

SECRET

HISTORY
of the
313TH AIR DIVISION



MARCH 1955—JUNE 1955
SUPPORTING DOCUMENTS

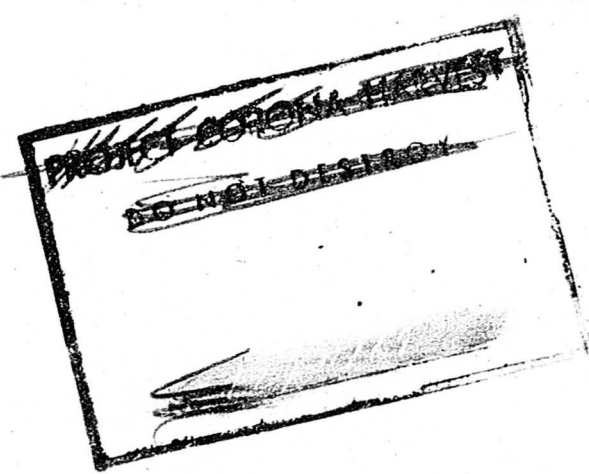
VOLUME III

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313th AD, 1955-I, List of Supporting Documents

LIST OF SUPPORTING DOCUMENTS FOR CHAPTER II

<u>Document No.</u>	<u>Document Identification</u>
42	MAT-M 203, Comdr. 5th AF to all 5th AF units, Jan. 1955.
43	COMDR 975, Comdr. 313th AD to Comdr. 18th FBW, 05/0930I 1955.
44	Personal Message, Maj. Gen. Fay R. Upthegrove to Comdr. 18th FBW, 06/0830I May 1955.
45	18 FBW 233 WM, Comdr. 18th FBW to Comdr. 313th AD, 1 Apr. 1955.
46	Report of "Field Exercise" from 26 Jan. 1955 through 18 Feb. 1955, 18th FBW Comptroller, n.d.
47	COMDR 0823, Comdr. 18th FBW to Comdr. 313th AD, 08/0700Z Apr. 1955.
48	741 DM/SS, Comdr. 313th AD to Comdr. 18th FBW, 29 March 1955.
49	DM/SS 429, Comdr. 313th AD to Comdr. 5th AF, 12 Apr. 1955.
50	Ltr., Hq. 5th AF to Comdrs. 39th, 41st, 43d, 313th, and 314th AD's, sub.: AOCF, 23 March 1955.
51	Ltr., Hq. 5th AF to Comdr. 313th AD, et al., sub.: AOCF, 3 May 1955.
52	Ltr., Hq. 313th AD to Comdrs. 18th FBW and 51st FIW, sub.: AOCF Report, [circa 17 Apr. 1955].
53	Ltr., Hq. 313th AD to Comdrs. 18th FBW and 51st FIW, sub.: AOCF Requisitioning, [circa 17 Apr. 1955].
54	DM/SS 2409, Comdr. 313th AD to Comdrs. 18th FBW and 51st FIW, 22 Apr. 1955.
55	Ltr., Hq. 313th AD to Comdr. 18th FBW, sub.: Status of AOCF Requisitions, 26 Apr. 1955

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- 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.
- 57 Ltr., Hq. 5th AF to Comdrs. 39th, 41st, 43d, 313th, and 314th AD's, sub.: Control of AOCP Rate, 2 May 1955.
- 58 Ltr., Hq. 5th AF to Comdr. 313th AD, sub.: Items Causing AOCP's, 21 May 1955.
- 59 DM/S 4832, Comdr. 313th AD to Comdrs. 18th FBW and 51st FIW, 18/1030I June 1955.
- 60 MAT-MA-890, Comdr. 5th AF to Comdrs. 39th, 41st, 43d, 313th, and 314th AD, 13/0232Z Apr. 1955.
- 61 2217 DM/M, Comdr. 313th AD to Comdrs. 18th FBW and 51st FIW, sub.: Compliance with TO 1F-86-511, 15 Apr. 1955.
- 62 Ltr., Hq. 18th FBW to Comdr. 313th AD, sub.: Compliance with TO 1F-86-511, 19 Apr. 1955.
- 63 DM-M 4-126, Comdr. 51st FIW to Comdr. 313th AD, 22 Apr. 1955.
- 64 DM/M 2399, Comdr. 313th AD to Comdr. 5th AF, 22/0800I Apr. 1955.
- 65 DM/M 2950, Comdr. 313th AD to Comdrs. 18th FBW and 51st FIW, 10/1445I May 1955.
- 66 DM/M 4045, Comdr. 313th AD to Comdr. 5th AF, 23/1030I May 1955.
- 67 Ltr., Hq. 313th AD to Comdrs. 18th FBW and 51st FIW, sub.: Compliance with TO 1F-86-511A, 5 Apr. 1955, dtd. 23 May 1955.
- 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.
- 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.

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- 70 Booklet, Directorate of Personnel, Ground Training Guide, 1 July 1955.
- 71 Ltr., Hq. 313th AD DPMT to all units, sub.: On-the-Job-Training, 8 Aug. 1955.
- 72 Ltr., Hq. 313th AD DPMT to all units, sub.: Status of On-the-Job-Training, 30 June 1955, dtd. 23 Aug. 1955.
- 73 Ltr., Maj. Gen. Roy H. Lynn, VC, 5th AF, to Maj. Gen. Fay R. Upthegrove, Comdr. 20th AF, 1 Sept. 1954.
- 74 Ltr., Maj. Gen. Fay R. Upthegrove, Comdr. 20th AF, to Maj. Gen. Roy H. Lynn, VC, 5th AF, 1 Oct. 1954.
- 75 DM/SS 08484, Comdr. 313th AD to Comdr. 18th FBW, 8 Apr. 1955.
- 76 Ltr., Hq. 18th FBW to Comdr. 313th AD, sub.: AACP, 12 Apr. 1955.
- 77 COMDR 974, Comdr. 313th AD to Comdr. 51st FIW, 05/0930I Apr. 1955.
- 78 Ltr., Hq. 51st FIW to Comdr. 313th AD, sub.: F-86D Maintenance, [circa 8 Apr. 1955].
- 79 DM 2324, Comdr. 313th AD to Comdr. 51st FIW, 20/1000I Apr. 1955.
- 80 MAT S A 3097, Comdr. 5th AF to Comdr. 313th AD, 29/0215Z June 1955.
- 81 DM-M 4-81, Comdr. 51st FIW to Comdr. 313th AD, 14 Apr. 1955.
- 82 DF, DO, Hq. 313th AD to Comdr 313th AD, sub.: Fatal Ground Accident at Naha AB, 9 March 1955, dtd. 16 March 1955.
- 83 S.O.P. No. 10, Maintenance Section, 25th FIS, sub.: Removal of Canopy or Pilot Ejection Seat, 14 March 1955.
- 84 Ltr., Hq. 313th AD to Comdr. 5th AF, sub.: Command Analysis, 24 March 1955.
- 85 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.
- 86 Staff Study, "General Report on Conditions at Chai-Yi Air Base," n.d. [circa mid-June 1955], signed by 1st Lt. Walter R. Rykken, Jr., USAF, 67th FBS.

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- 87 DO-O&M 3813, Comdr. FEAF to Comdr. 5th AF, 29/0915Z March 1955.
- 88 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].
- 89 DO/PP 280, Comdr. 313th AD to Comdr. 51st FIW, 05/1100I Apr. 1955.
- 90 OPR-O&M 1226, Comdr. 5th AF to Comdr. 313th AD, 07/0619Z Apr. 1955.
- 91 Ltr., Hq. 51st FIW to Comdr. 313th AD, sub.: Transfer of 33rd Air Rescue Squadron, 7 Apr. 1955.
- 92 Ltr., Hq. 313th AD to Comdr. 51st FIW, sub.: Supply Support of H-19 and SA-16 Aircraft, 13 Apr. 1955.
- 93 Ltr., Hq. 51st FIW to Comdr. 313th AD, sub.: Transfer of the 33d Air Rescue Squadron, 11 Apr. 1955.
- 94 Ltr., Hq. 313th AD to Comdr. 18th FBW, sub.: Supply Support of H-19 and SA-16 Aircraft, 12 Apr. 1955.
- 95 Ltr., Inspector General, Hq. 313th AD, to DC, 313th AD, sub.: Report of Staff Visit, 33rd Air Rescue Squadron, 8 July 1955.
- 96 Ltr., Hq. 313th AD to Comdr. 51st FIW, sub.: Transfer of Spaces for Support of 33rd Air Rescue Squadron, 7 July 1955.
- 97 Daily Journals, Director of Personnel, Hq. 313th Air Div., 1 March-30 June 1955.
- 98 Daily Journals, Comptroller's Office, Hq. 313th Air Div., 1 March-30 June 1955.
- 99 Daily Journals, Office of Information Services, Hq. 313th Air Div., 1 March-30 June 1955.
- 100 313th AD Personnel Strength Reports, 31 March-30 June 1955.

SUPPLEMENTARY DOCUMENTS

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COMDR 5AF NAGOYA AB JAPAN

JAN 55

TO: ALL 5AF UNITS

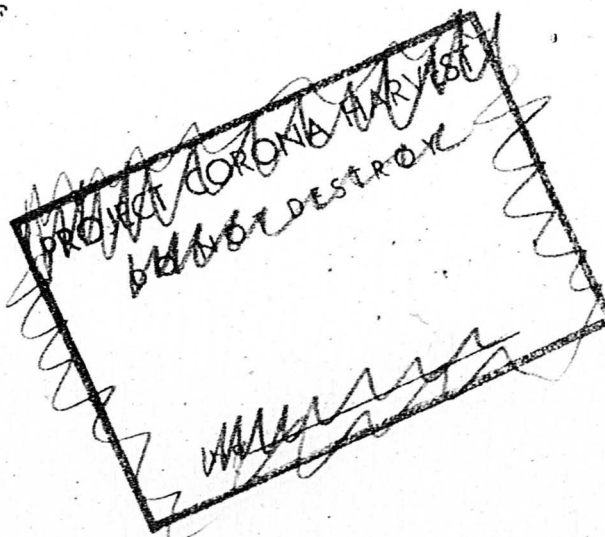
PRIORITY

MAT-M 203

/CONFIDENTIAL/ THIS MSG ACTION TO 3D BW (L), 4TH FIW, 8TH FBW, 67TH TRW, 35TH FIW, 49TH FBG, 49TH FBW, 58TH FBW, AND 614TH TCG. INFO TO 39TH AIR DIV, 41ST AIR DIV, 43D AIR DIV, 6171ST AEW, AND 6101ST AIR BASE WG. EFF IMENTED THE MINIMUM ACCEPTABLE IN-COMMISSION PERCENTAGE OF TACTICAL ACFT IS ESTABLISHED AT SEVENTY-FIVE (75). ALL POSSIBLE MAINT AND SUPPLY EFFORTS W/B EXPENDED TO ATTAIN AND MAINTAIN THIS STANDARD. COMDRS OF UNITS FAILING TO REACH A STEADY RATE OF 75 PERCENT OR ABOVE BY THE END OF FEB 55, OR EA MONTH THEREAFTER, ARE REQ TO SUBMIT A MONTHLY SUMMARY OF THEIR EFFORTS AND OUTLINE FURTHER ASSISTANCE NEEDED FROM THIS HQ.

A TRUE INFORMATION COPY:

Robert L. Iattimore
ROBERT L. IATTIMORE
2d Lt USAF
Asst ISO



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Commander, 313th Air Division, APO 239

UNCLASSIFIED
COURIER

Commander, 18th Fighter Bomber Wing,
APO 239 (COURIER)


/ UNCLAS / COMDR 975. Personal from Gen Upthegrove to Col Rankin.
The in-commission rate of aircraft of your organization is the lowest
of all 5th AF organizations equipped with F-86F type aircraft. Sim-
ilarly, the AOCF rate of your wing is the highest. These rates are un-
acceptable 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.

5 APR/0930 I

ROBERT WHELCHER, Colonel, USAF
DM 44204

FAY R. UPTHEGROVE
Major General, USAF
Commander

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

Commander, 313th Air Division, APO 239

COURIER

UNCLASSIFIED

Commander, 18th Fighter Bomber Wing,
APO 239 (COURIER)

COMDR _____

Personal from General Upthegrove to Colonel Overing.

During the month of April 1955, your Wing demonstrated accelerated progress in attaining the minimum acceptable aircraft in-commission rate of 75%. Analysis of recent maintenance status reports indicates a steadily declining in-commission rate in your Wing. I want you personally to investigate and determine factors adversely affecting this rate. Keep me informed relative to maintenance problems, which is an area presently receiving command emphasis at all levels. I want to be assured that this declining rate is not attributable to lack of management. In order to accomplish your flying training mission, you must take positive action to attain an acceptable in-commission rate at an early date.

6 May 1955/0830 I

ROBERT WHELCHER, Colonel, USAF
DM

44204

FAY R. UPTHEGROVE
Major General, USAF
Commander

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

1 April 1955

FROM: Comdr, 18th Fighter Bomber Wg, Kadena AB


Unclassified

TO: Comdr, 313th Air Div, Kadena AB Okinawa
(COURIER)

18 FEW 233 WM. /UNCIASS/ Reference your message 741 DM/SS, requesting information for investigation in reference to Fifth Air Force message MAT SA 1691, the following is submitted: AFSO-F79 was established a very few months ago and didn't receive an automatic shipment of aircraft parts or even a Table II from higher headquarters for requisitioning purposes. The account was moved to Yontan Air Base on a mobility exercise and was forced to initiate stock record cards in a field situation without stock lists or supply tables. In December the entire account was moved to Kadena and was forced to turn nearly all its personnel over to several "crash" projects to equip the Wing and to complete various "crash" reports. Every need of every unit in the Wing is submitted through AFSO-F79 and over 12,000 stock record cards were initiated by approximately ten stock records people. Because of its importance, the aircraft section was manned with the greater number of the ten stock record clerks--a total of four for the section. In spite of several emergency projects during the first two weeks of January, the section was producing and showing results. About the time when the aircraft section was getting on its feet, the Wing was alerted for a move to Formosa--another emergency which required the packing and crating of the mobile vans and moving them out with the Wing. While the Wing was in Formosa a program of resupply had to be established. Because of poor communications between Kadena and Formosa, adequate requisitioning for resupply could not be accomplished. The record unit just could not determine requirements without knowing what parts and spares had been consumed. In the latter part of January, the whole supply account was being packed for water shipment to Formosa. The section was hardly set up for operation when the Wing was moved back to Okinawa. By this time, no requisitioning had been accomplished for a period of two weeks. During the period the Wing was in Formosa the mobile vans were virtually depleted of their stocks, since a realistic level had never been established. Then too, despite the unrealistic stock level, the vans were never more than 50 per cent stocked. This is attributed to the lengthy pipeline time. 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 order to get the supplies "rolling in" four trips were made to the depots and requisitions were submitted on a priority basis. The cargo aircraft of the Wing, as well as

cargo aircraft of other organizations have been used for pilot pick-up of thousands of pounds of critically needed supplies. The readjustment of the levels and reorder points on the record cards are being made and requisitions are being submitted accordingly. Given a little time and sufficient personnel with which to operate, the situation with respect to supply in support of the tactical aircraft will attain the highest level of operation.

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

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I. SUMMARY

A. The attached report reflects the operations of the 18th Fighter Bomber Wing during the Field Exercise "Operation Mother Hubbard" which took place from 26 January 55 through 18 February 55 and is summarized as follows.

B. At the beginning of the period the Wing strength included 198 officers and 1265 airmen for a total of 1463. At the close of the operation the Wing strength had increased to 1729 and included 203 officers and 1526 airmen.

C. Total flying time during the operation amounted to 1,314:35 hours and is summarized as follows: 12th FBS, F-86's 455:40, T-33's 32:50; 44th FBS (thru 15 Feb only), F-86's 335:15, T-33's 12:00, 67th FBS, F-86's 456:35, T-33's 22:15.

D. The following data reflects the average status of the Wing aircraft with reference to AOCF, AOCM and aircraft in commission.

	<u>Average Hours Per Day</u>				
	<u>AOCF</u>	<u>AOCM</u>	<u>Inspect.</u>	<u>Total Out</u>	<u>Total In</u>
				<u>Com.</u>	<u>Com.</u>
12th FBS	56.34	126.95	35.04	218.33	387.65
* 44th FBS	8.10	33.70	45.05	86.85	424.25
67th FBS	30.78	100.91	24.69	156.38	417.13

* NOTE: These averages cover a 23 day period for 12th & 67th (27 Jan thru 18 Feb) and a 20 day period for 44th (27 Jan thru 15 Feb).

E. Reimbursable supplies issued to the 18th Wing by the Chinese Nationalist included fuel, lubricants, and ordnance supplies and are itemized in TAB C. A summary of the dollar value of these items amounts to \$29,768.76 for the 12th FBS, \$47,619.19 for the 44th FBS and \$51,877.85 for the 67th FBS, for a total of \$129,265.80.

F. A review of tonnages shipped, both air and water, revealed that approximately 2,252 normal tons were shipped via airlift to Formosa and 336.73 normal tons were airlifted back to Kadena at the close of the exercise. Tonnages shipped via water amounted to approximately 20,000 tons on the outgoing phase and tonnages returned to date amount to 12,320 tons with one vessel yet to be unloaded and certain items of equipment and supply remaining on Formosa. Ref. TAB C.

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II. PERSONNEL

A. The alert orders implementing the "Field Exercise" were received on or about 20 January. Between that date and 26 January at which time the "frag Order" was received, attempts were made to bring the Wing up to strength through increased requisitioning activities by the personnel section. A primary concern of the Personnel Section was to fully man the organizations and prevent the loss of personnel accounting that would occur should large numbers of newly-assigned personnel suddenly descend on the Wing. Although personnel actions were continued throughout the exercise, many shortages were never filled. TAB A reflects these shortages within the various career fields and is best summarized by stating that "an overage of officers and airmen existed; yet critical shortages within authorized career fields made operation of certain sections impossible."

B. The fact that many of the 18th Wing functions had been integrated with the 6332nd 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 are: Personnel Services, Casualty Reporting, Ground Safety, Base Operations, Purchasing and Contracting and a number of other areas. In addition, deployment of the tactical squadrons to separate bases required a split up of the supporting elements thus resulting in additional personnel requirements. While certain functions such as Air Police and Food Service lend themselves to division, other sections do not. Field Maintenance and Communications are manned and equipped for one-base operation. The requirements to operate a communication center on each of these bases was beyond the normal capability of a completely manned communications squadron. Incomplete manning of the 18th Communications Squadron put this requirement completely out of reach.

C. As the 44th FBS had operated independently from the Wing prior to the exercise, there existed a lack of Wing integrity at first. Inadequate communications further complicated the personnel process. Supervision of personnel was hampered during the initial phases of the exercise. This was the result of support personnel of the 18th Wing having been integrated with the base structure at both Clark and Kadena; consequently when deployed under field conditions, when a high degree of continuity is required, many personnel were unfamiliar with their supervisors or those whom they supervised.

D. As Wing Personnel Section had feared, a sudden influx of personnel appeared after the Wing had been deployed. Levies for personnel had been placed upon various commands and were met by the simple process of giving airmen shipping AFSC's whether qualified or not. Ten C-119 pilots were assigned presenting a problem as to their utilization as combat crews.

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E. 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 personnel to fill the requirement. Manifests were typed, orders were stenciled, and money exchanged. Upon arrival at the loading area, however, very often some priority freight or personnel would replace certain manifested personnel. The section would assume certain numbers had departed only to discover some had been "bumped" and substitutions made. This made accurate accounting next to impossible and pointed up the necessity for a rigid control of loading and a flexible means of identification of personnel actually departing.

F. Morale remained remarkably high during the first part of the exercise. Although outwardly, an appearance of good spirit and hard work was apparent, an undertone of discontent and apprehension soon became noticeable. Extension of MOT's in some cases effecting an extension of previously extended return dates, separations from families on Okinawa and the Philippines, cancellation or deferment of dependents' travel and many out-of-pocket expenses for temporary duty with no per diem authorized weighed heavily on morale. Lack of information on "which to base personal problems of maintenance or disposition of private housing, automobiles, maids, personal effects, etc., created unanswerable questions. Talk of indefinite TDY, and permanent change of station, caused further discontent. As of this date two Congressional inquiries have been received by the Wing Commander. It is felt that such inquiries and the lowering of morale would have been prevented, in part at least, by two relatively simple expedients: (1) Better dissemination of intentions by higher headquarters, regarding type of move, i.e. PCS, TDY, etc., and (2) By keeping the Wing 100% manned the necessity for extending MOT's as a last resort would be precluded. A fully manned wing could sustain normal established losses.

G. Religious services were conducted for both Catholic and Protestant personnel on Sunday 30 January 1955 at the two (2) South Bases. Catholic Mass was conducted at the middle Base most of the first week.

1. The Wing Chaplain arranged with the MAAG Chaplain to cover the North Base the first Sunday, 30 January 1955. A staff visit was made to this Base to arrange Services which were to be conducted on Tuesday Evenings.
2. Protestant services and Catholic Masses were conducted at the South Base on Friday, Saturday and Sunday and at the middle Base on Sunday.
3. The attendance at the religious services increased each week.

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III. OPERATIONS

A. At 1730 hours (local time) on 26 January 1955, the "Frag. Order" was received, airlift was enroute and the 1st and 2nd echelons were to be in place as soon as possible with A/C in place and operational within 24 hours. The 12th FBS was to go to Tainan, the 44th FBS to Taoyuan and the 67th FBS to Chia-Yi. Administrative and logistical control of the 12th and 67th was to remain with the 20th AF and the 44th with the 13th AF, while operational control would pass to the 18th FBW through HATFFP. Administrative, logistical and communications instructions were inadequate in the order, as was also the case insofar as the mission directive. Airlift was not defined or time phased, Simultaneous "Bug Out" of 1st and 2nd echelons permitted 2nd echelon equipment to arrive prior to needed 1st echelon equipment. Personnel phasing with equipment phasing was thrown out of gear creating incompatibility of one with the other.

B. HATFFP verbally directed the 18th Fighter Bomber Wing to conduct general training missions to include 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 Fighter Bomber Wing would be to support the evacuation of Chinat troops and civilians from the Tachen Islands. The 18th Fighter Bomber Wing 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 a responsibility of the 7th U. S. Naval Fleet. HATFFP forces operated in coordination with the 7th Fleet with neither force being subordinate to the other.

C. 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 3 GCI stations and limited early warning and directing capability. Stations were manned by Chinese forces with supervision by USAF Personnel. Information from these stations was fed into Taipei Air Control Center which retransmitted information to fighter aircraft. This ACC known as Banana Control performed the majority of the air control work during the operational period.
2. Navy GCI: Practice missions with a VHF and UHF station aboard the USS Princeton (an aircraft carrier operating north of Formosa) were conducted. This control (Code name: Passbook) was excellent during the training phase. However, during the Tachen evacuation, no actual GCI missions were conducted with Passbook.

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3. GCI Direction During Tachen Evacuation: This consisted of merely reporting into Banana Control and stating that subject flight would be in place over orbit area at a certain time. Upon departing the orbit area the flights would report their departure. No actual control work was performed by the ground stations.

D. Daily frag orders were received from JCC direct to each squadron. These were coded in AFSAL and transmitted verbally by hot line. From the period 8 February through 14 February each squadron was directed to fly 9 four-ship missions daily. Because of weather conditions and/or in-commission rates, these scheduled missions were altered either by changing the directed TOT or the number of aircraft to participate (i.e. as the in-commission rate fell, the number of aircraft were cut from 4 to 2 per mission.)

E. A summary of sorties conducted in support of the Tachen Island evacuation is as follows:

1. 258 effective sorties were flown (67th-87; 44th-78; 12th-93).
2. 40 ineffective sorties were flown of which 25 were mechanical and 4 because of weather. An additional eleven ineffective sorties were wing men who aborted because the other member of their element could not make the flight.
3. Air Defense: During the entire Formosan exercise, each squadron was required to keep four aircraft on alert (two on 3 minute and two on 30 minute back up). During the period of the Tachen Island evacuation, this alert status varied with the in-commission rate with the 12th Squadron being relieved of alert because they possessed only 20 F-86 aircraft (five less than the 67th and four less than the 44th Squadron).

F. The Combat Operations Section was set up on 27 January by approximately 1330 hours. A Chinese officer and an American officer were on duty at all times. Hot lines to the 67th Sq. Operations, JOC, and the scramble pad were installed immediately. By the 29th of January, lines to the Air Sea Rescue Operations and the Empire switchboard were installed. The following day an emergency JOC line thru the MAAG office was completed. On the 2nd of February a tower line was added and Combat Operations began receiving off and down times on unit aircraft.

G. Loss of Wing Control: Each Squadron was under the direct operational control of JOC. This negated the requirement for group level control since most operations were directed by frag order by HATFFP. This condition prevailed mainly because of inadequate communications. 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.

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H. Conflicting Directives: Prior to redeployment to Formosa, the 18th Fighter Bomber Wing forces were split between 20th and 13th Air Forces. This condition was unsatisfactory because a lot of time was consumed in coordinating through the many command levels which existed. Upon deployment to Formosa, the 18th Fighter Bomber Wing came under the control of HATFFP for operation and administration. The resulting conflict in instructions together with communication difficulties created several situations in which there were orders issued to the 18th Wing which were in conflict. For instance, orders, either verbal or written, indicated that squadrons would be redeployed from Formosa to their home stations in certain sequence. Other orders indicated that a different redeployment schedule would prevail. In regards to the mode of travel of redeployment from Formosa, instructions indicated that surface transportation (rail and water) would be utilized for the majority of the wing's equipment with air transportation to be used only to transport personnel and minimum essential equipment to support the fighter aircraft upon their arrival at home station.

I. Split Base Operation: Fighter Bomber Wings organized in accordance with AFR 20-15 do not readily lend themselves to three base, separate squadron operation. Equipment and personnel authorizations are inadequate for such base structure. Immediate and substantial augmentation in personnel and equipment within the first fifteen days after redeployment must be made to sustain operations indefinitely.

J. Throughout the entire period each squadron remained operational and capable of performing JOC ordered missions. This condition was due in part to a partial stand down (3-4 days) prior to departure. Secondly, about 12 days prior to departure the dock crews and engineering personnel at the 12th FBS were put on a 0700-1800 hour work schedule including Saturdays to catch up on backlogged inspections. Consequently the 12th FBS aircraft moved to Formosa were in good shape insofar as time to go to inspection was concerned. Aircraft in place and combat ready on 27 January were as follows: 12th FBS, 17; 44th FBS, 24; 67th FBS, 18; for a total of 59 which represents 78.6% of the possessed aircraft. Two additional 12th FBS aircraft could have been flown to Formosa near the end of the period. They were held at Kadena to accompany a 3rd aircraft on a one time flight to the depot in Japan. The other two 12th FBS F-86 aircraft required extensive field maintenance repair.

K. Weather conditions were poor almost every morning at Tai-nan and Chai-Yi because of ground fog. This fog normally burned off between 9 and 10 o'clock each morning leaving an unlimited ceiling and visibilities ranging from 3 to 10 miles. The weather at Tao Yuan was consistently bad with low ceilings and almost continuous precipitation. Flying operations were seriously hampered with only about 10 percent of the days being operational for jet fighter bomber aircraft.

L. These aircraft (one T-33 and two F-86) were lost during the exercise. These accidents occurred as follows:

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1. One T-33 from the 12th Squadron made a wheels up landing on Miyoka Jima. This occurred after a flight from Kadena to Chai-Yi. The pilot was unable to land when arriving over Formosa and failed to return to Kadena because of lack of adequate fuel. Cause of accident is yet undetermined.
2. One pilot ejected from an F-86 upon arrival at Chai-Yi because of a very low ceiling and lack of fuel to make another approach.
3. The only fatality occurred when an F-86 collided with a Chinat T-33 while turning on initial approach at Tao Yuan.

M. The 18th Fighter Bomber Wing returned to Kadena less the 44th Fighter Bomber Squadron and support personnel which returned to Clark Air Force Base, P.I. Redeployment of those elements of the wing to be airlifted started on 17 February and was completed in four days. The remainder of the wing's equipment (except certain items retained in Formosa) was shipped via two vessels. Aircraft upon return to Okinawa were hampered in becoming operational ready because of a lack of JP-4 fuel servicing units. The 67th Squadron redeployed to Kadena on 17 February with 23 F-86F aircraft and one T-33. The 44th Squadron returned to Clark on the same day with 22 F-86F aircraft and 2 T-33s. The 12th Squadron remained at Tainan until the 69th Squadron was in place at Chai-Yi and then returned with 16 F-86 aircraft on 18 February. As of this date, one T-33 and three F-86's are still in Formosa for maintenance.

N. The inability to communicate with 18th FBW Squadrons and HATFFP by either voice land line or secure teletype rendered the wing and Fighter Group Headquarters 75% ineffective. Operation control was exercised by JOC at HATFFP through Chinese Air Defense System Scramble lines. These were direct lines from JOC to the three bases. This system did not permit base to base telephone conversation and it is not a secure system. There was a lack of adequate Radio Aids to Navigation, Weather information, and effective AACCS Control. These factors were the direct cause of one aircraft accident and the indirect cause of two others, one of which was a fatal accident. Communication problems were due to faulty equipment, lack of spare parts, insufficient personnel, incomplete network information, and lack of procedural manuals.

1. Communications plans had been made for a one base operation under either FEAF OPS Plan 5-35 or 5A-55. The last minute change in plans placing on Communications the requirement for a two base operation necessitated splitting the available personnel and equipment and in addition supporting the 44th FBS at a third base for which this Wing had not previously been required to support. There was a shortage of personnel in some fields and the splitting of personnel further aggravated an already serious situation. In some areas, notably communications operations and radio maintenance, there was a

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definite lack of skill and experience to properly carry out a maneuver of this importance.

2. Frequency assignments were delayed in arriving from net control at 5th Advanced. In the meantime an intra-wing net on voice and CW high frequency was established using frequencies obtained through the coordination of MAAG Formosa. When frequency assignments were received for the 5th AF net and operations established on that circuit there were not sufficient personnel to maintain the intra-wing net at the same time. Frequencies used were not satisfactory for radio teletype operation due to fading and interference. In a number of instances it was not possible to maintain contact on these frequencies using CW.
 3. Existing communications facilities, i.e. land lines, VHF/FM, and microwave, were not satisfactory due to interference and low quality of lines and terminations.
 4. Off-line cryptographic system using AFSAM-7 equipment was too cumbersome to handle the volume of traffic since each message had to be encoded and decoded letter by letter. On-line cryptographic systems using SIGTOT must be used in order to handle the amount of traffic generated by such a maneuver. Radio teletype facilities must be established in conjunction with the SIGTOT device in order to pass classified traffic and afford it the correct precedence.
 5. In order for proper communications support to be furnished, an overall communications plan must be provided each organization. This should give circuitry, types of emission, terminations, and define the responsibilities of the various participating units.
- O. Flexibility in use of the F-86F was limited by a failure to maintain the tactical capability inherent in the aircraft.

1. Tanks

- a. A four tank configuration could not be carried due to a lack of:
 - (1) Ferry beams
 - (2) Stuka fins for 200 gallon drop tanks
 - (3) Straight fairings for inboard 120 gallon drop tanks.
- b. 200 gallon drop tanks could not be carried due to a lack of stuka fins and short posts.
- c. Tank replacement capability was limited by a lack of accessories, seals, and fittings necessary to sling replacement tanks.

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P. A detailed report of the individual Fighter Bomber Sqdns. operations is included in TAB B.

IV MATERIEL

A. When Operation "Mother Hubbard" was implemented, the 18th FITBOMWG was in the process of recovering from the effects of its move from Korea and the Operation "Native Dancer". Materiel activities of the Wing were concerned with receiving and storing large amounts of incoming supplies which had been requisitioned during "Native Dancer".

B. Mobility planning involved creating a storage plan to facilitate an orderly Wing movement. This was complicated by the need to continuously re-evaluate the storage problem due to the constant flow of incoming supplies and equipment.

C. The implementation of Operation "Mother Hubbard" found the 18th Wing mobility planning based on two concepts. One concept was designed to support Fifth Ops Plan 5-54, the other to support Fifth Ops Plan 5A-55. The implementing order fitted neither of these two plans. This required many changes in mobility planning to be made under a condition of extreme emergency. Adjustments in equipment and personnel manifests and recomputing of weights and ton cubes were among the problems involved. One of the stations involved in the operation was restricted for C-124 landings. This created an aircraft loading problem which had not been (planned for) anticipated.

D. In general, the mobility plan was sound. The outstanding weakness existed in the control factors involved. Such items as a lack of effective loading ramp, communications, and a lack of effective loading ramp, communications, and a lack of appreciation of personnel fatigue factors were deterrents to efficiency.

E. Revision to the Wing Mobility Plan will include provisions to correct these weaknesses. Total overall airlift tonnages involved in the initial movement were approximately 1200 tons.

F. The Wing encountered no unusual problems in moving the heavy elements, such as field maintenance equipment and the remainder of the wing support structure. Some initial vacillation occurred involving higher headquarters decision to move the remainder of the Wing. Once the decision was made the Wing moved in half of the planned time.

G. Present problems of the Wing exist in the areas of reestablishing the mobility configuration, replacing worn and damaged equipment and improving the mobility plan. Recent losses in personnel have created a Wing training problem of no small magnitude.

H. Corrosion treatment of aircraft and improvement of maintenance facilities are among high priority projects. Development of a mobile

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maintenance shelter for fighter type aircraft is another project receiving Wing emphasis.

I. Deployment of the tactical units to three separate bases caused a three-way split in necessary support equipment. Equipment authorized on the UAL is insufficient for this type operation. If the Wing is to maintain the desired degree of mobility as well as flexibility for this type plan additional equipment, augmentation will be required. Action is being taken to increase UAL requirements, however it will be necessary to obtain approval from higher headquarters before the required equipment can be requisitioned.

J. Aircraft were moved before the Wing was logistically capable of supporting them. During the first several days of the operation there was a shortage of oxygen equipment, starting units, servicing units and adequate transportation. Siting the 3 squadrons at separate bases precluded pooling equipment in short supply and magnified airlift requirements. (Ref. TAB C for detailed data concerning materiel).

K. The lack of an obligation authority precluded taking advantage of local economy to produce much needed supplies and/or services. Local purchase authority was received too late and in too little quantity. Needed items included lumber, rails, pipe, light bulbs, batteries, office supplies, screen wire, lime and supplementary food, all of which were available on the local market. Purchasing in contracting authority could have produced many needed items such as adequate latrines, mess tables and office furniture.

L. During the initial phases of the exercise there was a shortage of airlift which delayed shipment of critical items. However, during the latter part of the exercise this situation was eased by the scheduling of additional MATS aircraft.

M. Much effort went into planning the movement by phases; however, certain items of equipment and supplies scheduled for one phase arrived during other phases resulting in work stoppages and delay.

N. A review of certain equipment shipped revealed a high rate of damage as reflected by the following table.

Typewriters			
By Boat		By Air	
No. Shipped	No. Damaged	No. Shipped	No. Damaged
74	27	34	4
Percent Damaged 36.5%		Percent Damaged 11.8%	
Overall Percent Damaged 28.7%			

A superficial inspection of the packing and crating of these typewriters disclosed that the damage did not result in inadequate packing and crating but was caused by handling. Due to the cost of these units and impairment of administrative capability as a result of the damage it is recommended that airlift be utilized for these items in the future.

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V. SERVICES

A. Adequacy or deficiency

1. Food Service

- a. Cold "C" rations served for breakfast on 28 Jan due to non-arrival of Food Service equipment. "C" rations were served thru 30 January and heated by open field fires. Field rations "A" serving started 31 January. Considering the whole exercise, Food Service was above average.
- b. Food received was approximately 2/3 the quantity required to feed the number of people subsisting.

2. Installations

- a. Garbage collection was inadequate at the outset of the exercise.
- b. Inadequate bathing facilities existed until support was received from the Chinese.
- c. Lighting facilities were inadequate during the initial phases of the operation. However, this improved considerably during the later phases.

3. Reporting


- a. Due to the fact that the three squadrons under the 18th FBW Advance were located in widely separated areas and adequate communication facilities were not available for sending or receiving classified information for approximately 12 days. Most reports (which were classified), were late or not received at all. In addition, there were no TWX facilities in the immediate area of the 18th FBW Advance, and messages were forwarded to 5th Advance for relay to proper addressees.
- b. Prior to leaving Kadena AB for this operation, an effort was made to obtain all necessary regulations and forms which were not already possessed by the 18th FBW. When we departed for the operation; many of the directives needed, and most forms were still unavailable. As a result, many reports were prepared and audited from memory alone.
- c. The original intent was to route all reports to 20th AF, with info copies to 5th and FEAF, except those reports requested to be forwarded direct to 5th or FEAF. After arriving on Formosa, instructions were received placing the 18th Wing under the operational control of 5th AF and that 20th AF was no longer involved in our reporting structure in any way. Just prior to the termination of Operation "Mother Hubbard", it was learned that 5th AF was "not prepared to handle the machine processing of the 18th FBW

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reports," and that 20th would do the processing and consolidation for 5th. Reports were again routed to 20th AF. Many messages were received, regarding reporting instructions, as much as 4 days to a week late arriving by courier.

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

CONFIDENTIAL

Commander, 18th Fighter Bomber Wing, APO 239

8/0700Z APR 55

UNCLASSIFIED
COURIER

Commander, 313th Air Division, APO 239
(COURIER)

/UNCLAS/COMDR 0823 .

1. During March, the Tactical aircraft of this Wing were in commission 31,959 hours of a total of 54,312 hours possessed. This represents a 59% in-commission rate. It is realized that this is below the minimum acceptable to Fifth Air Force (75%).

2. The following are principal reasons causing this lower in-commission rate:

a. Supply levels in AF-79 were depleted during the 18th Fighter Bomber Wing stay on Formosa. Effective requisition channels were never established during this time, first due to lack of communications, secondly due to the fact that AF-79 was out of business for over two weeks while it moved to Formosa and returned.

b. An aggressive program undertaken upon our return from Formosa to improve the quality of aircraft inspection. This quality requires more time per inspection.

c. A substantial number of TOC kits were made available to the Fighter Squadrons on return from Formosa. These kits must be installed coincident with the next inspection and have contributed to lengthening the time required to complete inspections. Propose to complete these TOC's on a deferred basis which will allow for shorter inspection times.

d. F-86 inspection guides require that a large number of the accessories on the aircraft be time-changed after 600 hours of flight. A large number of the aircraft in the 18th Fighter Bomber Wing require time-change of these items during the current inspection cycle. In addition, a recently published Tech Order #1F-86A-6C dated 17 January 1955 reduced the number of hours at which certain accessories must be time-changed as follows:

- (1) Actuator Assembly Aileron Power Control: 2 each, reduced from 800 hours to 500 hours.
- (2) Accumulator Assemblies-Main: reduced from 1600 hours to 500 hours.
- (3) Accumulator Assemblies-Alternate: 2 each, reduced from 1600 hours to 500 hours.

- (4) Bungee, Assembly Horizontal Stabilizer--Tail: added change every 400 hours.
- (5) Bungee, Assembly Aileron Control--Wing: added change every 400 hours.
- (6) Element, Hydraulic Filter: added change every 100 hours.

e. Shortages of engines and engine parts:

Reference message from Headquarters, 313th Air Division, 270 DM/M DTG 04115. Contrary to the instructions in this and previous messages, squadrons of the 18th Fighter Bomber Wing have never received sufficient J-47GE27 engines to maintain a reserve level for 4 built up per engines [4 built up engines (?) per Tactical Squadrons /Squadron]. For example: As of 0700 hours, 7 April 1955, five aircraft on which inspections are completed are awaiting receipt of engines from Naha. These aircraft cannot be AOCP'd since the engines are presumably available on the Island. Engine parts (buckets, ignition plugs and fuel nozzle gaskets), for otherwise serviceable engines delay the return to in-commission status of two additional aircraft. Again the aircraft cannot be AOCP'd since presumably the parts are available on the Island.

f. Grounding of C-124 and C-119 aircraft of 315th Air Division resulted in the accumulation of quantities of air freight, largely aircraft parts, at Tachikawa.

3. The following actions have been undertaken by the 18th Fighter Bomber Wing to correct these conditions:

a. The work day has been extended to 0700 to 1700 hours 6 days a week, in addition a night shift operation until midnight has been in effect in the 18th Fighter Bomber Group and the 18th Supply Squadrons.

b. During the month of March, 4 C-47 supply runs to Tachikawa were made to obtain critically needed aircraft parts and to reduce the backlog of air freight existing in Tachikawa. In addition, the 581st Air Rescue [sic] Group made two supply runs to Tachikawa; one C-119 run and one DC-6 run. It is understood that there is currently a backlog of 16,000 pounds of freight for AFSO 79 and a much larger backlog of freight for AF 726 existing in Tachikawa. A C-47 was dispatched to Tachikawa 7 April 1955 to obtain AOCP parts and to further reduce the backlog. Hope that 313th Air Division's proposed airline operation to Nagoya and Tachikawa will cure this situation.

c. Anticipated time-change items have been requested by each of the squadrons, consolidated by AF-79 and submitted to FEALOGFOR.

d. Pre-dock Schedule Conferences are being conducted by maintenance personnel of each squadron in an attempt to anticipate supply problems and in order to secure maximum assistance from Field Maintenance activities in TOC compliance.

e. Crew chiefs schools are now being conducted by Tech Reps assigned to this Wing. Pilots have been assigned to each aircraft and have been directed to follow the aircraft through dock inspections, to assist in the general clean up of the aircraft and to insure proper maintenance on aircraft forms. Pilots participate in the pre-dock scheduling conference.

4. The following assistance is requested of the 313th Air Division:

a. Secure a F-86F MTD in accordance with request submitted by the 18th Fighter Bomber Wing o/a 24 February 1955.

b. Assistance in obtaining the reserve level of four each build up J47GE27 engines per Tactical Squadrons Squadron as directed in your message cited above.

c. Assistance from higher headquarters in eliminating the backlog of supplies for AF-79 and AF 726 which exists at Tachikawa.

PAUL E. HOEPER, COLONEL USAF

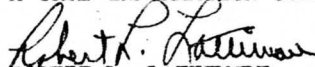
J. R. BARNARD

FC

Empire 10

Assistant Adjutant

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

Comdr, 313th Air Division, APO 239

29 March 1955
UNCLASSIFIED
COURIER

Comdr, 18th Fighter Bomber Wing, APO 239

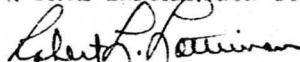
741 DM/SS

Fifth Air Force message MAT SA 1691 /dated 25 March 1955/ is quoted for your information and immediate compliance:

"MATSA 1691 UNCL Subj: Increasing AOCF rate. Request you investigate immediately why the 18th FBW cannot maintain sufficient levels to prevent the increasing AOCF's of the F-86F aircraft. Request you submit a complete report to this Headquarters as to your findings not later than 5 April 1955."

Request the desired information be provided to representatives of this Headquarters who will be making a staff visit to your Headquarters on or about 1 April 1955.

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

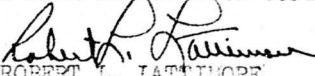
COMDR 313TH ADIV KADENA AB OKINAWA

CONFIDENTIAL
12 April 1955
ROUTINE

COMDR 5TH AF NAGOYA AB JAPAN

CONFIDENTIAL/DM/SS 429. Request the aid of an Area Activities Team from FEALOGFOR to assist AF 726 SO, Kadena Air Base, in establishing realistic levels for support of F-86F aircraft. Present consumption data available from AFSSO-F72 not adequate for this purpose. Understanding of this headquarters that such a team is available, manned with supply personnel from North American schooled on this subject. Action of this nature will assist tremendously in reducing present AOCF situation in this command and insure adequate support in the future.

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

HEADQUARTERS
FIFTH AIR FORCE
APO 710

MAT S

23 March 1955

SUBJECT: AACP

TO: Commander, 39th Air Division, APO 919
Commander, 41st Air Division, APO 994
Commander, 43rd Air Division, APO 929
Commander, 312th Air Division, APO 239
Commander, 314th Air Division, APO 970

1. During the month of February 1955, 520 items caused aircraft to be grounded on 5th Air Force bases as AACP. 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.

2. 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 AACP 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.

3. It is desired that your Materiel Staff visit the bases under your Command and determine the causes behind this problem. Specific attention should be given but not limited to the following factors:

a. 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?

b. 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?

Ltr, Hq 5AF, APO 710, LAT S, Subj: AOCF

c. 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.

d. Are Stock Control Officers "formula bound"? When determining their requirements, are they depending excessively on mathematical computation based on previous consumption and ignoring the dictates of common sense? AFM 67-1 states that it cannot be over emphasized that arithmetical computation is the least important phase of setting stock control levels. The most important phase is adjusting of mathematically computed figures with known factors.

e. Are Base Accountable Officers "calendar bound"? Are they requisitioning stock replenishment when they reach the reorder point, or are they waiting for a pre-determined scheduled date? Requisitioning schedules for Air Force items were eliminated by Amendment Sheet No. 3, Vol 11, AFM 67-1, 15 February 1951.


f. Are Base Accountable Officers requesting depots for authorization to stock depot regulated items when the need for such action is indicated?

4. It is believed that the correction of any of the above conditions existing, plus other factors as are revealed by your visits, should considerably reduce the number of AOCF requisitions required to obtain items that are available for base stockage.

5. Request this letter and inclosure be given the widest possible dissemination to organizational and field maintenance units as well as to Base Supply.

BY ORDER OF THE COMMANDER:

A TRUE INFORMATION COPY:


ROBERT E. LATTIMORE
2d Lt, USAF
Asst ISO

CHARLES L PERKINS
Colonel, USAF
Director, Sup & Svs
Deputy C/S, Materiel

HEADQUARTERS
FIFTH AIR FORCE
APO 710

HAT SA

3 May 1955

SUBJECT: AACP

TO: Commander, 39th Air Division, APO 919
Commander, 41st Air Division, APO 924
Commander, 43rd Air Division, APO 929
Commander, 313th Air Division, APO 239
Commander, 314th Air Division, APO 970
Commander, 67th Tactical Reconnaissance Wing, APO 703
Commander, 6101st Air Base Wing, APO 710

1. Reference letter, this headquarters, subject as above, 23 March 1955.
2. During the month of March 1955, 600 items were requisitioned by 5th Air Force bases under AACP procedures. Of these 600 items, more than half were available in FEALOGFOR depots in sufficient quantities to permit issue for base stockage--if requisitioned.
3. As stated in paragraph 2 of the above reference, this failure to requisition cannot be completely eliminated, however a 48.1% across the board failure within the 5th AF during February 1955 could not be accepted. During the month of March, this percentage was 54.4%, an increase of 6.3%.
4. Paragraph 3 of the above reference furnished specific factors and requested that your Materiel Staff visit your bases to determine the causes behind this problem. It is realized that the action taken by your headquarters has not had time to affect the March report. It is believed that your actions should cause a great improvement in the survey covering the month of April. This data should be received from FEALOGFOR about 20 May 1955.
5. It is requested that your efforts to reduce the items requisitioned under AACP procedures, through planned base stockage, continue. A large decrease in this percentage of failure to requisition must be effected.

BY ORDER OF THE COMMANDER:

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

CHARLES L. PERKINS
Colonel, USAF
Dir, Sup & Svs
D C/S, Materiel

HEADQUARTERS
313TH AIR DIVISION
APO 239

DM/SS

[circa 17 April 1955]

SUBJECT: AOCF Report

TO: Commander, 18th Fighter Bomber Wing, APO 239
Commander, 51st Fighter Interceptor Wing, APO 235

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. In furtherance of this objective, the information to advise these units of the 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 can be notified. Distribution of this report will include:

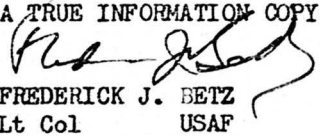
- (1) Two copies to this Headquarters, marked for DM.
- (2) Two copies to each Wing Headquarters, 1 marked for the Commander, the other marked for DM.
- (3) Two copies to each Squadron, Unit or Detachment logistically supported by your base Supply even though that unit does not have any aircraft AOCF 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) 1 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.

BY ORDER OF THE COMMANDER:

ROBERT WHELCHER
Colonel, USAF
Director of Materiel

A TRUE INFORMATION COPY:


FREDERICK J. BETZ
Lt Col USAF
OIS

HEADQUARTERS
313TH AIR DIVISION
APO 239

DM

/circa 17 April 1955/

SUBJECT: AOCF Requisitioning

TO: Commander, 18th Fighter Bomber Wing, APO 239
Commander, 51st Fighter Interceptor Wing, APO 235

1. It has come to the attention of this headquarters that incorrect procedures are being utilized with regard to researching, verifying and requisitioning AOCF items, thereby causing excessive time delays. In view of the emphasis placed on the AOCF rate, it is necessary for this headquarters to outline exactly the manner in which AOCF 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 the 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 30) 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.

3. 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 addressees have been forwarded.) The message will be dispatched to the depot regardless of time and day. The Communications Center is open 24 hours daily.

4. 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 in 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.

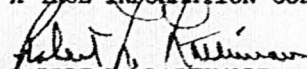
5. It will be necessary for commanders to supplement this procedure with additional operating instructions. Consideration will have to be given to such things as vehicles required to pick up any items located through other sources, reallocation of personnel to build up the priorities unit and other matters. The importance of the priority unit, its functioning, and procedures cannot be over-emphasized if the mission is to be accomplished.

6. This procedure will become effective upon receipt of this letter and remain in effect until rescinded by this headquarters. If you have any comments, recommendations or suggestions regarding the above, forward them to this headquarters for evaluation.

BY ORDER OF THE COMMANDER:

ROBERT WHELCHER
Colonel, USAF
Director of Materiel

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

Comdr, 313th Air Division, APO 239

22 April 1955
UNCLASSIFIED
COURIER

Comdr, 18th Fighter Bomber Wing, APO 239

Comdr, 51st Fighter Interceptor Wing, APO 235

UNCLAS/DM/SS 2409.

SUBJECT: Use of Anticipated and SFR Requisitions.

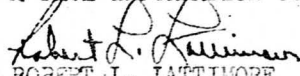
This message in 2 parts.

Part 1. Headquarters, Fifth Air Force message, MAT-SA 2074, dated 20 April 1955 is quoted in part for your information:

"Information received this headquarters indicates that some Base Supply Officers are not giving Anticipated AOCF requisitions the same expeditious processing as AOCF requisitions. Headquarters FEALOGFOR has advised that anticipated AOCF and SFR /Safety Flight Regulation/ requisitions will receive the same expeditious processing as AOCF requests."

Part 2. Request you check procedures on your base to insure that anticipated AOCF and SFR requisitions are given the same priority handling as AOCF requisitions and notify this headquarters accordingly.

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

HEADQUARTERS
313TH AIR DIVISION
APO 239

DM/SS

26 April 1955

SUBJECT: Status of AOCF Requisitions

TO: Commander
18th Fighter Bomber Wing
APO 239

1. Quoted for your information is Fifth Air Force Liaison Officers message 14661 dated 22 April 55:

"Subj: Status of AOCF requisition 55-9 dated 16 March 55. Info pertaining to subject matter transmitted in our message 13830 dated 13 April 55. Reference your message UNCLAS/SS/DM 2276 dated 18 April 55. Priority requisitions are starting to arrive satisfactory 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 AOCF 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-AOCF."

2. In view of the above message, it is apparent the submission of requisitions to the depot has improved somewhat, however, this headquarters is not in the least satisfied with the lack of basic supply knowledge reflected in the latter part of 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.

3. 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.

BY ORDER OF THE COMMANDER:

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

ROBERT WHELAN
Colonel, USAF
Director of Materiel

HEADQUARTERS
FIFTH AIR FORCE
Office of the Vice Commander
APO 710

2 May 1955

SUBJECT: Accuracy of Aircraft In-Commission Reports

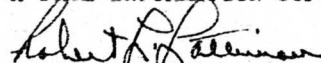
TO: Commander
313th Air Division
APO 239

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% 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.

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

ROY H. LYNN
Major General, USAF
Vice Commander

Hq 5th AF, APO 710, Subject: Accuracy of Aircraft In-Commission Reports

DM (2 May 55)

1st Ind

HEADQUARTERS, 313TH AIR DIVISION, APO 239

TO: Commander, 18th Fighter Bomber Wing, APO 239
Commander, 51st Fighter Interceptor Wing, APO 235

1. Your attention is invited to paragraph 3 of basic letter, wherein it is emphasized that all reports to this headquarters must reflect a true status of the activity being reported upon.

2. It is requested that you maintain vigilance over all reports originating in your headquarters and make frequent checks to ascertain the accuracy of information contained therein.

BY ORDER OF THE COMMANDER:

C. D. SLUMAN
Colonel, USAF
Deputy Commander

HEADQUARTERS
FIFTH AIR FORCE
APO 710

LAT SA

2 May 1955

SUBJECT: Control of AOCF Rate

TO: Commander, 39th Air Division, APO 919
Commander, 41st Air Division, APO 294
Commander, 43rd Air Division, APO 929
Commander, 313th Air Division, APO 239
Commander, 314th Air Division, APO 970

1. To prevent an excessive AOCF Rate each echelon of this command will take the following action.

a. Headquarters, Fifth Air Force:

- (1) Maintain a log of all AOCF items in 5th AF.
- (2) Redistribute aircraft spares within 5th AF.
- (3) Monitor stock levels and reorder points for items causing AOCF's.

b. Fifth Air Force Liaison Office, Headquarters, FEALOGFOR.

- (1) Expedite shipment of all AOCF items.
- (2) Inform each Base Supply Officer of incorrect requisitioning procedures.

c. Each Air Division Headquarters.

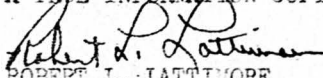
- (1) Receive an information copy of the daily AOCF/ANFE/IS AF-352 report. Reference AFR 67-51 and Far East Air Forces Regulation 67-12.
- (2) Maintain an accurate log of all items causing an AOCF within the Division. Entries will be made using the following Regulation 67-12.
 - (a) Date of Request
 - (b) Requisition Number

Ltr, Hqs 5th AF, APO 710, file MAT SA, Subj: Control of AOCF Rate

- (c) Quantity Requested
 - (d) Class Code and Stock Number
 - (e) Major Moun
 - (f) Type model and Series of Aircraft AOCF
 - (g) Serial Number of Aircraft
 - (h) Depot Action
 - (i) Date of Most Recent Stock Replenishment Requisition
 - (k) Reason why the item was AOCF
- (3) Research each AOCF item to determine that the correct item has been requisitioned and the requisition is properly submitted.
 - (4) Monitor stock levels and reorder points in each base supply within the division.
 - (5) Furnish this headquarters information as requested under RCS: FAF-S28.
 - (6) Redistribute aircraft spares within each Air Division to prevent AOCF's.

BY ORDER OF THE COMMANDER:

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

H. C. BUTTRILL
Lt Col., USAF
Ch, Air Supply Div
Dir, Supply & Services
Deputy C/S, Materiel

HEADQUARTERS
FIFTH AIR FORCE
APO 710

1AT SA

21 May 1955


SUBJECT: Items Causing AOCPS

TO: Commander
313th Air Division
APO 239

1. Records available this headquarters indicate items listed on attached inclosure have been requisitioned by AF 726 SO as AOCPS one or more times for the period covering 28 October 1954 through 20 May 1955.
2. Request your headquarters check the adequacy of AF 726 SO stock control levels and ascertain whether they are receiving adequate support on their replenishment requisitions. If replenishment requisitions are being filled by the depot, request this headquarters be furnished the following information concerning each item listed on attached inclosure.
 - a. Reason for aircraft becoming AOCPS two or more times for the same item.
 - b. Control level.
 - c. Quantity on hand (Ser)
 - d. Quantity on requisition, including date, requisition number and type, depot action and voucher number.
3. Request reply be forwarded so as to arrive this headquarters not later than 15 June 1955.

BY ORDER OF THE COMMANDER:

A TRUE INFORMATION COPY:


ROBERT L. IATTIMORE
2d Lt, USAF
Asst ISO

STEVEN J. MCCLAIN
Major, USAF
Asst Ch, Air Sup Div
Dir, Sup & Svs
Deputy C/S, Materiel

Hq, 5th AF, APO 710, MAT SA, Subj: Items Causing AOCs

DM/SS (21 May 55)

1st Ind

16 June 1955

HEADQUARTERS, 313TH AIR DIVISION, APO 239

TO: Commander, Fifth Air Force, APO 710

1. In compliance with paragraph 2, basic letter, a representative of the Director of Materiel, this headquarters, performed an informal staff visit to AF 726 SO on 10 and 11 June 1955.

2. The format of your FAF S28 report was used in conjunction with obtaining the information desired by your headquarters.

3. It was found during this visit that the primary reasons aircraft went AOCF for the specific items listed was:

a. Many new items on which there was no previous consumption or anticipated requirements, thus no level.

b. Depot failed to fill replenishment requisitions in sufficient time, thereby causing AOCs.

4. A Supply Table II for the F84G aircraft was obtained recently and levels established accordingly. However, this was not until the first part of March 1955.


5. In several instances, replenishment requisitions were not submitted to depot when required, however, action has been taken to correct this situation prior to subject visit.

6. It was noted that a considerable amount of 105F series cards were missing. This is due to the backlog in the addressograph and research sections. Recommendation has been made to handscribe a temporary card or use hand scribing entirely. Either method is acceptable to insure all cards are in file.

7. It is believed the errors evidenced in this report will not recur.

FOR THE COMMANDER:

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

ROBERT WHELOHEL
Colonel, USAF
Director of Materiel

COLDR 313TH ADIV KADEMA AB OKINAWA

UNCLASSIFIED

COLDR 18TH FBW KADEMA AB OKINAWA (COORIER)
COLDR 51ST FEW NAHA AB OKINAWA (PRIORITY)

UNCIAS/DM/S 4832. SUBJECT: Air Delivery of AOCF Requisitions to AF 718 DSO. This message in 2 parts. Part I. Fifth AF message MAT-SA 2879 dated 17 June 55 is quoted for your information and compliance: "UNCIAS/MAT SA 2879. This message in 5 parts. Subj: Air Delivery of AOCF Requisitions to AF 718 DSO. Part I to all: Because of delayed and garbled transmission of AOCF messages from Okinawa to Tokyo AFD Major, this Hq desires that AOCF requisitions be airlifted from Okinawa to Tachikawa, daily, except Saturday. The 315th AD flight 514 will carry requisitions on Wednesday and Sunday, Flight 316 will carry requisitions on Monday and Thursday, and Silver Dragon Express will carry requisitions on Tuesday and Friday. Currently no airlift is available on Saturday. The 313th AD representative will place the requisitions in the hands of air crew personnel at Kadena, and the 5th AF Liaison Officer will receive requisitions from air crew personnel at Tachikawa. The plan is on a 30-day trial basis and continuation of the procedure depends on success of trial run. 25 June is date of implementation. Part II to 313th AD. Reference your message, UNCIAS/DM/SS 4374. Request you implement this plan. Direct coordination with all concerned is authorized. Part III to 315th AD. Tentative agreement on the basic procedure was reached by telephone conversation between Major Gridley, your headquarters, and M/Sgt. Morris, this headquarters. Request you implement the basic procedure. Signature service is not required, however request your crew members make a reasonable effort to deliver the pouch to the Air Freight Terminal at Tachikawa if our pick-up airman should fail to arrive when aircraft lands. Part IV to 5th AF Liaison Officer. Direct you implement the basic plan. Direct coordination with all concerned is authorized. Part V. This message is action to 313th Air Div, 315th Air Div and 5th AF Liaison Officer FEANCON and info to Tokyo AFD Major." Part II. To implement the above objective it is requested representatives of Base Supply, particularly those of the priority section, attend an informal conference to be held at this headquarters, 0900, 21 June 1955. Personnel attending conference should have necessary authority to render decisions of base supply.

18 JUNE 1955/1030/I

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

FM COMDR 5AF NAGOYA JAPAN

TO JAPWHC/COMDR 39 ADIV MISAWA AB JAPAN

JAPWLC/COMDR 41 ADIV JOHNSON AB JAPAN

JAPWMC/COMDR 43 ADIV ITAZUKE AB JAPAN

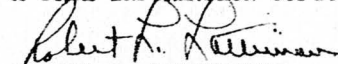
JAPKC/COMDR 313 ADIV KADENA AB OKINAWA

JAPKC/COMDR 31 ADIV OSAN KOREA

/U N C L A S/ MAT-MA-890 SUBJ: COMPLIANCE WITH T.O. 1F-86-511. THIS
HQ IS DESIROUS OF REMOVING FLIGHT RESTRICTION IMPOSED BY T.O. 1F-86-508
DTD 17 NOV 54. FEALOGFOR HAS BEEN QUERIED AS TO POSSIBILITY OF
ESTABLISHMENT OF PROJECT AT THE DEPOT. REPLY IS THAT THEY ARE ESTAB-
LISHMENT AN AREA ASSIST TEAM WHO WILL ONLY ACCOMP THAT PORTION OF T.O.
1F-86-511 WHICH OUTLINES INSTAL OF REINFORCING PLATES (APPROX 15 M/H).
DEFUELING OF ACFT, WING REMOVAL AND REINSTAL OF WING (APPROX 250 M/H)
W/B RESP OF OWNING ORG. REQUEST YOUR COMMENTS AND/OR RECOMMENDATIONS
ON ADVISABILITY OF REQUESTING ASSISTANCE OF SUBJECT TEAM BE FORWARDED
TO THIS HQ. ATTN: MAT-MA, NLT 25 APR 55.

13/0232Z APR JAPWC

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

Commander, 313th Air Division, APO 239


15 April 1955
UNCLASSIFIED
COURIER

Commander, 18th Fighter Bomber Wing, APO 239
Commander, 51st Fighter Interceptor Wing, APO 235

/UNCLAS/ 2217 DM/M. Subject: Compliance with TO 1F-86-511.

In order to remove the Flight Restriction imposed by TO 1F-86-508 dated 17 November 1954, FEALOGFOR was queried as to the possibility of establishing a depot project for compliance with TO 1F-86-511. FEALOGFOR replied that an area assistance team will be established, which will accomplish only that portion of TO 1F-86-511 which outlines the installation of reinforcing plates (approx 15 M/H). Defueling of aircraft, wing removal, and reinstallation of wing (approx 250 M/H) will be the responsibility of owning organization. Request your comments and/or recommendations on advisability of requesting subject team be forwarded to this Headquarters, Attn: DM/M not later than 20 April 1955.

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

HEADQUARTERS
18TH FIGHTER BOMBER WING
APO 239

DMM

19 April 1955

SUBJECT: Compliance with TO 1F-86-511

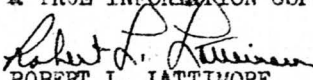
TO: Commander
313th Air Division
ATTN: D/M
APO 239

1. In reference to your Messageform 2217 DM/M, 15 April 1955, this headquarters suggests that subject Technical Order Modification be accomplished by the depot at next IRAN.

2. 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.

FOR THE COMMANDER:

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

EDWARD D. MEYER
LT COL, USAF
Adjutant

Commander, 51st Fighter Interceptor
Wing, APO 235

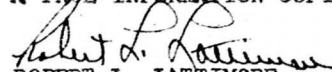
22 Apr 55

Unclassified
Courier

Commander, 313th Air Division,
APO 239

Unclassified. DM-M 4-126. It is the opinion of this headquarters that it would not be feasible to request depot team assistance as team would not be economically utilized and the assistance they would afford would only be of a minor nature if they only installed the reinforcing plates. Team would be idle a large portion of time due to fact that only a small number of aircraft can be worked on at all times. Due to man-hours required to accomplish this modification on each aircraft it will be necessary to work on a very small number of aircraft at a time to prevent a large number of aircraft being out of commission at one time. It is estimated that it will require approximately 1 year to accomplish modification on all F-86D aircraft this station. Team not practical if only work to be done is to install reinforcing plates.

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

COMDR 313TH AIR DIV KADENA AB OKINAWA

UNCLASSIFIED

ROUTINE

COMDR 5TH AF NAGOYA AB JAPAN

/ UNCLAS / DM/M 2399. Subject: Compliance with TO 1F-86-511. This Headquarters does not concur with the proposal contained in your message MAT-MA 890 dated 13 April 1955 for the following reasons:

1. Maximum utilization could not be obtained from subject team unless an abnormal number of aircraft were maintained in a TOC Status.
2. The number of man hours involved would of necessity decrease our scheduled maintenance potential.
3. Previous compliances of this nature have shown that more work will be generated such as repairs to Wings and etc.

22 April 1955/0800 I

A TRUE INFORMATION COPY:

Robert L. Lattimore

ROBERT L. LATTIMORE

2d Lt USAF

Asst ISO

COMDR 313TH AIR DIV KADENA AB OKINAWA


UNCLASSIFIED
PRIORITY/COURIER

COMDR 18TH FBW KADENA AB OKINAWA (COURIER)
COMDR 51ST FIW NAHA AB OKINAWA

/UNCIAS/DM/M 2950. FEALOGFOR Message MAT-MA 1052 dated 4 May 1955 is quoted for your information and strict compliance: "Reference FEALOGFOR Message KYMNE-2 7799 dated 3 May 1955. Subject: TO LF-86-511. This message in 2 Parts. Part 1. Priority for accomplishing TO on Fifth Air Force Aircraft by units as follows: 1. 51st FIW and 18th FBW Okinawa. 2. 4th FBW Chitose (334 & 335 Sq). 3. 336 FBSq Misawa. 4. 15th TAC Reconnaissance Sq and Fifth AF Flight Sec Komaki. 5. 8th FBW Itazuke. 6. 58th FBW Korea. 7. 68th FIS Itazuke. 8. 35th FIW and 6007th Comp Gp Yokota. 9. 4th FIS Misawa. 10. 339th FIS Chitose. Part 2. 1. Following restrictions must be imposed. a. Not more than five (5) aircraft out for this TOC at any one base at one time. b. In Korea only work on 58th FBW aircraft (No TOC on aircraft deployed to Korea). 2. TOC requires approximately 300 manhours most of which involves wing removal and replacing. Each 5th AF Base will furnish from its base resources 40 F-86 maintenance personnel at each base divided into four (4) men crews. Five (5) crews day shift and five (5) night shift. Begin work on a new aircraft every working day to provide constant utilization of FEALOGFOR Team installing reinforcing plate. This rate should provide an output of approximately 25 aircraft per month per FEALOGFOR Team (Aircraft at Komaki excepted from above since less aircraft are involved and less personnel available). It is understood FEALOGFOR Teams will have necessary kits and special tools required. Request Fifth Air Force Units be advised as far in advance of arrival of a depot team as possible with information to this Headquarters.

10 May 1955/1445 I

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

COMDR 313TH AIR DIV KADENA AB OKINAWA

UNCLASSIFIED
ROUTINE

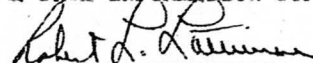
COMDR 5TH AF NAGOYA AB JAPAN

COMDR 18TH FBW KADENA AB OKINAWA (COURIER)
COMDR 51ST FIW Naha AB OKINAWA

/UNCLAS/ DM/M 4045. Subject: Compliance with TO 1F-86-511 and 1F-86-511A. This message in 2 parts. Part I. Requisitions for special tools, equipment and parts were hand carried to Tokyo Air Force Depot 18 May 1955 by personnel from 18th Fighter Bomber Wing and 51st Fighter Interceptor Wing. Following parts on 51st Fighter Interceptor Wing Requisitions were extracted to ZI: 1AMJ-146-48241-3 gasket; 1AMJ-165-48125-3 gasket; 1AMJ-165-48031-5 gasket; 1AMJ-165-48124-3 gasket. Availability of raw gasket stock and possibility of locally manufacturing gaskets is being investigated. Gaskets required for reassembly of wing on F-86D aircraft. Project has been suspended in 51st Fighter Interceptor Wing pending availability of gaskets through manufacture or supply action. Unsatisfactory Report being submitted on TO 1F-86-511 with recommendation that gaskets be made a part of kit. 51st Fighter Interceptor Wing will continue to organize and brief maintenance teams, assemble special tools, equipment and parts for expeditious accomplishment of TO when gaskets become available. Part II. Supply status of parts required in 18th Fighter Bomber Wing has not been determined. Supply representative has not returned from Tokyo Depot. Project is progressing satisfactorily. Maintenance teams are being organized and trained. Special tools and equipment are being manufactured. Estimate maximum capability will be developed by 28 May 1955, contingent on availability of parts.

23 May 55/1030 I

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

HEADQUARTERS
313TH AIR DIVISION
APO 239

DM/M

23 May 1955

SUBJECT: Compliance with TO 1F-86-511 and 1F-86-511A, 5 April 55

TO: Commander, 18th Fighter Bomber Wing, APO 239
Commander, 51st Fighter Interceptor Wing, APO 235

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.

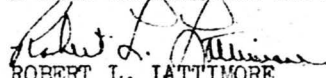
Hq, 313th Air Div, AFO 239, DM/M, Subj: Compliance with TO 1F-86-511 and 1F-86-511A, 5 April 55

c. Problems encountered, technique employed or any information that may be of value in assisting organizations in complying with this TO in the future.

4. Fifth Air Force has been asked to provide an RCS to this report which will be forwarded to your Headquarters upon receipt.

BY ORDER OF THE COMMANDER:

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

/s/t/LLOYD W NEIGHBORS
Lt Colonel USAF
Asst Director of Materiel

COMDR 313TH AIR DIV KADENA AB OKINAWA

UNCLASSIFIED

ROUTINE

COMDR 5TH AF NAGOYA AB JAPAN

/UNCLAS/ DM/M 4236. Subject: Compliance with TO 1F-86-511 and TO 1F-86-511M. The lack of special tools, equipment and parts has been the primary factor in slippage of schedule established by your Headquarters in compliance with subject TO. The problems encountered by the 51st Fighter Interceptor Wing are: 1. Sling, fuselage, without wings S/N 8220-600181, not available. One (1) sling is on requisition and follow-up action has been made. 2. Only one and one-half (1½) sets of jack pads P/N 8200-023057 and 8200-023057-5 are available. All organizations have these items on requisition. 3. Non-availability of four (4) gaskets. Presently AOCP for all four (4). Modification has been completed on one (1) aircraft in the 51st Fighter Interceptor Wing. Similar supply and maintenance problems have been encountered in the 18th Fighter Bomber Wing. Modification has been completed on three (3) aircraft in the 18th Fighter Bomber Wing.

28 May 1955/10:00 I

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

COMDR 313TH AIR DIV KADENA AB OKINAWA

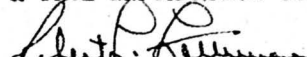
UNCLASSIFIED
PRIORITY

COMDR 5TH AF NAGOYA AB JAPAN

/UNCIAS/ DM/M 4435. Subject: TO LF-86-511 and LF-86-511A Progress Report. This message in two parts. Part I. Naha: One (1) F-86D completed and one (1) F-86D undergoing TOC. Progress temporarily halted due to lack of required parts and/or material to fabricate same. Work suspended pending arrival of subject parts. Part II. Kadena: Five (5) F-86F's completed and four (4) F-86F's undergoing TOC. Program initiated two-shift operation as of 3 June handicapped by lack of special tools, bits and pieces and personnel skill level. Expect production to increase with personnel becoming more familiar with specific operation. Production will depend largely upon arrival of required parts, specifically, high shear rivets, in the near future.

4 June 1955/1055 I

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

HEADQUARTERS, 313TH AIR DIVISION
APO 239

G R O U N D T R A I N I N G G U I D E

DIRECTORATE
OF
PERSONNEL

1 JULY 1955

C O N T E N T S

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SECTION II

ON-THE-JOB TRAINING (OJT)

1. Definition of OJT: OJT is that planned training program designed to qualify an individual, through supervised instruction, in the performance of the duties of a given Air Force Specialty while he is working in a duty assignment of the career ladder (USAF Program FTT 56-1). Or, more simply, supervisors should plan the training, and supervise trainees while they are "learning by doing."

2. Need for OJT: The United States Air Force needs OJT in order to insure that it is manned as far as possible by skilled personnel. The Technical Training Air Force concentrates their training efforts generally on providing airmen with basic skills required at the apprentice level. The 313th Air Division needs OJT because their incoming airmen are mostly at the apprentice level, while their outgoing airmen are mostly at the senior and supervisory level. There can be very little help for this situation except "self-help." Airmen need OJT because it helps them to develop their inherent talents and to realize their ambitions.

3. Who is trained: a. All 3 skill level airmen should be in training, if the unit to which they are assigned has a 5 skill level authorization appropriate to their primary or additional AFSCs. Position vacancies are not required.

b. 5 skill level airmen may be placed in training to the 7 skill level in order to fill existing vacancies.

c. 5 skill level airmen may be placed in training to the 7 skill level beyond existing vacancies, to replace known losses when no 7 skill level replacement will be available. (FEAF Supplement #1 to AFR 52-2, and FEAF Circular #13, 1955).

d. 5 skill level airmen may be placed on "understudy" OJT to the 7 skill level whenever such training is deemed necessary. OJT records are maintained, but no entries are made on PERAs or on Morning Reports. No upgrading can take place based on this training alone. (5AFR 50-3).

e. For cross-training, see paragraph 5 below, about Project Guidance.

C O N T E N T S

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SECTION I

INTRODUCTION

Policies and procedures concerning individual training and airman classification are consolidated in this booklet for easy reference. It is felt that a need has long existed for a handbook like this, because many directives have been published which affect this whole area of Career Guidance.

SECTION II

ON-THE-JOB TRAINING (OJT)

1. Definition of OJT: OJT is that planned training program designed to qualify an individual, through supervised instruction, in the performance of the duties of a given Air Force Specialty while he is working in a duty assignment of the career ladder (USAF Program FTT 56-1). Or, more simply, supervisors should plan the training, and supervise trainees while they are "learning by doing."

2. Need for OJT: The United States Air Force needs OJT in order to insure that it is manned as far as possible by skilled personnel. The Technical Training Air Force concentrates their training efforts generally on providing airmen with basic skills required at the apprentice level. The 313th Air Division needs OJT because their incoming airmen are mostly at the apprentice level, while their outgoing airmen are mostly at the senior and supervisory level. There can be very little help for this situation except "self-help." Airmen need OJT because it helps them to develop their inherent talents and to realize their ambitions.

3. Who is trained: a. All 3 skill level airmen should be in training, if the unit to which they are assigned has a 5 skill level authorization appropriate to their primary or additional AFSCs. Position vacancies are not required.

b. 5 skill level airmen may be placed in training to the 7 skill level in order to fill existing vacancies.

c. 5 skill level airmen may be placed in training to the 7 skill level beyond existing vacancies, to replace known losses when no 7 skill level replacement will be available. (FEAF Supplement #1 to AFR 52-2, and FEAF Circular #13, 1955).

d. 5 skill level airmen may be placed on "understudy" OJT to the 7 skill level whenever such training is deemed necessary. OJT records are maintained, but no entries are made on PERAs or on Morning Reports. No upgrading can take place based on this training alone. (5AFR 50-3).

e. For cross-training, see paragraph 5 below, about Project Guidance.

4. OJT Records: A Formal On-The-Job Training Record (AF Form 623) must be maintained on every airman on OJT. The Director of Training, Headquarters Fifth Air Force, maintains a stock level of forms for practically all AFSCs. Requests for these forms should be made by letter from the squadron OJT Supervisor through the OJT Supervisor at each level of command to the Fifth Air Force.

a. Part I of the OJT Record is prepared by the squadron orderly room.

b. The record will then be sent to the section or shop in which the trainee works. The trainee's supervisor will be made responsible for the maintenance of the OJT record until the training is completed, or until the trainee is reassigned. The training must be adequate and realistic, and the training record must reflect exactly what training took place. Lectures, films, demonstrations, and other training presentations in which the trainee does not actually "learn by doing" will be recorded separately on the blank page on the back of the form, or on an attached sheet. Such training will be labelled "Familiarization Training." Perhaps some of the training phases overprinted on the form is not actually performed by the trainee, because those phases are not needed in his present work. This fact does not effect his completing the training and being upgraded. In this situation, leave the phases blank, and make a remark following "Familiarization Training," that certain training was not necessary, or that certain equipment was not available in his section. Again, the training record must only reflect the training that actually took place. The block labelled "Supervisor's Authentication" should be divided vertically, so that both the trainer and the trainee can initial completed training. The trainee will then know exactly where he stands.

c. The OJT form will be returned to the orderly room upon completion of training, along with a request for upgrading. After all action is completed, or after the trainee is reassigned, the form will be permanently filed in the airman's record jacket.

5. Project Guidance: This is a plan designed by Hq USAF as an aid in keeping the overall training program in balance with skill requirements Air Force wide. This training program, officially known as the "USAF Technical Training Program (PTT)", is the long run approach to cutting down critical overages and shortages of USAF skills. Project Guidance is the short run approach. It is merely a listing, published every few months, of AFSCs that cross-training out of and into is permitted. As new shortages and surpluses begin to appear worldwide, the listing is changed to counteract this situation. In any one squadron, there are usually a few areas in which cross-training in violation of Project Guidance would be desirable. Requests for waiver of Project Guidance is permissible in these individual cases, but usually such requests are disapproved. Project Guidance permits helper level airmen to train to the apprentice level if they have a Directed Duty Assignment. Other helper level airmen can usually get a waiver of Project Guidance if they have high aptitude clusters, and want to train into certain AFSCs which are not surplus.

SECTION III

PROCEDURES FOR CONDUCTING OJT

1. Instructors: The immediate supervisor of the trainee should normally conduct the training, although other qualified personnel may present certain phases of the training. Perhaps the most important single responsibility of any supervisor is to train his subordinates, and a recent survey indicated that more than half of all trainees feel that their supervisors should show more interest in On-The-Job training. Supervisors must understand and apply OJT techniques. These techniques are covered in paragraph 4 of this section.

2. Method of Instruction: Instruction will be conducted principally upon practical jobs of the normal workload. Formal classroom training may be necessary to present basic theory, but formal training should be planned to minimize interference with the normal workload.

3. Use of AF Forms 623 and Training Outlines: a. Headquarters Far East Air Forces has developed standardized Form 623s for the majority of specialties authorized in this command. These standardized OJT records should be used as a check list of job elements and functional knowledge which the trainee must know or be able to perform before becoming fully qualified in the AFSC concerned. The 623 for a particular AFSC breaks down the specialty into distinct PHASES of activity that generally describe the job areas in which the individual is expected to perform. Each phase is further subdivided into specific jobs and functional knowledge.

b. Most shops and offices do not provide work in all the job elements listed on the Form 623. Therefore, the trainee may not have the opportunity during his regular work to become qualified in all items listed. If other offices or shops nearby perform work in the trainee's specialty which is not available at his own place of duty, every effort should be made to arrange for his training in these other duties, in order to better qualify the trainee for upgrading and advancement.

c. Not every specialty has had a Form 623 especially developed for it. When this situation exists, the supervisor should first check to see if an OJT Packaged Program is available for the AFSC concerned; these Programs contain excellent course outlines. If a Package Program is not available, the supervisor should seek help through work channels, up to the major staff section concerned at group or wing level, so that a definite check list or course outline can be standardized for the AFSC.

4. Techniques of Instruction: A suggested outline of OJT procedures in as follows:

STEP 1. PREPARE THE AIRMAN TO RECEIVE THE INSTRUCTION

a. Put him at ease.

- b. Find out what he already knows about this job.
Start where his knowledge ends.
- c. Gain his interest.

STEP 2. PRESENT THE OPERATION

- a. Tell him, show him, illustrate it for him, and ask him questions.
- b. Tell him why a thing is done.
- c. Give only a few instructions at one time.
- d. Make the "key points" clear.
- e. Be patient and proceed slowly.
- f. Repeat the job and the explanation if necessary.

STEP 3. TRY OUT PERFORMANCE

- a. Have the trainee do the job under observation.
- b. Have him do it again, and have him explain to you what he is doing and why.
- c. Have him explain the key points.
- d. Correct errors, but not in such a way that he believes he is slow to learn.

STEP 4. FOLLOW UP

- a. Put the airman on his own.
- b. Tell him who to go to if help is needed.
- c. Check his work frequently at first.
- d. Taper off this extra coaching as he progresses.

5. Testing: Supervisors may use written or oral methods of examination. However, actual demonstrated proficiency, or the ability to do the job is the final test of the success of your OJT program.

SECTION IV

AIRMAN CLASSIFICATION AND TESTING

1. Procedures for Placing Airmen in Training: a. Personnel Actions Memorandums (PERAMs) are published entering personnel in training. OJT-C training is normal up-grade training from any awarded AFSC that the trainee possesses, from 3 skill level to 5, and from 5 skill level to 7. OJT-D training is cross-training and must be authorized by Project Guidance before taking place. (Examples of cross-training: All training from the helper (1) level; all training into an AFSC suffix not already possessed; all training into an AFSC not in the airman's primary or additional career ladders).

b. Morning report entries and qualification records entries are made based on the data contained in PERAMs. OJT forms are then prepared in the orderly room or by the squadron OJT supervisor, and sent to the trainee's section head.

2. Recording of Utilization AFSCs: Assignment and reassignment of airmen is normally made by Utilization AFSC. So it is very important that the utilization AFSC of every airman be reported correctly. The method for determining the proper utilization AFSC is as follows:

a. The utilization AFSC and the primary AFSC are the same when:

- (1) The airman is performing duty in his primary AFSC.
- (2) The airman is performing duty in a higher or lower skill level of his primary career ladder, whether or not in training.
- (3) The airman is performing duty outside of his primary or additional career ladder, but not in a training status.

b. The utilization AFSC and the additional AFSC are the same when:

- (1) The airman is performing duty in his additional AFSC.
- (2) The airman is performing duty in a higher or lower skill level of his additional career ladder, whether or not in training.

c. The utilization AFSC and the duty AFSC are the same when:

- (1) The airman is performing duty in a cross-training status.

d. To sum up, the utilization AFSC is the same as the duty AFSC when airmen are cross-training; otherwise, it will either be the primary or additional AFSC.

3. Testing of Airmen: Airmen Proficiency Tests provide a comprehensive survey of the knowledge and skill developed by trainees on the job. This test, together with the supervisor's evaluation of the trainee, measures the knowledge considered essential for him to perform satisfactorily at a particular skill level.

a. Airmen third class and higher may take a 5 skill level test if they have possessed the appropriate 3 level AFSC for at least 60 days, or have been currently holding the appropriate 5 level duty for at least 60 days. 7 skill level tests are open to Staff Sergeant and higher, except that the 5 skill level AFSC or the 7 skill level job must have been held for at least 90 days.

b. Every career field is tested at least twice each year by the base Test Control Officer. Each orderly room should have on file a list of all career fields and the months in which they are tested. Supervisors should schedule their trainees for testing as soon as they are considered qualified to pass the test. Intensive training should be undertaken and synchronized when possible with the testing cycle, in order to obtain the best test results possible.

4. Upgrade Actions: Action to upgrade a trainee should begin with his supervisor. Requirements for upgrading are set forth in detail in AFM 35-1. These requirements are generally that the supervisor be satisfied as to his proficiency, that the trainee has passed the appropriate test, and that he is presently on duty in the AFSC for which recommended. Board action is necessary in all cases when going from the 5 skill level to the 7 skill level, and in certain other cases. After all requirements are satisfied, a PEAM is issued announcing the change in skill level.

HEADQUARTERS
313TH AIR DIVISION
APO 239

DFMT

8 August 1955

SUBJECT: On-The-Job Training

TO: See Distribution

1. The following excerpt from Headquarters Fifth Air Force Newsletter is quoted for your information and compliance:

"ON-THE-JOB TRAINING: One of the biggest problems encountered throughout all echelons of this command is the erroneous concept regarding what constitutes airman eligibility for enrollment into OJT.

An impression exists that individual supervisors determine when an airman will be enrolled or is eligible for OJT. Supervisors at any level do not have this prerogative and should cease to function in this respect. Eligibility for and enrollment into on-the-job training is clearly outlined in Air Force Regulation 52-2, and Fifth Air Force Regulation 50-3.

Accordingly, all apprentice (3) skill level airmen have an unequivocal right to be enrolled into OJT for the next higher skill level, and will be afforded that opportunity, without reservation, when otherwise eligible.

Degree of training progression and whether an airman trainee possesses the ability to satisfactorily complete training is determined by the supervisor and is his sole responsibility in this respect.

