipping having forced the Japanese to close many regular convoy routes, traffic between the home islands and the Outer Zone was confined to the Yellow Sea, Tsushima Straits, and the Sea of Japan. It was inevitable that this situation greatly enhanced the importance of the Inland Sea, a sheltered, natural canal which had long been a vital link in Japan's transportation system by reason of the easy access to those waters which it provided through its western narrows, Shimonoseki Straits.

In all, 46 missions were directed against Japanese home waters by mine-laying B-29's of the 313th Bombardment Wing, which assumed exclusive responsibility for this program until the war's end. Their purposes, specifically, were as follows: (1) To blockade Shimonoseki Straits, through which 80 per cent of the Japanese merchant fleet passed; (2) To blockade the industrial and commercial ports in the Inland Sea, as well as Tokyo and Nagoya; (3) To disrupt shipping between Korea and Japan by mining of the ports of Korea and the

northwestern coast of Japan. Employing radar methods of minelaying in night attacks from altitudes of 5,000 to 8,000 feet, B-29's of the 313th Wing dropped 12,054 mines in their 46 missions. While it is impossible to measure accurately the destruction and damage achieved through mining, it is estimated that more than 1,000,000 tons of shipping were sunk and damaged. The number of shipping days lost through the effects of the blockade can only be surmised, but after the capitulation of Japan it was learned that sweeping facilities had been completely inadequate, and in many instances ships were forced to run the mine blockade because of incomplete sweeping. As a result, Japanese supply lines were severely hampered, and communication by sea with their forces on the Asiatic mainland was virtually severed. The cost of the 1,614 mining sorties flown by the 313th Wing was not excessive, when viewed alongside the program's accomplishments. Seventeen B-29's were lost, either from enemy action or from operational causes, 39 more were damaged, and 10 crews were lost. The aircraft loss, therefore, was less than one per cent, and the crew casualties added up to only 0.7 per cent.

During March 1945, in addition to its two mining missions, the 313th had engaged primarily in low-level night attacks on urban areas of Japan. In April, however, the wing displayed its versatility by turning again to high-altitude, precision bombing, the principal targets being aircraft factories in Ota and Nagoya, arsenal areas in Tokyo, chemical works in Koriyama, and the urban section of Kawasaki. Operations for the month also included a series of strikes against enemy airfields on Kyushu--Kanoya, Kokubu, Isumi, Oita, and

Nittagahara, among others. These diversionary raids, as well as those flown in May against Oita, Usa,* Miyakonojo, and Miyasaki, were designed not only to render these airfields inoperative but also to keep enemy fighters tied down at home and incapable of interfering in the battle of Okinawa.

In May, incendiary attacks upon Tokyo, Nagoya, and Yokohama were continued; but, in June, the wing released most of its fire bombs on the medium-sized cities of Moji, Fukuoka, and Yokkaichi, in addition to the large cities of Osaka and Kobe, in an effort to destroy the important industries located in those areas. Raids upon smaller cities having a population of less than 100,000 were made during July. In course of the same month, with the end of the war in sight, the 313th also dropped 4,500,000 leaflets which urged the Japanese to surrender rather than face starvation. These operations, coupled with several daylight attacks and 10 mining missions, brought the number of sorties to 1,521--the largest total recorded by the 313th Bombardment Wing in any single month.

On 6 August 1945, the Enola Gay, a B-29 of the 509th Composite Group piloted by Colonel Paul W. Tibbets, Jr., who was also the group commander, dropped a uranium bomb on Hiroshima, Honshu, destroying 4.7 square miles of the city, including 40,653 (81.1 per cent) of the buildings, and severely damaging an additional 8,396 (16.7 per cent).

* Usa was the name with which the citizens of that city in extreme northern Kyushu rechristened it in a shrewd, if slightly unscrupulous, endeavor to take advantage of the popularity enjoyed by American commercial products. Henceforth, the merchandise exported from that obscure place could quite legally bear the imprint, "MADE IN USA," and count on fooling the unwary into buying the supposedly American article.

The casualties resulting from this atomic bomb were figured by the Japanese authorities at 71,379 dead and missing and 68,023 injured, including 19,691 seriously hurt.

Three days after the destruction of Hiroshima, a second B-29 of the 509th Composite Group took off from North Field, Tinian, on August 9th, with Major Charles W. Sweeney at the controls. Although most orders came from the Twentieth Air Force and the United States Army Strategic Air Force (USASTAF), the 509th Composite Group was nominally assigned to the 313th Bombardment Wing. The nuclear weapon carried on this occasion by the aircraft Book's Car derived its explosive effect from plutonium, instead of the uranium used in the first bomb, and the target with Nagasaki--the primary objective, Kokura, being shut-in by weather. When the opportunity came to assess the damage, it was found that within an oval some 2.3 miles along its north-south axis and 1.9 miles from east to west all buildings had been destroyed or rendered useless by blast, fire, or both. Beyond this oval, "severe damage extended over the whole Urakami River section of the city and southward into areas on both sides of the harbor, though the pattern of destruction was again irregular, in some cases almost as capriciously so as the path of a tornado." At Nagasaki, as at Hiroshima, cases of minor damage were reported as far as 16,000 feet from ground zero. The total area destroyed was calculated as 1.45 square miles out of a total of 3.84. Excluding the dockyard area, which was outside the radius of the bomb's effect, 68.3 per cent of the industrial productive area was destroyed. The United States Strategic Bombing Survey (USSBS) estimated the casualties

at a conservative 35,000 killed, 5,000 missing, and 60,000 injured.[8]

With the close of hostilities on 15 August 1945, the 313th Bombardment Wing turned to activities of other kinds. First were the show-of-force missions flown over Japan by units representing all Army Air Forces organizations in the theater for the purpose of persuading the Japanese that they had made no mistake in giving up when they did. Then followed the POW camp supply program described above. Upon conclusion of these projects, the 313th settled down to the humdrum existence that always follows in the wake of a great war, any immediate need for its services vanished. On 26 August 1945, Colonel George W. Mundy relieved General Davies of the command which he had held since the wing's activation on 23 April 1944.* A few months later, in January 1946, personnel of the 313th began to move from Tinian to Clark Field, which was to be the new home of the wing. Full-scale movement took place during February, and on 15 March, all personnel and equipment having become established at the new base, FEAF reassigned the 313th Bombardment Wing from the Twentieth Air Force to the Thirteenth Air Force.

Even though the 313th Wing had been transferred to an area where there was greater need for it than in the Marianas, its days were obviously numbered. The first evidence of this was seen in the inactivation of the 504th Bombardment Group on 15 June 1946, followed by that of the 505th Bombardment Group on June 30th, these losses

* Colonel Donald W. Eisenhart, the 313th Chief of Staff, assumed temporary command of the wing from 3 to 15 July 1945, in the absence of General Davies.

coming, oddly enough, soon after the assignment of a new very heavy bombardment group, the 5th, on 10 June 1946. The first long stride toward oblivion came on 7 August 1947, when the Headquarters and Headquarters Squadron, 313th Bombardment Wing, Very Heavy, was reduced to zero strength by Thirteenth Air Force General Order No. 27, dated 6 August 1947. To all intents and purposes the 313th was dead, even though no requiems in the form of official orders had been sung over it. A wing with no personnel is never a very lively organism. The Air Force, however, does not believe in doing things by halves; therefore, any vestigial spirit of the 313th Bombardment Wing which might have survived the personnel pruning was formally exorcised with bell, book, and candle by Thirteenth Air Force General Order No. 47 of 11 June 1948, which proclaimed the 313th's inactivation as of 15 June.[9]

ORGANIZATIONAL CHANGES

Establishment of Headquarters, 313th Air Division.

If the Thirteenth Air Force held any illusions that it had expunged the name "313th" from the active rolls of the Air Force once and for all, it was ignorant of the hardy nature of military organizations; for it was not a tartar which the Thirteenth had caught but a hydra. By its incantations of 1947 and 1948 the headquarters at Clark Field had disposed of a bombardment wing; but, in its place, FEAF proceeded to conjure up a new organization at Kadena AB on 1 March 1955--and designated it the "313th Air Division."[10]

Reduction in force, which had been the vogue in the six months following the Korean Armistice of 27 July 1953 but suspended during the first half of 1954 because of "changed area concepts", was again hinted at during the latter part of the year. These rumblings of slashes in personnel authorizations coincided with rumors of drastic alterations in the structure of the Twentieth Air Force. On 28 September 1954 the Plans and Programming Directorate of Twentieth's Operations Section learned that "USAF Operating Program OPU 55-3, September 1954," called for the activation of a Table of Distribution unit at Naha Air Base to be known as the 313th Air Division (Defense). The new organization would replace Detachment #1, Headquarters, Twentieth Air Force, and assume the latter's mission. The exact activation date of the new division at Naha was to be determined by FEAF and published in a general order.[11] Before Tokyo could take any action, however, Headquarters, USAF, advised that FEAF's request for establishment of an air defense division at Naha AB would have to be evaluated for compatability with Air Force organizational standards and contemplated missions.[12]

Around mid-November 1954, this headquarters received word that FEAF had submitted to USAF a rejustification of its requirement for an air division (defense) in the Ryukyu Islands which would be both functionally and structurally responsible for the air defense of that area. Since submission of the original request in August, the importance of such a mission element had been enhanced by the redeployment of Army and Air Force tactical units from Korea to Okinawa. Furthermore, the latest USAF program indicated that the 51st Fighter

Interceptor Wing and the 529th AC&W Group would remain in the Ryukyus through Fiscal Year 1958.[13]

Even before the idea of an air defense division superimposed on the existing Twentieth Air Force structure was conceived in August 1954, FEAF had proposed to Headquarters, USAF, as a target for long-range planning, that Fifth Air Force Headquarters be transferred from Nagoya to Okinawa by 1960 and that Twentieth Air Force Headquarters be moved to Guam simultaneously. When the document outlining the latest concept of FEAF as it would exist in 1960 was subsequently received at this headquarters in December, however, it was discovered that USAF had rejected this plan.[14]

An information copy of a message from FEAF to Fifth Air Force received by this headquarters on 27 January 1955 directed Fifth to publish general orders which would activate the 313th Air Division and assign it to Fifth Air Force, inactivate the Twentieth Air Force, reassign all Twentieth-assigned units to Fifth Air Force, and transfer the attachment of all units from Twentieth to Fifth, effective 8 March 1955. Concurrently with this organizational action, Fifth Air Force would assume defense responsibility for the Ryukyu Islands.[15]

Two days later the Twentieth Air Force was directed by FEAF to prepare unit manning documents for the proposed 313th Air Division, with a view to having full operational and administrative control of all units under Twentieth accompany the reorganization. Greater emphasis would be placed on operations, and less on logistic and support functions under the new system, but it was envisaged that the changeover would be gradual, involving no sudden shift of either

responsibilities or manning.[16] A pending survey of civilian positions in Twentieth Headquarters was suspended when it was decided that a survey of the air division made after its activation would more accurately and effectively determine its needs.[17] Headquarters, Fifth Air Force, also sent representatives from all its staff sections to Twentieth on 13 February to discuss organizational manning requirements of the future 313th Air Division. During this visit, each Fifth Air Force representative worked with his Twentieth staff counterpart in determining and resolving manning levels commensurate with the proposed 20 per cent reduction.[18] The resulting inter-staff agreements were furnished to the Director of Manpower and Organization, Twentieth Air Force, for use in preparing the unit manning documents to be submitted to FEAF by 21 February. This interim document called for 88 officer, 205 airmen, and 150 civilian spaces, a decrease of 24 officer, 26 airman, and 38 civilian spaces from the most recently published Twentieth Air Force strength report.[19] However, when the formal unit manning documents and Part I's for the future 313th Air Division Headquarters were finally dispatched to FEAF on 20 February, the proposed strength consisted of 88 officers, 202 airmen, and 151 civilians--including nine officers, five airmen, and one civilian for Detachment #1, Headquarters, 313th Air Division.[20]

One of the principal functional responsibilities of Headquarters, Twentieth Air Force--that of monitoring the Air Force construction program on Okinawa and Guam--would cease upon completion of the projects then in progress, and this responsibility would be transferred to Headquarters, FEAF.[21] It was contemplated that other

functions performed by the Twentieth Air Force Installations Directorate would eventually be delegated to various subordinate air base wing installations offices, be absorbed by the Fifth Air Force, or be transferred to FEAF as part of the program for streamlining the Air Force structure on Okinawa.[22]

Curiously enough, in the first month following the reorganization and enlargement of the Fifth Air Force, it developed that the workload had become too great for the Nagoya headquarters to continue communicating directly with the various wings. Consequently, Fifth Air Force let it be known that the five air divisions--the 39th, 41st, 43d, 313th, and 314th--were expected to exercise both administrative and operational control over the assigned wings, with all correspondence passing through the respective division headquarters.[23]

Internally, the transformation from numbered air force to air division produced a number of organizational staff changes, Major General Fay R. Upthegrove being almost alone in retaining untampered under the new 313th Air Division the title of Commander which he had worn since February 1953 in connection with the Twentieth Air Force. The Vice Commander of the Twentieth Air Force, Colonel Curtis D. Sluman was renamed as Deputy Commander, 313th Air Division. The Assistant to the Vice Commander, Lieutenant Colonel James R. Smith, quite properly became the Assistant to the Deputy Commander. The Deputy Chiefs of Staff for Operations, Materiel, and Personnel--Colonels William L. Reynolds, Robert Whelchel, and John A. Meeks respectively--were given the less impressive titles of Director

of those same functions. The Deputy Chief of Staff for Comptroller, Colonel Charles S. Boehme, found himself simply the Comptroller, 313th Air Division. Of all the members of the Twentieth Air Force headquarters staff, however, the Deputy Chief of Staff for Intelligence, Major Richard P. Reinsch, was dealt the heaviest blow by the reorganization, being reduced from his lofty position as head of a separate staff section to the mere level of Chief, Intelligence Division, a subordinate element of the Operations Directorate.

The Commander, Detachment #1, Twentieth Air Force, Colonel Hilmer C. Nelson, made the natural transition to the position of Commander, Detachment #1, 313th Air Division, and was, at the same time, designated as Air Defense Commander of the Ryukyus Air Defense Sector.[24] On 15 March the general order which had brought about the latter action was rescinded, however,[25] and eight days later, on March 23d, Colonel Nelson was relieved from his command of Detachment #1[26] and assigned to the newly-created post of Deputy for Air Defense, Headquarters, 313th Air Division.[27] Colonel Nelson was succeeded on 23 March as Commander, Detachment #1, Headquarters, 313th Air Division, by Lieutenant Colonel Stephen J. Bertling.[28]

Major Ulmer L. Buchanan was named Assistant for Safety, 313th Air Division, on 13 April 1955, heading a new special staff agency created by removal of the Ground Safety function from the Personnel Directorate and Flying Safety from the Inspector General's office.[29] Coincidentally with the metamorphosis from Twentieth Air Force to 313th Air Division, the Commander, Headquarters Squadron Section, 313th Air Division, Captain Stanley Haas, was assigned additional

duty as Headquarters Commandant, as a menas of effecting closer control of operations.[30] Further in line with this objective, the 558th Air Force Band was placed under closer operational control of the Headquarters Squadron Section, which henceforth monitored all scheduling of the band.[31]

Reorganization of Headquarters Squadron Orderly Room and Unit Supply.

We have seen above that when the Twentieth Air Force was finally reduced to an air division on 1 March 1955, its officer authorization was cut from 113 to 88 and its airman strength from 272 to 202. In the wake of this receding current it became apparent that a survey of manpower utilization and requirements in the headquarters squadron orderly room and unit supply was in order. The resulting survey conducted from 2 through 6 May indicated that both offices should be reorganized extensively.

The orderly room, which had been functioning with two officers and eight airmen, was trimmed to seven airmen and a single officer by elimination of the adjutant and mail clerk positions. It was theorized that the unit supply officer could spare enough time from his regular work to counteract the loss of the adjutant by assuming that position as additional duty. A complete reorganization of the orderly room function was effected, with an eye to better utilization of personnel and space; so that the diminished workload deriving from the smaller number of officers and airmen to be serviced under the air division would result in a much more efficient orderly room operation.

The unit supply office had been operating with one officer, five airmen, and four indigenes, although authorized five of the last category. Under the reorganization contemplated by the Manpower and Organization survey team, the office would henceforth operate with one part-time supply officer, four airmen, and five indigenes. The biggest change would result from the shift of routine duties from airmen to Okinawans, thereby obviating the need for the airman who was being deleted from the office roster. This move was in line with Project "Native Son," which had already affected various spaces elsewhere in the headquarters. The reduction in the size of the headquarters was reflected in a lessened workload for unit supply, whose chief function consisted of providing the furniture requirements of the directorates and special staff sections, since it had no requirement to issue clothing or provide laundry services. In passing, it is interesting to note that the Unit Supply Office had at one time boasted an empire of 20 subjects--one officer, seven airmen, and 12 Okinawans.[32] Now it had fallen on hard days.

Reorganization of the Materiel Function.

With the substitution of the new Headquarters, 313th Air Division, for the old Twentieth Air Force Headquarters on 1 March 1955, the Materiel Section was reduced in stature to a directorate composed of the following divisions: (1) the Installations Division; (2) the Maintenance Division; (3) the Procurement Division; (4) the Supply and Services Division; and (5) the Transportation Division. Other than the change in title, there were no major alterations in the organization and mission of the directorate during March. Because

of a drastic reduction in the mission and workload of the Installations Division, however, it was planned to carry out an extensive reorganization of that office as soon as the results of a detailed survey of the Materiel function at this headquarters and at the wings could be collated. Meantime, in order to utilize available manpower, the Installations Division assumed responsibility for the design of non-appropriated fund projects at Naha and Kadena Air Bases. Oddly enough, while the Procurement Division had its workload decreased on the one hand by the reduction in the Installations mission, the paper work involved in phasing out the Kadena Airfield contract had increased its workload to the point where an augmentation of personnel became highly desirable.[33]

Survey and Reorganization of the Installations Function: The last quarter of 1954 and the first month of 1955 found FEAF Headquarters sending a series of directives to Twentieth Air Force, drastically reducing the Installations function within this headquarters. On 30 October 1954, Twentieth received a radiogram from FEAF relieving it of further responsibility for reporting Fiscal Year 1955 and 1956 design contracts for the Air Force construction program on Okinawa and transferring this responsibility to the Okinawa Engineer District (OKED).[34] Henceforth, direct coordination between the District Engineer and the FEAF Director of Installations would be the established order of the day. To clinch the matter, FEAF announced that all airfield construction funds would be withdrawn from this headquarters, effective 18 January 1955.[35]

On 13 December 1954, the Twentieth Air Force Director of Installations, Colonel Paul W. Stephens, attended a Commander's Conference at FEAF, where he soon discovered that matters of more than purely academic interest to him were on the agenda. The FEAF Assistant Chief of Staff for Installations, Colonel Holmes F. Troutman, informed his subordinate from Okinawa--apparently with some relish--that a draft message directing the Twentieth Air Force to"immediately get out of the Public Works business" was sitting in the FEAF Vice Commander's office. Not only that, but the Installations Directorate would be reduced to a scale proportionate to that of Twentieth Headquarters as a whole, leaving it a force of only some 31 personnel.[36]

Following the formal presentation at the Commander's Conference, the FEAF Vice Commander, Major General Kenneth P. McNaughton, met with the representatives from the Twentieth Air Force to discuss the probable consequences of eliminating this headquarters from Public Works activities, as proposed in the draft message on his desk. Colonel Stephens therewith explained that his directorate was currently authorized 139 spaces to engineer and supervise construction of 195 facilities on Okinawa, costing $24,000,000, and 173 facilities on Guam, costing $32,000,000. From past experience with construction in the Ryukyus, Installations officials knew only too well that it was necessary for them to pay extremely close attention to any jobs performed by contractors working for the District Engineer, then bring to bear all possible pressure to obtain an improvement in the quality of construction and eliminate major defects. Colonel

Stephens recommended, as a logical sequel, that there be no relaxation of this close scrutiny of OKED's work and that FEAF maintain a strong installations organization on Okinawa, under one headquarters or another, to represent the Air Force in facility matters. During the discussion, it became clear that the FEAF and Twentieth Air Force Installations chieftains held completely divergent views concerning the supervision of Public Works projects by this headquarters.[37]

Assuming that the first step in the reduction of Twentieth Headquarters would be the withdrawal of Public Works activities, the Tokyo command planned to assign a "FEAF Liaison Officer" to the District Engineer for on-the-spot coordination, with all details handled directly by FEAF Headquarters. This was the extent of the explanation which Colonel Troutman deigned to offer for assigning his own office the burden heretofore shouldered by Twentieth Installations. Included in the transferred functions would be (1) the programming of Public Works, (2) master planning, (3) design, (4) construction, (5) management, and (6) director and administrative activities. Upon his return to Kadena from the conference, Colonel Stephens sat down and wrote a memorandum to the Commander, summarizing the subjects discussed and the repercussions the projected reduction in the Installations Directorate could be expected to have in the various echelons of command from FEAF to wing.

To fulfill its responsibility for programming Public Works, Installations currently employed three people whose purpose was to disseminate all pertinent information to the bases, assemble and review the programs submitted by the bases, and submit to FEAF a

coordinated program of Twentieth command requirements. If responsibility for this function were withdrawn from Twentieth, FEAF would itself have to assume the task of assembling and reviewing a coordinated program. Yet, paradoxically, the preparation of the Base Public Works Program had been delegated to the bases beginning with the 1955 program. In addition, the preparation of Project Planning Reports--in itself a major undertaking--would have to be assumed by FEAF or be passed down to the individual bases.

With respect to master planning, the Installations Directorate had two people assigned to this work, and, on the instructions of FEAF, had just negotiated a $67,000 contract for the completion and revision of existing master plans. Colonel Stephens was uncertain whether or not FEAF regarded master planning as a Public Works function, to be divorced from Twentieth Installations in the initial phase of that directorate's reduction. He did know, however, that it would be eliminated from Installations as the latter would exist upon completion of the headquarters reduction program. This meant that the contract supervision function would have to be taken over by FEAF, with each base furnishing details to the contractor.

Of the multifarious activities in which the Installations Division engaged, the largest in scope was that of design, which utilized 55 spaces in the Engineering Division for the following functions: (1) preparation and furnishing of design programs to the District Engineer, to architect-engineers, and to engineer aviation troops; (2) review of project planning reports, preliminary drawings, and final drawings; (3) preparation of architect-engineer statements of

work and negotiation of architect-engineer contracts for design work; (4) supervision of architect-engineer contracts, then totalling three and aggregating $500,000; (5) performing special studies and preparing preliminary engineering on unprogrammed developments such as (a) Air Defense Commander's dispersal plans, (b) alert shelters, (c) design assistance to non-appropriated fund programs, and (d) Kadena Officers' Club expansion, utilities studies, and the like; (6) furnishing an Air Force representative for the various island-wide utilities board committees, such as those concerned with electricity, water, and roads; and (7) accomplishing and providing field survey data on the Guam portion of the architect-engineer contract mentioned above. In performing these functions, Installations coordinated with appropriate base and staff agencies wherever major phases of the work were concerned.

In his memorandum to Major General Fay R. Upthegrove, Colonel Stephens stressed that all of the design functions he had enumerated were necessary, which meant that they would have to be assumed in the future by either Headquarters, FEAF, itself, the FEAF Liaison Officer to the District Engineer in matters concerning Okinawa, the FEAF Liaison Officer to the local representative of the Navy Bureau of Yards and Docks in matters affecting Guam, or by the respective bases involved. "It is difficult to believe," he wrote, "that FEAF, in its remote location, or their single Liaison Officers can effect any reasonable and timely coordination of design programs and review of design with using agencies at the bases." On the contrary, he asserted, elimination of his directorate's function would force FEAF to assume all architect-engineer contract preparation, negotiation, and administration, even

to picking up supervision of the active contract with Thomas B. Bourne Associates, who were already established at Kadena. Not only was the Bourne contract sizeable in scope and needful of close coordination, but it was further complicated by the fact that it pertained to the design of facilities on Guam. It should also be obvious that in the absence of an engineering staff at this headquarters, special engineer studies of the type previously prepared from time to time would no longer be feasible. Furthermore, competent Air Force representation on island-wide utilities committees would be extremely difficult of realization without an engineering staff on which to draw.[38]

Next in size to the Engineering Division was the Construction Division, which carried an allocation of 41 spaces. Its functions were (1) to observe closely the physical construction work being accomplished by the District Engineer and by engineer aviation troops; (2) to report deficiencies in the work and strive for corrective action at a stage of construction sufficiently early to prevent wastage of Air Force funds; and (3) to provide soils and materials tests for guidance of the directorate's own engineers and architect-engineers in design work. If one accepted Colonel Troutman's concept as the correct view, however, there would be no actual need for the Construction Division in any shape or form. It should be noted that this theory was at complete variance with that of Colonel Stephens, who felt that if the above functions had to be eliminated from Twentieth Air Force Headquarters, they should at least be assigned to the respective bases. Past experience had "conclusively" shown the necessity for close surveillance of OKED work to assure acceptable quality of construction on Okinawa. Prior to the

establishment of the Construction Division, innumerable defects and omissions had gone undetected and, of course, uncorrected, by reason of the indifference and apathy of the OKED supervisors. Since its establishment, however, Twentieth Air Force construction "observers" had continually called the attention of the District Engineer to deficiencies and shortcomings they had discovered in the early stages of construction, when it was still possible to correct them without additional expense to the government. Warming to his subject, Colonel Stephens declared that, while he would not deny that construction was "the responsibility of the District Engineer," it was "inconceivable that we should 'stick our heads in the sand,' so to speak, and rely on the responsibility of the District Engineer, when we know that the quality of his construction does not meet the standards desired, that correction of faults and improvement of quality 'after-the-fact' is expensive, and that all such costs are borne by the Air Force."[39]

(It is deserving of note at this point that Colonel Stephens did not confine his complaints of incredibly bad workmanship on the part of contractors working for the District Engineer to "soliloquies" and family gatherings. Nog long afterward on 27 January 1955, he met with the District Engineer and the FEAF Installations Representative to discuss construction problems. After calling attention to the practice whereby many contractors continued to fall ever farther behind schedule, delaying the beneficial occupancy dates unconscionably, he turned to the poor quality of the concrete work the Air Force "observers" had found in Magazine No. 10 of the Ammunition Storage Area at Kadena. In his opinion, Sugawara Kensetsu, the contractor for this job, had executed "absolutely the poorest concrete work I have ever seen." It

was, in fact, so bad that he recommended to the District Engineer that the concrete be removed completely and started again from the grade beam up. The OKED functionary replied that he believed the concrete could be patched with gun concrete to a satisfactory degree. Colonel Stephens, having exhausted all the meager powers left him by recent FEAF action, wrote for the record that "If this is done, it will be the case of the Air Force having forced on them exceptionally inferior structural concrete." Nevertheless, the gun concrete repair method was employed.)[40]

One of the smaller units of the Installations Directorate was the Management Division, whose responsibilities in connection with Public Works were as follows: (1) fund recording and accounting in accordance with contract and construction reporting requirements on the airfield construction contracts with Vinnell-Wunderlich, which were not yet closed; (2) fund control and reporting in accordance with construction report requirements on other construction; and (3) settling real estate problems arising in connection with Public Works activities. Colonel Stephens commented that FEAF would have to assume the bulk of these functions, although it must unavoidably rely on the bases for some reports. Apropos of real estate on Okinawa, it was a matter of vital importance that the Air Force have strong representation in any discussions concerning this subject, inasmuch as the Army—and the Civil Administration branch of that service, in particular—was seldom inclined to look after the interests of the Air Force where land transactions in the Ryukyus were concerned.[41]

The removal of Public Works activities from Twentieth Air Force jurisdiction would unquestionably reduce the magnitude of functions for both the Director of Installations and the Administrative Division. At the same time, however, it would create a corresponding increase in responsibilities for FEAF Headquarters or the bases--or both, depending on the final allocation of functions.[42]

Continuing his official musing, Colonel Stephens observed that if the second phase of the reduction of Twentieth Air Force Headquarters trimmed its strength to a total of approximately 31 people, the skeletal Installations Division which had survived the first phase slash would probably be eliminated entirely, leaving only a staff engineer, in all likelihood, to mark the ruins of empire. Such a move would entail the disappearance of the Repair and Utilities Division--an organization whose raison d'etre had been to support the Commander in fulfilling the following responsibilities: (1) staff surveillance of base repair and maintenance activities; (2) review and staff action on command approval of Maintenance and Operations (M&O) projects; (3) Installations M&O budget programs; and (4) staff surveillance of fire prevention and extinction. Concerning the effect which a reduction of Twentieth Air Force Headquarters would have on these functions, Colonel Stephens asserted that it would result in their automatic elimination. It would also compel FEAF to exercise such M&O approval authority as this headquarters had wielded in the past. Programming for budget purposes would be accomplished by the bases, then assembled and consolidated at FEAF Headquarters.

The second phase in the reduction of Twentieth Headquarters would also do away with those vestiges of the Management function which had

survived the fall of the Manpower guillotine, comprising (1) staff surveillance of Installations management activities at the bases, including manning requirement studies, practices and procedures, and utilization of equipment; (2) Air Force island-wide real estate problems; and (3) surveillance of real property accounting and reporting. As Colonel Stephens saw it, FEAF would have to accept responsibility for these activities, or else they would be left undone. As for the functions heretofore performed by the Director of Installations and the Administrative Office, they would be automatically eliminated at the same time as the other activities.[43]

Although Installations had thus been given ample warning of the blow to come, it doubtless still came as something of a shock when a message arrived from FEAF on 18 December 1954, announcing that, effective immediately, all design and construction directives pertaining to FEAF Public Works construction on Okinawa and Guam were to be forwarded to OKED through Headquarters, Army Forces, Far East Command/Eighth Army (AFFE/8th) and to the Officer-in-Charge of Construction, Marianas, respectively. Action directives would no longer be distributed to or through Twentieth Air Force Headquarters, and the latter's responsibility for design, construction, and monitoring would cease upon completion of the projects already in progress. The message stated further that construction funds would be released directly to OKED, with information relating thereto furnished to AFFE for all items on Okinawa. As for Guam, funds for construction there would, for the time being, be released to the 6319th Air Base Wing for transfer to the Officer-in-Charge of Construction. After 1

January 1955, however, it was expected that funds released for Air Force construction on Guam would be at departmental level. Henceforth, Headquarters, FEAF, would monitor its own construction programs on Okinawa and Guam.[44]

The FEAF TWX added that the lieutenant colonel space authorized Twentieth for the position of Liaison Officer to the Officer-in-Charge of Construction, Guam, would be transferred to the Tokyo headquarters. At the same time, a position was being established for an officer to be assigned as FEAF Installations Representative to the Okinawa Engineer District.[45]

Hot on the heels of the above message came a letter from the District Engineer, dated 20 December, requesting the Twentieth Air Force to furnish the name, rank, and title of the individual designated as the Air Force Installations Representative to his office. This information was considered important, since the Okinawa Engineer District would be the construction agency performing the work on most new Air Force facilities in the Ryukyus, and it would be the job of the AFIR to inspect these facilities immediately before their transfer from OKED to the Twentieth Air Force. As a sequel to such inspection, he would monitor the transfer and acceptance proceedings, including the initiation of actions aimed at correcting any deficiencies uncovered.[46]

On the last day of the year, Colonel Troutman, the FEAF Assistant Chief of Staff for Installations, whom the reader may remember as the "Lord High Executioner" of the Twentieth Air Force Installations Division at the Tokyo conference of mid-December, addressed a "Letter

of Instructions" to the Far East Air Forces Installations Representative (FEAFIR) at OKED. The incumbent, Colonel William A. McCarty, former commander of the 930th Engineer Aviation Group at Kadena, was informed that his position had been established as a menas of maintaining direct contact between FEAF and Air Force Public Works construction activities in the Okinawa area. Colonel McCarty further learned that he had been assigned to the Directorate of Construction, Office of the FEAF Assistant Chief of Staff for Installations, and that all instructions would be issued by that section.

To make certain that Colonel McCarty knew his duties and proper course of action, Colonel Troutman enumerated nine points which were to serve as a guide for the new FEAFIR's activities at OKED. They were as follows:

(1) The FEAFIR was to maintain direct communication with Colonel Troutman, acting officially as a member of his office in transmitting instructions to construction agencies engaged in Public Works in support of the Far East Air Forces.

(2) He would provide the construction agency with relative priorities for the design and construction of projects at each installation, on the basis of priorities furnished him by FEAF.

(3) He would provide the District Engineer the necessary Air Force design criteria or other data required for the construction agency to proceed with design and construction. The criteria would be furnished by FEAF, and the concurrence of the using agencies would be obtained.

(4) He would approve, in coordination with the Base Commander, the detailed siting of facilities, in accordance with the approved installations master or development plan furnished by Headquarters, FEAF.

(5) He would attend meetings with architect-engineers whenever the scope and intent of a facility to be designed for the Air Force was under discussion.

(6) He would "identify and liquidate as early as practicable those impediments to design and construction progress" which were within his direct power to correct. Such impediments as were not susceptible to direct correction were to be reported to the FEAF Director of Construction for action.

(7) In coordination with the using agencies and FEAF Headquarters, he would represent the Air Force in all matters relating to the establishment and revision of reasonable and realistic beneficial occupancy or completion dates for projects being carried out by the construction agency.

(8) He would initiate recommendations for the improvement or revision of Air Force design criteria.

(9) He would actively participate in the inspection of Public Works items and represent FEAF in final acceptance inspections, recommending to the District Engineer any ideas he might form for the improvement or correction of inspection procedures.[47]

Despite the personnel surgery which the Installations Division had undergone since the first of the year 1955, it still carried considerably more avoirdupois than the Manpower doctors deemed healthy. In what was

probably the most expensive category, that of officers, the number remained unchanged at six. Airmen had been reduced from 31 to 10--an appreciable cut--and the Ryukyuan employees from 36 to 28, but Filipinos had increased from 14 to 15. Money-wise, the greatest saving had been effected in American civilians--a generally expensive group in an organization featuring engineers and construction inspectors--the authorization declining from one Wage Board and 51 graded civilian employees to 45 graded United States civilians. In passing, it seems pertinent to note that the majority of the civilians dropped from the Installations rolls had promptly caught on with the Okinawa Engineer District, at higher grades and increased salaries, in many cases.

On 18 April 1955, personnel of the 313th Manpower and Organization Division began a three-day survey of the Installations function at this headquarters and at the 18th Fighter Bomber and the 51st Fighter Interceptor Wings. The purpose of the survey was to ascertain which duties and responsibilities could be transferred to the Base Installations Offices and what adjustments would be required in the function at this headquarters as the result of such transfers and by the assumption of other responsibilities by FEAF and OKED. The effects of these changes upon the Base Installations Offices were also studied, with a view to increasing their manpower authorizations accordingly.

As Manpower prepared to make its study of the Installations Division at this headquarters, the latter was composed of the following subdivisions: Administration, Plans and Programs, Construction,

Facilities Support, Management, and Engineering.

The team began their analysis on the basis of several assumptions, which, if supported by the findings of the investigation, would warrant a reduction of spaces that would make the earlier manpower slashes look like mild cases of absenteeism. The foremost of these assumptions was that the Installations Division was performing work which ought to be done at Base level. Another was that frequent duplications existed between the work performed by 313th Installations and the Base AIO's at Kadena and Naha Air Bases. A third assumption was that some of the jobs being performed by 313th Installations were properly the responsibility of higher headquarters. The existing organization of the Installations Division, according to a fourth, required the services of more specialists than would be necessary if it were not broken down into so many sections. Yet another argument for reduction was that the Military Construction Program (formerly known as the Public Works Program) was no longer a responsibility of the 313th Air Division, having been transferred to FEAF and OKED, as has been shown. Finally, the Manpower analysts felt that the present mission of the Installations Division had not been clearly defined by higher headquarters.[48]

As a result of its research, the Manpower team discovered that the 313th Installations Division was performing work--such as reviewing definitive and preliminary drawings on public works, buildings, and facilities--which was intended to be the responsibility of the newly-established Air Force Installations Representative. It was also learned that all M&O projects for which the Base Commander did not have approval authority would be accomplished at Division level, ac-

cording to the current manning document of the Installations Division. This arrangement automatically left the bases only those projects for which the Base AIO and the Chief Engineer (a civilian) of the 18th Fighter Bomber Wing at Kadena (both of whom had formerly served in the Division Installations Office in the halcyon days before it underwent involuntary reduction), the two men highly recommended that all functions normally the responsibility of a Base installations activity be performed by the base. This attitude is neither difficult to understand nor surprising, if we bear in mind the alacrity with which the greater part of mankind accept any augmentation of their strength, jurisdiction, or responsibility. Nevertheless, they were careful to point out that the addition of a few specialists would enable them "very easily [to] assume all the workload presently being performed by the Division that is the normal responsibility of the Base."

To Manpower officials long since rendered cynical by frequent association with would-be empire-builders, the tenor of the talks at Naha Air Base, by contrast, must have come as a revelation. Not only were the Installations personnel of the 51st Fighter Interceptor Wing content with the way things were going, but they did not seem to care particularly who did the base planning which the 313th Installations Division was relinquishing. As a matter of fact, it appeared that very little thought had been given to considering the requirements necessary for the Base AIO to assume the additional workload being transferred from the Installations Division.[49]

Real estate property, the Manpower team declared, was the responsibility of the Base Commander, and all real estate on Okinawa

should be maintained and kept on the real property records of the two bases. As for the Real Estate Branch of the 313th Installations Division, its role should be that of liaison agency with representatives of Rycom, the Navy, OKED, USCAR, and GRI on real estate matters; monitoring and evaluating island-wide real estate policies and procedures proposed by other government agencies; and handling all other real estate matters of an island-wide nature.

It was with no little disapproval that the Manpower people noted the recent practice of the Installations Division of withdrawing work from the bases and assigning the uncompleted projects to its own engineers, in order to justify the number of personnel authorized. An egregious example of this unethical practice at which the 18th Air Installations Officer pointed an accusing finger was that of the Kadena Hobby Shop project commandeered by the Twentieth Air Force Installations Directorate the previous October. Despite the passage of time, the project was still incomplete in April; and 313th Installations officials were not saved any embarrassment by the Wing AIO's gratuitous comment that his office could have completed the work on time, if he had been allowed to see it through to its conclusion.[50]

The Manpower team also learned that a number of engineering specialists and soils technicians were regularly utilized to perform work in various parts of the theater for which the 313th Air Division had no responsibility. An example of this practice was to be found in the soils testing services which the Installations Division was performing throughout the FEAF command, at a time when very little

work of this nature was being done for the 313th Air Division itself. If it developed that this arrangement was likely to become permanent, the Manpower people suggested that the spaces be transferred to Headquarters, FEAF, rather than encumbering the 313th Air Division with personnel who served other commands oftener than itself. At the same time, they noticed that an Entomologist assigned to the 18th Air Installations Office was performing work for the entire air division. Finally--and, in view of the team's pre-survey assumption, it should be no matter for surprise--they found that the 313th Installations Office seemed to be employing more engineering specialists in the Construction, Engineering, and Facilities Support Branches than could reasonably be justified.[51]

Having studied the problem from several angles and come to a number of conclusions, Manpower set forth the following recommendations: (1) the mission of the 313th Installations Division should be limited to staff supervision, monitoring, and coordination on installations activities for the command; (2) the 313th Installations Division should be reduced in strength to three officers, four airmen, 18 American civilians, and four indigenous personnel, and the function should be re-surveyed within six months to determine the feasibility of further diminishing the administrative section; (3) the 18th Fighter Bomber Wing Installations Office should be increased by 13 civilian positions to cope with the additional workload resulting from this reorganization; (4) the 51st Fighter Interceptor Wing Installations Office should be increased by 12 civilian positions to take care of

the additional workload thrust upon it by the reorganization; (5) the current manning documents for other functions within the 313th Air Division should be reviewed, and, where an additional requirement was found to exist, these requirements might be filled from the spaces withdrawn from the Installations Office; and (6) those spaces not required to meet the foregoing requirements be returned to the Fifth Air Force for disposal.[52]

Since the Manpower team had suggested that the Soils Testing activity should be transferred to FEAF Headquarters rather than retained in this command, it did not include the personnel required to perform that function in its recommended reorganization of the 313th Installation Division listed under (2) above. However, in a table of proposed manning for the 313th Installations Division which would serve as a guide for the immediate future, Manpower did and the two airmen, one graded American civilian, and nine Ryukyuans required to perform soils testing, as well as the single civilian Entomologist who was being transferred from the 18th Air Installations Office to the 313th Installations Division. This arrangement raised the recommended division strength to three officers, six airmen, 19 U.S. graded civilians, and 13 indigenous personnel.[53]

Although this proposed reorganization was approved by Fifth Air Force on 7 May, it did not become effective until 1 June 1955.[54] After that date the mission of the Division Installations Office was limited to staff supervision, monitoring and coordination of command installations activities, and providing soils testing service for Fifth Air Force as a whole. As a corollary to the reorganization,

the 18th Installations Squadron was increased by three graded civilian and four Filipino positions, while the 51st Installations Squadron was increased by eight graded civilian and four Filipino positions. The net over-all result of the reorganization was a saving of three officers, four airmen, 17 graded civilians, seven Filipinos, and 15 Ryukyuans--46 positions, altogether.[55]

On 1 June the Installations Division was re-established in the form of three branches--Management, Plans and Programs, and Facilities Support. The Management Branch comprised an Administrative Section and a Real Estate Section. The Facilities Support Branch was subdivided into a Firm Fighting Section, an Insect and Rodent Control Section, a Materiel Laboratory, and an Engineering Section. Under this reorganization, the primary mission of the Installations Division became that of monitoring and carrying out the Facilities Support function--formerly known as Maintenance, Repair, and Utilities. The Division Chief would also advise the FEAF Installations Representative at OKED concerning the Military Construction Program for the Air Force on Okinawa. In addition, the division had the normal staff responsibilities connected with installations matters.[56]

Survey of Maintenance, Supply and Services, Transportation, and Plans and Programs Functions: Following its study of the Installations Division described above, the Manpower and Organization Division turned its attention to the other units of the Materiel Directorate, omitting only the Procurement Division from its scrutiny, since that agency was scheduled for a more detailed inspection at a later date. As of 10 May, the Materiel Directorate, exclusive of the Installations

Division, was authorized 20 officers, 35 airmen, and 16 civilians. Of the three officers and five airmen authorized for the Plans and Programs function, however, only one officer and an airman were actually engaged in their nominal assignments, the other two officer and four airman spaces being authorized for Damage Control. At the time of the survey, the spaces allocated for Damage Control remained unfilled, with the result that the only work being performed in connection with this vital matter was by the Plans and Programs Officer and an officer-assistant on temporary duty from the 51st Fighter Interceptor Wing.

On the strength of their observations, the survey team was convinced that most of the requirements of the Materiel Directorate could be met by a readjustment of the existing authorization and workload commitments. Furthermore, in many instances the problem involved personnel shortages rather than any lack of space authorizations. The Manpower team also noted that the Procurement Division was performing work which would normally be accomplished at base, rather than division, level. Still another subdivision of the directorate which had transgressed against the laws of good business practice was the Maintenance Division, which had erred in maintaining a Stock Record List despite the fact that that function was normally taken care of by the Supply Branch. Again, Materiel had assigned a lieutenant colonel to the Rycom Central Exchange (REX) at Tengan as Air Force Liaison Officer, even though no authorization for such a position had ever been formally established. Finally, ranging afield into an area which might not be considered a manning problem, according to strict construction of the law, the surveyors could not help commenting that the existing

location of the Installations Division--physically separated as it was by a considerable distance from the balance of the Materiel Directorate--tended to increase the administrative workload.[57]

Having completed their study, the Manpower team concluded that the missions of the Director of Materiel and all his division chiefs were clear, with the exception of Procurement, which would have to be made the subject of a later survey. It was believed, at first blush, that the upshot of the contemplated Procurement Division study would be the transfer of that activity to the 18th and 51st Wings; however, this could not be said with certainty until completion of the actual surveillance. In the meantime, the immediate requirement of the Procurement Division for an increased personnel authorization could be shrugged off as a situation only temporary in nature, and one which should be met by requisition upon the over-all organization of the Materiel Directorate. As an extension of this concept, Manpower recommended that the Materiel Section be reorganized in such wise as to balance authorizations with workload requirements.

In view of the need for protecting Air Force interests in any joint enterprise with the Army's Ryukyus Command, the survey team agreed that there was justification for the establishment of a position for a lieutenant colonel who would act as liaison officer with the Rycom Central Exchange. Since the Damage Control program was not progressing as it should, mainly because of a shortage of personnel, that office ought to be manned and work started immediately to place it in operation as quickly as possible, this being, literally, a matter of life or death. Another recommendation was that the entire

Directorate of Materiel move to the buildings already occupied by Installations, and that the two administrative sections be combined. Finally, the mission of the Communications and Electronics Branch of the Maintenance Division should be confined to performing staff supervision and coordination on matters pertaining to C&E maintenance.[58]

The physical move of the Materiel Directorate into Building T-4K, previously vacated by the reduction in size of the Installations Division, was completed on 22 June 1955.[59] This spacious, well-ventilated, and excellently-lighted building added to the efficiency of the directorate by raising morale and relieving eye strain, in addition to bringing the scattered units of the section together in one compact area, making it a well-coordinated staff agency, at least in respect of propinquity.[60]

Survey of the Procurement Division: We have seen that the Manpower and Organization Division came to the tentative conclusion, on the basis of a preliminary investigation, that the Purchasing and Contracting functions could operate most effectively and economically within the 313th Air Division at air base level. Before taking the plunge, however, these arbiters of creation or extinction in a shadowy domain of ectoplasmic spaces decided to have a closer look at the subject. Of the 11 civilians, two airmen, and one officer authorized the Procurement Division on 21 June 1955, the date of the survey, one Wage Board and three graded civilian spaces were included in the Property Branch. However, as soon as the property accounts connected with the Kadena Airfield contract were cleared up with Vinnell-Wunderlich, the Property function could be eliminated,

the Manpower people believed. From 1 July 1954 to 21 June 1955, the Procurement Division had handled 56 major contracts, 17 routine contracts, 103 purchase orders, 63 delivery orders, and 192 contract actions in salvage. In spite of this volume of business--or perhaps because of it--the survey team began its reconnaissance with the conviction that the division was performing work normally done at base level.[61]

When the Chief of Manpower and Organization visited the 18th Fighter Bomber and 51st Fighter Interceptor Wings to discuss the desirability of placing the purchasing and contracting function at wing level, he was told that the Procurement Division was rendering them such efficient service that they preferred to see this function remain in the 313th Air Division, unless they could be assured that there were enough qualified personnel available who could be transferred to the wings along with the function. Conversations between the 313th Procurement Officer and interested wing personnel developed the thought suggestion that several services being performed by the wings could be more economically handled through local contract. As an additional argument for centralization, the existing operation permitted one procurement activity to serve both bases, making feasible the consolidation of purchase orders and the amalgamation of construction projects under one contract, thus reducing both overhead and the number of personnel required to provide this service. The Manpower chief had had some inkling of the importance of the Procurement Division's Property Branch prior to visiting the persons chiefly concerned, but it was only after talking to

these individuals at length that he realized the thousands upon thousands of dollars worth of government property at stake in the Kadena Airfield contract. Once made aware of this factor, he declared it "imperative that this function continue until these records are cleared."[62]

Another factor of which he learned, forcing a revision of his original thinking, was the size of the salvage and scrap sales carried out during the previous year, to the tune of $160,858.00. If procurement were concentrated in a single, central agency, sales could be carried out at greater profit to the Air Force, since larger quantities could be sold under a single contract, at the time that the number of personnel required to handle these contracts and the amount of paper work were reduced. If purchasing and contracting were placed at wing level, two separate organizations would have to be established, necessitating approximately 15 spaces, including two officer positions. Under the present operation, this function could be performed by one officer, two airmen, and seven civilians, supplemented by an additional four civilians for temporary use in the Property Branch, until such time as completion of its present mission allowed that office to be deleted.

As a result of its survey, the Manpower Division concluded that not only was the Procurement Division rendering efficient service to the various organizations of the 313th Air Division, but the wings had not taken full advantage of local contracts and purchases to aid in accomplishing their missions. Admittedly, there would be several advantages in placing the procurement function at wing level; but, all in all, it was more practical on grounds of economy, efficiency, and necessity (the shortage of procurement-trained personnel) to

have just one central office for the entire division. Finally, it was recommended that the Director of Materiel furnish additional personnel to the Property Section of the Purchasing and Contracting Division, on a temporary basis, to assist in clearing up the property account with Vinnell-Wunderlich on the Kadena Airfield contract. Once these records were closed out, the Property Branch could be eliminated.[63]

Reorganization of the Comptroller Function.

On 15 February 1955, in preparation for the changeover from an air force to an air division headquarters scheduled to take place on 1 March, Colonel Charles S. Boehme, Deputy Chief of Staff for Comptroller, Headquarters, Twentieth Air Force, undertook to analyze the effect such a change would have on the Comptroller function. In his memorandum to the Deputy Chief of Staff for Operations, Colonel Boehme noted that of the five technical functions performed by the Comptroller office, the functions of Budget and Finance would be deleted under an air division. In addition, a portion of the Accounting and Management Analysis functions would no longer be required. The other functions, notably Statistical Services, would remain intact, however. As justification for retaining the surviving divisions of the Comptroller Directorate at air division level, Colonel Boehme gave the following explanation:

(1) The provision of statistical services was an ineluctable requirement of any headquarters level having reporting bases and coordinate staff agencies of Personnel, Operations, Materiel, and special staff activities of such strengths as had been

proposed for the 313th Air Division. The Machine Processing operation was an activity which could not be reduced, regardless of the headquarters' size or designation, since the numbered air force headquarters could not assume the existing machine workload or undertake to provide from numbered air force resources the personnel or equipment for a Base Electrical Accounting Machine Operation (BEAMO) such as had been scheduled for Kadena Air Base. The workload requirement for the Statistical Services operation, therefore, would remain the same, notwithstanding the proposed change in headquarters.

(2) The Accounting authorization could be reduced by one officer and three airman spaces, since Fifth Air Force planned to take over the Budget function, but the division would have to shoulder the balance of the Accounting burden stemming from normal operations by the bases and coordinate staff functions. In addition, a small part of the workload would originate in the necessity for maintaining accounting records for the fund allotments, applicable to Twentieth Air Force's fiscal station, which would not be terminated for a considerable time in the future.

(3) The Management Analysis Division could be reduced by one officer and one civilian space in consequence of the difference in responsibility requirements for engineering and special analyses at numbered air force level as compared with air division level. The remainder of the workload, however, would still be necessary, as long as an "analysis" or information and control activity was maintained. The normal activity

of base unit operations and Air Force staff coordination with the Army's Ryukyus Command justified the workload for Management Analysis and its presentation capability.

(4) The elimination of the Budget and Finance functions at air division level, unaccompanied by any corresponding reduction in the requirement for coordination between Air Force and Army Headquarters on Okinawa, plus the unity of Comptroller activities in coordinating with other staff agencies, made the retention of a Comptroller necessary.

Leaving the firm requirement of three officers, 35 airmen, and seven civilians for the Statistical Services Division out of consideration, the remaining authorization for the Comptroller Directorate would thus comprise seven officers, 14 airmen, and seven civilians. Since the proposed reduction in strength described above would entail the loss of four officers, six airmen, and two civilians, it could be said that the directorate was sustaining a reduction of approximately 40 per cent---though, of course, there was no very valid excuse for omitting the Statistical Services Division from consideration.[64]

Reorganization of the Intelligence Division.

The major casualty among the Twentieth Air Force Headquarters staff sections in the transformation to air division form on 1 March 1955 was, as indicated above, that of the Deputy for Intelligence. While the other deputates simply changed their designations to directorates and absorbed a reduction in personnel authorizations

corresponding to their decreased workload and responsibilities, Intelligence was reduced to division level and made a part of the Directorate of Operations. Personnel authorizations for Intelligence were reduced from eight officers, 17 airmen, and one civilian to five officers, 10 airmen, and the lone civilian. This reduction did not go into effect immediately, but was effected, rather, through attrition, as the various individuals involved rotated to the Zone of Interior. At a later date, it may be noted, the loss of these overages was to create an artificial personnel "shortage."

Coincident with the metamorphosis from air force to air division, the mission changed from a dual defensive and support role to a triple role of defensive, support, and offensive responsibilities. The added offensive mission increased the duties of the Intelligence Division in the same proportion, or by approximately one-third over the requirements which it had borne under the Twentieth Air Force prior to November 1954. As an example, addition of the offensive capability meant that Intelligence would have to maintain air objective target folders on all targets east of 100° East Longitude, in addition to the air objective folder system already maintained by direction of FEAF Headquarters.

To meet these new requirements at a time when personnel strength had been whittled down, the Chief of Intelligence found it necessary to review each item separately, then curtail all excepting those found to be most essential. Closer supervision by everyone concerned became necessary, and longer hours were worked to meet these additional requirements. In view of the disproportion between workload and personnel

on hand, the only means of relief appeared to be the assumption of Fifth Air Force Intelligence of a part of the functions inherited from Twentieth Air Force, thus reducing the burden at air division level in consonance with the personnel available.[65]

By the end of April, the Administrative Branch of the Intelligence Division contained only two men to perform the duties previously performed by five under the generous Twentieth Air Force authorizations, and its workload was not lessened by the loss of an airman by the Operational Intelligence Branch. The result of this latter blow was that all studies and reports orginated by the Operational Intelligence Branch were turned over to the Administrative Branch for final production. During the same month, the sustained and predicted losses of personnel led the 313th Intelligence Chief to decide that he would henceforth depend upon the Fifth Air Force for all intelligence studies hitherto prepared by his own office.[66]

The Intelligence Division was really beginning to feel the pinch resulting from the loss of personnel through rotation without corresponding replacement as May came to an end. This situation made it necessary to curtail and, in some instances, delete such functions as the weekly intelligence briefings, which had been conducted in the past as a means of keeping the Commander, his staff, and subordinate commanders and their staffs current on the latest intelligence developments throughout the world, and particularly in the Far East. In addition, the briefings had generally included a major lecture on some topic of significance having a relation to current intelligence. This phase of the briefing was designed as background information

which would assist the audience in evaluating current intelligence and bring to their attention past developments which could affect a potential enemy's capabilities if that nation's efforts were directed against the United States and her allies. These briefings in themselves had averaged only 40 minutes every Saturday morning; however, the research preceding each one, the preparation of the lecture itself, and the assembling of briefing aids consumed considerable time. In view of the demands made upon his personnel, at a time when their numbers had been thinned by the Manpower scalpel, the Chief of Intelligence requested and was granted permission to discontinue the Saturday programs. The current intelligence briefing which had been presented each Friday at the Commander's weekly staff meeting was continued, however.[67]

Reorganization of the Operations and Training Function.

The demise of the Twentieth Air Force and its reincarnation as the 313th Air Division wrought several significant changes in the organizational responsibilities of the Operations Directorate's Operations and Training Division. Although its name remained unchanged on command charts and official reports, the office assumed the character of 313th Air Division Command Post; and it was by this title that its personnel identified their section in answering the telephone or dealing in matters unofficial. As the division command post, it became the operational staff center for Air Defense Operations, Tactical Operations, Operations Services, and Electronic Warfare. In the case of the last three, all staff work connected with the planning, policy, and operation of these branches would be accomplished within this command post, and it was assumed that it would be so manned. In Air

Defense matters, however, a difficult situation was created by the location of the Air Defense Control Center (ADCC) and the Air Defense Combat Operations Center (ADCOC) at Naha Air Base--a considerable physical separation from the division command post. To circumvent this awkward arrangement, officials of this headquarters decreed that Detachment #1, 313th Air Division, already in existence at Naha AB since 16 August 1954 (as Detachment #1, Twentieth Air Force, of course),[68] would operate the ADCC and the ADCOC, with responsibility for staff action on Air Defense matters of an immediate operational nature. For its part, the Air Defense Branch of the 313th Air Division Command Post at Kadena AB was clothed with responsibility for all other staff actions having to do with Air Defense, acting in this capacity as the specialized staff for the Deputy for Air Defense, through the Director of Operations.[69]

Following the inactivation of the 529th Aircraft Control and Warning (AC&W) Group on 15 March 1955, the Air Defense Operation Branch of the 313th Command Post took over the direct supervision and planning of operations, supply, training, and administration of the 623d and 624th AC&W Squadrons, as well as the 313th Air Division's Detachment #1.[70]

As a part of the reorganization of 1 March, the Flight Operations Division was redesignated as the Operations Services Branch and made responsible for air traffic control, bombing and gunnery ranges, inter-service coordination on air traffic problems, and other matters not specifically delegated to the tactical and air defense branches of the command post.[71]

On 6 April the electronic counter-measures (ECM) function of the 313th Air Division was transferred from its long time home in the

Communications Division to the Operations and Training Division; and its chief, First Lieutenant John V. Fay, Jr., was moved to the new section together with his files and classified documents. With the idea, perhaps, of indicating the offensive as well as the more familiar defensive nature of the air division's electronics program, the Director of Operations renamed this desk the Electronics Warfare Branch and directed a series of steps designed to improve ECM and ECCM (Electronic Counter Counter Measures) capabilities of the command air defense system.[72]

This headquarters received permission from Fifth Air Force in May to disband the ECM operators' school, which the 51st Fighter Interceptor Wing had administered. The primary purpose of the school had been to maintain the proficiency of ECM operators on SAC rotational air crews, but, according to the information sent by Fifth Air Force, SAC no longer required these school facilities. It was planned to transfer the personnel of the school to the "ECM Cell" being established in Detachment #1, 313th Air Division, the primary duties of which would be the following:

(1) To man the ECM positions of the ECM C-47 aircraft during 60 hours of ECM flying training conducted against the 313th air defense system each month.

(2) To plan details of ECM training missions and coordinate with all agencies concerned.

(3) To maintain the ECM equipment in the C-47, including a chaff dispenser, chaff chute, and chaff bin.

In order to make implementation of the mission of the ECM Cell possible, the Manpower and Organization Office requested Fifth Air

Force to authorize two ECM officers and seven airmen. [73]

June was a bad month for the fledgling Electronics Warfare Branch, as Fifth Air Force eliminated all ECM officer spaces for the AC&W squadrons during that month. This left the command with authorizations for only five ECM officers having a 3024 AFSC: two captains at this headquarters, two lieutenants at Detachment #1, and one captain at the 51st Fighter Interceptor Wing Headquarters. As the period ended, however, it was being tentatively planned to exchange one of the captain spaces at this headquarters for one of the lieutenant authorizations at the Naha detachment. In addition to these officers, incidentally, the 313th Air Division was authorized two airborne radio ECM operations, while Detachment #1 was allocated six ECM operators and maintenance personnel.[74]

Reorganization of the Air Defense Organization.

The historical period bounded at the beginning by 1 March 1955 and at the finish by 30 June of the same year witnessed a major reorganization of the Air Defense organization of the Ryukyu Islands--with emphasis on overhaul of the aircraft control and warning components.

As a sequel to the establishment of the 313th Air Division on 1 March 1955, Detachment #1, Headquarters, 313th Air Division, was organized and designated at Naha Air Base the same date.[75] Previously, when Detachment #1, Headquarters, Twentieth Air Force, had been established on 16 August 1954, Twentieth Air Force Regulations 23-1 had stated that the mission of the new organization was "To maintain the unit under its operational control at a high state of

combat readiness and to conduct the air defense of the Ryukyus in that region defined . . . by a line beginning at 30° N., 123° E., thence south to 23° N., 123° E., thence east to 23° N., 132° E., thence northeast to 30° N., 145° E., thence west on the Thirtieth Parallel to the point of origin."[76]

On the same date that Detachment #1, Headquarters, Twentieth Air Force, was organized, Colonel Hilmer C. Nelson had been appointed Commander, with an authorization of nine officers, five airmen, and one civilian. He was also designated as Air Defense Commander of the Ryukyus Air Defense Sector.[77] His staff officers were picked from the 51st Fighter Interceptor Wing and the 529th AC&W Group on the basis of their long association with combat air operations or aircraft control and warning activities. The fighter interceptor and AC&W units were places under operational control of Detachment #1 immediately upon its activation, and it was fully manned and operational by 1 September 1954. Although the authorization was larger, the actual staff at hand on that date comprised a Director of Operations, five Operations staff officers, and an Intelligence staff officer. Thus, the detachment was purely operational in scope, functioning as an Air Defense Combat Operations, responsible for the control and operation of the air defense forces in the Ryukyus area.[78]

The same ganeral order of the new 313th Air Division Headquarters which organized Detachment #1, 313th Air Division, attached the 529th AC&W Group and its three squadrons--the 623d, 624th, and 851st--to that detachment for operational control and to the 51st Fighter Interceptor Wing at Naha AB for administrative and logistical support.[79]

As for the 852d AC&W Squadron--continuously assigned to the 529th AC&W Group subsequent to its activation in the Bisha-Gawa area on 25 November 1951, notwithstanding the fact that it had been stationed at Andersen AFB, Guam, since 18 April 1952--this unit had been attached to Detachment #1, Headquarters, Seventh Air Force, and further attached to the 6319th Air Base Wing for operational and administrative control and for logistic support since 5 January 1955.[80] Nevertheless, when the 313th Air Division was activated, the 852d AC&W Squadron was assigned to the Fifth Air Force, then further assigned to the 313th Air Division without change in strength or location.[81]

The 529th AC&W Group continued to have as its primary mission the responsibility for attaining and maintaining the highest possible level of operational readiness in the assigned aircraft control and warning units incidental to the Ryukyus Air Defense System. Implicit in this responsibility was the operation of facilities required for the detection and identification of aircraft around the area of the Ryukyu Islands and ground control of interceptors, the establishment of procedures and training, the identification and plotting of radar tracks, coordination of ground control interception, and the provision of VHF/DF facilities for aircraft.[82]

Nearly four years earlier, on 8 June 1951, Twentieth Air Force General Order 33 had designated the AC&W site at Yae Take, Okinawa, as Detachment #2, 624th AC&W Squadron; the site at Miyako Jima as Detachment #3, 624th AC&W Squadron; the site at Kume Shima as Detachment #4, 624th AC&W Squadron; and the site at Okino-Erabu Shima as Detachment #5, 624th AC&W Squadron. It was understood at the same time, even if not so stated, that the primary GCI station at Yontan

Mountain, operated by the 623d AC&W Squadron, constituted Detachment #1. Afterward, effective 1 October 1951, the AC&W site at Yae Take was redesignated as Detachment #2, 623d AC&W Squadron, and withdrawn from the control of the 624th.[83] The situation thus created remained unchanged, so far as responsibilities of the two squadrons were concerned, when the 313th Air Division came into being on 1 March 1955. In the meantime, however, the powers-that-be had introduced one slight alteration into the arrangement of the detachments. On 15 August 1954, the day before activation of Detachment #1, Headquarters, Twentieth Air Force, Detachments #3, #4, and #5 at Miyako, Kume, and Okino-Erabu respectively, were redesignated as Detachments #1, #2, and #3 of the 624th AC&W Squadron; while the two sites at Yontan and Yae Take retained their designation as Detachments #1 and #2, 623d AC&W Squadron.[84]

Taking a seven-league step toward the economizing of manpower within its area of jurisdiction, Headquarters, Fifth Air Force, announced the inactivation of four AC&W groups and the same number of AC&W squadrons at Misawa, Itazuke, Johnson, and Naha Air Bases, as of 15 March 1955. The affected units within this command were the 529th AC&W Group and the 851st AC&W Squadron, the latter of which had run the Air Defense Control Center (ADCC).[85] All personnel of the 851st AC&W Squadron were absorbed by Detachment #1, Headquarters, 313th Air Division, while the communications and electronics specialists of the 529th AC&W Group were integrated into the 623d and 624th AC&W Squadrons and the ADCC, with a few minor exceptions. After the dust had settled, some of these displaced persons were transferred to this headquarters at Kadena AB, for duty with the Communications Division.[86] In

anticipation of the group's inactivation, Colonel Newton M. Richard, Jr., its Commander only since 5 February, was reassigned to the 51st Fighter Interceptor Wing on 9 March, leaving Lieutenant Colonel Harry O. Flathmann the toga of command—and the ungratifying task of completing the paper work involved in striking an Air Force organization from the active rolls. In taking over command of the 529th AC&W Group for the home stretch to oblivion, Colonel Flathmann was not stepping into an unfamiliar role; for he had held the same position from the time of Colonel Nestor E. Cole's departure on 16 October 1954 until the arrival of Colonel Richard on 5 February 1955.

With the reassignment of the 6319th Air Base Wing on Guam to the Seventh Air Force on 5 January 1955, and the attachment of the 852d AC&W Squadron to Detachment #1, Headquarters, Seventh Air Force, for operational and administrative control and logistic support, with further attachment to the 6319th ABW for these same functions, this headquarters saw no further purpose to be served in having the assignment of that squadron remain vested in this command. Accordingly, the Chief of Manpower and Organization requested Fifth Air Force to seek reassignment of the 852d AC&W Squadron to the Seventh Air Force. The recommendation was favorably received at Nagoya and forwarded to FEAF.[87] As a result, the Far East Air Forces issued orders relieving the 852d AC&W Squadron from its assignment to the Fifth Air Force and 313th Air Division, and reassigning it to the Pacific Air Force, with further assignment to the Seventh Air Force, effective 15 March.[88]

In passing, while we are dealing with the last foothold of the 313th Air Division in the Marianas—the final link with the days when a puissant Twentieth Air Force had made its headquarters in those islands--we may pause to note that on 7 April 1955 the 6319th ABW was inactivated, and the 3960th Air Base Wing (SAC) was designated and activated at the same location, assuming the functions and responsibilities formerly delegated to the 6319th ABW.[89] Thus, by a series of events, the 852d AC&W Squadron ended its blithesome days as a unit of the Far East Air Forces and would up as a cog in the Strategic Air Command war machine.

At the same time that Detachment #1, 313th Air Division, absorbed the responsibilities of the defunct 851st AC&W Squadron, it was given an increased authorization on which brought its manning strength up to 20 officers, 121 airmen, and one civilian.[90]

As related earlier,* Colonel Hilmer C. Nelson, the erstwhile Commander of Detachment #1, was given the more prestigious job as Air Defense Commander, Ryukyus Air Defense Sector, at the time the Twentieth Air Force became the 313th Air Division on 1 March 1955. This proved to be a short-lived position for Colonel Nelson, however, as the action establishing it was rescinded on 23 March, and he was assigned to the newly-created post of Deputy for Air Defense, Headquarters, 313th Air Division.[91] His place as Commander, Detachment #1, was taken by Lieutenant Colonel Stephen J. Bertling.[92]

Meantime, on 15 March, this headquarters promulgated two directives pertaining to the Ryukyus Air Defense System. Staff Memorandum Number 20-1, which set forth the functions of the Air Defense Control Center (ADCC),

*See p. 139 of this chapter.

proclaimed that that agency would operate directly under the 313th Air Division Deputy for Air Defense and be responsible for providing him with information on all air activity in or approaching his area of responsibility. Furthermore, the ADCC would be responsible to the Commander, 313th Air Division, through the Deputy for Air Defense, for the following:

(1) Maintaining a continuous situation display of information pertinent to air defense within the prescribed area.

(2) Monitoring all active air defense measures taken against unidentified aerial objects within the Ryukyus Air Defense Area and insuring that prompt and aggressive action was taken, in accordance with existing rules of engagement.

(3) Operating and maintaining all communications-electronics facilities incident to the operation of the ADCC.

(4) Maintaining close liaison with Air Route Traffic Control for the passing of information required for the identification of air traffic within the prescribed sector of responsibility.

(5) Maintaining close liaison with the Rescue Control Center (RCC), weather service, and the Anti-Aircraft Operations Center (AAOC) for the collection of information affecting the air defense mission.[93]

The second directive published on 15 March was Staff Memorandum Number 20-2, which dealt with the general duties and specific responsibilities of the Deputy for Air Defense. In addition to being charged with the conduct of the air defense of the Ryukyu Islands, the Deputy for Air Defense would be responsible to the 313th Air Division Commander

for efficient discharge of the air defense function, in course of which he would exercise direct supervision over all organizations of the command in matters relating to this subject. In more detail, the Deputy for Air Defense was charged with responsibility for the following:

(1) The active air defense of the 313th Air Division area of responsibility within the Ryukyus, to include:

(a) Organizing and operating the air defense system within the area assigned.

(b) Directly supervising the Air Defense Control Center.

(c) Establishing policies and procedures and promulgating instructions, policies, and training standards pertaining to the air defense mission.

(d) Establishing and declaring air raid warning alert conditions, and providing warning service for all units and agencies within the air defense area.

(e) Coordinating air defense matters and insuring that adequate communications (equipment and procedures) were established with adjacent air defense commanders for the rapid exchange of air defense operational information.

(2) Exercising operational control of all Air Force units made available for Ryukyus air defense and of all short-based Navy and Marine fighter aircraft, when made available.

(3) Dispersion of available forces in preparation for the conduct of air defense within the Ryukyus Air Defense Area.

(4) Exercising operational control of shore-based Navy and Marine anti-aircraft artillery units not otherwise committed, as well as non-divisional Army AAA units.

(5) Development, in coordination with Army, Navy, and Air Force Commanders, of procedures for the control and/or curtailment of air traffic and of radio and visual facilities which might be used as navigational aids.

(6) Developing and implementing, in coordination with local Air Force, Army, and Navy Commanders, those plans required for air defense operations, including passive and ground defense plans for all air defense bases, sites, and/or facilities.

(7) Conducting air defense system training and testing, including air defense exercises, practice alerts (including blackouts), maneuvers, and combined operations.

(8) Preparation and processing of all Qualitative Analysis reports and recommendations for the improvement of weapons and equipment assigned in connection with the air defense mission.

In conclusion, the staff memorandum authorized the Deputy for Air Defense to use the staff of Headquarters, 313th Air Division, to perform normal administration, logistics, and operational staff functions pertaining to air defense. Command control of any assigned or attached units of the 313th Air Division engaged in air defense would be exercised through normal command channels.[94]

With the dissolution of the 529th AC&W Group on 15 March, the two surviving units--the 623d and 624th AC&W Squadrons--were placed directly under Headquarters, 313th Air Division. There ensued a temporary situation in which many administrative, training, and

logistic functions formerly performed by the 529th were not clearly and specifically established as the particular responsibility of other agencies. It was assumed, however, that the appropriate 313th Air Division staff directorates would assume direct supervision over operation, administration, training, and supply of the two AC&W squadrons and Detachment #1.[95] As early as the end of March, most of the problems conjured up by the AC&W shuffle had been solved, and by the close of the historical period the remainder of them had been put to rest.

As the reader may begin to suspect by now, the Ides of March in the year 1955 were nearly as busy a time for officials of the 313th Air Division Operations Directorate as they had been at an earlier day for the Messrs. Brutus, Cassius, Casca, Cinna, and other assorted senatorial conspirators of ancient Rome. Where the contemporaries of Caius Julius Caesar were consummating plans for ridding their country of a tryant, on that day, however, Operations planners of this headquarters made 15 March 1955 memorable for the spate of regulations, staff memoranda, general orders, and the like which they then issued.

In addition to the documents becoming effective that date to which we have already made reference, two regulations pertaining to the 623d and 624th AC&W Squadrons were published on 15 March. The first of these, 313th Air Division Regulation No. 23-9, stated that as the 624th's mission it would be responsible for "detection, identification, and direction of interceptor aircraft against unidentified aircraft and other aerial objects entering the prescribed area of responsibility." In addition, it would "be responsible for

providing navigational assistance to friendly aircraft."[96] The second item was 313th Air Division Regulation No. 23-10, which set forth the responsibilities of the 623d AC&W Squadron in language identical with that used in reference to the 624th, but with the additional requirement that the 623d provide facilities and personnel for an alternate Air Defense Control Center.[97]

Not everything connected with reorganization of the Ryukyus Air Defense System took place on 15 March, however, previously presented evidence notwithstanding. As a matter of fact, it was the 22d of April before this headquarters was ready to dispatch a letter on the "Administration, Operation, and Support of the Headquarters, 313th Air Division Facility at Naha" to the Commanders of Detachment #1 and the 51st Fighter Interceptor Wing. The communication opened with an explanation that the Deputy for Air Defense had been delegated responsibility for supervision over all organizations of the command in matters relating to air defense, and he would use the staff of this headquarters to carry out the staff functions pertaining to that subject.

Organizationally, the ADCC and the ADCOC at Naha constituted integral parts of the 313th Air Division Headquarters under direct supervision of the Deputy for Air Defense. The designation "Detachment #1, Headquarters, 313th Air Division," had been authorized for the sole purpose of satisfying administrative and reporting requirements, and it was not to be used except in instances where certain regulations and directives made such designation necessary for compliance with these requirements. On all other matters, the 313th Air Division Headquarters at Naha were to be referred to as the

Okinawa ADCC or the 313th Air Division Combat Operations Center (Air Defense).[98]

Personnel of Detachment #1 would operate the ADCC and the Air Defense Combat Operations Center (ADCOC), while staff functions relating to air defense would be performed by the Air Defense Branch of the 313th Operations and Training Division. Plans and policies pertaining to operation of the Ryukyus Air Defense System were to be promulgated in the name of this headquarters by the Air Defense Branch, in coordination with the ADCOC. Air Defense Combat Operations would be executed by the ADCOC in accordance with policies established by the Deputy for Air Defense. In addition, the ADCOC would prepare such operational procedures pertaining to air defense as might be required by the air defense system to carry out the policies, directives, and regulations of this or of higher headquarters.

In addition to the ADCC and the ADCOC at Naha, a 313th Air Division Command Post had been established at Kadena Air Base on a 24-hour manning schedule. Personnel of the Air Defense Branch, the Tactical Operations Branch, the Operations Services Branch, and the ECM Warfare Branch of the Operations and Training Division were all physically located at this Command Post.

Administrative support of the ADCC would be provided by the Commander, 51st Fighter Interceptor Wing, in the same manner as for any other tenant unit, or as separately directed by this headquarters. Logistical support for the ADCC was likewise to be furnished by the 51st FIW Commander, but staff logistics connected with air defense would be the responsibility of this headquarters.[99]

At the end of April, the authorization for Detachment #1 had

been changed from 20 officers to 19 and from 121 airmen to 125, but the one civilian position remained inviolate. The actual assignment as of that date was 26 officers, 122 airmen, and the single civilian.[100] These same figures, both authorized and assigned, remained constant through May, but by 30 June a considerable disparity had become apparent between authorizations and assignments, as only 99 airmen were actually on hand to man the 131 spaces now allowed. Officer strength was more in line, though, as 20 officers occupied the same number of space allocations, and the previously assigned civilian had vanished along with his authorization.[101]

In consequence of the AC&W reorganization of 15 March, a problem of supply responsibility was created for Detachment #1, since logistical support of the ADCC had previously been performed by the 851st AC&W Squadron. Now that there was no longer any particular unit charged with this responsibility, maintaining the ADCC became a perplexing business. Action was taken to cancel the Unit Authorization List (UAL) for the departed 851st AC&W Squadron and establish in its place a UAL for the Air Defense Control Center, but higher headquarters did not see fit to issue any further orders concerning responsibility for the ADCC account. This neglect made it necessary for Detachment #1 to maintain 851st AC&W Squadron account #1616, in order to continue operation of the ADCC. The problem was finally solved on 25 May, however, when UAL #1625 was assigned by FEALOGFOR specifically for the detachment.[102]

Supply of the ADCC received an additional jolt from another direction, when "surplus" personnel were transferred to other organizations, because the new table of distribution (T/D) for Detach-

ment #1 called for only two supply specialists, whereas the last approved T/D for the 851st AC&W Squadron had authorized six. Making matters worse, the supply responsibility of Detachment #1 had become greater rather than less, since it was now assigned logistical support of not only the ADCC but also the ADCOC.[103]

Representatives of this headquarters attended a conference at Fifth Air Force Headquarters in Nagoya during April, convened to discuss the implementation of decentralized air defense operations and Air Movements Information Service (AMIS), both of which were scheduled for introduction on 1 July 1955. Fifth Air Force's concept of Air Movements Information Service was as follows:

(1) All flight plan information would flow from Base Operations to the Air Route Traffic Control Center (ARTCC--formerly known as MATCON), and from there directly to the particular Air Defense Direction Center (ADDC) concerned.

(2) Flight plan information would be stored in the ARTCC and transmitted to the ADDC's in accordance with a pre-arranged schedule.

(3) The ADDC's would pre-plot the track of the aircraft.

(4) The aircraft would be identified immediately.

Under the decentralization plan envisaged by Fifth Air Force, each ADDC would control a sub-sector in which it would have the responsibility of identifying all aircraft detected therein, and scrambling interceptors against such targets as remained unidentified. This would require the establishment of an Air Movements Information Service at each ADDC. As the initial step in this direction, 313th

Air Division directed that communications between the ARTCC and the two ADDC's at Yontan and Kume Shima be installed as quickly as possible. Because of the lack of direct lines between the south sub-sector ADDC at Site 54 and the alert building on Okinawa, AN/TRC-1 VHF/FM equipment would constitute the primary means of communication; and, in the event of this equipment's failure, the ADDC on Kume would have to issue its scramble instructions via the Air Defense Control Center. By the end of April, such a voice circuit had been established.[104]

The only restriction placed on the scramble authority of the ADDC's at Sites 51 and 54 was that on those occasions when weather was reported or forecast to have a 500-foot maximum ceiling or visibility on Okinawan airfields limited to two miles, they must obtain special permission from the Deputy for Air Defense or from the senior controller at the ADCC before ordering interceptors aloft. The senior controller on duty within the ADCC was delegated responsibility for immediate operational control of the Ryukyus Air Defense System and given authority to overrule scramble orders from the direction centers when the tactical situation might so dictate. The ADCC controllers were also enjoined to allocate the fighter alert duty "in such a manner as to insure the accomplishment of the primary mission in both sub-sector areas of responsibility."[105]

In concluding a letter of instruction and admonition to the Commanders of the 623d and 624th AC&W Squadrons on the subject of the proposed decentralization of the Air Defense System, the Deputy for Air Defense wrote the following:[106]

It has been noted that a common erroneous impression exists among directors that scrambles should be delayed until all methods of identification of unknown aircraft have been attempted, including the voice radio check at the 100-mile perimeter from Kadena. Directors should be especially vigilant with all unknown tracks that are initially detected to the west of Okinawa, and with high speed targets in all areas of our ADIZ. In these instances, directors should scramble in sufficient time to complete the interception at a maximum range from Okinawa consistent with interceptor fuel requirements.

The program of modernization then underway in the Army's 97th Anti-Aircraft Artillery Group included conversion of the 22d AAA (AW) Battalion from its futile 40-mm. and M-55 .50 cal. weapons to the new 75-mm. Skysweeper. By 30 April, all 15 of the new guns were deployed at their respective air defense positions, greatly strengthening the security of the bases on Okinawa against low-flying aircraft.* The old light guns thus rendered surplus were then shipped to Japan for use by the Japanese Self Defense Force. Particularly strengthened by deployment of the Skysweepers was the Kadena Air Base complex, as the new automatic weapons were sited in a double ring around the base in such a manner as to provide multiple coverage of fire at any avenue of approach.[107] Yet, it is worth noting that even this augmentation

*Of interest in this connection is the assertion in Newsweek's "Periscope" column of 1 November 1954 that "The Army's highly touted Skysweeper anti-aircraft gun has proved a dud against fast-flying jets in tests conducted by research scientists. The radar-controlled automatic weapon works beautifully against propeller-driven planes but "thinks" too slowly to bring down jet targets." The same column in the issue of 26 September 1955, however, was to call attention to a new Army guided missile, the Hawk, which would be used against low-flying jet aircraft. This weapon, after being fired to a great height, automatically flipped over, then, having been "locked-on" the low-flying jet by its radar, descended at ultrasonic speed for the kill.

of AAA strength left unprotected a vulnerable area which could easily prove to be Okinawa's Achilles heel. Until such time as the programmed Nike anti-aircraft weapons arrived, local ground forces had no way of striking effectively against enemy aircraft coming in at high altitudes--and even Nike was reported to be impotent against supersonic bombers and guided missiles.

According to Newsweek Magazine, "Even the latest U.S. jet fighters can't operate successfully at the altitudes the new Soviet jet bombers can reach. Only missiles like the new Nike II could hit the newest big planes."[108] This Nike II, according to the same magazine's issue of 16 May 1955, had considerably more range, and could carry "a far more devastating punch with which to break up enemy bomber formations."[109] By implication, the original Nike could not cope with the latest enemy aircraft, even though it was reputed to have a speed of 1,650 miles-per-hour and a range of 20 miles. By way of aside, however, Newsweek's "Periscope" had stated a few months earlier that "Of the weapons now in operation, only a handful of the new F-100's, plus the Nike . . . could even reach the /latest Soviet jet/ bombers."[110]

If we accept the Newsweek statement first quoted as more accurate than the last, the only existing weapons capable of dealing effectively with high-flying, supersonic aircraft and guided missiles appeared, then, to be Nike II, plus Talos and Bomarc. The latter, manufactured by Boeing, could be directed automatically from a distant radar station to an enemy bomber long before the latter neared its target. Unfortunately, by the time either of these defensive missile systems was allocated to and actually installed on Okinawa, it, too, might well be

found obsolescent; for, as was only natural, the Air Force and the Army gave probable American target cities the highest priority for receipt of such weapons. Already Pentagon experts believed that by the year 1962 they would have completed an anti-missile rocket which would travel at eight times the speed of sound and rise to 200,000 feet, making it capable of intercepting an inter-continental ballistics missile.[111]

But to return to reality and the historical period, the Skysweepers were directed by the T-38 fire control system, which employed the T-9 radar (also known as the AN/GPG-1) for searching and tracking as a part of the T-41E2 director. The T-9 radar was used to scan the sky from zenith to horizon for targets within its range of 24,000 yards, to track selected targets automatically or supply range data for manual tracking up to 22,000 yards, and to provide Computer T-27E with present position data enabling the gun to be laid accurately on the target.

For the time being, personnel of the 507th AAA Operations Detachment continued to work at the ADCC, providing coordination with the Ryukyus Air Defense System, although the AAA Commander moved his command post into the new Anti-Aircraft Operations Center recently completed at Sukiran.[112] By June, the new AAOC at Sukiran had become completely operational; thereafter, most of the Air Force's necessary coordination with the AAA was conducted at the 313th's primary ADDC at Yontan, Site 51. Even so, a few AAA liaison personnel remained at the Naha ADCC, and the transfer to decentralization was accomplished smoothly and efficiently. All things considered, the Deputy for Air Defense could remark with some justice (and a slight touch of

complacency) that "we are well ahead of the Japan-based air divisions in this concept," which had been adopted by the Air Defense Command three years previously.[113]

If Colonel Nelson was indeed guilty of a gram of boastfulness in this pronouncement, he was also swift to counteract it by the honesty he exhibited at another point in the same report. For, after discussing the discouraging results of an air defense exercise conducted with appalling success against the Ryukyus AC&W System, he confessed that, if the opinions of Fifth Air Force Combat Operations representatives were accepted as valid, "our ground radars are not doing as well as the same type units in Japan in the detection of high speed jet targets. This 'jet detection' remains a prime weakness of our system, and as yet no clear of final cause can be isolated."[114]

The island's anti-aircraft defenses were further bolstered in April, when eight M-42 self-propelled 40-mm. AA guns arrived for service with the 84th AAA Battery of the Army's 75th Regimental Combat Team, the unit assigned to defend Okinawa against attack by sea or paratroop landings. Installed in twin mounts, the new weapons, including the tracked vehicles on which they were installed, weighed 24 tons and were manned by six men—the commander, driver, gunner, sight-setter, and two cannoneers. The "Duster", as it was called, had road speeds up to 45 miles per hour, could fire a maximum of 240 rounds per minute, and was built to perform under all extremes of weather and over any type of terrain.[115]

If the Ryukyus Air Defense System were to be at all effective, it was necessary that every possible ally be recognized and utilized, even though its contribution might not be readily apparent. The Twentieth Air Force had realized for some time that the Air Weather Service was one of these agencies whose peculiar skills could be employed to good advantage in the defense of the Ryukyu Islands, but it was not until 1 December 1954 that a detailed analysis of this potential reinforcement for the air defense forces was actually put on paper. At that time, this headquarters addressed a letter to the Commander, Detachment #1, at Naha, asking him to determine the scope of the weather support his forces would need as the air defense system developed. Colonel Nelson was reminded, in explanation of the request, that the time element in alerting and scrambling aircraft had become so short that the ADCC controllers needed to be continually aware of the state of the weather over the area of possible interception, in order to deploy their forces effectively.[116]

The letter went on to say that the weather service was capable of providing information which might assist in determining, or even improving, the effectiveness of the air defense system in the following five different ways:

(1) By providing information which could determine the effectiveness of the radar surveillance system.

(2) By providing wind information for climb and intercept capable of affecting the intercept problem.

(3) By providing cloud cover and turbulence information which might determine the type of aircraft to be employed for interception.

(4) By providing controllers with up-to-the-minute information on terminal weather conditions which might influence the aircraft recovery and, indirectly, the intercept problem itself.

(5) By providing weather forecasts that might influence the dispersion of aircraft.

The letter from this headquarters then pointed out that there were, in essence, four different methods by which this service could be provided:

(1) By establishing a forecasting capability in the Naha Base Weather Station, in conjunction with an observing capability at each GCI station, Early Warning Site, and dispersal strip.

(2) By establishing a forecasting capability of advising the controllers at each GCI Station; by having the Naha Base Weather Station keep the ADCC informed of the weather situation; and by maintaining an observing capability at each GCI Station, Early Warning Site, and dispersal strip.

(3) By establishing a forecasting capability at each ADDC, GCI, EW Site, and dispersal strip; and by maintaining an observing capability at all facilities except the ADCC.

(4) By establishing a forecasting capability in the ADCC and an observing capability at each GCI Station, EW Site, and dispersal strip.

Provided good communications were also made available, the fourth solution--that of having a forecasting facility located in the ADCC, and each GCI, EW Site, and dispersal strip equipped with weather observation equipment and personnel--appeared the most practicable

and economical to weather officials.[117]

On 11 January 1955, the 15th Weather Squadron addressed the Commander, Twentieth Air Force, at length on the subject of consolidating the planned ADCC at Naha Air Base and the Air Route Traffic Control Center (ARTCC) at Kadena Air Base. Informal conversations with communications personnel had disclosed their conviction that many advantages from a control standpoint would accrue from combining the two facilities. That, however, was a matter for the communications people to discuss with this headquarters. The 15th Weather Squadron was itself interested only in providing weather service to both the ADCC and the ARTCC by whatever means would prove the most economical. Incidentally, "Joint Operational Instructions for Far East Flight Service MATCON Centers", a FEAF directive of 1 January 1952, had set forth several points of guidance in connection with the construction of MATCON (ARTCC) and ADCC facilities. One was that "The desirability of physically combining MATCON and ADCC facilities is recognized, and this combination will be effected whenever possible." Another was that "At locations where new construction is necessary to house either facility, this construction will accomplish the physical combination of these agencies." A third stated that "Construction of combined facilities and physical arrangement thereof will follow general plans outlined in FEAF-E-314D-113 COMM Plan, dated 18 July 1951.[118]

The 15th Weather Squadron then proceeded to list the following summary of five defense weather problems which had a close parallel in air defense tactical considerations:

(1) Weather forecasts were concerned with a well-defined geographical area.

(2) Weather information and forecasts for battle spaces were related solely to upper air conditions.

(3) Forecasts had to be prepared and presented within strict time limitations.

(4) Forecasts for landing conditions were very important to the successful recovery of interceptor aircraft, and it was necessary that they be available without delay.

(5) Radar weather reports available through the air defense surveillance net had to be fully utilized.

Complementing this summary was the following synopsis of weather activities associated with effective Air Route Traffic Control:

(1) Weather forecasts were concerned with a specific geographical area.

(2) Flight following all aircraft to determine the necessity for issuance of advisories to aircraft entering hazardous weather conditions.

(3) Issuance of mid-point forecasts to incoming flights.

(4) Monitoring, editing, and disseminating all aircraft reports.

(5) Furnishing terminal and area weather information to ARTCC controllers.

(6) Displaying appropriate weather information required by controllers in their operation of the ARTCC.[119]

The reader, in all probability, must be struck by the great similarity in the problems confronting weather personnel manning an

ARTCC and those furnishing their specialized services for an ADCC. The sense of urgency--the demand for instantaneous action--is manifest in both. In addition, this need might be satisfactorily fulfilled in both cases only by face-to-face contact between weather and controller personnel. Furthermore, the ADCC, with weather information from their surveillance radar, and the ARTCC, with in-flight weather reports, constituted sources of information which naturally supplemented each other. Data of this type were of great operational significance to both the ADCC and the ARTCC. In summary, it seemed most logical from an operational standpoint and economical from a management point of view that the weather service to the ADCC and the ARTCC be provided by the same weather activity, at the same time, by the same personnel.

The 15th Weather Squadron declared its readiness and willingness to provide 24-hour specialized weather service to both the ARTCC and the ADCC, although physical separation of these two facilities would require the assignment of a minimum of eight trained, qualified weather officers and eight weather observers. On the other hand, if the suggested consolidation were carried out, superior service could be rendered with only four weather officers and four observers; while exactly half the weather communications equipment and expendable supplies would be needed.

If such a consolidation of the ADCC and the ARTCC proved impossible--a conclusion which the 15th Weather Squadron Commander could not accept as logical or valid--he recommended quite strongly that

a weather facility be established in the ADCC with minimum delay. To cite the corroborative views of higher authority, Brigadier General Thomas S. Moorman, Jr., Commander of the Air Weather Service, after conducting an on-the-spot survey of weather facilities and other installations on Okinawa, had declared that this was an urgent requirement. Finally, the squadron already had the necessary weather equipment on hand, and by 15 February 1955 would also have the personnel to provide this service.[120]

Having studies this letter, the Deputy Chief of Staff for Operations for this headquarters indorsed it with the comment that he recognized the advantages to be gained from a consolidated operation of the ADCC and the ARTCC and had taken action to reprogram a combined facility in the Fiscal Year 1957 Public Works Program. However, the results of a detailed survey indicated that the recommended consolidation was not feasible at the present time. Since he did agree, however, that a weather facility should be established in the ADCC, the DCS/O requested that detailed requirements pertaining to communications, space, and the like be furnished Twentieth Headquarters at the earliest possible date.[121]

Luckily, the 15th Weather Squadron was in the happy situation of being able to answer that the detailed requirements for space, communications, and other necessary items had been presented by the Commander, Detachment #7, at Naha AB to the Commander of the 51st Fighter Interceptor Wing as far back as 3 January 1955. Although reliable voice communications with the Naha Base Weather Station, the 51st Fighter Interceptor Group, the 51st FIG Operations, and each fighter interceptor squadron were listed among the immediate

requirements, the 15th Weather Squadron "highly recommended" that a relatively new visual communications system, "Telautograph", be installed as soon as it became available overseas. At the moment, its use was confined to the Continental United States, but long-range plans should contemplate its eventual inclusion in the system. This Telautograph system would be utilized to relay special and runway weather observations from the base weather station or runway observation site to the ADCC. If the weather people were, miraculously, allowed to mold the ADCC "nearer to the heart's desire," they would require 60 square feet of space for a forecasters' console on the ADCC dais, and 85 square feet nearby for plotting, analysis, and sequence display. Yet another 45 square feet, at least, would be needed for the communications equipment, with the necessary operating space.[122] As a footnote to the history of weather and the ADCC, this second indorsement was mistakenly addressed to the Commander of a non-existent Twentieth Air Force--an organization which had been inactivated the previous midnight!

Concurring in principle with these requirements of the 15th Weather Squadron, the Director of Operations for the embryonic 313th Air Division instructed Detachment #1 to establish weather service facilities in the Air Defense Control Center, drawing on the 15th Weather Squadron for advice and assistance.[123]

Meantime, this headquarters had requested the 1233d AACS Squadron at Naha AB to provide, install, and maintain weather terminal equipment--teletype and facsimile--to support the establishment of a forecasting section in the ADCC. The Commander of the 1233d AACS was

quick to remind his superiors in the chain of command that he had only one teletype maintenance man assigned—a number not even sufficient to maintain the facilities of the base weather section adequately. Before his squadron could accept the additional workload which would accompany the requested responsibility, it must have additional personnel with this same 36350 Air Force Specialty Code. At the same time that the squadron commander declared his inability to meet the new demand being made of him, he stated that he had taken action through the Naha Base Supply Officer to obtain the necessary equipment.[124]

This letter had hardly arrived at the desk of the Commander, 1809th AACS Group, ere an indorsement was on its way to the parent 1808th AACS Wing in Tokyo, suggesting that no further action be taken by the AACS until the 51st Fighter Interceptor Wing submitted the proper forms and requests. To begin with, the 1233d AACS Squadron was not manned for installation work, as the 5th AACS Installations and Maintenance Squadron had been designated as the engineering and installation agency for the theater, and manned accordingly. In the second place, a review of pertinent communications programming documents did not disclose any authorization for the provision of either facsimile service or a weather teletype terminal at the ADCC. Thirdly, the 1809th AACS Group was unaware of any previous action by the 51st FIW to submit a requirements letter, operations plan, or any other action to obtain Programming Communications (PC) approval or FEAF concurrence for a priority theater available installation. Finally, the 36350 AFSC was a critical career field within the FEAF Command,

and personnel were not available for reassignment for the time being.[125]

The 1808th AACS Wing, completely in sympathy with the complaints voiced by its subordinate units, indorsed the basic correspondence to Headquarters, FEAF, with the observation that even if the necessary communications equipment were made available to the 1233d AACS Squadron, the requisite troop space authorizations and the actual corporeal troops would not be vouchsafed by AACS Headquarters, if Programming Communications procedures were not followed.[126]

Since the various AACS officials had unanimously demonstrated their unequivocal opposition to providing assistance without formal action and extensive paper work, FEAF forwarded both correspondence and responsibility for action to Headquarters, Fifth Air Force. Too old a hand in matters of this kind to be at a loss what to do, the latter command quickly passed the problem right back to the 313th Air Division, where it had originated, with instructions to submit its requirement for communications equipment in accordance with established procedures, unless the equipment chanced to be already on hand or available from supply sources on Okinawa. If the latter were the case, the exact equipment should be listed in 313th's letter of transmittal of Forms 1295 and 1295a.[127]

At the time the Twentieth Air Force Director of Communications originally requested the 1233d AACS Squadron, in all innocence, to collocate and maintain certain equipment in the ADCC for use of the weather people, he had not realized what a hornet's nest he would stir up. All he had wanted was to get a weather central operating in the ADCC earlier than would have been possible if he were to wait for

the arrival of regularly programmed facilities. In order to provide weather service on an interim basis, he had verbally coordinated the requirement for extension of weather teletype and facsimile facilities to the ADCC with officers of the 51st Fighter Interceptor Wing. At that time he had understood that equipment to meet the above requirement was available in Project 11-Comm stocks and that action was being taken to provide necessary on-base cable distribution between the ADCC and the Naha Base Operations Building. In the same way, he had merely sought to obtain the personnel already authorized the 1233d AACS Squadron, so that the additional facilities could be adequately maintained. Nevertheless, acting though he had with the very best of intentions, the 313th Air Division Chief of Communications found himself the target of a veritable barrage of hostile indorsements and captious objections, as so often happens in such cases.

As soon as he received the basic letter, to which indorsements had attached themselves by now like barnacles to a sluggish tramp steamer, the Division Communications Chief contacted the Commander of the 1233d AACS Squadron to ascertain just what it was that the latter had had in mind when he wrote it. Certainly, the purport and tone of this letter were not all consonant with the impression of cooperativeness and optimism which the Communications Chief had acquired from their preliminary conversations. These present discussions revealed that not all of the necessary equipment had been made available for the installation, after all. Since the 313th

Communications head felt that the necessity for having these weather facilities in the ADCC warranted any course of action which would contribute to that goal, he asked the Commander of the 51st Fighter Interceptor Wing to furnish him precise information on the status of Project 11-Comm. He felt that this was a necessary preliminary to the initiation of formal programming action, in view of the apparent misconstruction of his intentions which had been encountered all the way up the command ladder and back down. Meanwhile, he requested the 51st FIW to provide the Commanders of the 1233d AACS Squadron and Detachment #1, 15th Weather Squadron, with all possible assistance in establishing their ADCC facilities on a limited basis.[128]

The effects of this letter were apparent almost immediately, the weather forecasting facility in the ADCC becoming operational just two days later, 8 April 1955, and providing all normal weather services--albeit on a limited 12-hour basis, because of the existing shortage of personnel. With the arrival of additional people in September, however, the 15th Weather Squadron planned to man the ADCC weather detachment 24 hours per day. The Deputy for Air Defense looked to the new station to supplement normal base weather data concerning winds aloft at very high altitudes, contrail formations, temperature inversions, and other information required by the Ryukyus Air Defense System.[129]

During May, personnel from FEAF's Communications and Electronics Directorate visited the AC&W units of the 313th Air Division for the purpose of installing a new system which would determine whether the surveillance radar sets were detecting all the targets they should

detect, according to their theoretical ranges. If this system were properly employed, the Deputy for Air Defense believed it would prove of inestimable value in providing altitude information and ascertaining whether the sites were functioning with maximum effectiveness.

At the same time that improvement in this direction was looked for, the personnel situation, already deteriorating, became actually cruical as May wended its leisurely way. The Air Defense Direction Centers were reduced to three-shift operation, and in some cases officers were forced to perform the functions normally handled by airman technicians.

