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HISTORY of the 313 AIR DIVISION

313TH AIR DIVISION



1 JANUARY-30 JUNE 1962

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VOLUME I

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HISTORY OF THE 313TH AIR DIVISION

FIFTH AIR FORCE

(AU - D5)

1 JANUARY THROUGH 30 JUNE 1962

A. P. CLARK
Major General, USAF
Commander

Prepared for the 313th Air Division Historical Division by:

Mr. Wayne G. Peterson Command Historian

(3 September 1963)

(Kadena Air Base, Okinawa, APO 239)

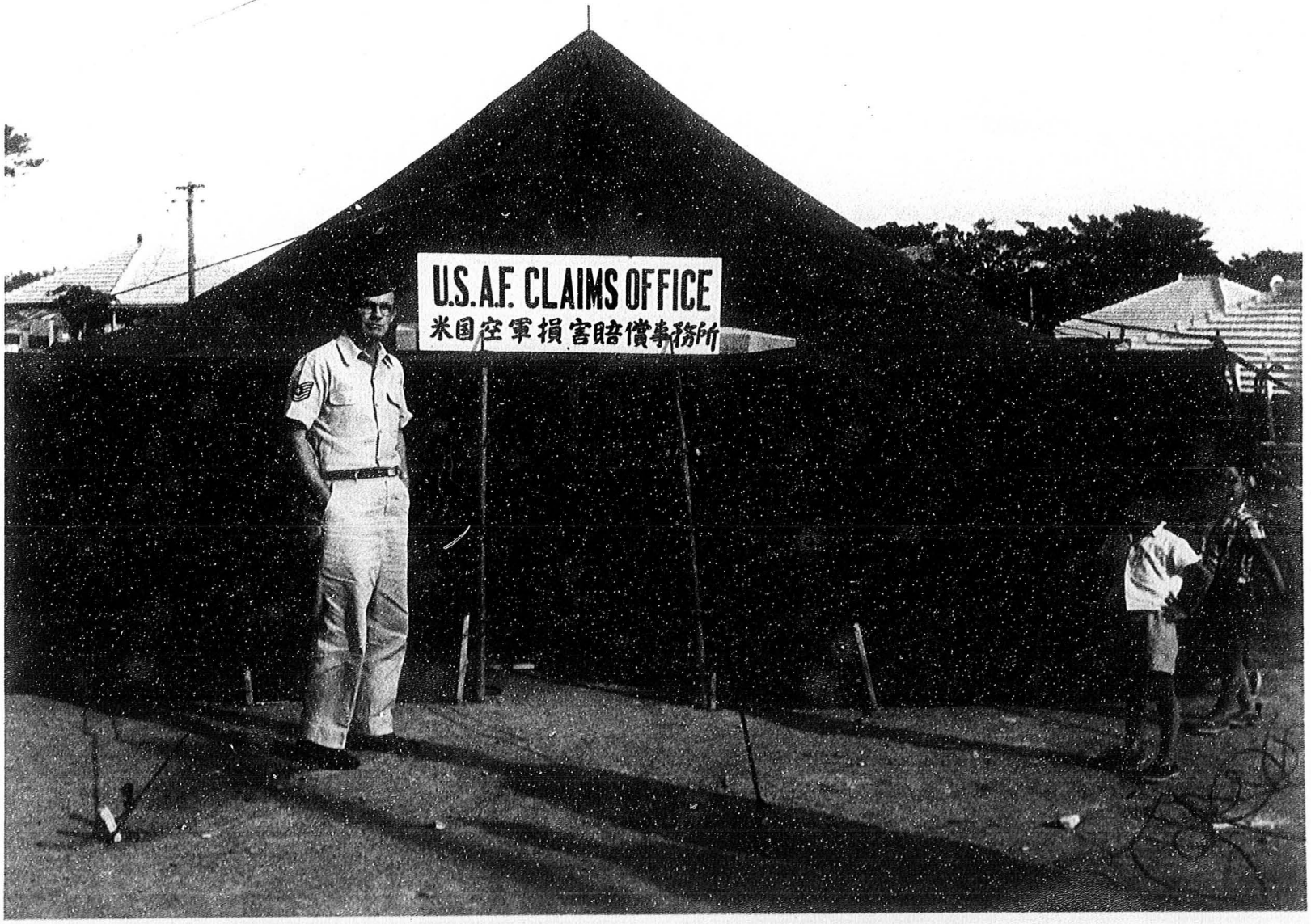

U.S.A.F. CLAIMS OFFICE
米国空軍損害賠償事務所

TABLE OF CONTENTS

	Page
CHRONOLOGY	1
CHAPTER	
I ORGANIZATION AND MISSION	6
THE 313TH AIR DIVISION MISSION AND THE COMMANDER'S RESPONSIBILITIES	6
Revised Missions of Subordinate Organizations	13
The Mission of the 6313th Air Base Wing	13
The Mission of the 498th Tactical Missile Group	17
The Mission of the 15th Tactical Reconnaissance Squadron, Photo, Jet	19
The Mission of the 51st Fighter Interceptor Wing	21
THE 313TH AIR DIVISION ORGANIZATION	24
Activations, Inactivations, and Redesignations at Kadena Air Base	24
Detachment 2, 6313th Air Base Wing	24
Detachment 3, 6313th Air Base Wing	24
Detachment 2, 315th Air Division	25
The 6018th Organizational Maintenance Squadron (Provisional)	30
Attachment of Various Units to the 6313th Support Squadron	30
The 15th Tactical Reconnaissance Squadron, Photo, Jet	30
Attachments of Various Units to the 6313th Air Base Wing	31
Attachments of Various Units to the 18th Tactical Fighter Wing	31
Inactivation of Detachment 3, 2703d Explosive Ordnance Disposal Squadron (AFLC)	32
Detachment 12, 4440th Aircraft Delivery Group	33
Headquarters, 498th Tactical Missile Group	34
Detachment 1 (PACAF Standardization/Evaluation Team), Headquarters PACAF	34
Activations, Inactivations, and Redesignations at Naha Air Base	35
Detachment 3, 313th Air Division	35
The 6051st Organizational Maintenance Squadron (Provisional)	41
The 6051st Air Police Squadron (Provisional)	41
The 345th Troop Carrier Squadron, Medium	41

Page

CHAPTER

I

Changes Involving Air Force Land in the Ryukyus 41
Motobu Auxiliary Airfield 42
FOOTNOTES 43

II THE KAWASAKI JET CRASH ACCIDENT OF 7 DECEMBER 1961 46

BACKGROUND OF THE TRAGEDY 46
AN F-100D CRASHES INTO KAWASAKI VILLAGE 49
FIGHTING THE FIRES AND SUCCORING THE VICTIMS 55
SETTLING THE COMPENSATION CLAIMS 77
ISHIKAWA EPILOGUE 123
The Case of Sumi Miyagi 124
The Cases of Chieko Teruya and Others Rejected by the Claims Commission 127
Claims Appeals Paid by Foreign Claims Commission No. AF-33 128
The Case of Emiko Yamashiro 130
The Cases of Seiki Yamauchi and Ryotoku Sokei 132
The Cases of Ryubi Tomoyose and Seishin Higashionna 133
FOOTNOTES 142

APPENDICES

1. Key Personnel of the 313th Air Division, 1 January - 30 June 1962.
2. Contracts Let by the 313th Air Division Office of Procurement, 1 January - 30 June 1962.
3. Summary of 313th Air Division Clothing Sales Activities, 1 January - 30 June 1962.
4. Open Mess Analysis, 1 January - 30 June 1962.
5. Rations Issued by the Air Force Commissaries on Okinawa, 1 January - 30 June 1962.
6. Summary of 313th Air Division Redistribution and Marketing Activities, 1 January - 30 June 1962.
7. Transportation Data for the 313th Air Division, 1 January - 30 June 1962.
8. AOCP, ANFE, and ANOR/S Rates, 1 January - 30 June 1962.
9. Rainfall Data for January - June 1962.
10. Issues of Aviation Petroleum at Kadena and Naha Air Bases, 1 January - 30 June 1962.

CHRONOLOGY OF IMPORTANT EVENTS IN THE

313TH AIR DIVISION HISTORY

1 JANUARY - 30 JUNE 1962

CHRONOLOGY OF IMPORTANT EVENTS IN THE

313TH AIR DIVISION HISTORY

1 JANUARY - 30 JUNE 1962

1962

1 Jan. Detachment 2, 6313th Air Base Wing, is designated and organized at the Onna Point Administration Annex/Office, Ryukyu Islands, per PACAF SO G-93, dtd. 7 Dec. 1961.

Detachment 3, 6313th Air Base Wing, is designated and organized at the Kadena Ammunition Storage Annex Area, Okinawa, per PACAF SO G-93, dtd. 7 Dec. 1961.

Detachment 2, 315th Air Division, is designated and organized at Kadena AB, with operational control to be exercised by Detachment 1, 315th Air Division, at Naha AB, the personnel to be furnished from sources available to the Commander, 315th Air Division, and logistical support to be furnished by the 18th Tactical Fighter Wing, per PACAF SO G-75, dtd. 5 Oct. 1961, and PACAF SO G-97, dtd. 26 Dec. 1961. Detachment 2 is attached to the 6313th Air Base Wing for administrative and logistical support, per 313th AD SO G-2, dtd. 12 Jan. 1962.

11 Jan. The supervisory surveillance of Detachment 3, 313th Air Division, previously exercised by the Deputy Chief of Staff/Communications-Electronics, Headquarters, Fifth Air Force, per 5AF GO 29, dtd. 24 June 1960, is transferred to the Deputy Chief of Staff/Operations, Headquarters, Fifth Air Force, per 5AF SO G-4, dtd. 11 Jan. 1962.

20 Feb. Lieut. Colonel John H. Glenn, Jr., USMC, becomes the first American to complete an orbit of the earth, soaring around the globe three times within the space of four hours, 56 minutes, in the course of which he covers more than 81,000 miles. Blasted off from the Cape Canaveral rocket pad by a 360,000-pound-thrust Atlas-D missile, at 0947 EST, Colonel Glenn completes his first orbit of the earth in his 4,000-lb. "Friendship 7" space vehicle in 88.29 minutes. The apogee of Colonel Glenn's orbit is 162 miles above the earth, while the perigee is about 99 miles. At the end of the third orbit the temperature of the Mercury space capsule's skin reaches 3,000° F. He slows down from a speed of 17,500 m.p.h. to 270 m.p.h. in a little more than five minutes by employing the reverse rockets with which "Friendship 7" is equipped. The trip ends when the space capsule is safely parachuted into the Atlantic

1962

20 Feb. at 1443 EST, near Grand Turk Island in the Bahamas, some 700 miles southwest of Cape Canaveral. At 21,000 feet a six-foot parachute opens to slow his descent; then at 10,000 feet an air-pressure-operated device pops out a 63-foot-diameter chute, which lowers the capsule gently toward the ocean at 18 feet per second. Here the destroyer Noa, stationed six miles away, sights the "Friendship 7" at 1445 EST. Nineteen minutes later the capsule and Colonel Glenn are safely on her deck; at 1520 EST he emerges to the light of day and fame.

1 Mar. The 6051st Organizational Maintenance Squadron (Provisional) is designated and organized at Naha Air Base, per 5AF Ltr., sub.: Organizational Maintenance Squadrons Provisional, dtd. 9 Feb. 1962.

The 6018th Organizational Maintenance Squadron (Provisional) is designated and organized at Kadena Air Base, per 5AF Ltr., sub.: Organizational Maintenance Squadrons Provisional, dtd. 9 Feb. 1962.

Motobu Auxiliary Airfield (PIN 2987), previously assigned to the real property account of Naha Air Base and inactivated effective 30 June 1957, is reassigned in an inactive status to the real property account of Kadena Air Base, per PACAF SO G-16, dtd. 23 Feb. 1962.

27 Mar. The following units are attached to the 6313th Support Squadron for normal squadron administrative support only, excepting court martial jurisdiction and administrative board actions affecting officer personnel which must be retained by the Unit of Assignment, per 313th AD SO G-3, dtd. 27 March 1962:

Headquarters, 313th Air Division
Headquarters, 6313th Air Base Wing
558th Air Force Band

The 15th Tactical Reconnaissance Squadron, Photo, Jet (5th AF) is attached to the 18th Tactical Fighter Wing for field maintenance support and organizational maintenance (with no change in other attachments or assignments), per 313th AD SO G-3, dtd. 27 March 1962, and 313th AD SO G-11, dtd. 18 Sept. 1962.

The following 313th Air Division and tenant units or activities are attached to the 6313th Air Base Wing for logistical support (excluding field maintenance) and administrative support, per 313th AD SO G-3, dtd. 27 March 1962:

Headquarters, 313th Air Division (except for normal squadron administrative support to be furnished by the 6313th Support Squadron)
Okinawa Division, Tachikawa Air Procurement Office AMFP (AFLC)

1962

27 Mar. 558th Air Force Band (except for normal squadron administrative support to be furnished by the 6313th Support Squadron)
Detachment #1, 2876th GEEIA Squadron (AFLC)
Detachment #3, 2703d Explosive Ordnance Disposal Squadron (AFLC)
Headquarters, 1962d Communications Group (AFCS)
Mobile Training Detachments (ATC)
Field Training Detachments (ATC)
Kadena Resident Office, Auditor General, USAF (Hq Comd)
Detachment #2, 1045th Operational Evaluation and Training Group (Hq Comd)
Detachment #8, 1st Weather Wing (MATS)
1505th Support Squadron (MATS)
Detachment #3, 7651st Aeronautical Charting and Information Squadron (MATS)
18th Tactical Fighter Wing
7th Tactical Depot Squadron)PACAF) (including assignment and promotion)
11th Air Postal Squadron
District Office #43, 6001st Special Investigation Squadron
Detachment #3, 9th Aero Medical Evacuation Squadron
15th Tactical Reconnaissance Squadron, Photo, Jet (5th AF) (with no change in other attachments or assignments)
Detachment #2, 27th Communications Squadron (SAC)
6922d Radio Group Mobile (USAFSS)
498th Tactical Missile Group

27 Mar. The following units or activities are attached to the 18th Tactical Fighter Wing for field maintenance support only, per 313th AD SO G-3, dtd. 27 March 1962, and 313th AD SO G-4, dtd. 3 April 1962:

Headquarters, 313th Air Division
6313th Air Base Wing
558th Air Force Band
11th Air Postal Squadron
Okinawa Division, Tachikawa Procurement Office, AMFP (AFLC)
District Office #43, 6001st Special Investigation Squadron
Detachment #3, 9th Aero Medical Evacuation Squadron
Headquarters, 1962d Communications Group (AFCS)
1505th Support Squadron (MATS)
Detachment #3, 7651st Aeronautical Charting and Information Squadron (MATS)
Detachment #8, 1st Weather Wing (MATS)
Kadena Resident Office, Auditor General, USAF (Hq Comd)
Detachment #2, 1045th Operational Evaluation and Training Group (Hq Comd)
6922d Radio Group Mobile (USAFSS)

1962

27 Mar. Detachment #2, 27th Communications Squadron (SAC)
Mobile Training Detachments (ATC)
Field Training Detachments (ATC)
498th Tactical Missile Group
Detachment #1, 2876th GEEIA Squadron (AFLC)

1 Apr. Detachment 3, 2703d Explosive Ordnance Disposal Squadron (AFLC) is discontinued, as part of the parent 2703d EOD Squadron's discontinuance, per PACAF SO G-23, dtd. 2 March 1962. The 2703d Explosive Ordnance Disposal Squadron and all its detachments had been reassigned to PACAF effective 1 April 1962 by Air Force Logistic Command (AFLC) SO G-14, dtd. 26 Feb. 1962.

8 Apr. Detachment 12, 4440th Aircraft Delivery Group is designated and organized at Kadena AB under an appropriate UMD, with a non-T/O authorization of two officers and one airman, the personnel to be furnished from resources under the control of the Commander, Tactical Air Command (TAC), per TAC SO G-30, dtd. 12 Mar. 1962. Detachment 12 is attached to the 6313th Air Base Wing.

26 Apr. Colonel Charles H. Pierce succeeds Colonel George B. Simler as Commander of the 6313th Air Base Wing and ex officio Kadena Air Base Commander.

1 May The 6051st Air Police Squadron (Provisional) is designated and organized at Naha Air Base, where it is attached to the 51st Air Base Group, per PACAF SO G-29, dtd. 27 Mar. 1962.

3 May Headquarters, 498th Tactical Missile Group, is attached to the 498th Missile Maintenance Squadron for squadron administrative and logistical support, per 313th AD SO G-5, dtd. 3 May 1962.

19 May Condition III is called for Typhoon Hope at 2300I.

20 May The All Clear is declared for Typhoon Hope at 1550I.

Brigadier General John G. Ondrick, USA, Civil Administrator of the Ryukyu Islands, departs for the ZI, where he is to retire in the near future. Deputy Civil Administrator Edward K. Shultz (civilian) acts as the Civil Administrator until the new Civil Administrator, as yet to be named, arrives.

1 June Detachment 1 (PACAF Standardization/Evaluation Team), Headquarters, PACAF, is attached to the 313th Air Division for logistical and administrative support, per PACAF SO G-37, dtd. 16 Apr. 1962, following completion of a PCS move from Fuchu Air Station, Japan, to Kadena AB, without change in assignment, per PACAF MO 4, dtd. 19 Mar. 1962. Approximately 13 officers and one airman are involved in the unit movement.

1962

4 June Major General Henry W. Buse, Jr., succeeds Major General Robert E. Cushman as Commanding General of the Third Marine Division.

8 June The 67th Tactical Fighter Squadron is reorganized under the appropriate UMD with an O/T strength of 35 officers and 74 airmen, all personnel being furnished from sources available to the Commander, 18th Tactical Fighter Wing, per PACAF SO G-32, dtd. 6 Apr. 1962.

19 June Colonel George B. Simler assumes command of the 18th Tactical Fighter Wing, Kadena Air Base, succeeding Colonel Francis S. Gabreski.

Detachment 1 (PACAF Standardization/Evaluation Team), Headquarters, Pacific Air Forces, is attached to the 6313th Air Base Wing for logistical support (excluding field maintenance) and administrative support, and is attached to the 18th Tactical Fighter Wing for field maintenance only, per 313th AD SO G-7, dtd. 19 June 1962.

27 June Captain Thomas L. Andrews, Jr., USN, assumes the dual titles of Commander, Fleet Activities Ryukyus, and Commanding Officer, U.S. Naval Air Facility, Naha, succeeding Captain Saxe P. Gantz, USN.

29 June The 345th Troop Carrier Squadron, Medium, which has arrived at Naha AB in a permanent change of station movement from Sewart AFB, Tennessee, is attached to the 51st Fighter Interceptor Wing for logistic and administrative support, per 313th AD SO G-9, dtd. 29 June 1962.

CHAPTER I

ORGANIZATION AND MISSION

CHAPTER I

ORGANIZATION AND MISSION

THE 313TH AIR DIVISION MISSION AND THE COMMANDER'S RESPONSIBILITIES

The mission of the 313th Air Division, as set forth by Fifth Air Force Regulation No. 23-4 of 24 November 1961, remained unchanged throughout the period 1 January - 30 June 1962. In general terms, it consisted of maintaining all assigned and attached forces in such a state of combat readiness as would insure the success of any military operations which might be directed by higher authority.[1]

Respecting air defense, the 313th Air Division continued to be responsible for the same area as it had been for many years--one encompassed within imaginary lines drawn from 30° N., 145° E., southwest to 23° N., 132° E., west to 23° N., 123° E., north to 30° N., 123° E., thence east to the starting point at 30° N., 145° E.[2]

As a subordinate command of Fifth Air Force, the 313th Air Division at Kadena Air Base, Ryukyu Islands, was provided with a headquarters and such units and facilities as were necessary to perform its mission and carry out Fifth Air Force air defense responsibilities in the 313th Air Division area of responsibility.

The Commander, 313th Air Division was responsible for the following specific tasks and duties:

1. Exercising command of all assigned units, except for such direct control as the Commander, Fifth Air Force retained over offensive tactical forces.

2. Controlling and supporting the various attached units, as directed.

3. Organizing, administering, equipping, and training the assigned and attached units and combat crews in accordance with directives, policies, and plans issued by either Fifth Air Force or higher headquarters.

4. In coordination with commands having contiguous, related, or supporting responsibilities, preparing such plans as should be required to support Fifth Air Force emergency and contingency war plans.

5. Insuring that combat training was conducted in accordance with existing directives and was oriented toward the development of an operational capability consistent with the tasks assigned in current war plans, operational plans, and operations orders.

6. Insuring that all combat and combat direct support units were furnished with plans, directives, and operational orders and command policy guidance in sufficient detail to provide the total guidance necessary to the maintenance of a high degree of combat readiness.

7. Insuring the publication and maintenance of general and domestic emergency plans.

8. Monitoring the development and conduct of training programs to include:

(a) The technical training necessary to fulfill Fifth Air Force requirements for technical and other specialized personnel.

(b) General military training, in accordance with applicable Air Force unit training standards.

(c) Assisting in aircrew, ground crew, technical, and other training for military members of friendly foreign nations under the Military Assistance Program, as required.

(d) Other training, as directed.

9. Contributing toward the development of:

(a) The tactics and techniques of aerial warfare.

(b) The requirements for new weapons and weapon systems.

(c) The improved utilization of current weapons and weapon systems.

10. Providing aircraft for and supervision over the annual flying requirements of assigned and attached aircrew personnel that were outlined in AFR 60-3.

11. Providing administrative and logistic support, as directed.

12. Supporting the Strategic Air Command (SAC), Military Air Transport Service (MATS), and other USAF activities, in accordance with the current priorities of programmed units, as reflected on the current USAF programming document.

13. Exercising operational control of forces other than those of the United States, when so directed.

14. Exercising operational control of U.S. Army and Navy anti-aircraft artillery, surface-to-air missile units, and other anti-aircraft artillery made available for integration into the 313th Air Division air defense system.

15. Representing CINCPAC and CINCPACAF in the coordination of all airspace and air traffic control matters within the Okinawa Flight Information Region.

16. Conducting search and rescue operations as directed.

17. Organizing and administering an effective flight, missile, nuclear, and ground safety program within all assigned and attached Air Force units.

18. Providing for sustained internal security and expanded security emergency protection of assigned Air Force installations.

19. Providing for the development, construction, maintenance, and operation of assigned installations required to support the mission.

20. Exercising general court-martial jurisdiction over assigned units of Fifth Air Force in the Ryukyu Islands.

21. Coordinating with and providing assistance to other U.S. military services and governmental agencies as follows:

a. The formulation and joint preparation of plans for coping with defense, search and rescue, civil disturbances, typhoons, natural disasters, military facility recovery, emergency non-combatant evacuations, and special demonstrations with local Army, Navy, Marine, and governmental agencies.

b. Coordination with the appropriate local Army, Navy, and Marine commanders to insure uninterrupted operation of jointly used facilities and installations.

c. Participation in combined training and operations with local Army, Navy, Marine, and governmental agencies, as directed by the Commander, U.S. Forces.

d. The contribution of personnel to the Joint-Service Ryukyuan Armed Services Police (RASP) force and the Ryukyuan Army and Air Force Exchange Service (REX).

e. The provision of a base, training facilities, and support for Naval Fleet Activities offensive and defensive training and weapons testing operations, upon the completion of the appropriate agreements.

f. Supporting the CINCPACREP, Ryukyu Islands (Lieutenant General Paul W. Caraway, USA) in the discharge of his joint service responsibilities by serving as the Air Force member of the Area Joint Committee and by providing appropriate Air Force membership to the Joint Planning Group, all sub-committees, and panels.

g. Coordination of all Air Force activities having an impact on the civil economy or affecting civil activities with the appropriate local U.S. governmental authorities.

h. Support of the High Commissioner of the Ryukyu Islands (another title held by Lieutenant General Paul W. Caraway, USA, who was also Commanding General, United States Army, Ryukyu Islands, and CINCPACREP, Ryukyu Islands) in the

discharge of the civil administration responsibilities of the United States in the Ryukyus.

22. Insuring that all commanders and staff officers were familiar with the principles and policies contained in Joint Chiefs of Staff Publications: "Unified Actions Armed Forces."

23. Insuring the preparation of mission directives for all assigned units reporting directly to Headquarters, 313th Air Division.

24. Insuring that mission directives had been prepared for all units of the 313th Air Division, and requiring that they be reviewed semi-annually and brought up to date when this was found necessary.

On matters pertaining to the mission and responsibilities of the air division, the 313th Air Division Commander was authorized to communicate directly with other Fifth Air Force subordinate commanders and with the commanders of friendly forces, except as Fifth Air Force or higher headquarters might direct to the contrary.[3]

In addition to the foregoing Fifth Air Force Regulation No. 23-4, which described the 313th Air Division's organization and mission, the so-called "Burns letter" of 27 June 1960, as revised on 1 August 1960, continued to prescribe the responsibilities delegated to the 313th Commander and those specifically retained by the Fifth Air Force Commander.

According to this letter, promulgated by the Fifth Air Force Commander of that period, Lieutenant General Robert W. Burns, "a degree of direct control of all Fifth Air Force strike forces by this headquarters [Fifth Air Force] is essential in assuring a quick reacting atomic force under current policy of employment of atomic weapons." Moreover, this degree

of direct control went beyond the "centralized control" ordinarily accepted in the employment of conventional forces. Then, to clarify further a knotty subject, Burns defined control as "Authority which may be less than full command, exercised by a commander over part of the activities of subordinate or other organizations."

These lexicographic matters having been taken care of, General Burns turned to the task of describing in detail "the minimum control that this headquarters intends to retain and exercise over tactical striking forces" of the 313th Air Division:

1. The ordering, directing, and monitoring of maneuvers and deployments of forces in the exercise of emergency and contingency war plans.

2. The ordering and monitoring of routine and special force deployments.

3. The ordering, directing, monitoring, and evaluating of combat readiness training programs.

4. The controlling and directing of the wartime employment of strike forces through the Fifth Air Force Operations Centers. This system would provide direct communication between Headquarters, Fifth Air Force and the tactical wings.

5. The control and direction of the peacetime employment of forces under the Quick Strike program.

6. Such other control as operational necessity might dictate.

General Burns pointed out that the action of his headquarters in retaining direct control of tactical wings had reduced the requirement for personnel on 313th's operations staff. For, to have such officers

would only mean a duplication of the Fifth Air Force effort in the direction and control of the strike forces. On the other hand, he did consider it "necessary and desirable" for the 313th Air Division Commander to keep himself and key members of his staff informed concerning the planned employment and operational readiness of the strike forces assigned to his command, in order that he might be prepared to carry out effectively the responsibilities assigned to him by Annex "E" of the WPC.

One point on which the Burns letter placed considerable emphasis was his belief that no augmentation of the 313th Commander's operations staff was warranted by the mission directive's requirement that the latter assure the accomplishment of combat readiness training, the preparation of plans and orders, and the provision of command policy and guidance, along with sundry other responsibilities toward the command and control of tactical striking forces. On the contrary, these responsibilities, extensive though they were, could well be discharged by the existing staff, with the assistance of personnel of the Inspector General's office and the tactical wing staffs.

Finally, said General Burns, Fifth Air Force's control of the tactical striking forces would be exercised through direct communication with the tactical wings and groups, with information copies of all correspondence between the Fuchu headquarters and these tactical units, other than that of a routine nature, being furnished to 313th Air Division.[4]

Revised Missions of Subordinate Organizations.

The Mission of the 6313th Air Base Wing: On 17 January 1962, the existing 313th Air Division Regulation No. 23-2, setting forth the

organization and mission of the 6313th Air Base Wing at Kadena Air Base, which had been in effect, incidentally, since 2 September 1959, was superseded by a new 313th Air Division Regulation bearing the same numerical designation.

The mission of the 6313th ABW, according to this document, was to support the offensive mission of the 18th Tactical Fighter Wing and the 498th Tactical Missile Group and to provide administration and logistic support (less field maintenance) to other units, as directed by the 313th Air Division Commander.

Assigned to the 313th Air Division, the 6313th Air Base Wing was a Major Air Command-Controlled (MAJCON) unit provided with a headquarters and such additional units, equipment, and personnel as were deemed necessary to carry out the mission.

The Commander, 6313th Air Base Wing was the Installation Commander for Kadena Air Base and as such was responsible for performing the duties prescribed by Air Force Regulations 11-4 and 35-54. Besides exercising command jurisdiction over all assigned units, the 6313th Air Base Wing Commander was responsible to the 313th Air Division Commander for:

1. Maintaining Kadena Air Base with the facilities, equipment, and personnel necessary for immediate and adequate support of elements of the Strategic Air Command (SAC), the Tactical Air Command (TAC), and the Military Air Transport Service (MATS) to include:

    a. Administrative and logistical support (except for field maintenance) of SAC units, as a matter of the highest priority, in accordance with current directives, regulations, plans, and policies.

b. Administrative and logistical support (except for field maintenance) of TAC units, in accordance with current directives, regulations, plans, and policies.

c. Administrative and logistical support (less field maintenance) of PACAF units, in accordance with the priorities published by 313th Air Division.

d. Administrative and logistical support (other than field maintenance) of attached MATS units.

2. Furnishing administrative and logistical support as directed by the Commander, 313th Air Division.

3. Commanding Sector "E" in accordance with the Joint USARYIS/IX Corps/313th Air Division/3d Marine Division Area Damage Control Plan to include the preparation of a 6313th ABW Damage Control Plan, then the testing and execution of this plan to insure its adequacy.

4. The administration, operation, and maintenance of Kadena Air Base, assigned off-base installations, and other installations, as directed by the 313th Air Division Commander.

5. Providing an air terminal at Kadena AB for military aircraft.

6. Issuing mission directives for each assigned unit of the wing and assuring semi-annual review and updating, if found necessary.

7. Formulating, documenting, and maintaining current general emergency plans for Kadena AB and its off-base installations; then testing these plans to insure readiness.

8. Joint planning, coordinating, training, and operations with friendly forces, as required.

9. Internal security of assigned installations, and ground defense of these installations and their facilities against pilferage, acts of sabotage, or organized attack. (This included organizing, equipping, and training assigned troops in ground defense.)

10. Formulating, documenting, and maintaining passive defense measures for all installations, equipment, personnel, and dependents under the jurisdiction of the 6313th ABW.