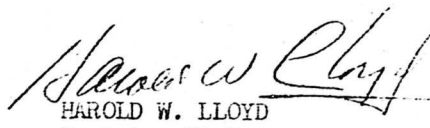
The Commanders Review now contains a monthly chart of on-the-job training reflecting the percentage in training and completing training for each Air Division. As of 31 May 1955, Fifth Air Force had 61% of all 3 level airmen in training to the 5 level and 11.2% completing training during the month. Continued emphasis must be made to attain the Fifth Air Force goal of 90% in training and a new average monthly completion rate of 15% at the 5 level."

2. This command had 85% of all 3 level personnel in training to the 5 level as of 30 June 1955. Some of the remainder were non trainable because of status (pipeline) and/or grade (Airman Basic).

SUBJECT: On-The-Job Training

However, approximately 200 eligible airmen were not shown on OJT until the succeeding month, because of delay in issuing PERAMs and making morning report entries.

BY ORDER OF THE COMMANDER:



HAROLD W. LLOYD
Captain, USAF
Ch, Indiv Tng Div
Directorate of Personnel

DISTRIBUTION
"S"

HEADQUARTERS
313TH AIR DIVISION
APO 239

DPMT

23 August 1955

SUBJECT: Status of On-the-Job Training, 30 June 1955

TO: See Distribution

1. Information has been received from Headquarters Fifth Air Force that this command has moved from last place to third place in OJT competition with five other commands in Fifth Air Force, as of 30 June 1955. Percentages are as follows:

	313th Air Division	Fifth Air Force Average
% of Eligible Airmen on OJT	37%	37%
% of OJT Completions	11%	11%

2. The present showing is a direct reflection of the increased support given the OJT program by unit commanders.

3. This command can move into first place if continued emphasis is placed on OJT. For instance, 143 eligible airmen were not on OJT as of 31 July 1955. Prompt PERA issuance and morning report remarks can reduce this number considerably.

4. The monthly percentage of OJT completions can also be raised by administering Airmen Proficiency Tests to all eligible airmen, and by upgrading airmen promptly after training and testing is completed.

BY ORDER OF THE COMMANDER:

DISTRIBUTION
"S"

John A. Meeks
JOHN A. MEEKS
Colonel, USAF
Dir of Personnel

HEADQUARTERS
FIFTH AIR FORCE
APO 710

1 September 1954

Major General Fay R. Upthegrove
Commander
Twentieth Air Force
APO 239, U.S. Forces

Dear Fay:

As you know, during the past six (6) weeks elements of the 49th Fighter-Bomber Group have been deployed to Kadena Air Force Base to make use of the Eli 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 turn over 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 your people in developing range facilities and supporting our deployed flights.

Since deployment of 49th Fighter-Bomber Group 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.

Sincerely,

ROY H. LYNN
Major General, USAF
Vice Commander

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE, 2d Lt USAF, Asst ISO

FEAF FORM 40
1 SEPT 52

RECORD FILE COPY

Replaces all similar FEAF forms which may be used until exhausted

31083 Army AG Admin Cen FEC 52 50001

1 October 1954

Major General Roy H. Lynn
Vice Commander
Fifth Air Force
APO 710, U.S. Forces

Dear Roy:

I appreciated your letter expressing interest and concern as to our capability to logistically support the 49th Fighter Bomber Group as well as our ability to make the Ie Shima Bombing Range operational at the earliest possible date.

With reference to our 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.

In regard to the Ie Shima Bombing Range, there are, however, political problems involved which I feel would be of interest to you. Approximately 300 families are involved in the range relocation which has created a major problem of resettlement rather than a simple movement project. General Ogden, The Deputy Governor of the Ryukyus, has established a policy of locating and providing new homes for the natives prior to any large scale resettlement. This is necessary due to the political implications that might be useful to the Okinawa Peoples Party, the principal Communist affiliated political party on Okinawa. Moving a few families at a time, starting with those closest to the target area, is not considered advisable as it only aggravates the political situation. The extremely crowded conditions on the island and the lack of adequate transport from the main island of Okinawa has also hampered this movement.

Relocation of the Okinawan families has been given top priority and every available shortcut is being made to expedite their resettlement. Installations personnel have estimated that, unless unforeseen complications develop, the area should be cleared and the range made operational by approximately 20 November. We have recently been delayed several days by adverse weather. I personally feel the completion date may slip five or ten days if we continue to have such weather.

ROUTE ORDER	RANGE	STAFF AGENCY	COORDINATION
		CG	
		VC	
		SURG	
		PIO	
		JA	
		AG	
		ADMSV	
		M&RM	
		Postal	
		IG	
		INSP	
		FS	
		PM	
		OSI	
		D/P	
		MP	
		PLANS	
		GS	
		TNG	
		CP	
		PS	
		PROT	
		CHAP	
		D/I	
		RQMTS	
		EVAL	
		TARG	
		RECON	
		D/O	
		PGM	
		PLANS	
		O&T	
		O&M	
		RQMTS	
		COMM	
		D/M	
		SUP	
		MAINT	
		INST	
		TRANS	
		PROC	
		D/C	
		ACCT	
		BUD	
		FIN	
		SS	
		MA	
		HQ COMDT	
FILE	ORIGINATOR	OFFICE	PHONE
PERM	JAN	FEB	MAR
TEMP	APR	MAY	JUN
	JUL	AUG	SEPT
	OCT	NOV	DEC

FEAF FORM 40
1 SEPT 52

RECORD FILE COPY

Replaces all similar FEAF forms which may be used until exhausted

31083 Army AG Admin Cen-FEC-1 52 500M

Major General Roy H. Lynn

2

1 October 1954

It is requested that you advise Colonel Prichard of the status of this project and assure him we are making every effort to provide a suitable range at the earliest possible date.

Sincerely,

FAY R. UPTHEGROVE
Major General, USAF
Commander

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

ROUTE ORDER	CT	RANGE	STAFF AGENCY	COORDINATION
			CG	
			VC	
			SURG	
			PIO	
			JA	
			AG	
			ADM SV	
			M&RM	
			Postal	
			IG	
			INSP	
			FS	
			PM	
			OSI	
			D/P	
			MP	
			PLANS	
			GS	
			TNG	
			CP	
			PS	
			PROT	
			CHAP	
			D/I	
			RQMTS	
			EVAL	
			TARG	
			RECON	
			D/O	
			PGM	
			PLANS	
			O&T	
			O&M	
			RQMTS	
			COMM	
			D/M	
			SUP	
			MAINT	
			INST	
			TRANS	
			PROC	
			D/C	
			ACCT	
			BUD	
			FIN	
			SS	
			MA	
			HQ COMDT	
FILE	ORIGINATOR	OFFICE	PHONE	
PERM	JAN	FEB	MAR	APR
TEMP	MAY	JUN	JUL	AUG
	SEPT	OCT	NOV	DEC

1682

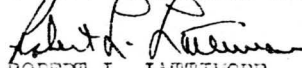
Comdr, 313th Air Division, APO 239


8 April 1955
SECRET
COURIER

Comdr, 18th Fighter Bomber Wing, APO 239

SECRET/DI/SS 08484. Fifth Air Force message MAT 033 dated 7 April 1955 is quoted for your immediate action: "The AOCF 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 AOCF's." Advise this headquarters no later than 1200 hours, 9 April 1955, of actions being taken to correct this situation.

A TRUE INFORMATION COPY:


ROBERT L. IATTIMORE
2d Lt, USAF
Asst ISO



SECRET

1683

HEADQUARTERS
16TH FIGHTER BOMBER WING
AFO 239

DM

12 April 1955

SUBJECT: AOCF

TO: Commander
313th Air Division
AFO 239

1. Reference message, DM/33 08484, your headquarters, Classified, dated 8 April 1955.

2. 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).

3. 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.

4. The previously low precedence and priority rating of the 80th Fighter Bomber Squadron contributed to the poor parts support.

5. 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 AOCF request.

6. 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.

7. Reference message received this headquarters, 1300 hours, 11 April 1955.

FOR THE COMMANDER:

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

EDWARD D. MEYER
Lt Col, USAF
Adjutant

COMDR 313TH AIR DIV KADENA AB OKINAWA

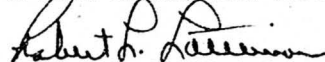
UNCLASSIFIED
PRIORITY


COMDR 51ST FWG NAHA AB OKINAWA

/UNCLAS/ COMDR 974. Personal from Gen Upthegrove to Col Ambrosen. 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 AOC 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.

5 APR 55/0930 I

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO



HEADQUARTERS
51ST FIGHTER INTERCEPTOR WING
APO 235

SUBJECT: F-86D Maintenance

[circa 8 April 1955]

TO: Commander
313th Air Division
APO 239

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 AOCF rates of this organization:

a. A procedure for closer liaison between the tactical, supply and maintenance squadrons has been revised 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 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 AOCF rate decreased to a point below what was considered as critical. However, since that time our AOCF 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 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

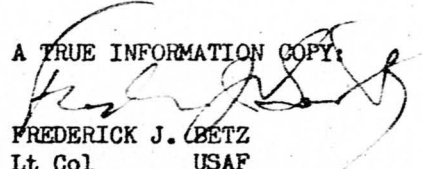
failures. So far, sufficient locking strips of the new type for only thirteen engines have been received. While aircraft with the old type turbine wheel locking strip can be flown in an emergency, I do not consider it compatible with flying safety to permit their utilization for training.

2. In accordance with your request for information as to those areas beyond our capability 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 manhours 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.

A TRUE INFORMATION COPY:


FREDERICK J. BETZ
Lt Col USAF
OIS

EDWIN C. AMBROSEN
Colonel, USAF

COMDR 313TH AIR DIV Kadena AB OKINAWA

UNCLASSIFIED

COMDR 51ST FIWG NAHA AB OKINAWA

PRIORITY

/ UNCLAS / DM 2324 : Subject is Daily Acft Maint Status Report.
Reports from your wing indicate excessive deviation between in com-
mission 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 Hq considers an ANFE the only acceptable explanation
for deviations between these two rates.

20 APR 1955/1000 I

GERALD L. PURKEY, Major, USAF
DM/M 42121

ROBERT WHELCHER, Col, USAF
Director of Materiel

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

FM COMDR FIFTH AIR FORCE NAGOYA

TO COMDR 313TH AIR DIV KADENA

//UNCLAS//LAT S A3097 SUBJ: AOCF RATE. HARVEY TO WHELCHER: ON 28 JUNE

F-86D ACFT IN 51 WING HAD AOCF RATE OF 11.6 PERCENT WHICH INCLUDED 14 ITEMS.
PERCENTAGE IS UNSATISFACTORY, REQUEST YOUR PLAN FOR MAINTAINING AN AOCF RATE
OF LESS THAN 5 PERCENT.

29/0215Z JUNE 1955 RJAPWC

A TRUE INFORMATION COPY:

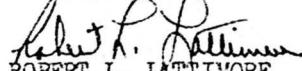
Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

Commander, 51st Fighter Interceptor Wing 14 Apr 55 Unclassified
Courier

Commander, 313th Air Division, AFO 239

Unclass. DM-M 4-81. Reference your message 748 DM/M, 29 Mar 55. An unusual influx of technical order compliance kits caused an excessive time in periodic inspection. Flying commitments caused other aircraft to be flown out prior to completion of maintenance on aircraft undergoing periodic inspection. It is realized that the referenced situation is highly undesirable and every effort is being placed on establishing, and adhering to, a coordinated flying and maintenance schedule to prevent any recurrence of this nature.

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT

Fatal Ground Accident at Naha AB 9 March 55

TO Commander

FROM D/O

DATE 16 March 1955

COMMENT NO. 1

BARTOS/43104/ghb

1. Accident resulted in the death of A/2C Lionel W. Willa, AF17630823.
2. Cause of Death: Puncture wound in side of neck.
3. Location of accident: Naha Air Base.
4. Date: 9 March 1955 at 1000L.
5. Organization: 25th Fighter Interceptor Squadron, 51st Fighter Interceptor Wing.
6. The deceased and another airman were checking oxygen lines located under the pilot seat of an F-86-D aircraft. The ground safety pins had been removed from the canopy jettison system in order that the pilot seat might be moved. The ground safety pins were not replaced and no other action was taken to render the canopy jettison system inoperative as outlined in T.O. 1F-86-D-2K, dated 15 June 1954. Deceased was standing astride the fuselage behind the pilot seat, facing forward of the aircraft and the other airman was standing on the step leaning over into the cockpit. The other airman told deceased to raise the pilot seat to align holes for bolts. When deceased tried to lift the pilot seat it stuck, and he jerked it up, causing the cable from the arm rest of the pilot seat to actuate the canopy jettison system. (The Canopy jettison is normally actuated by raising the arm rest of the pilot seat) The initiator cap of the canopy jettison system struck deceased in the neck, causing fatal injuries.
7. Primary Cause: The unsafe act was committed when ground safety pin was removed without utilizing another method of making the canopy Jettison system inoperative.
8. Contributing factor: Disregard of instruction (T.O.) is a contributing factor.
9. Corrective Action:
 - a. A safety pin has been devised that can be placed and can remain in place regardless of work being done on the pilot seat or jettison systems.
 - b. A work stand has been devised to facilitate work on canopy and/or seat without having the worker stand on the fuselage.
 - c. An S.O.P. has been established, requiring the initiator line to be disconnected prior to any work on the seat or canopy jettison system. Also, that supervisor be present when this type of work is being done.

<h1 style="text-align: center;">DISPOSITION FORM</h1>		SECURITY CLASSIFICATION (If any)	
FILE NO.	SUBJECT		
TO	FROM	DATE	COMMENT NO. 1
<p>10. An emergency "UR" was submitted on the T.O. covering removing of the ejection seat. However, this UR was cancelled when investigation revealed that the deceased did not follow the instructions as listed in the T.O.</p>			
<p>A TRUE INFORMATION COPY:</p> <p><i>Robert L. Lattimore</i> ROBERT L. LATTIMORE 2d Lt, USAF Asst ISO</p>		<p>W. L. REYNOLDS Colonel, USAF D/O</p>	
2			

STANDING OPERATING PROCEDURE)
NUMBER 10)

MAINTENANCE SECTION
25TH FIGHTER INTERCEPTOR SQUADRON
APO 235 14 March 1955

REMOVAL OF CANOPY OR PILOT EJECTION SEAT

1. The following procedures will be followed by maintenance personnel of this squadron while removing canopy or pilot ejection seat.

a. Warning - keep body from line of fire of canopy remover and seat catapult while performing maintenance in removing canopy or pilot ejection seat.

b. Check to be sure the ground safety pins are in all initiators. Use ground maintenance safety pin with streamer attached for thruster initiator. These pins can be secured from the dock chiefs.

c. Remove "B" nuts on gas pressure hoses attached to the seat ejection catapult and canopy remover. Cover ends of fittings and hoses with protective covers until fittings attached to a red streamer are available for use.

NOTE: Removing "B" nuts on gas pressure hoses of aircraft undergoing periodic inspection will be placed on a red cross in the supplemental work page of the periodic inspection work sheet.

Removing "B" nuts on gas pressure hoses of aircraft undergoing non-scheduled maintenance will be placed on a red cross in the AF Form 1 Part 11.


d. Remove canopy as outlined in 1F-86D-2A and 2K.

e. Prior to removing pilot ejection seat remove screw at the curved emergency release lever and remove emergency release lever.

f. Remove seat as outlined in 1F-86D-2A and 2K.

2. Warning - if it is necessary to remove the seat ejection catapult or canopy remover notify armament section. The seat ejection catapult and canopy remover will be handled as ordnance and stored as ammunition. Removal of these items must be accomplished in the open, away from any building or hangar.

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

CURTIS R. KEOGH
Capt., USAF
Engineering Officer

HEADQUARTERS
313TH AIR DIVISION
APO 239

IG

24 March 1955

SUBJECT: Command Analysis

TO: Commander
Fifth Air Force
APO 710

1. The following narrative pertains to the fatal accident involving A/2C Lionel W. Willa of the 25th Fighter Interceptor Squadron, 51st Fighter Interceptor Wing, Naha Air Base.

2. On 9 March 1955 A/2C Lionel W. Willa and A/3C Antonio M Di Paolo reported to work at the usual time and were assigned duties by their Dock Chief. These tasks consisted of inspecting the seat and canopy mechanisms of an F-86 D and clearing any discrepancies noted on the forms. These air-men proceeded about their assigned tasks without further supervision. The seat and canopy inspections were performed in a routine and uneventful manner.

3. Their next act was to adjust a cable which holds oxygen lines in place and to paint a rusting spring. As both the cable and the spring were located under the pilots seat it was necessary to move the seat upward in order to gain access to the working area. The seat was moved and the necessary repairs were made. An attempt was made to return the seat to its original position. During this operation the seat was moved up and down in order to obtain proper alignment. One of the movements was a quick upward jerk of the seat which resulted in the actuation of the canopy ejection system. Upon activation of this system the cap of the firing mechanism struck A/2C Willa in the neck, causing fatal injuries.

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.

Hq 313th ADIV, IG, Subj: Command Analysis

5. Elaboration of the above factors follows:

a. The Commander of the 25th Fighter Interceptor Squadron has a primary AFSC of 7516, Education and Training Staff Officer. The Maintenance Officer has a primary AFSC of 4344, Aircraft Maintenance Officer. The Engineering Officer has a primary AFSC of 1124A, Fighter Pilot. The Line Chief, Docks Maintenance Chief and Dock Chief all have AFSC's of 43171B, Aircraft Maintenance Technician Reciprocating Over Two Engine. A/3C Di Paolo, who assisted the deceased has a primary AFSC of 42132, Apprentice Aircraft Hydraulic Repairman. A/2C Willa (deceased) had a primary AFSC of 43151C, Aircraft Maintenance Jet Single Engine.


b. The only training given to A/2C Willa and A/3C Di Paolo consisted of a general course of instruction in the F-86D Mobile Training Unit, approximately October 1954. These men were not given specific and detailed instructions regarding the intricate and dangerous mechanism involved in the seat and canopy ejection systems.

c. A/2C Willa and A/3C Di Paolo disregarded instructions in pertinent Technical Orders by removing the ground safety pin and failing to disconnect the emergency release lever. Had they observed either of these two precautionary measures this accident would not have occurred.

d. Technical Orders 1F-86D-2 and 1F-86D-2K do not specifically state that upward movement of the seat beyond normal travel limits without disconnecting the emergency release lever results in an action similar to pulling the armrest upward.

6. This analysis is considered comprehensive and accurate. No specific action has yet been taken relative to this particular accident. At the present time I am making a detailed analysis of maintenance difficulties in the 51st Fighter Interceptor Wing and upon completion I intend to take strong action in both general and specific areas as required.

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

FAY R. UPTHEGROVE
Major General, USAF
Commander

HEADQUARTERS
FAR EAST AIR LOGISTIC FORCE
APO 323

AMLMN-2A 412.5

13 April 1953

SUBJECT: Jet Engine Minor Repair Program

TO: Commanding General, Japan Air Defense Force, APO 710
Commanding General, Fifth Air Force (Rear), APO 970
Commanding General, Thirteenth Air Force, APO 74
Commanding General, Twentieth Air Force, APO 239

1. It is the desire of AMC to assemble necessary data to permit a proper evaluation of the adequacy and benefits of the subject program prior to its further implementation and expansion. To assist in this evaluation, it is requested that a recapitulation of the effects of the minor repair program, its benefits and its deficiencies, be obtained from all Wings within your Command which have been authorized and are presently accomplishing "Minor Repair" on jet engines. Report should be submitted to Headquarters FEALOGFOR not later than 11 May 1953. Reports Control Symbol AMC-MT-SF2043 applies.

2. Comments and recommendations should take cognizance of the following:

a. Do savings justify the cost of training, parts costs, and cost of tools and test equipment?

b. Are current Manning Tables adequate? If not, what action has been or is being taken?

3. It is suggested that part of the report be submitted in columnar form, as follows:

a. Column 1. The number of engines, by type and model number, minor repaired for the period of 1 July 1952 - 1 January 1953.

b. Column 2. Time since new or overhauled.

c. Column 3. Engine operating hours gained through medium of minor repair.

d. Column 4. Number of minor repairs accomplished, by type and model of engine (1, 2, or 3).

e. Column 5. Average number of man-hours per minor repair operation.

Subject: "Jet Engine Minor Repair Program" (Cont'd)

f. Estimated or factual transportation cost savings as result of minor repair.

g. Effect of minor repair operation on spare engine requirements.

4. It is further requested that comments and recommendations be submitted on any other items, affecting this program, which may have been omitted and trouble areas or deficiencies noted, in order that corrective action can be taken.

FOR THE COMMANDING GENERAL:

KENDALL R. WAGNER
1st Lt., USAF
Asst Adj Gen

412.5 (13 Apr 53) MAT-MAINT-1 1st Ind S: 4 May 1953

HEADQUARTERS TWENTIETH AIR FORCE, APO 239 22 Apr 1953

TO: Commanding Officer 6351st Air Base Wing, APO 235

1. Your attention is invited to basic letter.
2. Request information be forwarded to reach this Headquarters not later than 4 May 1953.

BY COMMAND OF BRIGADIER GENERAL UPTHEGROVE:

U J ZIELINSKI
Major, USAF
Asst Adj Gen

Hq, FEALOGFOR, APO 323, AMLMN-2A 412.5, Subj: Jet Engine Minor Repair Program

DM-M 412.5 (13 Apr 53)

2nd Ind

S: 2 May 1953

HEADQUARTERS, 6351ST AIR BASE WING, APO 235

25 April 1953

TO: Commanding Officer, 6351st Maintenance and Supply Squadron, APO 235

Information requested in basic letter will be forwarded to reach this Headquarters not later than 2 May 1953.

BY ORDER OF LIEUTENANT COLONEL TAYLOR:

B. O. GREENE JR.
Major, USAF
Adjutant

MSM 412.5 (13 Apr 53)

3rd Ind

6351ST MAINTENANCE SQUADRON, APO 235, 1 May 1953

TO: Commanding Officer, 6351st Maintenance & Supply Group, APO 235

1. The reply to the basic letter is contained in the following paragraphs and sub-paragraphs.

2. The following comments and recommendations are submitted:

a. The savings in cost of training, part costs, and cost of tools and test equipment is justified. After once being established, this operation provides greater utilization of each engine within operating area. It also releases a vast quantity of shipping space for smaller and more critical supply items.

b. Current manpower manuals (AFM 150-1) do not provide personnel authorization factors to determine the manpower requirements for a minor overhaul activity. The manual does have this information for an Engine Build-Up Shop but cannot be considered adequate for an overhaul activity. Further justification for overhaul personnel will be submitted from this activity, on the authorized date for same, on 15 July of this year.

3. The following information is noted:

a. The jet engine minor repair program did not start in this squadron until 15 January 1953. Since that time, nineteen (19) J-33-A-35 engines have been processed through minor overhaul shops.

Hq, FEALOGFOR, APO 323, AMMUN-2A 412.5, Subj: Jet Engine Minor Repair Program

During this time three (3) J-33-A-33 engines have been processed.

b. The average time for J-33-A-35's is 228:00 and that of the J-33-A-33's is 282:20 hours.

c. This organization has been unable to evaluate the number of engine operating hours gained through medium of minor overhaul procedures, due to lack of time operation has been in effect, as no engines have been returned to this organization from activities who have been issued subject engines processed through minor overhaul. However, procedures are being established to acquire and maintain this information and will be provided upon request.

d. Same as paragraph a, above.

e. The average number of manhours per units is 175:00.

f. The estimated or factual transportation cost savings as a result of minor repair is \$7,744.00. This is the estimated cost to the west coast.

g. The minor repair operation reduces requirements of spare engines.

4. None at the present time that have not had action taken upon by this command.

FOR THE COMMANDING OFFICER:

HOWARD S. CHRIST JR.
2nd Lt., USAF
Adjutant

MS 412.5 (13 Apr 53)

4th Ind

6351ST MAINTENANCE AND SUPPLY GROUP, APO 235, 2 May 1953

TO: Commanding officer, 6351st Air Base Wing, ATTN: Director of Materiel, APO 235

J. C. B.

Hq FEALOGFOR, APO 323, AMLEN-2A 412.5, Subj: Jet Engine Minor Repair Program

DM-M 412.5 (13 Apr 53)

5th Ind

HEADQUARTERS, 6351ST AIR BASE WING, APO 235

5 May 1953

TO: Commanding General, Twentieth Air Force, APO 239

1. As indicated in the preceding indorsement, this headquarters was not set up for minor overhaul during the requested reporting period. Information is submitted, however, on the program since establishment on 15 January 1953.

2. Action has been taken by this headquarters to eliminate any trouble areas on deficiencies that hinder this program.

FOR THE COMMANDING OFFICER:

B. O. GREENE JR.
Major, USAF
Adjutant

412.5 (13 Apr 53) MAT-MAINT-1 6th Ind

HEADQUARTERS, TWENTIETH AIR FORCE, APO 239 7 May 1953

TO: Commanding General, Far East Air Logistic Force, APO 323

1. Your attention is invited to the 3rd indorsement.

2. Reference paragraph 4 of basic letter. With the installation of the proposed Shaw Ketes this program will function more effectively.

3. The Janke test stand presently being utilized by the 6351st Air Base Wing Maintenance Shops in the minor overhaul of Jet engines, can not be utilized to it's fullest extent due primarily to the lack of vitally needed parts. A list of these critical items needed in order that Jet engines can be fully checked was forwarded to your headquarters by letter from the 6351st Air Base wing, file No. DM-M 452, dated 14 April 1953, Subject: Support of Minor Repair Program for Jet Engines and Twentieth Air Force 1st indorsement file No. 452. Subject same as above, dated 14 April 1953.

4. No further information has been received to date.

FOR THE COMMANDING GENERAL:

M. R. WALSH, JR.
Major, USAF, Adjutant General

A TRUE INFORMATION COPY:

ROBERT L. LATTIMORE

2D Lt, USAF

Asst ISO

CONFIDENTIAL

General Report on
Conditions at Chai-Yi Air Base

HOUSEKEEPING FACILITIES:

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 Officer's mess. The serving line will also be in this building. There is also a small food storeroom 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. AID: 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 has 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).
3. Living Quarters: The building we used for officers quarters before is completely available for us again. (See accompanying sketch). 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 well is out). 18 tents are set up South of the administration building across the athletic field. Although this area is as dry as any there, 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

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General Report on Conditions at Chai-Yi Air Base

it locally and have these floors constructed (possible 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.
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 Information Office furnished 20 Stars and Stripes and Morning Stars 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

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General Report on Conditions at Chai-Yi Air Base

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-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 8 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 hand pump. 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 Vaper good stock level. Need 28V Power Unit with 300 amp capacity. Need Cell Tester and Hydrometer.
9. Radio Facilities: Chai-Yi DF works on all channels and is very good. The homer and GCA units are subject to power waverings and unreliability. However, Chai-Yi homer is the best along to coast. Tai Chung, Tan Sui, Hsin Chu radios were impossible for us to get on our cross country. (See attached radio sketch). It would be helpful to our pilots to have some copies of this made up. 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

CONFIDENTIAL

General Report on Conditions at Chai-Yi Air Base

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 CO2 is not supposed to be reliable. We should bring all of our own.

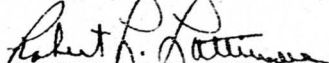
In getting gasoline from the local station, check amount received. The 16th has been getting shortchanged. There is a rake-off somewhere.

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.

/s/ Walter R. Rykken Jr
/t/ WALTER R. RYKKEN JR
1st Lt., USAF

A TRUE INFORMATION COPY:


ROBERT L. LATIMORE
2d Lt USAF
Asst ISO

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FM COMFEAF
TO RAAC/COMDR 5AF
INFO RAJOC/COMDR 33RD ARS
RAJOC/COMDR 313TH AIRDIV
RAJOC/COMDR 51ST FTR-INTCP
RAJOC/COMDR 6332D AB WG
RAJOC/COMDR 2D AIR RESCUE GP

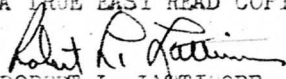
//C O N F I D E N T I A L// -DO-O&M-3813. THIS MESSAGE IN 5 PARTS REFERENCE YOUR TS MESSAGES 55-575 DATED 10 MARCH 55 AND OPR-SO/55-649 DATED 25 MARCH 55. SUBJECT IS MOVEMENT OF 33D AIR RESCUE SQUADRON, 2D AIR RESCUE GROUP. PART 1. REQUEST YOU TAKE NECESSARY ACTION TO PREPARE AND MOVE WITH PCS THE 33D AIR RESCUE SQUADRON, 2D AIR RESCUE GROUP FROM KADENA AIR BASE, OKINAWA TO NAHA AIR BASE, OKINAWA AT PRESENT AUTHORIZED AND ASSIGNED STRENGTH AT THE EARLIEST PRACTICABLE DATE. NECESSARY MOVEMENT ORDERS WILL BE ISSUED IAW AFM 30-3. PART 2. READINESS DATE AT PRESENT STATION AND MODE OF TRANSPORTATION WILL BE ESTABLISHED IN MOVEMENT ORDER. PART 3. DEPARTURE AND ARRIVAL REPORTS WILL BE SUBMITTED IAW AFR 20-2. PART 4. THIS MESSAGE WILL BE CITED AS AUTHORITY FOR ISSUANCE OF MOVEMENT ORDERS. PART 5. THIS MESSAGE ACTION TO 5AF, INFO 33RD ARS, 313TH AIR DIV, 51ST FTR-INTCP WG, 6332D AB WG, AND 2D AIR RESCUE GP.

29/0915Z MAR RAJAH /1955/

NOTE: DO/PP. Info coordinated with all interested agencies. 51st FIW requested to submit complete support plan NLT 11 April 55. Dir comm auth with 33 ARS.

Tomkins W. Fogel
Captain, USAF
Chief, Rqmts, P&P Div, D/O

A TRUE EASY READ COPY:


ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

CONFIDENTIAL

HEADQUARTERS
313TH AIR DIVISION
APO 239

DO/OM

SUBJECT: Movement of the 33rd Air Rescue Squadron from Kadena Air
Base to Naha Air Base

TO: Commander
33rd Air Rescue Squadron
APO 239

1. Attached copy of TWX from Fifth Air Force, cite number 1016 dated 4 April 1955, is forwarded for your necessary action.
2. Lines 10 to 15 as pertains to movement will be disregarded.
3. Vehicles authorizations in the UME column of the organizational UAL will be provided from Base assets of the 6332nd Air Base Wing and will accompany unit on move. Vehicle transportation requirements over and above that provided by organic vehicles will be forwarded to this headquarters by 1600I, 8 April 1955. This will include number and type of vehicles and length of time desired to be retained.
4. Target date for the movement is 14 April 1955.
5. The 33rd Air Rescue Squadron will secure buildings until necessary action to relinquish buildings to the 6332nd Air Base Wing has been accomplished. Arrival report will be accomplished in accordance with FEAF Reg 20-2.
6. This correspondence may be downgraded to unclassified upon arrival at the new station.

FOR THE COMMANDER:

1 Inci:
a/s

W. L. REYNOLDS
Colonel, USAF
Director of Operations

cc: Comdr, 51st FIW
Comdr, 6332nd ABW

A TRUE INFORMATION COPY:

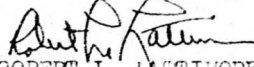
Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

FM COMDR 5 AF MAGOYA AB JAPAN
 TO RAJOC/COMDR 313 ADIV KADENA AB OKINAWA
 INFO RAJAH/COMDR FEAF TOKYO JAPAN
 RAFLK/COMDR CINCPAC
 RAFFC/CG AFCE
 RAJFC/COMDR FEALOGFOR TACHIKAWA AB JAPAN
 VRAJOC/COMDR 6332 AB WG KADENA AB OKINAWA
 JAJOA/COMDR 51 FTR INTCF WG NAHA AB OKINAWA
 RAJAC/COMDR 2 AIR RESCUE GP CLARK AFB P I

//C O N F I D E N T I A L//OPR-ORM 1016. THIS IS A MOV ORDER IN 12 PARTS.
 PART 1. TAKE NEC ACTION TO MOVE 33D AIR RESCUE SQ, 2 AIR RESCUE GP, AT
 PRES AUTHD & ASSD STR FROM KADENA AB, OKINAWA TO NAHA AB, OKINAWA O/A 15
 APR 55. PART 2. THIS MOVE IS A PCS. COMDR, 313 ADIV WILL ISSUE CO'S
 RELIEVING 33 AIR RESCUE SQ FR PRES ATCHMT & RE-ATCH UNIT AS DESIRED. OPNL
 CON WILL REMAIN W/HQ 5AF. PART 3. PERS ACTIONS W/B GOVERNED BY APPROP
 MATS DIRECTIVES. PART 4. UNIT WILL MOVE WITH ALL AUTH & ASSD EQUIP TO NAHA
 AB, OKINAWA. PART 5. GP TRAVEL W/B PERFORMED. ADV PARTY IS AUTHD. DIR
 COMM IS AUTHD WITH INTERESTED AGENCIES. PART 6. MOV W/B ACCOMP BY MIL AIR
 AND/OR MTR TRANS. TRANS REQTS W/B FURN THIS HQ, ATTN: DIR OF TRANS, IMED,
 AS FOL: A. NO & WGT OF PERS. B. WT & CUBE OF BAG. C. WT & CUBE OF
 EQUIPED LEVEL. D. NO, TYPE, WT, & CUBE OF VENS. E. TOTAL WT & TOTAL
 CUBE OF AIRLIFT REQD. F. LIST BY NO, NAME, INDIV WT, & INDIV DIM OF ITEMS
 EXCEEDING 60 INCHES IN ANY ONE DIM OR 2000 LBS WT. G. NAME & TP NO OF
 CONTACT OFF. PART 7. ARR & DEPARTURE REPTS W/B SUBM IAW FEAFR 20-2 & SEC
 2, 5AF MANUAL OF STAT REPTG INSTR. PART 8. FUNDS, IF REQD, W/B COORD WITH
 HQ 5AF, ATTN: DIR OF BUDGET. PART 9. AUTH: FEAF MSG DO-ORM 3813, DTD 29
 MAR 55. PART 10. PUB RELEASE ON THE MOVEMENT OF THIS UNIT W/B MADE BY HQ
 5AF ONLY. AFTER UNIT IS IN PLACE NORMAL PUB RELATIONS POLICIES WILL APPLY.
 PART 11. THIS MOVEMENT ORDER IS CLASSD CONF IAW PAR 24A(6), AFR 205-1,
 DTD 15 DEC 53 & W/B DOWNGRADED TO UNCL UPON ARR OF UNIT AT NEW STA. PART
 12. THIS MSG FOR ACTION TO 313 ADIV: INFO TO FEAF, CINCPAC, AFCE, FEALOGFOR,
 6332 AB WG, 51 FTR-INTCF WG, 2 AIR RESCUE GP, 3 AIR RESCUE GP & 49 FTR-BMR
 GP.

04/0534Z APR RAAC [1955]

A TRUE EASY READ COPY:


 ROBERT L. LATTIMORE
 2d Lt, USAF
 Asst ISO

CONFIDENTIAL

COMDR, 313TH ADIV, KADENA AB, OKI

PRIORITY

PRIORITY

COMDR, 51ST FI WG, NANA AB, OKI

COMDR, 33D AR SQ, KADENA AB, OKI (COURIER) 313th DO/PP 311 Confidential
5AF OPR-O&M 1016 Confidential

/CONFIDENTIAL/DO/PP 280. Reference our Confidential message DO/PP 311 dated 4 Apr 55 and Hqs, Fifth AF Confidential message OPR-O&M-1016 dated 4 Apr 55. It is desired that you furnish this Hqs by 7 Apr 55 your general concept for support of the 33d AR Sq and by 1100I 11 Apr 55 your complete and detailed plan for such support. The target date for this move is 11 Apr 55. Simultaneously with preparation of these plans, you should be preparing the selected facilities for use by the 33d AR Sq. This message action to the 51st FI Wg; info to 33d AR Sq.

5 1100/I Apr 55

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

CONFIDENTIAL

FM COMDR 5 AF NAGOYA AB JAPAN
VTC RAJOC/COMDR 313 ADIV KADENA AB OKI
INFO RAJAH/COMDR FEAF TOKYO JAPAN
RAPEM/COMDR CINFCFE

AFPE

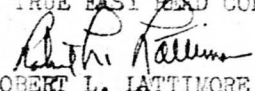
RAJLC/COMDR FEALOGFOR AB JAPAN
RAJOC/COMDR 6332 AB WG KADENA AB OKI
RAJOC/COMDR 51 FTR INTCP WG NAAAB OKI
RAJOC/COMDR 18 FTR BRN WG KADENA AB OKI
REJAC/COMDR 2 AIR RESCUE GP CLARK AFB PI

//C O N F I D E N T I A L//OPR-CEM 1226. REF LHMMSG OPR-CEM 1016, NOTAL,
SUBJ: MOV ORDER 33 AIR RESCUE SQ, WHICH DIRECTS MOVEMENT O/A 15 APR 55.
DUE TO PROBLEMS CONCERNING BASE FAC & HSG AT NEW STA, YOU ARE AUTH TO
DELAY MOVE UNTIL 1 MAY 55. USE OF TEMP FAC AT KADENA ARE AUTHD IF AVAIL
AS AN INTERIM MEASURE, BUT NOT TO THE EXTENT TO DISRUPT OPNL CAPABILITY.
IN THE EVENT HQS INCREMENT CANNOT MOVE BY 1 MAY 55, REQ THIS HQS BE ADVISED
DATE UNIT CAN ACCOMP MOVE SO THAT AMED TO FEAF MOV ORDER MAY BE ISSUED.
THIS MSG IS ASSD CONF LAW PAR 24A(6), AFR 205-1, & W/F DOWNGRADED TO UNCL
UPON ARR OF UNIT AT NEW STA. THIS MSG FOR ACTION TO 313 ADIV; INFO TO FEAF,
CINFCFE, AFPE, FEALOGFOR, 6332 AB WG, 51 FTR INTCP WG, 18 FTR BRN WG, 2 AIR
RESCUE GP, 3 AIR RESCUE GP & 49 FTR BLR WG.
07/0619Z APR RAAC /1955/

[Note: Gen. desires we continue as directed in 5th Op's order.]

W. L. Reynolds
Colonel, USAF
DCS/C

A TRUE EASY READ COPY:


ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

CONFIDENTIAL
HEADQUARTERS
51ST FIGHTER INTERCEPTOR WING
APO 235

DO

7 April 1955

SUBJECT: Transfer of 33rd Air Rescue Squadron

TO: Commander
31st Air Division
APO 239

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 to be accepted 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 ACGW Group. Equipment and records are being processed to permit release of buildings. These quonsets were committed to the ACGW Group for occupancy until 30 April 1955.

CONFIDENTIAL

CONFIDENTIAL

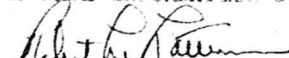
Hq, 51st Fighter Interceptor Wing, APO 235, Subject: Transfer of the 33rd Air Rescue Squadron, DO

e. Initial information indicates Rescue Coordination Center may experience difficulty in conducting immediate operation with ADCS. 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.

FOR THE COMMANDER:

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

NEWTON D. RICHARD, JR.
Colonel, USAF
Executive Officer

HEADQUARTERS
313TH AIR DIVISION
APO 239

DM/SS

13 April 1955

SUBJECT: Supply Support of H-19 and SA-16 Aircraft

TO: Commander
51st Fighter Interceptor Wing
APO 235

1. Attached as Inclosures 1 and 2 are Stock Balance and Consumption Change Listings, AF Forms 116B, for H-19 and SA-16 type aircraft respectively, from AF 726 SO. You will use these listings to assist in setting stock levels for these aircraft.

2. All peculiar aircraft spares applicable to H-19 aircraft will be shipped to your activity from AF 726 SO including engines and spare parts for engines. Engine build-up for this aircraft will be performed by the 51st Fighter Interceptor Wing.

3. AF 726 SO will ship one-third of the spare parts pertaining to SA-16 type aircraft to AF 727 SO. This includes engines and engine spare parts. Engine build-up for the aircraft attached to the 51st Fighter Interceptor Wing will be performed by the 51st Fighter Interceptor Wing. AF Form 116B, Inclosure 2, may be used to assist in determining realistic stock levels and determining storage space required, etc.

4. The Engine Status Report, ALF-A7 should reflect the type engine required for the above aircraft and coordination with the using organization should be effected to determine projected requirements.

BY ORDER OF THE COMMANDER:

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

ROBERT WHELCHER
Colonel, USAF
Director of Materiel

Ltr, Hq, 313th Air Division, APO 239, DM/SS, Subj: Supply Support of
H-19 and SA-16 Aircraft

DM-S (13 Apr 55)

1st Ind

15 April 1955

HEADQUARTERS, 51ST FIGHTER INTERCEPTOR WING, APO 235

TO: Commander, 51st Maintenance and Supply Group, APO 235

For your information and compliance.

BY ORDER OF THE COMMANDER:

ALFRED A. TAPPEN
MAJOR USAF
ADJUTANT

M2S-4 (13 Apr 55)

2nd Ind

HEADQUARTERS 51ST MAINTENANCE AND SUPPLY GROUP, APO 235

TO: Commander, 51st Fighter Interceptor Wing, APO 235

1. Returned for reconsideration of the requirement to build up reciprocating engines by the 51st Field Maintenance Squadron. This Squadron is not in the position at this time, to assume this responsibility. Set forth below, are minimum requirements which must be fulfilled before the 51st Field Maintenance Squadron will be capable of performing engine build-up for the 33rd Air Rescue Squadron:

- a. 1 each - 43231 - A/2C
- 1 each - 43251 - A/1C
- 2 each - 43251 - S/SGT

b. Above requirements are based on the flying requirements imposed on the 33rd Air Rescue Squadron. Six (6) C-47 Aircraft flying 300 hours per month, five (5) SA-16 type Aircraft flying 250 hours per month, and two (2) H-19 type Aircraft flying 90 hours per month, are involved.

c. Equipment and special tools required for engine build-up are listed in E.C.I.'s 20-43-8 and 20-43-10. These tools and equipment must be in place prior to assuming engine build-up responsibility.

d. Space required for the reciprocating engine build-up section will not be available until the new hanger is ready for occupancy.

Ltr, Hq, 313th Air Division, AFO 239, DM/SS Subj: Supply Support of H-19 and SA-16 Aircraft (2nd Ind Cont'd)

e. Establishment of a Propeller Maintenance Section would require additional personnel, equipment and separate shop facilities.

2. Additionally request consideration be given to deferring assumption of Base Supply support for H-19 and SA-16 aircraft until such time as the following personnel and funds are made available to the Base Supply Officer:

- a. 1 NCO AFSC 64174
- 1 Airman AFSC 64152
- 1 Airman AFSC 64132
- 1 NCO AFSC 64171
- 1 Airman AFSC 64150
- 1 Airman AFSC 64130

Upon receipt of these airmen it is planned to assign the 64152 to the Priority Section and the 64174 and 64132 to Stock Record Unit 1. The warehouse personnel will be assigned to the appropriate stockroom.

Fund Requirements:

b. \$855.00 - 15 each 6 feet bin sections required to store items peculiar to the SA-16 and H-19A Aircraft.

c. \$447.60 - 30 each box pallets required to store items peculiar to the SA-16 and H-19A Aircraft.

d. \$204.00 - 30 each Flat Pallets required to store items peculiar to the SA-16 and H-19A Aircraft.

e. \$1500.00 - For housekeeping and expendable supplies to support the 33rd Air Rescue Squadron for the balance of this Fiscal Year.

f. \$1500.00 - For Local Purchase support of the Unit Equipped Aircraft for those items currently coded L.P. in current stock lists for the balance of this fiscal year.

g. Additional funds required for Fiscal Year 56, over and above estimates that have been submitted to the comptroller by Base Supply, are estimated at \$11,000.00. This figure includes both housekeeping and aircraft spares.

Ltr, Hq, 313th Air Division, APO 239, DM/SS Subj: Supply Support of H-19 and SA-16 Aircraft (2nd Ind Cont'd)

3. This headquarters recommends that Propeller, Engine Build-Up and Base Supply support remain at Kadena Air Base until such time that funds, personnel, facilities and equipment necessary to properly assume this responsibility are made available.

4. Inclosures 1 and 2 (Stock Balance and Consumption Change Listing), are being forwarded to AF 727 SO, for study pending final decision in this matter.

ROBERT L. CARDENAS
Colonel, USAF
Commander

DM (13 Apr 55)

3d Ind

26 April 1955

HEADQUARTERS, 51ST FIGHTER INTERCEPTOR WING, APO 235

TO: Commander, 313th Air Division, APO 239

1. References:

a. SECRET letter, this headquarters, DM, 14 Oct 54, Subj: Additional Maintenance Responsibilities.

b. SECRET letter, your headquarters, DM/PL, 26 Oct 54, Subj: Additional Maintenance Responsibilities.

c. Letter, this headquarters, DM, 5 Apr 55, Subj: Additional Maintenance Responsibilities, with 1st Ind, your headquarters, DM/PL, 15 Apr 55, and 2d Ind, this headquarters, DM, 23 Apr 55 (2d Ind classified SECRET).

d. Your message 346 DM/M, 14 Mar 55.

e. Your message DM/M 522, 21 Mar 55.

f. Letter, your headquarters, DPMA, 19 Apr 55, Subj: Reassignment of Airmen.

Hq, 313th ADiv, APO 239, DM/SS Subj: Supply Support of H-19 and SA-16 Aircraft (3d Ind Cont'd)

2. 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.

3. Present estimated completion date of new hangar referred to in par 1 d, preceding indorsement, is 1 Jun 55. No estimate can be offered as to when this Wing might possess the facilities to accept responsibility for propeller maintenance for the aircraft referred to in basic letter.

4. Loss of personnel to fill levy imposed by letter referred to in par 1 f, above will further reduce the capability of the 51st Field Maintenance Squadron to cope with responsibilities already assigned, since eight of those personnel are being utilized in the jet engine build-up and minor repair sections, due to lack of proper type personnel.

5. Funds referred to in par 2, preceding indorsement, are being requested through Comptroller, this headquarters, on or about 25 Apr 55.

6. 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.

7. 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 assignments of responsibilities to this Wing.

EDWIN C. AMERSON
Colonel, USAF
Commander

Hq, 313th AD, APO 239, DM/SS, Subj: Supply Support of H-19 and SA-16 Acft

DM/M (13 Apr 55)

4th Ind

13 May 1955

HEADQUARTERS, 313TH AIR DIVISION, APO 239

TO: Commander, 51st Fighter Interceptor Wing, APO 235

1. In view of information contained in SECRET letter, this headquarters, DO/O-M, Subject: Movement of Organizations, dated 9 May 1955, request you re-evaluate your requirements for space, personnel authorizations and funds.

2. Logistical support for the 33rd Air Rescue Squadron will remain a responsibility of your wing. Request action be initiated to establish complete support capability by the earliest possible date. During the interim, the 18th Fighter Bomber Wing will continue to provide supply and aircraft maintenance support for the 33rd Air Rescue Squadron, when the requirements are beyond your immediate capability.

BY ORDER OF THE COMMANDER:

ROBERT WHELCHER
Colonel, USAF
Director of Materiel

DM (13 Apr 55)

5th Ind

13 June 1955

HEADQUARTERS, 51ST FIGHTER INTERCEPTOR WING, APO 235

TO: Commander, 313th Air Division, APO 239

1. Reference paragraph 1, preceding indorsement. Re-evaluation of requirements for space, personnel authorizations, and funds to support the 33d Air Rescue Squadron are not affected by referenced letter since:

a. Space being vacated was not or is not yet available for use whereas the 33d Air Rescue Squadron was transferred to this Base effective 15 Apr 55.

b. Types of personnel required to support the 33d Air Rescue Squadron with aircraft maintenance support are of a different AFSC than those

Hq, 313th AD, APO 239, DM/SS, Subj: Supply Support of H-19 and SA-16 Acft
(5th Ind Cont'd)

required for the other unit. Further, this Wing is already supporting the equivalent of nine jet aircraft squadrons with a personnel authorization for three squadrons, hence any savings made available by this directive can be well utilized. Completion of action referred to in paragraph 1, preceding indorsement, will not affect the requirement for additional supply type personnel since this would not reduce the line items required to be stocked in Base Supply, while the addition of the 33d Air Rescue Squadron does increase the number of line items stocked.

c. Funds have been supplied and obligated.

2. Reference paragraphs 2 and 3, basic letter. Fifty-one line items have been received by AF 727 SO to date, although direct contact with representatives of AF 726 SO indicated that four hundred to six hundred line items had been shipped to AF 727 SO. It is recommended that action be taken to determine present status of shipments as it is apparent that the fifty-one line items received are not adequate to support the two new types of aircraft involved.

3. It is assumed that the interim period referred to in preceding indorsement will continue until personnel authorizations have been approved, personnel assigned, and adequate supply support is in place. It is anticipated that this might be required for a considerable length of time insofar as it pertains to propeller maintenance since no facilities exist at this Base at present for such maintenance. Immediate action is being taken to provide required facilities.

FOR THE COMMANDER:

NEWTON D. RICHARD, JR.
Colonel, USAF
Executive Officer

Hq, 313th Adiv, APO 239, DM/SS, Subj: Sup Support of H-19 and SA-16 Acft

DM/SS (13 Apr 55)

6th Ind

13 July 1955

HEADQUARTERS, 313TH AIR DIVISION, APO 239

TO: Commander, 18th Fighter Bomber Wing, APO 239

1. Reference is made to paragraph 2, preceding indorsement.
2. It is requested immediate action be taken to furnish this headquarters the following information:
 - a. Exact number of line items shipped to AF 727 SO.
 - b. Shipping officer's voucher number of each line item shipped.
3. It is further requested you insure each line item shipped from AF 726 SO has actually left the Base Supply and Transportation sections, prior to forwarding above info to this headquarters.
4. Direct communication with the 51st Fighter Interceptor Wing is encouraged to locate these items and resolve matters of logistical support for 33rd ARS until such time the 51st FIW has the full capability necessary.
5. Request the above action be accomplished at the earliest possible date.

BY ORDER OF THE COMMANDER:

LLOYD W. NEIGHBORS
Lt Colonel, USAF
Asst Dir of Materiel

WMS (13 Apr 55)

7TH IND

S: 26 July 1955
21 July 1955

HEADQUARTERS, 18TH FIGHTER BOMBER WING, APO 239

TO: Commander, 18th Maintenance and Supply Group, APO 239

1. Forwarded for your attention and compliance in accordance with the preceding 6th indorsement, paragraph 2 a, b, and 3.
2. Request reply be forwarded to arrive this headquarters no later than 26 July 1955, 1300 hours.

BY ORDER OF THE COMMANDER:

JOSEPH P. MORAN
Captain, USAF
ASTADJ

Ltr, Hq 313th Air Div, APO 239, DM/SS, Subj: Sup Support of H-19 and SA-16 Aircraft

BSO-PA (13 Apr 55)

8th Ind

5 August 1955

HEADQUARTERS, 18TH MAINTENANCE AND SUPPLY GROUP, APO 239

TO: Commander, 18th Fighter Bomber Wing, APO 239

Inclosed information is forwarded as requested in preceding 6th indorsement, paragraph 2 a and b. Vouchers were signed by personnel as indicated.

FOR THE COMMANDER:

1 Incl
Voucher Listing

CHARLES L. FINCH
Captain, USAF
Adjutant

BSO-PA (13 Apr 55)

9th Ind

10 August 1955

OFFICE OF THE BASE SUPPLY OFFICER, APO 239,

TO: Commander, 18th Maintenance and Supply Group, APO 239

1. Information as requested is submitted on attached inclosures. Listing indicates voucher number shipped on and name of person authorized by Naha Base Supply to sign for the property.

2. In addition the following amount of line items, one (1) for H-19 and one hundred-twelve (112) for SA-16 have been made available for AF 727 SO. The one (1) line item for H-19 was picked up by the inventory team during the cycle inventory which was just completed. The one hundred-twelve (112) line items which pertain to SA-16 were made available through the reduction of stock levels based upon past consumption.

3. The transfer of these additional line items to AF 727 SO will be accomplished between representatives from Naha Base Supply and AF 726 SO. All shipping documents have been prepared and the property has already been pulled.

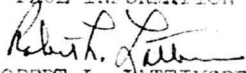
4. Naha Base Supply was notified at 1400 hours on the 10 of Aug 55 regarding the pick-up of one hundred-twelve (112) line items for SA-16 and one (1) line item for H-19. Lt. Buzachero, Property Accounting Officer

Ltr, Hq 313th Air Div, APO 239, DM/SS, Subj: Sup Support of H-19 and SA-16 Aircraft (9th Ind Cont'd)

at AF 726 SO contacted M/Sgt Langacher at Naha Base Supply in regards to the pick up of these Items. M/Sgt Langacher informed Lt. Buzachero the Items would be picked up by a representative from Naha Base Supply on the 11 of Aug 55.

5. This clears all excess or additional SA-16 and H-19 items which AF 726 SO had.

A TRUE INFORMATION COPY:


ROBERT L. IATTIMORE
2d Lt, USAF
Asst ISO

JOHN J. BUZACHERO
1st Lt, USAF
Property Accounting Officer

CONFIDENTIAL

HEADQUARTERS
51ST FIGHTER INTERCEPTOR WING
APO 235

DO

11 April 1955

SUBJECT: Transfer of the 33rd Air Rescue Squadron

TO: Commander
313th Air Division
APO 232

1. Reference your message, DO/PP 280 dated 5 April 1955, the inclosed report is forwarded with respect to the support of the 33rd Air Rescue Squadron.

2. 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 33rd Air Rescue Squadron.

FOR THE COMMANDER:

1 Incl:
a/s

NEWTON D. RICHARD, JR.
Colonel, USAF
Executive Officer

Note: Copies sent to D/M & Compt 12 Apr 55.

Tomkins N. Bogel
Captain, USAF
Chief, Rqmts, P&F Div, D/O

A TRUE INFORMATION COPY:

Robert L. Baltimore
ROBERT L. BALTIMORE
2d Lt, USAF
Asst ISO

CONFIDENTIAL

1722

CONFIDENTIAL

AREA SUPPORT OF THE 33RD AIR RESCUE SQUADRON

MAHA AIR FORCE BASE

1. ADMINISTRATION:

Building 518

Facilities for command administration will make provision for commander's office, administrative section and mail room. Renovation of existing building is not required.

2. OPERATIONS:

Buildings 511, 513, 517

Quonset type buildings are being provided and are in the immediate vicinity of the flight line. Accommodations for alert crew living quarters, lounge and latrine facilities can be adapted. A briefing room, previously used for this purpose, is being made available and will be adjacent to the alert crew quarters. The central location of this building will meet the needs of the squadron. Airborne medical equipment can be stored at the discretion of the unit commander. Minor renovation will be required.

3. MATERIEL:

Building 47

Maintenance and supply area will be adjacent to the flight line. Power facilities presently installed are considered adequate. Storage of technical supplies and equipment can be accommodated within the building. Space for specialist work shops to include propeller, hydraulic and electrical maintenance is available. Detailed organization within the building will be at the discretion of the unit. Construction required to provide security, hot locker storage and maintenance of specialized equipment.

4. HOUSING:

Buildings; 130, 130A, 131, 131A, 132, 132A, 133, 133A, 134, 134A, 135.

Quonset type facilities must be utilized for airmen due to complete occupancy of permanent type barracks. Quonsets are 20' x 48' in size and planned to accommodate fourteen (14) airmen. Dayroom facilities will be planned for when "in place" status is completed.

Due to critical shortage of permanent housing, separate consideration will be given to attempt a solution on family quarters for officers and airmen. Adequate housing is presently available for bachelor officers. Renovation of quarters and latrine facilities will be required. Procurement of hot lockers for all airmen occupying quonset quarters is necessary.

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5. RESCUE COMMUNICATIONS CENTER:

Building 514.

Space has been allocated for the communications center, however actual utilization is pending based upon further coordination with the ADCC activity. Facilities for power and antenna outlet are not presently available. Installation of power transformer is presently planned in connection with the antenna farm system. Details are being coordinated to determine suitable solution.

6. COMMUNICATIONS AND ELECTRONICS:

Quonset facilities or rooms constructed within the maintenance hangar are being made available. Construction for hot lockers and security is required.

7. BASE SUPPLY SUPPORT:

The logistic support within the supply field presents an immediate problem, based primarily on the addition of unrelated aircraft. The line items for SA-16 and H-19A aircraft have not been maintained in base supply. To achieve orderly transition, it is recommended that an extensive overlap period be coordinated between Kadena and Naha to permit compilation of necessary requirements for consumption data and AOCF items.

Additional personnel will be required to augment the priorities section, Unit I of stock record section and within the warehouse area. Additional storage facilities must be provided to absorb line items peculiar to the additional aircraft and general organizational support.

8. BASE FIELD MAINTENANCE:

The present workload within the engine shops of the field maintenance activity is 8000 manhours with an assigned 5000 manhours available. Extremely limited support must be expected within the machine, paint, radio and radar shops area, due to support of the primary mission aircraft. There is no propeller facility within the field maintenance area. Engine build-up for reciprocating engines will be performed at Kadena until adequate manning can be accomplished.

Full support is planned in the areas of welding, woodmill, office machines, hydraulic, electric, battery, instrument and ground power.

The proposed move of the field maintenance to new construction (June 1955) will alleviate some of the critical areas now existent.

Proposals to combine support, utilizing maintenance facilities with the 6332nd ABW are planned in those areas that are presently beyond our capability.

A recent survey indicates a shortage of 248 vehicles and in addition, present directives require that 20% of assigned vehicles are to be placed in storage. This critical area will lend little support until present problems are resolved.

CONFIDENTIAL²

1724

CONFIDENTIAL

9. MANPOWER:

Manpower requirements are being planned against the current manning documents to determine overall base-wide support. Shortage of personnel in the maintenance fields has caused this command to request a 90-day extension of personnel within this career field. The additional workload imposed by this move will cause further deterioration in manning percentages with a consequent lowering of maintenance capabilities.

It is requested that personnel assigned to the base organization in support of the 33rd Air Rescue Squadron be reassigned concurrently with the move to this station.

DM/SS

S: 21 April 1955
12 April 1955

SUBJECT: Supply Support of H-19 and SA-16 Aircraft

TO: Commander
18th Fighter Bomber Wing
APO 239

1. To insure adequate support is available to Air Rescue Units on a continuing basis, request the following actions be accomplished not later than 21 April 1955:

a. Ship all aircraft and aircraft engine spare parts pertaining to H-19 type aircraft from AF 726 SO to AF 727 SO, Naha Air Base.

b. Ship one-third (1/3) of all aircraft and aircraft engine spares pertaining to SA-16 type aircraft from AF 726 SO and AF 727 SO, Naha Air Base. This includes engines.

2. In the event only one (1) each of an item is on hand, it will remain in AF 726 SO. If there are two (2) or more of an item, one-third of the quantity will be shipped, insofar as possible.

a. All items on back-order marked for a specific aircraft assigned to the 33rd Air Rescue Squadron, will remain on back-order and upon receipt of the item, will be shipped to that organization at Naha Air Base.

b. The appropriate depot will be furnished with two copies of each shipping document in the event the items transferred are regulated items.

c. Projected engine requirements for the 33rd Air Rescue Squadron will be dropped from the Engine Status Report, RCS: ALF-A7 and will be carried by AF 727 SO.

3. Engine build-up for the aircraft of the 33rd Air Rescue Squadron will be performed by the 51st Fighter Interceptor Wing.

4. Advise this headquarters when the above action is completed.

BY ORDER OF THE COMMANDER:

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

ROBERT WHELOHEL
Colonel,, USAF
Director of Materiel

HEADQUARTERS
313TH AIR DIVISION
APO 239

IG

8 July 1955

SUBJECT: Report of Staff Visit, 33rd Air Rescue Squadron

TO: Deputy Commander
313th Air Division
APO 239

1. A staff visit was conducted 27 thru 29 June 1955, to the 33rd Air Rescue Squadron. The purpose of this Staff Visit was to determine the adequacy of support being furnished by the 51st Fighter Interceptor Wing. This visit was conducted by Colonel Homer C. Rankin, Lt Colonel Edward T. Fels, WOJG Marvin T. Higginson, E/Sgt Jack Busselle and T/Sgt Osman E. Lang.

2. The following key personnel were contacted.

Lt Colonel Robert P. Chestnutt, Director of Materiel, 51st FIW
Major John R. Stevens, Operations Officer, 33rd ARS
Lt Mark B. Phillips, Adjutant, 33rd ARS
Lt Richard H. Quinn, Supply Officer, 33rd ARS Unit Supply

3. Items of general interest discussed are as follows:

a. During the first eighteen days in June 1955, the 33rd Air Rescue Squadron Unit Supply requisitioned approximately sixty needed aircraft items from the 51st Fighter Interceptor Wing Base Supply. Of the items ordered only twenty were received, twenty-four were back ordered and no information was received on the status of sixteen of the items ordered.

b. It was estimated by personnel of AF 726 SO (18th FEW Base Supply) that as of 13 June 1955 four hundred to six hundred line items of Air Force property were shipped to AF 727 (51st FIW Base Supply) for support of SA-16 and H-19 aircraft assigned 33rd Air Rescue Squadron. During this Staff Visit documentary evidence could not be found to support the above estimate. Documentary evidence was found to support the fact that approximately one hundred line items were shipped by AF 726 (Kadena) and received by AF 727 (Naha).

c. In many cases it had taken a period of over a month for property shipped by AF 726 to be received by AF 727. Approximately one hundred line items of signal type property were shipped to AF 727 from AF 726 on 18 May

Hq 313 ADIV, IG, Subj: Staff Visit, 33rd ARS

1955. At the time of this Staff Visit there was no signed shipping document in AF 726 Base Supply showing receipt of these items by AF 727 personnel.

d. Inclosure 1 and 2 of Hq 313th Air Division Letter to Commander, 51st FIW, dated 13 April 1955, Subject: "Supply Support of H-19 and SA-16 aircraft" was the Stock Balance and Consumption Report (AF Form 116B) for H-19 and SA-16 aircraft. This data could have served as a guide for establishing stock levels and for requisitioning spare parts of Air Force property, Class OI-I and OI-G for the H-19 and SA-16 aircraft. The Director of Materiel, 51st FIW, had received this information. However, the 51st FIW Base Supply personnel could not locate these inclosures and could not recall having seen them.

e. The 33rd ARS Supply Officer compiled a revised supply table #2 for the SA-16 during the month of May 1955. Lt Quinn, the Unit Supply Officer, stated that he was quite certain that he gave a copy of this to the 51st FIW Base Supply. However, he was not sure to whom he gave this document. Base Supply personnel could not locate this table #2 and could not remember having received it. This would have been valuable information for Base Supply to use in requisitioning property for the support of this type aircraft. However, a stand by item list and a critical item list had been furnished Base Supply by the personnel of the 33rd ARS. Items from this list had been requisitioned. Until 28 June 1955 there was no up to date supply table #2 available for the H-19 aircraft, because of this needed items had not been requisitioned. However, on 28 June 1955, the 33rd ARS received this table #2 and were in the process of screening it against known requirements.

f. The 51st FIW Field Maintenance Squadron was not furnishing the 33rd ARS with propeller and engine build up support. This was due to lack of facilities. The 33rd ARS Aircraft Maintenance Section was performing the engine build up function for the Squadron. The propeller shop of the 18th FBW Field Maintenance Squadron was being utilized by the 33rd ARS but delays were being experienced due to distance and communications.

g. By indorsement to 313th Air Division Letter, "Supply Support of SA-16 and H-19 aircraft", dated 13 April 1955, the Director of Materiel, 51st FIW, requested assistance in providing field maintenance support and advised that only a limited number of supply items had been received from AF 726 (Kadena) to support the 33rd ARS aircraft.

RECOMMENDATION

4. That the Director of Materiel, 313th Air Division insure that:

Hq 313 ADIV, IG, Subj: Staff Visit, 33rd ARS

a. In view of the increase in the number of conventional type aircraft assigned and to be assigned to the 51st FIW, assistance be given to the 51st FIW in establishing a conventional engine build up shop, tire shop, propeller shop and life raft shop for field maintenance support.

b. All transfer of property between AF 726 (Kadena) and AF 727 (Naha) is handled in a more expeditious manner and all property committed for the support of the 33rd ARS be shipped without further delay.

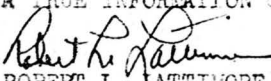
5. That the Director of Materiel, 51st FIW, insure that:

a. Stock levels are established and all needed items are requisitioned for support of SA-16 and H-19 type aircraft.

b. More coordination be insured in the control and handling of all important directives, supply tables, and other written information by personnel of the 51st FIW.

Note: All these items were discussed in a meeting held by the Director of Materiel, 313th Air Division, on 28 June 1955.

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

HOMER C. RANKIN
Colonel, USAF
Inspector General

HEADQUARTERS
313TH AIR DIVISION
APO 239

DE/OM

7 July 1955

SUBJECT: Transfer of Spaces for Support of 33rd Air Rescue Squadron


TO: Commander
51st Fighter Interceptor Wing
APO 235

1. Effective for 1 August reporting, one T/Sgt, 3 S/Sgt, four A/1C and four A/2C spaces will be transferred to the 51st Fighter Interceptor Wing for support of the 33rd Air Rescue Squadron.

2. Submit UMDW's showing where these spaces will be added.

BY ORDER OF THE COMMANDER:

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt, USAF
Asst ISO

B. P. RAMEO
Lt Col, USAF
Chief, M&O Division
Directorate of Operations

2 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) FEAF Interim Change #1 to AFR 176-1, dated 14 February 1955, authorizes commissioned officer personnel and warrant officers to receive payment from nonappropriated funds for voluntary services rendered as instructors in off-duty group study classes, and permits compensation to enlisted personnel assigned to nonappropriated fund activities for work performed over and beyond the normal tour of duty. Subject change was received in this office 1 March 1955.

(UNCLASSIFIED) Issued check for \$12,000 to 6319th Air Base Wing to pay for the construction of the Tennis Court and Volleyball Court projects authorized for that command. By this payment, all Guam allocations have been paid out to that command in support of the 20th Air Force Welfare Construction and Improvement program.

(UNCLASSIFIED) Issued check to 6319th Air Base Wing for \$27,254.96, consisting of a unit fund dividend grant of \$3,748.50 and the March grant of central base funds of \$23,507.40. The March grant of central base funds represents the final payment to Guam to be made by this headquarters. Succeeding grants will be made by FEAF direct to Guam.

(UNCLASSIFIED) Issued check for \$1,592.12 to the RYCOM Central Exchange for five (5) deep freezers purchased by the Command Welfare Fund for the AC&W sites. The freezers were delivered to the units concerned (2 to 623rd AC&W and 3 to 624th AC&W) on or about 17 February 1955. Title to the freezers was transferred to the Central Base Fund of Kadena and Naha.

(Major Hopkins - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R. R. Goodale

JOHN A. MEEKS
Colonel, USAF
DIRECTOR OF PERSONNEL

4 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Nonappropriated Funds: The following distribution of Welfare Funds has been made:

	<u>Kadena</u>	<u>Naha</u>	<u>Hq 313th ADIV</u>
Unit Funds.	\$3,946.00	\$1,847.00	
March Grant Central Base Funds	<u>22,002.71</u>	<u>7,450.21</u>	<u>\$2,132.68</u>
	\$25,948.71	\$9,297.21	\$2,132.68

(Major Hopkins - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

4 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Personal Affairs: Submitted the February Air Force Aid Society reports to FEAF. These reports indicate that during February, the following assistance was rendered:

	<u>Kadena</u>	<u>Naha</u>	<u>Total</u>
Number of Loans Made	9	1	10
Amount Loaned	\$865.00	\$200.00	\$1,065.00
Number of Grants Made	1	0	1
Amount Granted	250.00	0	250.00
Loan Repayments Received	646.00	25.00	671.00
Number of Loans Transferred from other AFAS Sections	5	6	11
Number of Loans Transferred to other AFAS Sections	6	1	7
Number of Outstanding Loans	137	24	161
Amount of Outstanding Loans	\$9,601.37	\$2,074.00	\$11,675.87

(UNCLASSIFIED) Nonappropriated Funds: Received the revised plans and drawings on the Dressing & Supply Room Project at Naha Air Base. These were forwarded to P&C for release to contractors for bidding. (Major Hopkins - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale
R. L. GOODALE

1ST LT USAF
HISTORICAL OFFICE

5 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) During the past week (26 Feb thru 4 Mar) four (4) ground accident reports were received from sub-commands.

a. 6332nd Air Base Wing - Four (4)

(UNCLASSIFIED) Final cumulative accident box score for the month of February 1955.

	<u>6332nd Air Base Wing</u>		
	Disabling Injury	Fatal	Motor Vehicle
Military	2	1	2
Foreign National	0	0	0

	<u>51st Fighter Interceptor Wing</u>		
	Disabling Injury	Fatal	Motor Vehicle
Military	1	0	0
Foreign National	1	0	0

(Max Hudren - 43118)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

H. L. Wondol

1ST LT USAF

HISTORICAL

9 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) In answer to FEAF message PMP-2 21293 dated 24 February, which requested nominations of a Lt Col, AFSC 1416 to fill vacancy in May with duty at CINCPAC, Pearl Harbor, T.H., Lt Col Stephen J. Bertling, Detachment #1, 313th Air Division and Lt Col Herbert M. Campbell, 581st Air Resupply Group, have been nominated. (1/Lt Schatz - 48101)

2. (UNCLASSIFIED) Nonappropriated Funds: A letter was forwarded to FEC requesting that the amount of \$35,600.00 be transmitted to the 313th Air Division Welfare and Recreational Construction and Improvement Fund. This amount represents the following allocations:

Project and Location	Fund Ceiling	Funds on Hand	Balance
	<u>Fiscal Year 1954</u>		
Baseball Field, Kadena	28,500	28,000	3,500.00
Roller Rink, Kadena	11,500	8,900	2,600.00
			<u>6,100.00</u>
	<u>Fiscal Year 1955</u>		
Tennis Courts, Kadena	29,500	20,000	9,500.00
McChord Football Field, Kadena	20,000	-0-	20,000.00
			<u>29,500.00</u>
	Total		<u>\$35,600.00</u>

Funds on Hand indicated above represent monies previously transmitted to this Headquarters. (CWO Webster - 42201)

JOHN A. WEEKS
Colonel, USAF
Dir of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

10 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Major Lloyd S. Hensen, Wing Provost Marshal, 6332nd Air Base Wing has been assigned the additional duty of Provost Marshal, 313th Air Division effective 10 March 1955. (Lt Schatz - 48101)

2. (UNCLASSIFIED) Paid Pan Pacific Company \$2,638.50 for the 60 floodlights and 90 bulbs which were delivered to Naha Air Base to light the play areas at the AC&W Sites. This order was placed by the 20th AF Construction Fund on 30 November 1954. This represented the first payment and completed the first project under the Nonappropriated Fund Construction Program. (CWO Webster - 42201)

3. (UNCLASSIFIED) Four hundred nineteen (419) airmen have been allocated to this Command by Headquarters, FEAF for the month of July 1955.

(UNCLASSIFIED) Message was forwarded to Major Frank, FEAF Liaison Officer at Parks Air Force Base, California requesting that all airmen in AFSC 273X0 (Aircraft Control and Warning Operators) earmarked for 313th Air Division, be airlifted to this Command. (Capt Dunham - 44138)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL SECTION

11 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Nonappropriated Funds: A report has been sent to FEAF indicating that as of 28 February 1955 there was on deposit with the banks the following nonappropriated fund monies:*

U.S. Currency on Deposit:

American Express Company, Inc., Okinawa Branch	\$840,087.86
Bank of America, Agana Branch, Guam	<u>238,663.71</u>
Total U.S. Currency on Deposit	\$1,078,751.57

Foreign Currency on Deposit:

Bank of the Ryukyus (Type B Yen) equivalent to	<u>\$115.23</u>
Total	\$1,078,866.80

*This includes the various Open Mess, Welfare Funds, Air Force Aid, Labor Fund, and etc.

(CWO Webster - 42201)

JOHN A. WEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale

ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

12 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Nonappropriated Funds: Completed preparations of the Fiscal Year 1956 Nonappropriated Fund Budget, and submitted same to FEAF this date. Analysis of the budget is reflected in the following tabulation:

	<u>TOTAL</u>	<u>Project 1</u>	<u>Project 2</u>	<u>Project 11</u>	<u>Project 12</u>	<u>Construction</u>
Hq 313th AD \$	18,000	12,075	3,735	2,190	-0-	-0-
Kadena	1,228,649	237,980	88,299	30,630	16,740	855,000*
Naha	<u>1,419,563</u>	<u>141,070</u>	<u>33,680</u>	<u>18,653</u>	<u>12,160</u>	<u>1,214,000**</u>
	\$2,666,212	391,125	125,714	51,473	28,900	2,069,000***

*Includes \$150,000 Hobby Shop currently authorized in FY 55 program.

**Includes \$731,000 projects currently authorized in FY 55 program.

***Includes \$881,000 projects authorized in FY 55 program.

Actually, only \$1,188,000 is being asked for new projects in the FY 56 construction program.

Project 1 is Supply, Services and Equipment for Special Services and Welfare activities.

Project 2 is for Pay and Travel of Personnel for Special Services and Welfare activities.

Project 11 is for Supplies, Services and Equipment of Information and Education activities.

Project 12 is for Pay and Travel of Personnel for Information and Education activities.

(CWO Webster - 42201)

2. (UNCLASSIFIED) During the past week (5 Mar thru 11 Mar) four (4) ground accident reports were received from sub-commands.

a. 6332nd Air Base Wing - Two (2)

b. 51st Fighter Interceptor Wing - Two (2)
(Max Hudren - 43118)

3. (UNCLASSIFIED) Messages have been received from 5th Air Force and FEAF which change the authority for promotion of Officers from this Headquarters to 5th Air Force. Recommendations for promotions of 2/Lieutenants must be submitted to this Headquarters 45 days prior

to effective date of promotion. Promotions of Medical, Dental and Veterinary officers must arrive this Headquarters 20 days prior to completion of time-in-grade. (L/Lt Schatz - 48101)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:



ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

14 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) WOJG Charles Woodward, (AFSC 4344), 51st Fighter Interceptor Wing, has been chosen for assignment to Air Force Section MAAG, Bangkok, Thailand, for 110 days TDY to report earliest possible date. The purpose of this TDY is to advise RTAF squadrons on USAF organizational aircraft maintenance systems. (L/Lt Schatz - 48101)

2. (UNCLASSIFIED)—Nonappropriated Funds: Submitted a report to FEAF reflecting central base fund expenditures in February 1955 in support of the Welfare program. Breakdown of expenditures is as follows:

Sports	\$ 3,860.14
Library	1,316.95
Service Clubs	3,057.34
Crafts	2,259.07
Other Welfare	3,145.02
Information	366.67
Education	2,185.19
	<u>\$16,190.38</u>

(CWO Webster - 42201)

JOHN A. MEEKS
Colonel, USAF
Dir of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

15 March 1955

DIRECTOR OF PERSONNEL

.....

2. (UNCLASSIFIED) Summaries of Technical Sergeant ratings (Airman Performance Report) have been compiled for units of this Command and forwarded to Headquarters, FEAF. Following is a breakdown of this report: (Period covered: 1 Feb thru 28 Feb 55).

<u>UNSATIS-</u> <u>FACTORY</u>		<u>FAIR</u>		<u>GOOD</u>		<u>VERY GOOD</u>		<u>EXCELLENT</u>		<u>OUTSTANDING</u>	
<u>RATER</u>	<u>IND</u> <u>OFF</u>	<u>RATER</u>	<u>IND</u> <u>OFF</u>	<u>RATER</u>	<u>IND</u> <u>OFF</u>	<u>RATER</u>	<u>IND</u> <u>OFF</u>	<u>RATER</u>	<u>IND</u> <u>OFF</u>	<u>RATER</u>	<u>IND</u> <u>OFF</u>
0	0	2	2	42	41	144	154	207	201	37	34

(UNCLASSIFIED) Message Pers-MA 512 from Headquarters, Fifth Air Force, dated 14 March 1955 is quoted for your information:

"Ref FEAF Msg UNCIAS-PMA-1, 23221, dated 9 Mar 55. Auth is delegated to take final action on Appl for Morale Lv and Emerg Lv as outlined in cited msg. Action will be taken IAW par 48 FEAFR 35-10 on all approved lvs."

(Capt Dunham - 44138)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. H. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

16 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Headquarters, Fifth Air Force has advised that requests for extension of tours for Colonels and Chaplains must be forwarded to that Headquarters in sufficient time to allow complete processing prior to normal forecast date. Estimated time for complete processing is 30 days. (Lt Col McDaniel - 40206)

2.

(UNCLASSIFIED) A message has been received from 5th Air Force indicating a requirement will exist on or about 1 May 1955 for a supply officer, experienced in B-57 supply procedures. Officer will be responsible for setting up and monitoring B-57 supply systems. This information was forwarded to all units requesting records be screened and information on eligible officers be forwarded to this Headquarters not later than 17 March 1955. (1st Lt Schatz - 48101)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

17 March 1955

DIRECTOR OF PERSONNEL

.....

2. (UNCLASSIFIED) Headquarters, Fifth Air Force has directed that Colonel Scruggs, Det #1, Headquarters, 313th Air Division, be placed on TDY to that Headquarters for ten days. At the end of this period it is anticipated that Colonel Scruggs will be reassigned to Formosa. Message advised that reassignment instructions would be received by this Headquarters prior to completion of the directed TDY. (Lt Col McDaniel - 40206)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

19 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) During the past week (12 Mar thru 18 Mar)
five (5) ground accident reports were received from sub-commands:

a. 51st Fighter Interceptor Wing - Five (5)
(Mr. Hudren - 43118)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

22 March 1955

DIRECTOR OF PERSONNEL

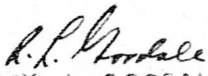
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2. (UNCLASSIFIED) Nonappropriated Funds: A contract was signed this date by and between the 313th Air Division Construction Fund and the Ryukyuan Utilities for the construction of the McChord Baseball Field Floodlighting System at the contract sum of \$27,210.21. The notice to proceed on work was also issued this date. Terms of the contract call for completion of the project within 190 days from receipt of the Notice to Proceed.

(UNCLASSIFIED) Arranged with the American Express Company, Inc. for mail Bank Transfer of \$3,980.00 payable to Pan Pacific Company in full payment of portable bleachers purchased by the Construction Fund for Naha Air Base. These bleachers were delivered to the New Orleans Port of Embarkation on 7 February 1955. Actual delivery to Naha Special Services is anticipated within the near future. (Major Hopkins - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:


ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

24 March 1955

DIRECTOR OF PERSONNEL


.....

2. (UNCLASSIFIED) Of five hundred fifty-seven (557) airmen scheduled for rotation to the Zone of Interior for reassignment in April, eight (8) percent received their base of choice; forty-one (41) percent received an assignment within a five hundred (500) mile radius of requested base, and fifty-one (51) percent received assignments outside of a five hundred (500) mile radius of requested base. (Capt Dunham - 44138)

3. (UNCLASSIFIED) Nonappropriated Funds: A contract was entered into by and between the 313th Air Division Welfare and Recreational Construction and Improvement Fund and the Asanuma Gumi Company, LTD., for the construction of tennis courts at the McChord and Andrews Areas at the contract sum of \$28,355.00. Notice to proceed on the project was also issued this date. Contract provides for completion of project within 150 days from date of issue of Notice to Proceed. (Maj Hopkins - 42201)

JOHN A. WEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:


ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

26 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Colonel Harold W. Scruggs, originally allocated to this Command for assignment as Director of Operations, Detachment #1, Hq 313th Air Division, has been reassigned as Commander, 5th AF Task Force PROV, Taipei, Formosa. (Lt Col McDaniel - 40206)

.....

3. (UNCLASSIFIED) During the past week (20 Mar thru 26 Mar) two (2) Ground Accident Reports were received from sub-commands:

a. 6332nd Air Base Wing - One (1)

b. 51st Fighter Interceptor Wing - One (1)
(Max Hudren - 43118)

JOHN A. WEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

28 March 1955

DIRECTOR OF PERSONNEL

.....

3. (UNCLASSIFIED) Nonappropriated Funds: A contract was entered this date by and between the 313th Air Division Construction Fund and the Asabi Construction Company for the construction of a roller skating rink and skate house at Naha Air Base, at the contract sum of \$16,621.95. Notice to Proceed on the project was also issued this date. Contract provides for completion of project within 100 days from date of issuance of Notice to Proceed. Copies of the contract and the Notice to Proceed are being forwarded to 51st Fighter Interceptor Wing. (Maj Hopkins - 42201)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

by L. M. M. M. M.
L. M. M. M. M.
L. M. M. M. M.

29 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Headquarters, Far East Air Forces allocated the following April Airmen Promotion Quota to this headquarters:

<u>E-7</u>	<u>E-6</u>	<u>E-5</u>	<u>E-5-</u>	<u>E-3</u>	<u>Total</u>
5	13	143	328	235	724

(Capt Herrick - 44138)

2. (UNCLASSIFIED) Nonappropriated Funds: A contract was entered into by and between the 313th Air Division Construction Fund and the Okisui Construction Company for the construction of a floodlighting system at the Kadena Andrews Softball Field at the contract sum of \$12,486.66. Notice to Proceed was also issued to the contractor; completion time provided by this contract is 150 days beginning 28 March 1955. (CWO Webster - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

30 March 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Correspondence has been received from Headquarters USAF giving approval for the award of the Soldier's Medal to 2nd Lt George Lamade, 51st Fighter Interceptor Wing. General Orders, citation, and certificate pertaining to this award will be forwarded to Lieutenant Lamade's current organization of assignment, 51st Fighter Interceptor Wing, for presentation upon publication of orders.

.....
(Maj Loudon - 48101)

2. (UNCLASSIFIED) April Airmen Promotion Quotas for the following organizations are as indicated:

	6332	51st	18th	581st	Det 1	80th	623rd	624th	13th	17th	HQ SQ
GRADE	ABWg	FIW	FBWg	AR Gp	313th	FBSg	AC&W	AC&W	Comm	Comm	313th
M/Sgt	1	2	1	1							
T/Sgt	1	7	2	1				1			1
S/Sgt	36	46	26	22		3	1	1	3	1	4
A/1C	78	85	65	29	7	4	18	13	13	10	6
A/2C	59	75	45	16	2	3	7	12	5	7	4

(Capt Herrick - 44138)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION EXTRACT COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

31 March 1955

DIRECTOR OF PERSONNEL

.....

2. (UNCLASSIFIED) This headquarters received a message from headquarters FEAF stating that unofficial information received in their headquarters indicates that Hq, 20th Air Force, has been awarded the National Safety Council's "Award of Honor" and the 51st Fighter Interceptor Wing has been awarded the "Award of Merit" for the year 1954.

(UNCLASSIFIED) National Safety Council awards previously presented to this Command and Units are as follows:

1953	Headquarters, 20th AF	Award of Merit
1952	Anderson Air Force Base	Award of Merit
1951	Kadena Air Base	Award of Merit

(Mr Hudren - 43118)

3. (UNCLASSIFIED) Nonappropriated Funds: Checks were issued by the 313th Air Division Welfare Funds to the base consolidated nonappropriated welfare funds this date distributing unit fund dividends, based upon the average February 1955 strength. The distribution was as follows:

6319th Air Base Wing	\$ 4,072.50
6332nd Air Base Wing	3,786.00
51st Fighter Interceptor Wing	<u>1,785.00</u>
	\$ 9,643.50

Above payment to 6319th Air Base Wing represents last distribution to that unit by the 313th Air Division Welfare Fund. (CWO Webster - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

2 April 1955

DIRECTOR OF PERSONNEL

(UNCLASSIFIED) Nonappropriated Funds: Headquarters, FEAF, has been advised that all FY 54 and 55 projects are expected to be under contract by 30 June 1955. We also requested that in the event the following projects are not under contract by 30 June, they be authorized in the FY 56 program:

Kadena Hobby Shop
Naha Hobby Shop
Naha Service Club
Naha Swimming Pool
Naha Library
Air conditioning of Naha Library
Air conditioning of Naha Hobby Shop

(CWO Webster - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

4 April 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Nonappropriated Funds: Received from the FEC Central Welfare Fund the April 1955 Grant of Central Base Funds in the amount of \$29, 584.12 in support of Special Services, Information, Education and other Welfare Activities. (Maj Hopkins - 42201)

2. (UNCLASSIFIED) Cumulative Accident Box Score for April 1955.