The Electronics Counter-Measures training program was perforce curtailed drastically when the ECM C-47 aircraft was stigmatized as unflyable on May 2d. Thenceforward, this command was entirely dependent for its training upon the missions of the 3d Air Division flown out of Guam. Near the end of May, however, the Deputy for Air Defense made arrangements with the Naval Air Facility at Naha AB for the latter's P2V Neptunes to jam the AC&W sites on the return legs of their normal patrol missions. Colonel Nelson hoped that the 313th Air Division's monthly ECM requirements might be fulfilled through a combination of these two "foreign" sources.[130]

On 16 May, 15 B-26's, flying individually, and eight F-86F's, in elements, simulated an attack on Okinawa at altitudes between 500 and 39,000 feet, under the ADX code name "Reaper". Although some of the B-26's were detected, none of the tracks were actually intercepted. At the same time, over the same target areas and approaching from the same directions, five Futema-based B-26's likewise simulated an attack

on Okinawa.* This action was part of an "Operational Capability Test" prepared by the Air Defense office primarily to test the units' ability to assemble all Air Defense personnel in a short period of time, with particular emphasis on combat crews. From the evidence of observers' reports, it was obvious that the necessary check lists and instructions for such an operation had not been formulated by all of the unit commanders concerned. An immediate result of the test was the correction of this deficiency.

Exercise "Reaper" also re-emphasized the Ryukyus Air Defense System's inability to determine the altitudes of targets picked up within its area of coverage. The height finders, "as usual," were not operational during the test, and, although the directors merged the blips of the friendly interceptors with the target tracks on several occasions, only one successful interception was completed. Too, the search radars again demonstrated their shortcomings in the detection of low-level and jet fighter targets.[131]

These failings were bad enough, but probably the most serious weakness revealed by these tests was in connection with communications. The air-ground communications at both Air Defense Direction Centers were able to transmit and receive only on UHF Channel 10 during most of the period, with the inevitable result that this frequency was completely saturated. Colonel Nelson felt that this situation might be corrected by moving additional UHF equipment to

*Futema Auxiliary Air Base, situated approximately six miles south of Kadena, comprised one asphaltic-concrete runway 9,000' x 150' in size, with a 500' overrun on the north and a 250' overrun on the south. There were no facilities there except a tank for aviation fuel. The chief use of the strip was for training exercises to test mobility of units and rapid dispersal techniques.

the south sub-sector ADDC at Site 54 (Kume Shima) from other sites within the AC&W System. Point-to-point communications between the ADCC and the north sub-sector ADDC at Site 51 (Yontan) were also unsatisfactory, making it impossible to exchange the necessary liaison functions in connection with status and scrambles.

During May, the command received assistance from the Navy in the form of 12 F9F day fighters from the aircraft carrier Philippine Sea. They were placed on the alert status of "At East" (to be capable of becoming airborne within 30 minutes) and were utilized for Air Defense sorties on 10 separate occasions. The cooperation received from this carrier unit was assessed as outstanding.[132]

Perhaps the best Air Defense training of the year up to that time occurred during the hours of darkness on 10-11 June, when 13 B-36's penetrated the Ryukyus Air Defense System at approximately 30-minute intervals, having withheld their flight plans from the ADCC and the ADDC's. The Peacemakers of the 3d Air Division on Guam figuratively threw the ECM tactical textbook at the defensive radars, including chaff, electronic jamming of the radars themselves, jamming of communications, and imitative deception. Because of the inexperience of the operators of this command with these tactics, the controllers were able to conduct only two effective intercepts, despite the fact that they had approximately 200 miles of early warning of the B-36's approach.

On 16 June, members of the Air Defense staff planned and executed a test of the 13th Fighter Bomber Wing. A total of eight sorties,

consisting of four tracks, comprised the elements of the attack. Although some of the tracks were detected, they were not scrambled on, and all of the fakers succeeded in reaching their targets, as the result of a mix-up in the local identification system. Despite the fiasco-like nature of the exercise as a whole, the Deputy for Air Defense found solace in the readiness with which all personnel assigned to the AC&W and interceptor units provided a maximum Air Defense readiness with no warning.[133]

One aspect of the air defense exercises which distressed Colonel Nelson no little was the excessive amount of turnaround time consumed by the two wings, particularly the 18th Fighter Bomber Wing. Fifth Air Force operating instructions specified that interceptors should be capable of being reserviced and prepared for scramble within 15 minutes from the time of landing, although this was not intended as a normal turnaround time. Yet, the 51st FIW required 29.04 minutes for this operation, on the average, and the 18th 40.42 minutes. A prime reason for the inordinate amount of time consumed by the 18th's aircraft, in the opinion of the Deputy for Air Defense, was the unreasonable number of refueling delays to which alert F-86F's were subjected. These delays in turnaround time could be eliminated, he believed, if the alert aircraft of the 18th FBW were given a higher priority for refueling. The colonel also observed that many pilots displayed an attitude of indifference to the Air Defense mission. This he blamed on fatigue resulting from long periods of confinement in alert shacks that were devoid of the barest comforts for making occupancy more supportable.[134]

Nearly three months later, the Director of Materiel for this headquarters demonstrated that he could put constructive criticism to constructive use, as he took the various points with which Colonel Nelson had found fault in his report materiel-wise and attempted to correct them. At his instigation the petroleum office of the 18th Fighter Bomber Wing had published a new "SOP for Jet Aircraft Refueling" on 23 July which appeared "to have alleviated the difficulties." Colonel Kermit R. Kann, the DM, also noted that work was then in progress to improve the alert shack facilities. Thus, the June Air Defense Report had borne fruit other than dust and mothballs.[135]

Fifth Air Force conducted its second surprise air defense exercise against the Ryukyus Air Defense System on 28 June, with the same discouraging results that had marked the previous test in May. Only one F-86F track was detected, and that one at a distance of less than 100 miles from Kadena, which was too late to enable the 313th Air Division fighters to make a successful interception. The ADX was lent greater verisimilitude, at the same time that its existence was brought home to the bulk of the population of Okinawa, by the addition of a blackout. This test proved to be the best one of this nature that had been conducted within the past year. The Air Defense Commander noted that personnel on military installations corrected some of the discrepancies observed in previous tests, but considerable improvement was still needed before the island's reaction could be considered acceptable. This blackout test was made more realistic than those of the past by the presence of jet aircraft over the southern tip of the island while Okinawa was blacked out, and the firing of approximately 84 rounds of ammunition by guns of the

anti-aircraft artillery during a six-minute period.

Summing up the condition of the Ryukyus Air Defense System as he saw it 10 months after first taking over the post of Air Defense Commander, Colonel Hilmer C. Nelson found that a gradual improvement was discernible. This transformation he described in the following words:[136]

> Two of our major components of air defense--fighter interceptors and anti-aircraft artillery units--have converted to newer weapons designed to reduce the effectiveness of enemy air actions, and these conversions are the major reasons for our increased capability. Personnel, recently assigned to the Ryukyus, trained in the Air Defense Command principles, functions, responsibilities, and concept of operations are another asset that cannot be overlooked.
>
> The third major element of the Air Defense system, AC&W, has made the least advances during the past year. The mission of providing early warning of hostile aircraft has been principally assigned to personnel operating the FPS-3 ground radar. It is interesting to note that this set was designed to detect an aircraft similar in size to our B-29 and this radar is fully capable of completing this objective. The detection of a possible strategic attack is well within the range of its capabilities, and it provides an excellent tool for AC&W units within the continental limits of the United States.
>
> Within the Ryukyus, it is my belief that the major threat to our security is a tactical attack by the IL-28. Every test conducted in the past year clearly demonstrated that we would have little or no warning of such an attack and little hope of reducing its effectiveness. It is in this general area where we must have immediate improvement. A new modification of the FPS-3, called the GPA-27, is now in existence and increases the power output of this set to the degree necessary for jet detection. It is my belief that all possible effort should be made to expedite delivery of this item to the Ryukyus, as there is some question concerning the program date. In the meantime, I am seeking the best combined technical advice available from contractor and other technicians in the Ryukyus, in order to improve results from the present equipment.

Kadena Air Base Reorganization.

With the discontinuance of the 6332d Air Base Wing and the reorganization of Kadena Air Base under the 18th Fighter Bomber Wing on 1 May 1955, the operation of air bases on Okinawa under tactical

wing commanders, as outlined in Air Force Regulation 20-15, dated 13 December 1948, became complete. Naha Air Base had already fallen into the desired pattern on 1 August 1954, when the 51st Fighter Interceptor Wing returned to Okinawa from its Korean War tour of duty.

Prior to 1 November 1954, the 18th Fighter Bomber Wing had been stationed at K-55 Air Base (Osan-Ni), Korea, as a parent base organization, being transferred on that date to Kadena Air Base. Colonel John B. Murphy assumed command of the 18th FBW on 11 September 1954 and retained this post until the move to Okinawa, when the wing headquarters was reduced to a total strength of one officer and one airman. From 1 through 8 November, Colonel Murphy served as Commander of the 18th Fighter Bomber Group; then, when the wing was ordered to move to Yontan Auxiliary Air Base on November 9th as its role in Exercise "Native Dancer", he simultaneously reassumed the title of Wing Commander. Movement Order OPR 116-A, dated 2 October 1954, directed the 18th FBW to redeploy to Clark Air Force Base in the Philippine Islands, where the 12th and 67th Fighter Bomber Squadrons--both alumni of the Korean War--would rejoin the 44th Fighter Bomber Squadron, which had remained at the permanent base of assignment, Clark AFB, throughout the war. Just five days later, on 7 October, however, the movement order was amended to send the 18th FBW to Kadena Air Base instead of Clark. On 15 October the movement order was further amended to direct shipment of 100 per cent of the equipment for the entire wing (less the 44th FBS, of course). In order to permit K-55 to remain in business, though, certain supplies, equipment, and publications, such as stock lists, technical orders, and regulations, were left behind.

When the time came to leave, the 18th Fighter Bomber Group, consisting of the group headquarters and the 12th and 67th Fighter Bomber Squadrons, moved intact at 82 per cent officer and 80 per cent airman strength. For its part, the 18th Field Maintenance Squadron staggered into Kadena with only 30 per cent of its authorized officers and 42 per cent of its airmen. As for the wing headquarters, its staff sections, and all subordinate units, they made the move in name only, retaining exactly one officer and an airman for Morning Report purposes--and to prevent their being inactivated. The remaining personnel of the 18th FBW were transferred prior to departure to the 6171st Air Base Wing, which was activated at K-55 on 1 November 1954.

At the same time, Headquarters, FEAF, issued General Order No. 164, relieving the 18th Fighter Bomber Wing, less the 44th FBS, from attachment to the Fifth Air Force for all purposes and attaching it in the same way to the Twentieth Air Force, effective 1 November 1954.

Almost in the same legal breath, Twentieth Headquarters published General Order No. 50, which confirmed the move of the 18th Fighter Bomber Wing and further attached the 18th FBW to the 6332d Air Base Wing for all purposes, as of 1 November. While so doing, the order was nevertheless careful to stipulate that the 18th FBW should remain assigned to the Thirteenth Air Force. Lest there be any misunderstanding of the precise relationship intended to exist between the two wing commands, Paragraph 3 of the general order spelled it out in syllables which left little to the imagination but much to be desired in the way of clarity:

> Attachment for all purposes of the 18th Fighter Bomber Wing to the 6332d Air Base Wing is further defined as two (2) commands performing a single mission or duty together. Like units of the 18th Fighter Bomber Wing and 6332d Air Base Wing will join or do duty together. The senior officer on duty with combined like squadrons, "shall, subject to the provisions of the last preceding article (AW 119), command the whole and give orders for what is needful in the service, unless other wise directed by the President." (Reference Section 6 (f), Appendix 26, MCM 1951).

The emaciated 18th had not yet settled down at Kadena when orders arrived from FEAF directing its participation, as the principal performer, in Exercise "Native Dancer". Behind this mobility exercise was the well-founded conviction of General Earle E. Partridge, the Commander, Far East Air Forces, that the tactical units of his command, together with their mobile supporting echelons, were "not fully capable of moving into the field on short notice and operating from their landing strips." While certain in his own mind that this was true, he was not at all ready to accept the situation as irremediable. With unannounced, realistic, practice mobility exercises at frequent intervals, General Partridge felt that the forces of his command could--and must--soon achieve a degree of readiness for abrupt redeployment which might mean success instead of failure, victory in place of debacle, should war break out again in the near future.[137]

At 1800I, on 9 November 1954, a radiogram from FEAF informed this headquarters that the entire 18th Fighter Bomber Wing, including the 44 Fighter Bomber Squadron at Clark AFB, was to move to Yontan AAB as soon as possible. To take the place of the 44th FBS at Clark, the 26th Fighter Interceptor Squadron was directed to redeploy from its established home at Naha to the big base on Luzon, taking with

it its supporting augmentation of 47 officers and 247 airmen. The 18th FBW was ordered to remain at Yontan for a 30-day period, as was the 26th FIS at Clark, at the end of which both would return to their regular stations.

At the time of the 18th's movement from K-55 to Kadena, the only units which had actually existed in anything more than name only were the 18th Fighter Bomber Group and the 18th Field Maintenance Squadron. The former, consisting of the group headquarters and the 12th and 67th Fighter Bomber Squadrons, deployed from Korea at 82 per cent officer and 80 per cent airman strength, as we have seen; while the latter arrived on Okinawa with 30 per cent of its officer and 42 per cent of its airman authorization.

With the sound of the starting gun for Operation "Native Dancer" at 1900I, November 9th, the elements of the 18th Fighter Bomber Wing began steeling themselves for the cold plunge into bleak Yontan Auxiliary Air Base. The morning report for 10 November revealed a strength of 84 officers and 267 airmen, compared with the authorized manning of 189 officers and 1,207 airmen. The 18th FBW, which had operated as a complete wing only 10 days before, now faced the task of completely rebuilding 11 of its 15 component units from a starting point of one officer and one airman each. It being obvious that the men on hand were far too few to accomplish the huge task assigned the 18th FBW, this headquarters directed the 6332d Air Base Wing to make both personnel and materiel available for immediate utilization in the exercise.

In pursuance of these instructions, the 6332d ABW turned over 40 officers and 721 airmen to form the initial cadre of support-type personnel, although in some instances these personnel were drawn from functions and activities themselves short of personnel. The first influx of TDY personnel from other Far East commands began dribbling into Kadena late the evening of 10 November, where they were processed by the Personnel Directorate of the 6332d ABW, then assigned to the 18th Fighter Bomber Wing. As these personnel from other commands continued to pour in through 15 and 16 November, the 18th FBW was faced with the problem of phasing in replacements for the borrowed 6332d ABW personnel, disposing of overages that existed in the manning documents, and separately identifying all personnel who had arrived at Yontan AAB on TDY, PCS, or loan status, so that they might be matched with the corresponding assignment spaces, enabling those who were surplus to be returned to their parent organizations. The first group of 22 officers and 499 airmen were returned to the 6332d Air Base Wing on 15 November, at the same time that additional airmen and officers from other FEAF units were classified as overages and preparations made for their departure to their home stations.

As though physical shortages of personnel and materiel were not enough, the 18th Fighter Bomber Wing was further hamstrung by the lack of a firm concept concerning the relation which should exist between it and the 6332d Air Base Wing. On the very eve of the exercise, this headquarters had been engaged in discussions with FEAF regarding the retention of both units or inactivating the 6332d ABW

and incorporating its functions into those of a greatly enlarged 18th Fighter Bomber Wing. In these conversations the Tokyo command had been advised that approximately 800 additional spaces and personnel would be required to man the 18th FBW if it had to be deployed at some time and, at the same time, leave unimpaired the ability of the 6332d ABW to continue its normal mission.

Under the circumstances, the best that Twentieth Air Force could do was to issue General Order No. 55 on 16 November, announcing the closing of 18th FBW Headquarters at Kadena AB as of 0629 hours, 10 November 1954, and its opening at Yontan Auxiliary Air Base, effective 0630 hours the same day. The document also announced that the 18th, less the 44th FBS, remained attached to the 6332d ABW for administration and logistic support; but operational control of the 18th, hitherto the responsibility of the 6332d Air Base Wing, was retained by this headquarters, which would itself exercise that function henceforth. The assignment of the 18th FBW to the Thirteenth Air Force remained unchanged.

The following month, on 10 December, with "Native Dancer" on its last legs, this headquarters published General Order No. 62, rescinding that section of General Order No. 55 which had attached the 18th FBW to the 6332d ABW for administration and logistic support and retained operational control of the former in the Twentieth Air Force. Under the provisions of the new general order, the 18th Fighter Bomber Wing, excluding the 44th Fighter Bomber Squadron, was attached to the 6332d Air Base Wing for logistic support only, and to Headquarters, Twentieth Air Force, for administration and operational

control, effective 10 November 1954. Once more, the 18th Fighter Bomber Wing remained assigned to the Thirteenth Air Force, despite its physical separation from the area of that command's control.

As December overtook "Native Dancer", more and more PCS people arrived each day to replace the TDY personnel, who had, for the most part, done a good job, but could never feel the same esprit de corps as would men scheduled to be with the 18th Fighter Bomber Wing for the full distance. The lack of a firm manning document hindered the creation of a stabilized organization in which the positions and duties could be determined. It was felt, therefore, that once such a manning document was definitely agreed upon and adopted, a great step would have been taken toward getting the 18th FBW established as an effective operating organization.

The first week of December saw the organization of a "holding party" of some 39 officers and 200 airmen whose mission was to carry out the duties of the 18th FBW upon its return to Kadena Air Base, working directly for the Wing Commander. The remainder of the wing personnel were assigned to base activities which were duplications of 18th FBW functions, such as Special Services, Post Exchanges, Air Installations shops, Motor Vehicle Maintenance shops, and the like. This proved to be a knotty problem, despite the fact that thought had been given to this project for some time, since the identification of permanent party personnel in their correct career fields could be based only on a manning document which remained subject to change. By 7 December there were 136 officers assigned and 94 attached, against a total authorization of 236; while 816 airmen of the 1,434 authorized

were present in an assigned status, with 571 attached.

As the final week of "Native Dancer" opened on 8 December, the arrival of PCS replacements in the 18th FBW assumed crescendo proportions, while a corresponding increase in the TDY personnel being released also became apparent. With the acquisition of a large percentage of permanent duty personnel, the 18th FBW attained for the first time a degree of stability which had been conspicuously absent since the very inception of the mobility exercise. Plans were made to handle a great exodus of TDY personnel in conjunction with the move to Kadena; for the housing situation made it imperative that as many releases be made as airlift and transient housing could absorb and units could lose without interfering with the over-all mission. "Side Winder" (the name given the operation by which the various deployed units were to be returned to their regular bases) was on the verge of being cranked up for action, when 67 new people reported aboard for processing by the Wing Personnel Office.

At 0700 hours, 11 December, Operation "Side Winder" got underway. An hour later, the 44th Fighter Bomber Squadron began its redeployment to Clark AFB, the tactical aircraft taking off in flights of four at seven-minute intervals. All aircraft arrived safely and on schedule. By late evening, all its cargo had been returned to the home base. At Yontan, meantime, as squadrons moved out and airmen and officers arrived and departed, considerable confusion arose, making it appear that large numbers of TDY airmen would have to remain at the auxiliary airfield overnight while waiting for aircraft to lift them to their permanent bases. At the last minute, however, this

undesirable arrangement was avoided by the happy expedient of utilizing a gymnasium at Kadena AB as a staging area where all TDY personnel could be processed until airlift became available.

The headquarters of the 18th Fighter Bomber Wing was officially transferred to Kadena Air Base at 0001 hours, 12 December, and the temporary one at Yontan was formally closed. As the hours went by that day, 228 airmen were released and flown out from Okinawa, considerably easing the pressure, and by 1900 that night the majority of the 18th FBW units had left Yontan, leaving behind only a small base complement to complete the roll-up. As the operating units of the 18th Fighter Bomber Wing arrived at Kadena, they moved into the area formerly occupied by the 307th Bombardment Wing (M), adjacent to the flight line at the eastern end of the maintenance apron.[138]

On 8 December 1954, the Twentieth Air Force Deputy Chief of Staff for Materiel (DCS/M) issued detailed "Logistics Instructions for the Operation of the 18th Fighter Bomber Wing while Based at Kadena Air Base", with the object of outlining general policy and providing guidance on all major issues connected with the field of logistics.[139] The instructions directed the Commanders of the 18th Fighter Bomber Wing and the 6332d Air Base Wing to prepare a Joint Tenancy Agreement, using as a guide the following information:

(1) General:

(a) The 18th Fighter Bomber Group, 18th Air Base Group, 18th Maintenance and Supply Group, 18th Tactical Hospital, and all of their subordinate elements would remain assigned to the 18th FBW for all purposes.

(b) The 18th FBW would place on duty by name, in similar positions, all personnel of the 18th ABG, 18th M&S Group, 18th Tactical Hospital, and their subordinate squadrons, except those personnel required to maintain Combat Account AFSO-F79, jet engine minor repair (JEMR) and engine build-up, unit administration, unit supply, and custody and in-storage maintenance of organizational equipment and supplies, in corresponding units of the 6332d Air Base Wing.

(c) The 18th FBW would place its pro-rata share of JEMR and engine build-up personnel on duty with the 51st FIW to assist Naha AB in the manning of the area responsibility.

(d) All organizational equipment and supplies not specifically required by the 18th Fighter Bomber Wing or the 6332d ABW in support of the 18th FBW would be packed, crated, and stored to facilitate deployment.

(e) The 18th FBW, in accordance with FEAF directive, would maintain a constant state of mobility and be prepared to move into the field and operate there on 12 hours' notice.

(2) Supply:

(a) The 18th Supply Squadron would continue to operate Combat Supply Account AFSO-F79 in support of all elements of the 18th FBW.

(b) All organizations of the 18th FBW would continue to operate their own unit supply, all requirements of which would be filled by requisitioning on AFSO-F79.

(c) Combat Account AFSO-F79 would requisition on AF-726-SO (Kadena Base Supply) for all items of supply and equipment except those peculiar to F-86F aircraft, which would be requisitioned by AFSO-F79 directly on AF-718-DSO (6400th Air Depot Wing, Tachikawa AB, Japan).

(d) Stock levels of F-86F items would be established and maintained by AFSO-F79 in accordance with FEAF Materiel Directive 67-7. Stock levels of common items and items of support training and administrative type aircraft would be maintained by AF-726-SO.

(e) Combat Account AFSO-F79 would be maintained in separate facilities from AF-726-SO, and their stocks were not to be commingled.

(f) Consumption data on all items required to support the 18th Fighter Bomber Wing would be compiled and kept current by AFSO-F79.

(g) AFSO-F79 would report AOCP (aircraft out of commission for parts) only where F-86F aircraft were concerned. AF-726-SO would report AOCP on all other items.

(h) Reparable items appearing on the FEALOGFOR Automatic Return List would be returned to the depot in accordance with FEALOGFOR instructions. All other reparables would be turned-in to AF-726-SO for further processing.

(i) Salvage generated by 18th FBW organizations was to be sent directly to the 6332d ABW disposal activity.

(j) Equipment excess to the UAL requirements of the 18th Fighter Bomber Wing would be turned-in to AF-726-SC and held in segregated storage pending disposition instructions from this headquarters.

(3) Aircraft Maintenance:

(a) Organizational maintenance, including periodic maintenance, would be the responsibility of the tactical squadrons.

(b) Field maintenance, except jet engine minor repair and engine build-up, would be performed by the 6332d Field Maintenance Squadron in accordance with the Joint Tenancy Agreement to be prepared by the 18th FBW and the 6332d ABW.

(c) Jet engine minor repair and engine build-up were to be accomplished by the 51st Fighter Interceptor Wing, Naha AB, in accordance with the FEALOGFOR Area Support Plan.

(4) Vehicular Maintenance:

(a) There would be only one Base Motor Pool, one Vehicular Field Maintenance Shop, and one Production and Control activity at Kadena AB, and all of these functions would remain the responsibility of the 6332d Air Base Wing.

(b) Organizational and field maintenance would be the responsibility of the 6332d ABW, in accordance with the Joint Tenancy Agreement to be prepared by the 18th FBW and the 6332d ABW.

(c) General purpose, special purpose, and engineer type vehicles of the 18th FBW would be processed through field maintenance before being issued to units or placed in storage. The

priority for repair of these vehicles would be governed as follows:

1. Priority I - Those vehicles included in Phase I of the Mobility Plan.

2. Priority II - Those vehicles included in Phase II of the Mobility Plan.

3. Priority III - Those vehicles required for official use by the 18th Fighter Bomber Wing while based at Kadena AB.

4. Priority IV - All other vehicles.

(d) Ground-powered and materials-handling equipment of the 18th FBW would be processed through field maintenance shops and placed in Type I storage, except those items of equipment required by the 18th FBW and the 6332d ABW in support of the former. This equipment was to be stenciled with weight, cube, and dimensions, as well as color-coded in accordance with the Wing Mobility Plan.

(e) Vehicles and equipment in Type I storage would be maintained in accordance with Technical Order 19-1-80.

(5) Transportation:

(a) The operation of a Base Motor Pool would continue to be the responsibility of the 6332d ABW.

(b) Only one Base Motor Pool would be authorized for Kadena AB, but sub-pools might be permitted when required in the interests of good management.

(c) Motor vehicle requirements of the 18th FBW while based at Kadena AB would be furnished from 18th FBW assets. All other

18th FBW vehicles were to be placed in Type I storage, in accordance with that same ubiquitous Technical Order 19-1-80 mentioned above.

(d) All vehicles were to be stenciled with weight, cube, and dimensions, and color-coded to facilitate their movement by phases in accordance with the Wing Mobility Plan.

(e) Commercial transportation functions normally assigned to an air base would continue to be performed by the 6332d ABW.

(6) Air Installations:

(a) The 18th FBW while based at Kadena AB would operate as a tenant of the 6332d ABW. Consequently, there would be but one Air Installations activity at Kadena AB, and this function would continue to be the responsibility of the 6332d ABW.

(b) All installations type work required by the 18th FBW while stationed at Kadena AB would be performed by the Installations Squadron of the 6332d ABW in accordance with the Joint Tenancy Agreement to be prepared by the 18th FBW and the 6332d ABW.

(c) All funds for installations type work to support the 18th FBW would be included by the 6332d ABW in its budget requests.

It appears, from all the evidence available, that the Joint Tenancy Agreement so optimistically anticipated by the DCS/M never actually materialized. On the contrary, it was his definitive letter of "Logistics Instructions" from which we have just quoted that brought about the greater part of such coordination between the two wings as was realized. Because of special commitments within the respective

organizations, a complete integration of corresponding squadrons on the base never came to pass, but there is evidence that personnel of the 18th FBW were amalgamated with those of the 6332d ABW in certain shops and facilities.[140]

From 17 through 27 January 1955, the 18th Fighter Bomber Wing, together with all other units of the Far East Air Forces, took part in War Games Exercise "Blue Racer", which was terminated ahead of its scheduled completion date when the United States Government decided to furnish air cover for the joint U.S. - Chinese Nationalist evacuation of more than 30,000 civilians, soldiers, and guerrillas from the Tachen Islands, only a stone's throw from the coast of Communist China. Late in January 1955, Headquarters, FEAF, directed the establishment of Air Task Force Fifth, Provisional, and the deployment of the 18th Fighter Bomber Wing with all its tactical squadrons and required echelons of support to Formosa for a period of not less than 30 days. This deployment was to be known by the code name "Mother Hubbard".[141]

Late in the evening of 26 January, this headquarters received a message from the Commander, Air Task Force, Fifth (Provisional), directing the 18th FBW to dispatch 18 aircraft of the 67th FBS to Chia-Yi, Formosa, and 18 F-86F's of the 12th FBS to Tainan Airfield, on the same island. The TWX further requested the Thirteenth Air Force to send 18 aircraft of the 44th FBS at Clark AFB to Tao-Yuan, Formosa. All aircraft were to arrive at their respective bases at 1100I. Airlift of personnel and equipment for the 18th FBW would be furnished

by cargo-type aircraft of the 315th Air Division, which would be sent to Kadena and Clark as soon as possible after 0900I the same day. In the meantime, the initial support personnel and equipment for the units would be airlifted by unit support-type aircraft.[142]

Effective 27 January, the 44th FBS was relieved from its previous attachment to the Thirteenth Air Force for all purposes and returned to control of the 18th Fighter Bomber Group.[143] To fill the void created at Clark AFB by the 44th's departure, FEAF directed that the 69th Fighter Bomber Squadron, a subordinate unit of the 58th FBW, deploy from its regular base at K-2 AB (Taegu, Korea) and move into Clark until the 44th FBS returned from its Formosan vacation. To legalize this move, FEAF simultaneously relieved the 69th FBS from its attachment to Fifth Air Force for all purposes and reattached it to Thirteenth Air Force for operational control, administration, and logistic support.[144]

Two days later, on January 29th, Air Task Force Fifth, Provisional, was attached to the Pacific Air Force for operational control;[145] then, on 1 February, the entire 18th Fighter Bomber Wing, including all three tactical squadrons of the 18th Fighter Bomber Group, was relieved from attachment for all purposes to the Twentieth Air Force and was attached to Air Task Force Fifth, Provisional, for operational control and to Headquarters, Fifth Air Force, for administration and logistic support while covering the evacuation of personnel and materiel from the Tachens to Formosa.[146]

By 12 February the evacuation of the Tachen Islands had been completed successfully, without any interference from the Chinese

Communists, making it possible to return the various Air Force units to their regular bases. First to be affected were the Headquarters, 18th Fighter Bomber Group; the 67th Fighter Bomber Squadron; Headquarters, 18th M&S Group together with its three subordinate squadrons--the 18th Field Maintenance, 18th Motor Vehicle, and 18th Supply; Headquarters, 18th Air Base Group, with its four subordinate squadrons--the 18th Air Police, 18th Communications, 18th Food Service, and 18th Installations; and the 18th Tactical Hospital.[147] These units were relieved from attachment to Air Task Force Fifth, Provisional, for operational control and to Headquarters, Fifth Air Force, for administration and logistic support, as of 16 February, being attached to Twentieth Air Force for operational control, administration, and logistic support.

The following day, 17 February, the 44th FBS was relieved from attachment to Air Task Force Fifth, Provisional, for operational control and from attachment to Headquarters, Fifth Air Force, for administration and logistic support, being attached therewith to the Thirteenth Air Force for operational control and logistic support. Administration was retained by the 18th Fighter Bomber Group.[148]

Last of the Tachens support units to return home was the 12th Fighter Bomber Squadron, which was relieved from its attachment to Air Task Force Fifth, Provisional, for operational control and to Headquarters, Fifth Air Force, for administration and logistic support on 19 February. At that time, the 12th FBS was attached to the Twentieth Air Force for all of these same purposes.[149]

When the 313th Air Division was activated at Kadena AB on 1 March 1955 to replace the old Twentieth Air Force, the 6332d Air Base Wing was relieved from assignment to the latter, reassigned to Fifth Air Force, then further assigned to the new 313th Air Division, without change in strength or location.[150] At the same time, the 18th FBW, less the 44th FBS, was attached to the 313th Air Division for administration, logistic support, and operational control; while the 44th FBS was attached to the 18th FBW for administration. This headquarters, in turn, attached the 18th FBW to the 6332d ABW for administrative and logistical support, except for those items peculiar to F-86F aircraft.[151] The same day saw Headquarters, Air Task Force Fifth, Provisional, attached to the 313th Air Division for administrative and logistical support.[152] Subsequently, on 29 March this organization was further attached to the 6332d ABW for the same purposes.[153]

On 15 March, Fifth Air Force notified the 313th Air Division that a team of 17 officers, seven airmen, and one civilian from that headquarrers would arrive at Kadena AB on the 21st to study the advisability of discontinuing the air base wing and augmenting the 18th Fighter Bomber Wing so that it could accomplish the base support mission. The 313th Air Division was directed to develop manning requirements in the meantime for augmenting the 18th FBW; to prepare charts showing current organizational functions and manning authorizations for the two wings; and to develop and be prepared to discuss any appropriate counter-proposal or arguments against augmenting the 18th for the above purpose. The message added that the concept placing the responsibilities for base sup-

port operations on tactical wings was accepted and practiced throughout Fifth Air Force. Besides the Manpower team, the Fifth Air Force Inspector General would also arrive on 21 March to conduct a general inspection of the 18th and 6332d Wings.[154]

The report submitted by the Fifth Air Force team after a stay of approximately two weeks at Kadena made out such a strong case for eliminating the 6332d Air Base Wing and augmenting the 18th Fighter Bomber Wing to fill a dual role that, on 4 April, Headquarters, FEAF, gave its approval to the consolidation plan and set the date on which it would become effective as 1 May 1955.[155] By thus postponing the formal inactivation date, FEAF Manpower authorities hoped to benefit from a 25-day trial period in which they might observe and analyze the shortcomings of a fighter bomber outfit attempting to play the part of an air base wing. An excellent battle steed, Pegasus might fail completely as a plow horse. At the same time that FEAF approved the change, officials of that headquarters cautioned their subordinates in Fifth Air Force not to forget the 18th FBW's responsibility for supporting units of the Strategic Air Command at any time—including those occasions on which the 18th might be forced to redeploy to another location.[156]

On 5 April 1955, therefore, that portion of 313th Air Division General Order No. 2 which had attached the 18th FBW to the 6332d ABW was rescinded by a new directive, attaching all assigned units of the 6332d ABW to the 18th FBW for all purposes. The same order designated the 18th Fighter Bomber Wing Commander as Installations Commander of Kadena Air Base and all off-base assigned units.[157]

The actual mastication of the 6332d Air Base Wing by the 18th Fighter Bomber Wing began on 5 April with the transfer to the latter of all personnel, with the exception of one officer and one airman in each staff section and each subordinate assigned unit. These latter personnel remained under the jurisdiction of the 6332d ABW for morning report purposes until the time of official merger on 30 April 1955.[158]

On 12 April Headquarters, 313th Air Division, published Regulation 23-2, which stated that the mission of the 18th Fighter Bomber Wing was to prepare the 18th Fighter Bomber Group and supporting elements for combat in both fighter-bomber and fighter-interceptor roles, with emphasis on the former. The document also announced that the wing was organized as a combination T/O and non-T/O unit, directly subordinate to the 313th Air Division. The 18th was provided with a headquarters and such other facilities, personnel, and units as should be considered necessary to carry out the above assigned mission and the various responsibilities which it entailed. In addition, to complete the required elements of the mission, certain groups, detachments, and squadrons of specialized command were attached.

The Commander of the 18th Fighter Bomber Wing was directed to exercise command jurisdiction over all assigned units and those attached for all purposes. He was also to administer, provide administrative and logistical support and/or exercise operational control, as directed, of such other units as might be attached. More specifically, he was held directly responsible to the Commander, 313th Air Division, for the following:

(1) Maintaining assigned tactical units and their support elements as a highly mobile, combat-ready force.

(2) Providing combat-ready aircraft and crews for active air defense, as directed.

(3) Commanding Sector "E" in accordance with joint Rycom-313th Air Division SOP in connection with damage control, to include keeping the wing damage control plan current by testing and executing the various phases as outlined in current directives.

(4) Maintaining a forward operating base with the necessary personnel, equipment, and facilities to provide immediate and adequate support of units of the Strategic Air Command, tactical elements of the Far East Air Force, and the Military Air Transport Service, including administrative and logistical support of SAC units as a matter of highest priority.

(5) Administering, operating, and maintaining Kadena Air Base and assigned off-base installations in accordance with AFR 24-1. These off-base installations were as follows:

Bolo Auxiliary Air Base
Yontan Auxiliary Air Base
Ie Shima Auxiliary Air Base
Tori Shima Bombing and Gunnery Range
Kobi-Sho Bombing Range
Higashi-Onna Ammunition Depot
Kadena Village Ammunition Depot
Joint Explosive Ordnance Depot Annex
Awase Globecom Transmitter Annex
Deragawa Transmitter Annex
Onna Point AFSS Radio Receiver Annex
Sobe Transmitter Annex
Sobe Globecom Transmitter Annex
Koza Globecom Relay Annex
SBRAZ AACS Radio Range Annex
Okuma Homing Beacon Station
Kadena Village Area "C" Housing Annex (Morgan Manor)
Bishagawa Housing Annex
Koza Contractor Housing Annex
Bishagawa Dock Annex
Koza Contractor Vehicle Park Annex
Bishagawa POL Annex

(6) Providing an air terminal at Kadena Air Base for military aircraft.

(7) Maintaining optimum organizational, administrative, and operational efficiency to include the proper utilization, classification, and assignment of personnel.

(8) Conducting continuous training programs to develop and maintain the maximum professional qualification of personnel and the maximum capability of assigned and attached organizations.

(9) Issuing a mission directive to each unit assigned or attached for all purposes.

(10) Furnishing administrative and logistical support, as required, to Headquarters, 313th Air Division.

(11) Maintaining current general emergency plans for the defense of Kadena Air Base and the assigned off-base installations; coordinating these plans with Army, Navy, and other Air Force Commanders as appropriate, and with civilian agencies as directed; and maintaining a state of readiness for the execution of these plans.

(12) Joint planning, training, and operations with friendly forces, as required.

(13) The security of all assigned and attached personnel and equipment, other than for internal equipment of special activities.

(14) The internal security of assigned installations, and the defense of these installations against acts of sabotage or organized attack by enemy agents, units, or groups, to include organizing, equipping, and training assigned troops for ground defense.

(15) Formulating adequate passive defense measures for installations, equipment, personnel, and dependents under jurisdiction of the 18th Fighter Bomber Wing.

(16) Control of construction programs, as directed, and staff supervision of air installations activities.

(17) Providing aircraft for and supervising the combat proficiency flying of Air Force personnel assigned within the area of responsibility to activities without organic facilities for the accomplishment of such flying.

(18) Preparing plans and policies for the conduct of psychological warfare, as directed.

(19) Participating in disaster relief and domestic emergencies, in accordance with plans formulated by Headquarters, 313th Air Division.

(20) Conducting the aerial spray program for the Ryukyu Islands.

(21) Administering and supervising the Air Force Civilian Personnel program for Okinawa.

(22) Administering Port Accounting Activities (Pipeline) for Air Force personnel arriving and departing Okinawa.

(23) Providing and maintaining in a current status a Target Intelligence Center.

(24) Performing such other tasks as might be directed by the Commander, 313th Air Division.

The Commander, 18th Fighter Bomber Wing, was authorized direct communication with other local Army, Navy, and Air Force Commanders and the heads of civilian agencies, as appropriate, on matters per-

taining to his mission. However, direct communication with other major commands would be authorized by this headquarters for specific matters only.[159]

On 12 April this headquarters received an information copy of a message sent by Fifth Air Force to FEAF, recommending that the manning for the 18th Fighter Bomber Wing be based on the complete peacetime T/O for a three-squadron tactical group authorized and manned at Kadena Air Base. Clark AFB appeared capable of adequately supporting an in-place squadron as long as it remained at that field, but in the event that the 44th FBS should deploy on a mobility move, the big Luzon base would be unable to provide the needed military support. Fifth Air Force recommended that the existing authorizations be left unchanged and that spaces and personnel to support the 44th FBS during mobility moves be furnished by the 18th Fighter Bomber Wing.[160] Two days later, Fifth's recommendation was strengthened by a message from Thirteenth Air Force stating that the entire support for the 44th Fighter Bomber Squadron was built into the authorization at Kadena AB, and recommending that this support be kept there. In the event that FEAF approved Fifth's plan, Thirteenth Headquarters promised to forward the 18th FBW a proposed Unit Manning Document (UMD) and Unit Authorization List (UAL) for support of the 44th FBS in the field which would draw on the experience the Thirteenth had acquired as the result of "Native Dancer" and "Mother Hubbard".[161]

When a copy of the Organization and Manpower Survey resulting from the Fifth Air Force team's visit of late March was received by this headquarters on 26 April, it revealed an authorization of 91

officers and 1,811 airmen to augment the 18th Fighter Bomber Wing. This was the allocation previously agreed on by the Fifth Air Force team, the 313th Air Division Manpower Office, and the 18th FBW Manpower Office. A new Table of Organization (T/O) for the 18th FBW received about the same time increased the officer authorization by six, but deleted 100 airman spaces. There was no change in the 18th FBW's non-T/O authorization except for a slight decrease in grade from that which had been requested in the reorganization.[162]

Fifth Air Force directed discontinuance on 1 May 1955 of all assigned units of the 6332d Air Base Wing, except the 6332d USAF Dispensary, the personnel thus rendered surplus to be returned to control of the Commander, 313th Air Division.[163] With this action, the death knell of the well-meaning but indolent, and often bungling, giant that had been the 6332d Air Base Wing was sounded. All that remained was to make some provision for the host of dependents left behind--attached units orphaned by the passing of the parent organization that had guided and nurtured them for so long. Not oblivious to this responsibility, the 313th Air Division wasted no time in publishing a general order which attached all of these bereaved units to the 18th Fighter Bomber Wing in precisely the same manner as they had previously been attached to the 6332d Air Base Wing. The 6332d USAF Dispensary, lone survivor of the wholesale liquidation, was similarly attached to the 18th FBW, for all purposes.[164]

This headquarters received a warning order from Fifth Air Force on 6 May, requesting that the 44th Fighter Bomber Squadron be alerted for a permanent change of station from Clark AFB to Kadena AB, and

that the 26th Fighter Interceptor Squadron be similarly prepared for a PCS move from Naha AB to Clark AFB, with a readiness date of 17 June 1955 for the two units involved. Shortly afterward, a conference of 313th Air Division and Thirteenth Air Force representatives was held to determine the personnel and equipment arrangements that would have to be made in connection with this transfer of units.[165] As it turned out, however, these preparations aimed at making an early exchange of squadrons possible went for naught; for it was mid-July before the movement actually took place.

Relocation of the 33d Air Rescue and 80th Fighter Bomber Squadrons.

An interesting example of cause and effect was the requirement that the 33d Air Rescue Squadron move from Kadena Air Base to Naha, in order to make room for the 80th Fighter Bomber Squadron. The latter, with the achievement of atomic capability, had acquired a very high security and operational needs. With no other location available on Kadena for the 33d ARS, officers of this headquarters took the only course available and shunted the organization to less congested Naha Air Base, where it settled down on 15 April 1955.

Movement of the 33d Air Rescue Squadron: Late in March 1955, FEAF directed the permanent movement of the 33d Air Rescue Squadron from its location on Kadena Air Base to a new area at Naha AB. This change of station came about as the result of extensive planning action aimed at one specific objective--the relocation of the 80th Fighter Bomber Squadron to a more suitable area on Kadena AB. Because of a change in unit mission, the 80th had a requirement for ramp space and buildings which would provide a greater degree of security for its equipment and more immediate access to supporting

activities. The space and buildings on Kadena occupied by the 33d ARS were found to be best suited to meet this requirement; therefore, the decision was made to transfer the 33d ARS to Naha to make this space available for the 80th FBS.

In accommodating the rescue squadron at Naha, representatives of the various commands concerned--the 313th Air Division, 51st Fighter Interceptor Wing, 2d Air Rescue Group, and the 33d Air Rescue Squadron itself--had to consider a number of problems. Among these were the question of suitable ramp space, operations buildings, quarters, support facilities, and communications requirements. In addition, changes in capability for carrying out rescue coverage from a base designed for fighter-interceptor operations were considered as a planning factor. Finally, the move had to be completed with a minimum interruption of rescue service.

Ramp space close to operational buildings was selected at Naha, and adjustments were made in hardstand areas occupied by base flight aircraft. Eight quonset-type buildings formerly occupied by the recently-eliminated 529th AC&W Group were selected for Operations and the Rescue Control Center. Thirteen quonset billets were diverted for use as airman barracks, while bachelor officers were quartered in permanent billets. Housing in the Kadena area was retained by personnel of the 33d ARS whose dependents were present in the command.[166]

First to begin its exodus was the Supply Section. Between 12 and 18 April, a 40' flatbed tractor-trailer made three trips from

Kadena to Naha; a 6x6 truck drove the same route five times; while a weapons carrier made an estimated six trips between the two bases before the move was completed. Upon their arrival, the Supply people found the condition of the Supply area and the buildings allocated to the 33d Air Rescue Squadron to be very poor by comparison with the former facilities at Kadena. The storage space at Naha was inadequate, until an area for that purpose was finally enclosed, approximately 30 days later. Because of the limited nature of the storage space, the efficiency of the Supply Section suffered greatly, until time permitted storing and binning of the supplies and property. The principal difficulty under which Supply labored at its new home, however, was the lack of parts for the five SA-16's, one H-19, and one SC-47 which comprised the squadron aircraft, and the absence of proper communications equipment. Although unfamilarity with Naha Base Supply's procedures hampered the work of the Supply Section to some extent at first, the personnel of the 51st Fighter Interceptor Wing with whom they had to do proved "very cooperative" in attempting to assist the newcomers and give them the support they needed.[167]

The official transfer of responsibility for administrative and logistical support of the 33d Air Rescue Squadron took place on 14 April, the 51st FIW assuming these burdens from the 6332d Air Base Wing.[168]

On 14 and 15 April, the Rescue Coordination Center (also known as the Rescue Control Center) was physically relocated from Kadena to Naha, while an advance element of personnel maintained a listening watch at the new station with ground radio equipment, and airborne

aircraft monitored traffic control frequencies. The greater part of the equipment was moved on a flatbed trailer, well lashed down and guarded by an armed officer. For one day during the movement, the ADCC "stood in" as the Rescue Coordination Center, until communications facilities could be established in the new operations area. Luckily, perhaps, the apparent efficiency and preparedness of the RCC were not actually put to the test, while the move was in progress, as no rescue missions occurred during that crucial period. Some difficulty was encountered at first in providing air-to-ground radio service, because of antenna interference from other permanent structures; however, Naha Base personnel quickly set up a 90-foot pole on which to mount the antennas, tied-in the RCC ground station to its transmitter site with four pairs of cable, and generally assisted in altering power supplies, stringing antennas, and attending to various matters indispensable to radio communications. With the antennas erected high enough to clear the surrounding obstructions, communications facilities were able to operate with a minimum disruption in service.

The actual working space available in the Naha Rescue Coordination Center was found to be slightly greater for the center proper, but considerably less for the ground radio station. While the condition of the new area suffered by comparison with the old RCC at Kadena, the building was more centrally located and nearer to other squadron functions. One advantage which the new tenants found was an asphalt-tile floor--a luxury which had not been present in the former building. In the matter of telephone communications and

other logistical support, however, Naha Air Base fell far short of supplying RCC requirements. On 7 May, most flagrant in the manifestation of this shortcoming, telephone communications failed so badly that an intercept of a crippled C-47 narrowly escaped being conducted without the supervision of a mission commander. As a direct result of this incident, mission commander policies, alert crew policies, and certain operations procedures were revised.

Although the quonset housing the Rescue Coordination Center was rehabiliated by scraping and painting during the second week of June, no major modifications were undertaken, inasmuch as it was reported that the RCC would move into the new permanent Air Defense Control Center in September 1955.[169]

Thirteen quonsets had been assigned to the 33d ARS for use as living quarters for its airmen, as we have already seen, but as it eventuated, these buildings were not ready for occupancy until 14 May. During the intervening 30 days, the men remained at Kadena and were transported from their barracks to the working area in Naha by 2½-ton trucks.

On 18 April, three days after the 33d ARS became operational at Naha AB, the 80th Fighter Bomber Squadron occupied the space vacated at Kadena. As a supplementary action during that month, this headquarters submitted a request to have the FEAF Programming Documents revised to show Naha AB as the permanent home of the 33d Air Rescue Squadron.[170]

The 80th Fighter Bomber Squadron on Okinawa: Simultaneously with the arrival of the 80th Fighter Bomber Squadron at Kadena Air Base

from K-2 on 20 October 1954, it was attached to the Twentieth Air Force for all purposes[171] and further attached to the 6332d ABW for logistic support.[172] While under the operational control of Twentieth Air Force, the F-84G-equipped unit of the 8th Fighter Bomber Wing participated in the daylight-to-dusk air defense of the Ryukyu Islands during the absence of the 18th Fighter Bomber Group on Formosa while covering the Tachens evacuation.[173] This assignment was terminated on February 10th, however, when the squadron was relieved from attachment to Twentieth for operational control and administrative support and was attached to Fifth Air Force for these purposes,[174] with further attachment to the 49th Fighter Bomber Group at Nagoya AB.[175] This attachment to the 49th FBG and the arrival of "modified" F-84G aircraft enabled the 80th FBS to develop its atomic-capability training, in consequence of which it was further assigned to the 43d Air Division (Defense) on 1 March 1955.[176]

Having achieved the capability intended for it, the 80th automatically moved into a much higher security priority bracket. This meant that the existing operational area now became inadequate from a security standpoint and another would have to be obtained. The northwest corner of Kadena AB, known as Area "A", was regarded as ideal for the purposes of the 80th Fighter Bomber Squadron, but there were two obstacles to that unit's occupying it. For one thing, the 33d Air Rescue Squadron was already in residence there; hence, that organization would have to vacate the premises before they could be tenanted by the 80th. Secondly, the tenure of the 33d ARS was itself strictly on an interim basis, the understanding being that SAC units

would have first call on Area "A" at any time they indicated a need for occupying it. These obstacles were not insurmountable, however, as we have seen; for the 33d APS pulled up stakes and trekked to Naha AB in mid-April, turning over the much-desired area to the 80th FBS, which occupied it on April 18th, although acutely aware that SAC could take possession on 24 hours' notice.[177]

During the latter part of the historical period, FEAF planners divided the 80th Fighter Bomber Squadron into three "atomic task forces", which were to be rotated in succession to bases on Formosa for periods of indoctrination and training not to exceed one week at a time. The first atomic task force deployed to Chia-Yi on 8 June, being followed by a second ATF on the 15th and a third on the 22d of the same month. The Materiel Directorate of this headquarters was responsible for requesting airlift requirements to support the rotations, which "became a routine matter" after the initial move.[178] Fifth Air Force Operation Plan 110-55 made this command responsible for furnishing logistic and communications support to the 80th FBS air task forces rotating to Chia-Yi. Prior to the deployment of the first ATF, however, a message came down from Headquarters, Fifth Air Force, relieving the 313th Air Division of the responsibility for establishing necessary communications at forward bases and providing communications support for each atomic task force. These task were reassigned to Headquarters, Air Task Force Thirteenth, Provisional.[179]

Other Miscellaneous Organizational Changes.

The 7th Tactical Depot Squadron, the 12th Aviation Depot Squadron,

and Teams "A" and "D" of the 402-1603th Special Weapons Squadron were attached to the 6332d Air Base Wing for administrative and logistical support, except for items peculiar to special weapons, as of 1 March 1955.[180]

The attachment of the 529th AC&W Group; Detachment #3, 32d Communications Security Squadron; Detachment "A", District Office #3, 6001st IG SI Squadron; the 1233d AACS Squadron; Detachment #7, 15th Weather Squadron; Detachment #2, 11th Air Postal Squadron; the F-86D-16 Mobile Training Detachment; and the Naha Resident Office, Auditor General, USAF, to the 51st Fighter Interceptor Wing for administrative and logistical support was restated in 313th Air Division General Order No. 2, on 1 March 1955.[181]

The 80th Fighter Bomber Squadron, an 8th Fighter Bomber Wing unit of the Fifth Air Force located on Kadena AB and attached to the 6332d ABW for administrative and logistic support, was further assigned on 1 March 1955 to the 43d Air Division (Defense) without change in location or strength.[182]

On 1 March 1955, Headquarters, Air Task Force Fifth, Provisional, was attached to the 313th Air Division for administrative and logistical support, with operational control remaining with Headquarters, Fifth Air Force.[183]

On 8 March 1955, Detachment #4, 15th Weather Squadron (MATS), was organized at Kadena AB with the mission of providing meteorological services in the area of the Ryukyu Islands.[184] Three days later it was attached to the 6332d ABW for administrative and logistic support.[185]

On 1 April 1955, Detachment #1, 13th Communications Squadron, was designated and organized, with station and location at Taipei, Formosa, and attached to Air Task Force Fifth, Provisional, for operational control.[188]

On 15 April 1955, the 733d Engineer Aviation Supply Point Company was relieved from the operational control of FEALOGFOR and airlifted from Pusan, Korea, to Kadena AB. The mission of this organization, with an authorized strength of five officers and 97 enlisted men, was to locate, identify, inventory, recover, and ship all usable Engineer Corps repair parts to units of the 417th Engineer Aviation Brigade, the 6010th Engineer Aviation Squadron (Spare Parts) (AF-1403-SO) and other services, agencies, and the like having requirements for AFFE preferred and non-preferred engineer repair parts in the Far East and Guam. Operational control remained with Headquarters, 417th Engineer Aviation Brigade, with administrative control passed to Headquarters, 930th Engineer Aviation Group. Logistic support was made the responsibility of 313th Air Division, which transferred it to the 18th FBW on 20 May 1955.[189] Movement of the unit's heavy equipment from Korea to Okinawa was suspended when it was learned that the 733d, upon completion of its mission at Kadena, would be transferred PCS to Walters AFB, Texas, on or about 10 September 1955.[190]

On 30 April 1955, the former attachment of the 558th Air Force Band to Headquarters Squadron Section, Twentieth Air Force, for administration, housekeeping support, and disciplinary control was restated as applying to the successor organization, Headquarters Squadron Sect-

ion, 313 th Air Division.[191]

On 8 May 1955, Detachment #1, 29th Radio Squadron, Mobile, was inactivated at Kadena AB. Simultaneously, the 6927th Security Flight (USAFSS) was organized and activated as an assigned unit of the 6920th Security Wing, with an authorized strength of five officers and 151 airmen. The flight was then attached retroactively to the 18th FBW for administrative and logistical support as of 1 May 1955.[192]

Also on 8 May 1955, Flight "C", 32d Communications Security Squadron, was inactivated at Kadena AB, and Detachment #3, 6932d Communications Security Squadron, was organized in its place.[193] The new detachment was thereupon attached to the 51st Fighter Interceptor Wing for administrative and logistical support, effective 7 June.[194]

On 25 May 1955, the 12th, 44th, and 67th Fighter Bomber Squadrons were reorganized from wartime to peacetime strength, with the new authorizations totalling 27 officer and 131 airman spaces per squadron. The reorganization took place under Table of Organization 1-1280P, dated 1 June 1955. The same FEAF general order reorganized the 16th, 25th, and 26th Fighter Interceptor Squadrons in the same manner, with a new authorization of 49 officer and 276 airman spaces per squadron. This took place under T/O 1-1286, dated 1 June 1955.[195]

On 7 June 1955, Detachment #1, 11th Air Postal Squadron, was attached to the 18th Fighter Bomber Wing for administrative and logistical support.[196]

On 20 June 1955, Detachment #1, 13th Communications Squadron, was discontinued at Taipei, Formosa. The personnel and equipment in place

were taken over by Detachment #2, 14th Communications Squadron, a Thirteenth Air Force unit.[197]

FOOTNOTES

Footnote No.	Document No.	
1	--	Twentieth Air Force: A Statistical Summary of Its Operations Against Japan, prepared by 33d Statistical Control Unit, 1945.
2	--	Ibid.
3	--	Ibid.; The Army Air Forces in World War II: The Pacific--MATTERHORN to Nagasaki (June 1944 to August 1945), Vol. V, pp. 734-735.
4	--	History of the 20th Air Force, July-Dec. 1950, pp. 7-8
5	--	Ltr., DAF to Comdr. FEAF, sub.: Redesignation and Activation of the Hq & Hq Sq., 313 Bombardment Wing, Very Heavy; Inactivation of the Hq., Twentieth Air Force, 3 Jan. 1955
6	--	Historical Date Pertaining to the 313th Bombardment Wing, Very Heavy, 1944-1948, prepared by USAF Historical Division, Research Studies Institute, Maxwell AFB, Alabama, July 1945, at Division, 3 March 1955.
7	--	Ibid.
8	--	The Army Air Forces in World War II: The Pacific--MATTERHORN to Nagasaki (June 1944 to August 1945), Vol. V, pp. 714-725.
9	--	Historical Data Pertaining to the 313th Bombardment Wing, Very Heavy, 1944-1948, op. cit.
10	--	FEAF General Order (GO) 18, dtd. 24 Feb. 1955
11	--	Daily Journal (DJ), Deputy Chief of Staff for Operations (DCS/O, Hq. 20th AF, 28 Sept. 1954.
12	--	Ibid., 2 Oct. 1954.
13	--	Ibid., 15 Nov. 1954.

Footnote No.	Document No.	
14	--	Ibid., 27 Dec. 1954.
15	--	DO-OM 1930, Comdr. FEAF to Comdr. 5th AF, 27 Jan. 1955. Cited in DJ, DCS/O, 28 Jan. 1955.
16	--	DJ, DCS/O, 31 Jan. 1955.
17	--	Ibid., 9 Feb. 1955.
18	--	Ibid., 16 Feb. 1955
19	--	Ibid., 18 Feb. 1955
20	--	Ibid., 19, 20 Feb. 1955
21	1	JV/C 15688, Comdr. FEAF to Comdr. 20th AF, CGAFFE/8th Army, CINCC NCY Contracts, Marianas, 18 Dec. 1954; DJ, DCS/O, 28 Dec. 1954.
22	--	History of the 20th AF, 1 July 1954-28 Feb. 1955, Vol. I, p. 46.
23	--	HDR, Comptroller, Hq. 313th Air Div., March 1955, p. 4.
24	2	313th AD GO 2, dtd. 1 March 1955.
25	2	313th AD GO 5, dtd. 15 March 1955.
26	--	313th AD Special Order (SO) 16, dtd. 19 March 1955.
27	2	313th AD GO 9, dtd. 8 April 1955.
28	--	313th AD SO 18, dtd. 22 March 1955.
29	2	313th AD GO 10, dtd. 19 Apr. 1955.
30	2	313th AD GO 9, dtd. 8 Apr. 1955; 313th AD GO 10, dtd. 19 Apr. 1955.
31	--	HDR, Hq. Sq. Section, Hq. 313th ADiv., March 1955, p. 1.
32	3	Staff Study, Manpower Utilization and Requirements of the Headquarters Squadron, 313th Air Division, 2-6 May 1955.

Footnote No.	Document No.	
33	4	Memo., DO/CM to DC, Hq. 313th Air Div., sub.: Organization and Manning Requirements for the Purchasing and Contracting Division, 21 June 1955; HDR, DM, March 1955, pp. 1 and 32.
34	--	U-ACSI-C3 16544, Comdr. FEAF to Comdr. 20th AF, 30 Oct. 1954.
35	--	HDR, DM, Hq. 313th ADiv., March 1955, p. 1.
36	5	DF, DM/I to Comdr. 20th AF, sub.: A Soliloquy on the Planned Reduction of Twentieth Air Force by Headquarters, FEAF, 20 Dec. 1954.
37	5	Ibid.
38	5	Ibid.
39	5	Ibid.
40	--	DJ, Deputy Chief of Staff for Materiel (DCS/M), 29 Jan. 1955.
41	5	DF, DM/I to Comdr. 20th AF, sub.: A Soliloquy on the Planned Reduction of Twentieth Air Force by Headquarters, FEAF, 20 Dec. 1954.
42	5	Ibid.
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45	1	Ibid.
46	6	Ltr., Office of the District Engineer, Okinawa Engineer District (DE, OKED), to Comdr. 20th AF, sub.: Appointment of Air Force Installations Representative - AFR 88-9, 20 Dec. 1954.
47	7	Ltr., Hq. FEAF to FEAF Installations Representative, OKED, sub.: Letter of Instructions, 31 Dec. 1954.
48	8	Memo., Chief, M&O Div., Hq. 313th Air Div., to DC

Footnote No.	Document No.	
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49	8	Ibid.
50	8	Ibid.
51	8	Ibid.
52	8	Ibid.
53	8	Ibid.
54	9	DJ, Director of Operations (DO), Hq. 313th ADiv., 9 May 1955; HDR, Director of Materiel (DM), Hq. 313th ADiv., June 1955, p 2; OPR-O&M-M 1624, Hq. 5th AF to Hq. 313th ADiv.
55	9	DJ, DO, 5 May 1955.
56	--	HDR, DM, June 1955, pp. 5-6.
57	10	Memo., Chief, M&O Div., Hq. 313th Air Div., to DC, 313th ADiv., Sub.: Organization and Manning Requirements for the Directorate of Materiel, 313th Air Division, 10 May 1955.
58	10	Ibid.
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60	--	HDR, DM, June 1955, pp. 33-34.
61	4	Memo., Chief of M&O Div. to DC, sub.: Organization and Manning Requirements for the Purchasing and Contracting Division, 21 June 1955.
62	4	Ibid.
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64	12	DF, Deputy Chief of Staff for Comptroller (DCS/C) to DCS/O, sub.: Workload Summary, 15 Feb. 1955
65	--	HDR, DO, March 1955, pp. 2-3

Footnote No.	Document No.	
66	--	Ibid., April 1955, pp. 3-5.
67	--	Ibid., May 1955, pp. 22-23.
68	--	20th AF GO 37, dtd. 14 Aug. 1954.
69	--	HDR, DO, March 1955, p. 28.
70	--	Ibid., pp. 29-30.
71	--	Ibid., p. 33.
72	--	Ibid., April 1955, pp. 17, 30.
73	--	Ibid., May 1955, p. 3.
74	--	Ibid., June 1955, p. 5.
75	2	313th AD GO 2, Section I, 1 March 1955.
76	--	20th AFR 23-1, dtd. 2 Sept. 1954; FEAF Reg. 55-6, Attach. #3.
77	--	20th AF GO 37, dtd. 14 Aug. 1954.
78	--	History, Det. #1, Hq. 20th AF, Sug.-Dec. 1954, p. 1.
79	2	313th AD GO 2, Section III, dtd. 1 March 1955.
80	--	FEAF GO 190, dtd. 31 Dec. 1954; FEAF GO 8, dtd. 27 Jan. 1955; Det. #1, Hq. 7th AF GO 2, dtd. 15 Feb. 1955.
81	--	FEAF GO 18, dtd. 24 Feb. 1955.
82	--	20th AFR 23-7, dtd. 2 Sept. 1954.
83	--	20th AF GO 67, dtd. 16 Oct. 1951.
84	--	20th AF GO 38, dtd. 19 Aug. 1954.
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86	--	HDR, DO, March 1955, p. 22.
87	9	DJ, DO, 15 March 1955.

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89	--	6319th ABW Daily Bulletin No. 68, dtd. 7 Apr. 1955.
90	9	DJ, DO, 11 March 1955.
91	2	313th AD GO 9, dtd. 8 Apr. 1955.
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93	15	313th AD Staff Memo. 20-1, sub.: Organization--General: Air Defense Control Center, 15 March 1955.
94	15	313th AD Staff Memo. 20-2, sub.: Organization--General: Deputy for Air Defense, 15 March 1955.
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96	16	313th AD Reg. 23-9, sub.: Organization--Field: 624th Aircraft Control and Warning Squadron, 15 March 1955.
97	16	313th AD Reg. 23-10, sub.: Organization--Field: 623d Aircraft Control and Warning Squadron, 15 March 1955.
98	17	Ltr., Hq. 313th Air Div. to Comdrs. Det. #1, Hq. 313th Air Div., and 51st FIW, sub.: Administration, Operation, and Support of the Headquarters, 313th Air Division Facility at Naha, 22 Apr. 1955.
99	17	Ibid.
100	--	History, Det. #1, 313th ADiv., March-Apr. 1955, p. 3.
101	--	Ibid., May 1955, p. 3; June 1955, p. 3.
102	--	Ibid., May 1955, p. 10.
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117	21	Ibid.
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119	22	Ibid.
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121	22	1st ind., (Ltr., 15th Weather Sq. to Comdr. 20th AF, sub.: Weather Service for MATCON and ADCC, 11 Jan. 1955), Hq. 20th AF to Comdr. 15th Weather Sq.,

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122	22	2d ind., (Ltr., 15th Weather Sq. to Comdr. 20th AF, sub.: Weather Service for MATCON and ADCC, 11 Jan. 1955), 15th Weather Sq. to Comdr. 20th AF, 1 March 1955.
123	22	3d., (Ltr., 15th Weather Sq. to Comdr. 20th AF, sub.: Weather Service for MATCON and ADCC, 11 Jan. 1955), Hq. 313th Air Div. to Comdr. Det. #1, 21 March 1955.
124	23	Ltr., 1233d AACS Sq. to Comdr. 1809th AACS Gp., sub.: Okinawan ADCC Weather Communications Requirement, 3 Feb. 1955.
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126	23	2d ind., (Ltr., 1233d AACS Sq. to Comdr. 1809th AACS Gp., sub.: Okinawan ADCC Weather Communications Requirement, 3 Feb. 1955), Hq. 1808th AACS Wg. to Comdr. FEAF, n.d.
127	23	4th ind., (Ltr., 1233d AACS Sq. to Comdr. 1809th AACS Gp., sub.: Okinawan ADCC Weather Communications Requirement, 3 Feb. 1955), Hq. 5th AF to Comdr. 313th Air Div., 17 March 1955.
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129	24	Ltr., Deputy for Air Defense to Comdr. 313th Air Div., sub.: Air Defense Report for April 1955, 4 May 1955.
130	25	Ltr., Deputy for Air Defense to Comdr. 313th Air Div., sub.: Air Defense Report for May 1955, 2 June 1955.
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133	20	Ltr., Deputy for Air Defense to Comdr. 313th Air Div., sub.: Air Defense Report for June 1955, 6 July 1955.
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136	20	Ltr., Deputy for Air Defense to Comdr. 313th Air Div., sub.: Air Defense Report for June 1955, 6 July 1955.
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139	27	Ltr., Hq. 20th AF to Comdrs. 18th FBW and 6332d ABW, sub.: Logistics Instructions for the Operation of the 18th Fighter Bomber Wing While Based at Kadena Air Base, 8 Dec. 1954.
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142	29	55-111 V-299, Comdr. ATF 5th Prov. to Comdrs. 20th AF, 18th FBW, 13th AF, 44th FBS, and 315th Air Div., 26/1038Z Jan. 1955.
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156	9	Ibid., 8 Apr. 1955.
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160	9	DJ, DO, 12 Apr. 1955.
161	9	Ibid., 14 Apr. 1955.
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166	--	History, DO, Apr. 1955, pp. 12-14.
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170	--	History, DO, Apr. 1955, pp. 12-14.
171	--	FEAF GO 163, dtd. 29 Oct. 1954.
172	--	20th AF GO 51, dtd. 2 Nov. 1954.
173	--	DJ, DCS/O, 5 Feb. 1955.
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177	9	DJ, DO, 4 March 1955; History, DCS/O, 20th AF, Feb. 1955, pp. 2-3; History, DO, 313th AD, Apr. 1955, p. 14; DJ, DCS/O, 26 Feb. 1955.
178	--	History, DM, June 1955, p. 32.
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193	13	5th AF GO 51, dtd. 11 May 1955.
194	2	313th AD GO 19, dtd. 7 June 1955.
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---	33	D 5798 OPN-MO, Comdr. 20th AF to Comdr. FEAF, 30/1630/I 1953.
---	34	Ltr., Hq. 20th AF to Comdr. 6319th AEW, sub.: Reorganization of 852d AC&W Squadron, 23 Oct. 1953.
---	35	DF, Chief of Requirements, Hq. 20th AF, to Director of Manpower and Organization, Hq. 20th AF, sub.: Reorganization of the 15th Weather Squadron, 5 June 1953.
---	36	DF, Director of Communications, Hq. 20th AF to Chief, MR&U Division, Hq. 20th AF, sub.: Clearance

Footnote No.	Document No.	
		for Utilities to 97th AAA Facilities, 8 Sept. 1953.
---	37	Ltr., Hq. FEAF to Comdr. 20th AF, sub.: Air Force Units at Guam, 23 July 1954.
---	38	Ltr., Hq. 20th AF to Comdr. FEAF, sub.: Air Force Units at Guam, 23 Sept. 1954.
---	39	Ltr., Hq. 20th AF to Comdr. 6319th ABW, sub.: Air Force Units at Guam, 22 Oct. 1954.
---	40	CX-66590, CINCFE to CG/AFFE (Main), COMNAVFE, COMFEAF, DEP GOV USCAR, 25 Dec. 1953.
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CHAPTER II

MATERIEL

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MATERIEL

INTRODUCTION

On 1 March 1955, as part of the reorganization of the Twentieth Air Force Headquarters into that of an air division, the Materiel Deputate became known as the Directorate of Materiel. The new staff section went through a cut-back in functions and personnel authorizations, most of which affected the Installations Division. As it happened, however, the Procurement Division ran counter to the prevailing current, acquiring an augmented workload at a time when other staff organizations were shedding both responsibilities and personnel. This anomaly had its source in the great volume of paper work involved in phasing out the Kadena Airfield contract with Vinnell-Wunderlich.*

Materiel-wise, the major problems facing the directorate during the period from 1 March through 30 June 1955 had to do with the tactical aircraft in-commission rate and the logistic support of Air Force units on Formosa.

Although both the 18th Fighter Bomber Wing and the 51st Fighter Interceptor Wing had formerly been under the operational control of Headquarters, Fifth Air Force, they were now to find that the indulgent parent of Korean War days had become a hard taskmaster who demanded a

*The reorganization of the Materiel Section, Headquarters, 313th Air Division, is covered in detail in Chapter I of this history, pp. 141-167.

high tactical aircraft in-commission rate. Since January 1955, Fifth Air Force had established 75 per cent as the minimum in-commission rate, and 20 per cent as the maximum aircraft-out-of-commission-for-maintenance (AOCM) rate, with a maximum aircraft out-of-commission-for parts (AOCP) rate of five per cent as the goals expected from its tactical units.[1] With the Fifth Air Force reorganization which brought these tactical wings formerly attached to the Twentieth and Thirteenth Air Forces under its jurisdiction, albeit indirectly, the same rules became applicable to them. To add emphasis to this situation, Lieutenant General Roger M. Ramey, the Fifth Air Force Commander, reiterated his headquarters' stand at a conference of commanders held at Nagoya on 11 March 1955.[2]

As a matter of comparison, the aircraft maintenance status of the two tactical wings during the historical period was as follows:[3]

	18th FBW				51st FIW			
	Mar	Apr	May	June	Mar	Apr	May	June
In-Comm. Rate	59%	51%	69%	61%	52%	64%	62%	61%
AOCM	34%	41%	24%	34%	39%	29%	31%	31%
AOCP	7%	8%	7%	5%	9%	7%	7%	8%

As shown by the above table, the goal of 75 per cent was never reached during the historical period. The 18th Fighter Bomber Wing (FBW) came the closer, with 69 per cent in May, but even this improvement could be attributed to a long rainy spell during that month which reduced flying time and gave maintenance personnel a chance to get caught up on inspections and technical order compliances (TOC's). Another factor, however, which pushed this rate upward during May was the improvement in base supply and depot support for tactical aircraft

which followed the consolidation of the two base supply facilities formerly operating on Kadena Air Base. This was borne out by the fact that, while the 18th FBW in-commission rate for June retrogressed 61 per cent because of TOC's, the AOCP rate continued its downward course to five per cent, thus achieving the goal set by Fifth Air Force.

While the problems which prevented the 18th FBW from reaching all three standards set up by Fifth Air Force could be attributed to the stresses generated by two mobility exercises held in rapid succession, those of the 51st Fighter Interceptor Wing (FIW) emanated from the necessity of breaking in a new type aircraft. This is borne out by the fact that conversion to the F-86D type aircraft was completed during February 1955, and the peak in-commission rate was achieved in April, after which time it declined slightly. Supply problems inherent in conversion to an aircraft of that type, with its many electronic components, kept the AOCP rate from reaching the Fifth Air Force goal.

Beginning with March 1955, the two Okinawa-based wings consistently lagged behind corresponding units of the Fifth Air Force in Japan and Korea in the matter of low in-commission and high AOCP rates, with the result that it became the subject of considerable correspondence between headquarters. The consensus resulting therefrom was that the unfortunate situation had its origin in the following factors:

1. Inadequate base supply and depot support for the tactical aircraft.

a. Breakdown of 18th FBW Combat Supply Account AFSO-F79 during and following the mobility exercise on Formosa during the first quarter of 1955.

b. Breakdown of 315th Air Division's planned airlift of aircraft spares from Tachikawa AB, Japan, in March 1955, in consequence of a temporary grounding of that organization's cargo aircraft.

c. Temporary confusion arising during consolidation of AFSO-F79 and Kadena Base Supply (AF-726-SO) on 5 April 1955.

d. Inadequate stock control levels at AF-726-SO for items peculiar to F-86F and F-84G aircraft types.

e. Inadequate coordination between maintenance personnel and base supply personnel in the matter of anticipating AOCP's.

f. Inadequate coordination between base supply and depot in the matter of expediting AOCP requests.

g. Inadequately trained personnel in the Priorities Section of AF-726-SO.

h. Naha Base Supply (AF-727-SO) problems resulting from requirements for items not listed on the Table II, items requisitioned for the first time, items extracted to the Zone of Interior (ZI) depots by the Japan depot, and headquarters-controlled items shipped only against an AOCP request.

2. Low quality of maintenance.

a. Insufficient skill of maintenance personnel in both wings.

b. Poor scheduling of maintenance inspections in 18th FBW.

c. Technical Order (T.O.) 2J-J47-502 required replacement

of the turbine wheel locking strips on all aircraft of the 26th Fighter Interceptor Squadron (FIS).

d. Conversion of all F-86F aircraft to ultra-high frequency (UHF) voice radio equipment during April in compliance with T.O. 1F-F86F-501 required approximately five man hours per aircraft.

e. T.O. 1F-86-511 required the removal of both wings of all F-86 aircraft and installation of a reinforcing plate. This TOC had a major effect upon the 18th FBW in-commission rate during June, while in the 51st FIW the project was postponed beyond the historical period, due to materiel shortages.

Actions taken to correct the causes of the low in-commission rate were as follows:

1. Lengthening the work week for both maintenance and supply personnel.

2. Development of an on-the-job training (OJT) program to upgrade the skill level of maintenance and supply personnel.

3. Utilization of an F-86F mobile training detachment (MTD).

4. Improvement of coordination between maintenance and supply elements.

5. Development of maintenance attrition data for use in scheduling maintenance inspections and anticipating AOCP's.

6. Development of more realistic stock control levels at AF-726-SO.

7. Correction of abuses in the Priorities Section of AF-726-SO.

8. Coordination of AOCP reporting between maintenance and supply elements.

9. Use of organizational aircraft to pick up aircraft spares during the stand-down of 315th Air Division aircraft.

10. Use of "Silver Dragon Express" and other aircraft to deliver AOCP requisitions in lieu of wire service, when the latter method of communication resulted in a deluge of garbled messages running as high as 20 per cent.

11. Coordination between bases and air divisions in the matter of obtaining and expediting items needed for AOCP.

AFSO-F79 and AF-726-SO acquired joint responsibility for providing logistic support to the Air Force units on Formosa when the 18th FBW deployed there in the latter part of January. This responsibility continued to exist throughout the historical period, as a series of tactical units rotated to and from the island; and it was still in effect on 30 June, although both the Thirteenth Air Force and Headquarters, Far East Air Logistic Force (FEALOGFOR) were in the process of taking over that responsibility. AF-727-SO had the responsibility for providing built-up engines to the Air Force units on Formosa, in addition to rendering the same support to the ones stationed at Kadena Air Base. As the historical period ended, however, plans were being concerted for Kadena to handle its own jet engine maintenance and repair.

SUPPLY AND MAINTENANCE SUPPORT OF F-86F AIRCRAFT

Introduction.

On 1 November 1954, when the Twentieth Air Force acquired the F-86F-equipped 18th Fighter Bomber Wing, it emerged from its long-time role as a logistic support organization and donned the armor and sword of an operational outfit. In addition to its air defense wing at Naha AB--the 51st FIW--the Twentieth Air Force now thus possessed a wing with an offensive capability, though admittedly limited for the time being. The addition of the 80th Fighter Bomber Squadron (FBS) with its F-84G aircraft, around the same time, augmented the offensive strength of the command.

The 18th FBW arrived at Kadena AB from Korea with its fighter bomber group intact, but without its headquarters and support elements, since planning concepts called for its immediate consolidation with the 6332d Air Base Wing, in line with the USAF principle of having tactical wings operate its bases. This amalgamation, however, was delayed by two mobility exercises, "Native Dancer"* and "Mother Hubbard",** so that it was not until 5 April 1955 that it finally got underway, and not until 1 May 1955 that it was completed. Thus, it was only then--the last two months of the historical period--that the 18th FBW was fully manned and equipped in such a manner that many of its materiel problems could be solved.

When the 18th FBW left Korea, it also left behind it the services provided by Rear Echelon Maintenance Combined Operation (REMCO) facility

*Exercise "Native Dancer" received detailed coverage in History, 20th AF, 1 July 1954 to 28 Feb. 1955, pp. 183-257.

**Exercise "Mother Hubbard" is given more thorough treatment later in this chapter.

located at a secure rear area base in Japan.[4] Dependence on the REMCO was to prove its undoing in two respects, First, the maintenance personnel of the 18th were not equipped for nor experienced in performing more than minor inspection and repair work on the aircraft, as a result of the REMCO personnel having previously taken over the more complicated jobs. Secondly, the REMCO had compiled maintenance attrition data of great potential value in planning future maintenance schedules and anticipating AOCP's, but these data were not made available to the wing maintenance or supply personnel after they arrived on Okinawa. Consequently, the maintenance personnel of the wing developed the habit of waiting until an emergency arose, then notifying their combat supply account office, AFSO-F79.

With the inauguration of Exercise "Native Dancer" nine days after the arrival of the 18th Fighter Bomber Wing at Kadena, this combat account was set up, an attempt being made to operate it without a Table II for establishing stock control levels and without an automatic shipment of F-86F peculiar spares. Hand-scribed stock records were made up at Yontan AAB under field conditions, and temporary duty (TDY) personnel were employed to maintain accurate supply accountability records and to requisition future requirements. Despite administrative demands for closer coordination between maintenance and supply functions, the improvisation of maintenance attrition data by the field maintenance activity could not compensate for the lack of a Table II or the attrition data available to the REMCO, with the inevitable result that the AOCP rate continued to climb, rather than diminish, following "Native Dancer".

The 18th FBW had also left Korea with many of its aircraft almost due for the periodic inspections which would have been performed in the normal course of events by REMCO, had the wing remained at K-55. When the intensive flying required during "Native Dancer" used up such flying time as remained on most of the remaining Sabres, the wing found itself nearly incapacitated during the latter part of the exercise by the consignment of aircraft to ACCM status. To make matters worse, pulling inspections under field conditions, with no overhead cover, was very difficult, especially during inclement weather, and entailed expenditure of an excessive number of man-hours.

One lesson learned during "Native Dancer" was the need for development of air transportable aluminum vans which could provide the tactical squadrons with service stocks and portable shops when the wing was operating under field conditions, the former vans carrying 30-day spare parts requirements.

The 18th FBW returned from Yontan AAB to Kadena AB in mid-December 1954, and for a month was allowed to recuperate from the rigors of "Native Dancer" before being summoned to the field once more on 27 January 1955 for a mobility operation on Formosa in connection with the evacuation of the Tachens given the code name "Mother Hubbard". The tactical squadrons, including the 44th FBS from Clark AFB, moved out to three separate bases, taking with them their aluminum shop and service stock vans, while the combat supply account office and the field maintenance squadron remained behind at Kadena. A pattern was thus set up for the field maintenance facility at Kadena to serve as a species of

REMCO for units rotating to Formosa--a pattern that was to be followed throughout the period, excepting that the 51st FIW would service its own squadrons in the field, in addition to prividing jet engine build-up and maintenance support for all the tactical units equipped with jets on Okinawa and Formosa.

During the first week of February 1955, FEAF decided to move the remainder of the 18th FBW to Formosa. Accordingly, the field maintenance and supply squadrons packed up and moved out by airlift and water shipment. The airlifted personnel arrived on Formosa and started operations; but, before the waterborne supplies and equipment could arrive, the plan was changed, and the wing began its return movement to Okinawa and the Philippines. The upshot of this caprice was that both the supply and the field maintenance squadrons were caught mid-way between the two islands where they were expected to be successively operational--with their equipment still on the water or piled up on the Army dock awaiting transportation back to Kadena AB. This brought about a breakdown in the combat supply account support of the wing for a period of two weeks, just when it was needed the most.

The stage was thus set for the impact of the Fifth Air Force reorganization upon the 18th FBW and Fifth's subsequent demand that the 18th maintain a 75 per cent in-commission rate for its tactical aircraft, with corresponding AOCM and AOCP rates. At the end of the very first month under Headquarters, 313th Air Division--and, by extension, under operational control of Fifth Air Force--the 18th FBW wound up at the very bottom of Fifth Air Force units equipped with F-86F aircraft. Its

in-commission rate of 59 per cent was the lowest, and its ACCP rate of seven per cent was the highest.[5]

To show how important this in-commission problem had become, during March the alert commitment of the 18th FBW was cut in half, from eight to four aircraft available during daylight, because of the relatively low state of training and in-commission rate of the aircraft. The reduction was expected to enable the 18th to step up its training and to concentrate on its primary mission of fighter bomber work. This, of course, placed an added burden on the 51st FIW, which also had its own problems.[6]

By the end of April, the 18th had dropped another eight per cent in its in-commission rate, and was, of course, once more at the bottom of F-86F-equipped Fifth Air Force organizations, its 51 per cent comparing very unfavorably with the 65 per cent in-commission rate it had achieved during February.[7]

As an explanation of its low in-commission rate 60 days after coming under Fifth Air Force, the 18th FBW called attention to the low skill level of its maintenance personnel, a shortage of supplies for performing maintenance, and the conversion of the aircraft from very high frequency (VHF) to ultra high frequency (UHF) voice radio sets. Some, at least, of the supply shortages experiences were attributed to temporary confusion existing at AF-726-SO following its merger with AFSO-F79. Evidencing this confusion, in many cases items had been canceled and re-requisitioned, thereby causing several days' delay in the receipt of needed aircraft parts, as well as the receipt of substitute

items which proved to be inapplicable to F-86F aircraft.[8] Despite the low average for the month in the 18th FBW, Materiel officials of this headquarters were able to detect a definite upward trend as of 10 April reflected in the daily maintenance status reports. This ascent on the part of the in-commission rate of the 18th indicated to them that the confusion was ended and that the consolidation of the two wings on Kadena Air Base was already having a salutary effect.[9]

Blessed by bad weather that prevailed almost throughout the month of May, the 18th FBW maintenance personnel were able to catch up on the backlog of work which had been mounting at a discouraging rate, and, as a result, the in-commission rate shot up to 69 per cent. This breather, plus the consolidation of the supply accounts, added to better coordination with the depot, also forced the AOCP rate down. This upward in-commission trend was, of course, an artificial improvement gained at the expense of operational efficiency, since the 18th FBG aircraft were unable to fly all of the hours allocated to them in either April or May.[10]

As the historical period ended, the in-commission rate for the 18th FBW declined to 61 per cent, reflecting the rise in flying time made possible by better weather, and the maintenance hours required to strengthen the wings of the aircraft in compliance with T.O. 1F-86-511. An average of 5.5 aircraft were held out of commission each day during June to have this T.O. complied with. This rate also once more carried the 18th FBW to the now familiar bottom of the list of Fifth Air Force F-86F-equipped wings. However, the reduction of the AOCP rate to five

per cent showed that the healthy trend following the consolidation of the two supply accounts was still in effect.[11]

In summary, the 18th Fighter Bomber Wing had come a long way since 1 March, and, while it had not reached the desired 75 per cent as yet, its AOCP rate was satisfactory, and most of its maintenance problems had been overcome. Once its maintenance personnel had acquired the necessary skills through the training program then in progress, and the wing-strengthening TOC was completed, there seemed little else to keep the 18th from climbing above the bottom rung on the Fifth Air Force ladder of success. The lessons learned in the two completed mobility exercises could be expected to carry the wing through future ones without too many heartaches.

The F-86F Aircraft Supply Support Problem.

The 18th FBW not only had to contend with inadequate supply support rendered by a combat supply account which, for various reasons, just did not stand up to the rigors of field conditions, but, upon taking over Kadena AB, it was also faced with inefficiency in the Base Supply facilities, particularly in the Priorities Section. In addition, there was a noticeable lack of coordination between base and depot supply agencies. As for the failure to anticipate AOCP emergencies which resulted from the absence of coordination between maintenance and supply, this was eventually corrected within the wing, but only after data on maintenance attrition had been obtained. The acquisition of these data also enabled AF-726-SO to establish more realistic stock control levels.

Combat Supply Account AFSO-F79: Established on paper even before the 18th left Korea, but not given physical substance until a week after the wing's arrival on Okinawa, Combat Supply Account AFSO-F79 had the mission of procuring, storing, and issuing all supplies and equipment needed by the units of the wing. AFSO-F79 was able to go direct to the depot for items peculiar to the F-86F aircraft, but was required to depend upon Kadena Base Supply (AF-726-SO) for common items. To accomplish its mission, AFSO-F79 was given authorization of one officer and 80 airmen.

The wing supplies and equipment were packaged for shipment from Korea to Okinawa under a mobility plan predicated on the possibility of an operation of five-day, 30-day, or unlimited duration, at any time during or after the move, during which the wing was supposed to be fully combat capable. When the supplies arrived at Kadena, planning called for a consolidation of the 18th and 6332d wings; so the supplies for the unmanned wing organizations other than the tactical group were segregated and stored in comparable units of the 6332d ABW.[12]

This combining of the wings was halted by the commencement of "Native Dancer" little more than a week after the 18th FBW flew in from Korea, and the fighter bomber group found itself in the field at Yontan AAB, a few miles from Kadena AB, where it was joined by TDY personnel from Kadena AB and other Far East Air Forces bases, who fattened its one-and-one cadre units into the components of a full wing. Thus, AFSO-F79 was activated by an officer on TDY from Clark AFB, plus airman personnel on temporary loan from the 6332d Supply Squadron. The crated

supplies and equipment for the wing were moved to Yontan without an inventory, and a tent supply office was set up to service the wing in the field. In consequence of the inefficient manner in which the wing records had been shipped from Korea, all supply accountability and stock control were lost, and supply publications were not available. AFSO-F79 stock records personnel were forced to initiate several thousand stock record cards under field conditions without benefit of stock lists or supply tables. No Table II was received for use in establishing stock control levels for F-86F type aircraft, and the maintenance attrition data available to the REMCO were not made available for this same purpose.

The wing was fortunate in that large quantities of F-86F aircraft spares continued to arrive from Korea, so that a surplus rather than a shortage developed during "Native Dancer". When the large amounts of supplies on hand created a condition of cramped storage facilities, Supply officials began work on a project for establishing air transportable aluminum vans as service stocks for the individual tactical squadrons.

One problem which arose at Yontan was the rapid wearing out of aircraft tires. This same problem was to appear two months later at the Formosan air bases, and it could, in fact, be expected to develop quite logically at any "bare strip" type base. During "Native Dancer", the stock control level had to be revised upward, but no AOCP's resulted from this cause.

Since the maintenance personnel did not have the attrition data

available at REMCO and did not employ foresight in requesting anticipated AOCP items when beginning their periodic maintenance inspections, they found themselves constantly confronted with actual AOCP emergencies brought about by lack of the required items in AFSO-F79 stocks. Many of these missing items were available at the depot and could have been obtained through normal requisitioning had the proper procedures been used. An abortive attempt was made during "Native Dancer" to correct this situation, but it was to crop up again and again at later dates.

Upon completion of "Native Dancer" in mid-December 1954, AFSO-F79 was returned to Kadena AB and assigned an area comprising four quonset huts for its operations. Because of the size of these quonsets and the limited storage space available, very few bin facilities could be used. Only small items could be stored inside, the bulkier ones perforce being kept outside under canvas, where they often suffered considerable damage from their exposure to the elements. Because of the high humidity of the climate, corrosion and rust habitually took a great toll of supplies even when stored within doors; therefore, it should not be surprising that the damage wrought to items protected from the weather by a mere piece of tarpaulin was prodigious, indeed. Making the situation more critical was the exiguity of proper corrosion control facilities within the supply organization.

At the beginning of 1955, the supply office was nearly up to its authorized strength, having assigned to it one officer and 79 airmen. Following "Native Dancer", however, nearly all of the supply people were diverted to several "crash" projects aimed at equipping the wing for its

next mobility exercise and to completing several "crash" reports. This, of course, delayed the normalization of the combat supply account operation.

Since AFSO-F79 was expected to perform all the functions of a complete base supply activity, despite the fact that such an apparatus already existed at Kadena, the number of personnel assigned was completely inadequate to conduct its normal business. Every need of every unit in the wing had to be obtained through AFSO-F79. While the account went directly to the depot for a small part of its needs--F-86F peculiar spares, principally--it depended chiefly upon the larger resources of AF-726-SO, merely serving as a clearing house between that agency and the various consumers of the 18th Fighter Bomber Wing. While this arrangement was quite proper under field conditions and also necessary to the compilation of consumption data by AFSO-F79 under the conditions obtaining at Kadena from the close of Exercise "Native Dancer" to 5 April 1955, it actually involved a duplication of services, delays in processing supplies from depot to consumer, and an increased margin for error. Further to compound the difficulties created by this system, the stock control levels at AF-726-SO had not been pegged high enough to handle the requirements of the 18th FBW, with the result that many requisitions had to be back-ordered or only partially filled. This last drawback has a familiar ring, as we have already noted how the 18th FBW waxed fat at Yontan on the plethora of items sent down from Korea--hence, it evidently had not been building up "consumption credit" with AF-726-SO, and the latter was not revising its control levels upward accordingly.

Between "crash projects" in the period following the return from Yontan AAB, the 10 stock record clerks assigned to AFSO-F79 completed setting up the 12,000 stock record cards in the supply account, four of the 10 clerks being detailed to the aircraft section because of the importance of providing support for the tactical F-86F's. Thus, AFSO-F79 was just getting to its feet during January 1955, when the wing was alerted for the move to Formosa.[13] The mobile service stock vans were packed and crated and moved out with the tactical squadrons, while AFSO-F79 remained behind on Okinawa to provide replacement supplies as the vans became depleted in the field. This arrangement was predicated, of course, on the assumption that the stock records unit at Kadena would be advised as to which items were being consumed by the TDY squadrons and would utilize this information for purposes of requisitioning. As it happened, though, the system broke down at the same time that communications between Formosa and Okinawa collapsed. When the squadrons in the field were unable to transmit their needs to the Supply people at Kadena, the latter obviously had no way of knowing what items they, in turn, should requisition. The upshot of this was that no requisitioning at all took place for two weeks, and when the pipeline cycle rolled around, the cupboards were correspondingly bare. The service stock vans, because of supply shortages attributable to the over-long pipeline time, had never been more than 50 per cent stocked, so that by the time the squadrons returned to Okinawa, their shelves were virtually empty. This situation also served as a reflection of the lack of realistic stock control levels for F-86F spares which had existed in the first place.

Having received orders to move the entire supply account to Formosa during the first week of February, AFSO-F79 flew its warehouse and records personnel to Chia-Yi, while the supplies and equipment in stock followed by surface transport. The supply ship was on the open seas, enroute to Formosa, when it received orders returning it to Okinawa, the wing having terminated its mobility exercise and been directed to redeploy to its regular bases. A period of two weeks then passed before all the supplies could be off-loaded and hauled back to the storage area from the port. A great amount of time was thereby lost by this abortive movement of the combat supply account. Assigned personnel were forced to work extra hours to rewarehouse and store, as well as account for, not only those supplies that had been loaded aboard ship, but also those which were being received from the depot through AF-726-SO. In consequence of the overwhelming workload, the account was unable to provide adequate supply support to the units of the wing from 12 March, the day when all the stocks had been received from the port, to the end of the month.[14]

The equipment shipped on the Army vessel returned to Okinawa in a highly undesirable condition. It had been manhandled and mistreated to such an extent that many of the boxes had to be rebuilt and the equipment corrosion-treated.[15] As one example of this, 74 typewriters were shipped to Formosa by surface transportation and 34 by airlift during "Mother Hubbard". A total of 27 typewriters received damage during surface shipment, while only four were damaged during airlift--or a rate of 36.5 and 11.8 per cent respectively, with an over-all damaged rate of 28.7 per

cent. A superficial inspection of the packing and crating of these typewriters disclosed that the damage had not resulted from inadequate packing and crating, but was caused by egregious handling. In view of the cost of these items and the impairment of the wing's administrative capability resulting from the damage, it was declared with great positiveness that if circumstances permitted at all, airlift would be utilized in future moves of these items.[16]

Captain Richard I. Jorgenson, the AFSO-F79 Accountable Supply Officer, was of the opinion that greater supply support could have been rendered the units of the wing during "Mother Hubbard" if the supply account had been moved to Formosa and given the facilities to operate a full and complete activity. This would have permitted greater accuracy in the business of accounting for supplies and equipment and would have diminished the workload that resulted from duplicate supply activities at Kadena AB.[17]

Upon its return from "Mother Hubbard", the AFSO-F79 also ran into a personnel shortage problem resulting from the rotation of personnel without replacements being furnished for them, with the result that on 31 March, only 60 airmen remained assigned.

The supply Table II's, on whose lack AFSO-F79 had blamed its unrealistic stock control levels for aircraft spares, were received during March, enabling the stock record cards to be adjusted accordingly and requisitions submitted in accordance with the new re-order points.[18]

Breakdown of 315th Air Division Air Lift: During the first week in March, the 315th Air Division grounded all of its C-119 aircraft in the

wake of an accident. This brought about a temporary stoppage of ration and resupply support for the Formosan bases,[19] and also created a backlog of aircraft spare parts at Tachikawa, AB, Japan, at a time when these items were critically needed on Okinawa. This grounding order occurred, in fact, at the crucial moment when AFSO-F79 was depending on airlifted priority shipments to keep the F-86F's flying until the interrupted normal supply pipeline could be filled once again.[20] Cargo aircraft of the 18th FBW, as well as aircraft of other organizations, were thrown into the breach to pick up these items until the 315th Air Division "Flying Boxcars" again became operational. This delay in airlift, as might be expected, had a serious effect upon the AOCP rate of the 18th FBW during March.[21]

Consolidation of AFSO-F79 and AF-726-SO: One of the most beneficial results of combining the 18th FBW and the 6332d ABW was the elimination of duplicate base supply facilities at Kadena AB on 5 April 1955. However, the long range benefits did not prevent a certain amount of confusion during the early part of April--with resulting impairment of supply support for the F-86F aircraft. This confusion consisted of the cancellation and re-requisition of many items that were needed immediately, with a resulting delay of several days in the receipt of aircraft parts by the tactical squadrons. Another example of confusion was the receipt by the tactical squadrons of substitute items which turned out to be inapplicable to F-86F aircraft.[22]

Despite the consolidation of the two base supply facilities, the problems of realistic stock control levels for spare parts peculiar to F-86F's continued to plague the 18th FBW. On 25 March, Fifth Air Force

had queried the 313th Air Division concerning this problem of stock control levels and requested an immediate investigation.[23] The ensuing staff visit of a representative from 313th Air Division to the 18th FBW revealed that the situation described above was to blame,[24] and, since the situation did not improve following consolidation of the base supply facilities, this headquarters sent a wire to Fifth Air Force on 12 April, requesting the services of an Area Activities Team from FEALOGFOR to assist Kadena Base Supply in establishing realistic stock control levels. Information received by 313th Air Division indicated that such a team, manned by North American Aviation Corporation supply personnel equipped with the necessary data and knowledge, was available, provided Fifth Air Force believed their services to be necessary to this command. The TWX stressed this headquarters' conviction that action of this nature would assist tremendously in reducing the AOCP rate and would serve to insure adequate tactical aircraft support in the future.[25] This request, however, did not elicit the favorable response that had been hoped for; so AF-726-SO had to make out as best it could from the Table II listings.[26]

To illustrate the supply support effectiveness of AFSO-F79 and of that agency in combination with AF-726-So following the merger of April 1955, the following statistical table was prepared:[27]

	Line Items					
	Jan	Feb	March	April	May	June
Requested of Supply	4569	4432	4729	12747	11916	12315
Issued by Supply	2103	4028	2125	7148	7974	7696
Partial Issues	665	233	449	477	324	370
Back Orders	1739	144	1987	4354	2758	2382
Cancellations	62	89	168	768	860	1867
Effectiveness Rate	60.5%	96.1%	53.8%	56.1%	69.6%	65.5%

Coordinating Maintenance and Supply Agencies to Anticipate AOCP Emergencies: The chronic complaint of AFSO-F79 ever since its establishment had been the failure of the maintenance agencies to anticipate their logical needs, thereby bringing about unnecessary AOCP's through this neglect. An example of this was the practice of placing an aircraft in periodic maintenance, in course of which parts replacements were inevitable, then waiting until the inspection was completed before submitting requests for the needed items. In the event the needed part was not on hand in Base Supply, this procrastination then automatically produced an AOCP. On the other hand, if the anticipated replacement part had been requested before or at the beginning of the inspection, Base Supply would have been able to obtain it from the depot in time to place the aircraft back in commission without a delay for parts.[28]

That this problem was not confined to the 18th FBW is evidenced by the following statements in a circular letter forwarded by Headquarters, Fifth Air Force, to its air divisions on 23 March 1955:[29]

> During the month of February 1955, 520 items caused aircraft to be grounded on 5th Air Force bases as AOCP. Of these 520 items, 246 (48.1%) were available in FEALOGFOR depots in sufficient quantities to permit issue for base stock had they been requisitioned.
>
> This headquarters agrees that this apparent failure cannot be completely eliminated. Transient aircraft of types not normally stationed on the base will occasionally require items that must be obtained under AOCP procedures. Specific items on base aircraft will fail from time to time for which no possible coordination between supply and maintenance would have indicated a stockage requirement. In addition, there will be "runs" on certain items, such as the landing gear strut failures on the Lockheed types encountered last fall that required almost 100% replacement. These exceptions are understandable and, within reason, are acceptable. On the other hand, a 48.1% across the board failure within the 5th Air Force to prestock cannot be understood nor accepted.