11. Participating in disaster relief and domestic emergencies in accordance with plans formulated by the 313th Air Division, to the extent consistent with the requirements of the primary mission.

12. Providing aircraft to accomplish the airlift requirements of the 313th Air Division, and furnishing both aircraft and supervision in support of the proficiency flying of personnel assigned or attached to the 6313th ABW for the purpose of obtaining such flying.

13. Providing spray aircraft for the insect control program.

14. Administering and supervising the Air Force civilian personnel program for Okinawa.

15. Administering 313th Air Division pipeline activities, as set forth in applicable directives, through the 6313th ABW Processing Center, in conjunction with the 313th Air Division Air Traffic Coordinating Office (ATCO).

16. Exercising special and summary court-martial jurisdiction over all personnel assigned to the 6313th ABW, as well as those attached as indicated in current 313th Air Division general orders.

17. Establishing and enforcing standards of discipline, conduct, courtesy, and appearance for assigned and attached personnel.

18. Contributing mobile strike forces, support personnel, and equipment in support of PACAF contingency war plans.

19. Developing and conducting aircrew, ground crew, technical, and other specialized training programs for the military members of friendly foreign countries under the Military Assistance Program.

20. The performance of such other tasks as might be directed by the Commander, 313th Air Division.

The Commander, 6313th Air Base Wing was authorized to communicate directly with local Army, Navy, Marine, and Air Materiel Command Depot Commanders and the heads of civilian agencies on routine administrative and logistical matters pertaining to his mission. However, all policy matters and direct communications other than those specified previously would be handled through Headquarters, 313th Air Division only, unless specific authorization was granted.[5]

The Mission of the 498th Tactical Missile Group: The mission of the 498th Tactical Missile Group at Kadena AB, as stated in the inaugural 313th Air Division Regulation No. 23-4 of 17 January 1962 and PACAF Operations Plan 112-60 of 29 June 1960, was to maintain a quick-acting, all-weather capability of executing a maximum nuclear strike effort with its TM-76B Mace missiles from hardened (100 PSI) launch facilities on Okinawa against high priority pre-selected targets on the Communist Chinese mainland in support of PACAF war plans.

For this purpose the 498th TMG was organized as an Air Force-Controlled (AFCON) unit assigned to the 313th Air Division, with operational control vested in the Commander, Fifth Air Force. It was provided with a group headquarters, two operations squadrons--the 873d and 874th Tactical Missile



Construction Agency:
U. S. Army Engineer District, Okinawa
Corps of Engineers
APO 331

Contractor:
International Constructors

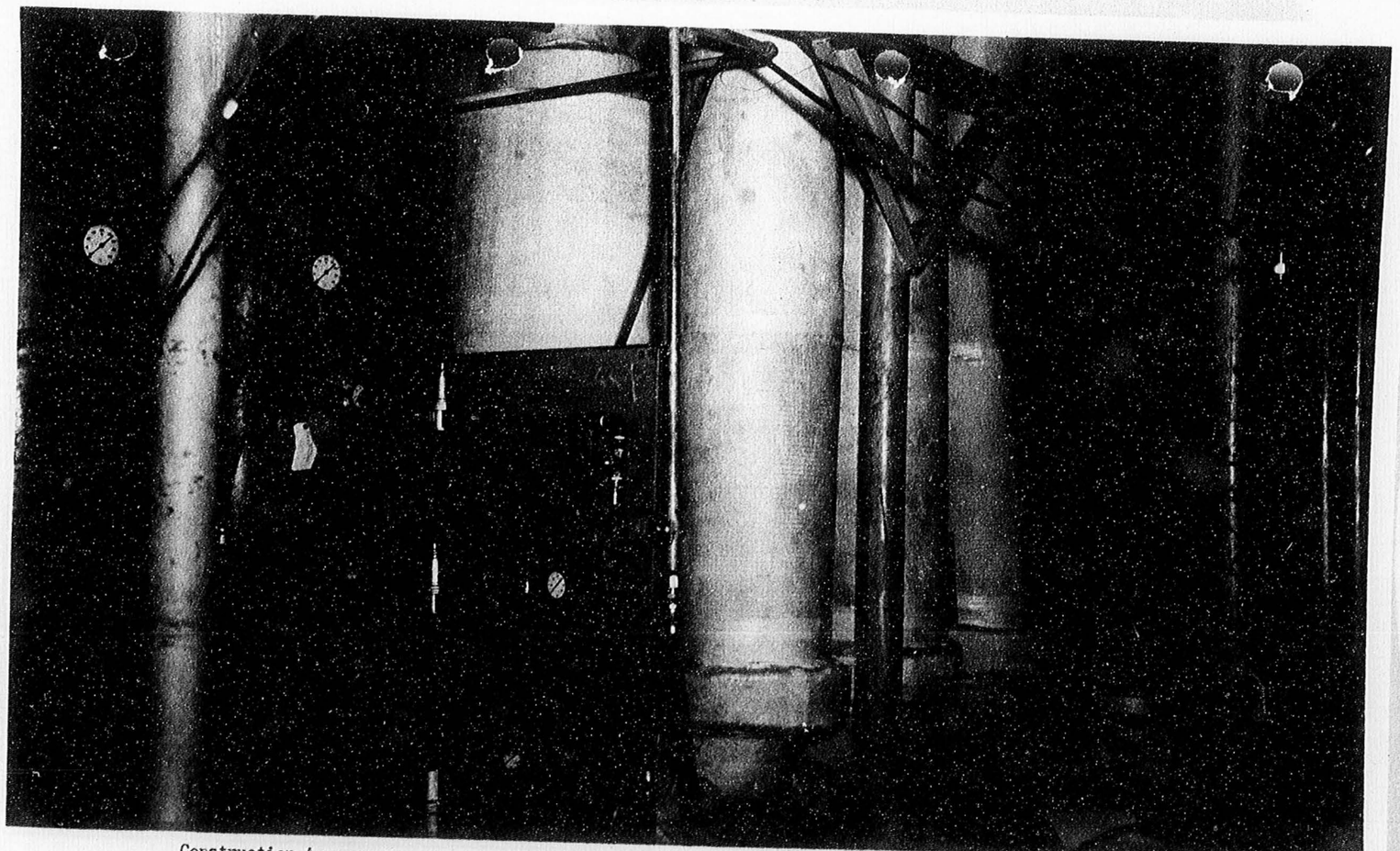
Contract Nr.:
ENG-488

Percent Project Completed:
97%

Photo Description:
Front view of 8 Cells
looking northeast.

Location:
Site 3, Kin

Date:
23 April 1962



Construction Agency:
U. S. Army Engineer District, Okinawa
Corps of Engineers
APO 331

Contractor:
International Constructors

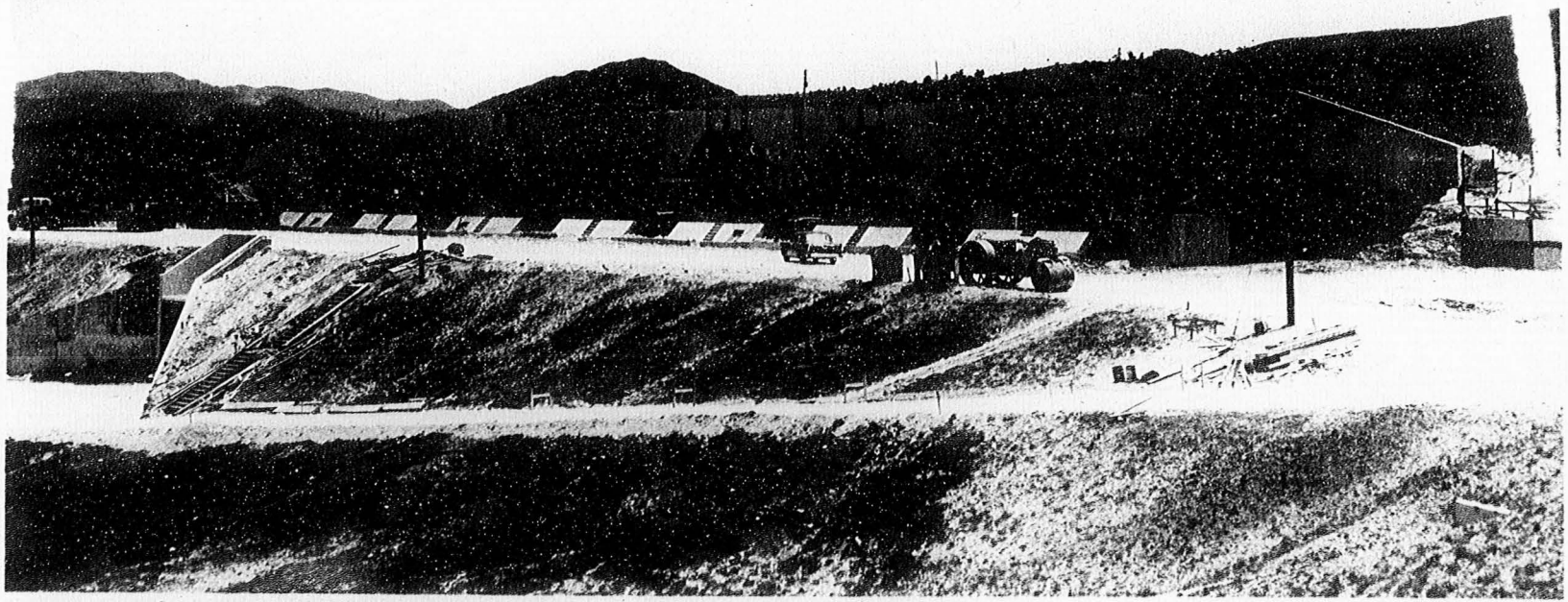
Contract Nr.:
ENG-488

Percent Project Completed:
97%

Photo Description:
Control Area L: Left; air receiver tanks with piping for diesel engine start system; Background; diesel exhaust mufflers with insulation

Location:
Site 3, Kin

Date:
23 April 1962



Construction Agency:
U. S. Army Engineer District, Okinawa
Corps of Engineers
APO 331

Contractor:
International Constructors

Contract Nr.:
ENG-488

Percent Project Completed:
89%

Photo Description:
Front view looking northeast.

Location:
Site 4, Onna

Date:
23 April 1962



Construction Agency:
U. S. Army Engineer District, Okinawa
Corps of Engineers
APO 331

Contractor:
International Constructors

Contract Nr.:
ENG-488

Percent Project Completed:
89%

Photo Description:
Rear view looking northwest.

Location:
Site 4, Onna

Date:
23 April 1962



Construction Agency:
U. S. Army Engineer District, Okinawa
Corps of Engineers
APO 331

Contractor:
International Constructors

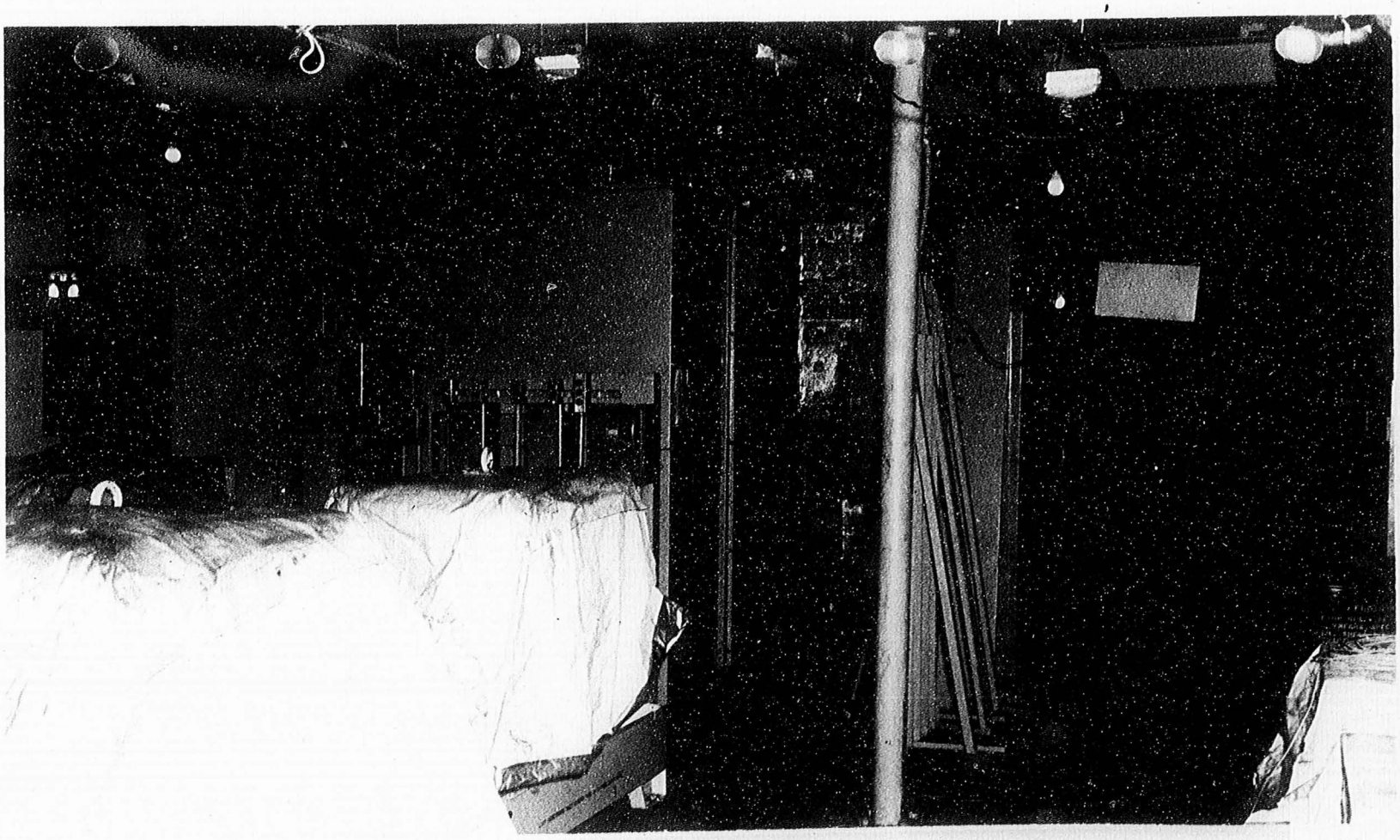
Contract Nr.:
ENG-488

Percent Project Completed:
98%

Photo Description:
Front view of cells
looking Northeast.

Location:
Site 3, Kin

Date:
21 May 1962



Construction Agency:
U. S. Army Engineer District, Okinawa
Corps of Engineers
APO 331

Contractor:
International Constructors

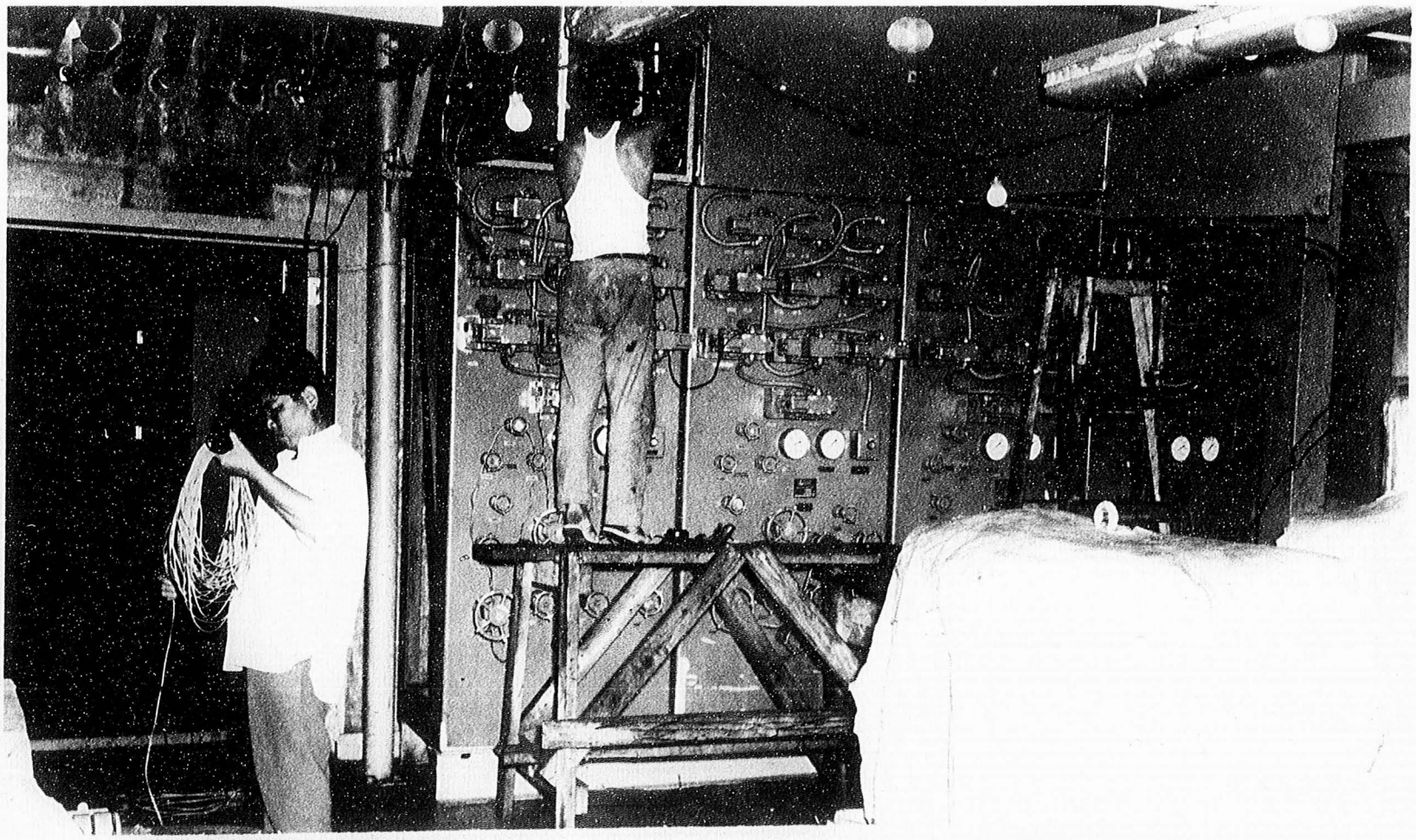
Contract Nr.:
ENG-488

Percent Project Complete:
98%

Photo Description:
Switchgear installation in Control Area R.

Location:
Site 3, Kin

Date:
21 May 1962



Construction Agency:
U. S. Army Engineer District, Okinawa
Corps of Engineers
APO 331

Contractor:
International Constructors

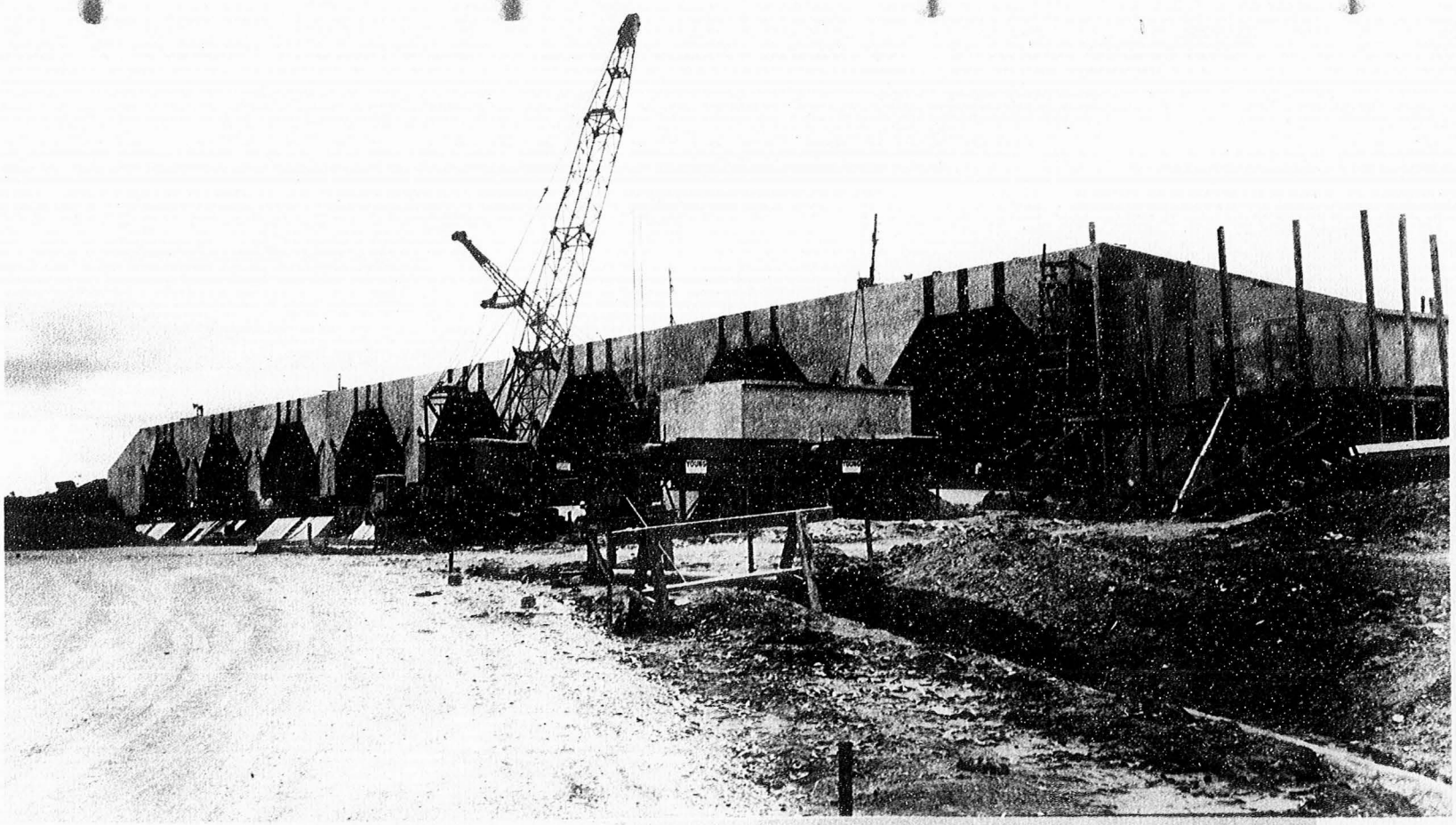
Contract Nr.:
ENG-488

Percent Project Completed:
98%

Photo Description:
Control Area L:
Final connections for
hydraulic panel.

Location:
Site 3, Kin

Date:
21 May 1962



Construction Agency:
U. S. Army Engineer District, Okinawa
Corps of Engineer
APO 331

Contractor:
International Constructors

Contract Nr.:
ENG-438

Percent Project Completed:
94%

Photo Description:
Front view of cells
looking Northeast.

Location:
Site 4, Onna

Date:
21 May 1962



Construction Agency:
U. S. Army Engineer District, Okinawa
Corps of Engineer
APO 331

Contractor:
International Constructors

Contract Nr.:
EUK-488

Percent Project Completed:
94%

Photo Description:
Rear view of construction looking Northwest showing waterproofing and backfilling of cells, vent stacks, exhaust tunnels and front wall.

Location:
Site 4, Onna

Date:
21 May 1962

Squadrons, the 498th Missile Maintenance Squadron, a unique supply facility known as MAST (Missile Automatic Supply Technique), a depot maintenance facility, and four operational launch sites to enable it to carry out its mission.

The Commander, 498th Tactical Missile Group exercised command, administrative, and operational control of assigned units, and was directly responsible to the Commander, 313th Air Division for:

1. Fulfilling his responsibilities as laid down in PACAF Operations Plan 112-60 of 29 June 1960.

2. Augmenting the Fifth Air Force combat capability as directed.

3. Providing transition and continuation training to launch crews to insure their continuous condition of combat readiness.

4. Developing and conducting training programs to insure fulfillment of technical and specialized organizational personnel requirements.

5. Conducting unit training in accordance with AFUTS 10-25.

6. Participating in disaster relief and domestic emergencies in support of current 313th Air Division and 6313th ABW plans, so long as such participation was consistent with mission requirements.

7. Establishing and maintaining a Missile Operations Center (MOC) on a 24-hour-per-day basis. The MOC would display the current status of its weapons, crews, targets, maintenance and supply back-up, launch bays, and sites. In addition, it would be fitted with the communications necessary to control of the group offensive operations.

8. Insuring the preparation of mission directives for all assigned units of the 498th TMG and requiring a semi-annual review and updating

of all mission directives, if found necessary.

9. Carrying out such other tasks as the 313th Air Division Commander should direct.

The Commander of the 498th Tactical Missile Group was authorized direct communication with local Army, Navy, Marine, and AMC Depot Commanders and the heads of civilian agencies on routine operational, logistical, and administrative matters pertaining to his mission. Direct communication on other than routine matters would require the specific approval of Headquarters, 313th Air Division; however, direct communication between the Fifth Air Force Tactical Operations Center and the 498th MOC was authorized.[6]

The Mission of the 15th Tactical Reconnaissance Squadron, Photo, Jet: The mission of the 15th Tactical Reconnaissance Squadron, Photo, Jet, at Kadena Air Base, according to the new 313th Air Division Regulation No. 23-5 of 17 January 1962 consisted of obtaining direct post-strike and pre-strike photography and providing ground, air, and naval forces with visual and photographic information concerning the disposition, movement, and activity of friendly and hostile forces during the hours of daylight.

The 15th TRS was organized as an AFCON unit assigned to the 313th Air Division and attached to the 18th Tactical Fighter Wing for operational, logistical, and administrative control. The Squadron Commander exercised command and administrative control of the 15th, but was responsible to the Commander, 18th TFW for:

1. Command and control of assigned or attached squadron personnel.

2. The organization of squadron facilities, functions, and individuals into an efficient unit.

3. Providing the initial production and distribution of photographic negatives and prints.

4. Interpreting photographs and preparing immediate photographic intelligence reports for dissemination within the capabilities of assigned equipment and personnel.

5. Conducting operations in support of general and contingency war plans.

6. Performing operations functions for the control of all aircraft assigned to the 15th TRS.

7. Developing and maintaining a high state of mobility to deploy personnel and equipment as required to accomplish the assigned mission.

8. Providing unit and individual training, including OJT, technical, and specialized, for assigned personnel.

9. Performing flight-line maintenance of assigned unit equipment and attrition aircraft.

10. Promoting a general understanding and appreciation, within limitations of security, of the principle of tactical reconnaissance operations.

11. Participating in disaster relief and domestic emergencies in accordance with plans formulated by Headquarters, 313th Air Division, to such an extent as was consistent with the requirements of the primary mission.

12. Performing such other tasks as might be directed by the Commander, 18th Tactical Fighter Wing.

The Commander, 15th TRS was authorized direct communication with the parent 313th Air Division, as well as the 18th TFW. Additionally, he was

authorized direct communication with all local assigned and tenant units on matters pertaining to logistical and installation support, transportation, communications, and administration.[7]

The Mission of the 51st Fighter Interceptor Wing: Still another mission directive published on 17 January 1962 to replace an existing regulation which had become outmoded or to supply the need for one which had not yet been written was 313th Air Division Regulation No. 23-6, pertaining to the 51st Fighter Interceptor Wing at Naha AB. This regulation superseded the earlier version of 313ADR 23-6 dated 26 August 1960.

According to the new regulation, the mission of the 51st FIW was to conduct air defense operations within the 313th Air Division sector of responsibility and the areas adjacent thereto, including the activities of the Air Defense Control Center (ADCC), the aircraft control and warning (AC&W) sites, the 16th Fighter Interceptor Squadron, and Army air defense missile units. In addition, the 51st was expected to provide administrative and logistical support for the units attached to Naha Air Base, in accordance with the directions of the Commander, 313th Air Division.

The 51st Fighter Interceptor Wing was organized as an AFCON unit assigned to the 313th Air Division. As such, it was provided with a wing headquarters, an air base group (the 51st ABG), facilities, equipment, and personnel, as well as such assigned units as were considered necessary to carry out the mission.

The Commander, 51st Fighter Interceptor Wing, subject to policies established by 313th Air Division and the directives of higher headquarters, exercised command jurisdiction over the 51st FIW and its assigned and attached units. He was directly responsible to the Commander, 313th Air

Division for:

1. The execution of defense operational staff requirements for the 313th Air Division. In addition, he was assigned the personal duty of Deputy Division Commander for Air Defense.

2. Providing aircraft, equipment, and/or personnel incidental to the air defense mission as directed.

3. The operational control of all U.S. Army anti-aircraft units for sector air defense, operational control of Navy and Marine anti-aircraft units when shore-based, and operational control of anti-aircraft units' gunfire from ships' batteries when such fire was in defense of shore installations located within the 313th Air Division sector of responsibility.

4. Preparing and maintaining plans for the conduct of combat operations.

5. Contributing mobile strike forces, support personnel, and equipment in support of PACAF contingency war plans.

6. Augmenting the defensive forces of other Fifth Air Force air divisions when a particular situation so dictated.

7. Operating the Okinawa ADCC.

8. Mutually coordinating and standardizing air defense information and procedures with adjacent air defense sectors.

9. Providing aircraft for and proper supervision of the combat readiness flying training of Air Force personnel on flying status when assigned or attached to the 51st FIW for flying.

10. Providing training incidental to assigned organic forces engaged in air defense.

11. Developing and conducting aircrew, ground crew, technical, and other specialized training programs for military members of friendly foreign countries under the Military Assistance Program.

12. Coordinating with the appropriate local Army, Navy, and Marine commanders to insure uninterrupted operation of jointly used facilities and installations.

13. Conducting combined training and operations with local Army, Navy, Marine, and governmental agencies as frequently as necessary to insure the success of all planned joint operations.

14. Providing field maintenance to organizations assigned, attached, or transient on Naha Air Base. This would include the deployment of mobile maintenance teams' personnel and equipment, as necessary, to support the Naha-based C-130 aircraft of Detachment 1, 315th Air Division, utilized in performance of their intra-theater airlift mission.

15. Participating in disaster relief and domestic emergencies in accordance with plans formulated by 313th Air Division, to an extent consistent with the requirements of the primary mission.