<u>6332nd Air Base Wing</u>			<u>51st FIW</u>			<u>18th FBW</u>			<u>Command</u>		
DI	MV	PD	DI	MV	PD	DI	MV	PD	DI	MV	PD
0	0	1	0	0	0	0	0	0	0	0	1

(Mr. Hudren - 43118)

3. (UNCLASSIFIED) The following officers reported in and were assigned as indicated:

<u>NAME</u>	<u>RANK</u>	<u>AFSC</u>	<u>ORGANIZATION</u>
Robert E. King	2/Lt	1644	623rd AC&W Sq.
Dale M. Curtin	2/Lt	1644	"
Jos. R. Keesling	2/Lt	1644	"
Gerald K. Herbeck	Capt	1124C	51st Fighter Interceptor Wg.
Roy L. Zink, Jr.	Capt	1444	6332nd Air Base Wing

(Maj Loudon - 48101)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

A. L. Goodale

ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

5 April 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Headquarters, Fifth Air Force, informed this office that Mr. Ned H. Dearborn, President of the National Safety Council, Chicago, Illinois, is tentatively scheduled to arrive on Kadena Air Base on or about 3 May 1955, for approximately four (4) days. During Mr. Dearborn's stay on Kadena the National Safety Council's highest award, the "Award of Honor", for 1954 will be presented to Major General Fay R. Upthegrove, Commander, 313th Air Division. (Formerly 20th Air Force). Also, the Council's second highest award, the "Award of Merit" will be presented to Colonel Edwin C. Ambrosen, Commander, 51st Fighter Interceptor Wing. After each presentation Mr. Dearborn will tour each base for the purpose of observing the Ground Safety Program in operation and serve as a technical consultant on program organization, method and control procedures. (Mr. Hudren - 43118)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
R. L. GOODALE
Colonel, USAF
Technical Officer

6 April 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) The following officer requisitions for June have been cancelled by Headquarters, USAF, because of non-availability:

<u>AFSC</u>	<u>NUMBER</u>	<u>REQUISITIONING ORGANIZATION</u>
1124C	6	51st Fighter Interceptor Wg
1435	3	313th Air Division
1435	1	18th Fighter Bomber Wing
1444	1	313th Air Division
1444	1	51st Fighter Interceptor Wg
3024	2	623rd & 624th ACW&RON
2016	1	313th Air Division
2054	1	18th Fighter Bomber Wg
6736	1	313th Air Division
6884	1	313th Air Division
6884	1	51st Fighter Interceptor Wg
6884	1	6332nd Air Base Wing
7024	1	18th Fighter Bomber Wing
7024	1	313th Air Division
7324	1	18th Fighter Bomber Wing
9356C	1	51st Fighter Interceptor Wg
9826	1	6332nd Air Base Wing
9846D	1	6332nd Air Base Wing
3016	1	623rd AC&W&RON
3044	2	313th Air Division
6424	2	313th Air Division
6424	2	18th Fighter Bomber Wing
6424	2	581st Air Resupply Group

(Maj Loudon - 48101)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

7 April 1955

DIRECTOR OF PERSONNEL

(UNCLASSIFIED) The following reserve officers have been reported to Headquarters Fifth Air Force as being eligible under ROPA for mandatory separation on the basis of age in grade or time in service:

Lt Col Raymond B. Kelsey
Major Vincent E. Howard
Major Andy S. Briscoe
Major Frederick K. Mougey

(Major Loudon - 48101)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

8 April 1955

DIRECTOR OF PERSONNEL

.....

2. (UNCLASSIFIED) Nonappropriated Welfare Funds: The 313th Air Division Welfare Fund paid the bases the April grant of non-appropriated welfare funds in support of welfare recreational activities. Distribution made was as follows:

Kadena	\$ 22,002.39
Naha	7,449.87
Hq 313th Air Div	<u>2,131.86</u>
	\$ 31,584.12

(UNCLASSIFIED) The following report of nonappropriated funds on deposit in bank as of 31 March 1955 has been submitted to Fifth Air Force:

U. S. Currency; American Express Company, Inc. Okinawa	\$ 789,084.85
Foreign Currency, Bank of the Ryukyus	<u>611.48</u>
	\$ 789,696.33

(CWO Webster - 42201)

3. (UNCLASSIFIED) A study has been made of the total numbers of 3 and 5 level airmen trained since August 1954. From 1 August 1954 through 28 February 1955 there were 1,350 airmen upgraded from the apprentice to the senior level, and 118 upgraded from the senior to the supervisor level.
(Capt Lloyd - 42114)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

[Signature]

1757

12 April 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Summaries of Staff Sergeant ratings (Airman Performance Report) were compiled for units of this command and forwarded to Headquarters, Fifth Air Force. Following is a breakdown of this report: (Period covered: 1 March through 31 March 1955)

UNSATIS- FACTORY RATER	IND OFF	FAIR RATER	IND OFF	GOOD RATER	IND OFF	VERY GOOD RATER	IND OFF	EXCELLENT RATER	IND OFF	OUTSTANDING RATER	IND OFF
2	3	26	26	149	141	273	284	301	298	26	25

Total number of Airmen rated for grade shown above 777.
(Capt Dunham - 44,138)

2. (UNCLASSIFIED) Nonappropriated Funds: Welfare Fund Report for 313th Air Division was submitted to Far East Command this date. This report reflected the following expenditures during March:

Sports	\$ 3,012.61
Library	1,520.58
Service Club	7,182.08
Crafts	1,788.30
Special Services	
Administration	45.11
Airmen Education	2,520.92
Airmen Information	2,391.68
Funds Administration	880.29
Other Welfare	80.80
	<u>\$19,442.37</u>

(UNCLASSIFIED) The 313th Air Division Crafts Revolving Fund Report was submitted to Far East Command this date. Sales for the month of March were \$1,898.63.
(CWO Webster - 42201)

JOHN A. WEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

A. L. Weeks
BY: L. GOODE
1ST LT USAF
HISTORICAL OFFICER

13 April 1955

DIRECTOR OF PERSONNEL

.....

2. (UNCLASSIFIED) Message was forwarded to FEAF Liaison Officer at Parks Air Force Base, requesting that all airmen scheduled for assignment to 313th Air Division in the following AFSC's be airlifted to this command in view of the immediate requirement of such personnel:

304X0	362X1	363X0
291X0	292X0	293X1

(Capt Dunham - 44138)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

16 April 1955

DIRECTOR OF PERSONNEL

(UNCLASSIFIED) In an effort to complete the engineering work on nonappropriated fund contract projects at the earliest possible time a contract was signed with King Associates, Inc. for the services of five of their Japanese engineers for a period not exceeding four weeks. These engineers will perform this duty in our Installation Office. For these services King Associates will be reimbursed to the extent of wages only. (CWO Webster - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

18 April 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Special Services: Information received from FEAF this date indicates that Okinawa defeated Haneda, representing Northern Japan, four (4) straight games to become FEAF Champions in the FEAF Volleyball Tournament held at Johnson Air Base, Japan.
(CWO Webster - 42201)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFF

19 April 1955

DIRECTOR OF PERSONNEL

(UNCLASSIFIED) A letter, subject: request for personnel, has been sent to Fifth Air Force stating there is a current shortage in the following AFSC's, 0066A, 3054, 4334, and 5516. Personnel replacement is considered essential to this Headquarters, and Fifth Air Force has been requested to procure officers in these AFSC's from resources under their command.

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

21 April 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) On 25 March 1955 a letter was forwarded to Commander, Fifth Air Force, outlining our present critical airmen shortages in certain AFSC's and career fields which will exist in the next few months. We requested immediate action to fill our shortages and action to effect receipt of replacement personnel prior to departure of rotating personnel. If the aforementioned was not possible, it was requested that authority be granted to extend or curtail tours as required. Fifth Air Force message PERS-MA 704, 16 April 1955, stated that since manning status cannot be determined pending approval of manpower survey and publication of UMDS no action was contemplated on this letter. (Capt Dunham - 44138)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL

25 April 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) A new policy on training of Jet Aircraft Maintenance Technicians (43171C) has been announced by Headquarters Fifth Air Force. All senior level airmen (43151C) will be placed on Understudy OJT to the 7 level regardless of rank. All airmen, down through and including A/3C with this AFSC will therefore be placed in training. No PERAMS are published and no morning report entries are made for this type training, so those personnel cannot actually be upgraded after their training. (Capt Lloyd - 42114)

2. (UNCLASSIFIED) Copies of Aeronautical Orders, awarding Senior Pilot rating to Major Carl H. Brown, have been forwarded to Commander, 18th Fighter Bomber Wing. (Major Loudon - 48101)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

A. R. Woodall
A. R. WOODALL
CHIEF OF COAST
DET. CHIEF OF

25 April 1955

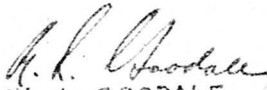
DIRECTOR OF PERSONNEL

.....

2. (UNCLASSIFIED) One hundred twenty eight (128) airmen arrived at Parks Air Force Base, California on 17 April 1955 for processing and shipment to this command. (Capt Dunham - 44138)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:


ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

27 April 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Of five hundred forty-four (544) airmen scheduled for rotation to the Zone of Interior for reassignment in May, seven (7) percent received their base of choice; forty-two (42) percent received an assignment within a five hundred (500) mile radius of requested base, and fifty-one (51) percent received assignments outside of a five hundred (500) mile radius of requested base.

2. (UNCLASSIFIED) Det #1, 313th Air Division, has been requested to issue necessary orders reassigning Major Frank A. Papcun to this headquarters, reporting as soon as possible. (Come-back sheet date 26 April).

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICE

28 April 1955

DIRECTOR OF PERSONNEL

2. (UNCLASSIFIED) The following distribution of the May grant of central base funds in support of welfare and recreational activities was made by the 313th Air Division Welfare Fund:

	<u>Kadena</u>	<u>Naha</u>	<u>Hq 313AD</u>	<u>Total</u>
Project 1, Supplies & Equipment, Spec Sv	15,721.36	4,018.58	561.62	20,301.56
Project 2, Pay of Personnel, Spec Sv	3,532.23	2,148.29	1,570.24	7,250.76
Project 11, Supply & Equipment, Info & Educ.	1,156.13	644.50	- 0 -	1,800.63
Proj 12, Pay of Pers, Information & Education	1,592.67	638.50	- 0 -	2,231.17
Totals	\$22,002.39	\$7,449.87	\$2,131.86	\$31,584.12

(CWO Webster - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICE

29 April 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Nonappropriated Funds: Received information that portable bleachers ordered by the Construction Fund for Naha Air Base have been received by Naha Personnel Services.

(UNCLASSIFIED) Made the following distribution of unit fund dividends to the bases:

Kadena	\$3,859.00
Naha	<u>1,776.00</u>
Total	\$5,635.00

(CWO Webster - 42201)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
ST. LT. USAF
HISTORICAL OFFICE

30 April 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Captain John E. Cottongim, Education Services Officer, and Captain Fred C. Wagner, Personal Affairs Officer, Fifth Air Force, who arrived this base 26 April 1955 have completed their Staff Visit, the purpose of which was to evaluate the Personnel Services Program within 313th Air Division and will return to Fifth Air Force this date. (CWO Webster - 42201)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

2 May 1955


DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Ninety six (96) airmen departed the Zone of Interior 27 April 1955 aboard the USNS E. D. Patrick for assignment to this command. Airmen will arrive on Okinawa on or about 13 May 1955. (Capt Dunham - 44138)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:


ROY L. GOODALE
1ST LT USAF
HISTORICAL OFF.

5 May 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Special Services: CWO Webster, this Division, and a representative of RYCOM Special Services completed plans with Kadena and Naha Air Bases for the NBC Symphony of the Air, consisting of 100 men and 5 women, to present two performances, one each at 2000 hours 29 and 30 May 1955. It is planned to utilize the new hangar at Naha Air Base for these performances.

(UNCLASSIFIED) The final report on the 1955 Cancer Crusade was forwarded to Fifth Air Force, indicating a total contribution of \$2518.55 by this command. Naha Air Base contributed \$1268.55 derived by an individual drive and Kadena Air Base contributed \$1250.00 from their United Charity Fund. (CWO Webster - 42201)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

NAVY & AIR FORCE
HISTORICAL OFFICE

SECRET

9 May 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Submitted report to 5th Air Force this date indicating that as of 30 April 1955, nonappropriated funds of this command had on deposit with the banks the following monies:

On Deposit with American Express Co. Inc.	\$858,517.22
On Deposit with Bank of the Ryukyus	
"B" Yen equivalent to	220.67
	<u>\$858,737.89</u>

(CWO Webster - 42201)

2. (UNCLASSIFIED) Headquarters, Fifth Air Force, allocated the following number of airmen to this command for months indicated:

August	768
September	131

(SECRET) Headquarters, Fifth Air Force, advised this headquarters that Headquarters FEAF had approved request for Involuntary Extension of airmen submitted by the 51st Fighter Interceptor Wing, with the following exceptions: (a) Involuntary extension of airmen in AFSC 471X4 is approved provided strength of unit does not exceed personnel priority designator of 67 in this AFSC. (b) One (1) airmen AFSC 43170W was not approved. The 51st Fighter Interceptor Wing is 35% manned in AFSC 471X4 as of 1 May 1955. (Capt Dunham - 44138)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

*In May 1955 the AFSC's 47134 and 47154 (Senior Vehicle and Motorized Equipment Engine Mechanic) were changed to 47151 (Automotive Repairman) and 47250 (Ground-Powered and Support Equipment Repairman) or 56751 (Electrical Power Production Repairman), depending on the particular capabilities of the individuals involved. This action was taken in compliance with AFM 35-1, 1 July 1954, as amended.

SECRET

6 May 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Crafts revolving fund sales totaled \$1,736.19 last month. Kadena Air Base craft sales outlets remained closed during April due to reorganization. Sales indicated above were reported for Naha Air Base.

(UNCLASSIFIED) Air Force Aid Society operations during April reflect that 6 loans (in the total value of \$675.00) were made by Kadena, and none were made by Naha. (CWO Webster - 42201)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. K. [Signature]
R. K. GORDON
1ST LT USAF
HISTORICAL OFFICE

7 May 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Received authority from Fifth Air Force to place 5 level Jet Aircraft Mechanics in grade of A/1C on official OJT to the 7 level. Formerly only unofficial understudy OJT was permitted. (Capt Lloyd - 42114)

2. (UNCLASSIFIED) Prepared 313th Air Division Welfare Fund financial report for April 1955. This report reflects following expenditures by this command during April:

Sports	\$11,010.08
Library	5,848.51
Service Clubs	13,370.32
Entertainment/Music	365.65
Hobby Crafts	1,357.73
Spec Serv Administration	37.58
Education Services	2,224.49
Information Services	458.34
Funds Administration	1,693.98
Other Welfare Activities	866.30
	<u>\$37,232.98</u>

(CWO Webster - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

11 May 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Class 55-E, NCO Academy convened 9 May 1955, with 68 students enrolled, a gain of 10 over the last class.

2. (UNCLASSIFIED) Of one hundred forty (140) airmen scheduled for rotation to the Zone of Interior for reassignment in June, thirteen percent received their base of choice; sixty-three percent received an assignment within a five hundred (500) mile radius of requested base, and twenty-four (24) percent received assignments outside of a five hundred (500) mile radius of requested base. (Captain Dunham - 44138)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

11 May 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Special Services: Mr. Robert Lawrence, Athletic Director, Kadena Air Base, has been selected to coach the Far East Conference Area Track and Field Team that will participate in the World-Wide Air Force Track and Field Meet, scheduled 16-18 June 1955. 18th Fighter Bomber Wing has been advised to place Mr. Lawrence on extended TDY in ZI upon completion of the FEAF Track and Field Meet, scheduled 3 June 1955. FEAF has requested that Mr. Lawrence report to their headquarters not later than 25 May 1955 to assist in the conducting of 1955 FEAF Track and Field Meet. (CWO Webster - 42201)

2. (UNCLASSIFIED) Headquarters, Fifth Air Force has directed the following units to reassign the number of airmen in AFSC 43131C (Jet Mechanic) as indicated, to this command in the near future:

39th Air Division	58
41st Air Division	7
43rd Air Division	4
314th Air Division	<u>31</u>
Total	100

The receipt of the airmen listed above will bring this command to 84% manned as of 1 July 1955. (Capt Dunham - 44138)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

12 May 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) The following information was submitted to Commanding General, Ryukyus Command, on the number of eligible personnel for housing as of 30 April 1955. These figures will be used to prorate GARIOA houses:

a. Number of Officers and Warrant Officers	870
b. Number of Civilian personnel, grades GS-12 (or equivalent) or higher	17
c. Enlisted personnel in grade E-5 or higher	<u>1625</u>
d. Total	2512

(CWO Webster - 42201)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. [Signature]

13 May 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Summaries of Airman First Class ratings (Airman Performance Report) were compiled for units of this command and forwarded to Headquarters, Fifth Air Force. Following is a breakdown of this report: (Period covered 1 Apr thru 30 Apr 55)

UNSATIS- FACTORY		FAIR		GOOD		VERY GOOD		EXCELLENT		OUTSTANDING	
IND		IND		IND		IND		IND		IND	
RATER	OFF	RATER	OFF	RATER	OFF	RATER	OFF	RATER	OFF	RATER	OFF
0	0	35	34	188	188	436	438	330	329	26	26

Total number of Airmen rated for grade shown above 1015.
(Capt Dunham - 44138)

2. (UNCLASSIFIED) Received revised figures on airmen assigned 30 April 1955 by skill level. The figures now reveal that we held our own at the 5 level during April, even gaining 10 airmen, in spite of rotational losses. Also the apprentice level has dropped until we are only 237 airmen overstrength at that level: Total authorized - 1913
Assigned - 2150.
(Capt Lloyd - 42114)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

R.L. Dunham

16 May 1955

DIRECTOR OF PERSONNEL

.....
(UNCLASSIFIED) Zone of Interior assignments have been received
for the following named officers:

Major James M. Purdy	51st FI Wg	366 FBWg, Alexandria AFB, La.
Captain Alfred J. Sciarappa	HqSq, 313th AD	AFROTC Univ of New Hampshire
1/Lt Roy L. Goodale	HqSq, 313th AD	AFROTC Univ of Notre Dame

.....

JOHN A. WEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

16 May 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Received notification from Yu Kinteng Construction Corporation that the Kadena Shating Rink has been completed. Final inspection and acceptance will be made by Base AIO, Kadena Personnel Services and the Construction Fund Custodian.

(UNCLASSIFIED) The Construction Fund and Welfare Fund Councils met this date. Bids on four projects were approved.

.....

JOHN T. McDANIEL
Lt Colonel, USAF
Asst Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R.H. Gendall

31 May 1955


DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Thirty-one (31) airmen will arrive on or about 13 June 1955 aboard the USS Breckinridge for assignment to 313th Air Division. (Capt Dunham - 44138)

.....

JOHN A. WEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:


ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

1 June 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Headquarters, Fifth Air Force message dated 31 May 1955, informed us that the Airmen Promotion Quotas for June 1955 will be furnished this headquarters on or about 9 June 1955. The command vacancy requirement as prescribed by paragraph 9, AFR 39-29 is waived for promotion to grade of S/Sgts in all career fields for this promotion period only. (Capt Dunham - 4413B)
2. (UNCLASSIFIED) Completed Staff Visit to the 18th Fighter Bomber Wing. Squadron OJT programs range from excellent to poor. Details of visit will be included in report of Staff Visit which will be forwarded shortly. (Capt Lloyd - 42114)
3. (UNCLASSIFIED) Received a message from Commanding General: Army Forces Far East, advising that present budgetary limitations of funds available to USO Camp Shows have resulted in the curtailment of the Standard USO Camp Shows. Unit 1221 which arrived in the Command 28 February and is scheduled to complete its tour of the Mid-Pacific 15 August 1955 will be the last show available to the Far East until January 1956. Message requests all commands to make qualified service personnel available for TDY for the purpose of touring the Far East to augment professional entertainment. (CWO Webster - 42201)

JOHN A. WEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

Roy L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

28 May 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) The Individual Training Division has completed a screening to determine the effectiveness of our OJT Program. Approximately 400 Airmen in the grades of Staff Sergeant and below completed questionnaires. Significant results are as follows:

a. 37% have taken and passed a proficiency test for the next higher skill in their career line.

b. 72% feel that OJT has increased their knowledge and skills.

c. 54% feel that their squadron is conducting a good OJT Program.

d. 65% feel that their squadron is making full use of their capabilities.

e. 72% think that they understand the extent and purpose of Project Guidance.

f. 21% of these airmen are going to reenlist. 36% are undecided, and 43% are definitely not going to reenlist. (Note: This survey was taken after the pay bill was in effect.)

The results are being forwarded to all unit OJT officers for their information and future guidance. (Capt Lloyd - 42114)

.....

JOHN A. MEYER
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
INACTIVE

28 May 1955

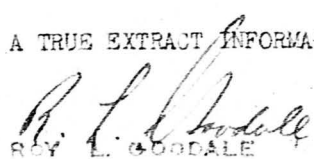
DIRECTOR OF PERSONNEL

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2. (UNCLASSIFIED) Nonappropriated Funds: Issued a check in the amount of \$241.50 for expense money to the Division Track and Field Team who are entering FEAF competition at Tachikawa Air Base.
(JWO Webster - 42201)

JOHN A. WEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:


ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

26 May 1955

DIRECTOR OF PERSONNEL

.....
(UNCLASSIFIED) Lt Colonel Richard J. Wade, AFSC 7716 (Air Provost Marshal) reported to this command and was assigned to Headquarters, 313th Air Division. (Maj Louden - 48101)

2. (UNCLASSIFIED) Reply to our request for Fifth Air Force manning levels of AFSC's authorized in 26th Fighter Interceptor Squadron received. This information enables us to proceed with the manning of 26th Fighter Interceptor Squadron for its impending move to Clark Air Force Base. (Col Meeks - 40101)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. J. Goodale
R. J. GOODALE
1ST LT USAF
HISTORICAL OFFICER

23 May 1955

DIRECTOR OF PERSONNEL

.....

2. (UNCLASSIFIED) During the current month that Army has released thirty-two houses for occupancy by Air Force personnel. Originally the Army indicated that an effort would be made to release fifteen but could not guarantee that such a number would be released. These seventeen additional houses, plus the early release of personnel from subordinate organizations in violation of our policy, will cause some houses to remain vacant for a period of time. (Col Meeks - 40101)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. K. Hamilton
ROY L. GOOLALE
1ST LT USAF
HISTORICAL

23 May 1955

DIRECTOR OF PERSONNEL

.....

2. (UNCLASSIFIED) Headquarters, Fifth Air Force, has directed the 67th Tac Recon Wing to reassign thirty-five (35) airmen AFSC 432X0 (Jet Engine Mechanic) to this Command. (Captain Dunham - 44138)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFF

21 May 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Nonappropriated Funds: A contract was signed 20 May 1955 by and between the Ryukyuan Utilities, Inc., and the 313th Air Division Welfare and Recreational Construction and Improvement Fund for the construction of squash and handball courts at Kadena Air Base. Notice to Proceed construction was also signed this date. Contractor indicated construction would begin 24 May 1955. (CWO Webster - 42201)

.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. H. H. H.

2 June 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) FEAF Message PMP-4 31226, 25 May 1955, is quoted for your information: "Eta Jima School Quotas allocated for 13, 20 and 27 June 1955 are cancelled due to discontinuation of course." This message will not discontinue Firefighter Course convening 6 June 1955 or Escape and Evasion Quotas. Subject message was retransmitted to 18th Fighter Bomber Wing and 581st Air Resupply Group, since they did receive quotas to that school during the period mentioned above. (Capt Dunham - 44138)

2. (UNCLASSIFIED) Nonappropriated Funds: Issued invitations to seven (7) contractors to bid on the Oasis Service Club Repair Project, which is funded under the Fiscal Year 1955, Nonappropriated Fund Construction Program.

(UNCLASSIFIED) Special Services: Disseminated information on the 313th Air Division Model Airplane Contest which will be held on 11 June at Kadena. Winners of this contest will compete in the FEAF Championships, leading to the USAF Championships. (CWO Webster - 42201)

3. (UNCLASSIFIED) Copies of Special Orders announcing the promotion of the following named officers to the temporary USAF grade of First Lieutenant have been forwarded to officers' organizations:

William M. Chorpeneing	51st FI Wing
William H. Davidson	" " "
Lawrence Y. Conaway	" " "
Wesley J. Stidnick, Jr.	" " "
Francis X. Shea	624th AC&W Sq
John W. Grierson	18th FB Wing
Max Schultz	" " "
John M. McDonald III	" " "
Frank W. Shelton III	" " "

(UNCLASSIFIED) Copies of Special Orders, Headquarters Technical Training Air Force, Gulfport, Mississippi, announcing the promotion of the following have been forwarded to officers' organizations:

Frank Petty	Captain	13th Comm Sq
Mexion O. Prewitt	1st Lieutenant	624th AC&W Sq
(Maj Loudon - 48101)		

A TRUE INFORMATION COPY:

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

R. L. Goodale
ROY L. GOODALE
1ST LT-USA
HISTORICAL OFFICER

3 June 1955

DIRECTOR OF PERSONNEL

.....

2. (UNCLASSIFIED) Special Services: In reference to Army Forces Far East message advising that USO Camp shows were to be curtailed, this office forwarded a letter to subordinate units requesting they survey their service personnel for possible talent to augment the USO Camp shows and make them available where possible for periods of TDY of 30 to 90 days to tour the Far East Command. (CWO Webster - 42201)

3. (UNCLASSIFIED) Squadrons morning reports for the month of May were audited and it was found that 154 airmen were upgraded from the 3 to the 5 level for the month. The breakdowns by units are as follows:

18th FB Wg - 89	51st FI Wg - 35	13th Comm Sq - 9
624th AC&W Sq - 9	581st Air Resup Gp - 7	Hq Sq Sec, 313th - 3
17th Comm Const Sq - 1	623rd AC&W Sq - 1	Det #1 - 0
(Capt Lloyd - 42114)		

4. (UNCLASSIFIED) All units have been informed that this headquarters has requested involuntary extension of all airmen in the 273 career field (Radar Oper), 303 career field (Radar Maintenance), 304 career field (Ground Radio Oper) who are scheduled to rotate to the Zone of Interior during the months of June, July and August 1955, for 90 days from their MOT. Units were also informed that personnel with the above AFSC's are to be retained within their command and that no action is to be taken to reassign airmen to the Zone of Interior pending final action from higher headquarters. (Capt Dunham - 44138)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

7 June 1955

DIRECTOR OF PERSONNEL

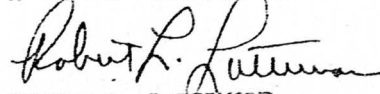
(UNCLASSIFIED) Nonappropriated Funds: The following 313th Air Division report of Nonappropriated Funds on deposit in banks as of 31 May 1955 was submitted to Fifth Air Force this date with an information copy to FPAF:

- a. U. S. Currency: American Express Company, Inc., Okinawa Branch, \$748,218.06
- b. Foreign Currency: Bank of the Ryukyus, Okinawa-B Yen ¥101,125.00 equivalent to \$ 843.21
- c. Total funds on deposit in banks: \$749,061.27

(UNCLASSIFIED) The above figures represent money deposited in the bank of all Nonappropriated Funds, including the open messes, sundry funds, unit funds, central base funds, crafts revolving funds, chaplains' funds, Air Force Aid Society, 313th Air Division construction fund and the 313th Air Division welfare fund. (JWO Webster - 42201)

JOHN A. WEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:



ROBERT L. IATTIMORE
2d Lt USAF
Asst ISO

8 June 1955

DIRECTOR OF PERSONNEL

.....

2. (UNCLASSIFIED) Prepared the monthly financial report of the 313th Air Division Welfare Fund, for May 1955. This report reflects that as of 31 May 1955, the 313th Air Division Welfare Fund possessed a net worth of \$122,458.05, and had commitments in the amount of \$89,047.82. During May, the Fund obligated \$21,722.22 of which \$11,722.57 were for supplies and \$9,999.65 for salary and wages. These obligations are broken down by program as follows:

	<u>Supplies</u>	<u>Salaries</u>	<u>Total</u>
Sports Activities	\$ 1,085.62	\$ 1,380.03	\$ 2,465.65
Library Service	1,873.45	1,065.48	2,938.93
Service Clubs	3,704.28	1,433.26	5,137.54
Entertainment/Music	80.00	- 0 -	80.00
Hobby Crafts	530.12	775.72	1,305.84
Special Services Administration	200.15	144.09	344.24
Education Service	94.60	2,765.22	2,859.82
Information Services	2,202.67	- 0 -	2,202.67
Funds Administration	17.15	935.85	953.00
*Other Welfare Activities	<u>1,934.53</u>	<u>1,500.00</u>	<u>3,434.53</u>
	\$11,722.57	\$ 9,999.65	\$21,722.22

*Expenditures include \$1,432.08 for public address systems for the chapels, and \$1,500.00 in wages of Japanese engineer/draftsmen employed for the Engineering Division to work on the nonappropriated fund construction projects. (CWO Webster - 42201)

3. (UNCLASSIFIED) Information received from Headquarters Fifth Air Force indicates that the personnel manning status of this command will become more acute during the period July through September. To overcome this shortage FEAF has delegated to Headquarters Fifth Air Force authority to involuntarily extend tours of duty of personnel not to exceed three months. This authority cannot be redelegated. These extensions apply to personnel whose MOT is scheduled to occur during July, August and September. It is incumbent upon each commander to request involuntary extension for those personnel whose loss would lower the combat capability of his command. Headquarters Fifth Air Force indicated that personnel diversion action will not be taken in favor of those commanders who choose not to apply this procedure. Personnel involuntarily extended for three months will be

released as soon as replacements are available. In no event will they be retained beyond the initial involuntary extension. (Capt Herrick - 44138)

JOHN T. McDANIEL
Lt Colonel, USAF
Asst Dir of Personnel

A TRUE EXTRACT INFORMATION COPY:



ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

9 June 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Headquarters, Fifth Air Force, forwarded the following June Airmen Promotion Quotas to this command:

<u>E-7</u>	<u>E-6</u>	<u>E-5</u>	<u>E-4</u>	<u>E-3</u>	<u>TOTAL</u>
5	14	121	213	153	506

Distribution of quotas to units of this command are as follows:

<u>GRADE</u>	<u>18TH</u> <u>FBWG</u>	<u>51ST</u> <u>FIWG</u>	<u>581ST</u> <u>AR GP</u>	<u>DET #1</u> <u>313TH</u>	<u>13TH</u> <u>COMM</u>	<u>17TH</u> <u>COMM</u>	<u>623RD</u> <u>AC&W</u>	<u>624TH</u> <u>AC&W</u>	<u>HQ SQ</u> <u>313TH</u>
M/Sgt	2	1	1					1	
T/Sgt	5	3	2			1	1	1	1
S/Sgt	47	33	25	1	1	2	3	5	4
A/1C	91	66	17	6	7	1	8	11	6
A/2C	57	50	11	2	12	2	9	8	2

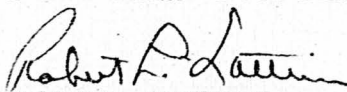
(Capt Herrick - 44138)

2. (UNCLASSIFIED) Prepared monthly financial statement of the 13th Air Division Crafts Revolving Fund. This report reflects that during May sales totaled \$3,269.59. The increase in sales over preceding months (\$1,736.19 in April, \$1,898.63 in March) was due to the reopening of the Kadena Sales Outlets.
(CWO Webster - 42201)

.....

JOHN T. McDANIEL
Lt Colonel, USAF
Asst Dir of Personnel

A TRUE EXTRACT INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

11 June 1955

DIRECTOR OF PERSONNEL

.....

2. (UNCLASSIFIED) Quotas for Technical Schools for month of July 1955. This command requested ten (10) quotas for Technical Schools for the month of July 1955 and received a total of two (2) quotas. Headquarters Fifth Air Force requested 163 quotas from FFAF for July. However, due to space and facilities available only 69 quotas were received at that headquarters. (Capt Herrick - 44138)

3. (UNCLASSIFIED) Contracts were signed with the Asanuma Gumi Company, Ltd., for the construction of the Little Theater Playhouse for \$48,980.00 and the Dressing & Supply Building for \$13,450.00. Completion time is 240 days for the Playhouse and 180 days for the Dressing and Supply Building. (CWO Webster - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:



ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

13 June 1955

DIRECTOR OF PERSONNEL

.....

2. (UNCLASSIFIED) Of the four hundred forty-eight (448) airmen returning to the Zone of Interior for reassignment in July fourteen (14) percent received their base of choice; forty-three (43) per cent received assignments within five hundred (500) miles of base choice and forty-three (43) percent received assignments outside the five hundred (500) mile radius of base choice. (Capt Dunham - 44138)

3. (UNCLASSIFIED) Received notification that Fifth Air Force Training and Utilization Team will arrive in this command on or about 17 June 1955 for the purpose of conducting Audits. Subordinate units were notified. (Capt Lloyd - 42114)

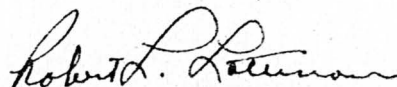
4. (UNCLASSIFIED) The following message from Fifth Air Force was received:

"Information received from Headquarters FEAF that CINCPAC has approved concurrent travel and immediate assignment to government quarters for all officers of rank of Colonel. Detailed instructions for implementation will be forwarded as soon as received. This message for information only. No action will be taken to assign quarters until further instructions are forwarded."

The above information has been furnished to the 18th Fighter Bomber Wing and the 51st Fighter Interceptor Wing. (Lt Col McDaniel - 40206)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO


14 June 1955

DIRECTOR OF PERSONNEL

.....
2. (UNCLASSIFIED) Seven hundred twenty (720) airmen allocated this
command by Headquarters, Fifth Air Force, for the month of October 1955.
(Capt Dunham - 44138)
.....

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

15 June 1955


DIRECTOR OF PERSONNEL

.....

(UNCLASSIFIED) The following Fifth Air Force message has been quoted to the 18th Fighter Bomber Wing, 51st Fighter Interceptor Wing, 581st Air Resupply Group, and Headquarters Squadron Section 313th Air Division, for information and necessary action: "Requirement exists in Headquarters, Pacific Air Force, for following officers: 1 Lt Colonel (3106), 3 Majors (1416), 1 Captain (3034) and 1 Major (7336). Officer must be fully qualified in AFSC and be retainable in Hawaii at least eighteen months or agree to extend overseas tour to insure minimum eighteen months retainability."
(Capt Ellis - 48101)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

17 June 1955

DIRECTOR OF PERSONNEL

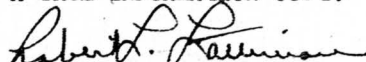
1. (UNCLASSIFIED) A contract was signed today with the Asanuma Gumi Company, Ltd. for the construction of combination basketball/volleyball courts at Kadena Air Base, for the consideration of \$10,900.00 and within a period of 150 days. (CWO-Webster - 42201)

2. (UNCLASSIFIED) The following Fifth Air Force message quoted to 18th Fighter Bomber Wing for information and necessary action: "Transfer one Aviation Medical Examiner Officer from the 18th Tactical Hospital to the 6332nd USAF Dispensary." (Capt Ellis - 48101)

3. (UNCLASSIFIED) An information copy of a FEAF message received in this headquarters indicates that concurrent travel for full Colonels is authorized. The message is quoted in part: "Effective immediately, CINCPAC has authorized automatic concurrent travel and immediate assignment to Government quarters for all full Colonels and Navy Captains except in those areas where dependents are restricted. FEAF regulation 34-14 will be amended accordingly. Within FEAF, this policy is effective for Japan, Okinawa, Philippines and Guam." (Lt Col McDaniel - 40206)

JOHN A. WEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

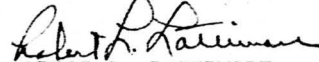
18 June 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) The 313th Air Division Construction Fund paid the Tamura Construction Company the sum of ¥1,444,905.60 (\$9,540.88) as a partial payment for work performed under the terms of a contract on the construction of a baseball field and two softball fields at Naha Air Base. The payment represents 90% of the amount equal to 35% of the total contract sum, and is based upon completion of 35% of all work required under the contract. The percentage of completion was duly certified to by the Naha AIO Officer and Inspector. (CWO Webster - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

20 June 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Headquarters, Fifth Air Force, has instructed the Commander, 39th Air Division, to reassign thirty-five (35) airmen in AFSC 273XO (AC&W Radar Operators) with maximum overseas retainability to this command reporting as soon as possible. These airmen will raise the present command manning level of 72% to 89% and projected manning as of 1 November from 65% to 82%. (Capt Dunham - 44138)

2. (UNCLASSIFIED) Funds: The application for a loan in the amount of \$30,000.00 by the Airmen's Open Mess, Kadena Air Base, in May was returned from Far East Air Forces granting \$15,000.00 of the requested loan and stating consideration would be given to another loan of \$15,000.00 if future requirements warrant the need.

(UNCLASSIFIED) Housing: Received from Headquarters FEAF, a message directing necessary action to effect concurrent travel and immediate assignment to government quarters for all full Colonels. Subject message was quoted by letter to the two Wings for information and necessary action. (CWO Webster - 42201)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

21

23 June 1955

DIRECTOR OF PERSONNEL

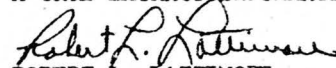
1. (UNCLASSIFIED) A contract was signed this date with the Yomitan Industries Company, Ltd., for the alteration of the Oasis Service Club at the cost of \$1,116.88. Work will begin on Monday, 27 June, and be completed by 23 July 1955. (CWO Webster - 42201)

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(UNCLASSIFIED) A message was sent to Fifth Air Force requesting their headquarters to reconsider reassignment of Major Paul Pomeroy. Officer is working on contracts for air field construction and only one thoroughly familiar with background of these contracts. (Capt Ellis - 48101)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE EXTRACT INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

24 June 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Headquarters Far East Air Force has directed Fifth Air Force to assign additional personnel to the FEALOGFOR Disposal Team which has been at Kadena since March 1955. This headquarters will furnish three (3) airmen. One (1) will be a supply inspector, AFSC 64172, and the other two (2) may be either stock control technicians, AFSC 64175, or stock records supervisors, AFSC 64174. Above action is to be completed by 15 July 1955.

(Capt Herrick - 44138)

2. (UNCLASSIFIED) Received from FEC Central Welfare Fund \$5,145.50 in payment of unit fund dividends based upon the May average strength. Distribution of the dividends were made as follows:

Kadena Air Base	\$3,363.50
Naha Air Base	\$1,782.00

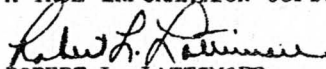
(CWO Webster - 42201)

3. (UNCLASSIFIED) Completed an audit on the C&A Roster for the month ending 31 May 1955. A total of 1560 apprentice level airmen were shown on Stat records as being in training. 157 skilled airmen were shown in upgrade training.

(Capt Lloyd - 42114)

JOHN A. MEEKS
Colonel, USAF
Director of Personnel

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

27 June 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Copies of Aeronautical Orders awarding Senior Pilot Rating to Major William C. VanDyk have been forwarded to 18th Fighter Bomber Wing. (Capt Ellis - 48101)

.....

2. (UNCLASSIFIED) One hundred forty-two (142) airmen will arrive this command on or about 10 July 1955 aboard the USNS Sultan for assignment to this command. Of this number, one hundred seven (107) are being assigned to units on Kadana Air Base and thirty-five (35) to units on Naha Air Base. (Capt Dunham - 44138)

JOHN T. McDANIEL
Lt Colonel, USAF
Asst Dir of Personnel

A TRUE EXTRACT INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

27 June 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Received a message from Fifth Air Force quoting a USAF message authorizing this command to use Nonappropriated Funds to pay officers and warrant officers for officiating athletic events as an exception to paragraph 6C(3), AFR 176-1. Message was quoted to both wings by letter. (CWO Webster - 42201)

JOHN T. McDANIEL
Lt Colonel, USAF
Asst Dir of Personnel

A TRUE INFORMATION COPY:



ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

28 June 1955

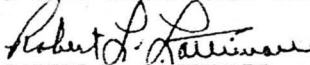
DIRECTOR OF PERSONNEL

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3. (UNCLASSIFIED) Information received at this headquarters indicates that Colonel Kermit R. Kann's ETA at the Port is 1 August 1955. Colonel Kann has been allocated to this headquarters for duty as Director of Materiel. (Lt Col McDaniel - 40206)

JOHN T. McDANIEL
Lt Colonel, USAF
Asst Dir of Personnel

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

30 June 1955

DIRECTOR OF PERSONNEL

1. (UNCLASSIFIED) Nonappropriated Funds: Contracts signed with Asanuma Gumi Company, Ltd., this date on the following Nonappropriated Fund Construction projects:

<u>PROJECT</u>	<u>AMOUNT</u>	<u>TIME COMPLETION PERIOD</u>
Kadena Softball Field Lighting	\$ 13,000.00	150 days
Naha Softball Field & 2 Tennis Courts	22,684.00	100 days

Notice to proceed work on above projects was also issued this date.

(UNCLASSIFIED) Special Services: Received a letter through RYCOM from Commander, Formosa Patrol, Pacific Fleet, inviting male personnel of the Army Air Force and Marine Corps to go to Hong Kong aboard the USS Pine Island departing Okinawa 17 July 1955 and returning to Okinawa 28 July 1955. Personnel will be placed on ordinary leave status for the purpose of going on this trip. The Air Force quota is 25 officers and 77 airmen. This quota was signed to the individual units reporting direct to this headquarters on the basis of personnel assigned and attached to these units.
(CWO Webster - 42201)

JOHN T. McDANIEL
Lt Colonel, USAF
Asst Dir of Personnel

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE

2d Lt USAF
Asst ISO

5 March 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Arrangements have been made to repaint the sign on Building T-1 in Headquarters to show the new designation. Job was completed by AIO and the new sign was in place 2 March 1955. (Lt Col Hollard, 45101)
2. (UNCLASSIFIED) Received from FEAF by telecon an additional \$225,000 in allocation in Maintenance and Operation appropriation. These funds were sent to 6319th Air Base Wing to cover their deficiencies in 3rd Quarter allocation requirements. (Maj. Swedlund, 47146)
3. (UNCLASSIFIED) Received message from 5th Air Force requesting the Annual Financial Plan for FY 1956 to be submitted to them not later than 23 March 1955. Request was transmitted to 6332nd Air Base Wing and 51st Fighter Interceptor Wing. Extension to due date has been requested from 5th Air Force to give the Wings maximum time for computations. Representatives from Comptroller's Office, 5th Air Force will arrive Monday, 7 March, to discuss future funding plans and requirements. (Maj. Swedlund, 47146)

L. A. POYD
Major, USAF
Asst. Comptroller

A TRUE INFORMATION COPY:

R. K. Goodale

11 March 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Effective 1 April 1955 the Budget Office of the 313th Air Division will act in a liaison capacity only on funding problems and requirements between the Air Base Wings and the 5th Air Force. Kadena and Naha Air Bases have been given authority to deal directly with 5th Air Force on funding matters, with information copies to Comptroller, 313th Air Division. Budgeting and fund administration for Andersen Air Force Base will continue at this Headquarters until further notice. (Maj Swedlund, 47146)
2. (UNCLASSIFIED) Authority is granted to Kadena and Naha Air Bases to proceed to accomplish programs and projects as outlined in 3rd Revision to Financial Plan on the assumption that their respective budget authorizations will be increased before the end of the fiscal year. This does not constitute authority to overobligate their quarterly allocations. (Maj Swedlund, 47146)

CHARLES S. BOEHME
Colonel, USAF
Comptroller

A TRUE INFORMATION COPY:

A. R. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

17 March 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Funds were received by telecon 16 March 1955, as follows:

\$45,000.00 for Andersen AFB 459.1 projects - Outfall Sewer Line,
MARBO
\$65,900.00 for Kadena AB 459.2 projects - completing Typhoon "Grace"
\$25,000.00 for Naha AB 459.3 projects

making a total increase of \$135,900 for 459 projects. (Maj. Swedlund, 47146)

CHARLES S. BOEHME
Colonel, USAF
Comptroller

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICE

24 March 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) The following FEAF message C-BUD 24588, 22 March, outlining fund requirements versus availability, has been disseminated to the Wing Commanders:

"Feaf has serious deficiency in P431, P438, and P458 funds. At varying times sub-commands have expressed urgent needs for additional money. These needs have been carefully evaluated here and included in Financial Plan revisions sent to USAF. Despite our collective efforts, FEAF still is over seven million dollars short in the above budget projects. General Partridge has been briefed, has sent personal message to General Stone, Air Force Comptroller, confirming that the requirements already expressed by FEAF were firm minimum essential and that he was sending Col. E. W. Phillips, FEAF Budget Director, to USAF, to discuss situation. You will be advised of results as soon as possible. Assuming the worst, that no additional funds will be granted FEAF, all sub-commands should prepare to complete fiscal year within present budget authorizations. This situation reasonably possible since total Air Force requirements for maintenance and operations funds exceed funds available by over two hundred million dollars."
(Maj. Swedlund - 47146)

L. A. BOYD
Major, USAF
Asst. Comptroller

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

25 March 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Effective 1 April, 313th Air Division Statistical Services will be relieved of servicing responsibility for all elements of Seventh Air Force, and on that date, Hq, Seventh Air Force Statistical Services activity will assume full statistical services responsibility for all elements of the Seventh Air Force and Pacific Air Force. (Maj. Carroll, 46205)

L. A. BOYD
Major, USAF
Asst. Comptroller

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

30 March 1955

COMPTROLLER'S OFFICE

Effective in April 1955, the semi-monthly payment of officers and airmen becomes permanent. Payments will be made on the 1st and 15th of the month instead of the 5th and 20th. Under the permanent system, Staff, Technical and Master Sergeants have the same option as Officers and Warrant Officers as to frequency of payment (semi-monthly or monthly).

L. A. BOYD
Major, USAF
Asst. Comptroller

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICE

5 April 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Received wire from Commander, Fifth Air Force, informing 51st Fighter Interceptor Wing, 6332nd Air Base Wing and this Headquarters, that Kadena's Annual Budget Authorization has been reduced by \$328,000.00 and Naha has been reduced by \$45,000.00. This is a reduction from an ABA which has been considered to be less than the minimum operating requirements in the past. Each Base is to make a report to Fifth Air Force, stating what the impact will be on their Base with these cuts. It is the opinion of this office that Naha will be able to readjust and operate within the new budget ceiling. It is doubtful that Kadena will be able to live within this new ceiling without curtailment of operations.

CHARLES S. BOEHME
Colonel, USAF
Comptroller

A TRUE INFORMATION COPY:

A. L. Goodale
A. L. GOODALE
1ST LT USAF
HISTORICAL OFFICE

8 April 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Maj. D. W. Landtroop, Director of Statistical Services, Fifth Air Force, arrived 7 April, and expects to visit 51st Fighter Interceptor Wing, the 18th Fighter Bomber Wing, and Formosa. (Maj. Carroll, 46205)

CHARLES S. BOEHME
Colonel, USAF
Comptroller

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL

20 April 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) The Comptroller and the Budget Officer visited the Budget Officer, 18th Fighter Bomber Wing, concerning the operating funds available for the balance of the year in view of the recent cut by Fifth Air Force. Possible action as to the withdrawal of funds from SMAMA and the purchase of engineer parts from San Francisco, cannot be ascertained at this time. The minimum requirement for funds for payment of personnel cannot be ascertained. With due consideration to the indefinite status of these particular areas at this time, it appears that the fund shortage at Kadena is not too severe. While the present estimates indicate that they are \$50,000 to \$100,000 short, it appears to the undersigned that funds for personnel pay are over-estimated, and they may very well have sufficient funds to carry on without any severe handicap to the operation of the Base. It is anticipated that a better analysis can be made within a week or ten (10) days.

CHARLES S. BOEHME
Colonel, USAF
Comptroller

A TRUE INFORMATION COPY:

R. L. Mordale
R. L. MORDALE
ST. LOUIS, MISSOURI
COMPTROLLER'S OFFICE

26 April 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Effective 20 April 1955, per diem in the amount of \$9.00 is authorized for TDY in Korea. The prohibition of per diem previously used in orders will be discontinued as of 20 April 1955. (Lt. Col. Boyd, 46135)

CHARLES S. BOEHME
Colonel USAF
Comptroller

A TRUE INFORMATION COPY:

A. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

3 May 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Instructions have been received from Fifth Air Force to turn in all IBM equipment effective 30 June 1955. Some of this equipment will undoubtedly be transferred to 18th Fighter Bomber Wing for the implementation of the Base Electrical Accounting Machine Operation (BEAMO). Under these conditions, there will be no machine runs processed after the 31 May reports. After BEAMO is properly implemented, it is possible that certain reports may be run for the use of this Headquarters. All staff agencies using consolidated IBM rosters, must make plans to operate without these rosters or impose the requirement on Fifth Air Force.

CHARLES S. BOEHME
Colonel USAF
Comptroller

A TRUE INFORMATION COPY:

R. R. Woodruff

19 May 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) This Headquarters has been directed by FEAF to ship one "Card Sorter" to Manila Air Force Depot, provided its utilization cannot be justified. A wire will be forwarded to FEAF, advising that there are three (3) such machines at this Headquarters, and that all three will be required at Kadena to be used in the Base Electric Accounting Machine Operation. Kadena has been directed by FEAF to install Base Electric Accounting Machine Operation, better known as BEAMO, on 6 June 1955.

2. (UNCLASSIFIED) Units of this command continue to submit late Morning Reports. Morning Reports for all units are due to arrive at this Headquarters by 1100 hours the first workday following the "as of" date. The following units submitted late Morning Reports for 17 May 1955:

Hq Sq Section, 313th Air Division
All Morning Reports submitted through 18th Fighter
Bomber Wing Statistical Services Office
All Morning Reports submitted through 51st Fighter
Interceptor Wing Statistical Services Office
Det. #1, 313th Air Division
624th AC&W Squadron.

L. A. BOYD
Lt Col, USAF
Asst. Comptroller

A TRUE INFORMATION COPY:

B. L. H. H. H.
B. L. H. H. H.
1ST LT, USAF
HISTORICAL OFFICER

20 May 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Forwarded a directive to the staff and Wings containing instructions which re-emphasized the presentation requirements of this and Higher Headquarters. Details of form and size lettering were stressed. Management Analysis will prepare the charts for the staff and furnish technical assistance when called upon.

.....

3. (UNCLASSIFIED) One (1) 056 Verifier was shipped from the Machine Processing Section to Yokota, Japan, and one (1) 024 Key Punch Machine was slated for shipment to the Manila Air Depot. (Maj. Carroll - 46205)

.....

L. A. BOYD
Lt Col, USAF
Asst. Comptroller

A TRUE EXTRACT INFORMATION COPY:

R. L. [Signature]
1ST LT USAF
HISTORICAL DIV

23 May 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Forwarded instructions to the 51st FIW and the 18th FBW on the funding of the 623rd AC&W Squadron, located at Kadena-Bisa Gawa Housing Annex. Kadena will be responsible for funding and expense accounting for the above unit. The 623rd AC&W Squadron at Bisa Gawa will be handled the same as any other tenant unit.
2. (UNCLASSIFIED) A review of all recurring reports has been completed by the Reports Control Section and interested staff sections of this Headquarters. This review was to determine whether reporting instructions were clear, due dates realistic, whether duplication or obsolete reports existed, or whether direct reporting to higher Headquarters, with an info copy to this Headquarters, would be feasible. Each staff section was advised of action to be taken by them to request new due dates, etc. If action, as recommended, is promptly taken by each staff section, late reports can be held to a minimum.

L. A. BOYD
Lt Col., USAF
Asst. Comptroller

A TRUE INFORMATION COPY:

R. L. Woodall
R. L. WOODALL
1ST LT, USAF
HISTORICAL OFFICER

24 May 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) The latest information received from Fifth Air Force and FEAF indicates that the Machine Branch of Statistical Services will cease operation effective 30 June 1955. All machines and personnel presently assigned to the 313th Air Division will be transferred to the 18th Fighter Bomber Wing to install the Base Electric Accounting Machine Operation. Any special one-time listings or reports that may be required by staff sections of this Hq should be requested in time to be completed by 30 June 1955.

2. (UNCLASSIFIED) During the period 12 to 19 May, the Graphic Presentation Section of this Office completed the following work:

<u>Org.</u>	<u>Project</u>	<u>Amount</u>	<u>Man Hours</u>
Materiel	Vu-Graph Briefing	15 charts	16
	Organization Chart	1	3
	Air Status Chart	1	2
Operations	Vu-Graph Briefing	9	10
	Organization Chart	1	12
	Vu-Graph Briefing	13	25
	Fly.Hr.Chart	2	10
	Radar Status	1	3 $\frac{1}{2}$
	ADCC-Info	2	1 $\frac{1}{2}$
	Fly.Hour Crew Status	1	4
15th Weather	Vu-Graph Briefing	4	14
Capt. Crane	Place Cards	31	5
Capt. Haas	Name Plates	6	2 $\frac{1}{2}$
Management	Command Management Review	33	32
Analysis			

Total Man Hours - 141.5

23.6 man hours per day for a 6 day week. 2 draftsmen assigned = 11.8 hours per day per draftsman.

It is requested that each staff section having charts or graphs to be prepared, furnish the necessary information at least 8 hours, or longer, if possible, before the charts are required, so the workload in the Graphic Presentation Section can be properly programmed.

CHARLES S. BOEHME
Colonel, USAF
Comptroller

A TRUE INFORMATION COPY:

R. K. Goodale
R. K. GOODALE
1ST LT. USAF
HISTORICAL OFFICER

27 May 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) The April 1955 statements of Earnings and Expenses for the Kadena and Naha American Express Banking Facilities were received. The Bank statements revealed the following:

	<u>Kadena</u>	
	<u>April 1955</u>	<u>1 Jan to Present</u>
Earnings	\$ 2,863.67	\$8,884.35
Expenses	<u>3,824.94</u>	<u>16,248.01</u>
Red	<u>(961.27)</u> deficit	<u>(7,363.66)</u> deficit

	<u>Naha</u>	
Earnings	\$ 1,020.27	\$ 4,137.64
Expenses	<u>2,105.31</u>	<u>8,861.01</u>
	<u>(1,085.04)</u> deficit	<u>(4,723.37)</u> deficit

The earnings for the Kadena Branch showed an increase for April as compared to other months. The increase is due to the selling of plane and fares, money orders, and travelers checks, to personnel returning to the Z.I. It is expected that increased earnings from these sources will be noted during May, June and July due to the heavy return of personnel during these months. (Lt. Col. Boyd, 46135)

CHARLES S. BOEHME
Colonel, USAF
Comptroller

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

1 June 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) As of 31 May the Machine Processing Division has not received from Fifth Air Force a new punched card file of current or projected authorizations. All processing of May changes and conversion of AFSC's was accomplished at Hq Fifth Air Force. Without this deck no reports can be prepared to show authorizations of any kind. This is especially pertinent to the 313th P-13 and 313th P-20 authorized vs assigned reports. (Capt. Marshall - 43128)
2. (UNCLASSIFIED) Resubmission of Sample Survey of items required and sold at Air Force Clothing Sales Stores, RGS: AF-360, received from Guam. Resubmission of mechanically processed report now being accomplished. (Capt. Marshall - 43128)
3. (UNCLASSIFIED) A copy of our next Officers and Airmen C & A Roster will be forwarded to Fifth Air Force. Preparations are being made to submit both Officers and Airmen C & A to all organizations as of 31 May. A copy of the corrected Rosters will be forwarded as soon as possible after they have been returned to this Headquarters. (Capt. Marshall - 43128)

CHARLES S. BOEHME
Colonel, USAF
Comptroller

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

2 June 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Commissary Stock Fund Accounting. This stock revolving fund provides for financing the acquisitions of commissary inventories through the medium of converting cash to such inventories and through the sales of these inventories back to cash. The effective date of this system will be 1 July 1955. Standard Air Force or Government forms will be used to record the transactions of this system.

Laundry Dry Cleaning Accounting - effective 1 July 1955. This will be an industrial type of accounting system, which permits better long range planning by using a revolving fund instead of annual appropriations. This improves budgeting by getting information from more detailed accounting records, and permits the determination as to the efficiency of each Laundry and Dry Cleaning plant. It also answers the question: Are we breaking even or showing a gain or loss (profit or loss)? If a loss, it will pin-point the cost areas responsible for the loss. (Lt Col. Boyd - 46135)

CHARLES S. BOEHME
Colonel, USAF
Comptroller

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

3 June 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Received instructions relative to Officers' Temporary Promotion Cycle Reports, RCS: AF-P300 (CT). This Office is responsible for furnishing information on those Officers in a Pipeline status. (Capt. Marshall, 43128)

CHARLES S. BOEHME
Colonel, USAF
Comptroller

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

3 June 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Received instructions relative to Officers' Temporary Promotion Cycle Reports, RCS: AF-P300 (OT). This Office is responsible for furnishing information on those Officers in a Pipeline status.. (Capt. Marshall, 43128)

CHARLES S. BOEHME
Colonel, USAF
Comptroller

A TRUE INFORMATION COPY:

24 June 1955

COMPTROLLER'S OFFICE

1. (UNCLASSIFIED) Col Boehme departed this command 23 June 1955 for reassignment to Sampson Air Force Base.

L. A. BOYD
Lt. Col., USAF
Comptroller

A TRUE INFORMATION COPY:

Robert L. Lattimore
ROBERT L. LATTIMORE
2d Lt USAF
Asst ISO

6 March ~~April~~ 1955

OFFICE OF INFORMATION SERVICES

(UNCLAS) Twenty-five (25) FEC accredited civilian newspaper correspondents will tour Kadena Air Base on 11 April 1955 from 1500 through 1600 hours. The correspondents will be the guests of RyCom for a period of two (2) days. During the one hour tour of Kadena, the correspondents will be shown the Elementary School under construction in the Stearley Heights area; the Post Exchange and warehouse under construction near the commissary; and the various types of old and new barracks and housing. The correspondents are not cleared for classified information for the period of their visits to Okinawa.

THOMAS M. CARRIGAN
Lt Col/OIS
40123

A TRUE INFORMATION COPY:

R. L. Goodale
ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

2 June 1955

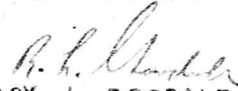
OFFICE OF INFORMATION SERVICES

(UNCLAS) The following USAF message is quoted for your information.
"Inform all senior officers of your command that they will not participate in radio or TV quiz programs or other public forums on the subject of USSR air power or capabilities unless they obtain specific approval from the Chief of Staff." The above information has been disseminated to the two wings.

THOMAS M. CARRIGAN
Lt. Colonel, USAF
Information Services Officer

40123

A TRUE INFORMATION COPY:


ROY L. GOODALE
1ST LT USAF
HISTORICAL OFFICER

CONFIDENTIAL

7 June 1955

OFFICE OF INFORMATION SERVICES

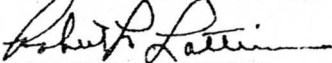
The following USAF message is quoted for the information and compliance of all concerned:

(CONFIDENTIAL) "Subject is USAF policy against public presentations by Intelligence personnel. Intelligence information, processes, and results are rarely suitable subjects for any sort of public release, yet public statements by intelligence personnel can easily contain classified information through inadvertence and will frequently be interpreted as being some sort of an intelligence product whether they are or not. This situation makes it difficult for Intelligence personnel to serve effectively and safely as public speakers. It is announced as current Air Force policy that Intelligence personnel, both military and civilian, should normally refrain from making presentations or speeches to public audiences."

The above message was sent to the 18th and 51st Wing Office of Information Services.

THOMAS M. CARRIGAN
Lt. Colonel, USAF
Information Services Officer
40123

A TRUE INFORMATION COPY:


ROBERT L. LATTIMORE
2d Lt USAF
Asst. ISO

CONFIDENTIAL

CONFIDENTIAL

313 AD PERSONNEL STRENGTH REPORT

AS OF 31 MARCH 1955

PART 1 OF 2 PARTS

ORGANIZATIONS	OFFICERS			ENLISTED			CIVILIANS			
	TOTAL AUTH	TOTAL ASGD		TOTAL AUTH	TOTAL ASGD		CITIZENS		NON-CITIZENS	
		AF	SCARWAP		AF	SCARWAP	TOTAL AUTH	TOTAL ASGD	TOTAL AUTH	TOTAL ASGD
** TOTAL ASGD & ATCHD UNITS 313TH AD	1256	1226	83	10594	9327	1088	535	515	4946	4883
** TOTAL 313TH AD ADMINISTERED UNITS	1026	1068		7950	7774	108	529	512	4463	4406
** TOTAL OKINAWA PIPELINE Incoming P/L - Okinawa Outgoing P/L - Okinawa		57 11 46			519 70 449	108 11 97				
TOTAL KAIENA AB ASGD & ATCHD UNITS 313TH AD	865	792	83	7285	5893	980	405	396	3390	3396
TOTAL KAIENA AB STRENGTH ACCOUNTABILITY	654	649		4817	4518		399	393	2923	2933
TOTAL HQ 313TH AD ADMINISTERED UNITS Hq 313th AD 558th AF Band 80th Fighter Bomber Sq	132 88 1 43	145 101 1 43		366 202 19 145	380 205 18 157		93 93	105 105	58 58	58 58
TOTAL 6332ND AIR BASE WING Hq 6332nd Air Base Wing 13th Comm Sq 17th Comm Sq Hq 6332nd Air Base Group 6332nd Air Police Sq 6332nd Food Sv Sq 6332nd Instl Sq 6332nd Comm Sq Hq 6332nd Maint & Supply Gp 6332nd Fld Maint Sq 6332nd Supply Sq 6332nd Mtr Veh Sq 6332nd USAF Dispensary	142 34 9 5 26 4 3 11 1 7 6 13 4 19	152 41** 10 5 26 4 3 8 1 5 15* 9 18		2194 126 195 146 206 178 154 223 43 37 180 382 270 48	2247 138 183 115 262 199 180 285 52 13 249 285 238 48		306 54 2 45 2 151 7 3 40 4	287 53 2 42 2 127 8 7 42 6	2843 74 12 27 113 317 48 1279 7 23 369 501 27	2852 62 12 27 72 316 64 1279 54 24 369 490 27
TOTAL 18TH FIGHTER BOMBER WING Hq 18th Ftr Bomber Wing Hq 18th Ftr Bomber Group 12th Ftr Bomber Sq 44th Ftr Bomber Sq 67th Ftr Bomber Sq Hq 18th Air Base Group 18th Air Police Sq 18th Comm Sq 18th Food Sv Sq 18th Instl Sq Hq 18th Maint & Supply Gp 18th Fld Maint Sq 18th Supply Sq 18th Mtr Veh Sq 18th Tactical Hospital	243 28 13 43 43 43 14 3 4 2 4 6 9 10 4 17	201 35 10 37 41 32 6 2 5 1 3 6 6 7 10***		1777 67 21 145 145 145 74 101 79 100 145 14 182 224 198 67	1363 232 16 128 148 123 59 64 46 71 87 8 127 123 93 38			1 1		
TOTAL 581ST AIR RESUPPLY GROUP Hq 581st Air Resupply Group 581st Air Mat Am Sq 581st Air Resupply Sq	137 17 6 114	151 21 6 124		480 21 113 346	528 23 99 406				22 2 4 16	23 2
TOTAL OTHER UNITS ATCHD 6332ND AIR BASE WING 7th Tactical Depot Sq (FEALOGFOR) Hq 11th Air Postal Sq (FEAP) 11th Air Postal Sq Det 1 (FEAP) Hq 1462nd AACs Sq (MATS) Hq 15th Weather Sq (MATS) 33rd Air Res Sq (MATS) 546th Asso Supply Sq (DEPOT) (FEALOGFOR) 1503rd Support Sq Det 1 (MATS) 20th Radio Sq Det 1 (USAFSS) B-27-11 Mobile Training Det (ATRC) 12th Avn Fld Depot Sq (SAC) Team A & D 403-1009th Sp Weap Sq (USAFSS) 930th Engineer Aviation Gp (417th EAB) 808th Engineer Aviation Bn (417th EAB) 15th Weather Sq Det 4 (MATS)	211 27 2 5 16 13 27 12 4 1 25 1 24 46 8	143 27 2 5 17 7 32 9 2 4 22 1 6 6 8	83	2468 192 25 304 37 101 391 35 146 10 187 7 155 994 26	1975 184 23 332 21 119 308 28 146 7 164 5 155 825 23	980	6 1 1 4	3 1 2	467 21 14 401 22 9	20 14 400 22 7

1. Total assigned military personnel is the Strength Accountability of the 313th Air Division.
2. Total attached military personnel is the Strength Accountability of the parent command indicated.
3. Total authorized and assigned Civilians for Headquarters, 313th Air Division includes civilians authorized and assigned District Office #3, 6001 Special Investigation Squadron.

AG No. 08190 of 14 cys

CONFIDENTIAL

1832

CONFIDENTIAL

313 AD PERSONNEL STRENGTH REPORT

AS OF 31MARCH 1955

PART 2 OF 2 PARTS

ORGANIZATIONS	OFFICERS			ENLISTED			CIVILIANS			
	TOTAL AUTH	TOTAL ASGD		TOTAL AUTH	TOTAL ASGD		CITIZENS		NON-CITIZENS	
		AF	SCAFWAF		AF	SCAFWAF	TOTAL AUTH	TOTAL ASGD	TOTAL AUTH	TOTAL ASGD
TOTAL NAHA AB ASGD & ATCHD UNITS 313TH AD	391	377		3309	2915		130	119	1556	1487
TOTAL NAHA AB STRENGTH ACCOUNTABILITY	372	362		3133	2737		130	119	1540	1473
TOTAL 51ST FIGHTER INTERCEPTOR WING	285	257		2371	2060		129	118	1412	1380
Hq 51st Ftr Intcp Wing	38	39		104	96		20	20	22	22
Hq 51st Ftr Intcp Group	13	13		21	25					
16th Ftr Intcp Sq	49	38		271	231				10	11
25th Ftr Intcp Sq	49	41		271	209				10	11
26th Ftr Intcp Sq	49	44		271	182				35	34
Hq 51st Air Base Group	18	27		202	201		11	11	4	5
51st Comm Sq	4	4		79	60				67	64
51st Food Sv Sq	2	2		105	114				216	207
51st Air Police Sq	3	3		151	104				573	570
51st Instl Sq	4	6		251	233		59	52	3	21
51st Tac Hospital	17	7		67	46				3	9
Hq 51st Maint & Supply Gp	6	8		23	20		1	3	4	51
51st Fld Maint Sq	9	9		182	215		7	4	246	244
51st Supply Sq	7	11		266	179		4	4	144	132
51st Mtr Veh Sq	5	3		159	144		1		25	
6351st USAF Dispensary	3	2		3	1					
TOTAL HQ 313TH AD UNITS AT NAHA	87	105		762	677		1	1	128	93
Det 1 Hq 313th AD	20	29		121	115		1	1		
623rd ACAM Sq	28	36		264	240				48	41
624th ACAM Sq	39	40		377	322				80	52
TOTAL OTHER UNITS ATCHD 51ST FTR INTCP WING	19	15		176	178				16	14
11th Air Postal Sq Det 2 (FEAP)	1	1		9	10					
32nd Comm Sq Det 2 (USAFSS)	2	2		39	42					
15th Weather Sq Det 7 (MATS)	10	7		38	37				5	5
1233rd AACCS Sq (MATS)	4	3		57	65				3	1
22nd Crash Res Boat Sq Det 1 (43rd AD)	1	1		23	18				8	8
F-86-16 Mobile Training Det (ATHC)	1	1		10	6					
** TOTAL ANDERSEN AFB ASGD & ATCHD UNITS 7TH AF	790	672	89	6904	4847	1345	407	368	1806	1680
** TOTAL 6319TH AFB STRENGTH ACCOUNTABILITY	160	165	5	2179	2420	130	388	347	1591	1504
Hq 6319th Air Base Wing	42	33		119	116		61	56	53	46
Hq 6319th Air Base Group	18	18		167	164		40	38	53	56
6319th Instl Sq	11	11		286	280		129	97	711	683
6319th Food Sv Sq	4	4		109	163				154	136
6319th Comm Sq	5	7		156	125		21	21		1
430th Air Police Sq	6	5		247	197					
Hq 6319th Maint & Supply Group	4	4		28	20		6	7	5	10
6319th Fld Maint Sq	6	5		156	163		13	11	14	11
6319th Supply Sq	13	8		311	242		98	101	223	204
9th Mtr Trans Sq	5	3		314	490		16	12	340	324
13th Mtr Veh Rep Sq	1	1		1	1					
6319th USAF Dispensary	23	22***		47	56		4	4	38	33
852nd ACAM Sq	18	11		145	103					
595th AF Band	1	1		19	18					
10th Comm Const Flight	2	2		64	37					
Det 1 6319th ABW	1	1		10	4					
** TOTAL GUAM PIPELINE		29	5		241	130				
Incoming P/L - Guam		3			35	23				
Outgoing P/L - Guam		26	5		206	107				
TOTAL OTHER UNITS ATCHD 6319TH AIR BASE WING	630	507	84	4725	2427	1715	19	21	214	176
24th Depot Sq Special (FEALOGFOR)	6	7		68	74					
3rd Air Division (SAC)	51	53		74	98		17	18		
11th Air Postal Sq Det 3 (FEAP)	1	2		20	23					
15th Weather Sq Det 2 (MATS)	8	8		34	32		1	1		
54th Strat Recon Sq (MATS)	89	81		357	381					
79th Air Res Sq (MATS)	23	28		104	139					
1958th AACCS Sq (MATS)	12	15		284	199		1	2	87	57
6413th Ammo Supply Depot Sq (FEALOGFOR)	6	4		68	61				127	119
3rd Avn Fld Depot Sq (SAC)	28	17		187	175					
22nd Crash Res Boat Sq Det 2 (43rd AD)	2	1		12	17					
809th Engineer Aviation Bn (417th EAB)	46	2	40	996	21	698				
822nd Engineer Aviation Bn (417th EAB)	47	6	44	1019	2	1017				
27th Comm Sq (SAC)	8	6		112	91					
(2)5th Strat Recon Wing (SAC)	303	278		1400	1314					

** In comparing auth vs asgd total Pipeline should be excluded from the total lines where applicable so as to show a true picture of auth vs asgd.

* Each asterisk in Asgd column denotes one (1) female asgd.

(2) 5th Strat Recon Wing atchd 9th Air Force for logistic support only.

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313 AD PERSONNEL STRENGTH REPORT

AS OF 30 APRIL

PART I OF 2 PARTS

ORGANIZATIONS	OFFICERS			ENLISTED			CIVILIANS			
	TOTAL AUTH	TOTAL ASGD		TOTAL AUTH	TOTAL ASGD		CITIZENS		NON-CITIZENS	
		AF	SCARWAP		AF	SCARWAP	TOTAL AUTH	TOTAL ASGD	TOTAL AUTH	TOTAL ASGD
** TOTAL ASGD & ATCHD UNITS 313TH AD	1224	1142	82	10579	8844	1225	535	495	4946	4883
** TOTAL 313TH AD ADMINISTERED UNITS	990	982	10	7843	7339	91	529	491	4463	4408
** TOTAL OKINAWA PIPELINE Incoming F/L - Okinawa Outgoing F/L - Okinawa		34 34*	10 10		505 11 494	91 91				
TOTAL KADEMA AB ASGD & ATCH UNITS 313TH AD	804	705	72	7171	5221	1134	405	382	3390	3396
TOTAL KADEMA AB STRENGTH ACCOUNTABILITY	616	590		4712	3978		399	378	2923	2935
TOTAL HQ 313TH AD ADMINISTERED UNITS Hq 313th AD 558th AF Band 80th Fighter Bomber Sq	135 91 1 43	143 97 1 45		367 203 19 145	415 199 17 199		93 93	101 101	58 58	56 56
TOTAL 6332ND AIR BASE WING Hq 6332nd Air Base Wing 13th Comm Sq 17th Comm Sq Hq 6332nd Air Base Group 6332nd Air Police Sq 6332nd Food Sv Sq 6332nd Inntl Sq 6332nd Comm Sq Hq 6332nd Maint & Supply Gp 6332nd Fld Maint Sq 6332nd Supply Sq 6332nd Mtr Veh Sq 6332nd USAF Dispensary	144 34 11 5 26 4 3 11 1 7 6 13 4 19	42 3 11 6 1 1 1 1 1 1 1 1 2 13		2233 126 234 146 206 178 154 223 43 37 180 388 270 48	402 3 197 128 4 1 1 7 1 2 1 8 48		306 54	276 50	2843 74 12 27 113 317 48 1269 7 23 56 369 501 27	2856 63 12 27 67 341 64 1272 47 23 56 366 491 27
TOTAL 18TH FIGHTER BOMBER WING Hq 18th Ftr Bomber Wing Hq 18th Ftr Bomber Group 12th Ftr Bomber Sq 67th Ftr Bomber Sq Hq 18th Air Base Group 18th Air Police Sq 18th Comm Sq 18th Food Sv Sq 18th Inntl Sq Hq 18th Maint & Supply Gp 18th Fld Maint Sq 18th Supply Sq 18th Mtr Veh Sq 18th Tactical Hospital	200 28 13 43 43 14 3 4 2 4 6 9 10 4 17	254 59* 13 35 37 30 6 5 4 9 7 12* 20 8 9*		1632 67 21 145 145 74 101 79 100 145 14 182 294 198 67	2659 214 16 121 121 284 232 87 221 312 28 324 385 266 48			1 1		
TOTAL 581ST AIR RESUPPLY GROUP Hq 581st Air Resupply Group 581st Air Mat Ass Sq 581st Air Resupply Sq	137 17 6 114	151 22 5 124		480 21 113 346	502 25 99 378				22 2 4 16	23 2 4 17
TOTAL OTHER UNITS ATCHD 18TH FIGHTER BOMBER WING 7th Tactical Depot Sq (FMALOGFOR) Hq 11th Air Postal Sq (FMAF) 11th Air Postal Sq Det 1 (FMAF) Hq 1962nd AACB Sq (MATS) Hq 15th Weather Sq (MATS) 546th Ammo Supply Sq (DEFOT) (FMALOGFOR) 1503rd Air Terminal Sq Det 1 (MATS) 29th Radio Sq Det 1 (USAFSS) B-29-11 Mobile Training Det (ATMC) 12th Avn Fld Depot Sq (SAC) Team A & D 403-1009th Sp Wmp Sq (USAFSS) 930th Engineer Aviation Gp (417th EAB) 808th Engineer Aviation Bn (417th EAB) 15th Weather Sq Det 4 (MATS) 733rd Engineer Aviation Supply Pt Co (417th EAB)	188 27 2 5 16 13 12 4 1 25 1 24 46 8 4	115 26 2 7 17 8 9 2 1 23 1 6 7 2	72	2459 187 4 25 304 37 391 35 10 187 7 155 994 26 97	1243 199 6 27 339 21 289 26 124 164 5 5 5 29 2	1134	6	4	467	461

1. Total assigned military personnel is the Strength Accountability of the 313th Air Division.
2. Total attached military personnel is the Strength Accountability of the parent command indicated.
3. Total authorized and assigned civilians for Headquarters, 313th Air Division includes civilians authorized and assigned District Office #3, 6001 Special Investigation Squadron.

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313 AD PERSONNEL STRENGTH REPORT

AS OF 30 APRIL 1955

PART 2 OF 2 PARTS

ORGANIZATIONS	OFFICERS			ENLISTED			CIVILIANS			
	TOTAL AUTH	TOTAL ASGD		TOTAL AUTH	TOTAL ASGD		CITIZENS		NON-CITIZENS	
		AF	SCARWAF		AF	SCARWAF	TOTAL AUTH	TOTAL ASGD	TOTAL AUTH	TOTAL ASGD
TOTAL MAHA AB ASGD & ATCHD UNITS 313TH AD	420	403		3408	3118		130	113	1556	1487
TOTAL MAHA AB STRENGTH ACCOUNTABILITY	374	358		3131	2856		130	113	1540	1473
TOTAL 51ST FIGHTER INTERCEPTOR WING	276	256		2369	2144		129	112	1412	1378
Hq 51st Ftr Intop Wing	38	43		104	106		20	20	22	22
Hq 51st Ftr Intop Group	13	13		21	32		1			
16th Ftr Intop Sq	49	38		271	242				10	10
25th Ftr Intop Sq	49	42		271	201					
26th Ftr Intop Sq	49	41		271	195				10	12
Hq 51st Air Base Group	18	27		204	206		10	8	35	34
51st Comm Sq	4	4		79	64				4	5
51st Food Sv Sq	2	2		104	111				67	64
51st Air Police Sq	3	3		151	113				216	204
51st Insl Sq	4	6		250	255		59	50	573	569
51st Tac Hospital	17	7		67	49			2		22
Hq 51st Maint & Supply Gp	6	7		23	23		1	3	9	9
51st Fld Maint Sq	9	9		182	214		7	4	51	49
51st Supply Sq	7	9*		209	197		26	21	246	244
51st Mtr Veh Sq	5	3		159	135		4	4	144	134
6351st USAF Dispensary	3	2		3	1		1		25	
TOTAL HQ 313TH AD ADMINISTERED UNITS AT MAHA	98	102		762	712		1	1	128	95
Det 1 Hq 313th AD	19	26		121	122		1	1		
623rd AC&W Sq	34	37		264	243				48	41
624th AC&W Sq	45	39		377	347				80	54
TOTAL OTHER UNITS ATCHD 51ST FTR INTCP WING	46	45		277	262				16	14
11th Air Postal Sq Det 2 (PEAF)	1	1		9	11					
32nd Comm Sq Det 3 (USAFSS)	2	2		39	42					
15th Weather Sq Det 7 (WATS)	10	7		38	20				5	5
1233rd AACB Sq (WATS)	4	3		57	61				3	1
22nd Crash Res Boat Sq Det 1 (43rd AD)	1	1		23	17				8	8
F-86-16 Mobile Training Det (ATRC)	1	1		10	5					
33rd Air Res Sq (WATS)	27	30		101	106					

** In comparing auth vs asgd total Pipeline should be excluded from the total lines where applicable so as to show a true picture of auth vs asgd.

* Each asterisk in asgd column denotes one (1) female asgd.

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313 AD PERSONNEL STRENGTH REPORT

AS OF 31 MAY 1955

ORGANIZATIONS	OFFICERS			ENLISTED			CIVILIANS			
	TOTAL AUTH	TOTAL ASGD		TOTAL AUTH	TOTAL ASGD		CITIZENS		NON-CITIZENS	
		AF	SCARWAF		AF	SCARWAF	TOTAL AUTH	TOTAL ASGD	TOTAL AUTH	TOTAL ASGD
** TOTAL ASGD & ATTCHED UNITS 313TH AD	1163	1139	75	10334	8445	1197				
** TOTAL 313TH AD ADMINISTERED UNITS	910	967	7	7303	6952	60	366	472	4477	4349
** TOTAL OKINAWA PIPELINE Incoming P/L - Okinawa Outgoing P/L - Okinawa		32	7		518	60				
		32	7		513	56				
TOTAL MATENA AB ASGD & ATTCHED UNITS 313TH AD	746	707	68	6953	5036	1137	295	369	3434	3431
TOTAL MATENA AB STRENGTH ACCOUNTABILITY	554	587		4215	3788		286	362	2926	2870
TOTAL HQ 313TH AD ADMINISTERED UNITS	137	144		355	410		68	93	29	55
Hq 313th AD	93	97		191	194		68	93	29	55
558th AF Band	1	1		19	17					
80th Fighter Bomber Sq	43	46		145	199					
TOTAL 18TH FIGHTER BOMBER WING	277	287		3566	2874		218	269	2875	2792
Hq 18th Ftr Bomber Wing	45	56*		200	208		60	52	69	60
Hq 18th Ftr Bomber Group	11	15		15	20					
12th Ftr Bomber Sq	37	31		131	110					
67th Ftr Bomber Sq	37	36		131	111					
Hq 18th Air Base Group	26	27		259	258		36	40	81	67
18th Air Police Sq	7	6		285	228		3	2	417	324
18th Comm Sq	5	5		122	70		6	7	13	45
18th Food Sv Sq	4	6		192	187				60	62
18th Insl Sq	11	9		300	304		66	121	1262	1286
Hq 18th Maint & Supply Gp	6	7		36	32		3	5	23	23
18th Fld Maint Sq	12	14		352	306				65	54
18th Supply Sq	16	18		468	382		40	38	360	360
18th Mtr Veh Sq	7	10		380	250				459	484
18th Technical Hospital	17	11*		57	49					
6332nd USAF Dispensary	20	17**		55	44		4	4	27	27
13th Comm Sq	11	13		234	187				12	12
17th Comm Sq	5	6		146	128				27	27
TOTAL 581ST AIR RESUPPLY GROUP	140	156		494	504				22	23
Hq 581st Air Resupply Group	19	25		36	26				2	2
581st Air Mtr Asn Sq	7	6		122	98				4	4
581st Air Resupply Sq	114	125		346	380				16	17
TOTAL OTHER UNITS ATTCHED 18TH FIGHTER BOMBER WING	192	120	68	2738	1248	1137	9	7	580	561
7th Tactical Repot Sq (FEALGPOR)	27	26		187	220					
Hq 11th Air Postal Sq (FIAP)	2	2		4	6					
11th Air Postal Sq Det 1 (FIAP)	5	7		25	27					
Hq 1962nd ACS Sq (WATS)	14	13		398	329		1	1	21	20
546th Amco Supply Sq (FIAPOT) (FEALGPOR)	9	8		27	22		1	1	14	14
1503rd Air Terminal Sq Det 1 (WATS)	12	10		391	269		4	2	511	497
6927th Sec Flt (USAFSS)	4	3		35	25				22	20
B-29-11 Mobile Training Det (ATMC)	5	4		151	123				9	7
12th Av Fld Repot Sq (SAC)	17	21		10	7					
Team A & B 403-1009th Svc Wap Sq (USAFSS)	1	1		181	169					
937th Engineer Aviation Gp (417th EAB)	24	3	29	158	6	156				
802th Engineer Aviation Bn (417th EAB)	47	6	37	1021	5	877				
15th Weather Sq Det 4 (WATS)	12	5		36	20					
731st Engineer Aviation Supply Pt Co (417th EAB)	4	2		97	2					
6001st Special Investigation Sq Det 3 (FIAP)	8	8	2	12	13	34	3	3	3	3
TOTAL NARA AB ASGD & ATTCHED UNITS 313TH AD	417	400		3381	2891		81	111	1570	1493
TOTAL NARA AB STRENGTH ACCOUNTABILITY	356	348		3088	2646		80	110	1551	1479
TOTAL 51ST FIGHTER INTERCEPTOR WING	265	258		2302	2055		79	109	1423	1379
Hq 51st Ftr Intep Wing	32	40*		128	118		20	20	20	21
Hq 51st Ftr Intep Group	13	14		20	28		1	1		
16th Ftr Intep Sq	49	38		296	239					
25th Ftr Intep Sq	49	46		296	264					
26th Ftr Intep Sq	49	42		296	181					
Hq 51st Air Base Group	14	21		116	192		10	5	27	34
51st Comm Sq	4	4		79	43				4	5
51st Food Sv Sq	2	3		117	101				62	62
51st Air Police Sq	3	4		151	112				264	264
51st Insl Sq	4	6		247	250		24	50	561	569
51st Tac Hospital	17	9		57	43					
Hq 51st Maint & Supply Gp	4	6		23	23		1	3	9	9
51st Fld Maint Sq	10	10		203	210		1	4	57	51
51st Supply Sq	8	9*		190	188		20	20	251	243
51st Mtr Veh Sq	4	4		140	122		1	4	145	136
6351st USAF Dispensary	3	2		3	1		1	2	23	22
TOTAL HQ 313TH AD ADMINISTERED UNITS AT NARA	91	90		786	591		1	1	128	100
Det 1 Hq 313th AD	20	20		131	97		1	1		
623rd ACOW Sq	31	34		271	190				48	42
624th ACOW Sq	40	36		384	304				80	58
TOTAL OTHER UNITS ATTCHED 51ST FTR INTERCEPTOR WING	61	52		293	245		1	1	19	14
11th Air Postal Sq Det 2 (FIAP)	1	1		9	11					
6972nd Comm Svc Sq Det 3 (USAFSS)	2	2		39	39					
15th Weather Sq Det 7 (WATS)	10	7		38	27				5	5
1233rd ACS Sq (WATS)	4	3		57	53				3	1
22nd Svc Sq Det 1 (43rd AD)	1	1		23	13				8	8
33rd Air Base Sq (WATS)	39	34		123	100					
6001st Sp Investigation Sq Det 3 Det 4 (FIAP)	2	2		3	3		1	1		
NARA Res Off And Gen USAF (HGC)	2	2								

1. Total assigned military personnel is the Strength Accountability of the 313th Air Division.
 2. Total attached military personnel is the Strength Accountability of the parent command indicated.
- ** In comparing auth vs asgd total Pipeline should be excluded from the total lines where applicable so as to show a true picture of auth vs asgd.
- * Each asterisk in Asgd column denotes one (1) female asgd.