The letter went on to pose the following questions for reflection by the various subordinate commands:

> Are Organizational and Field Maintenance Officers forecasting routine requirements to the Accountable Supply Officer in sufficient time to permit stockage in a routine manner, or are they waiting until emergency procedures are necessary?
>
> Are Organizational and Field Maintenance Officers forecasting their anticipated requirements for time change items in sufficient time to permit the Base Accountable Supply Officer to obtain them via routine procedures prior to the date on which they will be required?
>
> Are Organizational and Field Maintenance Officers forecasting special requirements needed to meet maintenance trends, i.e., forecasting items when above normal quantities must be obtained by the Accountable Supply Officer?

AFSO-F79 reiterated this same complaint on 1 April 1955, while attempting to explain the reasons for the high AOCP rate of the 18th FBW. Its contention was as follows:[30]

> A close coordination between the maintenance people and the supply people of the Wing has never been realized. In the absence of tables from which a stock level could be determined, the maintenance people would only make their needs and requirements known when an emergency arose. This is due to the fact that they (the maintenance people) were unable to systematically plan and schedule their maintenance programs.

In a follow-up to its circular letter of 23 March, Headquarters, Fifth Air Force, again catechized those of its subordinate organizations which might be delinquent in maintaining a high in-commission rate and directed them to engage in some soul-searching. The Nagoya headquarters noted in this latest epistle that 600 items had been requisitioned by units of the command under AOCP procedures during March. Of these 600 items, more than half had been available in the depot in sufficient quantities to permit issue for base stockage--if requisitioned in a routine manner. While Fifth agreed that this failure to requisition could

not be completely eliminated, it declared that, just as the 48.1 per cent across-the-board failure of February had been unacceptable, so the March percentage of 54.4 was even more unpalatable, constituting an increase of 6.3 per cent in the wrong direction.[31]

On 8 April, the 18th FBW notified 313th Air Division that anticipated time-change items were being requested by each of the squadrons, consolidated by Base Supply, and submitted to the depot. In addition, pre-dock schedule conferences were being conducted by maintenance personnel of each squadron in an attempt to anticipate supply problems.[32]

Four days later, April 12th, a conference was held at this headquarters, with representatives of the two 313th AD tactical wings and of FEALOGFOR in attendance. TOC's, T.O. distribution, AOCP's, and general maintenance procedures were discussed.[33]

The upshot of this conference was that 313th AD fired off two letters to the tactical wings on 17 April, the first of which read as follows:[34]

> 1. During a recent visit of Brigadier General Hudnell, Vice Commander of FEALOGFOR, the fact was brought out that Commanders of organizations possessing aircraft are not fully informed and, in some cases, are not informed at all of the status of their aircraft. Realistic planning cannot be accomplished unless the status of aircraft is taken into consideration. Another factor brought out was the limited amount of information disseminated by Base Supply to these organizations possessing the aircraft.
>
> 2. The primary mission of Base Supply is support of all assigned and attached units. These units, particularly the operational units, and especially those possessing aircraft, must be informed of all supply status of their aircraft is available in base supply. Therefore, the following procedure will become effective upon receipt of this letter.
>
> a. Upon preparation of the AF-S52 report daily, Base Supply will reproduce Part 2, Section 1 of this report. The identical information as it appears in Part 2, Section 1 will

be included in the same format used to submit the report. Telephone numbers of the priorities unit will be indicated on the report, so in the event an item is located, the priorities unit can be notified. Distribution of this report will include:

(1) Two copies to this Headquarters, marked for DM

(2) Two copies to each Wing Headquarters, 1 marked for the Commander, the other marked for DM.

(3) Two copies to each Squadron, Unit or Detachment logistically supported by your Base Supply, even though that unit does not have any aircraft AOCP at the time.

(4) Two copies to the opposite Base Supply who will insure the prime item or any usable item is not on hand.

(5) One copy to your central receiving unit of Base Supply. To be used to check against receipt of items.

3. The Commanders of organizations possessing aircraft along with the maintenance officer can be assured that a valid requisition exists for his AOCP. It will also furnish him with latest depot supply action, which he may use to plan future missions. The largest benefit of this report will be the commander having a timely check on his supply and maintenance operation.

In the other letter sent down to the wings on April 17th, this headquarters directed that the following coordination between Base Supply Priorities Section and the Maintenance Officers would be effected on AOCP requests after every means of locating the item in Base Supply had proven fruitless:[35]

In the event a usable item cannot be produced after the above is accomplished, the aircraft is then AOCP. All of the above action will be performed within four (4) hours after the initial telephone call in. Immediately upon the aircraft being declared as AOCP, the Maintenance and Supply Officer of that organization which requested the part will be notified by telephone. A back order will be placed to the organization's credit and a priority message will be prepared and submitted to the depot. (Additional instructions as to the addressee have

been forwarded). The message will be dispatched to the depot regardless of the time and day. The Communications Center is open 24 hours daily.

The Maintenance Officer of the appropriate organization will be required to certify each AOCP requisition submitted. This will be accomplished at the time of the call-in. The person making the call to base supply will be the Maintenance Officer himself, or a representative of the Maintenance Officer, and will state that the aircraft will be AOCP within four (4) hours, if the item is not within stock. It will be the responsibility of the Maintenance Officer to inform base supply of his authorized representatives. It will also be the responsibility of the Maintenance Officer to insure that this procedure is not abused and parts are not requisitioned for aircraft because of the high priority afforded.

Correction of Abuses in Priorities Section at AF-726-SO: We have seen how AFSO-F79 failed to measure up under the stresses of operating a combat supply account under field conditions, and how its troubles were ended on 5 April 1955 by its absorption into AF-726-SO. Now the latter found itself the reluctant heir to the same problems which had brought AFSO-F79 to an early grave. When it quickly became evident that AF-726-SO was doing no better than the defunct supply organization in supporting F-86F aircraft, this headquarters sent the following instructions to the 18th Fighter Bomber Wing on 17 April:[36]

1. It has come to the attention of this headquarters that incorrect procedures are being utilized with regard to researching, verifying, and requisitioning AOCP items, thereby causing excessive time delays. In view of the emphasis placed on the AOCP rate, it is necessary for this headquarters to outline exactly the manner in which AOCP items are to be requisitioned. These procedures may already be in effect; if so, notify this headquarters accordingly. However, this headquarters has made a thorough check of procedures employed at the present time, and they are unsatisfactory and not adequate to accomplish the end result.

2. Upon receipt of telephone call, preparation of issue slip (or other document) and checking of the stock record card which indicates a zero balance, the following procedures will be accomplished:

a. The USAF Stock Catalog will be checked for interchangeable and substitute items.

b. The applicable -4 technical order will be checked for the next usable assembly or parts. (Not applicable to engines, as a complete engine cannot be replaced due to lack of a carburetor or like item).

c. The warehouse locations will be physically checked by priorities personnel. Merely because a zero balance is reflected on the stock record card, it does not in all cases hold true that the item is not in stock. The warehouse locations of all interchangeable and substitute items, if any, will be physically checked also.

d. The receiving unit of base supply will be checked physically by priorities unit personnel to see if the item required or any interchangeable or substitute items have been received.

e. The reparable warehouse and reclamation activity will be checked to insure that there are no items which can be repaired and used.

f. The priority section of the opposite base supply (AF-726 or 727-SO) will be contacted and the stock number of the prime required item plus the stock number of any interchangeable or substitute items will be furnished. The priority section of the opposite base supply will accomplish the procedure as outlined in paragraph 2c through 2e above and notify the requesting base supply accordingly.

The letter went on to state the procedure for coordination with the Maintenance Officer requesting the AOCP item, as quoted on the previous pages of this narrative, and ended by instructing the commanders involved, as follows:[37]

It will be necessary for commanders to supplement this procedure with additional operating instructions. Consideration will have to be given to such things as vehicles required to pick up any items located through other sources, reallocation of personnel to build up the priorities unit and other matters. The importance of the priorities unit, its functioning, and procedures cannot be over-emphasized if the mission is to be accomplished.

Another indication that some Base Supply Officers were not too well

versed in the procedures required in support of aircraft might be found in a message from Fifth Air Force of 20 April which read as follows:[38]

> Information received this headquarters indicates that some Base Supply Officers are not giving anticipated AOCP requisitions the same expeditious processing as AOCP requisitions. Headquarters, FEALOGFOR, has advised that anticipated AOCP and AFR requisitions will receive the same expeditious processing as AOCP requests.

The series of communications from Fifth Air Force concerning supply procedures in support of tactical aircraft culminated in a more pointed, if less grammatical, message on 22 April, in which the following was stated:[39]

> Priority requisitions are starting to arrive satisfactory [sic] from the 18th FBW. However, in many cases, items are not being thoroughly researched, as your headquarters has received message requesting clarification of stock numbers and etc. Many requisitions arriving as anticipated AOCP and not indicating aircraft numbers. When organization queried for serial numbers, the answer received states for aircraft assigned this organization and requirement to be a stand-by level. This is not an authorized procedure for anti-AOCP.

This being the straw that broke the camel's back, this headquarters quoted the above message in a letter to the 18th FBW on 26 April and went on to castigate the Kadena wing in the following words:[40]

> This headquarters is not in the least satisfied with the lack of basic supply knowledge reflected in the latter part of the above message. Due to this lack of supply knowledge, it is becoming necessary for this headquarters to "dictate" operating procedures and methods of follow-up on those procedures. This in itself creates an additional workload on your command and this headquarters.
>
> It is desired that aggressive action be taken to instill a sense of responsibility in those personnel of the priority unit. Personnel with little or no supply knowledge, particularly Priority supply knowledge, should not be placed in supervisory capacities in this unit. It is believed that proper selection and placement of personnel in this section will do much to prevent the present problems from recurring.

Improvement in Depot Handling of AOCP Requests: The abuses within AF-726-SO could be corrected by coordination of this sort between 313th Air Division and the 18th Fighter Bomber Wing, but the problem generated by faulty practices at depot level awaited action by higher headquarters. On the occasion of a visit by General Hudnell to Kadena AB on 12 April, he learned that when the depot in Japan received an AOCP request from Okinawa but did not have the item on hand, it was in the habit of extracting the item to the appropriate ZI depot and forgetting about it. The correct procedure, however, would have been for the Tokyo Air Force Depot (Major), AF-718-DSO, to retain the item as AOCP until the base supply concerned was in receipt of it. General Hudnell therewith directed the depot to correct this improper practice and instructed the representatives of both AF-726-SO and AF-727-SO to supply the depot with information on items extracted to the ZI and also to inform the depot upon receipt of the item.[41] A representative of AF-718-DSO visiting Kadena AB on 25 April commented that a great deal of pressure was being applied at depot level to insure that AOCP requests were given expeditious handling.[42]

Coordinating AOCP Statistics Between Maintenance and Supply Agencies: An interesting but confusing situation developed in this command as a result of the statistics on AOCP's given out by the maintenance agencies differing from those reported by supply agencies. Because of the pressure being imposed on both organizations to keep the in-commission rate up, this inaccuracy of reporting caused much embarrassment to the commanders concerned. It was obvious that supply agencies wanted a low AOCP rate,

in order to reflect credit upon their own activities, while maintenance agencies would lean in the other direction to keep the out-for-maintenance rate as low as possible. Proof of this was seen in the fact that maintenance consistently reported a higher AOCP rate than supply, although the latter was primarily concerned with this phase of the in-commission rate problem.

On 2 May 1955, Major General Roy H. Lynn, Vice Commander, Fifth Air Force, wrote a letter to the Commander, 313th Air Division, in which he expressed the following:[43]

> 1. During the past six months, this headquarters has placed considerable emphasis on increasing the aircraft in-commission rate. I am confident that the increased attention given to our Supply and Maintenance procedures has resulted in a marked improvement. I expect this trend to continue until all Fifth Air Force Wings meet the 75 per cent in-commission rate established by this headquarters.
>
> 2. During this period, while considerable pressure for improvement is being placed on your squadrons, there may be a tendency for their reports to reflect a certain optimism of in-commission status which could not be substantiated if given closer scrutiny.
>
> 3. I desire that all reports to this headquarters be accurate and suggest you maintain vigilance over reporting procedures to insure that all reports submitted reflect a true status of the activity being reported upon.

This problem of accurate reporting had still not been solved as the historical period ended; for, on 15 July 1955, the Maintenance Division, Headquarters, 313th Air Division, reported as follows in its daily staff journal:[44]

> Fifth Air Force has directed that the Daily Maintenance Status Report, FAF-A2, and the Daily AOCP Report AF-S52 be closely correlated to prevent maintenance from carrying an aircraft Out of Commission for Parts when no valid AOCP exists. These two reports have been monitored daily in the past by this

headquarters, and the wings have been informed of discrepancies. However, excessive discrepancies continue to occue in current reports. Sixteen discrepancies were reported to the 18th Fighter Bomber Wing during the month of June for corrective action. A meeting will be held early next week with wing personnel concerned to establish a system for better supervision of these reports. Reports will be closely checked for accuracy in this headquarters prior to forwarding to Fifth Air Force.

Fifth Air Force Begins Monitoring Individual AOCP's: Continuing its campaign to push the command AOCP rate below five per cent, Fifth Air Force sent out another circular letter to its air divisions on 2 May, setting up a new system of control over the AOCP rate. Under this new system, Fifth Air Force would maintain a log of all AOCP items in the command; redistribute aircraft spares within the command, and would monitor stock levels and re-order points for items causing AOCP's. The Fifth Air Force Liaison Officer at FEALOGFOR would expedite shipment of all AOCP items, informing each Base Supply Officer of any incorrect requisitioning procedures which he observed. The air divisions were directed to perform the following: (1) Receive an information copy of the AF-S52 report; (2) maintain an accurate log of all items causing an AOCP within the division; (3) research each AOCP item to determine that the correct item had been requisitioned and that the requisition was properly submitted; (4) monitor stock levels and re-order points in each base supply; (5) furnish Fifth Air Force information as requested under RCS: FAF-S28; and (6) redistribute aircraft spares within the air division to prevent AOCP's.[45]

This close monitoring of Base Supply operations succeeded in eliminating two of the incorrect procedures which had been uncovered at AF-726-SO during June. One item concerned a discrepancy in the submission of replenishment requisitions when required, and the second involved missing

stock record cards. The latter difficulty was attributed to a backlog of work in the Addressograph and Research Sections of Base Supply, and was corrected by the utilization of hand-scribed cards until the backlog was cleared up. The real error, at the base of all the other troubles, was in not having a stock record card on file for each line item in Base Supply.[46]

Airlifting of AOCP Requisitions in Lieu of Wireless Transmission: The question of continuing the use of radio wireless for the submission of AOCP requisitions was brought to a head in mid-May by the unwholesome extent to which teletypewriter messages (WX's) were being garbled in transmission by atmospheric disturbances, which seemingly could not be avoided by operating personnel. What made this garbling not merely annoying to the receiving communications personnel but, in fact, disastrous at times to the message originators was the confusion in filling the orders which resulted. In many cases, completely wrong items were shipped; while, in others, the depot, recognizing the garble as such, found it necessary to query the Okinawan wings for a recapitulation or clarification of stock numbers and/or nomenclatures of the items desired. In either event, the filling of the AOCP request was delayed, adversely affecting the support which the depot was supposed to provide.

The answer to this difficulty, then, resolved itself into one of two courses: either discontinuing the use of TWX's entirely and sending the requisitions by aircraft; or sending the requisitions by TWX and following up the wireless transmission with an airmail letter to guarantee that the message would get through.

On 24 May, this headquarters received a message from the Fifth Air Force Liaison Officer at AF-718-DSO that priority radiograms were no longer to be used for the submission of AOCP requisitions. In lieu of this familiar and established practice, the bases were to submit their requisitions on AF Form 104B, which would be forwarded to the depot by the two courier runs leaving each Sunday and Thursday or by the Bee-Liner departing on Tuesdays. The dispatch stated that the Base Supply Officers at Kadena and Naha were in full agreement with this new arrangement. Upon checking with the Base Supply Officer at Kadena, however, a 313th Air Division Materiel representative learned that the base had agreed to continue the submission of requisitions by electrical transmission and follow up with an AF Form 104B dispatched by courier. Absolute elimination of requisitioning by TWX had been farthest from the minds of Kadena Base Supply officials. This headquarters, thus apprised of the delusion under which the higher command was laboring, got off a message to Fifth, stating that the 313th Air Division did not concur with the proposal to discontinue priority TWX's, and requesting Fifth Air Force to advise what action was desired under the circumstances.[47]

In the course of conferences held between representatives of the 313th Air Division and the two tactical wings on 2 and 3 June, procedures were discussed which could be employed to overcome the problems encountered in TWX requisitioning by reason of the garbling of messages. Approximately 20 per cent of the requisitions submitted to the depot by wireless were arriving there in garbled condition. Alternate methods of

submitting requisitions were considered, but no final decision was reached. This headquarters agreed to investigate the possibility of using air courier service as a means of transmitting requisitions on regular 104's. If this appeared feasible and daily service could be arranged, the Fifth Air Force Liaison Officer would be invited to Okinawa to establish procedures satisfactory to all concerned. In the meantime, priority requisitions were to continue by TWX.[48]

On 17 June, Fifth Air Force forwarded a message to this headquarters, among others, which directed that requisitions were to be airlifted daily, except Saturday (there being no scheduled flight on that day), because of the past delays in transmission and the frequent garbling of AOCP messages from Okinawa to Tokyo Air Force Depot, Major. In addition to the "Silver Dragon Express",* this command would utilize the regular runs of the 315th Air Division. The plan was to be placed on a 30-day trial basis, with its continuation dependent upon the success of the test period, which was slated to begin on 25 June. Four days before the starting gun was scheduled, a conference was held at this headquarters to work out details of the plan, and, as a result, the first requisition was dispatched on the "Silver Dragon Express" on June 24th. It was optimistically estimated that the new courier service would reduce pipeline time for AOCP items by as much as three days.[50]

Implementation of AOCP Coordination Between Air Divisions: On 25 June, Fifth Air Force directed that mutual supply support between the various air divisions be employed to the maximum extent in controlling

*Aerial service stock serving F-86D-equipped Fifth Air Force bases.

the AOCP rate, any division having an AOCP requesting the item needed from another air division known to be supporting the same type aircraft. Pilot pick-up of such items would then be the responsibility of the requesting air division. In furtherance of this objective, priority messages were sent by 313th Air Division to all other air divisions of the Fifth Air Force, asking that the name and telephone number of those Aircraft Supply representatives having the authority to redistribute aircraft spares be supplied. Both Kadena and Naha were instructed to inform this headquarters if they desired to utilize this service and were also advised to exercise reasonable discretion in requesting items. This admonition was made in view of the fact that a certain amount of items causing AOCP's in the 313th Air Division were also critical items in other commands. Thus, an item causing AOCP at one base would soon create the same situation at the donor base, if it were of a critical nature.[51]

Effect of Aircraft Shortage on the AOCP Rate: The 18th FBW had a Unit Equipment (UE) authorization of 50 F-86F type aircraft for its two tactical squadrons on Okinawa; however, the number of aircraft actually on hand declined rapidly from 49 at the end of March 1955 to only 45 by 17 May, in the wake of a series of major accidents which saw no replacements forthcoming. This prompted the 313th Air Division to query Fifth Air Force repeatedly for replacements, in order to meet the command mission and utilize the allocated flying hours. The burden of increased utilization was passed on to the remaining aircraft, with a consequent acceleration in the wearing-out of parts. The only answer

vouchsafed by Fifth Air Force during May was to the effect that the aircraft would be forwarded as soon as they became available.[52] Five replacements finally came through in mid-June, solving this particular problem for the 18th FBW.[53]

Technical Order Compliances.

An Area Assistance Team from FEALOGFOR visited Kadena and Naha Air Bases during March 1955 to survey TOC and T.O. distribution procedures in effect. The team discovered that although both the 51st FIW and the 6332d ABW had TOC rates well above the theater average in the number of T.O.'s complied with, the latter had been maintaining their TOC Section in the Field Maintenance Squadron. Advised of this improper procedure, Headquarters, 313th Air Division, directed the 6332d ABW to transfer TOC Control and all its associated functions to the office of the Director of Materiel, 6332d Air Base Wing, in accordance with existing pertinent directives.

The 18th Fighter Bomber Wing, on the other hand, did not have an effective TOC, Unsatisfactory Report (UR), or T.O. distribution system, according to the lights of the Area Assistance Team. Some TOC's for which parts were on hand or not required had been outstanding for a period of months. This headquarters, being told of the 18th's shortcomings, took action to render it all possible assistance in establishing an effective TOC, UR control, and T.O. distribution system.[54]

The same Area Assistance Team made a follow-up visit on 8 June and found that the 51st FIW had made considerable progress. Publications Requirements Tables (PRT's) had been revised and brought up to date;

distribution of T.O.'s was being made directly to the using activity; and regulations covering T.O. distribution were being published as prescribed. In addition, the Naha wing was carrying out the proper TOC on spares in stock and had set up a system to keep this program current. TOC status on the airframe was complete, and the engine status was completed on 30 June. Some discrepancies had existed in AF-727-SO when the team first appeared on the scene for its follow-up inspection, but by the time the formal critique was held on 16 June the majority of these had been corrected.[55]

The 18th FBW had also made some progress since the earlier visit of the Area Assistance Team. A TOC unit had been established, but it was forced to operate under the severe handicap of poor coordination with Base Supply and bad liaison between the wing Director of Materiel and itself. The squadrons had not brought their records up to date; consequently, the TOC unit's records were far from reliable. No progress had been made toward modification of spares in stock, nor had any procedures been established to handle TOC's on spares in stock. What made these offenses the more flagrant was the fact that they had existed and been reported when the team paid its previous visit in March. A large number of publications had been requisitioned; but, in some instances the ones on hand were still inadequate, while in others the requisitions were in excess of base needs. It was recommended, therefore, that a monitoring agency be established to screen all PRT's.[56] AF-726-SO, for its part, seemed to have made very little improvement since the team's last visit. TOC kits and parts were still being placed in stock; kits

were being delivered in an open condition to the TOC unit; stock record cards were still maintained under the old numbers; kits had been reported to the depot as excess to base requirements, although some of them were actually needed to accomplish local TOC's; stock record cards were inaccurate, in that they did not always reflect the correct balance on hand, and locator cards existed for items not carried in the stock records, and vice versa.[57]

Critiques, as mentioned, were held on 16 June at both Kadena and Naha Air Bases, with representatives from FEAF and FEALOGFOR present. One result of these critiques was a promise by this headquarters to have Materiel officials visit the two bases during July as a follow-up to see how the recommendations for improvement had been carried out.

The AOCM rate of the F-86F aircraft began to be affected adversely by TOC's during March, as the result of a sudden influx of TOC kits into the tactical squadrons from Base Supply. The kits had evidently backed up in supply stocks during the wing's stay on Formosa, only to be released like waters from a flood gate with the 18th's return to Kadena. What was particularly unfortunate, the release of the kits happened to coincide with the initial visit of the Area Assistance Team from FEALOGFOR. Inasmuch as regulations called for the TOC's to be performed at the same time as the next scheduled inspection following receipt of the kit, the length of time required to complete periodic inspections during March was considerably increased, thereby raising the AOCM percentage. The 18th FBW then decided to space out the flood of TOC's to allow for shorter inspection time--a procedure which, quite

predictably, produced a backlog as the month came to an end.[59]

A team of Land Air Corporation technicians arrived at Kadena AB on 14 April to convert the F-86F aircraft of the 18th FBW from VHF to UHF voice communications, in compliance with T.O. 1F-F86F-501. The project, requiring approximately five man-hours per aircraft, was completed by the end of the month at the cost of raising the AOCM percentage and, thus, lowering the in-commission rate. However, this was an instance of an evil's being unavoidable because of the ultimate benefit it would bring about.[60]

In mid-April, 313th was faced with a major TOC project involving the removal of both wings from all of its F-86 aircraft, so that a reinforcing plate might be installed. This was required by T.O. 1F-86-511 and was to be performed as soon as the TOC kits became available.

In 1954 it had become apparent to the Air Force that the acrobatics through which the F-86 Sabrejets were of necessity being put were having a deleterious effect upon the wing attaching fittings. As a result, T.O. 1F-86-508 was published on 17 November 1954, prescribing an inspection of these fittings at each periodic inspection or at any time that the aircraft exceeded five "G's".[61] A subsequent T.O., 1F-86-511, prescribed a method of strengthening the wing attaching fittings in such a manner that the flight limitation imposed by T.O. 1F-86-508 could be waived, thus permitting more utilization from the Sabrejets. This T.O., however, labored under one important weakness: the process was made so complex that installation by skilled technicians available only at the depots was required, and the operation entailed approximately 300 man-hours of work per aircraft.[62]

This problem of a weakening of the wing structure developed in the tactical wings on Okinawa at the beginning of 1955, when periodic inspections revealed cracks in the lower spare cap, center wing section, rear spar of the F-86 aircraft at both Kadena and Naha Air Bases.[63]

Aircraft with these cracks were ordered grounded except for operational emergency, pending further instructions from the depot.[64] Aircraft sent to the depot for TOC were being held approximately 10 days, in order to complete the process involved, and, on 4 April, AF-718-DSO notified this headquarters that all F-86F aircraft of the 18th FBW would receive the TOC at the depot as soon as the kits were made available.[65]

This procedure soon proved too slow for Fifth Air Force, which was eager to remove the five "G's" limitation on the aircraft. That headquarters, therefore, queried FEALOGFOR on the possibility of establishing a depot project to expedite the TOC on these aircraft. FEALOGFOR replied that an Area Assistance Maintenance Team, specifically organized to solve this problem, could be sent to the bases where the aircraft were stationed and there perform the more highly technical part of the TOC. This would require approximately 15 man-hours by the team. The remainder of the TOC would then be performed by organizational maintenance personnel working under their supervision at an estimated rate of 250 man-hours per aircraft.[66]

On 15 April, 313th Air Division referred this proposal to the tactical wings for their comments,[67] and four days later received the following reply from the 18th Fighter Bomber Wing:[68]

> The minimum time required to comply with this Technical Order would be seven (7) days should the work progress without a secondary failure. At this rate, the project would force an average of one (1) aircraft out of commission daily for approximately one (1) year, until all aircraft have been complied with. Previous work of this nature indicates that some AOCP's will be generated by part failures during the wing and tank changes. Therefore, the calendar time required for this modification could easily double.

The reply of the 51st FIW on 22 April echoed the sentiments of the 18th FBW and also protested the necessity of forcing so many aircraft into a TOC status at a time when so much emphasis was being placed on a high in-commission rate.[69] No doubt influenced by these bitter outcries, this headquarters wrote Fifth Air Force that same day that it did not concur in the team utilization proposal for the same reasons set forth by the wings.[70] Information available to the 313th Air Division as a result of an engine conference at FEALOGFOR indicated that the depot would probably handle this TOC on an Inspection-Repair-As-Necessary (IRAN) basis.[71]

Despite this expression of non-concurrence on the part of the 313th Air Division, Fifth Air Force calmly proceeded to issue a directive on 4 May which designated the units of this command as being first on the schedule of F-86-equipped organizations in the Far East to be given this particular TOC by the Area Maintenance Assistance Team. Six days later, the 18th and 51st Wings were directed to organize 20 crews of four men each, the crews being split between day and night shifts. These 80 maintenance men were to work with the Area Assistance Team in processing one aircraft each working day, with a scheduled production of 25 per month.[72]

The team arrived at Kadena on 11 May, and the 18th FBW was able to start the project on the 17th, although hampered by a lack of parts, special tools, and inadequately-skilled personnel.[73]

Mr. Gordon Rahm, North American Aviation Corporation technical representative, arrived at Kadena AB on 18 May to provide technical advice on the project for strengthening the wing attaching fittings of the F-86's. With him, he brought drawings of special tools and equipment which could be manufactured locally; and--even more important, perhaps--he brought with him a vast experience in performing this TOC which he had acquired at Nellis AFB, Nevada, where more than 400 F-86D's had received this treatment. In addition, Mr. Rahm produced plans for a mass production system of making this modification--a system capable of reducing the man-hours required from 300 to 135 per aircraft. This information and experience were also to be made available to the 51st FIW as soon as the 18th FBW had its program underway and running smoothly.[74]

On 23 May, the 313th Air Division was able to report to Fifth Air Force that the 18th FBW was making satisfactory progress on the project, that maintenance teams were being organized and trained, special tools and equipment manufactured, and maximum capability would be developed by May 28th, provided adequate parts were made available in the meantime.[75]

The same day that this headquarters was advising Fifth Air Force of these developments, it also got off a letter to the two tactical wings containing the following instructions:[76]

> 1. Since the wing leading edge must be removed and the large number of man-hours required to accomplish this TO, the following recommendations are presented for your planning purposes.

a. Sheet metal personnel should be utilized to rework loose rivets, remove any dents, or correct any discrepancies.

b. All outstanding TO's for which kits are available or not required should be accomplished.

c. Inspect fuel cells for foreign objects, serviceability, interconnections, and seals.

d. Impact wrenches should be made available.

e. The armament system must be thoroughly checked upon reassembly. Recommend that a locally manufactured plug in panel with push to test lights be used for this test.

2. At present there is a total of 50 kits available within FEAF. Estimated date of arrival of additional kits is unknown. Problems are expected to be encountered during accomplishment of this TO; however, this Headquarters will disseminate all additional information as it becomes available.

3. It is requested that a weekly summary be forwarded this headquarters, to arrive not later than 1200 hours each Thursday, with the first report arriving 26 May 1955, giving the following information:

a. Accumulative total of aircraft on which subject TO has been accomplished.

b. Special tools required, including those tools locally manufactured, with drawings if available.

c. Problems encountered, technique employed, or any information that may be of value in assisting organizations in complying with this TO in the future.

The first weekly report submitted by the wings indicated that the project was being hampered by the lack of slings for handling the aircraft fuselage after the wings were removed, as well as by a lack of jack pad sets. The 18th FBW modified three aircraft during the first week of the project;[77] however, the 51st FIW was stopped in its tracks by a lack of gaskets and gasket material, with the result that only one aircraft was modified and operational as May ended.[78]

The second week witnessed a retrograde movement in the 18th FBW, as only two F-86F's were modified; therefore, a two-shift operation was initiated on 3 June, despite the handicap of material shortages and low skill level on the part of the mechanics assigned to the work. Production was expected to increase as the personnel became more familiar with the specific operations involved, but there was no denying the fact that even personnel of the highest order of skill would be unable to do much more than was being done as long as the existing shortage of high shear rivets plagued the program.[79]

The third week produced a rapid improvement, as eight aircraft were modified by the 18th Fighter Bomber Wing, bringing the total up to 13, as of 11 June. Even better, it was anticipated that a production rate of one aircraft per day could be maintained from the 16th of June onward.[80] Weekly verbal progress reports submitted to this headquarters by the 18th FBW indicated that 18 aircraft had been modified by 17 June, 22 by 23 June, and 27 by the end of the historical period, thus falling just one plane short of the average expected.[81]

The Effect of the Low In-Commission Status on F-86F Flying Time Utilization.

At the Headquarters, Fifth Air Force Commanders' Conference on 11 March 1955, Lieutenant General Roger M. Ramey, Commander of the Fifth Air Force, stated that "Flying hours allocations must be met . . . overflying the allocation is acceptable . . . underflying is not."[82]

In the first quarter of 1955, the 18th FBW was allocated 4,050 hours, but overflew this quota by 12 per cent, for a total of 4,542

hours, 1,643 of which were flown during March. Its second quarter allocation amounted to 4,500 hours, of which only 12 per cent--539 hours--were flown during April. Despite the bad weather in May, the hours logged totalled 752, binging the cumulative total up to 29 per cent. Then, when June brought a month of generally clear weather, which was abetted by improved supply and maintenance support for the tactical aircraft, the 18th FBW stepped up the number of logged flying hours to 1,495--or 62 per cent of the requirement for the entire second quarter of 1955.[83]

The direct causes of underflying in the 18th Fighter Bomber Wing were the low in-commission rate, a shortage of aircraft, and the bad flying weather during May. In consequence of the wing's lowered capability, its alert commitment was cut from eight to four aircraft, in order that the tactical group might step up its training and concentrate on the primary mission of fighter bomber work.[84]

Upgrading the Skill Level of Maintenance Personnel.

Not only did the 18th Fighter Bomber Wing suffer from the after effects of long dependence upon the REMCO system, insofar as the skill level of its aircraft maintenance personnel was concerned, but it was dealt an additional blow which nearly brought it to its knees. This coup de grace came in the form of three-level personnel fresh out of Air Force technical schools who arrived on Okinawa to replace the seven-level mechanics whose considerable experience in the Far East made them not only especially valuable but also eligible for rotation. Compounding

the difficulty was a disparity existing between authorizations and assignments which had the effect of heaping an overwhelming workload on the short-handed maintenance crews. Yet, this situation which proved so embarrassing and onerous to the 313th Air Division was not peculiar to this command but was, in actuality, merely a partial reflection of a similar condition existing on a larger scale throughout the Fifth Air Force. While the seven-level jet mechanics assigned numbered only 35 per cent of the number authorized on the manning documents, the total strength of Fifth Air Force in this field amounted to 102 per cent of the authorization. This figure, unfortunately, like many others which came skulking out of the shadowy realm of statistics, was deceptive, inasmuch as most of this strength was to be found in the ranks of the three-level airmen, who numbered 246 per cent of their authorization.[85] The fact that the 18th FBW was not receiving its fair share of the maintenance personnel available within Fifth Air Force is illustrated by the following table.[86]

Assigned and Authorized Airmen
Maintenance Career Field (43 Series)
18th FBW--less 44th FBS

	March	April	May	June
Authorized	185	323	320	399
Assigned	151	305	279	306

There were three methods by which the skill level of the available maintenance personnel could be upgraded. These were as follows: (1) Utilization of a mobile training detachment (MTD); (2) Supervision and instruction by factory technical representatives; and (3) On-the-job-training (OJT) programs under the supervision of such seven-level

mechanics as were available.

On 26 April 1955, this headquarters obtained a quota of 40 mechanics and 15 pilots of the 18th FBW as its allocation for training by the F-86F MTD located at K-55 (Osan-Ni, Korea) during May. As the result of a subsequent attempt to have the MTD transferred to Kadena Air Base on TDY,[87] that organization made its official debut on Okinawa just one week after the close of the historical period.[88]

The OJT Program: Following the establishment of Headquarters, 313th Air Division, representatives of the Deputy for Personnel, Fifth Air Force, discovered in course of a staff visit that OJT programs for jet mechanics were practically non-existent among units of this command, with the exception of the 51st Fighter Interceptor Wing.[89] The importance of such a program was stressed by Lieutenant General Ramey at the 11 March meeting of Fifth Air Force Commanders in his assertion that "Aircraft accident rate must decrease . . . low skill level of maintenance people should not be a contributing factor . . . units with good OJT programs have low accident rates . . ."[90]

By the end of April, the 313th Air Division had 27.3 per cent of its eligible airmen in OJT status, with a completion of training rate of 7.6 per cent,[91] as compared with the Fifth Air Force goal of 90 per cent in training and a completion rate of 15 per cent.[92] The following month, during the period 23-31 May, when representatives of the 313th Air Division Personnel Directorate conducted a staff visit to the 18th FBW to assess the progress being made in the OJT program, they found that things were going quite well in the fighter bomber group. Here the Commander was personally monitoring the program with conscicuous success,

although he could not be given all of the credit for improvement, since the progress observed in the 12th Fighter Bomber Squadron was quite superior to that found in the sister 67th FBS.[93] By the end of May, 28.2 per cent of the eligible airmen of the 313th Air Division had been placed on OJT, and the completion rate had been pushed up to 11.7 per cent.[94] Of the three-level airmen, at least 61 per cent were in training during May, and the rate was raised to 85 per cent in June. Some of the remainder were non-trainable because of pipeline status or their being in the grade of basic airman, which rendered them ineligible for the program.[95] The training completion rate in the 313th Air Division remained fairly stable in June, but the percentage of eligible airmen engaged in OJT was lifted to 37, which was also the Fifth Air Force average. Thus, the 313th Air Division rose from bottom place among Fifth Air Force units to third place, insofar as the OJT program was concerned.[96]

MAINTENANCE AND SUPPLY SUPPORT FOR F-84 TYPE AIRCRAFT

With the arrival of the F-84-equipped 80th Fighter Bomber Squadron from Korea on 20 October 1954, Kadena Base Supply inherited the problem of supporting an augmented number of this type aircraft, having previously been providing supply support to a detachment of the F-84G-equipped 49th Fighter Bomber Group for more than two months. How successfully Kadena Base Supply had been supporting the six Thunderjets of the 49th FBG detachment was delineated by the Fifth Air Force Vice Commander, Major General Roy H. Lynn, in a personal letter of 1 September 1954 to Major General Fay Roscoe Upthegrove, Commander, Twentieth Air

Forces:[97]

As you know, during the past six (6) weeks, elements of the 49th Fighter-Bomber Group have been deployed to Kadena Air Force Base [sic. Apparently even generals are permitted to exhibit an ignorance of proper terminology upon occasion] to make use of the Ie Shima Bombing Range. I believe that your staff and the Commander of Kadena Air Force Base are to be commended on the excellent support they have given this project, particularly in view of the many headaches involved.

General Partridge has placed a great deal of emphasis on bringing this unit to maximum combat ready status at the earliest possible date. The importance of the unit to FEAF in the event of war, of course, is obvious. Previously it has been difficult to train new pilots, since they must be qualified prior to dropping on ranges in Japan. The problem has been magnified by a large turnover of pilots in the past six (6) months.

I am gratified that in the past six (6) weeks we have progressed from 50% combat ready to 70%. We anticipate going to 85% shortly and should be able to maintain this figure in spite of a continuous input of inexperienced pilots. This healthy outlook would not be possible without the considerable effort expended by our people in developing range facilities and supporting our deployed flights.

Since the deployment of 49th Fighter-Bomber aircraft appears to be a continuing requirement, I am hopeful that our maintenance problems, resulting from an initial lack of F-84G supply support on Okinawa, can be solved by placing a limited F-84G Table II stock at Kadena. My staff informs me that FEAF, FEALOGFOR, and your headquarters are pushing this project as rapidly as possible.

General Upthegrove answered exactly one month later that "With reference to your logistic support capability, I would like to point out that Table II equipment is arriving from FEALOGFOR, and as of this date approximately 51% has been received or is enroute. FEALOGFOR has been requested to expedite shipment of the remaining items. We feel that we are getting on top of this problem and will be able to adequately support your unit."[98]

Fifth Air Force expressed its displeasure over the supply support

being rendered F-84G aircraft by AF-726-SO in the following message of 7 April, addressed to this headquarters: "The AOCP rate of the 80th Fighter Bomber Squadron occupies the unique position of being the highest in Fifth Air Force. As such, it is unacceptable. This squadron possesses 29% of the Fifth Air Force's F-84G's and has 100% of the AOCP's."[99] When 313th Air Division passed this message with its imputation of slothfulness and irresponsibility to the 18th FBW, the latter was quick to defend itself in the following words:[100]

> The 80th Fighter Bomber Squadron moved on Kadena Air Base without previously requesting AF-726-SO to establish levels for F-84G aircraft assigned the unit. This occurred due to classification of the unit at the time, and the unexpected location off base (Yontan Air Base).
>
> Upon arrival on Kadena the 80th Fighter Bomber Squadron submitted a list of aircraft spares and supplies to AF-726-SO for the establishment of supply levels for the unit, and also requested AF-726-SO to procure Table II and XVI for F-84G aircraft parts. This action was just recently acted upon by Base Supply Officer, and many required items are not in base stocks.
>
> The previously low precedence and priority rating of the 80th Fighter Bomber Squadron contributed to the poor parts support.
>
> Greater liaison is now effected between the 80th Fighter Bomber Squadron and Af-726-SO by having a representative of the 80th Fighter Bomber Squadron at AF-726-SO Service Unit which will effect more attention to information on back-orders and AOCP requests.
>
> Action is now being initiated by AF-726-SO to adjust their current F-84G Spare Parts Levels and to fill those that are established but not on hand in base stocks.

Despite the actions taken, as described by the 18th FBW, the AOCP rate of the 80th FBS continued to rise until June. The AOCP rate for March was 4.8 per cent, for April it was 5.2 per cent, and in May it climbed to 9.0 per cent. Luckily for all hands, June brought a decline

from the previous month's peak, as only 6.7 per cent of the 80th's aircraft were AOCP.[101]

MAINTENANCE AND SUPPLY SUPPORT OF F-86D TYPE AIRCRAFT

On 1 March 1955 when the 51st Fighter Interceptor Wing came under the Fifth Air Force for the second time since the beginning of the Korean War, it had just completed its conversion to F-86D type aircraft and had concurrently reorganized from peacetime to wartime strength authorization. The two major problems which the 51st faced during the historical period from 1 March to 30 June 1955 were shortages of personnel and inadequate supplies of spares for the new type aircraft.

Its personnel problems were conquered by lengthening the work week for the maintenance and supply personnel, and by tentatively extending their tours in this theater pending the arrival of replacements. Having already processed its personnel through the F-86D Mobile Training Detachment, the wing continued its excellent OJT program under the supervision of technical representatives, as the best available means of upgrading them to the desired standards of skill.

The F-86D's developed AOCP's as a result of the difficulty in procuring spare parts, while maintenance problems arose from an onset of TOC's, complicated by the shortage of mechanics and their inadequate state of training. Even so, the 51st FIW was much more fortunate than the 18th FBW in several ways--if such things as a better OJT program, a superior APU maintenance program, and the like could be attributed to good fortune alone.

It should not be imagined, however, that all of this superiority had been attained in a single day. As a matter of fact, March had seen the 51st FIW sharing the bottom rung of the ladder with the 18th FBW below all other Fifth Air Force units similarly equipped and manned. The situation had, in fact, been so bad at the beginning of April that 313th notified the 51st Fighter Interceptor Wing its Daily Aircraft Maintenance Status Reports were consistently carrying erroneous information. The chief discrepancy was the excessive number of aircraft being carried as out-of-commission for major or minor maintenance for an excessive period of time. In view of this situation, 313th directed the 51st FIW to pay more attention to its maintenance planning, in order to produce an acceptable maintenance status.[102]

This admonition was followed up on 5 April by a personal message from General Upthegrove to Colonel Edwin C. Ambrosen, Commander, 51st Fighter Interceptor Wing, which read as follows:[103]

> The in-commission rate of aircraft of your organization is the lowest of all 5th AF Organizations equipped with F-86D type aircraft. Similarly, the AOCP rate of your wing is the highest. To me there are no apparent reasons to justify this condition. These rates are unacceptable and must be improved immediately. If reasons exist for these unacceptable rates which are beyond your ability to correct, advise me accordingly. Furnish me a report not later than 8 April to show in detail actions taken by you to correct these conditions. Manning, skill levels, and facilities are unacceptable as reasons for these conditions.

As might be expected, Colonel Ambrosen was quick to answer this stinging letter; but, contrary to what one might look for, he made little attempt to excuse past delinquencies, instead, devoting most of his reply to the following means by which he hoped to improve the situation:[104]

1. Reference your message dated 5 April 1955, subject as above, the following actions are being taken immediately to increase the aircraft in-commission and decrease the AOCP rates of this organization:

a. A procedure for closer liaison between the tactical, supply and maintenance squadrons has been devised to permit higher priority action on all requisitions affecting in-commission status of tactical aircraft.

b. Organizations directly concerned with the maintenance and support of the tactical aircraft have been placed on a six-day work week. This includes all tactical squadrons, Base Supply, and the field maintenance shops.

c. After discussions with personnel of this organization and your headquarters, it is evident that our reports have been made in such manner as to preclude taking advantage of Fifth Air Force Regulation 66-3. This regulation considers that an aircraft which will be in commission within thirty (30) minutes will be shown as being in commission at the time of the report.

d. It is planned to place a supply NCO on TDY at the depot to speed up the processing of requisitions submitted by this organization. This practice was halted sometime past when our AOCP rate decreased to a point below what was considered as critical. However, since that time our AOCP rate has risen.

e. A recommendation has been made to your headquarters that the "Silver Dragon Express" be routed directly to Naha every other flight, rather than to Itazuke Air Base every flight as it now does.

f. It is recommended that this organization be authorized to repair brake assemblies rather than be required to send them to the depot. We find it would provide us with much quicker service in this respect.

g. This organization was compelled to ground all aircraft assigned to the 26th Squadron because of turbine wheel locking strip failures. So far, sufficient locking strips of the new type for only thirteen engines have been received. While aircraft with the old type turbine wheel locking strip can be flown in an emergency, I do not consider it compatible with flying safety to permit their utilization for training.

2. In accordance with your request for information as to those areas beyond our capacity to rectify, the following paragraphs outline several problem areas.

a. Great difficulty has been experienced in attempting to insure a steady flow of spare parts even though our records show timely requisitioning, with frequent follow-up action. As your headquarters is aware, many items requisitioned through normal means have been appearing on critical lists published by FEALOGFOR. A number of items must be extracted to the States, others may not be requisitioned until an aircraft becomes AOCP.

b. This organization has been supplying others with engine build-up and JEMR support, neither of which is beyond our capability. However, it is suggested that those organizations more fully comply with corrosion control procedures, so that engines we receive for repair and inspection are not corroded. It has been our experience that the engines being received are corroded to such an extent as to require many man-hours of labor removing rust from turbine wheels and blades. Additionally, engines originally sent out by us have been returned as unsatisfactory; upon our testing, we have found some that were operable and well within tolerances.

It is interesting to note that the supply NCO mentioned by Colonel Ambrosen had been recalled from his tour of temporary liaison duty at the depot early in March and had not been replaced, because of a shortage of supervisory personnel in Naha Base Supply. At that time, the 51st FIW Director of Materiel had noted in the wing daily journal that "In the event the trial period without a Supply Liaison man at the Depot proves to be disadvantageous to the Base, reconsideration will be given the matter."[105] Colonel Ambrosen's message of 8 April indicates that one month was long enough to convince the 51st that a liaison man was well worthwhile.

On 20 April, the 51st FIW received a second message from this headquarters concerning inaccuracies in its daily aircraft maintenance status reports,[106] which read as follows:

Reports from your wing indicate excessive deviation between in-commission rates and combat ready rates. General type statements such as loss of power in radar and radar out of alignment are unacceptable reasons for this deviation. Improved management and planning will eliminate discrepancies of this type prior

to reporting time. As a general rule, this Headquarters considers an ANFE the only acceptable explanation for deviations between these two rates.

At the end of April the 51st FIW was able to show a spectacular rise in its in-commission rate over the previous month, while reducing its AOCP rate by two per cent. These improvements were brought about despite a situation wherein the 16th FIS spent the entire month in Formosa on a mobility exercise.

On 12 May, 313th Air Division received a report from FEALOGFOR via Fifth Air Force concerning a technical assistance visit to the 51st FIW made during the period of 28 March through 1 April 1955. Fifth Air Force had indorsed this report with the following comments on the 51st FIW auxiliary power unit (APU) maintenance status: "The basic report of Technical Assistance Visit is a credit to your entire ground power equipment maintenance activities. Recommend you maintain the high degree of serviceability standards of continuance of follow-up action."[107]

The in-commission rate of the 51st Fighter Interceptor Wing showed a slightly downward trend during both May and June as the AOCP rate rose correspondingly. By 14 June, the 51st, in an effort to improve its in-commission rate, decided to enforce a full six day work week for both military and civilian personnel in the field maintenance and base supply activities. As it happened, the money needed for payment of overtime salaries to the civilians involved was available by virtue of a $5,000 savings in Project 458 funds throughout Fifth Air Force.[108]

As June terminated, and with it the historical period, Colonel Ambrosen decided to show his appreciation of the all-out effort of the wing personnel in maintaining the flying program by directing that as

many personnel as possible be given a long holiday over the Independence Day week-end. Special recognition was to be given to mechanics and line personnel in this matter.[109]

Despite this all-out effort, on 29 June this headquarters received the following message from Fifth Air Force: "On 28 June, F-86D aircraft in 51st Wing had AOCP rate of 11.6 per cent, which included 14 items. Percentage is unsatisfactory; request your plan for maintaining an AOCP rate of less than 5 per cent."[110]

While the AOCP rate for that one specific date had truly been 11.6 per cent, the average rate in the 51st FIW for the month of June as a whole had been only eight per cent--a rise of only one per cent over May--and even this very slight increase was mainly due to the shortage of critical headquarters-controlled items supplied only against an AOCP. Examples of this type item were thermocouple leads and sonsors.[111] This was borne out by a survey conducted by the 313th Air Division in July which disclosed that the major causes of a high AOCP rate in the 51st FIW had been items not on Table II, items requisitioned for the first time, items extracted to the ZI, and items of a critical nature shipped only for AOCP. It is interesting to note that the 51st FIW, which had 53 AOCP's during June, was able to reduce that number to only 28 In July.[112] This survey merely underscored the inevitable problems that arise when conversion is made to a new type aircraft such as the F-86D with its unexpected and unusual spare parts requirements.

Technical Order Compliances.

The Area Assistance Team from FEALOGFOR which visited Naha Air

Base in March 1955 noted that the 51st FIW had a TOC rate well above the theater average in the number of T.O.'s complied with.[113] One effect of the visit was that Base Supply soon thereafter turned loose an unusually large number of TOC kits to the tactical squadrons. Since these kits were supposed to be utilized at the next periodic inspection after receipt, this influx threw the wing maintenance schedule out of kilter and caused an excessive AOCM rate during March.[114] This was in addition to the AOCM caused by the replacement of the turbine wheel locking strips in the aircraft of the 26th FIS, and the horizontal stablizer flight control system modification in the aircraft of the 16th and 25th Fighter Interceptor Squadrons during the same period. The wing strengthening TOC that brought so much grief to the 18th FBW was fortunately postponed in the 51st by reason of a shortage of material; hence, this TOC did not affect the in-commission rate of the 51st FIW during the period from 1 March through 30 June.

On 8 June the same assistance team made a follow-up staff visit to Naha Air Base and noted that the 51st had made considerable progress in its TOC and T.O. distribution programs since the last visit.[115]

Technical Order 2J-J47-502 Compliance: As noted above, the 51st FIW had only recently converted to the F-86D type aircraft when the 313th Air Division inherited the demesne of the deceased Twentieth Air Force on 1 March 1955. The 26th Fighter Interceptor Squadron, last unit to convert, almost immediately ran into a TOC problem. T.O. 2J-J47-502 required that the Turbine Wheel Locking Strips, Part Number 414B262, on the J-47GE-33 engines used with the F-86D-50-NA aircraft peculiar to that squadron, be replaced by a newly developed locking strip, Part Number

414B629P1.[116]

In accordance with FEALOGFOR message XYHUR 02239, dated 8 February 1955, an inspection of the locking strips on the 26th FIS aircraft was conducted, and it was found that six planes had a total of 12 broken locking strips, as well as other damage resulting therefrom. On one aircraft the broken strip had allowed the turbine wheel bucket to move forward and contact the air deflector on the aircraft side of the nozzle diaphragm, cutting a deep groove in the turbine wheel bucket.

The 51st FIW submitted emergency UR 51FIW55-47 to Sacramento Air Materiel Area (SMAMA), stating that all 19 F-86D-50-NA aircraft with J47-GE-33 engines installed would be grounded at Naha AB, except in case of operational emergency, pending modification to correct this discrepancy.[117]

On 16 February FEALOGFOR wired its concurrence in this arrangement for the affected aircraft, but the following day forwarded information received from Oklahoma City Air Materiel Area (OCAMA) that an improved turbine wheel locking strip had been developed and that T.O. 2J-J47-502 requiring replacement of the existing strip with the new part had already been published. FEALOGFOR also indicated that a total of 8,000 of these strips were being airlifted from the ZI, 2,500 of which would be diverted to the 51st FIW as soon as they arrived at the depot in Japan.[118]

On 24 February FEALOGFOR notified this headquarters that the grounded aircraft could be released for flight, provided the aircraft were inspected at each post flight inspection for defective, broken, or missing locking strips.[119] Colonel Ambrosen, the wing Commander, did not concur with this plan for reasons of flying safety, however, and he

also failed to concur with a directive from 313th Air Division on 20 March to place the aircraft on flying status.[120]

Although enough new strips arrived on 1 March to place 13 aircraft back on flying status, the remainder were held back by a shortage of cotter pins, even after sufficient strips had become available to made the operation otherwise feasible. It was not until 27 May, therefore, that the problem was finally solved by airlift of the cotter pins from the depot in Japan.[121]

Technical Order 1F-86D-236 Compliance: In March 1955, a North American Aviation Corporation team of technicians arrived at Naha AB for the purpose of modifying the horizontal stabilizer flight control system on the F-86D aircraft in accordance with T.O. 1F-86D-236. This TOC affected the planes of the 16th and 25th Fighter Interceptor Squadrons only, as those of the 26th FIS, being a later model, had been modified at the factory prior to delivery. This modification was intended to improve the "feel" characteristics of the control system. In order to speed up this modification, a second team was obtained on 10 June, enabling a group of technical representatives to be assigned to each of the tactical squadrons, with the result that 22 aircraft were modified by 30 June, and 22 others remained to be processed.[122] The TOC was thus progressing at the rate of three Sabrejets per week as the period ended.

Technical Order 1F-86-511 Compliance: A project was begun by the the 51st Field Maintenance Squadron on 22 June 1955 to comply with T.O. 1F-86-511, calling for reinforcement of the wing outer panel lower bolting bar. This TOC affected the aircraft of all three tactical

squadrons, but it chanced that those of the 16th FIS were not available, being deployed on Formosa as part of a mobility exercise. The in-commission status of the 25th FIS was adversely affected, as four aircraft were already being modified in accordance with T.O. 1F-86D-236, and now two more were grounded for compliance with T.O. 1F-86-511. One might naturally expect that the greatest economy in time and effort could be effected by scheduling an aircraft for both modifications at the same time. Actually, however, this was not considered advisable, since it was feared that some unforseen difficulty might appear to delay the return of the aircraft to the squadron. To complete work on the stabilizer modification, the maintenance personnel had to re-install the after section of the aircraft, then perform a ground check before releasing it for flight. The Group Maintenance Officer, who scheduled the aircraft for this wing strengthening TOC, allowed approximately four days per aircraft for the modification. As of 30 June, just two aircraft had been modified, and 42 remained to be modified in the 25th and 26th FIS's.[123]

As in the case of the 18th FBW, the 51st had originally been confronted with this TOC in mid-May; but when a shortage of the gaskets needed in this TOC developed almost immediately, it was found necessary to hand-carry a requisition to the depot on 16 May.[124] Six of the 15 items on the requisition were extracted to the depot in the ZI; so the 51st FIW had to inform this headquarters that the TOC would be held up until the subject parts became available.[125] This, in turn, caused an Unsatisfactory Report to be submitted on this technical order because of the non-availability of the gaskets.[126] Fifth Air Force was also in-

formed by the 313th Air Division on 28 May that lack of special tools, equipment, and parts had been the primary factor in slippage of the TOC schedule.[127] By the end of May, the 51st FIW could report only one aircraft completed and returned to operational status.[128]

Project "Rusty Bucket".

Project "Rusty Bucket" was started by the 51st Fighter Interceptor Group on 4 January 1955 to ascertain the effectiveness of corrosion treatment for jet engines. At the end of each flight, the engines were subjected to a fine spray of water for three minutes while running at 40 per cent RPM.* At the end of each day's operation, after the engine had cooled, corrosion preventive was sprayed on the inlet guide vanes and forward part of the compressor section.

Photographs were taken of the general condition of the inlet areas of the J-47 engine which had been operated for 50 hours with no special corrosion treatment. Afterward, these photographs were used for comparison with pictures of other engines which had received daily corrosion treatment while being operated the same length of time. One engine, untreated after 98:30 hours of engine time was photographed on 13 January and revealed a considerable amount of corrosion present. The same engine was inspected and photographed again on 7 March after it had accumulated 147:10 hours of operating time, with corrosion treatment of the sort described above given it in the meanwhile. This time there was considerably less corrosion evident, indicating that the program of corrosion prevention was not only preventing rust and corrosion, but was

*The use of the term "per cent RPM" in connection with jet engine performance was a misnomer actually, since it referred to the percentage of the engine's total power which was being utilized.

actually removing that which had previously been present at the start of Project "Rusty Bucket". The project was terminated on 13 April after proving that the corrosion problem on Okinawa could be coped with successfully if the procedures outlined in the 51st Fighter Interceptor Group SOP 66-7 were adhered to.

Despite its success, "Rusty Bucket" was responsible for the following minor maintenance difficulties which appeared in its wake:

1. The 16th FIS experienced excess oil in the wheel wells and plenum chambers. A test determined that too much corrosion preventive mixture had been used and the engine was not being allowed to reach maximum RPM--10 to 12 per cent--before the spraying was started. In addition, the spray nozzle was allowing oil to dribble instead of spraying. The maintenance personnel were thereupon instructed concerning proper procedures, and the spray nozzle was adjusted correctly.

2. Some soot deposits were found on the tail pipes of the F-86D aircraft of the 16th FIS. As the result of a test, it was determined that this soot was caused by the water being used in accordance with 51st FIG 66-7. The General Electric Corporation technical representatives on duty with the 51st FIW were consulted when wing personnel found themselves baffled as to the cause of this chemical reaction. The GE experts explained that when the water was sprayed into the engine, the air became more dense and the fuel flow increased, causing soot to be formed by fuel remaining unburned. Proof of this explanation was supplied by the fuel flow indicator. The technical representatives added that since the soot was caused by the composition of the water being used, rather than by any engine malfunction, the con-

dition was normal and need give no undue concern.

3. When one TL relay, Part Number 3320-1, mounted on the right hand engine access panel of an F-86D of the 25th FIS, was found to be badly corroded across the points, the wing directed that all aircraft of the three Naha squadrons be inspected for this condition. In the ensuing scrutiny it was found that one F-86D of the 26th FIS had a relay which was slightly corroded as the result of the water's entering the engine access panel through a defective seal at the top of the panel.[129]

The success of Project "Rusty Bucket" in the 51st Fighter Interceptor Wing induced this headquarters, on 16 April, to direct all organizations equipped with jet type aircraft to establish an engine corrosion control program. In addition to helping preserve the engines from excessive deterioration, this would also relieve the FMMR facility at Naha AB of the unnecessary workload to which Colonel Ambrosen had alluded in his letter of April 8th to General Upthegrove on the subject of maintenance difficulties.* As it was, the FMMR had been spending approximately 100 man-hours of work per engine in merely removing corrosion.[130]

This directive was amplified on 20 April, when 313th Air Division directed both tactical wings on Okinawa to establish a central fresh water dispensing point to effect corrosion control on all jet flights terminating within their jurisdiction, including all transient jet aircraft.[131]

*See pp. 313-315 above.

Maintenance of the F-5 Autopilot.

Due mostly to mobility requirements of the three tactical squadrons, the maintenance of the F-5 Autopilot had been performed in the 51st FIW by organizational rather than field maintenance personnel. Since the low proficiency level of the Autopilot maintenance personnel and the lack of sufficient quantities of test equipment made it inadvisable to assign this responsibility to the squadrons without the full-time support of a Lear Corporation technical representative, the following OJT program was established:[132]

1. The 16th FIS would provide space for the OJT shop.

2. The three tactical squadrons would support this program by pooling any special tools or test equipment in their possession, or any received during the program, which were not already available to the 16th FIS.

3. All Autopilot, Vertical Gyro Indicator, and Yaw Damper non-serviceable end items would be hand-carried daily by the squadron student technicians to the OJT shop for bench check and repair. Items which could not be repaired at Naha were to be taken back to the squadron of origin in the same manner for return to squadron serviceable stocks. This procedure was expected to save considerable time and money, and would possess additional value in the OJT which the squadron technicians would receive.

The results of this OJT program, as viewed by the 313th Air Division, were as follows:[133]

> It has been recommended to higher headquarters that the maintenance responsibility of the F-5 Autopilot be transferred

to a career field with a more thorough understanding of electronics, or that personnel with more electronics background be assigned to the 422 career field to maintain the F-5 Autopilot. An F-5 Autopilot school was conducted by a Lear Technical Representative for personnel of the 51st Fighter Interceptor Wing presently assigned to the 422 career field. Personnel were unable to grasp the electronic theory necessary to maintain this system. It was noted that personnel attending lacked the basic knowledge of electricity, therefore making it impossible to learn electronics.

Maintenance of E-4 Fire Control System.

During the historical period, personnel of the 16th Fighter Interceptor Squadron converted a bomb-lift trailer into a portable maintenance trailer. This trailer was equipped with a transmitter, receiver, and antenna from the E-4 Fire Control System used on the F-86D aircraft. The purpose of the trailer was to aid maintenance personnel in keeping the E-4 Fire Control System operational, it being felt that the number of man-hours expended daily in checking systems and in troubleshooting those difficulties encountered could be reduced by its use. The trailer could be rolled alongside an aircraft and connected to its cabling, enabling the maintenance personnel to determine the status of the various units installed in the plane without actually removing the components. The success of this trailer with its vicarious testing method led to its adoption by the other two tactical squadrons of the 51st FIW.[134]

Utilization of the Naha Maintenance Hangar and Butler Building Hangars.

Virtually completed at the end of this historical period, the Naha Air Base Maintenance Hangar was a major factor in improving the maintenance facilities available to the 51st FIW. Utilization of the hangar space in this incomplete structure during the inclement weather marking

the early part of the year enabled the 16th and 25th Fighter Interceptor Squadrons to perform their periodic inspections under overhead cover. Once their Butler building squadron maintenance hangars were completed, the necessity for using the huge permanent hangar vanished. Nevertheless, the big maintenance hangar was later made available to the squadrons for performing the wing-strengthening technical order compliance.

A total of nine badly deteriorated "Butler" buildings, each 40 x 100 feet in size, had been obtained from Kadena AB during 1954 for erection at Naha AB as either ready hangars or squadron hangars for the three tactical squadrons of the 51st Fighter Interceptor Group. First to profit from this acquisition was the 16th Fighter Interceptor Squadron, for whom two ready hangars and the same number of squadron hangars were completed in March 1955. Next to benefit was the 26th FIS which was given one rehabilitated hangar of each type in April. Finally, in June, one ready hangar and two squadron hangars were completed for the 25th FIS on the opposite side of the runway from those of the other two squadrons.[135]

The Shortage of Refuelers and Refueling Units.

Although robbing Peter to pay Paul has traditionally been frowned on as a method of doing business, it sometimes happens that Paul's present demands are more vociferous than those anticipated from the bereft Peter, in which case expediency dictates that the illegal transaction take place. Besides, as with Dickens' Wilkins Micawber, "something might turn up" to solve the whole problem before the day of reckoning with Peter comes around. Having this philosophy in mind, the

reader may better understand the actions of the 313th Air Division when a similar crisis arose during the historical period. In this case, however, the role of Peter was taken by the 51st Fighter Interceptor Wing, while Paul was played by the 18th Fighter Bomber Wing. In order to solve a critical shortage of refueler personnel in the latter organization, this headquarters requisitioned 10 airmen having an AFSC in this career field from the 51st FIW during the last week of May. According to the complaint lodged by the 51st, this official abduction left that wing in the same position that the 18th had occupied previously, and made it mandatory that a priority system of refueling aircraft be established.[136] At the end of the month, the priority system was set up as follows: (1) Alert tactical aircraft; (2) 33d Air Rescue Squadron aircraft; (3) F-86D scheduled training missions; and (4) T-33, Base Flight, and transient aircraft.[137]

The following week, the 51st FIW was required to furnish a refueling unit to the 815th Troop Carrier Squadron which had deployed to Futema Auxiliary Air Base on a mobility exercise. At this time, the 51st was down to a critical number of refueling units, and its aircraft were often forced to stand empty for long periods awaiting fuel. This cut down the flying time, as might be expected, which was especially unfortunate at this juncture, since greater emphasis was being placed on accruing all possible flying time during June. After four days of delicate negotiations, this headquarters succeeded in persuading the 815th Troop Carrier Squadron to relinquish the refueling unit and return it to Naha Air Base.[138]

The importance of the effects of this refueler personnel and re-

fueling unit shortage on the flying program was brought out by the historian for Detachment #1, Headquarters, 313th Air Division, in the following passage:[139]

> All elements of the Air Defense system were provided ample opportunity for their training requirements because of the excellent weather experienced during the month of June. A breakdown by wing of the number of sorties clearly indicates that the alert aircraft are receiving a great deal of training from the alert pads, assisting the wings in increasing their total flying time. The turnaround time, however, leaves much to be desired, as Fifth Air Force operating instructions specify that interceptors should be capable of being re-serviced and made ready for scramble within 15 minutes from the time of landing, although this is not intended as a normal turnaround time. Average turnaround time in the 51st FIW was 29 minutes, while the 18th FBW averaged 40 minutes. A prime reason for excessive turnaround time in the 18th FBW was the refueling delays for alert aircraft. It was believed that the turnaround delays would be eliminated if the alert aircraft were awarded a higher refueling priority.

Reorganization of the Fighter Interceptor Squadrons.

Effective 8 February 1955, the three tactical squadrons of the 51st Fighter Interceptor Group were reorganized at war strength under Table of Organization 1-1286, dated 1 September 1954. The new authorizations of 49 officer and 271 airman spaces for each squadron constituted an increase of six officer and 119 airman spaces per squadron over the previous strengths. This planned increase in strength authorizations was very timely, although assignments to fill the spaces were slow in arriving, as the squadrons were soon to be deployed on mobility exercises under simulated wartime condition.[140]

The Effect of the Aircraft Mechanic Shortage on the Flying Program.

In a letter to the Commander of the 313th Air Division, Colonel Ambrosen, referring to a request for involuntary extensions made on 9

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March 1955, stated:

> The critical shortage of jet aircraft mechanics (AFSC 431xxC) assigned this Wing is a problem of mounting concern, which, if not relieved in the immediate future, will seriously reduce our capability to meet programmed flying hours; required training; desired in-commission rates; and will affect the combat-ready status of the Wing.

After a careful review of the aircraft maintenance capability of the wing, based on the personnel assigned and a proper allowance for scheduled gains and losses, the 51st Commander made the following deductions:[142]

1. A fully manned Table of Organization is capable of supporting 600 flying hours of F-86D time per month.

2. Manning status (431xxC) of the 51st Fighter Interceptor Group for the months indicated will be as follows:

May 1955---62.87%
June 1955--61.36%
July 1955--42.42%

3. Above manning does not consider skill levels, or specific AFSC's, but pertains only to numbers of maintenance type personnel assigned, excluding specialists, compared to those authorized. These percentages include 26 reciprocating aircraft mechanics who are being utilized as jet aircraft mechanics.

4. There are more critical shortages of personnel in the 51st Field Maintenance Squadron, hence no readjustment within wing resources is possible.

5. The number of periodic inspections which can be accomplished by an organization with the personnel assigned is the major governing factor in arriving at a determination of the capability of the organization to support a given flying-hour program. The capability of this wing to produce flying hours on the manning percentages forecast for the next three months are /is/ shown below, based on a normal 44-hour work week and a 25 per cent overtime work week:

MONTH	FLYING HOURS 44-HOUR WEEK	FLYING HOURS 55-HOUR WEEK
May 1955	1,132	1,415
June 1955	1,108	1,385
July 1955	764	955

6. Computations utilized in ascertaining these capabilities. . reveals [sic] that each squadron will be capable of accomplishing about five periodic inspections with four dock crews during the month of July 1955, when a total of twelve are required to support a 600-hour flying program.

7. A schedule which requires a 25 per cent overtime work week is acceptable for periods of short duration, but even with high morale and keen sense of responsibility toward the mission, it is certainly undesirable for any such elongated period of time.

Colonel Ambrosen summarized his findings as follows:[143]

Although every facet of maintenance management is continually examined to insure proper utilization of resources available, it is evident that the present manning schedule will certainly preclude the maintenance of an in-commission rate within the 75 per cent established as minimum acceptable. With the reduced in-commission rate, it will be increasingly difficult, if not impossible, to meet the flying hour commitments. Quality of maintenance and safety of flight cannot be sacrificed to attain either end.

Colonel Ambrosen had already requested and obtained permission from this headquarters to extend the overseas tours of the needed personnel. On 1 June, however, he reversed this decision when he found that other organizations within the 313th Air Division were not retaining personnel in the same career fields beyond their normal tours. Nevertheless, on 30 June he reiterated his desire for a 90-day tour extension for personnel in the critical career fields, provided that all organizations in the 313th Air Division did likewise. Colonel Ambrosen felt that it was necessary to approach the situation in this manner, in order to avert a morale problem within the 51st FIW, which would almost certainly follow involuntary extensions of tours within that wing alone.[144]

The On-the-Job-Training Program in the 51st Fighter Interceptor Wing.

When the 313th Air Division inherited the responsibilities and woes of the Twentieth Air Force and, at the same time, came under the juris-

diction of Fifth Air Force, it learned, among other things, that the latter had established a goal of 90 per cent for three-level airmen in training for the five-level skill and a completion of training rate of 15 per cent.[145] A staff visit by representatives of Fifth Air Force to Naha Air Base in March 1955 revealed that the 51st FIW, alone among 313th Air Division organizations, had a satisfactory OJT program.[146] A follow-up visit to the 51st FIW made by officers from this headquarters in the latter part of June revealed that this program was being continued in an excellent manner.[147]

In February the 51st FIG had 159 airmen OJT--a number which was increased to 198 in March and to 305 by the end of June. The 51st FIG had 32 per cent of all assigned airmen OJT in March, raising the rate to 45 per cent by the close of the historical period.[148] This meant that all men eligible for OJT were in training. In addition, a waiver of Project Guidance was requested for airmen rendered ineligible under the terms of that directive, whose up-grading would benefit the service.

A Fatality Resulting from Maintenance Error.

On 9 March 1955, an airman mechanic working on the canopy ejection system of an F-86D at Naha was fatally injured when the system was accidently activated.[149] The initial investigation brought to light evidence of maintenance error and apparently erroneous instructions in the technical order which applied to this type of maintenance. Therefore, an emergency Unsatisfactory Report (UR) was submitted to Sacramento Air Materiel Area (SMAMA) on T.O. 1F-86D-2A, which prescribed the method of removing the pilot's seat from the aircraft. The UR recommended that

the canopy initiator installation be modified and the T.O. revised accordingly.[150]

A more thorough investigation of the accident revealed that the deceased airman had not followed the T.O. instructions, with the result that the UR was canceled. Despite this cancellation, it was still suspected that the accident might have been prevented had the T.O. contained more precise and detailed instructions on the procedures involved, plus a warning of the dangers inherent in working around explosives.[151]

The immediate corrective action taken to prevent recurrence of this type accident involved development of a ground safety pin with a red streamer attached. Such a pin, supplemented by detailed instructions contained in a 25th FIS SOP--and later incorporated in a 51st FIW SOP--was expected to make a similar accident impossible during future inspections, provided instructions were followed, of course.[152] As an additional precaution, a work stand was developed which enabled the mechanic to avoid standing astride the fuselage in an exposed position while working on the pilot seat or canopy ejection systems.[153]

In a letter to the Commander, Fifth Air Force, on 24 March 1955, General Upthegrove commented on this accident as follows:[154]

. . . . . .

4. Investigation revealed many factors which had a direct bearing on this accident. These factors are:

a. Many supervisory personnel in the organization do not possess proper background and qualifications as jet aircraft maintenance personnel.

b. Training of maintenance personnel involved was inadequate.

c. Maintenance personnel involved did not follow pertinent instructions available in Technical Orders.

d. Present Technical Orders do not appear to be entirely specific in the subject of seat and canopy ejection system.

MAINTENANCE AND SUPPLY SUPPORT OF JET AIRCRAFT ENGINES

The Jet Engine Minor Repair (JEMR) facility at Naha Air Base had nominally begun operations as long ago as 15 January 1953,[155] but it was never really successful until the latter part of 1954, when a Shaw and Estes Test Stand was finally obtained. Revolutionary in its capacities, this semi-portable test stand provided a virtual duplication of all the operating conditions of a jet engine. Highly sensitive instruments within the armor-plated sound-proof control house enabled the operator to localize any malfunction in complete safety. When a jet engine test was required, the engine was wheeled into the concrete test block on a special kind of cart on which the engine was locked securely into place. Specially-treated lines from a terminal box adjacent to the test cell were connected to the engine. Underground extensions to the instrument panel in the test house allowed for the accurate measurement of all facets of the engine's performance. Static thrust, the "push" of a jet engine as it was locked in the stand, fuel compensation, vibration, inlet air temperature, and tailpipe temperature were all measured on the sensitive instruments that made up the complex test panel. One of the most important advantages of the jet test stand lay in the tremendous amount of time which it could save the organization using it. Whereas

a full day had formerly been consumed by the 51st Fighter Interceptor Wing in testing just two engines, it was now possible to test as many as nine per day with the Shaw and Estes Test Stand.[156]

Following the establishment of the JEMR at Naha AB, the jet-equipped 18th FBW and the 80th FBS arrived on Okinawa from Korea, where they had been furnished both JEMR and Field Maintenance Minor Repair (FMMR) services by other organizations. Arrangements were made to have the facility at Naha AB take over this support, and this was later enlarged to include the Fifth Air Force units rotating to and from Formosa on mobility exercises.

The Naha JEMR was well able to handle the increased workload, but it soon ran into several problems that required the use of command channels to straighten out. One of the first problems resulted from the practice of units being supplied with built-up jet engines of returning reparable jet engines to the JEMR in a cannibalized condition. Although this headquarters could appreciate that the probable motive of the offending organizations had been to utilize the cannibalized parts to restore AOCP aircraft in the field to commission, it could not condone a practice which stalled the smooth functioning of the JEMR production line. Consequently, such cannibalization was specifically forbidden, and corrective measures were taken to prevent future repetition.[157]

Other problems were caused by a delay in the return of reparable engines by the using organizations which kept them out of supply channels and brought about an over-all shortage that eventually backfired against the dilatory unit responsible. Although the problem was reconized, it was one quite difficult of correction, in that it involved human nature.

Close monitoring of a particular unit might bring about a temporary improvement, but just as soon as the supervising agency looked the other way, the situation reappeared.

In March 1955, the JEMR also acquired support responsibility for the F-84G-equipped 49th Fighter Bomber Group detachment at Kadena AB, cut this merely augmented the existing workload imposed by the 80th FBS, which was similarly equipped.[158]

By 15 April, a revised engine support plan for the 18th FBW had been completed by this headquarters and forwarded to the 18th FBW and the Naha FMMR. According to this plan, each tactical squadron of the 18th was to establish a reserve level of four engines, which were to be rotated in storage, so that no engine remained there for more than 30 days. These reserve engines were to accompany the squadrons on tactical deployments and mobility exercises. Any discrepancies in the quality of maintenance performed at the Naha FMMR or any unsatisfactory conditions noted by the 18th FBW and the 51st FIW in engines turned in to the FMMR were to be reported to the 313th Air Division for corrective action.[159]

The following day, as we have seen,* this headquarters directed all tactical organizations equipped with jet aircraft to establish a jet engine corrosion control program, which would consist of spraying the engine with water after each flight, and with water followed by a light spray of oil at the end of each day. This action was considered unavoidable if the FMMR activity at Naha AB was to be relieved of an unnecessary workload, amounting to as much as 100 man-hours per engine,

* The section of Project "Rusty Bucket", pp. 322-324 above, gives the background of this action.

devoted to removing accumulated corrosion.[160] The directive of 16 April was elaborated upon four days later when this headquarters instructed Kadena and Naha Air Bases each to establish a central fresh water dispensing point at which this corrosion control could be performed on all jet aircraft landing at their bases, including transients.[161] The fresh water was to be sprayed into the compressor section of each aircraft, where it would wash off all salt deposits that had built up on the air guide vanes and compressor rotor blades.[162]

During the first week in June, a representative of this headquarters attended a conference at Itazuke AB, Japan, where aircraft engines and quick engine change (QEC) kits were the chief topics on the agenda. There he learned that each wing on Okinawa was to be given engine build-up capability in the near future. QEC kits were to be distributed on the basis of the number of aircraft assigned to each wing. Thus, the command would receive one J-47-27 and two J-47-17 QEC kits. The balance of the authorized quota of kits would be made up by means of requisition on Project "Build-up". These kits were to be issued to the engine build-up section on custody receipt and would be accounted for as a complete unit.[163]

On 13 June a Fifth Air Force message was received by this headquarters, directing the transfer of 15 QEC kits from AF-727-SO. The following day, 313th Air Division requested Fifth to hold the ordered transfer in abeyance pending the establishment of FMMR capabilities at Kadena AB. Never reluctant to demonstrate its authority, Fifth Air Force disregarded this headquarters' appeal completely, directing, on 20 June, that the QEC kits be transferred within 10 days and that each

base supporting jet aircraft should build-up engines regardless of its FMMR capability.[164] One day later, the Nagoya headquarters also forwarded authority for the establishment of FMMR facilities at Kadena AB.[165]

On 23 June, therefore, this headquarters summoned maintenance personnel of the 18th FBW to a meeting concerning implementation of FMMR at Kadena AB. The wing was requested to re-establish jet engine requirements; submit emergency UAL change requests for general handling equipment, special tools, and test equipment; and submit lists to this headquarters, so that an Overseas Supply Directive could be obtained from higher headquarters. Action was also taken by 313th to obtain an EAM listing of spare parts needed to support J-47GE-27, J-33A-35, and J-35A-29/29A engines for FMMR. Upon receipt of this listing, 313th planned to forward it to Field Maintenance and Base Supply activities to establish spare parts requirements.[166] A training program was also initiated for 18th FBW personnel, using the Naha FMMR facility. The 18th FBW would assume engine build-up responsibility upon transfer of the QEC kits; however, FMMR operation would depend upon the arrival of a portable test stand which was due on 1 September 1955.[167]

313TH AIR DIVISION SUPPLY SUPPORT OF AIR FORCE UNITS ON FORMOSA

Airlift for the move of the 18th Fighter Bomber Wing from Kadena AB to Formosa for Exercise "Mother Hubbard" commenced at 06171, 27 January 1955; and by 2400 hours of the following day, the first and second echelon equipment and personnel had departed. A total of 145

trips were made and 1,139 tons of equipment hauled by airlift.[168]

Instructions were issued by Headquarters, Twentieth Air Force, to the 6332d APW and the 18th FBW for the logistical aspects of the move to Formosa, while other headquarters were informed of the extent of support which this command was providing.[169]

Having completed its work on Formosa, the 18th Fighter Bomber Wing returned to Kadena in February, 8,322 tons of cargo being shipped by sea from the Chinese Nationalist island to Okinawa, while all personnel connected with the exercise were returned by air.[170]

The first part of February was spent by the Plans, Programs, and Requirements Directorate of the Materiel Section in finalizing support procedures for the 18th FBW on Formosa; then the mid-month period was occupied with preparations for the roll-back of the wing. After the return of the 18th FBW, plans were formulated for support of the rotational units on Formosa.[171]

In summary, February saw the Materiel Section expending considerable effort in assuring adequate support for the 18th FBW and successive rotational units on Formosa. As part of this support, a plan was devised by the 18th FBW and the 51st FIW, which was then coordinated by the Maintenance Directorate of Twentieth Air Force Headquarters, providing for the supply and repair of jet engines.[172]

The Plans, Programs, and Requirements Branch of the 313th Materiel Directorate, spent the entire month of March in coordinating matters that pertained to the logistic support of Fifth Air Force units assigned to the Formosa operation. Included among these was the

preparation of DM/PL message 164 of 17 March, which was, in essence, an SOP covering the logistic support of these units.[173]

In consonance with the thinking governing the development of the Formosa program, this headquarters established a unit designated as "313th Air Division Support Detachment" at Chia-Yi, Formosa. This organization was commanded by Major William P. Couch, who had been the Air Force representative at SAPOR (Sub-Area Petroleum Office, Ryukyus) prior to this assignment, and was manned by personnel from both the 18th Fighter Bomber Wing and the 51st Fighter Interceptor Wing. The basic ojectives of this detachment were (1) to protect all 313th Air Division assets stockpiled on Formosa, and (2) to guarantee continuity of operation as outlined in the above-mentioned message of 17 March. It was the general consensus in 313th Air Division that this detachment was extremely beneficial in alleviating many of the problems brought about by the geographical situation and by lack of communications.[174]

In conjunction with the Formosa readiness program, an accelerated wing tank retrofitting schedule was established by Fifth Air Force and carried out by this headquarters, with the assistance of FEALOGFOR. All 200-gallon wing tanks on Formosa and Okinawa received first priority for retrofitting to the stuka fin configuration, and an assembly line which was set up at the Kadena Sheet Metal Shop completed the installation of all available stuka fins on the tanks in record time. To complete this project, FEALOGFOR requested that all unmodified fin assemblies for 200-gallon wing tanks be shipped to the depot for modification.[175]

During April, action was taken to place a qualified maintenance team on Formosa for the purpose of organizing and supervising the

maintenance of vehicles which had been left there by the 18th Fighter Bomber Wing.[176]

As of 1 May, the 18th FBW was delegated the responsibility for supporting Air Force units on Formosa, and simultaneously Major Couch was directed to establish a liaison office at Headquarters, Air Task Force Fifth, Provisional, in Taipei.[177]

Project "Pig Tail", which was assigned to the Materiel Directorate of this headquarters on 18 April, was threefold in scope, being designed to achieve the following: (1) to develop a UAL for the pre-stocking of equipment on three Formosan bases, (2) to develop a UAL of housekeeping and administrative equipment for support of the pre-stocked equipment, and (3) to develop a UMD to support the first two objectives. As the result of several meetings held with representatives of the 18th FBW, a UAL for the pre-stocking of equipment was developed. This list, with a few changes, was accepted by Fifth Air Force, then given to FEALOGFOR for implementation. Afterwards, however, Fifth Air Force canceled items (2) and (3) listed above, and assumed responsibility for preparing the housekeeping UAL and the UMD, with the idea of ultimately turning over all responsibility for the support of the Air Force units on Formosa to FEALOGFOR.[178]

Major Couch, the 313th Air Division Liaison Officer on Formosa, was relieved from duty with this organization on 20 May, and was re-assigned to Detachment #2, Seventh Air Force, on Formosa.[179] Ten days later, on 1 June, this detachment was inactivated, and the personnel were absorbed by Air Task Force Thirteenth, Provisional.

Higher headquarters initiated the transfer of logistic support

responsibility at Formosa to FEALOGFOR. However, 313th Air Division was directed by the Fifth Air Force to continue its support of units in that area until such time as FEALOGFOR was organized and manned and had established a capability of assuming this responsibility.[180]

A letter was received from FEALOGFOR in May, establishing the reserve level of wing tanks on Okinawa and Formosa; then, to give the spirit of the letter some substance, the Tachikawa headquarters immediately shipped enough tanks to Formosa to meet the level which it had set. To facilitate arrangements for the transportation of the wing tanks from the port to the three bases and for their subsequent maintenance, Major Paul F. Pomeroy, Chief of the Procurement Division for this headquarters, flew to Formosa on TDY in the middle of May. Responsibility for physical transportation of the tanks to the bases was assumed by the Chinese Nationalist Government, while contractor maintenance was negotiated by Major Pomeroy.[181]

The rotation of an Atomic Task Force (ATF) of the 80th Fighter Bomber Squadron to Formosa commenced on 8 June. This operation consisted of dividing the squadron into three or more task forces, which would be rotated to Formosan bases for a period of indoctrination and training not to exceed one week at a time. During June, three of these ATF's alternated at Chia-Yi, with the Materiel Directorate of this headquarters responsible for requesting the necessary cargo aircraft to support the rotation. After the initial move, these rotations became a routine matter.[182]

On 1 June 1955, Headquarters, Air Task Force Fifth, Provisional, was replaced on Formosa by Headquarters, Air Task Force Thirteenth,

Provisional.[183] That same date, FEALOGFOR organized Headquarters, Manila Air Force Depot, at Taipei to provide logistic support of USAF forces on Formosa. The 18th FBW was instructed to continue supporting these units, however, until the new headquarters became fully effective.[184]

The 18th Fighter Bomber Wing on Formosa during "Mother Hubbard".

The 18th Fighter Bomber Wing, as the reader should know by now, was an F-86F-equipped unit of the Thirteenth Air Force, but stationed at Kadena Air Base, where it was attached for all purposes to the Twentieth Air Force, and further attached for certain purposes to the 6332d Air Base Wing. It was just recovering from the effects of a mobility exercise staged at Yontan Auxiliary Air Base in November and December 1954 when it was called upon to move into the field once more in January 1955. This time the deployment site was the Chinese Nationalist stronghold of Formosa.

By 26 January, the international situation had deteriorated to a point where the United States, seeking to fend off large-scale warfare in the Formosa Straits, prevailed upon Generalissimo Chiang Kai-shek to withdraw his forces from the Tachens. These rocky islands, lying closer to Shanghai than to Formosa, were regarded by the U.S. Joint Chiefs of Staff as too remote from the latter to serve as practical defensive outposts, and, in fact, indefensible. The United States agreed to provide an aerial umbrella for the evacuation, the Seventh Fleet covering the area directly over the Tachens, while the three squadrons of the 18th

Fighter Bomber Wing would fly top cover at approximately 40,000 feet from a point at 27° N., 121° E., south to the northern shores of Formosa.

The wing received alerting orders on or about 20 January. Between that date and the 26th, when the "fragmentary order" was received, giving specific details of the operation, attempts were made to bring personnel strength up to authorization. As a result of these efforts, when the evacuation got underway, the wing had 1,463 personnel, comprising 198 officers and 1,265 airmen. Care was taken to obtain these additional personnel in an orderly manner, so that large numbers would not descend on the unit like an avalanche, as had happened during Exercise "Native Dancer".[185] (This seems like an appropriate place to observe that "Native Dancer", many months after its official termination, was to serve as a "horrible example" of how an operation should not be carried out. Serving as a species of shock treatment, that exercise left a lasting imprint on the minds of all who participated in or were in any way connected with it. The influence of "Native Dancer" on operations planning was to be felt as long as the personnel witnessing its tremendous confusion remained in this command.) That late, unlamented operation had produced its share of "blood, sweat, and tears"--not to mention a few imprecations--at the time; but now that the wing was entering the international arena, where the stakes could easily be life or death, the lessons learned in a purely internal exercise now gave proof of their worth.

The fact that many of the 18th Wing functions had been integrated with those of the 6332d Air Base Wing resulted in unrealistic manning as far as mobility was concerned. Examples of sections that were

non-existent because of lack of personnel or non-authorization under integration were Personnel Services, Casualty Reporting, Ground Safety, Base Operations, Purchasing and Contracting, and a number of other agencies. In addition, deployment of the tactical squadrons to separate bases required a split-up of the supporting elements, thus creating additional personnel requirements. While certain functions such as Air Police and Food Service lent themselves to division, others decidedly did not. Field Maintenance and Communications, for example, were manned and equipped for one-base operation. Since the requirement for operating a communications center on each of the three Formosan bases--Taoyuan, Chia-Yi, and Tainan--was beyond the normal capability of a fully manned communications squadron, it was only natural that the incompletely complemented 18th Communications Squadron found this demand quite unrealistic.

As the 44th Fighter Bomber Squadron from Clark AFB had been operating independently of the wing prior to the exercise, a lack of wing integrity was apparent at first. Then, inadequate communications further complicated the personnel process. Supervision of personnel was also hampered during the initial phases of the exercise by the previous absorption of 18th FBW support personnel into the base structures at Clark and Kadena. The unhappy result of this often unconscious process was that many personnel were unfamiliar with their supervisors or those whom they supervised when the wing moved into the field, where a high degree of coordination was necessary to smooth operation.

Despite the efforts of the Wing Personnel Section, a sudden influx of airmen appeared after the wing had been deployed. As soon as notice

of the deployment to Formosa was received, Personnel had imposed levies upon various commands to meet the anticipated needs of the wing. Unfortunately, these subordinate organizations observed the letter, rather than the spirit, of the request, responding with the ingenuousness of a confidence man by simply labeling personnel with shipping AFSC's, whether or not they were qualified in these particular fields. Thus, a man might arrive to fill a specialist's slot, only to prove totally ignorant of this type work. Nor were airmen the only personnel to be treated like so many pawns in a game played purely for fun. The 18th FBS--an organization built around jet aircraft--found itself the possessor of 10 C-119 pilots, whose knowledge of F-86F's was distinctly limited, and whose usefulness to the wing was correspondingly limited.

One of the primary concerns of the Personnel Section had been fully to man the organizations and prevent the loss of personnel accounting that would occur with the sudden descent of such large numbers of newly-assigned personnel upon the wing in the field. Although personnel actions were continued throughout the exercise, many shortages were never filled. An overage of officers and airmen existed; yet critical shortages within authorized career fields made the operation of certain sections impossible. This was "Native Dancer" all over.

The substitutions and exchange of various types of airlift created an accounting problem that had not been expected. Upon being notified that a certain number of spaces were available, the Personnel Section called for men to fill the requirement. Manifests were typed, orders were stenciled, and money was exchanged. Very often, however, when the personnel arrived at the loading area, they would find themselves

displaced by some articles of freight or by other personnel having a higher priority. The section would assume that certain numbers of people had departed, only to discover eventually that some of them had been "bumped" and substitutions made. This practice made accurate accounting next to impossible, and pointed up the necessity for a rigid control of loading, as well as a flexible means of identifying personnel actually departing.

Materiel Factors: When "Mother Hubbard" was implemented, materiel activities of the 18th Fighter Bomber Wing were engaged in receiving and storing large quantities of incoming supplies which had been requisitioned during "Native Dancer". Mobility planning involved creating a storage plan to facilitate an orderly wing movement. This was complicated by the need continuously to re-evaluate the storage problem resulting from the constant flow of incoming supplies and equipment. "Mother Hubbard" found the 18th FBW mobility planning based on two concepts: one was designed to support Fifth Air Force Operations Plan 5-54; the other was designed to support Fifth Air Force Operations Plan 5A-55. As it happened, the implementing order fitted neither of these two plans; thus, many changes in mobility planning had to be made under a condition of extreme emergency. Among the problems involved were adjustments in equipment and personnel manifests, and recomputing weights and ton cubes.

An aircraft loading problem which had not been reckoned with in the preliminary planning arose when one of the bases involved in the operation was declared unsafe for C-124 landings. In general, though, the mobility plan itself was basically sound. It was merely that the

control factors involved often undermined and brought about the collapse of intrinsically sound provisions. Such factors as lack of an effective loading ramp, communications, and failure to appreciate the importance of personnel fatigue were all deterrents to efficiency. However, it was expected that revisions to the Wing Mobility Plan would contain provisions correcting these weaknesses.

The total weight of cargo moved in the initial airlift to Formosa was approximately 1,200 tons, and a total of approximately 2,252 normal tons were flown to that Chinese Nationalist island in course of the entire operation. At the close of the exercise, 336.73 normal tons were airlifted back to Kadena AB. Approximately 20,000 tons were shipped to Formosa by water, and some 12,320 tons were returned to Kadena by the same method.

The 18th FBW encountered no unusual problems in moving the heavy material, such as field maintenance equipment, or the remainder of the wing support structure. A temporary delay occurred while Fifth Air Force made up its mind whether or not to deploy the support elements of the wing; but once this decision was made in the affirmative, only half of the time allotted in the plan was actually needed to consummate the movement.

During the early phases of the exercise, a shortage of airlift delayed shipment of critical items, but, as the operation wore along, this situation was eased by the scheduling of additional MATS aircraft. Although much effort went into planning the movement by phases, certain items of equipment and supplies scheduled for one phase arrived during other phases, causing work stoppages and delays.

Operations: With receipt of the "Fragmentary Order" at 1830I, 26 January 1955, came word that troop carrier aircraft were enroute from Japan, and orders that the first and second echelons were to be in place as soon as possible. In addition, the 18th FBW was directed to have its aircraft in place and operational within 24 hours. The 12th FBS was to go to Tainan, the 44th to Taoyuan, and the 67th to Chia-Yi. Administrative and logistical control of the 12th and 67th Squadrons was to remain with the Twentieth Air Force, while Thirteenth Air Force retained the same controls over the 44th FBS. Operational control of the three squadrons was to pass to the 18th Fighter Bomber Wing through Headquarters, Air Task Force, Fifth, Provisional (HATFFP). Unfortunately, the administrative, logistical, and communications instructions contained in the order were inadequate, as was also true of the mission directive. Airlift was not defined or phased according to time, so that simultaneous moving out of the first and second echelons permitted the second echelon equipment to arrive before the badly-needed first echelon equipment. Synchronization of personnel phasing with equipment phasing was thrown out of gear, making one incompatible with the other.

HATFFP verbally directed the 18th FBW to conduct general training missions, including orientation flights, in order to familiarize aircrews with terrain and weather in the Formosan area. On 5 February, HATFFP published Operations Plan 1-55, which indicated that the mission of the 18th would be to support the evacuation of Chinese Nationalist (Chinat) troops and civilians from the Tachen Islands. The 18th would fly top cover at 40,000 feet from a point 27° N., 121° E., south to the northern part of Formosa. This area of operation did not include cover

over the Tachen Islands themselves. The air space over the Tachens was the responsibility of the U.S. Seventh Fleet. HATFFP forces would operate in coordination with the Seventh Fleet, neither being subordinate to the other.

Prior to the evacuation of the Tachens, several days were devoted to training missions with surface GCI agencies. Two such agencies were in being:

1. Chinat GCI: Formosa had three GCI stations, in addition to limited early warning and directing capability. These stations were manned by Chinese working under the supervision of USAF personnel. Information from these AC&W stations was fed into the Taipei Air Control Center, which re-transmitted the information to fighter aircraft. Known by the code name "Banana Control", this Air Control Center performed the majority of the air control work during the period of operations in Formosa.

2. Navy GCI: Practice missions with a VHF and UHF station aboard the USS Princeton, an aircraft carrier operating north of Formosa, were conducted. Although this control, known as "Passbook", was excellent during the training phase, no use was made of it to conduct GCI missions during the actual evacuation.

GCI direction during the evacuation of the Tachens consisted simply of reporting into "Banana Control" and stating that a certain flight would be in place over the orbit area at a specified time. Then, upon departing the orbit area, the flights would report their departure. No actual control work was performed by the ground stations, however.

Fragmentary orders, coded in AFSAL and transmitted verbally by hot

line, were received each day by the various squadrons, directly from the Joint Operations Center (JOC). During the period 8-14 February, each squadron was directed to fly nine four-ship missions daily. Because of weather conditions and/or in-commission rates, these scheduled missions were altered either by changing the directed time over target (TOT) or the number of participating aircraft. As the in-commission rate fell, the number of aircraft was cut from four to two per mission.

Altogether, 258 effective sorties were flown in support of the Tachens evacuation--87 by the 67th FBS, 78 by the 44th FBS, and 93 by the 12th FBS. In addition, 40 ineffective sorties were flown, 25 of which were affected by mechanical failure and four by bad weather. The other 11 ineffective sorties were caused by wing men aborting when the other member of the element could not make the flight.

Throughout the Formosan exercise, each squadron was required to keep four aircraft on alert--two on three-minute alert and two on 30-minute back-up alert. During the period of the evacuation, this alert status varied with the in-commission. When the 12th Fighter Bomber Squadron was reduced to only 20 aircraft possessed--which was five less than the 67th FBS and four less than the 44th FBS--it was relieved of this alert responsibility.

The Combat Operations Section was established and in operation by approximately 1330 hours, 27 January, a Chinat officer and an American officer being on duty at all times. Almost immediately, hot lines to the 67th Squadron Operations Section, the Joint Operations Center, and the scramble pad were installed. By January 29th, lines had also been

installed to Air Rescue Operations and the Empire switchboard. The following day an emergency JOC line through the Military Assistance Advisory Group (MAAG) office was completed. A tower line was added on February 2d, enabling Combat Operations to begin receiving off and down times on unit aircraft.

Because of communications difficulties, there occurred a loss of wing control during the exercise. Each squadron being under the direct operational control of JOC, there was no need for control from the fighter bomber group headquarters, since most of the operations were directed by "frag order" from HATFFP. Yet, this situation existed chiefly because of inadequate communications; for, had communication been reliable and swift, HATFFP could have remained out of the wing level operation, and a firmer control of squadron operations could have been maintained.

Prior to the deployment to Formosa, the units of the 18th Fighter Bomber Wing had been split between the Twentieth and Thirteenth Air Forces, as we already know. This arrangement was exceedingly unsatisfactory, since it caused a great deal of time to be consumed in coordinating through the many command levels which existed. Upon moving to Formosa, the 18th came under the operational control of HATFFP, and the resulting conflict in instructions, abetted by communications difficulties, created several situations straight from the pages of a Gilbert and Sullivan score. For instance, orders, either verbal or written, indicated that the squadrons would be redeployed from Formosa to their home stations in certain sequence. Other orders,

however, stated that a different redeployment schedule would be followed. Respecting the mode of travel for the redeployment, instructions indicated that surface transportation was to be utilized for the greater part of the equipment of the wing, with air transportation being used only to convey personnel and minimum essential equipment for support of the fighter aircraft upon their arrival on Okinawa and Luzon.