16. Issuing mission statements for all assigned units, then insuring semi-annual reviews and updating, if required.

17. The performance of such other tasks as might be directed by the Commander, 313th Air Division.

The Commander, 51st Fighter Interceptor Wing was authorized direct communication with local Army, Navy, Marine, and AMC Depot Commanders and heads of civilian agencies on routine operational, logistical, and administrative matters pertaining to his mission. Direct communication on

other than routine operational, logistical, and administrative matters would require the specific approval of Headquarters, 313th Air Division.[8]

THE 313TH AIR DIVISION ORGANIZATION

Activations, Inactivations, and Redesignations at Kadena Air Base.

Detachment 2, 6313th Air Base Wing: Effective 1 January 1962, Detachment 2, 6313th Air Base Wing was designated and organized at the Onna Point Administration Annex, the home of the 6927th Radio Squadron Mobile (USAFSS).[9] Previously, on 9 November 1961, PACAF had published a special order designating and organizing Detachment 1, 6313th Civil Engineering Squadron at the Onna Point Administration Annex/Office, effective 1 January 1962.[10] However, before this action could become effective, it suddenly dawned on someone that the Civil Engineering function was not the only one being provided by the 6313th Air Base Wing in support of the 6927th RSM, there also being food service and air police personnel serving at the isolated Security Service base on the little peninsula protruding into the East China Sea.

Detachment 3, 6313th Air Base Wing: Effective 1 January 1962, Detachment 3, 6313th Air Base Wing was designated and organized at the Kadena Ammunition Storage Annex, Okinawa.[11] As with Detachment 2, 6313th ABW, the new organization had received an advance christening which was doomed to cancellation before it ever actually saw the light of day. On 9 November 1961, PACAF had announced the designation and organization of "Detachment 2, 6313th Civil Engineering Squadron, Bishagawa City, Okinawa."[12] Basically, there was nothing wrong with this administrative gambit except that, again, the designation of the detachment as an element of the civil engineering squadron failed to take into account the other functions represented at

the annex, such as food service and security, besides which there was no "Bishagawa City" on Okinawa--or anywhere else in the Ryukyus, for that matter. (In fact, the river adjacent to the ammunition area which the U.S. Military called the "Bishagawa" was known to native Okinawans as the "Hijagawa.")

Detachment 2, 315th Air Division: Also effective 1 January 1962, Detachment 2, 315th Air Division was designated and organized at Kadena Air Base, with operational control to be exercised by Detachment 1, 315th Air Division at Naha Air Base, Okinawa, and logistical support to be furnished by the 18th Tactical Fighter Wing.[13] Detachment 2 was attached to the 313th Air Division and further attached to the 6313th Air Base Wing for administrative and logistical support.[14] The personnel--two officers and three airmen at the time--were to be provided from sources available to the Commander, 315th Air Division.[15]

Although Detachment 2, 315th Air Division came into existence only on 1 January 1962, this was really only a species of reincarnation, since the same personnel had been functioning for a number of years as the "C-130 Alert Force," and there was no change in the basic mission. Detachment 2, 315th Air Division was located in Restricted Area 3--commonly known as the "Black Area."

To carry out its "High Gear" mission, Detachment 2 had at its disposal 10 C-130 aircraft and 10 combat-ready crews (50 men) on continual ready alert, which meant that they had no more than 30 minutes in which to become airborne. The "High Gear" mission was assigned a priority second only to that of offensive strike forces and was considered to be a force

already committed to armed conflict.

We have seen that the PACAF special order establishing Detachment 2 placed it under the operational control of Detachment 1, 315th Air Division, at Naha AB. However, this formal statement did not tell the whole story. Detachment 2 also came under the direct command line of Headquarters, 315th Air Division, at Tachikawa AB, Japan, while falling under the supervisory control of the Commander, Detachment 1, 315th Air Division. Moreover, because of the nature of the unit's mission, Detachment 2 was placed under the operational control of Headquarters, Fifth Air Force for launch control, emergency aircraft evacuation, aircraft loads, and destinations.

Personnel records, 201 files, and the like were retained by Headquarters, 315th Air Division at the beginning of the year, but later on they were transferred to the 6100th Support Wing, also at Tachikawa AB.

On 17 April 1962, an operational and support agreement for Detachment 2 was signed (though made effective retroactive to 1 April) by the Commanders of the 6313th ABW, the 18th Tactical Fighter Wing, and the 7th Tactical Depot Squadron, all of Kadena AB, and the 51st Fighter Interceptor Wing and Detachment 1, 315th Air Division, both of Naha AB.

Besides providing facilities and equipment as outlined in the agreement, the Commander, 313th Air Division would coordinate the operational requirements of the High Gear mission with the appropriate communications and controlling agencies. Although operational control would "normally be exercised" by the Commander, Fifth Air Force, through coordination with the Commander, 315th Air Division, the execution of directions pertinent thereto was delegated to the Commander, 313th Air Division, "the appointed

coordinating authority" for Commander, Fifth Air Force. Furthermore, in the event of loss of communications with Fifth Air Force, the 313th Air Division Commander would assume operational control over High Gear.

The Commander of the 7th Tactical Depot Squadron was expected to provide the nuclear weapons to be carried on the High Gear aircraft, to furnish vehicles for the load changes and qualified technicians to monitor the load change operation, to load and off-load the aircraft as necessary, and to provide storage of excess cargo under certain conditions, such as typhoon evacuation.

The Commander, 51st Fighter Interceptor Wing was to provide the requisite specialized maintenance and spare parts support peculiar to the C-130 necessary to maintain the High Gear aircraft at Kadena on an alert status. Contact between the 51st FIW and Detachment 2 would be made through the 51st FIW Air Vehicle Control. In addition, he would insure that specialized maintenance personnel were made available to the Detachment 2 Commander as required under General War Plan (GWP) conditions.

The Commander, 6313th Air Base Wing was responsible for providing billeting and messing facilities for all High Gear crew members and communications equipment at both the aircrew billeting area and the operations facility; for providing sufficient vehicles to assign one to each officer crew, one to every two airman crews, one to the detachment commander, and one to the Chief of Maintenance; for furnishing adequate flightline security and aircraft guards for each C-130, these guards to accompany the aircraft in the event of a launch or typhoon evacuation; for making available adequate aircraft parking and loading space within a secure area; for providing POL of the proper type and in quantities

sufficient to meet the load requirements; for providing the 7th TDS with enough M-5 bomb trailers to perform the necessary load changes; and for providing adequate building space for a Commander's office and Administration Section, an Operations Section, a Materiel and Maintenance Section, a training office and ground school, a briefing room, a recreation room, and other functions. For this purpose, Detachment 2 was assigned five quonsets which had recently been extensively rehabilitated, so that it was hoped they would be at least "barely adequate" for the foreseeable future. A new structure to replace the quonsets had been requested three times in the Fiscal Years 1962 and 1963, but at no time had the necessary funds been available.

The Commander, 18th Tactical Fighter Wing was expected to pass launch instructions to High Gear crews when directed by PACAF, Fifth Air Force, or 313th Air Division; to test the alert posture of the High Gear aircraft and report the reaction times to Fifth Air Force and Detachment 1, 315th Air Division; to provide for the emergency withdrawal or destruction of High Gear weapons in accordance with existing directives; to furnish one AC/DC or DC power unit for each aircraft standing alert, one air starting unit (MA-1A or its equivalent) for every three aircraft standing alert, one high pressure oxygen servicing cart of 12-bottle capacity, and one C-130 tow bar; to provide general maintenance support equipment as required, on an as-available basis, including maintenance lights and maintenance stands; to designate hardstands for C-130 aircraft on alert and for load changes; and to provide a system for alerting High Gear crews at various locations on Kadena Air Base.[16]

Owing to the unique nature of Detachment 2's mission--apparently the

only one of its kind in the United States Air Force--only general guidelines were given the Commander. Consequently, except for certain operational concepts, all policies, procedures, and operating instructions had to be developed and specifically tailored to this mission. One way in which the detachment was outstandingly different was in the stipulation that it engage in no flying, except in the case of emergency aircraft evacuation.

During the period 1 January - 30 June 1962, the 10 C-130's on High Gear alert at Kadena were manned by crews from the Naha-based 21st and 817th Troop Carrier Squadrons and the Japan-based 815th Troop Carrier Squadron. Each squadron furnished crews which divided the alert duty time as equitably as possible, so that the average crew member in the 315th Air Division spent approximately one week out of every four on alert duty. All crews were on a 30-minute alert, and all aircraft were in a "cocked" configuration. In the case of the "no notice" practice scrambles called at random hours by the 18th TFW, the reaction times, rather oddly, did not vary much. Generally speaking, those generated during daylight hours averaged just over nine minutes, while those called during the night averaged just over 12 minutes.

Fifth Air Force also directed the execution of six "Buddy High Gear" or "Transloading" exercises involving 15 C-130's during the historical period, the purpose being to simulate actual High Gear missions upon arrival at the aircraft destination base. Detachment 2 was tasked with the coordination, briefing, and support for these exercises.

Between 1 January and 30 June, the aircraft loads underwent three major and four minor posture changes at the direction of Fifth Air Force.

All of the changes were performed by the 7th TDS, with aircrews on alert and the permanent personnel of Detachment 2 providing supervision.

On two different occasions the High Gear C-130's were forced to evacuate when typhoons appeared headed for Okinawa. In neither instance was there any aircraft abort, and only minor maintenance was required when the planes arrived at their "safe haven base." The chief difficulties encountered at the recovery base were attributable to the saturation of the facilities by the arriving alert forces. Despite the efforts of the host organization to be of help, little could be done to alleviate the situation. No loss of reaction time resulted, but the facilities were "not up to the standards to which the crews were accustomed."[17]

The 6018th Organizational Maintenance Squadron (Provisional): Effective 1 March 1962, the 6018th Organizational Maintenance Squadron (Provisional) was designated and organized at Kadena Air Base.[18]

Attachment of Various Units to the 6313th Support Squadron: On 27 March 1962, the following units were attached to the 6313th Support Squadron for normal squadron administrative support only, excepting court martial jurisdiction and administrative board actions affecting officer personnel which had to be retained by the unit of assignment:[19]

Headquarters, 313th Air Division
Headquarters, 6313th Air Base Wing
558th Air Force Band

The 15th Tactical Reconnaissance Squadron, Photo, Jet: Effective 27 March 1962, the 15th Tactical Reconnaissance Squadron, Photo, Jet, was attached to the 18th Tactical Fighter Wing for field maintenance support and organizational maintenance, with no change in other attachments or assignments.[20]

Attachments of Various Units to the 6313th Air Base Wing: Effective 27 March 1962, the following 313th Air Division and tenant units or activities were attached to the 6313th Air Base Wing for logistical support (other than field maintenance) and administrative support:[21]

Headquarters, 313th Air Division (except for normal squadron administrative support to be furnished by the 6313th Support Squadron)
Okinawa Division, Tachikawa Air Procurement Office, Air Materiel Force, Pacific (AFLC)
558th Air Force Band (except for normal squadron administrative support to be furnished by the 6313th Support Squadron)
Detachment #1, 2876th GEEIA Squadron (AFLC)
Detachment #3, 2703d Explosive Ordnance Disposal Squadron (AFLC)
Headquarters, 1962d Communications Group (AFCS)
Mobile Training Detachments (ATC)
Field Training Detachments (ATC)
Kadena Resident Office, Auditor General, USAF (Hq Comd)
Detachment #2, 1045th Operational Evaluation and Training Group (Hq Comd)
Detachment #8, 1st Weather Wing (MATS)
1505th Support Squadron (MATS)
Detachment #3, 7651st Aeronautical Charting and Information Squadron (MATS)
18th Tactical Fighter Wing
7th Tactical Depot Squadron (PACAF) (including assignment and promotion of personnel)
11th Air Postal Squadron
District Office #43, 6001st Special Investigation Squadron (IG)
Detachment #3, 9th Aero Medical Evacuation Squadron
15th Tactical Reconnaissance Squadron, Photo, Jet (5th AF) (with no change in other attachments or assignments)
Detachment #2, 27th Communications Squadron (SAC)
6922d Radio Group Mobile (USAFSS)
498th Tactical Missile Group

Attachments of Various Units to the 18th Tactical Fighter Wing: Effective 27 March 1962, the following 313th Air Division and tenant units were attached to the 18th Tactical Fighter Wing for field maintenance support only:[22]

Headquarters, 313th Air Division
6313th Air Base Wing
558th Air Force Band

11th Air Postal Squadron
Okinawa Division, Tachikawa Procurement Office, AMFP (AFLC)
District Office #43, 6001st Special Investigation Squadron (IG)
Detachment #3, 9th Aero Medical Evacuation Squadron
Headquarters, 1962d Communications Group (AFCS)
1505th Support Squadron (MATS)
Detachment #3, 7651st Aeronautical Charting and Information Squadron (MATS)
Detachment #8, 1st Weather Wing (MATS)
Kadena Resident Office, Auditor General, USAF (Hq Comd)
Detachment #2, 1045th Operational Evaluation and Training Group (Hq Comd)
6922d Radio Group Mobile (USAFSS)
Detachment #2, 27th Communications Squadron (SAC)
Mobile Training Detachments (ATC)
Field Training Detachments (ATC)
498th Tactical Missile Group
Detachment #1, 2876th GEEIA Squadron (AFLC)

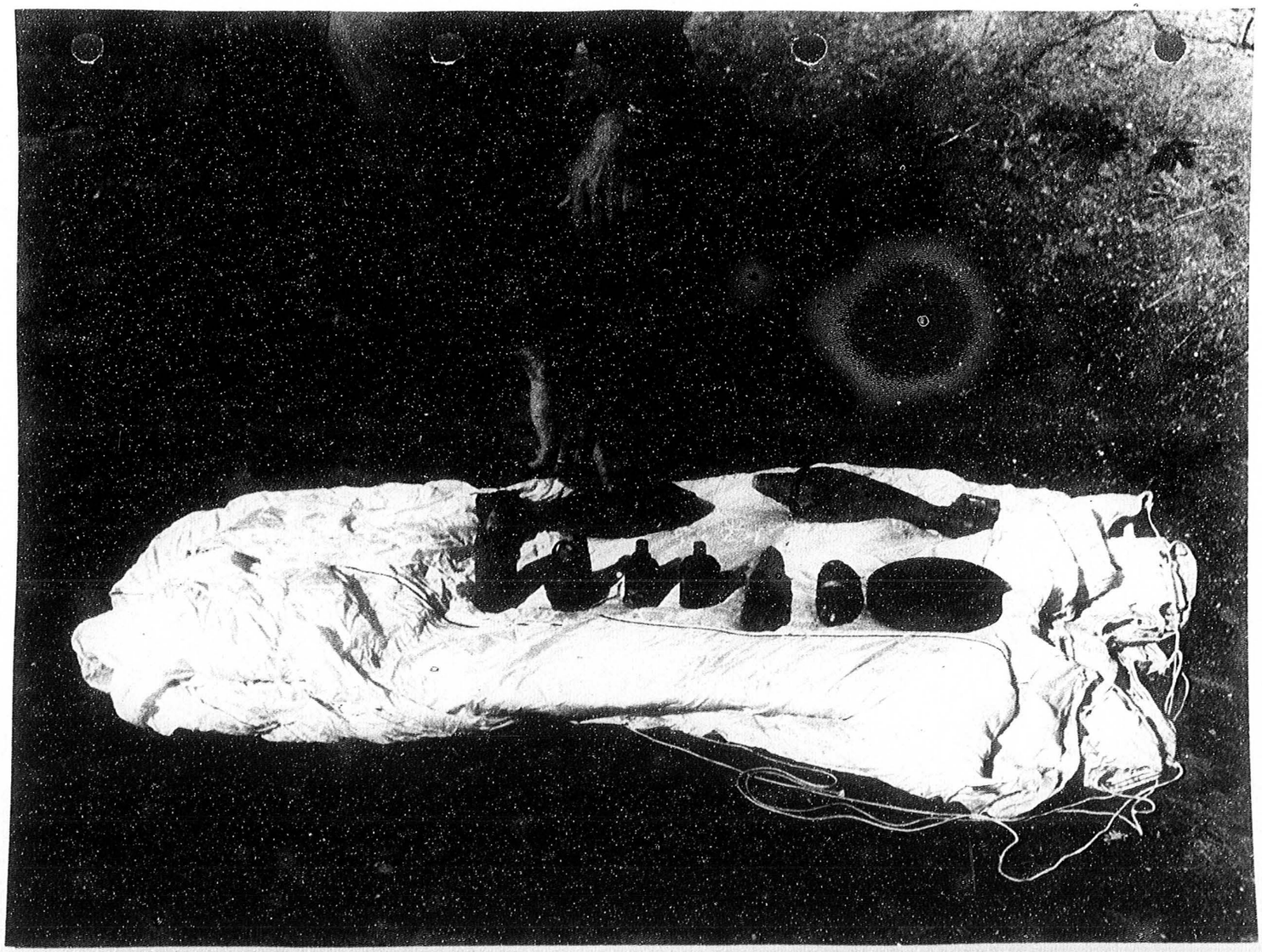
Inactivation of Detachment 3, 2703d Explosive Ordnance Disposal Squadron (AFLC): On 19 February 1962, the Department of the Air Force issued a letter (AFCMO 748m) reassigning the 2703d Explosive Ordnance Disposal Squadron, located at Tachikawa AB, from the Air Force Logistics Command to PACAF, effective 1 April 1962. Concurrently, the 2703d EOD Squadron was to be discontinued or redesignated by PACAF from within its block of assigned numbers, the present numerical designation thereupon reverting to AFLC.[23] On 2 March 1962, PACAF published a special order discontinuing the 2703d EOD Squadron effective 1 April 1962.[24]

Although not specifically mentioned in the PACAF special order, Detachment 3, 2703d EOD, at Kadena AB, was also involved in the discontinuance action by implication, supplemented by a message of 19 March 1962 from the 2703d Squadron to its six detachments. According to this TWX, PACAF would retain over-all responsibility for the direction and control of the explosive ordnance disposal mission through appropriate staff sections at Fifth Air Force, Thirteenth Air Force, and PACAF Base Command,









which were tasked with the maintenance of EOD capabilities, as currently constituted, at their respective bases. The 2703d EOD Squadron personnel and equipment were to be transferred to the appropriate base organizations at the various operating locations. Any personnel support requirements that could not be met immediately by PCS assignments would be supplied on a TDY basis from available PACAF resources. In the case of Detachment 3 at Kadena AB, the personnel were reassigned to the 6313th Materiel Squadron on 1 April 1962.[25]

Subsequently, in May 1962, the position of Kadena Explosive Ordnance Disposal Officer was transferred from the Materiel Squadron to Detachment 3, 6313th ABW, as was the erstwhile Commander of Detachment 3, 2703d EOD Squadron, Captain William R. Green, Jr. This change was only temporary, however; for June saw both EOD Officer position and Captain Green himself transferred to the 18th Armament and Electronics Maintenance Squadron, where both remained until the latter's rotation to the ZI in December 1962.

Detachment 12, 4440th Aircraft Delivery Group: Effective 8 April 1962, Detachment 12, 4440th Aircraft Delivery Group, a Tactical Air Command (TAC) unit, was designated and organized at Kadena AB under the appropriate Unit Manning Document (UMD), with a non-T/O authorization of two officers and one airman, these personnel to be furnished from resources under the control of the Commander, TAC. Detachment 12 was attached to the 6313th Air Base Wing for administrative and logistic support, while operational control was retained by the parent 4440th Aircraft Delivery Group at Langley AFB, Virginia.[26] Although Detachment 12 was organized on 8 April, for all practical purposes it existed only on paper until 28 May, when Captain George D. Brown, who had been designated as the new unit's Operations

Officer, arrived from the CONUS. It was, in fact, not until 13 July 1962 that Major David G. Fisher, the Detachment Commander, reported for duty.[27]

Headquarters, 498th Tactical Missile Group: Effective 3 May 1962, Headquarters, 498th Tactical Missile Group was attached to the 498th Missile Maintenance Squadron for squadron administrative and logistical support.[28]

Detachment 1 (PACAF Standardization/Evaluation Team), Headquarters, PACAF: Back on 11 August 1961, USAF had promulgated AFR 60-2, entitled "Aircrew Standardization and Evaluation Programs," as a result of which a Standardization/Evaluation Team was established as a part of Headquarters, Fifth Air Force.

Subsequently, a PACAF-wide conference was held with representation from all interested echelons. As a result, PACAF promulgated Manual 60-1, which reassigned the team from Fifth Air Force to Headquarters, PACAF, though retaining the duty station at Fuchu Air Station, in order to improve command supervision and effectiveness of the standardization/evaluation program. To man the enlarged organization, a total of 15 spaces were allocated.[29]

The upshot of this planning was the designation and organization of Detachment 1 (PACAF Standardization/Evaluation Team), Headquarters, PACAF, at Fuchu AS, effective 1 April 1962, with the personnel being furnished from sources available to the Commander-in-Chief, PACAF. Detachment 1 was attached to Headquarters, Fifth Air Force for logistical and administrative support, to include the promotion of airmen, as authorized by

directives then current, and to the 41st Air Division for general, special, and summary court-martial jurisdiction.[30]

The ink was scarcely dry on the special order establishing Detachment 1 at Fuchu Air Station when Headquarters, PACAF published Movement Order No. 4 on 19 March 1962, directing the PCS movement of the Standardization/ Evaluation unit to Kadena Air Base, without any change in assignment, on or about 1 June 1962. The approximate strength of Detachment 1 was to be 13 officers and an airman.[31]

Accordingly, on 1 June 1962, Detachment 1 (PACAF Standardization/ Evaluation Team), Headquarters, PACAF was attached to the 313th Air Division for logistical and administrative support, without change in assignment, having completed the PCS movement directed on 19 March.[32]

On 19 June 1962, Headquarters, 313th Air Division further attached Detachment 1 to the 6313th Air Base Wing for logistical support (exclusive of field maintenance) and administrative support, and to the 18th Tactical Fighter Wing for field maintenance only.[33]

Activations, Inactivations, and Redesignations at Naha Air Base.

Detachment 3, 313th Air Division: Effective 11 January 1962, the supervisory surveillance of Detachment 3, 313th Air Division at Naha Air Base, hitherto exercised by the Deputy Chief of Staff/Communications-Electronics, at Headquarters, Fifth Air Force, was transferred to the Deputy Chief of Staff/Operations, Headquarters, Fifth Air Force.[34]

On 9 March 1962, a new edition of PACAF Regulation 55-8 was published, adding electronic warfare (EW) training for all AC&W sites within PACAF's area of responsibility to the mission responsibility of Detachment 3.[35]

On 1 April 1962, Detachment 3 received its new UMD for the Fiscal Year 1963. Authorized as additions to the existing UMD were one first lieutenant Ground Electronics Officer (3044B) and two airman second class Still Photographers (23250) effective with the beginning of the second quarter of FY-63. This reinforcement of needed personnel was expected to prove advantageous to the detachment in its task of performing the various evaluations necessary in the field.[36]

A team from Detachment 3 departed Naha AB on 7 January 1962 to perform a special electronic evaluation at AC&W Site P-55 on Okino-Erabu Shima, and began its investigation the following day. A study of the low quality control (QC) reports indicated that the maintenance personnel at the site did not have a signal generator with which to conduct minimum discernible signal (MDS) checks. Having determined that low performance of the equipment was to blame for poor radar quality control (RQC), the team recommended that a TS-419 (signal generator) be made available at the earliest possible date.

From 19 to 31 January 1962, a team led by Captain Raymond R. Mendonsa conducted an evaluation of the height finder equipment at Laoag, Philippine Islands.

A team which had been dispatched to Southeast Asia on 15 December 1961 returned to Naha AB on 22 January 1962 after compiling data for two different station evaluation reports--the first for Tan-Son-Nhut, at Saigon, South Vietnam, during the period 19 December 1961 through 3 January 1962, the other for Don Muang, located at Bangkok, Thailand, from 4 January until the team's return to Okinawa. At Tan-Son-Nhut, the

over-all capabilities and limitations of the AN/MPS-11 search radar and AN/MPS-16 height finder radars were evaluated, while at Don Muang the AN/MPS-11 and the AN/MPS-14 height finder were the subjects of evaluation.

On 16 February, a team performed a quality control radar evaluation at Site P-54, Kume Shima Air Station, returning to home base on the 19th.

A team led by Captain Mendonsa flew to Fuchu AS, Japan, on 17 February, using that base as a departure point for QC evaluations of Mineyoka Yama, Ominato, and Subura Air Stations until their return to Naha on March 7th.

On 21 February, a team headed by First Lieutenant Paul A. Zanter took off for Miyako Jima Air Station (Site P-53), where they performed a QC radar evaluation on the AN/FPS-20 surveillance set and the AN/FPS-6 height-range finder until the 24th.

On 7 March, a team led by the Detachment Commander, Captain William B. Etheridge, went to Clark AB, Philippine Islands, to conduct a station evaluation at Danang AC&W Station on the AN/MPS-11 search radar located there. Upon their arrival, however, they found that the equipment was not operational; so they diverted their energies to conducting QC work in the area. The last team member to depart the Philippines returned to Naha on 26 April.

Another team left for Osan AB, Korea, on 10 March, for the purpose of conducting electronics warfare (EW) training lectures on the AN/GPS-4 L-band search radar with which the AC&W sites there were equipped. The site personnel also acquired a practical working knowledge of electronics counter-measures (ECM), as missions were flown illustrating the various

methods of jamming with which the ground crew members at the AC&W station might be confronted. This team returned to Naha AB on 31 March.

On 13 March a team led by Lieutenant Zanter flew down to Lubang in the Philippines to conduct a station evaluation of the AN/FPS-20A search radar and a height finder. All the equipment was found to be in "very good" condition. The team returned to Naha on 7 April.

A team led by Captain Etheridge departed for Headquarters, Chinese Air Force at Taipei, Taiwan, on 2 April, conducting two special and quality control radar evaluations of AC&W sites in the area until their return to Okinawa on 17 April.

On 4 April another team departed for Headquarters, Thirteenth Air Force, Clark AB, whence they proceeded to the AC&W station at Pleiku to evaluate the AN/TPS-1D light weight search radar and the similarly transportable AN/TPS-10D height finder from 7 to 10 April. From Pleiku the team moved to Danang, where they found the AN/MPS-14 height finder to be out of commission. The AN/MPS-11 search set, however, which had been inoperative when visited in March, was now working, so that the electronics experts were able to give it a thorough evaluation before returning to Naha on the 15th.

A three-member team led by RCA Contract Technician William Waldo went to Headquarters, Fifth Air Force, on 11 April, whence they journeyed to Misawa AB, Itazuke AB, P-42 at Ominato, P-45 at Tobesu, P-33 at Funakawa, P-7 at Saki Minato, and P-13 at Kushima, Japan, after first conducting EW training for the Japan Air Self Defense Force, CAC Headquarters, at Fuchu AS. At the AC&W sites, lectures were given to the radar maintenance and operations personnel. General in nature and intended to give the site

personnel a basic understanding of the complete EW picture, these lectures stressed two topics. First of these was the necessity for cooperation between maintenance and operations personnel, the senior maintenance and operations men on duty making up a team to combat ECM. Second was the need for proper operator PPI (Plan Position Indicator) adjustments while in an ECM environment. During the jamming missions, scope photographs were taken, and maintenance personnel experimented with various anti-jam circuits available to them, along with the Electronics Counter-Counter Measures (ECCM) techniques discussed in the lectures. Proper methods for scoring the jamming effectiveness, determining the type of jamming, and proper PPI operator adjustments were gone over with the Operations personnel during these visits. The team, its mission completed, returned to Naha AB on 13 May 1962.

The following day, May 14th, a nine-man team headed by Captain Mendonsa left Naha for Miyako Air Station (Site P-53), some 190 miles southwest of Okinawa, to conduct an over-all station evaluation of the AN/FPS-20 surveillance radar and the AN/FPS-6 height finder. In conjunction with the evaluation, new personnel of Detachment 3 were trained in methods, procedures, and techniques of evaluation principles. The evaluation data collected indicated that an electrical tilt of plus 1.25 degrees should be utilized, that the RHI should be aligned in accordance with applicable technical orders, that the AN/FPS-6 should be re-evaluated at some future date acceptable to all, that the PPI minimum discernible signal levels should be maintained equal to that of the "A" scope MDS, and that a safety device should be installed in the fuel line to assure continued performance of

the diesels. The combined station evaluation and OJT of the Detachment 3 personnel was completed on 25 May, and the team returned to Naha the next day.

A team under the leadership of Captain Mendonsa set out for Headquarters, Hawaiian Air National Guard (HANG), at Fort Ruger, Hawaii, on 1 June 1962, as the result of a request to conduct a special evaluation at Kokee Radar Site, Lihue, Kauai. Behind this request was concern on the part of the station over the possibility of threat aircraft. Nevertheless, when the team had finished its special evaluation, the apparent threat to the Kokee Radar Site had not been changed appreciably. The recommended electrical or true tilt was plus 1.2 degrees. The team having found that adverse weather conditions had a great influence on tracking capabilities in the Kauai area, recommended that the site personnel construct "B" profiles from surface to 10,000 feet four times daily. With this information, a comprehensive analysis of the local weather situation could be made and proper action initiated. Captain Mendonsa, after briefing the remaining team members on their duties, went in turn to HANG and PACAF Headquarters for debriefing conferences, after which he returned to Naha AB on 21 June. The four remaining team members stayed on in Hawaii to conduct ECCM lectures and training at Kokee AS, Kauai, and Koko Head AC&W Site, Oahu. They had not returned to Okinawa as of 30 June 1962.