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AS OF 31 MAY 1955

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313 A.D. PERSONNEL STRENGTH REPORT

AS OF 30 JUN 1955

ORGANIZATIONS	OFFICERS			ENLISTED			CIVILIANS			
	TOTAL AUTH	TOTAL ASGD		TOTAL AUTH	TOTAL ASGD		CITIZENS		NON-CITIZENS	
		AF	SCAFWAP		AF	SCAFWAP	TOTAL AUTH	TOTAL ASGD	TOTAL AUTH	TOTAL ASGD
** TOTAL ASGD & ATCHD UNITS 313TH AD	1147	1116	59	9642	8177	1079	509	466	4916	4954
** TOTAL 313TH AD ADMINISTERED UNITS	909	944	3	7237	6678	25	499	458	4317	4393
** TOTAL OKINAWA PIPELINE Incoming P/L - Okinawa Outgoing P/L - Okinawa		59 8 51*	3 1 2		260 25 25					
TOTAL KAIENA AB ASGD & ATCHD UNITS 313TH AD	730	674	56	6485	5024	1054	370	354	3406	3460
TOTAL KAIENA AB STRENGTH ACCOUNTABILITY	553	552		4124	3775		361	347	2826	2899
TOTAL HQ 313TH AD ADMINISTERED UNITS Hq 313th AD 558th AF Band 80th Fighter Bomber Sq 13th Comm Sq 17th Comm Sq	153 93 1 43 11 5	154 91 1 45 11 6		732 129 193 19 21 213 127	708 173 195 21 21 172 127		67 67	82 82	67 28	87 47
TOTAL 18TH FIGHTER BOMBER WING Hq 18th Ftr Bomber Wing Hq 18th Ftr Bomber Group 12th Ftr Bomber Sq 67th Ftr Bomber Sq Hq 18th Air Base Group 18th Air Police Sq 18th Comm Sq 18th Food Sv Sq 18th Insl Sq Hq 18th Maint & Supply Op 18th Fld Maint Sq 18th Supply Sq 18th Wtr Veh Sq 18th Tactical Hospital 6332nd USAF Dispensary	260 45 11 37 37 26 7 5 4 11 6 12 16 7 17 19	253 54* 16 31 32 25 6 5 6 8 7 13 16 9 9 16**		2958 180 18 131 131 259 285 121 192 300 36 352 468 380 57 48	2580 212 20 126 127 239 223 69 183 303 28 326 398 239 50 27		294 61	265 50	2759 69	2812 60
TOTAL 581ST AIR RESUPPLY GROUP Hq 581st Air Resupply Group 581st Air Mat Ass Sq 581st Air Resupply Sq	140 19 7 114	145 20 6 119		494 26 122 346	487 25 105 357				22 2 4 16	23 2 4 17
TOTAL OTHER UNITS ATCHD 18TH FIGHTER BOMBER WING 7th Tactical Depot Sq (FALOGPCR) Hq 11th Air Postal Sq (FIAP) 11th Air Postal Sq Det 1 (FIAP) Hq 1962nd AACG Sq (MATS) Hq 15th Weather Sq (MATS) 546th Ammo Supply Sq (IEPOT) (FALOGPCR) 1503rd Air Terminal Sq Det 1 (MATS) 6027th Sec Flt (USAFSS) 12th Avn Fld Depot Sq (SAC) Team A & D 403-1007th Sp Weap Sq (USAFSS) 950th Engineer Aviation Op (417th EAB) 808th Engineer Aviation Sq (417th EAB) 15th Weather Sq Det 4 (MATS) 733rd Engineer Aviation Supply Pt Co (417th EAB) 6001st Special Investigation Sq Det 3 (FIAP)	177 27 2 16 12 9 4 5 17 1 24 31 12 4 8	122 28 2 13 10 10 3 4 21 1 3 6 7 2 8	56 23 33	2301 187 201 4 25 304 27 391 35 151 181 5 158 688 36 97 12	1249 201 6 25 357 21 254 24 144 169 5 4 863 23 1 13	1054			580 561	
TOTAL NARA AB ASGD & ATCHD UNITS 313TH AD	417	383		3357	2893		139	112	1510	1494
TOTAL NARA AB STRENGTH ACCOUNTABILITY	356	333		3053	2643		138	111	1491	1479
TOTAL 51ST FIGHTER INTERCEPTOR WING Hq 51st Ftr Intep Wing Hq 51st Ftr Intep Group 16th Ftr Intep Sq 25th Ftr Intep Sq 26th Ftr Intep Sq Hq 51st Air Base Group 51st Comm Sq 51st Food Sv Sq 51st Air Police Sq 51st Insl Sq 51st Tac Hospital Hq 51st Maint & Supply Op 51st Fld Maint Sq 51st Supply Sq 51st Wtr Veh Sq 6351st USAF Dispensary	265 32 13 49 49 49 14 4 2 3 4 17 1 10 8 3	246 36* 11 39 43 39 40 2 2 4 10 5 11 10* 4 2		2267 121 117 20 271 271 271 116 79 104 151 247 57 23 203 190 140 3	2042 117 28 238 212 193 178 46 97 113 241 43 22 214 184 115 1		137 19 1	111 19 1	1364 20 11	1380 22 11
TOTAL HQ 313TH AD ADMINISTERED UNITS AT NARA Det 1 Hq 313th AD 623rd ACW Sq 624th ACW Sq	91 20 20 40	87 20 34 33		786 131 271 384	661 95 197 305		1 1 1	1 1 1	127 47 80	99 44 55
TOTAL OTHER UNITS ATCHD 51ST FTR INTERCEPTOR WING 11th Air Postal Sq Det 2 (FIAP) 6932nd Comm Sq Det 3 (USAFSS) 15th Weather Sq Det 7 (MATS) 1233rd AACG Sq (MATS) 22nd Crash Res Boat Sq Det 1 (43rd AD) 33rd Air Base Sq (MATS) 6001st Sp Investigation Sq Det 3 Det 4 (FIAP) NARA Res Off And Gen USAF (NRC)	61 1 2 10 4 1 39 2 2	50 1 2 7 3 5 32 2 2		304 9 54 38 54 23 123 3	250 10 22 28 55 13 99 3		1 1	1 1	19 5 3 8 3	15 5 2 8 3

1. Total assigned military personnel is the Strength Accountability of the 313th Air Division.
2. Total attached military personnel is the Strength Accountability of the parent command indicated.
- ** In comparing auth vs asgd total Pipeline should be excluded from the total lines where applicable so as to show a true picture of auth vs asgd.
- * Each asterisk in Asgd column denotes one (1) female asgd.

AS No. 300392 Cy 8 of 14 Cye

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313th AD, 1955-I, Supplementary Documents

SUPPLEMENTARY DOCUMENTS

313th AD, 1955-I

LIST OF SUPPLEMENTARY DOCUMENTS

1. List of Permanent Structures Completed at Kadena Air Base, 1 January-31 March 1955.
2. Photographs of Permanent Structures Completed at Kadena Air Base, 1 January-31 March 1955.
3. List of Permanent Structures in Progress at Kadena Air Base, 1 January-31 March 1955.
4. Photographs of Permanent Structures in Progress at Kadena Air Base, 1 January-31 March 1955.
5. List of Permanent Structures Completed at Naha Air Base, 1 January-31 March 1955.
6. Photographs of Permanent Structures Completed at Naha Air Base, 1 January-31 March 1955.
7. List of Permanent Structures in Progress at Naha Air Base, 1 January-31 March 1955.
8. Photographs of Permanent Structures in Progress at Naha Air Base, 1 January-31 March 1955.
9. List of Permanent Structures in Progress at J-Sites, 1 January-31 March 1955.
10. Photographs of Permanent POL Projects in Progress at Kadena Air Base, 1 January-31 March 1955.
11. Photographs of Permanent Projects in Progress by Aviation Battalions at Kadena and Naha Air Bases, 1 January-31 March 1955.
12. Photographic Sequence Showing Installation of Marine POL Unloading Facilities at Chimu Wan, Where Fuel Supplies for Both the Air Force and the Army on Okinawa Are Stored.
13. Photographic Sequences in Construction of Naha Air Base Aircraft Maintenance Hangar.
14. List of Permanent Structures Completed at Kadena Air Base, 1 April-30 June 1955.

313th AD, 1955-I, List of Supplementary Documents

15. Photographs of Permanent Structures Completed at Kadena Air Base, 1 April-30 June 1955.
16. List of Permanent Structures in Progress at Kadena Air Base, 1 April-30 June 1955.
17. Photographs of Permanent Structures in Progress at Kadena Air Base, 1 April-30 June 1955.
18. List of Permanent Structures Completed at Naha Air Base, 1 April-30 June 1955.
19. Photographs of Permanent Structures Completed at Naha Air Base, 1 April-30 June 1955.
20. List of Permanent Structures in Progress at Naha Air Base, 1 April-30 June 1955.
21. Photographs of Permanent Structures in Progress at Naha Air Base, 1 April-30 June 1955.

LIST OF PERMANENT STRUCTURES COMPLETED

KADENA AIR BASE

1 January 1955 THRU 31 March 1955

LIST OF PERMANENT STRUCTURES COMPLETED

KADENA AIR BASE

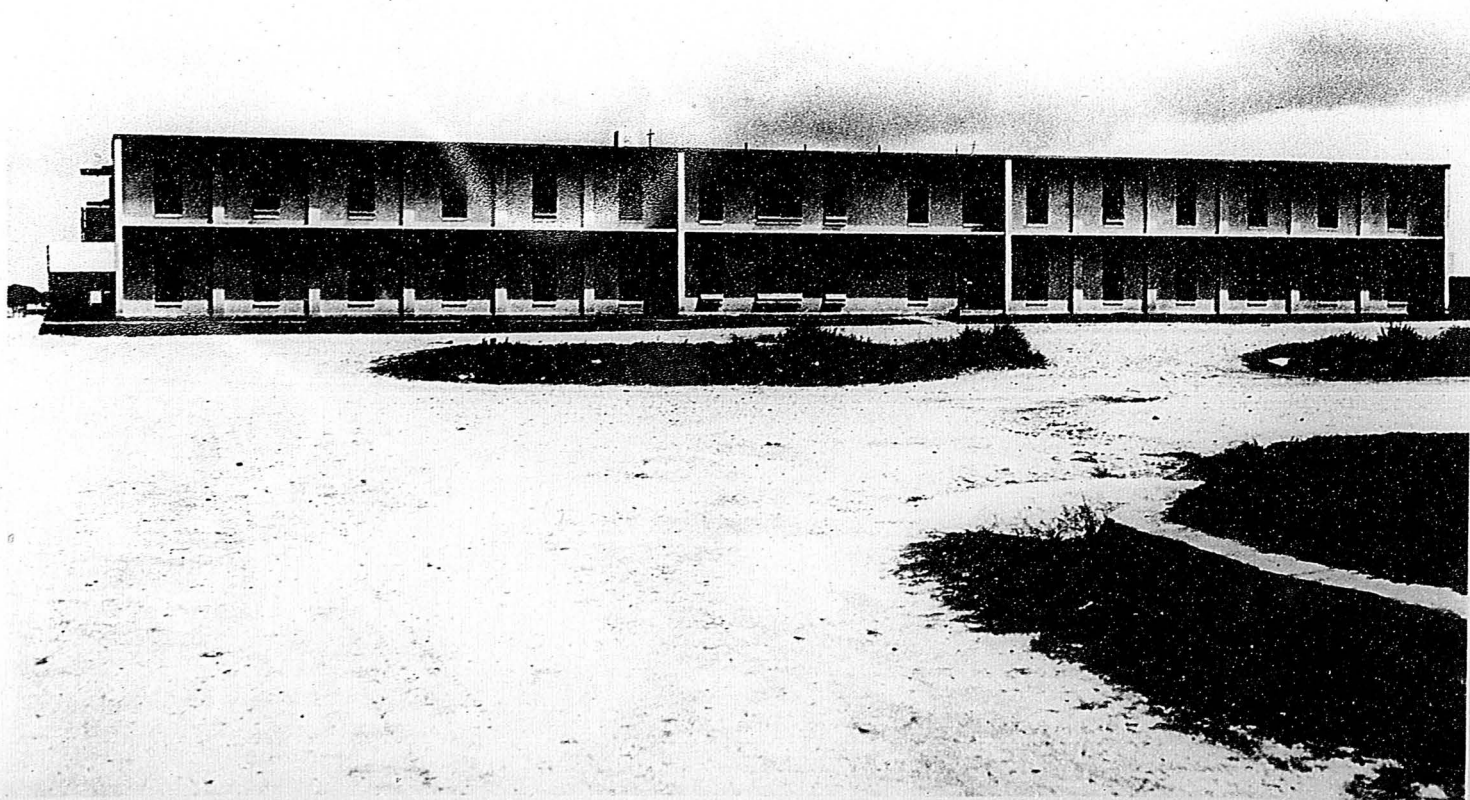
1 January 1955 thru 31 March 1955

<u>PROJECT</u>	<u>DATE STARTED</u>	<u>DATE COMPLETED</u>
4-184 Man Barracks (FEC-197 A.E. Wong-Defaulted) (Finished by OKED Force Account)	23 Feb 1953	23 Feb 1955
VOR Building (FEC-500 Sanko Kensetsu Co.)	20 May 1954	8 Jan 1955

PHOTOGRAPHS OF PERMANENT STRUCTURES COMPLETED

KADENA AIR BASE

1 January 1955 Thru 31 March 1955



1844

1st Mar Barracks #112
Contract - #10-137
Contractor - H.B. Wong (Defaulted)
(Furnished by - C.M. Force Account)

Kadena Air Base

Date Started - 26 February 1953
Date Completed - 23 February 1955

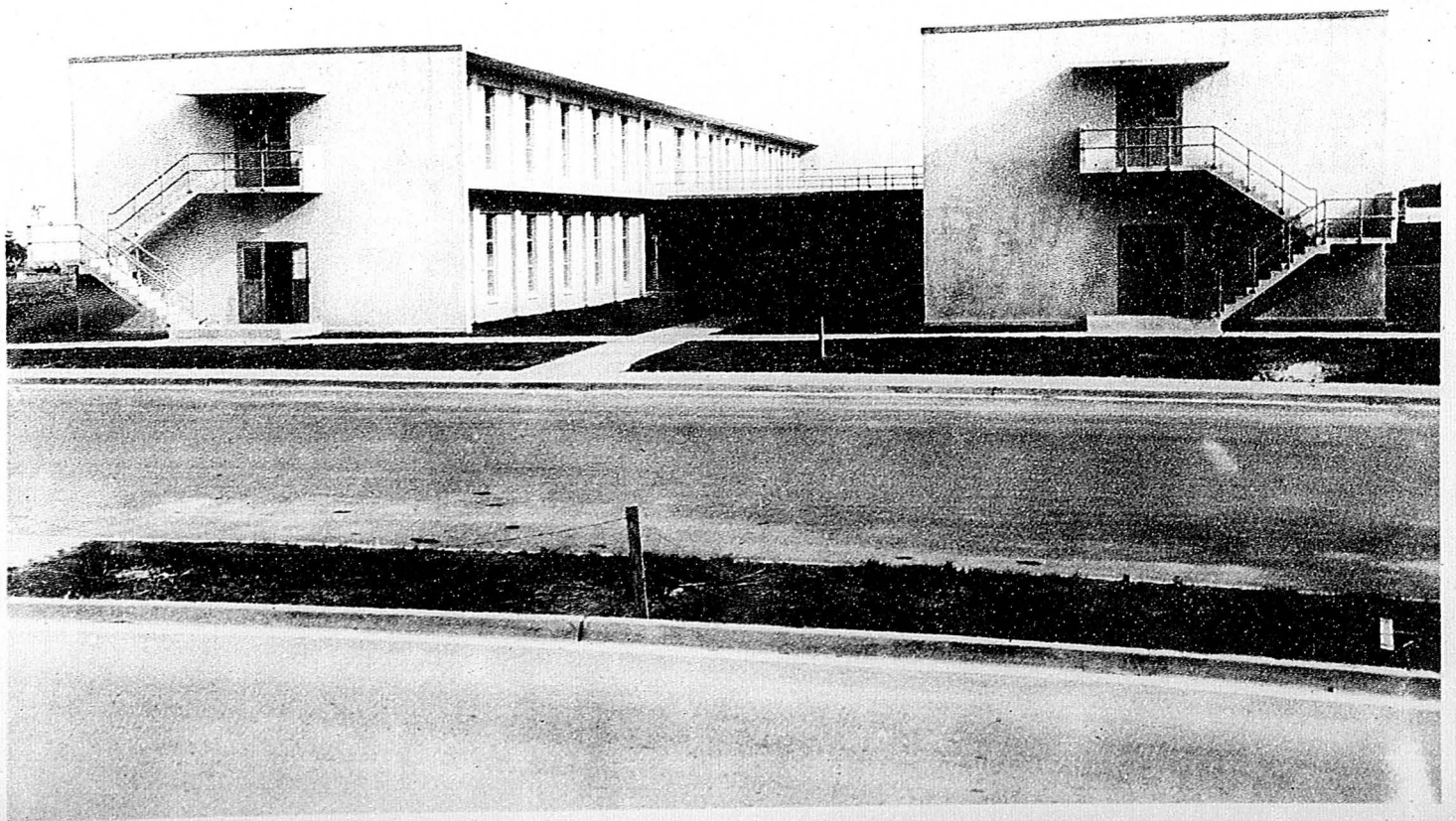


1846

1st Air Barracks #111
Contract - FLO-197
Contractor - A.S. Wong (Defaulted)

Date Started - 26 February 1953
Date Completed - 23 February 1955

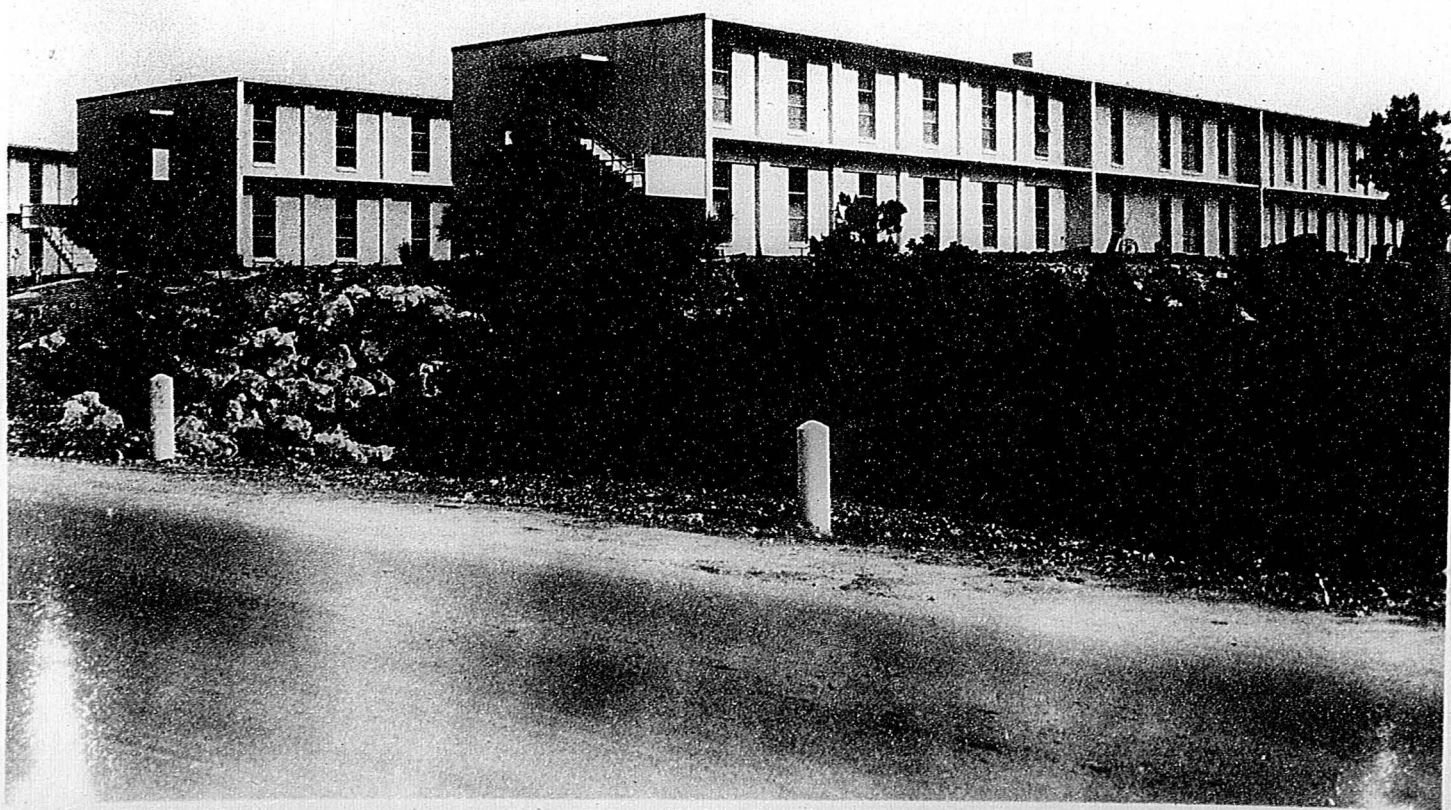
1st Air Barracks



1848

1. Name - [illegible]
2. Date - 1953-1957
3. [illegible] - [illegible] (Continued)
4. [illegible] - [illegible] (Continued)

5. [illegible] - 26 February 1953
6. [illegible] - 23 February 1953

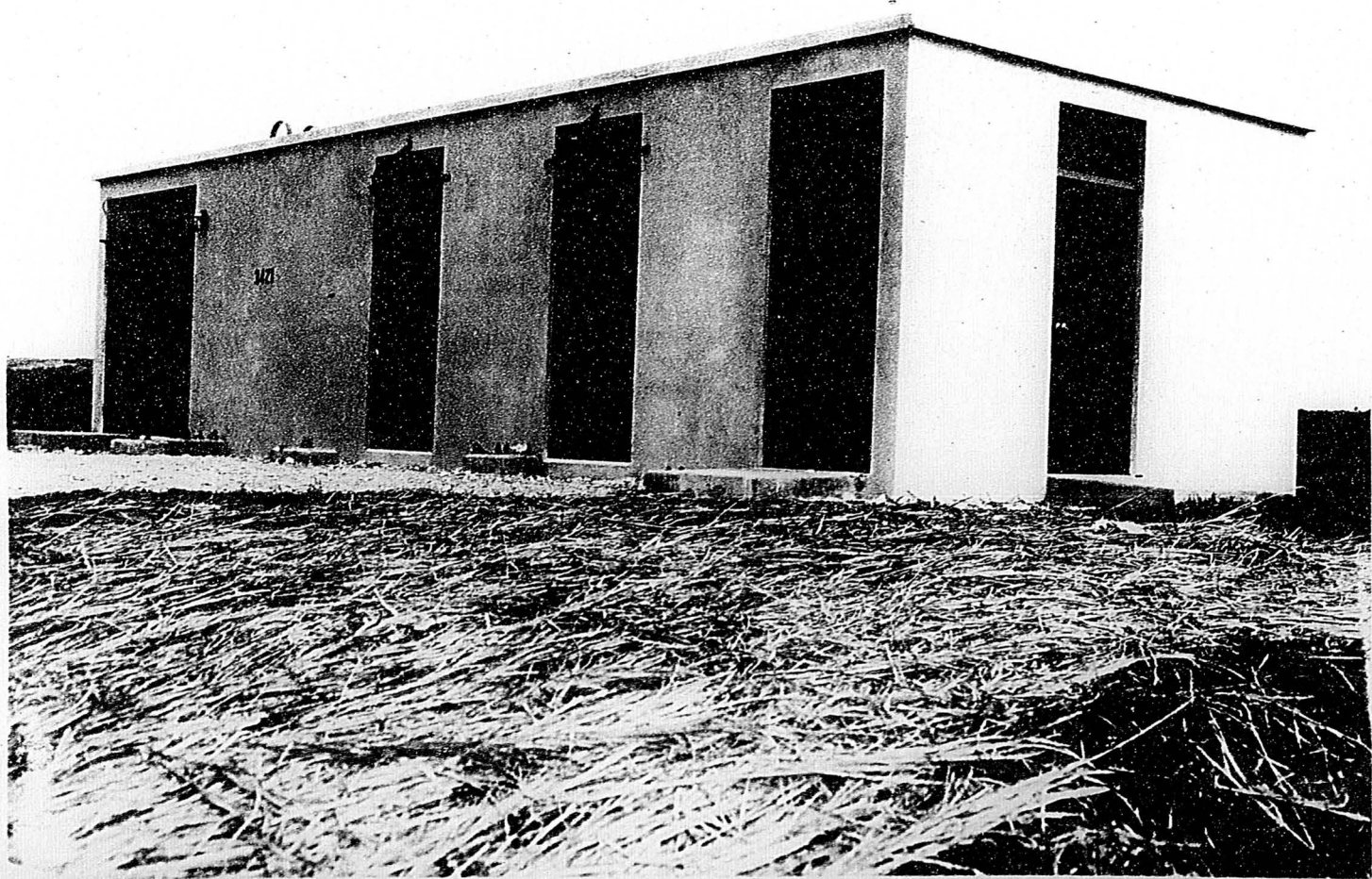


1850

104 Air Base S/S #145
Contract - FLS-197
Contractor - A.S. Wong (Defaulted)
(Finished by - UNDO force account)

104 Air Base S/S

Date Started - 26 February 1953
Date Completed - 23 February 1955



1852

FOR BUILDING

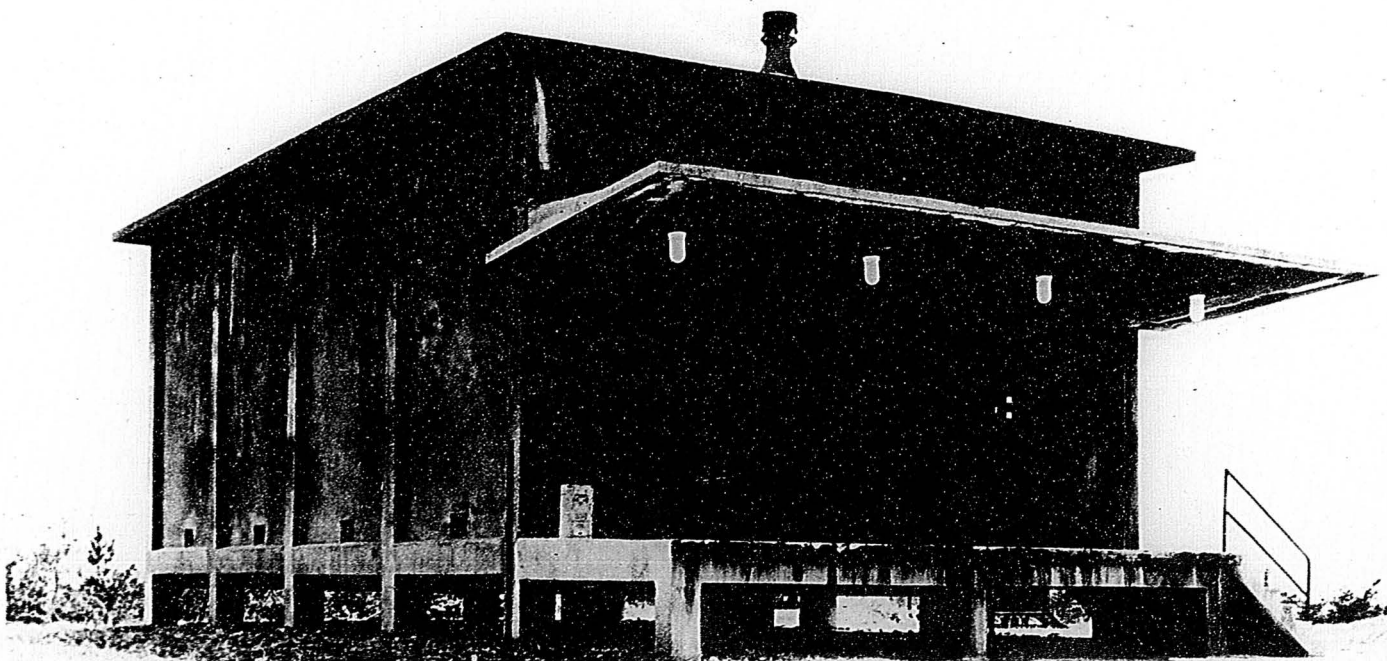
ARMOUR AIR BASE

Contract - FAL 500

Contractor - Sanko Kengetsu Co., Ltd.

Date started - 20 May 1954

Date completed - 7 January 1955



OKINAWA DISTRICT

FAR EAST COMMAND

OKINAWA F.I.

01 I. NO. DA-92-320-FEC-73

View of 3 of 4 completed fuse & primer magazines
at Kadere A. B.

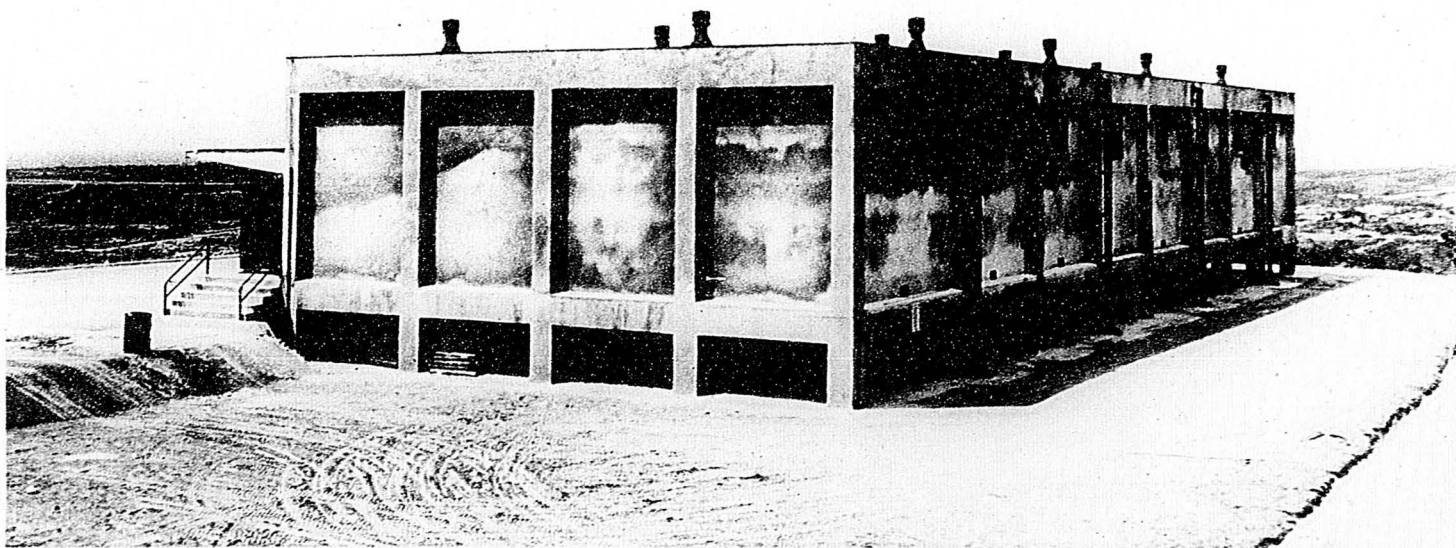
PHOTO NO. 32 1

02 ICH: Chbe,asni Jumi

Turned over to using agency 11 Feb 53

DATE: 19 M

1854



OKINAWA DISTRICT

FAR EAST COMMAND

OKINAWA R. I.

CONTRACT NO. DA-92-320-FEC-73

View of 1 of 2 completed small arms warehouse
at Kadena A. B.

PHOTO NO. 3212-J

CONTRACTOR: Ohbayashi Gumi

Turned over to using agency 28 Feb 53

DATE: 19 Mar 53

1855



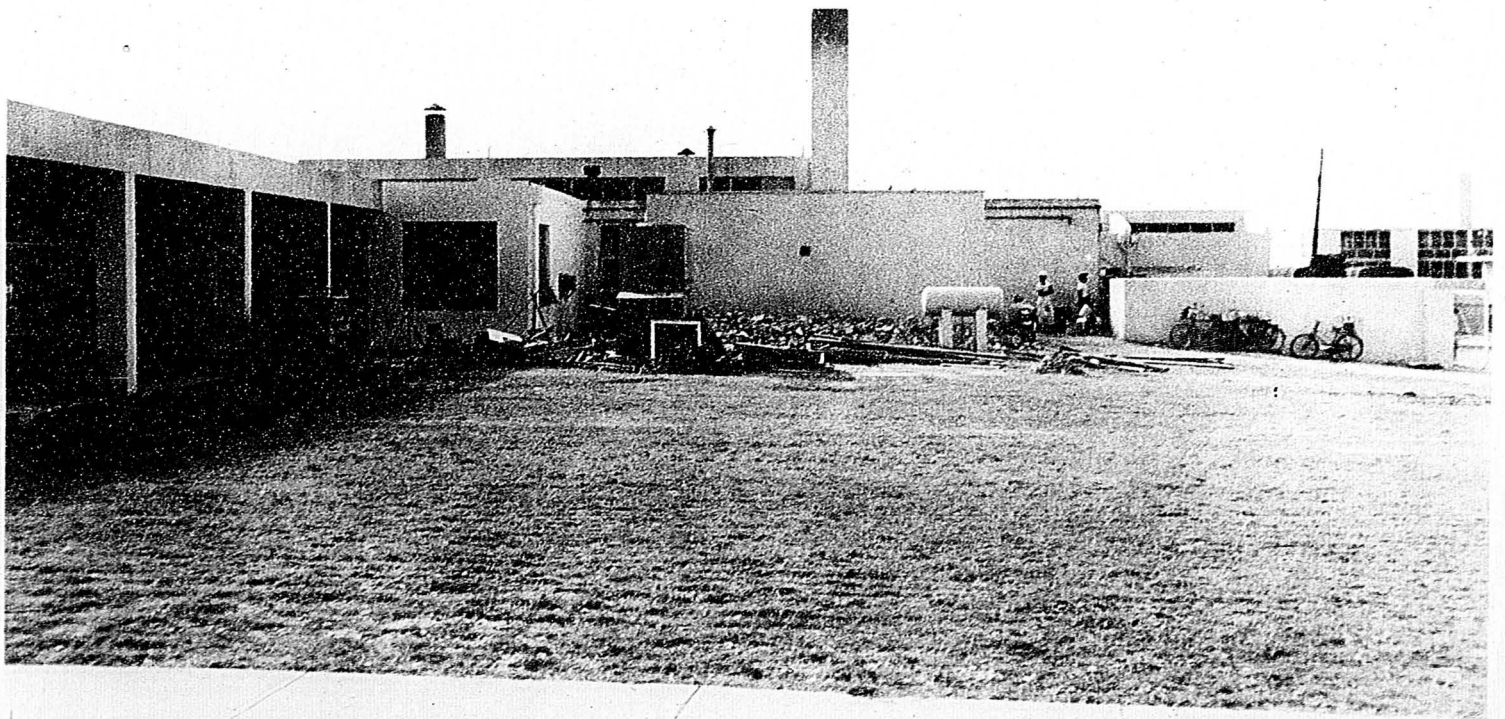
BALL ROOM ADDITION TO KADENA CONSOLIDATED OFFICERS CLUB:

Unofficially known as the "Kadena Wing Club," this building was originally completed as an "Officer-Civilian Cafeteria" on 9 October 1953. The basic structure, built with appropriated funds, had hardly gone into operation before it became evident that it was too small to serve the large Air Force community wanting to use its facilities. The Base Commander and Board of Governors concluded that additional wings must be added to house the functions then either prohibited or constricted by the inadequate floor space available. Of the \$184,921.00 which AIO estimated as necessary to carry out all the planned improvements, \$100,000 was already available to the Twentieth Air Force in the form of non-appropriated funds, the FEAF Officer Mess was prepared to grant \$25,000, and the same agency agreed to lend another \$25,000. In addition to these non-appropriated funds, \$34,921 in 459.3 appropriated funds were on hand. The left foreground of this picture shows the resulting wing, which contains a ball room, bar, latrine, band platform, and instrument room. This work was performed by the Filipino-Chinese firm of Yu Kinteng Construction Corporation under a strange arrangement whereby no written contract existed and everything was effected by verbal agreement, plus successive notes signed by the Club Officer, authorizing specific work. It was originally planned to have a game room and lounge included in Contract AF62(321)-458, by which Yu Kinteng was performing various other construction projects on the Wing Club with the appropriated funds. When it was found, however, that these moneys were insufficient to support the entire burden proposed, the game room and lounge were transferred to the verbal agreement under which the ball room was being built. The total cost of the projects encompassed by Project K-128-54--the ball room, bar, latrine, game room, and lounge--came to \$104,470.65. Subsequently, Project K-128-54 was enlarged to include a central air conditioning system for the ball room and dining room, which Yu Kinteng installed at a cost of \$40,000.



431-G14-18 W. B. P. L. 27 OCT 55
ADDITIONAL WG.'s TO THE ORIGINAL WING
CLUB BUILDING

FRONT VIEW OF KADENA CONSOLIDATED OFFICERS CLUB: Prominent in this picture are the 20'x50' covered parking area built as a part of Contract AF62(321)-458, which totalled \$29,336.18, and the club dining room. The curtained section at the extreme left contains the room utilized for private parties and VIP's. The brick facing running along the base of the building front was added to the club at the same time as the ball room and right wing were constructed. Yu Kinteng Construction Corporation was the contractor responsible for both the brick work and the covered parking area.



ADDITIONAL WE'VE TO THE ORIGINAL
CLUB BUILDING

NEW WING AND MISCELLANEOUS ADDITIONS TO THE KADENA CON-

SOLIDATED OFFICERS CLUB: At extreme left of this photograph can be seen the game room and lounge built by the Yu Kimteng Construction Corporation under verbal agreement with the Club Officer, while still further to the left and out of the picture are the barber shop and liquor store constructed as parts of Contract AF62(321)-458, another Yu Kimteng job. Next to the right (showing two rows of windows) is the 10'x40' extension to the club office built by George Krause Construction Company for the sum of \$4,185.00, under verbal agreement. In the center (featuring a blank wall) are the generator building, constructed at a cost of \$2,676.21 under Contract AF62(321)-480 by Toa Kensetsu Kogyo Company, and a 16'x25' addition to the same structure built by George Krause Construction Company for \$2,900.00. At the right are shown portions of the wall, utility and vehicle yard, and 20'x70' warehouse which complete the demesne of the Wing Club. These structures, as well as the barber shop, liquor store, and a 20'x50' covered parking area in front of the club, were constructed by Yu Kimteng with appropriated funds totalling \$29,336.18, under Contract AF62(321)-458.

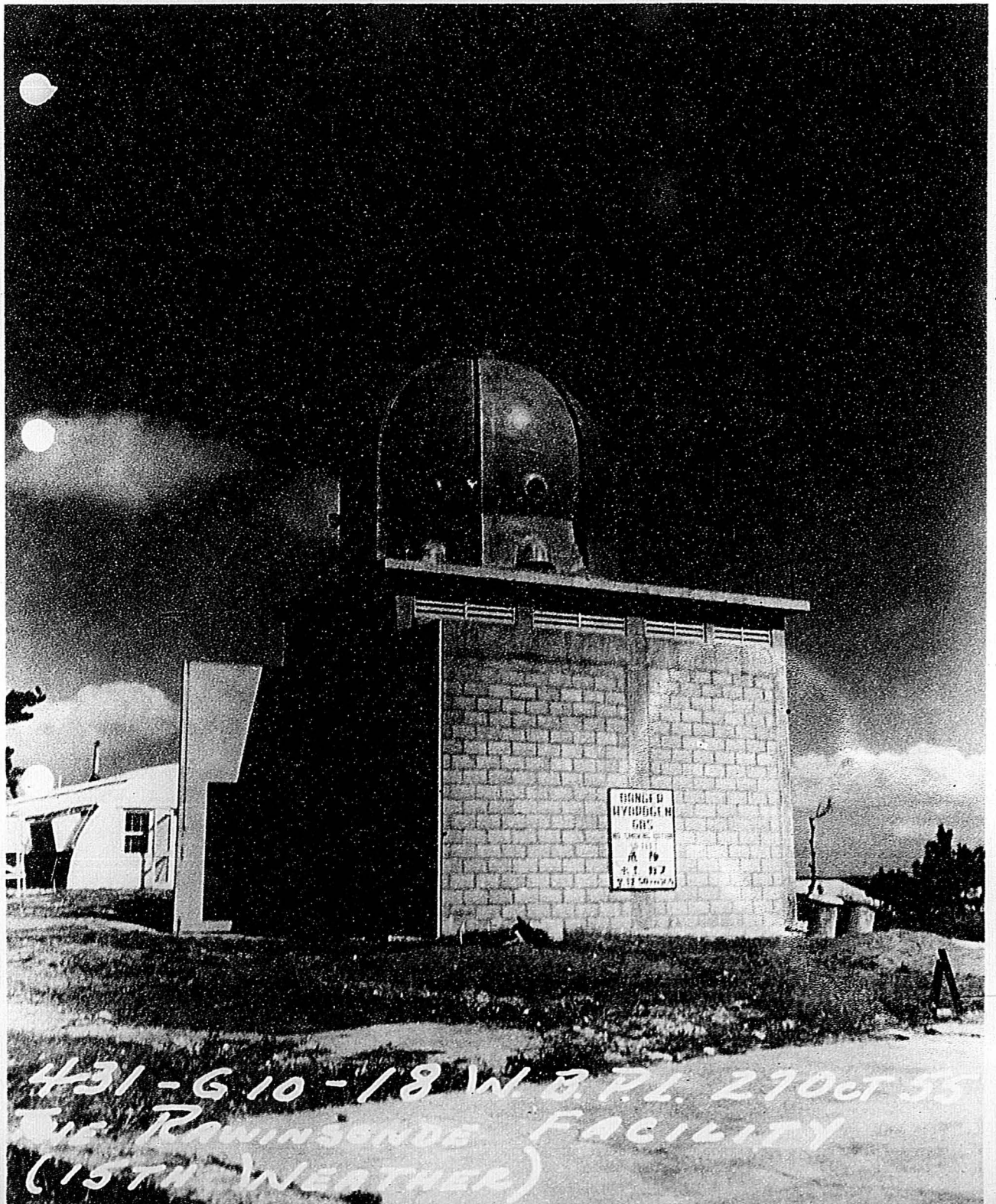


WAREHOUSE AND VEHICLE YARD IN REAR OF KADENA WING CLUB: This 20'x70' concrete building, together with the walls and parking area, were constructed by Yu Kimteng Construction Corporation as parts of Contract AF62(321)-458, which totalled \$29,336.18.



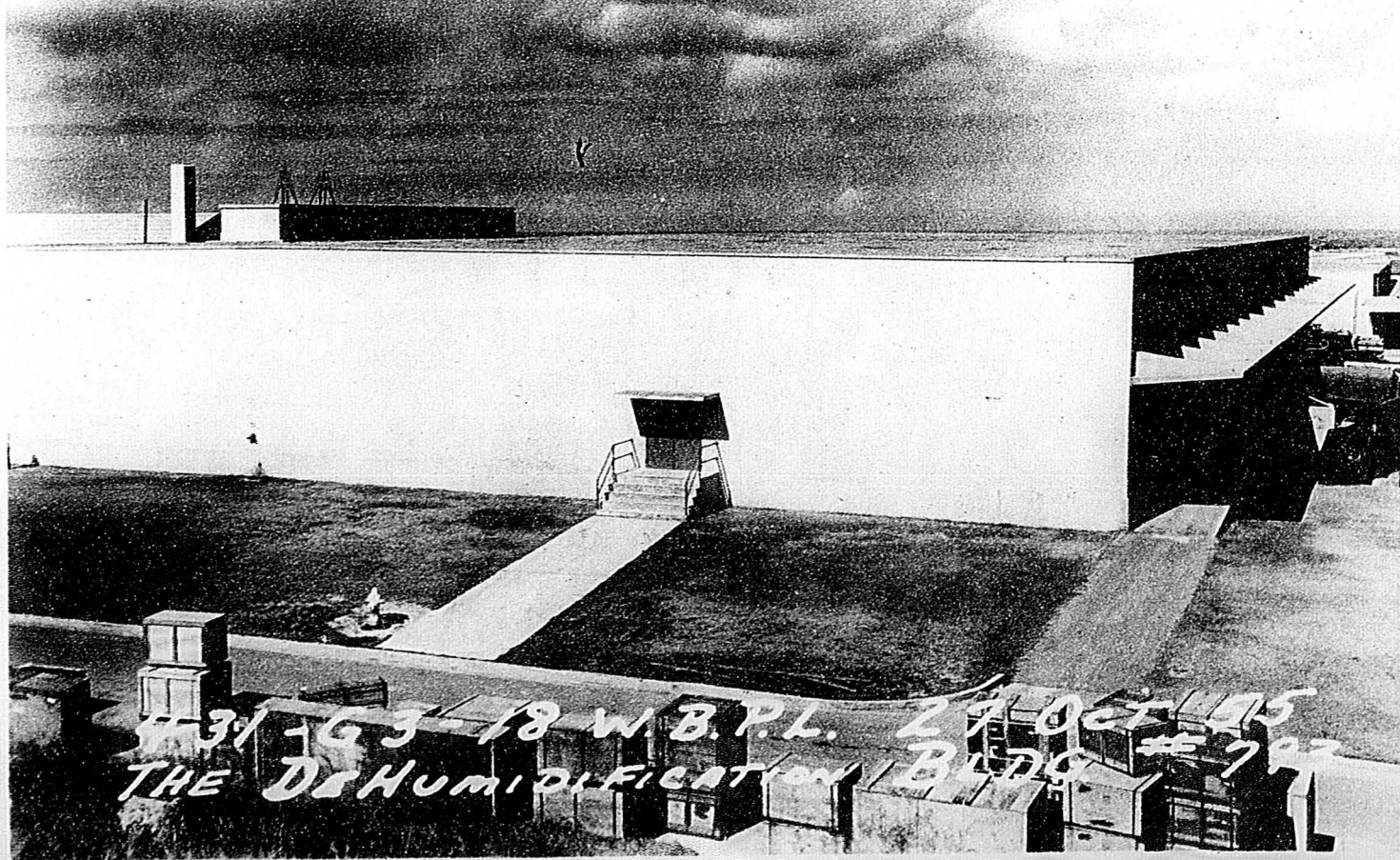
1864

OFFICE BUILDING OF THE OKED KADENA PROJECT OFFICER: This building serves as the office for the Okinawa Engineering District officer assigned to monitor projects being constructed at Kadena Air Base by the District Engineer. It was built under Kadena Force Account on Work Order #209.



431-G10-18 W.B.P.L. 27 OCT 55
The Rawinsende FACILITY
(15th WEATHER)

RAWINSONDE FACILITY: From this building at Kadena Air Base are launched balloons bearing sensitive instruments which rise 12 to 16 miles into the air, sending back weather data on the way up. The radome-like superstructure serves as the "nipple" by means of which the balloon is inflated with hydrogen gas. Built by Yomitan Industries on Contract AF62(321)-465 for \$2,390.00, the Rawinsonde Building was completed on 12 October 1954.



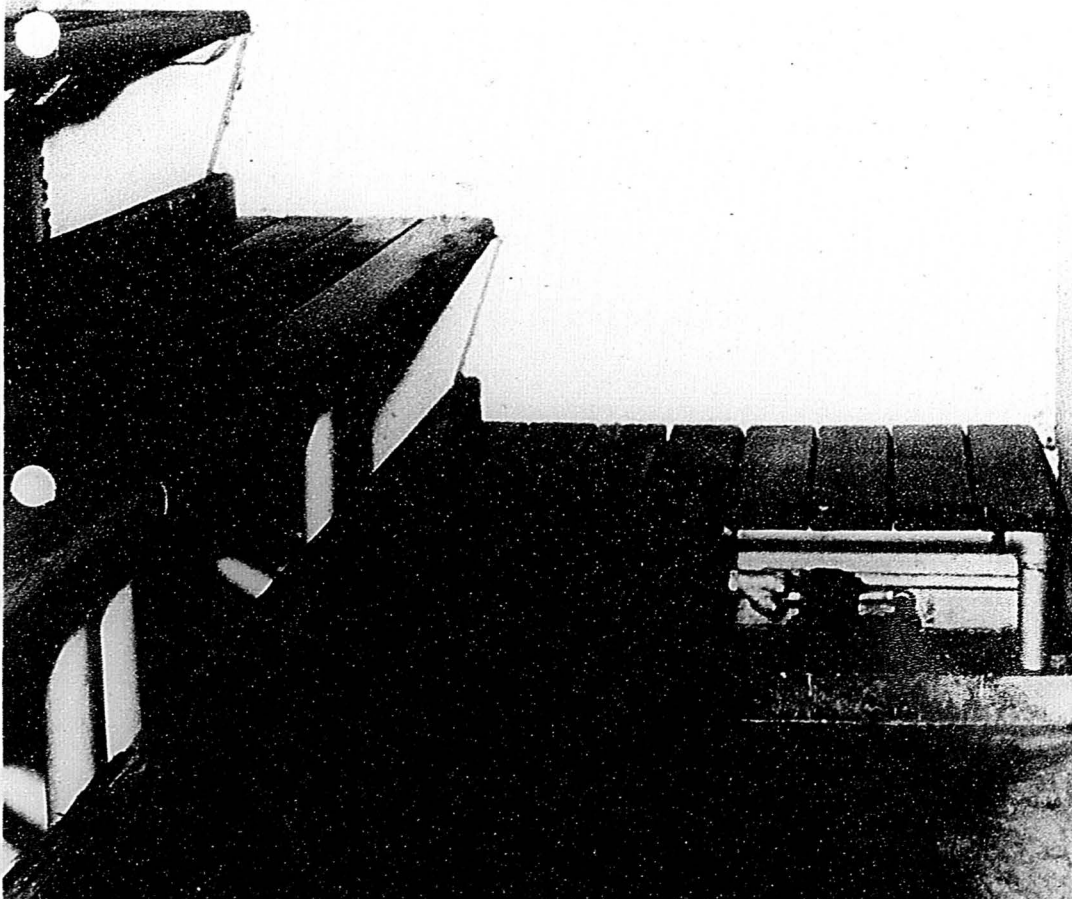
4-31-63-18 W.B.P.L. 27-DEC-65
THE DEHUMIDIFICATION BLDG #793

DEHUMIDIFICATION OF BUILDING #792: Contract AF62(321)-546
awarded to American Engineer Corporation for \$16,194.87
provides for installation of a dehumidification system in
this General Warehouse Building #793--one of the largest
structures on Kadena Air Base.



1870

STEAM BATH ADDITION TO COLEMAN GYMNASIUM: Completed in 1954 by Stewart-Sharpe Construction Co. under Contract AF62(321)-262, at a cost of \$12,900.00, this 25'x33' concrete block steam bath shows the effects of shoddy workmanship typical of work performed by Okinawan laborers. This picture was taken in November 1955.



● 431 - G2 - 18 W.B.P.L. 27 OCT 55
THE STEAM BATH - COLEMAN GYM.

STEAM BATH AT COLEMAN GYMNASIUM: This photograph shows the interior of the 25'x33' concrete block steam bath built onto the Coleman Gymnasium at Kadena Air Base by Stewart-Sharp Construction Co. for \$12,900.00, under Contract AF62(321)-262.



431-G 8-18 W.B. P.L. 27 OCT. 55
THE P-X SERVICE STATION

KADENA POST EXCHANGE SERVICE STATION: Built with non-appropriated funds, this modern service station was completed in October 1954 by Pacific Construction Company at a total cost of \$24,995.36, including such fixtures as the gasoline tanks and pumps, lubrication racks, wash rack, and utilities. This facility operates under direct control of the Ryukyus Central Exchange at Tengan.

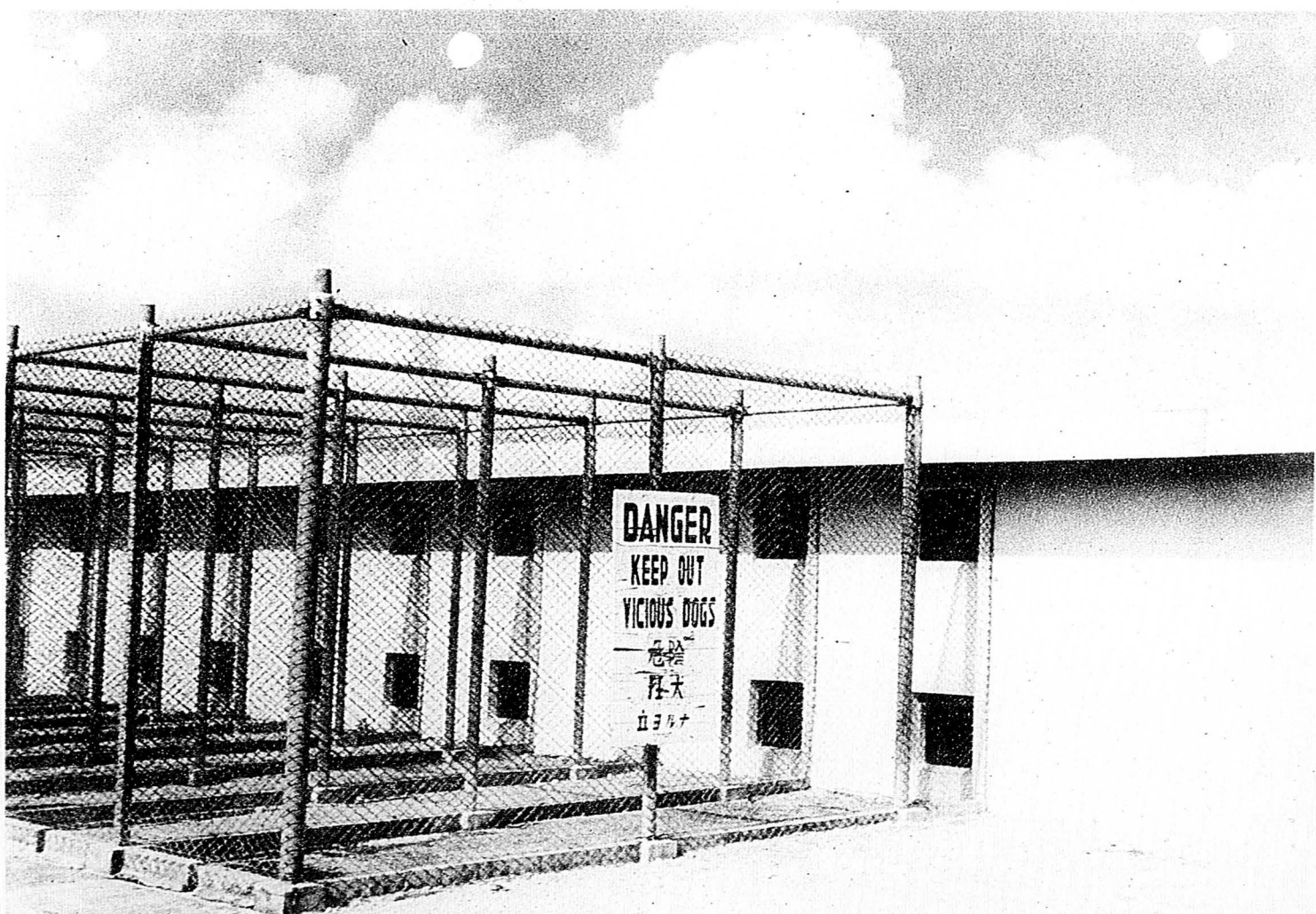


312

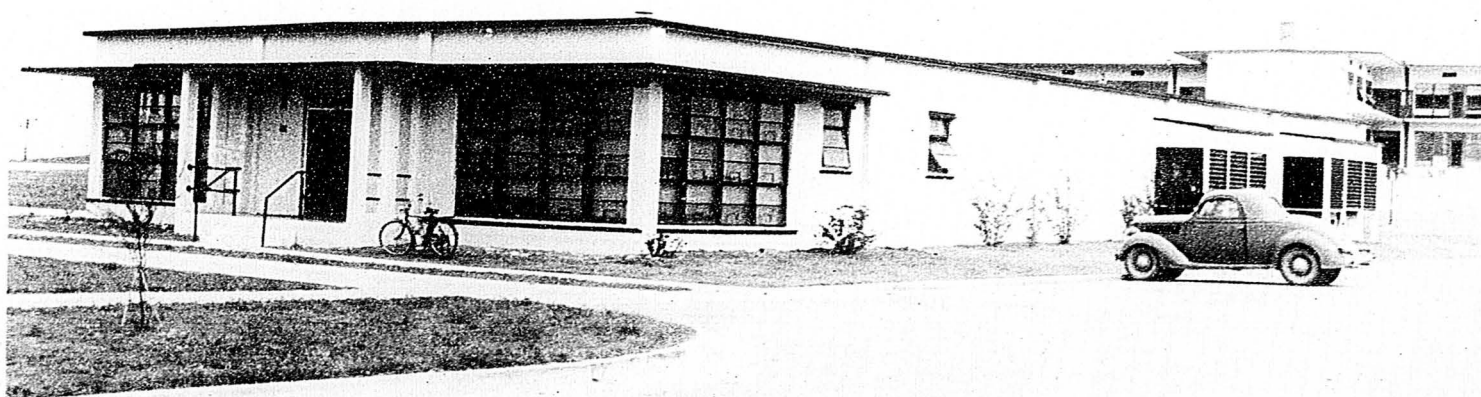
PLACE TRASH
HERE
NO LITTERING
NO SMOKING

31-G 18 1/2 PL. 21 OUT
CONCRETE B SHELTERS

BUS SHELTER AT KADENA AIR BASE: This concrete block bus shelter adjacent to the Wing Officers' Club is one of 30 such structures built by Hakken Kogyo on Contract AF62(321)-462 for \$4,876.80. Located at strategic points around the base, these shelters are an almost indispensable item, because of the frequency and volume of rainfall on Okinawa, where the annual precipitation averages 87 inches.



SENTRY DOG KENNELS AT KADENA AIR BASE: These concrete kennels and exercise pens were built by Yomitan Industries for \$10,932.84 under Contract AF62(321)-457--a figure averaging \$546.64 for each of the 20 air police canines housed therein. These kennels are in addition to the 45 built in 1952 by Tamura Construction Company for the 546th Ammunition Supply Squadron, Depot at a cost of \$9,847.40.



KADENA TELEPHONE EXCHANGE: Directly across Highway 20 from the old Typhoon Base barracks, this building was completed in May 1951 by King Design Contract FEC-18, and exchange operations began here on 28 July 1951 following installation of an air conditioning system by the Edward J. Nell Company under Contract FEC-40.

LIST OF PERMANENT STRUCTURES IN PROGRESS

KADENA AIR BASE

1 January 1955 Thru 31 March 1955

LIST OF PERMANENT STRUCTURES IN PROGRESS
KADENA AIR BASE
31 March 1955

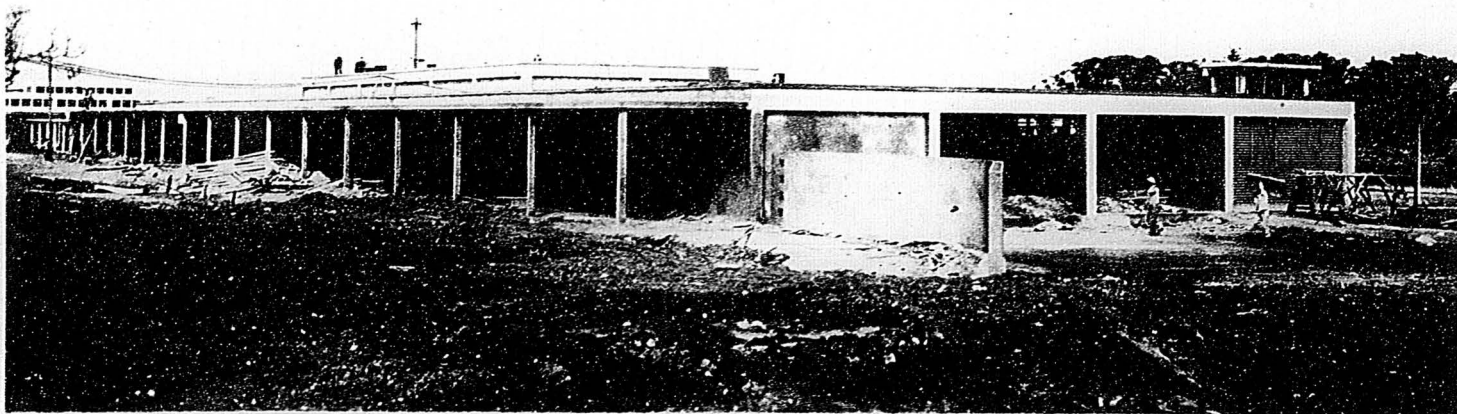
<u>PROJECT</u>	<u>PERCENT COMPLETE</u>	<u>DATE STARTED</u>	<u>ESTIMATED DATE OF COMPLETION</u>
1900-Man Mess Hall, Bldg. 106 (FEC-197 DE Force Acct.) (A.E. Wong Cont.)	99	13 Mar 53	15 May 55
Globecon Receiver Bldg. (FEC-378 Oshiro Gumi)	83	31 Jan 54	15 Apr 55
Photo Lab (FEC-398 Oshiro Gumi)	85	13 Mar 54	31 May 55
Erosion Control (FEC-456 Tamura Const. Co.)	36	13 Apr 54	1 Jun 55
Ordnance Storage Area EFGJK Bldg.	48	6 May 54	30 Apr 55
Supply Warehouse	85		
Base Spares Warehouse #1	65		
Gate House (FEC-478 Judensha Const. Co.)	44		
Utilities - OSA (FEC-480 Yu Kinteng)	90	1 May 54	15 Apr 55
Elementary School (FEC-489 Matsumura Gumi)	68	1 Jul 54	7 May 55
Airman's Club	64	22 Jun 54	20 May 55
Guard House (FEC-505 Zenitaka Gumi)	75		
Post Exchange & Warehouse (FEC-512 Zenitaka Gumi)	63	21 Jun 54	15 Aug 55
OSA Storage Area	52	7 Jul 54	31 May 55
Administration Bldg.	59		
AC Structures			
Base Spares Warehouse #2	60		
Guard Towers (FEC-520 Himaya Gumi)	47		
Microwave Tower		22 Jul 54	30 Apr 55
AWASE	25		
KOZA	35		
(FEC-523 Kishimoto Gumi)			

<u>PROJECT</u>	<u>PERCENT COMPLETE</u>	<u>DATE STARTED</u>	<u>ESTIMATED DATE OF COMPLETION</u>
ARTC - RATC Building	25	20 Aug 54	16 Sep 55
Transformer Bldg. W/Util.	8		
Microwave Tower	20		
Transmitter Bldg. Deragawa	27		
Power Bldg. Deragawa			
Utility			
(FEC-526 Judensha Const. Co.)			
AvAmmo Storage Area		20 Aug 54	30 Dec 55
24 Magazines	20		
(FEC-529 Sugawara Const. Co.)	35		
AFSS - Onna		21 Jul 55	15 Nov 55
Warehouse & Utility Bldg.	44		
H/F & D/F Building			
Gate House	40		
Barracks Building	54		
Operations Building	54		
Water System	14		
Storm Electrical System	0		
Electrical System	0		
Record Vault Bldg.	42		
(FEC-530 Kokuba Gumi)			
OSA & Av Ammo Water Loop	10	12 Oct 54	29 Jun 55
(FEC-531 Okisui Gumi)			
General Utilities	18	6 Aug 54	12 Jul 55
(FEC-538 Shimato Const. Co.)			
AvAmmo Area		4 Aug 54	31 May 55
Roads & Culverts	35		
Security Towers W/Elect. System	35		
Renovation Bldg. W/Utilities	0		
Security Fence	8		
(FEC-543 Kobayashi Gumi)			
AvAmmo Area		4 Aug 54	30 Jul 55
Revetments	12		
Roads & Culverts	35		
Box & Crate Shop	75		
(FEC-544 Manyo Doken)			
Communication Center	20	29 Dec 54	25 Oct 55
Utilities	43		
(FEC-615 Kokuba Gumi)			

PHOTOGRAPHS OF PERMANENT STRUCTURES IN PROGRESS

KADENA AIR BASE

1 January 1955 thru 31 March 1955



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

LINE ITEM NR AND PROJECT DESCRIPTION M
PX Warehouse

LOCATION: Kadena AB

CONTRACTOR Zenitaka Gumi Co.

% PROJECT COMPLETED 50%

CONSTRUCTION DIRECTIVE
Oki-Air-52-2
PHOTO NR 5101-2

CONTRACT NR FEC-512

PHOTO DESCRIPTION
Partly Completed PX Warehouse

DATE 14 March 1955



1887

COMMUNICATIONS CENTER
Contract - F2C 615
Contractor : Kokuba Gumi

Kadena AFB Okinawa

Date Started: 29 Dec 1954
Estimated Date of Completion: 25 Oct 1955



CONSTRUCTION AGENCY OKINAWA ENGINEER DISTRICT	LINE ITEM NO. AND PROJECT DESCRIPTION: 14 Communications Center Bldg.	LOCATION: Fusene Air Base
CONTRACTOR: Kokuichi Gumi	% PROJECT COMPLETED: 06	CONSTRUCTION OBJECTIVE: CRI-AIR-53-3
CONTRACT NO: FEC-615	PHOTO DESCRIPTION: Proposed Site for(1) Communications Center Bldg.	PHOTO NO: 5287-1
		DATE: 12 Jan. 1955



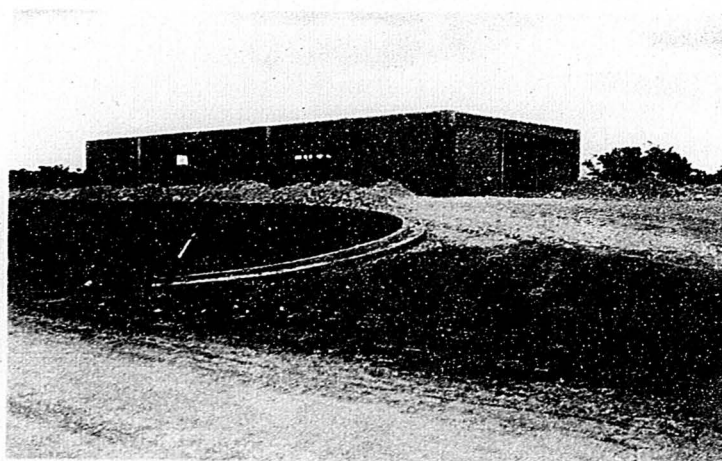
CONSTRUCTION AGENCY OKINAWA ENGINEER DISTRICT	LINE ITEM NR AND PROJECT DESCRIPTION 3 Airmen's Club	LOCATION Fusuma Air Base
CONTRACTOR Zenitaka Gumi	% PROJECT COMPLETED 50%	CONSTRUCTION DIRECTIVE OKI-417-50-1
CONTRACT NR FEC- 505	PHOTO DESCRIPTION Looking North at the Airmen's Club, showing building shell complete.	PHOTO NR 5054-2
		DATE 4 Jan. 1955



CONSTRUCTION AGENCY OKINAWA ENGINEER DISTRICT	LINE ITEM NR AND PROJECT DESCRIPTION 1019 Guard House	LOCATION Fusuma Air Base
CONTRACTOR Zenitaka Gumi	% PROJECT COMPLETED 50%	CONSTRUCTION DIRECTIVE OKI-417-56-1
CONTRACT NR FEC- 505	PHOTO DESCRIPTION The Guard House No. C at Fusuma Air Base showing all concrete and most of block work complete.	PHOTO NR 5055-2
		DATE 6 Jan. 1955



CONSTRUCTION AGENCY CHINA ENGINEER DISTRICT	LINE ITEM NR AND PROJECT DESCRIPTION: 17 View of Elementary School EAB	LOCATION: Kadena Air Base CONSTRUCTION DIRECTIVE: CKI-54-2-FYA PHOTO NR 5045-2
CONTRACTOR KASABUKE Gumi	% PROJECT COMPLETED 50%	DATE 26 Jan. 1955
CONTRACT NR FEC- 489	PHOTO DESCRIPTION Elementary School Looking South East	



CONSTRUCTION AGENCY CHINA ENGINEER DISTRICT	LINE ITEM NR AND PROJECT DESCRIPTION: 11-4 (1) Box and Crate Shop	LOCATION: Kadena Air Base CONSTRUCTION DIRECTIVE: CKI-51-50-2 PHOTO NR 5002-2
CONTRACTOR Nishio Japco	% PROJECT COMPLETED 50%	DATE 25 Jan. 1955
CONTRACT NR FEC- 544	PHOTO DESCRIPTION Box and Crate Shop Bldg. for Aviation Ammo Storage Pco. (10174)	

LIST OF PERMANENT STRUCTURES COMPLETED

NAHA AIR BASE

1 January 1955 thru 31 March 1955


LIST OF PERMANENT STRUCTURES COMPLETED

NAHA AIR BASE

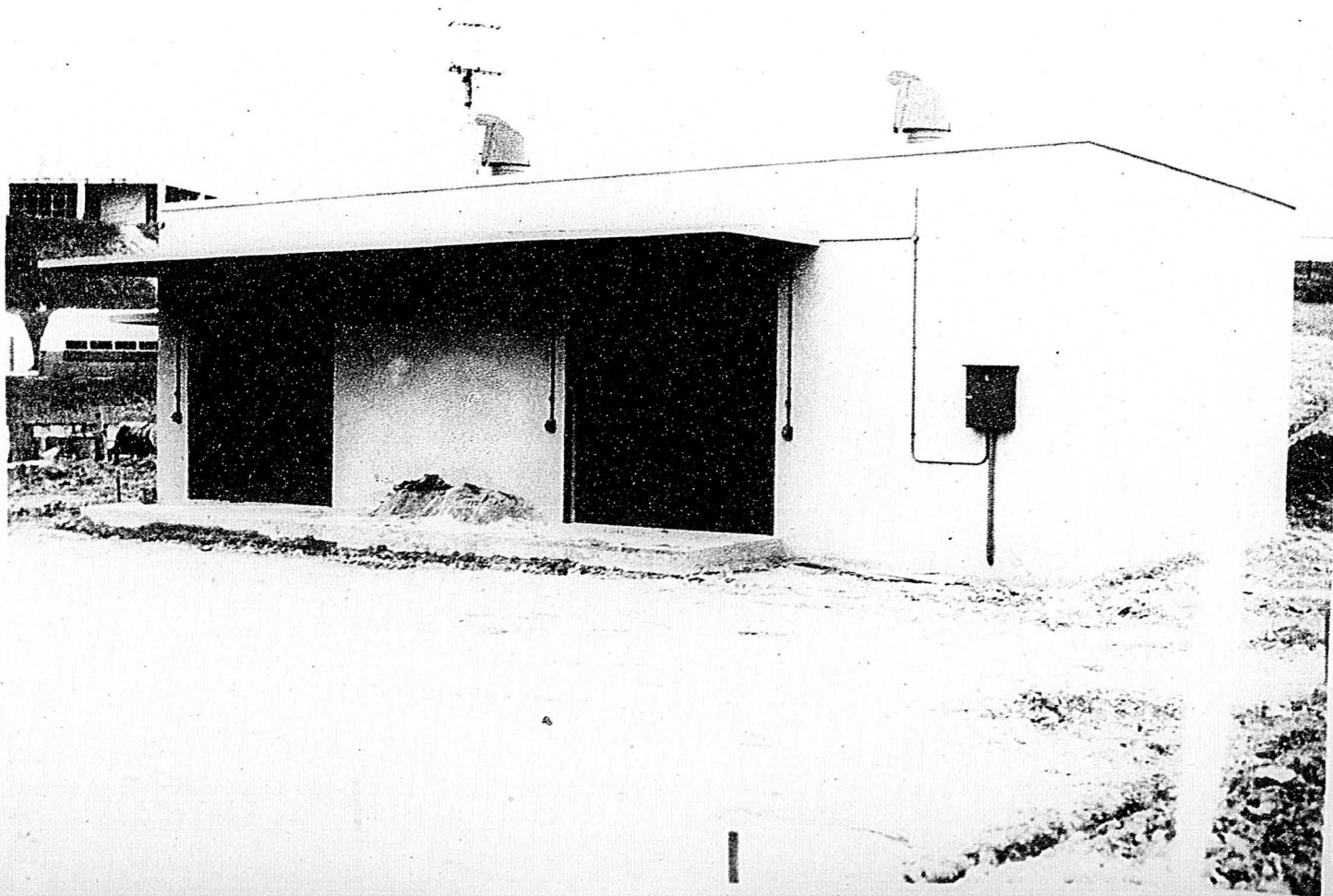
1 January 1955 thru 31 March 1955

<u>PROJECT</u>	<u>DATE STARTED</u>	<u>DATE COMPLETED</u>
Paint and Dope Shop (FEC-314 Taisei Const. Co. Ltd.)	10 Mar 1954	29 Mar 1955
Naha Air Base Water Supply System (FEC-388 Judensha Const. Co.)	15 Dec 1953	14 Feb 1955

PHOTOGRAPHS OF PERMANENT STRUCTURES COMPLETED

 NAHA AIR BASE

1 January 1955 thru 31 March 1955

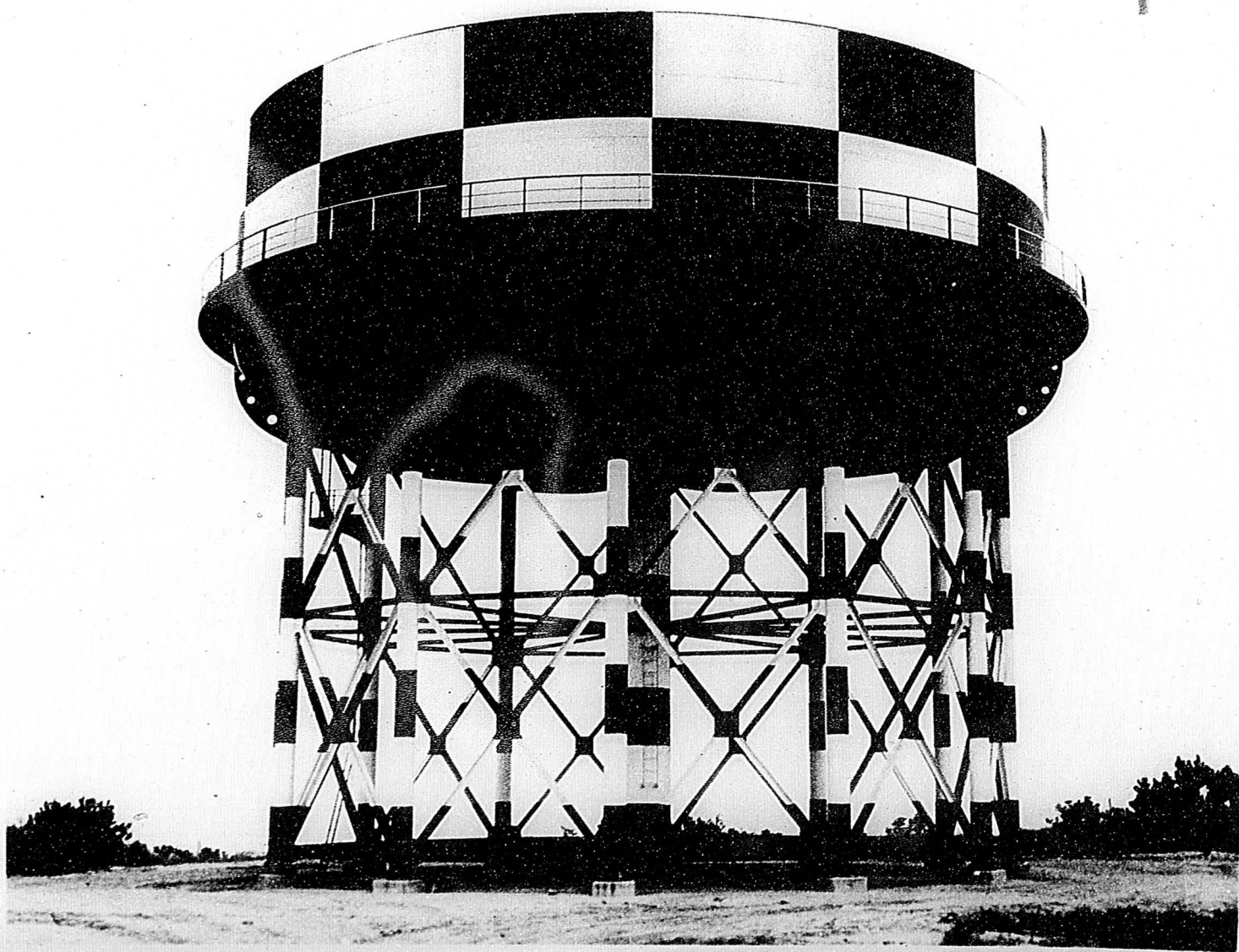


1895

PALLET & DOGS SHOP
Contract - FSC 314
Contractor - Taisei Const. Co. Ltd.

AREA AIR BASE

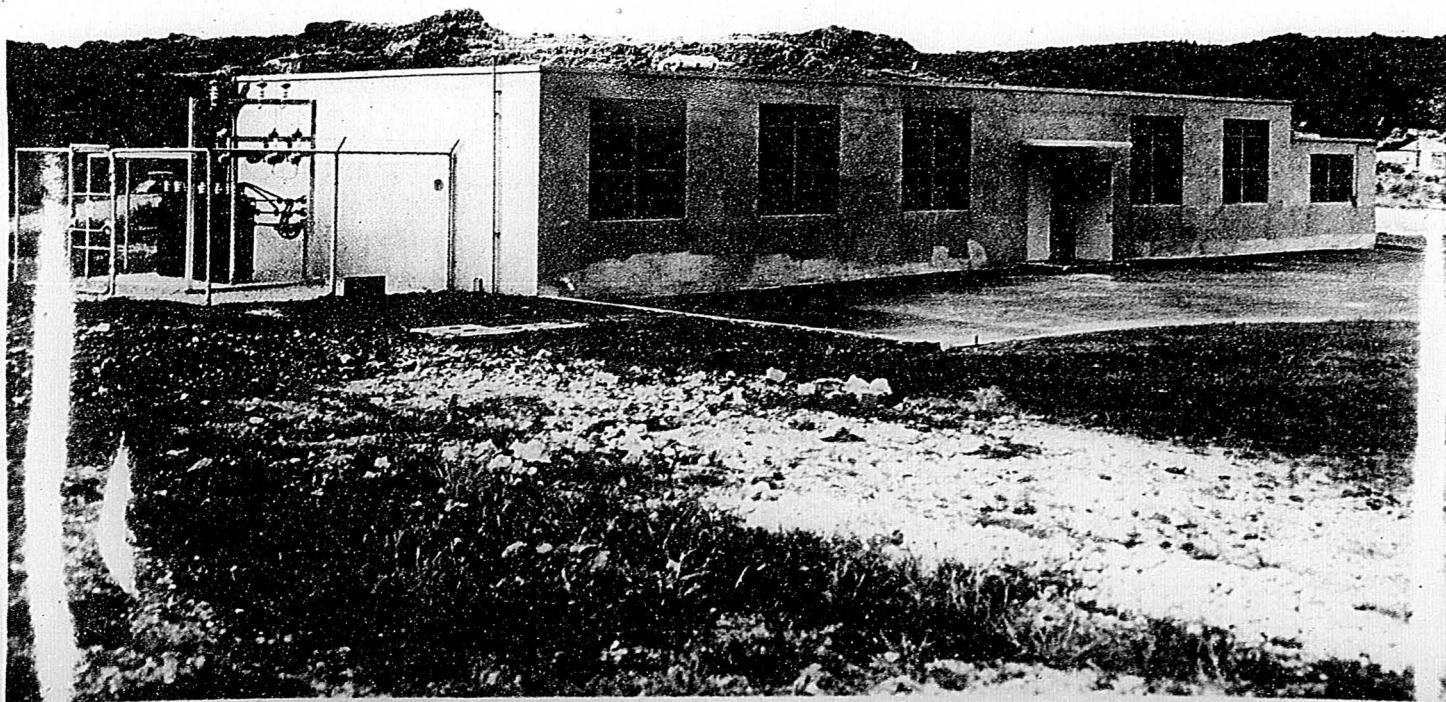
Date Started - 10 March 1954
Date Completed - 25 March 1955



1897

NAGA AIR BASE

[illegible]



1899

BOOSTER STATION # 1
HAWAIIAN AIR BASE WATER SUPPLY
Contract - FDC 338
Contractor - Julius & David, Co.

HAWAIIAN AIR BASE

Date Started - 15 Dec 1953
Date Completed - 14 Feb 1955

OFFICE OF THE
CHIEF OF THE
BUREAU OF
THE
HAWAIIAN
AIR FORCE



1901

WATER STATION # 2
WATER AIR BASE WATER SUPPLY
Contract - FAS 988
Contractor - Judensha Const. Co.

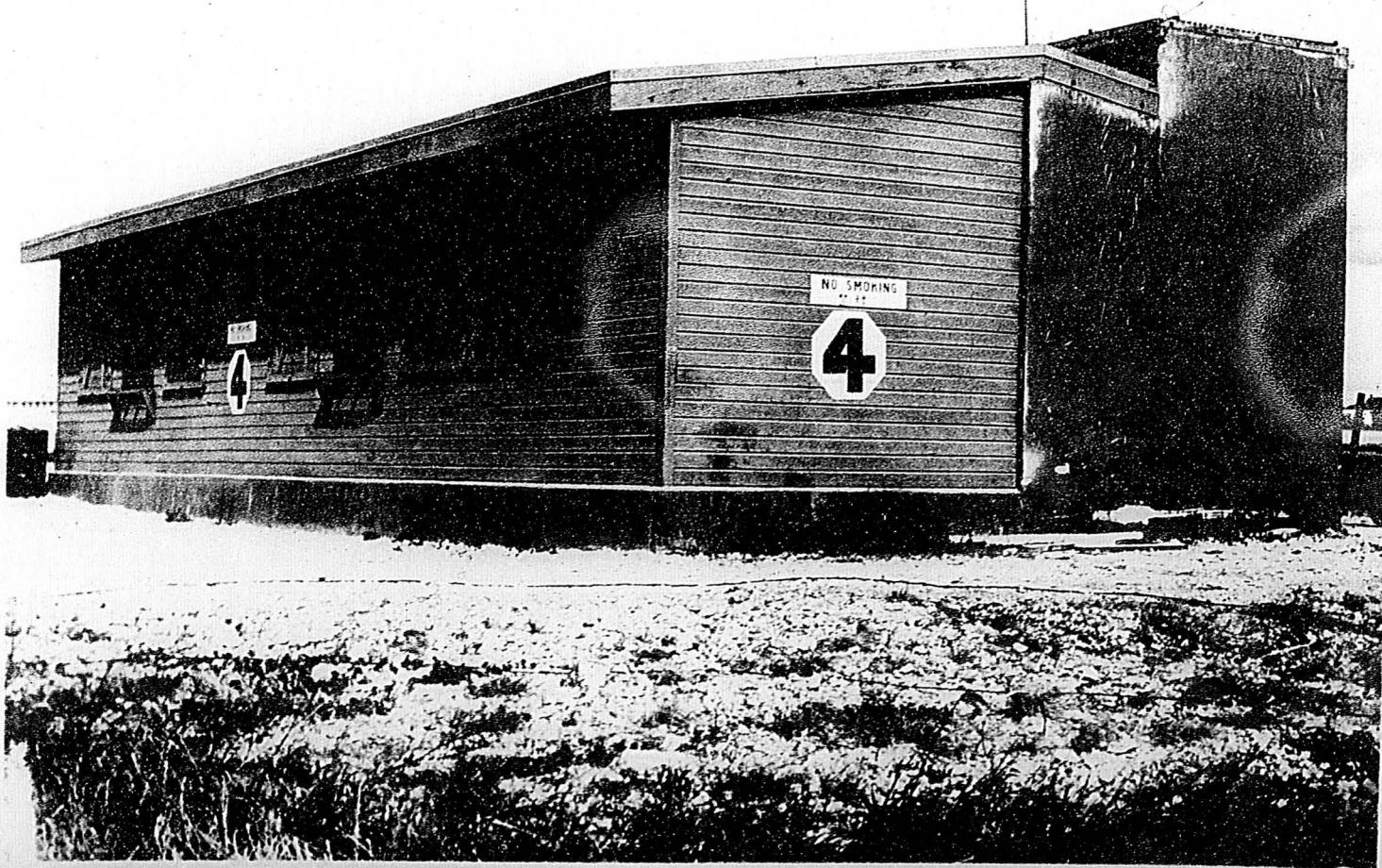
WATER AIR BASE

Date Started - 15 Dec 1953
Date Completed - 14 Feb 1955



1903

NAHA AIR BASE FLIGHT SIMULATOR BUILDING: Designed to train pilots of the three fighter interceptor squadrons then based at Naha in the electronic intricacies of the F-86D Sabrejet, this building was erected at a cost of \$33,506.00 under Contract AF62(321)-481 by State Construction Company.