It has been said that the gods nod at times; and, in the same way, even officials as sapient as those whose task it is to redact Air Force Regulations for the ages occasionally fail in their objective of writing omnisciently. So it was that a fighter bomber wing organized in accordance with AFR 20-15, as was the 18th, was soon found to lend itself very reluctantly to three-base, separate squadron operation, when subjected to the acid test of actual deployment. Equipment and personnel authorizations were simply inadequate for such a base structure, making necessary an immediate and substantial augmentation in personnel and equipment within the first 15 days after redeployment, if operations were to be sustained indefinitely.

Throughout the entire exercise, all three squadrons remained operational and capable of performing the missions ordered by the Joint Operations Center, thanks in part to a partial stand-down of three to four days prior to the wing's departure for Formosa. Another factor contributing to this unusual state of readiness was the back-breaking work schedule on which the dock crews and engineering personnel of the 12th Fighter Bomber Squadron had been placed some 12 days previous to their deployment--a schedule calling for maintenance work from 0700 to

1800 hours, six days a week, in order to catch up on backlogged inspections. It is no wonder, under the circumstances, that the 12th FBS aircraft moved to Formosa in good shape, at least insofar as time to go to inspection was concerned. On 27 January, the 12th FBS had 17 aircraft in place and combat ready, the 67th had 18, and the 44th had 24, making a total of 59, or 78.6 per cent of the total possessed aircraft. Near the end of the exercise it would have been possible for two additional aircraft of the 12th FBS to fly to Formosa, but they were held at Kadena, instead, to accompany a third Sabrejet on a one-time flight to the depot in Japan. The two remaining F-86F's of the 12th FBS at Kadena required field maintenance repairs so extensive that some time would pass before they would be ready to take to the air.

Weather conditions were poor almost every morning at Tainan and Chia-Yi because of ground fog. Luckily, this fog usually burned off between 0900 and 1000 hours each morning, leaving an unlimited ceiling and visibility ranging from three to 10 miles. By contrast, the weather at Taoyuan was consistently bad, featuring low ceilings and almost continuous precipitation which hampered flying operations seriously, permitting the F-86F's to operate on only 10 per cent of the days the 44th FBS was based there.

Two F-86F's and a T-33 were lost during the exercise. The T-33, assigned to the 12th FBS, was forced to make a wheels-up landing on Miyako Jima when the pilot, enroute from Kadena to Chia-Yi, found all of the Formosan airfields closed in and turned back toward Okinawa, only to run out of fuel. To his good fortune, he was able to reach the sod strip at Hirara, Miyako, before ditching or bailing out became necessary;

but the little field there was not intended for jet aircraft, so a wheels-down landing was out of the question. In the case of one of the F-86F's, the pilot ejected upon his arrival at Chia-Yi because of a very low ceiling and lack of fuel to make another approach. The other Sabrejet was lost and its pilot killed when he collided with a Chinat T-33 in making the turn for an initial approach at Taoyuan.

Utilization of Chia-Yi Air Base by Air Force Units.

Upon implementation of "Mother Hubbard" on 26 January 1955, the 67th Fighter Bomber Squadron proceeded to Chia-Yi Air Base in the central part of Formosa. The following day, the squadron had 18 F-86F aircraft combat ready out of a total of 25 possessed and began flying sorties under direction of Headquarters, Air Task Force Fifth, Provisional. Daily fragmentary orders were received directly from the Joint Operations Center, coded in AFSAL, and transmitted verbally by hot line. The squadron began flying nine four-ship missions daily, and by the end of the exercise had flown 87 effective sorties.

Inadequate communications not only prevented wing control of the widely scattered squadrons but also were blamed for the lack of adequate supply support by AFSO-F79, the combat supply account.[186]

As at Yontan during "Native Dancer", the chief interest of the United States Air Force personnel was in their living conditions. Despite the emergency use of a hangar for billeting arriving and departing personnel, the squadron at Chia-Yi was billeted in tents, though a concrete building was provided for the headquarters, the hospital, and for officer billeting.[187] The tents, not being fitted with wooden

flooring, were frequently flooded by the heavy rains, in consequence of inadequate drainage; moreover, no provision having been made for local purchases, native lumber could not be obtained for this purpose. This problem was bad enough, but the inadequacy of bathing and latrine facilities was the chief complaint. In time, the bathing facilities were improved through coordination with the Chinese Nationalist Air Force (CAF) officials, but the high water table prevented the Americans' constructing field latrines as a means of avoiding the use of their hosts' "oriental style" latrines. This noisome facility was to prove the chief factor affecting morale adversely throughout the exercise. Food service, on the contrary, was considered above average, although a delay in the arrival of cooking equipment at the commencement of the operation forced the airmen to camp out and cook "C" rations over open fires the first three days on Formosa. While the food service was praised, the quantity of food provided during "Mother Hubbard" was considered to be only two-thirds of the normal requirement.

The 67th Fighter Bomber Squadron redeployed to Kadena on 17 February with 23 F-86F's and a T-33,[188] being replaced at Chia-Yi by the 69th FBS, a rotational unit of the 58th Fighter Bomber Group. The other two units of the 58th--the 310th and 311th Fighter Bomber Squadrons--were also deployed to Formosa, the 310th going to Taoyuan.[189] The 69th FBS was replaced by the 311th FBS at Chia-Yi, and this last of the rotational units returned to Korea on 3 April 1955.[190]

The 16th Fighter Interceptor Squadron (FIS) of the 51st Fighter Interceptor Wing was airlifted from Naha AB to Chia-Yi on April 3d and 4th to replace the 311th FBS. Inclement weather on both Formosa

and Okinawa slowed the deployment. The personnel and equipment were unloaded in the hangar which had already served previous deploying squadrons. Although a mess tent was erected temporarily near the hangar to provide immediate food service to the incoming personnel, it was later moved to an area closer to the headquarters and tent area.[191]

On 4 April the rains stopped, enabling the tactical aircraft to be flown into Chia-Yi. The first four aircraft to land were turned around and placed on stand-by within 45 minutes of their arrival. As more aircraft appeared and were turned around, the first interceptors took off on local flights, a total of five F-86D and one T-33 familiarization sorties being flown the first day.

In the wake of the rains, the tent area which had been utilized by the earlier squadrons became a sea of mud, making it necessary to locate a new area in which the tents could be pitched as soon as permission was obtained from the CAF officials. The new site was a grassy field with fairly good drainage, and the tent camp was soon in place. Meanwhile, tents were also set up on the flight line for operations and maintenance use. The equipment was moved from the hangar to the point where it was to be used. Shops were set up in the hangar and were ready for operation in a single day. Commercial power was used by the radar and other shops in the hangar. An electric lead designed by a Hughes Corporation technical representative on duty with the 16th FIS was subsequently manufactured locally. This connection was plugged into an aircraft requiring radar maintenance, thereby eliminating the use of an auxiliary power unit and the aircraft inverters. This proved to be a very satisfactory arrangement.

At the close of its participation in the exercise on 29 April, when the 25th FIS arrived at Chia-Yi to take over, the 16th FIS could honestly say that maintenance-wise the deployment had been very successful. Few maintenance problems other than IEC malfunctions had been encountered, though these had been above normal. One engine change had been necessitated by excessive oil consumption. The in-commission rate of the aircraft on hand had averaged 98.8 per cent. Four F-86D's had been returned to Naha AB for periodic inspection and three for participation in the rocketry meet in Japan. Five additional aircraft had been received from Naha "home base" after completion of inspection and maintenance. Of the 22 F-86D's assigned, only one had not made the trip to Chia-Yi, it being in Base Shops for installation of fuel locks during the entire period of the exercise.

Repeating the experience of the 18th FBW at Yontan during "Native Dancer", the 16th FIS consumed 22 main landing gear tires--all worn down to the cord by the rough condition of the runway. The 10,000-foot runway at Chia-Yi was adequate for landing without recourse to drag parachutes, though these were employed several times during the exercise for purposes of demonstration only.

The average work day for crew chiefs and maintenance personnel was 10 to 12 hours in length, and no man-hours were lost as the result of weather conditions. In the Armament Systems Section, maintenance was of a routine nature with no unusual problems. The records revealed that 280 radar intercepts had been attempted during the exercise, of which 199 were completed. With respect to the 81 unsuccessful attempts, 59 were attributed to radar malfunctions. The equipment taken along on

the deployment was adequate for a 15-day period, and, with a few additions, it would have proved satisfactory for 30 days' operations. These items being unavailable, however, the ROCP's quite naturally occurred. The Communications Section performed routine maintenance for the most part, and the low rate of radio maintenance found to be necessary was attributed to the lower humidity prevailing in the Chia-Yi area, as compared with that found at Naha Air Base where readings of 90 per cent or more were commonplace.

Upon its arrival at Chia-Yi, the motor vehicle section found the automotive equipment pre-positioned for the rotational units to be in a very unsatisfactory condition. Vehicles were dirty, had not been greased in a long time, and all of them were in need of repair. Neither was a stock catalog available from which to order needed parts. Through someone's almost criminal negligence, fuel had not been ordered, with the result that the second day of the exercise found it already a very critical item. Gasoline could be obtained from the Chinese Air Force, in a pinch, but they had no motor oil, which meant that the lubricant had to be airlifted from Okinawa, in order to keep the vehicles moving. Upon completion of the necessary maintenance, the vehicles were placed in satisfactory condition and were augmented by other vehicles made available by the CAF.

The pre-positioned field maintenance vans were located adjacent to the hangar, where several days were devoted to inventorying the contents, cleaning the equipment, and preparing the items for use. Actually, they were utilized very little by the 16th FIS, due to the fact that aircraft inspections were still conducted at Naha Air Base.

Consequently, their chief use was for servicing transient aircraft and the support units. The three vans which saw the most service were the electric shop, the hydraulic shop, and the communications shop. At the termination of the exercise, equipment needed in most of the vans to complete the shops was still on requisition. Although some of the vans were equipped with generators to provide electric power, if necessary, the electricians wasted no time in completing a line from the vans to the hangar, linking them up with commercial power. In a report to Fifth Air Force on 18 May 1955, 313th Air Division had this to say about the utilization which had been made of the vans:[192]

> The first evaluation report of the maintenance vans at Chia-Yi, Formosa, has been forwarded to Fifth Air Force. This report was predicated on maximum utilization of the vans during the period of 4 April to 28 April 1955 in support of a daily average number of 15 F-86D aircraft. In general, these vans have been found to be adequate for aircraft field maintenance support. Expansion of the van maintenance concept to provide vans for all tactical organizations who are concerned with mobility has been recommended by this headquarters. Problems encountered by the 16th Fighter Interceptor Squadron while using these vans were:
>
> a. Lack of bench stocks and technical publications.
>
> b. Lack of air conditioning equipment for the instrument repair van.
>
> c. Missing or damaged items of equipment.
>
> d. The armament van is designed for support of F-86F type armament equipment only.
>
> e. No facilities are included for the support of the E-4 Fire Control System, F-5 Auto Pilot, and the vertical gyro indicator equipment.

The 16th FIS refueling section personnel found upon their arrival at Chia-Yi that their pre-positioned POL equipment was also in very poor condition, as the result of a lack of proper maintenance by the departing

POL personnel. Sufficient parts, however, to keep three refueling units in operation were soon received. Of the four tractors on hand, one was already deadlined when the 16th FIS arrived at Chia-Yi and two more had to be deadlined during the exercise for lack of parts. The same thing was true of the trailers. The equipment had not been greased for a long time, and most of the units needed new tires. There had been only one fire extinguisher with the equipment, but eight were brought in by the 16th FIS, and still more were placed on requisition.[193]

The Communications Section commenced setting up its equipment for operation immediately upon arriving at Chia-Yi. Radio contact was established with Fifth Air Force Provisional Headquarters, and traffic was passed without delay. More difficulty was encountered in establishing a telephone communications system, because of poor installation and maintenance by previous units. The situation was so bad, in fact, that it was soon found necessary to re-route the greater part of the field wire lines, which had been improperly and heedlessly placed. As an example of the carelessness with which the departed telephone linemen did their work, both field wire lines to the flight line had been run in a drainage ditch were all the splices were immersed in water. This stupid action made it necessary for the 16th's men to trace and tie up all lines running to the main frame of the switchboard. In addition, communications equipment which had been left behind by the 18th FEW for the rotational units which succeeded it on Formosa was found to be improperly maintained--if maintained at all. Both sets of batteries in the 6x6 trucks were completely discharged, while both radio sets were dirty and in need of cleaning.

Once again, sanitation was the chief factor influencing morale. On the credit side of the ledger, shower rooms--albeit inadequate--were provided by the CAF for the use of both officer and airman personnel. Then, on the debit side, where it far outweighed any contentment which the showers might have created, the 16th FIS found the "oriental style" latrine to be the only such facility available for the airmen, despite the fact that it was the fourth squadron to utilize Chia-Yi on a rotation basis. Although this latrine had by now become unbearably offensive in its stench, the only ameliorating action took the form of a hosing-down by the firemen followed by a strong treatment with DDT and lime.

Food service was quite superior to that which had been provided for the 67th Fighter Bomber Squadron during its sojourn at Chia-Yi, and did much to counteract other adverse morale factors. A room in the concrete headquarters building was made available for use as a mess hall with tables, although the actual cooking was done in a field kitchen set up outside.

The 16th Fighter Interceptor Squadron brought Air Installations personnel along the deployment to make repairs and improvements on the living quarters during the exercise. Although these people made many minor improvements which kept them busy, the lack of local purchase funds kept them from working on major projects such as wooden tent floors or replacement of the loathsome latrine with a western style building.

With no alert commitments to consume its energies, the squadron was able to devote most of its time and effort during the exercise to

combat crew training. Air-to-air rocketry being considerably hampered by a shortage of tow ships, emphasis was placed on air-to-ground missions, with the result that 50 missions of the latter type were flown, as opposed to only 18 of the former kind. In course of the exercise, the 16th FIS fired a total of 2,064 rockets and logged 503:40 hours in flying 388 sorties.

The morning of April 28th, the day set for replacement of the 16th FIS by its sister squadron, the 25th Fighter Interceptor Squadron, dawned feebly at Chia-Yi Air Base, as the thickest fog to hinder the exercise since its inception blanketed the field. All preparations for departure had been made, and everyone in the squadron was on the alert for arrival of the cargo aircraft which would fly them back to Naha. It was at this joyous period of anticipation that practically every man in the outfit was dismayed to hear that some of the first aircraft had been diverted to an alternate airfield to await better weather. Before the resulting disappointment could bite very deeply, however, the drone of a C-119 was heard, and the aircraft was seen to approach out of the fog and make a neat landing. According to the schedule arranged beforehand, this was to be flight number four; therefore, personnel and cargo for that flight were loaded aboard and dispatched to Naha AB. In the meantime, a C-54 which had been scheduled as flight number two arrived and was likewise soon winging its way back to Okinawa, loaded with men and equipment. After that, the aircraft began arriving in close sequence. While they were being loaded, the tactical aircraft took off and headed for Naha in flights of four aircraft each, at 15-minute intervals. As

the last F-86D became airborne, the remaining maintenance personnel and the equipment which they had used up to the last minute were moved down to the loading area, where, at 1515 hours, a C-124 took off with the last traces of the 16th Fighter Interceptor Squadron.

Chia-Yi was occupied by the 25th FIS from 28 April through 4 June, following which the 16th FIS came back for a second fling at that location. The only record which we have of the stay of the 25th FIS at Chia-Yi, as it happens, is to be found in the monthly history of Detachment #1, Headquarters, 313th Air Division, where the Historical Officer wrote the following:[194]

> Maintaining the same high level of efficiency set by the 16th FIS at Chia-Yi during April, the 25th FIS accomplished over 600 hours of flying, a mark higher than that of any comparable period at Naha Air Base. Lack of close control facilities (GCI) in the area, however, unfortunately prevented the type of flying training required for the normal air defense mission.

The airlift of the 16th Fighter Interceptor Squaron from Naha AB to Chia-Yi for its second stay at the latter base was completed on June 1st, but the 17 tactical aircraft and two T-33 trainers belonging to the squadron were delayed until June 5th in making the trip. This circumstance gave the ground personnel four days' respite after setting up the camp before having to plunge into the heavy work schedule which would become effective as soon as the jet aircraft arrived.

Once the aircraft arrived, combat crew training got underway at once, the F-86D's logging 147:30 hours of flying time the first week and the T-33's 39:15 hours.[195] Instructions were received on 14 June for the F-86D's to fly at least 615 hours during the mobility exercise. Since a total of only 208:25 hours had already been flown at the time this message was received, it meant that the squadron would have to get

in 406:35 additional hours by the end of June. To accomplish this difficult goal, the Squadron Commander established a schedule calling for 10 hours of flying, seven days a week, with night shifts to be added, if necessary to reach the target. The 16th's chances of meeting its goal were complicated by the persistent rains which beset the area. Besides working havoc with the heavy flying schedule, the continuous rainfall further depressed morale which was already near the breaking point because of the flagrant fragrance of the "oriental style" latrine and the inadequate shower facilities. As though these factors were not enough, it became necessary for a time to restrict all personnel to the base, in order to make sure that the workload was properly taken care of. Afterward, it became possible to limit this confinement to those sections having a backlog of work to be done.

By 21 June, the 16th FIS was down to 15 tactical aircraft, but had still managed to log 402:10 hours for the month. That same day, Chia-Yi received an inspection visit from Brigadier General Benjamin O. Davis, Jr., Commander of Headquarters, Air Task Force Thirteenth, Provisional, at Taipei, who expressed deep concern with the deplorable sanitation facilities which he found.

By 28 June the squadron had logged 577:30 hours, but its tactical aircraft were now reduced to 14. The weather during this period was characterized by rains and thunderstorm activity which arrived with almost clock-work precision every afternoon around 1600 hours and continued into the night, making night flying all but impossible.

The following day, eight F-86D's returned to Naha, and preparations were made to break camp and return the balance of the 16th FIS to the

home station. All personnel were moved into the maintenance hangar, and the tents were packed on 30 June. The airlift to Naha was completed on the morning of 1 July, but a delay in take-off of the remaining Sabrejets was produced by non-arrival of the 67th FBS replacement aircraft. With completion of breakfast that day, the personnel of the 16th Fighter Interceptor Squadron remaining at Chia-Yi found themselves without any more rations, and it began to appear that the 67th FBS was in no hurry to relieve them. Finally, permission was obtained to leave without waiting for the F-86F's of the Kadena squadron to make their leisurely appearance, and by 1400 hours of 2 July the last Sabrejet of the 16th FIS had bidden farewell to Formosa.

In preparation for its second round of visits to Taiwan, the 67th Fighter Bomber Squadron sent a representative to Chia-Yi in June to survey the existing conditions there. His findings were as follows:[196]

> 1. Food Service: The new mess hall is located in the old group building, where the chapel was, and in a building directly back of it. There are tables and benches which will remain in the "chapel section"; this is to be the airmen's mess. The building in back will have the kitchen and NCO and Officers' mess. The serving line will also be in this building. The present Food Service Squadron have made arrangements with the Chinese Officers Club to use their ice cream machine. A Medic supervises every batch to insure cleanliness. They also get ice through the hostel, which is made from treated water. They use this to serve cold water, ice tea, etc. in the chow hall. This alleviates using the canteens at chow. The mess hall serves approximately 85 men above the number of 16th Squadron personnel. This includes 80th Fighter Bomber Squadron, AACS, ARS, Weather, 18th, and VIP's. The refrigerators are located SE of the mess hall and should be moved near the new kitchen.
>
> 2. AIO: AIO is in need of lumber to complete numerous projects. It is unable to get any. It can also use some screen. A dump truck and grader have been requested from Kadena for use in filling mud holes with gravel. The Chinese have not allowed AIO to use their trucks or graders--only 8 or 10 AIO personnel are necessary. No new latrines have been constructed, with the

exception of one by the airmen's quarters. The old latrines, Chinese style, have been condemned by the Medics. New field latrines will have to be built. The water level is exceptionally high; so it will require cement pits for any latrines built. A diamite filter is needed (the filter material is being left by the 16th). [The young pilot who wrote this report was mistaken in both the spelling of diatomite and the purpose of such a filter. A diatomite filter is employed to prevent the entrance of impurities into drinking water which chlorination is unable to cope with. However, a jet pilot could hardly be expected to have an expert knowledge of soils and water purification.]

3. Living Quarters: The building we used for officers' quarters before is completely available for us again. Approximately 140 officers, NCO's, etc. can be housed here. The 16th has its crew chiefs living there also. All but one of the available rooms have been screened. The one exception is our old Officer's Club, and we can screen that after we arrive. The end room next to the Officer's Club is not fit for use (one wall is out). 18 tents are set up south of the administration building across the athletic field. Although this area is as dry as anywhere, it is still flooded every time it rains--and the next few months are extremely wet. The airmen are living here. These quarters are unacceptable unless wooden floors and walks can be constructed. No one has been able to get lumber for this yet. It is suggested that if we can't get the lumber, we purchase it locally and have these floors constructed (possibly bamboo would hack it). The 16th is willing and anxious to swap their airmen's tents and the 6 tents they have up down on the line with us. As the 18th has had a more than adequate education in putting up tents, I feel this is an opportunity we can't pass up. Their tents are all ditched and in pretty good condition. They will also swap approximately 216 cots with us.

Shower facilities are still poor. The Chinese allow our airmen to use their airmen's showers at twenty cents (Taiwan)* per head. Their officers also allow us to use theirs, but this situation is not satisfactory. There is one shower facility consisting of 2 drop tanks and 2 nozzles in the airmen's area. This is cold water only.

4. Sanitation: Mosquito control, etc. is being worked on but is inadequate. Much bulk DDT, as well as several cans per individual and tanks for dispensing it are needed. Also chlorine and chlorinate lime are needed for latrine areas. There is a pig sty just off the base that is a breeding place for all types of vermin. They are trying to remove it at the present, but it is still there.

*Less than two cents American at the legal rate of 15 Taiwan dollars to one American dollar.

5. Motor Vehicle Situation: Motorized transportation is at a premium. Several extra weapons carriers are needed. Of the vehicles there, 2 weapons carriers and a jeep are OCP, a case tractor has the radiator out, and most refueling tractors are in bad shape. The Operations Officer of the 16th was especially upset by the condition of these tractors. He said they are a fire hazard. This information was gathered by hook and crook and may not be completely valid. Motor Vehicle is located east of the barber shop.

6. Recreation, etc.: The barber shop, laundry, and tailor that we started are still there, and seem to be giving adequate service. The PX is now located in the end east room of the administration building. It handles candy, soap, etc., and beer and soft drinks in cans. There is a new MAAG PX down town, but it is for MAAG only. However, there is an Army PX at Tainan that can furnish anything we need and is very willing to do so. The 16th Wing [sic] Information Office furnished 20 Stars and Stripes and Morning Stars [a daily published in Naha, Okinawa] daily, as well as 20 Times and Newsweeks weekly. These are distributed at no charge. The 16th has managed to get into the movie schedule there and gets the movies the night after MAAG shows them. They show them in Hangar 5 with their own projector and screen. The Chinese swimming pool on the base has been tested and is clean enough for our use, but as yet the arrangements have not been completed. MAAG's pool in town has been graciously opened to visiting personnel on Thursdays with the Chinese. Thursday is the day before the pool is drained.

There is no American Officer's Club in operation at the present time.

The MAAG Hostel allows 20 people per night to eat in there.

7. Gunnery: We should be able to get .50 caliber ammunition from the Chinese. We will be able to use AM Range R-12, about 35 miles south of the Pescadores. We can use D-7, a rock similar to Torii [Tori] Shima, for A/G. The Chinese are using the Northern A/A range and the A/G range. They have shown no inclination to share it with the 18th. We have revetments for planes and same ramp area as before.

8. Mobile Maintenance Vans:

a. Machine Van--everything in good shape.

b. Weapon Van--probably well stocked. No stock level lists available and no .50 caliber man to talk to. They have a fire panel in it.

c. Hydraulic Van--well stocked but needs #4 Hose Fittings. They also need a 220V power unit for test stand--have been using a handpump. Need brake rebuilding machine, as they have no way of

rebuilding brakes.

d. Communications Van--stock level good. 28V generator inoperative. Have been using an APU when possible.

e. Instrument Van--low stock level. Can check only hydraulic gauge and tachometer with present equipment. Need 220V, 60 cycle, 3 phase power unit. On the whole a poor Van.

f. Sheet Metal--good stock level but can use some good galvanize and light stainless. Also need a hand pump for siphoning 50 gallon gas drums. Have been syphoning by mouth.

g. Electric Vapor--good stock level. Need 28V Power Unit with 300 amp capability. Need Cell Tester and Hydrometer.

9. Radio Facilities: Chia-Yi DF works on all channels and is very good. The homer and GCA units are subject to power waverings and unreliability. However, Chia-Yi homer is the best along the coast. Tai Chung, Tan Sui, Hsin Chu radios were impossible for us to get on our cross country . . . . GCI is still poor, but DOC (on Pescadores) is supposed to improve.

10. General Topics: One of the most sorely needed things by a unit there is a local purchase power--if it were available, such things as lumber for tent floors and parts for out-of-commission vehicles can be readily purchased. They have been unable to get these things through normal channels.

Chinese CO^2 is not supposed to be reliable. We should bring all of our own.

In getting gasoline from the local station, check amount received. The 16th has been getting short-changed. There is a rake-off somewhere.

A chain of command should be established. The attached units such as the 80th, 18th, ARS, AACS, etc., will not follow the regulations made by the visiting Squadron Commander. Such things as dress off base, curfews, etc., are in constant conflict. Colonel Iafko and numerous others have sent requests to Fifth Air Force for clarification, but as yet none has arrived.

Cooperation received from MAAG and the Chinese by the visiting squadron is very poor. We're no longer the conquering heroes, and they are treating us accordingly. MAAG and the Chinese work hand in hand and leave the unit out in the dark. This is also evident down town (several beatings, dope, etc.). The present squadron there has not had a visit from Colonel Coe, Chinese Liaison Officer. There is almost a wall between MAAG, Chinese Forces, and the visiting squadron. This was evident in the cooperation we received in seeking information for this report.

Taking advantage of the information contained in this report, the 18th FBW dispatched a 22-man team of Air Installations airmen under the

command of First Lieutenant Carl T. Thompson to Chia-Yi on 26 June with orders to correct the matters having to do with construction of which the 67th FBS officer had complained, if at all possible.

When the AIO team arrived at Chia-Yi, they found the problem of drainage to be the most urgent project facing them. The area utilized by the deploying squadrons was in a low, flat region which seasonal rains had converted into a swamp. A bulldozer was borrowed from the Chinese, and ditching operations were begun. The old Japanese storm drainage system, which the former masters of Formosa had built during World War II when Chia-Yi was the home of aircraft bearing the Rising Sun emblem, was located under two feet of mud, in much the same way as the seven cities of Troy were uncovered in succession by Heinrich Schliemann. In a few days, this drainage system had been cleaned, overhauled, and restored to operation.[197] Then, to improve living conditions further, the tent areas were moved to higher ground. Some lumbar was airlifted from Okinawa, and additional construction material was acquired by local purchase. This accomplished, the carpenters went to work, constructing board floors for the tents and building new showers and latrines. Pumps were installed, piping connected, the field filtration system relocated, and its capacity increased. Sinks with spigots were also installed, and an immersion heater was borrowed from Food Service stocks to provide hot water for the showers. With the arrival of generators, the electricians went briskly to work, and in a matter of a few hours, the newly-erected tents had electric lights. Eight tents, incidentally, were erected on the roofless second floor of an old, bombed-out former Japanese barracks. As a final touch, two day

rooms were set up and furnished with locall-purchased rattan furniture.

Meanwhile, the battle with the mud continued unabated. Victory was finally achieved through the liberal application of gravel which the Chinese trucked into the area and the Americans then spread and distributed. To make the place even more habitable, the team laid concrete walks connecting as many buildings as possible.

All of these things were to the good, but the most startling and welcome improvement without a doubt was the replacement of the old "oriental style" latrine with a new facility designed in the "late American" style. As a humorous aftermath of this changeover, one dark night in August the old, but non-expendable--and seemingly immortal--"oriental" structure caught fire from 200 gallons of accidentally-spilled JP-1 fuel and was consumed, along with its odious odors.[198]

80th Fighter Bomber Squadron Atomic Task Forces on Formosa.

Fifth Air Force Operations Plan 110-55 provided, as the reader may recall, for the division of the 80th Fighter Bomber Squadron into three or more atomic task forces (ATF's) of six aircraft each, which would be rotated in succession to Chia-Yi AB on Formosa. In accordance with this plan, the first air task force took off from Kadena on 8 June for a one week's exercise. This task force was attached upon its arrival at Chia-Yi to the 16th FIS, also deployed on a mobility exercise, for billeting and rations. Headquarters, 313th Air Division, provided communications and logistic support, including certain listed vehicles.[199] This support was specified in 313th AD Operational Plan 110-55.[200] The support element of the ATF, consisting of 27 passengers and 39,000

pounds of cargo, departed Kadena between 1300 and 1500 hours on 7 June, utilizing four C-119's of the 815th Troop Carrier Squadron which happened to be deployed at Futema AAB on a mobility exercise of their own. The six F-84G's of the ATF took off from Kadena at 0900 hours the following morning.[201] In addition to eight pilots, 19 maintenance personnel accompanied the task force to Chia-Yi.[202] This ATF returned to Okinawa on 17 June.[203]

The second atomic task force, comprising 33 men and 18,000 pounds of cargo, left for Chia-Yi on 22 June 1955, utilizing three C-47's and a C-119 belonging to the 313th Air Division to transport them to their mobility base.[204]

LOGISTIC AND FIELD MAINTENANCE SUPPORT OF THE 33D AIR RESCUE SQUADRON

On 29 March 1955, this headquarters received an information copy of a FEAF message directing Fifth Air Force to move the 33d Air Rescue Squadron (ARS) from Kadena Air Base to Naha Air Base.[205] Captain Tompkins N. Bogel, Chief of the Requirements Branch in the Plans and Programs Division, penciled a notation on the TWX that all interested agencies had been provided with this information, and that the 51st FIW had been requested to submit a complete support plan not later than 11 April. The 51st had also been authorized direct communication with the 33d in this matter.[206]

The movement order for the 33d ARS was forwarded by Fifth Air Force on 4 April in the form of a message scheduling the move for on or about 15 April.[207] This headquarters thereupon enclosed the message in a letter to the 33d ARS, with information copies to the 51st FIW and

6332d ABW, setting the target date for the move at 14 April.[208] On 5 April 313th Air Division forwarded a second message to the 51st FIW, requesting an interim report by April 7th on general plans for support of the move, with detailed plans to follow in the report already required by the 11th. The 51st FIW was also directed to begin preparing the selected facilities for use by the 33d ARS.[209]

On 7 April, Fifth Air Force, having been apprised of the problems concerning base facilities and housing at Naha Air Base, authorized delay of the move until 1 May. In addition, the air rescue squadron was authorized temporary use of facilities at Kadena AB, if available, as an interim measure, but in no case to the extent of impairing its operational capability. Upon receipt of this information, General Upthegrove made bold to disregard its reprieving grace and directed that the move be carried out as originally directed in the Fifth Air Force Operations Order.[210] In its interim report of 7 April, the 51st Fighter Interceptor Wing presented the following facts for the division's consideration:[211]

> 1. Reference message your headquarters, DO/PP 280 dated 5 April 1955, a preliminary survey has been conducted to ascertain what facilities can be made available to support the 33rd Air Rescue Squadron. The assumption has been made that a high priority will be afforded this organization, based upon the necessity for twenty-four hour operation.
>
> 2. Present planning of proposed and existing facilities will permit location of maintenance, operations, communications, and rescue communications center on the flight line or in the immediate vicinity. To facilitate maximum centralization of Air Rescue operational activities, action is being initiated to move the automotive maintenance section from the flight line to new construction area which is proposed for occupancy on 15 April 1955.
>
> 3. Pending detailed planning with the Commander, 33rd Air

Rescue Squadron, requirements for additional funds to permit renovation of quarters and buildings will be forwarded with final plan on 11 April 1955.

4. Based on the survey of facilities, action has been started on the preparation of facilities; however, the following problem areas are indicated as a matter of information:

a. New construction allocated to the automotive maintenance section is expected by the Air Force on 15 April 1955. Immediate beneficial occupancy cannot be accomplished, due to paving of entire area surrounding this building.

b. Vacating heavy machine equipment by the automotive maintenance section will require a minimum of three days.

c. All quonsets to be allocated for airman quarters contain storage of household furnishings which must be removed and stored. These quarters and latrine facilities will require renovation prior to occupancy to provide suitable quarters.

d. Additional administrative quonsets allocated for the Air Rescue Squadron are presently occupied by remaining personnel of the 529th AC&W Group. Equipment and records are being processed to permit release of buildings. These quonsets were committed to the AC&W Group for occupancy until 30 April 1955.

e. Initial information indicates Rescue Coordination Center may experience difficulty in conducting immediate operation with ADCC. Mobile equipment will be required in the event power facilities and antenna outlet cannot be completed.

5. Every effort will be made to permit orderly transition and movement of facilities, equipment and necessary renovation of buildings by all units concerned.

At a conference concerning aircraft engine maintenance which was held on 8 April at 313th Air Division Headquarters, the emissary of the 51st Fighter Interceptor Wing broached the subject of engine build-up support for the 33d Air Rescue Squadron. There had been rumors that the 51st would be required to assume this responsibility for the H-19's and SA-16's of the rescue outfit. The conferees representing this headquarters, however, were quick to assure him that no additional burdens such as this would be imposed on the 51st FIW without thorough

consideration of the lead-time required to plan properly for the acceptance of such responsibilities.[212]

The 51st FIW forwarded its detailed report of proposed support for the 33d ARS on 11 April, with the following comment in the letter of transmittal:[213]

> Your attention is invited to those critical areas entailing support through base supply and field maintenance. The problems within these areas are recognized as being most predominant in affecting the accomplishment of the mission; however, action is being taken to alleviate the difficulties foreseen as soon as possible. Submission of requests for additional personnel and funds will be forthcoming to support the 33d Air Rescue Squadron.

Captain Bogel noted on the margin of this letter that copies had been sent to the Director of Materiel and the Comptroller, as the officers chiefly interested, on 12 April 1955.[214]

In the report accompanying the letter, the 51st FIW described its preparations as follows:[215]

1. Administration: Facilities for command administration would make provision for the Commander's office, an administrative section, and a mail room. Renovation of the existing building would not be required.

2. Operations: Accommodations for alert crew living quarters, a lounge, and latrine facilities could be arranged in several quonset type buildings which the 51st FIW was providing for operational purposes in a location immediately adjacent to the flight line. A briefing room, previously used for this very purpose, would be provided, and would possess the additional advantage of being adjacent to the alert crew quarters. The central location of this building was expected to meet the needs of the squadron. Airborne medical equipment could be stored

at the discretion of the unit commander.

3. Materiel: The maintenance and supply area for the squadron would be adjacent to the flight line, where the installed power facilities were considered to be adequate. Technical supplies and equipment could be accommodated within an existing building, where space for specialized work shops, including those for propeller, hydraulic, and electrical maintenance, would likewise be available. Detailed organization of these various functions within the building would be arranged as the Commander, 33d ARS, might see fit. Before the new tenant could take possession, however, it was necessary for certain construction to be carried out to provide security, hot locker storage, and maintenance of specialized equipment.

4. Housing: Quonset type facilities were to be utilized for the airmen of the 33d ARS, since the permanent type barracks were already occupied. Each quonset was intended to accommodate 14 airmen. Because of a critical shortage of permanent housing, special consideration would be given to solving the problem of family quarters for both officers and airmen. The one bright spot in the entire housing picture was in the matter of bachelor officers, for whom adequate quarters were available.

5. Rescue Communications Center: Although space was being allocated for a communications center, its actual utilization would be dependent on the results of further coordination between the 51st FIW and the ADCC. Facilities for power and antenna outlet were not available, but the installation of a power transformer was being planned in connection with the antenna farm system.

6. Communications and Electronics: Quonset facilities or rooms constructed within the maintenance hangar would be made available for the communications and electronics sections. Even so, some construction would be required to provide hot lockers and security spaces.

7. Base Supply Support: Logistic support of the 33d ARS presented an immediate problem by reason of that organization's possession of aircraft types unrelated to those already in use by the 51st FIW. Until the move of the 33d ARS to Naha AB, line items for SA-16 and H-19A aircraft had never been maintained in base supply. Therefore, to achieve an orderly transition, it was recommended that an extensive overlap period be coordinated between Kadena and Naha Base Supply Offices to permit the compilation of necessary requirements for consumption data and AOCP items. Additional personnel would be required to augment the Priorities Section, Unit I of the Stock Records Section, and to augment the manning within the warehouse facility. Additional storage facilities would have to be provided to absorb line items peculiar to the additional aircraft and general organizational support.

8. Base Field Maintenance: The current workload within the engine shops of the field maintenance activity was estimated at 8,000 man-hours, as compared with an assigned 5,000 man-hours actually available. Extremely limited support could be expected within the machine, paint, radio, and radar shops area by reason of the support requirements for the primary mission aircraft. Neither was there any propeller facility within the field maintenance area. Engine build-up for reciprocating engines would have to be performed at Kadena Air Base until

adequate manning could be obtained at Naha. Full support, however, could be looked for in the fields of welding, woodmill, office machines, hydraulic, electric, battery, instrument, and ground power. In addition, it was expected that the proposed move of the field maintenance activities to the new Naha Air Base Maintenance Hangar scheduled for June 1955 would alleviate some of the critical areas existing during April. It was further proposed that the facilities available at Kadena AB continue to serve the 33d ARS until the 51st FIW could achieve adequate capabilities. A recent survey indicated a shortage of 248 vehicles during April. As though this were not bad enough, current directives required that 20 per cent of all assigned vehicles be kept in storage--a provision leaving few vehicles available for support of the 33d Air Rescue Squadron.

9. Manpower: Manpower requirements were being planned against the current manning documents to determine over-all base-wide support. The shortage of personnel in the maintenance career field was already causing the 51st FIW to request a 90-day extension of personnel in that field; hence, the additional workload brought on by the move of the 33d ARS would produce further deterioration in manning percentages, with a consequent lowering of maintenance capabilities.

Upon receipt of the above report in the Materiel Directorate on 12 April, that 313th staff section immediately dispatched a letter of instructions to the 18th Fighter Bomber Wing, directing that organization to ship, not later than 21 April, all H-19 spare parts, including engine spares, to the 51st Fighter Interceptor Wing. One-third of all SA-16

aircraft spares, aircraft engines, and aircraft engine spares were also to be shipped by that deadline. Items in supply pipelines for support of these aircraft were similarly to be diverted to Naha Base Supply as part of the transfer of supply support responsibility. Engine build-up for the aircraft of the 33d ARS was also to be performed by the 51st FIW.[216]

The following day, a similar letter was forwarded to the 51st FIW, with supply data attached for setting up stock levels for the types of aircraft to be supported.[217]

The operational movement of the 33d ARS to Naha AB commenced on 14 April and was completed the following day, as scheduled; however, the physical movement of the personnel from their quarters at Kadena AB to their new home at Naha was not completed until 1 May.[218]

At the end of April, Major Paul A. Hughes, Chief of the Plans and Programs Division, writing in the monthly history for the Operations Directorate, summed up the planning and execution of this unit movement as follows:[219]

> Late in March, Headquarters FEAF directed the permanent movement of the 33rd Air Rescue Squadron from its location on Kadena Air Base to Naha Air Base. The move was accomplished during the month of April.
>
> This movement was ordered as a result of extensive planning action to accomplish a specific objective--the relocation of the 80th Fighter Bomber Squadron to a more suitable area on Kadena Air Base. Because of a change in unit mission, the 80th Squadron had a requirement for ramp space and buildings which would provide a greater degree of security for its equipment and more immediate access to supporting activities. The space and buildings on Kadena occupied by the 33rd Air Rescue Squadron was [sic] determined to be best suited to fill this requirement, and the decision was made to move the 33rd Squadron to Naha to make this space available.

To accommodate the rescue squadron at Naha, a number of problems were considered by representatives of various commands--313th Air Division, 51st Fighter-Interceptor Wing, 6332nd Air Base Wing, 2nd Air Rescue Group, and the 33rd Air Rescue Squadron. Suitable ramp space, operations buildings, quarters, support facilities, and communications requirements were problem areas which required study. In addition, changes in capability for rescue coverage from a base designed for fighter-interceptor operations was considered a planning factor. The move had to be accomplished with minimum interruption of rescue service.

Ramp space at Naha was selected close to operational buildings and adjustments were made in hardstand areas occupied by base flight aircraft. Eight (8) quonset type buildings formerly occupied by the 529th AC&W Group (recently inactivated) were selected for operations and control center functions. Thirteen (13) quonset billets were diverted for airmen quarters and bachelor officers were quartered in permanent billets. Dependent quarters in the Kadena area were retained by rescue squadron personnel.

For one day during the movement, the Air Defense Control Center served as the Rescue Control Center until communications facilities were established in the operations area. Some difficulties were encountered in providing air/ground radio service because of antenna interference with other permanent structures; however, the erection of obstruction-clearing antenna poles alleviated the interference problem and normal communications facilities were operating with minimum disruption in service.

The 33d Air Rescue Squadron was in place and operational at Naha Air Base on 15 April, and the 80th Fighter-Bomber Squadron occupied the space facated at Kadena on 18 April. As a supplementary action during the month, a request was made to change the FEAF Programming documents to reflect Naha as the permanent location of the rescue squadron; in addition, the squadron was placed under the operational control of the 3rd Air Rescue Group, the group servicing Fifth Air Force units.

On 19 April, this headquarters published General Order 10, relieving the 33d Air Rescue Squadron from attachment to the 6332d ABW, effective 14 April, and attaching it to the 51st Fighter Interceptor Wing for administrative and logistical support.[220]

The letter of 13 April from 313th Air Division directing Naha to provide engine build-up support for the 33d ARS reached the 51st Maintenance and Supply Group on the same day that the rescue squadron completed

its operational move. Colonel Robert I. Cardenas, the Group Commander, hastened to inform his superior in the chain of command that the 51st Field Maintenance Squadron was in no position to assume such a large added responsibility. It would mean supplementing his work force with four engine mechanics; tools and equipment for reciprocating engine build-up would have to be in place; and space for performing the jobs would have to be provided. Besides, the establishment of a propeller maintenance section would require additional personnel, equipment, and separate shop facilities.[221] Colonel Cardenas further reminded the Wing Commander that logistic support of the 33d ARS by Naha Air Base would necessitate an increase of six airmen in the supply career field, not to mention $15,000 additional funds for Fiscal Years 1955-1956 to provide facilities and supplies for the support of the air rescue squadron.[222]

As soon as Colonel Ambrosen, the 51st Commander, received this indorsement, he paused to review the background of the problems arising out of the movement of the 33d ARS; and on 26 April his cogitations took tangible form in the following letter addressed to Headquarters, 313th Air Division:[223]

> This headquarters attributes conditions existing in the Engine Build-up and Field Maintenance Minor Repair of the 51st Field Maintenance Squadron to be a direct result of the assignment of responsibilities without the attendant personnel, tools, equipment, supplies or funds to carry out those responsibilities. Sequence of events since the assignment of these various responsibilities without consideration of the other factors, confirms the fact that such action is extremely hazardous. In-commission rates of this Wing and all other supported organizations are being adversely affected at present and will continue to be for some time after the problems involved are resolved.
>
> Present estimated completion date of new hangar . . . is 1 June 55. No estimate can be offered as to when this Wing might possess the facilities to accept responsibility for propeller

maintenance for the aircraft . . . . . .

Loss of personnel to fill levy imposed by [the 313th Air Division] . . . . . will further reduce the capability of the 51st Field Maintenance Squadron to cope with responsibilities already assigned, since eight of these personnel are being utilized in the jet engine build-up and minor repair sections, due to lack of proper type personnel.

Funds referred to . . . preceding indorsement, are being requested through Comptroller, this headquarters, on or about 25 Apr 55.

Representatives of this headquarters were assured at a conference held at your headquarters, 8 Apr 55, on the subject of Engine Maintenance, that no additional responsibilities would be imposed on this Wing without thorough consideration of the lead-time required to program for the acceptance of such responsibilities.

It is strongly recommended that reconsideration be given to the assignment of responsibilities contained in basic letter, and that immediate positive action be taken toward correction of the existent problems caused by lack of sufficient lead-time to accomplish proper planning for previous assignment of responsibilities to this Wing.

On 9 May, this headquarters received a message from Fifth Air Force alerting the 26th Fighter Interceptor Squadron for a permanent change of station move to Clark Air Force Base, Philippine Islands, with a readiness date of 17 June.[224] Assuming that the resulting saving at Naha Air Base would help to solve the problems involved in supporting the 33d ARS, this headquarters asked the 51st FIW on 13 May to re-evaluate its requirements for space, personnel authorizations, and funds, having in mind this projected change in support requirements. The 51st FIW was reminded once again that logistic support of the 33d ARS would remain its responsibility, and was desired to initiate action for establishing complete support capability by the earliest possible date. The 313th added, however, that during the transition period the 18th FBW

would be expected to lend assistance at any time that such support proved to be beyond the capacity of the 51st FIW.[225]

Exactly one month later, the 51st FIW replied to the above instructions by stating that such a re-evaluation of its requirements as the 313th had proposed would be of no benefit, since support of the 26th FIS in no way affected support of the 33d Air Rescue Squadron. Personnel employed in jet engine maintenance would be of little use in supporting reciprocating engine aircraft, while they were already overworked in supporting jet engine build-up and field maintenance minor repair requirements of fighter bomber squadrons at Kadena AB and Formosa, not to mention the three fighter interceptor squadrons at Naha AB whose support was taken for granted. Yet, with all this, the 51st's personnel authorization was predicated on its furnishing support for only three jet squadrons. Furthermore, the requested increase of supply personnel was still justified, notwithstanding the scheduled "defection" of the 26th FIS. The basis for this argument was that the addition of H-19 and SA-16 items to base stocks entailed an enlargement of facilities and of workload, while the loss of one jet squadron from the wing's support responsibilities would have only a minor alleviating effect on base supply operations, inasmuch as two other squadrons of the same type still remained at Naha to be supplied and serviced.[226]

In the same communication the 51st FIW bewailed the failure of Kadena Base Supply to ship the spare parts for H-19 and SA-16 aircraft, as this headquarters had directed it to do on 12 April. Although the 21 April deadline established by the 313th Air Division had long since slipped by, the 51st FIW had received only 51 line items. If the news

could be a source of any comfort to the much-abused Naha wing, however, the 18th FBW blithely reported that it had shipped between 400 and 600 line items. Unfortunately, they had never arrived, and, obviously, the 51 line items could not be accepted as adequate support for the H-19 and SA-16 aircraft.[227]

By 27 June the inadequacy of support being furnished the 33d ARS had become so flagrant that it was brought to the attention of the Inspector General at this headquarters. The sequel was that representatives of the Inspector General paid a staff visit to Naha AB from June 27th through the 29th to look into the situation at that station. From their investigation the IG people discovered that of 60 aircraft items requisitioned by the 33d ARS from Naha Base Supply during the first 18 days of June, only 20 items--or one-third of the amount requested--had been received. Back orders had been received for 24 of the other items, but no information whatsoever had been furnished concerning the remaining 16. In checking on the difference between the 51 items admittedly received by Naha Base Supply and the 600 items supposedly shipped by Kadena Base Supply, the inspectors were able to locate documentary evidence of 100 items shipped by Kadena, but no receipt record from Naha Base Supply for the same items. Furthermore, it was revealed that items marked for shipment to Naha Base Supply were taking as much as a month to get from Kadena to their destination. This headquarters had sent supply data to be used by Naha Base Supply in establishing stock levels on 13 April, but they had evidently been lost before seeing any use--a circumstance testifying to carelessness in the handling of important documents by Naha Base Supply personnel. A similar date list

furnished Naha Base Supply in May by the 33d Air Rescue Squadron had apparently met the same fate. Because of lack of support from the Naha Minor Engine Repair facility and the distance from engine build-up facilities at Kadena Air Base, the 33d ARS was attempting to perform its own engine build-up. The inspectors also found that the 33d ARS was depending on the Kadena Propeller Shop for propeller maintenance, despite the unavoidable delays which resulted from the distance involved and from poor communications. Finally, lest the 313th Air Division feel exempt from blame in the business, the inspectors noted that the 51st FIW had brought these problems to the attention of this headquarters during the latter part of April--without result.

In his report to the Deputy Commander, the 313th Inspector General recommended that the Director of Materiel, 313th Air Division, insure that assistance was given to the 51st FIW in establishing a conventional engine build-up shop for reciprocating engines, a tire shop, a propeller shop, and a life raft shop as part of the field maintenance facilities at Naha Air Base. Also, the DM should see to it that all future transfers of property between Kadena Base Supply and Naha Base Supply were handled in a more expeditious manner, particularly that committed for support of the 33d ARS. As for the Director of Materiel, 51st Fighter Interceptor Wing, the IG recommended that he look to the establishment of stock levels and the requisitioning of all items necessary for the support of SA-16 and H-19 type aircraft. In addition, he should insure greater coordination in the control and handling of all important directives, supply tables, and other written information by personnel of the 51st Fighter Interceptor Wing.[228]

All of these recommendations of the Inspector General were discussed at a meeting held by the 313th Director of Materiel on 28 June. In attendance were representatives of the Director of Operations, the Director of Personnel, and the Inspector General of this headquarters; representatives of the 18th Fighter Bomber Wing; of the 51st Fighter Interceptor Wing; and of the 33d Air Rescue Squadron. Problems relative to authorization and manning were discussed, and a course of action was outlined to the 33d ARS by the representatives of the 313th Air Division. Communication and supply support problems were also taken up, and areas of responsibility were outlined. On the strength of the ideas presented at this meeting, officials believed that most of the major problems which had plagued past efforts to support the 33d Air Resuce Squadron could be solved if each organization followed up the initial measures and pursued them to a successful conclusion.[229]

The matter was not allowed to die here, however; for this headquarters notified the 51st FIW on 7 July that 12 airman spaces were being transferred to that wing to take care of the requirements in the field maintenance and supply squadrons for support of the 33d ARS, effective 1 August.[230]

In a daily journal entry for 5 July 1955, the 313th Air Division Director of Operations made the following comment:[231]

> Fifth Air Force advises that they have received informal information that the operational capability of the 33d Air Rescue Squadron has been lowered subsequent to the move from Kadena Air Base to Naha Air Base. The 51st Fighter Interceptor Wing has been requested to take immediate action to insure that the 33rd Air Rescue Squadron is being given necessary support in order to effectively accomplish the mission, and it has been recommended that they re-survey the areas to be vacated for

possible relocation of the 33rd Air Rescue Squadron.

On 13 July 1955, this headquarters asked the 18th FBW to furnish a list of vouchers on the items shipped to Naha in support of the 33d Air Rescue Squadron and directed that wing to insure that the items had actually left Base Supply and the Transportation Section before reporting that they had been shipped to Naha Base Supply. The 18th FBW was also encouraged to communicate directly with the 51st FIW, in order to solve the mystery of the missing items, and also to resolve any other matters of logistical support for the 33d ARS until such time as the 51st FIW was able to assume full responsibility.[232]

FOOTNOTES

Footnote No.	Document No.	
1	42	MAT-M 203, Comdr. 5th AF to all 5th AF units, Jan. 1955.
2	--	5th AF Commander's Review, 1 March 1955.
3	--	Figures extracted from 5th AF Commander's Reviews for the periods indicated.
4	--	Air University Quarterly Review, Summer 1953, pp. 78-85.
5	43	COMDR 975, Comdr. 313th AD to Comdr. 18th FBW, 05/0930I 1955.
6	--	History, Det. #1, Hq. 313th Air Division, March-April 1955, p. 4.
7	--	5th AF Commander's Review, 1 May 1955.
8	--	18th FBW Management Summary, April 1955.
9	44	Personal Message, Maj. Gen. Fay R. Upthegrove to Comdr. 18th FBW, 06/0830I May 1955.
10	--	5th AF Commander's Review, 1 June 1955; Management Summary, 18th FBW, May 1955; HDR, DM, May 1955, p. 5; History, Det. #1, Hq. 313th AD, May 1955, p. 5.
11	--	5th AF Commander's Review, 1 July 1955; Management Summary, 18th FBW, June 1955; HDR, DM, June 1955, p. 6; History, Det. #1, Hq. 313th AD, June 1955, pp. 4-5.
12	--	HDR, Director of Operations, 18th FBW, 1 Nov.-31 Dec. 1954, pp. 3-4, inclosed in History, 18th FBW, 1 July-31 Dec. 1954.
13	45	18 FBW 233 WM, Comdr. 18th FBW to Comdr. 313th AD, 1 Apr. 1955.
14	--	Quarterly HDR (QHDR), Base Supply Officer, AFSO-F79, 18th M&S Gp., 18th FBW, 1 Jan.-31 March 1955, pp. 3-4.

Footnote No.	Document No.	
15	--	History, 18th Field Maint. Sq., 18th FBW, Jan.-March 1955, p. 5, in 18th FBW Historical Office file.
16	46	Report of "Field Exercise" from 26 Jan. 1955 through 18 Feb. 1955, 18th FBW Comptroller, n.d.
17	--	QHDR, Base Supply Officer, AFSO-F79, 18th M&S Gp., 18th FBW, 1 Jan.-31 March 1955, p. 4.
18	--	18th FBW Management Summary, March 1955.
19	11	Daily Journal, Director of Materiel, Hq., 313th AD, 4 March 1955.
20	45	18 FBW 233 WM, Comdr. 18th FBW to Comdr. 313th AD, 1 Apr. 1955.
21	47	COMDR 0823, Comdr. 18th FBW to Comdr. 313th AD, 08/0700Z Apr. 1955.
22	--	18th FBW Management Summary, April 1955.
23	48	741 DM/SS, Comdr. 313th AD to Comdr. 18th FBW, 29 March 1955.
24	11	DJ, DM, 31 March 1955.
25	49	DM/SS 429, Comdr. 313th AD to Comdr. 5th AF, 12 Apr. 1955.
26	--	Telephone conversation between M/Sgt. James D. Kinder, 313th AD Historical Technician, and 1st Lt. John J. Buzachero, Property Accounting Officer, AF-726-SO, 22 Aug. 1955.
27	--	Figures extracted from 18th FBW Management Summaries for periods indicated.
28	11	DJ, DM, 12 March 1955.
29	50	Ltr., Hq. 5th AF to Comdrs. 39th, 41st, 43d, 313th, and 314th AD's, sub.: AOCP, 23 March 1955.
30	45	18 FBW 233 WM, Comdr. 18th FBW to Comdr. 313th AD, 1 Apr. 1955.

Footnote No.	Document No.	
31	51	Ltr., Hq. 5th AF to Comdr. 313th AD, el al., sub.: AOCP, 3 May, 1955.
32	47	COMDR 0823, Comdr. 18th FBW to Comdr. 313th AD, 08/0700Z Apr. 1955.
33	--	DJ, DM, 51st FIW, 13 Apr. 1955, in 51st FIW Historical Office file.
34	52	Ltr., Hq. 313th AD to Comdrs. 18th FBW and 51st FIW, sub.: AOCP Report, [circa 17 Apr. 1955]
35	53	Ltr., Hq. 313th AD to Comdrs. 18th FBW and 51st FIW, sub.: AOCP Requisitioning, [circa 17 Apr. 1955]
36	53	Ibid.
37	53	Ibid.
38	54	DM/SS 2409, Comdr. 313th AD to Comdrs. 18th FBW and 51st FIW, 22 Apr. 1955.
39	55	Ltr., Hq. 313th AD to Comdr. 18th FBW, sub.: Status of AOCP Requisitions, 26 Apr. 1955.
40	55	Ibid.
41	11	DJ, DM, 26 Apr. 1955, and confirmed by telephone conversation of 5 Aug. 1955 between M/Sgt. James D. Kinder, 313th AD Historical Technician, and Capt. Ralph H. Stem, Chief, Supply and Services Division, DM, 313th AD.
42	11	DJ, DM, 26 Apr. 1955.
43	56	Ltr., Maj. Gen. Roy H. Lynn, VC, 5th AF, to Maj. Gen. Fay R. Upthegrove, Comdr. 313th AD, sub.: Accuracy of Aircraft In-Commission Reports, 2 May 1955.
44	--	DJ, DM, 15 July 1955. Will be included as a supporting document in History, 313th AD, July-Dec. 1955.
45	57	Ltr., Hq. 5th AF to Comdrs. 39th, 41st, 43d, 313th, and 314th AD's, sub.: Control of AOCP Rate, 2 May 1955.

Footnote No.	Document No.	
46	58	1st ind., (Ltr., Hq. 5th AF to Comdr. 313th AD, sub.: Items Causing AOCP's, 21 May 1955), Hq. 313th AD to Comdr. 5th AF, 16 June 1955.
47	11	DJ, DM, 24 May 1955.
48	--	DJ, DM, 51st FIW, 7 June 1955, in 51st FIW Historical Office file.
49	59	DM/S 4832, Comdr. 313th AD to Comdrs. 18th FBW and 51st FIW, 18/1030I June 1955.
50	11	DJ, DM, 23 June 1955.
51	11	DJ, DM, 25 June 1955.
52	11 9	DJ, DM, 13 May 1955; DJ, Director of Operations, Hq. 313th AD, 18 May 1955.
53	11	DJ, DM, 18 June 1955.
54	--	HDR, DM, March 1955, pp. 8-9.
55	--	Ibid., June 1955, p. 9.
56	--	Ibid., pp. 9-10.
57	--	Ibid., p. 10.
58	--	Ibid., pp. 10-11.
59	47 -- --	COMDR 0823, Comdr. 18th FBW to Comdr. 313th AD, 08/0700Z Apr. 1955; 18th FBW Management Summary, March 1955; HDR, DM, Apr. 1955, pp. 9-10.
60	11 --	DJ, DM, 15, 16 Apr. 1955; 18th FBW Management Summary, Apr. 1955, pp. 9-10.
61	60	MAT-MA-890, Comdr. 5th AF to Comdrs. 39th, 41st, 43d, 313th, and 314th AD, 13/0232Z Apr. 1955.
62	11	DJ, DM, 19 May 1955.
63	--	Ibid., 7 Jan., 26 Feb. 1955.
64	--	Ibid., 26 Feb. 1955.
65	11	Ibid., 5 Apr. 1955.

Footnote No.	Document No.	
66	60	MAT-MA-890, Comdr. 5th AF to Comdrs. 39th, 41st, 43d, 313th, and 314th AD, 13/0232Z Apr. 1955.
67	61	2217 DM/M, Comdr. 313th AD to Comdrs. 18th FBW and 51st FIW, sub.: Compliance with TO 1F-86-511, 15 Apr. 1955.
68	62	Ltr., Hq. 18th FBW to Comdr. 313th AD, sub.: Compliance with TO 1F-86-511, 19 Apr. 1955.
69	63	DM-M 4-126, Comdr. 51st FIW to Comdr. 313th AD, 22 Apr. 1955.
70	64	DM/M 2399, Comdr. 313th AD to Comdr. 5th AF, 22/0800I Apr. 1955.
71	11	DJ, DM, 26 Apr. 1955.
72	65	DM/M 2950, Comdr. 313th AD to Comdrs. 18th FBW and 51st FIW, 10/1445I May 1955.
73	--	HDR, DM, May 1955, p. 10.
74	11	DJ, DM, 19 May 1955.
75	66 11	DM/M 4045, Comdr. 313th AD to Comdr. 5th AF, 23/1030I May 1955; DJ, DM, 24 May 1955.
76	67	Ltr., Hq. 313th AD to Comdrs. 18th FBW and 51st FIW, sub.: Compliance with TO 1F-86-511 and 1F-86-511A, 5 Apr. 1955.
77	68	DM/M 4236, Comdr. 313th AD to Comdr. 5th AF, sub.: Compliance with TO 1F-86-511 and TO 1F-86-511A, 28/1040I May 1955.
78	--	HDR, DM, May 1955, p. 11.
79	69	DM/M 4435, Comdr. 313th AD to Comdr. 5th AF, sub.: TO 1F-86-511 and 1F-86-511A Progress Report, 04/1055I June 1955.
80	11	DJ, DM, 13 June 1955.
81	--	Conversation between M/Sgt. James D. Kinder, Historical Technician, 313th AD, and Major Irvin C. Steiner, Asst. Chief, Maintenance Div., DM, 313th AD, 24 Aug. 1955; HDR, DM, June 1955, p. 11.

Footnote No.	Document No.	
82	--	5th AF Commander's Review, 1 March 1955.
83	--	Ibid., 1 July 1955.
84	--	History, Det. #1, Hq. 313th AD, March-Apr. 1955, p. 4.
85	--	5th AF Commander's Review, 1 June 1955.
86	--	18th FBW Management Summary, June 1955.
87	9	DJ, DO, 26 Apr. 1955.
88	--	Ibid., 6 July 1955.
89	--	Ltr., Hq. 5th AF PERS-T to Comdr. 5th AF, sub.: Report of Staff Visit (313th Air Division), [circa 7 May 1955], 313th AD DP/MT file.
90	70	Booklet, Directorate of Personnel, Ground Training Guide, 1 July 1955; 5th AF Commander's Review, 1 July 1955.
91	--	5th AF Commander's Review, 1 July 1955.
92	71	Ltr., Hq. 313th AD to all units, sub.: On-the-Job Training, 8 Aug. 1955.
93	--	Ltr., Hq. 313th AD DPMT to DP, sub.: Report of Staff Visit, 2 June 1955, DPMT file.
94	--	5th AF Commander's Review, 1 July 1955.
95	71	Ltr., Hq. 313th AD DPMT to all units, sub.: On-the-Job-Training, 8 Aug. 1955.
96	72	Ltr., Hq. 313th AD DPMT to all units, sub.: Status of On-the-Job-Training, 30 June 1955, dtd. 23 Aug. 1955.
97	73	Ltr., Maj. Gen. Roy H. Lynn, VC, 5th AF, to Maj. Gen. Fay R. Upthegrove, Comdr. 20th AF, 1 Sept. 1954.
98	74	Ltr., Maj. Gen. Fay R. Upthegrove, Comdr. 20th AF, to Maj. Gen. Roy H. Lynn, VC, 5th AF, 1 Oct. 1954.
99	75	DM/SS 08484, Comdr. 313th AD to Comdr. 18th FBW, 8 Apr. 1955.

Footnote No.	Document No.	
100	76	Ltr., Hq. 18th FBW to Comdr. 313th AD, sub.: AOCP, 12 Apr. 1955.
101	--	HDR's, DM, for periods indicated.
102	11	DJ, DM, 4 Apr. 1955.
103	77	COMDR 974, Comdr. 313th AD to Comdr. 51st FIW, 05/0930I Apr. 1955.
104	78	Ltr., Hq. 51st FIW to Comdr. 313th AD, sub.: F-86D Maintenance, [circa 8 Apr. 1955].
105	--	DJ, DM, 51st FIW, 1 March 1955, in 51st FIW Historical Office file.
106	79	DM 2324, Comdr. 313th AD to Comdr. 51st FIW, 20/1000I Apr. 1955.
107	11	DJ, DM, 12 May 1955.
108	--	Minutes of Daily Informal Staff Meeting (DISM), Hq., 51st FIW, 14 June 1955, in 51st FIW Historical Office file.
109	--	Ibid.
110	80	MAT S A 3097, Comdr. 5th AF to Comdr. 313th AD, 29/0215Z June 1955.
111	--	5th AF Commander's Review, 1 July 1955.
112	--	HDR, DM, July 1955, p. 5.
113	--	Ibid., March 1955, p. 8.
114	81	DM-M 4-81, Comdr. 51st FIW to Comdr. 313th AD, 14 Apr. 1955.
115	--	HDR, DM, June 1955, p. 9.
116	--	History, 51st FIW, Jan.-June 1955, Vol. I, p. 50.
117	--	Ibid.
118	--	DJ, DM, 16, 17, 18 Feb. 1955.
119	--	Ibid., 25 Feb. 1955.

Footnote No.	Document No.	
120	11	Ibid., 21 March 1955; HDR, DM, Apr. 1955, p. 10.
121	11	Ibid., 24, 27 May 1955.
122	--	History, 51st FIW, Jan.-June 1955, pp. 52-53.
123	--	Ibid., p. 53.
124	--	Ltr., Hq. 51st FIW to Comdr. 313th AD, sub.: Compliance with Technical Order 1F-86-511, 23 May 1955, in DM, 313th AD file.
125	--	DJ, DM, 51st FIW, 19 May 1955, in 51st FIW Historical Office file.
126	66 11	DM/M 4045, Comdr. 313th AD to Comdr. 5th AF, 23/1030I May 1955; DJ, DM, 24 May 1955.
127	68	DM/M 4236, Comdr. 313th AD to Comdr. 5th AF, sub.: Compliance with TO 1F-86-511 and TO 1F-86-511A, 28/1040I May 1955.
128	--	HDR, DM, May 1955, p. 10.
129	--	History, 51st FIW, Jan.-June 1955, Vol. I, pp. 50-52.
130	11	DJ, DM, 16 Apr. 1955.
131	11	Ibid., 20 Apr. 1955.
132	--	History, 51st FIW, Jan.-June 1955, Vol. I, pp. 54-55.
133	--	HDR, DM, March 1955, p. 8.
134	--	Ibid., p. 7.
135	--	History, 51st FIW, Jan.-June 1955, Vol. I, pp. 75-77, 86-87.
136	--	DISM minutes, 51st FIW, 24 May 1955, in 51st FIW Historical Office file.
137	--	Ibid., 1 June 1955.
138	--	History, 51st FIW, Jan.-June 1955, Vol. I, p. 65.
139	--	History, Det. #1, Hq., 313th AD, June 1955, pp. 4-5.

Footnote No.	Document No.	
140	--	History, 51st FIW, Jan.-June 1955, Vol. I, p. 8.
141	--	Ibid., pp. 55-56.
142	--	Ibid., pp. 56-57.
143	--	Ibid., p. 57.
144	--	Ibid., pp. 13-18.
145	71	Ltr., Hq. 313th AD to all units, sub.: On-the-Job-Training, 8 Aug. 1955.
146	--	Ltr., Hq. 5th AF PERS-T to Comdr. 5th AF, sub.: Report of Staff Visit (313th Air Division), [circa 7 May 1955], in 313th AD DP/MT file; HDR, DP, Apr. 1955, p. 10.
147	--	HDR, DP, June 1955, p. 11.
148	--	History, 51st FIW, Jan.-June 1955, Vol. I, pp. 39-40.
149	--	Ibid., p. 18.
150	9 & 11	DJ, DO, 11 March 1955; DJ, DM, 11 March 1955.
151	82	DF, DO to Comdr. 313th AD, sub.: Fatal Ground Accident at Naha AB, 9 March 1955, dtd. 16 March 1955.
152	83	S.O.P. No. 10, Maintenance Section, 25th FIS, sub.: Removal of Canopy or Pilot Ejection Seat, 14 March 1955; History, 51st FIW, Jan.-June 1955, Vol. I, p. 54.
153	82	DF, DO to Comdr. 313th AD, sub.: Fatal Ground Accident at Naha AB, 9 March 1955, dtd. 16 March 1955.
154	84	Ltr., Hq. 313th AD to Comdr. 5th AF, sub.: Command Analysis, 24 March 1955.
155	85	3d inc., (Ltr., Hq. FEALOGFOR to CG's Japan Air Defense Force, 5th AF, 13th AF, and 20th AF, sub.: Jet Engine Minor Repair Program, 13 Apr. 1953), Hq. 6351st Maint. Sq. to CO, 6351st M&S Group, 1 May 1953.
156	--	Naha News, 17 Sept. 1954, in 313th AD Historical Office file.
157	--	DJ, DM, 1 Feb. 1955; HDR, DM, Feb. 1955, pp. 7-8.

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Footnote No.	Document No.	
158	11	DJ, DM, 22 March 1955.
159	11	Ibid., 15 Apr. 1955.
160	11	Ibid., 16 Apr. 1955.
161	11	Ibid., 20 Apr. 1955.
162	--	HDR, DM, Apr. 1955, p. 10.
163	11	DJ, DM, 9 June 1955.
164	11	Ibid., 25 June 1955.
165	11	Ibid., 22 June 1955.
166	11	Ibid., 25 June 1955.
167	11	Ibid., 24 June 1955.
168	--	HDR, DM, Jan. 1955, p. 12.
169	--	Ibid., p. 13.
170	--	HDR, DM, Feb. 1955, p. 12.
171	--	Ibid., pp. 13-14.
172	--	Ibid., p. 15.
173	--	HDR, DM, March 1955, p. 12.
174	--	Ibid., pp. 12-13.
175	--	Ibid., p. 33.
176	--	HDR, DM, Apr. 1955, p. 12.
177	--	Ibid., pp. 13-14.
178	--	Ibid., p. 14.
179	--	HDR, DM, May 1955, p. 16.
180	--	Ibid., p. 17.
181	--	Ibid., pp. 17-18.

Footnote No.	Document No.	
182	--	HDR, DM, June 1955, p. 32.
183	9	DJ, DO, 6 June 1955.
184	9	Ibid., 8 June 1955.
185	46	Report of "Field Exercise" from 26 Jan. 1955 through 18 Feb. 1955, 18th FBW Comptroller, n.d.
186	46	Ibid.
187	--	Torii Times (Kadena Base weekly newspaper), 18 March and 29 April 1955, in 313th AD Historical Office file.
188	46	Report of "Field Exercise" from 26 Jan. 1955 through 18 Feb. 1955, 18th FBW Comptroller, n.d.
189	11	DJ, DM, 4, 18 March, 2 April 1955.
190	9	DJ, DO, 5 Apr. 1955.
191	--	"Mobility" 16th Fighter Interceptor Squadron, n.d., carried as Appendix F to History, 51st FIW, Jan.-June 1955, Vol. I.
192	11	DJ, DM, 18 May 1955.
193	--	"Mobility" 16th Fighter Interceptor Squadron, n.d., carried as Appendix F to History, 51st FIW, Jan.-June 1955, Vol. I.
194	--	History, Det. #1, Hq. 313th AD, May 1955, p. 5.
195	--	"Mobility" 16th Fighter Interceptor Squadron, n.d., carried as Appendix G to Hidtory, 51st FIW, Jan.-June 1955, Vol. I.
196	86	Staff Study, "General Report on Conditions at Chai-Yi Air Base," n.d. [circa mid-June], signed by 1st Lt. Walter R. Rykken, Jr., USAF, 67th FBS.
197	--	Torii Times, 12 Aug. 1955.
198	--	Ibid., 26 Aug. 1955.
199	11 9	DJ, DM, 4 June 1955; HDR, DM, June 1955, p. 32; DJ, DO, 4 June 1955.

Footnote No.	Document No.	
200	9	DJ, DO, 6 June 1955.
201	11	DJ, DM, 3 June 1955.
202	9	DJ, DO, 9 June 1955.
203	11	DJ, DM, 17 June 1955.
204	11	Ibid., 22 June 1955.
205	87	DO-O&M 3813, Comdr. FEAF to Comdr. 5th AF, 29/0915Z March 1955.
206	87 & 9	Ibid.; DJ, DO, 5 Apr. 1955.
207	88	OPR-O&M 1016, Comdr. 5th AF to Comdr. 313th AD, 04/0534Z Apr. 1955, carried as inclosure to Ltr., Hq. 313th AD to Comdr. 33d ARS, sub.: Movement of the 33rd Air Rescue Squadron from Kadena Air Base to Naha Air Base, [circa 6 Apr. 1955].
208	88	Ltr., Hq. 313th AD to Comdr. 33d ARS, sub.: Movement of the 33d ARS from Kadena Air Base to Naha Air Base, [circa 6 Apr. 1955].
209	89	DO/PP 280, Comdr. 313th AD to Comdr. 51st FIW, 05/1101I Apr. 1955.
210	90	OPR-O&M 1226, Comdr. 5th AF to Comdr. 313th AD, 07/0619Z Apr. 1955.
211	91	Ltr., Hq. 51st FIW to Comdr. 313th AD, sub.: Transfer of 33rd Air Rescue Squadron, 7 Apr. 1955.
212	92	3d ind., (Ltr., Hq. 313th AD to Comdr. 51st FIW, sub.: Supply Support of H-19 and SA-16 Aircraft, 13 Apr. 1955), Hq. 51st FIW to Comdr. 313th AD, 26 Apr. 1955.
213	93	Ltr., Hq. 51st FIW to Comdr. 313th AD, sub.: Transfer of the 33d Air Rescue Squadron, 11 Apr. 1955.
214	93	Ibid.
215	93	Ibid.
216	94	Ltr., Hq. 313th AD to Comdr. 18th FBW, sub.: Supply Support of H-19 and SA-16 Aircraft, 12 Apr. 1955.

Footnote No.	Document No.	
217	92	Ltr., Hq. 313th AD to Comdr. 51st FIW, sub.: Supply Support of H-19 and SA-16 Aircraft, 13 Apr. 1955.
218	--	History, 33d ARS, Jan.-June 1955, p. 2.
219	--	HDR, DO, Apr. 1955, pp. 12-14.
220	2	313th AD GO 10, dtd. 19 Apr. 1955.
221	92	2d ind., (Ltr., Hq. 313th AD to Comdr. 51st FIW, sub.: Supply Support of H-19 and SA-16 Aircraft, 13 Apr. 1955), Hq. 51st M&S Gp. to 51st FIW, n.d.
222	92	Ibid.
223	92	3d ind., (Ltr., Hq. 313th AD to Comdr. 51st FIW, sub.: Supply Support of H-19 and SA-16 Aircraft, 13 Apr. 1955), Hq. 51st FIW to Comdr. 313th AD, 26 Apr. 1955.
224	9	DJ, DO, 9 May 1955.
225	92	4th ind., (Ltr., Hq. 313th AD to Comdr. 51st FIW, sub.: Supply Support of H-19 and SA-16 Aircraft, 13 Apr. 1955), Hq. 313th AD to Comdr. 51st FIW, 13 May 1955.
226	92	5th ind., (Ltr., Hq. 313th AD to Comdr. 51st FIW, sub.: Supply Support of H-19 and SA-16 Aircraft, 13 Apr. 1955), Hq. 51st FIW to Comdr. 313th AD, 13 June 1955.
227	92	Ibid.
228	95	Ltr., Inspector General, Hq. 313th AD to DC, 313th AD, sub.: Report of Staff Visit, 33rd Air Rescue Squadron, 8 July 1955.
229	11	DJ, DM, 30 June 1955.
230	96	Ltr., Hq. 313th AD to Comdr. 51st FIW, sub.: Transfer of Spaces for Support of 33rd Air Rescue Squadron, 7 July 1955.
231	--	DJ, DO, 6 July 1955.
232	92	6th ind., (Ltr., Hq. 313th AD to Comdr. 51st FIW, sub.: Supply Support of H-19 and SA-16 Aircraft, 13 Apr. 1955), Hq. 313th AD to Comdr. 18th FBW, 13 July 1955.

Footnote No.	Document No.	
---	97	Daily Journals, Director of Personnel, 1 March-30 June 1955.
---	98	Daily Journals, Comptroller's Office, 1 March-30 June 1955.
---	99	Daily Journals, Office of Information Services, 1 March-30 June 1955.

APPENDIX 1

KEY STAFF POSITIONS, 313TH AIR DIVISION

APPENDIX 1

KEY STAFF POSITIONS, 313TH AIR DIVISION

POSITION	COMMAND
COMMAND	
Commander	Major General Fay R. Upthegrove (1 March - 30 June)
Deputy Commander	Colonel Curtis D. Sluman (1 March - 30 June)
Deputy for Air Defense	Colonel Hilmer C. Nelson (23 March - 30 June)
Assistant to Deputy Commander	Lieutenant Colonel James R. Smith (1 March - 30 June)
Aide de Camp	Captain John R. Crane (1 March - 30 June)
INSPECTOR GENERAL	
Inspector General	Colonel James R. Lyons (1 March - 8 March)
Acting Inspector General	Lieutenant Colonel Edward T. Fels, Jr. (8 March - 23 March)
Inspector General	Lieutenant Colonel Edward T. Fels, Jr. (23 March - 18 April)
	Colonel Homer C. Rankin (18 April - 30 June)
Tactical Inspector	Lieutenant Colonel William J. Rhodes (1 April - 24 April)
Provost Marshal	Major John N. Rogers (1 March - 10 March)
	Major Lloyd S. Hansen (10 March - 1 June)

Appendix 1

Position	Name
Provost Marshal (Cont'd)	Lieutenant Colonel Richard J. Wade (1 June - 30 June)
Administrative Inspector	1st Lieutenant Kenneth H. Kennedy (1 March - 30 June)
Technical Inspector	WOJG Marvin Thomas Higginson (1 March - 30 June)
Commander, OSI District Office #3	Major Ralph R. Bayer (1 March - 30 June)
JUDGE ADVOCATE	
Staff Judge Advocate	Lieutenant Colonel Harry H. Goldstein (1 March - 30 June)
Asst. Staff Judge Advocate	Lieutenant Colonel Robert O. Rollman (5 June - 30 June)
	Major John B. Higby (1 March - 31 May)
	Major Harry Scheiner (1 March - 30 June)
	Captain John H. Leonard (1 March - 30 June)
SURGEON	
Staff Surgeon	Colonel Jack H. Bristow (1 March - 30 June)
OFFICE OF INFORMATION SERVICES	
Information Services Officer	Colonel Earl S. Howarth (1 March - 23 March)
Acting Information Services Officer	1st Lieutenant Roy L. Goodale (23 March - 1 April)

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Appendix 1

Position	Name
Information Services Officer	Lieutenant Colonel Thomas M. Carrigan (1 April - 30 June)
Historical Officer	1st Lieutenant Roy L. Goodale (1 March - 9 June)
Command Historian	Mr. Wayne G. Peterson (Civilian) (1 March - 30 June)
COMMAND ADJUTANT	
Command Adjutant	Lieutenant Colonel Jack A. Riggs (1 March - 30 June)
HEADQUARTERS SQ SECTION	
Commandant	Captain Stanley Haas (1 March - 30 June)
OFFICE OF THE COMPTROLLER	
Comptroller	Colonel Charles S. Boehme (1 March - 23 June)
	Lieutenant Colonel Lawrence A. Boyd (23 June - 30 June)
Chief, Accounting Division	Captain Jess E. Spicher, Jr. (1 March - 29 April)
	Lieutenant Colonel Lawrence A. Boyd (29 April - 22 June)
Budget Officer	Major Glenn M. Swedlund (1 March - 25 May)
Ch., Management Analysis Div.	Lieutenant Colonel Lewis E. Hollard (1 March - 30 June)
Management Analysis Officer	Captain Alfred J. Sciarappa (1 March - 30 June)
Ch., Stats. Services Div.	Major Onie A. Carroll (1 March - 30 June)

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Appendix 1

Position	
Asst. Ch., Stats. Svs. Div.	Captain Howard S. McCauley (1 March - 30 June)
Ch., Machine Acctg. Branch	Captain Llewellyn B. Marshall (1 March - 30 June)
DIRECTOR OF PERSONNEL	
Director of Personnel	Colonel John A. Meeks (1 March - 30 June)
Ch., Officers' Division	Major Rolland E. Louden (1 March - 16 June)
	Major Dubert B. Hartley (16 June - 30 June)
Ch., Warrant Officer & Airmen Division	Captain John S. Dunham (1 March - 30 June)
Ch., Individual Training Div.	Captain Harold W. Lloyd (1 March - 30 June)
Ch., Training Branch	WOJG George H. Phillips (1 March - 3 April)
	Captain Harold W. Lloyd (3 April - 30 June)
Ch., Personnel Svcs. Div.	Major Milton H. Hopkins (1 March - 15 March)
	CWO Ralph F. Webster, Jr. (15 March - 30 June)
Flying Safety Officer	Captain Ralph M. Bartos (1 March - 19 April)
Ground Safety Engineer	Mr. Max Hudren (Civilian) (1 March - 19 April)
Assistant for Safety	Major Ulmer C. Buchanan (19 April - 30 June)

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Appendix 1

Position	Name
STAFF CHAPLAIN	
Staff Chaplain	Lieutenant Colonel Joseph Thomas O'Brien (1 March - 30 June)
DIRECTOR OF OPERATIONS	
Director of Operations	Colonel William L. Reynolds (1 March - 22 June)
	Colonel Leo C. Moon (22 June - 30 June)
Ch., Plans & Programs Div.	Major Paul A. Hughes (1 March - 30 June)
Ch., Programs Branch	Captain Tompkins N. Bogel (1 March - 30 June)
Ch., Oper. & Train. Div.	Lieutenant Colonel Lynn D. Blackwell (1 March - 21 June)
	Major James C. Finlayson (21 June - 30 June)
Ch., Air Defense Oper. Br.	Captain Warren A. Harmon (1 March - 4 May)
	Major John C. Baird (4 May - 30 June)
Ch., Tactical Oper. Branch	Major Jack L. Raymer (1 March - 30 June)
Ch., Operations Svs. Branch	Captain Charles A. Wilde (1 March - 30 June)
Ch., Electronics Warfare Br.	1st Lieutenant John V. Fay, Jr. (6 April - 30 June)
Ch., Organization & Manpower	Lieutenant Colonel Benjamin O. Greene, Jr. (1 March - 10 March)
	Lieutenant Colonel Benjamin P. Rambo (10 March - 30 June)

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Appendix 1

Position	Name
Ch., Communications Division	Lieutenant Colonel Irving Gravin (1 March - 30 June)
Ch., Prog. & Rqmts. Branch	Captain John J. Hobson (1 March - 28 April)
	Major Frank A. Papcun (28 April - 30 June)
Ch., Elect. Systems Branch	Captain Eugene P. Daspit (1 March - 30 June)
Ch., Intelligence Division	Major Richard P. Reinsch (1 March - 30 June)
Ch., Operational Intell. Br.	Captain Rudolph H. Pestalozzi (1 March - 30 June)
Ch., Current Intell. Sec.	Captain John E. Masterson (1 March - 7 June)
	1st Lieutenant Donald F. Hubbard (7 June - 30 June)
Ch., Target Branch	Captain Lawrence W. Gold (1 March - 30 June)
DIRECTOR OF MATERIEL	
Director of Materiel	Colonel Robert Whelchel (1 March - 30 June)
Ch., Plans, Prog. & Rqmts. Branch	Major George A. Wischmann (1 March - 30 June)
Staff Exchange Officer	Lieutenant Colonel Jewell Matthews (1 March - 30 June)
Ch., Supply & Svs. Div.	Major Glen M. George (1 March - 14 June)
	Vacant (14 June - 30 June)

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Appendix 1

Position	Name
Ch., Electronics & Comm. Br.	Major Edward C. McCullough (1 March - 30 June)
Air Force Representative, SAPOR (Sub-Area Petroleum Officer, Rycom)	Major William P. Couch (1 March - 7 June)
	Vacant (7 June - 30 June)
Ch., Aircraft Supply Br.	Major Howard W. Peterson (25 April - 30 June)
Ch., General Sup. & Svs. Br.	Captain Ralph H. Stem (1 March - 30 June)
Ch., Armament & Munitions Br.	1st Lieutenant Robert W. Muth (1 March - 30 June)
Ch., Maintenance Division	Major Gerald L. Purkey (1 March - 30 June)
Ch., Motorized & Misc. Equip. Branch	Captain Ernest J. Tyndall (1 March - 14 June)
Comm. & Elec. Staff Officer	Major Edward C. McCullough (25 April - 30 June)
Electronics Officer	Captain Donald R. Livengood (5 May - 30 June)
Ch., Transportation Div.	Major William V. Favor, Jr. (1 March - 12 June)
	Lieutenant Colonel Stanley E. Bradley, Jr. (12 June - 30 June)
Air Transportation Officer	Captain William R. J. Van Brunt (1 March - 1 April)
	Vacant (1 April - 30 June)
Air Priorities Officer	1st Lieutenant David Kulchin (1 March - 30 June)

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Appendix 1

Position	Name
Surface Trans. Officer	2d Lieutenant George A. Breher (1 March - 30 June)
Ch., Procurement Division	Major Paul F. Pomeroy (1 March - 30 June)
Ch., Contracting Branch	Major Vincent E. Howard (1 March - 30 June)
Property Administrator O.	Captain Walter Baron (1 March - 4 April)
Production Procurement O. (Add'l Duty)	Captain William F. Gilbert (10 March - 30 June)
Ch., Installations Div.	Colonel Paul W. Stephens (1 March - 30 June)
Ch., Facilities Support Br.	Major Robert F. Kavanaugh (1 March - 30 June)
Ch., Plans & Programs Br.	Major Andy S. Briscoe (1 March - 7 April)
	Vacant (7 April - 30 June)
Civilian Chief, Plans & Programs Branch	Mr. Frank W. Roberts (1 March - 30 June)
Administrative Officer	1st Lieutenant Clifford P. Jensen (1 March - 1 May)
Acting Ch., Eng. Branch	1st Lieutenant Norman N. Stout (1 March - 1 June)
Ch., Real Property Branch	1st Lieutenant Norman N. Stout (1 June - 30 June)
Ch., Management Branch	Mr. Hamlin Bucknam (Civilian) (1 March - 20 June)
Act. Ch., Management Branch and Real Property Officer	Mr. Clyde R. Cox (Civilian) (20 June - 30 June)
Ch., Construction Branch	Mr. Jeff T. Olsen (Civilian) (1 March - 1 June)

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Position	
Ch. Engineer	Mr. James H. Cusack (Civilian) (1 March - 1 June)
Asst. Ch., Instal. Div.	Mr. James H. Cusack (1 June - 30 June)

313TH AIR DIVISION ORGANIZATION COMMANDERS

Naha Units

51st FIW Commander	Colonel Edwin C. Ambrosen (1 March - 30 June)
51st FIW Exec. Officer	Major Bertram L. Hambleton, Jr. (1 March - 10 March)
	Colonel Newton M. Richard, Jr. (10 March - 30 June)
51st AB Group Commander	Colonel Travis Hoover (1 March - 30 June)
51st M&S Group Commander	Lieutenant Colonel Frank F. Woolley, Jr. (1 March - 19 March)
	Colonel Robert I. Cardenas (19 March - 30 June)
26th Fighter Intcp. Sq. Commander	Lieutenant Colonel Donald V. Miller (1 March - 13 June)
	Lieutenant Colonel Homer W. Morris (13 June - 30 June)
25th FIS Commander	Major Glenroy G. Grewe (1 March - 13 June)
	Lieutenant Colonel Donald V. Miller (13 June - 30 June)

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Appendix 1

Position	
16th Fighter Intcp. Squadron Commander	Lieutenant Colonel Homer W. Morris (1 March - 8 June)
	Major Lee F. Richason (8 June - 30 June)
529th AC&W Group Comdr.	Colonel Newton M. Richard, Jr. (1 March - 15 March)
623d AC&W Sq. Comdr.	Major Horace M. Jacks (1 March - 1 May)
	Lieutenant Colonel Harry O. Flathmann (1 May - 30 June)
624th AC&W Sq. Comdr.	Major Joe L. Graham (1 March - 30 June)
851st AC&W Sq. Comdr.	Captain Jacob H. Rodenbough (1 March - 15 March)
51st Fighter Gr., Comdr.	Colonel George W. Williams (1 March - 30 June)
51st Tactical Hosp. Comdr.	Captain Richard W. Paine (1 March - 30 June)
33rd ARS Commander	Lieutenant Colonel Raleigh G. Smith (1 March - 30 June)
Attached Units Okinawa	
15th Weather Sqdn. Comdr.	Lieutenant Colonel Leland J. Rath (1 March - 8 April)
	Lieutenant Colonel Herschel H. Slater (8 April - 5 June)
	Lieutenant Colonel Lowell A. Schuknecht (5 June - 30 June)
13th Comm. Sqdn. Comdr.	Major Gordon R. Sorensen (1 March - 30 June)

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313th AD, 1955-I

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Position	
17th Comm. Constr. Sqdn. Comdr.	Captain Robert C. Mills (1 March - 30 June)
12th Aviation Depot Sqdn. Comdr.	Lieutenant Colonel John C. Fox (1 March - 30 June)
7th Tactical Depot Squadron Comdr.	Lieutenant Colonel Hugh W. Dale (1 March - 30 June)
Kadena Units	
6332d ABW Commander	Colonel James C. Cochran (1 March - 5 April)
6332d ABW Executive Officer	Colonel John C. Healey (1 March - 5 April)
6332d M&S Group Commander	Lieutenant Colonel George C. Hemminger (1 March - 7 April)
6332d A/B Group Commander	Lieutenant Colonel Leo E. Ogozaly (1 March - 11 March)
	Colonel James B. Cobb (11 March - 1 May)
18th Fighter Bomber Wing Comdr.	Colonel Homer C. Rankin (1 March - 5 April)
	Colonel Glendon P. Overing (5 April - 30 June)
18th Fighter Bm. Wing D/Comdr.	Colonel James C. Cochran (5 April - 14 June)
	Colonel John C. Healey (14 June - 30 June)
18th Fighter Bm. Wing/Exec. Off.	Colonel Kermit D. Messerschmitt (1 March - 5 April)
	Colonel John C. Healey (5 April - 14 June)

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Appendix 1

Position	
18th Fighter Bm. Wing/Exec. Off. (cont'd)	Lieutenant Colonel Stanley Smith (14 June - 30 June)
18th F/B Group Commander	Colonel Paul E. Hoeper (1 March - 18 June)
Acting 18th F/B Group Comdr. (Add'l Duty)	Lieutenant Colonel Joseph E. Andres (18 June - 30 June)
12th Ftr. Bomber Sq. Comdr.	Lieutenant Colonel Clifford P. Patton (1 March - 3 May)
	Major Joe Setnor (3 May - 30 June)
44th Ftr. Bomber Sq. Comdr.	Lieutenant Colonel Joseph E. Andres (1 March - 30 June)
67th Ftr. Bomber Sq. Comdr.	Lieutenant Colonel Richard M. Scott (1 March - 14 May)
	Major Howard B. Townsley (14 May - 30 June)
18th M&S Group Commander	Colonel Albert L. Perry (7 April - 22 June)
	Colonel Charles L. Perkins (22 June - 30 June)
18th A/B Group Commander	Major Harley A. Williams (1 March - 14 April)
	Colonel James B. Cobb (14 April - 30 June)
581st Air Resupply Group Comdr.	Colonel William W. Wilcox (1 March - 30 June)
581st Air Resupply Grp. D/Comdr.	Colonel H. M. Campbell (1 March - 30 June)
581st Air Resupply Squadron, Comdr.	Lieutenant Colonel Calvin E. McWilliams (1 March - 30 June)

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Appendix 1

Position	
581st Airborne Materials Assembly Squadron	Lieutenant Colonel Edward R. Ford (1 March - 30 June)
80th Ftr. Bomber Sq. Comdr.	Lieutenant Colonel John L. Gregory, Jr. (1 March - 30 June)
546th Ammunition Supply Sq. (Depot)	Lieutenant Colonel Robert J. Darling (1 March - 3 June)
	Lieutenant Colonel Leo H. Vanderhoven (3 June - 30 June)

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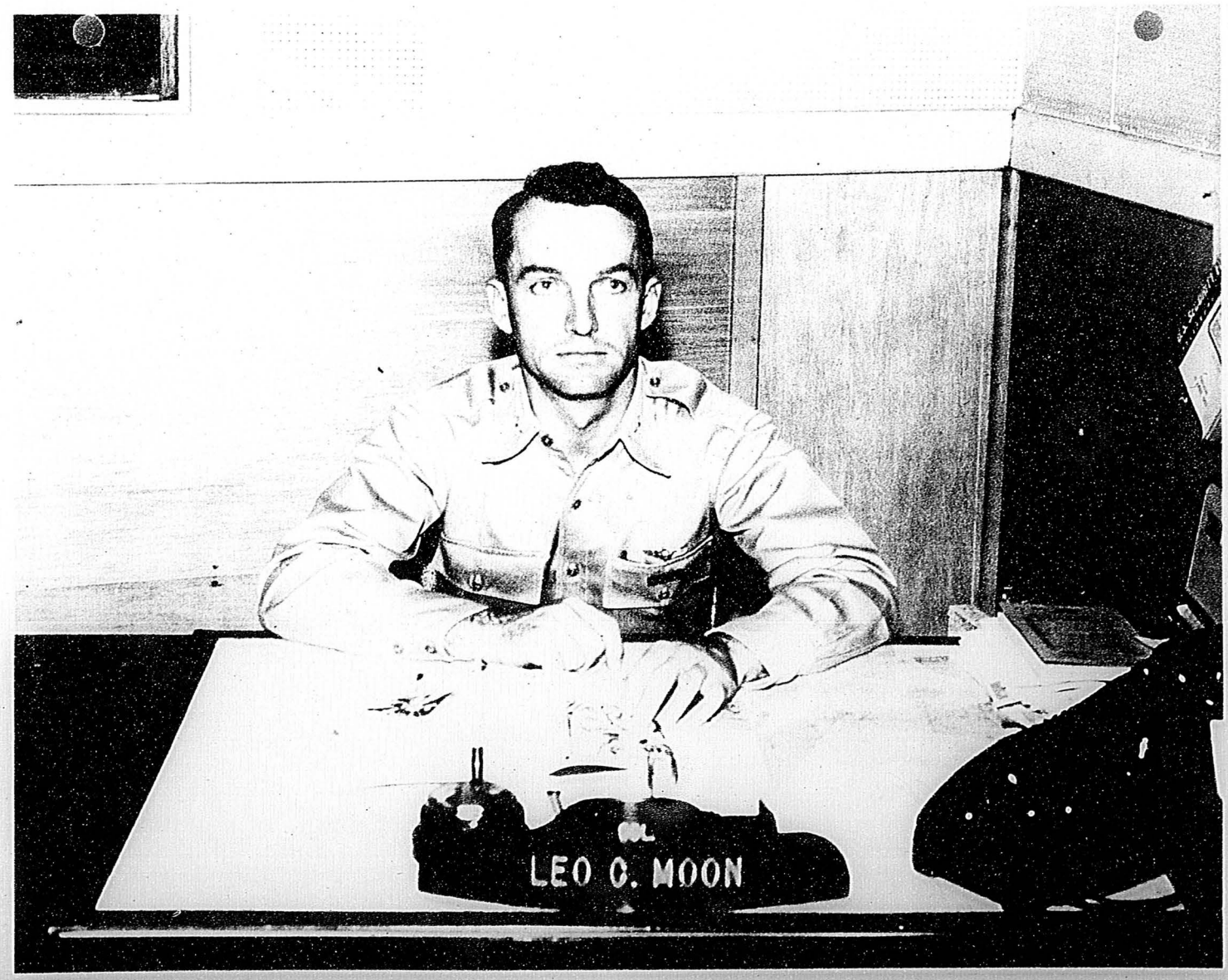
APPENDIX 2

BIOGRAPHICAL DATA OF KEY PERSONNEL

COLONEL LEO CLAIRE MOON


LEO C. MOON

313th AD, 1955-I

COLONEL LEO CLAIRE MOON 7 531 A

Director of Operations, 313th Air Division

Place and Date of Birth: Harrisburgh, Idaho, 16 August 1918.

Marital Status: Married, 4 children.