A team led by RCA Contract Technician Ernest Ward went to Headquarters, Fifth Air Force on 28 June 1962 to conduct ECCM training lectures and practical demonstrations in an ECM environment. From Fuchu AS the team moved on to the 41st Air Division Headquarters at Johnson AS, Japan, and then to Osan AB, Korea, for similar work. At the end of the historical

period the team was still in Japan.[37]

The 6051st Organizational Maintenance Squadron (Provisional): Effective 1 March 1962, the 6051st Organizational Maintenance Squadron (Provisional) was designated and organized at Naha Air Base.[38]

The 6051st Air Police Squadron (Provisional): Effective 1 May 1962, the 6051st Air Police Squadron (Provisional) was designated and organized at Naha Air Base, where it was then attached to the 51st Air Base Group.[39]

The 345th Troop Carrier Squadron, Medium: Early in 1962, Headquarters, Ninth Air Force (TAC), at Shaw AFB, South Carolina, and the 315th Air Division, at Tachikawa AB, Japan, were notified by USAF message AFOOP-BU-PP 75064 that the 345th Troop Carrier Squadron at Seward AFB, Tennessee, a unit of the 839th Air Division, was to move in a permanent change of station to Naha AB between 15 May and 30 June 1962. The advance echelon of approximately three officers and 10 airmen was to be ready for departure from Sewart AFB on 15 May, and the main body, comprising some 62 officers and 268 airmen, was to be prepared to leave the home station on 1 June. The whole movement was expected to be completed not later than 30 June 1962. Upon completing its move, the 345th TCS was to be reassigned from TAC to PACAF. The squadron would fly its unit aircraft, C-130 Hercules cargo planes, to Naha AB.[40]

Effective 1 June 1962, the 345th Troop Carrier Squadron was reassigned to PACAF, which assigned it the same day to the 315th Air Division.[41]

The movement took place as planned, and on 29 June 1962 the 345th TCS, now firmly ensconced at Naha AB, was attached to the 51st Fighter Interceptor Wing for logistic and administrative support.[42]

Changes Involving Air Force Land in the Ryukyus.

Motobu Auxiliary Airfield: On 1 March 1962, Motobu Auxiliary Airfield (PIN 2987), which had previously been assigned to the real property account of Naha Air Base and had been inactivated effective 30 June 1957, was reassigned, in an inactive status, to the real property account of Kadena Air Base.[43]

This was the only real property change which occurred during the first six months of 1962.

FOOTNOTES

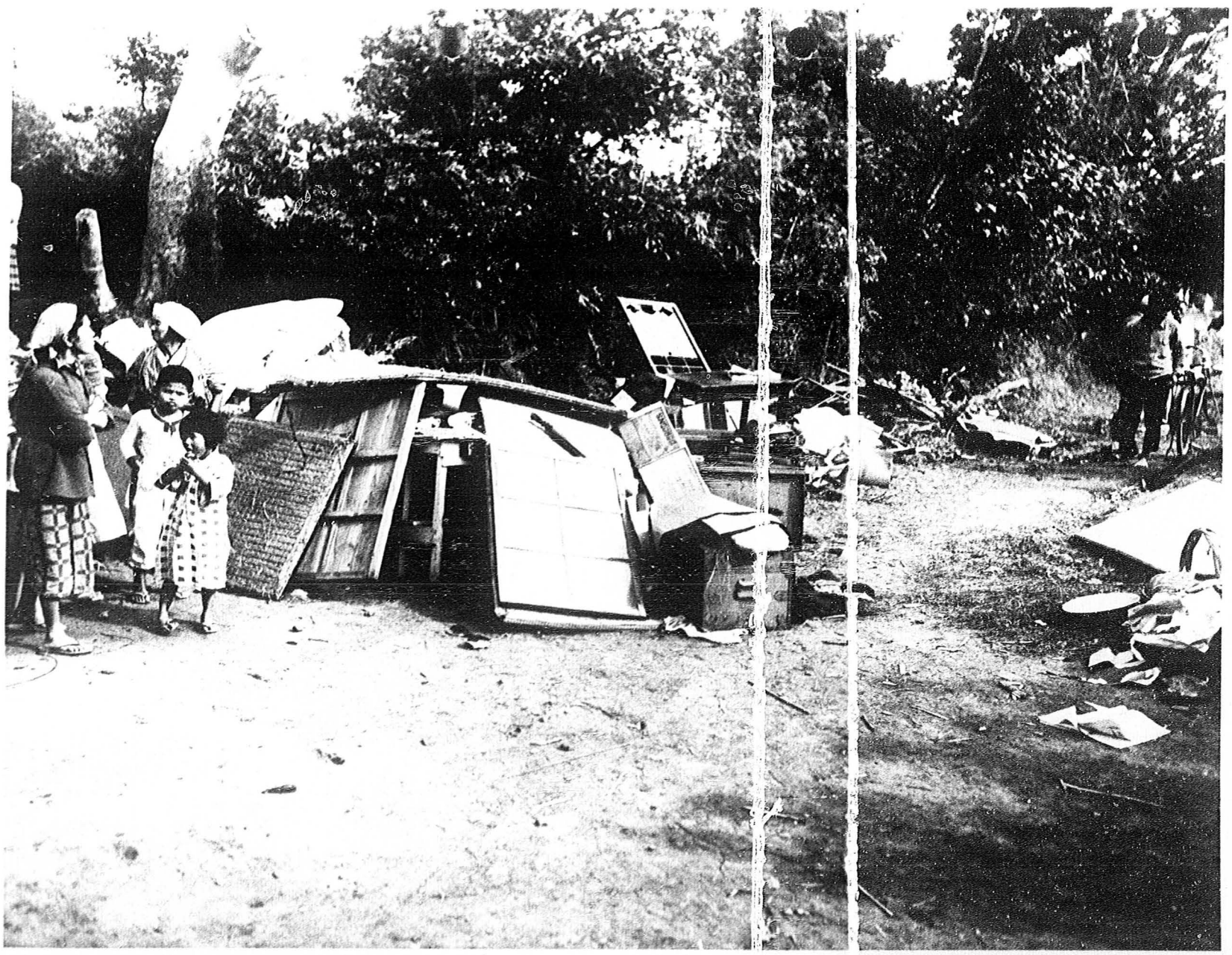
Footnote No.	Document No.	
1	1	Fifth Air Force Regulation (5AFR) No. 23-4, sub.: Organization and Mission--Field: 313th Air Division, dtd. 24 Nov. 1961.
2	1	5AFR No. 55-18, sub.: Operations: Division Areas of Responsibility, dtd. 14 Jan. 1960.
3	1	5AFR No. 23-4, sub.: Organization and Mission--Field: 313th Air Division, dtd. 24 Nov. 1961.
4	2	Ltr., Hq., Fifth Air Force (5AF) to 313th Air Division (313th Air Div.), sub.: Hq. Fifth Air Force Direct Control of Tactical Striking Forces, dtd. 1 Aug. 1960.
5	3	313th Air Div Regulation (313ADR) No. 23-2, sub.: Organization and Mission--Field: 6313th Air Base Wing, dtd. 17 Jan. 1962.
6	3	313ADR No. 23-4, sub.: Organization and Mission--Field: 498th Tactical Missile Group, dtd. 17 Jan. 1962.
7	3	313ADR No. 23-5, sub.: Organization and Mission--Field: 15th Tactical Reconnaissance Squadron, Photo-Jet, dtd. 17 Jan. 1962.
8	3	313ADR No. 23-6, sub.: Organization and Mission--Field: 51st Fighter Interceptor Wing, dtd. 17 Jan. 1962.
9	4	PACAF Special Order (SO) G-93, dtd. 7 Dec. 1961.
10	--	PACAF SO G-82, dtd. 9 Nov. 1961.
11	4	PACAF SO G-93, dtd. 7 Dec. 1961.
12	--	PACAF SO G-82, dtd. 9 Nov. 1961.
13	--	PACAF SO G-75, dtd. 5 Oct. 1961.
14	5	313th AD SO G-2, dtd. 12 Jan. 1962.
15	--	PACAF SO G-97, dtd. 26 Dec. 1961.

Footnote No.	Document No.	
16	6	Operational and Support Agreement between Det 1, 315AD/ 18TFW/51FIW/7TDS/6313ABW, sub.: Support of Det 2, 315AD (High Gear), dtd. 17 Apr. 1962.
17	--	Historical Report, Det. 2, 315th Air Div., 1 Jan.-30 June 1962.
18	--	5AF Ltr., sub.: Organizational Maintenance Squadrons Provisional, dtd. 9 Feb. 1962.
19	5	313th AD SO G-3, dtd. 27 March 1962.
20	5 --	313th AD SO G-3, dtd. 27 March 1962; 313th AD SO G-11, dtd. 18 Sept. 1962.
21	5	313th AD SO G-3, dtd. 27 March 1962.
22	5 5	313th AD SO G-3, dtd. 27 March 1962; 313th AD SO G-4, dtd. 3 Apr. 1962.
23	7	Air Force Logistics Command (AFLC) SO G-14, dtd. 26 Feb. 1962.
24	4	PACAF SO G-23, dtd. 2 March 1962.
25	8	YTB-3-26, 2703d EOD Sq. to Det 3, 2703d EOD Sq., et al., 19/0125Z Mar. 1962.
26	9	Tactical Air Command (TAC) SO G-30, dtd. 12 Mar. 1962.
27	--	Telephone conversation by Command Historian with Capt. George D. Brown, Det 12, 4440th ADG, 29 July 1963.
28	5	313th AD SO G-5, dtd. 3 May 1962.
29	10	Ltr., Hq. PACAF (PFLMO) to 5AF, 13AF, 315 Air Div., sub.: PACAF Standardization/Evaluation (Stan/Eval) Team, 24 Jan. 1962.
30	4	PACAF SO G-13, dtd. 7 Feb. 1962.
31	11	Ltr., Hq. PACAF to Comdr. Det. 1, Hq. PACAF, sub.: Movement Order No. 4, dtd. 19 Mar. 1962.
32	4	PACAF SO G-37, dtd. 16 Apr. 1962.

Footnote No.	Document No.	
33	5	313th AD SO G-7, dtd. 19 June 1962.
34	12	5AF SO G-4, dtd. 11 Jan. 1962.
35	--	PACAF Reg. No. 55-8, par. 7c, 9 Mar. 1962.
36	--	History, Det. 3, 313th Air Div., 1 Jan.-30 June 1962, p. 5.
37	--	Ibid., pp. 2-9.
38	--	5AF Ltr., sub.: Organizational Maintenance Squadrons Provisional, dtd. 9 Feb. 1962.
39	4	PACAF SO G-29, dtd. 27 Mar. 1962.
40	13	Ltr., Hq., 9th AF to 839th Air Div., sub.: Movement Order #1, 345th Troop Carrier Squadron, 6 Apr. 1962.
41	4	PACAF SO G-48, dtd. 23 May 1962.
42	5	313th AD SO G-9, dtd. 29 June 1962.
43	4	PACAF SO G-16, dtd. 23 Feb. 1962.

CHAPTER II

THE KAWASAKI JET CRASH ACCIDENT OF 7 DECEMBER 1961




185 C-26 18TFW MAJ A/C ACC # 563271 7 DEC 61




185 G-28 18TFW MAJ A/C ACC # 55327 7DEC,6


185 G-3[illegible] 18TFW MAJ. A/C ACC # 563271 7 DEC. 61


185 G-13 18TFW MAJ A/C ACC 56327 7DEC01

structure whose loss was calculated by the same source at $300.00.

In addition, the homes of Chojiro Oyadomari, Chifu (or Chitomi) Takara, Shizu Miyagi, and Shotoku Kudaka sustained significant damage, as did the Kawasaki Police Box of the Maehara District Police Station. Also destroyed were seven hog pens and a considerable quantity of farm crops. Besides the two fatalities, Mrs. Yae Miyagi was seriously injured, as we have seen; and Chifu Takara (29), Yoshitake (or Zensho) Kinjo (7), and Jiyu (or Chiyu) Omine (7) were injured in varying degrees, while several others sustained minor cuts and bruises.

The young Camp McTureous Officer-of-the-Day who had been a ringside witness to the crash immediately notified the fire department and dispensary at Camp Smedley D. Butler, then dispatched the guard to the accident scene. In a matter of moments, at least 200 military fire fighters and volunteer rescue workers had responded to the disaster from Marine Camps McTureous, Smedley D. Butler, Courtney, and Hauge, and from the Army Nike batteries perched on their nearby eyries.

At about the same time, Shuichi Kawabata, a watchman stationed in the lookout tower of the Koza City Fire Station, became aware of a jet aircraft on fire over the Nupunja area (adjacent to Camp Hauge and only a short distance from that part of Kawasaki Village situated across the highway from the stricken portion). As he watched, the plane gained altitude briefly, then plunged to earth after the pilot had bailed out. He immediately rang the emergency bell, and Koza City fire trucks rushed to Kawasaki, where they joined those similarly dispatched from Kadena Air Base and various Army units. But it was the Camp Butler fire department that was mainly responsible for the fires' being gotten under control within

19 minutes after the crash, because of its providentially close location to the accident scene. As it was, the entire village of Kawasaki on the north side of Highway #8 was probably spared from destruction through the speedy and efficient efforts of the Marine fire fighters.

The scene during the first minutes following the crash was one of utter pandemonium, as might be expected, the more unselfish villagers rushing into the burning houses in an attempt to bring out the injured, the less feeling concerning themselves with saving their own clothing and livestock. Then, once the fire fighters had begun to attempt to control and quell the flames, they found themselves sorely hampered by hordes of worried relatives, friends, and merely curious onlookers. As military and GRI police arrived in increasing numbers, the highway in the vicinity was sealed off, so that at least those of the idly curious too lazy to walk any distance from their cars were barred from the accident scene.[5]

Genko Shiokawa, the GRI policeman assigned to the police box in Kawasaki Village, was investigating a traffic accident on Highway #8 (in all probability the same one which had taken the Camp McTureous OOD to the west gate of the camp) when he observed the jet in flames and saw the pilot bail out and begin the long parachute descent to earth. Seeing that the distressed plane was headed for the Kawasaki area, he started to run to his police box, but before he could get there, the F-100 "suddenly exploded in the air with a terrific noise, raining wreckage all over the village" and blasting open the front door of the police box.

Two first graders of the nearby Kawasaki Elementary School—Jiyu Ozima (7) and Yoshitake Kinjo (7)—whose classes had concluded for the

day and who were on their way home, were burned by the flaming fuel which poured down on the road and cane fields.

Policeman Shiokawa reacted to the crash by running to the school, only 200 yards away, and telling the teachers to get the children off the playground, where, temporarily deafened and stunned by the explosion, they still stood passively as the fragments of the aircraft and the jet fuel rained down. As a result of his prompt action, the children were hurried into the classrooms for shelter and told to remain there, the police officer reminding the teachers that the plane might have carried bombs which could explode some time after the crash itself.[6]

As with Cassandra, of Iliad fame, Shiokawa's warnings were not heeded for long, however. The teachers, torn by their own anxiety concerning their families and by natural curiosity, and influenced, no doubt, by the importunings of their youthful charges, held the children in school only for a short time, then sent them home. As was to be expected, the arrival at the crash scene of these throngs of children, frightened and excited, did not contribute to the efficiency of fire fighting operations.[7]

For at least an hour after the crash the rescue workers continued to probe the wreckage for additional bodies, and, for a time, a number of charred pigs were mistaken for the blackened corpses of human beings. However, it was finally established that only two people had lost their lives.

Fighting the gasoline-fed flames was in itself bad enough, but the business was rendered even more unpleasant by the ever-present fear that the live ammunition with which the Super-Sabre had been armed might

explode before it could be removed. As it was, a number of 20-mm. shells were found.

Bill Burrell, a reporter for the English-language Okinawa Morning Star, wrote a feature story describing the scene as he saw it after the worst of the accident was over and the flames subdued, but glowing embers and memories of the tragedy were both still hot. He wrote, in part, as follows:[8]

> Farther, a big white hog roasting in the pen where it died. In another, three black suckling pigs sizzling on the straw floor of their low-walled sty.
>
> Gardens nursed with weathered hands walked flat by curious onlookers. Long, white fire hoses snaking through gardens, yards and spanning slop ditches to reach the flames.
>
> Mothers and fathers counting their children. One is missing. In a house which escaped being in the path of the bouncing aircraft a weary mother places a hand on the head of the three-year old which she dragged from the yard after the plane passed.
>
> "This baby-san outside. Play. Big whoosh (waving hands skyward violently). Knock me to floor. Crawl to door and run get baby-san, bring inside."
>
> Tears stream down her 50-year old face. Five other children were in the home at the time. A piece of metal from the craft lies six inches in front of the door. It had been close.
>
> The child stirs restlessly. The mother's hand closes on the tousled head. A new bond sprang up between mother and child.
>
> The family which stood so near extermination are Mr. and Mrs. Kotoku Kokuba.
>
> Across the 100-yard wide path of ground-down cane and potato plants an Okinawan family carries water from a puddle to throw on their smouldering shed.
>
> . . . . . .
>
> Three hundred yards to the end of the trail of ruin a wing part props against the rear end of a house. Ten homes were destroyed by fire and impact.
>
> A little girl picks up a piece of shiny metal, eyes it carefully, tucks it into a tiny pocket.

The aircraft, once a proud war eagle, ground to a million toys--mute souvenirs of that metallic thing which fell from the sky.

The four Okinawans who suffered major injuries had been rushed to the Koza Central Hospital, a gloomy, poorly-constructed institution operated by the Government of the Ryukyu Islands (GRI), immediately after the accident.* (The official Air Force accident investigation report mistakenly stated that they were "removed to an Army hospital almost immediately by Army, Air Force and Marine helicopters.") Another victim, Shukichi Gushiken (7), who had sustained minor head burns, was also brought to the Koza Hospital for treatment later that day, but was released after treatment.

As soon as the USCAR Public Health and Welfare Department learned of the crash, Captain Earl J. Rudner, MC, the Preventive Medicine Officer, was dispatched to the Koza Hospital. Later that same day, he and an Air Force medical officer supervised the transfer of the four major victims by Army ambulance to the United States Army Hospital at Camp Kue, the only facility of its kind in the Ryukyus, which served all

*Construction of the Koza Central Hospital had begun on 30 October 1951, the cornerstone being laid by the Deputy Governor of the Ryukyu Islands, Major General Robert S. Beightler, USA, and had been completed on 30 October 1952 at a cost of ¥26,000,000 ($216,666.66) in GARIOA (GovernmentAid and Relief in Occupied Areas) funds. The total floor space was more than 1,000 tsubo. Unfortunately, the hospital was built on a site formerly used as a trash disposal dump area, with the result that the sandy soil which was afterward spread over the area managed to disguise but did not correct the porous nature of the sub-soil. Consequently, the building was scarcely completed before the first heavy rainfall caused the foundation to sink a bit. Thenceforward, numerous cracks developed along its walls and ceilings as the foundation "slipped" and the superstructure quivered. Eventually, the situation became so bad that GRI sought to forestall an actual collapse of the sprawling structure in May 1961 by allocating $10,000 for repair work on the foundation to be performed by local contractor Tomishi Gumi. Nevertheless, realizing that this was only a temporary "lash-up" at best, GRI began casting about in 1962 for a new location on which a better hospital for the central district could be constructed with USCAR funds the following year.

U.S. Forces personnel and their families, regardless of service affiliation. The relatives of the victims were also taken to the Army Hospital, and their subsequent transportation to and from Kawasaki for daily visits was provided by USCAR. The relatives were fed and made comfortable at the U.S. Army Hospital.[9]

Mrs. Yae Miyagi (50) was listed in serious condition when initially admitted to the Koza Central Hospital, but the following morning she was taken off the serious list by attending doctors at the Army Hospital, although her condition remained critical, as the result of first and second degree burns on her face, both legs, and the right arm. Yoshitake (or Zenko) Kinjo, one of the three seven-year-old youngsters caught in the fiery deluge of exploding gasoline as they walked home from school together, suffered second degree burns on the face, while his companion, Jiyu (or Chiyu) Omine, sustained burns on the face and ear. The fourth villager to receive major injuries, Chifu (or Chitomi) Takara (31), had a possibly fractured nose and lacerations on the face and mouth.[10]

The fires that had seared Kawasaki Village and threatened for a time to exterminate it were still smouldering when Colonel Charles H. Pierce, the Deputy Commander of Kadena Air Base's 6313th Air Base Wing, addressed himself to the task of providing immediate help for those rendered homeless by the catastrophe. Turning to the Kawasaki ku-cho (village headman or chief), Zenko Kinjo, Colonel Pierce asked what specific items the Air Force should supply within the next few hours to tide the destitute victims over the night and the ensuing days until more permanent arrangements for their rehabilitation could be made.

As a result of the conversation and the needs of the villagers which made themselves manifest during the next few days, Lieutenant Colonel Max A. Pinkerton, the Chief of the Supply and Services Branch, 6313th ABW Materiel Directorate, was assigned as the Kawasaki Jet Crash Project Officer, with full responsibility for attending to the immediate needs of the victims and restoring things to as nearly normal a condition as possible. In the accomplishment of this task he was given wide discretionary powers to requisition both materiel and personnel which he might deem necessary. The fruits of his orders were seen that first night when five tents were erected in the Kawasaki Elementary School Ground to house the families whose homes had either been destroyed or badly damaged and to provide a kitchen-cafeteria. (Luckily for both succored and succorers, the weather remained quite moderate the greater part of the time that the tents were utilized.) A sixth tent was erected adjacent to the Kawasaki Village Office for the use of the 313th Air Division and 6313th Air Base Wing legal officers detailed to serve as claims officers for the crash victims.

The first night, five food service airmen manned the food line, and for over a month the field kitchen, with three men assigned, continued to serve the crash victims and miscellaneous "camp followers" who saw in this a heaven-sent opportunity for obtaining free meals. These meals, incidentally, were prepared at Kadena and brought to Kawasaki three times a day. The peak onslaught by the indigenous, but not necessarily indigent, trenchermen found 95 people participating at one meal! And it must be remembered that the victims who suffered serious

injuries were still in the Army Hospital at that time, and many of their relatives were visiting them daily--hence, they were not present at the Kawasaki "wide open mess!" Under the circumstances, a suspicion that the greater part of the diners were "free loaders" may be not unreasonable.

Besides the free meals devoured with such avidity by so many, beds, blankets, sheets, pillow cases, lanterns, and other items from Kadena supply sources were given outright to the crash victims, bringing to approximately $3,500 the total value of the food and equipment donated by the 6313th Air Base Wing during the period of slightly more than a month in which the relief operation continued.[11]

In addition to the items furnished the victims by official sources, the Kadena Officers' Wives Club and the Holy Name Society donated clothing for the bereft families, while the 1,700 military and civilian employees of the U.S. Army Transportation Group presented $217.62 as consolation money to Miss Tokiko Miyagi, a sister of the deceased Bunkichi Miyagi, who had been employed in the Machinato Motor Pool of the USATG.[12]

The greed exhibited by the people of Kawasaki--both the victims and their families and local officials--left such a bitter taste in the mouth of Colonel Pinkerton, the crash project officer, that more than a year afterward he referred to those with whom he had dealt on that occasion as "buzzards." And particularly did he remember that not one of the people had expressed his thanks or appreciation at any time for all that he and the other Air Force people were attempting to do for them. Admittedly, neither Colonel Pinkerton nor even the whole Air Force could recall to life those claimed as victims by the crash, but they had done as much as was humanly possible to make up for the tragedy brought into the lives of the survivors.

Major General Robert M. Stillman, who had taken command of the 313th Air Division just slightly more than two months earlier (5 October 1961), happened to be making a tour of military installations in Southeast Asia in the company of the Commander-in-Chief, Pacific Air Forces, General Emmett O'Donnell, Jr., when the crash occurred. Consequently, Colonel John H. de Russy, the division Vice-Commander, represented him at the crash site in surveying the situation and expressing his sympathy to the dispossessed families and village officials.[13]

The High Commissioner of the Ryukyu Islands, Lieutenant General Paul W. Caraway, USA, was just preparing to open his regularly scheduled press conference in his office at USCAR when the first fragmentary reports of an aircraft crash were handed him. Even then, he was unaware of the extent of the tragedy, however, until the session was nearly over. His language aide was, in fact, engaged in translating the general's answer to the final question when two bulletins from the crash scene were handed to the High Commissioner. He read and re-read them to himself before turning to the assembled reporters and saying, in a voice that was low and obviously troubled:

> Before we close--all of you are aware of a very sad accident that has taken place at Kawasaki Village, in which an aircraft in distress disintegrated before it hit the ground and fell into the village. The sad fact is that I believe one or two of the villagers were killed and one or more--possibly one, as far as I can tell--was injured. There was some loss of property, which, of course, is sad, but not as serious because it can be repaired. As the High Commissioner and also as the senior military commander on the island, I could not be faced with more unwelcome news than this. There is really very little that anyone can say to indicate the distress that is incurred in the hearts of everyone when they hear of an accident such as this. Words in any language are completely inadequate.

> I think, though, that on behalf of all the American community here, certainly of all the non-Ryukyuan community, I can say that we are all extremely distressed at this unfortunate and unhappy event, that we wish there was some way to undo the sorrow that has been caused and that I suppose we can only go to the timeworn words which are used in situations such as this--that we are greatly grieved to learn of the happening. We are much distressed and extremely sorry to know it has taken place, and that our heart-felt sympathy goes out to all of the families of those who were killed or injured.
>
> Every effort will be made by the Air Force to relieve the distress, and all of us stand ready to do whatever is possible in this situation. I don't think there is anything further I can say at this time, but I can say we are all deeply distressed and I personally am more distressed than I can tell you. I hate to have to close the meeting on a sad note; but I know of nothing further I can say.

A few moments later, a helicopter landed on the roof of the USCAR building, and General Caraway stepped aboard to be whisked to the crash scene.[14]

To a reporter's request for comment on the Kawasaki incident, Seisaku Ota, the Chief Executive of the Government of the Ryukyu Islands, replied that "I inspected the scene of the plane crash and felt very sorry for the suffering people. I also visited the hospital where the injured are being treated. I am greatly grieved by this accident. We will do everything we can for the relief of the victims. We have sent an official of the Welfare Department and another official from the Legal Affairs Department to make a survey of the situation."[15]

Although another F-100 had crashed near Itazuke AB, Japan, the same day, killing three Japanese civilians, Lieutenant General Jacob E. Smart, the Fifth Air Force Commander, flew down to Kadena from Yokota AB in a B-57 jet bomber as soon as he could after hearing of the crash

at Kawasaki. Upon landing around 2000 hours on the 7th, he conferred with local officials to learn the details of the accident and talked with Captain Ammon, the pilot of the ill-fated aircraft. Having thus informed himself, General Smart proceeded to the crash scene and then to the Kawasaki village hall, where more than 150 townspeople packed the modest structure to the bursting point in expectation of hearing his explanation of why the plane had crashed. Ku-Cho Zenko Kinjo and other village officials listened intently as the general explained that mechanical failure had caused the jet to explode in flight, then plunge to earth. From his earlier conversation with the pilot, he said, he felt certain that Captain Ammon "had done everything he could to fly the plane out to sea" and "to head it away from populated areas." The pilot had ejected only after the controls "went out completely" following the second explosion.

General Smart then volunteered to submit to a question-and-answer session, in order that the local people might satisfy themselves concerning any aspects of the tragedy about which they were either unclear or doubtful. One villager suggested that "This is not war; so ground crews should not be rushed. More time should be given to making sure of the good mechanical condition of the plane."

Indicating his agreement with this philosophy, General Smart replied that "There's not much sense for the U.S. to spend that much money on a plane and lose it on faulty maintenance." Therefore, he readily promised that "The Air Force will investigate the cause of the crash and try to prevent anything similar in the future."

From Kawasaki General Smart was driven to the U.S. Army Hospital, where he visited the four patients and talked with their families, expressing his regret and sympathy. The acting Commanding Officer of the hospital, Colonel Edward H. Vogel, Jr., told him that the families of the patients had had dinner with their injured relatives and that the USCAR Public Health and Welfare Department was furnishing transportation for them to and from Kawasaki.

At 2330I, slightly more than three hours after he had originally arrived on Okinawa, General Smart climbed into the B-57 that had brought him down from Japan and took off for home.[16]

The next morning General Caraway visited the hospital, where Chiyu Takara chanced to be undergoing surgery about that time. The High Commissioner watched the operation for a while, then chatted with the other three victims. That same morning, the Army Hospital announced that none of the four injured were in serious condition.[17]

Early Saturday morning, December 9th, the second day after the crash, Kadena airmen began erecting four "T-huts" (two-man BOQ's made of the same material as quonset huts, but possessing the advantage of rectangularity, which made maximum utilization of the interior space more nearly possible) on the grounds of the Kawasaki Elementary and Junior High School.*

It will be recalled that at the time of the Ishikawa jet crash of 30 June 1959, the 6313th Air Base Wing donated 26 T-huts scavenged from the 19th Bomb Wing Area at Kadena AB to the victims of that much greater

*"T-hut" was merely a popular corruption of the more formal "temporary hut."

disaster. The huts had been acquired on that occasion by the simple procedure of evicting their occupants, Filipino employees of the Air Force or of non-appropriated fund activities, such as dance bands, operating under contract to the various military clubs on the base. The more fortunate of these people had been relocated in some of the very similar (though not identical) T-huts which sprawled over the hill known as "the 313th BOQ Area."

Now that some sort of temporary buildings were needed to replace the temporary-temporary tents in which the nearly 30 crash refugees had spent the first night, what was more natural than to tap the same housing source? Granted that it wasn't the most Christian thing to do, or even quite cricket--this business of ousting the occupants in order to give the houses to homeless Okinawans--but implicit in this rather ruthless policy was the realization that there would be no repercussions. The Filipinos affected by the "generosity" of base officials could not write their Congressmen in Washington to complain of being thrown out of their homes on an hour's notice, since they were not U.S. citizens.* Besides, most lived in constant fear of the dread "RIF" (reduction in force) which had already taken its toll of so many of their number, and were most disinclined to do anything which might direct official ire in their direction.

The 19th Bomb Wing Area T-huts which survived the Ishikawa mass donation had long since been removed to make room for the Kadena golf course, but there were still quite a few of the little structures doing yeoman service in the 313th BOQ Area on 7 December 1961.