1905

ROCKET STORAGE BUILDING AT NAHA AIR BASE: Built by State Construction Company under Contract AF62(321)-511, this \$16,000.00 structure was completed on 23 March 1955. Within it are stored the rockets employed by the F-86D fighter interceptor squadrons stationed at Naha AB.

LIST OF PERMANENT STRUCTURES IN PROGRESS

NAHA AIR BASE

1 January 1955 thru 31 March 1955

EXHIBIT D
LIST OF PERMANENT STRUCTURES IN PROGRESS
NAHA AIR BASE
1 January 1955 Thru 31 March 1955

<u>PROJECT</u>	<u>PERCENT COMPLETE</u>	<u>DATE STARTED</u>	<u>ESTIMATED DATE OF COMPLETION</u>
Photo Lab	73	1 Apr 53	Jul 55
Radar & Radio Repair (FEC-203 Kinjo Const. Co.)	79		May 55
Base Maintenance Hangar (FEC-382 Kokuba Gumi)	33	8 Jan 54	31 May 55
Crash & Structural Fire Station	67	1 Apr 54	Jul 55
Meatcutting & Cold Storate Plant	66		
Base Operations (FEC-395 Sanko Const. Co.)	62		
J-Site - Kume	29	4 May 54	15 Aug 55
J-Site - Yaetake (FEC-463 Sanko K.K. Const. Co.)	51		
J-Site - Okino	49	7 May 54	30 Aug 55
J-Site - Yozadake (FEC-464 Kokuba Gumi)	50		
J-Site - Miyako (FEC-479 Sanko K.K. Sub- Contractor Pacific Contractors.)	31	4 May 54	30 Aug 55
Airman's Club	67	22 May 54	30 Apr 55
P.X. & Commissary (FEC-491 Kokuba Gumi)	66		
ADCC Building (FEC-495 Taisei Const. Co.)	55	4 Jun 54	30 Jun 55
Automotive Maintenance Shop (FEC-510 Taisei Const. Co.)	94	28 Jun 54	30 Mar 55
Wing Headquarters Bldg. W/Util.	28	26 Jul 54	20 Sep 55
Chapel W/Util.	25		
Theater W/Util. (FEC-524 Shimato Const. Co.)	18		

<u>PROJECT</u>	<u>PERCENT COMPLETE</u>	<u>DATE STARTED</u>	<u>ESTIMATED DATE OF COMPLETION</u>
AIO Shop W/Util.	15	4 Sep 54	16 Sep 55
AIO Warehouse W/Util. (FEC-526 Judensha Const. Co.)	12		
Barracks #123 W/Util. (FEC-533 Kokuba Gumi)	35	1 Sep 54	30 Aug 55
Officer's Dining Hall (FEC-557 Taisei Const. Co.)	13	17 Dec 54	1 Oct 55
Air Police Building (FEC-632 Vinnell Corp.)			Feb 56
TAC Group Headquarters Base Group Headquarters (FEC-635 Taisei Const. Co.)	0	18 Mar 54	13 Mar 56

PHOTOGRAPHS OF PERMANENT STRUCTURES IN PROGRESS

NAHA AIR BASE

1 January 1955 thru 31 March 1955



1911

NATIONAL GROUP HINDUSTANIS.

NAHA AIR BASE

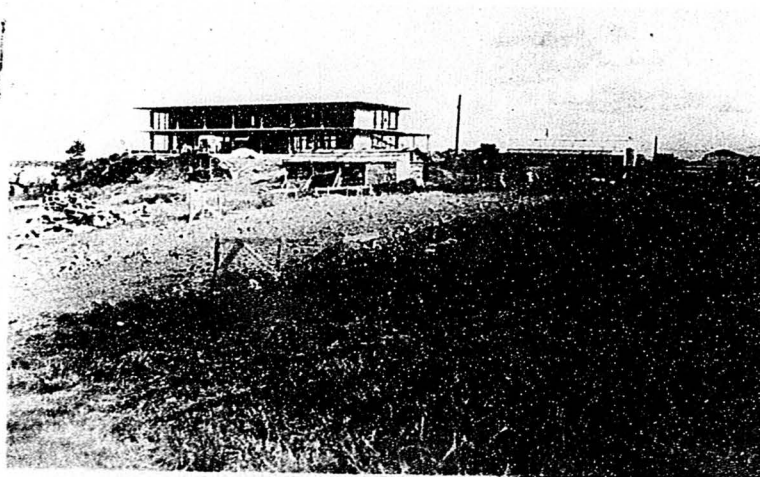
Contract - FSC 435

Contractor - Taisei Construction Co.

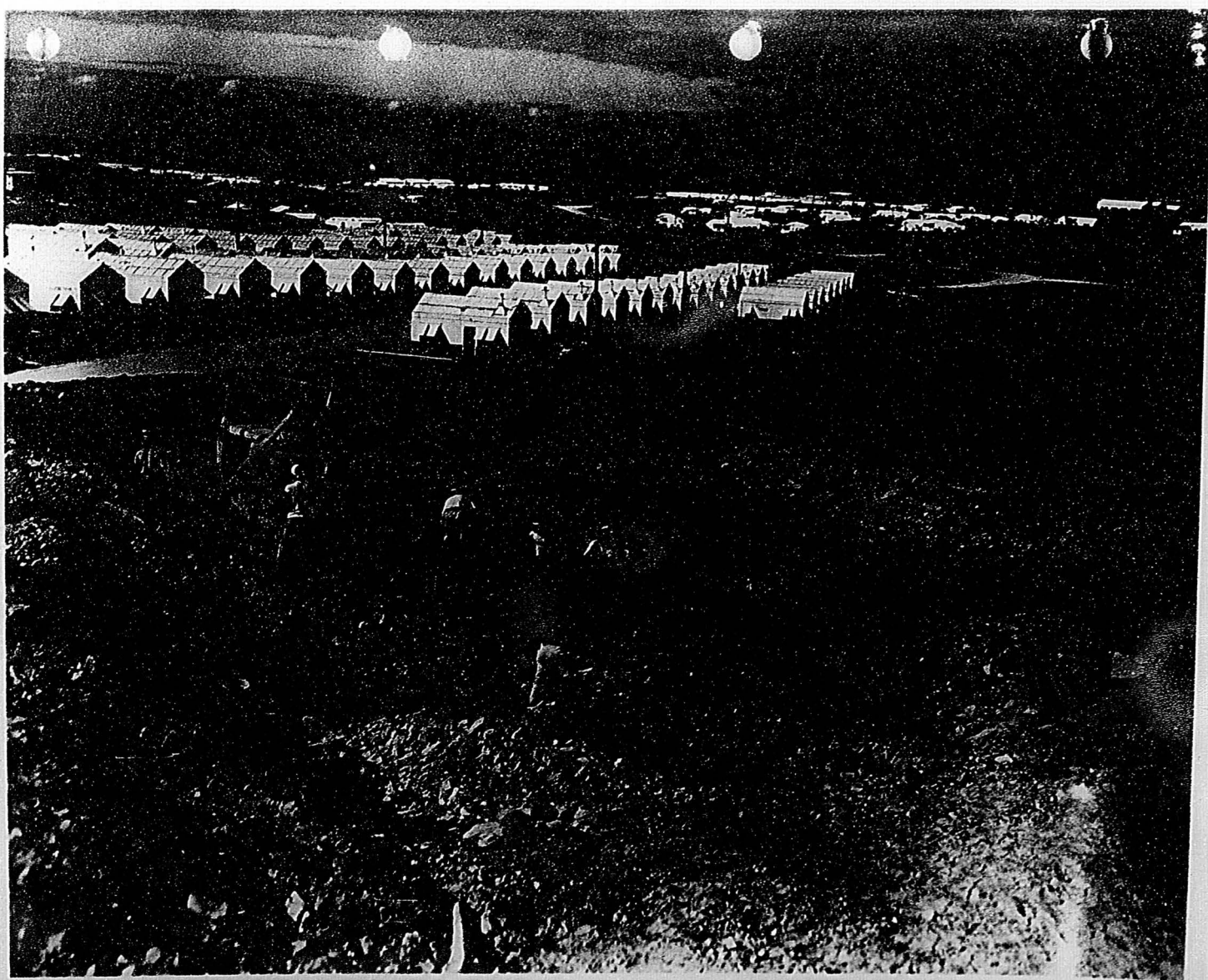
Date started - 18 March 1955

Estimated date of completion - 13 March 1956

NAHA AIR BASE, OKINAWA



CONSTRUCTION AGENCY: OKINAWA ENGINEER DISTRICT	LINE ITEM NO. AND PROJECT DESCRIPTION: 7-3 Tactical Group Headquarters Bldg.	LOCATION: Naha Air Base
CONTRACTOR: Taisel Const. Co.	% PROJECT COMPLETED: 0%	CONSTRUCTION DIRECTIVE: Cki-Air-54-1-C
CONTRACT NO. FEC-635	PHOTO DESCRIPTION: Foreground is the proposed site for (1) Tactical Group Hqs Bldg. in front of Wing Hqs Bldg.	PHOTO NO: 5364-1 DATE: 29 March 1955



1914

OFFICER'S DINING HALL

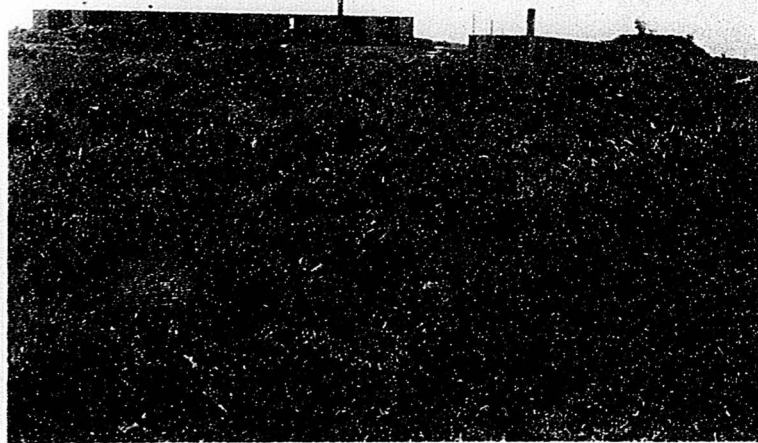
Contract - FEC 557

Contractor - Taisei Const. Co.

NAHA AIR BASE

Date Started - 7 Dec 1954

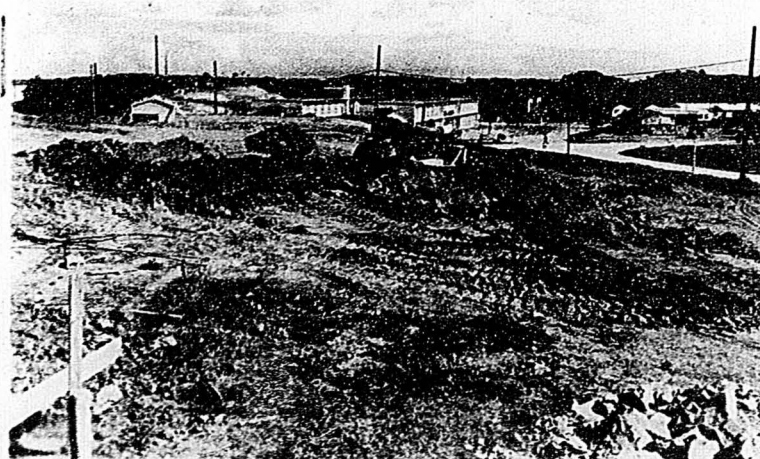
Estimated Date of Completion - 13 Sept 1955



CONSTRUCTION AGENCY OKINAWA ENGINEER DISTRICT	LINE ITEM NO. AND PROJECT DESCRIPTION 1000 Hall, Officers	LOCATION 1000
CONTRACTOR Tidwell Const. Co.	% PROJECT COMPLETED 0%	CONSTRUCTION DIRECTIVE CXI-12-10-2
CONTRACT NO. FEC-007	PHOTO DESCRIPTION Proposed site of officers dining hall located near 4000m from the main air base	PHOTO NO. 1000-1
		DATE 20 Dec 1961



CONSTRUCTION AGENCY OKINAWA ENGINEER DISTRICT	LINE ITEM NR AND PROJECT DESCRIPTION 2 Two wing Hangers	LOCATION Naha Air Base
CONTRACTOR Mitsui Bussan Kaisha	% PROJECT COMPLETED 50%	CONSTRUCTION DIRECTIVE OKI-AIR-52-1-Navy
CONTRACT NR FEC-509	PHOTO DESCRIPTION One of (2) Wing Hangers being built for Naval Air Facilities	PHOTO NR 5365-2 DATE 18 Jan. 1955



CONSTRUCTION AGENCY OKINAWA ENGINEER DISTRICT	LINE ITEM NR AND PROJECT DESCRIPTION 7-2 Base Group Hqs. Bldg.	LOCATION Naha Air Base
CONTRACTOR Taisei Const. Co.	% PROJECT COMPLETED 0%	CONSTRUCTION DIRECTIVE OKI-AIR-54-1-C
CONTRACT NR FEC-635	PHOTO DESCRIPTION Foreground is the proposed site for (1) Base Group Headquarters Building.	PHOTO NR 5365-1 DATE 29 March 1955

LIST OF PERMANENT STRUCTURES IN PROGRESS

J SITES

1 January 1955 thru 31 March 1955

LIST OF PERMANENT STRUCTURES IN PROGRESS
J SITES
31 March 1955

PROJECT	PERCENT <u>COMPLETE</u>	DATE <u>STARTED</u>	ESTIMATED DATE <u>OF COMPLETION</u>
KUME (FEC-463 Sanko K.K.)	29	4 May 54	15 May 55
<ol style="list-style-type: none"> 1. Remodel existing mess hall. 2. Airmen's 2-story dormitory building. 3. Bachelor Officers quarters. 4. Motor shed and AIO shop building. 5. 2 Sentry building. 6. Type B transmitter building. 7. Type A receiver building. 8. 10,000-gallon storage reservoir. 9. Sedimentation basin and pump hours I.B. 10. Dam. 11. Pump house #2 and reservoir. 12. Hydropneumatic pump house. 13. Grading, roads and drainage. 14. Security fence with gates. 15. Sewer system. 16. Water system. 17. Electrical system. 			
YAE TAKE (FEC-463 Sanko K.K.)	51	4 May 54	15 May 55
<ol style="list-style-type: none"> 1. Administration building. 2. Airmen's 3-story dormitory. 3. Bachelor officer's quarters. 4. Motor shed and AIO shop building. 5. 3-sentry building. 6. Type B. transmitter building. 7. Type A receiver building. 8. 10,000 gallon storage reservoir. 9. Ammo paint storage building. 10. Septic tank and pump house No. 5. 11. Supply building. 12. Dam and impounding basin. 13. Concrete retaining wall for power house. 14. Pump house #1, #2 w/reservoir #3 and #4. 15. Sump Wall. 16. Grading, roads and drainage. 17. Sanitary sewer. 18. Water system. 19. Access road from Route 116. 20. Electrical system. 			

<u>PROJECT</u>	<u>PERCENT COMPLETE</u>	<u>DATE STARTED</u>	<u>ESTIMATED DATE OF COMPLETION</u>
OKINO-ERABU (FEC-464 Kokuba Gumi)	49	7 May 54	30 Apr 55
<ol style="list-style-type: none"> 1. Remodel existing mess hall. 2. Airmen's 2-story dormitory. 3. Bachelor officers quarters. 4. Motor shed and AIO shop building. 5. 4 sentry buildings. 6. Type A transmitter building. 7. Type A receiver building. 8. 20,000-gallon storage reservoir. 9. Chlorinator shed 1 A and sedimentation basin. 10. Ammo paint storage building. 11. Cavern shoring and dam. 12. Hydropneumatic pump house. 13. Grading, roads, and drainage. 14. Security fence with gates. 15. Sanitary sewer system. 16. Water system. 17. Electrical System. 			
YUZA DAKE (FEC-464 Kokuba Gumi)	50	7 May 54	30 Apr 55
<ol style="list-style-type: none"> 1. Airmen's 2-story dormitory. 2. Type C transmitter building. 3. Type B receiver building. 4. Pump house #1. 5. Hydropneumatic pump house. 6. Game court. 7. 10,000-gallon reservoir. 8. 4 Sentry buildings. 9. Grading, roads and drainage. 10. Sanitary sewer system. 11. Water system. 12. Electrical system. 			
MIYAKO (FEC-479 Sanko K.K.)	31	4 May 54	15 Apr 55
<ol style="list-style-type: none"> 1. Administration building. 2. Airmen's 2-story dormitory building. 3. Bachelor officers quarters. 4. Motor shed and AIO shop building. 5. 4 sentry buildings. 6. Type B transmitter building. 7. Receiver building. 8. 60,000-gallon storage reservoir. 9. Pump house and sedimentation basin. 10. Ammo paint storage building. 11. Supply building. 12. Hydropneumatic pump house. 			

PROJECT

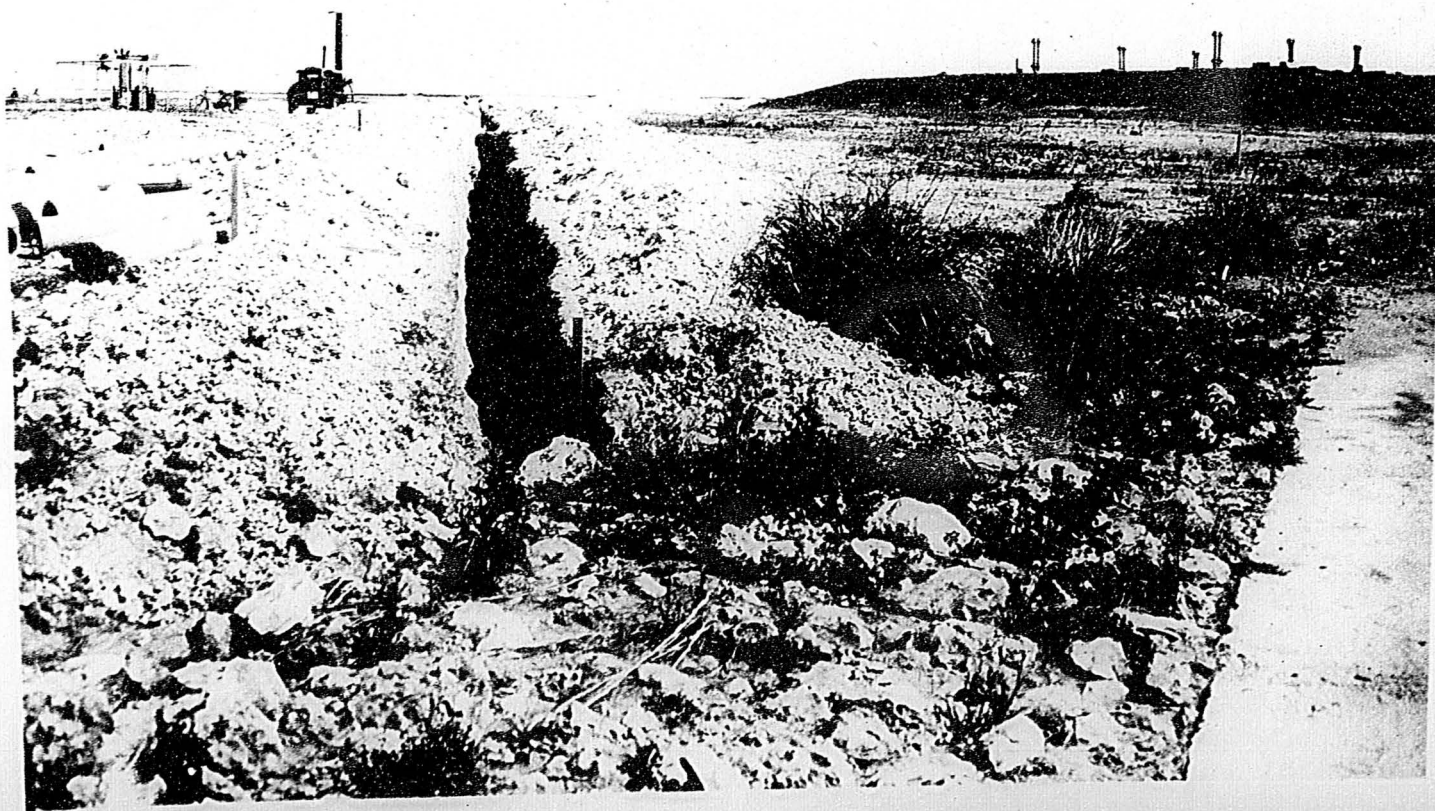
MIYAKO (FEC-479 Sanko K.K.)

- 13. Grading, roads and drainage.
- 14. Security fence with gates.
- 15. Sanitary sewer system.
- 16. Water system.
- 17. Electrical system.

PHOTOGRAPHS OF PERMANENT POL PROJECTS IN PROGRESS AT KADENA

KADENA AIR BASE

1 January 1955 thru 31 March 1955

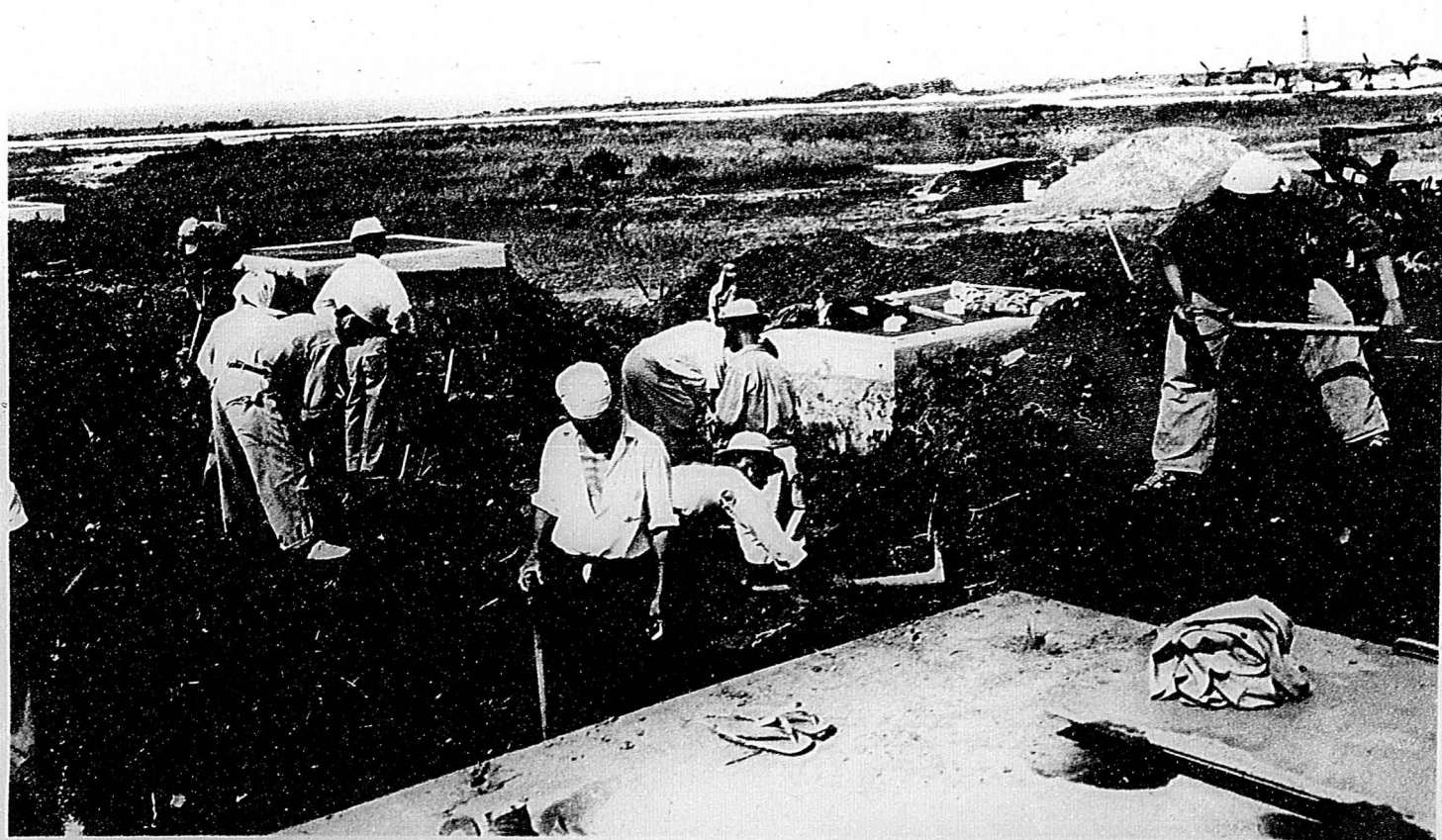


1923

PUMP HOUSE NO. 1
Showing outlet drain from transformer vault.
(Pumphouse upper right)

KADENA RAPID HYDRANT FUELING SYSTEM

25 March 1955



1925

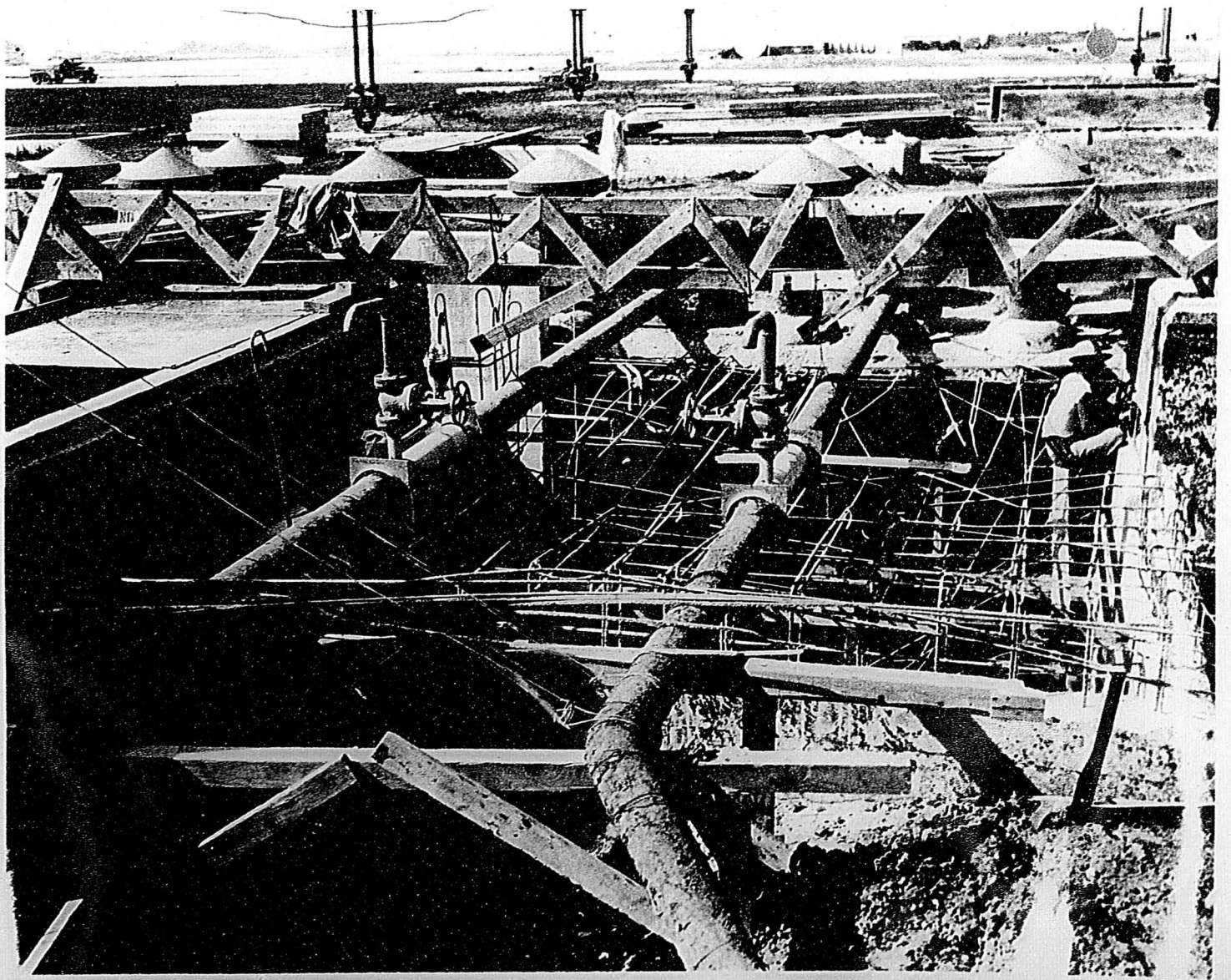
PUMP HOUSE NO. 2

KADENA RAPID HYDRANT FILLING SYSTEM

Excavation for transformer vault drain.

(Vault hatch lower right)

25 March 55



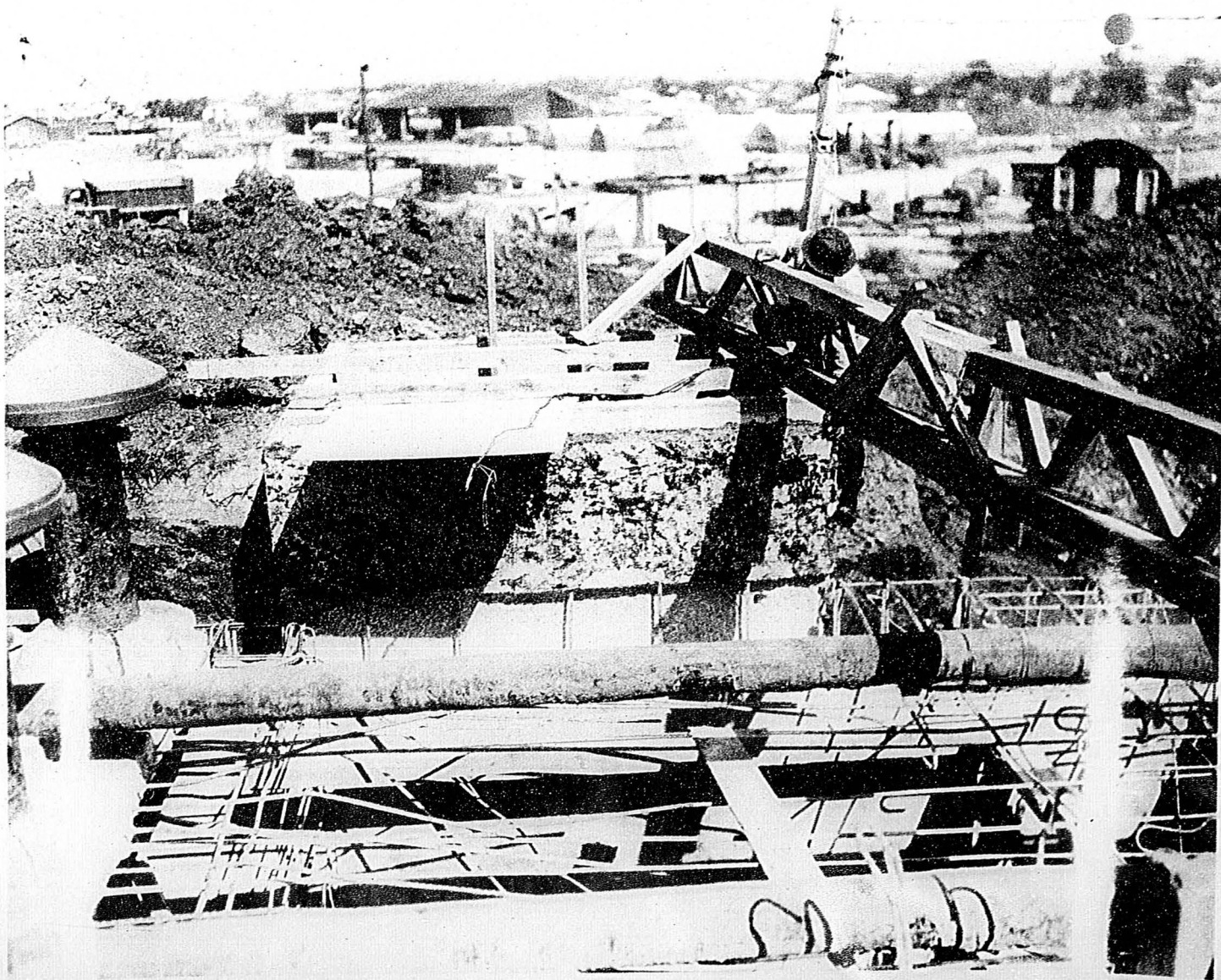
1927

PUMP HOUSE NO. 3

Showing transformer vault, roof slab and partition
wall removed.

KADENA RAPID HYDRANT FUELING SYSTEM

25 March 1955



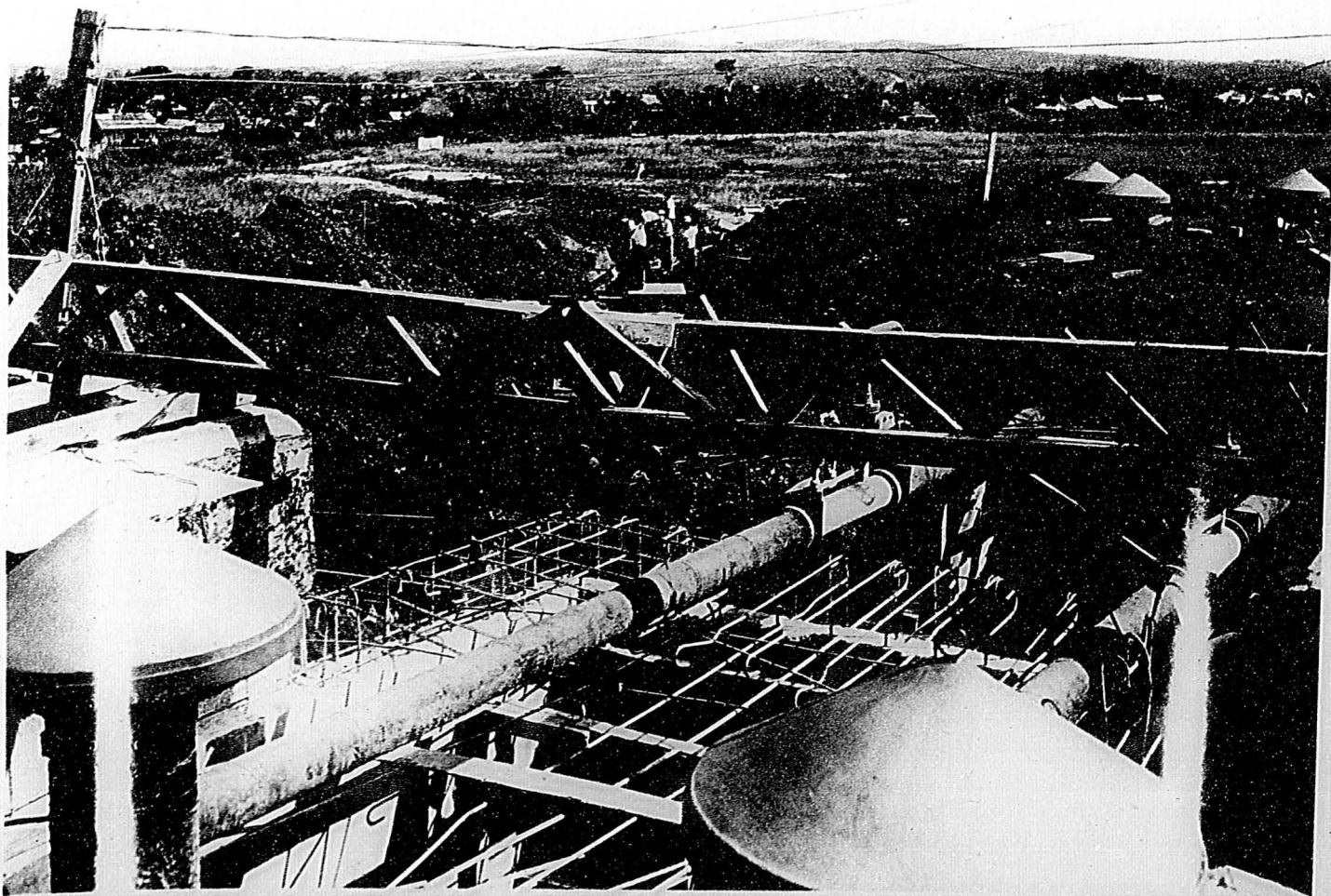
1929

PUMP HOUSE NO. 3

Showing transformer vault roof steel. Note
keyway for framing roof slab into wall.

25 March 1955

KADENA RAPID HYDRANT FUELING SYSTEM



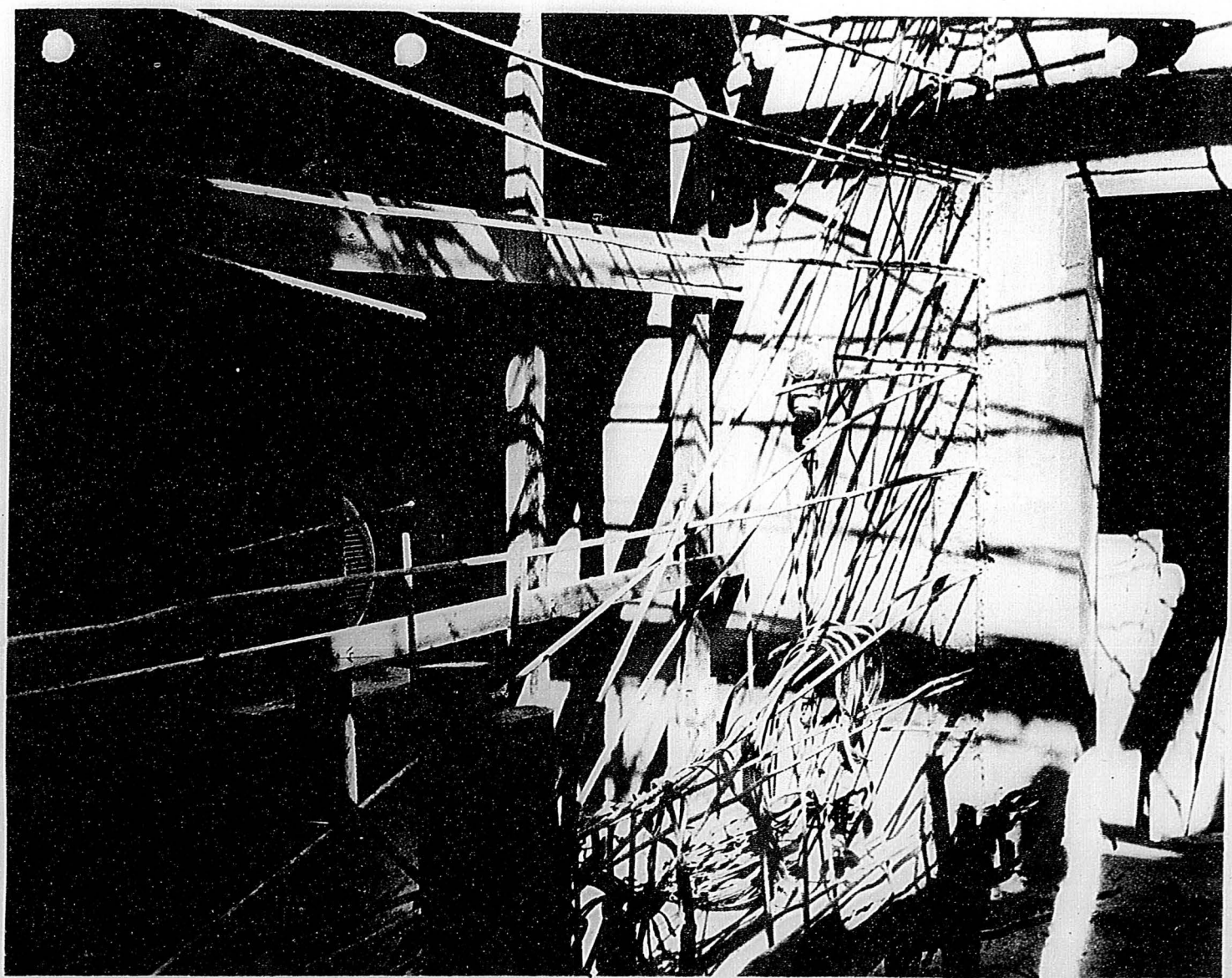
1931

PUMP HOUSE NO. 3

Showing portion of transformer vault roof steel
and outlet drain ditch.

KADENA RAPID HYDRANT FUELING SYSTEM

25 March 1955



1933

PUMP HOUSE NO. 3
Showing partition between transformer vault
and pump room removed.

25 March 1955

KADENA RAPID HYDRANT FUELING SYSTEM

PHOTOGRAPHS OF PERMANENT PROJECTS IN PROGRESS BY AVIATION BATTALIONS

KADENA AND NAHA AIR BASES

1 January 1955 thru 31 March 1955



1936

Overall Site Grading, Road's & House Pads

Engineer Aviation Battalion

Date Started - 21 February 1955

Estimated date of completion, U.S.A. only, 30 September 1955



1938

ENGINEERING RECORDS

Overall Site Grading, Roads & House Pads

Engineer Aviation Battalion

Date Started - 21 February 1955

Estimated date of completion, A.M.A. only, 30 September 1955



1940

Overall site grading, roads & service pads

Engineer's written statement

Site started - 24 February 1955

Estimated date of completion, U.S.A., 30 September 1955



1942

DEPARTMENT REPORT
Overall Site Grading, Roads & House Pads

MAIN AIR BASE

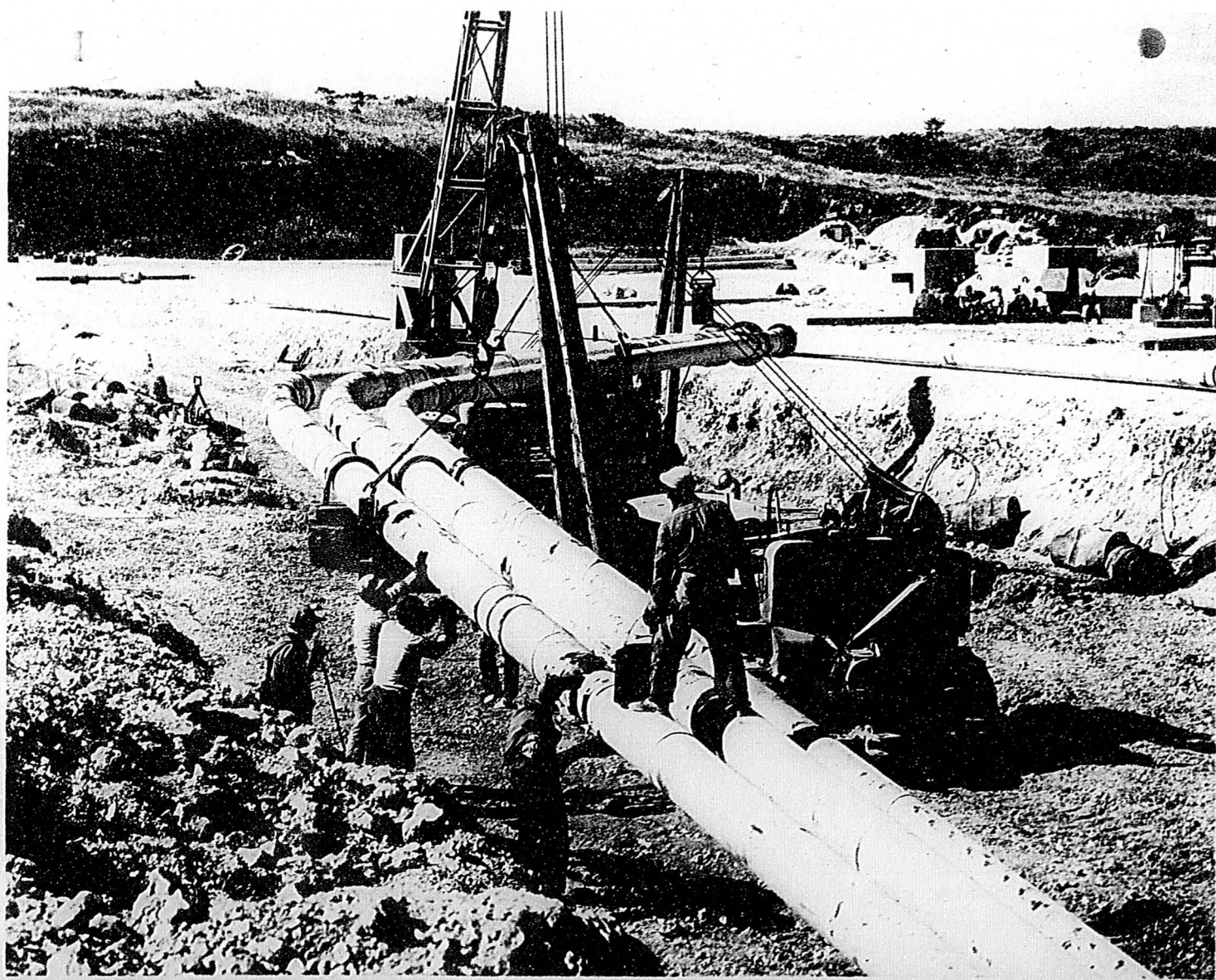
Engineer Aviation Battalion

Date Started - 23 February 1955

Estimated date of completion, E.A.B. only - 30 September 1955

VI. VI.

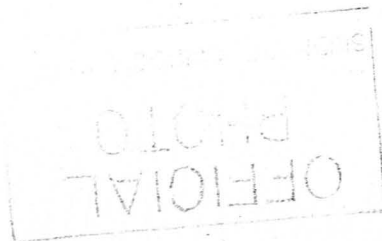
PHOTOGRAPHIC SEQUENCE SHOWING INSTALLATION OF MARINE
POL UNLOADING FACILITIES AT CHIMU WAN
WHERE FUEL SUPPLIES FOR BOTH THE AIR FORCE AND THE
ARMY ON OKINAWA ARE STORED

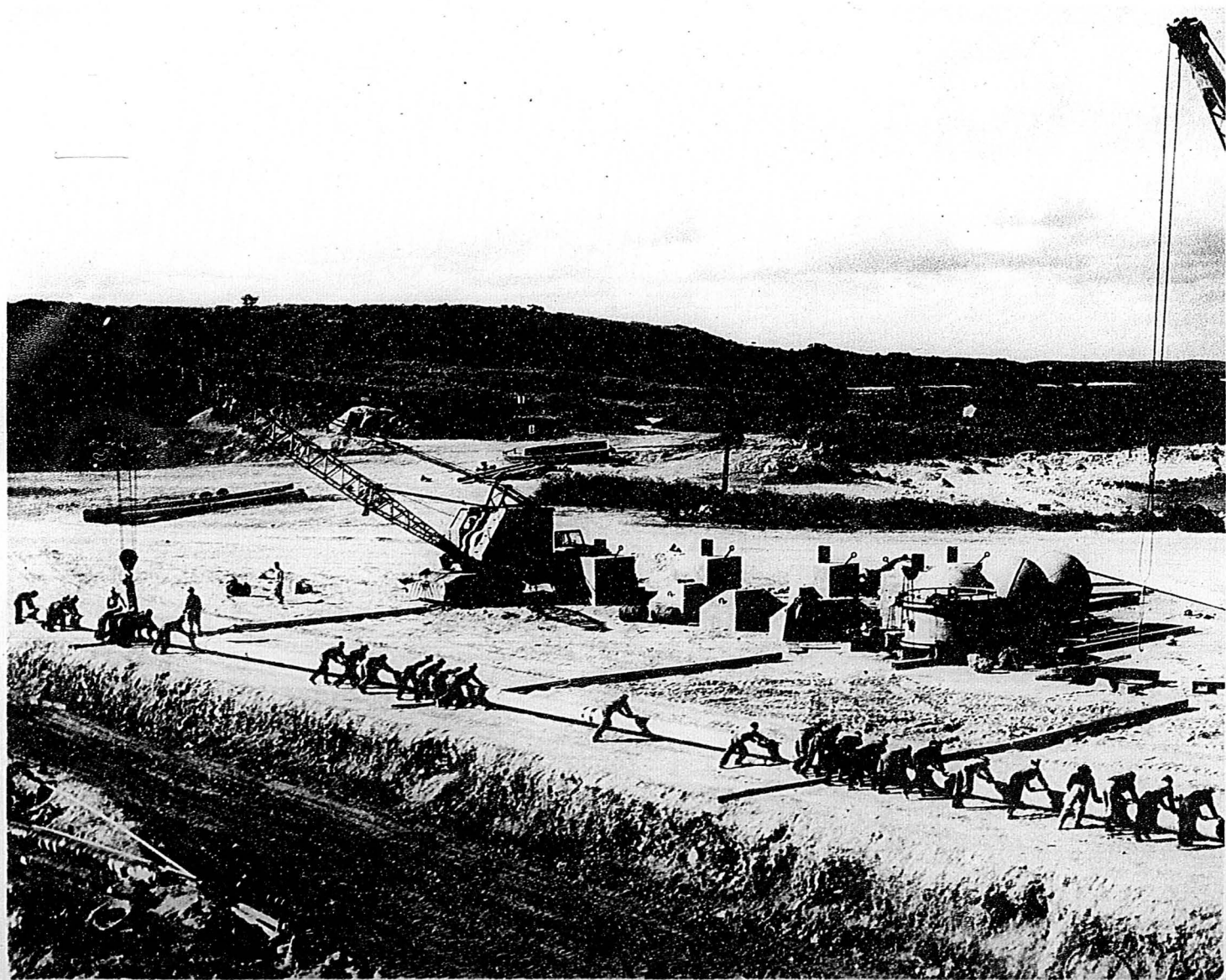


1945

Contract FEC 242 Construction of POL Unload-
Laneco Inc ing Facilities & Utilities
13 December 1953 at Chimu Wan

First sections of elbows are fitted and
damage to coal tarred wrapping is repaired.

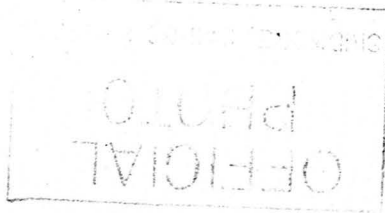


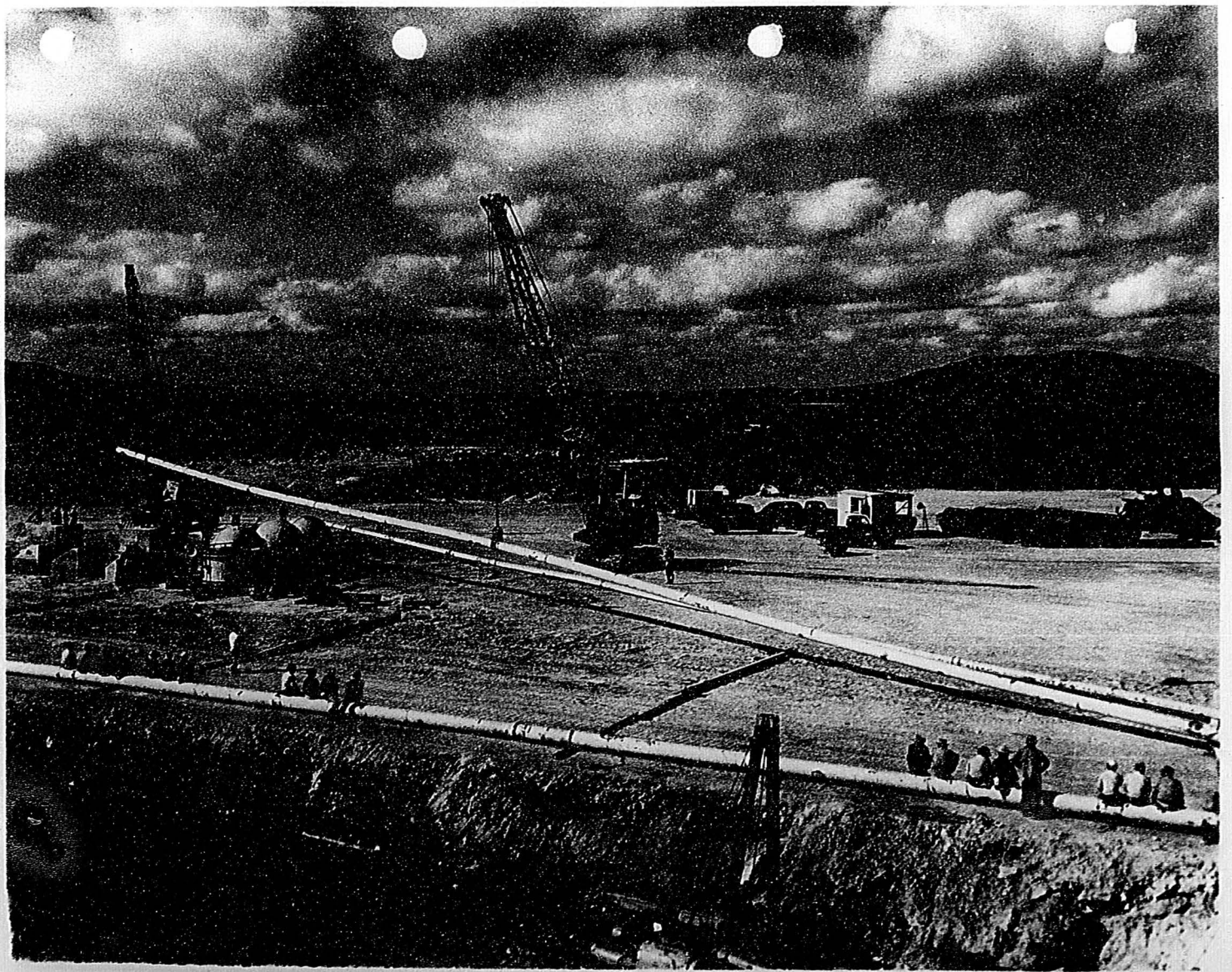


1947

Contract FEC 242 Construction of POL Unload-
Laneco Inc ing Facilities & Utilities
13 December 1953 at Chimu Wan

Approx. 270 foot lengths of pipe are rolled
towards crane for lifting.

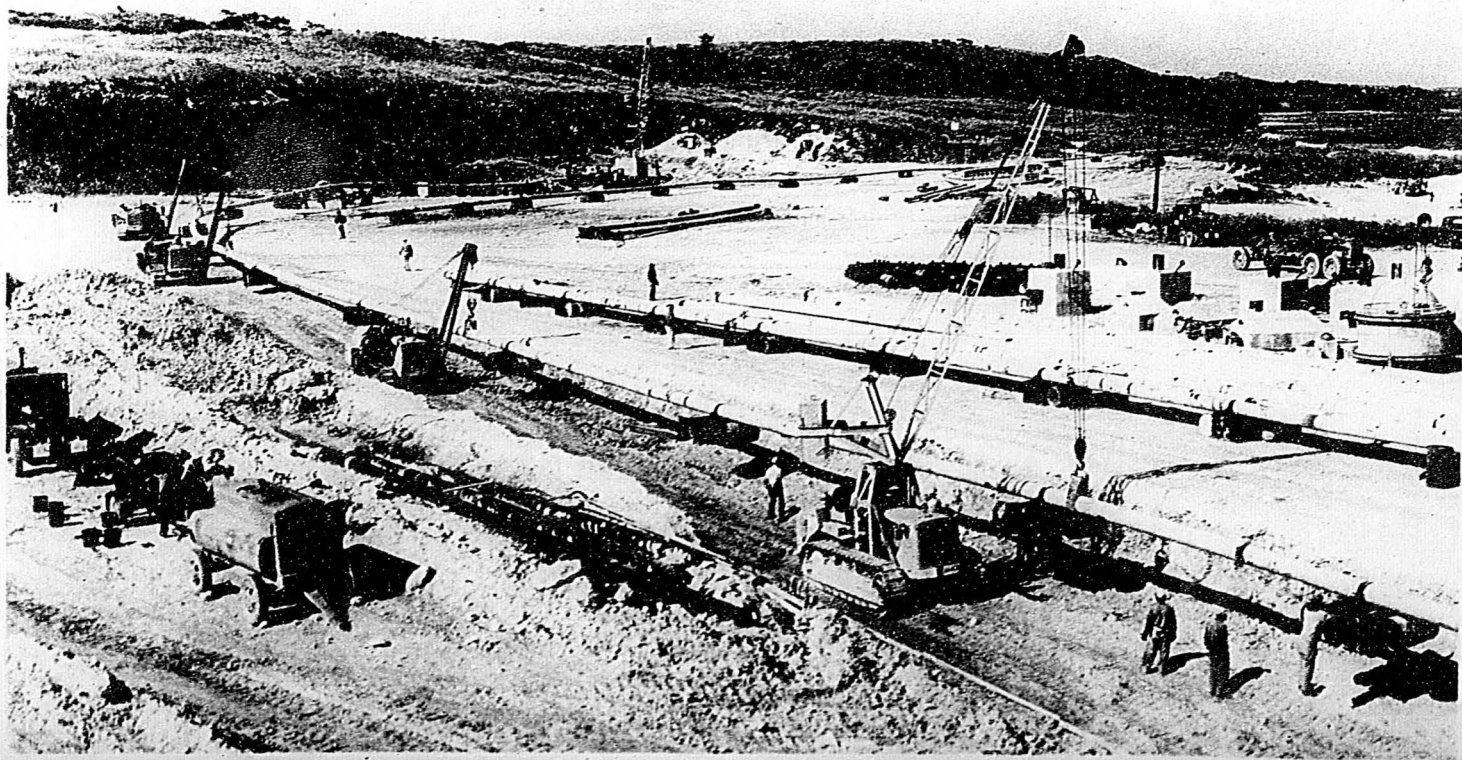




1949

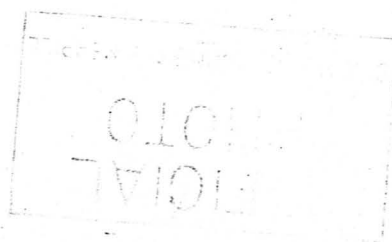
Contract FEC 242 Construction of POL Unload-
Laneco Inc ing Facilities & Utilities
13 December 1953 at Chimu Wan

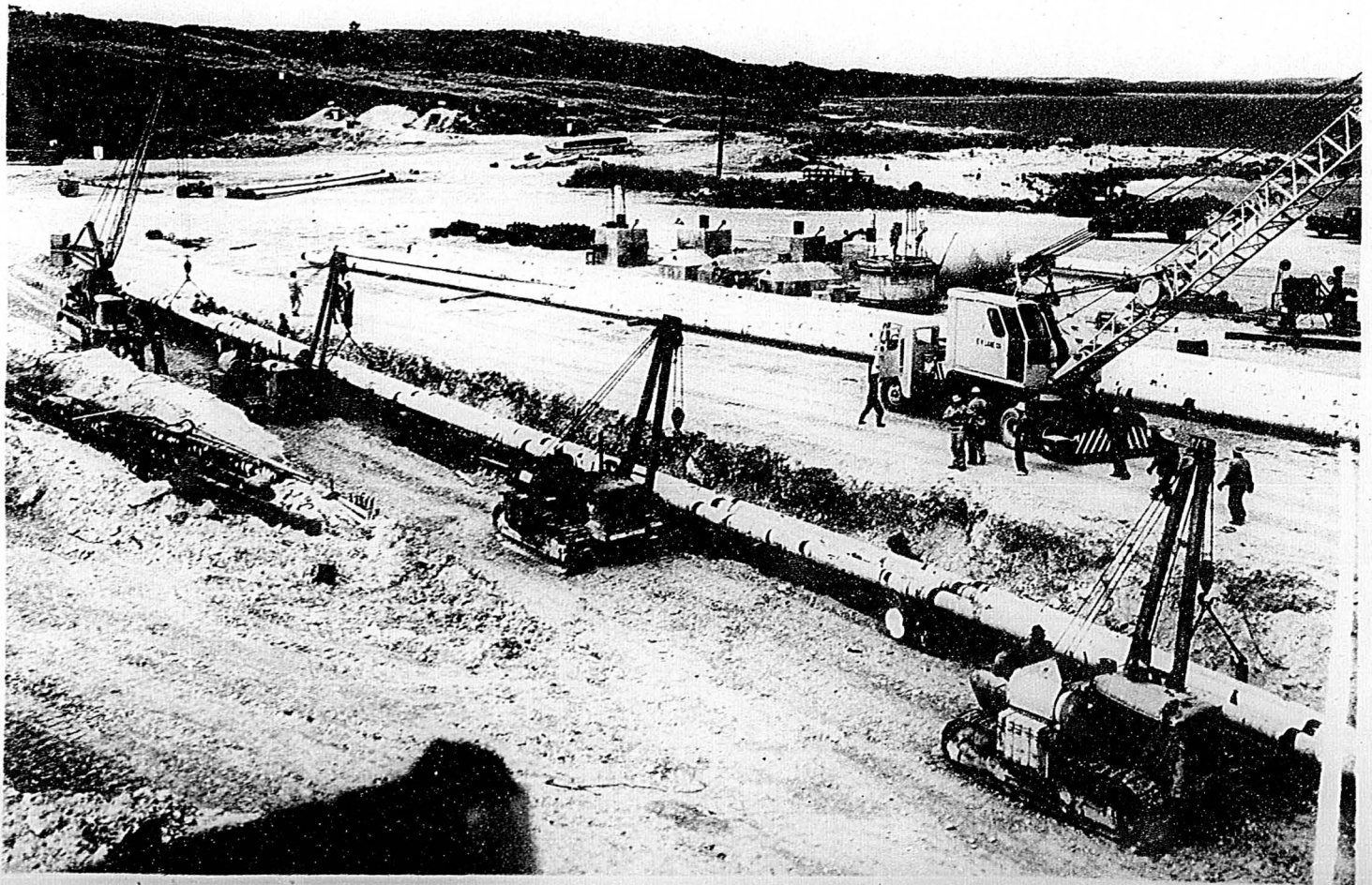
Approx. 270 foot lengths of pipe are lifted
by cranes and positioned for joining.



1951

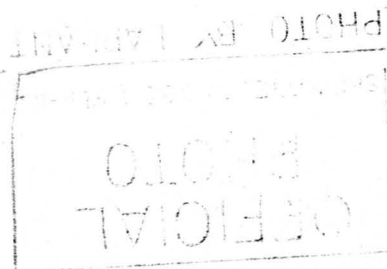
POL pipe work area showing the method used to bring another 700' section of pipe from the Assembly Area to the launching site. Note flexibility of the pipe. It is a 14" steel pipe.





1953

The work area showing side booms used to lift the pipe (all three at once during this phase) and move it out to sea.

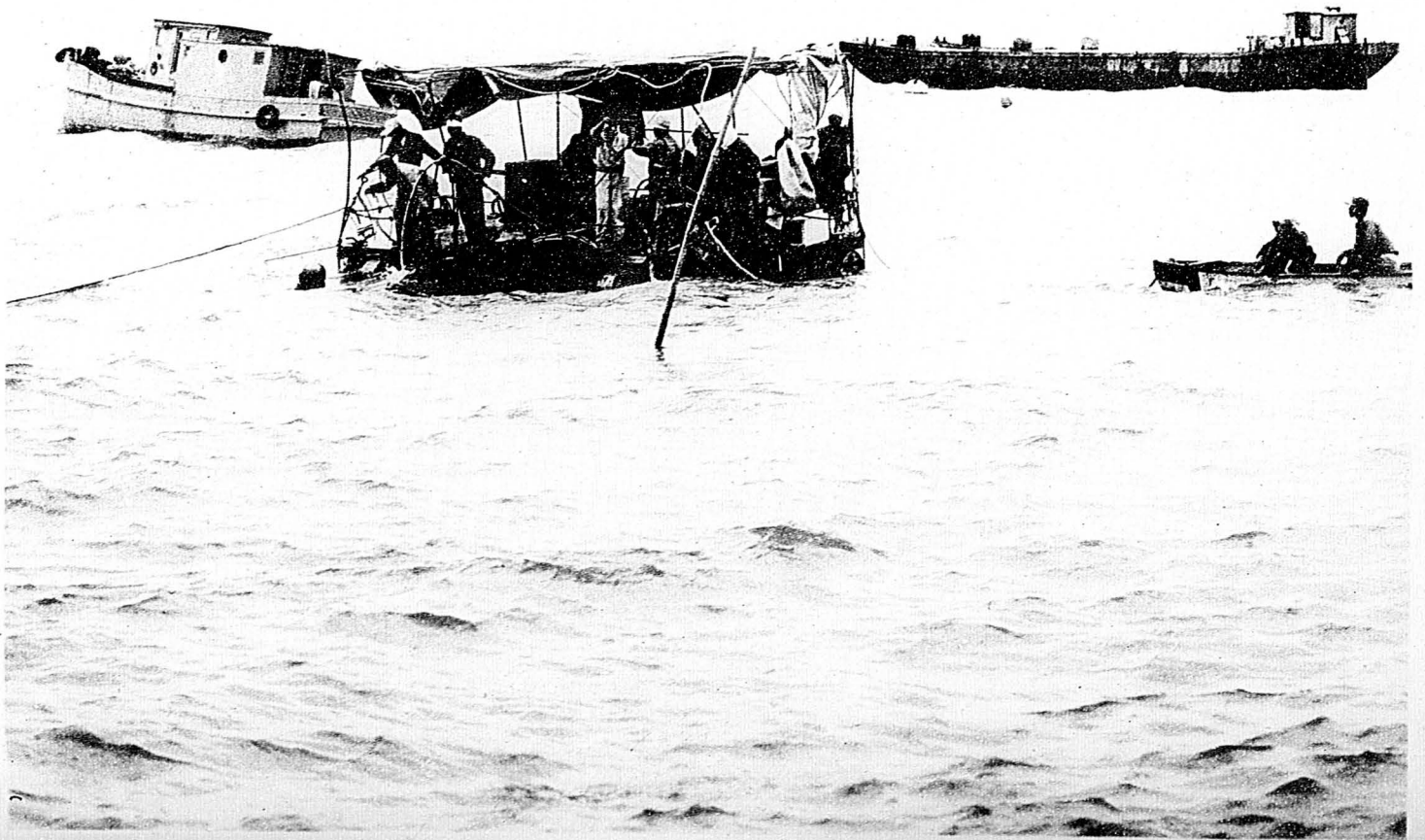




1955

Contract FEC 242 Construction of POL Unload-
Laneco Inc ing Facilities & Utilities
13 December 1953 at Chimu Wan.

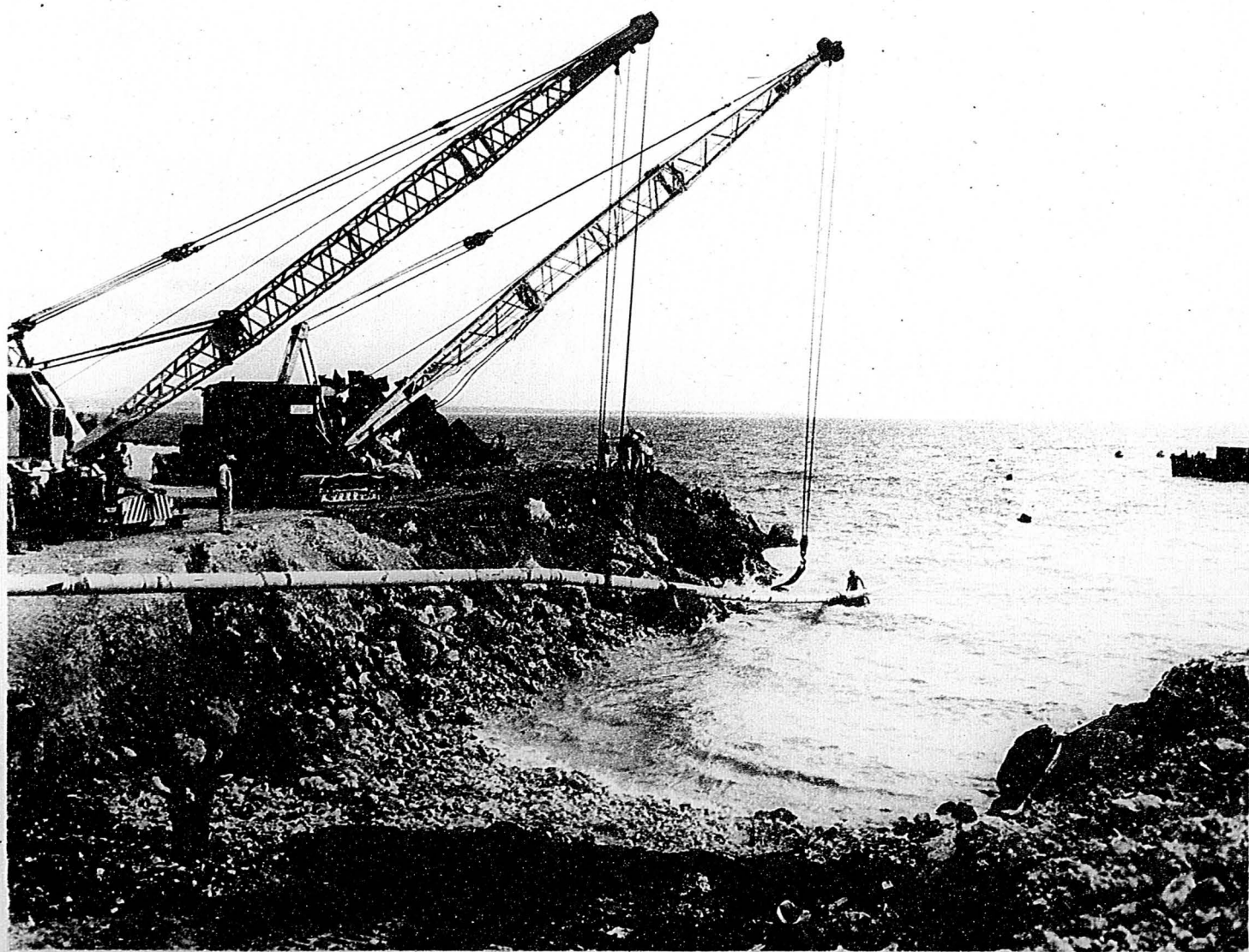
Elbow joint is lifted into pipe trench for
fitting.



1957

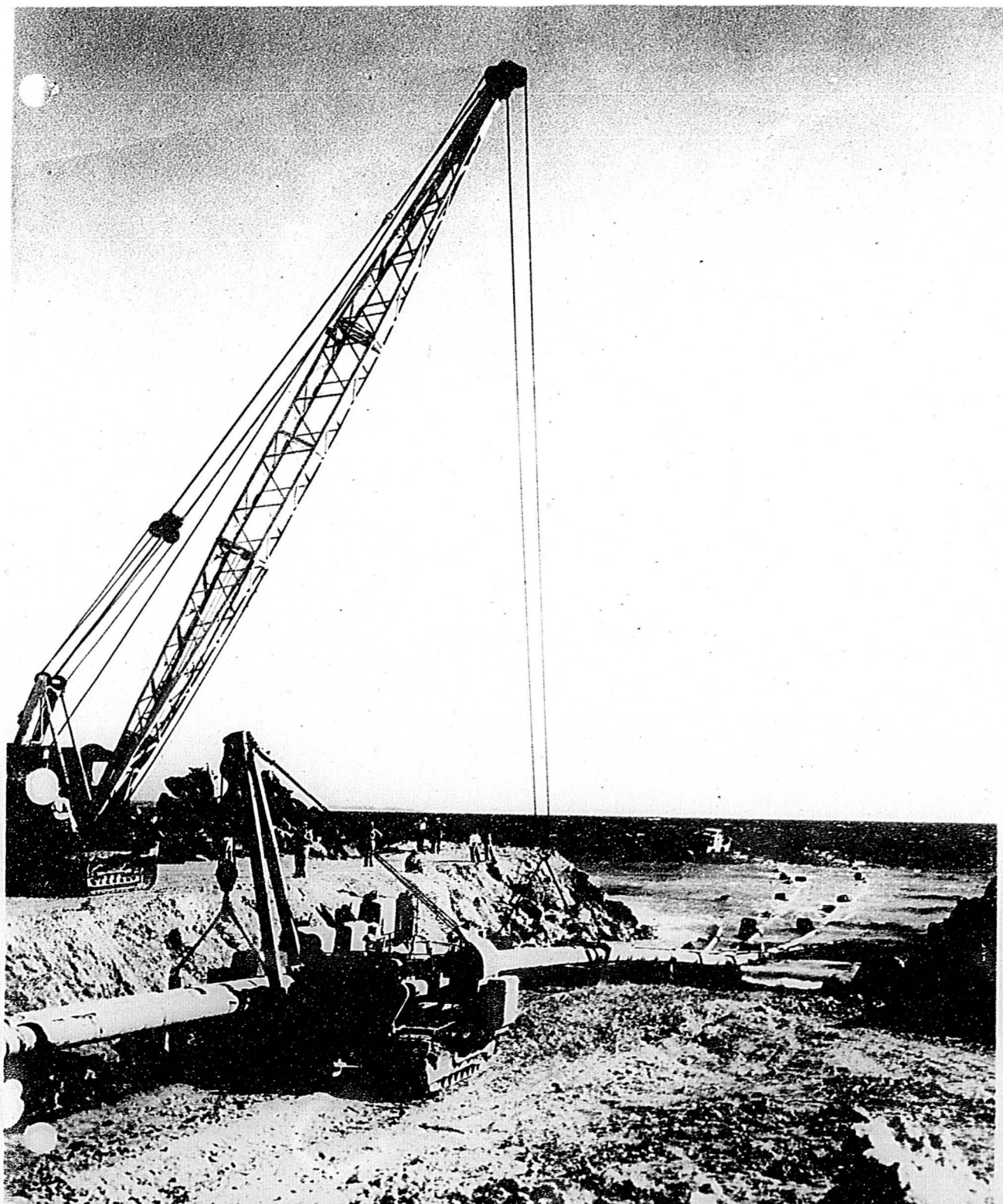
The raft used for diving gear (note diver's head to left of raft). Diver is placing explosives prior to launching, to blow mud and silt out of the pipe trench.





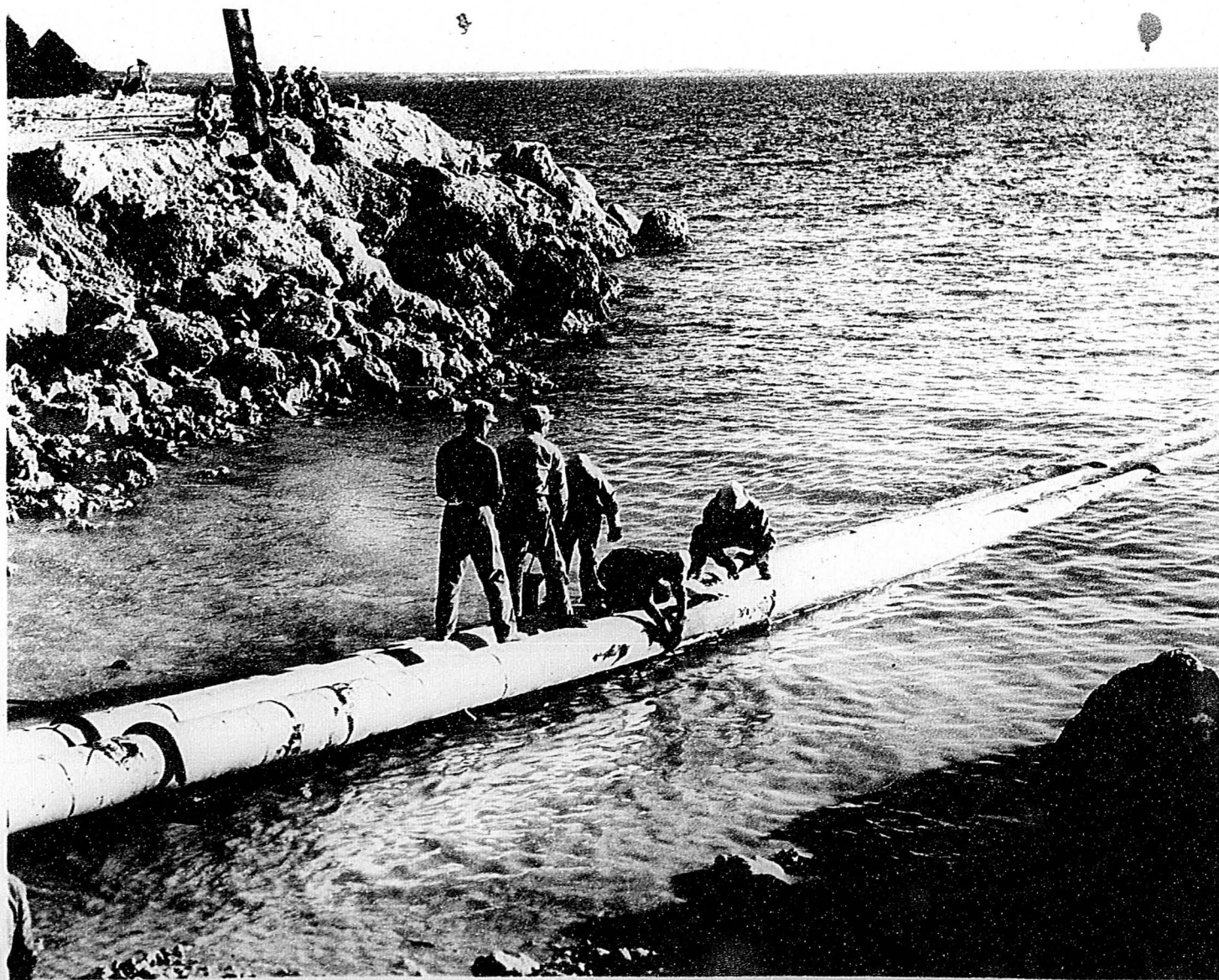
1959

Launching the 1st pipe (10" steel water line) using two cranes
to hold the pipe clear of rocks.



Method of launching 3 pipe lines. Crane and side booms lift the pipes and walk seaward pushing the lines forward.

PHOTO BY LAPLANT



1963

Contract FEC 242 Construction of POL Unload-
Laneco Inc ing Facilities & Utilities
13 December 1953 at Chimu Wan

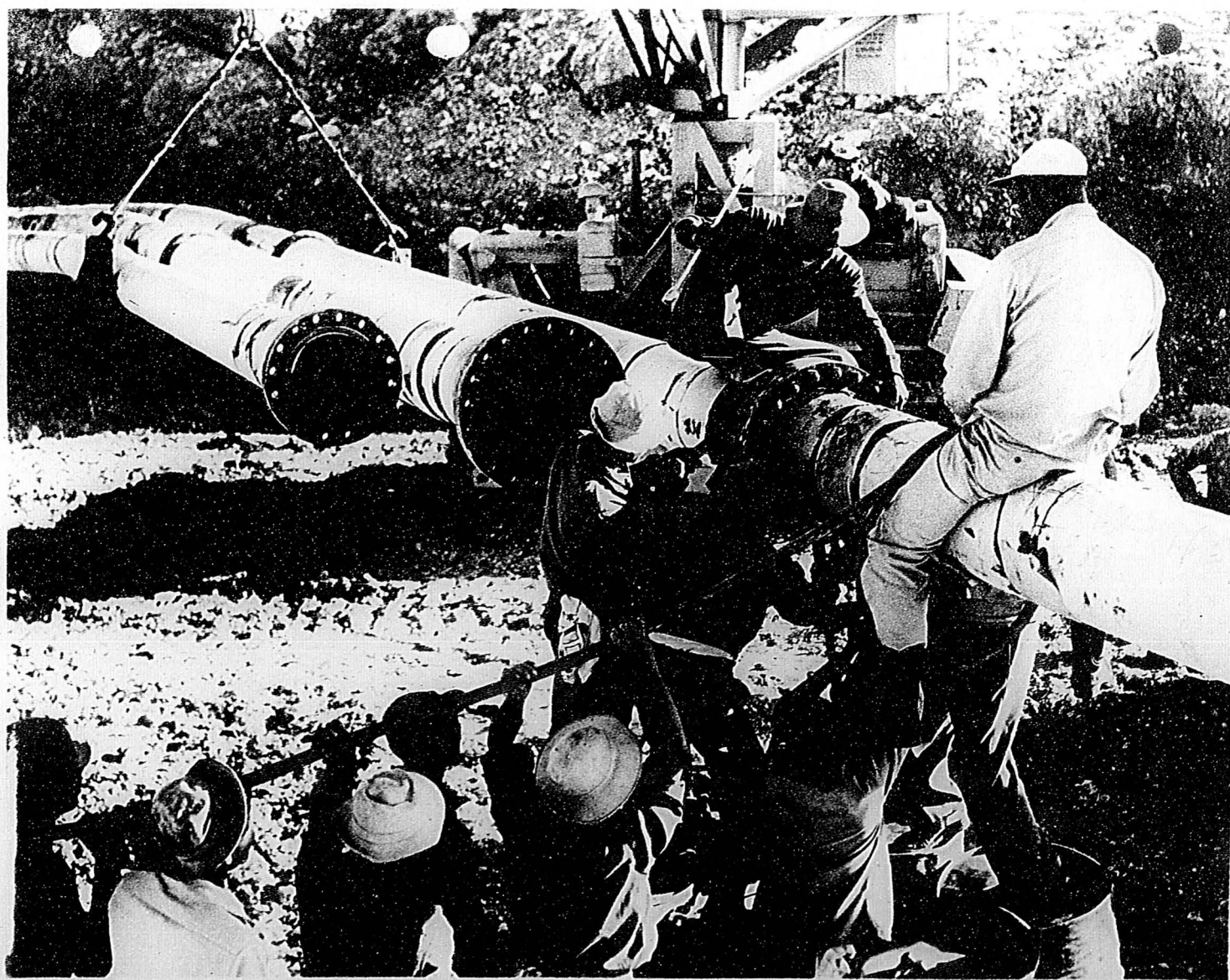
Damage to pipe wrapping is repaired before
being fed into sea.



1965

Contract FEC 242 Construction of POL Unload-
Laneco Inc ing Facilities & Utilities
13 December 1953 at Chimu Wan.

As pipe line is fed into the sea, new lengths
are added and welded.