EDUCATION:

	Name and Location	Major Subj:	Graduate Yes	Graduate No	Degree	Date
High School:	Kamiah, Idaho	Academic	X			1936
Univ's:	University of Idaho	Mech Engr	X		BSME	1940
	Princeton Univ., New Jersey	Flt Test	X		MS Engr	1947

ACTIVE DUTY MILITARY & CIVILIAN SCHOOLING

Name of School	Title of Course	Length	Rating	Year
AFFS	Basic & Adv Pilot	8 mos	Com	Mar 1941
AFTS-W/PAFB Ohio	Exp Test Plt Sch	3 mos	Com	Oct 1947

AWARDS, DECORATIONS AND CITATIONS

Type	Date of Authority
DFC w/1 OLC	1944
Croix de Guerre	3 Dec 1943
EAME Camp Medal	16 Mar 1951
Amer Camp Medal	16 Mar 1951
AM w/19 OLC	7 Jun 1944
DUB	16 Mar 1951
Croix de Guerre (Bel)	- - -
Fourragere (Bel)	1947
Croix de Guerre (Bel)	1947
Croix de Guerre (France)	1947
Croix de Guerre (Bel)	1947
NDSM	31 Jul 1953

GRADE STATUS

Grade	Type	Effective Date	Date of Rank
2d Lt	ORC	17 Jun 1940	-----
2d Lt	ORC	15 Mar 1941	15 Mar 1941
1st Lt	AUS	1 Feb 1942	1 Feb 1942
Captain	AUS-AC	21 Aug 1942	21 Aug 1942
Captain	AUS	13 Aug 1943	13 Aug 1943
Major	AUS-AC	16 Jul 1943	16 Jul 1943
Major	AUS	25 Jul 1944	25 Jul 1944
Lt Colonel	AUS	7 Sep 1944	7 Sep 1944
1st Lt	RA	23 Jul 1947	12 Jul 1944
Lt Colonel	AFUS	30 Jun 1948	7 Sep 1944
Captain	USAF	25 Oct 1948	1 Jul 1948
Colonel	AFUS	19 Jan 1951	19 Jan 1951
Major	USAF	12 Jul 1951	14 Dec 1950

CHRONOLOGICAL RECORD OF MILITARY SERVICE

Dates From	Dates To	Duties	Unit or Organization
22 Jun 1940	14 Mar 1941	Avn Cadet Pilot Tng Compl.	
15 Mar 1941	26 May 1941	Trainee Pilot	71 PSq 53 PGp Selfridge, Michigan
27 May 1941	11 Feb 1942	Pilot (2) Adj (3) Ops Off	15 PSq 53 PGpD Mabry Fld, Florida
12 Feb 1942	9 Nov 1942	Arm Off (2) Engr Off (3) Sup Off	15 PSq 53 PGp Panama
10 Nov 1942	6 Jan 1943	Ops Off (2) Sq Pilot	Same
7 Jan 1943	4 Feb 1943	Ops Off (2) Sq Pilot	15 PSq 53 PGp Drew Fld, Florida
5 Feb 1943	28 Apr 1943	Ops Off (2) Sq Exec Off (3) Pilot	15 PSq 53 PGp Ft Myers, Florida
29 Apr 1943	26 Jan 1944	Sq CO (2) Pilot	488 FSq 59 FGp Thomasville, Ga.
27 Jan 1944	15 Mar 1944	Sq CO (2) Pilot	508 FSp 404 FGp Myrtle B., S.C.
16 Mar 1944	14 Oct 1944	Sq CO (2) Pilot	508 FSq 404 FGp 9 AF
15 Oct 1944	18 Nov 1944	Gp Exec Off (2) Pilot	404 FGp 9 AF
19 Nov 1944	23 Apr 1945	Gp CO (2) Pilot	Same
24 Apr 1955	24 Jun 1945	Tvl, Lv and Processing	Pipeline to Z/I
25 Jun 1945	5 Aug 1945	TDY AAF Fighter Gnry Sch	2000 AAFBU, Ft Worth, Texas

CHRONOLOGICAL RECORD OF MILITARY SERVICE (Cont'd)

Dates From	To	Duties	Unit or Organization
6 Aug 1954	5 Sep 1946	Sights & Computer Unit Proj Off	4020 AAFBU Wright Fld, Ohio
6 Sep 1946	23 Oct 1946	Grad Stu Princeton Univ N.J. TDY	Same
24 Oct 1946	2 Jul 1947	Stu Off Flt Test Aero Princeton, N.J. TDY	41 AAFBU, AU Maxwell Fld, Alabama
3 Jul 1947	16 Oct 1947	Stu Off AMC Exp Test Pilot Sch	4020 AAFBU W/P AFB Ohio
26 Sep 1947	"Trfd to the Department of the Air Force per TO #1, NME, dtd 26 Sep 1947."		
17 Oct 1947	31 May 1948	Chief, Performance Sch	4020 AFBU W/P AFB, Ohio
1 Jun 1948	30 Jun 1949	Exp Test Plt (2) Ch, Perf Sch	Same
28 Aug 1948	"4020 AFBU rdsgnd Ha AMC"		
1 Jul 1949	31 Aug 1949	Exp Test Plt (2) Ch, Perf Sch	Ha AMC W/P AFB, Ohio
1 Sep 1949	13 Oct 1949	Exp Text Plt	Same
14 Oct 1949	30 Jun 1950	Aero Engr Ch, Sub-div	Same
1 Jul 1950	16 Mar 1951	Same, TDY 4 days Alaska (2) Actg Ch, Flt Test Div 25 days	Same
17 Mar 1951	1 Apr 1951	Deputy Chief, Flt Test Drive	Same
2 Apr 1951	30 Jun 1951	Dep Ch, Flt Test Div TDY 8 days Eng	Hq ADF, ARDC, W/PAFB Ohio
1 Jul 1951	23 Sep 1951	Dep Ch, Flt Test Div	Hq ADF, ARDC, W/PAFB Ohio
24 Sep 1951	31 Mar 1952	Commanding Officer	Hq 6502 PDTG El Centro, California
1 Apr 1952	31 Dec 1953	Commanding Officer	Hq 6502 PDTG El Centro, California
1 Aug 1952	"6502d PDTG rdsgnd 6511th PDTG IAW GO #43, Hq ARDC, dtd 24 Jul 52"		
1 Jan 1954	31 Oct 1954	Commander	Hq 6511 PDTG El Centro, California
1 Sep 1954	6511th PRCHT DEV Test GRU rdsgnd 6511th Test GRU (PRCHT) IAW ARDC GO #48, dtd 12 Aug 1954		
1 Nov 1954	28 Feb 1955	Commander	6511 T.G. (P) El Centro, California

CHRONOLOGICAL RECORD OF MILITARY SERVICE (Cont'd)

Dates From	Dates To	Duties	Unit or Organization
1 Mar 1955	17 Mar 1955	Lv, Tv. & Processing	Pipeline to FEAF
18 Mar 1955	22 Jun 1955	Asst Dir Operations, D/Opns	Hq 313th Air Div, APO 239
23 Jun 1955	Present	Dir Operations	Same

CAMPAIGNS PARTICIPATED IN

Campaign	Date
A/O Europe	1947
Normandy	1947
No. France	1947
Rhineland	1947
Ardenees	1947
Cen Europe	1947

RATINGS, SPECIALTIES, AND DESIGNATIONS

	Effective Date
Pilot	14 Mar 1941
Sr Pilot	23 Jul 1947

COMBAT DATA

130 Combat Missions, 273 combat hours, F-47 ETO, May 1945.

Source: Officer's WD Form 66.

COLONEL GLENDON PHILIP OVERING

G. P. Overing
COLONEL
USAF

313th AD, 1955-I

COLONEL GLENDON PHILIP OVERING 1 739 A

18th Fighter Bomber Wing Commander

Place and Date of Birth: Orange, Massachusetts, 30 July 1913.

Marital Status: Married, no children.

EDUCATION:

	Name and Location	Major Subj:	Graduate Yes	Graduate No	Degree	Date
High School:	Orange, Massachusetts	Academic	X			1931
University:	University of Alabama	Math & Physics		X	3 yrs	1937

ACTIVE DUTY MILITARY AND CIVILIAN SCHOOLING

Name of School	Title of Course	Length	Rating	Year
AFFS	Pilot Tng	11 mos	Com	1938
Orlando, Florida	Cbt Tactics	1 mo	Com	1943
Orlando, Florida	Sr O's Crse	1 mo	Com	1945
AFSC	Joint Opns	5 mos	Com	1948
Air War College	Reg Crse	10 mos	Com	Jun 1953

AWARDS, DECORATIONS AND CITATIONS

Type	Date of Authority
Am Def Sv Med	---
Am Camp Med	---
WW II Vic Med	---
EAME Camp Med	---
DFC (1OLC)	---
AM (2OLC)	---
ACR	---
Bronze Star	---
Nat Def Sv Mdl	31 Jul 1953
UN Sv Mdl	31 Jul 1953
Korean Sv Mdl	31 Jul 1953

GRADE STATUS

Grade	Type	Effective Date	Date of Rank
2d Lt	ORC	16 Jun 1938	16 Jun 1938
2d Lt	RA	15 Aug 1939	15 Aug 1939
1st Lt	AUS	9 Sep 1940	9 Sep 1940
Captain	AUS	1 Feb 1942	1 Feb 1942
Major	AUSAC	1 Mar 1942	1 Mar 1942
1st Lt	RA	15 Aug 1942	15 Aug 1942
Major	AUS	11 Nov 1942	11 Nov 1942
Lt Colonel	AUSAC	30 Jun 1943	30 Jun 1943
Lt Colonel	AUS	8 May 1944	8 May 1944
Colonel	AUS	5 Oct 1944	5 Oct 1944
Colonel	AFUS	30 Jun 1948	5 Oct 1944
Lt Colonel	USAF	1 Jul 1948	1 Jul 1948

CHRONOLOGICAL RECORD OF MILITARY SERVICE

Dates From	Dates To	Duties	Unit or Organization
17 Jun 1938	31 Dec 1941	Commissiones Status, 13 mos. Pilot (1054); 31 mos 2161 Asst Gp Opns Off, Sq Opns Off, Asst Opns Stf Off; 1 Mo 1022 Sq CO, Anti Sub Patrol. Highest grade held 1st Lt.	
1 Jan 1942	31 Dec 1942	Sq. CO	9 Anti Sub Sq. Dover, Delaware
1 Jan 1943	30 Jun 1943	Same Trans Tng 16 Apr - 1 May 1943	Same
1 Jul 1943	19 Sep 1943	Sq CO	Same
20 Sep 1943	9 Mar 1944	Gp Comdr. Cbt Tng Heavy BG	4868BG(H) AAB Tuscon, Arizona
10 Mar 1944	30 Jun 1944	Gp Comdr. Air Base Comdr. Enroute ETO Deptd US 10 Mar 1944	486BG(H) ETOUSAAF 8 AF
1 Jul 1944	31 Dec 1944	Same	Same
1 Jan 1945	13 Apr 1945	Gp Comdr. Actg Comd Pilot	Same
14 Apr 1945	28 May 1945	Chf of Staff	Hq 4Cbt BW, ETOUSAAF 8 AF
29 May 1945	13 Jul 1945	Ret US Arr 30 May 1945	AFFRS #1, Atl City, New Jersey
14 Jul 1945	3 Apr 1946	Stf Plan Off O/S Thtr Div Off	Hq AAF, AC/AS Plans, Washington, D.C.

CHRONOLOGICAL RECORD OF MILITARY SERVICE (Cont'd)

Dates From	Dates To	Duties	Unit or Organization
4 Apr 1946	28 Apr 1946	Chf, Cont Sec. Off Br. Mil Pers Div	Hq. AAF, AC/AS-1, Wash., D.C.
29 Apr 1946	27 Jan 1947	Chf Off Br, Mil Pers Div	Same
28 Jan 1947	5 May 1947	Dep Chf, Off Br. Mil Pers Div	Same, Mil Pers Div
6 May 1947	3 Oct 1947	Chf, Off Br	Same
Transferred to the Dept of the AF Per Transfer O 1, NME, 26 Sep 1947.			
4 Oct 1947	25 Jan 1948	Dep Chf, Asgmt Div	Same
26 Jan 1948	16 Jul 1948	Student Off	AFSC, Norfolk, Va.
17 Jul 1948	31 Aug 1948	Wg Comdr	93d BWg (M) CAFB, Calif.
1 Sep 1948	31 Mar 1949	Gp Comdg Off	Hq 93d BWg (M), CAFB, Calif.
1 Apr 1949	15 Nov 1949	Bomb Gp Comdg Off	Same
16 Nov 1949	30 Jul 1950	Asst to Chf	Hq AMC, Eng Div, Oprns Off, W-PAFB, Dayton, Ohio
31 Jul 1950	31 Dec 1950	Reasgd Mil Pers Div 1 Aug 1950 as Chf, Mil Pers Div	Hq AMC, Pers & Adm Dept, Mil Pers Div, W-PAFB, Dayton, Ohio
1 Jan 1951	25 Jul 1952	Same (Ady: Actg Asst to the Chf, Pers & Adm for Mil Pers & Air Res, eff 4 Jun 1951) (Relv'd 31 Jul 1951)	Same
26 Jul 1952	17 Aug 1952	Lv & No dy asgmt	AWC MAFB, Alabama
18 Aug 1952	5 Jul 1953	Student AWC	AWC MAFB, Alabama
6 Jul 1953	9 Aug 1953	Processing Enroute O/S	(Pipeline to FEAF)
10 Aug 1953	31 Dec 1953	Ch, Plans Div, Dir of Plans & Policy, O of D/O	Hq FEAF, APO 925
1 Jan 1954	4 Apr 1955	Ch, Plans Div, Dir of Plans & Policy, O of D/O; Add dy Asst Dif of Plans & Policy (DAFSC 0031F)	Hq FEAF, APO 925
5 Apr 1955	10 Jul 1955	Comdr	Hq 18th FITBOMWG, APO 239
11 Jul 1955	Present	Wing Commander	Same

313th AD, 1955-I

CAMPAIGNS PARTICIPATED IN

Campaign	Date
A/O Europe (BS)	GO 24/47
Normandy (BS)	GO 24/47
N. France (BS)	GO 24/47
Rhineland (BS)	GO 24/47

RATINGS, SPECIALTIES, AND DESIGNATIONS

	Effective Date
Pilot	16 Jun 1938
Pilot	15 Aug 1939
Sr Pilot	16 Nov 1942
Cmd Pilot	16 Jun 1953

COMBAT DATA

19 Cbt Miss, 160 Cbt Hrs, Pilot 2 Gp Lds, 4 Wg Lds, 10 Div Lds, 3 AF Lds, ETO B24 & 17.

Source: Officer's WD Form 66.

COLONEL HOMER CLINTON RANKIN

313th AD, 1955-I

COLONEL HOMER CLINTON RANKIN, AO 400 810

Inspector General, 313th Air Division

Place and Date of Birth: Marion, Kansas, 8 September 1906.

Marital Status: Married, 1 child.

EDUCATION:

	Name and Location	Major Subj:	Graduate Yes	Graduate No	Degree	Date
High School:	Marion, Kansas	Academic	X			1925

AWARDS, DECORATIONS AND CITATIONS

Type	Date of Authority
Am Camp Med	31 Jul 1953
WW II Vic Med	31 Jul 1953
Nat'l Def Sv Med	31 Jul 1953
AFRM	31 Jul 1953

GRADE STATUS

Grade	Type	Effective Date	Date of Rank
Captain	ORC	20 Nov 1940	
Captain	AC	7 Jul 1942	
Major	AUSAC	17 Sep 1943	17 Sep 1943
Major	AUS	20 Jul 1944	20 Jul 1944
Lt Colonel	AUS	17 Mar 1945	17 Mar 1945
Lt Colonel	ORC	9 Oct 1945	
Lt Colonel	AFUS	7 Feb 1951	
Colonel	USAF	19 Dec 1951	1 Dec 1951
Colonel	RES AF	9 Jun 1953	

CHRONOLOGICAL RECORD OF MILITARY SERVICE

29 Nov 40, 16 Aug 42, Reserve status; 17 Aug 42, 14 Jul 45, 4903, Asst Tech Insp, MC MPD Wichita, Kan; 15 Jul 45, 27 Jul 45, 0001, Tvl, Enroute to dy sta, Wright Fld, Ohio; 28 Jul 45, 4 Oct 45, 4903, Ch Inspection Div, Hq WDATSC, L.A. Calif; 5 Oct 45, 14 Jan 46, 0001, Terminal Lv, Reld fr AD, 4268 AAFBUSBAAF, Calif; 15 Jan 46, 6 Feb 51, Reserve status;

Dates			
From	To	Duties	Unit or Organization
7 Feb 1951	23 Mar 1951	Engineer, Bmr Br, I,E&A Div D/FSR, DIG for TI& FSR	1002d IGU, NAFB, Calif.
24 Mar 1951	6 May 1951	Exec, I,E&A Div, D/FSR, DIG for TI &FSR	Same
7 May 1951	10 Jul 1951	Engineer, Engr Br, I,E&A Div, D/FSR, DIG for TI & FSR	Same
11 Jul 1951	28 Aug 1951	Dep Ch, AMC Insp Div, D/TI, DIG for TI & FSR	Same
29 Aug 1951	26 Feb 1952	Ch, Prod Div, D/PI, DIG, USAF	1002d IGSq, NAFB, California
1002d Sq redesignated Hq 1002d IGGp, eff 16 Jan 52 per Sec III G06, HqCmd, USAF BAFB, Wash, D.C.			
27 Feb 1952	15 Sep 1952	Tm Ch, AMC Insp Div, D/TI, OIG	1002d IGGp, NAFB, California
16 Sep 1952	31 Dec 1952	Asst Tm Ch, ADC Insp Tm, R&TI Div, D/R&MI, OIG, USAF	Same
1 Jan 1953	19 Jan 1953	Asst Ch, ADC Br, OR&TI Div, D/R&MI OIG, USAF	Same
20 Jan 1953	30 Apr 1953	Asst Ch, SAC Br, OR&TI Div, D/R&MI, OIG, USAF	Same
1 May 1953	21 Jun 1953	Same	Same
22 Jun 1953	28 Jul 1953	Actg Ch, SAC Br, OR&TI Div, D/R&MI, OIG, USAF	Same
29 Jul 1953	11 Aug 1953	Ch, ADC Br, OR&TI Div, D/R&MI, OIG USAF	Same
12 Aug 1953	31 Aug 1953	Asst Ch, AMC Br, OR&TI Div, D/R&MI OIG, USAF	Same
1 Sep 1953	12 Jun 1954	Ch, Maint & Engr Br, Log & AMC Insp Div, D/ R&MI, OIG, USAF	Same

CHRONOLOGICAL RECORD OF MILITARY SERVICE (Cont'd)

Dates From	To	Duties	Unit or Organization
13 Jun 1954	7 Jul 1954	Proc, Lv, Tvl	Enroute to FEAF
8 Jul 1954	9 Sep 1954	REMCO Commander	17th Maint Sq, APO 950
10 Sep 1954	9 Oct 1954	Same	Same
10 Oct 1954	9 Jan 1955	Commander	17th Maint & Sup Gp, APO 950
10 Jan 1955	3 Feb 1955	Commander	Hq 18th M&SGRU, APO 239
4 Feb 1955	28 Feb 1955	Wing Commander	Hq 18th M&SGRU, APO 239
1 Mar 1955	5 Apr 1955	Wing Commander	Hq 18th FITBOMWG, APO 239
6 Apr 1955	17 Apr 1955	Unassigned	Hq 18th FITBOMWG, APO 239
18 Apr 1955	Present	Inspector General, IG	Hq 313th Air Div, APO 239

RATINGS, SPECIALITIES, AND DESIGNATIONS

	Effective Date
Pilot	20 Feb 1942
Sr Pilot	5 Sep 1952

Source: Officer's WD Form 66.

LIEUTENANT COLONEL THOMAS MICHAEL CARRIGAN

T. M. CARRIGAN
LT. COL. USAF

313th AD, 1955-I

LIEUTENANT COLONEL THOMAS MICHAEL CARRIGAN 9247A

Information Services Officer, 313th Air Division

Place and Date of Birth: Fargo, North Dakota, 11 October 1919.

Marital Status: Married, no children.

EDUCATION:

	Name and Location	Major Subj:	Graduate Yes	Graduate No	Degree	Date
High School:	Dawson County High, Glendive, Mont.	Academic	X			1937
College:	College of Pacific, Stockton, Calif.	Mech. Eng.		X	1 yr	1941

ACTIVE DUTY MILITARY & CIVILIAN SCHOOLING

Name of School	Title of Course	Length	Rating	Year
Air Force	Primary Flying	3 mos	Inc	1941
Air Force OCS	Admin	3 mos	Compl	1942
AC&SS, AU	Comptroller Crse	12 wks	Compl	Dec 1950

AWARDS, DECORATIONS AND CITATIONS

Type	Date of Authority
AM Def	1946
Asiatic-Pac	1946
WW II Vict.	1946
Amer Camp.	1946
DD Ident Badge	7 Apr 1949
Nat'l Def Sv Medal	31 Jul 1953

GRADE STATUS

Grade	Type	Effective Date	Date of Rank
2d Lt	AUS	5 Aug 1942	5 Aug 1942
1st Lt	AC 42	19 Feb 1943	19 Feb 1943
1st Lt	AUS	23 Jul 1943	23 Jul 1943

GRADE STATUS (cont'd)

Grade	Type	Effective Date	Date of Rank
Captain	AUS	2 May 1944	2 May 1944
1st Lt	RA	15 Jul 1946	5 Aug 1945
Major	AUS	28 Feb 1947	28 Feb 1947
Captain	USAF	25 Oct 1948	1 Jul 1948
Major	AFUS	30 Jun 1948	28 Feb 1947
Major	RES.AF	12 Oct 1951	14 Dec 1950
Lt Colonel	USAF	19 Dec 1951	1 Dec 1951

CHRONOLOGICAL RECORD OF MILITARY SERVICE

Dates From	Dates To	Duties	Unit or Organization
7 Oct 1940	10 Jul 1941	Sg Clerk	60 ABSg, Stockton, Cal.
11 Jul 1941	20 Oct 1941	Student-Cadet	AAB, Cuero, Texas
21 Oct 1941	10 May 1942	Sg Clerk	20 ABSq, Stockton, Cal.
11 May 1942	5 Aug 1942	Student-A.C. Admin.	Miami Beach, Fla.
6 Aug 1942	14 Sep 1942	Processing for O/S	Miami Beach, Fla.
15 Sep 1942	31 Dec 1943	Gp Adj	Hq 337 Srv Gp, Alaska
1 Jan 1944	25 Feb 1944	Enrt to U.S.	Leave-processing
26 Feb 1944	20 Jun 1944	Base Adj	214 AAFBu, Peterson Fld, Colorado
21 Jun 1944	2 Dec 1944	Base Adj	268 AAFBu, Peterson Fld, Colorado
3 Dec 1944	13 Feb 1945	Asst Adj Gen	22 BC Peterson Fld, Colorado
14 Feb 1945	27 Feb 1945	Unassigned	268 AAFBu, Peterson Fld, Colorado
28 Feb 1945	14 Mar 1945	Asst Personnel Officer	AAB Rapid City, S.D.
15 Mar 1945	9 Jul 1945	Base Personnel Officer	Same
10 Jul 1945	10 Sep 1945	Term Leave & Rel fr Active Duty	Ft. Lewis, Washington
5 Dec 1945	-----	Rel'd from Active Duty	Ft. Lewis, Washington
15 Jul 1946	30 Sep 1946	Recalled to Active Duty	Barksdale Fld, La.
10 Oct 1946	24 Oct 1946	(1) Student-Personnel	Hq ADC100 BU Mitchel Field, N.Y.
		(2) TDY-Sec. Jt & Comb JCAC & OUS JTcofs, Wash., D. C.	
25 Oct 1946	30 Jun 1947	Ass't Sec Jt & Comb JCAC &OUS JT Cofs, Wash., D. C.	

CHRONOLOGICAL RECORD OF MILITARY SERVICE (Cont'd)

Dates From	To	Duties	Unit or Organization
"Transferred to the Department of the Air Force per Transfer Order #1, NME, 26 September 1947."			
1 Jul 1947	30 Apr 1948	Asst Secry Jt & Cm Jt Civ Affairs Cte	O, Jt Ch O St, Wash., D.C.
1 May 1948	19 Aug 1948	Same	Same
20 Aug 1948	20 Dec 1948	Student, Air Univ.	Same
21 Dec 1948	11 Dec 1949	Ass't Secy Jt Civ Affairs Cte	Same
12 Dec 1949	31 Jan 1950	Executive Off WADF, w/add duty Acting Adj Gen WADF	Hq & Hqs. WADF Ham. AFB, California
1 Feb 1950	17 Jul 1950	Air Adj Gen WADF	Same
18 Jul 1950	11 Sep 1950	Ass't AAG	Same
12 Sep 1950	15 Dec 1950	TDY Craig AFB, Ala. Comptr Crse	Same
16 Dec 1950	2 Jan 1951	Delay enroute to jn	Same
3 Jan 1951	20 Jan 1951	Adm Ass't to Dep for Opns	Same
21 Jan 1951	15 Aug 1954	Asst. Secy, JCS	Cen Con Gp, O JCS, Secretariat, WnDC
16 Aug 1954	22 Aug 1954	Proc, Lv & Tvl e/r to AFSC	3894 Sch Gp MAFB, Ala.
23 Aug 1954	6 Mar 1955	Stu AFSC, Norfolk, Virginia	Same
7 Mar 1955	31 Mar 1955	Lv, Tvl, & Proc.	Pipeline to FEAF
1 Apr 1955	Present	Info. Svs. Officer	Hqs. 313th AD, APO 239

CAMPAIGNS PARTICIPATED IN

Campaign	Effective Date
Aleutian Islands	Sec III WD GO 85/45

Source: Officer's WD Form 66.

LIEUTENANT COLONEL LAWRENCE AUTRY BOYD

LIEUTENANT COLONEL LAWRENCE AUTRY BOYD AO 567 410

Comptroller, 313th Air Division

Place and Date of Birth: Navarro, Texas, 11 February 1918.

Marital Status: Married, 2 children.

EDUCATION:

	Name and Location	Major Subj:	Graduate Yes	Graduate No	Degree	Date
High School:	Bardwell, Texas	Academic	X			1936
College:	N. Texas A&M College, Arlington, Texas	Elec Engr		X	2 yrs	1938

ACTIVE DUTY MILITARY & CIVILIAN SCHOOLING

Name of School	Title of Course	Length	Rating	Year
OCS	Admin Off Crse	3 mos	Com	Dec 1942
Finance Tech Sch	Accounting	10 wks	Com	Jul 1947
Army Finance Sch	BFOC #4	5 mos	Com	Feb 1949
St. Louis, Mo.	Fin Off, Adv Crse	7 mos	Com	Apr 1951
AC&SS, AU	Comp Stf Off Crse	15 wks	Com	Dec 1952

AWARDS, DECORATIONS AND CITATIONS

Type	Date of Authority
EAME Camp Medal	16 Mar 1951
Am Camp Medal	16 Mar 1951
Am Def Sv Medal	16 Mar 1951
WW II Vic Medal	16 Mar 1951
UN Sv Medal	31 Jul 1953
Korean Sv Medal	31 Jul 1953
AFRESM	31 Jul 1953

GRADE STATUS

Grade	Type	Effective Date	Date of Rank
2d Lt	AUS	9 Dec 1942	9 Dec 1942
1st Lt	AUS	22 Jul 1943	22 Jul 1943
Captain	AUS	1 Mar 1944	1 Mar 1944
Major	AUS	16 Jun 1945	16 Jun 1945
Major	USAFR	29 Aug 1945	---
Major	AFUS	22 Jul 1948	16 Feb 1948
Lt Colonel	USAFR	9 Sep 1949	---
Lt Colonel	USAF	29 Mar 1955	29 Mar 1955

CHRONOLOGICAL RECORD OF MILITARY SERVICE

AD fr 10 Feb 1941 to 8 Dec 1942, EM, 1st Sgt. Fr 23 May 1946 to 21 Jul 1948. Fr. 9 Dec 1943 to 21 Nov 1945, Asst A-1, Stat Control Off, CO, Pers Off, Gp Adjutant. Maj.

Dates From	Dates To	Duties	Unit or Organization
22 Jul 1948	7 Sep 1948	Off of Dir of Finance	100th AFBU, MAFB, NY, Hq ADC
8 Sep 1948	20 Jan 1949	Stu Off	Atchd Stu Det AFS, St. Louis, Mo.
21 Jan 1949	18 Feb 1949	W/sta Stu Co Army Fin Sch AFC OCF St. Louis, Mo.	Hq & Hq Sq 1st AF Fort Slocum, N.Y.
19 Feb 1949	9 Mar 1949	Lv, Tvl, awtg asgmt	Hq 1AF, Ft Slocum, N.Y.
10 Mar 1949	30 Jun 1949	Dir of Fin, Off of Comp	Same
1 Jul 1949	21 Dec 1949	Same	Same
22 Dec 1949	30 Apr 1950	Same	Hq 1AF, MAFB, N.Y.
1 May 1950	8 Aug 1950	Same	Same
9 Aug 1950	23 Aug 1950	Same	Same
24 Aug 1950	7 Sep 1950	Lv & Awtg Sch	3894 Sch Sq, MAFB, Ala
8 Sep 1950	5 Apr 1951	Fin Sch, St. Louis, Mo.	Same
6 Apr 1951	8 May 1951	Tvl and Delay enroute	Hq 14AF, RAFB, Ga.
9 May 1951	30 Apr 1952	Dir of Finance	Same
1 May 1952	1 Sep 1952	Same	Same
2 Sep 1952	12 Dec 1952	TDY, Maxwell AFB, Ala, Compt Stf Off Crse	Same
13 Dec 1952	2 Jan 1954	Dir of Finance	Same

CHRONOLOGICAL RECORD OF MILITARY SERVICE (Cont'd)

Dates From	To	Duties	Unit or Organization
3 Jan 1954	2 Mar 1954	Tvl, Lv & Processing	Pipeline to FEAF
3 Mar 1954	2 Jan 1955	Dir of Finance, Asst DCS Comptr	Hq 20th AF, APO 239
3 Jan 1955	28 Feb 1955	Dir of Finance, Asst DCS/Comptr	Hq 20th AF, APO 239
1 Mar 1955	28 Apr 1955	Asst Comptroller	Hq 313th Air Div, APO 239
29 Apr 1955	19 Jun 1955	Ch, Acctg Div, COMPT/ ACCT, ADDY: Asst Comptr (AFSC 0051D Days 56)	Same
20 Jun 1955	22 Jun 1955	Same, ADDY: Asst Comptr (AFSC 0051D Days 3)	Same
23 Jun 1955	Present	Comptroller	Same

Source: Officer's WD Form 66.

LIEUTENANT COLONEL HERSCHEL HAROLD SLATER

313th AD, 1955-I

LIEUTENANT COLONEL HERSCHEL HAROLD SLATER, 9 566 A

15th Weather Squadron Operations Officer

Place and Date of Birth: Lamont, Iowa, 7 November 1917.

Marital Status: Married, 3 children.

EDUCATION:

	Name and Location	Major Subj:	Graduate Yes	Graduate No	Degree	Date
High School:	Hazleton, Iowa	Academic	X			1935
Colleges:	Iowa State College	Engineering		X	2 yrs	1937
	Iowa State Teachers College	Education & Physics	X		BA	1941
University:	New York University	Meteorology	X		MS	1951

AWARDS, DECORATIONS AND CITATIONS

Type	Date of Authority
Asia-Pac Camp Medal	31 Jul 1953
WW II Vic Medal	31 Jul 1953
Amer Camp Medal	31 Jul 1953
Nat'l Def Sv Medal	31 Jul 1953

GRADE STATUS

Grade	Type	Effective Date	Date of Rank
2d Lt	ORC	30 Nov 1942	30 Nov 1942
1st Lt	AUS	8 Jan 1944	8 Jan 1944
Captain	AUS	16 Nov 1944	16 Nov 1944
1st Lt	RA	19 Jun 1947	7 Nov 1945
Captain	AUS	23 Aug 1947	4 Mar 1946
Captain	AFUS	30 Jul 1948	4 Mar 1946
Captain	USAF	25 Oct 1948	1 Jul 1948
Major	AFUS	8 Aug 1949	8 Aug 1949
Lt Colonel	AFUS	15 Aug 1951	1 Aug 1951
Major	Reg AF	23 Jan 1952	14 Dec 1950

CHRONOLOGICAL RECORD OF MILITARY SERVICE

Enl 13 Mar 1942, A/C Meteorology Tng, disch 29 Nov 1942, Comm 2d Lt & ordered to EAD 30 Nov 1942. Instructor Meteorology, NYU, 12 mo; Det Comdr, Wea Det, 31 mo; Reld EAD 4 May 1946. 5 May 1946 - 18 Jun 1947, VAR, Capt, VRS, 1st AF. 19 Jun 1947 - 22 Aug 1947, 1st Lt. RA-not on extended active duty-granted deferral by Hq USAF for this pd by req of US Wea Bureau, civilian employer at this time. Date of EAD 23 Aug 1947.

Dates From	To	Duties	Unit or Organization
10 Sep 1947	18 Jan 1948	Wea O, Master Anal, Pentagon, D.C.	67AAFBU (Hq CWW), Oklahoma
19 Jan 1948	16 Feb 1948	Awaiting Asgmt	7Wea Gp Ft Richardson Als.
17 Feb 1948	22 May 1948	Sta Wea Off, Eielson AFB, Alaska	16 Wea Sq Ft Richardson Als.
23 May 1948	30 Jun 1949	Asst Sta Wea Off, Ft Richardson, Als	11 Wea Sq Ft Richardson Als.
1 Jul 1949	31 Aug 1949	Asst Sta Wea Off, 11-3	Same
1 Sep 1949	4 Jun 1950	Director of Operations	2107 Air Wea Gp, Ft. Richardson
5 Jun 1950	17 Sep 1951	Stu, Grad Tng, Climatology NYU	Hq USAFIT, W-PAFB, Ohio
18 Sep 1951	30 Sep 1951	Tvl, Processing	Hq AWS, Wash. D.C.
1 Oct 1951	1 Jan 1952	Ch, Prof Test Br, Tng Div. DO	Same
2 Jan 1952	1 Nov 1953	Ch, Tng Div. DO	Same
2 Nov 1953	12 Nov 1953	TDY-6th Wea Sq - Wea Staff Off	Hq AWS, Andrews AFB, Maryland
13 Nov 1953	17 Nov 1953	Tvl, Lv, Processing	1510 APSq, Travis AFB, Cal.
18 Nov 1953	19 Nov 1953	Trop Wea Indoc Crse (TDY-57SRSMWea)	Same
20 Nov 1953	13 Jan 1954	Same	Hq FEAF, Tokyo, Japan
14 Jan 1954	19 Jan 1954	Tvl and Processing	Same
20 Jan 1954	13 May 1954	Comdr Wea Cen Elem, Prov, JTF-7	Same
14 May 1954	20 May 1954	Comdr Wea Cen Elem, Prov, JTF-7	15th Wea Sq, Okinawa
21 May 1954	30 Jun 1954	TDY-Hq JTF-7, Wash., D.C.	Same
1 Jul 1954	25 Jul 1954	Tvl, Lv, Processing for rtn os	Same
26 Jul 1954	21 Sep 1954	Sq Operations Off, Kadena AB	Same

CHRONOLOGICAL RECORD OF MILITARY SERVICE (Cont'd)

Dates			
From	To	Duties	Unit or Organization
22 Sep 1954	24 Oct 1954	Commander	Same
25 Oct 1954	9 Apr 1955	Sq Operations Off, Okinawa	Same
10 Apr 1955	4 Jun 1955	Sq Commander, SWO 313 AD, Kadena AB	Same
5 Jun 1955	Present	Sq Opn O, Kadena AB	Same

Source: Officer's WD Form 66.

LIEUTENANT COLONEL LOWELL ALBERT SCHUKNECHT

313th AD, 1955-I

LIEUTENANT COLONEL LOWELL ALBERT SCHUKNECHT 8 006 A

15th Weather Squadron Commander

Place and Date of Birth: Chancellor, South Dakota, 24 November 1918.

Marital Status: Married, 3 children.

EDUCATION:

	Name and Location	Major Subj:	Graduate Yes	No	Degree	Date
High School:	Chancellor, South Dakota	Academic	X			1936
College:	S.D. Sch of Mines & Tech, Rapid City, S.D.	Civil Engr	X		BS	1940
Other:	MIT, Cambridge, Mass.	Meteorology	X		MS	1941

ACTIVE DUTY MILITARY & CIVILIAN SCHOOLING

Name of School	Title of Course	Length	Rating	Year
AC & SS	Reg Crse	22 wks	Com	Dec 1950

AWARDS, DECORATIONS AND CITATIONS

Type	Date of Authority
WW II Vic Med	16 Mar 1951
Am Def Sv Med	16 Mar 1951
MUC (Perm)	7 Feb 1947
ACR	21 Feb 1946
Am Camp Med	16 Mar 1951
EAME Camp Med	16 Mar 1951
NDSM	31 Jul 1953

GRADE STATUS

Grade	Type	Effective Date	Date of Rank
2d Lt	ORC	23 Sep 1941	3 Nov 1941
1st Lt	AUS	15 Jun 1942	15 Jun 1942
Captain	AUS	3 Mar 1943	3 Mar 1943

GRADE STATUS

Grade	Type	Effective Date	Date of Rank
Major	AUS	8 Jan 1944	8 Jan 1944
Major	AUS	3 Sep 1946	13 Sep 1944
1st Lt	USAF	19 Jun 1947	7 Dec 1944
Captain	USAF	25 Oct 1948	1 Jul 1948
Major	AFUS	30 Jun 1948	13 Sep 1944
Lt Colonel	AFUS	20 Feb 1941	20 Feb 1951
Major	USAF	12 Jul 1951	14 Dec 1950

CHRONOLOGICAL RECORD OF MILITARY SERVICE

Dates From	Dates To	Duties	Unit or Organization
3 Nov 1941	22 Jan 1943	Station Weather Officer	2&8Wx Sqs Dow Fld, Me.
23 Jan 1943	7 Dec 1943	Same	8Wx Sq, Greenland
8 Dec 1943	30 Jun 1944	Asst Station Weather O	8Wx Sq Sta 4, Labrador
1 Jul 1944	31 Dec 1944	Station Weather Officer	8Wx Sq Labrador & Dow Fld, Me.
1 Jan 1945	30 Jun 1945	Same	8Wx Sq Dow Fld, Me.
1 Jul 1945	22 Sep 1945	Station Weather Officer	8Wx Sq, Dow Fld, Me., Newfoundland, Grenier NH
23 Sep 1945	27 Dec 1945	Sep & Term Lv	Westover Fld, Mass.
28 Dec 1945	2 Sep 1946	INACTIVE RESERVES NON-PAY STATUS-VAR 1st AF, VRS	
3 Sep 1946	6 Sep 1946	Recall, Casual	8Wx Gp Ft Totten, N.Y.
7 Sep 1946	31 Dec 1946	Station Weather Officer	8Wx Sq Azores Westover, Mass.
1 Jan 1947	30 Jun 1947	Sta Wea O	8Wx Sq, Azores, Newfoundland & Westover Fld, Mass.
1 Jul 1947	30 Apr 1948	Sta Wea O	8Wx Sq, Newfoundland & Westover AFB, Mass.
Trfd to Dept of the Air Force per Trans Order No 1, NME, 26 Sep 1947			
1 May 1948	11 Jul 1948	Sta Wea O, Stephenville Nfld	8Wx Sq Westover AFB, Mass.
12 Jul 1948	16 Jan 1949	CO, 8th Wea Sq	8Wx Sq Ft McAndrew Nfld
17 Jan 1949	1 Feb 1949	Tvl & Delay enroute to jn	Same
2 Feb 1949	17 Feb 1949	Delay enroute to jn	2059 AWxWg Tinker AFB, Okla.

CHRONOLOGICAL RECORD OF MILITARY SERVICE (Cont'd)

Dates From			
18 Feb 1949	13 Mar 1949	Wea O, HqSAC, Offutt AFB, Neb.	Same
14 Mar 1949	19 May 1949	SWO-Det 19-11 Global WX Cen Offutt N	19 Wx Sq 2103 AWGSH AFB, Kansas
20 May 1949	31 Jan 1950	SWO-GWC Offutt AFB, Nebraska	16 Wx Sq, Scott AFB, Ill
1 Feb 1950	17 Jun 1950	Same	2059 AWx Wg Tinker AFB, Okla
18 Jun 1950	13 Jul 1950	Tvl & Delay Enroute	Hq AC&SS Maxwell AFB, Ala.
14 Jul 1950	15 Dec 1950	Stu O, AC&SS	Same
16 Dec 1950	27 Dec 1950	Proc, Tvl, Delay enroute	Same
28 Dec 1950	19 Aug 1951	SWO-GWC Offutt AFB, Neb.	2059 AWx Wg Tinker, AFB Okla.
20 Aug 1951	19 Apr 1952	Wea O	2101st AWG OAFB, Neb.
20 Apr 1952	1 Jun 1952	Wea O, Shift Chief (Offutt Wea Cen)	1st Wea Gp OAFB, Neb.
2 Jun 1952	15 May 1954	Wea O, Shift Chief, (CWC)	Same
16 May 1954	5 Dec 1954	Director, (CWC)	Same
6 Dec 1954	8 May 1955	Commander, Det 1 (Wea Cen)	Same
9 May 1955	4 Jun 1955	Tvl, Lv, Processing	Pipeline to FEAF
5 Jun 1955	Present	Sq Comdr, SWO 313th Air Div	15th WEARON, Okinawa

Source: Officer's WD Form 66.

LIEUTENANT COLONEL EDWARD THOMAS FELS, JR.

313th AD, 1955-I

COLONEL EDWARD THOMAS FELS, JR. AO 663 883

Inspector General, 313th Air Division

Place and Date of Birth: Chicago, Illinois, 18 January 1920.

Marital Status: Married, no children.

EDUCATION:

	Name and Location	Major Subj:	Graduate Yes	Graduate No	Degree	Date
High School:	Chicago, Illinois	Academic	X			1937
College:	Wright Jr. College, Illinois	Chem Engr		X	2 yrs	1939
University:	University of Houston, Texas	Business Ad		X	1 yr	1948

ACTIVE DUTY MILITARY AND CIVILIAN SCHOOLING

Name of School	Title of Course	Length	Rating	Year
AFFS	Basic & Adv Pilot	36 wks	Com	Sep 1942
Hendricks Fld, Florida	Instr-Tng (B-17)	8 wks	Com	Jul 1943
Bryan AFB, Texas	Instr-Flying	6 wks	Com	Apr 1944
Maxwell Field, Alabama	Instr-Tng (B-29)	4 wks	Com	Oct 1944

AWARDS, DECORATIONS AND CITATIONS

Type	Date of Authority
Amer Camp Mdl	Sep 1948
A/P Camp Mdl	Sep 1948
Occupation (Jap)	Sep 1948
WW II Vic Mdl	Sep 1948
Korean Sv Mdl	29 Mar 1951
UN Sv Mdl	27 Feb 1952
Armed Forces Res Mdl	Sep 1948
Nat'l Def Sv Mdl	31 Jul 1953

GRADE STATUS

Grade	Type	Effective Date	Date of Rank
2d Lt	ORC	6 Sep 1942	6 Sep 1942
1st Lt	AUS	21 Sep 1943	21 Sep 1943
Captain	AUS	24 Jul 1944	24 Jul 1944
Major	AUS	20 May 1946	20 May 1946
Major	ORC	20 May 1946	---
Lt Colonel	USAFR	17 Aug 1949	---
Lt Colonel	AFUS	14 Apr 1951	10 Apr 1951

CHRONOLOGICAL RECORD OF MILITARY SERVICE

Summary: Enlisted service 22 Jan 42 - 5 Sep 42 (A/C), Commissioned Service 6 Sep 1942 - 8 Aug 1946 (2161) (1024) (1091) (1045) - Inactive Status 9 Aug 1946 - 13 Apr 1951 AD tour 6 Feb 1951 - 9 Feb 1951 - Highest grade Held Lt Col.

Dates			
From	To	Duties	Unit or Organization
14 Apr 1951	18 Apr 1951	Awaiting Asgmt	8608 NT Gp, EAFB, Tex
19 Apr 1951	26 Apr 1951	Opns & Tng Staff Off	Same
27 Apr 1951	31 May 1951	Opns & Tng Staff Off	3605 NTWg, EAFB, Tex
1 Jun 1951	26 Jul 1951	Wg Tng & Opn Insp	Same
27 Jul 1951	11 Oct 1951	OIC Flight Safety Project	Same
12 Oct 1951	16 Nov 1951	Tvl & Processing for O/S	Hq 580 ARCS Wg, MHAFB, Idaho
17 Nov 1951	20 Nov 1951	Awaiting Asgmt	Same
21 Nov 1951	24 Jul 1952	CO MATS Det, Gowen Fld, Idaho	1300th ABWg, MHAFB, Idaho
25 Jul 1952	31 Dec 1952	CO AB Gp	Same
1 Jan 1953	9 Jan 1953	CO AB Gp	Same
10 Jan 1953	30 Apr 1953	CO AB Gp	Same
1 May 1953	7 Jul 1953	Tvl & Processing for O/S	Pipeline to FEAF
8 Jul 1953	31 Dec 1953	Tach Inspector	Hq 20th AF, APO 239
1 Jan 1954	31 Dec 1954	Same; Add dy: Acting IG, 23 days	Same
1 Jan 1955	28 Feb 1955	Tach Inspector	Hq 20th AF, APO 239
1 Mar 1955	3 Mar 1955	Tactical Inspector	Hq 313th Air Div, APO 239
4 Mar 1955	22 Mar 1955	Acting Inspector Gen	Hq 313th Air Div, APO 239
23 Mar 1955	Present	Inspector	Same

CAMPAIGNS PARTICIPATED IN

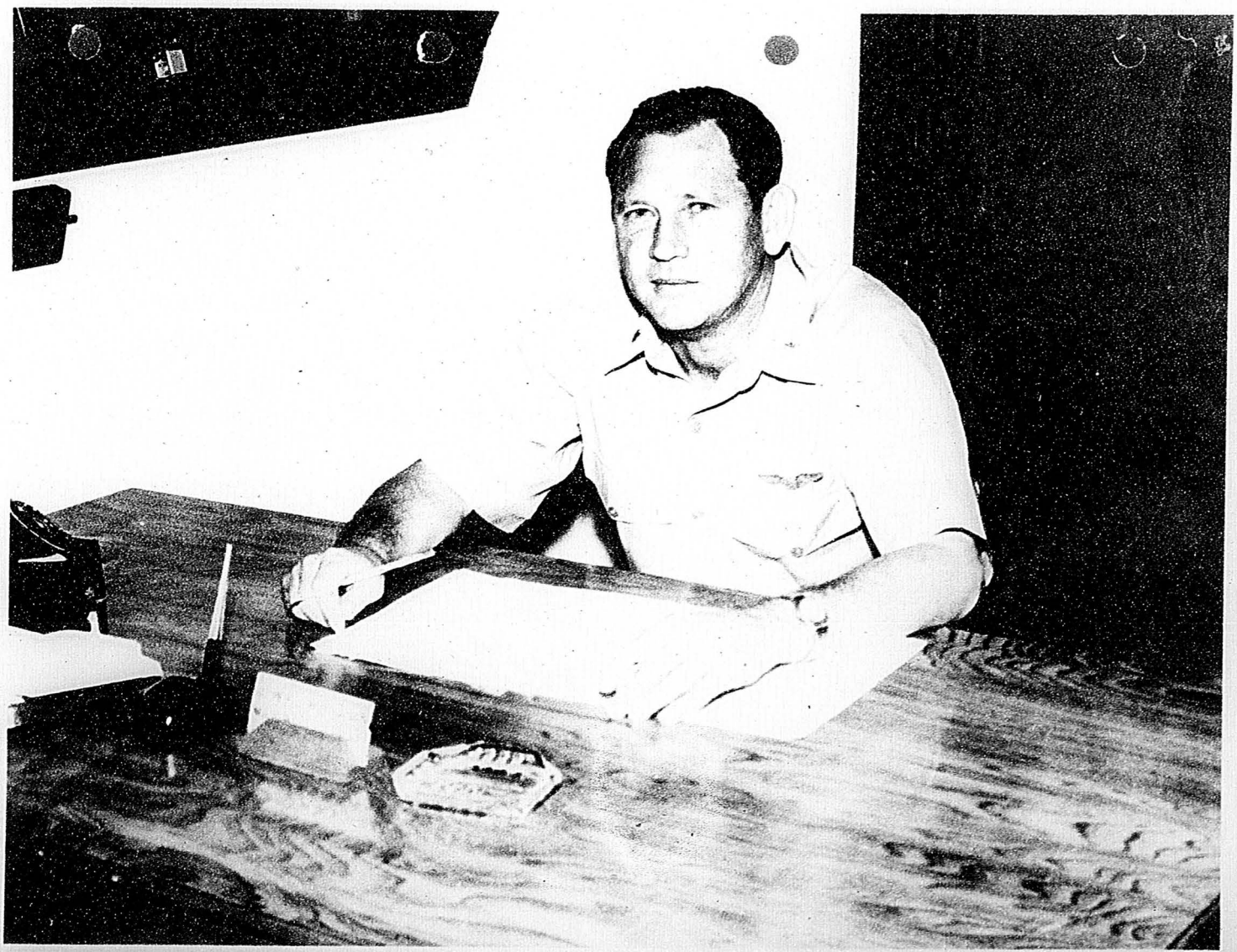
Campaign	Date
Sub-Patrol (BS)	1947
Air Off (Jap) (BS)	1947

RATINGS, SPECIALTIES, AND DESIGNATIONS

	Effective Date
Pilot	5 Sep 1942
Sr Pilot	15 Mar 1951

Source: Officer's WD Form 66.

MAJOR ULMER LAWSON BUCHANAN



MAJOR ULMER LAWSON BUCHANAN, AC 674 888

Assistant for Safety, 313th Air Division

Place and Date of Birth: Pensacola, Florida, 17 November 1916.

Marital Status: Married, 2 children.

EDUCATION:

	Name and Location	Major Subj:	Graduate Yes	No	Degree	Date
High School:	Pensacola, Florida	Academic	X			1935
Other:	Pensacola, Florida	Bus Admin	X			1938

ACTIVE DUTY MILITARY & CIVILIAN SCHOOLING

Name of School	Title of Course	Length	Rating	Year
AFFS	Plt Tng SE	9 mos	Com	Mar 1943
Brooks Fld, Texas	Acft Observer	1 mo	Com	May 1943
Boca Raton, Florida	Sq Comdr Crse	1 mo	Com	Jun 1946
Randolph Fld, Texas	Central Instr Sch	1½ mos	Com	May 1949
Williams AFB, Arizona	JUG	6 wks	Com	Sep 1951

AWARDS, DECORATIONS AND CITATIONS

Type	Date of Authority
Asia Pac Camp Medal	---
AM (2OLC)	19 Jun 1944
DFC (1OLC)	19 Jun 1944
WW II Vic Medal	---
Amer Camp Medal	---
AFRes Medal	20 May 1953
Nat Def Sv Medal	31 Jul 1953

GRADE STATUS

Grade	Type	Effective Date	Date of Rank
2d Lt	ORC	20 Mar 1943	20 Mar 1943
1st Lt	AUS	14 Apr 1944	14 Apr 1944
Capt	AUS	1 Jan 1945	1 Jan 1945
Major	ORC	23 Jun 1947	---
Capt	AFUS	1 Jul 1948	1 Jan 1945
Major	AFUS	8 Sep 1951	1 Sep 1951

CHRONOLOGICAL RECORD OF MILITARY SERVICE

Dates From	Dates To	Duties	Unit or Organization
30 Mar 1942	19 Mar 1943	ERC; Avn Cadet, Plt Tng	---
20 Mar 1943	10 May 1943	Student Officer	Brooks Fld, Texas
11 May 1943	12 Aug 1943	Tac Rcn Plt SE	124 Rcn Sq Tullahoma, Tenn
13 Aug 1943	7 Sep 1943	Same	30 Rcn Sq Tullahoma, Tenn
8 Sep 1943	31 Dec 1943	Same	20 Tac Rcn Sq USAAF, CBI
1 Jan 1944	30 Jun 1944	Ftr Plt SE	Same
1 Jul 1944	5 Dec 1944	Tac Rcn Plt SE	Same
6 Dec 1944	20 Apr 1945	Flight Leader Plt SE	20 Tac Rcn Sq, APO 218
21 Apr 1945	3 Jun 1945	Enroute ZI & Lv	AAFRS#A Miami Beach, Florida
4 Jun 1945	15 Jun 1945	Refresher Tng	Aloe AAFld, Victoria, Texas
16 Jun 1945	19 Jul 1945	Plt SE Gnry Tng	2124 AAFBU, HAAFld, Texas
20 Jul 1945	3 Sep 1945	Flying Instr	Same
4 Sep 1945	23 Oct 1945	Sqdn Comdr	Same
24 Oct 1945	31 Jan 1946	Sqdn Comdr	2123 AAFBU, HAAFld, Texas
1 Feb 1946	30 Jun 1946	OIC Receiving Section	3543 AAFBU, San Antone, Texas
1 Jul 1946	20 Nov 1946	Asst OIC Shipping Section	Same
21 Nov 1946	31 Dec 1946	Training Officer	Same
1 Jan 1947	28 Jan 1947	Commanding Off, Sqdn	Same
29 Jan 1947	14 May 1947	Squadron Comdr	Same
15 May 1947	17 Jun 1947	Casual, awtg asgmt	---

CHRONOLOGICAL RECORD OF MILITARY SERVICE (Cont'd)

Dates From	To	Duties	Unit or Organization
18 Jun 1947	24 Jul 1947	Enroute & Unasgd	Hq 20th Ftr Wg, APO 182
25 Jul 1947	14 Nov 1947	Ftr Plt SE (2) Asst Pers Equip Off	76th Ftr Sq, APO 182
15 Nov 1947	15 Dec 1947	Officers' Mess Officer	Hq & Base Sv Sa, APO 182
16 Dec 1947	15 Feb 1948	Officers' Mess Officer	76th Ftr Sq, APO 182
	TRFD TO THE DEPT OF THE AIR FORCE PER TRF ORDER #1, NME 26 Nov 1947		
16 Feb 1948	2 Jul 1948	Officers' Mess Officer	76th Ftr Sq, APO 182
3 Jul 1948	23 Aug 1948	Officers' Mess Officer	Hq & Hq Sq, APO 182
24 Aug 1948	9 Sep 1948	Unasgd	76th Ftr Sq, APO 182
10 Sep 1948	20 Dec 1948	Flt Comdr	76th Ftr Sq, SE, APO 182
21 Dec 1948	6 Jan 1949	Enroute ZI, Tvl & Processing	---
7 Jan 1949	17 Jan 1949	Enroute to join & Processing	Ft Mason, California
18 Jan 1949	20 Mar 1949	Bsc Flt Instr	3510BPTWg, R/F, Texas
21 Mar 1949	23 May 1949	Bsc Flt Instr, Stu CIS	3510 BPTWg, RAFB, Tex
24 May 1949	2 Jun 1949	Unasgd	3565 BPTW, Waco, AFB, Texas
3 Jun 1949	31 Aug 1949	Bsc Flt Instr	3565 BPTW, Waco AFB, Texas
1 Sep 1949	25 Oct 1949	Bsc Flt Instr	3565 BPTW, CAFB, Waco, Texas
26 Oct 1949	3 Sep 1950	Flt Opns Officer	3565 BPTW, CAFB, Waco, Texas
4 Sep 1950	21 Dec 1950	TDY Tyndall AFB Fla (Start APSch)	3566 Tng Sq (Fly) CAFB, Texas
22 Dec 1950	7 Jan 1951	Delay enroute & tvl	2566 Tng Sq (Fly) CAFB, Texas
8 Jan 1951	3 Apr 1951	Flt Comdr	3566 Tng Sq (Fly) CAFB, Texas
4 Apr 1951	17 May 1951	Flt Comdr	3566 Tng Sq (Fly) JCAFB, Texas
18 May 1951	4 Aug 1951	Sect Comdr	3566 Tng Sq (Fly) JCAFB, Texas
5 Aug 1951	30 Sep 1951	StuCl51-G-JUG-Sec V	3525 PTW (ASE) Wms AFB, Arizona

CHRONOLOGICAL RECORD OF MILITARY SERVICE (Cont'd)

Dates From	Dates To	Duties	Unit or Organization
1 Oct 1951	10 Oct 1951	Sec Opr Off	3530PTW, Bryan AFB, Texas
11 Oct 1951	25 Mar 1952	Asst Tng & Oprs Off	3530 PTW, Bryan AFB, Texas
26 Mar 1952	27 Mar 1952	Flt Comdr	3530 PTW, Bryan AFB, Texas
28 Mar 1952	30 Apr 1953	Section CO	3530PTW, Bryan AFB, Texas
1 May 1953	23 Sep 1953	Section CO	3531 PTSq Bryan AFB, Texas
24 Sep 1953	28 Feb 1954	Gp Oprns Off	3530 PTGp, Bryan AFB, Texas
1 Mar 1954	21 Mar 1954	Asst Dir Opns	Hq 566th ADef Gp HAFB, California
22 Mar 1954	19 May 1954	Dir Opns	Same
20 May 1954	4 Jun 1954	Asst Dir Opns	Same
5 Jun 1954	6 Jul 1954	Dir Opns	Same
7 Jul 1954	31 Oct 1954	Chf Base Support Opns	Same
1 Nov 1954	11 Nov 1954	Asst Ch Base Support Opns	Same
12 Nov 1954	10 Jan 1955	TDY, Grd Safety Crse, NY UNIV NY	Same
11 Jan 1955	31 Jan 1955	Asst Chf Base Support Opns	Same
1 Feb 1955	28 Feb 1955	Tvl, Lv & Processing	Enroute to FEAF
1 Mar 1955	12 Apr 1955	Opns Off (Add Dy - Sq Exec Off)	12 FBSq, APO 239
13 Apr 1955	Present	Asst for Safety, AS	Hq 313th Air Div, APO 239

CAMPAIGNS PARTICIPATED IN

Campaign	Date
North Burma (BS)	1947
Central Burma (BS)	1947

313th AD, 1955-I

RATINGS, SPECIALTIES, AND DESIGNATIONS

	Effective Date
Pilot	20 May 1953
Acft Obser (Plt)	29 Apr 1943

COMBAT DATA

137 Combat Missions; 338 Combat hours; P-40, P-51, B-25, CBI (Burma) Pilot, 1944/45.

Source: Officer's WD Form 66.

CONFIDENTIAL

APPENDIX 3

CONTRACTS LET BY THE TWENTIETH AIR FORCE PROCUREMENT DIRECTORATE 1 JANUARY 1952-28 FEBRUARY 1955, AND BY THE 313TH AIR DIVISION PROCUREMENT DIVISION 1 MARCH-30 JUNE 1955.

CONFIDENTIAL

CONTRACTS LET BY THE TWENTIETH AIR FORCE
PROCUREMENT DIRECTORATE

1 JANUARY 1952 - 28 FEBRUARY 1955

1952

January: Twenty contracts, totalling $349,976.47, and nine purchase orders, totalling $9,625.32, were awarded.

February: Twenty-eight contracts, totalling $321,102, and 12 purchase orders, totalling $13,765.65 were awarded to local contractors for the procurement of services and supplies for Air Force activities on Okinawa.

(a) Supplies amounting to $138,734.00 were purchased locally.

(b) Heavy equipment repair totalling $105,610.00 was performed by Vinnell Corporation and Morrison-Knudsen International Co., Inc.

(c) A contract totalling $4,675.00 was awarded to Kinjo Gumi for the relocation and rehabilitation of a service club at Naha.

(d) Sankyo Kensetsu Construction Co. was awarded a contract totalling $9,700.00 for construction of a building to house Project B/141.

(e) Two contracts totalling $10,800.00 were awarded to Tamura Construction Co. for the rehabilitation of three quonsets in the 9th Aviation Vehicle Repair Squadron area.

(f) Kinjo Gumi was awarded a contract in the amount of $2,980.00 to paint the 128 two-man BOQ's at Naha.

(g) Yomitan Industries was awarded a contract for $3,250.00 to rehabilitate a building in the 529th AC&W area.

(h) A contract for $16,280.00 was awarded Zentaro Gumi Construction Co. to reconstruct the theater at Naha AB.

(i) Contract No. AF 62(321)-63 with the Vinnell Corporation was increased by $228,200, bringing the total to $668,200 for the rehabilitation of various Air Force installations buildings damaged during Typhoon Ruth of October 1951.

(j) The Yu Kimteng Construction Co. was awarded a contract for $3,650.00 to construct two buildings to be used for service stock at Naha.

(k) Vinnell Corporation was awarded a contract for $29,475 for additional rehabilitation in the Koza Camp.

(l) Contract No. AF 62(321)-64 with Vinnell Corporation was extended from 9 April to 30 June for services to augment the AIO effort at Naha AB.

(m) Five small contracts totalling $10,715 were awarded for miscellaneous rehabilitation work on Kadena and Naha Air Bases.

March: Twenty-four contracts, totalling $463,554.33, and 13 purchase orders, totaling $15,244.73, were awarded to local contractors for the procurement of supplies and services for the Air Force activities on Okinawa.

(a) Supplies amounting to $240,449.64 were purchased locally, of which $88,798.00 was for lumber purchased from the Far East Lumber Company, and $59,727.32 was for paint.

(b) Repairs and overhauling of heavy equipment, totalling $205,977.86, were performed by Vinnell Corporation and Morrison-Knudsen International Co., Inc.

(c) A fixed unit price contract was awarded John W. King, totalling $48,011.92 for engineering service (Japanese or other qualified personnel) for the 6332d Air Base Wing.

(d) Four contracts were awarded the Tamura Construction Co.:

(1) One for $14,450, for the construction of two buildings for FBIS.

(2) One for $2,100.00, for the rehabilitation of one quonset for FBIS.

(3) One for $1,900.00, for the rehabilitation of one 20'x48' quonset type structure.

(4) One for $27,500.00 for the construction of one wood frame building for the mess hall at 2d Air Rescue Squadron.

(e) Vinnell Corporation was awarded three contracts:

(1) One for the rehabilitation of 16 buildings at Naha AB, totalling $41,200.00.

(2) One for repairs and utilization support--Air Installations at 6332d ABW, totalling $72,240.00.

(3) One for repair and maintenance of pumping equipment, amounting to $8,000.00 at Kadena.

(f) Shonan Gumi Construction Co. was awarded two contracts for the rehabilitation of the Photo Lab at Naha for $5,720.00 and the rehabilitation of the Link Trainer Building at Naha for $4,700.00.

(g) A contract for $3,460.00 was awarded to Sankyo Kensetsu for the rehabilitation of two quonsets at Naha AB.

(h) The Kinjo Gumi Construction Co. was awarded a contract amounting to $7,800.00 for the construction of a parachute tower at 2d Air Rescue Squadron, Kadena.

(i) Six supplemental agreements, totalling $147,874.20, were added to contracts during March:

(1) $83,569.20 of this was added for the extension of services to a contract with Vinnell Corp. for furnishing of American supervision and Japanese artisans to implement the Air Installations repair and utilities effort at the 6351st ABW, Naha.

(2) $58,949.00 of this was added for the employment of additional personnel to a contract with the Thomas B. Bourne Associates for engineering service in the interest of the Director of Installations.

Twenty-one contracts, totalling $261,041.14, were closed during the month.

April: Twenty-two contracts, totalling $213,595.05, and 11 purchase orders, totalling $11,196.45, were awarded to local contractors for the procurement of supplies and services for the Air Force activities on Okinawa.

(a) Supplies amounting to $72,563.58 were purchased locally, of which $47,017.13 was for lumber purchased from the Far East Lumber Co.

(b) Repairs and overhauling of heavy equipment, totalling $54,607.52, was performed by Vinnell Corporation and Morrison-Knudsen International Company, Inc.

(c) A contract, totalling $51,500.00, was awarded to Morrison-Knudsen International Co., Inc., for painting and interiors of four buildings at Ty Base, Kadena.

(d) Thomas R. Stewart, Sheetmetal Contractors, was awarded the contract for cocooning of the Lackland Theater at Kadena Air Base for $10,498.00.

(e) The Ryukyus Kaiun Kaisha Company was awarded a contract for $206.25 for lightering service for the 624th AC&W Squadron.

(f) Sankyo Kensetsu Construction Co. was awarded the contract for the rehabilitation of the Women's Billet latrines at Naha AB, for $6,500.00.

(g) Nakachi Construction Co., Ltd., was awarded the contract, totalling $225.00, for the painting of the control tower at Naha AB.

(h) A contract for the construction of two latrine buildings at Naha AB for $1,418.00 was awarded Toa Kensetsu Kogyo Co.

(i) Yomitan Industries was awarded the contract for the construction of extensions to two buildings (T-101 and T-104) at the Sobe Transmitter Site at Naha AB, for $2,500.00.

(j) Three construction contracts were awarded to Kinjo Gumi:

(1) One for the construction of two 40'x43' fences, a sheet metal structure, and the laying of bituminous asphalt paving at the 2d Air Rescue Squadron area at Kadena for a boat house, for $8,860.00.

(2) One for the rehabilitation and modification of the Dental Clinic Building at the 6332d ABW, Kadena, for $3,900.00.

(3) One for rehabilitation of the personal equipment and storage building at the 30th Bombardment Squadron area, Kadena AB, for $3,200.00

(k) Zentaro Gumi was awarded a contract for the construction of latrines for the Okinawan compound at Naha, for $6,650.00.

(l) The contract for repairing of the fire station building at the 1962d AACS Squadron area was awarded to Kaneshima Construction Co., for $2,160.15.

(m) Eleven supplemental agreements, totalling $453,769.55, were added to contracts during April:

(1) $287,200.00 of this was added to a contract awarded Vinnell Corporation for the rehabilitation of facilities at Kadena and Naha Air Bases.

(2) $67,500.00 of this was added to the contract awarded Vinnell-Wunderlich for the construction of a runway at Kadena.

(3) $57,000.00 of this was added to the contract awarded Vinnell Corporation for the expediting and hauling of Industrial Property Yard materials.

Twenty-nine contracts, totalling $459,062.84, were closed during the month.

May: Thirty-two contracts, totalling $1,295,492.42 and 11 purchase orders, totalling $9,249.44, were awarded to local contractors for the procurement of supplies and services for the Air Force activities on Okinawa.

(a) Supplies amounting to $565,336.26 were purchased locally, of which $526,471.07 was for lumber purchased from the Far East Lumber Co.

(b) Repairing and overhauling of heavy equipment, totalling $55,535.44, was performed by Vinnell Corp. and Morrison-Knudsen International Co., Inc.

(c) Two contracts were awarded for architect-engineering services:

(1) One was awarded to Daniel, Mann, Johnson, and Mendenhall for improvements of the Naha Airfields for $193,088.00.

(2) One was awarded to Thomas B. Bourne Associates, Inc., for architect-engineering services for the Directorate of Installations, Twentieth Air Force, for $286,818.00.

(d) Zentaro Gumi was awarded three contracts totalling $36,082.45.

(1) One was for $30,500.00 for the rehabilitation of 20 quonsets at Naha AB.

(2) One was for the construction of two service shacks, two concrete islands on which four gasoline pumps were to be installed at Naha AB, for $2,218.75.

(3) One was for a concrete floor in the Naha Theater, for $3,363.70.

(e) The Yu Kimteng Construction Co. was awarded two contracts totalling $17,860.00.

(1) One was for the construction of quarters and a generator shed for the radio range at Naha AB, for $8,910.00.

(2) One was for the painting of 57 buildings at Naha AB, for $8,950.00.

(f) The contract for the packing, crating, hauling, and unpacking of household goods at Naha AB was awarded to Y. Higa Trucking Service for $40,100.00.

(g) The contract for the installation of a new electrical system at Yontan was awarded to Zenitake Gumi for $5,811.71.

(h) Two contracts were awarded to Toa Kensetsu Kogyo K.K.:

(1) One was for $4,710.00 for the rehabilitation and consolidation of four quonsets into one 134'x120' furniture repair building at Naha AB.

(2) The construction of a furniture warehouse at Naha AB, for $5,975.00.

(i) Tamura Construction Co. was awarded two contracts:

(1) The rehabilitation of the control tower and the construction of an equipment room at Kadena AB, for $15,000.00.

(2) The repair of the POL building, T-2174 (a 20'x24' quonset) at Kadena AB, for $1,180.00.

(j) Sankyo Kensetsu was awarded the contract for rehabilitation of the Dispensary and Dental Clinic at Naha AB for $14,380.00.

(k) The contract for construction of two eight-hole-pit latrines for Air Installations at Kadena was awarded to Yomitan Industries for $755.00.

(l) Kinjo Gumi was awarded two contracts totalling $46,030.00:

(1) One was for the repair of the Buzz-In Service Club at the 529th AC&W Group for $7,000.

(2) One was for the construction of the NCO Open Mess building at Naha AB for $39,030.00.

(m) Nakachi Construction Co., Ltd., was awarded a contract totalling $1,080.00 for construction of two latrines for Okinawan personnel at Naha AB.

(n) A contract for $15,000.00 was awarded to Shonan Gumi Engineering Construction Co. for the rehabilitation and painting of three buildings for Air Installations at Naha AB.

(o) Ten supplemental agreements were written to various contracts during May. Five supplements, totalling $66,027.44, were written for five different contracts, decreasing the amounts. Five supplements, totalling $1,027,603.00, were written, increasing the amounts of four different contracts; of this, $1,001,203.20 was added to the contract with Vinnell-Wunderlich for rehabilitation of the Bolo, Yontan, and Futema Airfields, while $11,400.00 of it was added to the contract with Vinnell Corporation for the expediting and hauling of Industrial Property materials.

Eighteen contracts, totalling $274,048.17, were closed during May.

June: Sixty-five contracts, totalling $2,434,328.60, and 18 purchase orders, totalling $20,046.85, were awarded to local contractors for the procurement of supplies and services for the Air Force activities on Okinawa.

(a) Supplies and services amounting to $303,209.34 were purchased locally, of which $78,327.50 was for lumber purchased from the Far East Lumber Company, $77,922.68 for plywood purchased from E. J. Griffith and Company, Inc., and $42,632.36 for a 34-E Paver purchased from Vinnell-Wunderlich.

(b) Repairing and overhauling of heavy equipment, totalling $23,536.51, was performed by Vinnell Corp. and Morrison-Knudsen International Co., Inc. Also, repair of ordnance and engineering equipment amounting to $293,654.55, and handling and hauling of 20th Air Force Industrial Property Supplies, perform first and second echelon preventive maintenance amounting to $213,649.40 was performed by Vinnell Corporation.

(c) Three service contracts, totalling $620,096.90, were awarded to Vinnell Corp. for 18 American and 253 Japanese technicians and 33 trucks for the Air Installations Office. Also awarded Vinnell Corp. three other contracts, as follows: Rehabilitation and/or construction of 22 buildings at Yontan--$12,768.49; furnishing of 22 trucks for Air Installations Offices--$19,856.00; construction of concrete block latrines in the Filipino Compound at Kadena--$8,000.00.

(d) Stewart-Sharpe Construction Company was awarded four contracts:

(1) Cocooning of nine buildings at Kadena: Coleman and Lackland Gymnasiums, McChord Theater, McChord and Lackland Libraries, McChord Service Club, Andrews Snack Bar and Service Club at Ty Base area, and a hangar at Kadena Airfield--$82,756.95.

(2) Construction of a concrete building 25'x33', for a steam bath to be attached to Building No. 100 (Coleman Gymnasium) at Kadena--$13,400.00

(3) Construction of a 400-man Filipino Messhall at Kadena--$15,400.00.

(4) Cocooning of four buildings at Kadena--Administration Building at 6332d ABW Headquarters, telephone exchange, generator shed at the telephone exchange, and Building 428 in the dependent quarters of Area "A", Kadena--$8,874.49.

(e) Tamura Construction Co. was awarded four contracts:

(1) Construction of a 15'x25' concrete block structure for pyrotechnics storage at Kadena AB--$4,012.00.

(2) Construction of 45 dog kennels (K-9 houses) at the 546th Ammunition Supply Squadron, Depot--$9,847.40.

(3) Rehabilitation of 24 (20'x16') quonsets for combat crew chiefs' portable work shops at Kadena--$24,825.00.

(4) Rehabilitation of four quonsets for the 15th Radio Squadron at Yontan--$12,237.00.

(f) A contract, totalling $29,602.00 for the construction of POL facilities at Futema, Bolo, and Yontan Airfields was awarded to Vinnell International.

(g) Two contracts were awarded to Zentaro Gumi:

(1) Construction of 1,075 individual hot lockers for airmen at Naha AB--$25,272.00.

(2) Rehabilitation of Building #810 on Snob Hill at Naha AB--$5,151.00.

(h) The contracts for the rehabilitation of the 20th Air Force enlisted men's messhall (T-53), for $8,480.00, and the rehabilitation of six quonsets at the 2d Air Rescue Squadron for $13,053.00, were awarded to Kinjo Gumi.

(i) Tokyo Denki Kogyo Company, Ltd., was awarded the contract amounting to $15,870.00 for the maintenance and repair of electrical distribution lines at Kadena.

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(j) Two contracts were awarded to Yomitan Industries:

(1) One for the construction of 10 (8'x16') eight-hole frame pit latrines for AIO, Kadena, in the amount of $3,761.00.

(2) One for the construction of a hot locker and stairways to Lackland Gymnasium at Kadena AB, in the amount of $3,238.00.

(k) Three contracts were awarded to Okisui Construction Co., Ltd.:

(1) Rehabilitation of the Silver Streak Service Club at Naha--$3,687.20.

(2) Construction of a napalm storage warehouse (16'x40') with a fire-proof ceiling, at Naha--$2,500.00.

(3) Rehabilitation of transient mess (Butler building) at Naha--$12,000.00.

(l) Sakiyama Gumi was awarded two contracts:

(1) Construction of indigenous latrine for the 11th Motor Transportation Squadron at Naha--$530.00.

(2) Construction of frame type building (20'x48') for AACS hot lockers to preserve electronic equipment at Naha--$3,995.00.

(m) The following contracts were awarded to Yu Kimteng Construction Co.:

(1) Rehabilitation of the Okinawan messhall at Naha AB--$6,800.00.

(2) Exterior painting of 22 buildings and tanks at Naha AB--$8,455.00.

(3) Modification of building T-47 at Naha AB--$36,999.05.

(n) Four contracts were awarded to Toa Kensetsu Kogyo Co.:

(1) Rehabilitation of the 430th Air Police Squadron messhall--$25,100.00.

(2) Construction of two warehouses at Naha, a furniture warehouse for Naha billeting, and a warehouse for the 529th AC&W Group--$12,000.00

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(3) Construction of a rubber storage, ordnance, and engineering equipment warehouses at Naha AB--$19,000.00.

(4) Construction of three civilian BOQ buildings, including utilities, at Naha AB--$44,470.00.

(o) Duke Dorsey's Orchestra was contracted to furnish musical entertainment at the Kadena Service Clubs for $500.00

(p) A contract in the amount of $9,997.69 was awarded to Okinawa Tire Industries for the repair of tires and inner tubes utilized by the Industrial Property Heavy Equipment Yard.

(q) E.V. Lane was awarded a contract totalling $81,572.00 for the rehabilitation of four Ty Base buildings at Kadena AB.

(r) Takashima and Co., Ltd., was awarded a contract for $95,860.00 for the rehabilitation of furniture and the renovation of mattresses and pillows.

(s) John W. King was awarded these contracts:

(1) A personnel service contract for $65,782.50.

(2) Service of draftsmen and three trucks for the Air Installations Office at the 6332d ABW, Kadena--$103,907.50.

(t) The services of three technical representatives were contracted with the Philco Corporation for $29,418.48.

(u) A contract in the amount of $2,850.00 was awarded Omasa Gumi for the construction of concrete conduit trench, blower fan foundations, and installation of electrical equipment at the 529th AC&W Group power plant.

(v) A contract was awarded to Marushin Construction Company for the construction of two open-mess latrines for indigenous personnel at Naha, for $3,870.00.

(w) A contract in the amount of $1,530.00 was awarded to Nakachi Construction Co. for the rehabilitation of the Naha Theater latrine.

(x) Thirty-three supplemental agreements were added to various contracts during June. Ten supplements, totalling $89,488.77, were written to as many different contracts decreasing the amounts involved. Twenty-three supplements, totalling $503,106.57, were written, increasing the amounts of 14 different contracts. Of this sum, $272,724.24 was added to the contract with Vinnell-Wunderlich for grading, surfacing, and relocation of existing facilities and con-

struction of additional facilities for expansion and improvement of airfields, adding to the scope of work, supplies, and materials. $142,900.00 was added for additional services and scope of work to the contract with Vinnell Corporation for the rehabilitation of certain facilities at Naha and Kadena Air Bases. $29,900.00 was for additional services and scope of work to the contract with Vinnell Corporation for the furnishing of labor for rehabilitation of 13 buildings at Koza.

Thirty-three contracts, totalling $516,770.68, were closed during June.

July: Seven contracts, totalling $164,159.17 and six purchase orders and delivery orders, totalling $2,954.42, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Supplies and services amounting to $10,704.39 were purchased locally.

(b) Repairing and overhauling of heavy equipment, totalling $9,028.31, was performed by Vinnell Corporation.

(c) Stewart-Sharpe Construction Co. was awarded a contract in the amount of $139,997.89 for the construction of eight concrete block warehouses for Base Supply and the Air Installations Office at the 6332d ABW.

(d) A contract for musical entertainment at the Kadena Service Club was awarded to Duke Dorsey for $5,200.00.

(e) A contract totalling $633.00 was awarded to Nakachi Construction Co. for the construction of an Okinawan latrine at Yontan.

(f) Mori Eitomi was awarded a contract for $1,000.00 to perform lightering services at off-island AC&W sites.

(g) Ryukyu Kaiun Kaisha was awarded a contract for $550.00 to perform lightering services at off-island AC&W sites.

(h) Ten supplemental agreements were added to various contracts during July. Five supplements, totalling $8,130.31, were written to five different contracts decreasing the amounts. Five supplements, totalling $37,533.10, were written to five different contracts increasing the amounts. Of this, $18,183.10 was added to the contract awarded Kokuba Gumi for the repair of roadway surfaces, shoulders,

and drainage ditches at Kadena AB. $14,500.00 was added to the contract awarded Vinnell Corporation for the handling and hauling of Industrial Property Supplies.

Thirty-one contracts totalling $358,565.99 were closed during July.

August: Nine contracts, totalling $76,430.74, and 14 purchase orders and delivery orders, totalling $63,798.20, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Supplies and services amounting to $99,316.94 were purchased locally.

(b) A contract for musical entertainment was awarded the Air Force Officers' Club, 6332d ABW, for the amount of $4,800.00.

(c) A contract was awarded to Sakiyama Gumi in the amount of $18,490.00 for the rehabilitation of 14 quonsets at Yontan.

(d) Vinnell International was awarded a contract in the amount of $10,800.00 for the rehabilitation of three quonsets in Koza.

(e) Shonan Gumi was awarded a contract in the amount of $2,746.00 for the rehabilitation of two buildings for NCO Open Mess storage at Naha AB.

(f) A contract in the amount of $1,936.00 was awarded Yomitan Industries for the construction of three quonsets and the installation of sewage and water pipe systems at Kadena AB.

(g) Tamura Construction Co. was awarded a contract for $2,140.00 to rehabilitate quonset building T-2052, Hq., 19th Bombardment Group.

(h) Twelve supplemental agreements were added to various contracts during August. Five supplements, totalling $763.78, were written to the same number of contracts, decreasing the contract amount. Seven supplements, totalling $197,463.33 were written to contracts, increasing the amount of the basic contract. Four supplements involving a total increase of $142,663.31 were added to the contract with Vinnell-Wunderlich for grading, surfacing, and relocating existing facilities and for constructing additional facilities for the expansion and improvement of airfields, adding to the scope of work, supplies, and materials. $40,717.00 was added to the contract awarded John W. King for services of drafting, survey, and soil technicians. $13,500.00 was added to the contract awarded Vinnell for handling and hauling Hq., 20th AF Industrial Property Account supplies.

Eighteen contracts, totalling $316,784.69, were closed during August.

September: Nine contracts, totalling $172,003.54, and 13 purchase orders and delivery orders, totalling $47,403.89, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Six contracts amounting to $26,176.90 were awarded for supplies and services purchased locally.

(b) Stewart-Sharpe Construction Co. (Joint Venturers) was awarded a contract for the construction of eight concrete block warehouses at Kadena AB for $139,997.89.

(c) A contract for $16,681.21 was awarded to Vinnell Corporation and Wunderlich Contracting Co. for dust collecting fans and cyclones.

(d) Eleven supplemental agreements were added to various contracts during September. Four of these supplements decreased the total amount of the contracts to which they were written by $3,880.09. Seven supplements totalling $175,784.60 were written to contracts, increasing the amount of the basic contract. One supplement added $10,000.00 to the contract with Vinnell Corp. for the rehabilitation of facilities at Kadena and Naha Air Bases. Another supplement added $53,075.00 to the contract with Vinnell-Wunderlich for construction of a runway. A third supplement added $110,867.00 to the contract with Thomas Stewart and Sharpe Construction Co. for the rehabilitation of nine buildings.

Twenty-five contracts, totalling $771,416.28, were closed during September.

October: Nine contracts, totalling $527,133.77, and 11 purchase orders and delivery orders, totalling $53,555.33, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Three contracts totalling $72,117.77 were awarded for supplies:

(1) Okinawa Housing Corporation for miscellaneous building materials--$44,646.73.

(2) Kokuba Gumi for steel--$9,375.00.

(3) Far East Lumber Corporation for lumber--$18,096.44.

(b) Contract No. AF62(321)-300 was awarded to Kinjo Construction Co. in the amount of $39,201.00 for the

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construction of 72 tent frames at Kadena.

(c) Contract No. AF62(321)-304 was awarded to Asanuma Gumi Co., Ltd. for rehabilitation of the primary electrical distribution system at Kadena, for $172,000.00.

(d) Laneco, Inc., was awarded a contract for $214,960.00 to construct interim housing airport facilities at Kadena, Yontan, and Bisha Gawa.

(e) Contract No. AF62(321)-309, totalling $16,425.00, was awarded to Matsumura Gumi Co., Ltd., for painting of the M-K area.

(f) Three supplemental agreements, totalling $127,500.00, were added to various contracts during the month, all increasing the amount of the original contract. One added $50,000.00 to the contract with Vinnell International for the repair and maintenance of installations and utilities at the 6332d Air Base Wing. Another added $75,000.00 to the contract with Y. Higa Trucking Service for packing, crating, hauling, and unpacking household goods. A third added $2,500.00 to the contract with Sakiyama Gumi for the rehabilitation of 14 quonsets at Yontan.

Twenty-one contracts, totalling $717,375.64, were closed during October.

November: Seventeen contracts, totalling $5,411.983.21, and 19 purchase orders and delivery orders, totalling $51,042.39, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Two contracts, totalling $23,455.06, were awarded for supplies.

(1) Tetsudo Kogyo Co., Ltd., for concrete duct pipes--$17,490.00.

(2) Rycom Central Exchange for tires--$5,965.00.

(b) The Philco Corporation was awarded a contract for $34,182.72 to provide the services of three technical representatives.

(c) Vinnell-Wunderlich was awarded a contract for the construction of Naha Airfield facilities for the estimated amount of $5,216,052.00.

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(d) Zentaro Gumi was awarded Contract No. AF62(321)-316, totalling $27,500.00, for the rehabilition of quonsets at Naha AB.

(e) A contract for the construction and installation of a lightning protection system for the 546th Ammunition Storage Area, in the amount of $18,600.00, was awarded to Tamura Construction Co.

Fifteen contracts, totalling $208,953.07, were closed during October.

December: Ten contracts, totalling $72,120.73, and 14 purchase orders and delivery orders, totalling $56,464.91, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Kokuba Gumi was awarded a supply contract, No. AF62(321)-333, totalling $5,465.00, for box pallets to be used in the expansion of warehousing.

(b) Thomas R. Stewart and Co. was awarded Contract No. AF62(321)-334, totalling $31,654.70, for painting and water-proofing of 150 dependent houses in Stilwell Park.

(c) Zentaro Gumi Construction Co. was awarded Contract No. AF62(321)-335, totalling $9,519.42, for rehabilitation of Quonset T-93, the officers' transit building at Kadena.

(d) Matsumura Gumi was awarded Contract AF62(321)-336, totalling $9,526.72, for cleaning, repairing, and painting of six POL tanks at Kadena AB.

(e) Purchase Order No. (62-321)53-83 obligated $276.25 for the purchase of stamps.

(f) Delivery Order No. (62-321)53-79, totalling $10,071.70, and Delivery Order No. (62-321)53-87, totalling $11,038.70, were written against Contract AF62(321)-259 with Vinnell International Corporation for the repair of heavy equipment.

(g) Supplemental agreements, totalling $127,796.18, were added to five different contracts, increasing the original scope of work as follows:

(1) Contract AF62(321)-307 with Laneco Construction Co. for construction of interim housing airport facilities at Kadena, Yontan, and Bisha Gawa was increased by $11,697.50.

(2) Contract AF92(325)-90, Kadena runway contract with Vinnell-Wunderlich, was increased by $51,348.68.

(3) Contract AF62(321)-230 with Vinnell International for American and Japanese personnel as a Naha AIO augmentation for repair and maintenance of installations and utilities was increased by $48,400.00.

(4) Contract AF62(321)-231 with Okinawa Tire Industry for furnishing tire repair service to the Industrial Property Yard was increased by $10,000.00.

(5) Contract AF62(321)-321 with Okisui Construction Co., Ltd., for cleaning and painting of seven nose hangars at Kadena was increased by $6,350.00.

(h) Contract AF62(502)-532, totalling $225,000.00, was awarded to Daniel, Mann, Johnson, and Mendenhall for architect-engineer services for plans and specifications in accordance with the design program furnished by the government for the Bolo Airfield project. This contract was written at FEALOGFOR, but was transferred to this headquarters for administration.

Fifteen contracts, totalling $122,331.11, were closed during December.

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January: Twelve contracts, totalling $191,018.31 and 23 purchase orders and delivery orders, totalling $48,806.42, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Toa Kensetsu was awarded a contract, totalling $18,789.00, for additions and alterations to Engineering Building T-4K at Kadena AB.

(b) Matsumura Gumi was awarded two contracts.

(1) Cleaning, repairing, and painting six POL tanks at Kadena--$9,526.72.

(2) Rehabilitating a latrine and rehabilitating and relocating four quonsets for additional facilities at the 1811th AACS Group Headquarters, Kadena AB--$4,646.00.

(c) Two contracts were awarded to Thomas R. Stewart and Co.

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(1) Painting and waterproofing 150 dependent houses in Stilwell Park at Kadena AB--$31,654.70.

(2) Fabricating and installing bulkheads, double doors, locking devices, and miscellaneous metal work in an ammunition storage igloo at Kadena AB--$40,000.00.

(d) Contract No. AF62(321)-335, totalling $9,519.42 was awarded to Zentaro Gumi Construction Co. for rehabilitation of officers' transient building, Quonset No. T-93, at Kadena AB.

(e) Yomitan Industries was awarded three contracts.

(1) Relocation and rehabilitation of a 96' quonset for troop housing at the 1962d AACS Squadron--$3,941.00.

(2) Rehabilitation of 13 buildings for troop housing at the 529th AC&W areas at Kadena and Yontan--$38,963.00.

(3) Construction of three quonsets for troop housing, one hot locker, and one latrine at Yontan--$16,240.00.

(f) Omasa Gumi was awarded a contract in the amount of $3,500.00 for the construction of a motor pool maintenance shed at Yontan.

(g) Kokuba Gumi was awarded a contract, totalling $13,327.87, for the rehabilitation of a mess hall at Yontan.

(h) Nine supplemental agreements were added to various contracts during January. Two of these decreased the amount of two contracts by a total of $216,677.44. Five supplements increased the amount of five contracts, while two supplements did not alter the amount of the contracts involved.

(1) Supplemental Agreement No. 24 determined the final Fiscal Year 1952 quantity for Kadena Airfield construction, resulting in $216,177.44 decrease in the contract total.

(2) Supplemental Agreement No. 6 was added to the contract with John W. King which called for furnishing the services of drafting, survey, and soil technicians to provide the services of eight additional engineering personnel for $11,880.00.

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(3) Supplemental Agreement No. 4 was added to the contract with Vinnell International Corporation, furnishing work and labor for the repair and maintenance of installations and utilities, at Naha AIO, to add $38,600.00 for additional funds to continue the services proposed in the basic contract

(4) Supplemental Agreement No. 2 was written to Contract No. AF62(321)-308, Sankyo Kensetsu Contract, for the removal and installation of three KVA transformers, increasing the contract amount by $1,921.00.

(i) Twelve contracts, totalling $191,978.31, were written and distributed during January.

Eleven contracts, totalling $341,159.02, and seven purchase orders, totalling $15,871.93, were closed during January.

February: Seven contracts, totalling $21,936.98, and 19 purchase orders and delivery orders, totalling $45,301.07, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Chien Yu Construction and Washington Overseas Development Company, a joint venture, was awarded a contract of $1,977.94 for construction of interior partitions, electrical and plumbing facilities, lining and painting of a 20'x56' quonset at Naha AB.

(b) The Blue Sky Band was awarded a service contract, totalling $910.00, for services at Tower House Service Club at Naha AB.

(c) Vinnell-Wunderlich Construction Co. was awarded a contract in the amount of $6,937.14 for POL products.

(d) Toa Kensetsu was awarded a contract of $1,780.00 for construction of a frame building for the MARS station at Naha AB.

(e) Zentaro Gumi was awarded two contracts.

(1) Repair the supply and storage building for fire arms and general supplies in the Chibana area—$3,065.00.

(2) Paint the interior and exterior of 25 buildings, one flag pole, and one vault at Naha AB Headquarters.

(f) Nakachi Construction Co. was awarded a contract, totalling $5,460.00, for the repair of hardwood floors in Building 429, Lackland Gymnasium, at Kadena AB.

(g) Four supplemental agreements were added to various contracts during February. One supplement was written decreasing the amount of a contract by $1,131.63. Two supplements, totalling $28,415.60, were written increasing the amount of the two contracts involved. One supplement was written which did not change the amount of the contract.

(1) Supplemental Agreement No. 4 was added to the contract with Laneco, Inc., for construction of interim housing airport facilities at Kadena, Yontan, and Bisha Gawa for additional work consisting of the installation of a hot water tank and fuel oil storage tank, plus construction of three concrete ramps and wainscots around 39 tent frames.

(2) Supplemental Agreement No. 2 was written to Contract No. AF62(321)-304, Asanuma Gumi Co., Ltd., for the additional work necessary to complete the underground power system, resulting in an increase of $27,490.80.

(3) Supplemental Agreement No. 1 was written to Pan Pacific Co. for repair of 13 pool tables, changing the scope of work and decreasing the contract amount by $1,131.63.

(4) Supplemental Agreement No. 1 to Contract No. AF 62(321)-336 was written to Matsumura Gumi, effecting no-cost cancellation of contract.

(h) Four contracts, totalling $8,629.84, were written and distributed during February.

Nine contracts, totalling $156,429.43, and 16 purchase orders, totalling $12,189.00, were closed during February.

March: Fifteen contracts, totalling $186,711.11, 23 delivery orders, totalling $43,751.65, and four purchase orders, totalling $3,841.25, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract No. AF62(321)-354 was awarded to Kinjo Gumi for the rehabilitation of troop quonset building No. 235 at Kadena, for $2,375.79.

(b) Nakachi Construction Co. was awarded a contract for $5,460.00 to replace hardwood floors at Lackland Gymnasium.

(c) Far East Lumber Co. was awarded two contracts for lumber and plywood, in the amount of $49,885.88, for Naha Base Supply.

(d) Nakachi Construction Co. was awarded a contract for an extension to Building No. 3416 at Kadena for $2,791.00.

(e) Pacific Construction Co. was awarded a contract for $5,300.00 to rehabilitate a warehouse at Naha Base Supply.

(f) Far East Lumber Co. was awarded a contract to furnish Kadena Base Supply lumber in the amount of $84,252.50.

(g) Tamura Construction Co. was awarded a contract for $2,775.00 to repair two Newman planers.

(h) Barclay and Co. was awarded a contract for $11,957.26 to furnish plywood for Kadena Base Supply.

(i) Two service contracts were written.

(1) The Blue Sky Band--$910.00.

(2) Terry Zamora's Combo--$1,125.00.

(j) Yu Kintemg Co. was awarded a contract of $4,344.33 to paint the interior and exterior of 63 dependent houses at Naha AB.

(k) Sumida Construction Co. was awarded a contract for $9,900.00 to rehabilitate the fire-damaged portions of Building S-4081 at Kadena AB.

(l) Mr. Antonio D. Ruivirar was awarded a contract for $500.00 to tune and repair five pianos at Naha AB over a period of one year.

(m) E. J. Griffith and Co. was awarded a contract for $5,194.35 to furnish spare parts for a Cummins 600 HB engine at the 6332d ABW.

(n) Thirteen supplemental agreements were added to various contracts during March. Two supplements were written decreasing the amount of two contracts by $2,800.46. Eight supplements, totalling $117,546.17, were written increasing the amount of eight contracts. Three supplements were written which did not change the amount of the contracts.

(1) Supplemental Agreement No. 2 was added to the contract with Matsumura Gumi for painting of additional buildings in the Chibana area, for $4,447.94.

(2) Supplemental Agreement No. 2 was added to the contract with Thomas B. Bourne Associates, Inc., adding five engineering personnel and two vehicles, increasing the contract by $18,152.00.

(3) Supplemental Agreement No. 28 was added to the contract with Vinnell-Wunderlich for additional work on Kadena Airfield for the amount of $41,720.00.

(4) Supplemental Agreement No. 1 was added to the contract with Tamura Construction Co. for additional work in the construction and installation of a lightning protection system for the 546th Ammunition Storage Area for $257.13.

(5) Supplemental Agreement No. 4 was added to the contract with Takashima & Co., Ltd., for $4,000.00, to revise the estimated number of chairs to be repaired.

(6) Supplemental Agreement No. 2 to Contract AF62(321)-143 for constructing a messhall in the 2d Air Rescue Area decreased the total contract price by $300.46 for labor, as a result of the contractor's being unable to perform.

(7) Supplemental Agreement No. 1 was added to the contract with Toa Kensetsu for $1,984.55 to perform additional work on Engineering Building No. T-4K.

(8) Supplemental Agreement No. 5 was added to the contract with Vinnell International for $45,000.00 to extend the services of the eight foremen and 91 artisans at the 6351st AIO.

(9) Supplemental Agreement No. 1 to FBIS contract OKI 42-52 (Drawings and specifications of Club Shelter BOQ) was written to delete a portion of the scope of work and decrease the contract total by $2,500.00.

(o) Four change orders were written for changes in contracts which did not affect the monetary value.

Nine contracts, totalling $446,723.38, and six purchase orders, totalling $3,050.00, were closed during the month.

April: Six contracts, totalling $89,925.57, 14 delivery orders, totalling $26,998.66, and 10 purchase orders, totalling $8,954.73, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-367 was written to Kentoku Gumi for construction of two first aid stations at Naha for $3,995.57.

(b) Contract AF62(321)-369 was written to Toa Kensetsu for $28,000.00 to refloor 80 dependent quarters at Naha AB.

(c) Contract AF62(321)-370 was written to Tamura Construction Co. for $1,995.00 to construct a latrine at the Buzz-Inn Service Club.

(d) Contract AF62(321)-371 was written to Asanuma Gumi Co., Ltd. for $1,860.00 to install fuse assemblies at Stilwell Park, Kadena AB.

(e) Contract AF62(321)-372 was written to Pacific Construction Co. in the amount of $48,555.00 for erosion control of Kadena Airfield.

(f) Contract AF62(321)-373 was written to Laneco, Inc., for $5,520.00 to rehabilitate and erect a 10,000-barrel water storage tank at Naha AB.

(g) Four supplemental agreements were added to various contracts during April. Three of these, totalling $77,945.50, increased the amount of the three corresponding contracts. One did not change the amount of the contract.

(1) Supplemental Agreement No. 6 to Contract AF62(321)-230 was written to Vinnell International for additional funds needed to continue the services of the American foreman and Japanese artisans assigned to Naha AIO--$42,000.00.

(2) Supplemental Agreement No. 1 to Contract AF62(321)-215 was written to Zentaro Gumi, effecting a no-cost cancellation as a result of a change in design which rendered unnecessary work contemplated by the contractor.

(3) Supplemental Agreement No. 5 to Contract AF62(321)-233 was written to Takashima and Co., Ltd., increasing the contract by $34,998.00 to increase the number of chairs and mattresses to be repaired and to renovate approximately 5,200 feather pillows at Naha AB.

(4) Supplemental Agreement to Contract AF92(325)-90 was written to Vinnell-Wunderlich for $947.50 to construct an access road and parking area at Kadena Airfield.

(h) Four change orders were written for changes in contracts which did not affect the monetary value.

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May: Four contracts, totalling $128,910.06, two delivery orders, totalling $18,944.16, and eight purchase orders, totalling $2,121.76, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-375 was awarded to Far East Lumber Co. for plywood and lumber in the amount of $9,978.81, for Kadena Base Supply.

(b) Contract AF62(321)-378 was awarded to Barclay and Co. for plywood in the amount of $65,922.25, for the use of Kadena Base Supply.

(c) Contract AF62(321)-377 was awarded to Far East Lumber Co. for plywood for Kadena Base Supply, in the amount of $38,029.00.

(d) Contract AF62(321)-381 was awarded to Laneco, Inc., in the amount of $14,980.00, for rehabilitation of five POL tanks at Kadena.

(e) Seven supplemental agreements were added to various contracts during May. Three supplements were written decreasing the amount of three contracts by $25,067.50. Two supplements were written increasing the amount of two contracts by $553,064.69. Two supplements were written which did not change the amounts of the contracts.

(1) Supplemental Agreement No. 31 to Contract AF92 (325)-90 was written to Vinnell-Wunderlich for additional work, consisting of construction of Kadena Airfield, in the amount of $548,313.69.

(2) Supplemental Agreement No. 32 to Contract AF92 (325)-90 was written to Vinnell-Wunderlich for a net increase of $4,751.00 to reroute underground POL electric duct line at Kadena Airfield.

(3) Supplemental Agreement No. 1 to Contract AF62(321)-340 was written to Matsumura Gumi for a decrease of $65.00 to eliminate the construction of a side door entrance and wall partition while adding a concrete walk-way. The original contract called for the rehabilitation of Building T-16A, installation of a latrine in Building T-22, and removal and/or relocation of partitions in Buildings T-16, T-20, and T-22, Kadena.

(4) Supplemental Agreement No. 2 to Contract AF62(321)-238 was written to John W. King for a decrease of $25,000.00, to withdraw unused funds. The decrease

resulted from the contractor's furnishing only an estimated 60 per cent of the services stipulated in the contract.

(5) Supplemental Agreement No. 1 to Purchase Order (62-321)53-200 was written to Yomitan Industries for a correction in the funding. The purchase order was for cement blocks for Kadena AIO.

(6) Supplemental Agreement No. 1 to Contract AF62(321)-372 was written to Pacific Construction Co., changing the contract from a lump sum contract to a fixed unit price. The supplement was also to facilitate administration and contemplated modification to the scope of work. This contract pertained to erosion control on Kadena AB.

(f) Two change orders were written for changes in contracts which did not affect the monetary value.

Ten contracts, totalling $211,554.23, and five purchase orders, totalling $7,563.22, were closed during May.