So it was that on the day after the accident at Kawasaki, eight

*The writer recalls the day in 1962 when he watched as a gang of Okinawan laborers from the Base Engineer's organization arrived at a

Filipinos were evicted from their homes (two shared each hut), and preparations were begun to move the four huts bodily to Kawasaki. (Because of their small size and the circumstance of their being mounted on skids, it was no great trick, once the plumbing and electricity were disconnected, for a large crane to move in and hoist one of them onto a flat-bed truck, by means of cables secured around its circumference.) On Wednesday, 13 December, the four transplanted huts, ensconced in their new surroundings, were sufficiently modified and whipped into shape to enable the four families rendered homeless by the crash to move into them that same day.[18]

The funeral service for Bunkichi Miyagi and Kame Kamiunten was held at 1400 hours on 9 December 1961 on the grounds of the Kawasaki Junior High School under the joint sponsorship of Gushikawa-Son, the scene of the crash, and Ishikawa City, the home of Mrs. Kamiunten. Approximately 1,000 persons gathered to pay their last respects to the dead, including the 313th Air Division Commander, Major General Stillman, who had cut short his inspection tour of Southeast Asia upon being informed of the crash and returned to Kadena on the 9th, just in time to attend the funeral services, as well as Civil Administrator (Brigadier General) John G. Ondrick, USA, Chief Executive Seisaku Ota, and other military and Ryukyuan officials.

In accordance with local custom, the photographs of the dead were displayed on the altar, which was decorated with wreaths of flowers.

T-hut occupied by a Filipino employee who happened to be TDY at Naha AB and proceeded to move all of his personal possessions to another T-hut, without his knowledge, in order that the one in which he was residing could be moved off-base for use by the Aero-Club. Whether the owner suffered any loss or breakage of his property was not ascertained.

The funeral opened with a one-minute silent prayer for the repose of the souls of the two deceased. This was followed by Buddhist sutra chanting by Chief Priest Hosho Nako of the Gokokuji Temple in Naha and incense offering by the bereaved families. As the two sisters--Sachiko Miyagi (27) and Tokiko Miyagi (23)--who had lost their brother, Bunkichi, whose mother, Yae, was lying seriously injured in the hospital, and whose home had been reduced to ashes, offered the incense and looked at the picture of their brother, they burst into tears. The pathetic sight of their grief "drew tears from all those present."

After reading the letters of condolence, Kawasaki Ku-Cho Zenko Kinjo, Mayor Eishin Kaneshiro of Gushikawa-Son, Mayor Choei Ishikawa of Ishikawa City (a former teacher of English who had also lived in Hawaii), a representative of the late Bunkichi Miyagi's place of work, and a representative of the military labor union prayed in turn for the repose of the souls of the two crash victims. Then, addressing themselves more to the people present than to the Divinity, it must be suspected, they expressed their grief and anger in front of the altar, saying

> When the jet crash accident took place in Ishikawa, strong requests were made for the prevention of the recurrence of the incident. Although it is still a short time since the occurrence of the Ishikawa incident, another accident has taken place. We cannot help expressing indignation. The only way to console the souls of the deceased will be to ensure the complete prevention of the recurrence of such an incident. It is quite impossible for us to believe that the crash was beyond human control.

These disciples of the Eumenides were followed by Chief Executive Ota, General Stillman, and Civil Administrator Ondrick in burning incense at the altar, the latter two, in all likelihood, unaware of the bitter content of the messages conveyed by the Okinawans who had

just preceded them. General Stillman read a telegraphic message of sympathy and condolence from Secretary of the Air Force Eugene M. Zuckert.[19]

By a strange chance, Kawasaki had been the scene of another tragic aircraft incident earlier the same year, but almost as striking as the coincidence of events was the difference in the Ryukyuan populace's attitude toward the two occurrences. For, where the jet crash of 7 December 1961 would produce a furor that was felt throughout the land, the helicopter crash of 4 May 1961 caused scarcely a ripple on the placid surface of everyday life. Yet, in each case two lives were lost. The big difference was that the lives lost on 7 December were those of Okinawans, while the two fatalities of 4 May were Americans. The circumstances surrounding the earlier crash were as follows:

Around 1600 hours on 4 May 1961, an HU-1A gas turbine helicopter of the 53d Army Aviation Detachment, carrying two crewmen and five Marine passengers, suddenly crashed to earth and burst into flames in an open field approximately 200 yards from Camp McTureous, in the rear of Kawasaki Village. The fuselage of the helicopter was reduced to twisted junk in an instant, only the tail portion remaining intact.

Three Marines who happened to be nearby--First Lieutenant Robert S. Brown, Jr., Master Sergeant Reginald L. Jones, and Staff Sergeant John R. Gorman--plunged into the conveniently close Tengan River to wet themselves and their clothes before attempting to approach the fiery chopper. Having acquired this dubious invulnerability to fire, they pried open the cabin escape hatches and employed the helicopter's own landing skids as makeshift "can openers" with which they tore holes

in the side of the blazing craft and extricated the seven men trapped inside.

Unfortunately, Major Robert H. Pearce, USMC, and Gunnery Sergeant Dale A. Ehlerp, USMC, both of the 3d Pioneer Battalion, 3d Marine Division, had been killed instantly by the initial impact with the ground. However, the heroic action of the three Marines saved the lives of the other five occupants of the helicopter, with the assistance of another group of Marines and five Okinawans.

These other Marines, assigned to the Bulk Fuel Company of the 3d Force Service Regiment, had been working in the so-called "REX (Ryukyus Exchange) Area" of Camp Courtney, when they saw the Army chopper plunge into the ground. Taking off for the crash scene as fast as they could, they jumped fences, descended a steep bluff, and swam the 30-foot-wide Tengan River before they could begin to lend a hand.

Meantime, five Kawasaki villagers--Anzo Asato (24), Ankan Asato (42), Anjun Asato (40), Anryu Asato (19), and Jiho Omine (22)--who happened to be in the locality were also rushing to the crash scene, where they helped the Marines carry the dead and injured away from the immediate vicinity of the blazing chopper, which appeared in imminent danger of exploding, to a medical team post which had been set up by a Navy medical officer assigned to the Marines.

The five injured men were first taken to the Camp McTureious Dispensary for emergency first aid for crash and burn injuries, then were evacuated by helicopter to the U.S. Army Hospital at Camp Kue. Marine fire fighters from Camp Butler were on the crash scene within a few minutes after the accident, but had to penetrate some 50 yards

of rugged terrain before they could get to the burning chopper to pour liquid foam onto it and smother the gasoline explosion which, in all probability, would have otherwise occurred.

At the hospital it was found that the Army pilot of the ill-fated craft, Captain Oliver C. Gill, had suffered a back injury which was serious enough to require his subsequent evacuation to the United States for further hospitalization and treatment. Also gravely injured was Second Lieutenant Cheston V. Mottershead, Jr., USMC, of the 3d Pioneer Battalion, who suffered serious body burns; while Captain Robert G. Vass, USMC, the Liaison Officer for the 1st Marine Air Wing, sustained a broken back and leg which left him in critical condition. Lieutenant Colonel Eugene N. Bennett of Headquarters Battalion, 3d Marine Division, received a fractured leg, bruises, and cuts, but was listed by medical officials as "in good condition." The crew chief of the helicopter, Sp5 Ralph Averill, USA, more lucky than the others, was hospitalized only overnight, then released for return to duty the following day.

On 5 July 1961, the U.S. Army Ryukyu Islands (USARYIS) held a review and presentation ceremony on the Sukiran Air Strip with more than 2,500 Army troops passing in review to honor two of the three Marines--Master Sergeant Reginald L. Jones and Staff Sergeant John R. Gorman--who had so courageously saved the lives of the five trapped helicopter occupants. In addition, Lieutenant General Paul W. Caraway, Commanding General, USARYIS, personally presented each man the Soldier's Medal, the highest peacetime award for heroism that the U.S. Army could present. The third Marine hero of the May 4th rescue operation, First Lieutenant Robert S. Brown, Jr., had already departed Okinawa for the ZI; so his

medal was forwarded to the U.S. with a request that a similar ceremony be held for him at the nearest Army installation.

For reasons unknown, it was not until 30 October 1961, 5-1/2 months after the incident, that a ceremony was held on the grounds of the Kawasaki Elementary School to honor the five Ryukyuans who had helped carry the crash victims to safety after the three Marines had pulled them out of the wreckage of the helicopter. Lieutenant General Caraway presented each of the men a framed certificate of valor and a token in honor of their heroism bestowed by the Fort Buckner Officers' Wives Club, as more than 500 guests and villagers looked on.

Among those in attendance were Major General Robert M. Stillman, the 313th Air Division Commander; Major General Robert E. Cushman, Jr., Commanding General, 3d Marine Division; Major General Louis V. Hightower, Deputy Commanding General, USARYIS and IX Corps; Brigadier General Kenneth F. Dawalt, Commanding General, 30th Artillery Brigade; Acting Chief Executive Hiroshi Senaga; Chief Justice Keiso Nakamatsu of the GRI Court of Appeals; Speaker Akio Nagamine of the GRI Legislature; and officials of Gushikawa-Son and Kawasaki Village.

In the course of his brief address, General Caraway declared that

> The actions that were performed that May afternoon meet the best standards of human conduct of which I am aware. The heroism of these five men of the Ryukyu Islands is a genuine expression of human brotherhood. . . . Two young Americans were fatally hurt in the crash, but the casualties certainly would have been much higher except for the prompt and courageous action of the rescuers. . . . I am able to recognize the actions of these citizens of Aza-Kawasaki village, and in some small measure attest our deep appreciation for their acts of valor. . . . As High Commissioner of the Ryukyu Islands and on behalf of the government and people of the United States, I say to them "thank you, you are brave men--and more--you have great hearts."

In the light of what was to befall Kawasaki Village on 7 December, it is ironic that five of its citizens were so honored just slightly more than a month before. However, the irony was not so deep as it might have been, had the Asato family been involved in the jet crash which lay unseen in the approaching future![20]

The evening edition of the Japanese-language Okinawa Times for 11 December 1961 carried a story written by its Koza City reporter stating that Air Force officials from Kadena AB had notified Zenko Kinjo, the Kawasaki ku-cho, that the present supply of food and the loan of matting and bedding to the four families of the jet crash victims then living on the grounds of the Kawasaki Elementary and Junior High School would be discontinued on 15 December. Thereafter, the victims would have to provide their own bedding, matting, cooking utensils, and living expenses. "Since," said the Times article, "the victims are buying daily necessities on credit from neighboring stores, the military notification has come as a matter of great concern to the families." (Just what daily necessities the reporter had in mind is uncertain, since the accident victims were being provided food, bedding, utensils, matting, transportation, housing, and numerous other items and services by the Air Force itself or by solicitous American organizations, as we have already seen.)

The Kawasaki-Ku Office, added the Times, was working out proper measures to cope with the situation and had decided to take care of the victims by "disbursing necessary funds from the budget and by obtaining outside loans, if necessary."[21]

Whether some Air Force spokesman had actually conveyed such a notification to Ku-Cho Kinjo the present writer has been unable to ascertain--though the possibility can not be entirely discounted. More likely, however, is the element of misunderstanding, readily abetted by the language barrier, which could easily have led the Kawasaki chief to believe that he had been so instructed, when such early discontinuance of assistance was in reality the farthest thing from the minds of Air Force officials. A third possibility which can not be ruled out is the deliberate planting of such a story by the hostile Ku-Cho Zenko Kinjo or the anti-American Okinawa Times itself, which often seemed to delight in sowing seeds of hatred between the two dissimilar nationalities occupying the same tiny island. However, this last suggestion loses some of its validity in the light of the action of the Times in carrying the Air Force's denial of the report the very next day.

The evening edition of the Times carrying this erroneous story had hardly hit the street before Colonel George B. Simler, the Commander, 6313th Air Base Wing, with the assistance of local information officers, was busily engaged in issuing denials of its truth. Generously--and perforce--attributing the report to a misunderstanding somewhere along the line, the Kadena Base Commander emphasized that there was no need for the victims to return any of the beds or blankets given them, and that the free meals would be continued until the affected families had overcome the crisis into which their lives had been so suddenly plunged. Furthermore, the four "permanent type houses" which

had been moved onto the school grounds the previous Saturday would be ready for occupancy either the next day, Tuesday the 12th, or Wednesday the 13th.[22]

SETTLING THE COMPENSATION CLAIMS

We have seen how a tent was pitched next to the Kawasaki Village Office on the very evening of the jet crash to serve as a headquarters to which victims of the tragedy could repair to submit their claims for compensation. And even earlier than this, representatives of the 313th Air Division and 6313th Air Base Wing Judge Advocate Offices had visited the accident scene, where they conducted preliminary inquiries and advised the village officials that they were prepared to make emergency advance payments on any valid claims. Then they explained to these officials the Air Force's claims procedures and policies which would apply to the present situation.

The crash had occurred on Thursday, December 7th. Early on Friday, December 8th, a fully staffed and equipped claims office was set up and ready to operate in its modest tent office, having on hand adequate funds and authority to process and pay within 24 hours any legitimate claim not in excess of the $1,000 ceiling imposed on the local claims commission, No. AF-12. Shortly after midnight of 7 December, a TWX from the Office of the Air Force Judge Advocate had been received granting the local commission authority to make advance payments of up to $1,000 "in each individual case for death, personal injury and property damages in Okinawa." Such advance payment was to be made on the basis of its being deducted from the final settlement and was

not to be awarded as a gift or solatium.[23]

However, it soon developed that the celerity and efficiency with which the Air Force legal people had acted was largely wasted effort; for no one at all appeared to submit a claim on Friday, and on Saturday afternoon Mayor Eishin Kaneshiro of Gushikawa-Son and the chairman of the Gushikawa-Son Assembly advised the unhappy claims officers, sergeants, and interpreters standing by in the dreary tent at Kawasaki that no claims would be filed before Thursday, 14 December. Moreover, the claims officials were unable even to induce anyone to accept advance funds to tide them over, all claimants steadfastly declining to accept such a preliminary payment on the grounds that they preferred to calculate their actual total losses before accepting any compensation. Apparently, they feared that to accept even such a token amount might prejudice their chances of being able to collect as large a sum as they intended to file for.[24]

Thus matters stood until 21 December, two weeks to the day from the time of the crash. At 1000 hours that day, three families and the Kawasaki Sub-Station of the Maehara Police Station appeared at the Gushikawa-Son Office and filed their property claims totalling $11,571.20. This sum was made up of $5,102.63 for structures destroyed or damaged, $3,623.27 for loss of farm crops, $2,538.60 for livestock slain, and $306.21 for destruction of or damage to household goods and personal articles. The flood gates had thus been opened, and before the day was out a horde of claimants had visited the yakusho (son office) to submit their claims for compensation. The local officials were assisted

in giving advice and counsel by Takeo Tatetsu of the GRI Legal Affairs Department's Land Section, while a legal officer from Kadena AB was on hand to accept each claim as it was submitted.[25]

Almost certainly the most honest claimant (if not the only honest one) was Chojiro Oyadomari, whose home had been one of those damaged by blazing fragments of the disintegrated jet. He asked $725.26 for repair of the house and three concrete water tanks, $6.80 for damage to household goods, and $12.00 for the loss of an eight-tsubo spinach crop--a total claim of $744.06. This might not seem especially remarkable, were it not that the appraiser dispatched by the Real Estate Division of the U.S. Army Engineer District, Okinawa (USAEDO) had assessed the damage to the house and water tanks at $762.47 and that to the spinach crop at $1.68. As will be seen from that which follows, the modesty of Oyadomari's claim stood out like a beacon in stygian darkness. Moreover, when the day came on which the first 26 claimants were paid in full, it was found necessary to advise Chojiro Oyadomari that he had not filed a claim for the wages as a laborer which he had lost as a result of the crash accident![26]

At the time of the jet crash, the Okinawa Times' reporter, on the basis of conversations with neighbors and Kawasaki officials, had described the home of Koichi Hokama as a thatched-roof dwelling of only 7.5 tsubo in size, with a value of approximately $300.00. The USAEDO appraiser, who inspected the dwelling site two days after the crash, found, however, that the house had actually been 18.42 tsubo in size and that a part of the roof had been of cement tile, the balance

being the thatch material described in the newspaper account. Also, one wall of the otherwise wooden house had been constructed of coral stones packed with mud. As a result of these observations, he assessed the destroyed house at $1,197.30. In addition, he appraised a 19' x 11' pigpen at $69.72, various trees at $15.68, and the miscellaneous crops which Hokama had been growing on five different lots at $93.09. (The USAEDO expert's "estimated amount payable" was based on the total number of tsubo of crops damaged multiplied by the net value per tsubo. The net value, in its turn, was based on the standardized value of a tsubo of the particular kind of crop, less the number of months the crop lacked of being fully mature. The Kawasaki claimants, on the other hand, calculated the value of the crops they had lost on the basis of their market price, omitting the possibility that some of them might have died for one reason or another before reaching maturity.) As in the case of the other homes that had been totally destroyed, there was no way for the appraiser to place a value on the household goods and personal items lost in the fire.

In his claim, Koichi Hokama asked $1,541.00 for his house, $480.99 for his crops, $64.00 for domestic animals, and $3,373.74 for furniture, fixtures, and personal articles. It is in looking at this last and largest item that one is given a close-up view of avarice personified. Some of the more preposterous claims he submitted included $180.00 for six visiting kimonos, $240.00 for four suits (It is doubtful that a suit priced at $60.00 could have been bought on Okinawa, where Chinese and Indian tailors made inexpensive clothing an American buyer's

delight!), $50.00 for "material," $75.00 for three more visiting kimonos, $50.00 for a samisen (a favorite Okinawan stringed instrument given to emitting cacophonous sounds not rendered more palatable to Western ears by a customary accompaniment of wailing, falsetto-like vocal lines), $31.50 for three bags of soy beans, $17.00 for salt (a long, hard winter was evidently expected), $90.00 for three sets of bedding, $150.00 for three chests (Hokama himself was a carpenter by trade and would never have had to pay a price like this for a chest), $50.00 for two more visiting kimonos (the Hokamas evidently did not stay at home very much of the time), and $515.00 in cash allegedly consumed in the flames. In addition, Koichi Hokama requested payment of $74.00 as compensation for time lost by himself and three other members of his family, as well as $350.00 solatium for the same foursome. His entire claim came to $5,883.73.

As for Chifu Takara, whose house had sustained moderate damage at the same time that he himself was injured, the USAEDO appraiser found that only some 3'4" x 7'3" of the side wall and three windows had been damaged, to the tune of an estimated $18.50, while the extent of his crop damage was put at a paltry $4.23.

For his part, Takara claimed $126.10 in damage to his house, $25.95 in loss of crops, and $55.20 in damage to household furniture and personal articles--$207.25, in all.

Another person whose home had been described by the Okinawa Times, in its morning edition of December 8th, as partially destroyed was Shizu Miyagi (or Moshi Miyagi, to employ her native Okinawan name, as contrasted with her Japanese name). However, when the USAEDO appraiser

scrutinized the place, he found that the damage amounted to only $10.00, while Mrs. Miyagi's crops, located on a different lot, had suffered to the extent of only $2.23. In her claim, however, she asked an honest $8.18 for the damage to her house, but sought $84.95 for lost crops and $3.65 for damaged household goods--$96.78 altogether.

Shotoku Kudaka was another whose dwelling had received significant damage, according to the Okinawa Times. The official appraiser found that 11.73 tsubo--50 per cent--of the cement tile roof would require repair, as would 5.33 tsubo of the cement block walls of the kitchen, making the bill $348.61. Besides this damage to the house itself, a concrete water tank worth $12.00 would have to be replaced, as would a 5.28-tsubo out-building valued at $63.36, a 6.33-tsubo pigpen appraised at $189.90, and $11.64 toilet, and one tsubo of bamboo worth 63¢. When $13.31 worth of cabbage and green onions were added to the real estate improvements damaged, it made the total value of Shotoku Kudaka's loss $639.45.

The claim which Kudaka submitted was, however, nearly three times this evaluation, as he sought $965.40 for structural damage to his house and other improvements, $86.45 for his crops, $610.00 for three pigs that had been slain, and $67.50 for damage to furniture and personal articles--$1,729.35 in all.

Cupidity attained its apogee, however, in the claim submitted by Koichi Miyagi, whose home, described by the Times as of 23-tsubo size and $2,500.00 value, had been totally destroyed. When the official appraiser came to assess the losses of Miyagi, he found that the house

had actually covered 28.3 tsubo, and enough concrete evidence remained to indicate that although it had been basically of frame construction, a 14' x 20' kitchen had been of cement block finished with cement, its floor had been of concrete, the kitchen sink and fire burners had been of concrete finished with vitreous tile, and the entire dwelling had been topped with a cement-tile roof. Accordingly, he placed a price tag of $3,055.37 on the house itself. An out-building he listed at $21.84, a toilet at $5.64, a concrete water tank at $12.00, a chicken coop at $2.76, various trees and bushes at $10.90, and a cement-block wall at $347.51. The cabbage, garlic, green onion, and turnip crops were assessed at $15.07.

Koichi Miyagi did not file his claim until 22 December, and the delay is understandable, in view of the assiduous research that must have gone into its preparation in the form of visits to the local public libraries, to the best-stocked and most expensive Naha department stores, to hardware stores, markets, and sporting goods stores, and in a careful perusal of the pages of the Japanese counterparts of Vogue and Sears, Roebuck.

His 20-page, single-spaced description of articles and property destroyed or damaged in the crash and fire began with disarming modesty. For the house itself, he asked $3,456.50--only $400.00 more than the evaluation placed on it by the official appraiser; and for the concrete-block wall surrounding the house, which the latter had assessed at $237.51, he sought only $92.80. With this bit of out-of-character simulation of probity, Miyagi threw both honesty and reality out the window and gave free rein to his dreams of instant affluence. The

$12.00 water tank he valued at $21.00; the $21.85 out-building at $80.00. As for the 45 tsubo of crops appraised at $15.07, under the beneficent influence of Miyagi's vivid imagination they grew to 54 tsubo worth $187.75. And his deceased domestic animals he priced at $67.20.

But it was in the category of household goods and furniture that Koichi Miyagi opened wide the throttle of fancy and sought to realize his wildest visions of wealth by asking reimbursement to the tune of $8,872.37.

Some of the more fantastic items which he swore, on penalty of perjury, that he had lost in the fire were 12 photographs of an alumni meeting, which he valued at $240.00; six photographs of a farewell party: $120.00; three memorial wedding photographs: $100.00 apiece; a photograph of his deceased father: $150.00; nine framed certificates of merit: $45.00; a $10.00 vacuum bottle; four mattresses: $58.00; two albums of junior and senior high school days: $40.00; 100 other photographs: $20.00; a $42.00 suit; two suits: $92.00; a $65.00 kimono; a $33.00 kimono; 160 photographs in an album: $32.00; 120 photographs in an album: $24.00; three suits: $135.00; two suits: $110.00; 140 photographs: $28.00; a $32.00 kimono; a $63.00 visiting dress; two kimonos: $64.00; an Oshima pongee: $73.00; a $50.00 kimono visiting dress; a $48.00 haori (a Japanese ceremonial coat worn by a man on such occasions as weddings and the like); 14 "other items": $50.00; a high school memorial album: $20.00; a college memorial album: $30.00; a $20.00 album otherwise unidentified; 10 photographs: $30.00; three lipsticks:

$5.10; $13.50 worth of bean paste; $10.50 worth of soybeans; two female cats: $10.00; a male cat: $4.00; a 35¢ can of motorcycle oil (somehow the presumed motorcycle itself escaped the fire, or at least there was no claim for it); $40.00 worth of firewood; eight dozen chopsticks valued at $1.60; four comforters: $96.00; a $100.00 tray "won as a certificate of merit"; a $100.00 album "won as a certificate of merit"; an $80.00 samisen and another valued at $27.00; a $24.00 guitar; a $26.00 electric radio; a $33.00 transistor radio; a $38.00 camera; another worth $28.00, and yet another worth $7.00; eight reference books for the study of world history; eight reference books for the study of Japanese history; five reference books for the study of descriptive geography; five reference books for the study of physics; 10 reference books for the study of arithmetic; eight reference books for the study of English; five reference books for the study of biology; 17 collections of essays; 50 "separate volumes": $30.00; "other high school books": $30.00; an archaic word dictionary; 13 reference books for the study of classic literature; a Chinese-Japanese dictionary; an English-Japanese dictionary; a Japanese-English dictionary; an English grammar dictionary; a Japanese language dictionary; a "dictionary" otherwise unidentified; a "concise" dictionary; a "world dictionary"; 10 reference books for the study of Japanese; 15 reference books for the study of English; numerous books on hygienics, dietetics, psychology, education, clothing design, chemistry, cooking, and physiology.

Then, to cap the climax, Koichi Miyagi, on top of his other staggering losses, suffered the destruction of $1,420.70 in cash--or at least he so swore!

It appears doubtful, after one has scanned the incredible array of items for which Miyagi filed, that a house of the size he had owned could physically have contained all the things he claimed to have lost in the fire. Or, as a claims officer commented facetiously, the house would have sunk into the ground from the sheer weight of the contents!

Be that as it may, the total property damage claim entered by Koichi Miyagi was for $12,965.67. In addition, the would-be Midas asked $420.00 solatium for himself and six members of his family for their mental suffering, as well as $103.48 for the time lost from their work by four members of the family. Thus, the total sum he sought to recover from the Air Force came to the princely figure of $13,489.15.

The family chiefly affected by the jet crash, that of Mrs. Yae Miyagi, who had lost a son, her house, and all her furniture and household goods, besides suffering extensive burns herself, did not choose to file any claim at this time, preferring to wait until she was out of the hospital and in a position to submit personal injury and death claims along with that for property loss.

However, the USAEDO appraiser set the value of her 23.75-tsubo dwelling at $2,828.15 (the original Times story had estimated the size at 25 tsubo and the value at $2,700.00) and a surrounding cement-block wall at $359.19. The two concrete water tanks he assessed at $24.00, and the trees and plants at $30.07. The 29 tsubo of cabbage damaged by the crash he evaluated at $10.80.

It will be recalled that among the buildings damaged by the explosion

and ensuing fire of 7 December had been the Kawasaki Police Box. The appraiser who looked it over on the 9th found that approximately $136.66 would be required to restore it to first-class condition--$22.00 for repair of two tsubo of the red tile roof, $47.00 for the north section of the walls, $46.66 for the 3' x 31' roof overhang constructed of lumber, and $20.00 for replacement of four large window glasses. The claim submitted on 21 December 1961 by Kenmo Kudeken on behalf of the Maehara District Police Station was for $206.60.

Mention has already been made of Kotoku Kokuba, whose little boy's narrow escape at the time of the jet crash was related by Okinawa Morning Star reporter Bill Burrell. Other than the close brush with death, the only losses he had suffered were his pigpen, a 12' x 12' structure with a concrete floor, tin and wood sidewalls, and a thatched roof, which the appraiser set at $49.56, and 28 tsubo of vegetables and sugar-cane valued at $141.06, for a total of $190.62.

In his claim, Kotoku Kokuba asked only $46.30 for his lost pigpen, a figure slightly smaller than that at which it had been appraised. However, he more than made up for his moderation in this instance by seeking $343.31 for his crops and $208.00 for the slain domestic animals. Thus, his total claim came to $597.61.

The losses sustained by Kokuichi (or Katsuichi, as his name could also be translated) Kokuba were appraised at $528.10 for the improvements on his land and $94.91 for his crops. Of the former category, the largest item was one of $274.20 for a 9.14-tsubo pigpen with a concrete floor, sidewalls of concrete-block, and a thatched roof. As for the house itself, only 5.83 tsubo of the roof and 4.58 tsubo

of the kitchen's sidewalls had been damaged. Nevertheless, the claim he submitted called for $712.18 for his crops, $774.90 for the improvements, $746.00 for the domestic animals, and $63.55 for furniture and household articles--$2,296.63, in all.

Koki Kokuba had been affected by the jet crash only in the matter of crops, having suffered damage from the fire itself, as well as fire-fighting equipment, to 20 tsubo of sugar-cane, which the USAEDO man assessed at $10.00. Kokuba, for his part, claimed compensation of $224.38 for the self-same sugar-cane!

Choko Kokuba likewise escaped any damage other than to his sugar-cane, and an evaluation of $45.26 was placed thereon by the official appraiser, as compared with the $77.60 requested by the owner.

Another whose loss was confined to growing crops was Omito Kokuba, his bereavement in beans and potatoes amounting to $13.85 by the official tally and $55.68 by his own.

Mrs. Tsuru Kokuba lost sugar-cane and potatoes worth $8.80 in the eyes of the official appraiser, but she claimed $46.06.

Kokuki Kokuba, according to the USAEDO appraisal, had suffered the loss of sugar-cane and sweet potatoes worth $138.72. Nevertheless, his name, quite inexplicably, does not appear on the list of applicants for compensation.

The same is true of Seiki Kokuba, whose crop loss in sweet potatoes was appraised at $11.44. His name does not appear as that of a claimant. On the other hand, a Seihan (or Zehan) Kokuba did submit a claim in the amount of $26.40 for crops lost in the crash, but nowhere is his

name to be found in the official appraisal report on damaged crops.

Mrs. Kame Yamada asked $54.60 for 91 tsubo of sweet potatoes priced at $23.66 by the government appraiser.

Mrs. Tsuru Yamada was entitled to $4.44 for 15 tsubo of sweet potatoes and three tsubo of cabbage, according to the official assessment, but she asked $15.66.

Giken Yamada sought $87.64 for damage to 106 tsubo of sugar-cane and seven tsubo of sweet potatoes which the USAEDO expert had appraised at $54.82.

Gitoku Yamada had suffered the loss of 50 tsubo of sugar-cane, the value of which was assessed at $25.00. He filed for $39.36.

The loss encountered by Kamado Yamada was fixed at $94.10 by the official appraiser on the basis of 131 tsubo of sugar-cane and 110 tsubo of sweet potatoes damaged. He asked $157.31.

Mrs. Yoshi Miyahira claimed $436.90 in crop damage and $27.00 for a 12' x 8' stable, while the appraiser valued her 555 tsubo of sugar-cane at $277.50 and the stable at $16.02.

Kensaburo Fukuhara's losses were tabbed at $49.36--$49.00 in property damage--consisting of $42.00 for six tsubo of roof on his all-concrete pigpen and $7.00 for repairs to the window frame and a sliding door case of his house itself, plus 36¢ for two tsubo of month-old cabbage. Fukuhara's claim was for $84.95--$69.84 for structural damage, $1.20 for crop loss, and $13.91 for damage to household goods.

In the case of Zenei Hirakawa, the evaluation was $15.00 for 30 tsubo of sugar-cane and $14.00 for repair of two tsubo of the cement-tile roof of his home--$29.00 altogether. His compensation claim, by

comparison, called for $50.07--$23.62 for crops, $24.00 for damage to his dwelling, and $2.45 for damage to his pigpen.