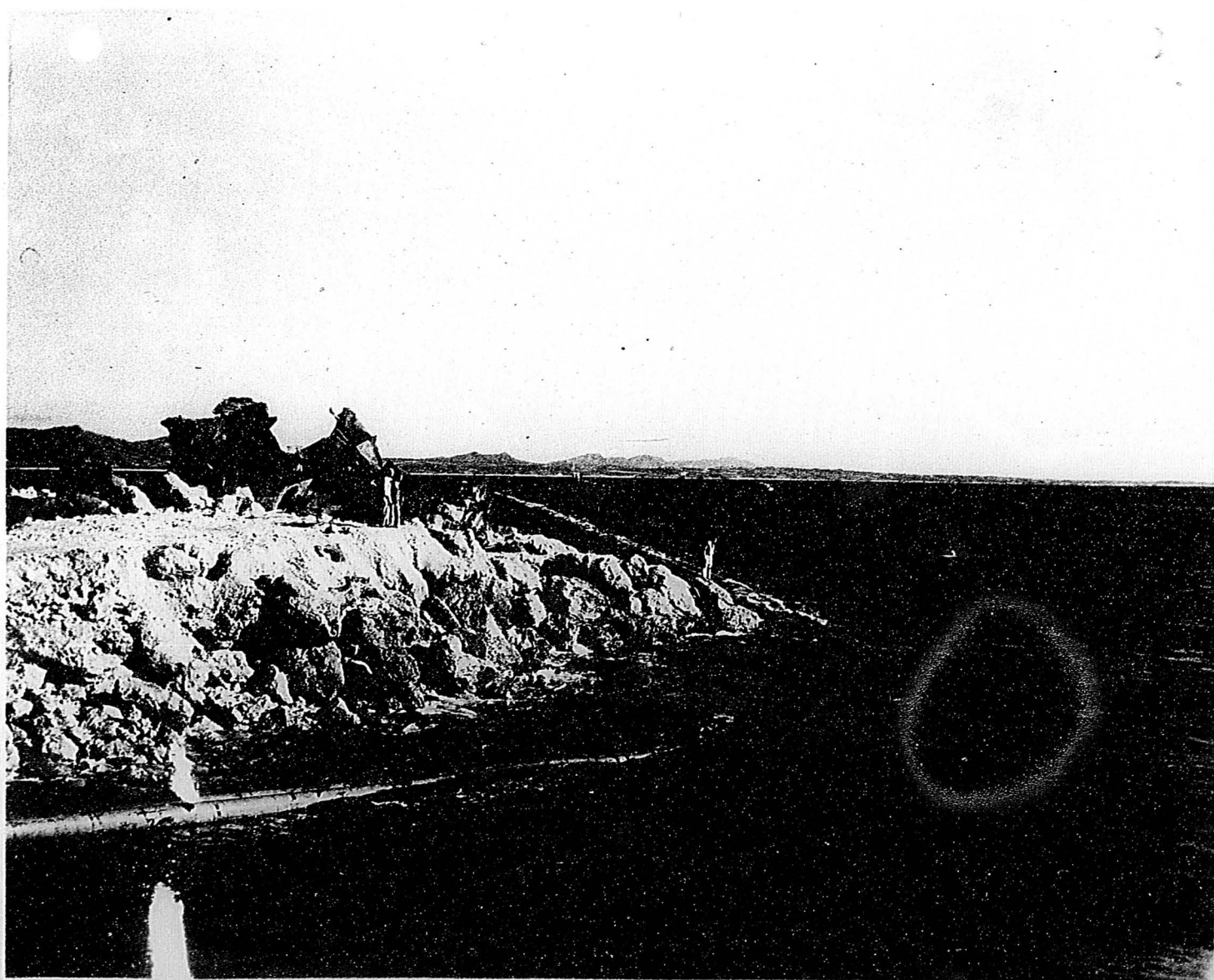


1967

Contract FEC 242 Construction of POL Unload-
Lansco Inc. ing Facilities & Utilities
13 December 1953 at Chimu Wan

One end of elbow joint has been welded into
position. End shown here is bolted to next
pipe length.

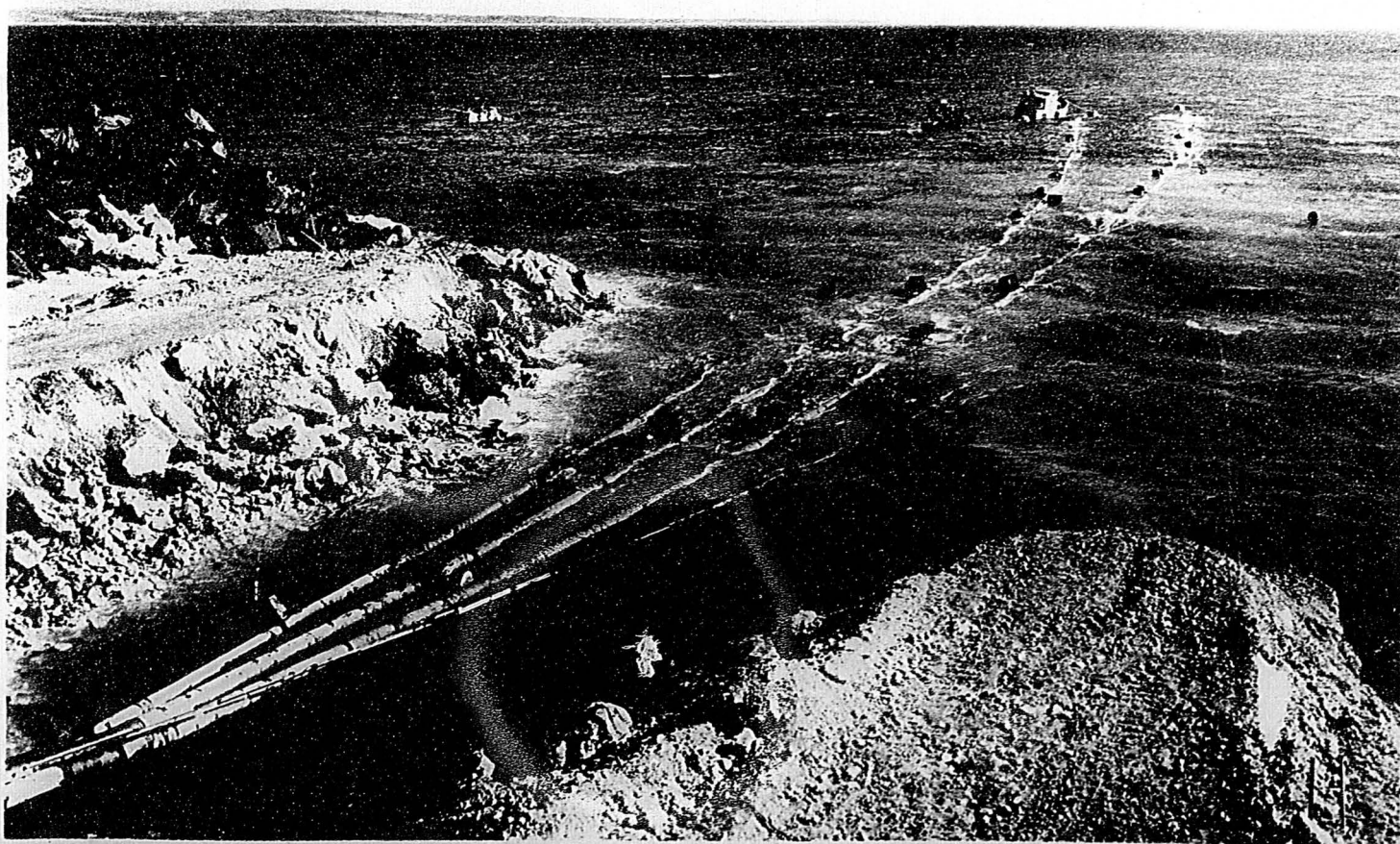
OFFICE
1968



1969

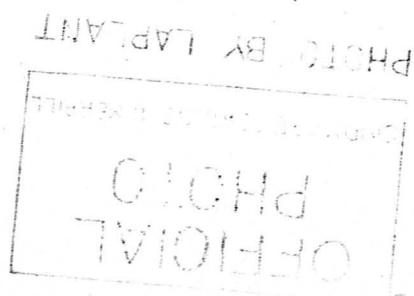
Contract FEC 242 Construction of POL Unloading
Laneco Inc Facilities & Utilities at Chimu
14 December 1953 Wan

Showing elbow of pipe going around shore
line.



1971

The 10" water line on the left sank after the floats were torn off by rough water and refloating operations are underway.





1973

Contract FEC 242 Construction of POL Unload-
Laneco Inc ing Facilities & Utilities
14 December 1953 at Chimu Wan

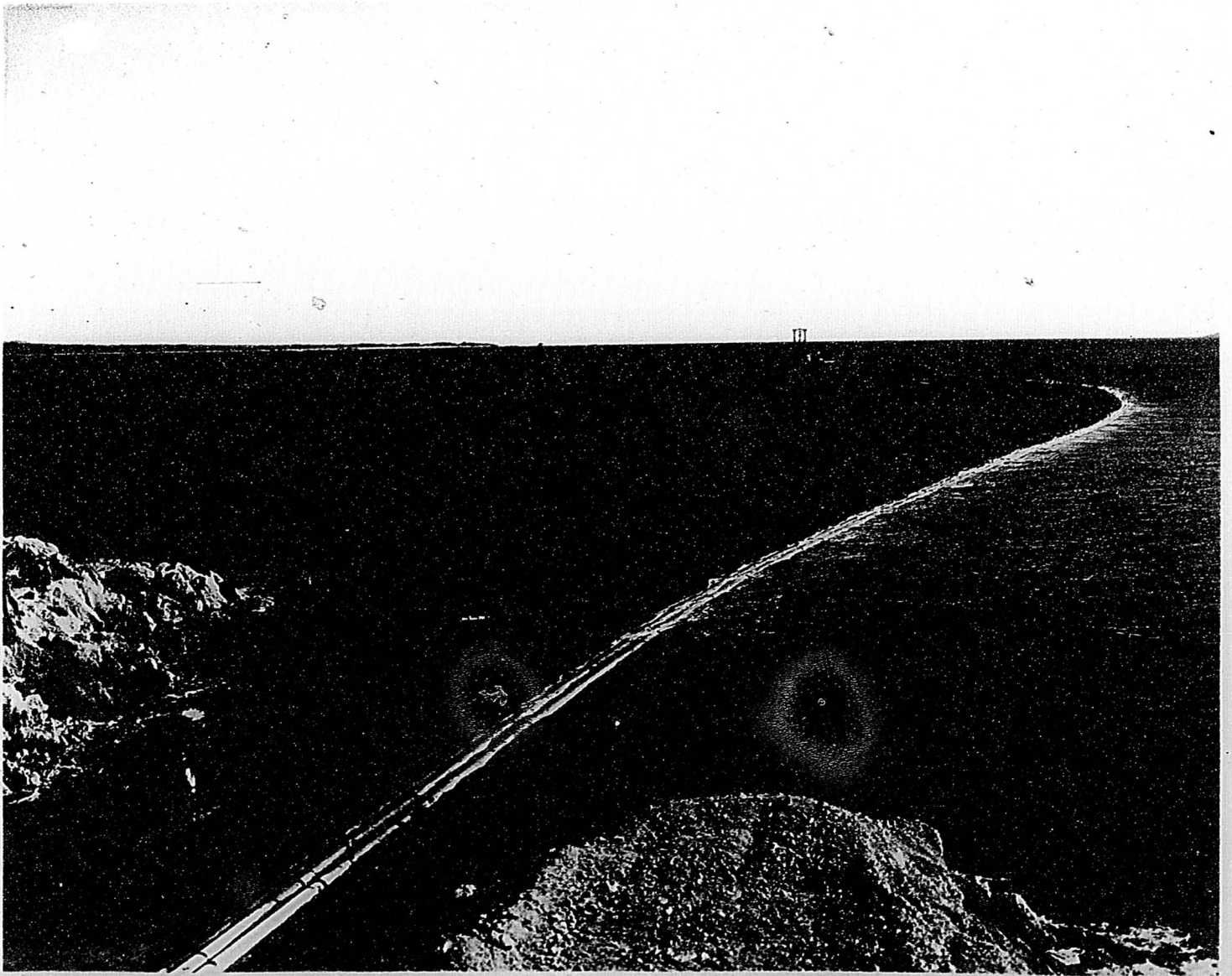
Pipe is slowly drawn into position by cables.



1975

Contract FEC 242 Construction of POL Unload-
Laneco Inc ing Facilities & Utilities
14 December 1953 at Chimu Wan

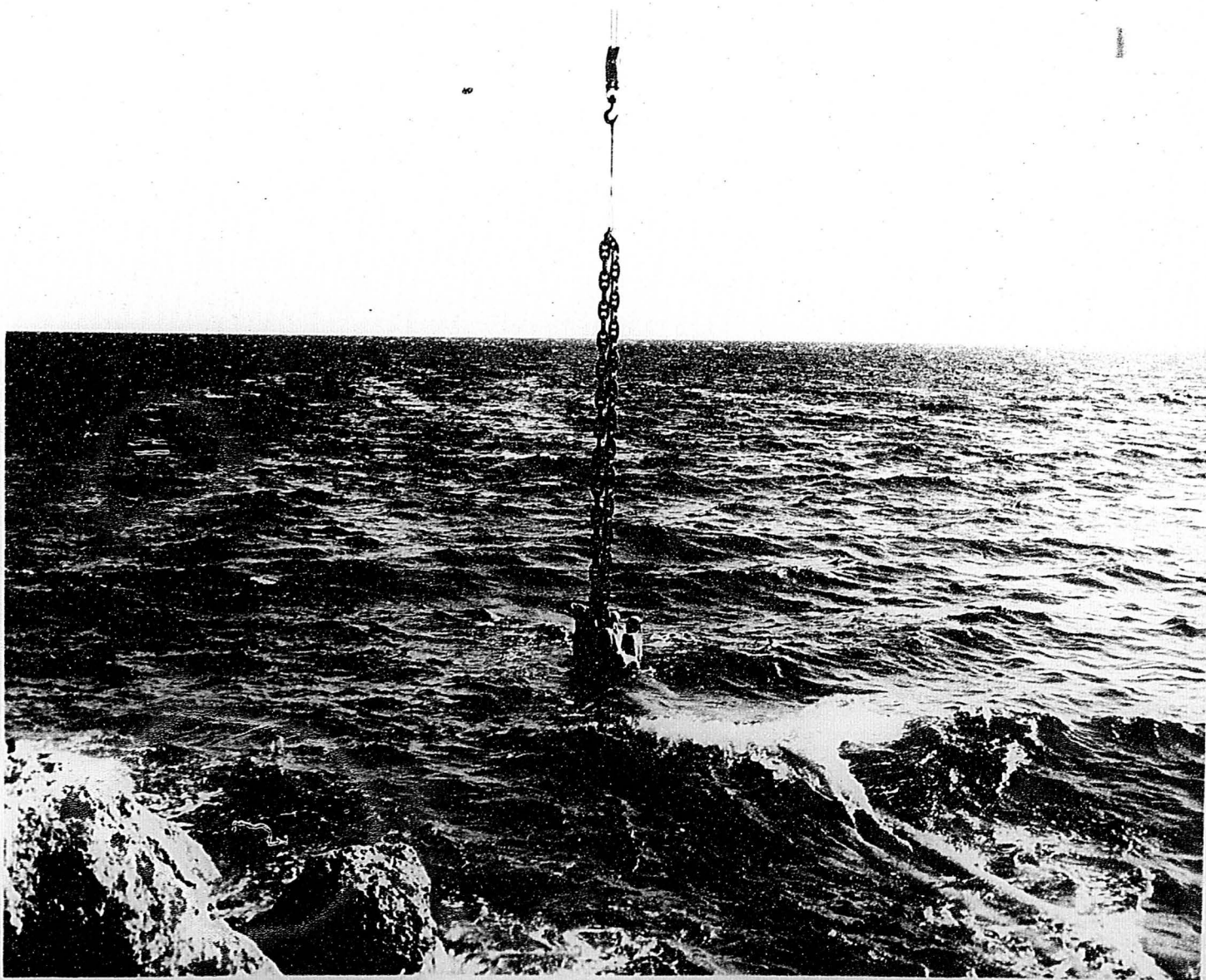
Pipe begins to sink to sea floor.



1977

Contract 242 Construction of POL Unload-
Laneco Inc ing Facilities & Utilities
13 December 1953 at Chimu Wan

Pipe line continues to be played out before
swinging into sinking position.



1979

Contract FEC 242 Construction of POL Unload-
Laneco Inc ing Facilities & Utilities
14 December 1953 at Chimu Wan

Chain is added to pipe line to give weight in
sinking pipe.



1981

Lashing three lines together to prevent spreading.

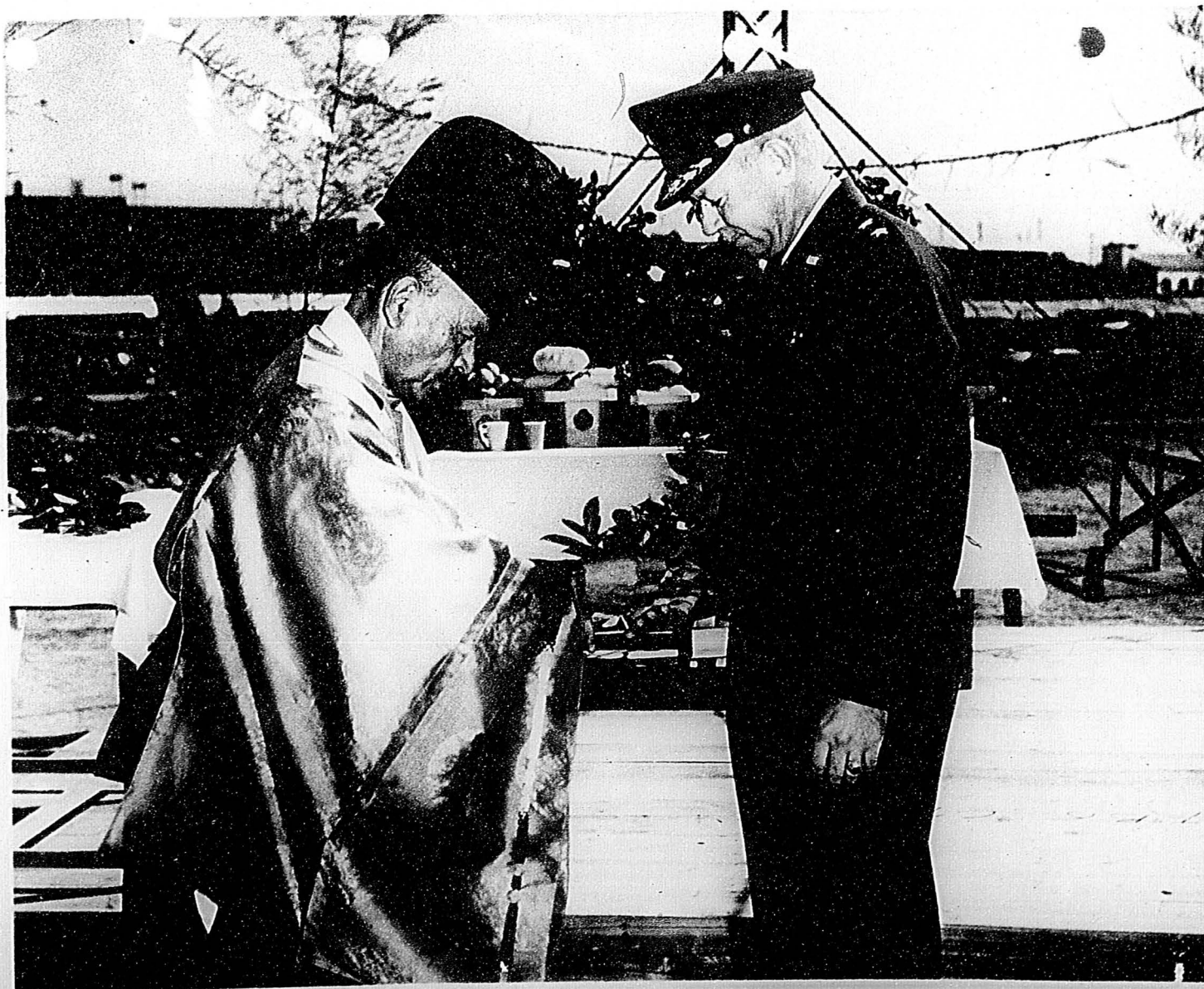
PHOTO BY LAPLANT
ENCLAVE, WINGS & REPRIT
OFFICIAL
PHOTO

PHOTOGRAPHIC SEQUENCES IN CONSTRUCTION OF

NAHA AIR BASE AIRCRAFT MAINTENANCE HANGAR



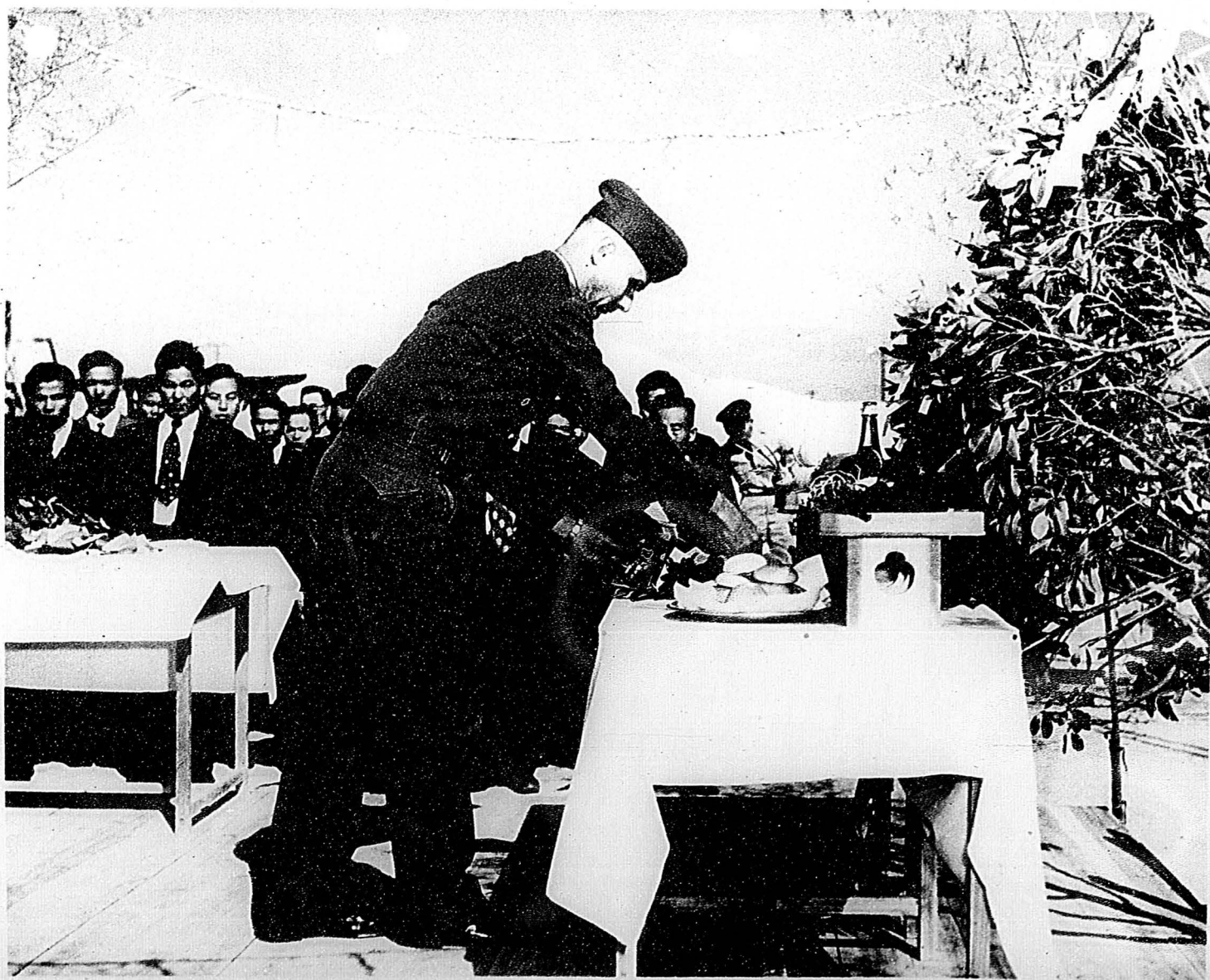
1984



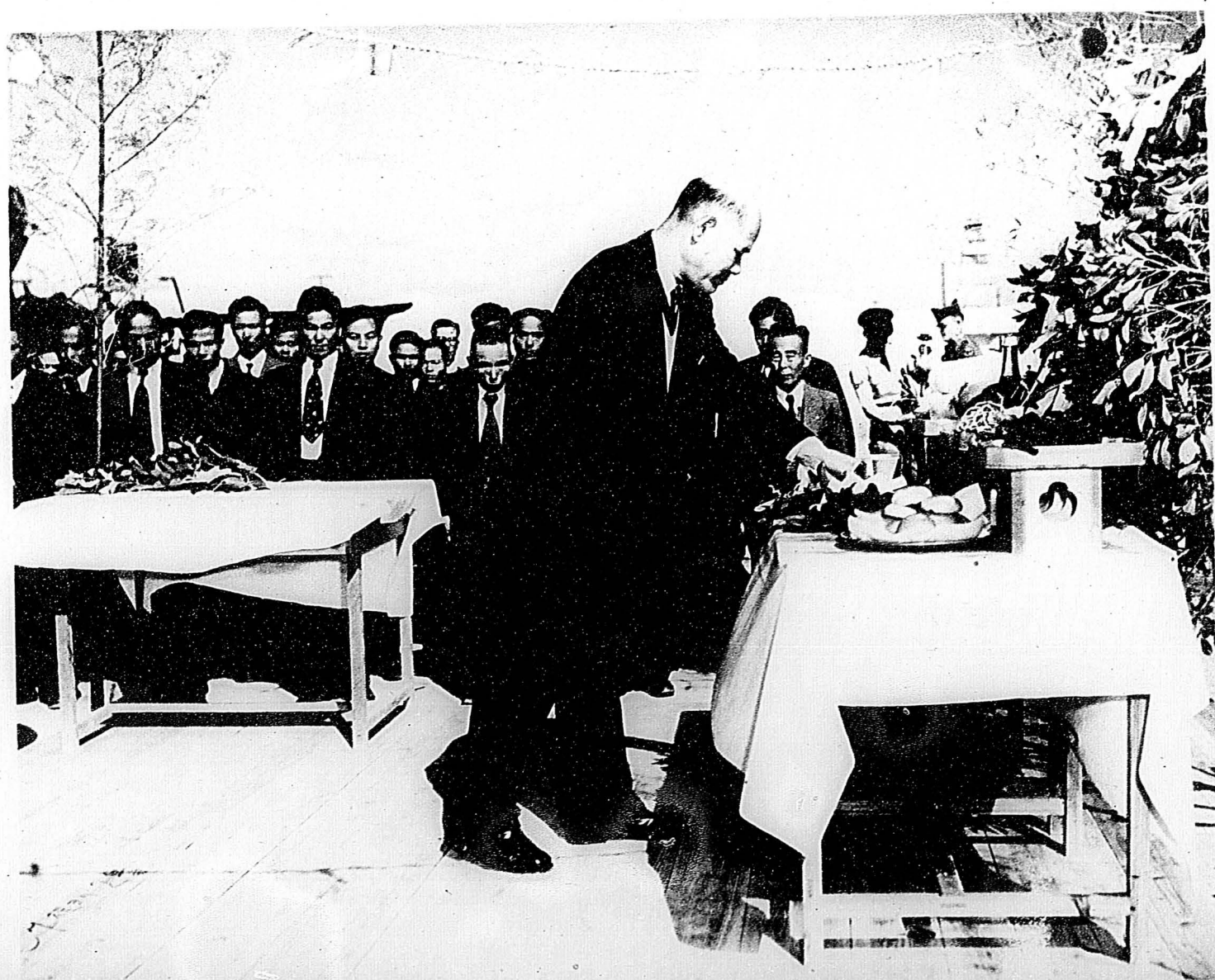
1985



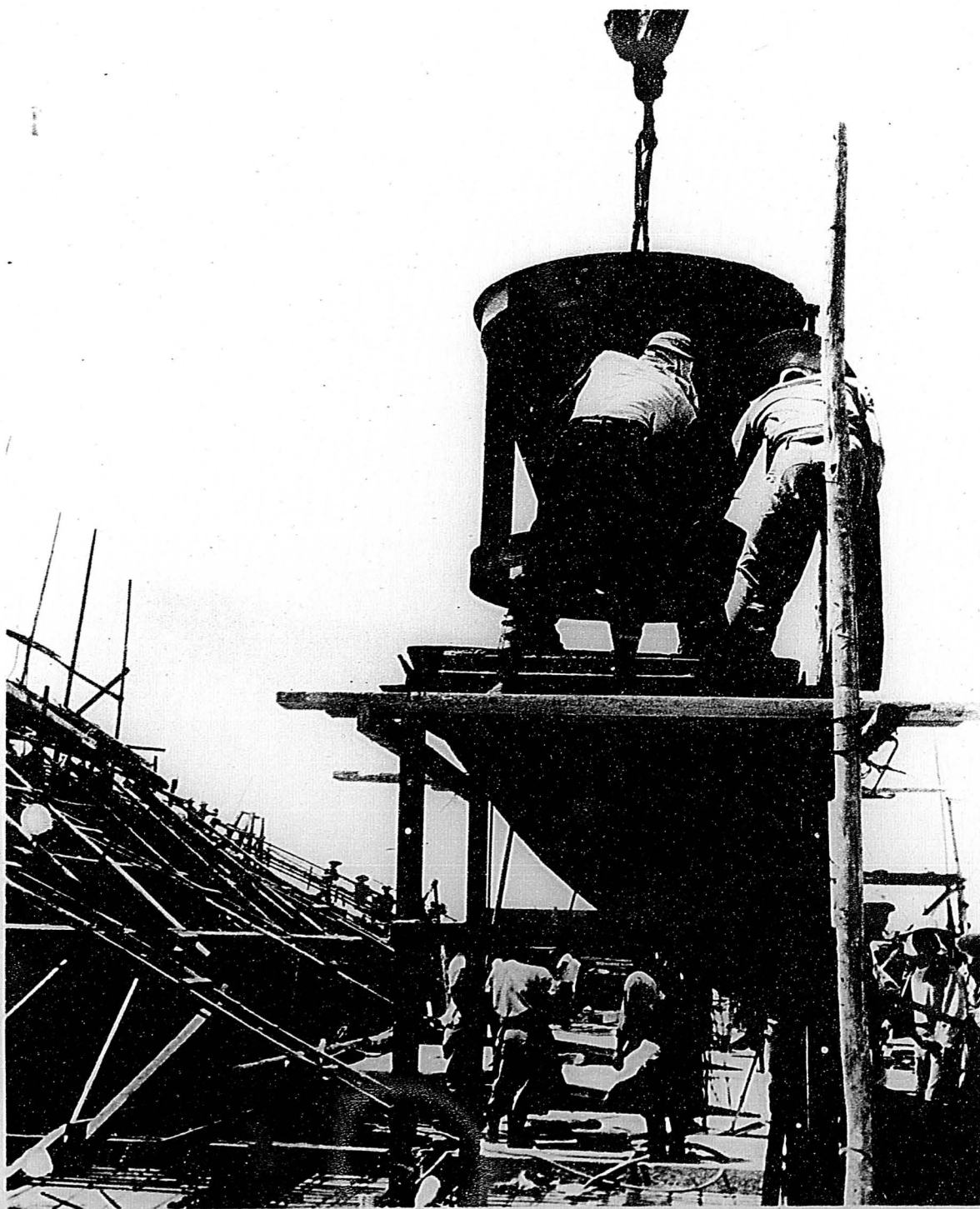
1986



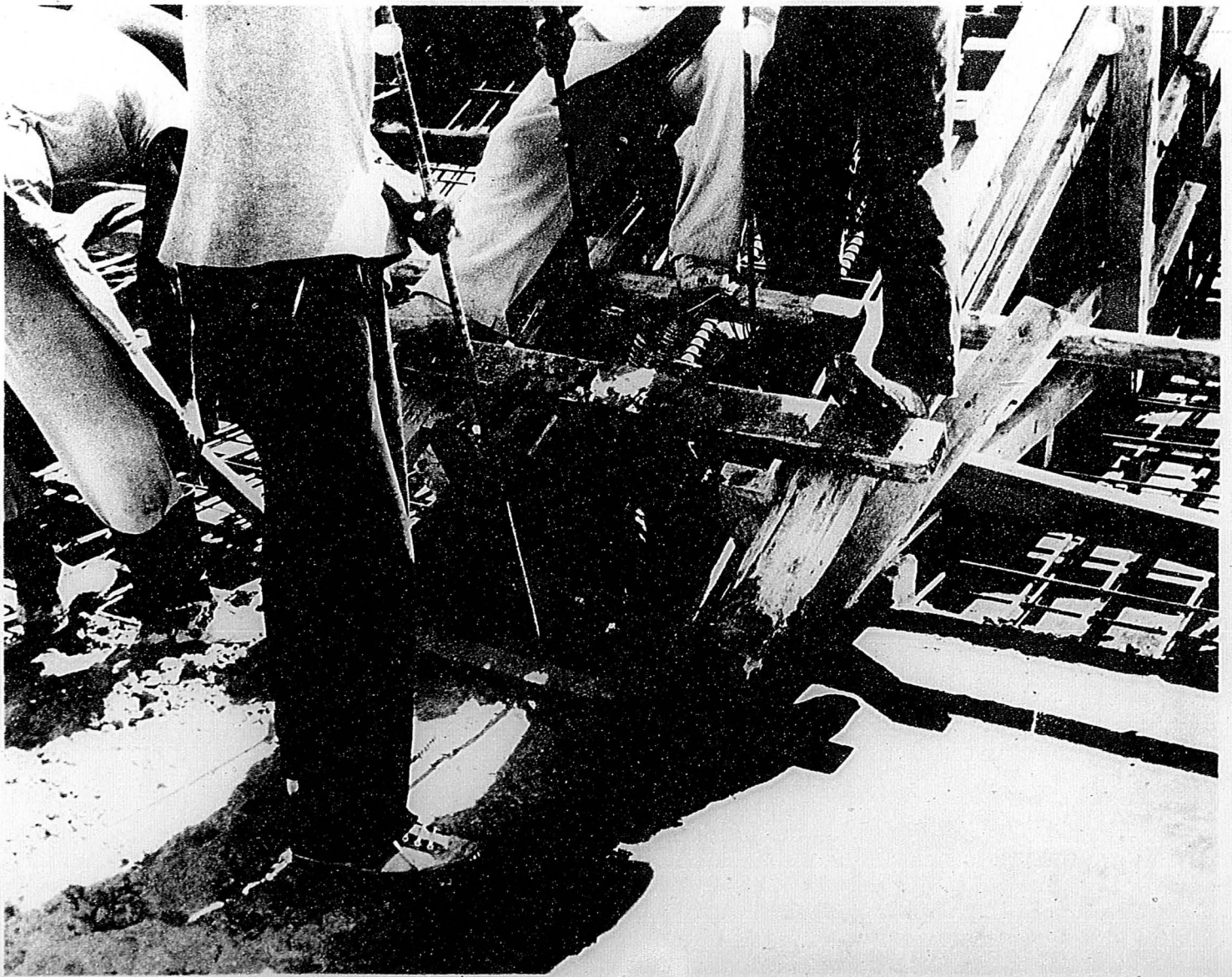
1987

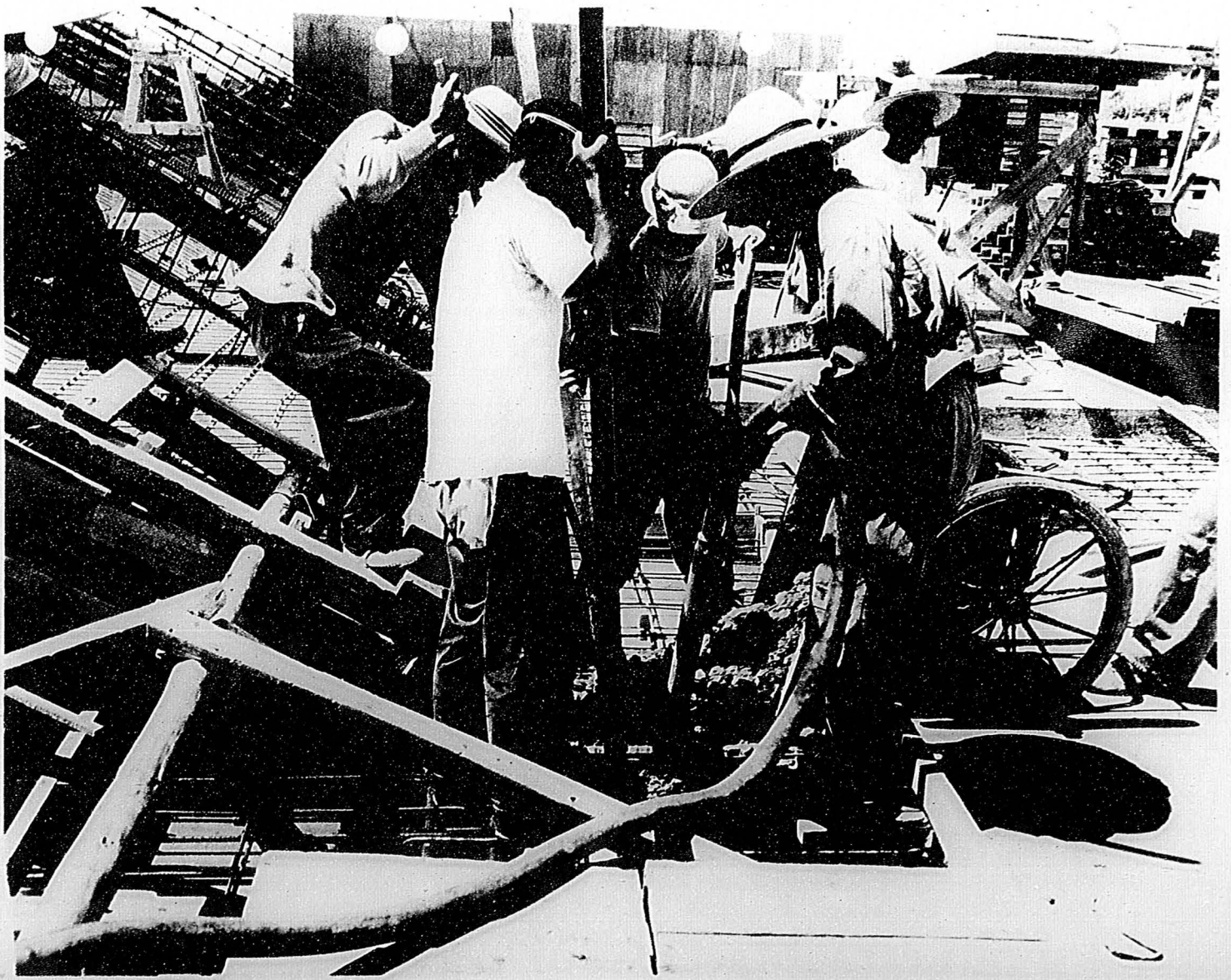


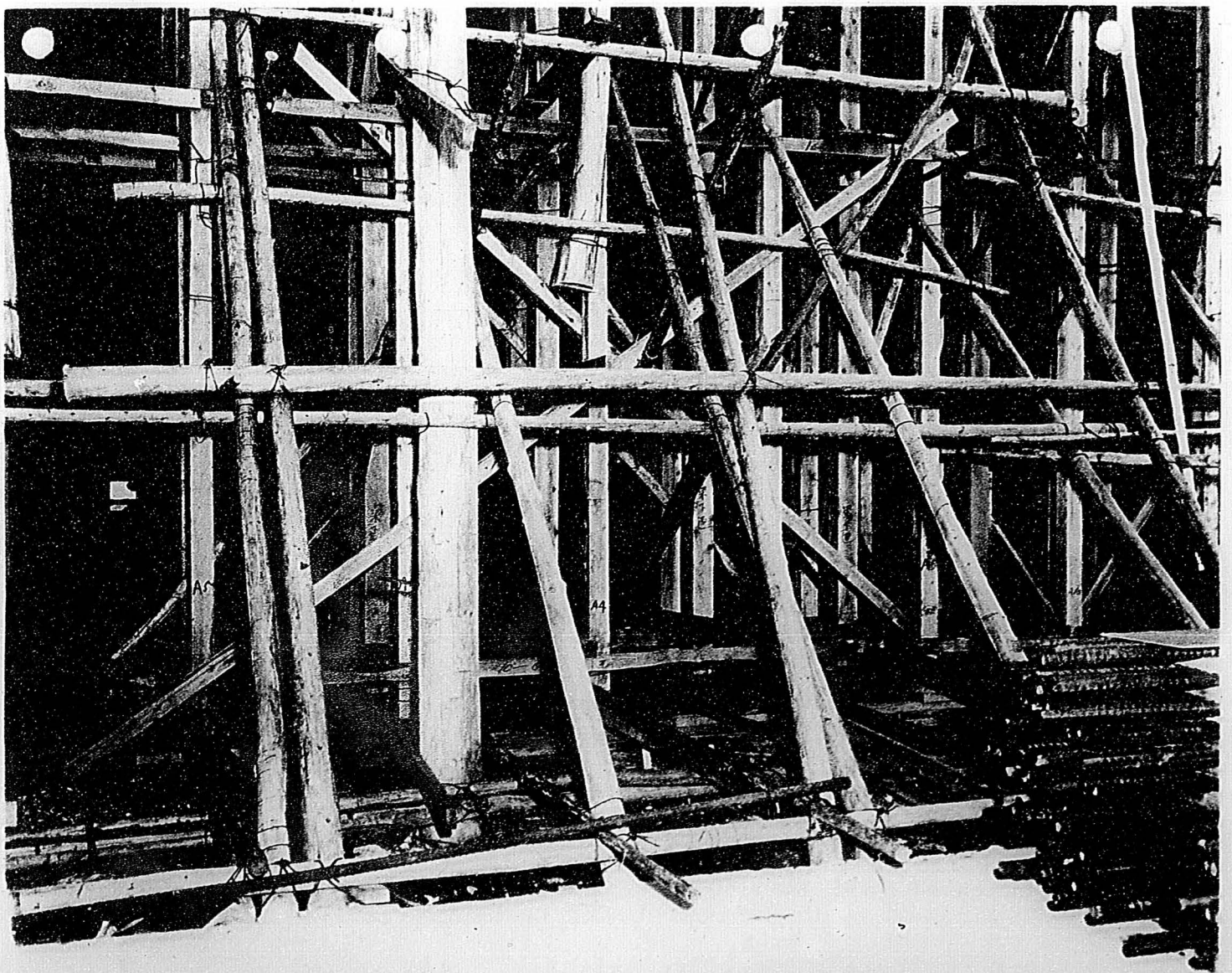
1988

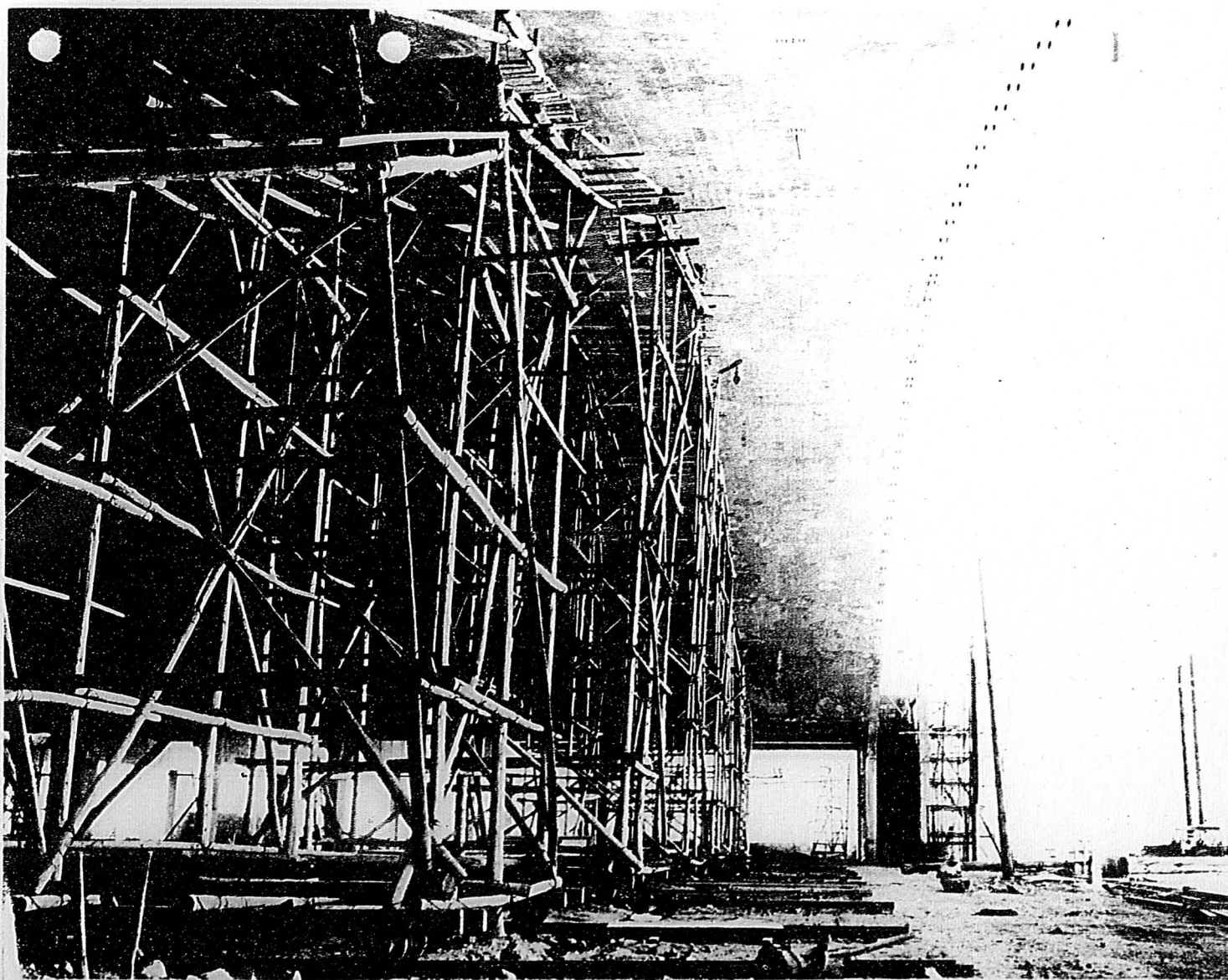


1989

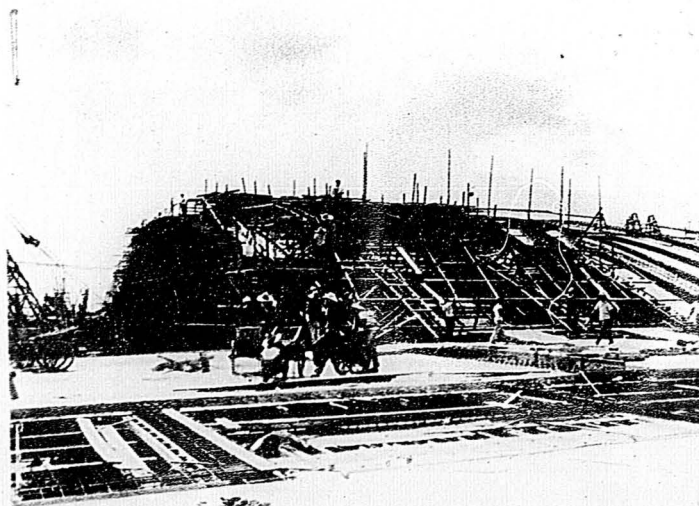
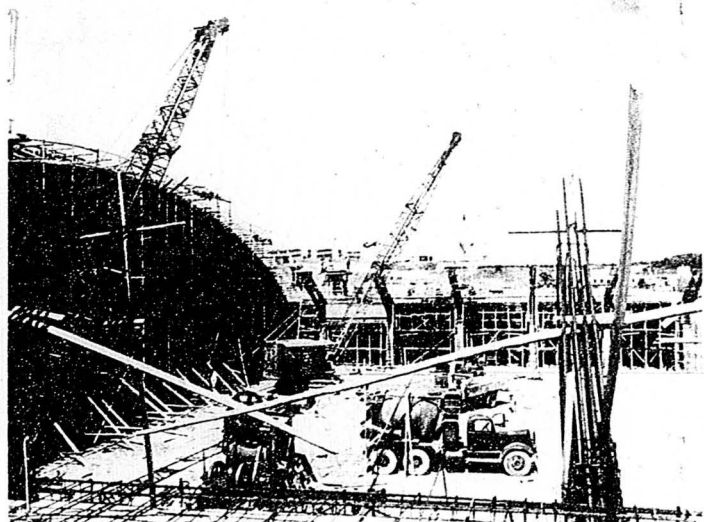


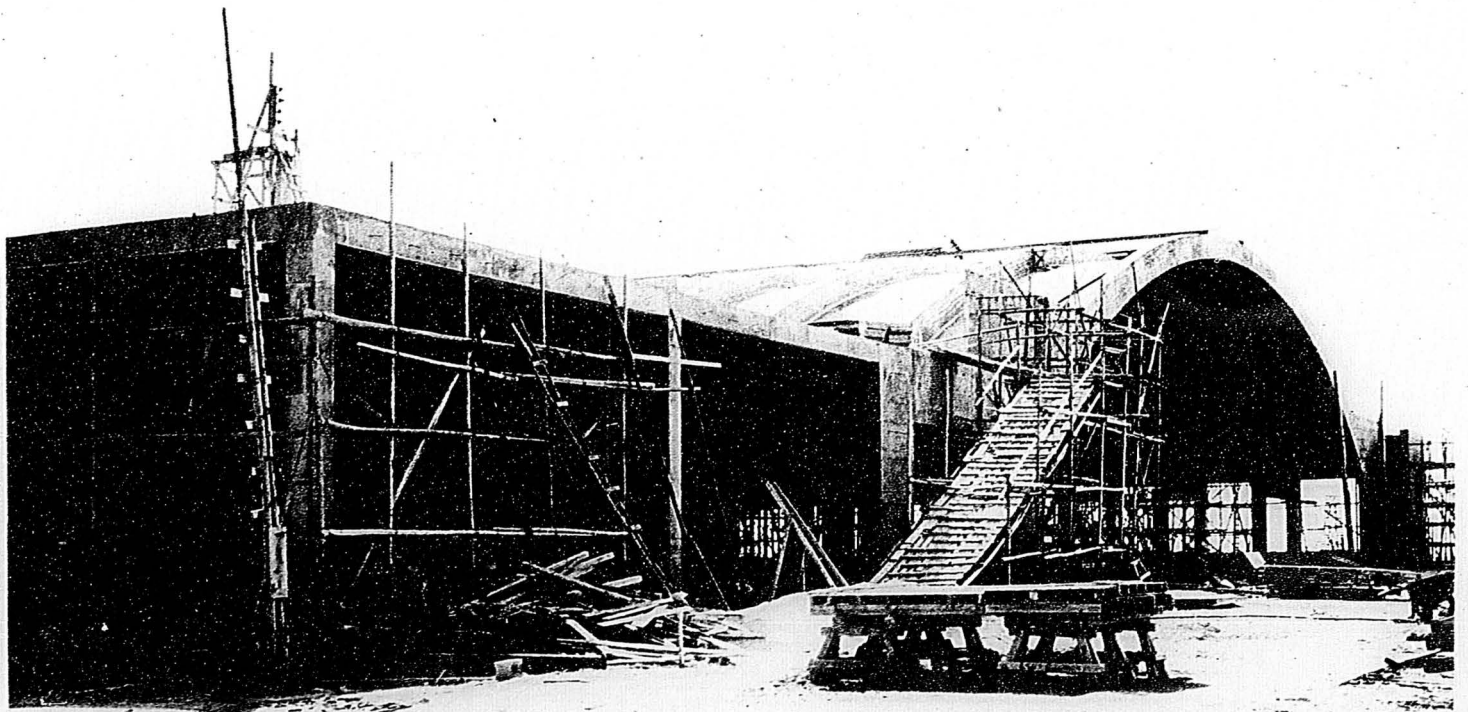


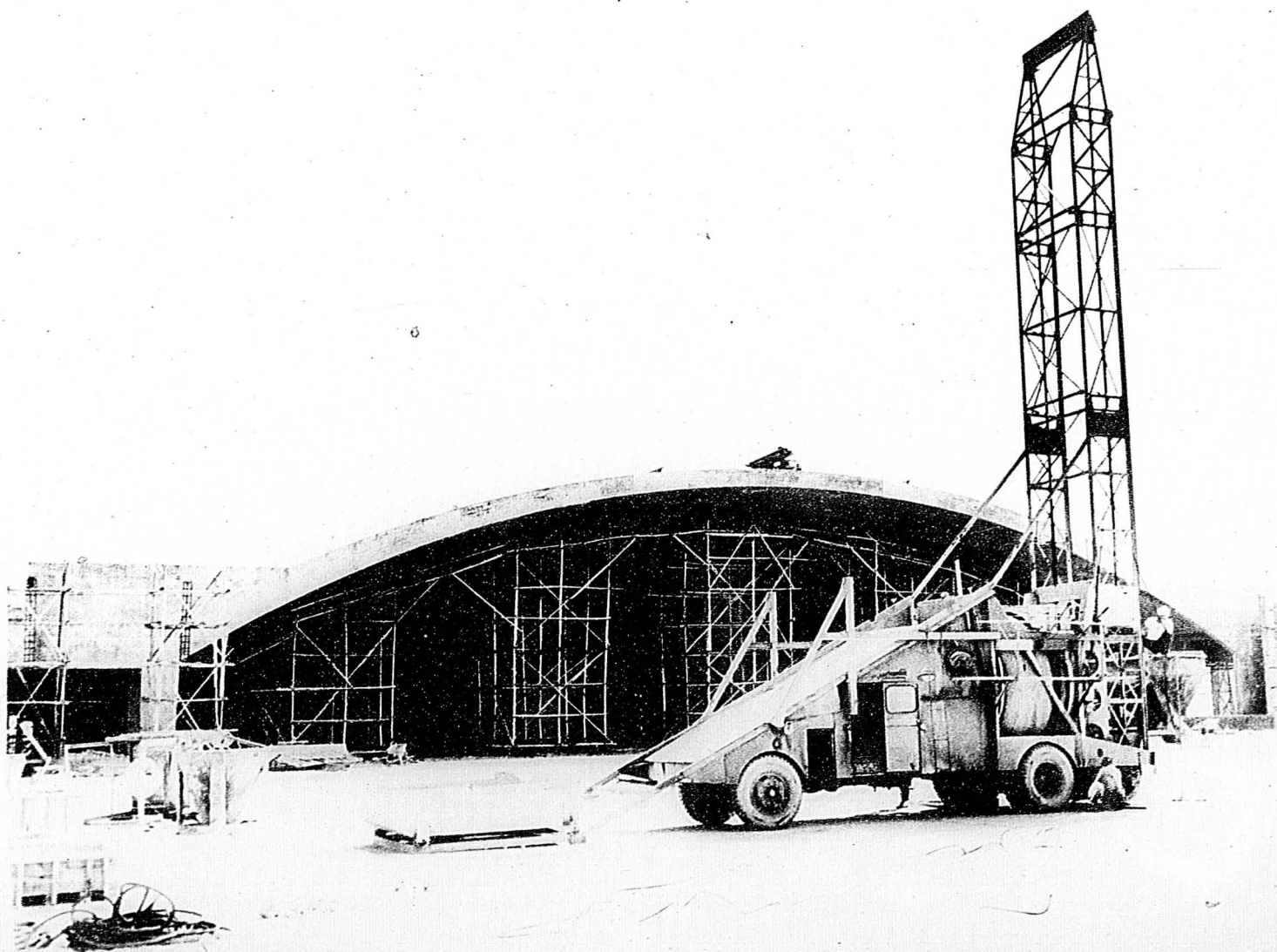




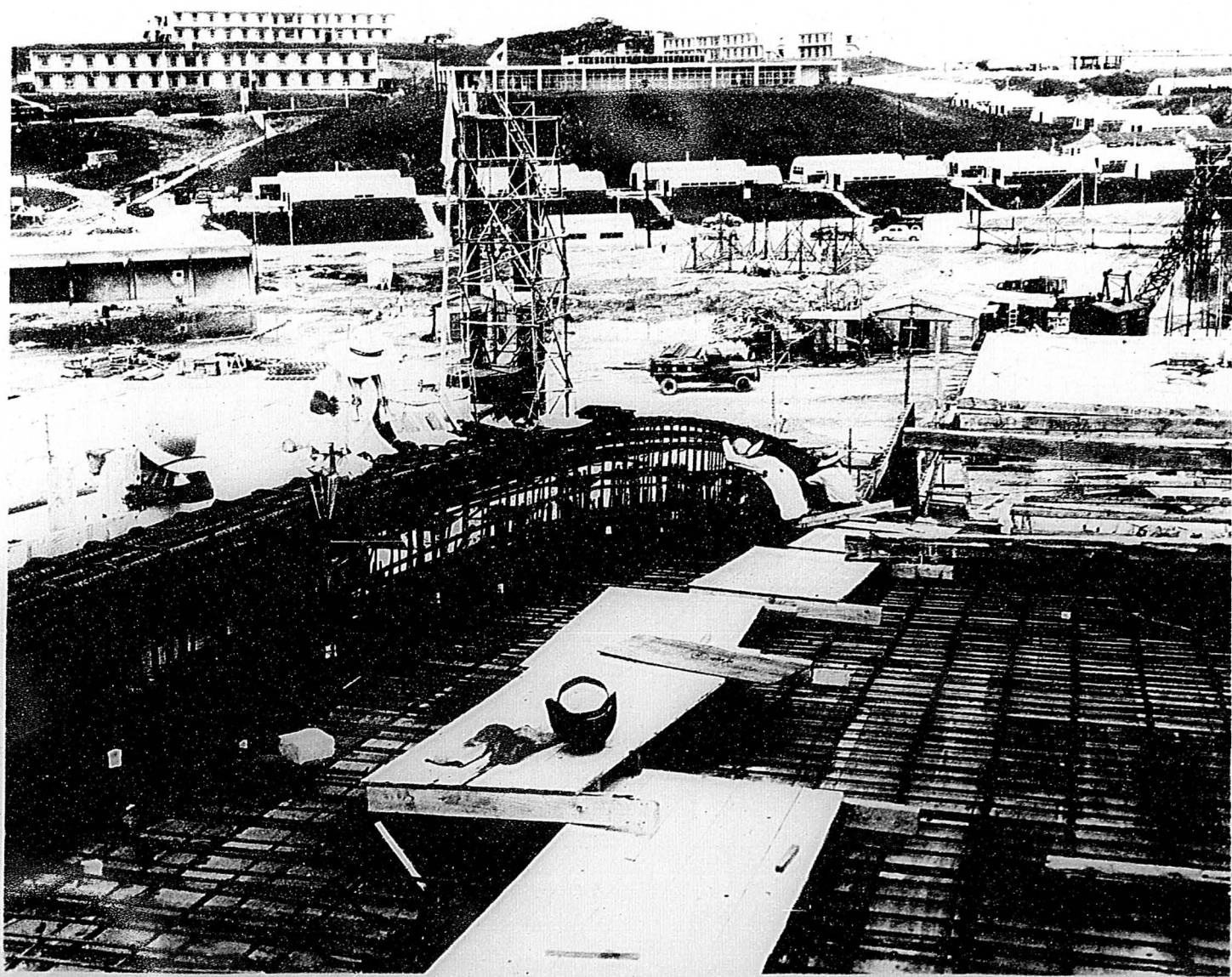
1993



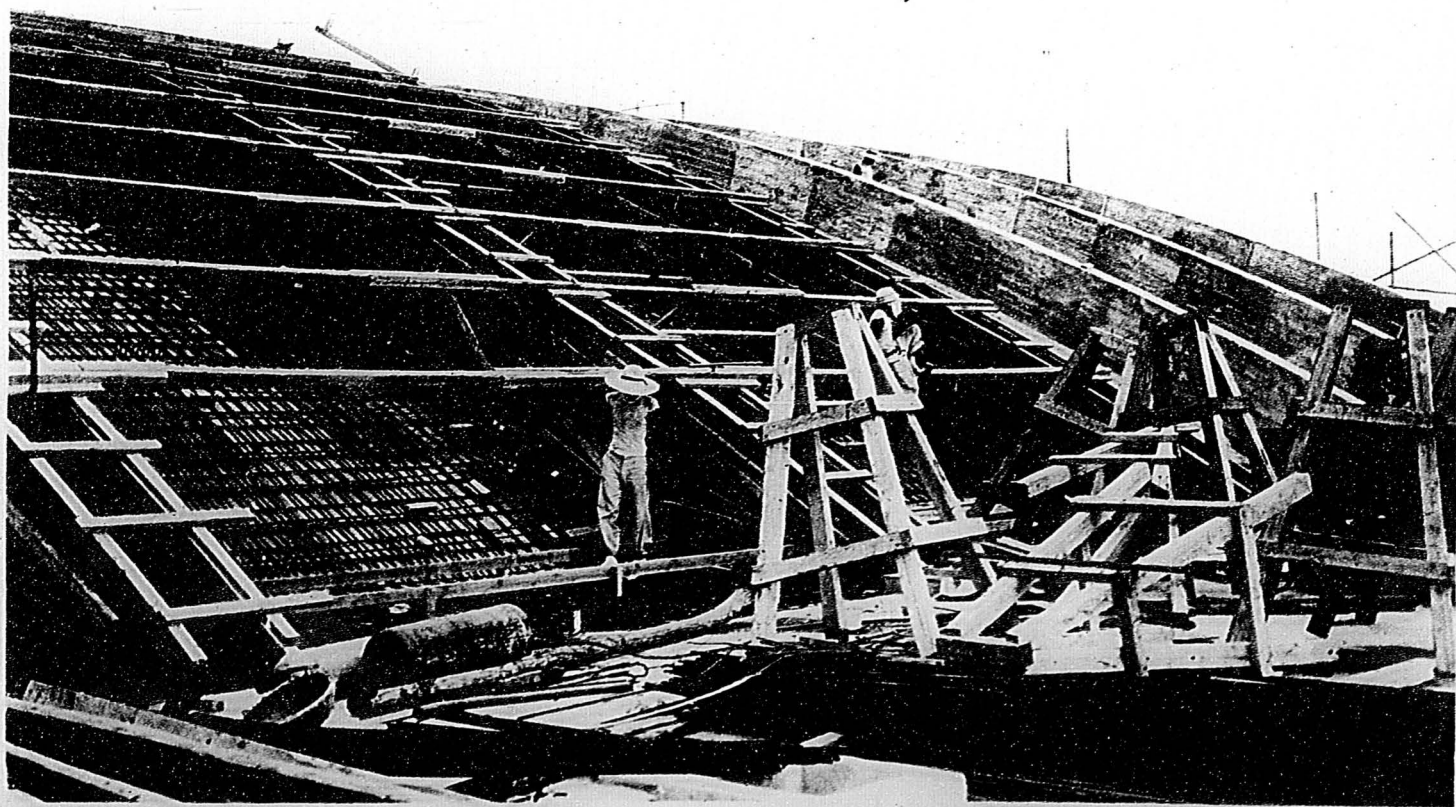




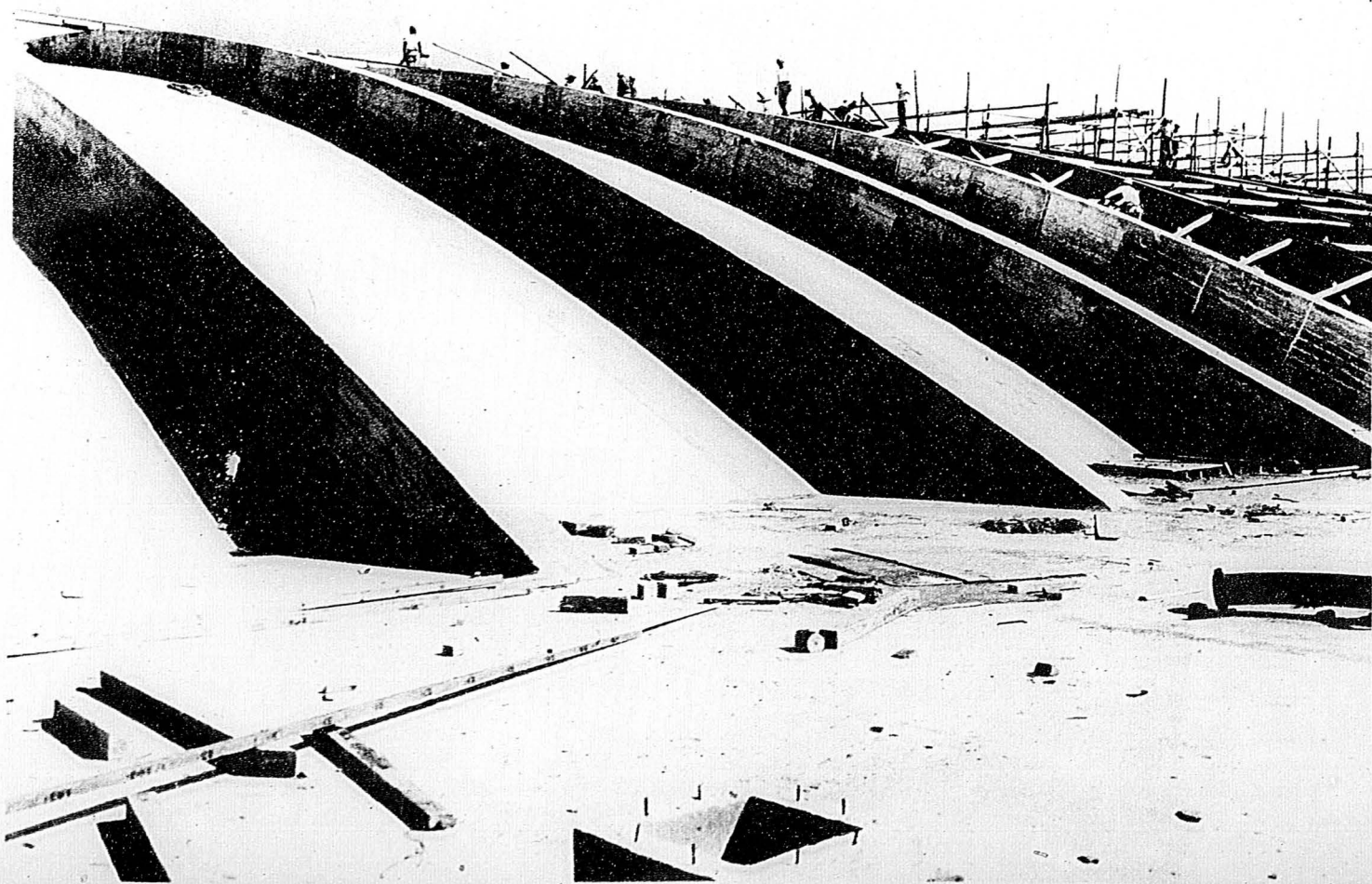
1996

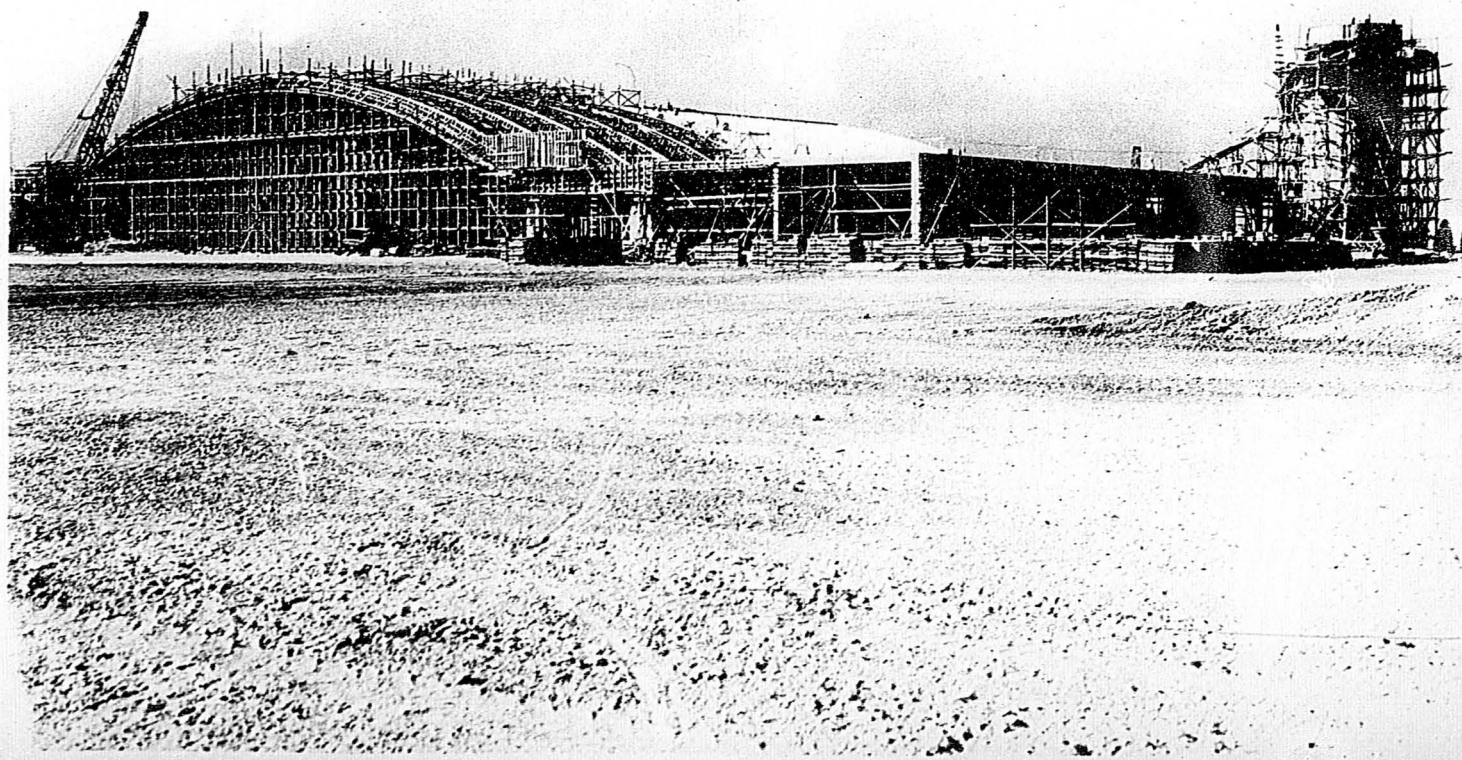


1997



1998

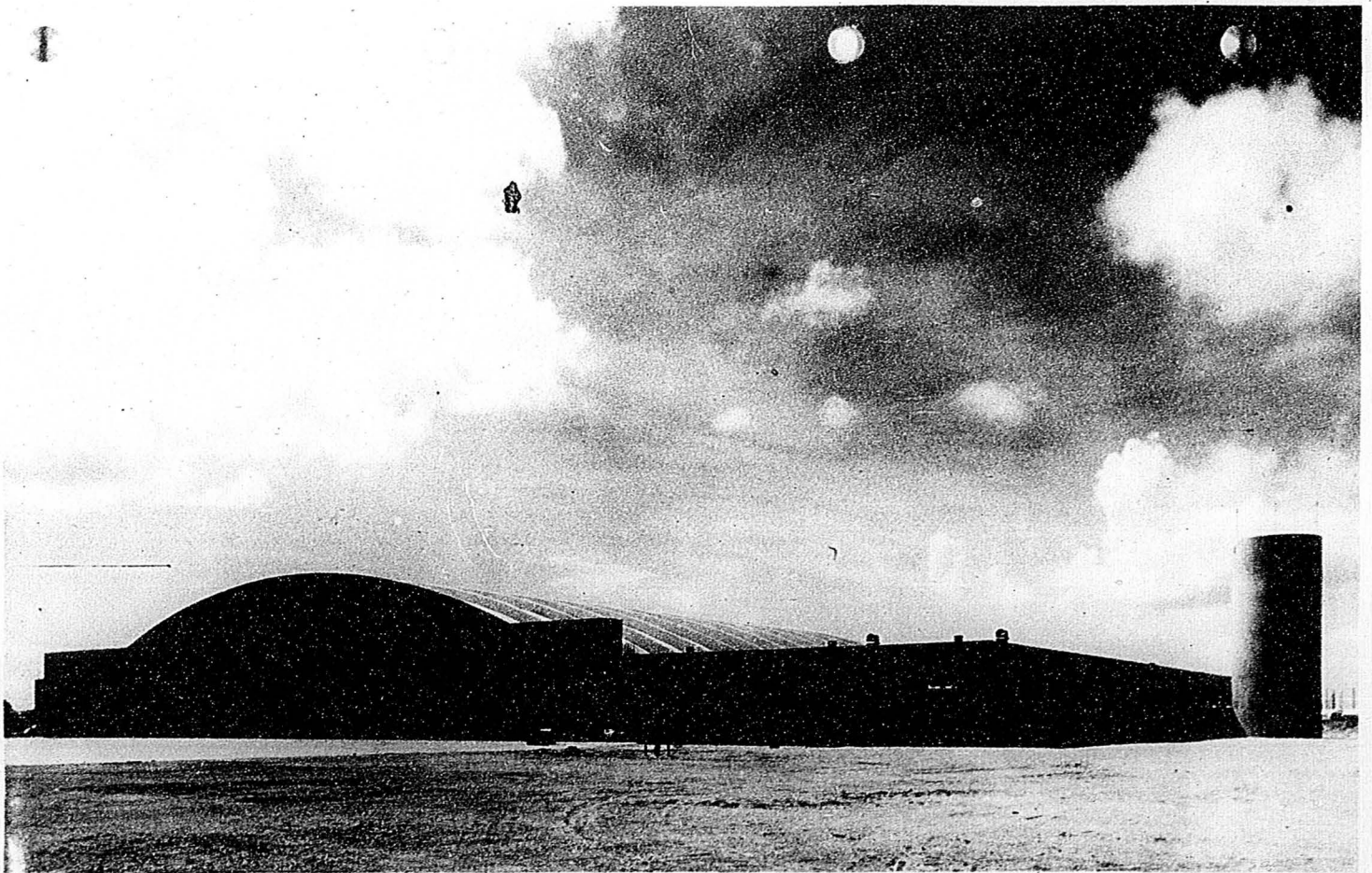




2000



2001



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT
CONTRACT NR FEC-382
CONTRACTOR Kokuba Gumi

LINE ITEM NR AND PROJECT DESCRIPTION: 3
Const. of (1) Maintenance Hangar Bldg.

% PROJECT COMPLETED 100%

PHOTO DESCRIPTION View of the completed
Maintenance Hangar Bldg. Houses Supply Stor. & T.O.C., Sand Blasting,
Plating, Armament & Photo, Degreasing, Wash Pack, Communication &
Electronics, Parachute Packing & Stor., etc. At right is the Parachute Drying Tower.

LOCATION Naha Air Base

CONSTRUCTION DIRECTIVE
OKI-AIR-52-2
PHOTO NR 4946-3

DATE 19 July 1955

2002

LIST OF PERMANENT STRUCTURES COMPLETED

KADENA AIR BASE

1 April 1955 Through 30 June 1955

LIST OF PERMANENT STRUCTURES COMPLETED

KADENA AIR BASE

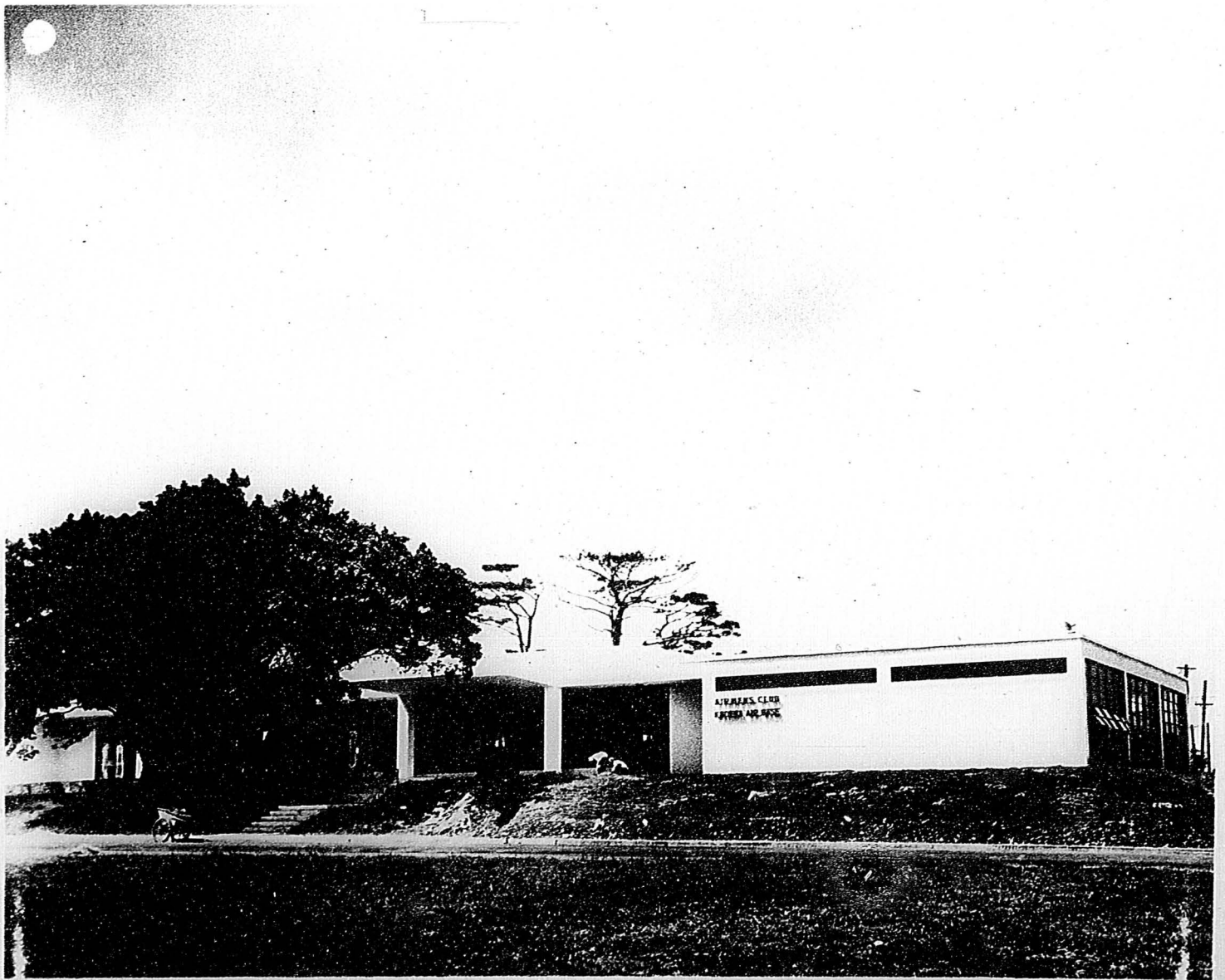
1 April 1955 Through 30 June 1955

<u>PROJECT</u>	<u>DATE STARTED</u>	<u>DATE COMPLETED</u>	<u>DATE TURNED OVER TO USING AGENCY</u>
FEC-197 <u>A.E. Wong</u> : (1) 1,000-Man Cafeteria and exterior utilities. (Fin- ished by OKED Force Ac- count after default).	26 Feb 1953	Jun 1955	Jun 1955
FEC-480 <u>Yu Kimteng</u> : In- crement 1 of Phase II OSA, Lot 2, Utilities.	17 Apr 1954	12 Apr 1955	
FEC-505 <u>Zenitaka Gumi</u> : (1) Airmen's Club Building, (1) Guard House Nr. C and exterior utilities.	22 Jun 1954	Jun 1955	
FEC-512 <u>Zenitaka Gumi</u> : (1) PX and Warehouse Building and exterior utilities.	22 Jun 1954	Apr 1955	
FEC-532 <u>Zenitaka Gumi</u> : (4) FBIS Family Dwellings, (4) Type C-2 Family Dwellings and exterior utilities.	22 Jul 1954	Apr 1955	

PHOTOGRAPHS OF PERMANENT STRUCTURES COMPLETED

KADENA AIR BASE

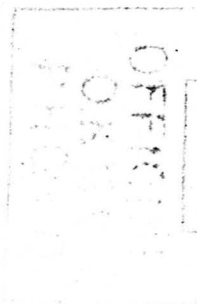
1 April 1955 thru 30 June 1955

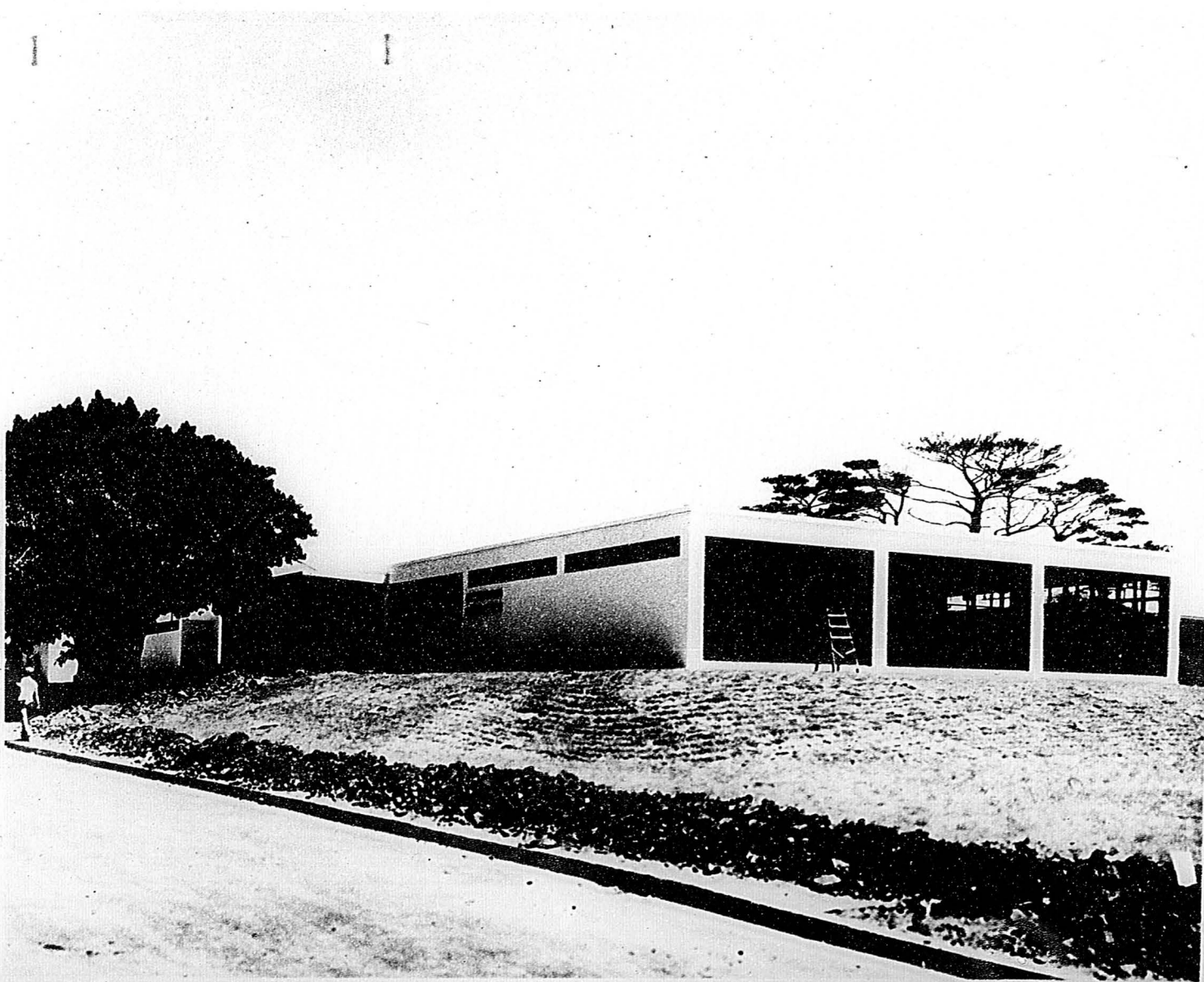


2006

Airmen's Club -- Kadena Air Base

14 May 1955



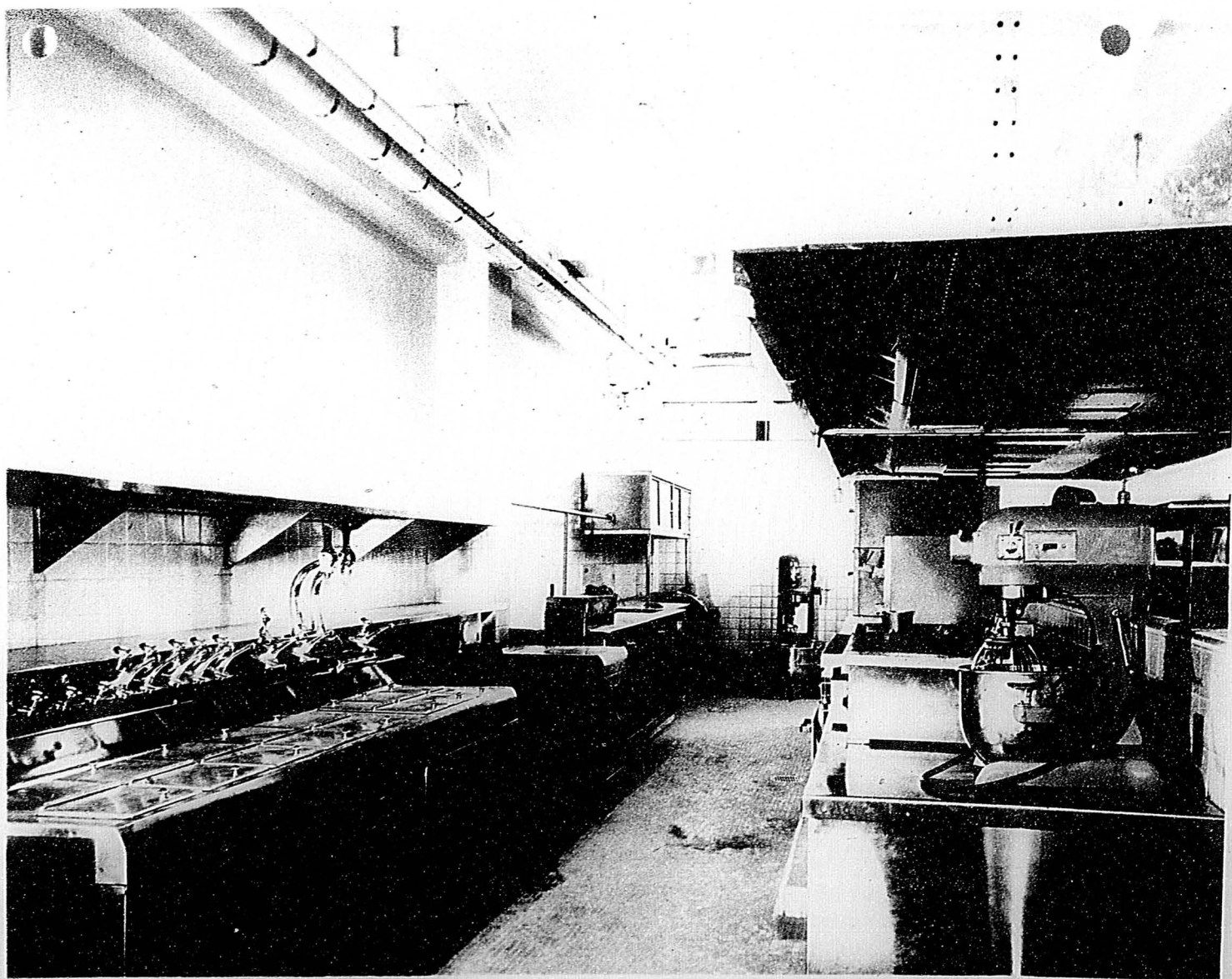


2008

Alman's Club -- (ad no Air Pass)

44 May 1955





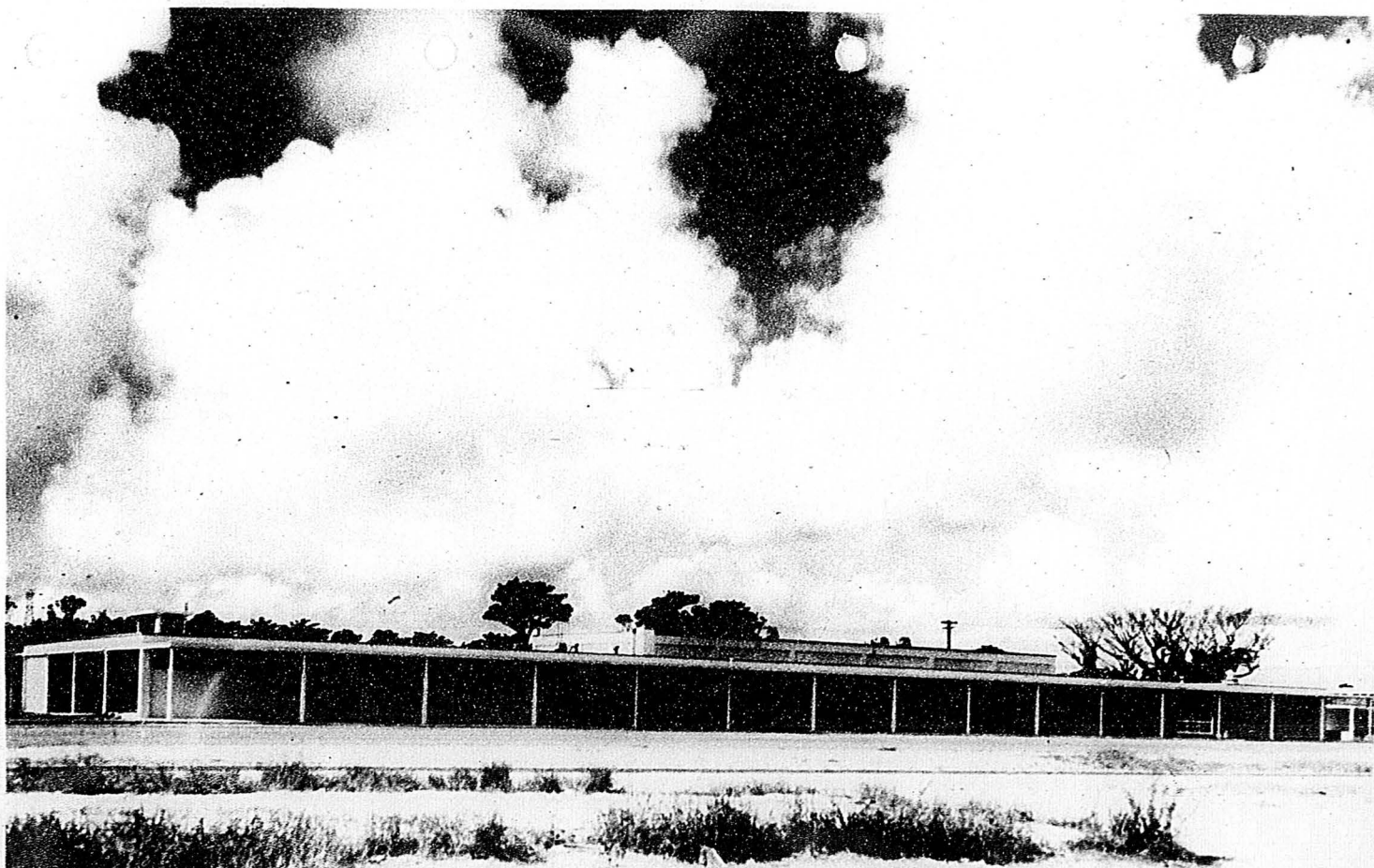
2010

Airman's Club -- Kadena Air Base

14 May 1955



Airman's Club -- Kadena Air Base



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Zenitaka Gumi

CONTRACT NR: FEC-512

LINE ITEM NR. AND PROJECT DESCRIPTION: 25 & 10-9
Const. of PX & Warehouse Bldg. & Ext. Util.