June: Twenty-six contracts totalling $1,319,338.09, 13 delivery orders, totalling $46,340.95 and six purchase orders, totalling $6,265.60, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-379 was awarded to Kinjo Gumi for $5,109.50 to fabricate pallets for the commissary at Kadena AB.

(b) Contract AF62(321)-382 was awarded to Vinnell-Wunderlich in the amount of $134,731.60 for quarry materials obtained by OKED from Vinnell-Wunderlich.

(c) Contract AF62(321)-383 was awarded to Caltex for $583,014.90 for 10,585 NLT of asphalt to be used on Contracts AF62 (321)-310 and AF92(325)-90.

(d) Contract AF62(321)-384 was written to Zentaro Gumi for $3,900.00 for the removal of 30,000 LF of buried pipe between Tengan and White Beach and Rycom Storage Tank and Koza Corners.

(e) Contract AF62(321)-387 was written to Y. Higa Trucking Service for an estimated $101,750.00 for packing, hauling, and crating of household effects for Fiscal Year 1954. This was a call contract.

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(f) Contract AF62(321)-388 was written to Toa Kensetsu in the amount of $2,430.00 for rehabilitation of Naha Base Chapel.

(g) Contract AF62(321)-392 was written to Takashima and Co. for an estimated $133,512.98 to perform mattress renovation and furniture repair for Kadena and Naha Air Bases. The contract had to be held in abeyance pending the availability of funds.

(h) Contract AF62(321)-380 was written to Tokyo Denki, Kokyo K.K. for an estimated $17,528.00 as a service contract for maintenance of the electrical distribution system at Kadena AB.

(i) Contract AF62(321)-389 was written to Yomitan Industries in the amount of $2,026.80 for construction of a 20'x48' quonset for a communications building located at Yontan.

(j) Contract AF62(321)-393 was awarded to Yomitan Industries in the amount of $6,653.10 for construction of a motor vehicle maintenance shed for the 466th Signal Aviation Construction Company at Kadena AB.

(k) Contract AF62(321)-408 was awarded to Yomitan Industries for $10,535.45 to repair Building T-47, the Oasis Service Club; Building T-55, the Kadena Theater; and Building T-2017, Technical Supply.

(l) Contract AF62(321)-394 was written to Chien Yueh Construction Company in the amount of $5,534.57 for rehabilitation of Twentieth Air Force Chapel, Kadena AB.

(m) Contract AF62(321)-391 was written to Asanuma Gumi for $39,700.00 to rehabilitate the electrical distribution system at Naha AB.

(n) Contract AF62(321)-398 was awarded to Toa Kensetsu for $2,450.00 to paint 41 troop quonsets at Naha AB.

(o) Contract AF62(321)-399 was awarded to Philco Corporation for $33,858.00 for the services of three Philco technical representatives.

(p) Contract AF62(321)-400 was awarded to Vinnell International in the amount of $16,660.00 for the services of two American supervisors and 66 Japanese artisans at Kadena AB.

(q) Contract AF62(321)-401 was awarded to Asanuma Gumi for $1,925.95 to replace cable at K-Power House, Kadena AB.

(r) Contract AF62(321)-402 was awarded to Vinnell International in the amount of $16,371.00 for the services of two American supervisors and 65 Japanese artisans at Kadena AB.

(s) Contract AF62(321)-403 for $14,789.00 was awarded to Vinnell International for the services of four American supervisors and 48 Japanese artisans at Naha AB.

(t) Contract AF62(321)-404 for $16,800.00 was awarded to Sumida Kensetsu for the rehabilitation of seven dependent houses in Area "B", at Kadena AB.

(u) Contract AF62(321)-405 was awarded to Pacific Construction Co. in the amount of $74,872.23 for the rehabilitation of women's quarters at Twentieth Air Force and 6332d ABW, Kadena AB.

(v) Contract AF62(321)-506 for $32,709.00 was awarded to Pacific Construction Company for the construction of 14,000 feet of vitaulic water main at Kadena.

(w) Contract AF62(321)-407 was awarded to Pacific Construction Co. in the amount of $23,573.00 to dismantle and move Building T-703 and reconstruct and modify same building as Building T-2312 for use as a briefing room at Kadena AB.

(x) Contract AF62(321)-409 was awarded to Pacific Construction Co. for $6,398.00 to install a concrete block wall and three 75-KVA transformers at Kadena AB.

(y) Contract AF62(321)-410 for $15,000.00 was awarded to Laneco, Inc., for the construction of a Jet Test Stand at Naha AB.

(z) Twelve supplemental agreements were added to various contracts during June. Four supplements, totalling $842, 828.99, were written increasing the amount of four contracts. Seven supplements were written decreasing the amount of seven contracts by $60,409.14. One supplement was written which did not change the amount of the contract.

(1) Supplemental Agreement No. 12 to Contract AF62(321)-63 was written to Vinnell Corporation for a decrease of $23,154.71 to withdraw unexpended contract funds.

(2) Supplemental Agreement No. 4 to Contract AF62(321)-160 was written to Thomas B. Bourne Associates for a decrease of $26,264.65 to withdraw unexpended funds left in the contract after expiration date of 30 April 1953.

(3) Supplemental Agreement No. 32 to Contract AF92 (325)-90 was written to Vinnell-Wunderlich for the amount of $4,751.00 for rerouting POL duct lines at Kadena Airfield.

(4) Supplemental Agreement No. 2 to Contract AF62(321)-326 was written to Sankyo Kensetsu Co., Ltd. for a decrease of $5,905.00 as a result of renegotiation with the contractor.

(5) Supplemental Agreement No. 2 to Contract AF62(321)-280 was written to Stewart and Sharpe Construction Co. for a decrease of $540.00 resulting from reimbursement for damage suffered by the Government because of extensive delay in the work. The original contract was for the construction of a mess hall for the 2d Air Rescue Squadron, Kadena AB.

(6) Supplemental Agreement No. 4 to Contract AF62(321)-240 was written to John W. King Associates for a decrease of $3,500.00 resulting from the withdrawal of unexpended contract funds. The original contract provided for the services of Japanese technicians.

(7) Supplemental Agreement No. 2 to Contract AF62(321)-262 was written to Thomas R. Stewart & Sharpe Construction Co. for a decrease of $500.00 due the Government as compensation for damages resulting from a delay in performance of the contract. The original contract provided for the construction of a 25'x33' steam bath at the Lackland Gymnasium.

(8) Supplemental Agreement No. 1 to Contract AF62(321)-367 was written to Kintoku Gumi for a decrease of $544.78 brought about by a reduction in the scope of work. The original contract was for two first aid stations at Naha AB.

(9) Supplemental Agreement No. 33 to Contract AF92(325)-90 for the construction of Okinawa Airfield by Vinnell-Wunderlich increased the contract price by $245,294.04. The work covered by this supplemental agreement was for an extension of 1,000 feet to Futema taxiway and runway and revision of estimated units of the work originally incorporated in Supplemental Agreement No. 6 and amended by Supplemental Agreements Nos. 13, 14, 17, 18, and 26. This extension increases the taxiway and runway at Futema from 8,000 to 9,000 feet.

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(10) Supplemental Agreement No. 2 to Contract AF62(321)-310 was written to Vinnell Corporation in the amount of $591,733.95. The contract was changed to provide for contractor-furnished aggregate, concrete, and asphalt; for erection, operation, repair, and maintenance of an asphalt manufacturing plant; changes in planning, design, and construction of the sea wall; tideland borrow areas.

(11) Supplemental Agreement No. 2 to Contract AF62(321)-319 was written to Tamura Construction Co. in the amount of $1,050.00 for additional labor and materials required to complete a lightning protection system in buildings actually 51 feet in length but indicated on the contract drawing as 40 feet long. The original contract was for the construction and installation of lightning rods for ammunition storage buildings at the 546th Ammunition Supply Squadron, Depot.

One change order was written for changes in the contract not affecting the monetary value.

Twenty contracts, totalling $1,027,001.65, and 10 purchase orders, totalling $12,620.91, were closed during June.

July: Eleven contracts, totalling $172,871.39; six delivery orders, totalling $8,272.02; and two purchase orders, totalling $1,111.07, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-411 for $7,500.00 was awarded to Asanuma Gumi to install a deep well pumping system at Kadena.

(b) Contract AF62(321)-413 for $8,527.00 was awarded to John W. King Associates for engineering services for Kadena AIO.

(c) Contract AF62(321)-414 for $66,000.00 was awarded to John W. King Associates for the services of draftsmen and surveying personnel for the Installations Directorate.

(d) Contract AF62(321)-415 for $23,285.12 was awarded to Yomitan Industries for the repair and painting of 159 BOQ's at Kadena.

(e) Contract AF62(321)-395 for $4,690.34 was awarded to Sumida Kensetsu for the installation of soapstone ducts in Area "A".

(f) Contract AF62(321)-412 for $14,605.15 was awarded to Far East Lumber Co. for lumber for Kadena Base Supply.

(g) Contract AF62(321)-396 for $3,450.50 was awarded to Laneco, Inc., for the installation of 670 aircraft tie-down anchors at Kadena AB.

(h) Contract AF62(321)-416 for an estimated $999.90 was awarded to Mori Eitomi for furnishing lighting services between off-island sites.

(i) Contract AF62(321)-390 for $11,555.00 was awarded to Pacific Construction Co. for the installation of a complete outdoor transformer sub-station at Kadena AB.

(j) Contract AF62(321)-285 for $550.00 was awarded to Ryukyu Kaiun Kaisha for lightering services between off-island sites.

(k) Contract AF62(321)-406 for $32,709.00 was awarded to Pacific Construction Co. for construction of 14,000 feet of 12" vitaulic water main for Kadena AIO.

(l) Three supplemental agreements were added to various contracts during July. Two supplements, totalling $27,921.40 were written increasing the amount of two contracts. One supplement, totalling $88,929.10, was written decreasing the amount of one contract.

(1) Supplemental Agreement No. 1 to Contract AF62(321)-353 for $7,921.40 was written to Nakachi Construction Co. for the erection of reinforced concrete block partitions and the repair of roof slab walls and floors in Building No. 3416.

(2) Supplemental Agreement No. 34 to Contract AF92(325)-90 for Vinnell-Wunderlich increased and decreased the quantities of items in the schedule. Fiscal Year 1952 decreased in the amount of $278,440.50, and Fiscal Year 1953 increased in the amount of $189,511.40, making a net decrease in the over-all contract price of $88,929.10.

(3) Reaccomplished Supplemental Agreement No. 2 to Contract AF62(321)-310 for Vinnell-Wunderlich, to cover the erection of the asphalt plant at Naha in the amount of $20,000.00.

Twelve contracts, totalling $278,690.17, and five purchase orders, totalling $7,461.00, were closed during July.

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August: One contract totalling $15,480.00; nine delivery orders, totalling $440.22; and five purchase orders, totalling $4,203.97, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

Sixteen contracts, totalling $1,211,293.64, and two purchase orders, totalling $1,030.90, were closed during August.

A decision was reached for a settlement of claim filed by Vinnell Corp. for the adjustment of American wage rates from 1 February 1951 through 30 June 1951 under the terms of Contract W-325 AC-1. The amount of this claim was $31,779.54.

September: Seven contracts totalling $80,926.90, four delivery orders totalling $1,438.93, and three purchase orders totalling $2,734.75 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-417 for $550.00 was awarded to Ryukyu Kaiun Kaisha for lightering services (off-island).

(b) Contract AF62(321)-418 for $5,625.00 was awarded to Oroku Transportation Co. for hauling cement at Naha Port.

(c) Contract AF62(321)-419 for $23,235.33 was awarded to Vinnell-Wunderlich for asphalt equipment.

(d) Contract AF62(321)-420 for $501.00 was awarded to Hakken Kogyo for construction of a fence at Naha AB.

(e) Contract AF62(321)-421 for $4,778.80 was awarded to Laneco., Inc., for erosion control of culverts at Kadena AB.

(f) Contract AF62(321)-422 for $5,724.27 was awarded to Tamura Construction Co. for the repair of Building T-1880 (classified project).

(g) Contract AF62(321)-423 for $40,512.50 was awarded to Langan Development Co. for cement.

Nine contracts totalling $381,274.96 and four purchase orders totalling $3,347.60 were closed during September.

October: Six contracts, totalling $50,935.18; 18 delivery orders, totalling $12,969.57; and six purchase orders, totalling $6,630.83, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-423 for $40,512.50 was written to Lungan Development Co. for cement.

(b) Contract AF62(321)-424 for $1,425.00 was written to Vinnell-Wunderlich for construction of a soils cement test structure on Kadena AB.

(c) Contract AF62(321)-425 for $1,880.00 was written to Oroku Transportation Co. for the hauling of cement.

(d) Contract AF62(321)-426 for $410.00 was awarded to Toa Kensetsu for cleaning and painting of a control tower at Naha AB.

(e) Contract AF62(321)-427 for $6,107.68 was awarded to Tamura Construction Co. for the erection of a 10,000 barrel steel water tank at Naha AB.

(f) Contract AF62(321)-428 for $600.00 was awarded to Kinjo Construction Co. for the splitting of 100,000 BF of lumber.

Five contracts totalling $45,219.07 and five purchase orders totalling $4,526.01 were closed during October.

November: One contract, totalling $3,980.00; 15 delivery orders, totalling $17,735.22; and four purchase orders, totalling $3,202.28, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

Seven contracts, totalling $682,978.12, and three purchase orders, totalling $2,605.65, were closed during November.

December: Five contracts, totalling $37,549.10 and seven purchase orders, totalling $6,137.90, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-430 was awarded to Adrian Wilson and Associates in the amount of $19,530.00 to perform a topographical survey at Guam.

(b) Contract AF62(321)-432 for $1,582.70 was awarded to Zamami-Kami Shoten for toilet paper for Kadena Base Supply.

(c) Contract AF62(321)-433 for $7,789.25 was awarded to Yomitan Industries for cutting grass at Naha AB.

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(d) Contract AF62(321)-434 for $2,640.00 was awarded to Zamami-Kami Shoten for toilet paper for Naha Base Supply.

(e) Contract AF62(321)-435 for $6,007.15 was awarded to Sumida Kensetsu for tile for Kadena Base Supply.

Seven contracts totalling $79,555.43 and one purchase order for $749.70 were closed during December.

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January: Six contracts, totalling $49,056.40, 18 delivery orders, totalling $26,675.29, and six purchase orders, totalling $7,295.67, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-436 for $8,763.00 was awarded to State Construction Co. for rehabilitation of shower stalls and rewiring 122 two-man BOQ's at Naha AB.

(b) Contract AF62(321)-437 for $4,055.90 was awarded to Yomitan Industries for rehabilitation of five quonsets at Naha AB.

(c) Contract AF62(321)-438 for $175.00 was awarded to Toa Kensetsu for construction of a garbage rack at Naha AB.

(d) Contract AF62(321)-439 was awarded to Toa Kensetsu in the amount of $15,337.50 to paint and caulk buildings at Kadena AB.

(e) Contract AF62(321)-440 for $19,025.00 was awarded to Kinjo Construction Co. for the painting of buildings at Kadena AB.

(f) Contract AF62(321)-443 for $1,700.00 was awarded to Pan Pacific Co. for the repair of pool tables.

Five contracts totalling $161,970.25 and three purchase orders totalling $3,348.38 were closed during January.

February: Two contracts, totalling $7,294.00, 10 delivery orders, totalling $10,887.34, and five purchase orders, totalling $1,881.94, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-444 for $5,944.00 was awarded to Hakken Kogyo Co. for painting 81 dependent houses at Naha.

(b) Contract AF62(321)-445 for $1,350.00 was written to Oroku Transportation Co. for hauling cement at Kadena and Naha Air Bases.

Four contracts totalling $844,791.46 and a purchase order for $200.00 were closed during February.

March: Nine contracts, totalling $81,028.68, seven delivery orders, totalling $10,559.63, and five purchase orders, totalling $1,152.74, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-446 was written to Pacific Construction Co. for $28,436.00 to dismantle, move, and rebuild eight quonsets.

(b) Contract AF62(321)-447 for $140.00 was awarded to Hakken Kogyo Co. to paint the telephone exchange building at Naha AB.

(c) Contract AF62(321)-448 for $3,505.98 was awarded to Shinsei Sangyo Co., Ltd., for a platform type scale, installed at Kadena AB Disposal Yard.

(d) Contract AF62(321)-449 for $39,712.50 was awarded to Lungan Trading & Development Co. for Asphalt AP-5.

(e) Contract AF62(321)-450 for $2,448.00 was awarded to State Construction Co. for the construction of concrete vaults.

(f) Contract AF62(321)-451 for $789.00 was awarded to Stanbo Protective Products, Inc., for a non-skid floor in the kitchen of Building No. 313.

(g) Contract AF62(321)-452 for $2,280.00 was awarded to Sankyo Kensetsu Co. for the construction of a 60-man quonset latrine.

(h) Contract AF62(321)-453 for $2,830.50 was awarded to Yomitan Industries Co. for an addition to the firehouse in the 546th ASSD Area.

(i) Contract AF62(321)-454 for $886.70 was awarded to Yomitan Industries Co., for the repair of Building T-2159.

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Six contracts totalling $59,241.58 and four purchase orders totalling $2,862.84 were closed during March.

Ten salvage sales contracts in the amount of $17,650.50 were written.

April: Seven contracts, totalling $78,890.30; eight delivery orders, totalling $11,854.67; and six purchase orders, totalling $3,190.54, were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-455 for $14,647.60 was written to State Construction Co. for installing screens at Naha AB.

(b) Contract AF62(321)-456 for $988.40 was written to Hakken Kogyo for repair and painting of the dispensary building at Naha AB.

(c) Contract AF62(321)-457 for $10,932.84 was written to Yomitan Industries for construction of 20 dog kennels at Kadena.

(d) Contract AF62(321)-458 for $33,484.08 was written to Yu Kimteng for additions to the Kadena Wing Officers' Club.

(e) Contract AF62(321)-460 for $12,743.33 was written to Yomitan Industries for the construction of two 250-man latrines.

(f) Contract AF62(321)-461 for $1,217.25 was written to Hakken Kogyo for the construction of exterior lighting of 77 dependent houses at Naha AB.

(g) Contract AF62(321)-462 for $4,876.80 was written to Hakken Kogyo for the construction of 30 bus shelters at Kadena AB.

Seventeen contracts, totalling $371,811.87, and five purchase orders, totalling $3,496.00, were closed during April.

Seven salvage sales contracts in the amount of $38,383.19 were written during April.

May: Twelve contracts totalling $170,672, six delivery orders totalling $13,398.29, and six purchase orders totalling $4,783.63 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-459 for $564.65 was written to Hakken Kogyo for painting 13 guard towers and one control tower at Kadena.

(b) Contract AF62(321)-463 for $85.30 was written to National Cash Register Co. for maintenance and repair of cash registers at Kadena AB.

(c) Contract AF62(321)-464 for $48,218.66 was written to Yomitan Industries for rehabilitation of 20 quonsets at Kadena AB.

(d) Contract AF62(321)-466 for $15,000 was written to Hakken Kogyo Co. for painting 199 buildings at Naha AB.

(e) Contract AF62(321)-467 for $3,505.98 was written to Shinsei Sangyo for installing a truck platform scale at Naha AB.

(f) Contract AF62(321)-468 for $3,985.00 was written to Pacific Construction Co. for construction of a telephone cable vault at Kadena.

(g) Contract AF62(321)-469 for $14,261.00 was written to Hakken Kogyo for the rehabilitation of eight I&E quonsets at Kadena AB.

(h) Contract AF62(321)-470 for $23,126.95 was written to Koza Construction Co. for construction of a 40'x80' concrete block building at Kadena for the OSI.

(i) Contract AF62(321)-471 for $8,992.80 was written to Barclay & Co. for dog food at Kadena AB.

(j) Contract AF62(321)-472 for $25,000 was written to State Construction Co. for construction of 27 crew chief shacks at Kadena AB.

(k) Contract AF62(321)-473 for $1,887.00 was written to Sankyo Kensetsu Co., Ltd. for painting the Kadena control tower and 69 tent frames at Kadena.

(l) Contract AF62(321)-474 for $26,044.66 was written to Hakken Kogyo for replacing screens and painting sashes and exterior woodwork on 149 houses in Stilwell Park at Kadena AB.

Four contracts totalling $368,779.60 and six purchase orders totalling $2,051.27 were closed during May.

Sixteen salvage sales contracts in the amount of $12,200.80 were written during May.

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June: Fourteen contracts totalling $301,394.98, six delivery orders totalling $14,441.64, and 12 purchase orders totalling $13,806.89 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-465 for $2,390.99 was written to Yomitan Industries for a rawinsonde facility at Kadena AB.

(b) Contract AF62(321)-475 for $7,100 was written to State Construction Co. for rehabilitation and modification work on buildings at Koza Camp at Kadena.

(c) Contract AF62(321)-476 for $863.50 was written to Ryukyuan Utilities for refrigerator repair at Naha AB.

(d) Contract AF62(321)-477 for $19,980.00 was written to Asanuma Gumi Co., Ltd., for repair of base street lighting at Kadena AB.

(e) Contract AF62(321)-478 for $9,107.61 was written to Kokuba Gumi for extension to the AIO Administrative Building at Kadena AB.

(f) Contract AF62(321)-479 for $13,811.04 was written to John W. King for Japanese engineering personnel at Kadena.

(g) Contract AF62(321)-480 for $8,028.63 was written to Toa Kensetsu for three generator houses at Kadena.

(h) Contract AF62(321)-481 for $33,506 was written to State Construction Co. for a flight simulator building at Naha AB.

(i) Contract AF62(321)-482 for $11,300 was written to Stanbo Protective Coatings Co. for painting three Ty Base barracks at Kadena AB.

(j) Contract AF62(321)-483 for $9,711.00 was written to Pacific Construction Co. for two wood treatment plants at Kadena and Naha Air Bases.

(k) Contract AF62(321)-484 for $6,724.21 was written to Asahi Construction Co. for rehabilitation of Barracks 719 at Kadena AB into a grade school building.

(l) Contract AF62(321)-485 for $47,500.00 was written to State Construction Co. for termite control at Stilwell Park, Kadena AB.

(m) Contract AF62(321)-486 for $49,372 was written to Yomitan Industries for termite control at Kadena AB.

(n) Contract AF62(321)-487 for $82,000 was written to Pacific Construction Co. for construction of a statistical comptroller building and a synthetic training aid building at Kadena AB.

Five contracts totalling $380,356.86 and five purchase orders totalling $4,886.88 were closed during June.

Eleven salvage sales contracts in the amount of $4,751.23 were written during June.

July: Six contracts totalling $179,358.84, seven delivery orders totalling $29,404.75, and three purchase orders totalling $5,714.70 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-488 for $145,250 was written to Okinawa Packing and Crating Co. for packing and crating at Kadena and Naha Air Bases.

(b) Contract AF62(321)-489 for $17,528.00 was written to Tokyo Denki Kogyo, K.K. for maintenance of the electrical distribution system at Kadena AB.

(c) Contract AF62(321)-490 for $5,807.58 was written to Philco Corp. for the services of one electrical technician and one motor and transformer technician at Kadena AB.

(d) Contract AF62(321)-491 for $8,515.26 was written to Hakken Kogyo Co. for grass cutting at Naha AB.

(e) Contract AF62(321)-493 for $1,408.40 was written to Toa Kensetsu for construction of a 30'x60' vehicle wash rack at Kadena AB.

(f) Contract AF62(321)-494 for $849.60 was written to Stanbo Protective Coatings, Inc., for painting four steel towers and two water tanks at Naha AB.

Two contracts totalling $3,591.28 and 12 purchase orders totalling $13,676.36 were closed during July.

Four salvage sales contracts for $5,140.00 were written during July.

August: Six contracts totalling $167,073.20, one delivery order for $45.36, and 13 purchase orders totalling $7,684.08 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-492 for $793.20 was written to National Cash Register Co. for non-personal supplies and services at Kadena AB.

(b) Contract AF62(321)-495 for $45,000.00 was written to State Construction Co. for termite control at Kadena AB.

(c) Contract AF62(321)-496 for $42,500.00 was written to Pacific Construction Co. for termite control at Kadena AB.

(d) Contract AF62(321)-497 for $39,120.00 was written to State Construction Co. for termite control at Kadena AB.

(e) Contract AF62(321)-498 for $39,120.00 was written to Pacific Construction Co. for termite control at Kadena AB.

(f) Contract AF62(321)-499 for $540.00 was written to Okinawa Transportation Co., Ltd., for furnishing three trucks with drivers for a period of one month at Kadena AB.

Two contracts totalling $15,863.50 and eight purchase orders totalling $10,090.18 were closed during August.

Four salvage sales contracts for $940.00 were written during August.

September: Nine contracts totalling $139,122.17 four delivery orders totalling $6,207.84, and nine purchase orders totalling $8,194.85 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-500 for $1,432.51 was written to International Construction for installing vents and windows in two buildings at Naha AB.

(b) Contract AF62(321)-501 for $48,885.00 was written to Nakachi Construction Co. for furniture repair and renovation at Kadena AB.

(c) Contract AF62(321)-502 for $499.95 was written to Mori Eitomi for lightering services at Naha AB.

(d) Contract AF62(321)-503 for $500.50 was written to Ryukyu Kaiun Kaisha for lightering services at Naha AB.

(e) Contract AF62(321)-504 for $3,239.16 was written to Toa Kensetsu for construction of eight quonset slabs at Naha AB.

(f) Contract AF62(321)-505 for $6,650.00 was written to Ryukyuan Utilities for construction of two quonsets at Kadena AB.

(g) Contract AF62(321)-506 for $64,347.09 was written to Kokuba Gumi for painting Ty Base sashes and screens at Kadena AB.

(h) Contract AF62(321)-507 for $3,892.96 was written to Kokuba Gumi for repairing Buildings 777A and 791A at Kadena AB.

(i) Contract AF62(321)-508 for $9,675.00 was written to Furugen Brothers for construction of hot lockers at Naha AB.

Thirteen contracts totalling $293,853.39 and five purchase orders totalling $3,772.07 were closed during September.

Nineteen salvage sales contracts for $10,848.02 were written during September.

October: Four contracts totalling $89,577.00 three delivery orders totalling $3,458.99, and six purchase orders totalling $4,481.10 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-509 for $42,876.00 was written to State Construction Co. for rehabilitating seven POL tanks at Naha AB.

(b) Contract AF62(321)-510 for $15,696.00 was written to Nakachi Construction Co. for furniture repair at Naha AB.

(c) Contract AF62(321)-511 for $16,000.00 was written to State Construction Co. for construction of a rocket storage building at Naha AB.

(d) Contract AF62(321)-512 for $15,005.00 was written to Corona Office Machine Co. for repair of office machines at Kadena AB.

Twelve contracts totalling $294,644.45 and 11 purchase orders totalling $5,767.37 were closed during October.

One salvage sales contract for $300.00 was written during October.

November: Six contracts totalling $75,418.16, eight delivery orders totalling $19,814.13, and seven purchase orders totalling $2,192.01 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-513 for $200.00 was written to Eikichi Sunade for lightering service at Naha AB.

(b) Contract AF62(321)-514 for $2,950.00 was written to Rycom Watch Repair Center for watch and clock repair at Kadena AB.

(c) Contract AF62(321)-515 for $11,193.00 was written to Barclay & Co., Inc., for dog food at Kadena AB.

(d) Contract AF62(321)-516 for $5,712.00 was written to Toa Kensetsu for painting theater; club, and BOQ's at Naha AB.

(e) Contract AF62(321)-517 for $2,426.63 was written to Yu Kimteng Construction Corp. for pallets for Kadena AB.

(f) Contract AF62(321)-518 for $52,936.53 was written to Kokuba Gumi for resurfacing Route #60 at Naha AB.

Six contracts totalling $83,513.59 and five purchase orders totalling $4,376.00 were closed during November.

Twenty salvage sales contracts totalling $20,664.00 were written during November.

December: Nineteen contracts totalling $329,734.32, six delivery orders totalling $13,608.28, and seven purchase orders totalling $8,316.74 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-519 for $17,000 was written to Paccon, Inc., for construction of a telephone supply and maintenance building at Kadena AB.

(b) Contract AF62(321)-520 for $2,182.01 was written to Sankyo Kensetsu for the installation of sirens in the base warning system at Kadena AB.

(c) Contract AF62(321)-521 for $540.00 was written to Okinawa Transportation Co. for truck and driver at Kadena AB.

(d) Contract AF62(321)-522 for $8,257.14 was written to Pan Pacific Co. to replace the flooring in the Coleman Gymnasium at Kadena AB.

(e) Contract AF62(321)-523 for $2,588.54 was written to Asahi Construction Co. to erect a fence around the water tank at Kadena AB.

(f) Contract AF62(321)-524 for $6,700.00 was written to State Construction Co. for replacement of 100 screens at Naha AB.

(g) Contract AF62(321)-525 for $3,950.00 was written to Asanuma Gumi for rehabilitation of the secondary distribution system at Naha AB.

(h) Contract No. AF62(321)-526 for $450.00 was written to Paccon, Inc., to install a water conditioner at Kadena AB.

(i) Contract AF62(321)-527 for $24,056.22 was written to Yomitan Industries for construction of an aircraft maintenance shelter at Naha AB.

(j) Contract No. AF62(321)-528 for $17,370.00 was written to Furugen Brothers Co. for bins and pallets at Naha AB.

(k) Contract No. AF62(321)-529 for $4,340.00 was written to Nakachi Construction Co. for pallet, wood, at Naha AB.

(l) Contract No. AF62(321)-530 for $12,924.00 was written to Yu Kimteng Co. for a pallet box at Naha AB.

(m) Contract No. AF62(321)-531 for $84,610.41 was written to Paccon, Inc., to repair screens and sashes at Ty Base, Kadena AB.

(n) Contract No. AF62(321)-532 for $49,680.00 was written to Yomitan Industries for termite control in quonsets at Kadena AB.

(o) Contract No. AF62(321)-533 for $5,855.00 was written to Toa Kensetsu for roof and siding repairs at Naha AB.

(p) Contract No. AF62(321)-534 for $24,800.00 was written to State Construction Co. to construct a bus terminal at Kadena AB.

(q) Contract No. AF62(321)-535 for $6,850.00 was written to Stanbo Protective Coatings for painting buildings damaged by typhoons at Kadena AB.

(r) Contract No. AF62(321)-536 for $8,973.00 was written to Vinnell Corp. to repair nine buses at Naha AB.

(s) Contract No. AF62(321)-537 for $48,608.00 was written to State Construction Co. for termite control at Kadena AB.

Six contracts totalling $81,069.42 and six purchase orders totalling $8,626.80 were closed during December.

Twenty-four salvage sales contracts for $15,494.37 were written during December.

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January: One contract totalling $8,179.10, four delivery orders totalling $6,887.70, and three purchase orders totalling $3,204.70 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-538 for $8,179.10 was written to Sagawa Construction Co. to mark runways at Naha Airfield.

Five contracts totalling $63,137.61 and three purchase orders totalling $3,204.70 were closed during January.

Twenty-seven salvage sales contracts totalling $34,305.00 were written during January.

February: Three contracts totalling $78,287.93, four delivery orders totalling $5,734.79, and 10 purchase orders totalling $6,989.60 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-539 for $25,766.00 was written to Vinnell Corp. for vehicle maintenance and storage building at Kadena AB.

(b) Contract AF62(321)-540 for $39,500.00 was written to Paccon, Inc., for repair of the rapid hydrant refueling system at Kadena AB.

(c) Contract AF62(321)-541 for $13,021.93 was written to Tamura Construction Co. for MK Area sewage disposal system at Kadena AB.

Five contracts totalling $148,617.66 and seven purchase orders totalling $4,287.74 were closed during February.

No salvage sales contracts were written.

CONTRACTS LET BY THE 313TH AIR DIVISION PROCUREMENT DIVISION

1 MARCH - 30 JUNE 1955

March: Six contracts totalling $59,606.05, four delivery orders totalling $13,415.07, and two purchase orders totalling $10,931.80 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-542 for $2,980.00 was written to Sagawa Kensetsu for trenching for communications cable at Kadena AB.

(b) Contract AF62(321)-543 for $7,092.00 was written to Toa Kensetsu for fabricating pallets at Kadena AB.

(c) Contract AF62(321)-544 for $17,892.80 was written to Toa Kensetsu for concrete pre-casting and sidewalks at Kadena AB.

(d) Contract AF62(321)-545 for $8,278.50 was written to Toa Kensetsu for traffic signs and clothes line posts at Kadena AB.

(e) Contract AF62(321)-546 for $16,194.87 was written to American Engineer Corp. for dehumidification building at Kadena AB.

(f) Contract AF62(321)-548 for $7,167.88 was written to Machinato Motor Co. for the repair of 28 sedans at Kadena AB.

Five contracts totalling $55,069.40 and nine purchase orders totalling $4,339.27 were closed during March.

Fifteen salvage sales contracts totalling $6,462.77 were written during March.

April: One contract for $19,800.00, 10 delivery orders totalling $24,723.41, and four purchase orders totalling $4,419.10 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-552 for $19,800.00 was written to Asanuma Gumi for a runway approach lighting system at Kadena AB.

Three contracts totalling $21,061.14 and five purchase orders totalling $3,644.09 were closed during April.

0977

One salvage sales contract for $315.00 was written during April.

May: Five contracts totalling $29,887.85, four delivery orders totalling $3,159.49, and 12 purchase orders totalling $10,831.82 were awarded to local contractors for the procurement of supplies, services, and construction for Air Force activities on Okinawa.

(a) Contract AF62(321)-553 for $1,824.00 was written to Okinawa Transportation Co. for the use of six trucks with drivers, on Kadena AB.

(b) Contract AF62(321)-554 for $13,493.13 was written to Ryukyuan Utilities for work on the OSI Building at Kadena AB.

(c) Contract AF62(321)-555 for $7,352.52 was written to State Construction Co. for supplies to repair damages caused by Typhoon Grace of August 1954.

(d) Contract AF62(321)-556 for $1,398.74 was written to Stanbo Protective Coatings for painting of the control tower at Naha AB.

(e) Contract AF62(321)-549 for $5,819.46 was written to Island Body Shop for the repair of 12 sedans.

Eight contracts totalling $102,105.62 and eight purchase orders totalling $4,070.08 were closed during May.

Forty-six salvage sales contracts totalling $48,509.83 were written during May.

June: Twenty-two contracts totalling $321,378.48, seven delivery orders totalling $23,298.22, and 18 purchase orders totalling $24,170.57 were awarded to local contractors for the procurement of supplies, services, and construction for the Air Force activities on Okinawa.

(a) Contract AF62(321)-557 for $5,574.30 was written to Furugen Brothers Co., Ltd., for furnishing hot lockers and bins for Naha AB.

(b) Contract AF62(321)-558 for $6,664.47 was written to Stanbo Protective Coatings for painting 84 two-man BOQ's and 21 quonsets at Naha AB.

(c) Contract AF62(321)-559 for $3,280.00 was written to Zentaro Gumi Construction Co. for grass cutting on Naha AB.

(d) Contract AF62(321)-560 for $14,300.00 was written to Asanuma Gumi for the construction of a transformer bank,

underground wiring, tie-ins, and floodlights for the 26th Fighter Interceptor Squadron flight line area, Naha AB.

(e) Contract AF62(321)-561 for $1,900.00 was written to Yomitan Industries for the repair of dependent housing at Naha AB.

(f) Contract AF62(321)-562 for $142,950.00 was written to Y. Higa Trucking Service for packing and crating of household goods.

(g) Contract AF62(321)-563 for $4,886.70 was written to Tamura Construction Co. for grading and surfacing of parking area for refueling units of the 16th Fighter Interceptor Squadron area, Naha AB.

(h) Contract AF62(321)-564 for $13,734.00 was written to Barclay and Co., Inc., for dog food for Kadena AB.

(i) Contract AF62(321)-565 for $1,041.00 was written to Nakachi Construction Co. for school furniture, Kadena AB.

(j) Contract AF62(321)-566 for $7,081.50 was written to Furugen Brothers Co., Ltd., for school furniture for the Kadena AB elementary school.

(k) Contract AF62(321)-567 for $5,631.27 was written to Stanbo Protective Coatings for the repair and repainting of the nose hangar, Kadena AB.

(l) Contract AF62(321)-568 for $2,377.00 was written to Yomitan Industries for the construction of a fire-proof storage vault at Kadena AB.

(m) Contract AF62(321)-569 for $3,769.10 was written to Tamura Construction Co. for erection of a security fence at Kadena AB.

(n) Contract AF62(321)-570 for $9,377.00 was written to Tamura Construction Co. for the construction of five generator houses and two acid storage buildings.

(o) Contract AF62(321)-571 for $10,000 was written to Yomitan Industries for termite control of Ty Base buildings 723-725.

(p) Contract AF62(321)-572 for $50,000.00 was written to Yomitan Industries for termite control of dependent quonsets, Kadena AB.

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(q) Contract AF62(321)-573 for $12,851.28 was written to Kinjo Shokai for furnishing six months' supply of cement to Kadena AB.

(r) Contract AF62(321)-574 for $1,143.00 was written to Nago Block Co. for furnishing six months' supply of concrete blocks to Kadena AB.

(s) Contract AF62(321)-575 for $3,800.00 was written to Asanuma Gumi for vulcanizing connections and splices at Kadena AB.

(t) Contract AF62(321)-576 for $2,118.53 was written to State Construction Co. for paving a firing-in butt at Kadena AB.

(u) Contract AF62(321)-577 for $4,070.33 was written to Pan Pacific Co. for furnishing playground equipment for Kadena AB.

(v) Contract AF62(321)-578 for $14,829.00 was written to Stanbo Protective Coatings for painting and striping runways and taxiways at Kadena flight line.

Four contracts totalling $63,803.48 and nine purchase orders totalling $8,892.11 were closed during June.

Twenty-four salvage sales contracts in the amount of $18,453.77 were written during June.

0980

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APPENDIX 4

COMMAND MANAGEMENT REVIEWS

313TH AIR DIVISION

APRIL-JUNE 1955

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COMMAND...

MANAGEMENT REVIEW

FIGURES FOR THE MONTH OF
APRIL 1955

CONFIDENTIAL

60CIT 11009

COMMAND–MANAGEMENT REVIEW

PREPARED BY

COMPTROLLER

HEADQUARTERS, 313TH AIR DIVISION

APO 239

CONFIDENTIAL

FOREWORD

The Command-Management Review has replaced the Commander's Notebook and has as its purpose to provide an effective management tool for a Headquarters in directing attention and emphasis to program accomplishment and operational effectiveness. The presentations are contributory of all staff agencies.

Charles S. Boehme

CHARLES S. BOEHME
Colonel, USAF
Comptroller

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HIGHLIGHTS

SAFETY - New section added to the Review this month, in which matters relative to Flying Safety and Ground Safety will be reported.

COMPTROLLER - (RCS Reports) Comptroller is engaged in an analysis of reporting requirements within Headquarters. Personal interviews with officers and airmen to determine whether reporting instructions are clear; due dates are realistic; whether there is duplication or obsolete reports; or whether direct reporting to Fifth Air Force from the Wings in certain cases is possible. Results of this analysis should eliminate late reports, and should reduce to a minimum the number of reports now being prepared or consolidated by this Headquarters.

(Management) Two copies of the first issue of the "Management Summary" from the 18th Fighter Bomber Wing received this Headquarters 12 May 1955. Distribution has been made with one copy to the Commander and one copy to the Comptroller. Comptroller will coordinate his copy throughout the staff. The 18th Fighter Bomber Wing will be requested to make distribution to this Headquarters in an amount sufficient to furnish each of our staff sections one copy.

OPERATIONS - (Manpower & Organization) General Orders from Fifth Air Force discontinues all organizations of the 6332nd Air Base Wing with the exception of the 6332nd Dispensary effective 1 May 1955.

COMMENTS

MATERIEL

(POL) Decrease in Av/Gas issues at Kadena. Cause - less transient aircraft serviced during April, and the transfer of the 33rd Air Rescue Squadron to Naha. Decrease in jet fuel issues at Naha. Cause - off-island deployment of aircraft during April.

PERSONNEL

(Turnover) Loss of 76 officers and 452 airmen in April. Cause - reassignment of the 44th Fighter Bomber Squadron, consisting of 40 officers and 148 airmen to the 13th Air Force. All other losses due to normal rotation.

SAFETY

(Ground Accidents) Increase in the Cost Per Capita Per Annum. Cause - Fatality at Kadena and the extensive damage to the Motor Vehicle involved.

Cost - Fatality	-	$31,500.00
Damage	-	26,000.00
Total	-	$57,500.00

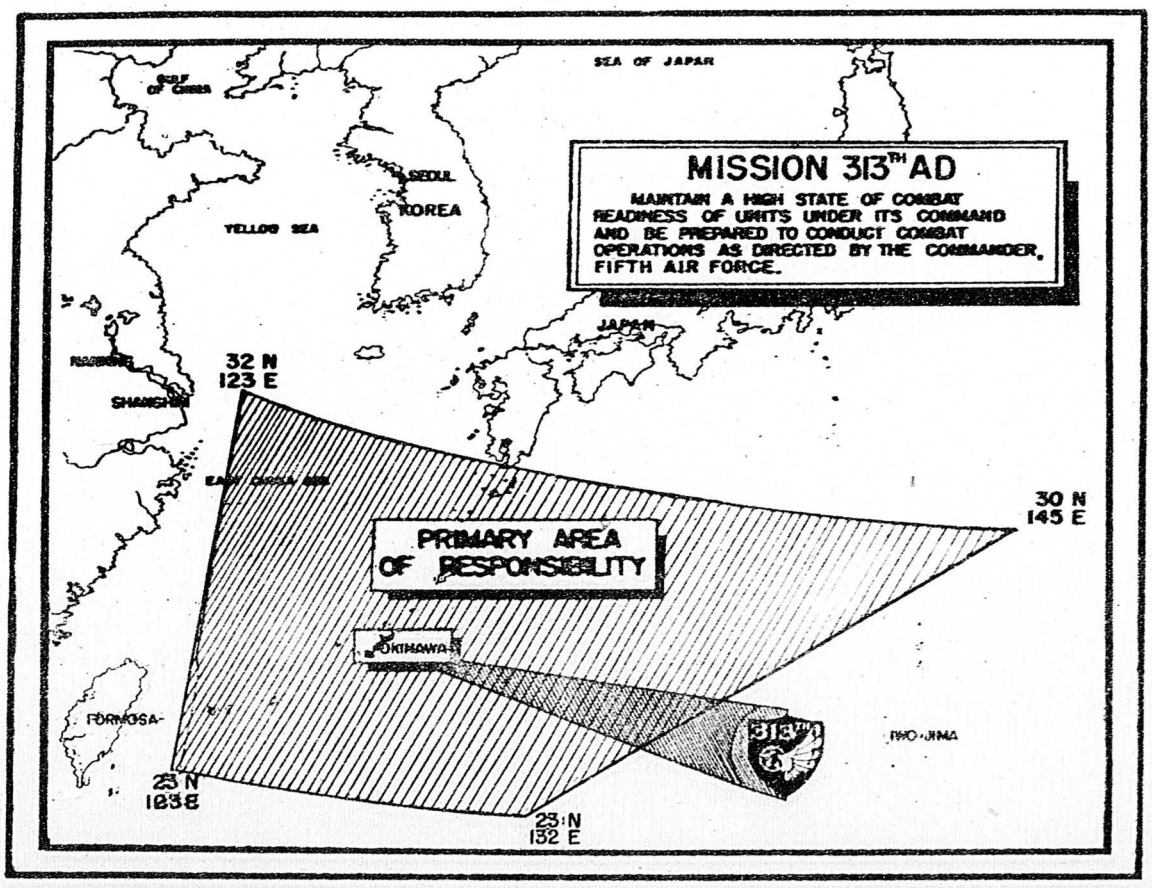
The Supervisors Report and the Command Analysis indicates the need for greater emphasis on a training program. Last months report of the fatality involved an airman at Naha and revealed like factors which had direct bearing on both accidents. These factors are:

a. INADEQUATE TRAINING OF PERSONNEL

b. POOR SUPERVISION

QUESTION: Are our supervisors aware of their responsibilities in accordance with AFR 39-6, dated 21 April 1953, and is the OJT program being accomplished in accordance with AFR 52-2, dated 18 February 1954?

0986


SEA OF JAPAN
SEOUL
KOREA
YELLOW SEA
JAPAN
SHANGHAI
MISSION 313TH AD
MAINTAIN A HIGH STATE OF COMBAT READINESS OF UNITS UNDER ITS COMMAND AND BE PREPARED TO CONDUCT COMBAT OPERATIONS AS DIRECTED BY THE COMMANDER, FIFTH AIR FORCE.
32 N
123 E
30 N
145 E
PRIMARY AREA OF RESPONSIBILITY
OKINAWA
FORMOSA
IWO JIMA
313TH
23 N
123 E
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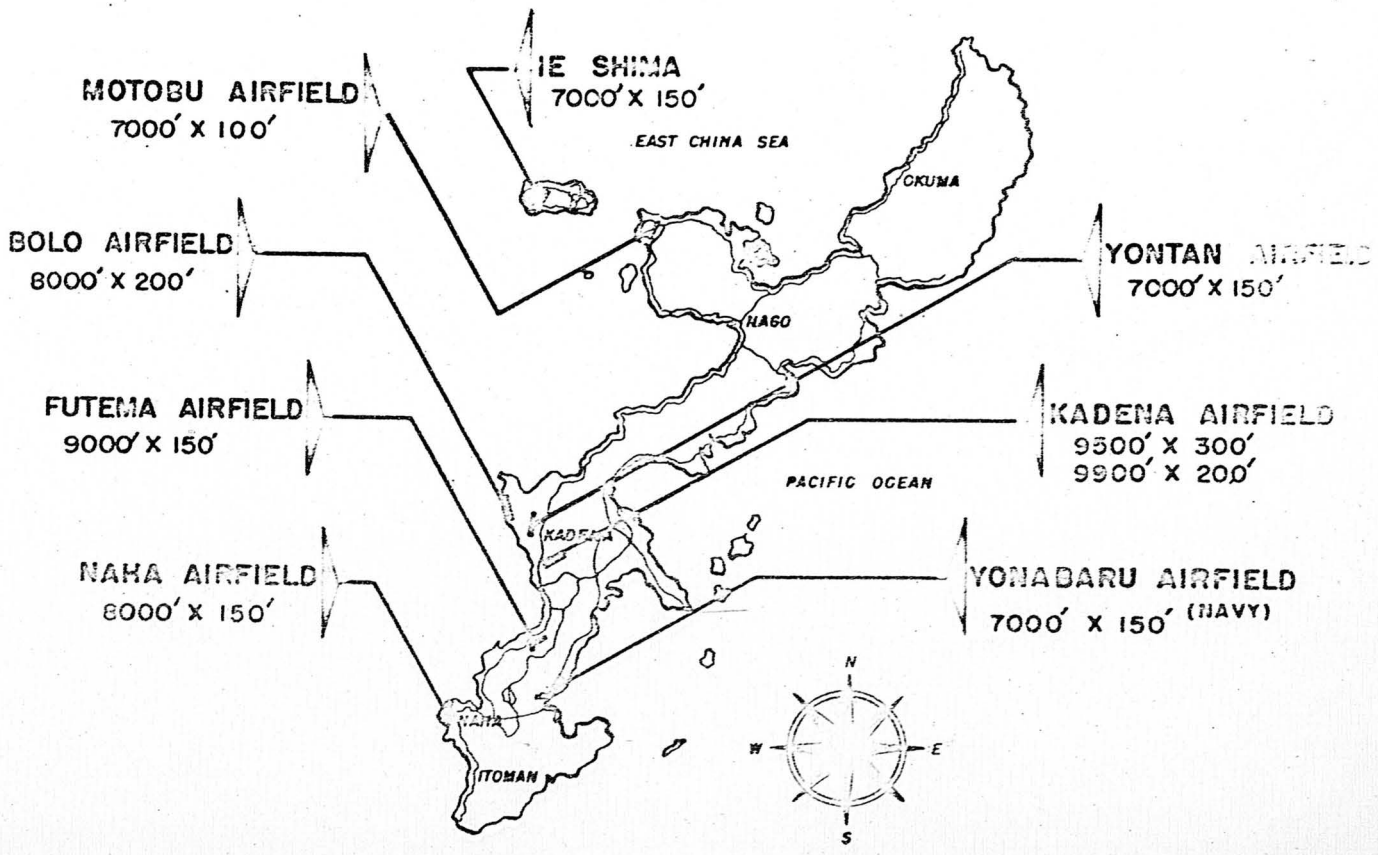
132 E

0987

OKINAWA



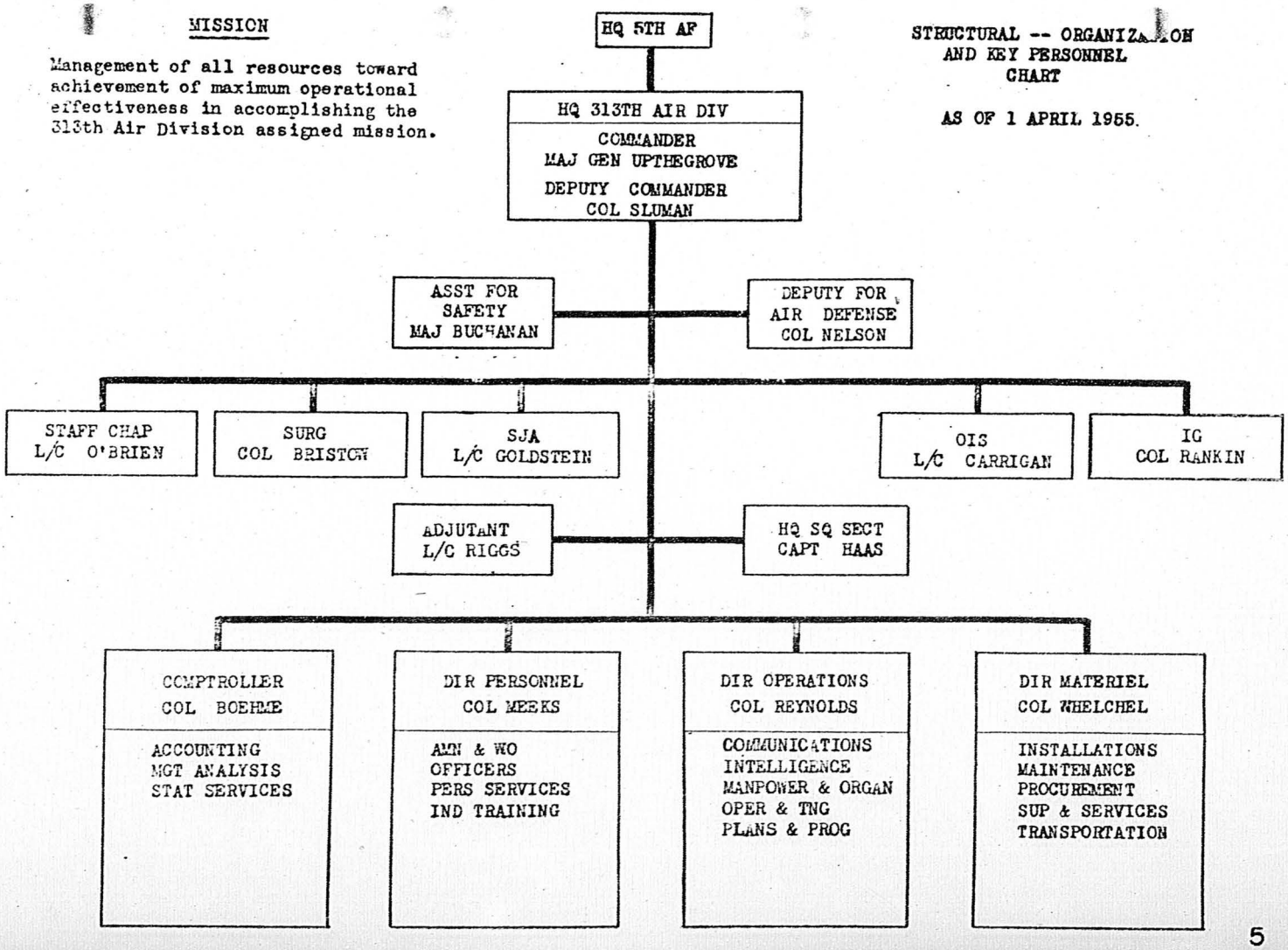
0988

MISSION

Management of all resources toward achievement of maximum operational effectiveness in accomplishing the 313th Air Division assigned mission.

STRUCTURAL -- ORGANIZATION AND KEY PERSONNEL CHART

AS OF 1 APRIL 1955.



0989

STAFF

* ASSISTANT FOR SAFETY - This special staff agency advises the Commander on matters relative to FLYING SAFETY and GROUND SAFETY.

* DEPUTY FOR AIR DEFENSE - This special staff agency advises the Commander on matters relative to AIR DEFENSE.

* CHAPLAIN - This special staff agency advises the Commander on administrative and technical matters relative to the activities of RELIGION, CHARACTER GUIDANCE, and MORALE. (Ref AFR 165-3)

* SURGEON - This special staff agency advises the Commander on administrative and technical matters relative to the activities of MEDICAL SERVICES, DENTAL SERVICES, and VETERINARY SERVICES.

* STAFF JUDGE ADVOCATE - This special staff agency advises the Commander on administrative and technical matters relative to the activities of LEGAL AFFAIRS and CLAIMS and MILITARY JUSTICE.

* OFFICE OF INFORMATION SERVICES - This personal staff agency advises the Commander on administrative and technical matters relative to the activities of PUBLIC INFORMATION, INTERNAL INFORMATION, HISTORICAL and PROTOCOL.

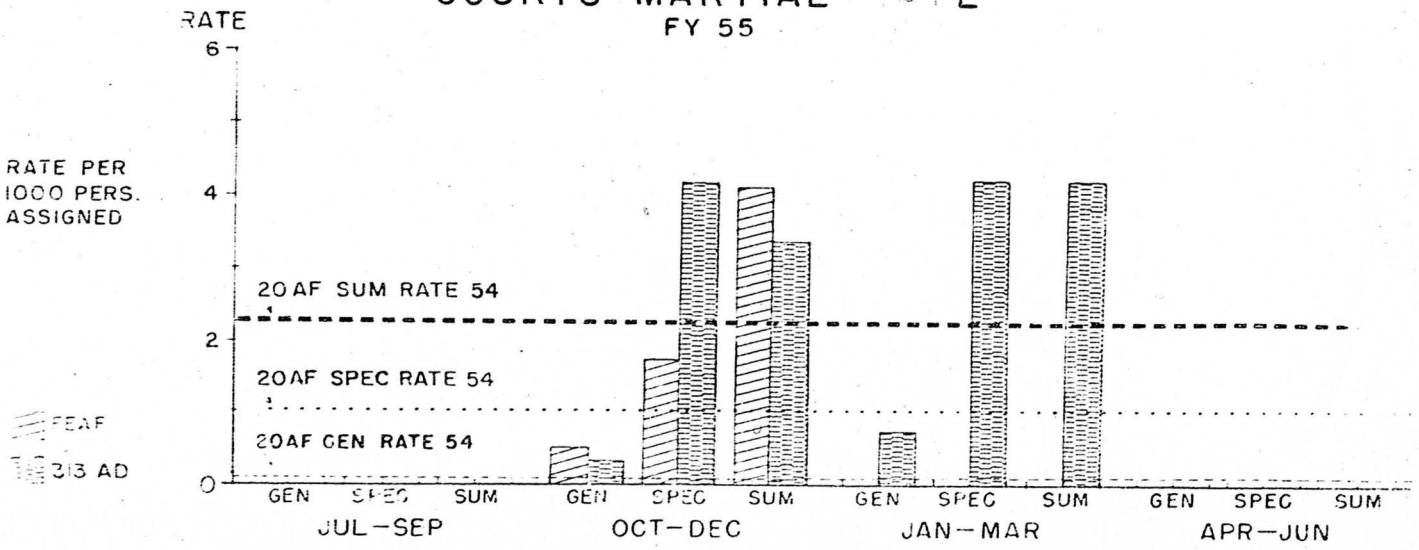
* INSPECTOR GENERAL - This personal staff agency advises the Command on administrative and technical matters relative to the activities of PROVOST MARSHALL and INSPECTION.

* [redacted] - This service staff agency provides services to headquarters on administration and technical matters relative to the activities of MAIL and RECORDS, POSTAL and PUBLICATIONS, and REPRODUCTION.

* HEADQUARTERS SQUADRON SECTION - This service staff agency provides services to headquarters on administrative and technical matters relative to the activities of UNIT SUPPLY, OFFICER RECORDS, AIRMAN RECORDS, and all AIRMEN ACTIVITIES other than those pertaining to regular staff section duty.

0990

COURTS MARTIAL RATE
FY 55



		TRIALS	RATE	TRIALS	RATE	TRIALS	RATE	TRIALS	RATE
TOTAL 313 AD	GEN			4	.32	8	.76		
	SPEC			52	4.14	44	4.20		
	SUM			42	3.35	44	4.20		
HQ 313 AD	GEN			0	0	0	0		
	SPEC			0	0	1	1		
	SUM			0	0	0	0		
KADENA	GEN			4	.61	8	1.02		
	SPEC			37	5.60	27	3.98		
	SUM			30	4.54	18	2.65		
NAHA	GEN			0	0	0	0		
	SPEC			15	4.00	17	5.02		
	SUM			12	3.20	26	7.69		

SOURCE: RCS AF-Y8JA

0991

OPERATIONS

0992

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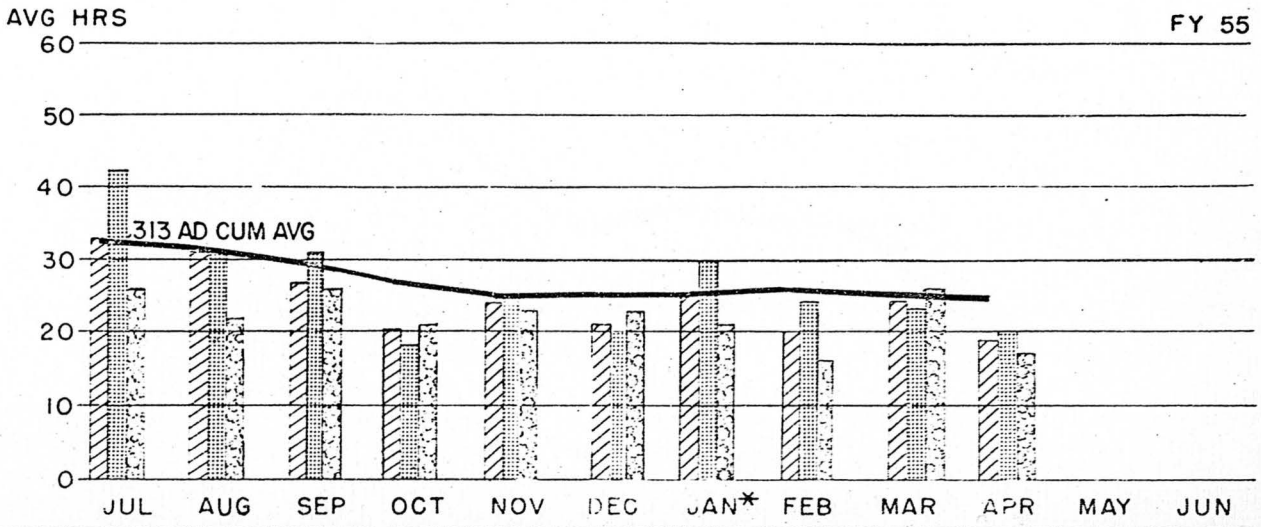
AVERAGE FLYING TIME — combat aircraft



		JUL	AUG	SEP	OCT	NOV	DEC	JAN*	FEB	MAR	APR	MAY	JUN
COMMAND TOTAL	TOTAL HRS	2379	2673	2610	2300	4071	3333	2620	3198	4109	2615		
	AVG HRS	33	31	27	20	24	21	25	20	24	18		
	AVG ACFT	72	86	96	116	170	156	106	157	168	141		
KADENA	TOTAL HRS	1331	1439	951	682	2309	1763	1166	2010	2157	1231		
	AVG HRS	42	46	31	18	25	20	30	24	23	20		
	AVG ACFT	32	31	31	38	93	87	39	85	94	62		
NAHA	TOTAL HRS	1048	1234	1659	1618	1762	1570	1454	1188	1952	1384		
	AVG HRS	26	22	26	21	23	23	21	16	26	17		
	AVG ACFT	40	55	65	77	77	69	67	72	74	79		
ANDERSEN	TOTAL HRS	—	—	—	—	—	—	—	—	—	—		
	AVG HRS	—	—	—	—	—	—	—	—	—	—		
	AVG ACFT	—	—	—	—	—	—	—	—	—	—		

*EXCLUDES 18TH FBW

CONFIDENTIAL

SOURCE: RCS 1AF-A1

0993

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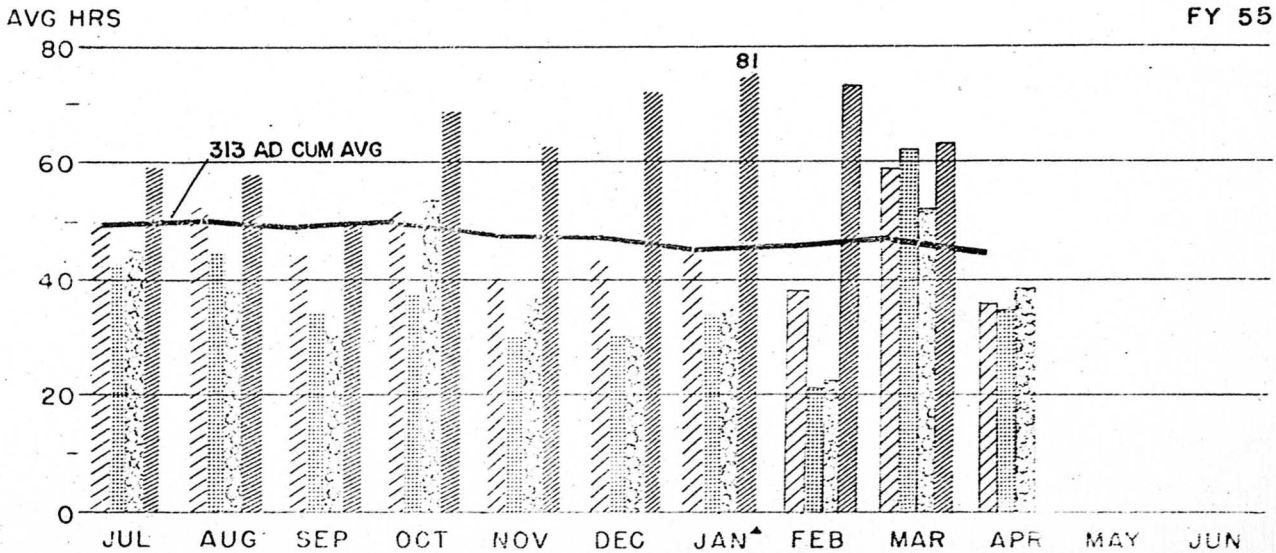
AVERAGE FLYING TIME—non combat aircraft



		JUL	AUG	SEP	OCT	NOV	DEC	JAN▲	FEB	MAR	APR	MAY	JUN
COMMAND TOTAL	TOTAL HRS	2874	3141	2715	3449	3022	3074	3006	1982	2793	1425		
	AVG HRS	50	52	44	52	40	43	45	38	59	36		
	AVG ACFT	57	60	62	66	76	74	67	58	47	40		
KADENA	TOTAL HRS	810	946	755	1099	1198	1183	1199	1117	1813	800		
	AVG HRS	43	45	34	38	29	30	34	31	62	35		
	AVG ACFT	19	21	22	29	41	39	35	36	29	23		
NAHA	TOTAL HRS	580	573	519	683	513	443	598	573	727	625		
	AVG HRS	45	38	32	53	37	30	35	32	52	38		
	AVG ACFT	13	15	16	13	14	15	17	18	14	17		
ANDERSEN *	TOTAL HRS	1484	1622	1441	1667	1311	1448	1209	292	253	—		
	AVG HRS	59	68	60	69	62	72	81	73	63	—		
	AVG ACFT	25	24	24	24	21	20	15	4	4	—		

* 79TH ARS, 54TH SRS(W) TO JAN

CONFIDENTIAL

▲EXCLUDES 18TH FBW

SOURCE: RCS 1AF-A1

0994

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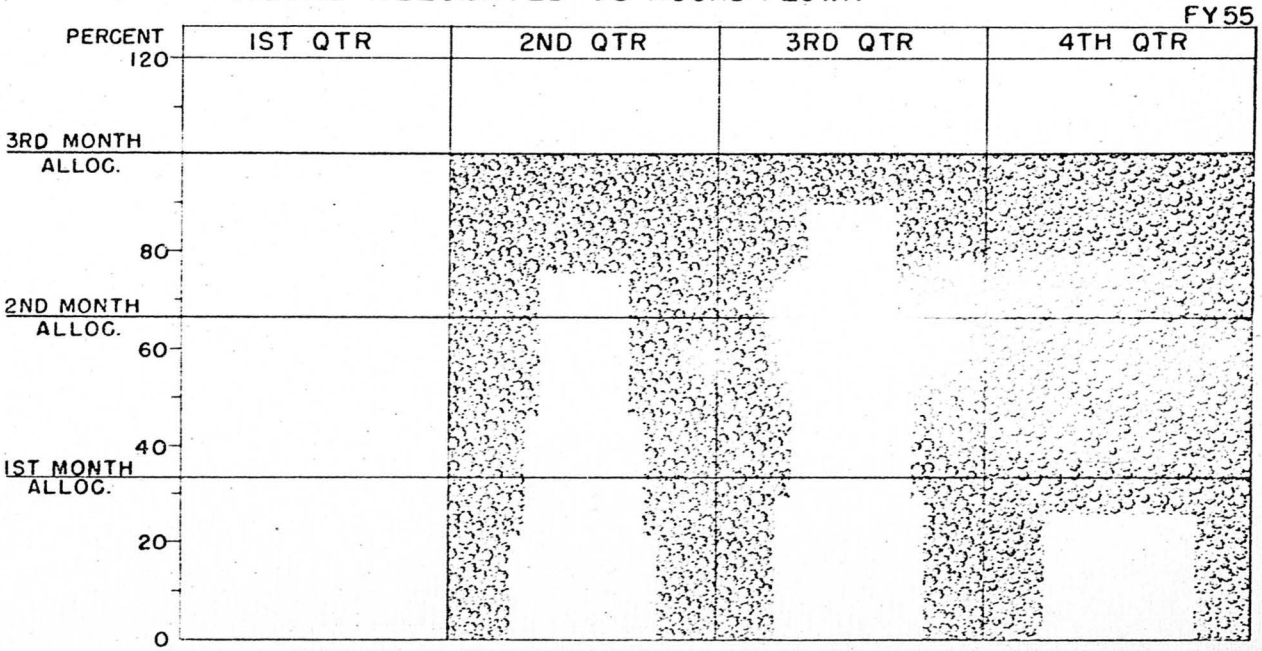
AIRCRAFT UTILIZATION

HOURS ALLOCATED VS HOURS FLOWN

FY55



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
COMMAND TOTAL	QTR ALLOC.				16,130			16,130			16357		
	HRS FLOWN				3521	4078	4619	4764	4829	4871	4040		
KADENA	QTR ALLOC.				8147			8147			9708		
	HRS FLOWN				853	2573	2282	2694	2797	3071	2031		
NAHA	QTR ALLOC.				7163			7163			6649		
	HRS FLOWN				2301	1234	2013	2052	1740	1854	2009		
ANDERSEN	QTR ALLOC.				820			820		—	—		
	HRS FLOWN				367	271	324	18	292	—	—		

CONFIDENTIAL

SOURCE: RCS IAF-AI DO/OT

0995

MATERIEL

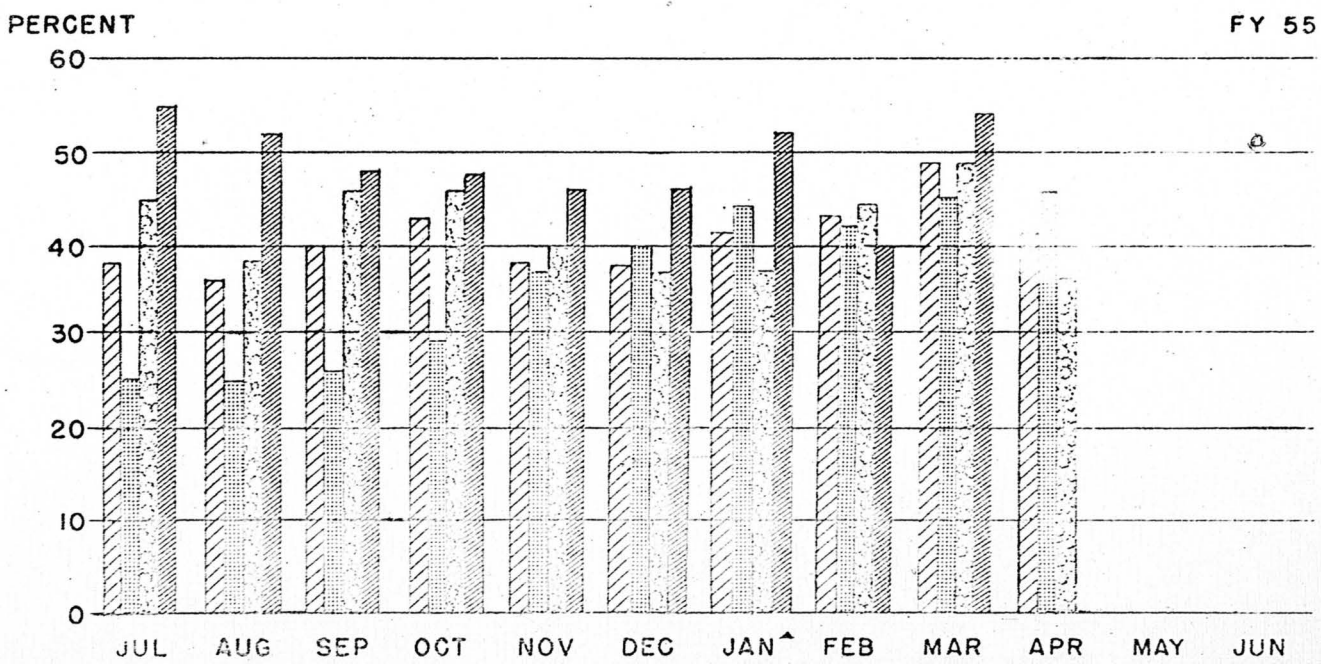
0996

POSSESSED AIRCRAFT

	COMBAT												NON-COMBAT												
KADENA AB	F-86	B-29	L-20	F-94	F-84	SA-16	C-119	H-19	C-47				VB-17	L-20	C-47	C-45	T-7	T-6	C-119	C-124	C-54	T-33	B-26	SA-16	TOTAL
18 FBW	46				1								2		6			3	2			7	2			69
581 ASLG		7				4	4														1					16
KADENA TOTALS	46	7			1	4	4						2		6			3	2		1	7	2			85
NAHA AB																									
51 FIW	71		2	1										1	4	2	1					7				89
33 RSQ						4		1	1						1									10		17
NAHA TOTALS	71		2	1		4		1	1					1	5	2	1					7		10		106
313TH TOTALS	117	7	2	1	1	8	4	1	1				2	1	11	2	1	3	2		1	14	2	10		191

SOURCE: 1-AF-A1

AIRCRAFT STATUS—percent out of commission



	JUL	AUG	SEP	OCT	NOV	DEC	JAN▲	FEB	MAR	APR	MAY	JUN
COMD TOTAL	39	36	40	43	38	38	41	43	49	42		
KADENA	25	25	26	29	37	40	43	42	45	46		
NAHA	45	38	46	46	40	37	37	44	49	37		
ANDERSEN *	55	52	56	48	46	46	52	40	54	—		

* 79TH RSQ
54TH SRS (W) TO JAN

▲EXCLUDE 18FBW

SOURCE: RCS 1AF-A

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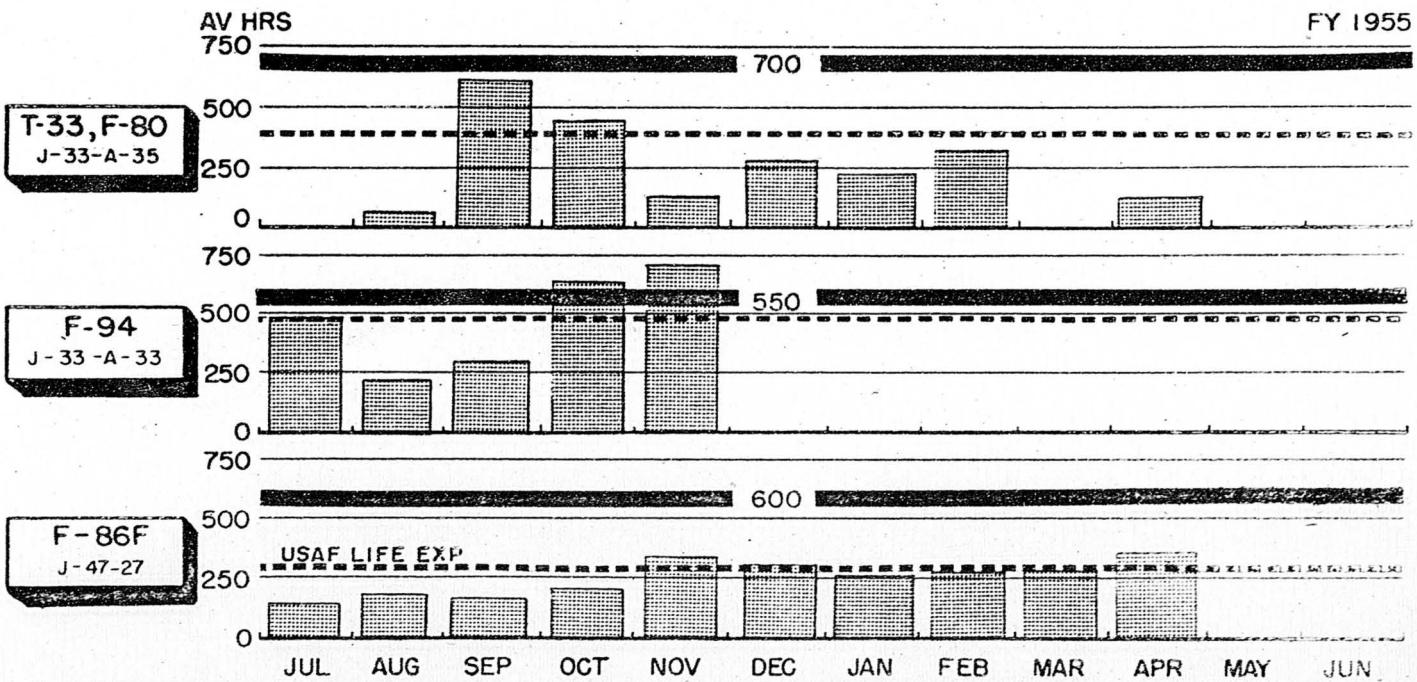
AVERAGE HOURS PER JET ENG PRIOR TO CHANGE



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
T-33 F-80	ENG CHANGE	0	1	2	1	2	1	3	3	0	3		
	AV HOURS	0	62	615	459	125	281	239	333	0	125		
F-94	ENG CHANGE	7	4	2	1	1	0	0	0	0	0		
	AV HOURS	496	216	287	645	713	0	0	0	0	0		
F-86F	ENG CHANGE	5	2	2	4	11	10	18	10	19	7		
	AV HOURS	117	196	178	198	329	292	257	273	275	299		

ALLOWABLE TIME:

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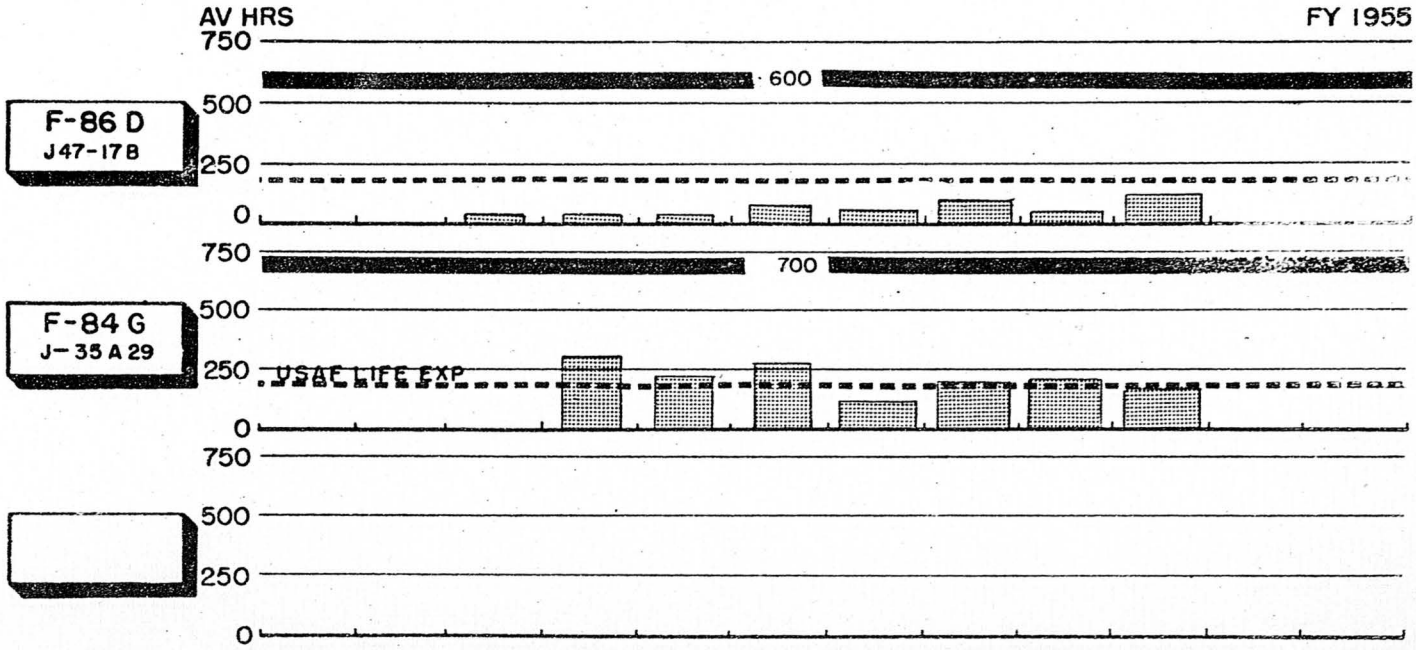
SOURCE: 1-AF-AIO

0999

CONFIDENTIAL

AVERAGE HOURS PER JET ENG PRIOR TO CHANGE



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
F-86D	ENG CHANGE	—	—	6	1	5	5	11	9	11	7		
	AV HOURS	—	—	23	35	41	71	55	81	62	107		
F-84G	ENG CHANGE	—	—	—	4	3	5	5	4	13	5		
	AV HOURS	—	—	—	295	225	273	113	200	218	198		
	ENG CHANGE												
	AV HOURS												

ALLOWABLE TIME:

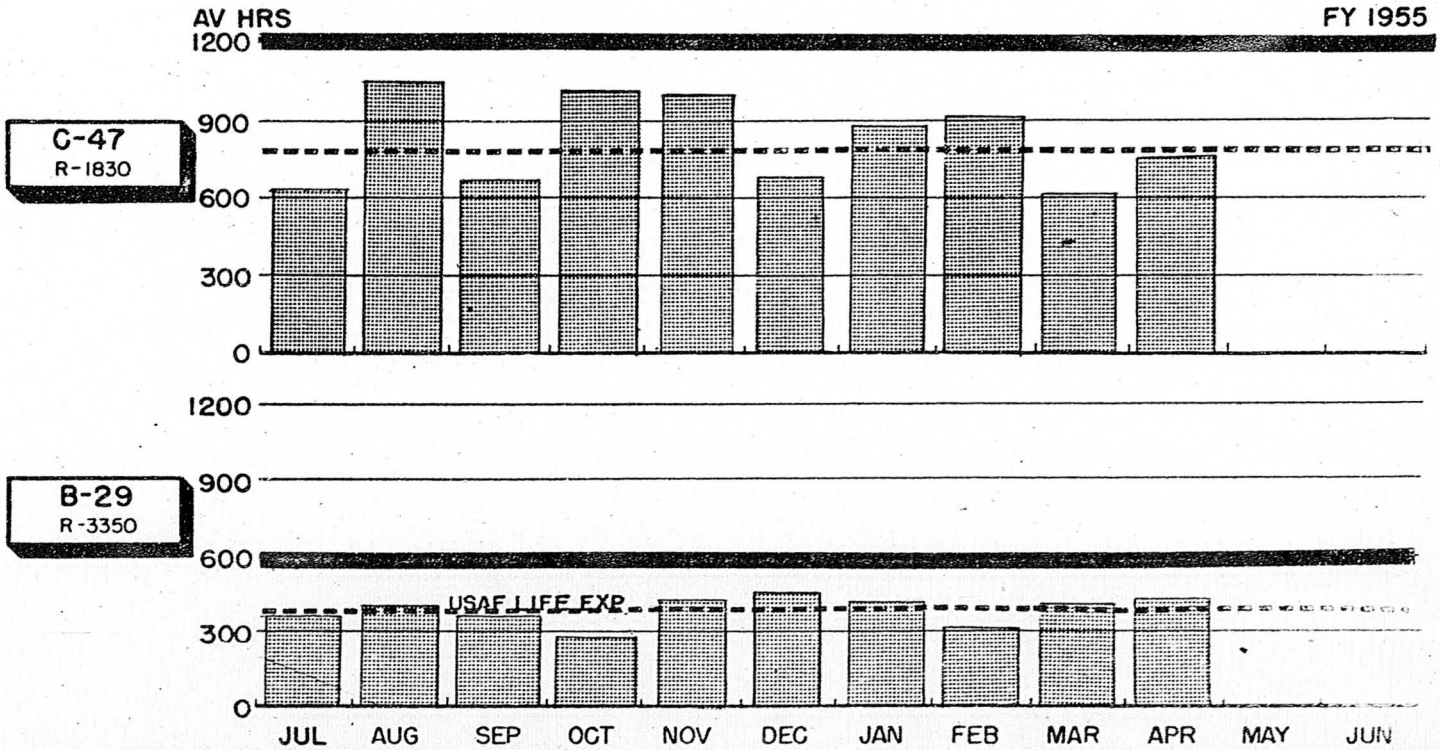
SOURCE 1—AF—A10

CONFIDENTIAL

1000

CONFIDENTIAL

AVERAGE HOURS PER RECP ENG PRIOR TO CHANGE



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
C-47	ENG CHANGE	3	4	1	1	1	2	3	3	1	1		
	AV HOURS	615	1098	659	1007	1002	667	883	910	606	787		
B-29	ENG CHANGE	25	33	36	24	17	20	17	10	8	8		
	AV HOURS	330	384	336	291	421	454	428	310	415	431		

ALLOWABLE TIME

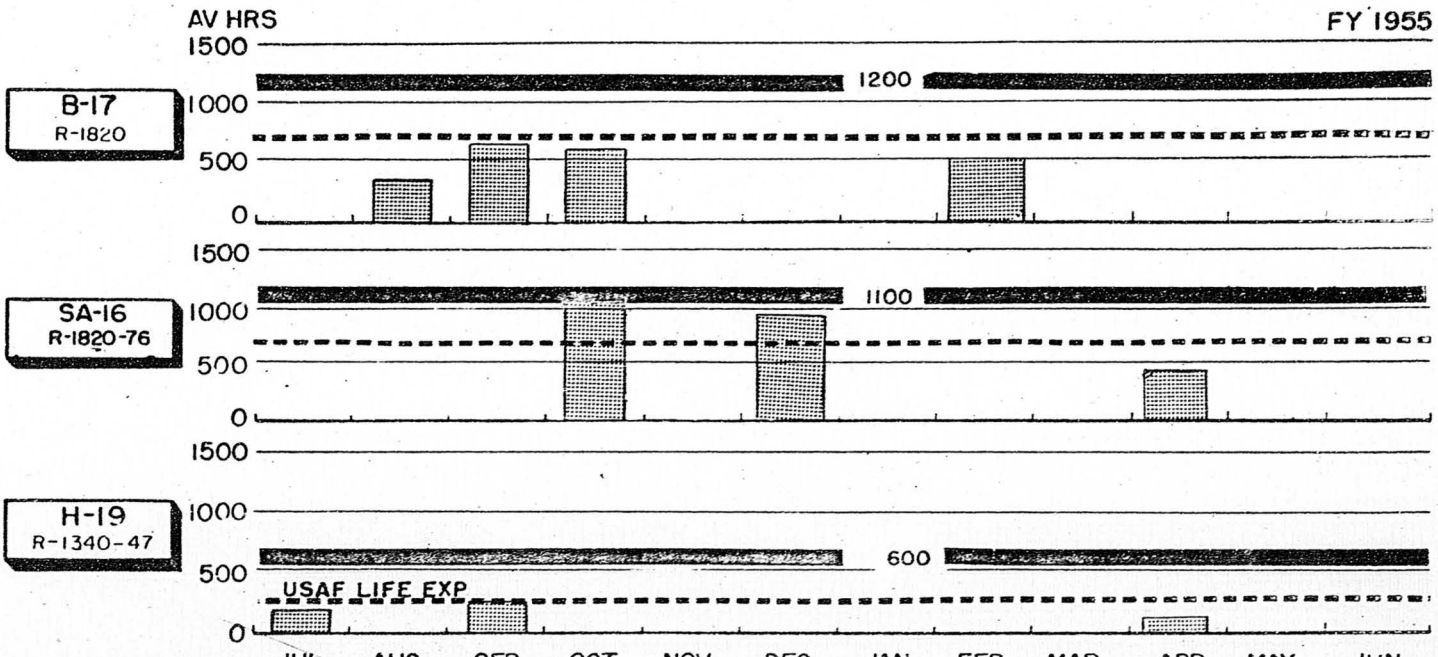
CONFIDENTIAL

SOURCE 1—AF—AIO

1001

CONFIDENTIAL

AVERAGE HOURS PER RECP ENG PRIOR TO CHANGE



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
B-17	ENG CHANGE	——	3	1	1	0	0	0	2	0	0		
	AV HOURS	——	353	634	589	0	0	0	500	0	0		
SA-16	ENG CHANGE	——	——	——	1	0	1	0	0	0	1		
	AV HOURS	——	——	——	1093	0	966	0	0	0	464		
H-19	ENG CHANGE	1	——	2	——	0	0	0	0	0	1		
	AV HOURS	192	——	233	——	0	0	0	0	0	124		

ALLOWABLE TIME

CONFIDENTIAL

SOURCE: 1—AF—A10

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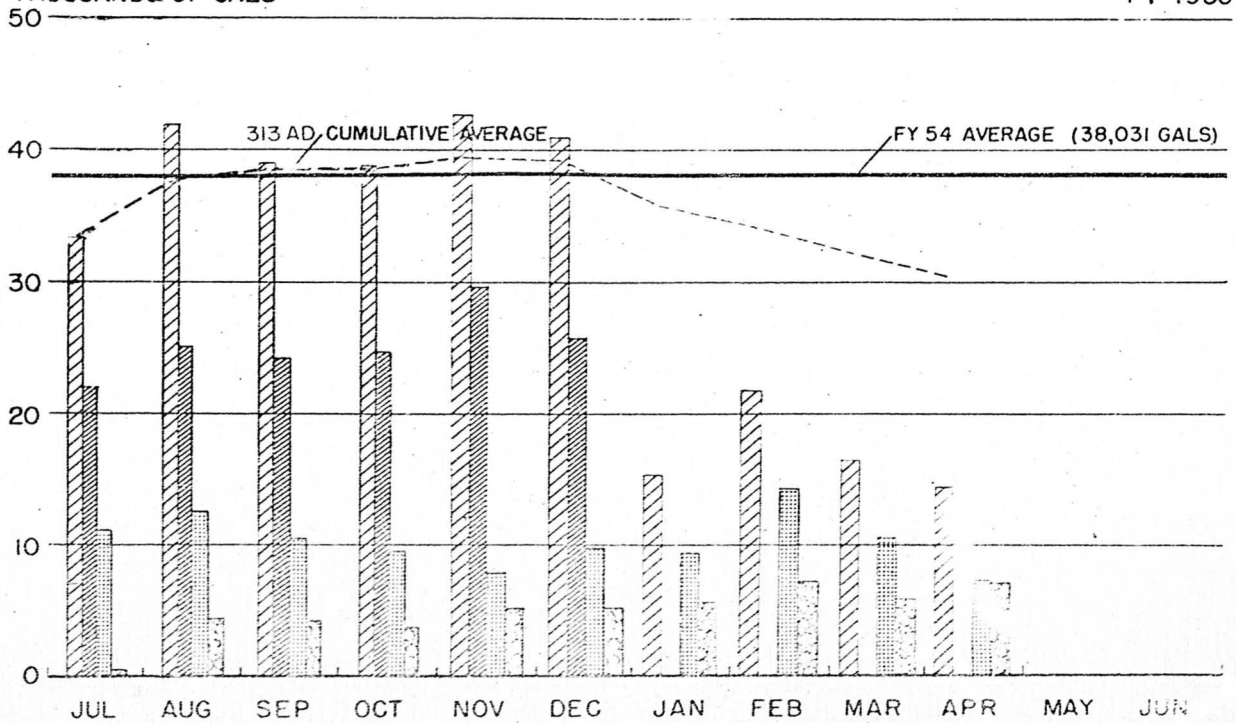
AIRCRAFT OIL ISSUES



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
COMD TOT	33,339	42,026	39,011	38,423	42,874	40,916	15,337	21,375	16,402	14,380		
ANDERSEN	22,004	25,132	24,376	25,123	29,919	25,825	—	—	—	—		
KADENA	10,909	12,613	10,391	9,578	7,927	9,910	9,653	14,255	10,481	7,293		
NAHA	426	4,281	4,244	3,722	5,028	5,181	5,684	7,120	5,921	7,087		
CUMULATIVE TOTAL (THOUSANDS)	33.3	75.4	114.4	152.8	195.2	236.1	251.4	272.8	289.2	304.1		

CONFIDENTIAL

SOURCE: RCS AF C40 DM

1003

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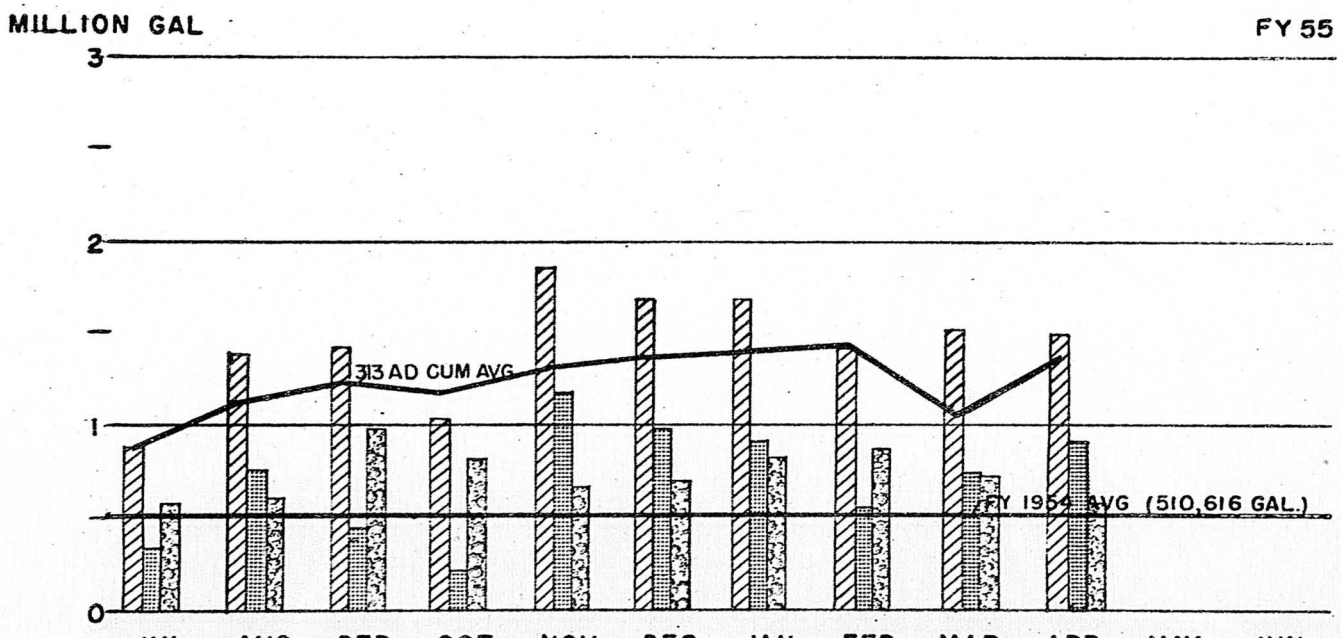
AIRCRAFT FUEL ISSUES — Jet



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
COMD TOTAL	885,906	1,370,628	1,430,238	1,035,062	1,873,259	1,681,293	1,737,101	1,408,368	1,539,649	1,492,714		
KADENA	308,542	765,742	433,702	206,577	1,194,859	987,080	914,274	547,389	779,029	910,696		
NAHA	577,364	604,886	996,536	828,485	678,400	694,213	822,827	860,979	760,620	582,018		
ANDERSEN	—	—	—	—	—	—	—	—	—	—		
CUM TOT (MILL.)	.886	2.257	3.687	4.722	6.595	8.276	10,013	11,421	12,961	14,454		

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SOURCE: RCS AF-C40 DM 20

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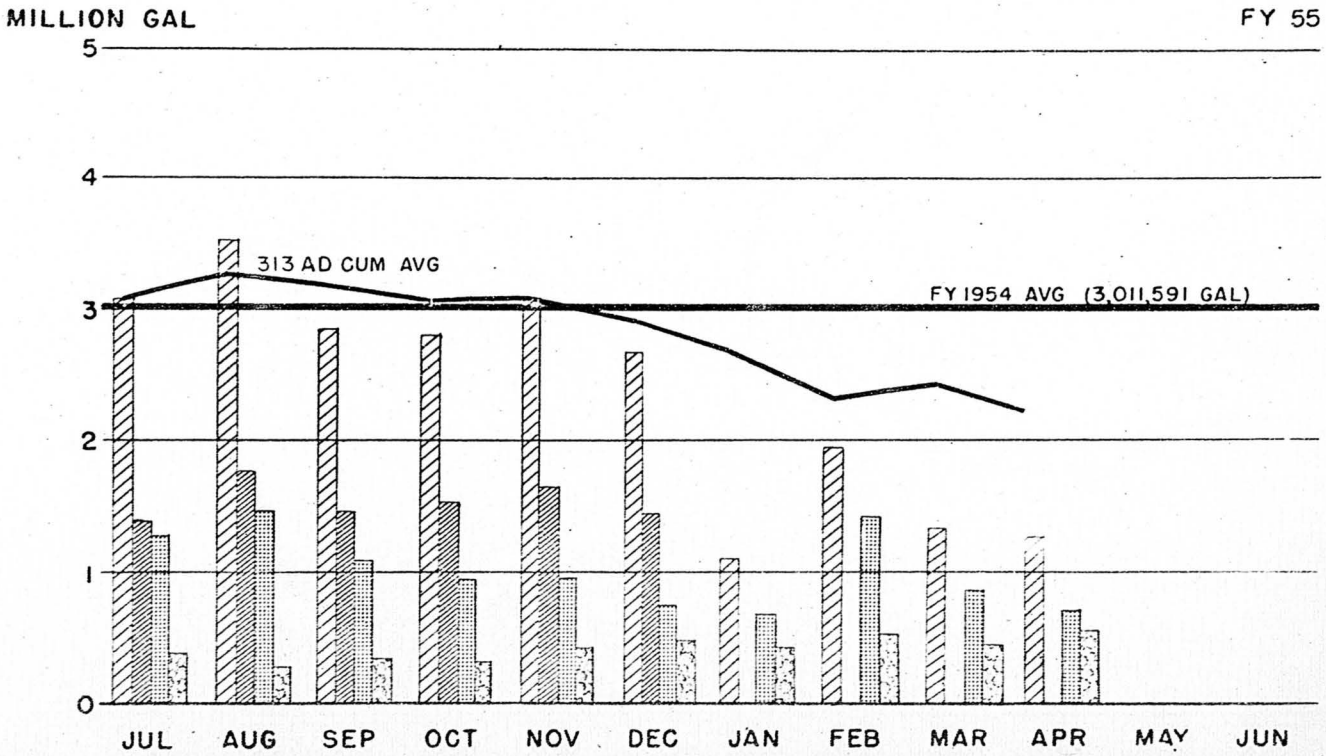
AIRCRAFT FUEL ISSUES-recp



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
COMD TOTAL	3,013,418	3,508,701	2,855,367	2,745,936	3,019,007	2,635,967	1,080,735	1,909,926	1,317,261	1,265,353		
ANDERSEN	1,378,088	1,759,851	1,442,992	1,499,369	1,644,107	1,443,330	——	——	——	——		
KADENA	1,283,297	1,490,517	1,073,234	941,708	966,550	726,790	668,707	1,402,000	865,260	711,847		
NAHA	352,033	258,333	339,141	304,859	408,290	465 847	412,028	507,926	452,001	553,506		
CUM TOT(MILLIONS)	3.013	6.522	9.377	12.123	15.142	17.777	18.857	20,767	22.084	23,349		