Mrs. Kame Omine had come through the crash ordeal far more luckily than most of her neighbors--at least until the others had made their diffident way to the Air Force claims table, at which point their minor misfortune was often transformed into fortune. Only a window screen and a window pane were broken, so that the appraiser probably had to stretch a point or two in arriving at a reimbursement figure of $5.00. However, 56 tsubo of sweet potatoes and cabbage farmed by Mrs. Omine had also been damaged, to the extent of $13.93. In her claim she requested $92.20--$91.60 for crop losses and 60¢ for the damage to her house.

Mrs. Ushi Omine asked $155.82 for damage to her improvements and $1.00 for the harm done her household goods; whereas the damage to 16.83 tsubo of the roof and to a door of her home was appraised at $121.81.

At the home of Genyu Kinjo 5.56 tsubo of the cement-tile roof and three window panes had been broken, entailing repair and replacement costs of $41.44. As for the crops, the three tsubo of cabbage that had been damaged were given a price tag of precisely 54¢. According to the victim's computation, however, the cabbage was worth $3.30 and the damage to the house $109.85, besides which he had lost unspecified domestic animals worth $137.60. In all, then, he demanded $250.75.

Mrs. Nobu Odo had seen 4.41 tsubo of the cement-tile roof of her dwelling damaged, to the tune of $30.87, as well as six tsubo of Irish potatoes and spinach assessed at $1.36. For her part, she claimed the structural damage would require $53.60 to repair, while the lost crops

had bereft her of $9.60--a total of $63.20.

More serious was the case of Teigyo Hokama. In addition to 8.44 tsubo of cement-tile roof of the residence whose damage was appraised at $59.08, a 14' x 15' stable with a thatched roof, a dirt floor, and open sides which had been destroyed in the fire was generously assessed at $87.45, a number of fruit and other trees were listed at $34.93, 100 tsubo of sweet potatoes at $26.00, and 23 tsubo of Irish potatoes at $5.75, for a total of $213.21. Hokama almost doubled this figure with his claim of $414.58--$169.70 for structural damage, $196.88 for crop damage, and $48.00 for loss of domestic animals.

Second in size only to the claim of Kokuichi Kokuba in the category of domestic animals was that of Tokio Onaga, whose description of his losses came to $725.00. In addition, Onaga listed $15.60 in crop damage, $167.00 in structural damage to improvements, and $7.00 in damage to household goods--$914.60 altogether.

The official version stated that there was no damage to crops, that the 13.75 tsubo of cement-tile roof damaged on Onaga's dwelling were worth $96.25, that one 19' x 16' pigpen which had had a concrete floor, lumber wall, and thatched roof was worth $50.64, and another of 20'2" x 14' dimenstions was worth $47.16. As in all other instances, no mention was made of domestic animals or household effects.

Perhaps the lightest structural damage was sustained by Kokichi Matayoshi, whose sheet tin roof and tin chimney needed $3.55 worth of repairs, while a sheet-tin roof and side wall on a small out-building would require repairs costing $5.00. Matayoshi submitted a claim for $30.48, consisting of $7.98 in structural damage (a figure even smaller

than the one arrived at by the appraiser) and $22.50 in lost household articles and furniture.

The damage at the home of Mrs. Fumi Matayoshi was reckoned at $42.56, resulting from damage to 6.08 tsubo of the cement-tile roof, according to the USAEDO appraiser. The victim, however, boosted the cost of the structural damage to $72.90 and added $37.00 in the form of household items—$109.90 altogether.

According to the official who assessed the property and crop damage, Hyakusai Miyagi had suffered a loss of only $67.62 (excluding domestic animals and household goods, neither of which he included in his appraisals) as a result of the damaging of 6.08 tsubo of cement-tile roof on his house ($42.56), the burning of one tsubo of a wall of his pigpen ($5.00), damage to 28 tsubo of Irish potatoes ($6.44), 34 tsubo of cabbage ($6.12), 15 tsubo of Endo beans ($1.20), and 15 tsubo of cabbage ($6.30).

The claim submitted by Hyakusai Miyagi himself bears so little resemblance to the foregoing figures that one may find difficulty in believing it to pertain to the same property. As opposed to the appraiser's $20.06 crop damage figure, Miyagi filed for $234.56, the structural damage he listed at $57.20, and the long-suffering "household goods" item he utilized for an additional $28.10--or $319.86, in all.

Bunei Miyagi had suffered damage to 80 tsubo of sweet potatoes. The government appraiser calculated their value at $20.80. Miyagi-san claimed $48.00.

At this point in our narrative there appear three mystery figures, who proved themselves to be very much alive and real by filing for

compensation in various amounts, but who had received no mention in the appraisal sheets prepared by the USAEDO expert. The first of these was Kama Hokama, who sought $30.78 for damage to his crops. We have no way of knowing whether the alleged damage was so insignificant that the appraiser was unaware of its existence or whether, through inadvertence, he had included it in his appraisal of the property of another member of the same family. After all, even official appraisers are human.

A second person whose property--or at least whose property damage--was invisible to the searching eyes of the appraiser was Koichi Yokoda, who claimed $31.00 for damage to the roof of his house.

The third shadowy figure signed himself as Anyu Nozato, and it must be said for him that while he was not one to suffer in silence, neither did he aspire to sudden wealth which was undeserved, if his claim gives us any insight into his character. According to the form he filled out, one of his pine trees had been damaged to the extent of $1.20, and he was prepared to undergo the trouble involved in making a claim to collect precisely this sum![27]

At 1530 hours, 26 December 1961, a claims team made up of First Lieutenant Alfred W. Metzger, Jr., of the 6313th ABW Staff Judge Advocate's Office, and First Lieutenant Del B. Rowe, of the 313th Air Division Staff Judge Advocate's Office, who had been invested with the position of Air Force Foreign Claims Commission No. AF-12 since 15 April of the same year, commenced payment at the Gushikawa-Son Office of those claimants who had filed their claims on the 21st. Since the local claims commission had no authority to approve compensation payments in excess of $1,000.00, the four claimants who had filed for

amounts greater than that figure--Koichi Miyagi ($13,489.15), Koichi Hokama ($5,459.73), Kokuichi (or Katsuichi) Kokuba ($2,296.63), and Shotoku Kudaka ($2,099.35)--had no choice but to wait until their cases could be disposed of by the U.S. Armed Forces Claims Service at Yokohama, Japan.

The two claims officers were well aware that the claims being submitted by the greater part of the accident victims were in the realm of the fantastic, comprising far more fiction than fact. As they were to remark in after days, the Air Force was regarded as "fair game" by the local people, who felt no compunctions about trying to extort as much money from "the foreigners" as they possibly could.

Nevertheless, notwithstanding their awareness of the mythical nature of many of the items claimed and the values placed upon them, the officers had also been warned of the political sensitivity of the problem by USCAR's clairvoyant officials. The latter reminded the claims officers that in the recent election of 26 November 1961 for the post of mayor of Itoman-Cho--a town to the south of Naha City which had absorbed the rural districts of Miwa-Son, Takamine-Son, and Kanegusuku-Son by merger on 1 October 1961--the citizenry had elected Kameichiro Uehara, the official candidate of the Okinawa People's Party (OPP), the local unacknowledged Communist Party. In view of the imminent election for a mayor of Naha City, USCAR deemed it imperative that no stone be left unturned to mollify the Okinawan man-in-the-street, supposedly so wrathful at the American military because of the jet crash at Kawasaki.

Actually, by the time the claims were submitted and paid off, the issue had already been decided in Naha City. Junji Nishime, the candidate

of the right-of-center element, had squeaked through to victory on 17 December 1961. Nevertheless, it was a strident refrain on the political effects of dissatisfaction with the compensation payments that USCAR played with lugubrious relish in urging the claims officers to cast hard-headed common sense and good business judgment aside and make the payments generous.

As a result of this pressure, purportedly reflecting the desires of the highest military authority on the island, the High Commissioner of the Ryukyu Islands, Lieutenant General Paul W. Caraway, USA, the two claims officers had decided to pay in full every one of the claims which was less than $1,000.00--the maximum amount they possessed the authority to award.[28]

This, then, was the situation on 26 December 1961 when 26 of the foregoing claimants appeared at the Gushikawa-Son Office to receive their compensation payments. To their delight, every one of them was paid the exact sum he had sought, the highest being the $914.60 claimed by Tokio Onaga, the lowest being the $1.20 asked by the mystery man, Anyu Nozato, for damage to his pine tree, and the total payment amounted to $5,181.21. Our other enigma, Kama Hokama, likewise materialized under the propitious circumstances of the moment to collect the $30.78 he asserted was due him for damage to his crops resulting from fire and fire-fighting equipment. In addition to the 26 fortunate claimants who collected their compensation payments on the 26th, three others who were known to be asking less than $1,000.00 for their damaged property failed to appear, for reasons unknown.

As for the four claimants who were seeking amounts in excess of

$1,000.00, Lieutenant Metzger informed them that the Air Force was willing to pay them as much as $1,000.00 as a partial payment then and there--the local claims commission having the authority to pay this amount--whilst the decision of the U.S. Military Claims Commission in Japan was being formulated. However, all four individuals declined to accept any advance payment. Nevertheless, this did not deter Koichi Miyagi and Koichi Hokama from appealing to the indigenous press and to anyone else who would lend an ear that "We can not continue such a life indefinitely. We wish the Air Force would pay our reparation claims as soon as possible, so that we will be able to build our dwellings at an early date and be settled down in our daily life."

Official support for their stand was provided by Zenko Kinjo, the Kawasaki Ku-Cho, who commented apropos of those claimants who were seeking compensation of more than $1,000.00, "I request that these reparation claims be assessed at the amount the claimants are claiming and that payment be made at an early date."

This "impartial," all-encompassing advocacy of claims which were, in most instances, palpably fraudulent was entirely consonant with what one might expect of any Ryukyuan official where the proposed windfall was to be acquired at the expense of the American occupationaires![29]

Mrs. Yas Miyagi announced from her bed in the U.S. Army Hospital that she would file no claims of any kind until she had recovered from her injuries and returned home. The Army doctors treating her believed that she should be able to leave the hospital on 2 January 1962, as would young Yoshitake Kinjo, who had suffered first and second degree burns

on the face and hands. The other youngster who had suffered first degree burns on the face, Jiyu Omine, had been discharged from the hospital on 19 December. In all three burn cases, it was the prognosis of the attending physicians that there might be "some change of pigmentation" in the burn areas, but there would be "no disfiguration." (In this, there could conceivably be a difference of opinion between doctor and victim as to whether a change of pigmentation did or did not constitute disfiguration.) As for the unfortunate Chifu (or Chitomi) Takara, who had received a comminuted compound fracture of the nose and maxilla (upper jaw bone), he was suffering from "some partial temporary disability," which was expected to prevent his being discharged before 19 January 1962.[30]

On 27 December, the three claimants who had not appeared the first day presented themselves at the Gushikawa-Son Office and were paid a total of $1,117.00, the entire amount they were cumulatively asking.[31]

The next step in bringing the claims arising out of the jet crash accident of 7 December 1961 to settlement came on 8 January 1962 with the appearance of four victims at the Gushikawa-Son Office for the purpose of filing claims for physical injuries sustained. Lieutenant Rowe had been advised beforehand that they would be coming; so he was present to accept their completed forms.

Mrs. Hatsuko Kinjo asked $443.40 for wounds to her foot caused by a hurtling fragment; Hidekichi Gushiken sought $655.50 for burns he had suffered on his head; Shokichi Kudaka claimed $355.00 for an injury to his head; and Jiyu Omine, the seven-year-old elementary school student

who had received first degree burns of the face, filed for $623.65. Although his entire hospitalization and medical treatment had been performed by the Army Hospital, his parents were seeking solatium for the pain and possible disfigurement Jiyu had suffered, in addition to compensation for the time they had lost from work. The same considerations figured in the claim of Seijin Gushiken, the father of Hidekichi.

With the filing of these claims for physical injury, the only ones remaining to be submitted were those for the deaths of Bunkichi Miyagi and Kame Kamiunten, for the injuries of Mrs. Yae Miyagi, Yoshitake Kinjo, and Chifu Takara, and for property damage suffered by Mrs. Yae Miyagi.[32]

Further progress toward winding up the Kawasaki claims was achieved at 1100 hours on 11 January 1962, when the Kadena Judge Advocate's representative paid $206.63 to Gushikawa-Son for the damage wrought to the Kawasaki Police Box (the USAEDO appraiser had assessed the damage at $136.66); $161.59 to President Sosei Kayo of the Central Power Distribution Company for damage to its power lines in the crash and fire; and $122.39 to President Ryosuke Nakayama of the Okinawa Bus Company for damage to one of its buses which had been in the crash area at the time of the accident. (No mention had been made of these latter two claimants in the official appraisal of property and crop damage, probably because the power lines had been restored and the bus removed by the time the USAEDO expert came along.)

While the claims officer was at the Gushikawa-Son Office, Mayor Eishin Kaneshiro asked permission for Mrs. Yae Miyagi to file her personal claims and property claims separately. Since she was now expected to remain in the Army Hospital for another month, it would be

impractical for her to file claims for her injuries before the extent of her disability or disfigurement was known; yet, she desired to be paid for her lost property as soon as possible, in order that work might be commenced on the construction of a new house and replacement of the personal possessions destroyed in the fire. To this request the claims officer replied that "The claimant has to file all of his claims at one time." Such being the established practice prescribed by regulation, it would be necessary to receive permission for any waiver of it from Headquarters, USAF itself.[33]

The following day, January 12th, Lieutenant Metzger, having been notified by the U.S. Armed Forces Claims Service, Japan, of its awards for the four claimants whose property claims had been for more than $1,000.00, visited the Gushikawa-Son Office at noon and announced his readiness to pay each individual who was willing to accept the amount assessed. Against the $13,385.68 demanded by Koichi Miyagi, the U.S. Armed Forces Claims Service, Japan, was prepared to pay $12,081.02. Koichi Hokama had asked for $5,883.73, but was offered only $5,227.43, his original claim having contained an error in addition of $232.00 (in <u>his</u> favor, of course) in the total value of the household goods, as well as the $424.00 item for solatium, which was not legally payable in a personal property case. Katsuichi Kokuba had claimed $2,296.63 and was offered exactly this amount--the only one of the four to have his claim so treated. Seitoku Kudaka wanted $2,099.35, but was tendered only $1,548.10.

Not too surprisingly, Katsuichi Kokuba signed the document indicating his willingness to accept the proffered payment and was told

962-I, Chap. II

would receive his compensation check within a few days. Although
ve seen that the claims presented by the other claimants--Miyagi
d Hokama in particular--were outlandishly extravagant, the greed virus
nad achieved such complete mastery of their souls that they refused to
accept the reduced payments on the spot, saying that they preferred to
think over the offers for a few days before again meeting with the claims
officials on the 15th to indicate whether they would accept or reject the
assessed sums.34

The rendezvous between the two claims officers and the three
"extortionists"--Koichi Hokama, Seitoku Kudaka, and Koichi Miyagi--took
place as scheduled at 1000 hours, 15 January 1962, but was not productive
of any sort of rapprochement. Rather than seeking to work out a compro-
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already generous amounts offered by the Air Force, Mayor Eishin Kaneshiro,
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government in any case where the interests of their own people came into
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American administering authority into handing over the whole game by dint
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that he would receive his compensation check within a few days. Although we have seen that the claims presented by the other claimants--Miyagi and Hokama in particular--were outlandishly extravagant, the greed virus had achieved such complete mastery of their souls that they refused to accept the reduced payments on the spot, saying that they preferred to think over the offers for a few days before again meeting with the claims officials on the 15th to indicate whether they would accept or reject the assessed sums.[34]

The rendezvous between the two claims officers and the three "extortionists"--Koichi Hokama, Seitoku Kudaka, and Koichi Miyagi--took place as scheduled at 1000 hours, 15 January 1962, but was not productive of any sort of rapprochement. Rather than seeking to work out a compromise between the exorbitant sums sought by their fellow villagers and the already generous amounts offered by the Air Force, Mayor Eishin Kaneshiro, Kawasaki Ku-Cho Zenko Kinjo, and Chairman Mitsusada Toyama of the Kawasaki Jet Crash Accident Measure Council endeavored to persuade Lieutenants Metzger and Rowe that they should pay the full amount demanded as soon as possible. This partisan attitude was a phenomenon which invariably marked the stand taken by Ryukyuan officials at every level of government in any case where the interests of their own people came into conflict with those of the United States Forces. Never seeking to play the statesmanlike role of arbitrator or mediator by asking mutual give and take by the opposing parties, they invariably endeavored to worry the American administering authority into handing over the whole game by dint of sheer pertinacity and by playing on the fears of the latter that they would return Left-wing candidates to office in the next election.

To this maneuver Lieutenant Metzger countered that the three claims in question had been assessed at amounts lower than requested by the Ryukyuans concerned because the inclusion of consolation payment was contrary to Air Force regulation. Besides, the claimants, in preparing their interminably long lists of household goods lost had in every case demanded the price of a new article, when it was, in all probability, second-hand and had been used for varying lengths of time. Thus, they were failing entirely to take into account the factor of depreciation.

Nothing abashed by this explanation, the three victims insisted that it was proper to claim solatium, and they wanted this "to be granted by all means." Furthermore, they would have to buy new items at the price of the current market to replace those damaged or lost in the fire. Therefore, they reiterated their request that "full payments be made for their filed claims."

As a result of this impasse, the three claims were went back to Japan for further study and action by the claims service there.[35]

At 1100 hours on 19 January 1962, Jishin Omine, the father of Jiyu Omine, accepted a check in the amount of $623.65 for the burns suffered by his son, the claims commission having awarded exactly the amount for which he had filed.[36]

Two of the dissatisfied personal property claimants--Koichi Miyagi and Koichi Hokama--met with Lieutenant Rowe at 1500 hours, January 22d, at the Gushikawa-Son Office to try whether the two contending parties might not find a middle ground whereon they might reach an agreement and break the existing deadlock. The Claims Service in Japan had

decided that, while it could not allow the $350.00 solatium claimed by Hokama, it would be willing to pay him $74.00 for the time he and his family had lost from their work as a result of the accident. Consequently, the "final" Air Force offer was increased to $5,302.23--just $581.30 less than he had sought. As for Koichi Miyagi, the original offer of $12,081.02 was now boosted to $12,425.81--a figure only $959.86 under the grossly inflated sum he was attempting to obtain. Although the amounts for which Hokama and Miyagi were striving were several light years beyond their just deserts, both resolutely adhered to their basic philosophy of converting adversity into fortune by declining to accept the reassessed amounts and demanding the sums originally claimed.

Under the circumstances, Lieutenant Rowe had no choice but to tell them that it would now be necessary to refer their claims to the Office of the Judge Advocate at Headquarters, USAF, in Washington, D.C. If this were done, it might be quite a while before the claims were settled.[37]

Koichi Miyagi and Koichi Hokama spent a week mulling over the latest offer made by the Air Force, no doubt weighing the advantages of having a large sum of money firmly in hand almost immediately against those of playing a patient, delaying game and perhaps gaining even more wealth, but only after the passage of time. And we may be sure that the various officials of Gushikawa-Son, Kawasaki-Ku, as well as their neighbors and relatives, were not loath to offer counsel on which course to take!

Whatever the decisive influence may have been, on 30 January Mayor

Kaneshiro (the name can also be transliterated as Kanegusuku or Kinjo, the latter being by far the most common rendering of this kanji character in the Ryukyus) notified Lieutenant Rowe that Hokama and Miyagi would like to meet with him at two o'clock the next day at the son office. At this meeting the two claimants informed the young, bespectacled officer that they had decided to accept the increased payments offered by the Japan Claims Service, rather than wait several months for a decision by USAF which would not necessarily be any more favorable to them than that previously rendered by the U.S. Armed Forces Claims Service, Japan.[38] Accordingly, on 21 February 1962, Lieutenant Rowe handed Koichi Miyagi a check for $12,425.81 and Koichi Hokama another for $5,302.23.

Since the two Koichis--Miyagi and Hokama--felt that they had made a great concession in agreeing to accept the Air Force's second offer, they used the occasion of their meeting with Lieutenant Rowe to ask a return favor--viz., that the Air Force move the T-huts in which they were living from the Kawasaki Elementary School grounds to their own respective properties. Lieutenant Rowe declined to give a definite answer, confining himself to a promise to convey their request to the 6313th Air Base Wing Commander. In the resulting letter he gave his personal indorsement to the request, saying that "In light of the fact that most of the Kawasaki claims have now been settled and an air of congeniality and good will now exists between the villagers and the Air Force, I personally feel that at least the Air Force should investigate the possibility of the transfer of these houses to the claimants' property."[39]

The Kadena Air Base Commander and the staff officers whom he consulted were not as amenable to the request of the Messrs. Miyagi and Hokama as had been the claims officer, perhaps having been rendered more than a little inimical by the greed exhibited so consistently by the people of Kawasaki ever since the jet crash. Consequently, although no formal reply was made, the word was allowed to drift back down the "grapevine" to Koichi Hokama and Koichi Miyagi that the Air Force had paid them enough money to build permanent new houses of concrete much finer than those they had lost, and that they could continue to live where they were in the Air Force-provided T-huts until the new homes were completed. As to what disposition they made of the temporary residences after that, it would be entirely up to the two Koichis.

The brazen, but nonetheless ingenious, Kawasakians were not so easily discouraged, however. Without mentioning the rebuff received from the Air Force, Chairman Kei Higa of the U.S. Army Transportation Group Okinawan Employees Relations Council related to Colonel Samuel E. Sax, USA, the Commanding Officer, the dolorous story of the sordid conditions under which Yae Miyagi and her daughters were living. Among these conditions were the lack of bathroom and kitchen facilities, as well as the existence of only one entrance to the house. The result of this appeal was that the USATG moved not only the T-hut which had been presented to Yae Miyagi but also all the others from the Kawasaki Junior High School ground to their respective home lots on 27 February. Thus Koichi Miyagi and Koichi Hokama achieved in the end that which they had temporarily failed to gain. Then, on 1 March 1962, the Transportation Group presented boards, timbers, and oil drums to the family of Mrs.

Yae Miyagi. (Her son, Bunkichi, it will be recalled, had been an employee of the USATG.)[40]

The next group of claims were submitted on 5 January 1962, all falling into the category of personal injury cases. Of the four individuals filing for compensation at the Gushikawa-Son Office, all of whom were now completely recovered from their injuries, the largest claim was that of Hidekichi Gushiken (7), an elementary school first grader, whose father was asking $665.50 for burns his son had sustained on the head. Included in the claim of Seijin Gushiken, the father, was compensation for the income he had lost through enforced absence from his normal work.

The next largest sum, $623.65, was asked by Jiyu Omine (7), who had been treated for the burns on his face while an in-patient at the U.S. Army Hospital, as we have seen. The third highest claim was that of Mrs. Hatsuko Kinjo (43), who filed for $443.40 as compensation for an injury to her leg inflicted by a fragment of the crashed jet plane; while the most modest demand was made by the father of Shokichi Kudaka (4), in the amount of $355.00 for injuries to his head. The claims submitted by this trio also included remuneration for the time either they or their next of kin had been compelled to take off from work. Hidekichi Gushiken, Hatsuko Kinjo, and Shokichi Kudaka, incidentally, had commuted to the U.S. Army Hospital for examination and treatment each day until pronounced sufficiently well to be discharged.

Although Shotoku Kudaka had waited until the out-patient treatment of his son, Shokichi, was completed before filing his personal injury claim, this $355.00 claim was not the first he had submitted in connection

with the Kawasaki crash. Back on 21 December 1961, he had been one of the original 26 villagers who filed for compensation of property losses, asking $1,319.35 in settlement thereof. Subsequently, on 3 January 1962, he amended his claim and raised his demand to $2,099.35, though on just what grounds he based the new request is not known to the present writer.[41]

The tedious task of untangling the gnarled affairs of the Kawasaki accident victims was brought a little nearer completion on 21 February 1962 with the appearance at the Gushikawa-Son Office of Mrs. Oto Shikina, of Ishikawa City, the 63-year-old elder sister of the late--and almost forgotten--Kame Kamiunten. The victim had had no immediate family of her own and had been living alone at the time of her fatal business visit to the home of Mrs. Yae Miyagi. Comprising the $9,734.00 total figure claimed by Mrs. Shikina were $5,184.00 as the actual death claim, $4,000.00 as solatium, and $550.00 for miscellaneous expenses.

That same afternoon, February 21st, Koichi Miyagi and Koichi Hokama were presented their property damage claims checks in the amounts of $12,425.81 and $5,302.23 respectively.

Although Mrs. Yae Miyagi had recently been released from the Army Hospital, she still had to make daily visits there for further treatment and examination. Because of this, she continued to postpone the day on which she would file her claim for the death of her son, her personal injuries, and the loss of her home and household effects.[42]

At last, however, on 2 March 1962, notwithstanding her heartbreak and her feeling that "it was not appropriate to ask money for the life lost," she filed a claim for $71,810.26, the largest sum ever sought by an individual Ryukyuan from the U.S. Government. Moreover, as though

to heap Pelion on Ossa, her two daughters--Tokiko and Sachiko Miyagi--had filed for $20,472.50 and $20,129.63 respectively just the day before, both claims including a sum of $18,000.00 as solatium for the death of their brother, Bunkichi. Not too surprisingly, these far from insignificant claims were not eagerly accepted and promptly paid out of hand! On the contrary, they were received in shocked silence and forwarded at once to the U.S. Armed Forces Claims Service, Japan (USAFCSJ) for study and adjudication.[43] In view of the large sums sought by the three Miyagis, it could safely be predicted without benefit of necromancy that their cases would be a long time in settlement!

At this point, before turning to the other claims, it may be well to give the reader a brief picture of the Miyagi family. Mrs. Yae Miyagi's husband, Bunsei Miyagi, had been called up for service in the Japanese Navy in 1943. Two years later, shortly before the Japanese surrender of 15 August 1945, he was killed in action off the Philippines, leaving Yae with three young children--Sachiko, Bunkichi, and Tokiko--to rear as best she could. After first surviving the Battle of Okinawa, the widowed Yae kept herself and her little brood alive by farming the family's half-acre plot of land and raising pigs. It was hard work and unceasing, but eventually Bunkichi grew up and got a job with the U.S. Army Transportation Group at Machinato, thereafter becoming the chief bread earner for the family. Previous to this, his older sister, Sachiko, had obtained employment upon finishing her schooling, and, subsequently, the younger sister, Tokiko, did likewise. This, then, was the situation of the Miyagi family until 1342 hours on the 7th of December 1961.

On 21 February 1962, Mayor Eishin Kaneshiro filed a claim for $475.00 as reimbursement for the money he asserted Gushikawa-Son had spent helping to feed, clothe, and otherwise succor the crash victims immediately after the catastrophe. On 23 March 1962, Foreign Claims Commission No. AF-12 (Lieutenant Del B. Rowe) notified the mayor that the claim had been disallowed in its entirety. This, incidentally, was the only one of the 47 claims deriving from the Kawasaki jet crash to be so rudely treated.[44]

Also on 21 February, Chifu Takara (31) filed his combined personal injury and property damage claim for $4,885.61.[45]

On 2 March 1962, Zensho Kinjo filed a claim for $8,338.01 on behalf of his eight-year-old son, Yoshitake, who had been released from the U.S. Army Hospital on 14 February.[46]

Meantime, on 18 January, Jishin Omine had been paid in full the $623.65 he asked for the injury of his son, Jiyu; on 25 January Shotoku Kudaka had received the $355.00 he sought for the burns suffered by his four-year-old son, Shokichi, and five days later, on January 30th, had accepted $1,700.00 of the $2,099.35 he asked for loss of property; on 2 February Seijin Gushiken had received the entire $665.50 claimed for the burns of his young son, Hidekichi; and on 5 March Mrs. Hatsuko Kinjo was paid $150.00 as final settlement of her $443.40 claim for personal injuries.[47]

In May 1962, the decision of the U.S. Armed Forces Claims Service, Japan (USAFCSJ) respecting the claims of Yae Miyagi and her two daughters, of Chifu Takara, and of Yoshitake Kinjo was received by Lieutenant Rowe, who arranged a meeting at which he conveyed the unwelcome tidings to

the respective plaintiffs. Mrs. Yae Miyagi was awarded $13,941.29, as opposed to the $71,810.26 she had asked. Her younger daughter, Tokiko (22), was offered $1,645.50, as compared with the $20,472.50 she had sought. The elder daughter, Sachiko (28), was tendered $1,790.83, though she had filed for $20,129.63. Chifu Takara had requested a relatively temperate $4,885.61, but the shrinking process had been applied to his unsanforized claim all the same, so that he was offered only $1,444.45 by the legal officials at USAFCSJ. As for young Yoshitake Kinjo's desired $8,338, it was pruned to $2,593.41($2,500.00 for the actual injury, $60.00 for the income lost by his father, $23.71 for transportation, and $9.70 for loss of personal property.)