% PROJECT COMPLETED: 100%

PHOTO DESCRIPTION: View of the completed PX & Warehouse Bldg. & Ext. Util. Warehouse is at left. Facilities includes office Toilets, Lounge, etc.

LOCATION: Kadena Air Base

CONSTRUCTION DIRECTIVE:

OKI-AIF-52-2

PHOTO NR: 5101-3

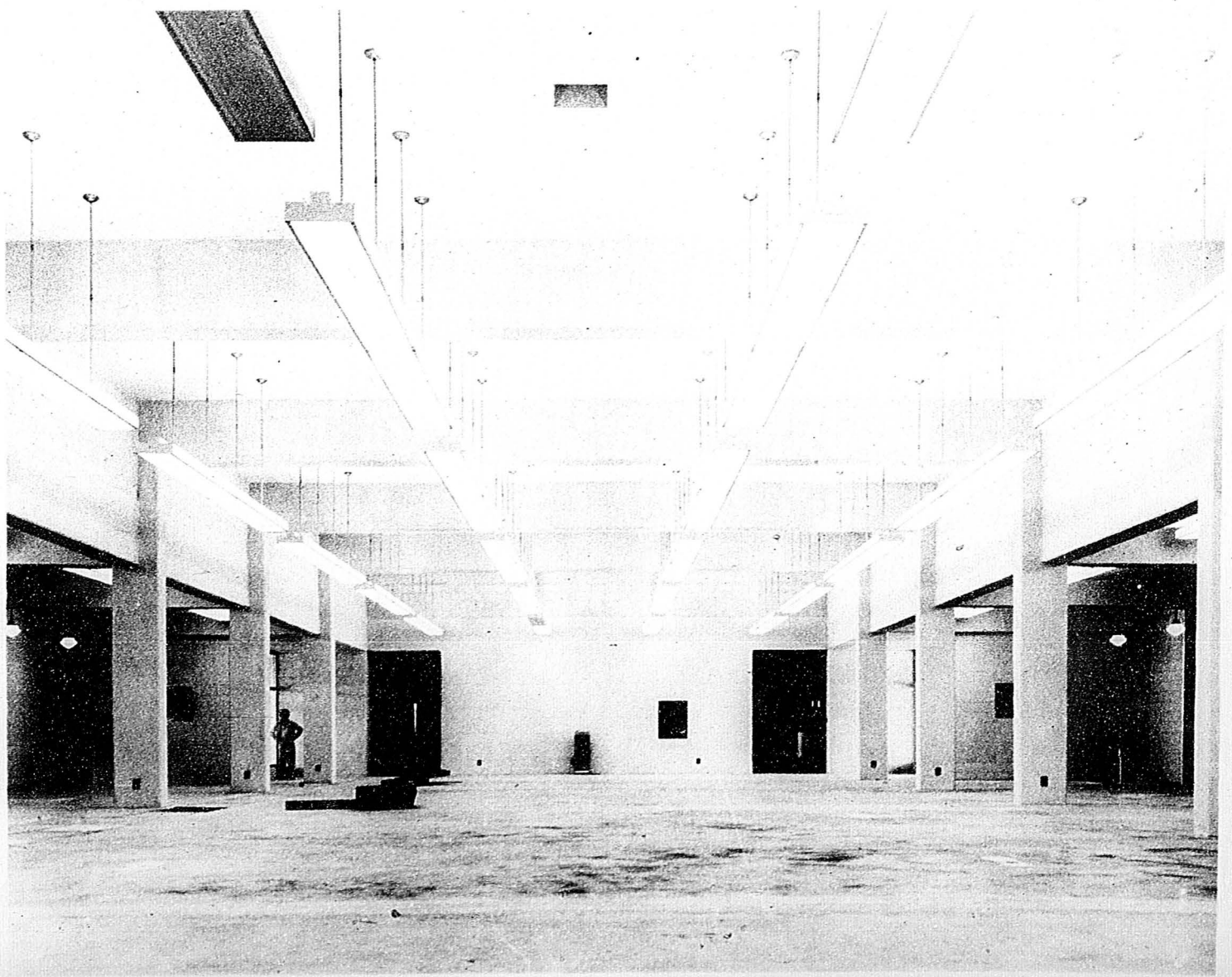
DATE: 30 July 1955



2013

Post Exchange -- Kadena Air Base

14 May 1955



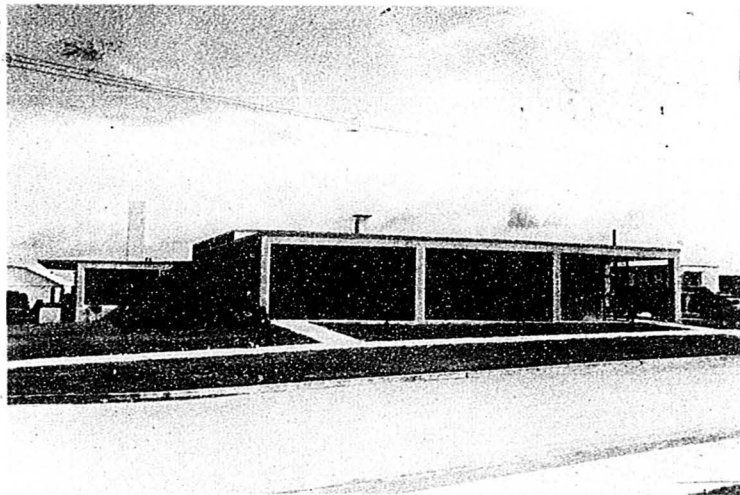
2015

Post Exchange -- Kadena Air Base

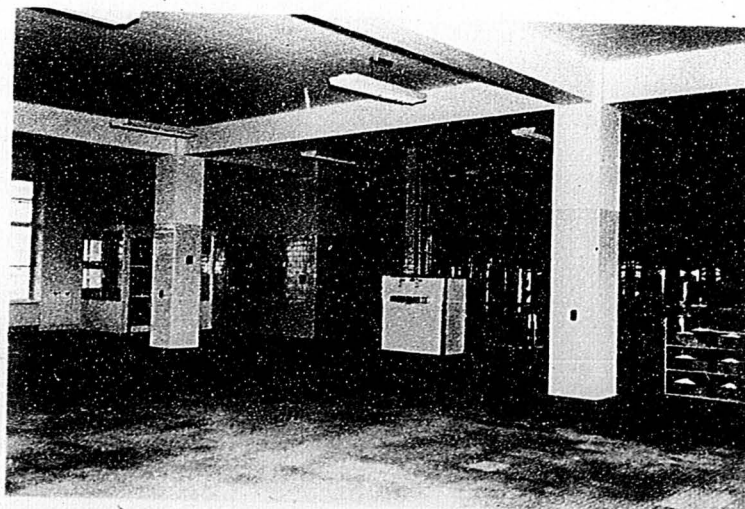
14 May 1955



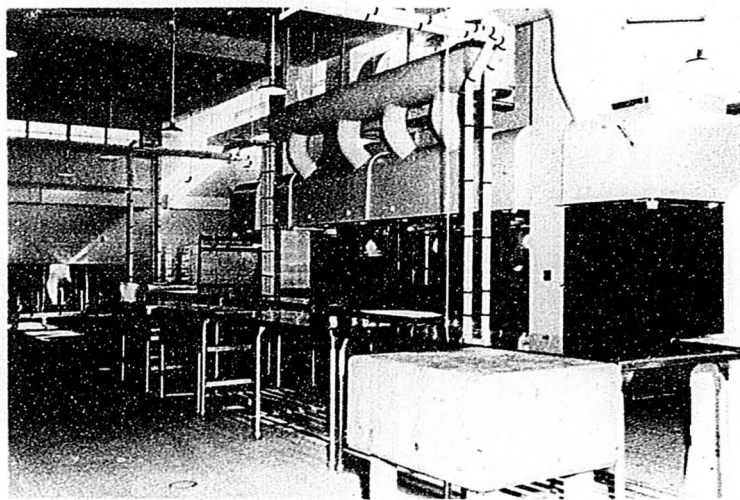
U.S. AIR FORCE
KADENA AIR BASE



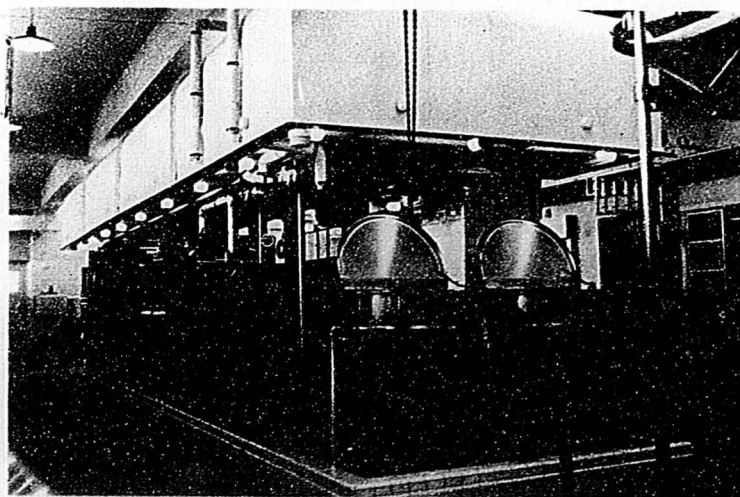
CONSTRUCTION AGENCY OKINAWA ENGINEER DISTRICT	LINE ITEM NO. AND PROJECT DESCRIPTION. BA Const. of: (4) 104-man Bks, (1) 1000-man Cafeteria & Exterior Utilities	LOCATION Kadena Air Base
CONTRACTOR BUILDING FORCE ACCOUNT, OKED	% PROJECT COMPLETED 100%	CONSTRUCTION OBJECTIVE OKI-AIR-52-2
CONTRACT NO. FE 1 DA92-320-420-197	PHOTO DESCRIPTION. View of completed 1000-man Cafeteria & Ext. Util.	PHOTO NO. 4551-3-1
		DATE 14 June 1955



CONSTRUCTION AGENCY OKINAWA ENGINEER DISTRICT	LINE ITEM NO. AND PROJECT DESCRIPTION. BA Const. of: (4) 104-man Bks, (1) 1000-man Cafeteria & Exterior Utilities	LOCATION Kadena Air Base
CONTRACTOR BUILDING FORCE ACCOUNT, OKED	% PROJECT COMPLETED 100%	CONSTRUCTION OBJECTIVE OKI-AIR-52-2
CONTRACT NO. FE 1 DA92-320-420-197	PHOTO DESCRIPTION. Kitchen view as seen from Dining Room are Gov't Furn. Equip. consisting Dishes, water cooler, coffee urn, battery, urn stand,	PHOTO NO. 4551-3-2
		DATE 14 June 1955



CONSTRUCTION AGENCY KANSAS ENGINEER DISTRICT	LINE ITEM AND PROJECT DESCRIPTION Const of (4) 104-man Bks, (1) 1000-man Cafeteria & Exterior Utilities	LOCATION Kadena Air Base
CONTRACT NO. Building Force Account, O&D	% PROJECT COMPLETED 100%	CONSTRUCTION DIRECTIVE OKI-AIR-52-2
CONTRACT NO. REC. DA92-320-PEG-197	PHOTO DESCRIPTION Kitchen view of Gov't furn. Equip. consisting of butcher block, work tables, 4551-3-4 Oven, Ranges, etc.	PHOTO NO. 4551-3-4 14 June 1955

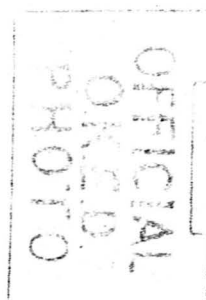


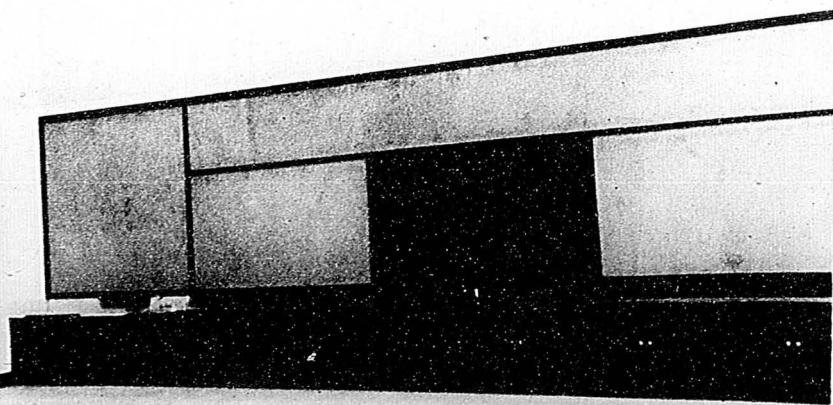
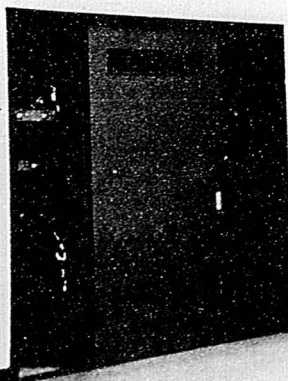
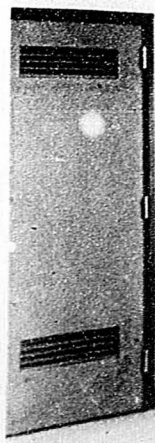
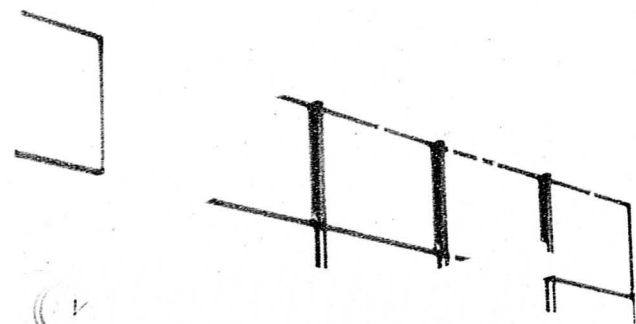
CONSTRUCTION AGENCY KANSAS ENGINEER DISTRICT	LINE ITEM AND PROJECT DESCRIPTION Const of (4) 104-man Bks, (1) 1000-man Cafeteria	LOCATION Kadena Air Base
CONTRACT NO. Building Force Account, O&D	% PROJECT COMPLETED 100%	CONSTRUCTION DIRECTIVE OKI-AIR-52-2
CONTRACT NO. REC. DA92-320-PEG-197	PHOTO DESCRIPTION Compact arrangement of Gov't furn. Equip. includes Kettles, Steamer, 4551-3-3 Deep Fat Fryer, Roasting Oven, Oven (case cabinet type), etc.	PHOTO NO. 4551-3-3 14 June 1955



Elementary School -- Kadena Air Base

22 May 1955

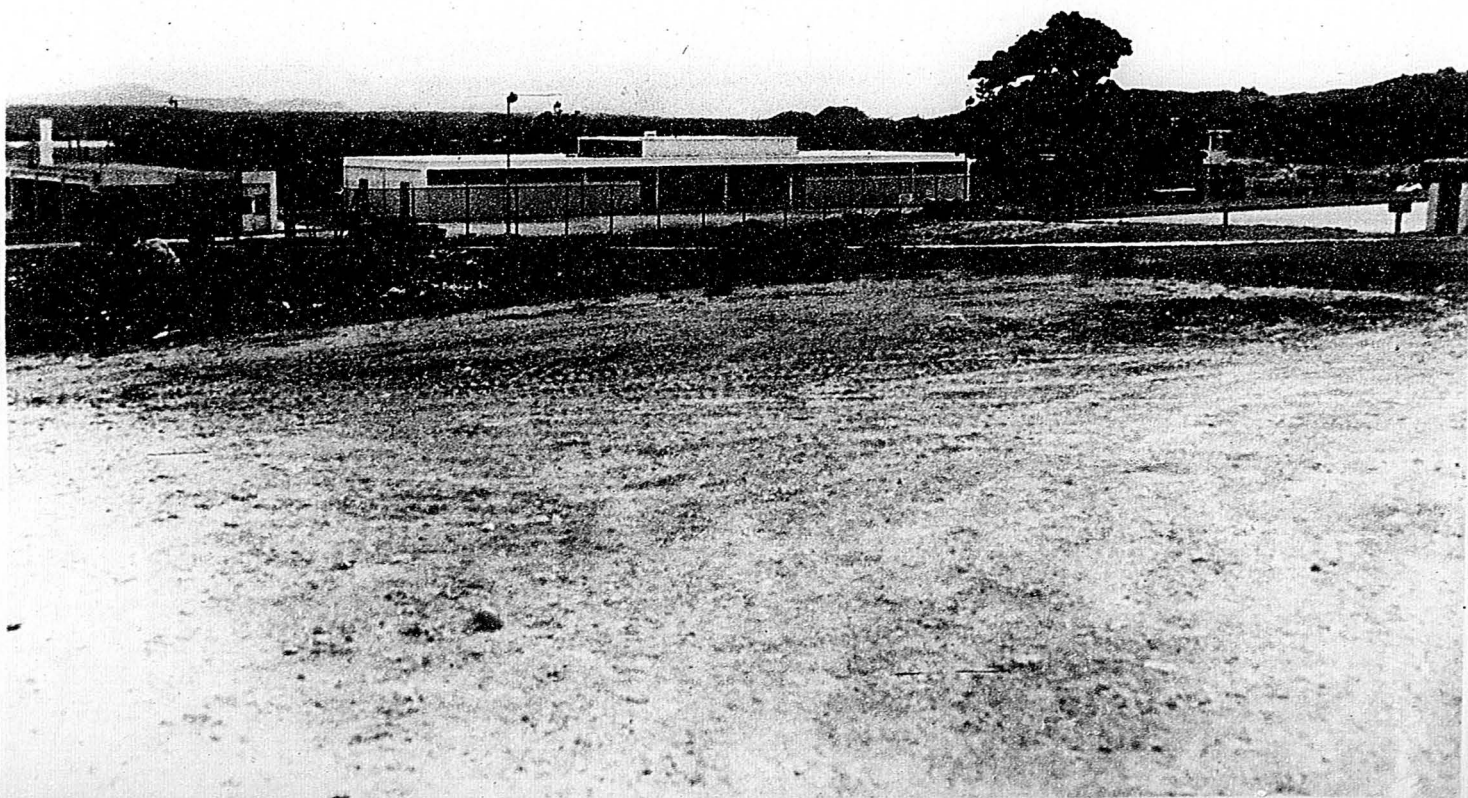




Class Room of the Kadena Elementary School

3 June 1955

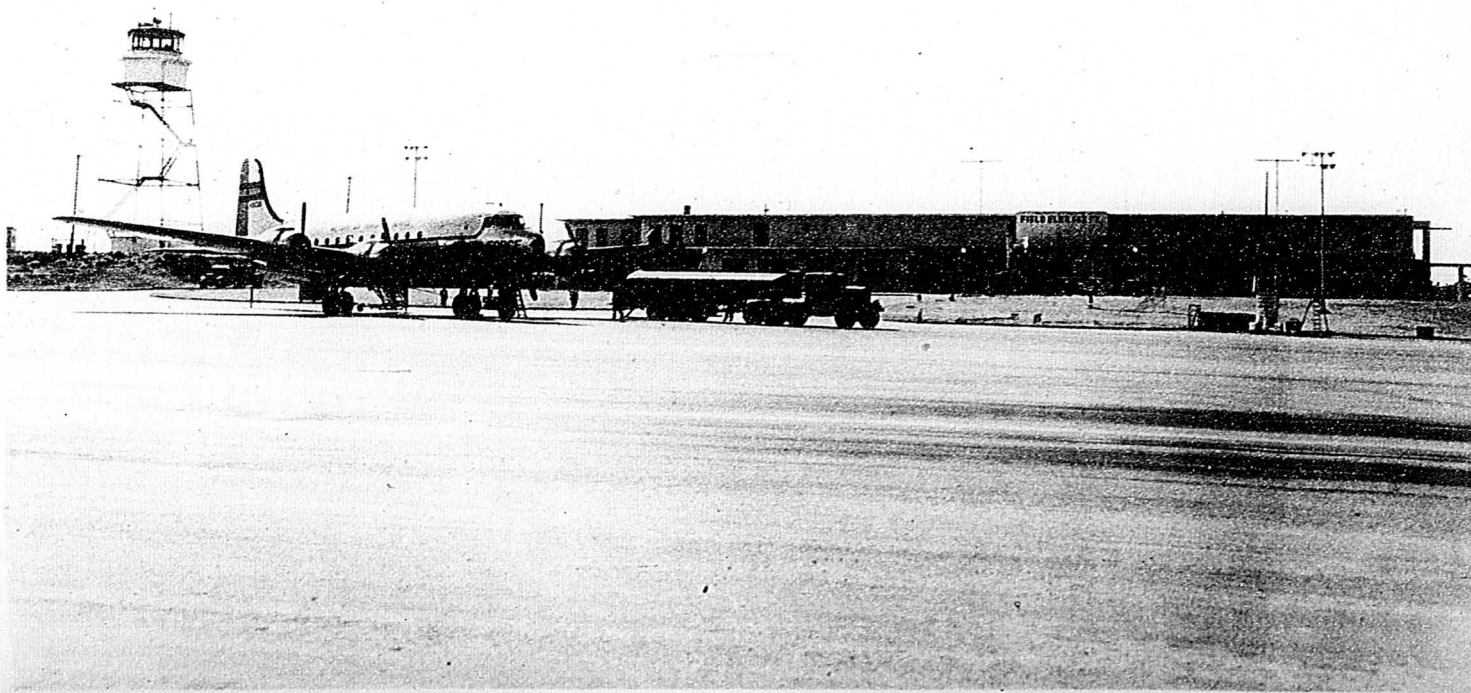




2023

DETENTION FACILITY MADRID, SP

2024



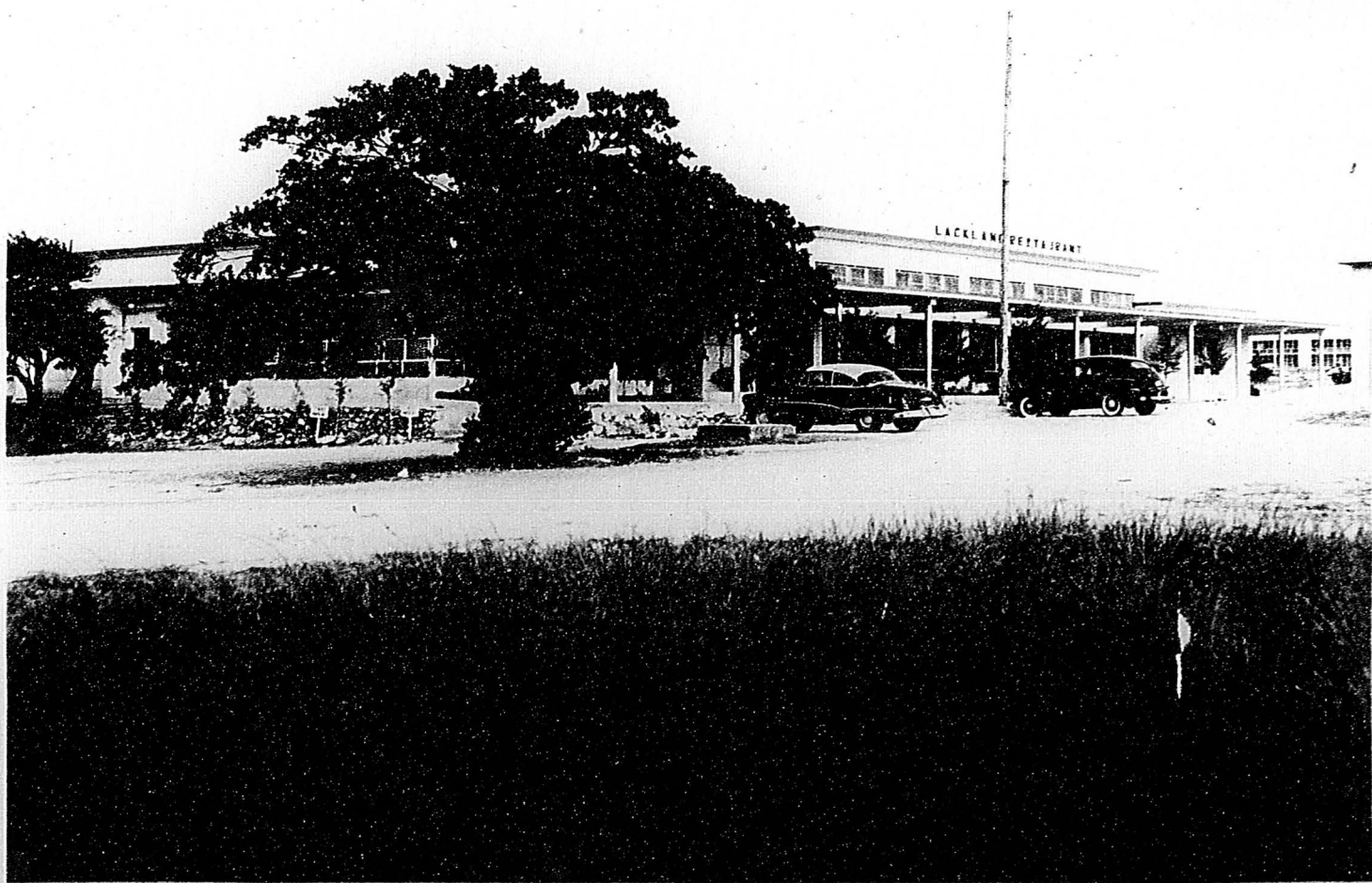
2025

Base Operations Building -- Kadena Air Base

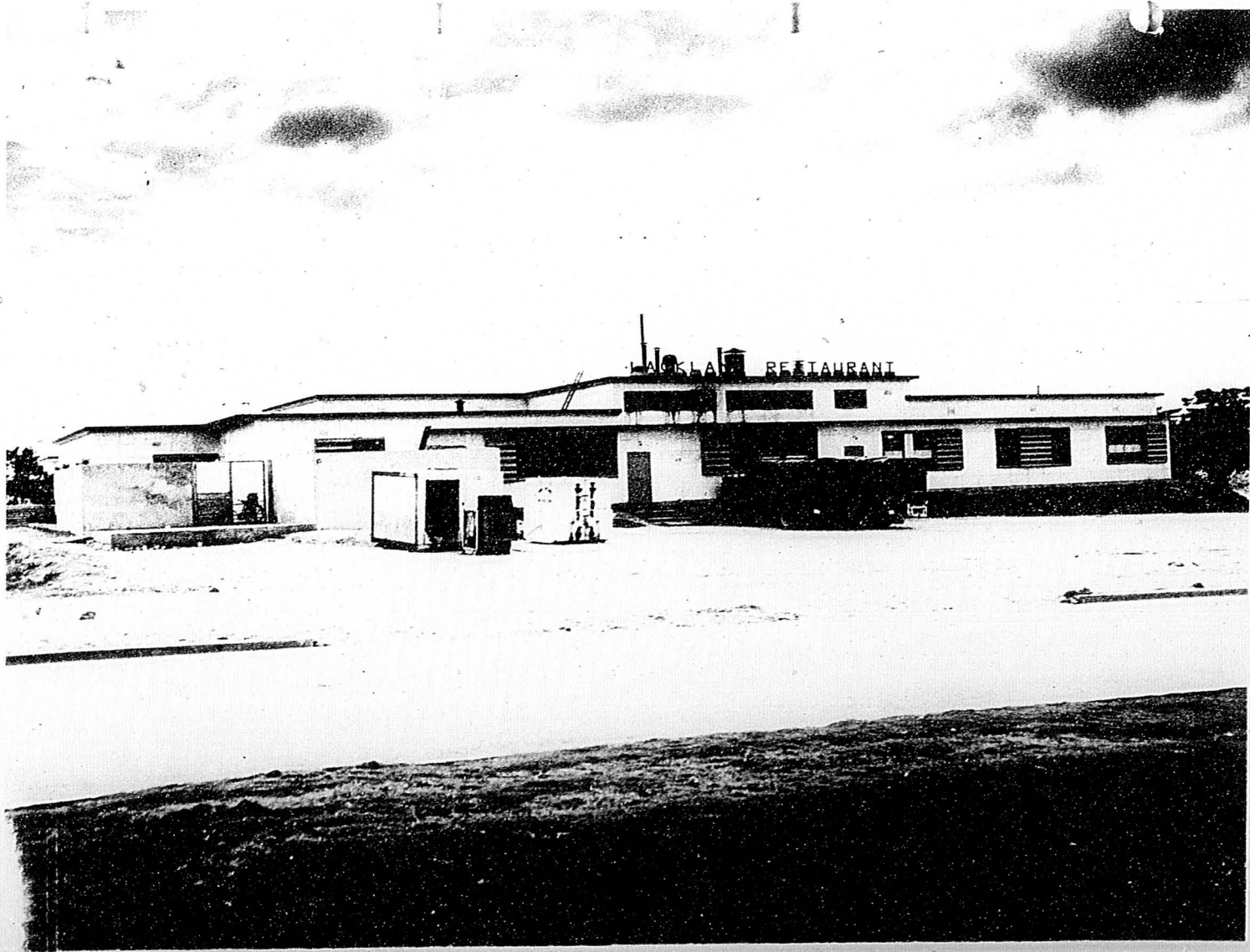


2027

Fort Buckner(TIO-OKED) --- The Okinawa Engineer District
turned over this week the first of eight new dwellings being
built for the Foreign Broadcasting Information Service at
Kadena. Each of three bed-room dwellings (above) has two tile
baths. Four of the new dwellings are duplexes.



LACKLAND RESTAURANT AT KADENA AIR BASE: On 1 July 1955 the Rycom Central Exchange took over operation of all Charles C. Shon restaurants on Kadena and Naha Air Bases. Easily the most important property affected by this expropriation was the Lackland Restaurant at Kadena AB, completed by Sunga Construction Company in January 1954 at a cost of \$96,363.68. Under the terms of the contract with REX, the Shon enterprise withheld a specified percentage of each month's profits from the Central Exchange and applied it toward amortizing the cost of the building. The relatively simple business was complicated by injection of the Shon Bakery into the transaction. Valued at \$61,500.00, this bakery in the Machinato Commercial District occupied Master Plan land which, REX officials believed, would eventually be released by the military. Meantime, the bakery occupied the status of a Central Exchange concession. In view of the imminent relinquishment of the land from military control, REX did not permit Shon to withhold amortization costs from the bakery profits, but instead deducted the \$61,500.00 from the total amount which would be subject to amortization in the case of the Lackland Restaurant. As of 30 September 1955, \$28,052.17 of the \$34,863.68 thus open to amortization had been so done, leaving only \$6,812.51 outstanding.

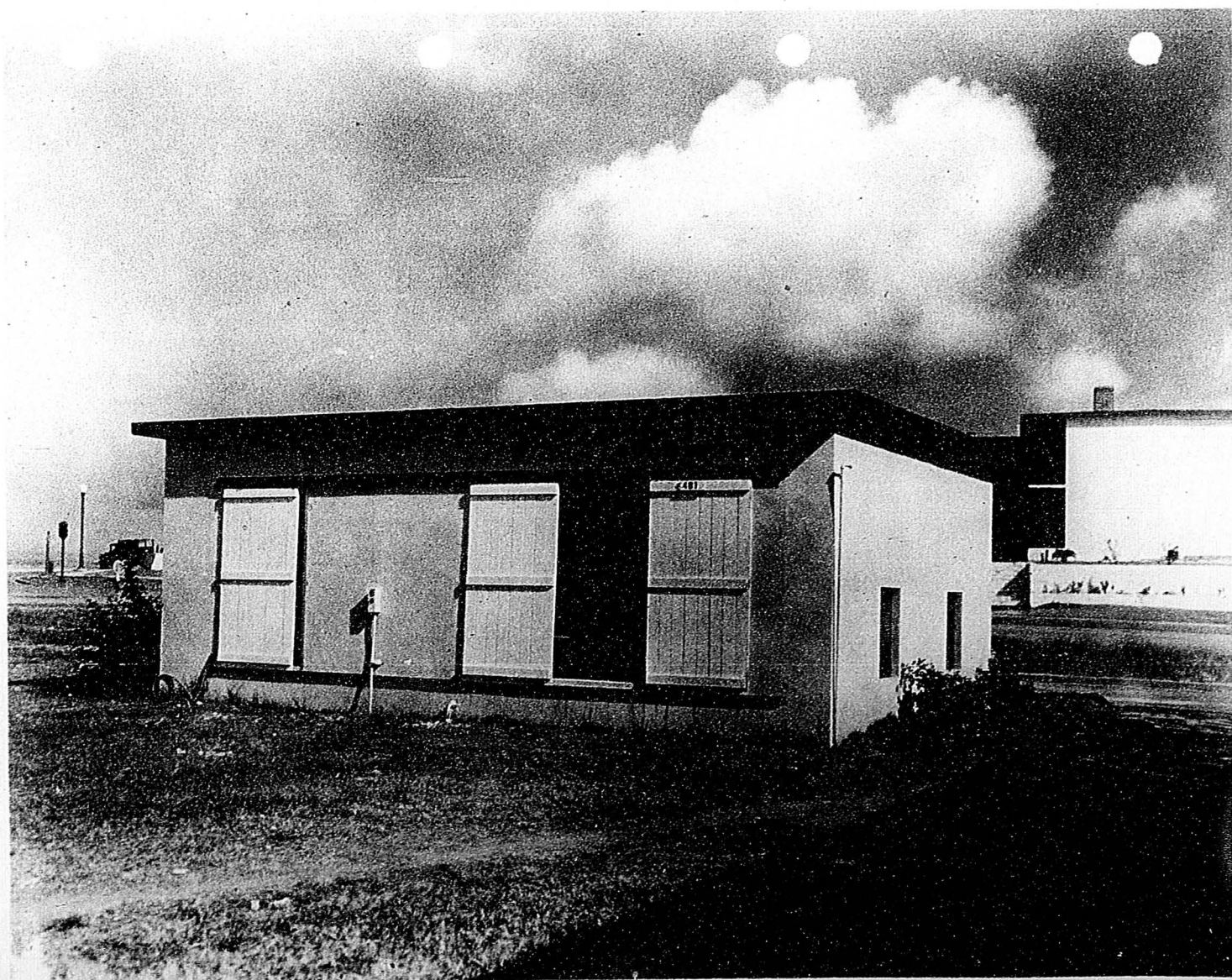


2031

REAR VIEW OF THE LACKLAND RESTAURANT AT KADENA AIR BASE: Although this building was less than two years old when this picture was taken, it reveals the wear and tear to which structures on Okinawa are universally exposed by heavy and frequent rains and high winds. Constructed by the Charles C. Shon Corporation as a private concession of the Rycom Central Exchange at Tengan, the Lackland Restaurant was taken over by REX on 1 July 1955, though Shon was retained to furnish management of the establishment for the P-X. He was also reimbursed for making available the interior and exterior equipment already installed and in use at the time of the transfer of title.



KADENA CLOTHING SALES STORE: Originally constructed by the W.W. Taylor Company as a garage and automobile sales display building, this concrete block structure has enjoyed a checkered career. Unlike the Lackland Restaurant and Sax Department Store, to which the Rycom Central Exchange acquired title by allowing the firms concerned to amortize the value of their buildings from the share of profits due REX, this place was built in the days before that system was adopted on Okinawa. Under the old arrangement, any business entrepreneur who chose to open a business on military land did so with the knowledge that his property could be expropriated without compensation of any sort, at any time that the Army or Air Force saw fit. Thus it was that during the latter part of 1954 W.W. Taylor was directed to evacuate its building on Kadena Air Base, the Rycom Central Exchange planning to open a service station in the Lackland Area. After extensive renovating, the former garage was occupied on 15 April 1955 by the Headquarters, 18th Air Base Group, which remained here until late August, when it moved into the more commodious group headquarters building made available by inactivation of the 930th Engineer Aviation Group. Then followed still another renovation, after which the one-time garage was occupied in September by its present tenant, the Kadena Clothing Sales Store.



2035

TELEPHONE EXCHANGE AUXILIARY POWER BUILDING #401: This small structure, immediately behind the Kadena Base Telephone Exchange Building, houses two Stewart-Stevenson 60-KW diesel generators which may be cut in to provide power for the base telephone system at any time the island-wide power system becomes inoperative.

LIST OF PERMANENT STRUCTURES IN PROGRESS

KADENA AIR BASE

1 April 1955 Through 30 June 1955

LIST OF PERMANENT STRUCTURES IN PROGRESS
KADENA AIR BASE
30 June 1955

<u>PROJECT</u>	<u>NOTICE TO PROCEED</u>
FEC-378 <u>Oshiro Gumi</u> : Globecom Receiver Facilities and exterior utilities at Ie Shima.	15 Jan 1954
FEC-398 <u>Oshiro Gumi</u> : (1) Photo. Laboratory.	26 Feb 1954
FEC-456 <u>Tamura Const. Co.</u> : Erosion Control.	15 Mar 1954
FEC-478 <u>Judensha Company</u> : Ordnance Storage Area--EFGJK Bldg., Supply Warehouse, Base Spares Warehouse #1, Gate House.	21 Apr 1954
FEC-489 <u>Matsumura Gumi</u> : Elementary School Building (Additional Classroom "F" Comp'l. Mod. 14).	1 May 1954
FEC-520 <u>Himiya Gumi</u> : Ordnance Storage Area--Admin. Bldg., AC Structures, Base Spares Warehouse #2, Guard Towers.	2 Jul 1954
FEC-530 <u>Kokuba Gumi</u> : AFSS Facilities at Onna Point--Warehouse & Utility Bldg., H/F & D/F Bldg., Gate House, Barracks Bldg., Operations Bldg., Water System, Storm Electrical System, Electrical System, Record Vault Bldg.	21 Jul 1954
FEC-526 <u>Judensha Company</u> : ARTC-RATC Transmitter Bldg., (1) ARTC Bldg., (1) Micro-wave Tower Bldg. at Kadena AB: (1) Transmitter Bldg., (1) Power Bldg., and exterior utilities at Deragawa	20 Aug 1954
FEC-529 <u>Sugawara Const. Co.</u> : AvAmmo Storage Area--24 Magazines, Roads & Culverts.	20 Aug 1954
FEC-531 <u>Okisui Const. Co.</u> : Primary Avammo Water Loop	27 Sep 1954
FEC-538 <u>Shimato Kensetsu</u> : General Utilities.	6 Aug 1954
FEC-543 <u>Kobayashi Kensetsu</u> : Avammo Area -- Roads & Culverts, Security Towers with electrical system, Renovation Bldg. with utilities, Security Fence.	4 Aug 1954

PROJECT

NOTICE TO PROCEED

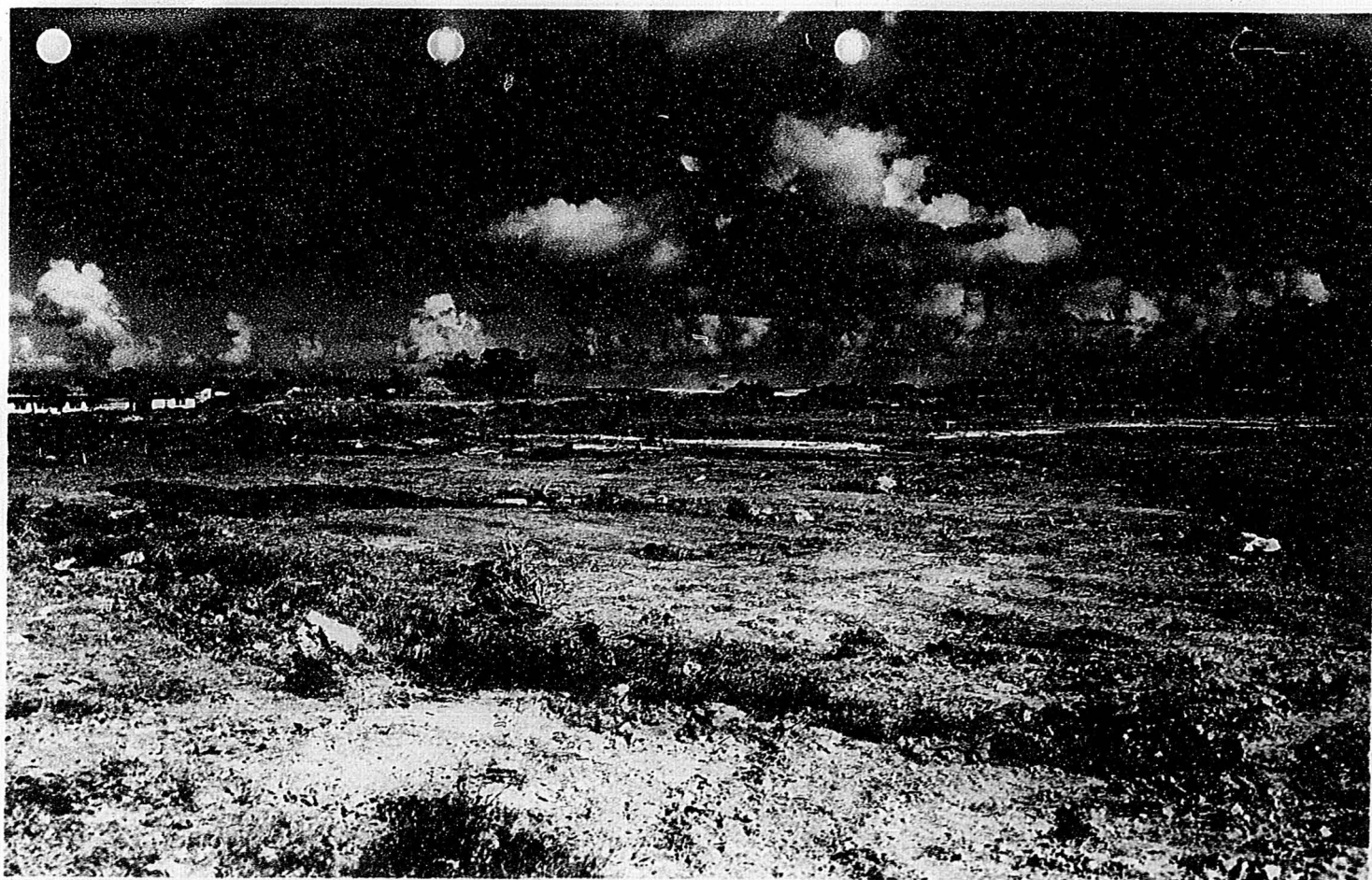
FEC-544 <u>Nanyo Doken</u> : Avammo Area -- Revetments, Roads & Culverts, Box & Crate Shop.	4 Aug 1954
FEC-615 <u>Kokuba Gumi</u> : Communications Center Bldg. and exterior utilities.	3 Jan 1954
FEC-652 <u>Consolidated Contractors</u> : (6) 2-bedroom duplex houses; (2) standard 4-man BOQ's and exterior utilities in FBIS Area at Kadena AB.	9 May 1955
FEC-653 <u>Ohki Construction Co.</u> : (1) Air Freight Terminal Building and exterior utilities.	27 Apr 1955
FEC-655 <u>Matsumura Gumi</u> : (1) Globecom Micro-wave Terminal Station at Awase, (1) Globecom Micro-wave Relay Station at Koza.	6 June 1955
FEC-656 <u>Laneco, Inc.</u> : Perimeter Security Fence at Kadena Air Base.	27 May 1955
FEC-665 <u>Consolidated Contractors</u> : 300 Family Housing Units.	28 June 1955
FEC-670 <u>Sugawara Kensetsu</u> : (1) Power Building for AFSS Facility at Onna Point.	18 June 1955

2

PHOTOGRAPHS OF PERMANENT STRUCTURES IN PROGRESS

KADENA AIR BASE

1 April 1955 thru 30 June 1955



CONSTRUCTION AGENCY

OKINAWA ENGINEER DISTRICT

CONTRACTOR Consolidated Cont.

CONTRACT NO. FEC-665

LINE ITEM NO. AND PROJECT DESCRIPTION 10

Const. of 300 Family Dwellings at Kadena Air Base & 430 Family Dwellings at Naha Air Base.

% PROJECT COMPLETED 0%

PHOTO DESCRIPTION Preliminary grading for the proposed site of 300 Family Dwellings.

LOCATION Kadena Air Base

CONSTRUCTION DIRECTOR

OKI-AIR-54-1-PYA

PHOTO NO. 5449-1

DATE 28 June 1955



CONSTRUCTION AGENCY
OKLAHOMA ENGINEER DISTRICT

CONTRACTOR Chki Const.

CONTRACT NR FEC-653

LINE ITEM NR AND PROJECT DESCRIPTION: 3

(1) Air Freight Terminal
Bldg. & Ext. Util

% PROJECT COMPLETED 0%

PHOTO DESCRIPTION Proposed site for (1)
Air Freight Terminal Bldg.

LOCATION:

LaDona Air Base

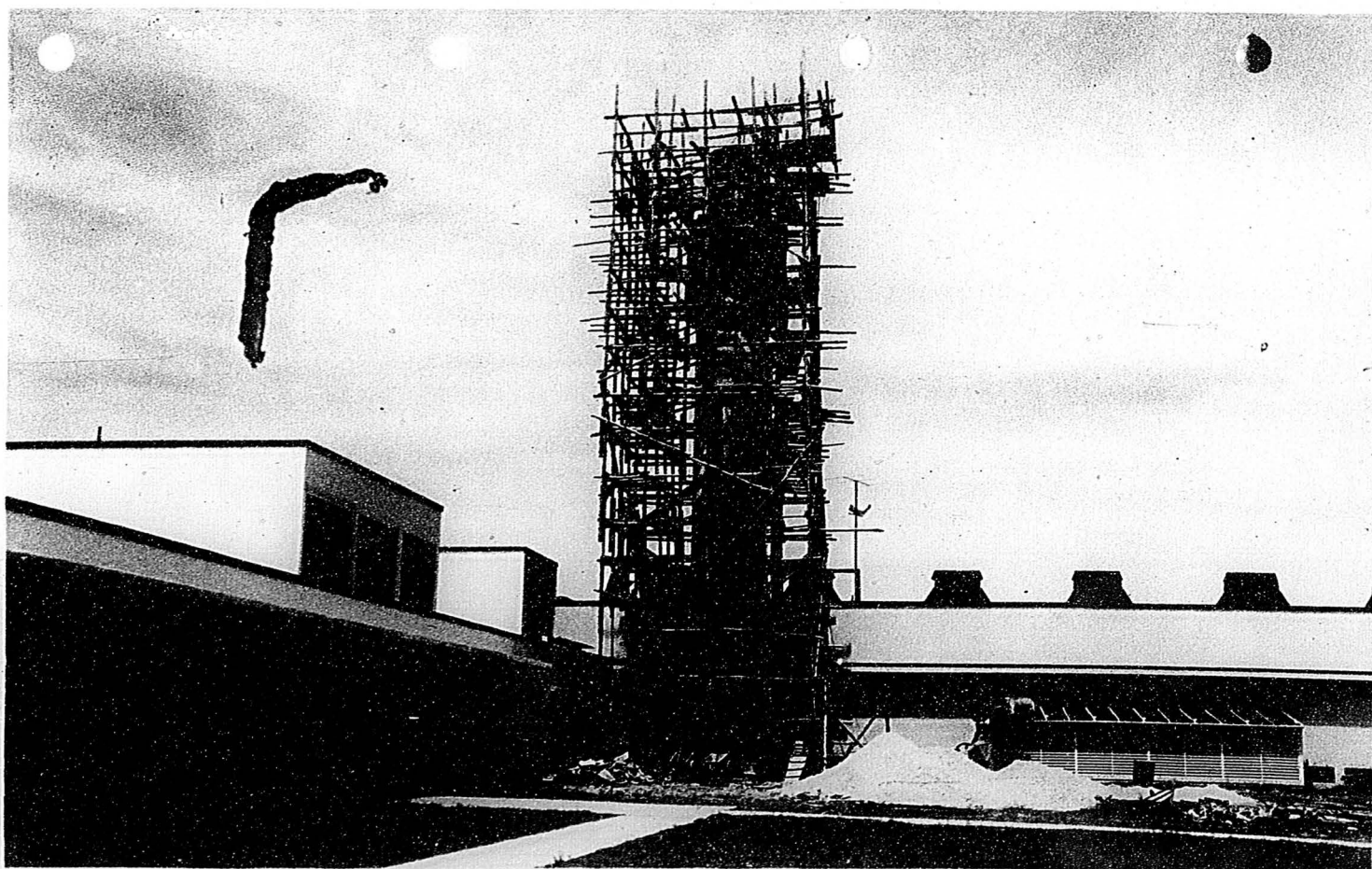
CONSTRUCTION DIRECTIVE:

OKI-Air-55-1-C

PHOTO NR 5452-1

DATE 16 May 1955

2042



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR Matsumura Gumi

CONTRACT NR FEC-655

LINE ITEM NR AND PROJECT DESCRIPTION 17-1
(1) Globecom Micro-Wave Terminal Station
at Awase & (1) Globecom Micro-Wave Relay
Station at Koza
% PROJECT COMPLETED 50%

PHOTO DESCRIPTION Partly completed Globecom
Micro-Wave Terminal Station at Awase

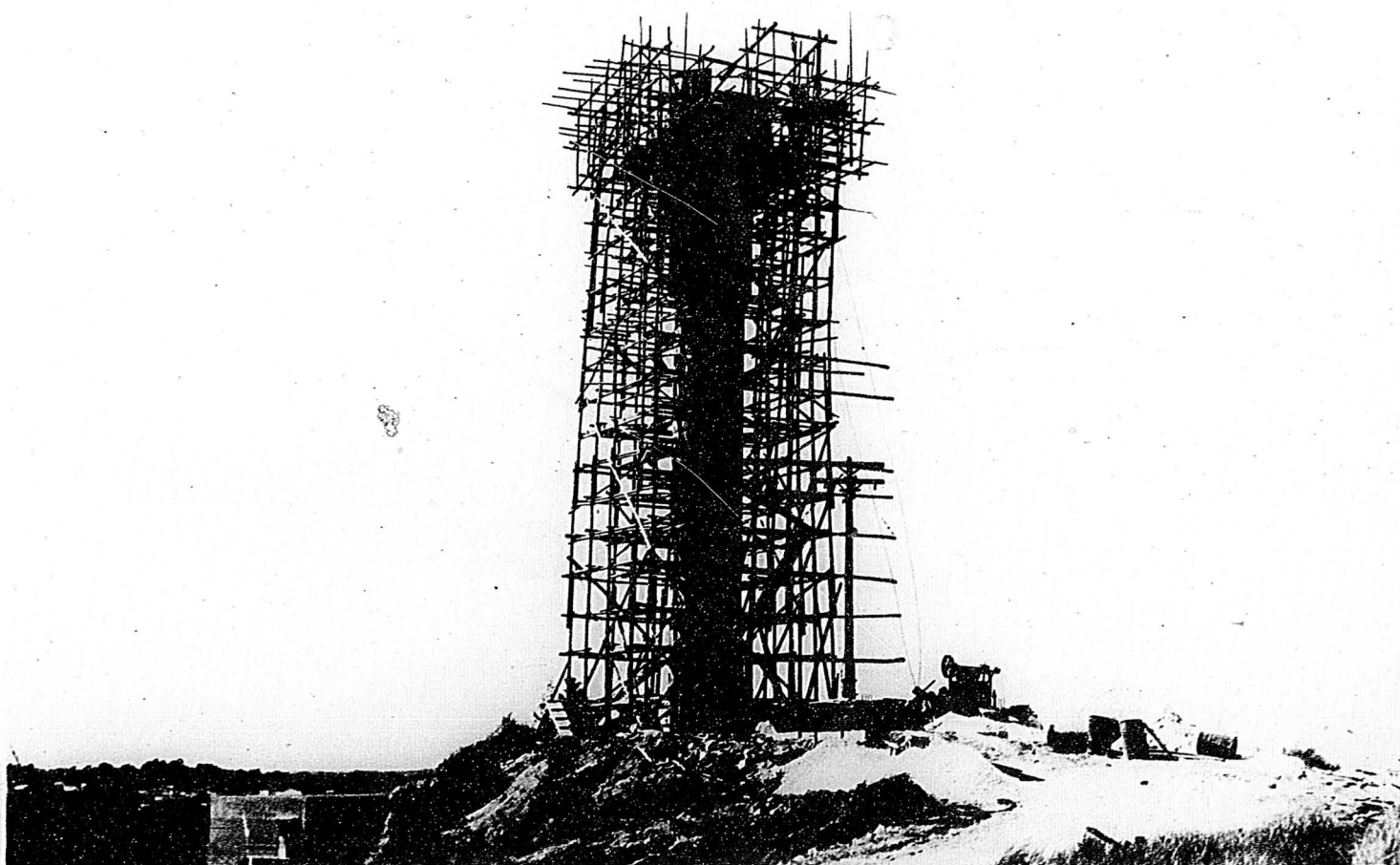
LOCATION Awase

CONSTRUCTION DIRECTIVE
OKI-AIR-51-1

PHOTO NR
5476-2

DATE 20 June 1955

2043



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR Matsumura Gumi

CONTRACT NR. 155-655

LINE ITEM NR AND PROJECT DESCRIPTION 17-1
(1) Globecom Micro-Wave Terminal Station
at Awase & (1) Globecom Micro-Wave Relay
Station at Koza.
% PROJECT COMPLETED 50%

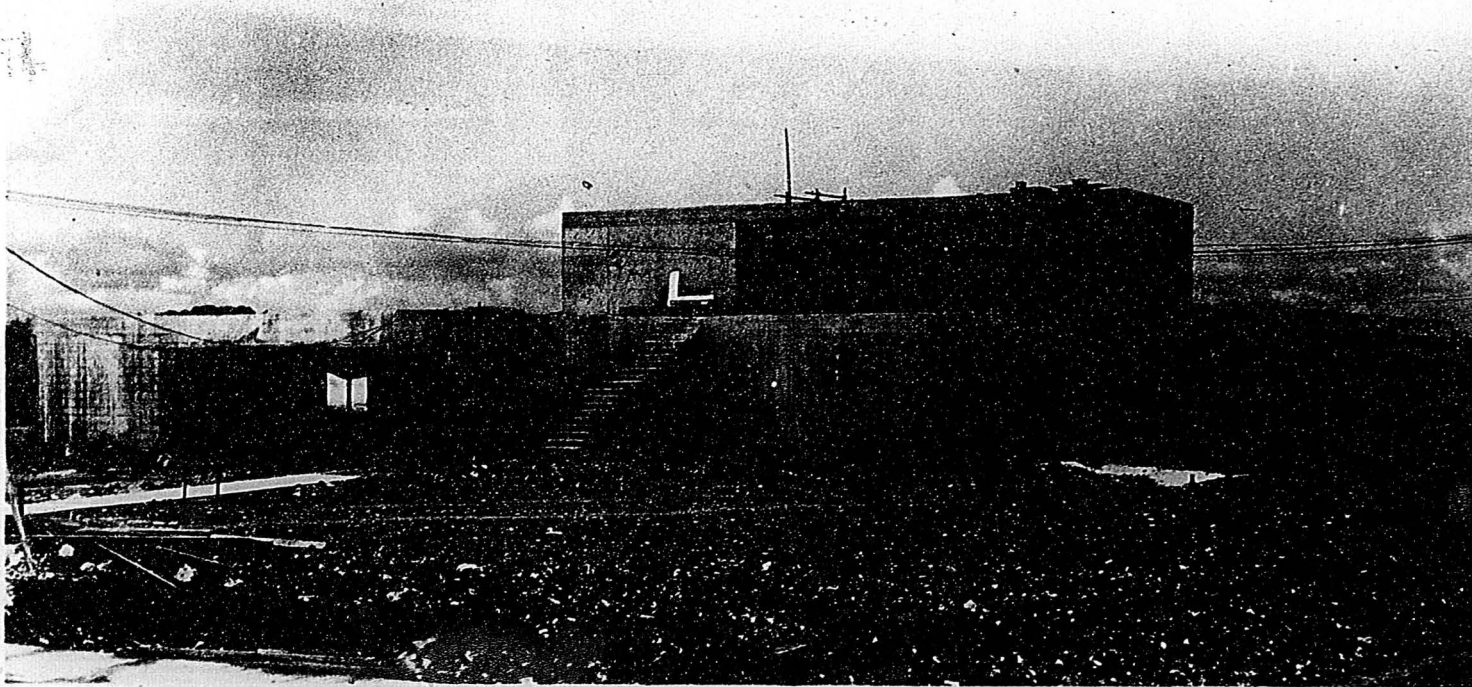
PHOTO DESCRIPTION Partly completed Globecom
Micro-Wave Relay Station at Koza

LOCATION: Koza

CONSTRUCTION DIRECTIVE
OKI-AIF-51-1

PHOTO NR.
5477-2

DATE 20 June 1955



CONSTRUCTION AGENCY:
OKINAWA ENGINEER DISTRICT

CONTRACTOR: KOKUDA Gumi

CONTRACT NR: FEC- 530

LINE ITEM NR. AND PROJECT DESCRIPTION: 1-1

AFSS Facilities

% PROJECT COMPLETED: 50%

PHOTO DESCRIPTION:

Operations Building

LOCATION:
Onna Point

CONSTRUCTION DIRECTIVE:

AFSS-51-53-1

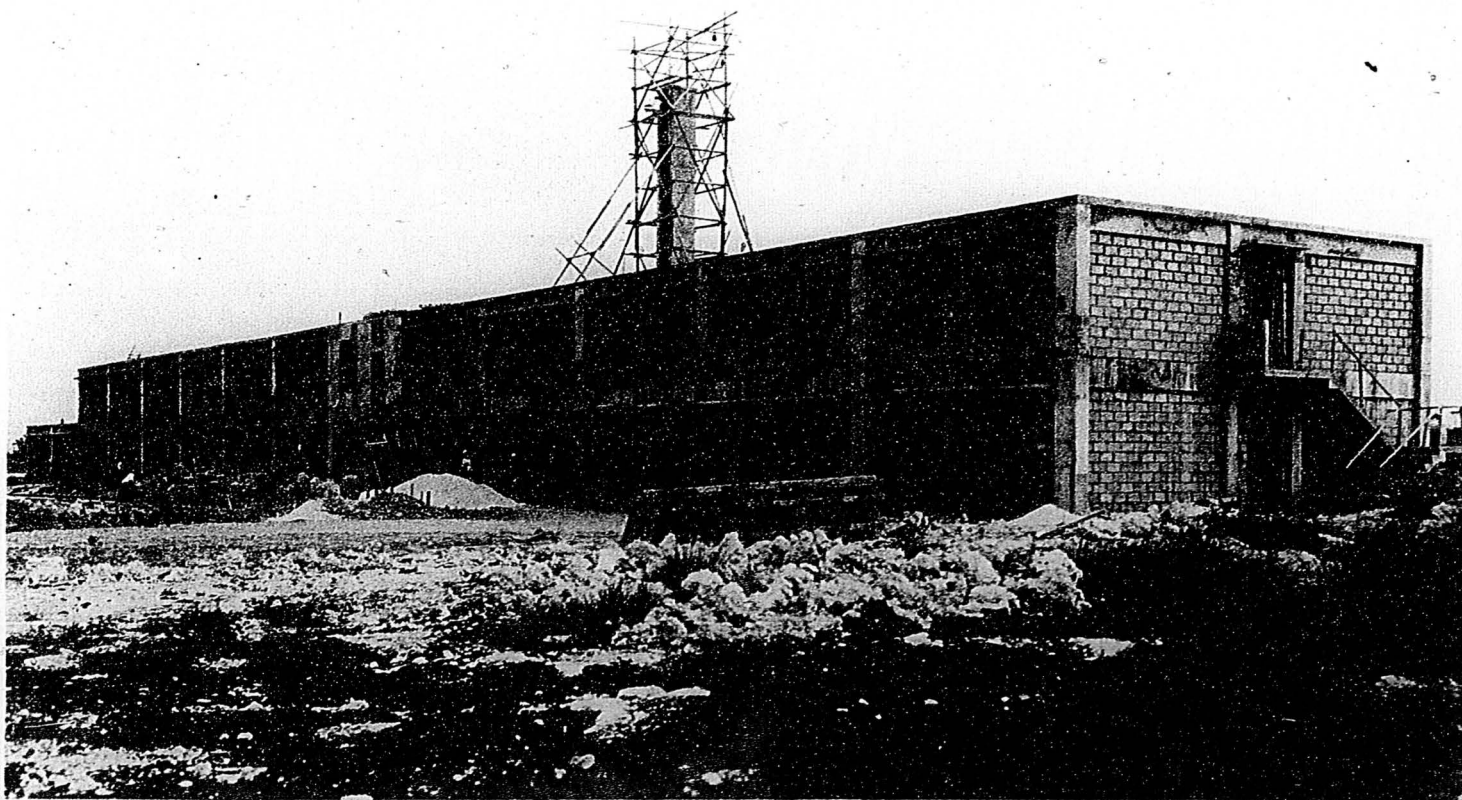
PHOTO NR:

3023-2

DATE:

21 April 1955

2045



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Kokuba Gumi

CONTRACT NR: FEC-530

LINE ITEM NR. AND PROJECT DESCRIPTION: 1-7

AFSS Facilities

% PROJECT COMPLETED: 50%

PHOTO DESCRIPTION:

Barracks & Administration Bldg.

LOCATION:

Onna Point

CONSTRUCTION DIRECTIVE:

AFSS-51-53-1

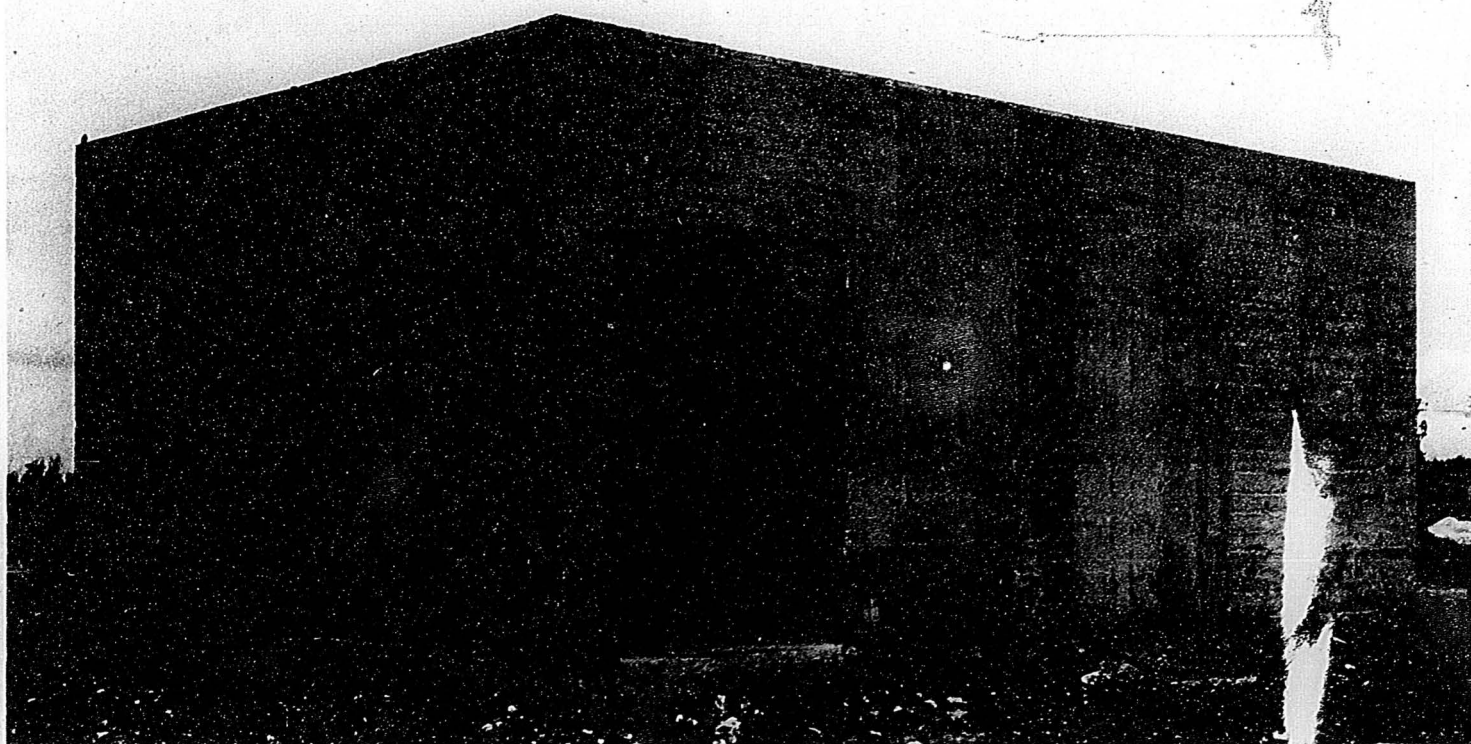
PHOTO NR:

3022-2

DATE:

21 April 1955

2046



CONSTRUCTION AGENCY:
OKINAWA ENGINEER DISTRICT

CONTRACTOR Kokuba Gumi

CONTRACT NR FEC- 530

LINE ITEM NR AND PROJECT DESCRIPTION: 1-9

AFSS Facilities

% PROJECT COMPLETED: 50%

PHOTO DESCRIPTION:

Record Vault Building

LOCATION:
Onna Point

CONSTRUCTION DIRECTIVE:

AFSS-51-53-1

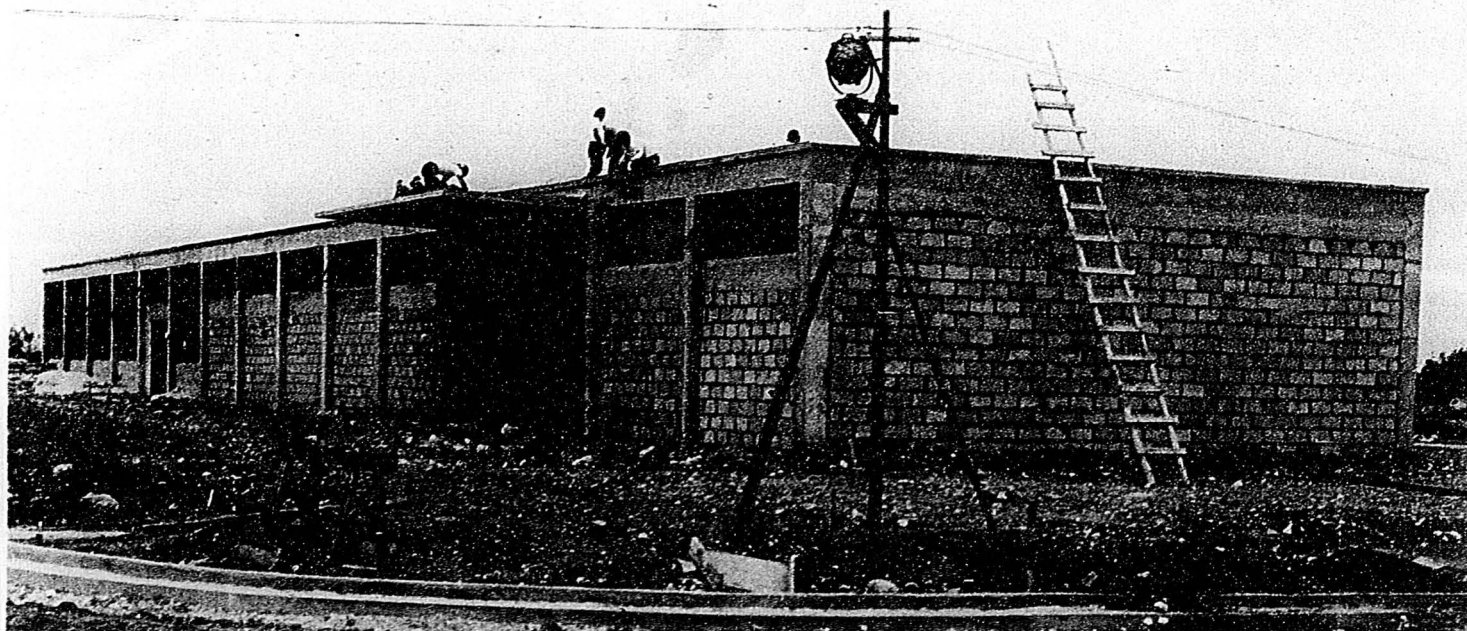
PHOTO NR:

3026-2

DATE:

21 April 1955

2047



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Kokuba Gumi

CONTRACT NR FEC-530

LINE ITEM NR AND PROJECT DESCRIPTION: 1-6
AFSS Facilities

% PROJECT COMPLETED: 50%

PHOTO DESCRIPTION

Warehouse Utilities Bldg.

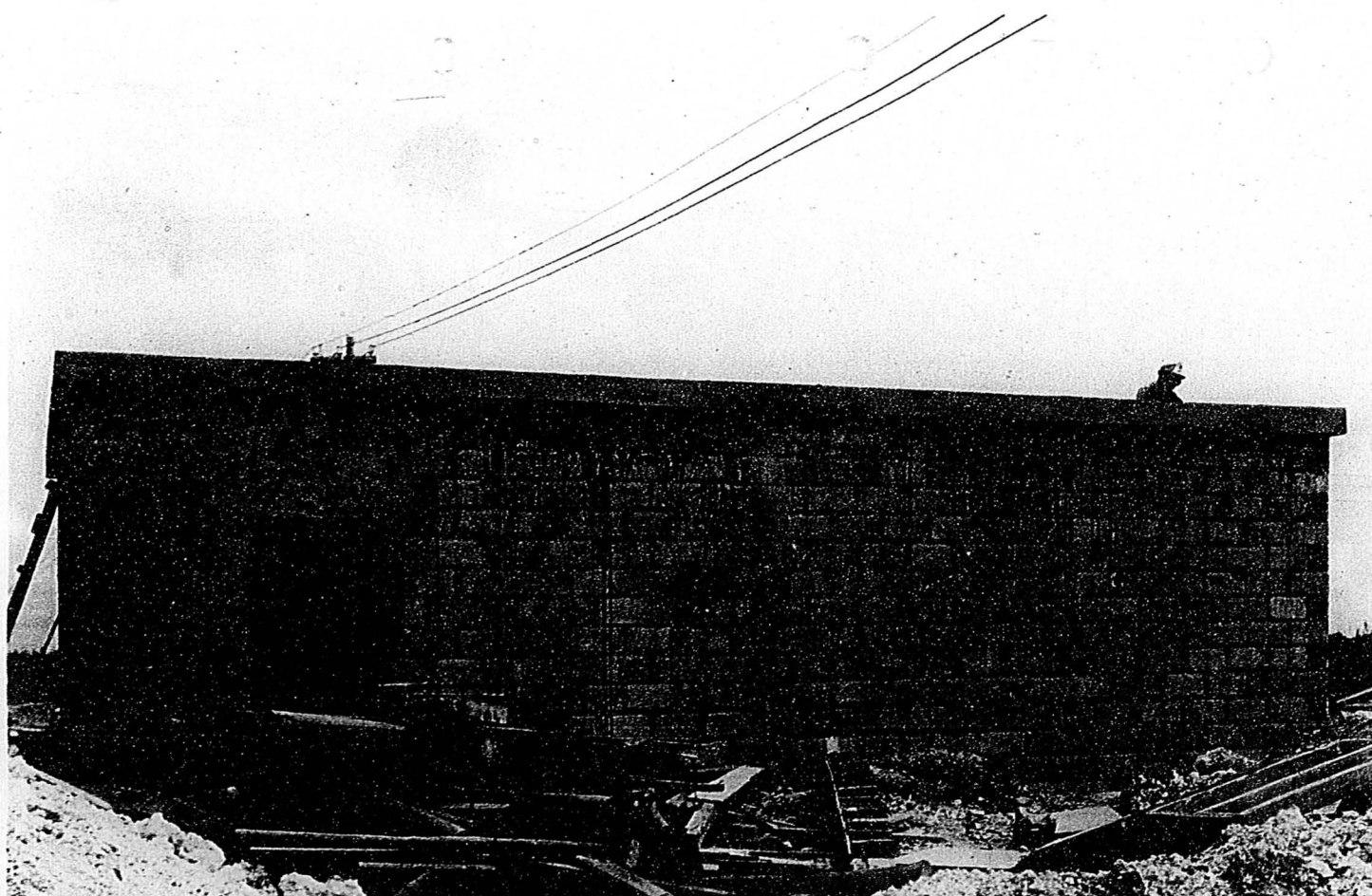
LOCATION:
Onna Point

CONSTRUCTION DIRECTIVE:
AFSS-51-53-1

PHOTO NR:
3027-2

DATE: 21 April 1955

2048



CONSTRUCTION AGENCY:
OKINAWA ENGINEER DISTRICT

LINE ITEM NR. AND PROJECT DESCRIPTION: 1-10
AFSS Facilities

LOCATION:
Onna Point

CONTRACTOR:
Kokuba Gumi

% PROJECT COMPLETED: 50%

CONSTRUCTION DIRECTIVE:
AFSS-51-53-1

PHOTO DESCRIPTION:

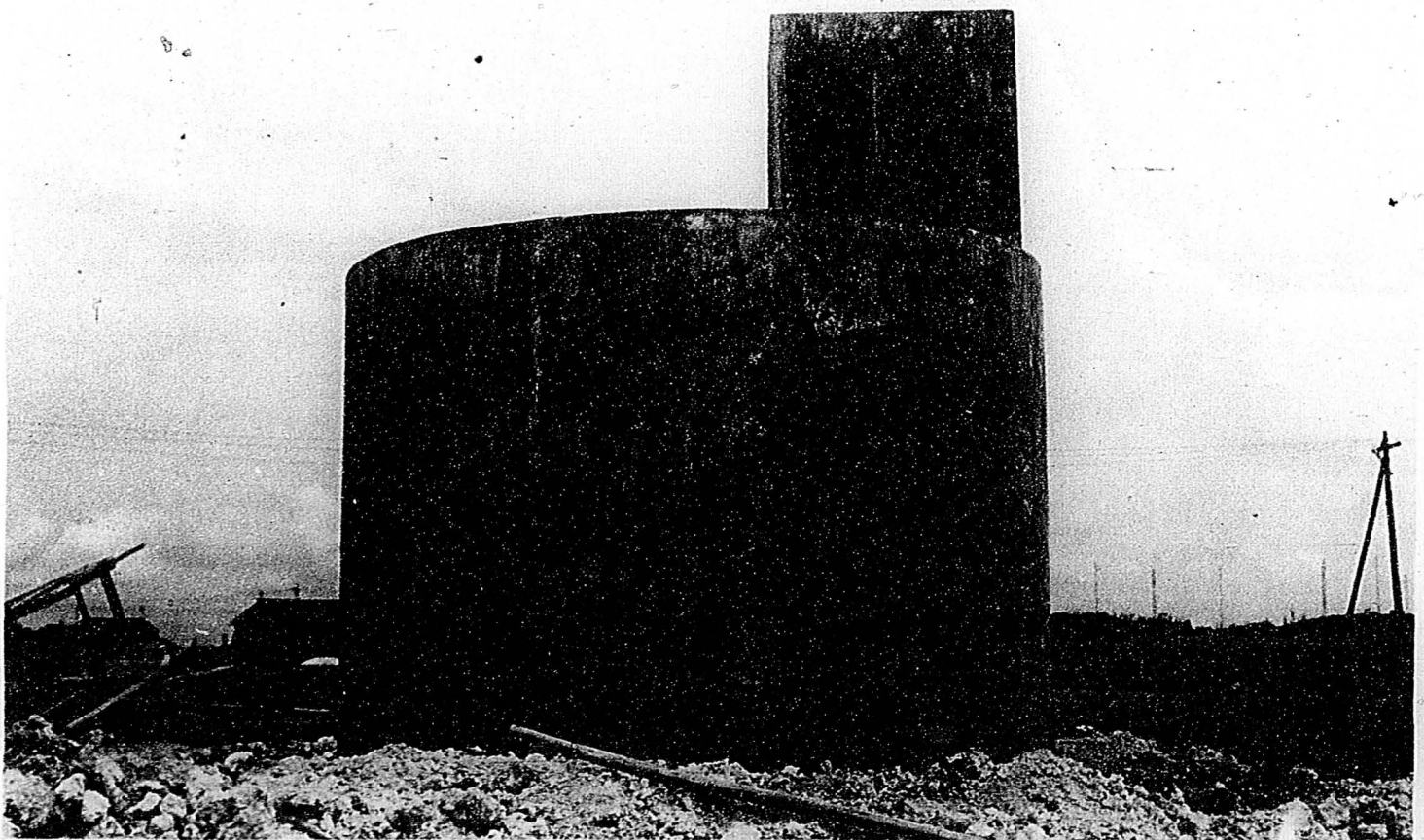
PHOTO NR:
3024-2

CONTRACT NR FEC-530

Hydro Pneumatic Pump House

DATE:
21 April 1955

2049



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR: **Kokuba Gumi**

CONTRACT NR: **FEC-530**

LINE ITEM NR. AND PROJECT DESCRIPTION: **1-10**

AFSS Facilities

% PROJECT COMPLETED: **50%**

PHOTO DESCRIPTION:

~~Septic Tank~~
STORAGE RESERVOIR, WATER
12,500 GAL. CAP.