CONFIDENTIAL

SOURCE: RCS AF-C40
DM

1005

PERSONNEL

1006

CONFIDENTIAL

PERSONNEL STRENGTH

AS OF 30 April 1955

	MILITARY						CIVILIAN					
	OFFICERS			AIRMEN			US			NON-US		
	AUTH	ASGD	%MAN	AUTH	ASGD	%MAN	AUTH	ASGD	%MAN	AUTH	ASGD	%MAN
Total Assigned Units	990	948		7243	6834		529	491		4463	4408	
*Total Tenant Units	234	232		2736	2639		6	4		483	475	
*Kadena AB Total	804	777		7171	6355		405	382		3390	3396	
Kadena AB Assigned	616	590	95.8	4712	3978	84.4	399	378	94.7	2923	2935	100.4
Hq 313 AD	92	98	106.5	222	216	97.3	93	101	108.6	58	56	96.6
6332 AB Wing	144	42	29.2	2233	402	18.0	306	276	90.2	2843	2856	100.5
18 FB Wing	200	254	127.0	1632	2659	162.9		1				
581 AR Group	137	151	110.2	480	502	104.6				22	23	104.5
80 FB Squadron	43	45	104.7	145	199	137.2						
*Kadena AB Tenants	188	187		2459	2377		6	4		467	461	
Naha AB Total	420	403		3408	3118		130	113		1556	1487	
Naha AB Assigned	374	358	95.7	3131	2856	91.2	130	113	86.9	1540	1473	95.6
51 FI Wing	276	256	92.8	2369	2144	90.5	129	112	86.8	1412	1378	97.6
Det #1 Hq 313 AD	19	26	136.8	121	122	100.8	1	1	100.0			
623 ACSW Squadron	34	37	108.8	264	243	92.1				48	41	85.4
624 ACSW Squadron	45	39	86.7	377	347	92.0				80	54	67.5
Naha AB Tenants	46	45		277	262					16	14	
Pipeline (not included in above totals)		44			596							
*Includes SCARWAF												

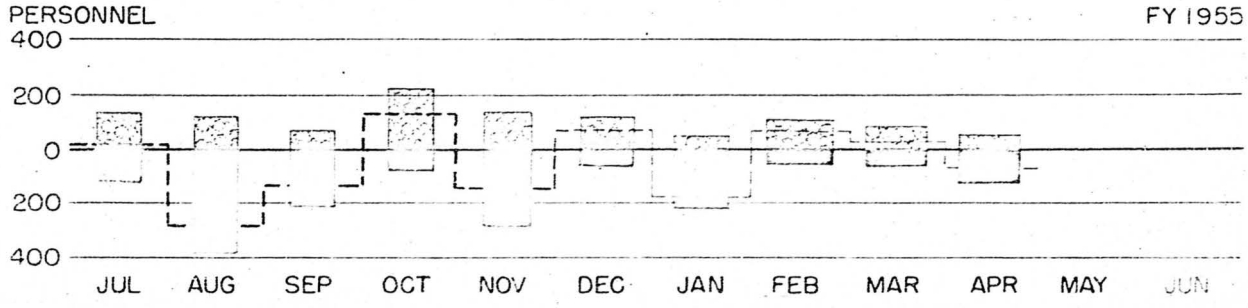
CONFIDENTIAL

SOURCE: RCS 313TH AD P5

1007

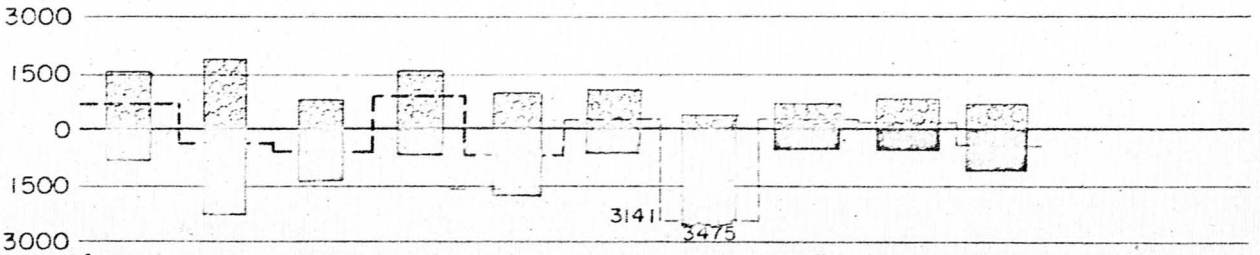
MILITARY PERSONNEL TURNOVER

OFFICERS



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
GAINS	145	130	75	218	145	127	42	116	87	50		
LOSSES	123	394	206	74	294	67	219	57	66	126		
NET GAIN (LOSS)	22	(264)	(131)	144	(149)	60	(177)	59	21	-76		

AIRMEN

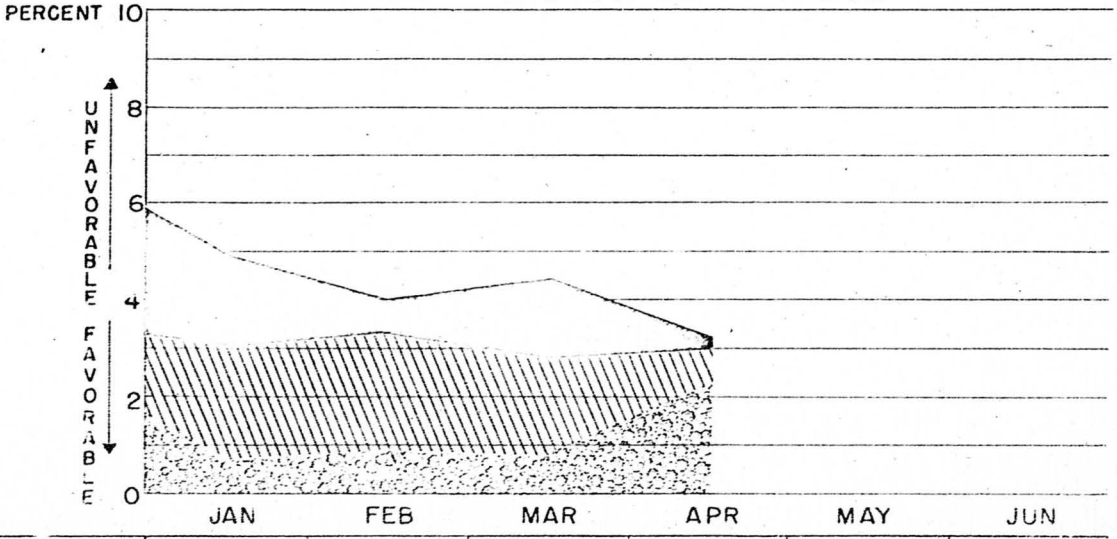


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
GAINS	1,537	1,932	887	1,575	933	1,076	334	734	889	692		
LOSSES	840	2,266	1,390	938	1,638	896	3475	495	672	1,144		
NET GAIN (LOSS)	697	(334)	(503)	637	(705)	180	(3141)	239	217	-452		

SOURCE: RCS IAF P5 DC/SS

DEPENDENT HOUSING STATUS

PERCENT UNOCCUPIED BY CAUSE



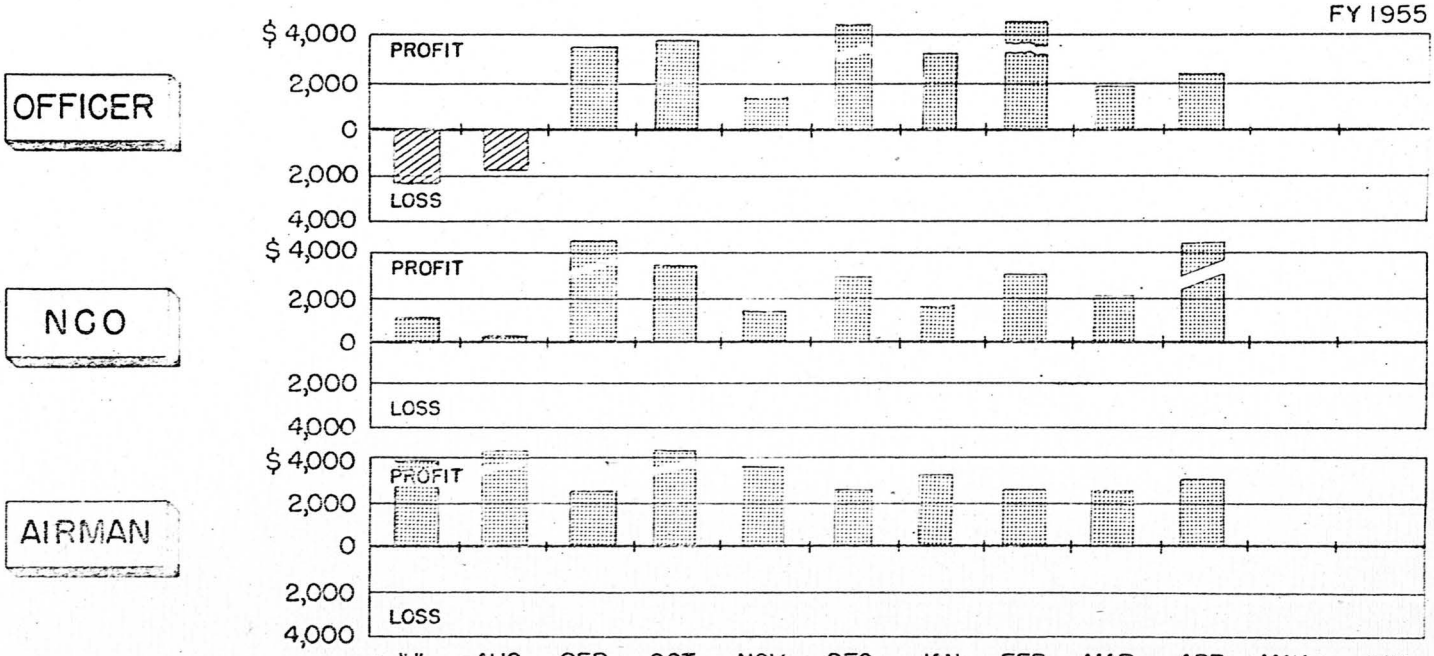
			JAN		FEB		MAR		APR		MAY		JUN	
AVG NO.	AVAILABLE QTRS		996.2		1,014.3		1,035.1		1.047.3					
	UNOCCUPIED	USABLE	19.4		6.7		17.3		.7					
		REPAIR	22.7		24.5		21.0		24.1					
		COMMITTED	7.6		9.6		8.0		7.3					
TOTAL NO.	NO. WAITING	MO. OF WAIT	842	10.5	742	11.5	598	11.0	438	11.0				
	QTRS AVAIL.	FORECAST	1008	1000	1027	1018	1045	1032	1047	1064		1067		1082
	QTRS OCCUPIED	OFFICER	384		402		422		419					
		AIRMEN	560		566		587		601					
		CIVILIAN	17		15		15		15					

SOURCE: RCS YGS-139 DPS

1009

KADENA OPEN MESS FACILITIES FINANCIAL STATUS

FY 1955

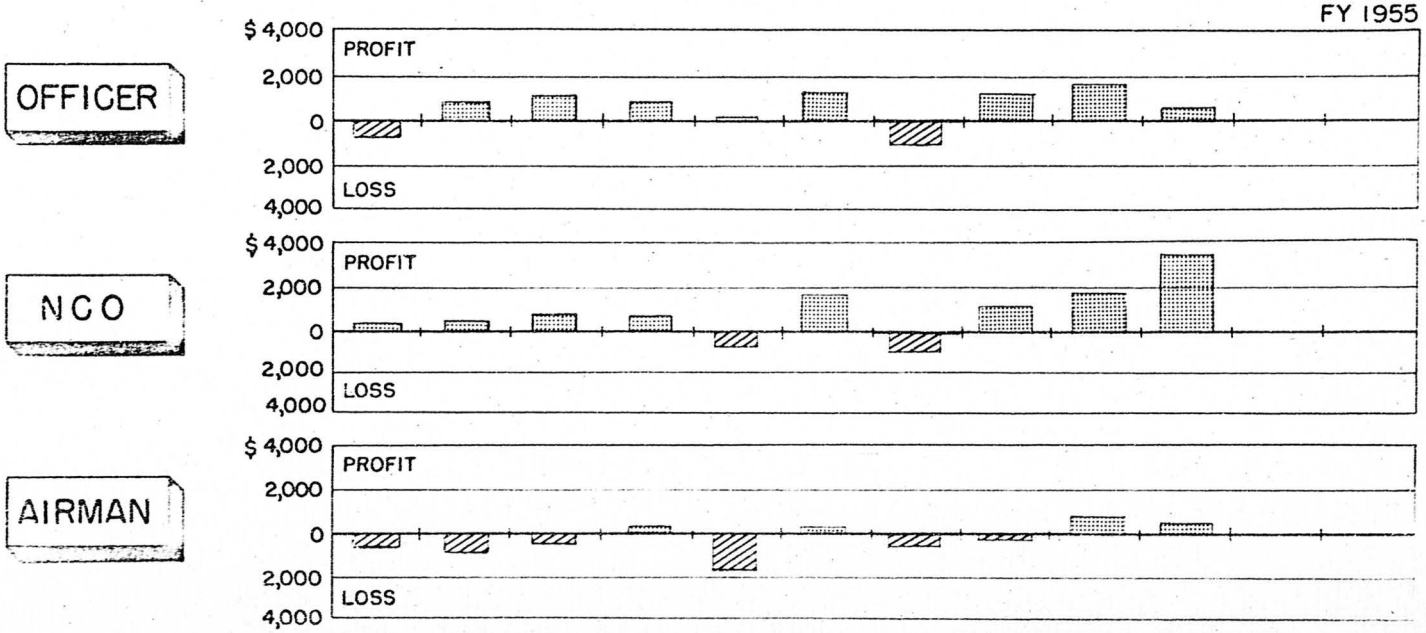


		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
OFFICER	NET PROFIT (LOSS)	(2,172)	(1,452)	3,547	3,836	1,449	6,476	3,233	8,347	1,930	2,450		
	NET WORTH	183,267	161,839	188,641	156,086	147,268	148,301	138,201	146,548	160,500	137,023		
NCO	NET PROFIT (LOSS)	1,109	31	5,145	3,426	1,447	2,926	1,713	2,955	2,139	4,351		
	NET WORTH	295,690	295,071	300,216	305,371	306,817	309,743	311,456	314,411	316,550	320,901		
AIRMAN	NET PROFIT(LOSS)	3,699	4,117	2,548	4,969	3,783	2,575	3,311	2,594	2,660	3,062		
	NET WORTH	36,485	40,601	43,149	48,119	51,902	59,477	57,789	60,384	63,019	66,081		

SOURCE: OPEN MESS FIN STMT DPS

NAHA OPEN MESS FACILITIES FINANCIAL STATUS

FY 1955



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
OFFICER	NET PROFIT (LOSS)	(628)	832	1,333	970	237	1,449	(1,100)	1,278	1,701	672		
	NET WORTH	18,765	19,597	20,931	21,560	21,797	23,246	22,146	23,425	25,126	25,798		
NCO	NET PROFIT (LOSS)	285	332	954	766	(793)	1,793	(1,009)	1,191	1,891	3,534		
	NET WORTH	48,086	46,047	46,830	47,596	46,803	48,595	47,586	47,777	49,668	52,449		
AIRMAN	NET PROFIT (LOSS)	(374)	(768)	(484)	131	(1,743)	116	(611)	(180)	703	449		
	NET WORTH	31,760	30,903	30,558	30,689	28,946	29,062	28,451	28,271	28,974	29,423		

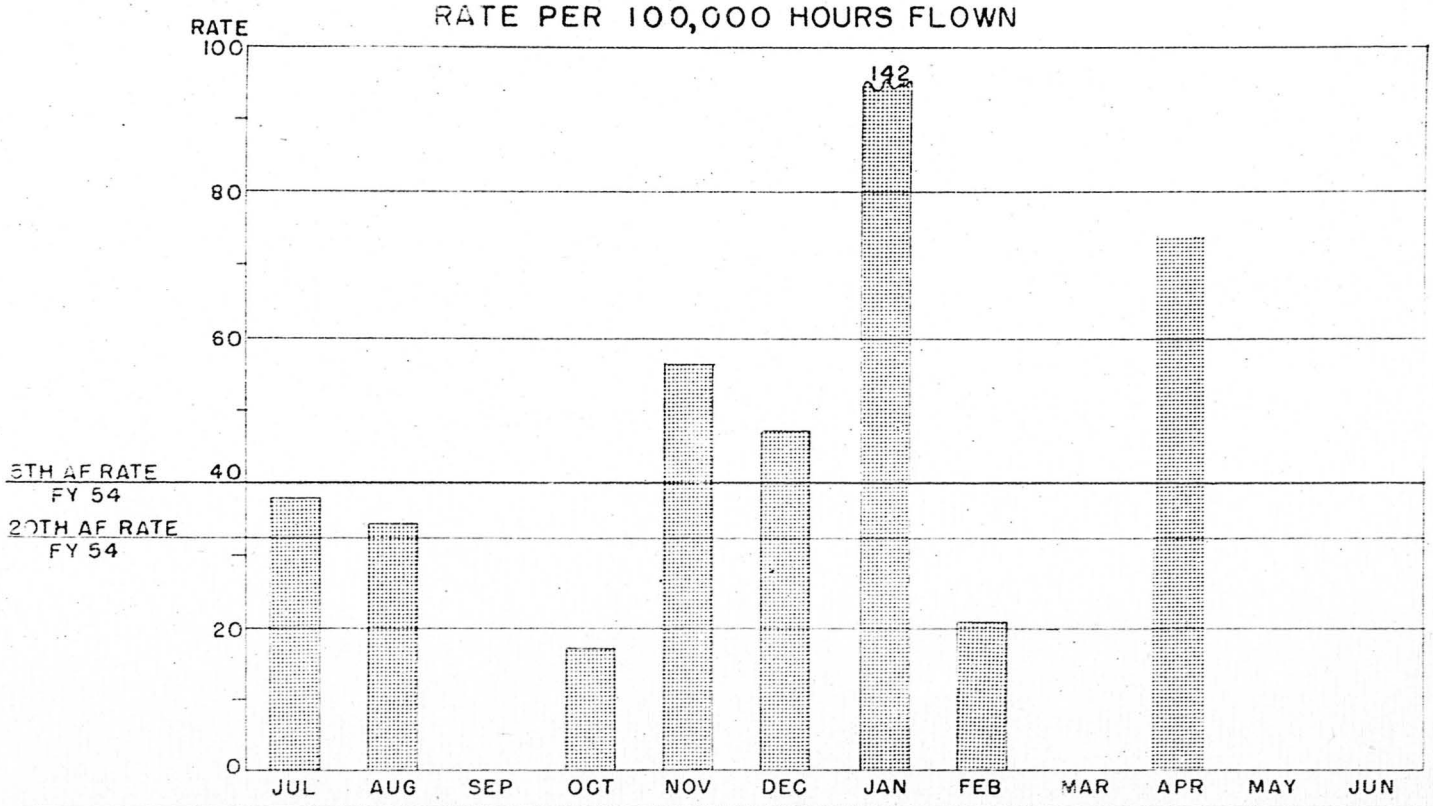
SOURCE: OPEN MESS FIN STMT DPS

1011

SAFETY

MAJOR 'RCRAFT ACCIDE T DATA

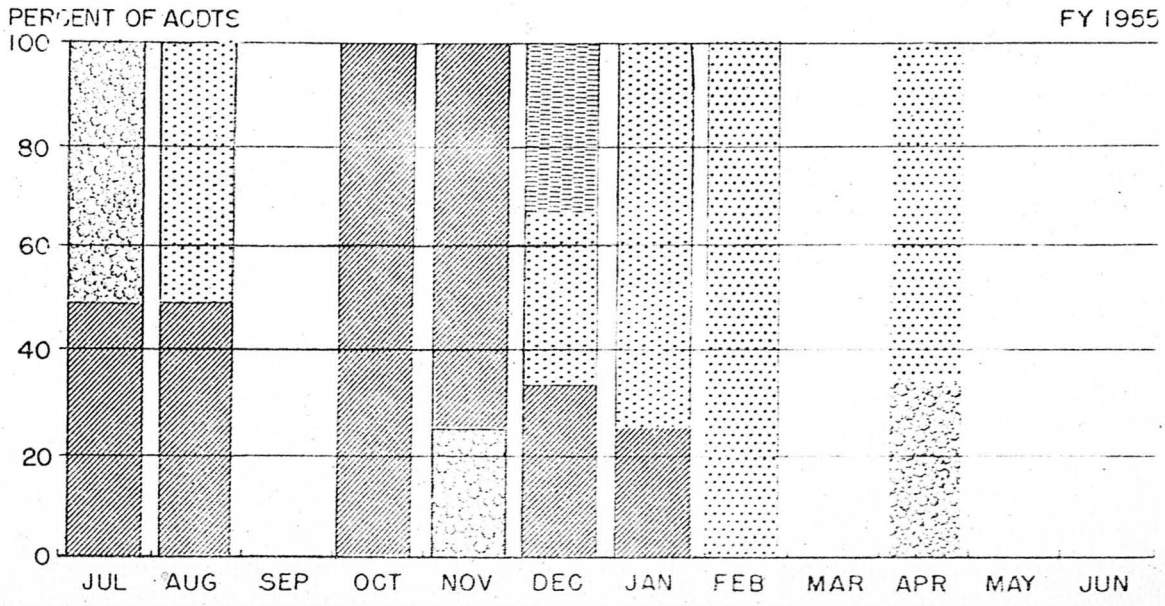
RATE PER 100,000 HOURS FLOWN



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
MAJOR RATE	38	34	—	17	56	47	142	20.4	0	75		
HRS FLOWN	5253	5814	5325	5749	7093	6407	5611	4888	4871	4040		
MAJOR ACDT	2	2	0	1	4	3	8	1	0	3		
FATAL ACDT	0	1	0	0	0	1	4	1	0	2		
FATALITIES	0	3	0	0	0	1	4	1	0	11		

SOURCE: FLY SFTY

MAJOR AIRCRAFT ACCIDENTS – phase of flight



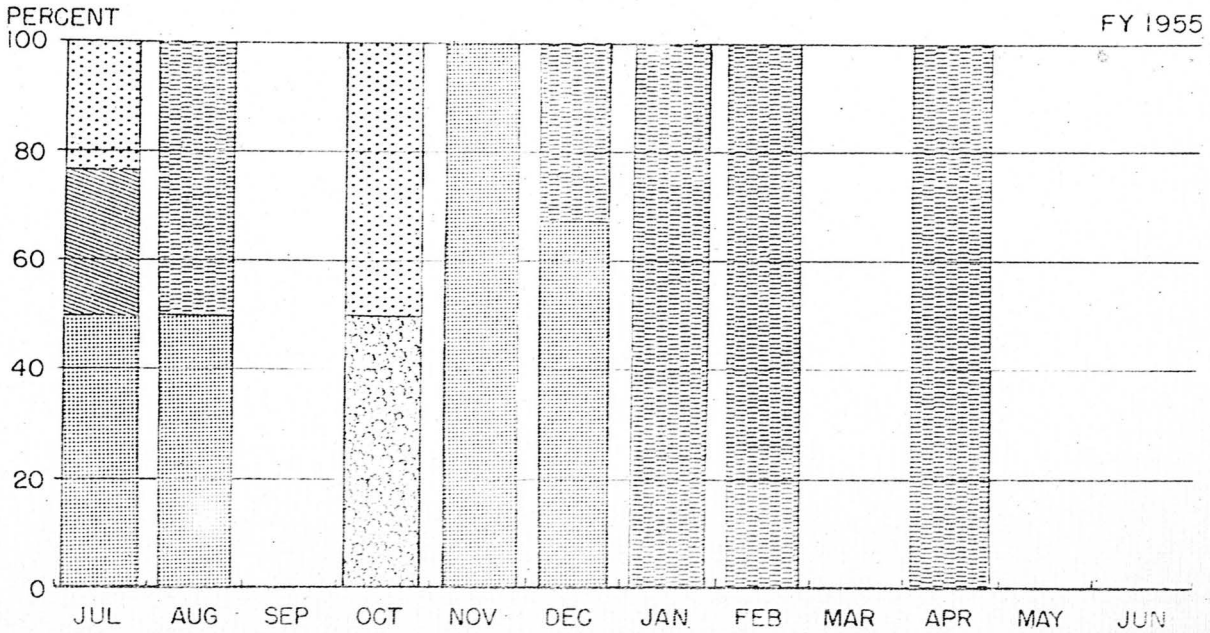
		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TAKE OFF	ACCIDENTS	1	—	—	—	1	—	0	0	0	1		
	TYPE ACFT	SA-16	—	—	—	F-86	—	0	0	0	F86F		
IN FLIGHT	ACCIDENTS	—	1	—	—	—	1	6	1	0	2		
	TYPE ACFT	—	F-94*	—	—	—	F-84	**	F-84	0	F86F B29A		
LANDING	ACCIDENTS	1	1	—	1	3	1	2	0	0	0		
	TYPE ACFT	F-86	B-29	—	F-86D	√	F 86	▽	0	0	0		
TAXI	ACCIDENTS	—	—	—	—	—	1	0	0	0	0		
	TYPE ACFT	—	—	—	—	—	C-47	0	0	0	0		

* 2 ACFT
√ 2 F-86 1 T-33

** F-86(4)–F-84(2)
▽ F-86(1)–T 33(1)

SOURCE: FLY SFTY

MAJOR AIRCRAFT ACCIDENTS - cause factors

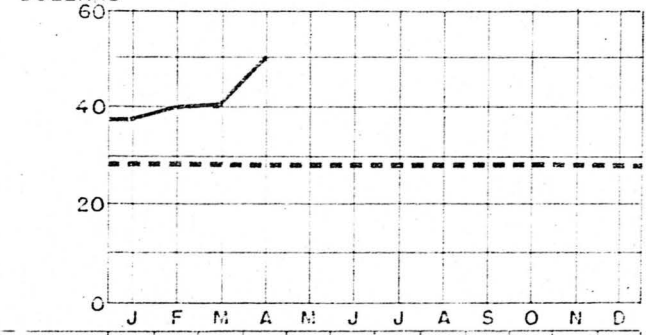


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
PILOT ERROR	50%	50%	—	—	100%	67%	—	—	0	0		
SUPV ERROR	—	—	—	50%	—	—	—	—	0	0		
MAINT ERROR	25%	—	—	—	—	—	—	—	0	0		
MAT FAILURE	25%	—	—	50%	—	—	—	—	0	0		
UNDETERMINED	—	50%	—	—	—	33%	100%	100%	0	100%		
OTHER	—	—	—	—	—	—	—	—	0	0		
MAJOR ACDTS	2	2	—	1	4	3	8	1	0	3		

SOURCE: FLY SFTY

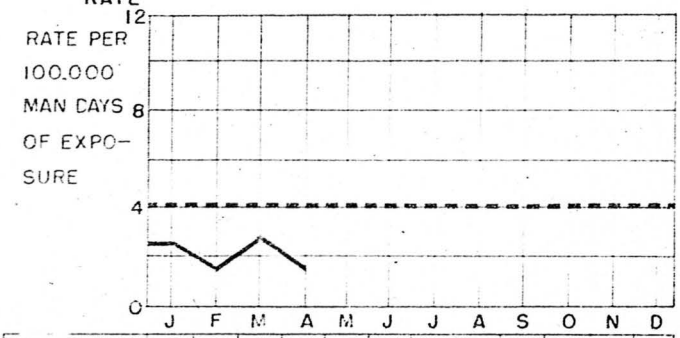
GROUND ACCIDENT EXPERIENCE

COST PER CAPITA PER ANNUM



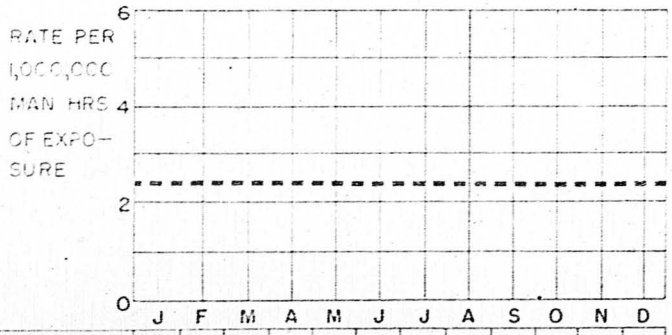
313AD COST	38.0	40.0	41.2	50.2								
KADENA	82.0	74.0	46.0	66.1								
NAHA	1.5	2.5	46.5	35.3								

MILITARY INJURY RATE



313AD RATE	2.55	1.64	2.88	1.58								
KADENA	3.77	1.93	1.00	1.21								
NAHA	.98	1.25	8.35	2.27								

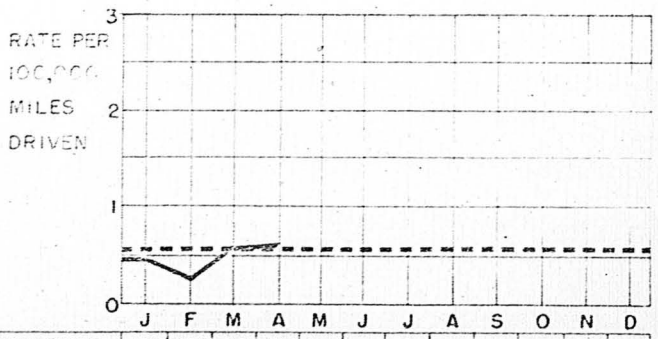
CIVILIAN INJURY RATE



313AD RATE	0	0	0	0								
KADENA	0	0	0	0								
NAHA	0	0	0	0								

20AF AVG 54 - - -
COMDRATE 55 ———

MOTOR VEHICLE ACCIDENT RATE



313AD RATE	.48	.27	.60	.68								
KADENA	.57	.35	.32	.94								
NAHA	.47	0	1.83	0								

SOURCE: RCS 2-AF X-11 DPG

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CONFIDENTIAL

COMMAND...

MANAGEMENT REVIEW

FIGURES FOR THE MONTH OF

MAY 1955

CONFIDENTIAL

COMMAND – MANAGEMENT REVIEW

PREPARED BY

COMPTROLLER

HEADQUARTERS, 313TH AIR DIVISION

APO 239

FOREWORD

THE COMMAND – MANAGEMENT REVIEW HAS AS ITS PURPOSE TO PROVIDE AN EFFECTIVE MANAGEMENT TOOL FOR A HEADQUARTERS IN DIRECTING ATTENTION AND EMPHASIS TO PROGRAM ACCOMPLISMENT AND OPERATIONAL EFFECTIVENESS. THE PRESENTATIONS ARE CONTRIBUTORY OF ALL STAFF AGENCIES.

CHARLES S. BOBBLE
Colonel, USAF
Comptroller

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HIGHLIGHTS

OPERATIONS: (Organization and Manpower) Headquarters, 313th Air Division has had its authorized strength reduced by 33.4% since January 1955. The reduction is a result of the combination of becoming an Air Division and the transfer of the 6319th Air Base Wing to Seventh Air Force.

REDUCTION SUMMARY

	Officers	Airmen	G-Civ	WB	Fil	Oki	Total
Jan - 20th AF	113	272	114	3	16	54	572
Mar - 313th AD	88	202	92	1	16	42	441
May - 313th AD	93	191	68	1	1	27	381
REDUCTION	-20	-81	-46	-2	-15	-27	-191

Manpower surveys now in progress will result in realignment of remaining functions and will provide for proper utilization of available manpower.

COMPTROLLER: (Management Analysis) Loss of drafting personnel and the added requirement of portraying programs via Vu-Graph Transparencies (Weekly Staff Briefings) has lowered the overall drafting capability. New reports planned for inclusion in the Command Management Review will not be accomplished until the July revision. Beginning with the July edition of the CMR all charts will portray our programs for a six (6) month period rather than for the 12 months period now being shown. - REASON - 6 months plotting will provide space needed for additional information, in some cases allow 2 or more related charts to be printed on one page, and will also allow the reader to more readily interpret the charts.

COMMENTS

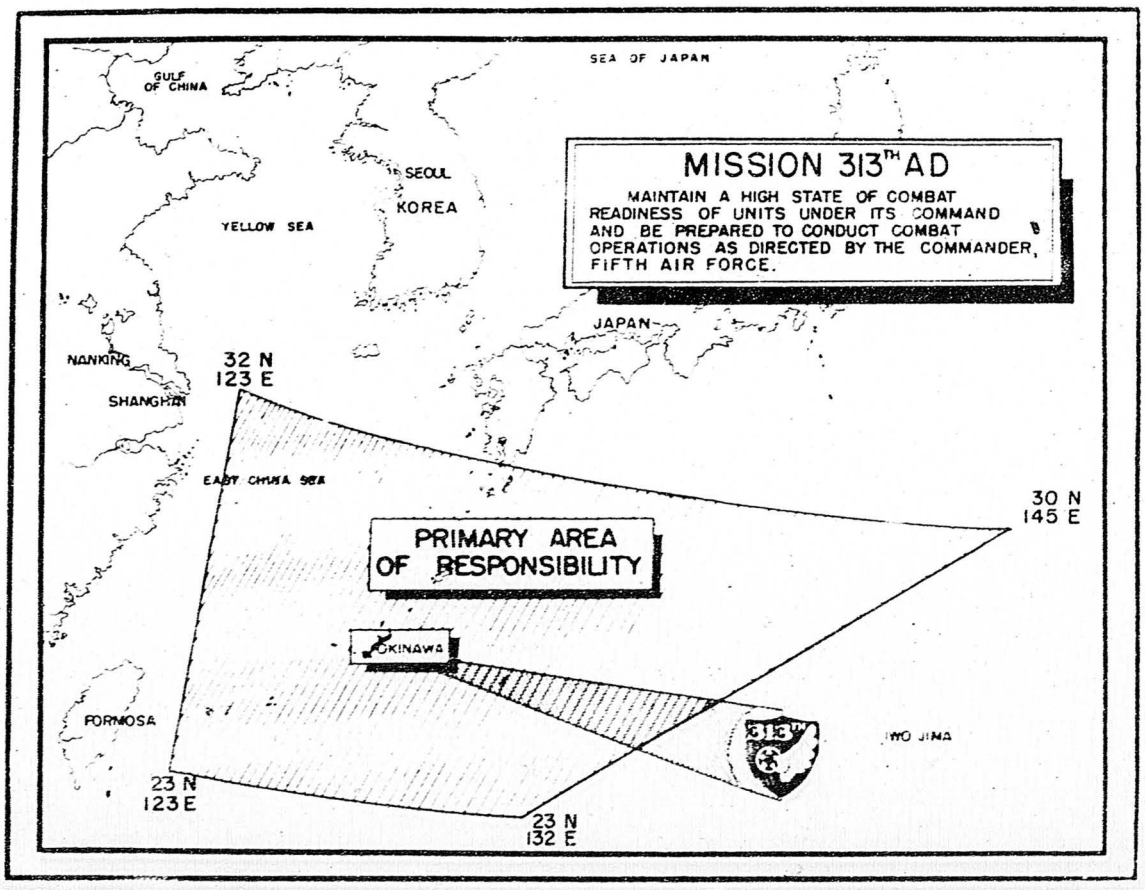
MATERIEL: (POL) Increases in Av Gas and oil issues - Cause - Support rendered to the detachment of B-26 aircraft at Futema.

SAFETY: (Ground) Increase in the Motor Vehicle Accident rate for Naha - 4 accidents reported in May. A decrease in the number of miles driven for this period also contributed to the increased rate.

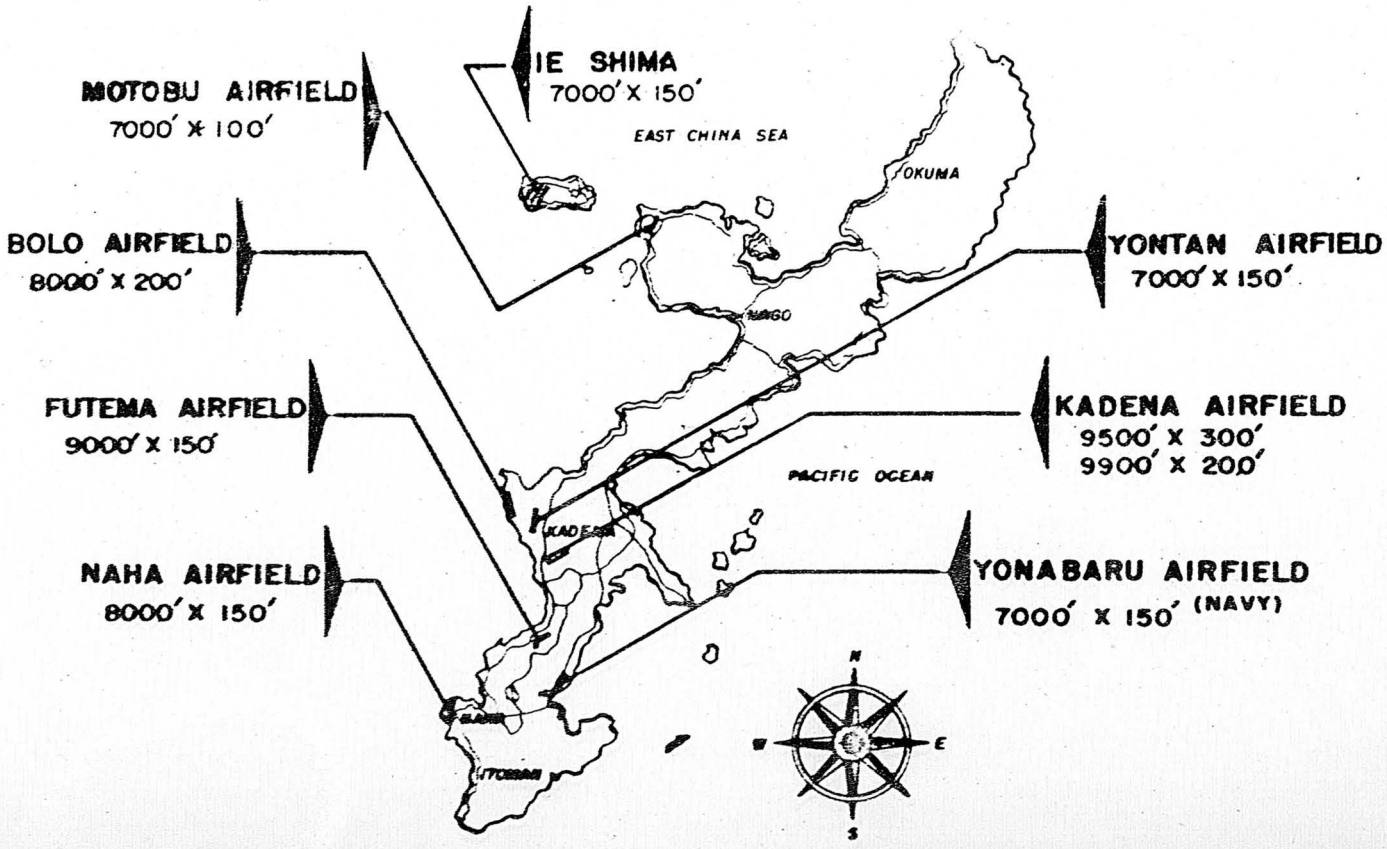
OPERATIONS: (Flying Hour Program) Of the 16,357 hours allocated to the command for the 4th Quarter, only 46.9% has been accomplished as of 31 May 1955, leaving 53.1% to accomplish in June.

Command 4th Quarter Allocation	16,357 hrs	
Hours Flown as of 31 May	7,668 hrs	- 46.9%
Balance to Accomplish in June	8,689 hrs	- 53.1%
Kadena 4th Quarter Allocation . . . . . (18th FEW & 58lst ARSG)	9,708 hrs	
Hours Flown as of 31 May	3,813 hrs	- 39.6%
Balance to Accomplish in June	5,895 hrs	- 60.4%
Naha 4th Quarter Allocation . . . . . (51st FIW)	6,649 hrs	
Hours Flown as of 31 May	3,825 hrs	- 57.5%
Balance to Accomplish in June	2,824 hrs	- 42.5%

1022


SEA OF JAPAN
GULF OF CHINA
SEOUL
KOREA
YELLOW SEA
MISSION 313TH AD
MAINTAIN A HIGH STATE OF COMBAT READINESS OF UNITS UNDER ITS COMMAND AND BE PREPARED TO CONDUCT COMBAT OPERATIONS AS DIRECTED BY THE COMMANDER, FIFTH AIR FORCE.
JAPAN
NANKING
32 N
123 E
SHANGHAI
EAST CHINA SEA
30 N
145 E
PRIMARY AREA OF RESPONSIBILITY
OKINAWA
FORMOSA
IWO JIMA
23 N
123 E
23 N
132 E

OKINAWA



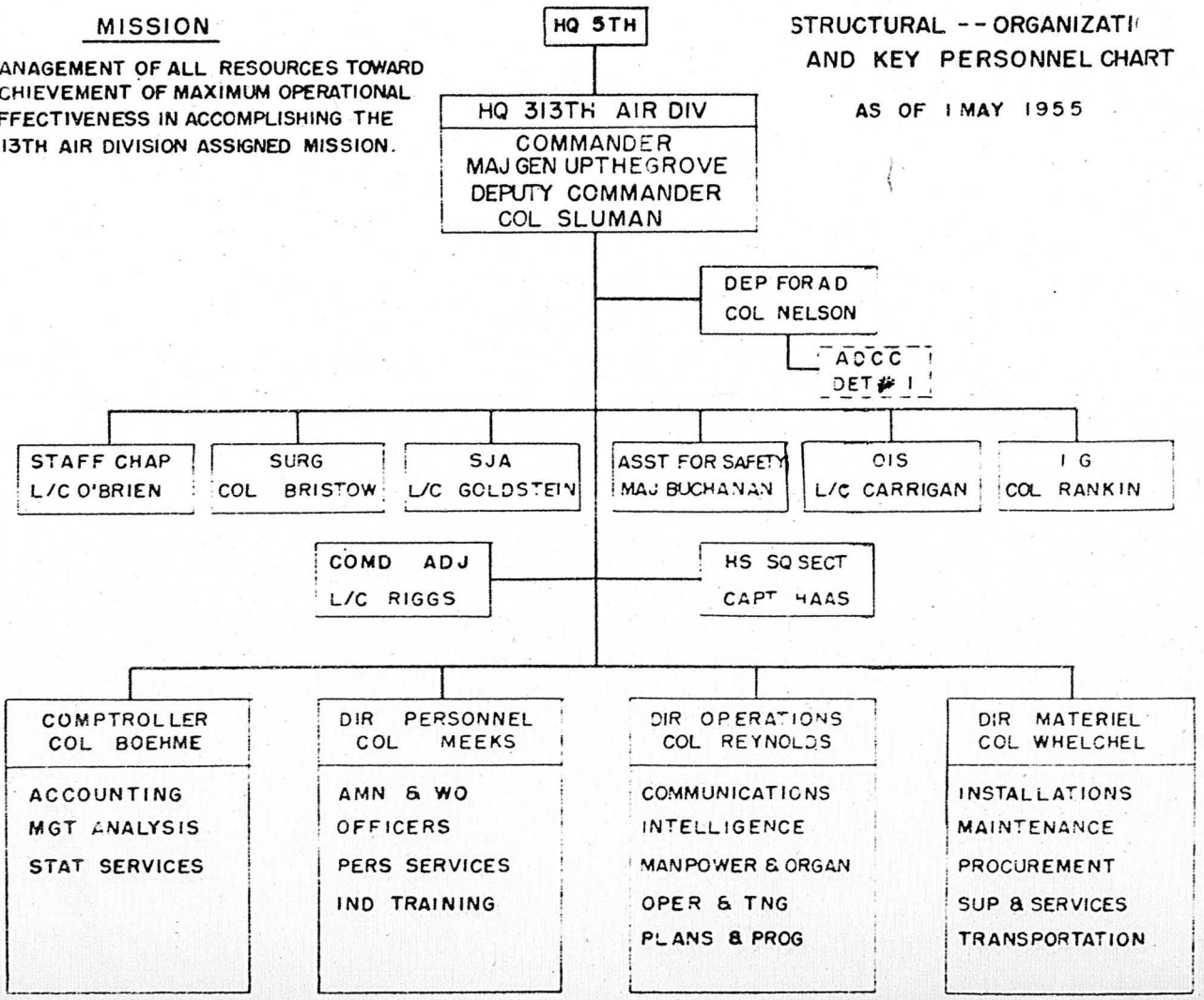
1024

MISSION

MANAGEMENT OF ALL RESOURCES TOWARD ACHIEVEMENT OF MAXIMUM OPERATIONAL EFFECTIVENESS IN ACCOMPLISHING THE 313TH AIR DIVISION ASSIGNED MISSION.

STRUCTURAL -- ORGANIZATI
AND KEY PERSONNEL CHART

AS OF 1 MAY 1955



STAFF

* ASSISTANT FOR SAFETY - This special staff agency advises the Commander on matters relative to FLYING SAFETY and GROUND SAFETY.

* DEPUTY FOR AIR DEFENSE - This special staff agency advises the Commander on matters relative to AIR DEFENSE.

* CHAPLAIN - This special staff agency advises the Commander on administrative and technical matters relative to the activities of RELIGION, CHARACTER GUIDANCE, and MORALE. (Ref AFR 165-3)

* SURGEON - This special staff agency advises the Commander on administrative and technical matters relative to the activities of MEDICAL SERVICES, DENTAL SERVICES, and VETERINARY SERVICES.

* STAFF JUDGE ADVOCATE - This special staff agency advises the Commander on administrative and technical matters relative to the activities of LEGAL AFFAIRS and CLAIMS and MILITARY JUSTICE.

* OFFICE OF INFORMATION SERVICES - This personal staff agency advises the Commander on administrative and technical matters relative to the activities of PUBLIC INFORMATION, INTERNAL INFORMATION, HISTORICAL and PROTOCOL.

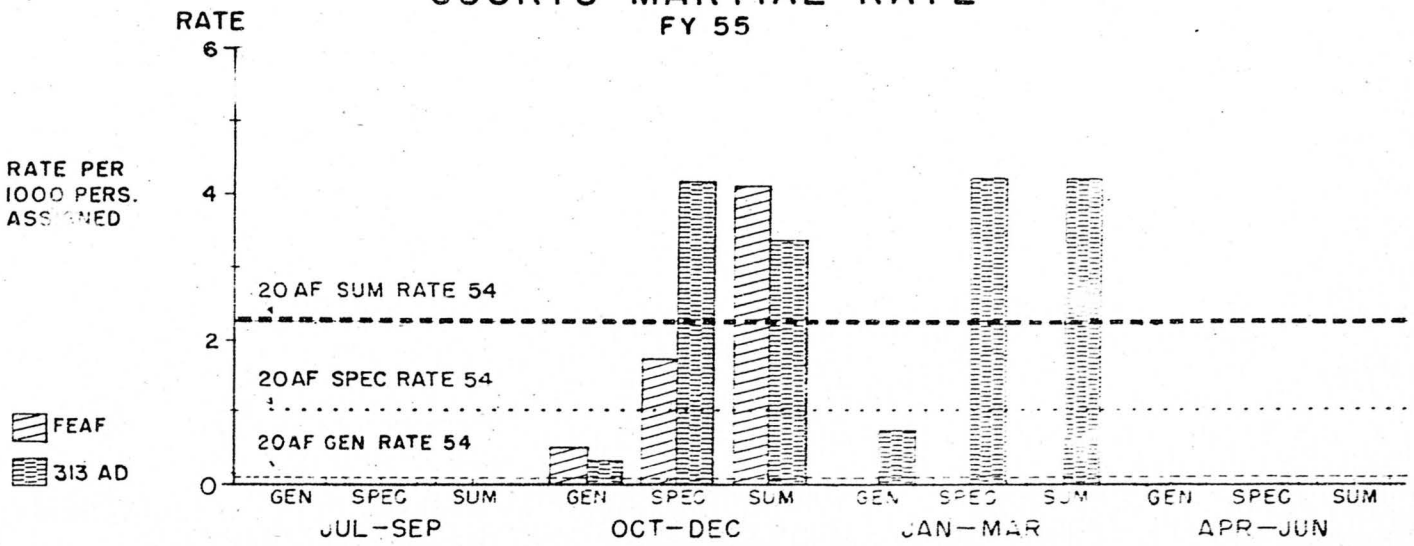
* INSPECTOR GENERAL - This personal staff agency advises the Command on administrative and technical matters relative to the activities of PROVOST MARSHALL and INSPECTION.

* ADJUTANT _____ - This service staff agency provides services to headquarters on administration and technical matters relative to the activities of MAIL and RECORDS, POSTAL and PUBLICATIONS, and REPRODUCTION.

* HEADQUARTERS SQUADRON SECTION - This service staff agency provides services to headquarters on administrative and technical matters relative to the activities of UNIT SUPPLY, OFFICER RECORDS, AIRMEN RECORDS, and all AIRMEN ACTIVITIES other than those pertaining to regular staff section duty.

1026

COURTS MARTIAL RATE
FY 55



		TRIALS	RATE	TRIALS	RATE	TRIALS	RATE	TRIALS	RATE
TOTAL 313 AD	GEN			4	.32	8	.76		
	SPEC			52	4.14	44	4.20		
	SUM			42	3.35	44	4.20		
HQ 313 AD	GEN			0	0	0	0		
	SPEC			0	0	1	1		
	SUM			0	0	0	0		
KADENA	GEN			4	.61	8	1.02		
	SPEC			37	5.60	27	3.98		
	SUM			30	4.54	18	2.65		
NAHA	GEN			0	0	0	0		
	SPEC			15	4.00	17	5.02		
	SUM			12	3.20	26	7.69		

SOURCE: RCS AF-Y80A

OPERATIONS

THIS COORDINATING STAFF AGENCY PROVIDES HEADQUARTERS WITH ADVICE AND ASSISTANCE ON ADMINISTRATIVE AND TECHNICAL MATTERS RELATIVE TO THE FUNCTIONS OF PLANS AND PROGRAMS, OPERATIONS AND TRAINING, MANPOWER AND ORGANIZATION, COMMUNICATIONS, AND INTELLIGENCE.

IMPLEMENTS AND GUIDES OVERALL 313TH AIR DIVISION OPERATIONS PROGRAMS AND POLICIES.

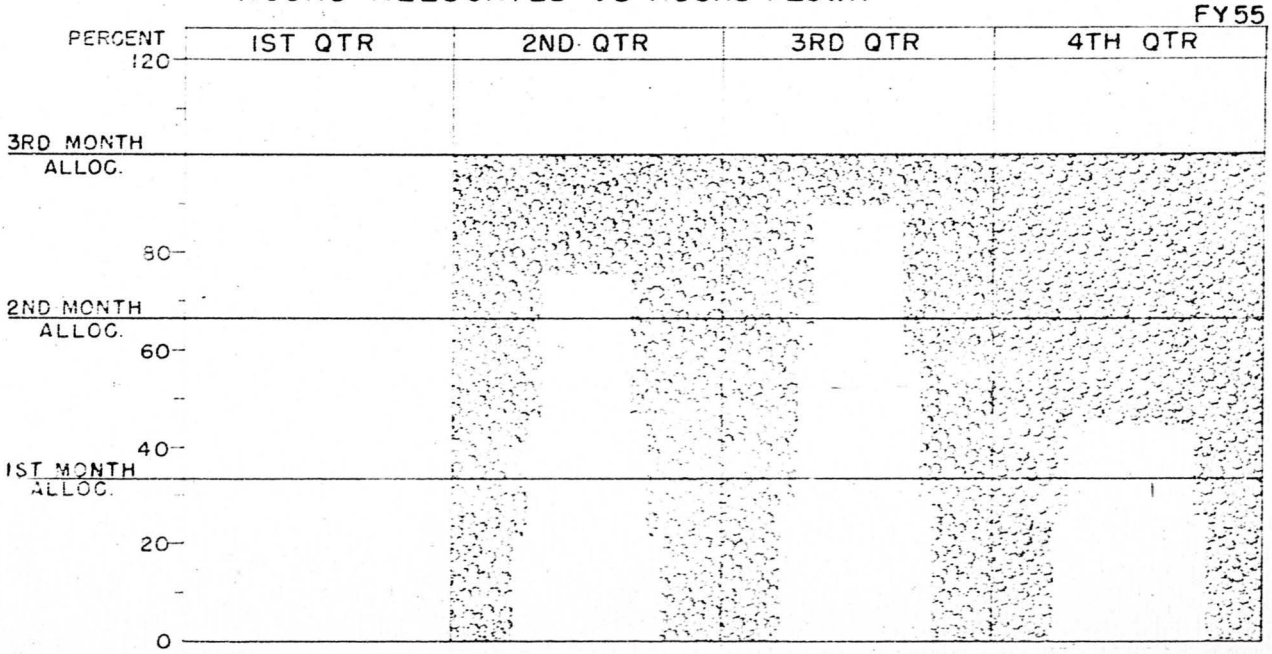
1028

CONFIDENTIAL

AIRCRAFT UTILIZATION

HOURS ALLOCATED VS HOURS FLOWN

FY55



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
COMMAND TOTAL	QTR ALLOC.				16,130			16,130			16357		
	HRS FLOWN				3521	4078	4619	4764	4829	4871	4040	3628	
KADENA	QTR ALLOC.				8147			8147			9708		
	HRS FLOWN				853	2573	2282	2694	2797	3071	2031	1812	
NAHA	QTR ALLOC.				7163			7163			6649		
	HRS FLOWN				2301	1234	2013	2052	1740	1854	2009	1816	
ANDERSEN	QTR ALLOC.				820			820		—	—	—	
	HRS FLOWN				367	271	324	18	292	—	—	—	

CONFIDENTIAL

SOURCE: RCS 1AF-A1 DO/OT

MATERIEL

THIS COORDINATING STAFF AGENCY PROVIDES HEADQUARTERS WITH ADVICE AND ASSISTANCE ON ADMINISTRATIVE AND TECHNICAL MATTERS RELATIVE TO THE FUNCTIONS OF SUPPLY AND SERVICES, MAINTENANCE, PROCUREMENT, INSTALLATIONS, AND TRANSPORTATION.

IMPLEMENTS AND GUIDES OVERALL 313TH AIR DIVISION MATERIEL PROGRAMS AND POLICIES.

1030

CONFIDENTIAL

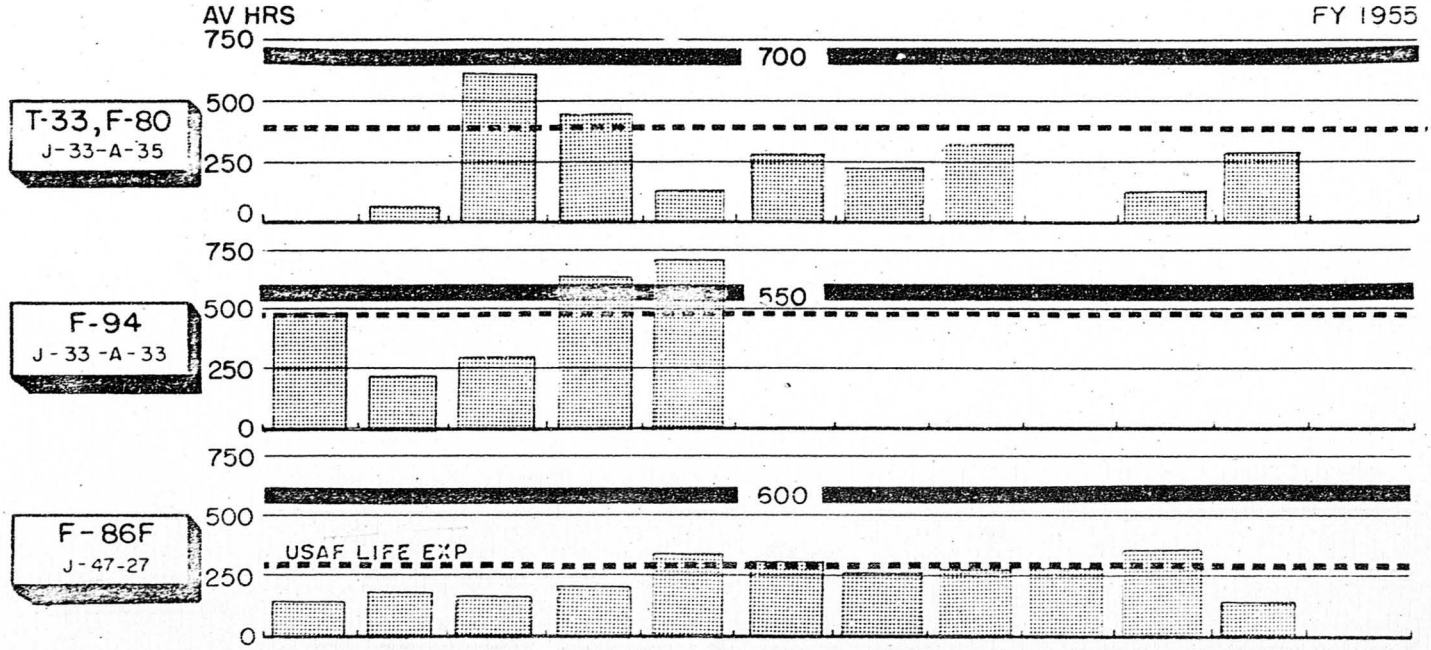
POSSESSED AIRCRAFT

	COMBAT									NON-COMBAT										TOTAL
KADENA AB	F-86	B-29	L-20	F-94	F-84	SA-16	C-119	H-19	C-47	VB-17	L-20	C-47	C-45	T-7	T-6	C-119	C-124	C-54	T-33	B-26	SA-16	
18 FBW	46				21					2		5			3	2			8	2		89
581 ASLG		9				4	4										1					18
KADENA TOTALS	46	9			21	4	4			2		5			3	2		1	8	2		107
NAHA AB																						
51 FIW	70		2	0							1	4	2	1				8				88
33 RSQ						4		1	1			1								10		17
NAHA TOTALS	70		2	0		4		1	1		1	5	2	1				8		10		105
313TH TOTALS	116	9	2	0	21	8	4	1	1	2	1	10	2	1	3	2		1	16	2	10	212

SOURCE: DIR MATERIEL
RCS 1-AF-A1

CONFIDENTIAL

AVERAGE HOURS PER JET ENG PRIOR TO CHANGE



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
T-33 F-80	ENG CHANGE	0	1	2	1	2	1	3	3	0	3	2	
	AV HOURS	0	62	615	459	125	281	239	333	0	125	271	
F-94	ENG CHANGE	7	4	2	1	1	0	0	0	0	0	0	
	AV HOURS	496	216	287	645	713	0	0	0	0	0	0	
F-86F	ENG CHANGE	5	2	2	4	11	10	18	10	19	7	2	
	AV HOURS	117	196	178	198	329	292	257	273	275	299	151	

ALLOWABLE TIME: ▬

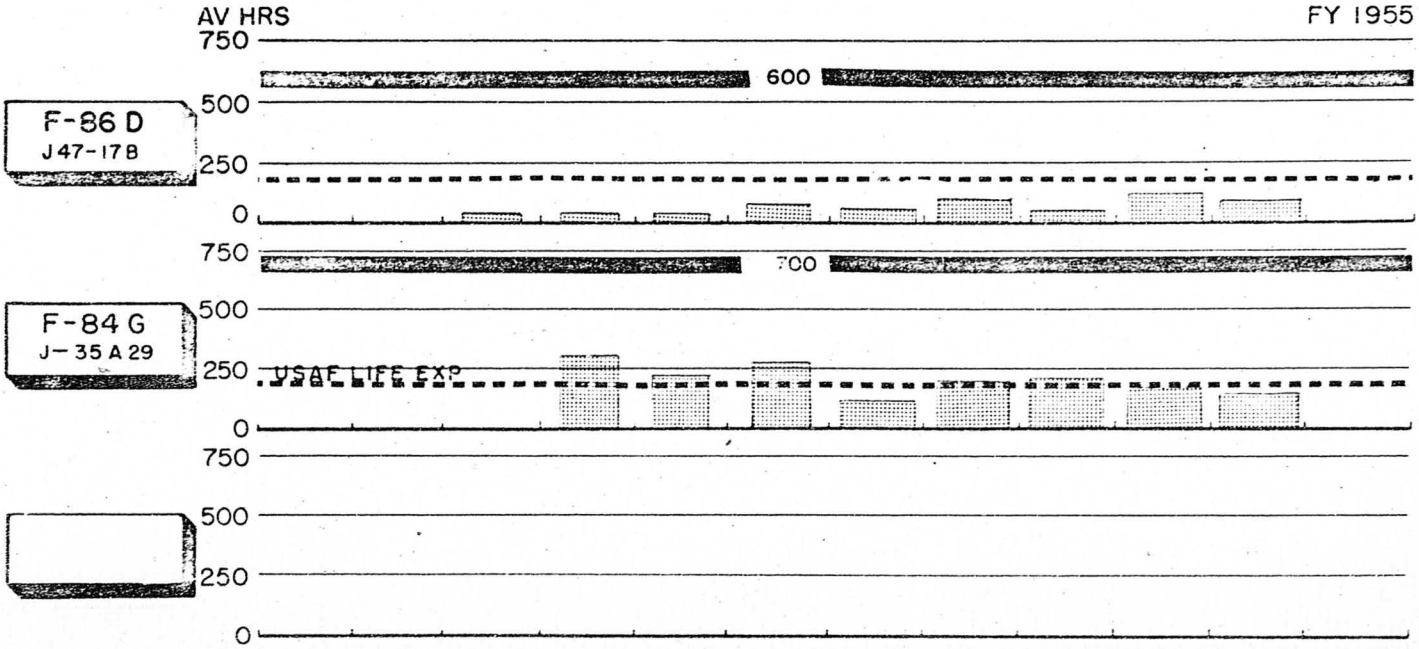
CONFIDENTIAL

SOURCE: 1—AF—AIO

12

CONFIDENTIAL

AVERAGE HOURS PER JET ENG PRIOR TO CHANGE



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
F-86D	ENG CHANGE	—	—	6	1	5	5	11	9	11	7	16	
	AV HOURS	—	—	23	35	41	71	55	81	62	107	86	
F-84G	ENG CHANGE	—	—	—	4	3	5	5	4	13	5	5	
	AV HOURS	—	—	—	295	225	273	113	200	218	198	166	
	ENG CHANGE												
	AV HOURS												

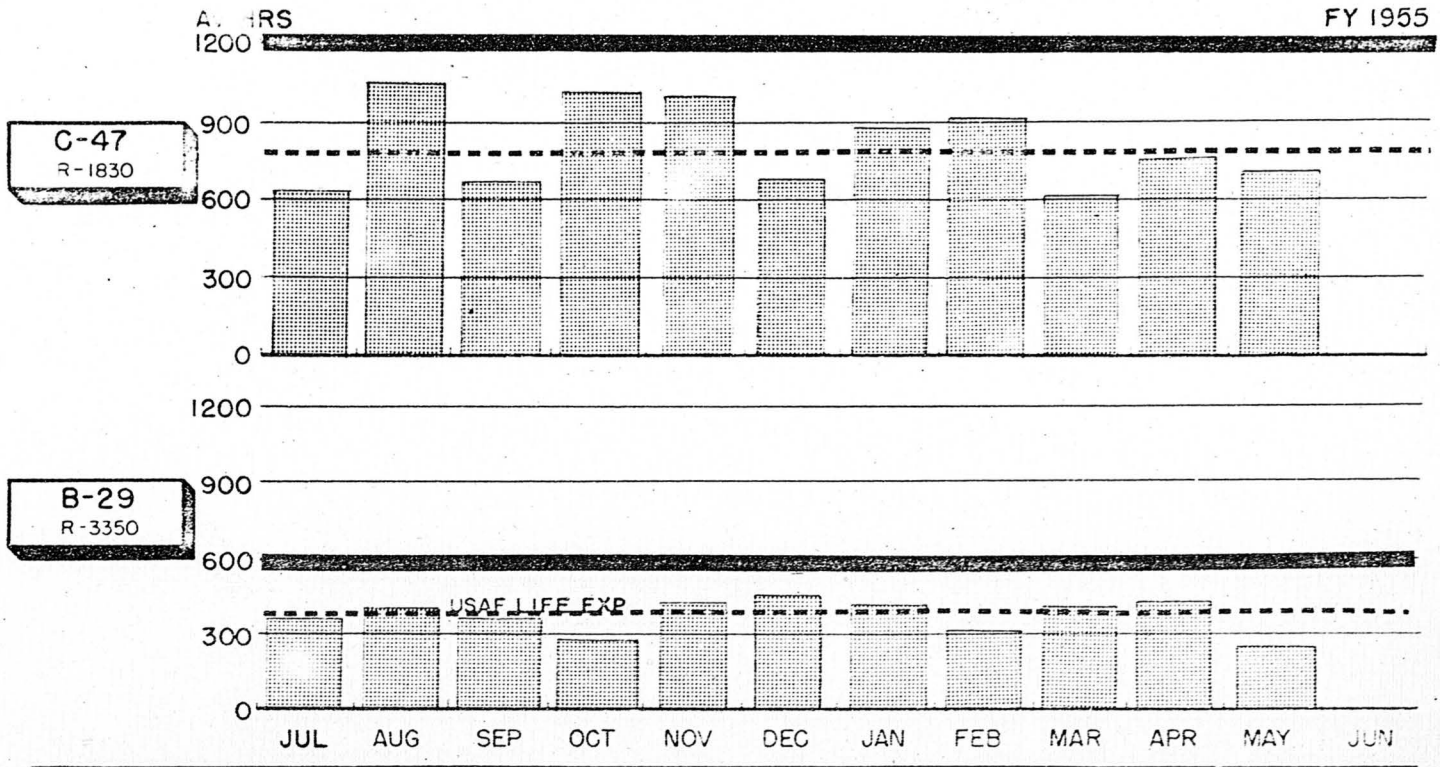
ALLOWABLE TIME:

SOURCE 1—AF—AIO D M

CONFIDENTIAL

CONFIDENTIAL

AVERAGE HOURS PER RECP ENG PRIOR TO CHANGE



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
C-47	ENG CHANGE	3	4	1	1	1	2	3	3	1	1	2	
	AV HOURS	315	1098	659	1007	1002	667	883	910	606	787	729	
B-29	ENG CHANGE	25	33	36	24	17	20	17	10	8	8	3	
	AV HOURS	330	384	336	291	421	454	428	310	415	431	271	

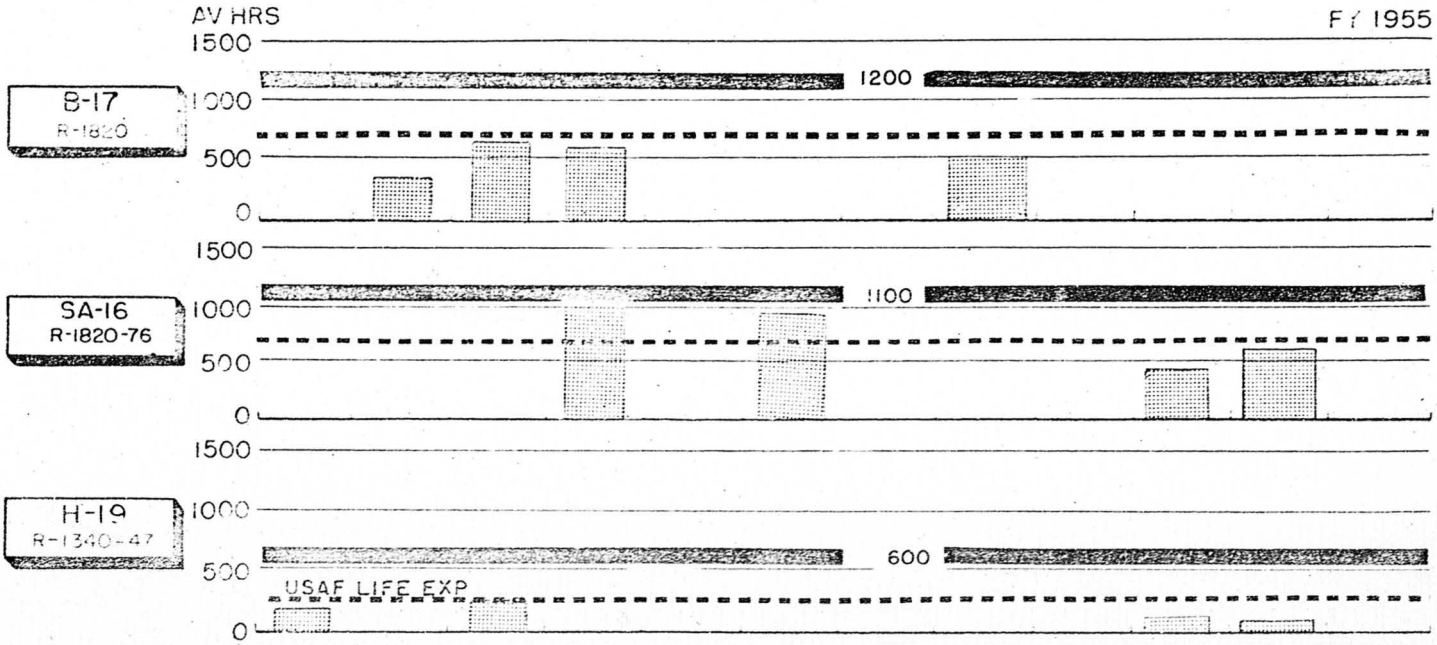
ALLOWABLE TIME

CONFIDENTIAL

SOURCE 1—AF—AIO D M

CONFIDENTIAL

AVERAGE HOURS PER RECP ENG PRIOR TO CHANGE



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
B-17	ENG CHANGE	——	3	1	1	0	0	0	2	0	0	0	
	AV HOURS	——	353	634	589	0	0	0	500	0	0	0	
SA-16	ENG CHANGE	——	——	——	1	0	1	0	0	0	1	2	
	AV HOURS	——	——	——	1093	0	966	0	0	0	464	619	
H-19	ENG CHANGE	1	——	2	——	0	0	0	0	0	1	1	
	AV HOURS	192	——	233	——	0	0	0	0	0	124	119	

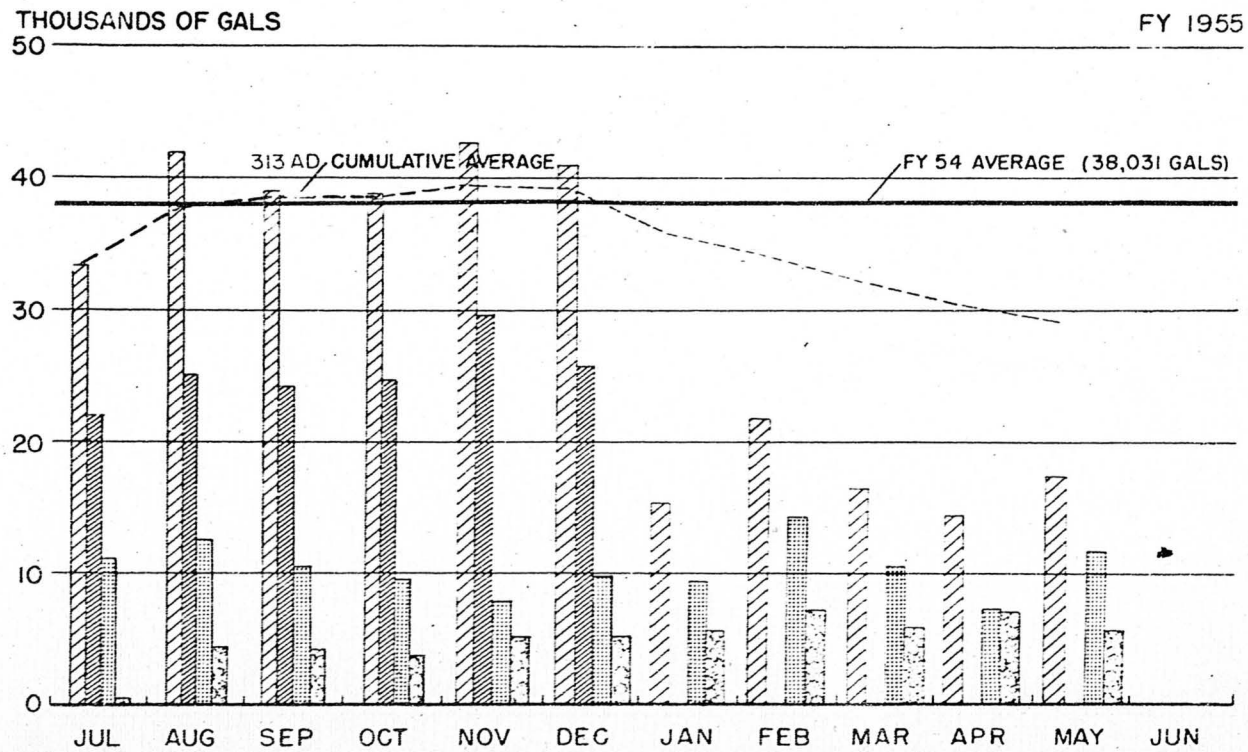
ALLOWABLE TIME

CONFIDENTIAL

SOURCE: 1—AF—AIO DM

CONFIDENTIAL

AIRCRAFT OIL ISSUES



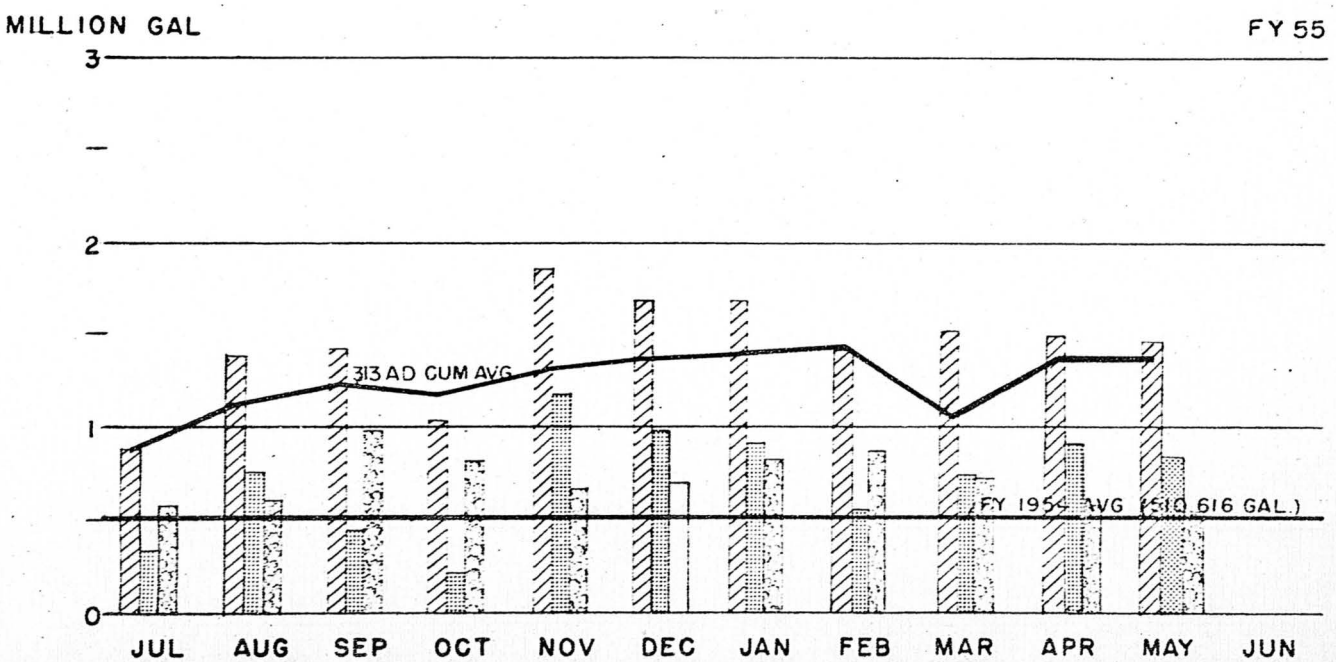
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
COMD TOT	33,339	42,026	39,011	38,423	42,874	40,916	15,337	21,375	16,402	14,380	17,495	
ANDERSEN	22,004	25,132	24,376	25,123	29,919	25,825	—	—	—	—	—	
KADENA	10,909	12,613	10,391	9,578	7,927	9,910	9,653	14,255	10,481	7,293	11,632	
NAHA	426	4,281	4,244	3,722	5,028	5,181	5,684	7,120	5,921	7,087	5,863	
CUMULATIVE TOTAL (THOUSANDS)	33.3	75.4	114.4	152.8	195.2	236.1	251.4	272.8	289.2	304.1	321.6	

CONFIDENTIAL

SOURCE: RCS AF C40
DM 16

CONFIDENTIAL

AIRCRAFT FUEL ISSUES — Jet



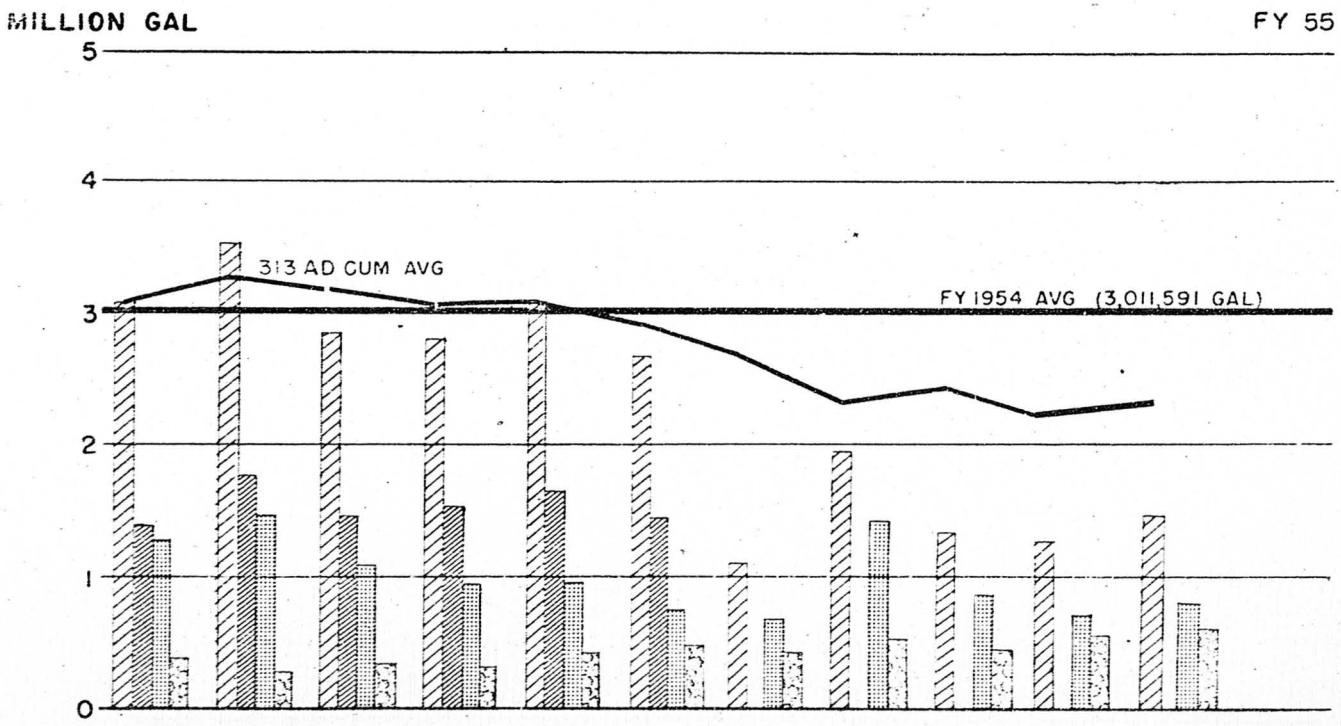
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
COMD TOTAL	885,906	1,370,628	1,430,238	1,035,062	1,873,259	1,681,293	1,737,101	1,408,368	1,539,649	1,492,714	1,458,962	
KADENA	308,542	765,742	433,702	206,577	1,194,859	987,080	914,274	547,389	779,029	910,696	884,042	
NAHA	577,364	604,886	996,536	828,485	678,400	694,213	822,827	860,979	760,620	582,018	574,920	
ANDERSEN	—	—	—	—	—	—	—	—	—	—	—	
CUM TOT (MILL.)	.886	2.257	3.687	4.722	6.595	8.276	10,013	11,421	12,961	14,454	15,913	

CONFIDENTIAL

SOURCE: RCS AF—C40
DM

CONFIDENTIAL

AIRCRAFT FUEL ISSUES-recp



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
COMD TOTAL	3,013,418	3,508,701	2,855,367	2,745,936	3,019,007	2,535,967	1,080,735	1,909,926	1,317,261	1,265,353	1,491,165	
ANDERSEN	1,378,088	1,759,851	1,442,992	1,499,369	1,644,107	1,443,330	——	——	——	——	——	
KADENA	1,283,297	1,480,517	1,073,234	941,708	966,550	726,790	668,707	1,402,000	865,260	711,847	811,853	
NAHA	352,033	268,333	339,141	304,859	408,290	465,847	412,028	507,926	452,001	553,506	679,312	
CUM TOT(MILLIONS)	3.013	6.522	9.377	12.123	15.142	17.777	18.857	20.767	22.084	23.349	24.842	

CONFIDENTIAL

SOURCE: RCS: AF-C40
CM
18

PERSONNEL

THIS COORDINATING STAFF AGENCY PROVIDES HEADQUARTERS WITH ADVICE AND ASSISTANCE ON ADMINISTRATIVE AND TECHNICAL MATTERS RELATIVE TO THE FUNCTIONS OF MILITARY PERSONNEL, PERSONNEL SERVICES, AND INDIVIDUAL TRAINING

IMPLEMENTS AND GUIDES OVERALL 313TH AIR DIVISION PERSONNEL PROGRAMS AND POLICIES.

1039

CONFIDENTIAL

PERSONNEL STRENGTH

AS OF 31 May 1955

	MILITARY						CIVILIAN					
	OFFICERS			AIRMEN			US			NON-US		
	AUTH	ASGD	%MAN	AUTH	ASGD	%MAN	AUTH	ASGD	%MAN	AUTH	ASGD	%MAN
Total Assigned Units	910	895		6393	6434		366	474		4477	4348	
*Total Tenant Units	253	240		2021	2030		10	8		533	578	
*Total Kadena	648	775		4953	6173		395	369		3504	3431	
Total Kadena Assigned	594	597	101%	4015	3788	92%	336	342	102%	3906	3870	99%
Hq 313th & 553rd Band	31	33	106%	210	211	100%	68	93	137%	29	55	190%
90th Ftr Bmr Sq	43	46	107%	145	189	131%	0	0	0	0	0	0
18th Ftr Bmr Wg	261	267	103%	1896	2553	93%	219	268	122%	1896	2753	95
13th & 17th Comm Sqs	16	19	118%	330	315	95%	0	0		39	39	
581st AR Gp	110	156	112%	404	504	100%	0	0		22	23	
*Total Kadena Tenant	192	178	93%	2938	2385	82%	59	27		598	561	
Total Naha	417	400		3391	3991		91	111		1571	1109	
Total Naha Assigned	356	348		3038	3646		90	110	138%	1551	1079	95%
51st Ftr Intcp Wg.	265	253	94%	2302	2955	99%	79	109	138%	1433	1079	97%
Det #1 313th AD	20	20	100%	131	97	74%	1	1	100%	0	0	
623rd & 624th ACW Sqs	71	70	98%	655	494	76%	0	0	0	128	110	79%
Total Naha Tenant	61	52		293	245		1	1		19	14	

* Includes SCARWAF

39 Officers and 578 Airmen in Pipeline not included in above figures.

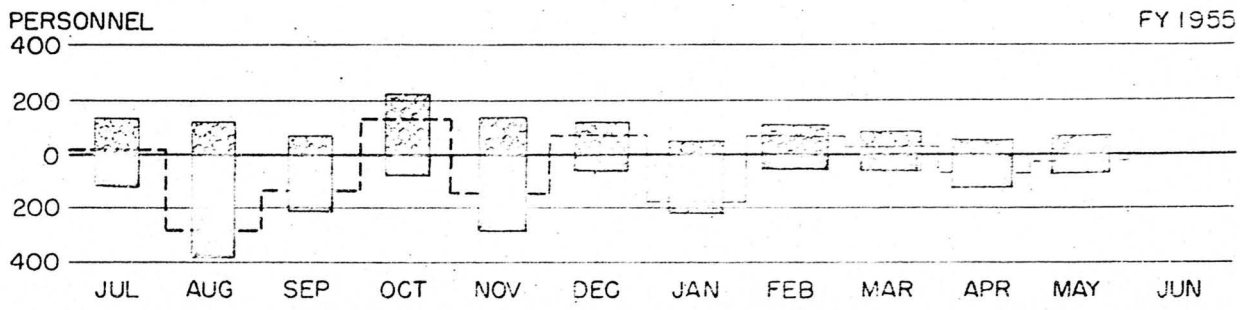
CONFIDENTIAL

SOURCE: RCS 313TH AD P5

1040

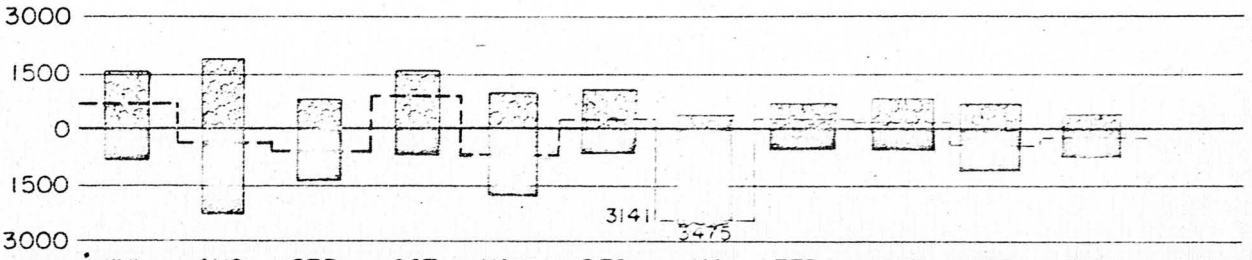
MILITARY PERSONNEL TURNOVER

OFFICERS



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
GAINS	145	130	75	218	145	127	42	116	87	50	52	
LOSSES	123	394	206	74	294	67	219	57	66	126	70	
NET GAIN (LOSS)	22	(264)	(131)	144	(149)	60	(177)	59	21	-76	-18	

AIRMEN

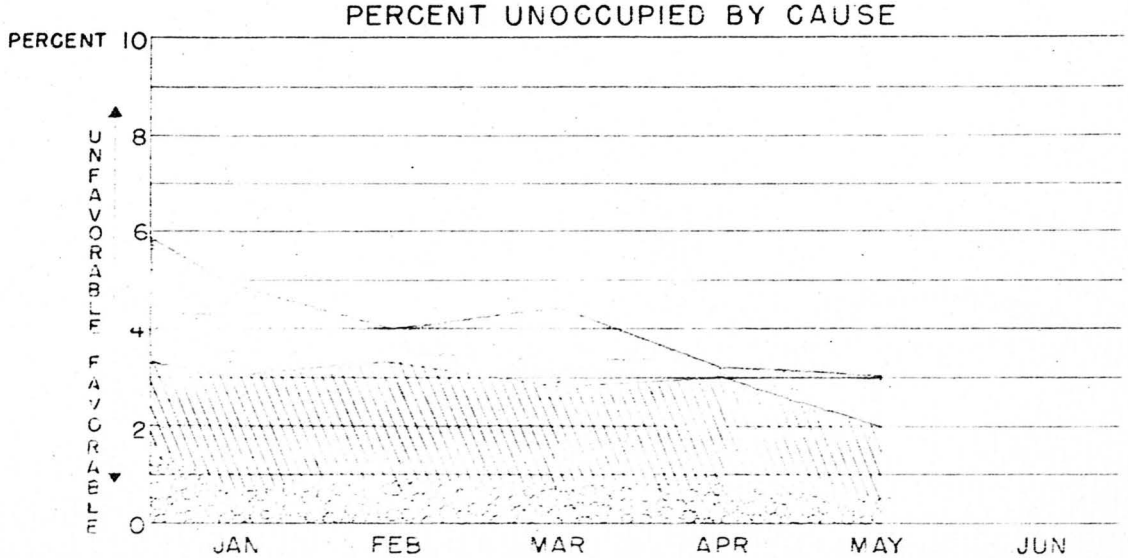


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
GAINS	1,537	1,932	887	1,575	933	1,076	334	734	899	692	454	
LOSSES	840	2,266	1,390	938	1,638	896	3475	495	672	1,144	872	
NET GAIN (LOSS)	697	(334)	(503)	637	(705)	180	(3141)	239	217	-452	-418	

SOURCE: RCS IAF P5 DC/SS

DEPENDENT HOUSING STATUS

PERCENT UNOCCUPIED BY CAUSE

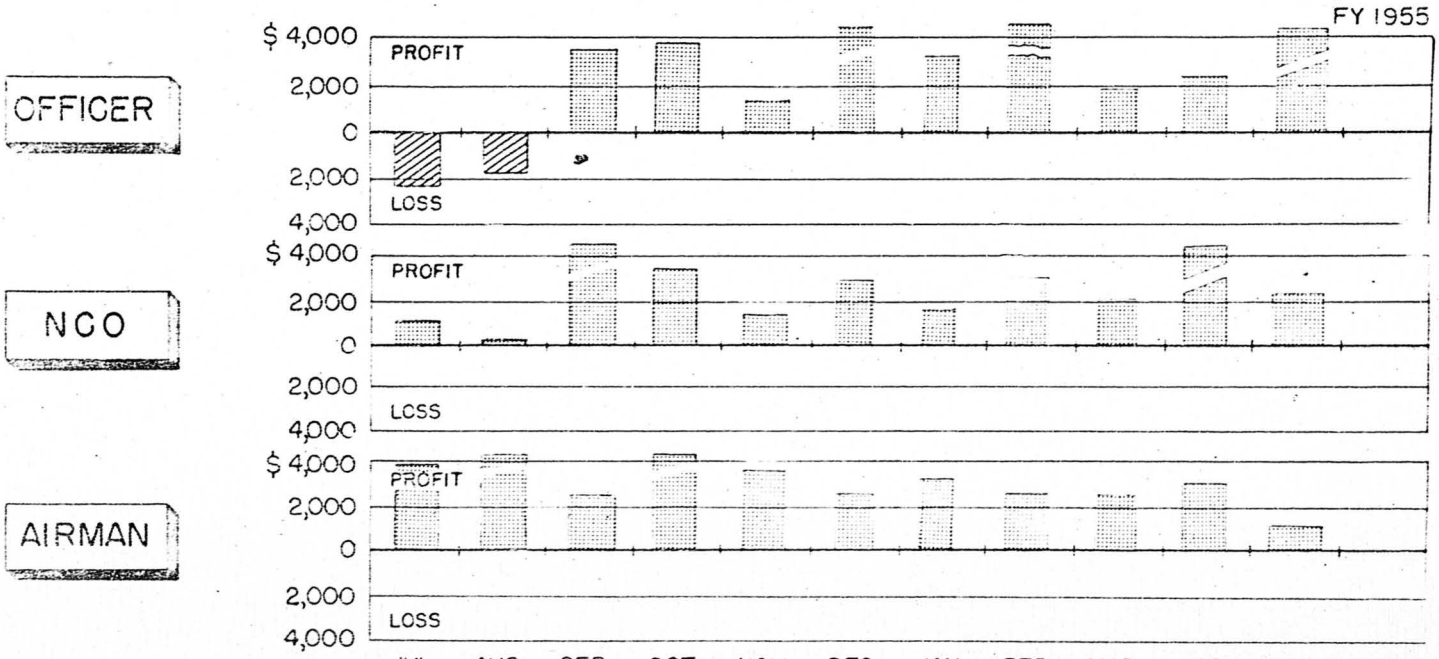


AVG NO.	AVAILABLE QTRS		996.2		1,014.3		1,035.1		1,047.3		1,072.8					
	UNOCCUPIED	USABLE	19.4		6.7		17.3		.7		11.9					
		REPAIR	22.7		24.5		21.0		24.1		16.5					
		COMMITTED	7.6		9.6		8.0		7.3		5.2					
TOTAL NO.	NO. WAITING	MO. OF WAIT	842	10.5	742	11.5	598	11.0	438	11.0	307	10.3				
	QTRS AVAIL.	FORECAST	1008	1000	1027	1018	1045	1032	1047	1064	1072	1067		1102		
	QTRS OCCUPIED	OFFICER	384		402		422		419		414					
		AIRMEN	560		566		587		601		613					
		CIVILIAN	17		15		15		15		15					

SOURCE: RCS YGS-139 DPS
313 A.D

1042

KADENA OPEN MESS FACILITIES FINANCIAL STATUS

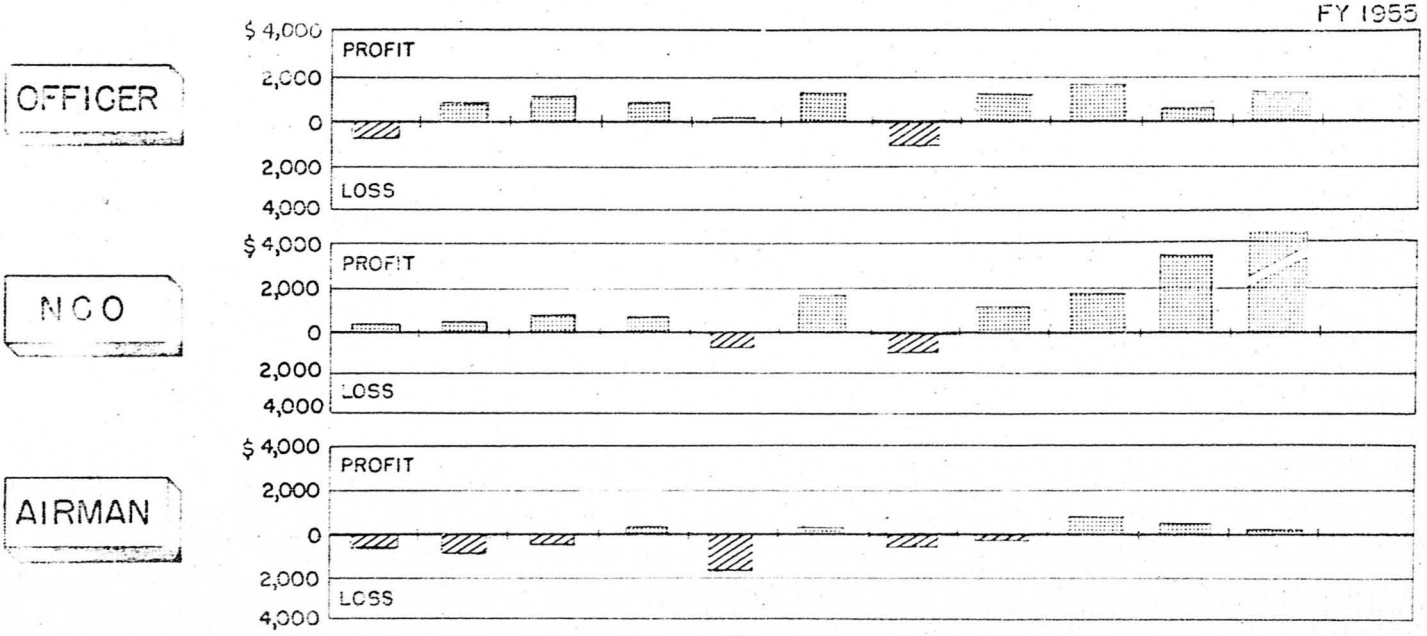


		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
OFFICER	NET PROFIT (LOSS)	(2,172)	(1,452)	3,547	3,836	1,449	6,476	3,233	8,347	1,930	2,450	4,982	
	NET WORTH	183,267	161,839	188,641	156,086	147,268	[illegible]	138,201	146,548	160,500	137,023	105,523	
NCO	NET PROFIT (LOSS)	1,109	31	5,145	3,426	1,447	2,926	1,713	2,955	2,139	4,351	2,250	
	NET WORTH	295,690	295,071	300,216	305,371	306,817	309,743	311,456	314,411	316,550	320,901	323,151	
AIRMAN	NET PROFIT(LOSS)	3,666	4,117	2,548	4,969	3,783	2,575	3,311	2,594	2,660	3,062	1,446	
	NET WORTH	36,485	40,601	43,149	48,119	51,902	55,477	57,789	60,384	63,019	66,081	67,527	

SOURCE: OPEN MESS FIN STMT DPS

NAHA OPEN MESS FACILITIES FINANCIAL STATUS

FY 1955



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
OFFICER	NET PROFIT (LOSS)	(628)	832	1,333	970	237	1,449	(1,100)	1,278	1,701	672	1799	
	NET WORTH	18,765	19,597	20,931	21,560	21,797	23,246	22,146	23,425	25,126	25,798	27,597	
NCO	NET PROFIT (LOSS)	285	332	954	766	(793)	1,793	(1,009)	1,191	1,891	3,534	4,330	
	NET WORTH	48,066	46,047	46,830	47,596	46,803	48,595	47,586	47,777	49,668	52,449	57,341	
AIRMAN	NET PROFIT (LOSS)	(374)	(763)	(484)	131	(1,743)	116	(611)	(180)	703	449	91	
	NET WORTH	31,760	30,903	30,558	30,689	28,946	29,062	28,451	28,271	28,974	29,423	29,514	

SOURCE: OPEN MESS FIN STMT DPS

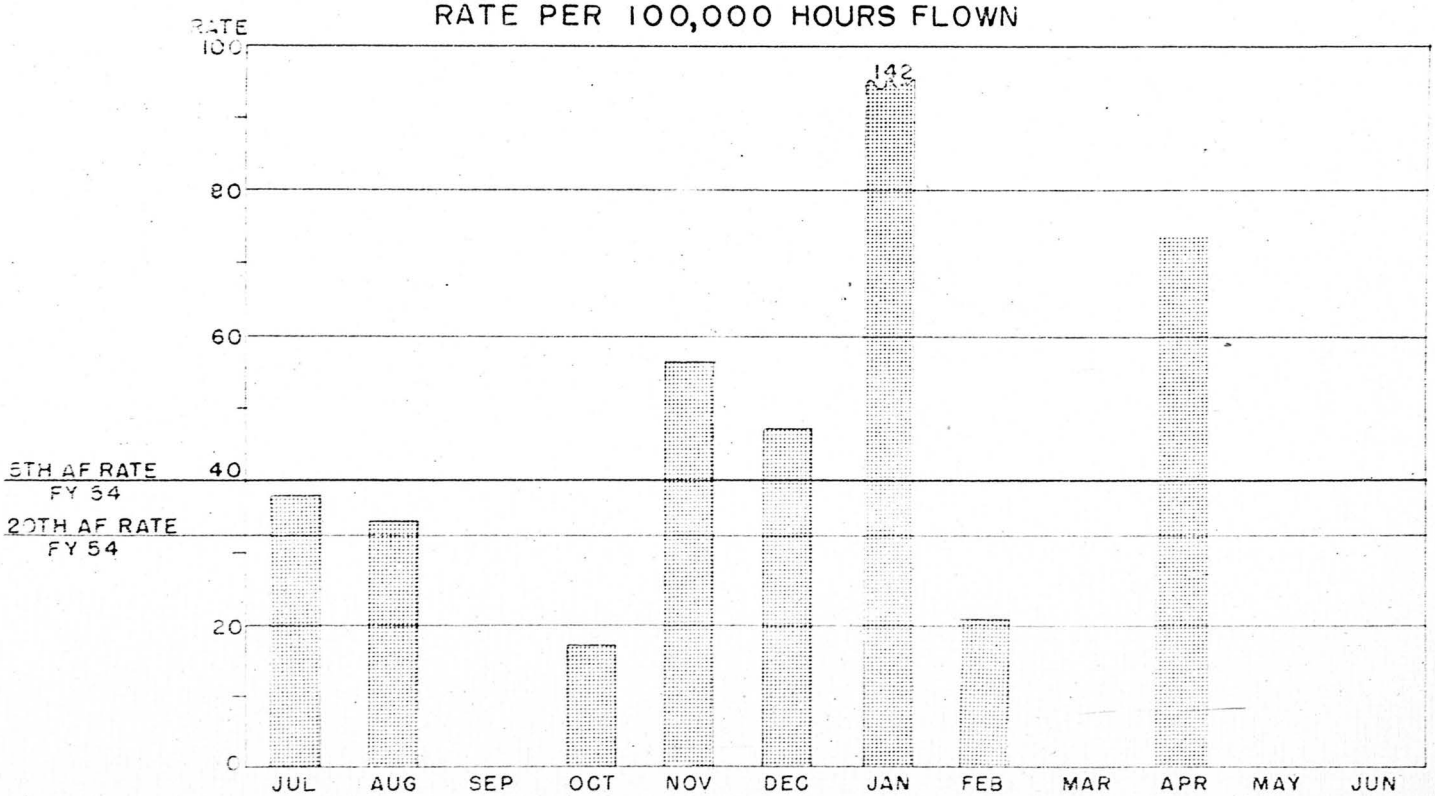
SAFETY

THIS PERSONAL STAFF AGENCY PROVIDES HEADQUARTERS WITH ADVICE AND ASSISTANCE ON ADMINISTRATIVE AND TECHNICAL MATTERS RELATIVE TO THE FUNCTIONS OF AIR AND GROUND SAFETY.