Unanimously dissatisfied with the awards, the five victims rejected the proposed payments and, on 30 June 1962, petitioned the GRI Legal Affairs Department to seek a reassessment of their claims by the U.S. Armed Forces Claims Service, Japan. In due course--but almost assuredly with no celerity (that would have been contrary to established practice)--the GRI office forwarded their appeal to the USAFCSJ, through the regular channels. That celerity had little part in the action taken by the Legal Affairs Department is borne out by USCAR's reference to the GRI letter of 16 July 1962 forwarding the victims' petition, as well as a supporting petition of Koho Arakaki, the Mayor of Gushikawa-Son (who had been elected without opposition to succeed Eishin Kaneshiro on 3 May 1962). The USCAR letter to the 313th Air Division's Judge Advocate Office, incidentally, was dated 14 August 1962, indicating proper emulation by a U.S. governmental agency of the ancient Oriental custom of conducting

business with fine deliberation. Eight days later (22 August), Major Timothy G. O'Shea (who had succeeded Lieutenant Rowe as AF Foreign Claims Commission No. AF-12 on 16 July 1962) added a one-line indorsement and sent the petitions on their weary way to Japan.[48]

On the very same day, 14 August, that Major O'Shea forwarded the petitions to the Foreign Claims Service, Major Robert T. Holt, a member of Foreign Claims Commission No. AF-25, was writing a brief personal note to the former, asking him to determine, if he could, why Chifu Takara and Zensho Kinjo had not replied to the correspondence sent them by FCC AF-25. If it was simply because they were dissatisfied with the amount offered, he desired Major O'Shea to hand each of them personal letters which he was attaching.[49]

Meantime, while this fruitless correspondence was going back and forth, two events connected with the Kawasaki claims had taken place. On 25 July 1962, the first of the two death claims had been settled with Mrs. Oto Shikina's formal acceptance of the $2,450.00 awarded by FCC No. AF-25 for the loss of her elder sister, Kame Kamiunten--a figure contrasting strongly with the $9,734.00 she had attempted to collect.[50]

The other event had occurred on 3 August when Major O'Shea met with Tokiko Miyagi, Mayor Arakaki, the Deputy Mayor, and personal representatives of Mrs. Yae Miyagi and Sachiko Miyagi at the Gushikawa-Son Office in Tairagawa Village. It was explained that Yae Miyagi was represented vicariously because she was still recuperating from her injuries, but no reason was given for the elder daughter's absence. Inasmuch as the USCAR letter forwarding the Miyagis' petition to the 313th Air Division

lacked 11 days of even being written, Major O'Shea obviously had no reply from FCC AF-25 in Japan to present them. However, he did have with him a letter for each of the three Miyagis which Major Holt had asked him to deliver in person at the same time that he attempted to obtain a signature on the settlement agreements. Major Holt had added the significant remark in his brief epistle to Major O'Shea that "This Commission does not anticipate increasing the offers of settlement which are within the amount authorized by the Secretary of the Air Force. The amounts are deemed fair and appropriate and may be considered as final offers."[51]

After these latest offers were translated and transmitted, Tokiko Miyagi declined outright to accept the one made her, terming it "ridiculous and penurious." The representatives of the other two claimants were, however, less outspoken and left the door ajar by requesting breakdowns of the amounts offered, explaining that they were unable to determine the fairness of the offers until they could evaluate the sums tendered specifically for personal injury, solatium, and damages to personal and real property respectively. Major O'Shea advised the spokesmen for Yae and Sachiko Miyagi that it was not the practice of the claims service to provide breakdowns and that the totals represented "final offers."

Nevertheless, he agreed, at their insistence, to transmit to FCC No. AF-25 their desire for a breakdown of the total figures, especially in the case of Mrs. Yae Miyagi. That same day, the major wrote the commission in Japan, describing the negotiations, and noting that, since it was his impression that any acceptance would be delayed until receipt of some breakdown, he hoped--if they were willing to provide one--that

it would be furnished "as quickly as possible, so that these claims may be liquidated."[52]

At 1400 hours, 17 August, Major O'Shea motored up the now-familiar typically American paved road to Tairagawa Village and entered the Gushikawa-Son Office to confer with Sachiko and Tokiko Miyagi, Chifu Takara, and Zensho Kinjo about their rejected claims. In addition to the persons directly involved, Mayor Arakaki and representatives of the GRI Legal Affairs Department were also present, as were several news reporters. In addition, Major O'Shea noticed various political observers standing just outside the conference room. The claims officer refused to commence the proceedings until the room was cleared of the reporters and political observers, it being his belief that the left-wing political parties were "attempting to make these settlements political issues in the forthcoming local elections," in consequence of which "little other help can be expected from the city administration in obtaining settlements."

One of Major O'Shea's first moves was to hand Takara and Kinjo the letters which Major Holt had asked him to give them personally. After the two men had read their respective missives, containing the awards breakdown which they had requested at the meeting on the 3d, they turned them over to Mayor Arakaki and the GRI Legal Affairs Department representatives for their comment and recommendations. The reaction of all who perused the letters was one of opposition to the proposed settlements, which they labeled "ridiculous," "penurious," and "unacceptable," (Tokiko Miyagi and these officials must have been using the same dictionary!), while the government officials went so far as to declare the letters themselves to be "unwarranted."

Takara and Kinjo, for their part, indicated that they would not accept the present awards; however, they offered no specific counter-proposals. Major O'Shea understood them to say that they planned to appeal through governmental channels to the Foreign Claims Commission in Japan, but it seems almost certain that the appeal to which they had reference was the same one which was then sitting on his desk and which he would be forwarding to Japan on the 22d. In any case, he suggested to the USAFCSJ that "we leave offer open until appeal is received and adjudicated. If disapproved and present offer remains firm, it can be withdrawn at that time if unaccepted."

Zensho Kinjo gave Major O'Shea a photograph of his son, showing the burned areas of his body, and asked that it be forwarded to the USAFCSJ as evidence that Yoshitake's injuries were sufficiently severe to warrant the compensation he was seeking. The three Miyagis--in the persons of Tokiko and Sachiko--likewise rejected the previously assessed compensation offers, despite Major O'Shea's warning that the amounts tendered were "final."[53]

To the reporters covering the claims story at the Gushikawa-Son Office and eager for something they could quote, Sachiko Miyagi said, "It is unfair to pay only $2,200 for a human life. My mother is still confined to her bed, and Tokiko [the younger sister] is taking care of her. I am the only one to support my family. If this injustice is left unremedied, it will keep Bunkichi's soul from resting in peace."[54]

On the same day, August 20th, that he reported to the Armed Forces Claims Service, Japan on the failure of these latest negotiations and

suggested that the offers "be left open without further action until after the October election," Major O'Shea also indited a letter to Mayor Koho Arakaki of Gushikawa-Son. While, quoth the claims officer, he could sympathize with the Miyagi family "in their loss of a son and brother, as well as a property loss," he confessed to being "deeply disappointed" that they had "seen fit to refuse any financial assistance to re-establish themselves." There was "no possibility" that the proffered settlement would be increased; therefore, their recent refusal to accept this settlement would "probably close their case."

However, since Major O'Shea had "not yet been instructed to withdraw this offer," he advised the mayor that he was returning the agreements to him, "in the hopes they will reconsider while there is still time." Then, applying a bit of psychological judo, the major said that "I know it is not your responsibility, any more than it is mine, to provide for this poor family, but as a worthy public official, I hope you will at least hold these offers until I am instructed to withdraw them." Thereupon, speaking as though he naively believed that the Miyagis were actually making their own decisions and were not largely influenced by the mayor himself and various other officials, Major O'Shea confided his fear that "their pride is causing them to make a foolish decision that will be regretted in the years ahead. Anything you or I can do to avoid that unfortunate circumstance in the name of humanity is well worth our efforts."[55]

To a query by the USCAR Legislative and Legal Department concerning the progress of the Kawasaki crash claims, the 313th Judge Advocate's Office replied on 24 August 1962 that "All efforts for early resolution

appear to have failed, the last, as late as 17 August 1962." Appeals of the findings of the claims commission such as those submitted by the Kawasaki claimants had to "be predicated on new evidence previously unknown to the Claims Service," and it was apparent that the petition in question failed "to state appropriate grounds for reversal or enlargement of [the] offer." Thus, although the appeal had been forwarded to the USAFCSJ for review, as requested, the USCAR agency was warned that false hopes should not be raised, for any revision of the offer was "not probable."[56]

As a result of studies of the photographs of Yoshitake Kinjo's injuries, the USAFCSJ determined that it could increase his award to $4,593.41, in place of the $2,593.41 previously proposed. On 6 September 1962, Lieut. Colonel John V. Knaus, Chief of the Claims Service in Japan, was able to inform Major O'Shea that Zensho Kinjo, the father, had agreed to accept this sum (he had asked $8,338.01, it will be recalled) as complete compensation for his son's injuries and that payment was in the process of being made. (It was actually made on 18 September.)

In the cases of Chifu Takara and Yae Miyagi, however, Colonel Knaus found it necessary to request photographs and medical evaluations in order to determine whether there was sufficient justification for a reconsideration of the claims, as the two claimants alleged.

As for Sachiko and Tokiko Miyagi, he asserted that there was no new evidence to support any reconsideration of their claims; hence, the offers of $1,773.33 and $1,645.50 respectively for loss of personal property and income was "considered to be generously fair." The claim

of $18,000 both had demanded as solatium for the injuries suffered by their mother and the death of their brother could not be favorably considered, since neither claimant was "the proper person" to be compensated for this damage. As Sachiko and Tokiko probably knew in their own hearts, their mother, Yae, was "the only proper claimant to be compensated for her injury, and she is also the only legal representative to present the claim for death of her son, Bunkichi Miyagi."[57]

Following a mass meeting of the All-Okinawan Parents and Teachers Associations in Naha early in September 1962, Hachiichi Tokumoto, the president of the Okinawa Federation of Parents and Teachers Associations, and one Kizo Ishiki, who had represented the chairmen of the island P.T.A.'s at the gathering, submitted a combination protest note and demand to GRI for transmittal to "the military authorities." The gist of the document was as follows:[58]

> It is quite regretful that the jet crash at Kawasaki, Gushikawa-Son, on 7 December 1961, resulted in the loss of people's lives and properties, to our great shock and fear. Ishikawa jet crash of two years ago and the recent traffic accident at Koza, killing or injuring innocent school children. And the terrible sorrow of their parents, brothers and sisters. We have dared to repeat our strong-minded protest and appeal to the military authorities and various other organs concerned with intent to assure no further recurrence of similar trouble. Nevertheless, there soon happened a disastrous accident, killing two and injuring four, including school children. It was indeed deplorable and indignant to see a victim with the upper half of body burnt or inflamed. We do submit the following demands to the military authorities under the name of the All-Okinawan P.T.A. Mass Meeting:
>
> (a) To seek an accountability for the recent accident;
>
> (b) To assure full precautions never to see such a tragedy again; and
>
> (c) To expedite the reasonable compensation payments to the bereaved families, the wounded, and the sufferers.

At about this same time, Chojo Oyama, the Janus-faced mayor of Koza City, filed a resolution with GRI on behalf of the Chubu Shi-Cho-Son Mayors' Association (the Central Okinawa Mayors' Association), of which he was chairman. Oyama, it is interesting to note, had somehow succeeded in convincing successive Kadena Base Commanders and most of the officers assigned duties as Kadena Community Relations Officer that he was a friend of the Air Force, notwithstanding a long record of rabble-rousing anti-American speeches and his affiliation with numerous causes inimical to U.S. interests. The substance of the resolution was as follows:[59]

> It was to be greatly regretted that a U.S. jet plane crashed down into an indigenous dwelling at Kawasaki, Gushikawa-Son on 7 December 1961 to kill two persons and injure four persons and destroy the buildings and other properties. With hearty condolence to the sufferers, our Chubu Shi-Cho-Son Association do hereby request the U.S. military authorities to realize the appropriate disposition of that case at the earliest possible date.
>
> It was only two years ago that the innocent children studying at Miyamori Primary School, Ishikawa City, experienced an extremely shocking tragedy caused by a jet crash on 30 June 1959. Since then, we have appealed intensely to the U.S. authorities to assure no further recurrence of such a misfortune. Nevertheless, it occurred again, inflicting a tremendous shock to all the Okinawan people. Particularly, the residents in the central parts of Okinawa near many military installations and practice ranges are feeling much more unease and fear every day.
>
> It is very regretful even for the goodwill and friendship among the United States, Japan and the Ryukyus that there still occurs bloodshed just like in wartime, such as the traffic accident caused by a U.S. serviceman in his private vehicle, resulting in the death of school children. Nothing can fully compensate for the loss of human lives.
>
> With a view to preventing a third accident of similar nature, our Association is hereby resolved to request as follows:
>
> (a) More efforts to assure the best condition of airplanes at all times and to maintain strict military discipline; discontinuance of practice over land; and to face the sea in taking off and landing.

(b) Earliest possible payment of adequate compensation to the sufferers for all the losses and damages involved; and earliest possible reconstruction of the destroyed houses, etc.

Not only did Chojo Oyama and the mayors he represented assail the U.S. Forces for the fatal accidents in which its aircraft and individual automobile drivers were involved, but they even expected that the military would rebuild the houses destroyed at Kawasaki, in addition to paying exorbitant compensation for that same destruction and presenting the householders with the T-huts brought into Kawasaki Village as temporary housing!

On 2 October 1962, the 313th Judge Advocate, in the person of Major Timothy G. O'Shea, informed USCAR that the previous correspondence, including the two aforementioned petitions, had been referred to the U.S. Armed Forces Claims Service, Japan for reply. However, in his own role as Foreign Claims Commission No. AF-12, he could willingly declare that he shared "the deep sorrow and regrets of the Ryukyuan organizations and citizens respecting the damages caused by the air crashes, as well as the deaths caused by motor vehicle accidents," and concurred in the sentiment that "nothing can fully compensate for the loss of human lives." Furthermore, to give force to this abstract sentiment, all Air Force headquarters and units in the Ryukyu Islands were "energetically" pursuing "effective and far-reaching flying and ground safety programs," and "every conceivable precaution" was being taken to prevent any recurrence of the incidents the Chief Executive's letter had described. "It," remarked the major, "is unfortunate that the maintenance of world peace must involve the risks to lives and property that are attendant to it, but the preservation of peace and world freedom permits no other course."

Major O'Shea then turned from generalizations to the specifics of the Kawasaki crash claims. He felt it to be significant that of the 47 claims produced by that tragedy, all but four had now been settled. Of these, he was confident that settlement would be reached "shortly" in the cases of Mrs. Yae Miyagi and Chifu Takara. As for the absurd claims presented by Sachiko and Tokiko Miyagi, he predicted that they would again be disapproved by the USAFCSJ, after which the present offers would be withdrawn, if not accepted within a short time. The claims service, of course, had "no means of forcing acceptance," nor did it "desire to do so."[60]

USCAR in its turn wrote GRI on 4 October 1962 that in connection with the cases which had concerned the latter at the time of its inquiry on 7 September, that of Yoshitake Kinjo had already been settled, with the payment of $4,593.41 on September 18th; Chifu Takara had been requested to submit photographs and medical certificates which would justify the grounds for his claim; and Yae Miyagi had been asked to present additional evidence supporting the alleged severe nature of her injuries. Respecting the two Miyagi daughters, however, they had "no grounds for claiming solatium payments for their mother's injury and brother's death."[61]

As a result of a report received indirectly from the elusive Yae Miyagi that she would like to meet with Major O'Shea, he journeyed once more to Tairagawa on 9 October 1962 and made the familiar stop at the son office. If he had begun to wonder by this time if there really was such a person as Yae Miyagi or whether she might not be simply a creation of the imaginations of the sisters Tokiko and Sachiko, his growing doubts

were certainly not dispelled when he found that the latter pair were indeed present, but Yae Miyagi herself was only represented by proxy in the person of Mayor Arakaki. At an earlier meeting the sisters had indicated that they would be willing to settle for $200.00 additional to the award offered their mother by the USAFCSJ. Now, though, they abruptly rejected such a proposal and said that they would settle only for an additional $2,000.00 to the government offer made each of them and an additional $10,000.00 to that made their mother.

Major O'Shea flatly refused to accept such a "compromise" and countered by again offering the additional $200.00 to Yae Miyagi. After two hours of negotiations, he stated that he was prepared to withdraw all offers for all three parties. However, since Yae Miyagi herself was not present, he would allow one more day for the sisters to consult with their mother before he withdrew the offers.

Upon returning to Kadena, the major wrote Major John DeRonde of the USAFCSJ that he felt the purpose of the meeting, insofar as the Miyagis were concerned, was "to explore the maximum amount that could be negotiated upon," and, in his opinion, he had "left no doubt that we had reached that amount in the offered settlement plus two hundred." According to his promise, he planned to go back to Tairagawa the next day in an attempt to pick up releases on all three claims. If he were unsuccessful in this endeavor, he intended "to withdraw all offers and leave the matter tentatively closed until the Miyagis take appropriate legal action against the government." He felt that his taking a firm position at that time might force a settlement, and the Air Force had nothing to lose even if they remained adamant in their rejection of

the offers, inasmuch as the claims office could reinstate a reasonable offer "should they have a change of mind after further consulting counsel."

Major O'Shea's drive to Gushikawa-Son on 9 October was not entirely fruitless, however; for at that time Chifu Takara signed the latest claims settlement of $1,544.45. This represented $100.00 in excess of the previous offer and resulted from verbal authorization for such an increase granted by USAFCSJ in a telephone conversation a few days earlier. Takara received his actual payment on 30 October 1962.[62]

When Major Timothy G. O'Shea returned to the Gushikawa yakusho (municipal office) the next day, 11 October, he came prepared to offer Yae Miyagi not only the $200.00 over and above the original figure of $13,941.29 which he had tendered on the 10th, but also an additional $100.00 that officials of GRI's Legal Affairs Department had hinted might prove the very lubricating agent needed to effect a solution to the impasse. Before making this more enticing offer, he had attempted by telephone to obtain confirmation of his proposed action from the Armed Forces Claims Service, Japan. When he was unable to reach the officer responsible for the case, however, O'Shea took it upon himself to make the additional offer anyway, "in the interests of closing the matter."

The GRI legal official who had intimated that just $100.00 more might enable the Miyagis to save face was evidently acting as their unacknowledged emissary; for, upon the major's arrival at the meeting place, nothing more was said about the additional $10,000.00 demanded only the day before, and Mrs. Yae Miyagi's representative quickly signed the

settlement paper calling for $14,241.29 for her, while Tokiko Miyagi accepted the original compensation of $1,645.50 and Sachiko Miyagi the corresponding $1,790.83.

With this triple settlement, the Kawasaki Jet Crash Incident practically came to a close, the only action remaining being the Air Force's presentation of the actual payment to the three women on 30 October 1962. The total claim submitted by the mother and two daughters had amounted to $112,412.39 and had been settled for $17,677.62--approximately one-sixth of the appellants' demand. As Major O'Shea wrote Major General Robert M. Stillman, the 313th Air Division Commander, with justifiable pride, the same day, "Air Force Claims Service, Japan, has been advised of this settlement and has expressed the opinion that, considering the political and other pressures, this settlement was a remarkably successful negotiation." Moreover, the signatures of the three Miyagis on the legal forms closed all of the Kawasaki claims, "much to the satisfaction of USCAR and GRI, at a critical time just prior to [GRI Legislature] elections on 11 November."[62]

Interviewed at her T-hut home by a reporter for the Japanese language Okinawa Times a short time after she had accepted the Air Force's final offer, Yae Miyagi still bore scars "on her face and both hands" as well as in her heart. Sitting before the memorial tablet of Bunkichi, her son, with tears in her eyes, she told the newsman, "The claims have been settled, but my son will not come back. There was a large difference in the amount I had asked and that the U.S. military approved. I was reluctant to accept it, but I decided to do so."[63]

Again, on 7 December 1962, the first anniversary of the Kawasaki

tragedy, the Times sent one of its reporters to Kawasaki to write a "human interest" story on the circumstances in which the victims were then living. Although he found the Yae Miyagi family to be the only one still living in the T-hut donated by the Air Force, he was told that they expected to build a new house in the near future, using the compensation money paid them.

In accordance with local custom, relatives and friends were observing the anniversary of Bunkichi's death with incense-burning services before the Buddhist memorial tablet dedicated to him, with everyone praying for his soul.

The reporter stated that "Keloid burns still remain on Yae Miyagi, who suffered first degree burns. She was treated at the U.S. Army Hospital for about two months, and now she is being treated at her home. However, she is completely languished under illness." Apparently the reporter was not actually able to see Yae Miyagi; for he went on to say that "The sick woman is reportedly confining herself to her bed, and her children are attending to their mother. A grievous winter has come to the family, while they are not yet awakened from that nightmare."[64]

ISHIKAWA EPILOGUE

Although the jet crash at Ishikawa City occurred back on 30 June 1959, the magnitude of the tragedy and various other factors had prevented its being neatly wrapped up and filed away under the heading of "closed," as Major O'Shea had been able to do with his folders and card files on the Kawasaki crash claims.

The Case of Sumi Miyagi.

One of the cases connected with the earlier catastrophe which was still hanging fire as the year 1962 got underway was that of Sumi Miyagi. When Kame Toma died in the crash at Ishikawa which took a toll of 17 lives, a long silence followed, no one coming forward for many months to claim compensation for her death. At last, however, one Shitame Miyagi, representing himself to be the "attorney-in-fact" for Sumi Miyagi, came forward and filed a claim on her behalf as the illegitimate child and sole heir of Kame Toma. Whether Shitame Miyagi was the father of Sumi the present writer was unable to ascertain, though his interest in the case and the coincidence in names suggest this possibility. Suffice it to say that on 5 July 1961, Sumi Miyagi was determined by the appropriate Ryukyuan tribunal to be the heir of the deceased. Foreign Claims Commission No. AF-33, at Headquarters, USAF, then confirmed that Sumi Miyagi was the sole heir of Kame Toma, thus making her the nearest lineal descendant and only beneficiary of any sum which might be adjudicated for the death and property loss of Toma-san.

In the matter of property damage, Shitame Miyagi claimed $400.00 for destruction of the home of Kame Toma. The appraiser for the U.S. Army Engineer District, Okinawa (USAEDO) had previously established that a dwelling such as hers would have a value of $575.10, but qualified this with a notation that in the event of a house's being demolished, approximately 45 per cent of the materials could normally be salvaged. In the case of the Toma residence, however, the crash and ensuing fire had destroyed it completely; therefore, FCC No. AF-33 regarded the question of salvage as academic and irrelevant. Moreover, in view of the appraiser's

evaluation, the commission readily accepted Miyagi's claim of $400.00 as a proper figure to be paid.

In the matter of the death claim, though, Sumi Miyagi and her "attorney-in-fact" were less diffident, asking the sum of $4,500.00 for Kame Toma's demise.

In the other 16 death claims arising out of the same Ishikawa disaster, the Air Force Foreign Claims Commissions had arrived at their awards by computing one-and-one-half times the Japanese standard of compensation, plus $600.00 for loss of companionship and $600.00 for emotional distress.* Then, to the resulting figure the Secretary of the Air Force had added an additional $2,000.00 as a special consolation given because of the catastrophic nature of the Ishikawa crash. There seemed to be no reason for breaking away from this apparently equitable and now well-established method of computation; so it was applied to the Kame Toma case.

The Japanese standards of compensation provided that where the victim had been without occupation or business, as was the case with Toma-san, the average daily wage would be arbitrarily set at 300 yen, or .8333 cents in U.S. money. Again arbitrarily, the commission designated 1,000 as the number of working days in which the deceased would theoretically have earned a daily wage of 83¢, thus producing a basic figure of $833.33. To this was added $49.80 as the cost of the funeral rites--this being based on a figure of 60 days x the average daily wage (83¢ in this entirely hypothetical calculation). The resulting total

*The laws of Japan which had been in effect on 1 April 1945 (the date the U.S. invasion commenced) were made applicable to Okinawa by the so-called Nimitz Proclamation (Article IV, Naval Proclamation No. 1, United States Naval Military Government, dated 1 July 1945.

of $883.13 was the sum which the claimant would have received under unadulterated Japanese law. However, since the U.S. Forces believed in being more generous than their late Japanese adversaries-turned-allies, one-half of $883.13--or $441.57--was added, then this was augmented by $600.00 for the loss of companionship and $600.00 more for emotional distress, making a total of $2,524.70. Then, "to avoid the appearance of a mathematical calculation" (though this was precisely what it was), FCC No. AF-33 rounded off the award to the nearest dollar, i.e., $2,525.00. Adding this to the $400.00 for property damage, the commission determined that Sumi Miyagi should be awarded a total of $2,925.00, "in full satisfaction and final settlement of all claims she or her attorney-in-fact, Miyagi, Shitame, has as sole beneficiary of Toma, Kame."

Besides this, however, the commission recommended "that the Secretary of the Air Force make a $2,000.00 payment to the claimant out of his special funds. This is important in view of his similar action in the other death claims."[65]

Secretary of the Air Force Eugene P. Zuckert evidently acquiesced in this line of thinking; for on 15 February 1962 we find Lieutenant Colonel Stanley S. Butt, the president of Foreign Claims Commission No. AF-33, as well as Chief of the Claims Division in the Office of the Judge Advocate General, Headquarters, USAF, sending this headquarters two checks "in the amounts of $2,925 and $2,000 payable to Miyagi Sumi."[66]

It is to be hoped that Shitame and young Sumi Miyagi uttered no complaint anent the U.S. Government's manner of settling a claim. If

they did so, they were flagrantly guilty of moral dishonesty, since they had asked compensation of $4,500.00 for Kame Toma's death and $400.00 for property loss—$4,900.00 altogether—and had been paid $4,925.00—$25.00 more than they sought. This must be a case unique in the annals of foreign claims payments!

The Cases of Chieko Teruya and Others Rejected by the Claims Commission.

Another very troublesome case still outstanding was that of Chieko Teruya, whose parents had waited until 4 May 1960 to file a claim in the amount of $15,000.00 for a mental disturbance which they alleged had been caused by the Ishikawa crash. On 6 October 1960, in a memorandum opinion dealing with this and 13 other Ishikawa Incident cases, FCC No. AF-33 had disallowed the claim of Chieko's father, Kamado Teruya, in its entirety, basing the rejection on several thorough medical examinations which found the allegation to be without foundation.[67]

Subsequent to this ruling by the highest tribunal in such matters, Kamado Teruya obtained additional evidence in the form of a certificate from the principal of the Miyamori Primary School and a medical examination by a Ryukyuan doctor, both of which attested to Chieko's "mental sickness" and attributed it to the unsettling circumstances of the jet crash. The chief of neuropsychiatric service at the U.S. Army Hospital, Camp Kue, then conducted a medical evaluation of the little girl on 27 September 1961, at the request of the commission.

After weighing the completely contradictory evidence and testimony, pro and con, Lieut. Colonel Stanley S. Butt and the other two members of FCC No. AF-33 ruled on 18 January 1962 that they adhered to their previous decision of 6 October 1960. Therefore, the claim of Kamado

Teruya was denied.[68]

Other Ishikawa claims which were disapproved outright were those of Demetrio B. Manulid, Shomatsu Higa, Shochi Higa, Kame Miyagi, Komado Toguchi, Shintoku Iha, Retsuko Ueji, Masahiro Furugen, Shiro Toma, Seifuku Iha, Yoshiko Arasaki, and Seijin Kobashigawa. The last-named was a claim for $182.70 loss of wages incurred while his injured child was hospitalized. In itself the request was not unreasonable, though it did imply that Kobashigawa had missed every working day since the jet crash; nevertheless, FCC No. AF-33 rejected it, since this element of damage had been considered and included in the award previously made by the same commission to the child (AFFCC #33/FS/61/7).[69]

In addition to these, there was the shadowy case of Eiko Tokashiki, concerning which Mayor Choei Ishikawa wrote the Commander of the 6313th Air Base Wing on 28 March 1962. In his reply, Colonel Charles H. Pierce stated that "A search of the records has been made for a claim submitted by TOKASHIKI, Eiko, and no such claimant is listed." However, he suggested that the claim might have been submitted through a representative and the negotiations conducted by procuracy.[70]

Claims Appeals Paid by Foreign Claims Commission No. AF-33.

It should not be inferred from the foregoing that the Foreign Claims Commission No. AF-33 at Headquarters, USAF rejected every claim brought before it after failing to meet the approval of the Armed Forces Claims Service, Japan. In fact, on 6 October 1960--the same day on which it announced its outright rejection of the claims of Kamado

Teruya and Seijin Kobashigawa, already related--AF-33 announced its readiness to pay 12 other claimants whose cases had been appealed to it.

Yoshio Kinjo had presented a claim (AFCC #33/FS/61/32) on 10 September 1959 for $314.70 on behalf of his daughters Keiko and Teruko. He was awarded $125.00.

Otoe Taminato had presented a claim (AFFCC #33/FS/61/33) on 11 August 1959 for $105.00 on behalf of his daughter Kaoru. He was awarded $50.00.

Hide Teruya had presented a claim (AFFCC #33/FS/61/34) on 6 August 1959 for $570.00 on behalf of her son Ringen. She was awarded $185.00.

Taro Hokama had presented a claim (AFFCC #33/FS/61/36) on 8 September 1959 for $1,293.20 on behalf of his daughters Keiko and Etsuko. He was awarded $527.00

Kotei Toyohama had presented two claims (AFCC #33/FS/61/37 and AFCC #33/FS/61/38) on 25 November 1959 for $267.50 and $74.00 on behalf of his daughter Shizue and his son Mitsunori respectively. He was awarded $45.00 for Shizue and $25.00 for Mitsunori.

Kasho Kamiya had presented a claim (AFCC #33/FS/61/39) on 23 July 1959 for $154.20 on behalf of his daughter Tsuruko. He was awarded $25.00.

Eisho Kinjo had presented a claim (AFFCC #33/FS/61/40) on 11 August 1959 for $821.81 on behalf of his son Hiroshi. He was awarded $340.00.

Fumiko Ishikawa had presented a claim (AFFCC #33/FS/61/41) on 9 October 1959 for $79.20 on behalf of her son Masayoshi. She was awarded $40.00.

Kazunori Shigeshima had presented a claim (AFFCC #33/FS/61/43) on 9 October 1959 for $50.00 on behalf of his son Satoru. He was awarded $25.00.

The U.S. Treasury checks for the above claimants were actually paid between 21 and 24 October 1960.