LOCATION:
Onna Point

CONSTRUCTION DIRECTOR: **AFSS-51-53-1**

PHOTO NR:
3025-2

DATE:
21 April 195

2050



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR Kokuba Gumi

CONTRACT NR FEC-530

LINE ITEM NR. AND PROJECT DESCRIPTION: 1-3
AFSS Facilities

% PROJECT COMPLETED: 50%

PHOTO DESCRIPTION:
Gate House

LOCATION:
Onna Point

CONSTRUCTION DIRECTIVE:
AFSS-51-53-1

PHOTO NR
3021-2

DATE 21 April 1955



CONSTRUCTION AGENCY:
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Sugawara Kensetsu

CONTRACT NR FEC- 670

LINE ITEM NR. AND PROJECT DESCRIPTION: 1-2
(1) Power Bldg. for AFSS Facilities

% PROJECT COMPLETED: 0%

PHOTO DESCRIPTION: Proposed site for (1)
Power Bldg. for AFSS Facilities.

LOCATION: CHNB

CONSTRUCTION DIRECTIVE
CH1-A1-52-2

PHOTO NR
5486-1

DATE 20 June 1955

LIST OF PERMANENT STRUCTURES COMPLETED

NAHA AIR BASE

1 April 1955 Through 30 June 1955

LIST OF PERMANENT STRUCTURES COMPLETED

NAHA AIR BASE

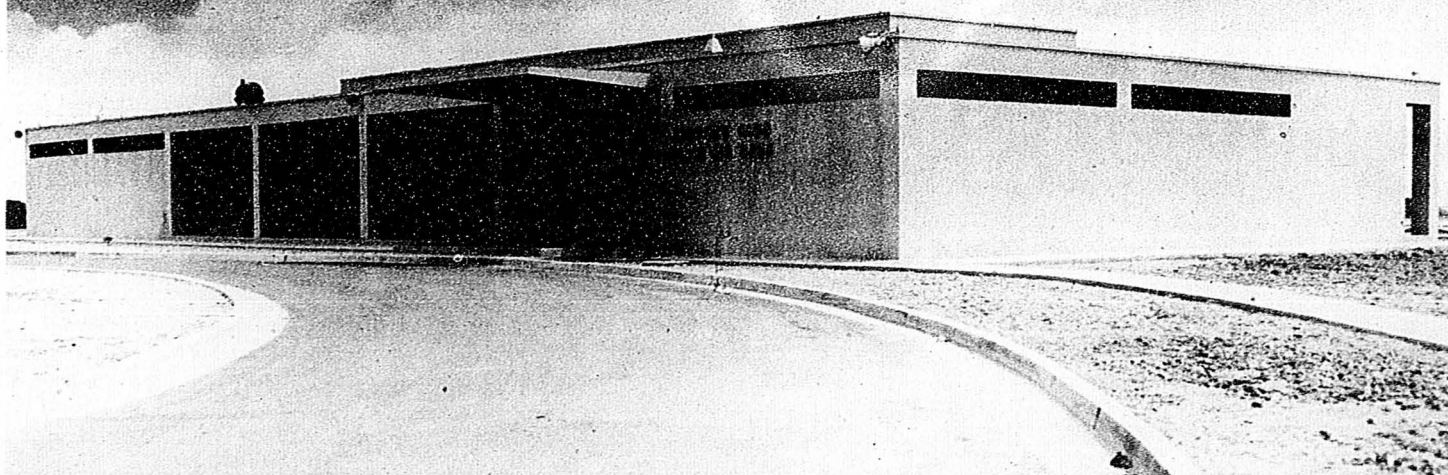
1 April 1955 Through 30 June 1955

<u>PROJECT</u>	<u>NOTICE TO PROCEED</u>	<u>DATE COMPLETED</u>
FEC-474 <u>Matsumoto Gumi</u> : (1) Administration Bldg., (1) Maintenance and Transmitter Bldg., (1) Supply Storage Bldg. (NAF). (Defaulted).	24 March 1954	Jun 1955
FEC-491 <u>Kokuba Gumi</u> : (1) Airmen's Club Bldg., (1) Post Exchange-Commissary Bldg.	7 May 1954	Jun 1955
FEC-509 <u>Zenitaka Gumi</u> : (2) Wing Hangars Nos. 1 & 2, (1) Toilet and Transmitter Bldg. and exterior utilities (Navy).	22 Jun 1954	Jun 1955
FEC-510 <u>Taisei Construction Company</u> : (1) Automotive Maintenance Bldg. and exterior utilities.	8 Jun 1954	10 Apr. 1955

PHOTOGRAPHS OF PERMANENT STRUCTURES COMPLETED

NAHA AIR BASE

1 April 1955 thru 30 June 1955



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR Kokuba Gumi

CONTRACT NO. FEC-491

LINE ITEM NO. AND PROJECT DESCRIPTION: 11
Const. of (1) Airmen's Club Bldg., & (1)
PX-Commissary Bldg.

% PROJECT COMPLETED: 100%

PHOTO DESCRIPTION: Front view of the
completed Airmen's Club.

LOCATION: Naha Air Base

CONSTRUCTION DIRECTIVE

OKI-AIR-52-2

PHOTO NO. 5406-3

DATE 1 July 1955



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Kokuba Gumi

CONTRACT NR FEC-491

LINE ITEM NR AND PROJECT DESCRIPTION: 33-10
Const. of (1) Airmen's Club & (1)
PX-Commissary Bldg.

% PROJECT COMPLETED 100%

PHOTO DESCRIPTION View of the completed PX-
Commissary Bldg. Far left is the Commissary
& at right is the Post Exchange Bldg.

LOCATION: Naha Air Base

CONSTRUCTION DIRECTIVE:

OKI-AIR-52-2

PHOTO NR: 5047-3-1

DATE: 1 July 1955



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Kokuba Gumi

CONTRACT NR: FEC- 491

LINE ITEM NR. AND PROJECT DESCRIPTION: 33-10
Const. of (1) Airmen's Club & (1)
PX-Commissary Bldg.

% PROJECT COMPLETED: 100%

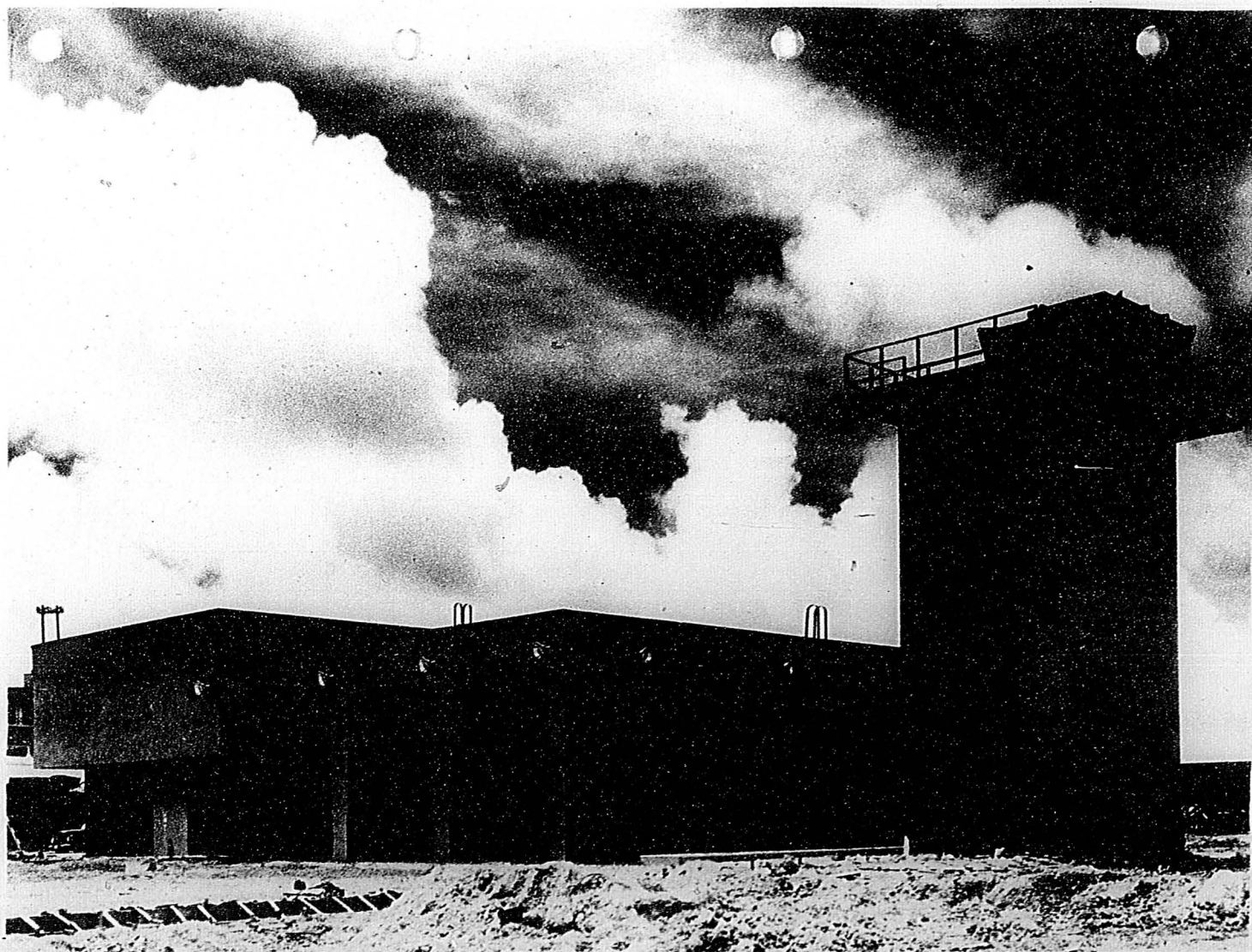
PHOTO DESCRIPTION: Interior shot of the completed
PX-Commissary Bldg., showing lighting fixtures,
shelves for can goods and meat counter at left, etc.
Door at far left opens to the Post Exchange Bldg.

LOCATION: Naha Air Base

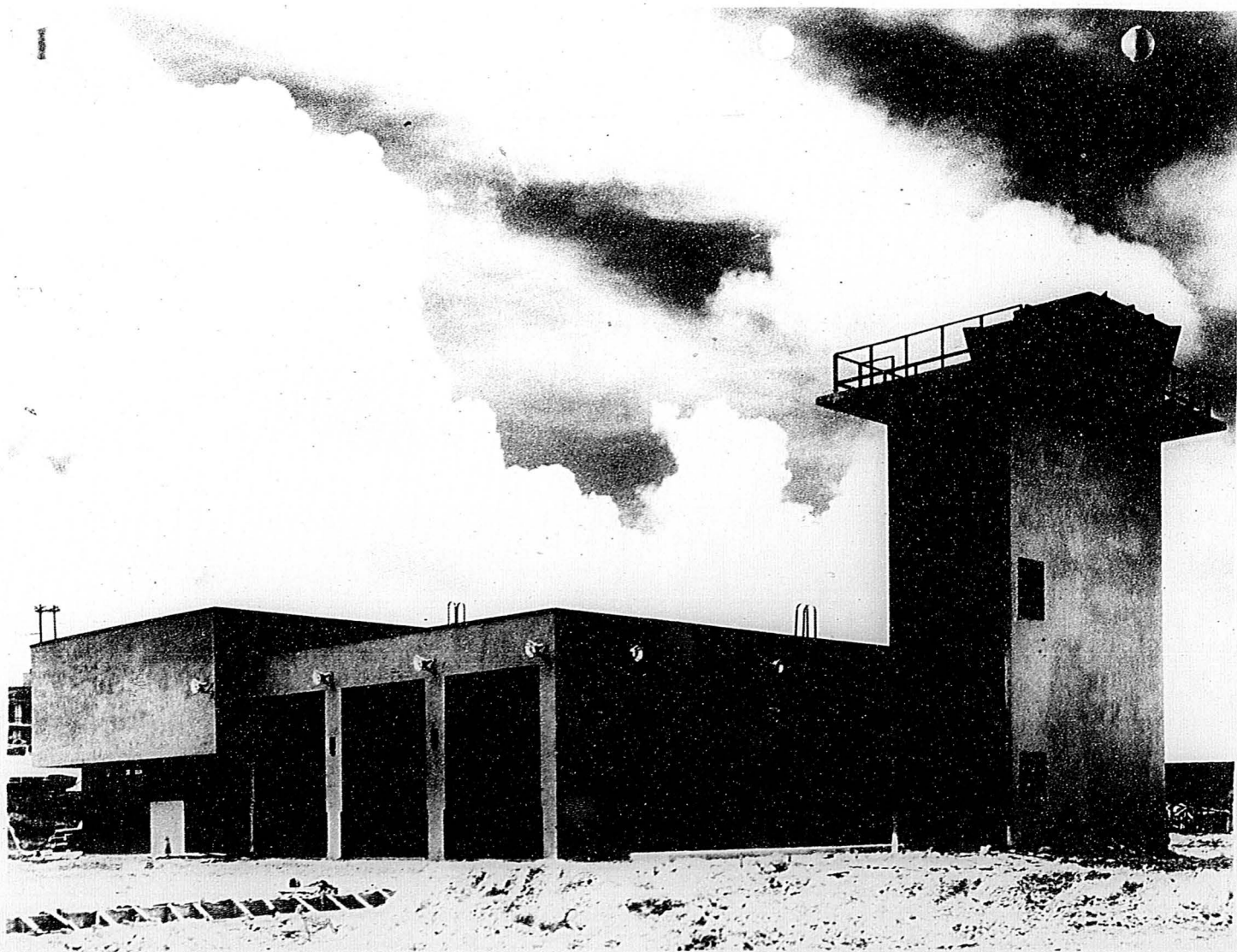
CONSTRUCTION DIRECTIVE:
OKI-AIR-52-2

PHOTO NR: 5047-3-2

DATE: 1 July 1955



2059

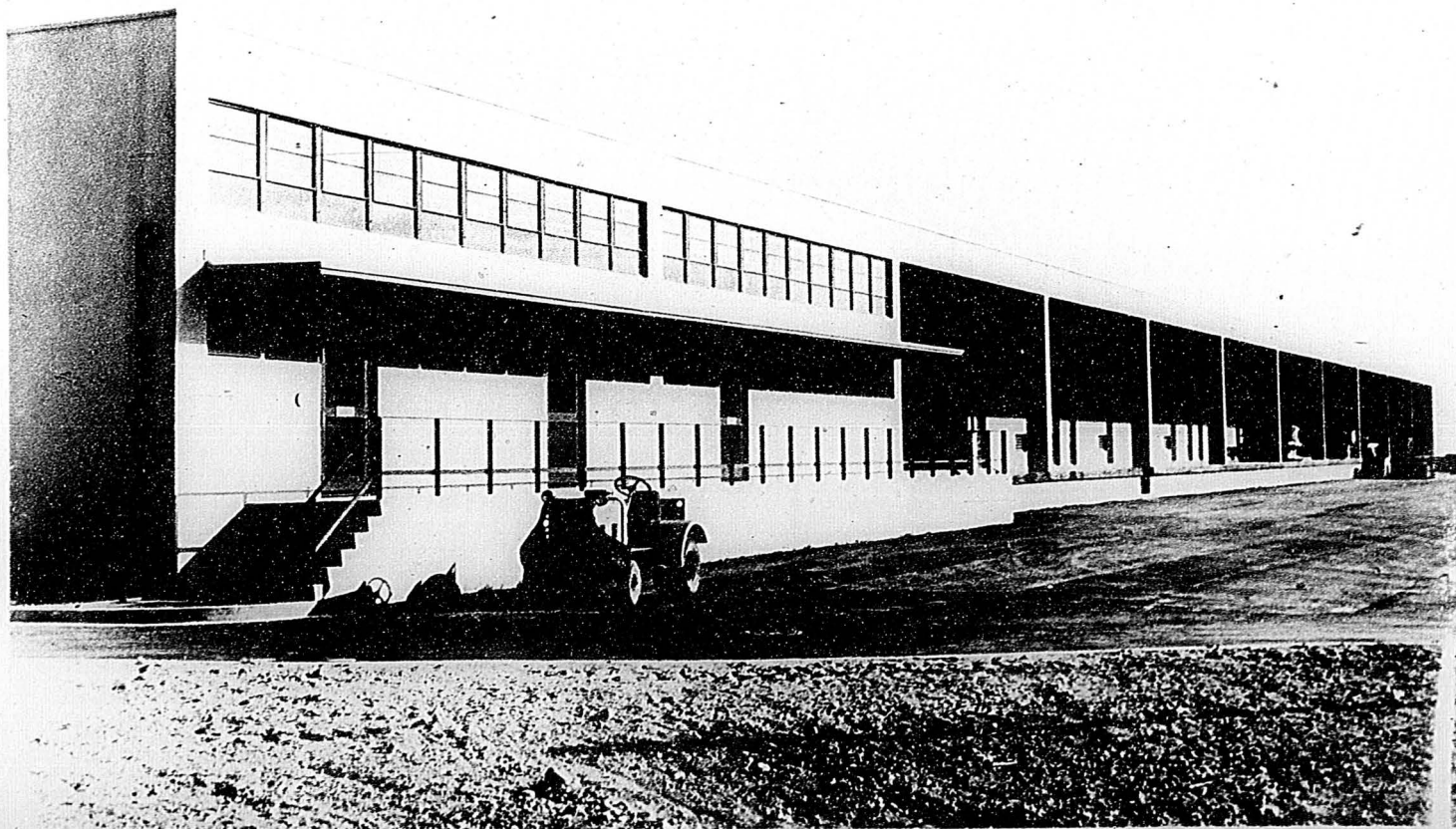


2060

Crash Fire Station -- Naha Air Base

3 June 1955





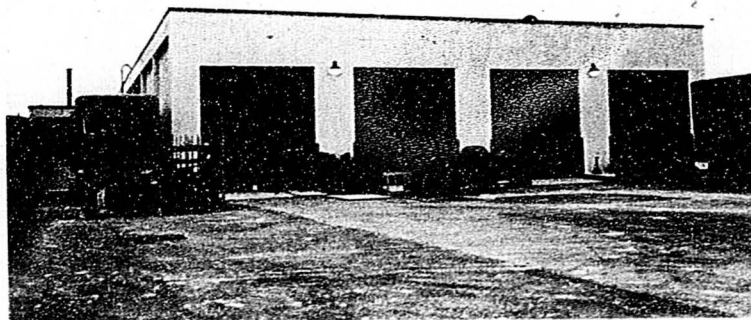
2062

GENERAL WAREHOUSE DATA AB

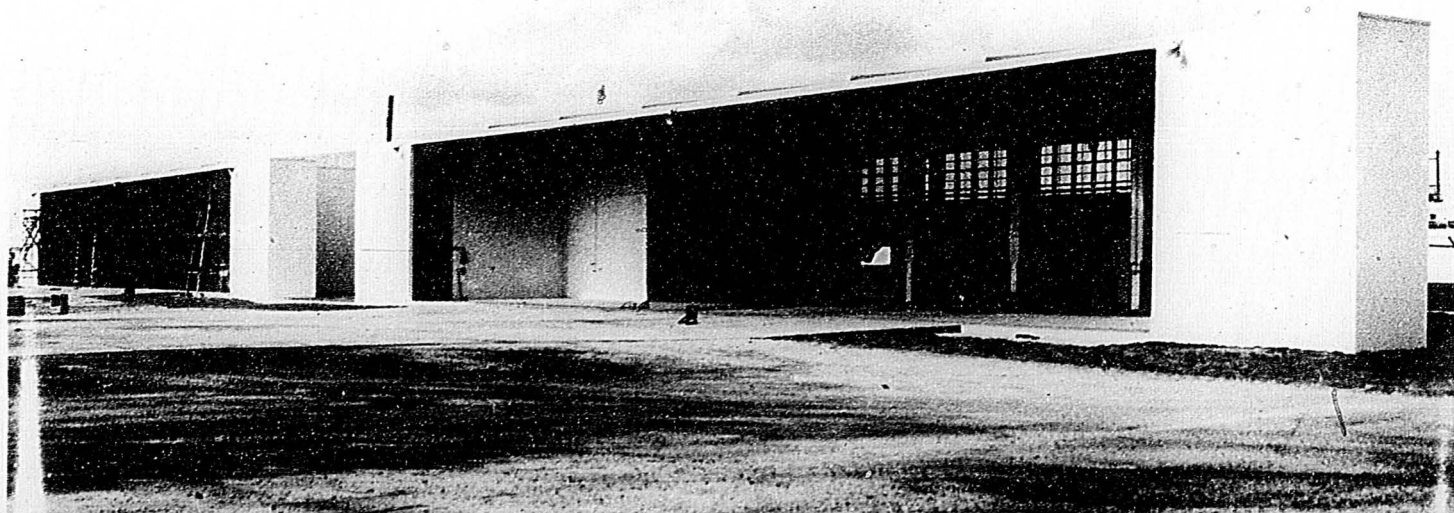
GENERAL
WAREHOUSE
DATA
AB

General Warehouse
Naha AB

2063



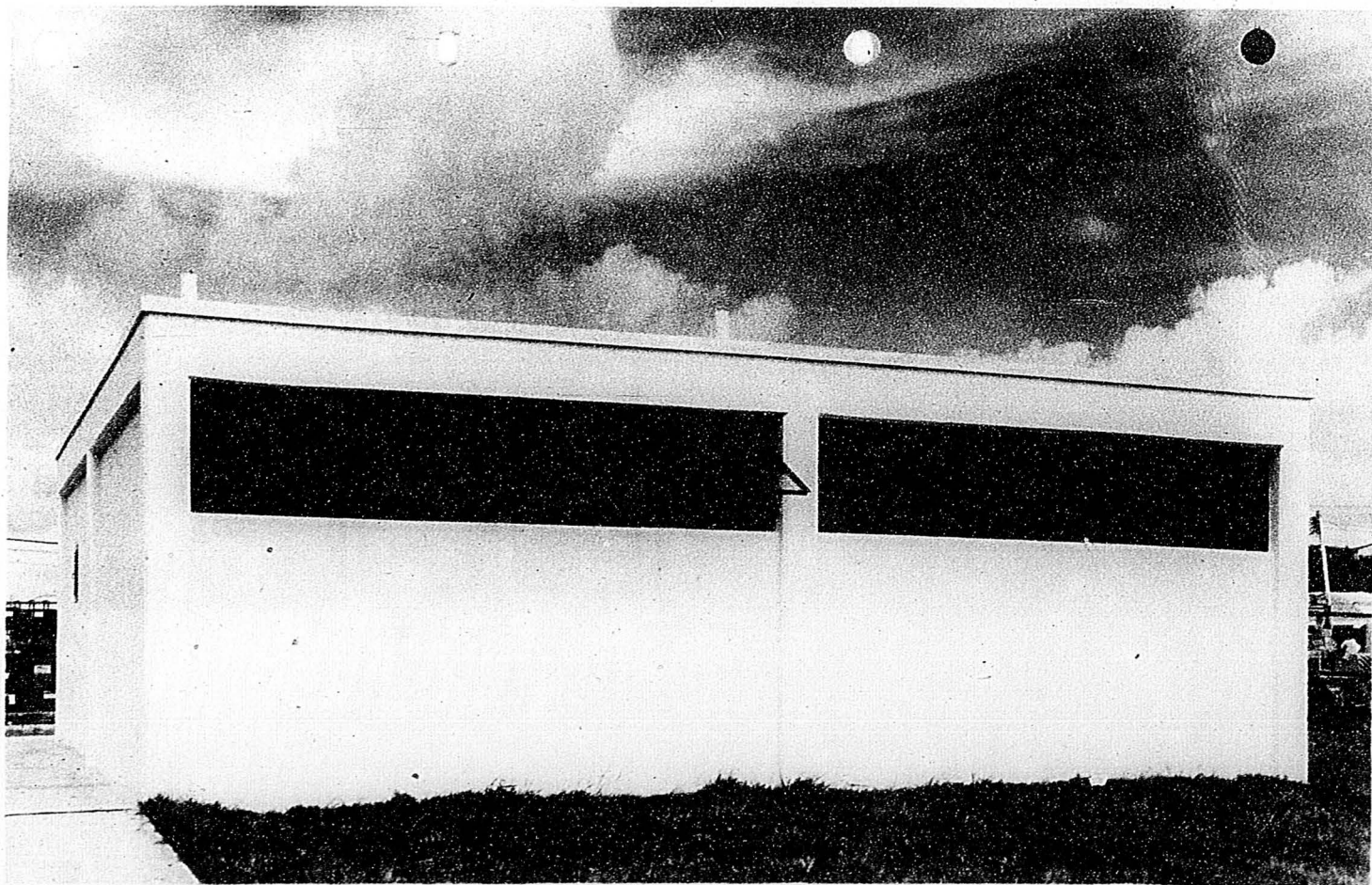
CONSTRUCTION AGENCY CHINA ENGINEER DISTRICT	LINE ITEM NO. AND PROJECT DESCRIPTION Automotive Maint. Building & Ext. Utilities	LOCATION BAGB AIR BASE
CONTRACTOR Tahel Construction Co.	% PROJECT COMPLETED 100%	CONSTRUCTION DIRECTIVE L11-427-1-1
CONTRACT NO. FEC-516	PHOTO DESCRIPTION Automotive Maint. Building	PHOTO NO. 1057-3
		DATE 12 April 1958



2065

Navy Wing Hangar -- Naha Air Base

3 June 1955



CONSTRUCTION AGENCY:
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Zenitaka Gumi

CONTRACT NR: FEC-509

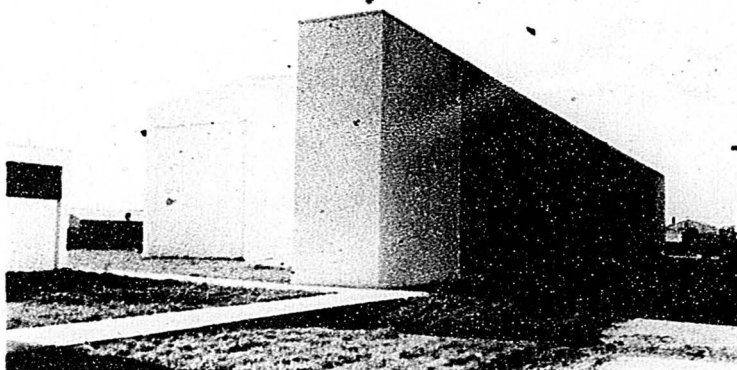
LINE ITEM NR AND PROJECT DESCRIPTION: 2
Const. of (2) Wing Hangars Nr. 1 & 2 &
Toilet & Transformer Bldg. (Navy)
% PROJECT COMPLETED: 100%

PHOTO DESCRIPTION: View of the completed
Toilet & Transformer Bldg. for Naval
Air Facilities.

LOCATION: Naha Air Base

CONSTRUCTION DIRECTIVE:
OKI-AIR-52-3 (Navy)
PHOTO NR: 5065-3

DATE: 1 July 1955



<p>CONSTRUCTION AGENCY: OKINAWA ENGINEER DISTRICT</p> <p>CONTRACTOR: <i>Denitoku Gumi</i></p> <p>CONTRACT NR: FEC-506</p>	<p>LINE ITEM NR AND PROJECT DESCRIPTION: 2 (a) Wing Hangars Tr. 1 & 2, (1) Toilet & Trans Bldg. & Ext. Bldg.</p> <p>% PROJECT COMPLETED: 100</p> <p>PHOTO DESCRIPTION: One of the two completed 1st Hangar for Naval Air Facilities.</p>	<p>LOCATION: Naval Air Base</p> <p>CONSTRUCTION ORIGINATOR: NAI-AIR-52-3(Navy)</p> <p>PHOTO NR: 5777-3</p> <p>DATE: 20 June 1955</p>
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LIST OF PERMANENT STRUCTURES IN PROGRESS

NAHA AIR BASE

1 April 1955 Through 30 June 1955

LIST OF PERMANENT STRUCTURES IN PROGRESS
NAHA AIR BASE
1 April 1955 Through 30 June 1955

<u>PROJECT</u>	<u>NOTICE TO PROCEED</u>
FEC-203 <u>Kinjo Construction Co.</u> : (1) Radio and Radar Repair Shop, (1) Photo Lab. Bldg. and over-all site grading.	17 Mar 1953
FEC-322 <u>Sanko Kensetsu</u> : (2) Enlisted Men's Barracks (Nos. 712 and 713) for Naval Air Facility.	13 Oct 1953
FEC-382 <u>Kokuba Gumi</u> : Maintenance Hangar	24 Dec 1953
FEC-395 <u>Sanko Kensetsu</u> : (1) Base Operations Bldg., (1) Combined Crash and Structural Fire Station, (1) Cold Storage and Meat Cutting Plant.	15 Mar 1954
FEC-463 <u>Sanko Kensetsu</u> : J-Site Facilities at Kume Jima and Yae Take (Phase II).	10 May 1954
FEC-464 <u>Kokuba Gumi</u> : J-Site Facilities at Okino-Erabu Shima and Yuza Dake (Phase II).	7 May 1954
FEC-479 <u>Sanko Kensetsu</u> : J-Site Facilities at Miyako Jima (Phase II).	4 May 1954
FEC-495 <u>Taisei Const. Co.</u> : ADCC Bldg. and exterior utilities.	20 May 1954
FEC-524 <u>Shimato Kensetsu</u> : (1) Theater Bldg., (1) Base Chapel Bldg., (1) Wing Headquarters Bldg., and exterior utilities for Post Exchange-Commissary Bldg.	26 Jul 1954
FEC-526 <u>Judensha Company</u> : (1) AIO Shop; (1) AIO Warehouse Bldg.	20 Aug 1954
FEC-533 <u>Kokuba Gumi</u> : (1) 184-Man Barracks, No. 123, and exterior utilities.	1 Sep 1954
FEC-557 <u>Taisei Const. Co.</u> : (1) Officers' Dining Hall	14 Dec 1954
FEC-632 <u>Vinnell Corp.</u> : Air Police Hq. Bldg.	22 Apr 1955

PROJECT

NOTICE TO PROCEED

FEC-635 Taisei Const. Co.: (1) Tactical Group
Hq. Bldg., (1) Air Base Group Hq. Bldg.

17 Mar 1955

FEC-649 Tetsumoto Kogyo: Completion of Plumb-
ing and Heating for (1) Admin. Bldg., (1)
Maint. Bldg., (1) Supply and Storage Bldg.

28 Mar 1955

FEC-651 Laneco, Inc.: Fighter Hydrant Fuel-
Defuel System-Jet.

30 Mar 1955

FEC-657 Sanshin Kogyo Company, Ltd.: Re-
construction and Surfacing of (2) Existing
Roadways; Construction of (2) Concrete
hardstands; and installation of (2)
electric supply systems for mobile GCA
units.

4 Jan 1955

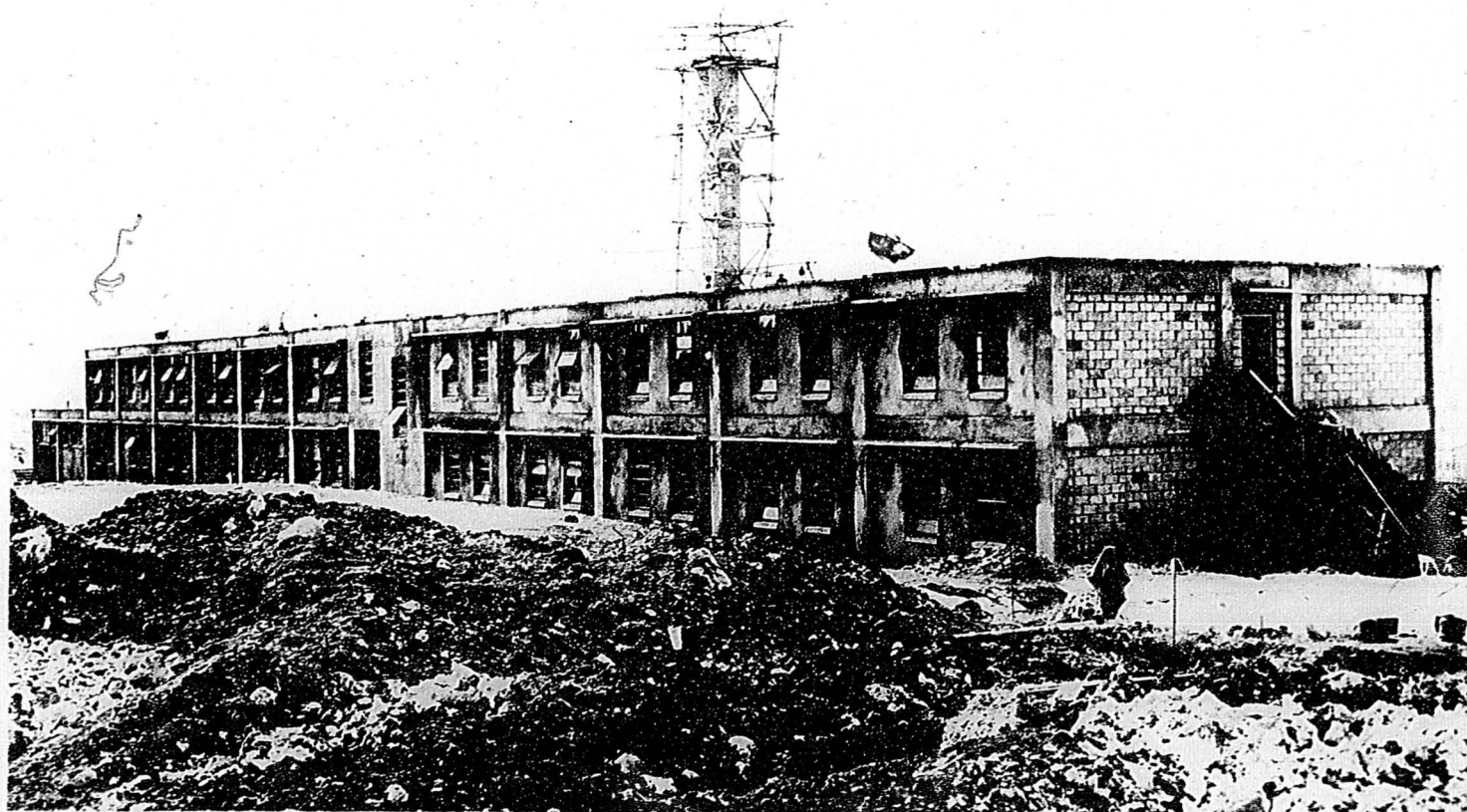
FEC-665 Consolidated Contractors: 430
Family Housing Units.

28 Jun 1955

PHOTOGRAPHS OF PERMANENT STRUCTURES IN PROGRESS

NAHA AIR BASE

1 April 1955 thru 30 June 1955



CONSTRUCTION AGENCY:
OKINAWA ENGINEER DISTRICT

CONTRACTOR Kokuba Gumi

CONTRACT NR. FEO-464

LINE ITEM NR AND PROJECT DESCRIPTION: 30-2
J-Sites Facilities (Phase II)

% PROJECT COMPLETED: 50%

PHOTO DESCRIPTION:

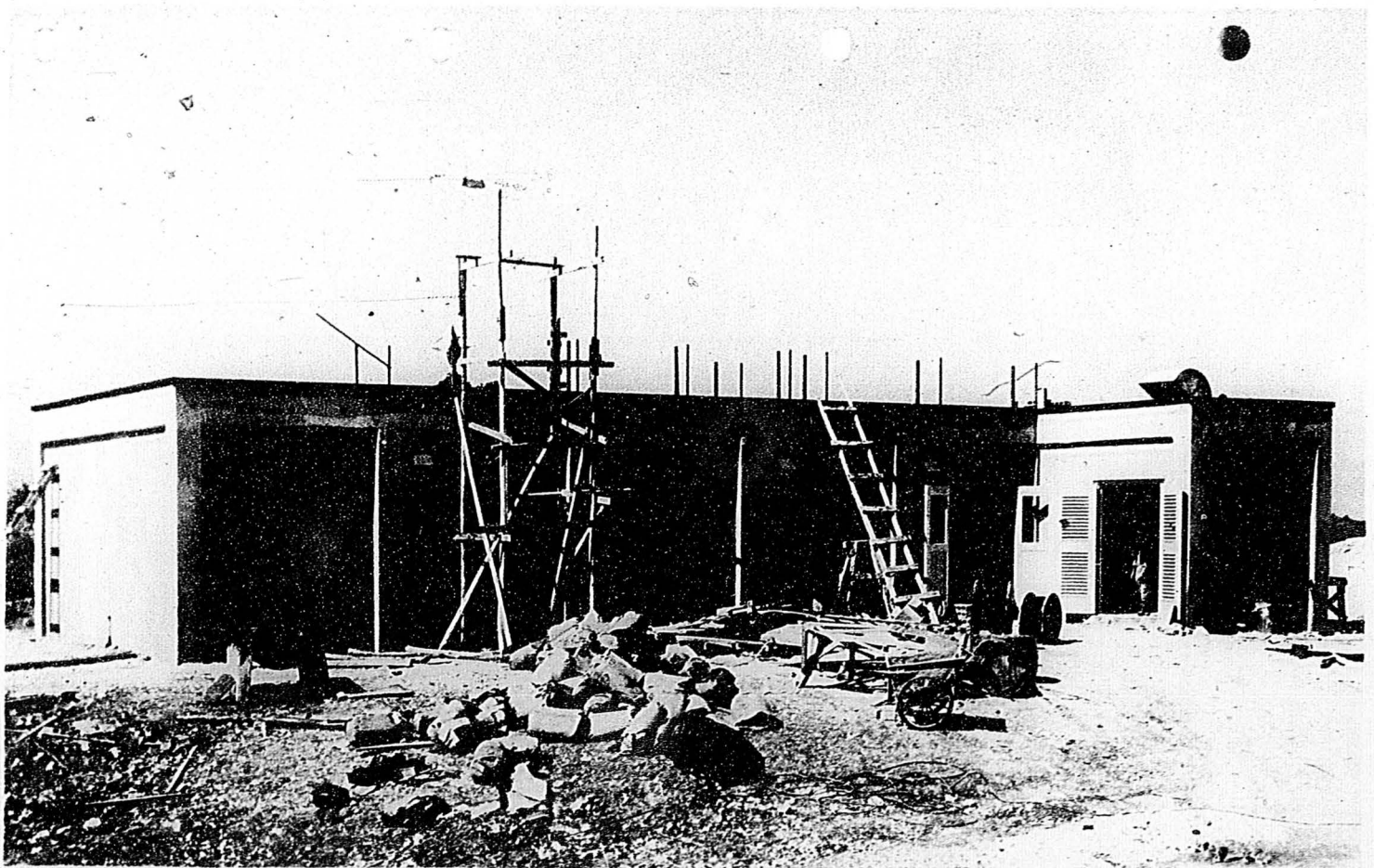
Dormitory & Mess

LOCATION:
Yozadake

CONSTRUCTION DIRECTIVE:
Oki-Air-52-2

PHOTO NR:
5374-2

DATE:
5 April 1955



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Kokuba Gumi

CONTRACT NH FEC-464

LINE ITEM NR. AND PROJECT DESCRIPTION: 30-2
J-Sites Facilities (Phase II)

% PROJECT COMPLETED: 50%

PHOTO DESCRIPTION:

Receiver Building

LOCATION:

Yozadake

CONSTRUCTION DIRECTIVE:

Oki-Air-52-2

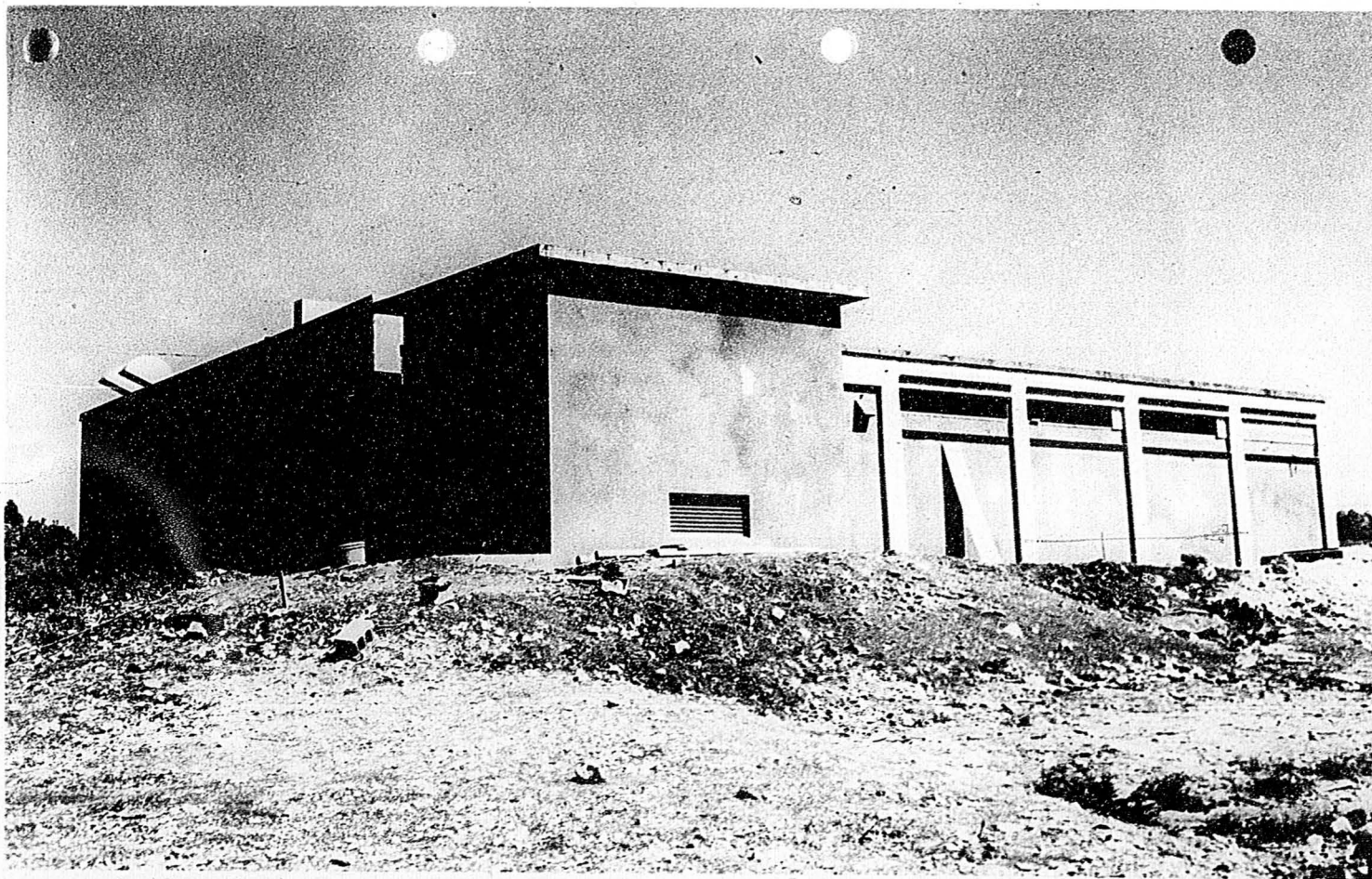
PHOTO NR:

5381-2

DATE

5 April 1955

2074



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR Kokuba Gumi

CONTRACT NR FEC-464

LINE ITEM NR AND PROJECT DESCRIPTION 30-2
J-Sites Facilities (Phase II)

% PROJECT COMPLETED 50%

PHOTO DESCRIPTION
Transmitter Building

LOCATION:
Yozadake

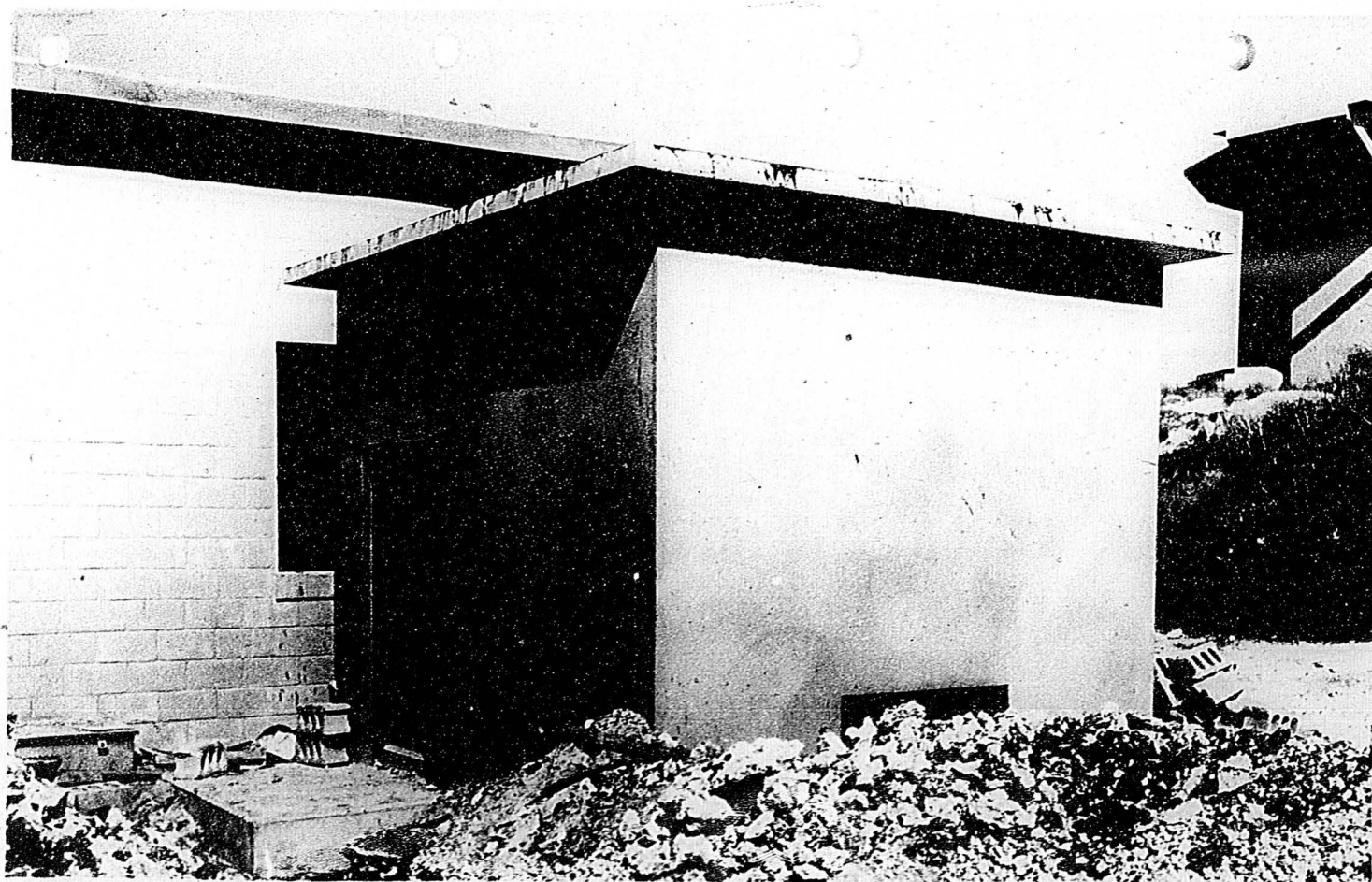
CONSTRUCTION DIRECTIVE

Oki-Air-52-2

PHOTO NR
5376-2

DATE
5 April 1955

2075



CONSTRUCTION AGENCY:
OKINAWA ENGINEER DISTRICT

CONTRACTOR Kokuba Gumi

CONTRACT NR FEC-464

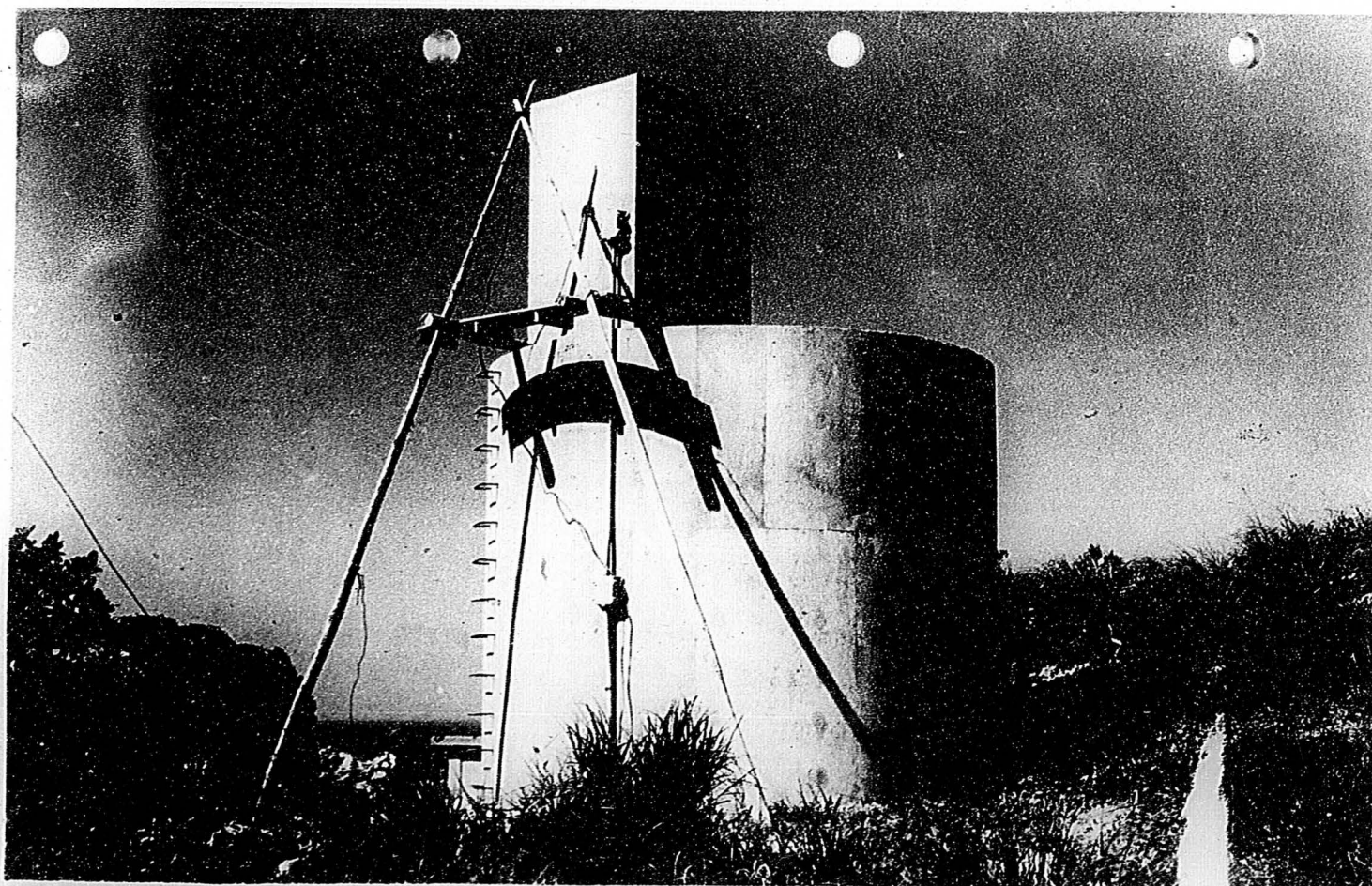
LINE ITEM NR AND PROJECT DESCRIPTION: 30-2
J-Sites Facilities (Phase II)

% PROJECT COMPLETED 50%

PHOTO DESCRIPTION:
Transformer Building

LOCATION:
Yozadake
CONSTRUCTION DIRECTIVE:
Oki-Air-52-2
PHOTO NR:
5371-2
DATE:
5 April 1955

2076



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Kokuba Gumi

CONTRACT NR FEC- 464

LINE ITEM NR. AND PROJECT DESCRIPTION: 30-2
J-Sites Facilities (Phase II)

% PROJECT COMPLETED: 50%

PHOTO DESCRIPTION:

Water Storage Reservoir

LOCATION:
Yozadake
CONSTRUCTION
Oki-Air-

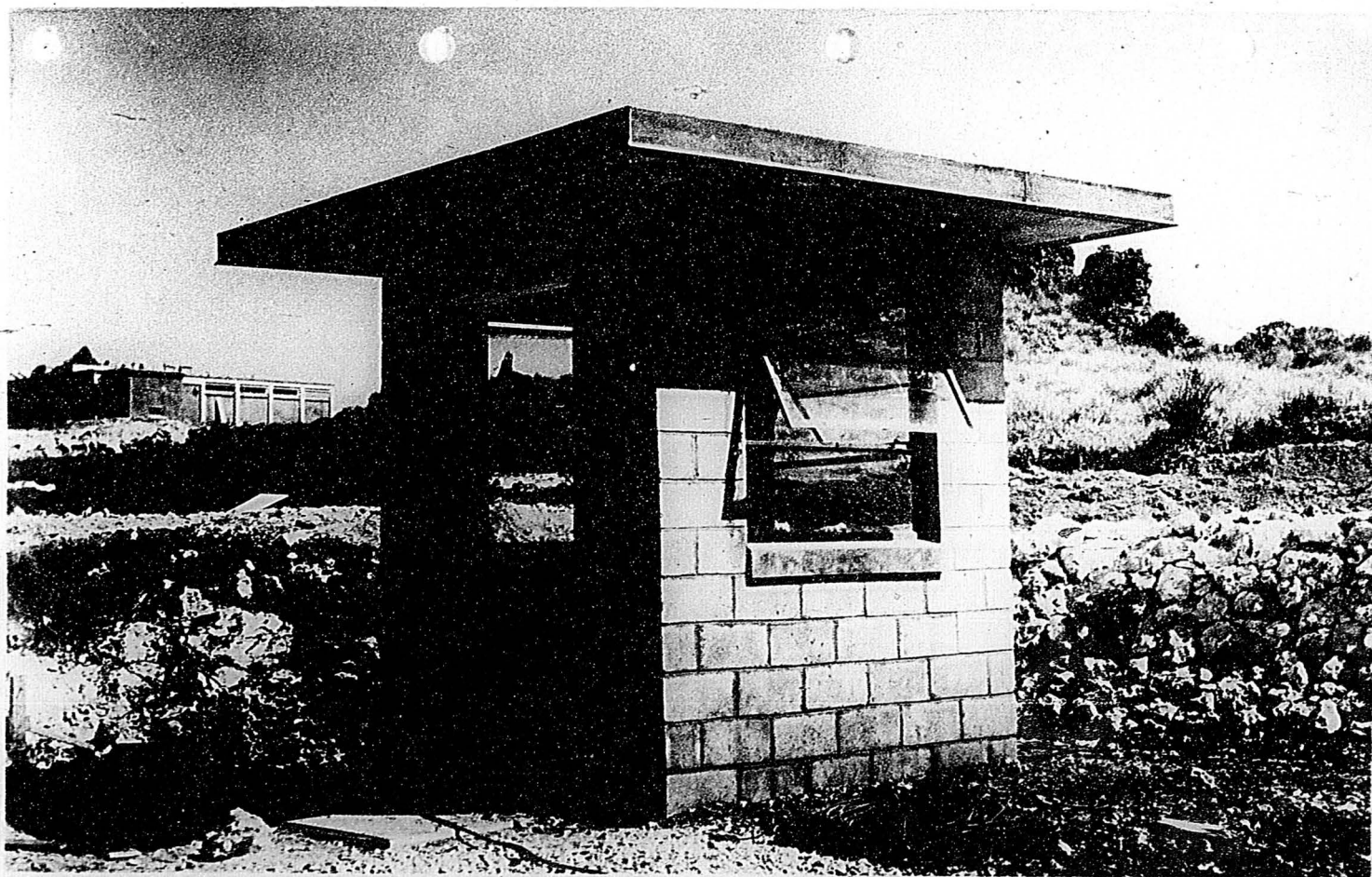
ATIVE:

2

PHOTO NR:
5373-2

DATE:
5 April 1955

2077



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR Kokube Gumi

CONTRACT NR FEC-464

LINE ITEM NR AND PROJECT DESCRIPTION 30-2
J-Sites Facilities (Phase II)

% PROJECT COMPLETED 50%

PHOTO DESCRIPTION

Sentry Box

LOCATION:

Yozadake

CONSTRUCTION DIRECTIVE:

Oki-Air-52-2

PHOTO NR

5378-2

DATE

5 April 1955



CONSTRUCTION AGENCY

OKINAWA ENGINEER DISTRICT

CONTRACTOR: Jandersha Co.

CONTRACT NR FEC-526

LINE ITEM NR AND PROJECT DESCRIPTION: 21 (1) Matecon

Bldg (1) Matecon-RATC Trans Bldg (1) Micro-Wave
Tower Bldg at NAB (1) AIO Shop (1) AIO Whse at
NAB (1) Trans Bldg & Power Bldg & Ext Util at
Deragava.

% PROJECT COMPLETED: 50%
PHOTO DESCRIPTION: Partly completed AIO Shop
at NAB.

LOCATION: Naha Air Base

CONSTRUCTION DIRECTIVE:

641-AIF-54-1

PHOTO NR:

5197-2-1

DATE: 20 June 1955



CONSTRUCTION AGENCY:

OKINAWA ENGINEER DISTRICT

CONTRACTOR: Judensha Co.

CONTRACT NR: FEC- 526

LINE ITEM NR. AND PROJECT DESCRIPTION: 20

(1) Matcon Bldg (1) Matcon-RATC Trans Bldg (1)
Micro-Wave Tower Bldg at KAB (1) AIO Shop (1)
(1) AIO Whse at NAB (1) Trans Bldg & Power

% PROJECT COMPLETED

50 %

PHOTO DESCRIPTION: Partly completed AIO Whse.
Bldg.

LOCATION: Naha Air Base

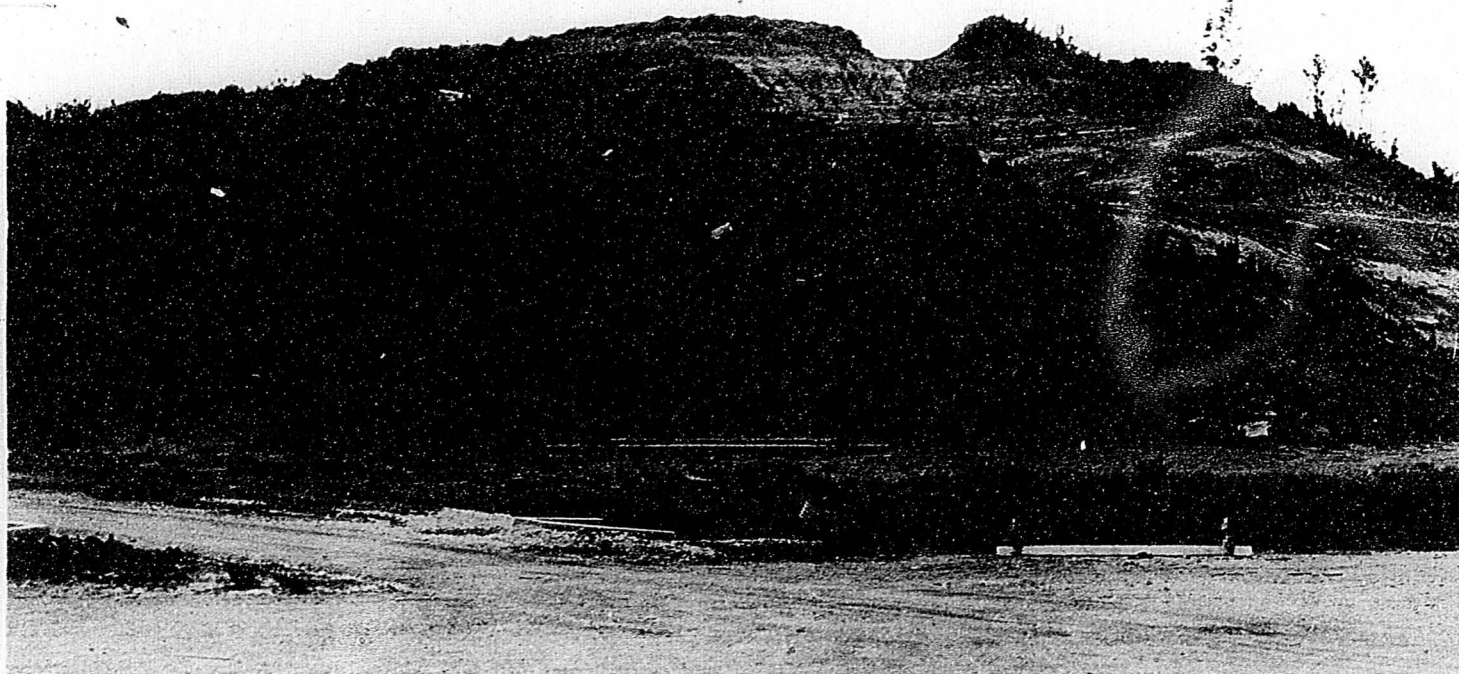
CONSTRUCTION DIRECTIVE:

OKI-AIF-54-1

PHOTO NR:

5197-2-2

DATE: 20 June 1955



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Laneco, Inc.

CONTRACT NR FEC-651

LINE ITEM NR. AND PROJECT DESCRIPTION: 1
Fighter Hydrant fuel-Defuel
System Jet.

% PROJECT COMPLETED: 0%

PHOTO DESCRIPTION: Proposed site for (1)
Transfer Pump House, incl. (2) vertical
600 GPM fuel pumps & motors

LOCATION: Naha Air Base

CONSTRUCTION DIRECTIVE:
C/1-Air-51-1

PHOTO NR: 5423-1

DATE: 16 May 1955



CONSTRUCTION AGENCY:
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Laneco, Inc.

CONTRACT NR: FEC- 651

LINE ITEM NR. AND PROJECT DESCRIPTION: 1
Fighter Hydrant fuel-Defuel
System-Jet.

% PROJECT COMPLETED: 0%

PHOTO DESCRIPTION: Proposed site for Hydrant f
Pump House No. 1 incl. (6) vertical 200
GPM fuel pumps & Hollow shaft motors

LOCATION: Naha Air Base

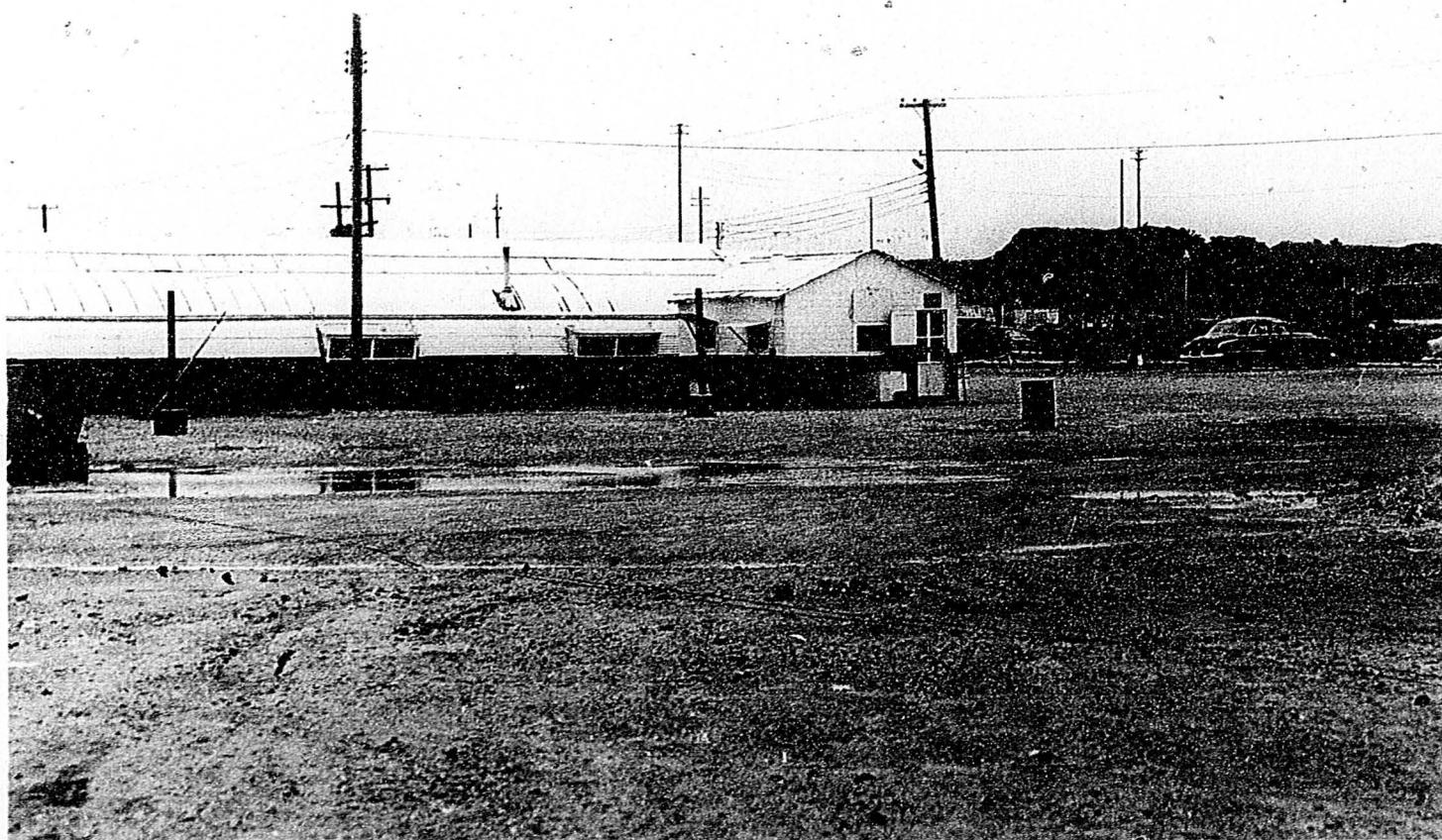
CONSTRUCTION DIRECTIVE:

OKI-Air-51-1

PHOTO NR: 5434-1

DATE: 16 May 1955

2082



CONSTRUCTION AGENCY:
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Laneco, Inc.

CONTRACT NR FEC- 651

LINE ITEM NR AND PROJECT DESCRIPTION: 1

Fighter Hydrant Fuel-Defuel
System-Jet.

% PROJECT COMPLETED: 0%

PHOTO DESCRIPTION: Proposed site for Hydrant
Pump House No. 2

LOCATION: Naha Air Base

CONSTRUCTION DIRECTIVE:

Ck1-Air-51-1

PHOTO NR 5435-1

DATE 16 May 1955

2085



CONSTRUCTION AGENCY:
OKINAWA ENGINEER DISTRICT

CONTRACTOR: Laneco, Inc.

CONTRACT NR FEC- 651

LINE ITEM NR. AND PROJECT DESCRIPTION: 1
Fighter Hydrant Fuel-Defuel
System-Jet.

% PROJECT COMPLETED: 0%

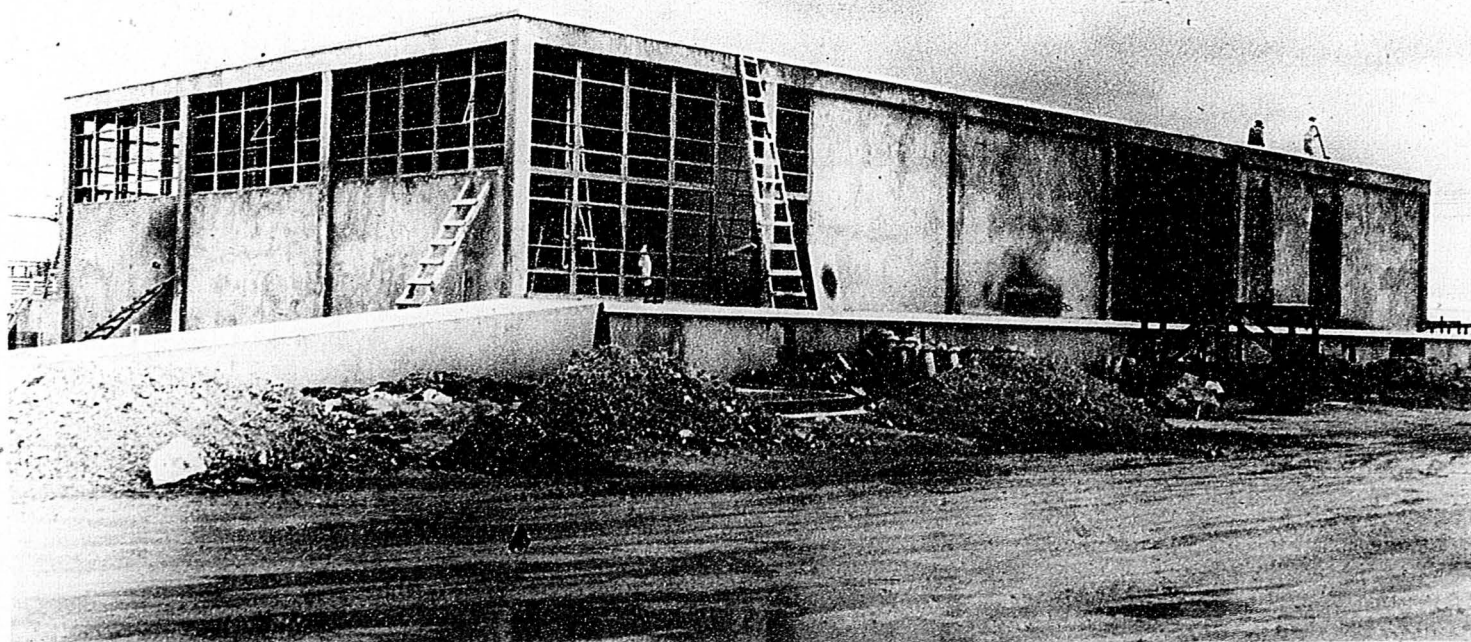
PHOTO DESCRIPTION: Proposed site for Hydrant
Pump House No.3

LOCATION: Naha Air Base

CONSTRUCTION DIRECTIVE:
Oki-Air-51-1

PHOTO NR: 5426-1

DATE 16 May 1955



CONSTRUCTION AGENCY

OKINAWA ENGINEER DISTRICT

CONTRACTOR: Bldg. Force Account
Okinawa Engineer District

CONTRACT NR: FEC- 474

LINE ITEM NR AND PROJECT DESCRIPTION: 5

Const. of (1) Adm. Bldg. (1) Maint &
Trans. Bldg. & (1) Supply & Storage Bldg.

% PROJECT COMPLETED: 50 %

PHOTO DESCRIPTION:

Partly completed Supply & Storage Bldg.
incl. loading platform.

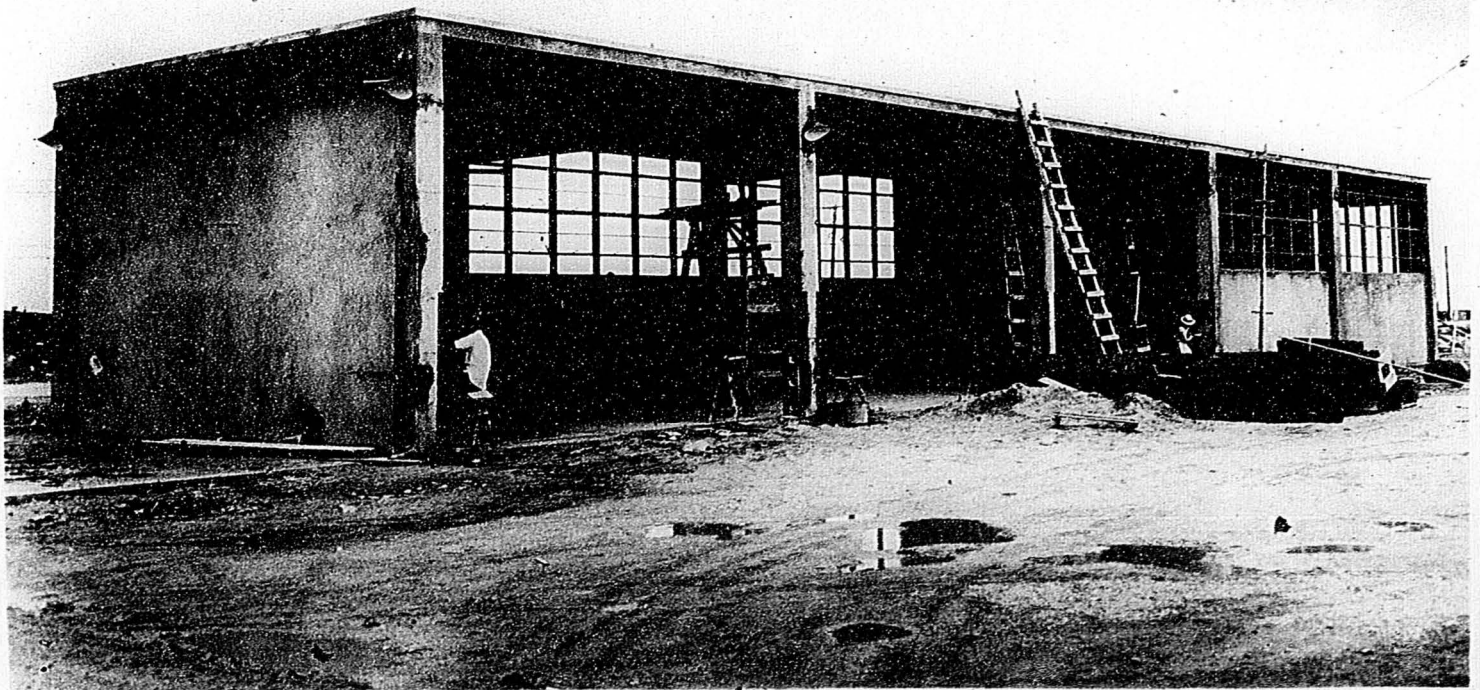
LOCATION: Naha Air Base

CONSTRUCTION DIRECTIVE:
Oki-Air-52-3 NAVY

PHOTO NR:
5027-2

DATE: 31 May 1955

2085



CONSTRUCTION AGENCY

OKINAWA ENGINEER DISTRICT

CONTRACTOR Bldg. Force Account
Okinawa Engineer District

CONTRACT NR FEC-474

LINE ITEM NR AND PROJECT DESCRIPTION: 7

Const. of (1) Adm. Bldg. (1) Maint &
Trans. Bldg. & (1) Supply & Storage Bldg.

% PROJECT COMPLETED 50 %

PHOTO DESCRIPTION

Partly completed Maint. & Trans. Bldg. incl
Wash racks & Gas dispensing system.

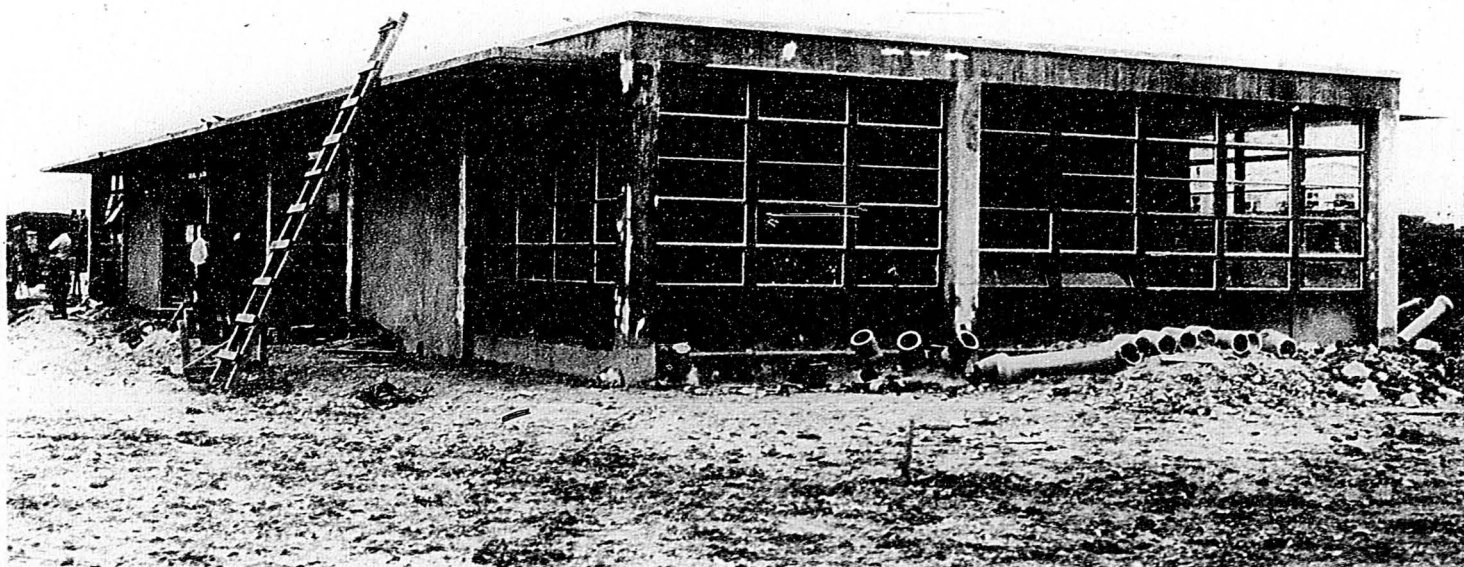
LOCATION Naha Air Base

CONSTRUCTION DIRECTIVE
Oki-Air-52-3 NAVY

PHOTO NR

5034-2
DATE 31 May 1955

2086



CONSTRUCTION AGENCY:

OKINAWA ENGINEER DISTRICT

CONTRACTOR: Bldg. Force Account
Okinawa Engineer District

CONTRACT NR: FEC- 474

LINE ITEM NR AND PROJECT DESCRIPTION: 1

Const. of (1) Adm. Bldg. (1) Maint. &
Trans. Bldg. & (1) Supply & Storage Bldg.

% PROJECT COMPLETED: 50 %

PHOTO DESCRIPTION:

Partly completed Adm. Bldg. incl. Storage
tank & piping

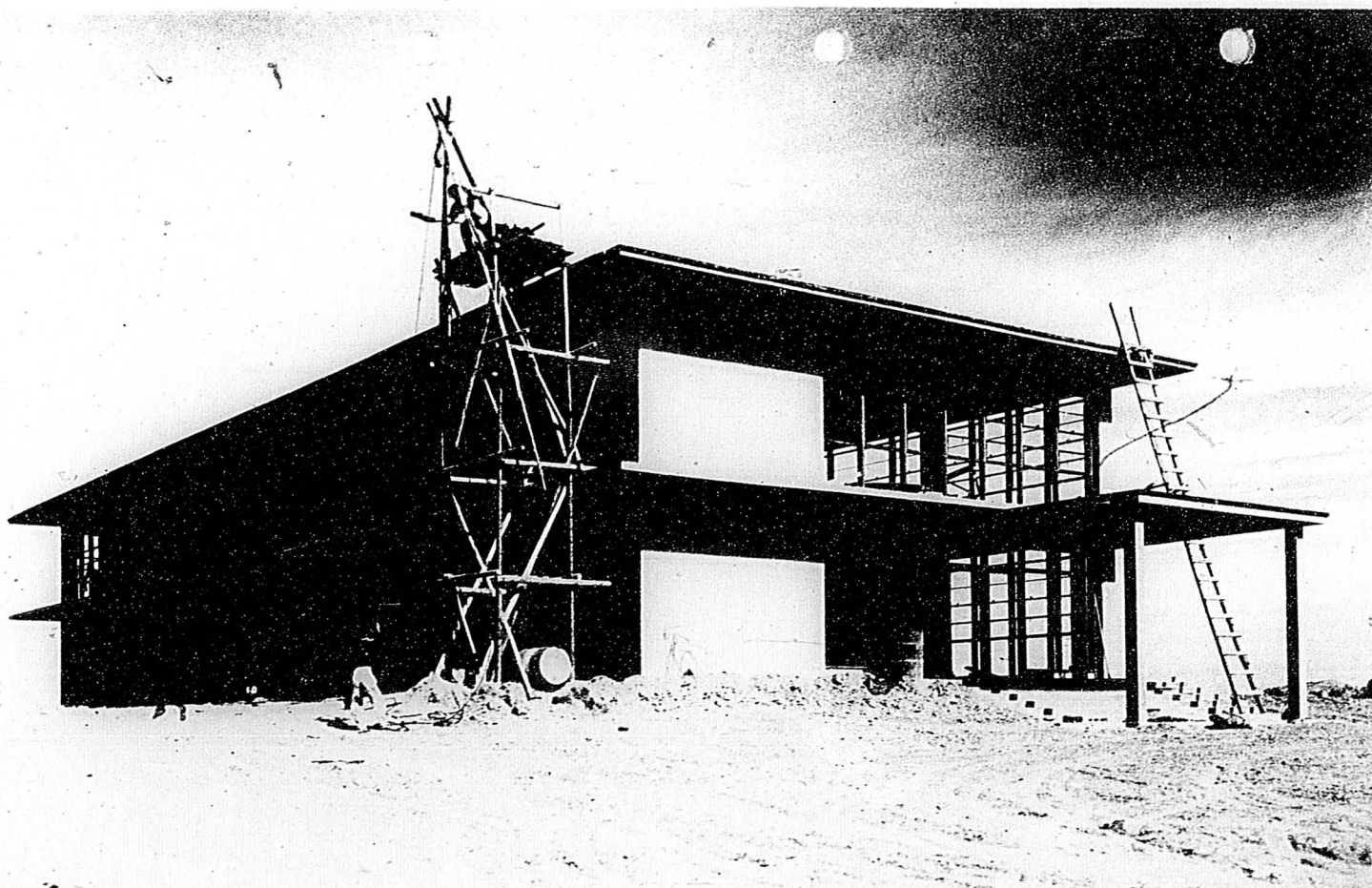
LOCATION: Naha Air Base

CONSTRUCTION DIRECTIVE:
Cki-Air-52-3 NAVY

PHOTO NR:
5033-2

DATE: 31 May 1955

2087



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR Shimada Const.

CONTRACT NR FEC - 524

LINE ITEM NR AND PROJECT DESCRIPTION 6
Const. of (1) Theater Bldg. (1) Pass
Chapel Bldg. (1) Ling HQ Bldg & Ext.
Util & Util for IX-Commissary Bldg.
% PROJECT COMPLETED 50%
PHOTO DESCRIPTION Partly completed Ling HQ
Bldg.

LOCATION Naha Air Base

CONSTRUCTION DIRECTIVE
OKI-Air-51-1

PHOTO NR
5129-2
DATE 24 May 1955



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR Vinnell Corp.

CONTRACT NO. FEO 632

LINE ITEM NR. AND PROJECT DESCRIPTION: 7-1

(1) Air Police Hq. Bldg.

% PROJECT COMPLETED 0%

PHOTO DESCRIPTION

Proposed Site for Air Police Hq. Bldg.

LOCATION:
Naha Air Base

CONSTRUCTION DIRECTIVE:
CXI-AIR-54-4
PHOTO NR 5412-1

DATE
25 April 1955

2089



CONSTRUCTION AGENCY:
OKINAWA ENGINEER DISTRICT

CONTRACTOR
AGUIRA GUMI

LINE ITEM NR AND PROJECT DESCRIPTION: 5-1

184-Man Air Force Barracks #123
and Exterior Utilities
% PROJECT COMPLETED 50%

PHOTO DESCRIPTION:

184-Man Air Force Barracks #123

LOCATION:

Naha Air Base
CONSTRUCTION DIRECTIVE
CEI-AIR-50-2

PHOTO NR:

5157-2

DATE

19 April 1955

CONTRACT NR FEC- 533

2090



CONSTRUCTION AGENCY
OKINAWA ENGINEER DISTRICT

CONTRACTOR Consolidated Cont.

CONTRACT NR. 665

LINE ITEM NO. AND PROJECT DESIGN NO. 140-75-79-136
Const. of 300 Family Dwellings at Kadena
Air Base & 430 Family Dwellings at Naha
Air Base.

PERCENT COMPLETED 0%

PHOTO DESCRIPTION Preliminary grading for
the proposed site of 430 Family
Dwellings.

LOCATION Naha Air Base

CONSTRUCTION DIRECTIVE
OKI-AIR-54-1-PYA

PHOTO NR. 5448-1

DATE 28 June 1955