IMPLEMENTS AND GUIDES OVERALL 313TH AIR DIVISION SAFETY PROGRAMS AND POLICIES

MAJOR AIRCRAFT ACCIDENT DATA

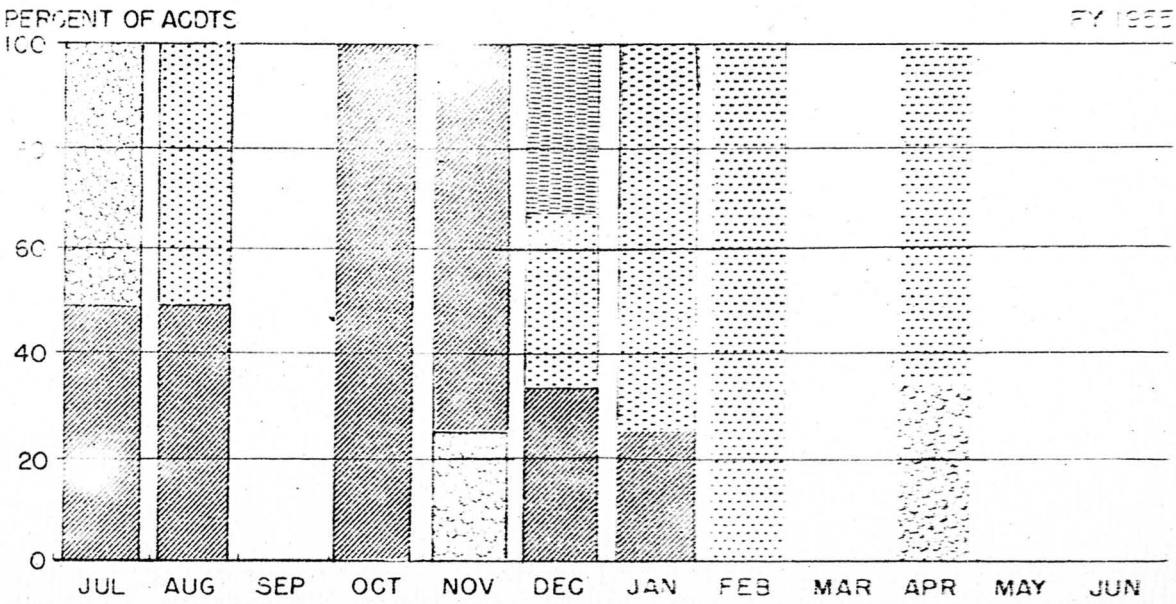
RATE PER 100,000 HOURS FLOWN



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
MAJOR RATE	38	34	—	17	56	47	142	20.4	0	75	0	
HRS FLOWN	5253	5814	5325	5749	7093	6407	5611	4888	4871	4040	3537	
MAJOR ACDT	2	2	0	1	4	3	8	1	0	3	0	
FATAL ACDT	0	1	0	0	0	1	4	1	0	2	0	
FATALITIES	0	3	0	0	0	1	4	1	0	11	0	

SOURCE: FLY SFTY

MAJOR AIRCRAFT ACCIDENTS · phase of flight



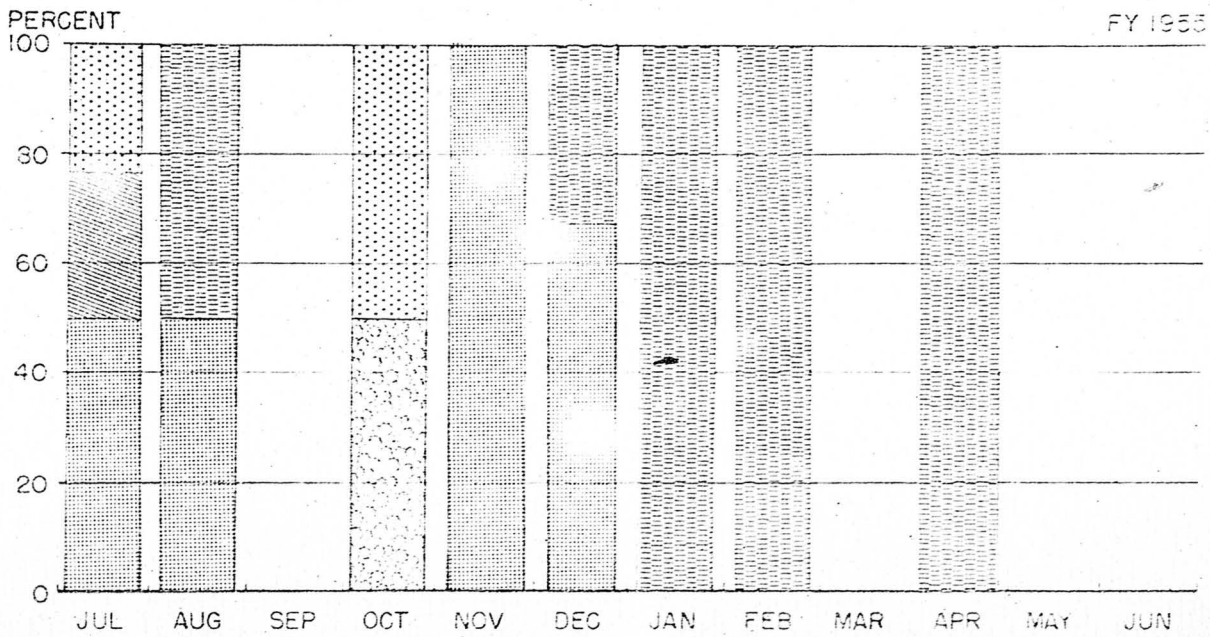
		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TAKE OFF	ACCIDENTS	1	—	—	—	1	—	0	0	0	1	0	
	TYPE ACFT	SA-16	—	—	—	F-86	—	0	0	0	F86 F	—	
IN FLIGHT	ACCIDENTS	—	1	—	—	—	1	6	1	0	2	0	
	TYPE ACFT	—	F-94*	—	—	—	F-84	**	F-84	0	F85 F 829 A	—	
LANDING	ACCIDENTS	1	1	—	1	3	1	2	0	0	0	0	
	TYPE ACFT	F-86	B-29	—	F-86D	√	F 86	▽	0	0	0	—	
TAXI	ACCIDENTS	—	—	—	—	—	1	0	0	0	0	0	
	TYPE ACFT	—	—	—	—	—	C-47	0	0	0	0	—	

* 2 ACFT
√ 2 F-86 1 T-33

** F-86(4)—F-84(2)
▽ F-86(1)—T 33(1)

SOURCE: FLY SFTY

MAJOR AIRCRAFT ACCIDENTS - cause factors

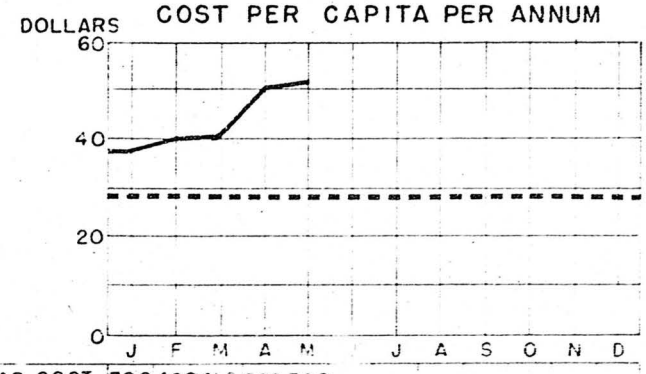


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
PILOT ERROR	50%	50%	—	—	100%	67%	—	—	0	0	0	
SUPV ERROR	—	—	—	50%	—	—	—	—	0	0	0	
MAINT ERROR	25%	—	—	—	—	—	—	—	0	0	0	
MAT FAILURE	25%	—	—	50%	—	—	—	—	0	0	0	
UNDETERMINED	—	50%	—	—	—	33%	100%	100%	0	100%	0	
OTHER	—	—	—	—	—	—	—	—	0	0	0	
MAJOR ACDTS	2	2	—	1	4	3	8	1	0	3	0	

SOURCE: FLY SFTY 28

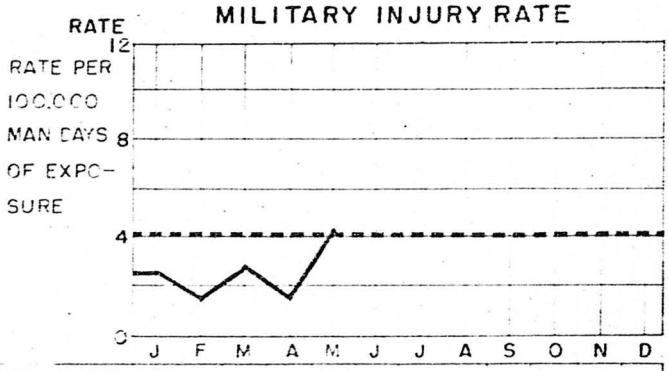
GROUND ACCIDENT EXPERIENCE

COST PER CAPITA PER ANNUM



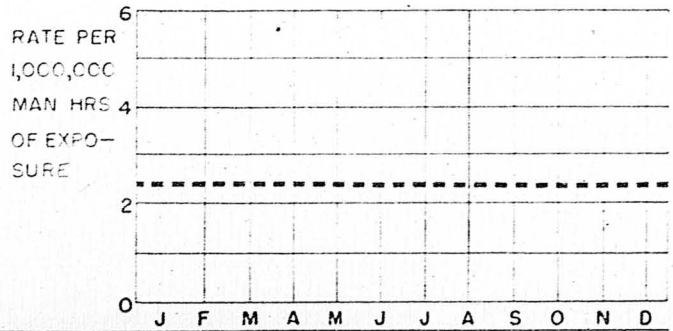
313AD COST	38.0	40.0	41	2.5	02.5	06						
KADENA	82.0	74.0	46.0	66.1	67.3							
NAHA	1.5	2.5	46.5	35.3	29.5							

MILITARY INJURY RATE



313AD RATE	2.55	1.64	2.88	1.58	4.04							
KADENA	3.77	1.93	1.00	1.21	5.17							
NAHA	.98	1.25	3.35	2.72	1.15							

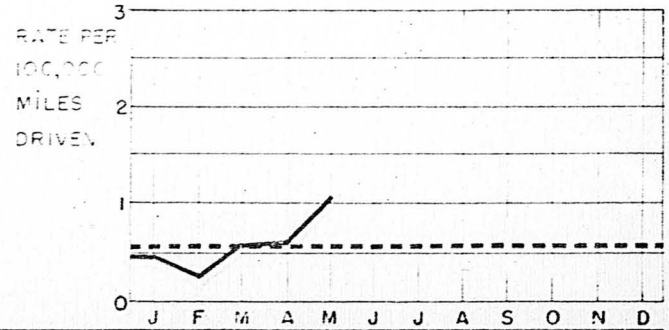
CIVILIAN INJURY RATE



313AD RATE	0	0	0	0	0							
KADENA	0	0	0	0	0							
NAHA	0	0	0	0	0							

20AF AVG 54 - - -
COMDRATE 55 ——

MOTOR VEHICLE ACCIDENT RATE



313AD RATE	.48	.27	.60	.68	1.03							
KADENA	.57	.35	.32	.94	0.70							
NAHA	.47	0	1.83	0	1.90							

SOURCE RCS 2-AF X-11 DPG

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DIRECTOR OF MATERIEL, 313TH AIR DIVISION	1
DIRECTOR OF PERSONNEL, 313TH AIR DIVISION	1
OFFICE OF INFORMATION SERVICES, HISTORICAL DIVISION	4
COMMANDER, 18TH FIGHTER BOMBER WING	2
COMMANDER, 51ST FIGHTER INTERCEPTOR WING	2
HEADQUARTERS, AIR UNIVERSITY LIBRARY	1
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1050

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COMMAND...
MANAGEMENT REVIEW

FIGURES FOR THE MONTH OF
JUN. 1956

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301230

COMMAND – MANAGEMENT REVIEW

PREPARED BY

COMPTROLLER

HEADQUARTERS, 313TH AIR DIVISION

APO 239

FOREWORD

THE COMMAND – MANAGEMENT REVIEW HAS AS ITS PURPOSE TO PROVIDE AN EFFECTIVE MANAGEMENT TOOL FOR A HEADQUARTERS IN DIRECTING ATTENTION AND EMPHASIS TO PROGRAM ACCOMPLISMENT AND OPERATIONAL EFFECTIVENESS. THE PRESENTATIONS ARE CONTRIBUTORY OF ALL STAFF AGENCIES.

L. A. BOYD
Lt. Col., USAF
Comptroller

301230

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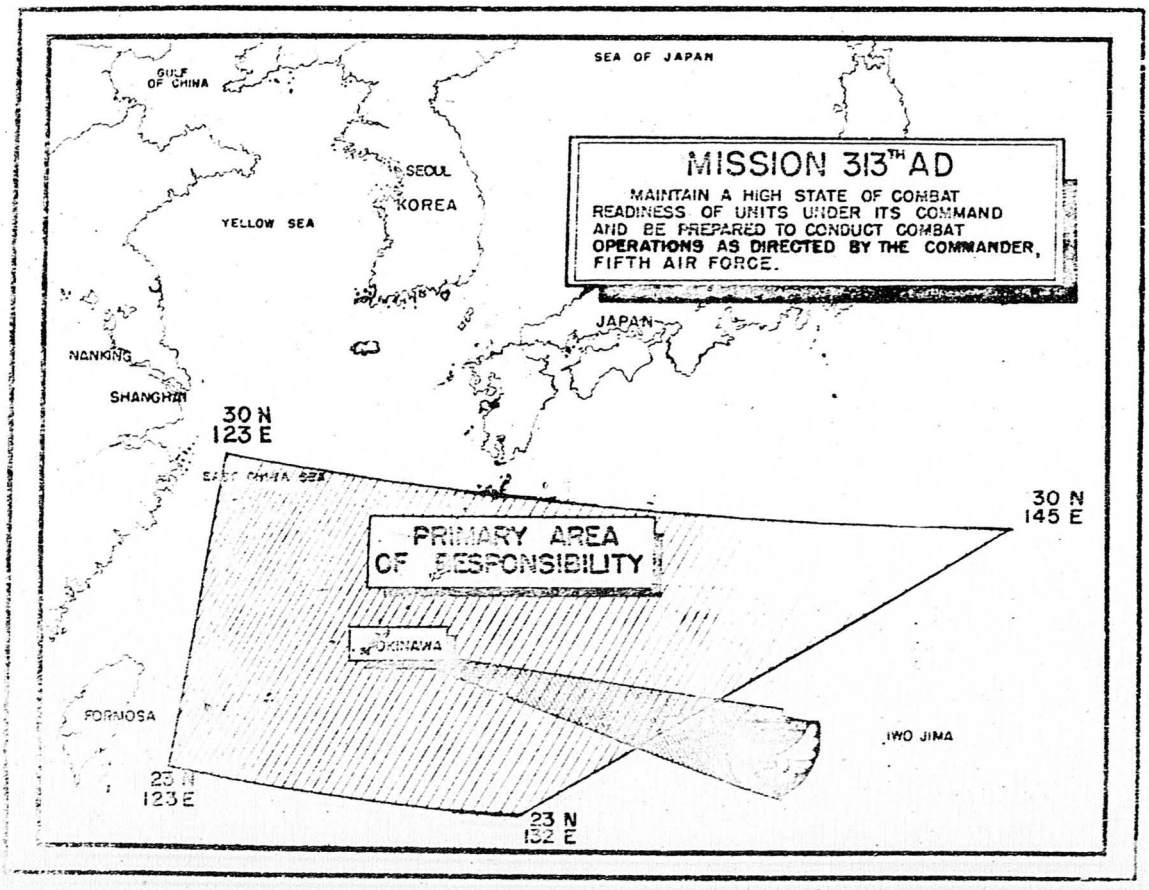
DIRECTOR OF OPERATIONS, 313TH AIR DIVISION	1
DIRECTOR OF MATERIEL, 313TH AIR DIVISION	1
DIRECTOR OF PERSONNEL, 313TH AIR DIVISION	1
OFFICE OF INFORMATION SERVICES, HISTORICAL DIVISION	4
COMMANDER, 18TH FIGHTER BOMBER WING	2
COMMANDER, 51ST FIGHTER INTERCEPTOR WING	2
HEADQUARTERS, AIR UNIVERSITY LIBRARY	1
TOTAL	20

H I G H L I G H T S

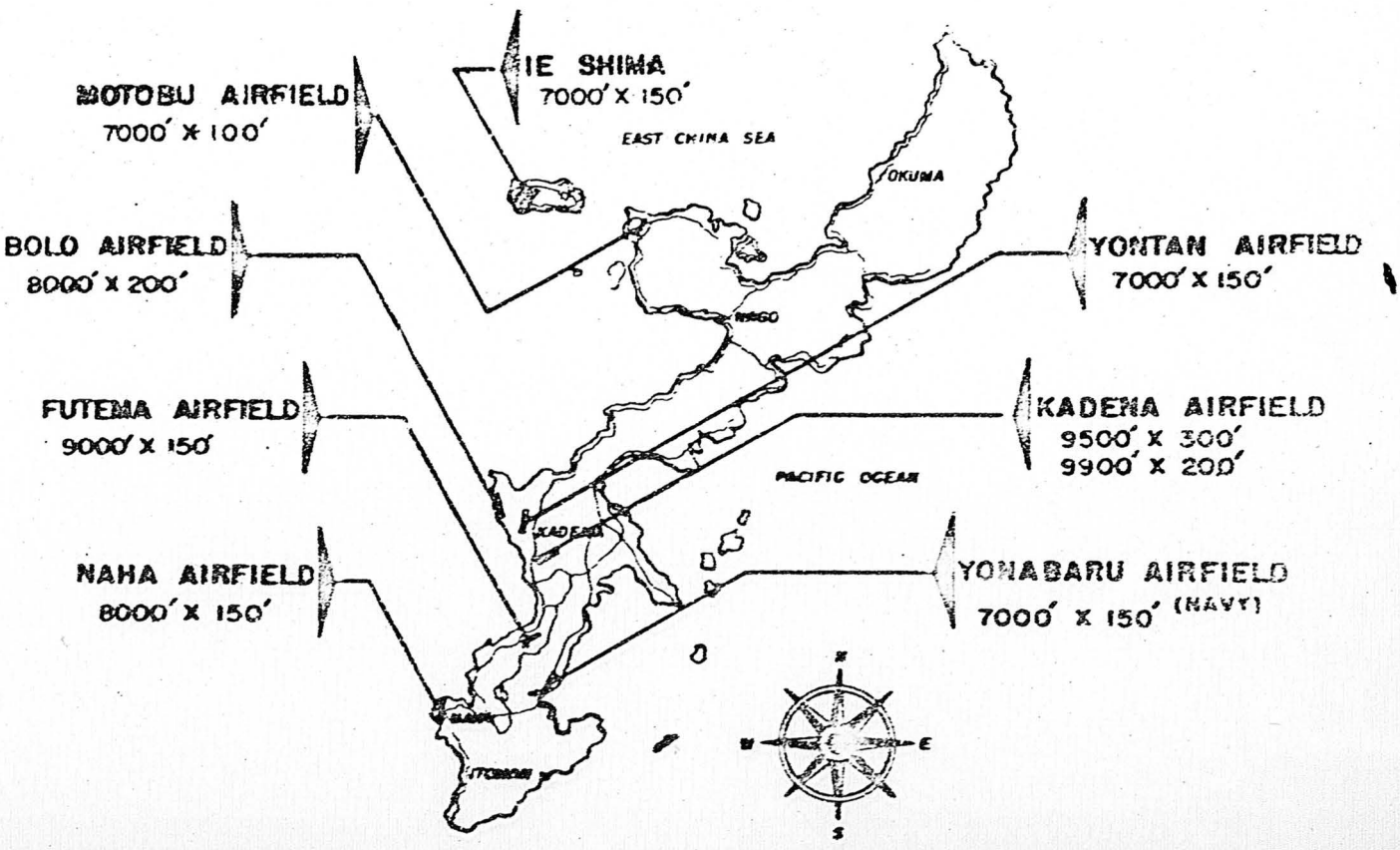
This is the last issue of the Command Management Review in its present format. Portrayals for July will include our tactical mission programs, plus new reports in the support areas. Included also will be accomplishments by squadron, which is intended to give the Commander and staff a complete analysis of the command rather than the consolidated overall picture previously shown.

Our tactical programs will be scored using the Fifth Air Force Rating System. A score sheet will be included in the Command Management Review for the purpose of showing how the squadrons rank within the wings, and how our wings rank within Fifth Air Force.

The 18th Fighter Bomber Wing and the 51st Fighter Interceptor Wing are now publishing monthly reviews in limited quantities. Staff sections interested in receiving copies of either the 18th Fighter Bomber Wing Review or the 51st Fighter Interceptor Wing Review, should contact the comptroller of the respective wing.


SEA OF JAPAN
GULF OF CHINA
SEOUL
KOREA
YELLOW SEA
MISSION 313TH AD
MAINTAIN A HIGH STATE OF COMBAT READINESS OF UNITS UNDER ITS COMMAND AND BE PREPARED TO CONDUCT COMBAT OPERATIONS AS DIRECTED BY THE COMMANDER, FIFTH AIR FORCE.
JAPAN
NANKING
SHANGHAI
30 N
123 E
EAST CHINA SEA
30 N
145 E
PRIMARY AREA OF RESPONSIBILITY
OKINAWA
FORMOSA
IWO JIMA
23 N
123 E
23 N
132 E

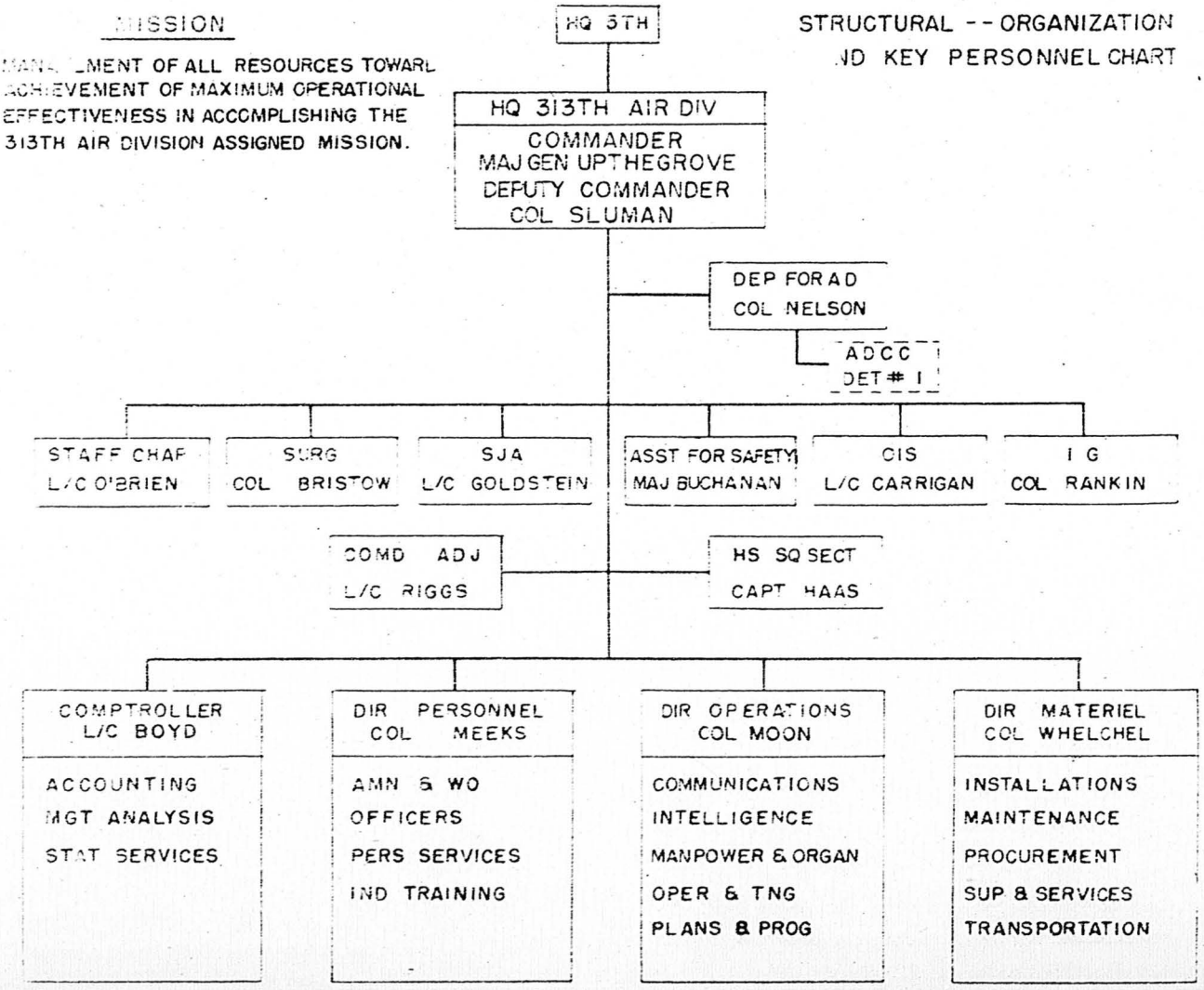
OKINAWA


MOTOBU AIRFIELD
7000' X 100'
IE SHIMA
7000' X 150'
EAST CHINA SEA
OKUMA
BOLO AIRFIELD
8000' X 200'
YONTAN AIRFIELD
7000' X 150'
NAGO
FUTEMA AIRFIELD
9000' X 150'
KADENA AIRFIELD
9500' X 300'
9900' X 200'
PACIFIC OCEAN
NAHA AIRFIELD
8000' X 150'
YONABARU AIRFIELD
7000' X 150' (NAVY)
N
W
E
S

STRUCTURAL -- ORGANIZATION AND KEY PERSONNEL CHART

MISSION

MANAGEMENT OF ALL RESOURCES TOWARD ACHIEVEMENT OF MAXIMUM OPERATIONAL EFFECTIVENESS IN ACCOMPLISHING THE 313TH AIR DIVISION ASSIGNED MISSION.



STAFF

* [illegible] - This special staff agency advises the Commander on matters relative to [illegible] and GROUP SAFETY.

* [illegible] - This special staff agency advises the Commander on matters relative to [illegible].

* [illegible] - This special staff agency advises the Commander on administrative and technical matters relative to the activities of [illegible], and [illegible]. (Ref AFR 161-3)

* [illegible] - This special staff agency advises the Commander on administrative and technical matters relative to the activities of [illegible].

* [illegible] - This special staff agency advises the Commander on administrative and technical matters relative to the activities of LEGAL AFFAIRS and CLAIMS and [illegible].

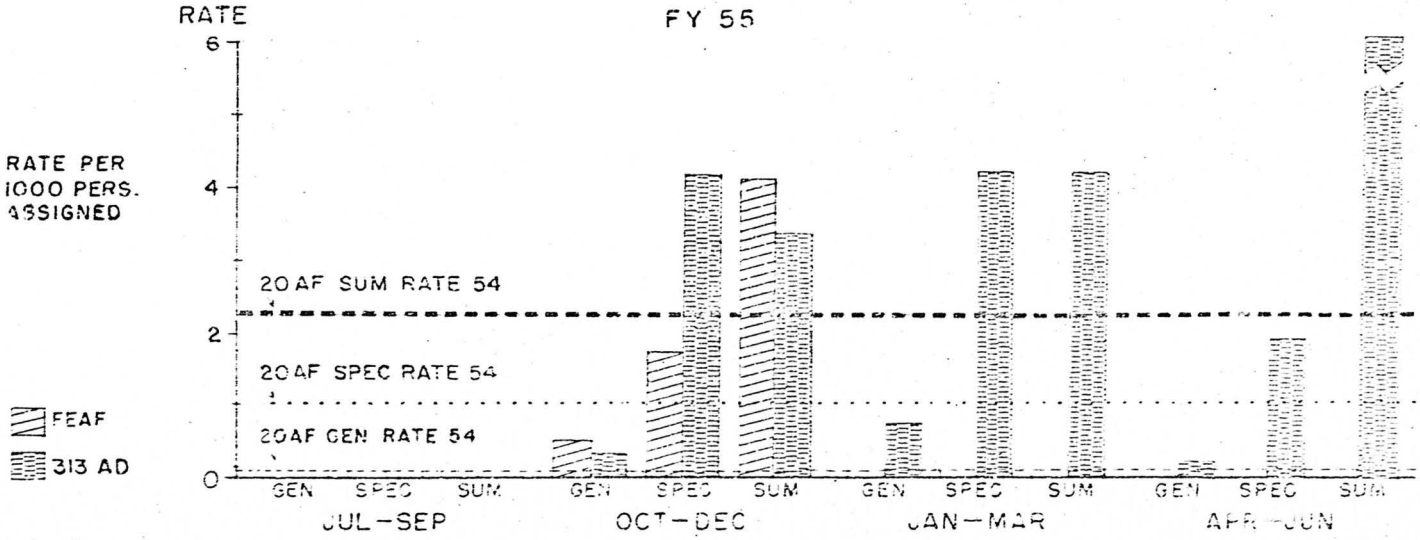
* [illegible] - This personal staff agency advises the Commander on administrative and technical matters relative to the activities of [illegible].

* [illegible] - This personal staff agency advises the Command on administrative and technical matters relative to the activities of [illegible].

* [illegible] - This service staff agency provides services to headquarters on administration and technical matters relative to the activities of [illegible].

* [illegible] - This service staff agency provides services to headquarters on administrative and technical matters relative to the activities of [illegible].

COURTS MARTIAL RATE
FY 55



		TRIALS	RATE	TRIALS	RATE	TRIALS	RATE	TRIALS	RATE
TOTAL 313 AD	GEN			4	.32	8	.76	2	.2
	SPEC			52	4.14	44	4.20	28	2.91
	SUM			42	3.35	44	4.20	58	6.02
HQ 313 AD	GEN			0	0	0	0	0	0
	SPEC			0	0	1	1	1	3.22
	SUM			0	0	0	0	0	0
KADENA	GEN			4	.61	8	1.02	2	3.40
	SPEC			37	5.60	27	3.98	12	2.02
	SUM			30	4.54	18	2.65	28	4.71
NAHA	GEN			0	0	0	0	0	0
	SPEC			15	4.00	17	5.02	16	4.76
	SUM			12	3.20	26	7.69	30	8.92

SOURCE: DOS AF-Y8JA

OPERATIONS

THIS COORDINATING STAFF AGENCY PROVIDES HEADQUARTERS WITH ADVICE AND ASSISTANCE ON ADMINISTRATIVE AND TECHNICAL MATTERS RELATIVE TO THE FUNCTIONS OF PLANS AND PROGRAMS, OPERATIONS AND TRAINING, MANPOWER AND ORGANIZATION, COMMUNICATIONS, AND INTELLIGENCE

IMPLEMENTS AND GUIDES OVERALL 313TH AIR DIVISION OPERATIONS PROGRAMS AND POLICIES.

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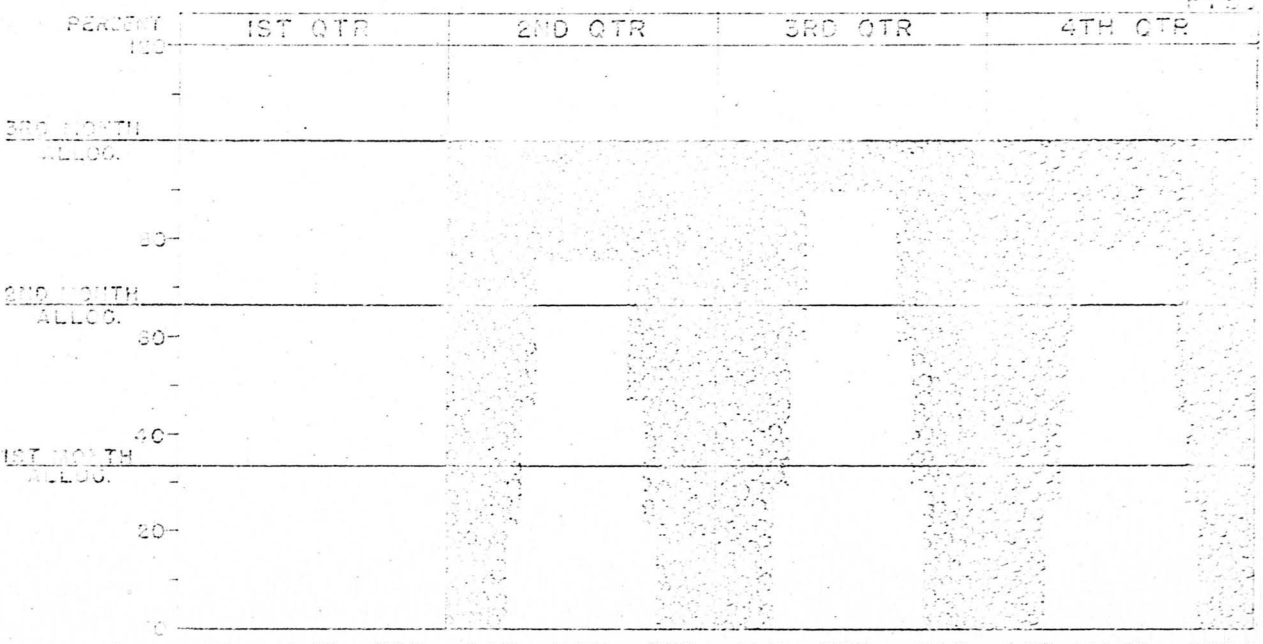
AIR RAFT UTILIZAT ON

HOURS ALLOCATED VS HOURS FLOWN



		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
COMMAND TOTAL	QTR ALLOC.	16130			16130			16357		
	HRS FLOWN	3841	4078	4619	4764	4829	4871	4040	3628	4873
KADENA	QTR ALLOC.	8147			8147			8708		
	HRS FLOWN	893	2575	2282	2854	2797	3071	2031	1812	2278
AHA	QTR ALLOC.	7138			7138			6649		
	HRS FLOWN	2801	1294	2013	2052	1740	1854	2009	1816	2595
ANDERSEN	QTR ALLOC.	845			845			———	———	———
	HRS FLOWN	147	271	324	18	292	———	———	———	———

CONFIDENTIAL

SOURCE: ROS IAF-AI DO/ OT

MATERIEL

THIS COORDINATING STAFF AGENCY PROVIDES HEADQUARTERS WITH ADVICE AND ASSISTANCE ON ADMINISTRATIVE AND TECHNICAL MATTERS RELATIVE TO THE FUNCTIONS OF SUPPLY AND SERVICES, MAINTENANCE, PROCUREMENT, INSTALLATIONS, AND TRANSPORTATION.

IMPLEMENTS AND GUIDES OVERALL 313TH AIR DIVISION MATERIEL PROGRAMS AND POLICIES.

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POSSESSED AIRCRAFT

	COMBAT										NON-COMBAT											
KADENA AB	F-86	B-29	L-20	F-94	F-84	SA-16	C-119	H-13	C-47		VB-17	L-20	C-47	C-45	T-7	T-6	C-119	C-124	C-54	T-33	B-26	SA-16	H-19A	TOTAL
18 FBW	48				30						2	5			3	1			8	4				101
581 ASLG		11				4	1																	16
KADENA TOTALS	48	11			30	4	1				2	5			3	1			8	4				120
NAHA AB																								
51 FIW	69										3	3	2					7						84
33 RSQ						4		1	1			1								4	1			12
NAHA TOTALS	69					4		1	1		3	4	2					7		4	1			96
313TH TOTALS	117	11			30	8	1	1	1		5	9	2		3	1		15	4	4	1			216

SOURCE: I-AF-A1

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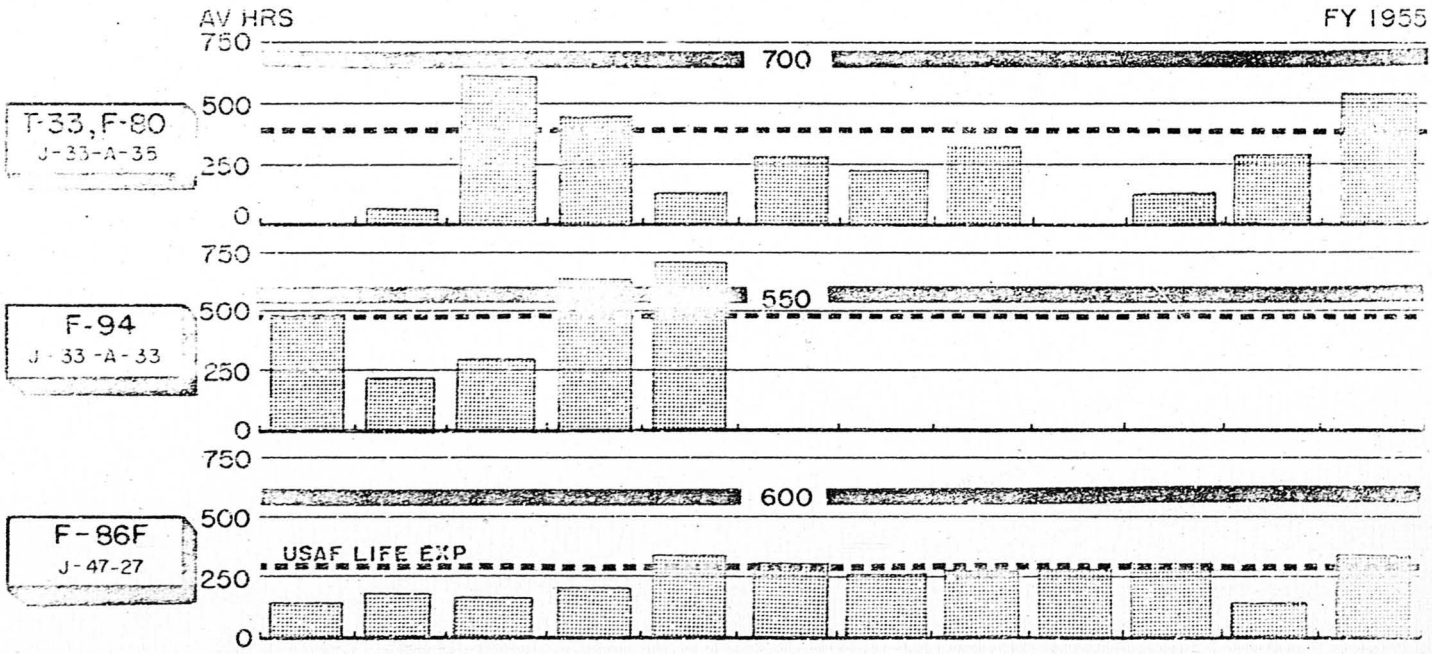
AVERAGE HOURS PER JET ENG PRIOR TO CHANGE



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
T-33 F-80	ENG CHANGE	0	1	2	1	2	1	3	3	0	3	2	1
	AV HOURS	0	62	615	459	125	281	239	333	0	125	271	544
F-94	ENG CHANGE	7	4	2	1	1	0	0	0	0	0	0	0
	AV HOURS	496	116	287	645	713	0	0	0	0	0	0	0
F-86F	ENG CHANGE	5	2	2	4	11	10	18	10	19	7	2	8
	AV HOURS	117	196	178	198	329	292	257	273	275	299	151	346

ALLOWABLE TIME:

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SOURCE: 1—AF—AIO

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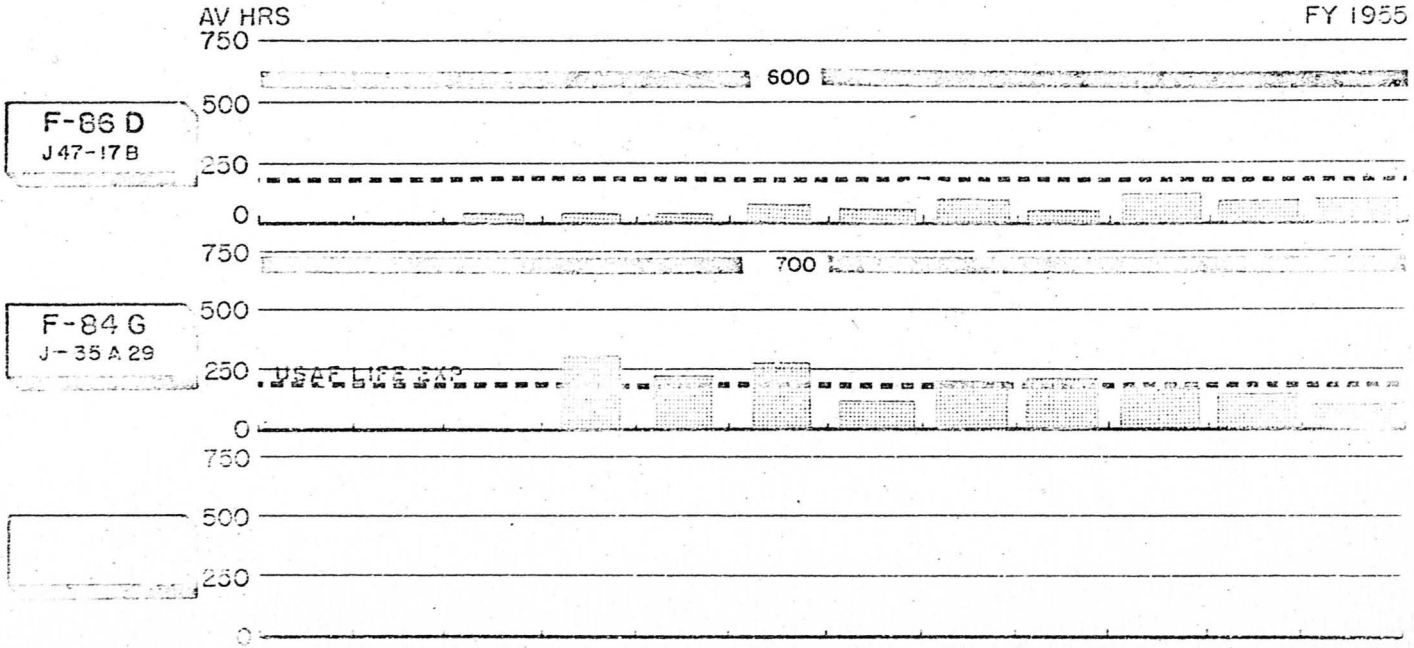
AVERAGE HOURS PER JET ENG PRIOR TO CHANGE



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
F-86D	ENG CHANGE	—	—	6	1	5	5	11	9	11	7	16	15
	AV HOURS	—	—	23	35	41	71	56	81	62	107	86	98
F-84G	ENG CHANGE	—	—	—	4	3	5	5	4	13	5	5	5
	AV HOURS	—	—	—	295	225	273	113	200	218	198	166	122
	ENG CHANGE												
	AV HOURS												

SOURCE 1—AF—AIO DM

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12

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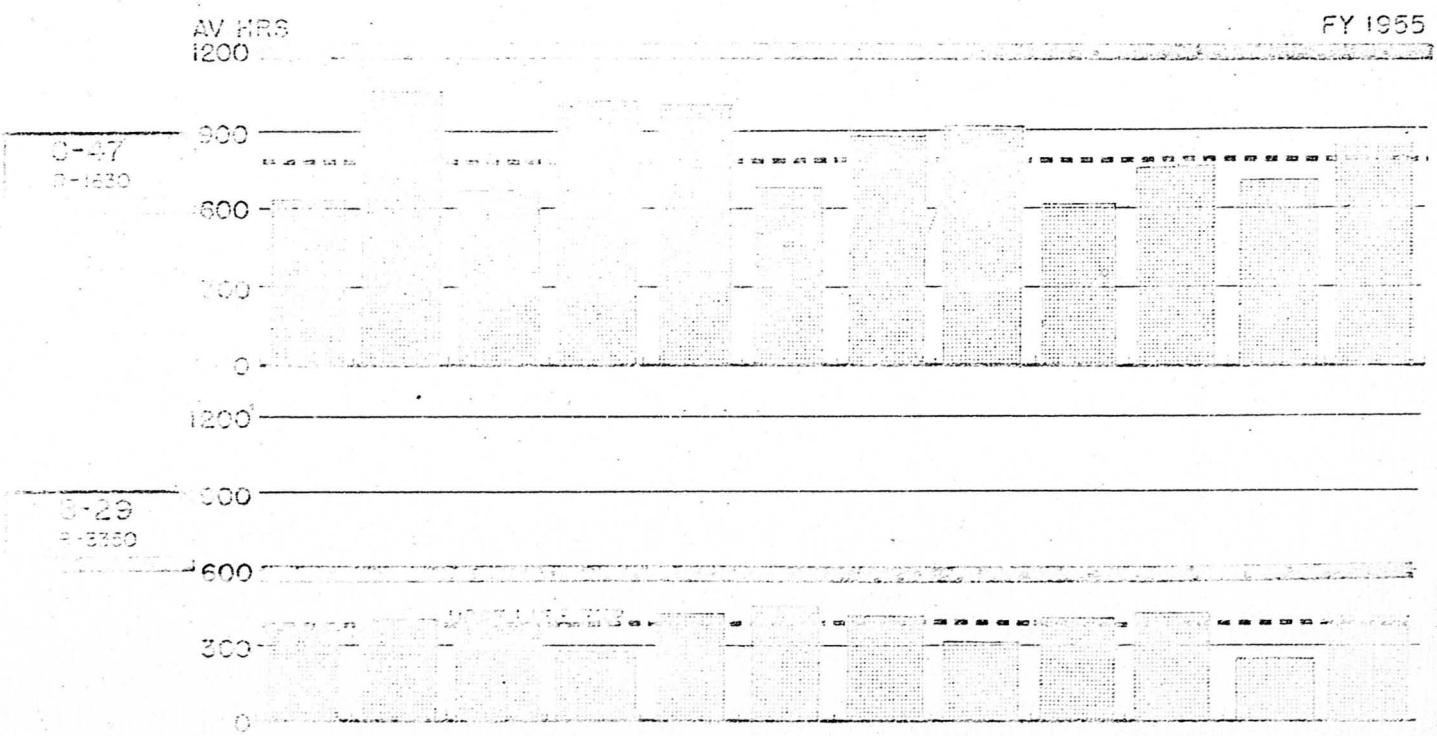
AVERAGE FLYING HOURS PER AIRCRAFT PER MONTH BY TYPE AIRCRAFT PRIOR TO CHANGE



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
C-47	A/C CHANGE	3	4	1	1	1	2	3	3	1	1	2	1
	HOURS	1118	1060	880	1007	1002	867	883	910	806	787	729	846
	A/C CHANGE	33	33	30	24	17	20	17	10	8	8	3	4
C-29	HOURS	520	1	393	291	421	484	428	310	415	431	271	415

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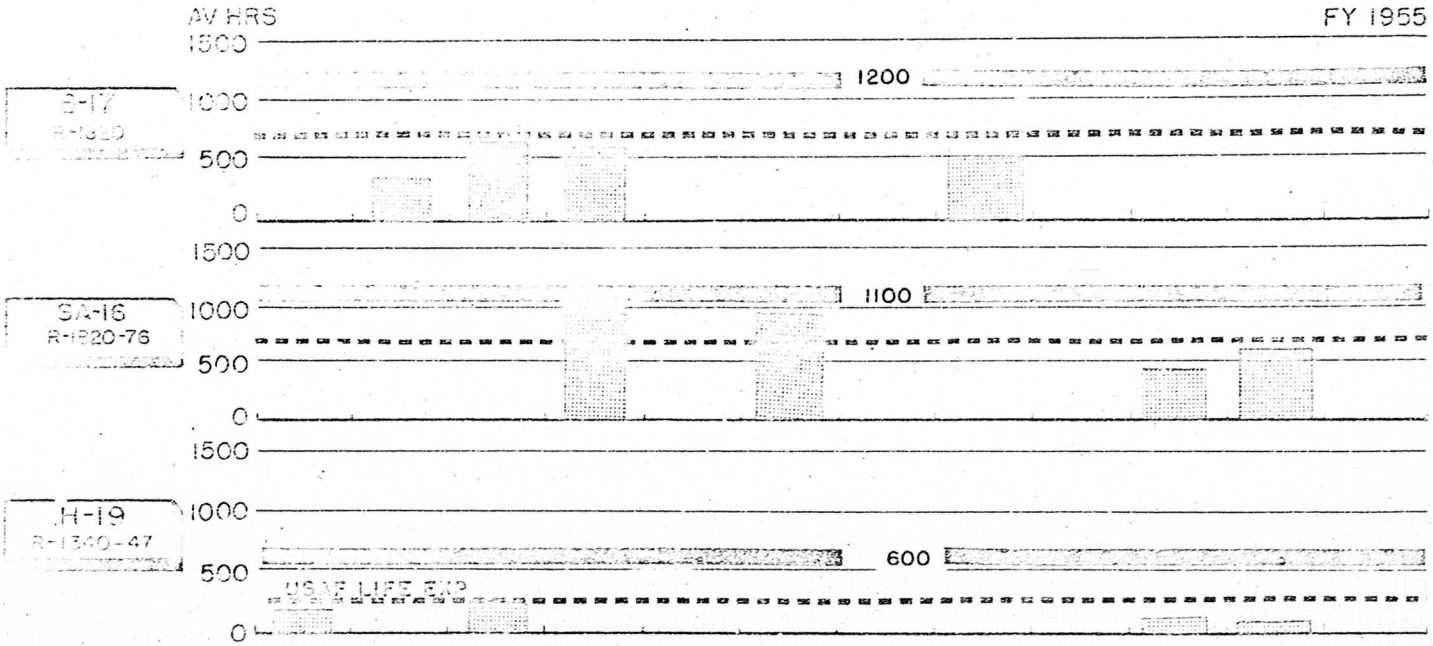
SOURCE 1—AF—AIO D M

13

AVERAGE HOURS PER RECP ENG PRIOR TO CHANGE



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
J-17	ENG CHANGE	——	3	1	1	0	0	0	2	0	0	0	0
	AV HOURS	——	353	634	589	0	0	0	500	0	0	0	0
SA-16	ENG CHANGE	——	——	——	1	0	1	0	0	0	1	2	0
	AV HOURS	——	——	——	1093	0	966	0	0	0	464	619	0
H-19	ENG CHANGE	1	——	2	——	0	0	0	0	0	1	1	0
	AV HOURS	19	——	233	——	0	0	0	0	0	124	119	0

SOURCE: 1—AF—AIO DM

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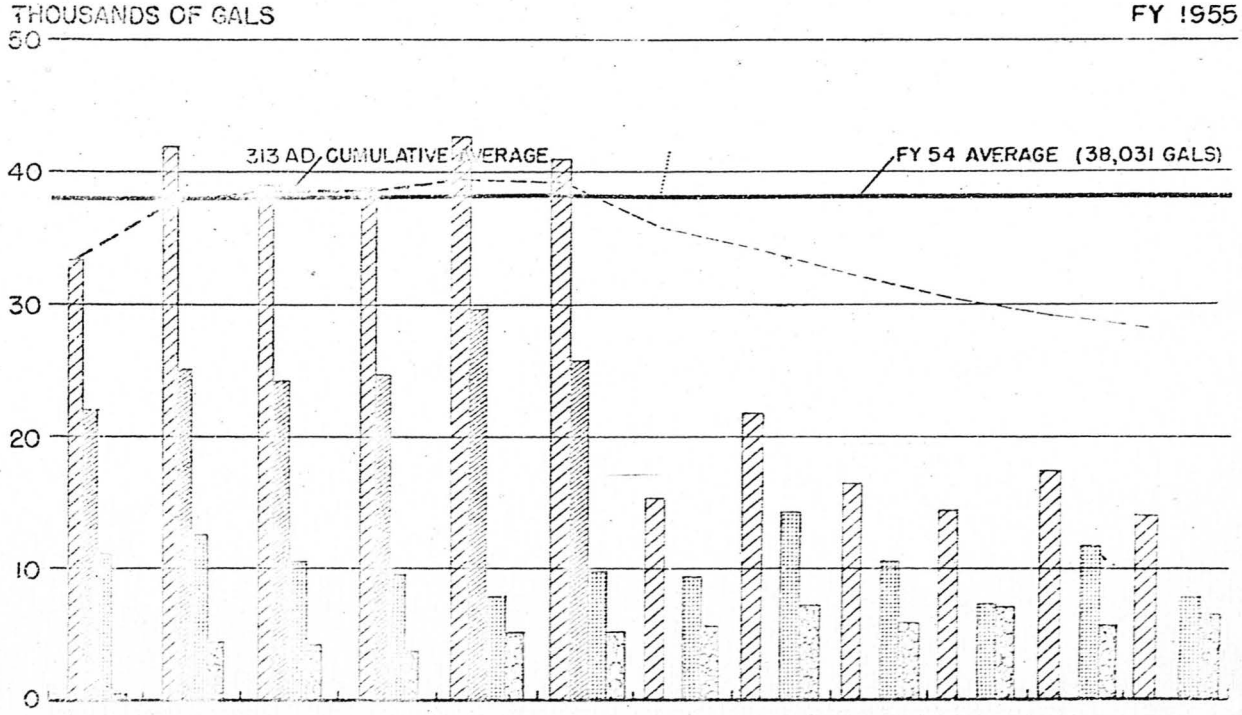
AIRCRAFT OIL ISSUES



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
COMD TOT	30,539	42,026	39,011	38423	42,874	40,916	15,337	21,375	16,402	14,380	17,495	14,237
ANDERSEN	22,004	25,132	24,376	25,123	29,919	25,825	—	—	—	—	—	—
KADENA	10,809	12,913	10,391	9,578	7,927	9,910	9,653	14,255	10,481	7,293	11,632	7,837
HAHA	726	981	4,244	3,722	5,028	5,181	5,684	7,120	5,921	7,087	5,863	6400
TOTAL	33,539	42,026	39,011	38423	42,874	40,916	15,337	21,375	16,402	14,380	17,495	14,237
	30.1	72	114.4	152.8	195.2	236.1	251.4	272.8	289.2	304.1	321.6	335.8

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SOURCE: RCS AF C40 DM

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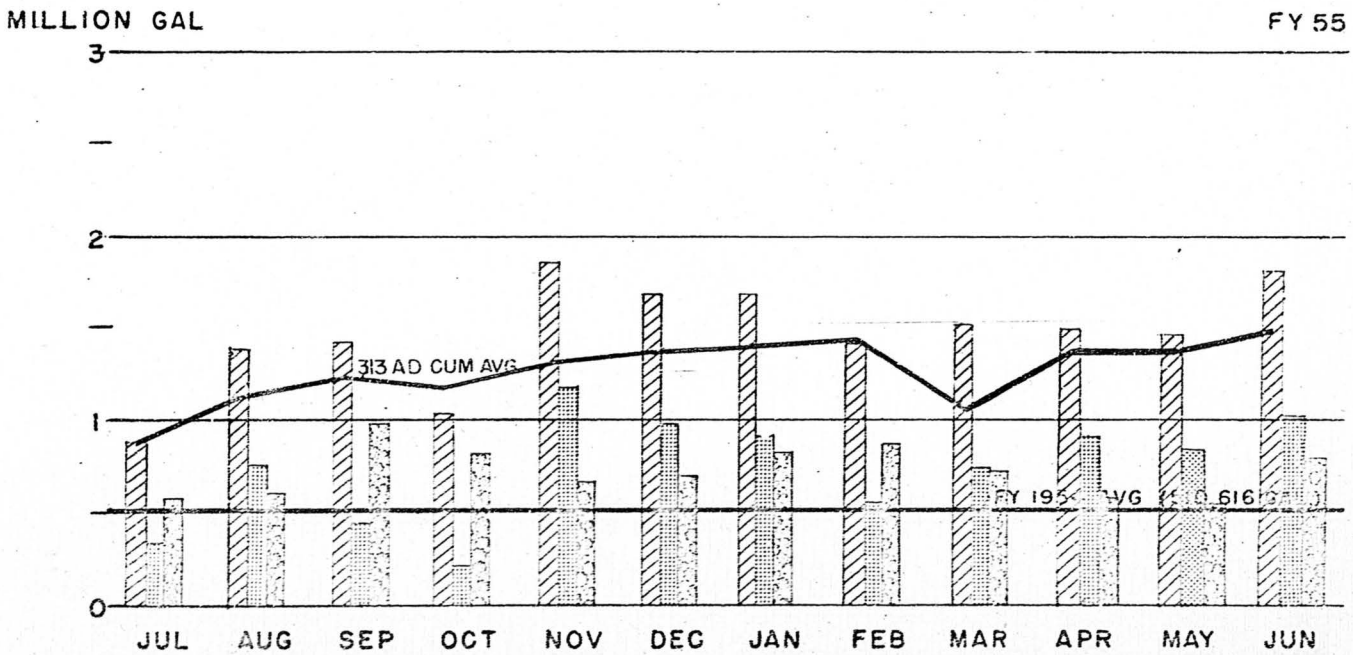
AIRCRAFT FUEL ISSUES—Jet



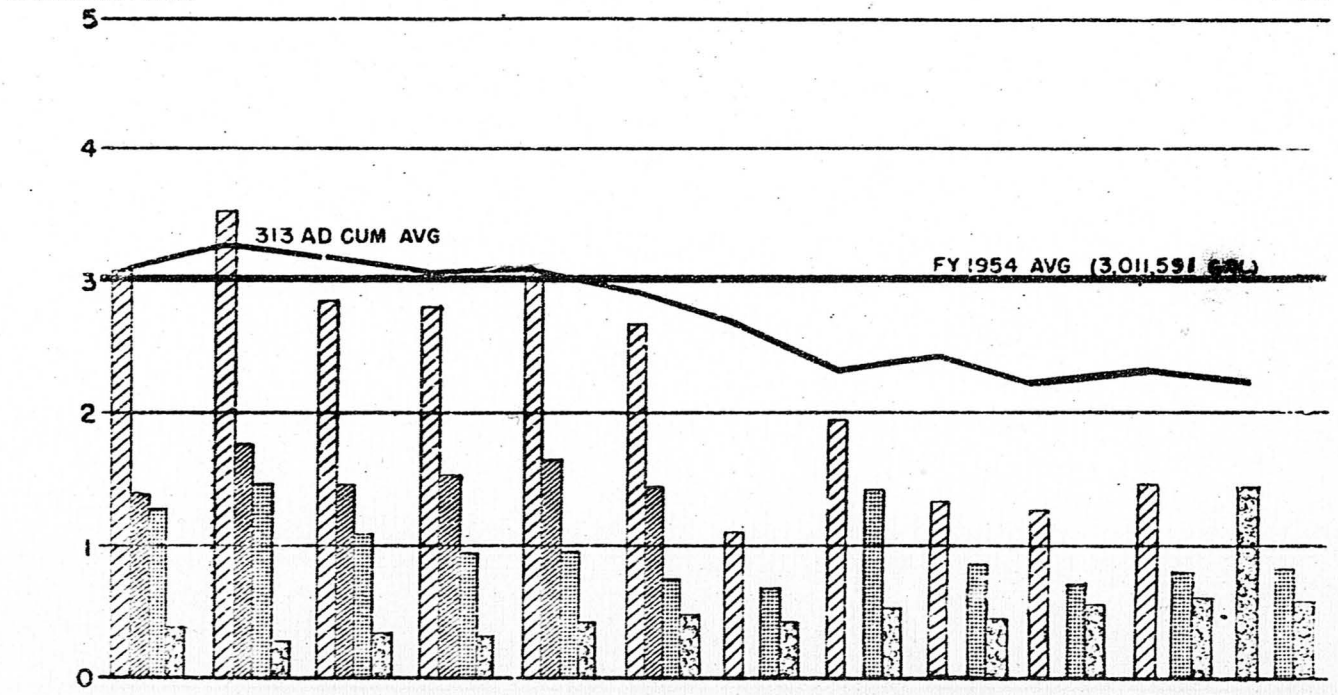
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
COMD TOTAL	885,503	1,370,623	1,430,238	1,035,062	1,873,259	1,681,293	1,737,101	1,408,368	1,539,649	1,492,714	1,458,962	1,830,204
	308,542	791,792	433,702	206,577	1,194,859	987,080	914,274	547,389	779,029	910,696	884,042	1042888
	577,334	578,831	996,536	828,485	678,400	694,213	822,827	860979	760,620	582,018	574,920	787316
	—	—	—	—	—	—	—	—	—	—	—	—
	606	2,257	3,687	4,722	6,595	8,276	10,013	11,421	12,961	14,454	15,913	17,743

CONFIDENTIAL

SOURCE: RCS AF-C40
DM

CONFIDENTIAL

AIRCRAFT FUEL ISSUES–recp



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	3,013,418	3,508,701	2,855,367	2,745,936	3,019,007	2,635,967	1,080,735	1,909,926	1,317,261	1,265,353	1,491,165	1,466,542
[illegible]	1,378,088	1,[illegible]	1,442,592	1,499,369	1,644,107	1,443,330	———	———	———	———	———	———
[illegible]	1,303,297	1,[illegible]	1,073,234	941,709	966,550	726,790	668,707	1,402,000	865,260	711,847	811,853	830,046
[illegible]	332,033	266,[illegible]	339,141	304,859	408,290	465,847	412,028	507,926	452,001	553,506	679,312	636,496
[illegible]	3,013	6,52[illegible]	9,377	12,123	15,142	17,777	18,857	20,767	22,084	23,349	24,842	26,309

CONFIDENTIAL

SOURCE: RCS AF-C40
DM

PERSONNEL

THIS COORDINATING STAFF AGENCY PROVIDES HEADQUARTERS WITH ADVICE AND ASSISTANCE ON ADMINISTRATIVE AND TECHNICAL MATTERS RELATIVE TO THE FUNCTIONS OF MILITARY PERSONNEL, PERSONNEL SERVICES, AND INDIVIDUAL TRAINING

IMPLEMENTS AND GUIDES OVERALL 313TH AIR DIVISION PERSONNEL PROGRAMS AND POLICIES.

1071

P E R S O N N E L C O M M E N T S

Net loss of officers during the month of June 1955 was twenty-seven (27). A total of 88 officers were requisitioned by this Headquarters for the month of June 1955. Out of the 88 officers requisitioned only 28 of these were approved by Headquarters USAF, the remainder was cancelled due to no source or a non-valid requisition.

Net loss of airmen during June 1955 was three hundred and nine (309). Three hundred and forty were allocated of which ninety-one (91) were received. In addition one hundred and seventy airmen were distributed to this command from other Fifth Air Force units.

CONFIDENTIAL

PERSONNEL STRENGTH

AS OF 30 June 1955

	MILITARY						CIVILIAN					
	OFFICERS			AIRMEN			US			NON-US		
	AUTH	ASGD	%MAN	AUTH	ASGD	%MAN	AUTH	ASGD	%MAN	AUTH	ASGD	%MAN
Total Air Force on Okinawa	1147	1175		8842	8256		509	467		4926	4977	
313th Air Division Total	909	885		7237	6418		449	459		4339	4401	
Total Assigned Units	606	587		4134	3643		205	194		1580	1589	
Total Attached Units	303	298		3103	2775		294	265		2759	2812	
Hq 313th Air Division Total	94	92		208	214		62	58		28	47	
KADENA												
18th F B Wg (Attchd)	260	253		2958	2580		294	265		2759	2812	
80th F B Sq (Attchd)	49	45		145	135							
51st A & R Sq (Asgd)	140	145		484	487					28	29	
13th & 17th Comm Sqs (Asgd)	16	17		276	288					32	40	
NAHA												
51st F I Wg (Asgd)	365	346		2267	2042		137	111		1364	1350	
823rd & 824th AB & A Sqs (Asgd)	71	67		655	502					127	99	
Det #1, Hq 313th A Div (Asgd)	20	20		131	95		1	1				
* Total Supported Units	238	238		2605	2553		10	8		599	576	
* Total Pipeline		52			285							
* Indicates Summary												

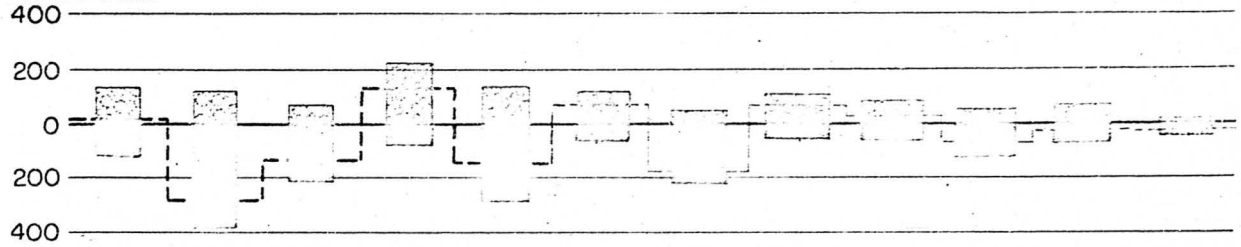
CONFIDENTIAL

SOURCE: RCS 313TH AD P5

MILITARY PERSONNEL TURNOVER

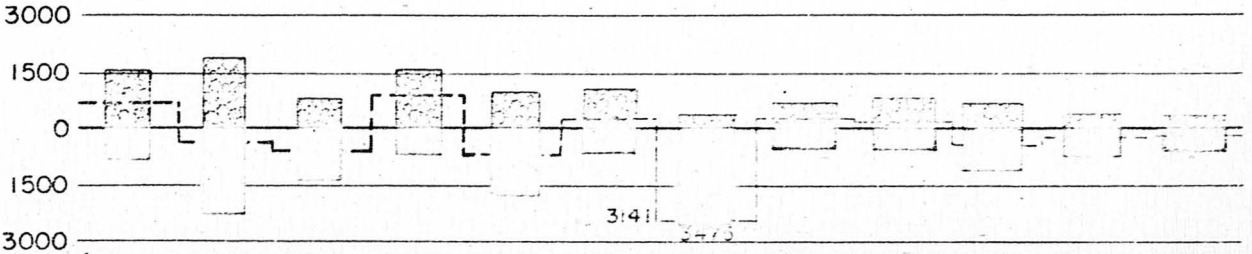
PERSONNEL — FY 1955

OFFICERS



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
GAINS	145	130	75	218	145	127	42	116	87	50	52	15
LOSSES	123	394	206	74	294	67	219	57	66	126	70	42
NET GAIN (LOSS)	22	(264)	(131)	144	(149)	60	(177)	59	21	-76	-18	-27

AIRMEN



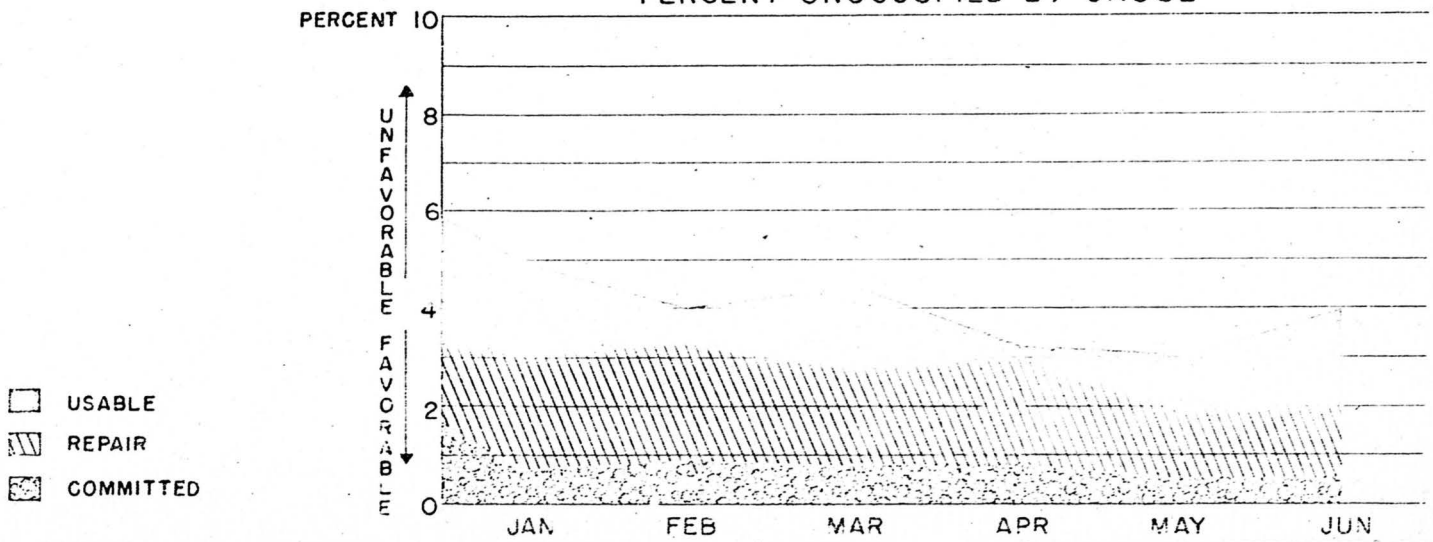
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
GAINS	1,537	1,932	887	1,575	933	1,076	334	734	899	692	454	380
LOSSES	840	2,266	1,390	938	1,638	996	3475	495	672	1,144	872	699
NET GAIN (LOSS)	697	(334)	(503)	637	(705)	180	(3141)	239	217	-452	-418	-309

SOURCE: RCS IAF P5 DO/SS

1074

DEPENDENT HOUSING STATUS

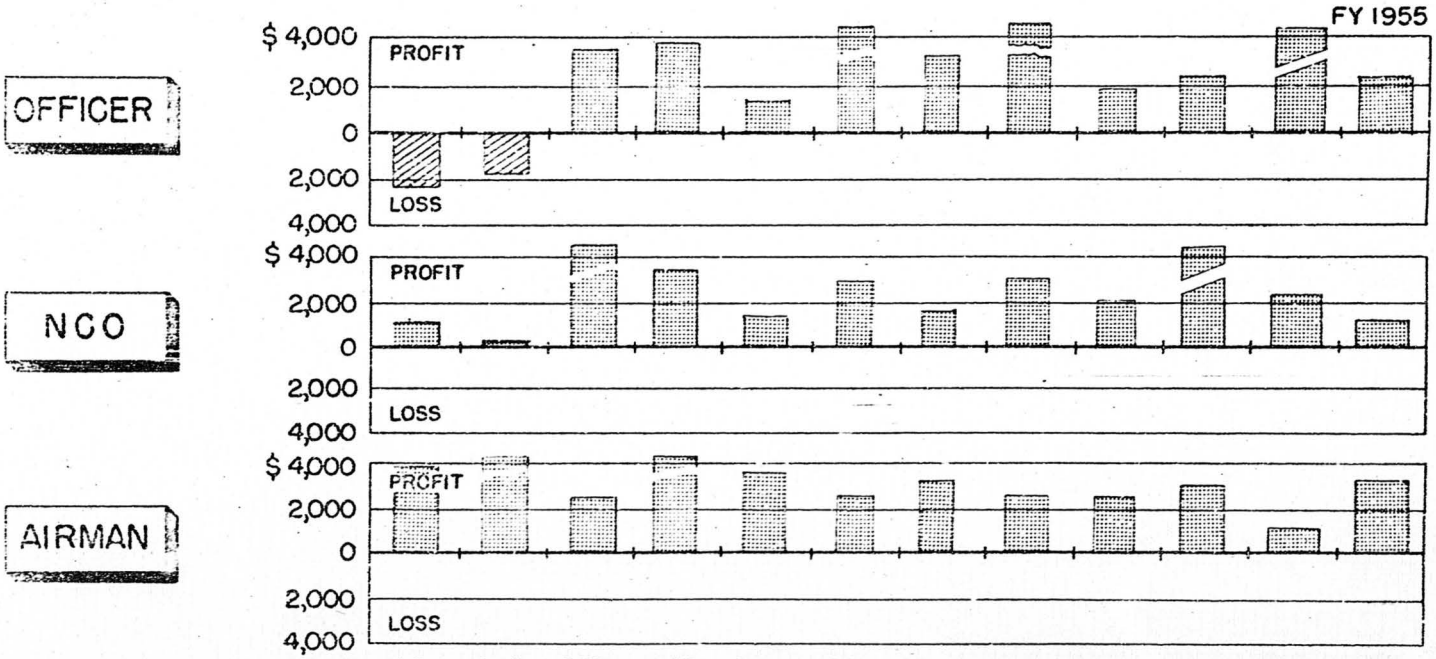
PERCENT UNOCCUPIED BY CAUSE



			JAN		FEB		MAR		APR		MAY		JUN	
AVG NO.	AVAILABLE QTRS		996.2		1,014.3		1,035.1		1,047.3		1,072.8		1,092.2	
	UNOCCUPIED	USABLE	19.4		6.7		17.3		7		11.9		20.3	
		REPAIR	22.7		24.5		21.0		24.1		16.5		15.0	
		COMMITTED	7.6		9.6		8.0		7.3		5.2		6.4	
TOTAL NO.	NO. WAITING	MO. OF WAIT	842	10.5	742	11.5	598	11.0	438	11.0	307	10.3	560	10.3
	QTRS AVAIL.	FORECAST	1008	1000	1027	1018	1045	1032	1047	1064	1072	1067	1097	1102
	QTRS OCCUPIED	OFFICER	384		402		422		419		414		432	
		AIRMEN	560		566		587		601		613		608	
		CIVILIAN	17		15		15		15		15		15	

SOURCE: RCS YGS-139 DPS
313 A.D

KADENA OPEN MESS FACILITIES FINANCIAL STATUS



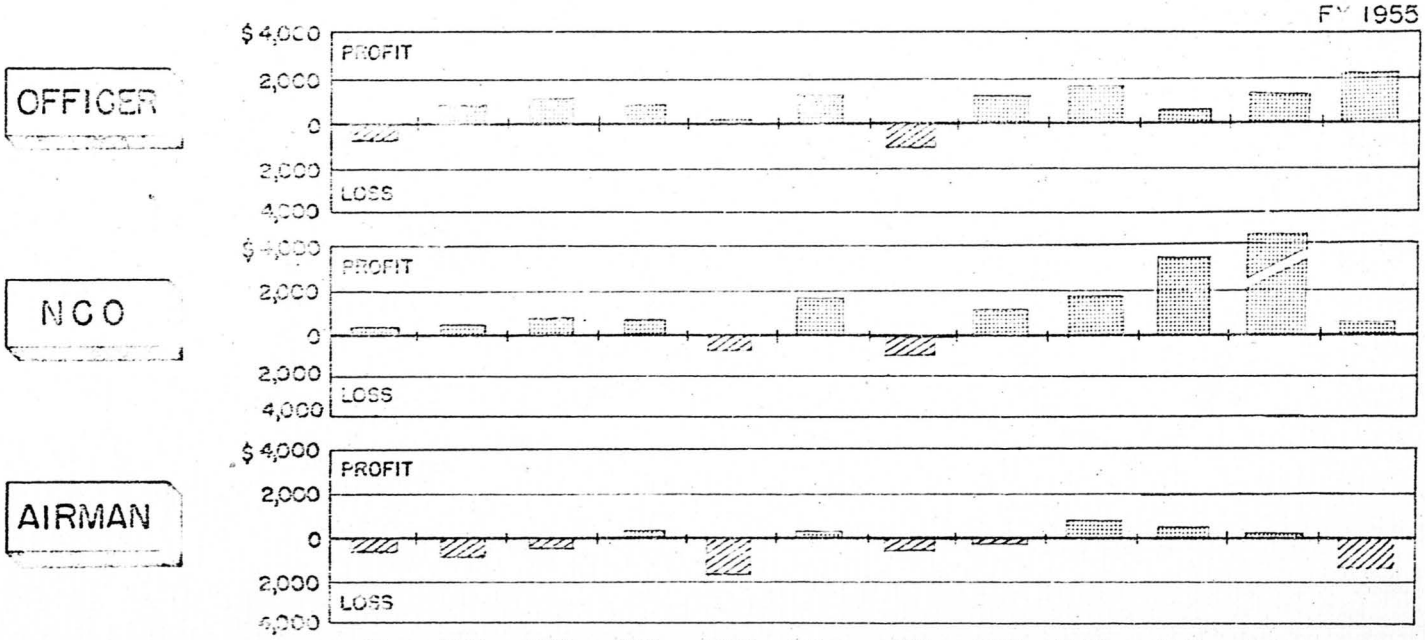
		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
OFFICER	NET PROFIT (LOSS)	(2,172)	(1,452)	3,547	3,836	1,449	6,476	3,233	8,347	1,930	2,450	4,982	2,347
	NET WORTH	183,267	161,839	188,641	156,086	147,268	148,301	138,201	146,548	160,500	137,023	105,523	99,870
NCO	NET PROFIT (LOSS)	1,109	31	5,145	3,426	1,447	2,926	1,713	2,955	2,139	4,351	2,250	1,262
	NET WORTH	[illegible]	295,071	300,216	305,371	306,817	309,743	311,456	314,411	316,550	320,901	323,151	324,414
AIRMAN	NET PROFIT (LOSS)	[illegible]	4,117	2,548	4,959	3,783	2,575	3,311	2,594	2,660	3,062	1,446	3,278
	NET WORTH	[illegible]	40,601	43,149	48,119	51,902	54,477	57,789	60,384	63,019	66,081	67,527	70,806

SOURCE: OPEN MESS FIN STMT DPS

23

NAVAL OPEN MESS FACILITIES FINANCIAL STATUS

FY 1955



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
OFFICER	NET PROFIT (LOSS)	(628)	832	1,333	970	237	1,449	(1,100)	1,278	1,701	672	1799	2,296
	NET WORTH	18,763	19,557	20,891	21,830	21,797	23,246	22,146	23,425	25,126	25,798	27,597	45,310
NCO	NET PROFIT (LOSS)	203	372	804	786	(765)	1,793	(1,009)	1,191	1,891	3,534	4,330	449
	NET WORTH	40,006	46,0	46,430	47,216	46,803	48,595	47,586	47,777	49,668	52,449	57,341	58,495
AIRMAN	NET PROFIT (LOSS)	(378)	(78)	484	131	(1,743)	116	(611)	(180)	703	449	91	(1400)
	NET WORTH	31,103	30,903	30,987	30,889	28,946	29,062	28,451	28,271	28,974	29,423	29,514	28,114

SOURCE: OPEN MESS FIN STMT DPS

1077

SAFETY

THIS PERSONAL STAFF AGENCY PROVIDES HEADQUARTERS WITH ADVICE AND ASSISTANCE ON ADMINISTRATIVE AND TECHNICAL MATTERS RELATIVE TO THE FUNCTIONS OF AIR AND GROUND SAFETY.

IMPLEMENTS AND GUIDES OVERALL 313TH AIR DIVISION SAFETY PROGRAMS AND POLICIES

1078

S A F E T Y C O M M E N T S

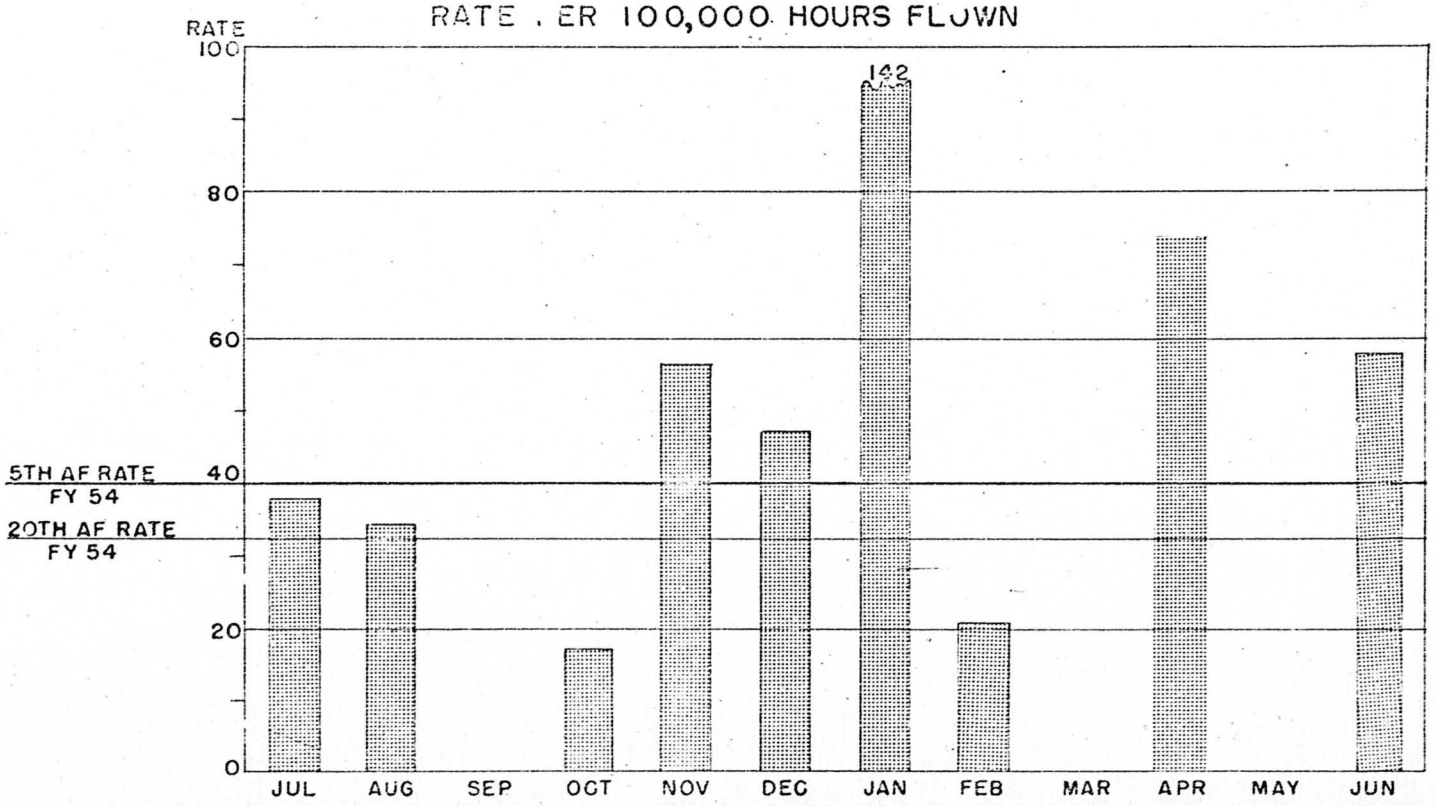
Headquarters issued to the bases special instructions on accident prevention with follow-up of safety posters purchased from the National Safety Council. Emphasized was the operation of motorscooters, motorcycles and motorbikes which are in extensive use during the summer months.

Motor vehicle accidents involving motorscooters, motorcycles and motorbikes have been less so far this summer than they were for the same period last year.

1079

MAJOR AIRCRAFT ACCIDENT DATA

RATE PER 100,000 HOURS FLOWN

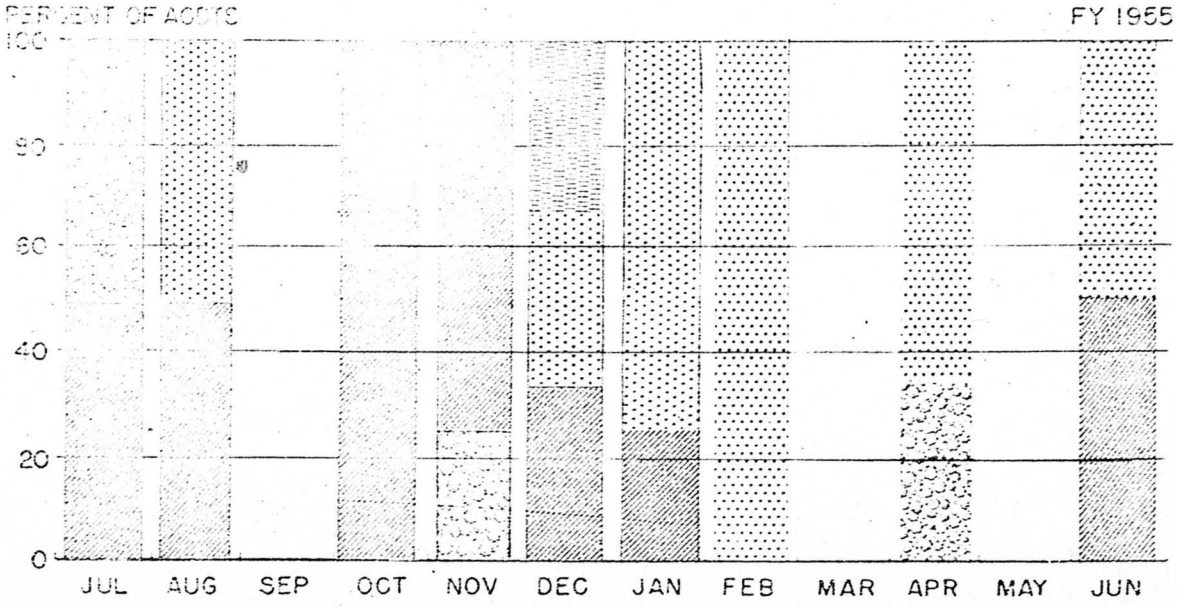


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
MAJOR RATE	38	34	—	17	56	47	142	20.4	0	75	0	59.1
HRS FLOWN	5253	5814	5325	5749	7093	6407	5611	4888	4871	4040	3537	6761
MAJOR ACDT	2	2	0	1	4	3	8	1	0	3	0	4
FATAL ACDT	0	1	0	0	0	1	4	1	0	2	0	1
FATALITIES	0	3	0	0	0	1	4	1	0	11	0	1

SOURCE: FLY SFTY

1080

[illegible] AFT ACCIDENTS · phase of flight



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TAKE OFF	ACCIDENTS	1	—	—	—	1	—	0	0	0	1	0	0
	TYPE ACFT	SA-16	—	—	—	F-86	—	0	0	0	F86F	—	0
[illegible] FLIGHT	ACCIDENTS	—	1	—	—	—	1	6	1	0	2	0	2
	TYPE ACFT	—	F-94*	—	—	—	F-84	**	F-84	0	F86F B29A	—	F 86D F 86F
LANDING	ACCIDENTS	1	1	—	1	3	1	2	0	0	0	0	2
	TYPE ACFT	F-86	B-29	—	F-86D	√	F-86	▽	0	0	0	—	F86F
[illegible]	ACCIDENTS	—	—	—	—	—	1	0	0	0	0	0	0
	TYPE ACFT	—	—	—	—	—	C-47	0	0	0	0	—	0

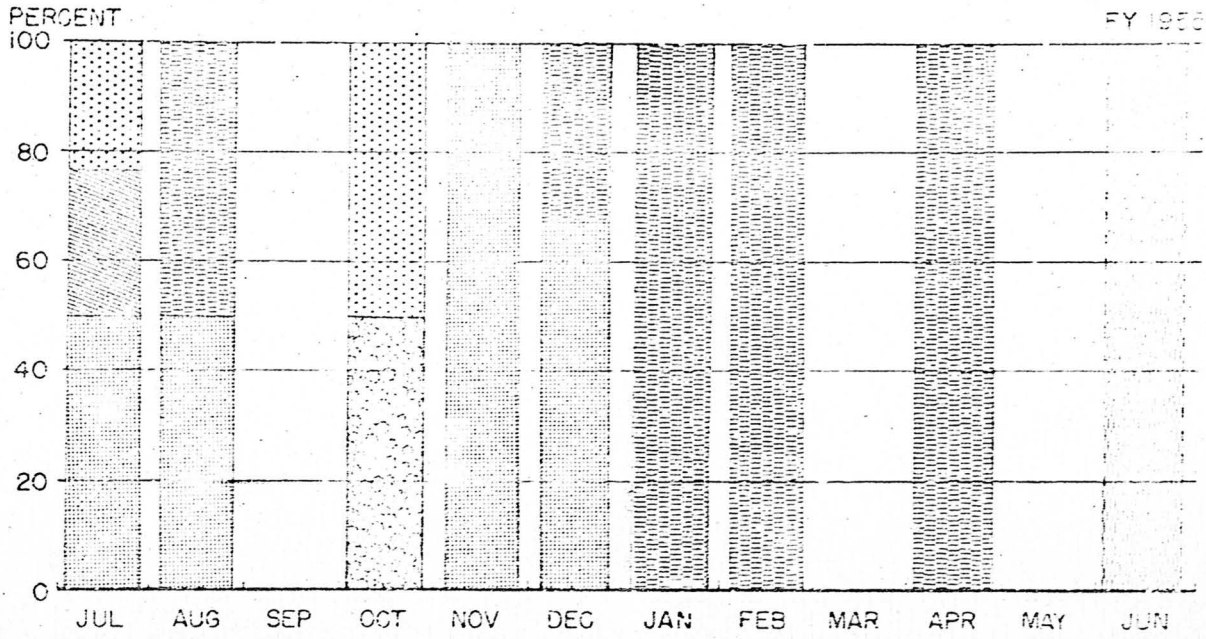
* 2 ACFT
√ 2 F-86 1 T-33

** F-86(4)—F-84(2)
▽ F-86(1)—T 33(1)

SOURCE: FLY SFTY

1081

MAJOR AIRCRAFT ACCIDENTS - cause factors

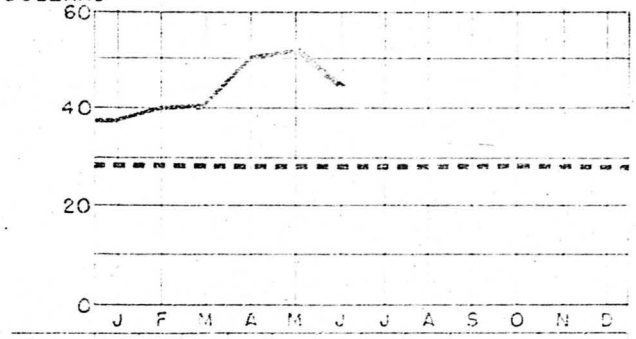


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
PILOT ERROR	50%	50%	—	—	100%	67%	—	—	0	0	0	0
SUPV ERROR	—	—	—	50%	—	—	—	—	0	0	0	0
MAINT ERROR	25%	—	—	—	—	—	—	—	0	0	0	0
MAT FAILURE	25%	—	—	50%	—	—	—	—	0	0	0	0
UNDETERMINED	—	50%	—	—	—	33%	100%	100%	0	100%	0	4
OTHER	—	—	—	—	—	—	—	—	0	0	0	0
MAJOR ACCTS	2	2	—	1	4	3	8	1	0	3	0	0

SOURCE: FLY SFTY

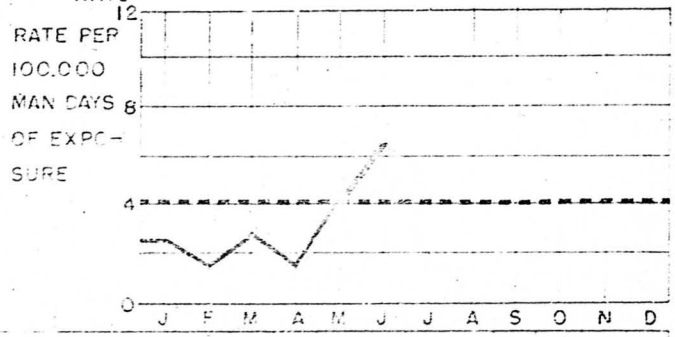
GROUND ACCIDENT EXPERIENCE

COST PER CAPITA PER ANNUM



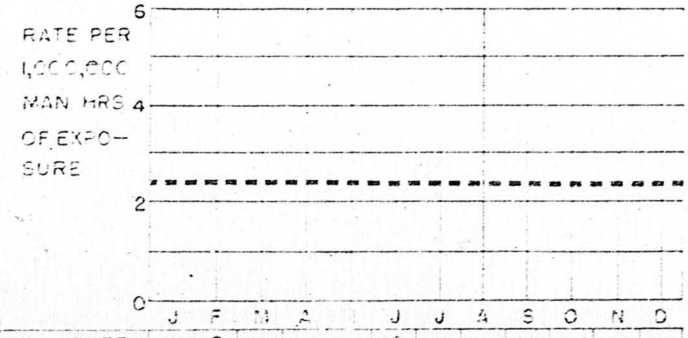
313AD COST	38.0	40.0	41.2	50.2	50.6	45.1						
KADENA	82.0	74.0	46.0	66.1	67.3	56.8						
NAHA	1.5	2.5	46.5	35.3	29.5	26.8						

MILITARY INJURY RATE



313AD RATE	2.55	1.64	2.88	1.58	4.04	6.53						
KADENA	3.77	1.93	1.00	1.21	5.17	5.70						
NAHA	.98	1.25	8.35	2.72	7.16	7.84						

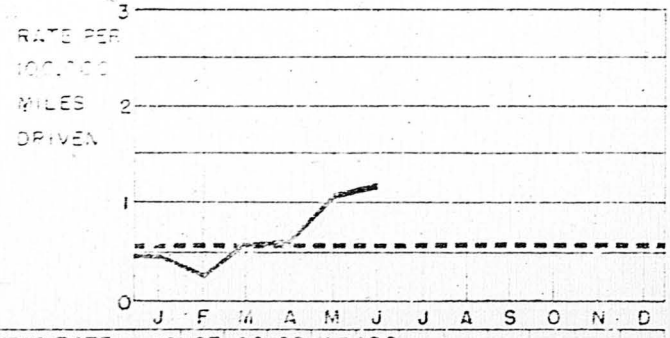
CIVILIAN INJURY RATE



313AD RATE	0	0	0	0	0	0						
KADENA	0	0	0	0	0	0						
NAHA	0	0	0	0	0	0						

20AF AVG 54 ▬ ▬ ▬
COMRATE 56 ▬▬▬

MOTOR VEHICLE ACCIDENT RATE



313AD RATE	.48	.27	.60	.68	1.03	1.20						
KADENA	.57	.35	.32	.94	0.70	1.28						
NAHA	.47	0	1.85	0	1.90	.97						

SOURCE: RCS 2-AF X-11 DPG

1083