Previously, on 19 and 20 October 1960, local judge advocate officials had delivered checks for more serious injury claims arising out of the Ishikawa jet crash to the following individuals in the amounts indicated:[71]

AHANE, Ushi for CHINEN, Asatake	$3,491.00
ARAKAKI, Haru for ARAKAKI, Akira	4,925.00
ARAKAKI, Komatsu for ARAKAKI, Hagemu	2,968.00
HIGA, Byosei for HIGA, Keiko	2,645.00
HIGA, YOSHIKO for HIGA, Junko	2,645.00
IHA, Seiko for IHA, Seiken	2,968.00
KOBASHIGAWA, Sadako	4,602.00
KUBA, Kenmo for KUBA, Kumiko	3,484.00
MAKABE, Chojun for MAKABE, Choan	2,845.00
MURAYOSHI, Masako for MURAYOSHI, Masayuki	3,291.00
NAKAIMA, Soei for NAKAIMA, Yumiko	3,168.00
NAKAMOTO, Hatsu for NAKAMOTO, Kiyoshi	2,645.00
SHIGESHIMA, Kazunori for SHIGESHIMA, Sadanori	2,645.00
SHINZATO, Eizo for SHINZATO Setsuko and SHINZATO, Hajime	5,655.00
SOKEI, Ryotoku for SOKEI, Ryoko	3,145.00
TAIRA, Hide for TAIRA, Tameji	3,956.00
TAMASHIRO, Kamesuke for TAMASHIRO, Satoshi	4,364.00
TAMASHIRO, Seichi for TAMASHIRO, Noriko and TAMASHIRO, Kiyoshi	2,765.00
TAMAYAMA, Kenmei for TAMAYAMA, Noritaka	2,968.00
TAMINATO, Hankichi for TAMINATO, Kokichi	2,322.00
TOMA, Seiko for TOMA, Shiko	5,425.00
TOMA, Shisei for TOMA, Shiko	3,162.00
UEMA, Hidemasa for UEMA, Hidekayu	2,322.00
YAMASHIRO, Mitsu for YAMASHIRO, Kieko	2,322.00
YAMASHIRO, Shinsei for YAMASHIRO, Keiko	5,905.00
YAMASHIRO, Toyo for YAMASHIRO, Emiko	5,545.00
YAMAUCHI, Sadako	2,322.00
YAMAUCHI, Seiki for YAMAUCHI, Chiemi	3,145.00
YAMAUCHI, Shomatsu	2,968.00

The Case of Emiko Yamashiro.

Several months before this happy issue to the above claimants' long and persistent efforts to obtain redress for their injuries was achieved, the otherwise grim aspect of the Ishikawa tragedy had been lent almost comic relief by one of the participants in the legal aftermath.

Emiko Yamashiro, a sixth-grader at the Miyamori Primary School at the time of the jet crash on 30 June 1959, had suffered fractures of both arms in the accident. Under any circumstances this would have been bad enough, but what made it far worse--and deserving of much greater compensation--according to her mother, Toyo, was the fact that Emiko had been "an accomplished violinist" until the disaster put an abrupt end to her musical activity. In consequence of this cruel nipping of a brilliant concert career in the bud, Mrs. Yamashiro demanded payment of compensation commensurate with the loss of earnings as a concert artist which Emiko and her family had "unquestionably" sustained through the injury to her arms.

While not prepared bluntly to give the lie to Toyo Yamashiro, the U.S. Armed Forces Claims Service, Japan was equally unwilling to make a large compensation payment merely on the strength of a mother's unsupported and conceivably-biased testimony. Therefore, they asked that the 313th Air Division Staff Judge Advocate's Office obtain as much information as possible concerning the extent and nature of Emiko's formal musical training, the identity and background of her violin instructor, the public appearances she had made, and what awards or prizes she had received as a result of her virtuosity.[72]

In short order the local Judge Advocate sleuths had ferreted out the desired information and submitted it to USAFCSJ. According to their intelligence, Emiko Yamashiro--then a fifth-grader in the Miyamori Primary School--had first taken up the violin in March 1958--just 15 months before the Ishikawa jet crash. On 27 December of that same year, she had played the violin in the school band when it won first place in the Okinawa-wide primary school band contest sponsored by the GRI Education Department.

(What a violin was doing in a band the official documents bearing on the case fail to explain.) Her violin instructor was Kazuhiro Uema, a teacher who had graduated from the GRI teachers' training course in 1953. Although he conducted the Miyamori school band during Emiko's fifth and sixth years of schooling, Uema himself had not actually specialized in music during his academic days, but had acquired what knowledge he possessed as a personal hobby. Moreover, Emiko Yamashiro had never made any individual public appearances as a violinist, and, when Uema was queried concerning her alleged artistry, he had to confess that she had "showed talent as a violinist but no genius."[73] Thus had maternal pride and material greed joined to blow up a modest talent into an accomplished skill. And this in connection with an instrument in which years of practice and specialized instruction are normally required for the achievement of excellence!

The Cases of Seiki Yamauchi and Ryotoku Sokei.

Among the names of the other more serious injury claimants listed above who received compensation payments on 19-20 October 1960 are those of Seiki Yamauchi and Ryotoku Sokei. The former had claimed $14,639.21 on behalf of his daughter Chiemi, but had been awarded and had finally accepted the much smaller figure of $3,145.00. On 11 January 1961, however, Lieut. Colonel Stanley S. Butt, the president of FCC No. AF-33 in Washington, D.C., notified Yamauchi that evidence had recently been received by the foreign claims commission substantiating the claimant's previously-unsupported statement that he had expended his own funds in obtaining civilian hospital treatment for young Chiemi. In view of this new aspect of the case, Yamauchi was now awarded a supplemental $1,200.00 to compensate

him for this expense. The actual check was delivered by a representative of the 313th Staff Judge Advocate's Office and accepted by the plaintiff on 2 February 1961.

For his part, Ryotoku Sokei had asked $14,701.00 for the injuries sustained by his son Ryoko, but had been awarded and had reluctantly accepted $3,145.00—the same amount paid Seiki Yamauchi. Subsequent to this action, FCC No. AF-33 had been furnished evidence similar to that supplied for Yamauchi, which established that Sokei had spent a considerable sum of money out of his own pocket for treatment of Ryoko in a civilian hospital. As a result of this information, FCC No. AF-33 advised Ryotoku Sokei on 11 January 1961 that a supplemental award of $1,640.00 was being made to him. The check was delivered to him at the same time as was that made out to Seiki Yamauchi, on 2 February 1961.[74]

The Cases of Ryubi Tomoyose and Seishin Higashionna.

In addition to the foregoing, Ryusei Tomoyose (a.k.a. Tomoyori) had presented a claim (AFFCC #33/FS/61/35) for $2,569.00 on behalf of his son, Takami (or Ryubi), but was offered only $527.00. In the same way, Kimi Higashionna had presented a claim (AFFCC #33/FS/61/42) for $639.15 on behalf of her son Morinobu (or Seishin), but the claims commission tendered her only $161.15. Both of these claimants refused to accept the payment when it was offered them.[75]

Nothing more was heard for some months from Ryusei Tomoyose or Kimi Higashionna in connection with the claims filed on behalf of their respective sons who had been injured in the Ishikawa jet crash of 30 June 1959. Any illusion that Air Force officials may have entertained that the claimants had given up was dispelled, however, by the League

of Sufferers, headed by Hankichi Taminato. On 13 March 1961, he and Vice-Chief Kenmei Tamayama of the same organization, together with the fathers of the two victims, wrote Lieutenant General Paul W. Caraway, the High Commissioner of the Ryukyu Islands, urging that their claims be settled as soon as possible.

In their letter the petitioners pointed out that the local claims commission had made an original assessment of only $135.00 for Ryubi Tomoyose, as compared with the $2,569.00 asked; yet FCC No. AF-33 at Headquarters, USAF had awarded $525.00. In the same way, the local assessment had been but $21.85 for Seishin Higashionna, while FCC No. AF-33 had boosted the proffered figure to $162.00 (actually $161.15); but Kimi Higashionna had claimed $639.15. Included in the calculations on which the claims were based were the lads' injuries, special foods necessitated by their injuries, and the parents' loss of income during the time they had personally to care for the children. Furthermore, as a result of the Claims Commission's suggesting that the only basis for an increase in the two awards would be the receipt of new medical evidence that the victims' injuries were more serious than previously supposed, the parents had succeeded in arranging medical examinations at the U.S. Army Hospital on 13 January 1961. Two months had now gone by since these examinations, but the families of the victims had heard nothing respecting the results one way or the other.[76]

In their innocence of protocol and the devious ways of governmental bureaucracy, League of Sufferers Chief Hankichi Taminato and his fellow signatories could not know that letters such as theirs simply did not go directly to the High Commissioner for his personal perusal and swift

action. As a matter of fact, their letter had first to go to the GRI Legal Affairs Department, where a letter to the Civil Administrator transmitting the petition and asking that it be advised of the final action to be taken was prepared for Chief Executive Seisaku Ota's signature.[77]

The next step in the interminable progress of the petition took the form of a letter from the Liaison Office at USCAR to this headquarters on 29 March 1961, requesting in the now-stereotyped phrase that they "be furnished information upon which to base a reply to the Government of the Ryukyu Islands" concerning the status of the Tomoyose and Higashionna claims.[78]

At this point in the narrative there occurs a slight contradiction of statements. When the 313th Staff Judge Advocate replied to USCAR on 31 March, he stated that the two claims (supposedly together with the results of the medical examination of 13 January, though he did not say so) had been forwarded to USAF Headquarters for action "in January."[79] However, at almost the same time, Lieutenant Rowe, FCC No. AF-12, Headquarters, 313th Air Division, stated in a letter forwarding the USCAR inquiry to the USAFCSJ that the "Results and photographs were forwarded to your office 10 February 1961."[80] That the 10 February date is the true one is indicated by a letter of 21 February from USAFCSJ to USAF listing an attachment from 313th Air Division with a date of 10 February 1961.[81]

Lieut. Colonel Robert E. Lee, Chief of the Claims Service, Japan, forwarded the request of the League of Sufferers for early payment of Tomoyose and Higashionna to USAF on 5 April 1961, with a reminder that

following the rejection of the earlier awards made by FCC No. AF-33, the checks intended for and, in fact, already made out to the victims had been returned to USAF on 16 December 1960.[82]

On 4 April 1961, Claims Commission No. AF-33 in Washington wrote the USAFCSJ--by coincidence just one day before the latter's letter on the same subject was indited--to advise that, after considering the most recent medical reports and photographs pertaining to Ryubi Tomoyose and Seishin Higashionna, which 313th had forwarded on 10 February, it adhered to its previous decisions in the two cases. The offers of $527.00 to the former and $161.15 to the latter still stood.[83]

On 5 May 1961 the two claimants were personally contacted by a representative of FCC No. AF-12, who informed them that the results of the January re-examination at the Camp Kue Hospital had been reviewed at the highest level, and the complete case files had been re-studied. Nonetheless, the commission sitting in Washington, D.C., had found that the $527.00 awarded Tomoyose and the $161.15 for Higashionna were adequate compensation. Both claimants flatly rejected the sums again offered them.[84]

With this obstinate refusal of the claimants there appeared to be little more the Air Force could do to settle their cases. On 16 May 1961, Lieut. Colonel Robert E. Lee, of USAFCSJ, did, however, ask Lieutenant Rowe immediately to send a TWX conveying this information to him, in the event the victims decided to accept the offers. On the other hand--and this seemed the more likely event--any request for reconsideration of the cases should be accompanied by "new and material evidence."[85]

Thus matters stood for nearly one year-and-a-half. At last, late

in October 1962, Mayor Choei Ishikawa of Ishikawa City called on Major Timothy G. O'Shea, the new FCC No. AF-12, at 313th Air Division Headquarters, to say that Ryusei Tomoyose was now willing to accept the Air Force offer of $527.00 and would like to know the status of his claim. Because he was new in the job, Major O'Shea was unable to furnish an answer immediately. Nor did a subsequent search of the office files bring to light the correspondence needed to provide information on the subject. There was nothing for it then but to make a radio-telephone (radphone) call to the Claims Service in Japan to obtain the information in question.

As a result of the radphone inquiry, he was enabled to inform Mayor Ishikawa on 2 November that when Tomoyose declined to accept the award of FCC No. AF-33 in May 1961, the USAFCSJ had assembled his file and that of Mrs. Kimi Higashionna and mailed them to Headquarters, USAF, as a closed case. After hearing what Major O'Shea had to say about the latest development in the Tomoyose case, Lieut. Colonel John V. Knaus, Lieut. Colonel Lee's successor as Chief of the Claims Service, Japan, had agreed to reopen the case and by now had already radioed USAF to return the complete file, together with guidance as to what amount could now be offered in final settlement. Therefore, as soon as the file was received in Japan and Major O'Shea was aware of the latest "final settlement," he would visit Mayor Ishikawa at the city office.[86]

What Major O'Shea did not tell the mayor was that when he opened the radphone conversation with Lieut. Colonel Knaus with a brief explanation that Ryusei Tomoyose was now prepared to accept $527.00, the Claims Service

Chief had rather angrily retorted that only $135.00 had ever been approved, and the figure of $527.00 merely represented the recommendations of FCC No. AF-12 on Okinawa, which Knaus's own claims service had neither acquiesced in nor supported. However, since Ryusei Tomoyose was now willing to lower his former inflated demands, Colonel Knaus had promised to request Headquarters, USAF to return the complete file, "so that a possible compromise could be effected." Major O'Shea had responded to this that a compromise figure of $300.00 might be worked out. (In reality, the $135.00 of which Knaus spoke was the sum originally adjudicated by AFFCC-30.)

The reader of this narrative knows, of course, that Knaus was mistaken in ascribing the $527.00 award to this headquarters and in describing it as merely a recommendation of FCC No. AF-12. Actually, as we have seen, it had been decided upon by the highest authority, FCC No. AF-33, at USAF level, as long ago as 6 October 1960, and had subsequently been reaffirmed by that same body on 4 April 1961. Nevertheless, Major O'Shea, unaware of these circumstances at the time of his radphone conversation, had been unable to correct Knaus, even though he had the vague feeling that somewhere or other he had read of the higher sum's actually being tendered Tomoyose.

On 21 November 1962 he completed a letter to Knaus requesting information as to the current status of the claim and was about to put it in the mail, when his clerk uncovered the "enlightening correspondence" of 4 April 1961 "firmly" reflecting that an offer of $527.00 had in fact been made to Ryusei Tomoyose. Without bothering to rewrite his letter

on the basis of the new evidence, O'Shea simply appended a summary of it as a postscript with a suggestion that "This may provide you sufficient basis for reinstatement of the $527 offer."[87]

Nor was this postscript the only means by which the major let his superior in Japan know that the latter had been wrong; for he enclosed a copy of a letter he had himself received from USCAR. According to that agency's Liaison Office, Hankichi Taminato--the Chief of the League of Sufferers, who also bore up bravely under the incubus of his responsibilities as Chairman of the Ishikawa Jet Plane Accident Victims' Federation and Vice-Chairman of the U.S. Military Incident Victims' Federation--had called upon the Office of the High Commissioner to discuss the case of Ryusei Tomoyose. Obviously, he did not get to see General Caraway himself, but was diverted to the USCAR Liaison Office, one of whose two raisons d'etre was to serve as a buffer or sponge to absorb the shock of unwelcome visitors. (The other purpose of the office was to provide civil intelligence for USCAR.)

Mr. Taminato had come to try to redress the wrong being perpetrated against Ryusei Tomoyose by the Air Force. As he told it, he had been informed "by persons, names unknown," at Kadena Air Base that the only award which would be made would be one for $135.00. Furthermore, he had found that no one whom he contacted at Kadena had any knowledge of the higher figure of $527.00. The result of this frustrating experience was that Taminato began to suspect that he was being made the victim of some double dealing.

The Liaison Office had no way of knowing whether their visitor's account represented the facts of the case or not, but, lest there were

actually a kernel of truth in his story, they sent this headquarters a copy of the memorandum opinion of FCC No. AF-33 written back on 6 October 1960, which showed that $527.00 had been awarded Ryusei Tomoyose.[88]

Without bothering to apologize for his error or in any way "eating humble pie" for the unpleasant tone he had adopted in the recent radphone conversation, Lieut. Colonel Knaus acknowledged receipt of O'Shea's letter and informed him on 26 November that his office had sent a TWX to USAF on 30 October 1962 requesting return of the Tomoyose claim file. No reply having been received, he had gotten off a tracer message this same day, November 26th.[89]

Colonel Knaus followed this impenitent letter with another to AFCJA-13 at Headquarters, USAF, recommending that the latter pay Ryusei Tomoyose the $527.00 awarded him back in 1960 by AFFCC-33.[90]

A month goes by in our story, and it is 26 December 1962 when there appears a letter from the Director of the GRI Legal Affairs Department, Ryojin Kugai, to the Civil Administrator, informing him that not only Ryusei Tomoyose but Kimi Higashionna, as well, would now accept the compensation offers previously made by the Air Force.[91]

Not forgetting to give the Christmas-New Year's holiday period the attention it deserved, then taking some more time to collect his thoughts and organize his ideas, the USCAR Liaison Officer on 8 January 1963 eventually enclosed the GRI letter with one of his own to the Judge Advocate's Office at this headquarters. In this missive he informed the Air Force legal people what they already knew at least as well as he did--viz., that the parents of Ryubi Tomoyose and Seishin Higashionna were now willing to accept the awards offered earlier. Moreover, "It

would be appreciated if the more than three year old claims in the Ishikawa plane crash [could] be settled at an early date and the High Commissioner's Office informed of any action taken."[92]

By now it must have seemed to Ryusei Tomoyose that there was little point in expressing his readiness to accept the $527.00 which he had twice so roughly spurned. Letters and TWX's had gone back and forth between Okinawa and Japan, and others between Japan and Washington, radphone conversations had filled the other, correspondence and personal visits had been exchanged between Kadena and Ishikawa and Naha; but still the obstacles of governmental red tape and distance held up the actual payment of the hoary claim. At last, however, on 1 February 1963, Major Timothy G. O'Shea, Ryusei Tomoyose, and an Air Force check made out for $527.00 all arrived in prearranged juxtaposition, enabling the Air Force to scratch this case from its open file.

Major O'Shea conveyed the glad tidings to USAFCSJ and USCAR on 4 February 1963, at which time he also informed the latter that Mrs. Kimi Higashionna had decided to accept the $161.15 awarded by AFFCC-33. However, he advised, it would probably be four to six weeks before any word, either one way or the other, was received from USAF.[93]

Although one would be foolhardy to wager that there would be no further unscheduled acts, what appeared to be the final curtain was rung down on the long Ishikawa Jet Crash tragedy on 4 April 1963. On that date, Mrs. Kimi Higashionna accepted payment in the amount of $161.15 for the injuries suffered by her son, Seishin, on 30 June 1959--nearly four years before--and signed a receipt that this sum was "in full satisfaction and final settlement" of her claim.[94]

FOOTNOTES

Footnote No.	Document No.	
1	14	Section K, AF Form 14, Par. 83, sub.: Investigation and Analysis--Aircraft, Engine and Afterburner, Aft Section Installations and Subsequent Inspections;
	15	Section F, AF Form 14C, Par. 68, pp. 1-3; Aircraft
	16	56-3271 Statement for Dates 28 and 29 November 1961, by S/Sgt. Hubert D. Bracken, Assistant Flight Chief;
	17	EFTO/FS 2947, 18th TFW to PACAF, 09/0025Z Dec. 1961;
	18 & 19	Statement by Line Chief; Statement by Flight Chief;
	20	Statement by Crew Chief; Statement by Installation
	21	Specialist.
2	22	Statement of Maintenance Officer, Capt. Glenn E. Peake.
3	14	Section K, AF Form 14, Par. 82, sub.: History of
	23	Flight; Statement of Witness, T/Sgt. Samuel C. Fulton, 1962d Comm. Gp.; Statement by the Maintenance
	24	Preflight Crew, A/3C James R. Lewis, 67th TFS.
4	14	Section K, AF Form 14, Par. 82, sub.: History of Flight, Par. 83, sub.: Investigation and Analysis, Flight and Impact, Accident Scene and Injuries;
	25	Statement of the Pilot, Capt. Glendon L. Ammon, 12th
	26	TFS; Telephonic Immediate Report; EFTO/FS 2931, 18th
	27	TFW to COFS USAF, PACAF, 5AF, 313th Air Div., et al., 07/1044Z Dec. 1961; Statement of Senior Mobile Control
	28	Officer, Capt. Thomas F. Kozak; Statement of Eye-
	29	witness, Capt. Marvin R. Reed; Statement of Eye-
	30	witness, 1st Lt. Eugene G. Logan; Statement of Arming
	31	Crew Supervisors--S/Sgt. John W. Scheffer, A/1C Elisha C. Davis, A/1C Earle W. Readio, A/1C Robert J. Hagen;
	32	Statement of Eyewitness, S/Sgt. Jay B. Gore, 1962d
	33	Comm. Gp.; Statement of Eyewitness, Major Thomas H. Gilbert, Jr., USA; Statement by Eyewitness, A/2C
	34	Robert P. French, 18th A&E Maint, Sq.; Statement by
	35	Eyewitness, A/2C Charles Hogan, 18th A&E Maint. Sq.;
	36	Statement of Eyewitness, 2d Lt. Paul P. Brutch, USMC;
	37	Statement of Eyewitness, GySgt. John P. Foley, USMC;
	38	Statement of Eyewitness, M/Sgt. Alex V. Terry, Btry. "C", 2d Msl. Bn., 61st Arty., USA; Statement of Eye-
	39	witness, Capt. A. I. Warczakowski, USMCR; Statement
	40	of Eyewitness, Major D. Y. Westling, USMC; News
	41	Article, by Dave Grubnick, "Jet Crashes in Village: 2 Killed, 4 Injured in Northern Village," Okinawa

Footnote No.	Document No.	
4	41	Morning Star, 8 Dec. 1961; News Article, by Kiichiro Hachimine, "Villagers Describe Reactions," Okinawa Morning Star, 8 Dec. 1961; USCAR Weekly Summary No. 231 (4-10 Dec. 1961), dtd. 13 Dec. 1961; Telephone conversation by Command Historian with Capt. Ammon, 8 Mar. 1962. (Captain Ammon confirmed that he had landed in a plowed field, rather than in a rice paddy, as stated by the 18th Flying Safety Officer in an earlier telephone conversation of 14 Feb. 1963.)
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5	14	Section K, AF Form 14, Par. 83, sub.: Accident Scene and Injuries; News Article, by Dave Grubnick, "Jet Crashes in Village: 2 Killed, 4 Injured in Northern Village," Okinawa Morning Star, 8 Dec, 1961; News Article, "Sitnesses Say Jet Fell Apart in Air," Pacific Stars and Stripes, 9 Dec. 1961; News Article, "Jet Plane Crashes into Home," Okinawa Times, 8 Dec. 1961; EFTO/FS 2931, 18th TFW to COFS USAF, PACAF, 5AF, 313th Air Div., et al., 07/1044Z Dec. 1961; News Article, by Kiichiro Hachimine, "Villagers Describe Reactions," Okinawa Morning Star, 8 Dec. 1961.
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6	45	News Article, "Policeman Saw Plane 'Explode'," Okinawa Morning Star, 8 Dec. 1961.
7	41	News Article, by Dave Grubnick, "Jet Crashes in Village: 2 Killed, 4 Injured in Northern Village," Okinawa Morning Star, 8 Dec. 1961.
8	46	Feature Story, "Must Care for the Living: Sorrow, Concern Evident at Kawasaki Crash Site," Okinawa Morning Star, 8 Dec. 1961. According to Reporter Burrell, he was accused to his face by the 313th Air Division Information Officer of being "a Communist" because of this sentimental story, with its underlying note of sympathy for the villagers. (Conversation with Command Historian, 10 Feb. 1963.) In so doing, it may be noted, Lieutenant Colonel Henry A. McPhillips, the IO in question, exhibited considerable temerity, in view of the 6'7" well-constructed frame of the man he was so casually calling "a Communist"!)
9	47	News Article, "2 Jet Crashes Kill 5 in Okinawa, Japan," Pacific Stars and Stripes, 9 Dec. 1961; USCAR Weekly Summary No. 231 (4-10 Dec. 1961), dtd. 13 Dec. 1961, p. 10.
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10	47	Ibid.; News Article, "Policeman Saw Plane 'Explode'," Okinawa Morning Star, 8 Dec. 1961.
	45	

Footnote No.	Document No.	
11	--	Telephone conversation by Command Historian with Lieut. Col. Max A. Pinkerton, 6313th ABW D/M, 14 Feb. 1963.
12	48 49 50	News Article, "All Victims of Jet Plane Crash Getting Better," Okinawa Times, 10 Dec. 1961; News Article, "Air Force Pays for Remaining Three Claims in Connection with Kawasaki Jet Crash Accident," Okinawa Times, 28 Dec. 1961; News Article, "Rites Held for Crash Victims," Pacific Stars and Stripes, 11 Dec. 1961.
13	--	Information obtained by General Stillman's secretary, Mrs. Harriet Ralston, from a log kept in the Commander's office.
14	44 51 -- 52	News Article, "Jet Plane Crashes into Home," Okinawa Times, 8 Dec. 1961; News Article, "Caraway Tells Press of Tragic Accident," Okinawa Morning Star, 8 Dec. 1961; Press Conference of the High Commissioner, Lieut. Gen. Paul W. Caraway, USA, 7 Dec. 1961; News Article, "Caraway Expresses Sympathy," Pacific Stars and Stripes, 9 Dec. 1961.
15	44	News Article, "Jet Plane Crashes into Home," Okinawa Times, 8 Dec. 1961.
16	53 47 54	News Article, "Smart Explains Cause of Crash to Ryukyuans," Pacific Stars and Stripes, 9 Dec. 1961; News Article, "2 Jet Crashes Kill 5 in Okinawa, Japan," Pacific Stars and Stripes, 9 Dec. 1961; News Article, "Kinsfolk See Victims at Army Hospital," Okinawa Morning Star, 8 Dec. 1961.
17	55	News Article, "High Commissioner Visits Jet Crash Victims," Ryukyu Shimpo (evening edition), 8 Dec. 1961.
18	56 57 58 --	News Article, "Airmen Build Dwellings for Crash Victims," Pacific Stars and Stripes, 10 Dec. 1961; News Article, "Rites Held for Crash Victims," Pacific Stars and Stripes, 11 Dec. 1961; News Article, "No Plan To Stop Aid: AF To Erect Houses for Kawasaki Crash Victims," Okinawa Morning Star, 12 Dec. 1961; Personal observations and recollections of the Command Historian.
19	59	News Article, "Funeral Held for Jet Crash Victims," Ryukyu Shimpo, 10 Dec. 1961; News Article, "Rites

Footnote No.	Document No.	
19	57	Held for Crash Victims," Pacific Stars and Stripes, 11 Dec. 1961; News Article, "Funeral Services for
	60	Crash Victims To Be Held Today," Okinawa Morning Star, 9 Dec. 1961.
20	61	News Article, "2 Killed, 5 Injured as Copter Crashes in Okinawa Field," Pacific Stars and Stripes, 6 May
	62	1961; News Article, "Copter Crashes: 2 Die, 5 Injured," Okinawa Morning Star, 5 May 1961; News Article,
	63	"Identify Victims of Crash," Okinawa Morning Star, 6 May 1961; News Article, "Army To Honor 3 Marines
	64	at Parade Here Wednesday," Okinawa Morning Star, 3 July 1961; News Article, "Villagers Cited for
	65	Rescuing 5," Pacific Stars and Stripes, 1 Nov. 1961; News Article, "Honor Ryukyuan Heroes with Certificates
	66	of Valor," Okinawa Morning Star, 31 Oct. 1961.
21	67	News Article, "Military Supplies for Jet Crash Victims To Be Discontinued on 15 December," Okinawa Times (evening edition), 11 Dec. 1961.
22	68	News Article, "Continuation of Supplies to Jet Crash Victims Announced by U.S. Air Force," Ryukyu Shimpo, 12 Dec. 1961; News Article, "No Plan To Stop Aid, AF
	58	To Erect Houses for Kawasaki Crash Victims," Okinawa Morning Star, 12 Dec. 1961.
23	69	AFCJ 84212, Hq., USAF to 313th Air Div. and 8th TFW, 07/1624Z Dec. 1961.
24	70	Re Claims Situation in Kawasaki Village, an undated, unsigned paper in the Kawasaki Jet Crash file of the 313th Air Div. Judge Advocate's Office, probably meant to serve as a memorandum for record.
25	71	News Article, "Kawasaki Jet Crash Victims Start Filing Claims," Okinawa Times (evening edition), 21
	72	Dec. 1961; News Article, "Claimants File in Jet Crash," Pacific Stars and Stripes, 22 Dec. 1961; News Article,
	73	"Crash Victims File $11,571 for Damage Claims," Okinawa Morning Star, 23 Dec. 1961.
26	74	USAEDO Appraiser's documents, n.d.; News Article,
	75	"Reparations Payment Begins Kawasaki Jet Crash Accident," Okinawa Times, 27 Dec. 1961.
27	74	USAEDO Appraiser's documents, n.d.; 313th Staff
	--	Judge Advocate's Summary Sheet of Property Damage Claims and Payments, n.d.; AF Forms 176, Permanent
	--	Claims Records, in files of 313th Staff Judge Advocate.

Footnote No.	Document No.	
28	—	Conversation by Command Historian with 1st Lieut. Del B. Rowe, 9 Feb. 1962; Telephone conversation by
	—	Command Historian with Capt. Alfred W. Metzger, Jr., 15 March 1963; Conversation by Command Historian with
	—	Major Timothy G. O'Shea, Hq., 313th Air Div. (AF FCC No. AF-12), 19 Feb. 1963.
29	75	News Article, "Reparations Payment Begins Kawasaki Jet Crash Accident," Okinawa Times, 27 Dec. 1961;
	76	News Article, "Reparations Payment in Connection with Kawasaki Jet Crash Accident Begins: Some $5,000 for Damaged Dwellings and Others," Ryukyu Shimpo, 27 Dec. 1961; News Article, "$5,717 Paid in U.S. Crash
	77	Settlement: 4 Reject Initial Claims Payments," Pacific Stars and Stripes, 29 Dec. 1961; News Article, "Air
	78	Force Settles 25 of 32 Claims Totalling $4,628," Okinawa Morning Star, 28 Dec. 1961; News Article,
	79	"Claims Officials Pay Out $4,600," Pacific Stars and Stripes, 28 Dec., 1961; News Article, "Payment of
	80	Compensation for Jet Accident Starts," Ryukyu Shimpo, 28 Dec. 1961.
30	81	Statement concerning hospitalized crash victims by Major Paul J. Bstandig, n.d.
31	77	News Article, "$5,717 Paid in U.S. Crash Settlement: 4 Reject Initial Claims Payments," Pacific Stars and Stripes, 29 Dec. 1961.
32	82	News Article, "Kawasaki Jet Plane Crash Victims File Claims for Body Injuries," Okinawa Times, 9 Jan. 1962.
33	83	News Article, "Air Force Pays for Claims in Accordance with Amounts Filed: Damage Claims for Public Buildings in Connection with Jet Crash," Okinawa Times, 12 Jan.
	—	1962; AF Form 176, Permanent Claims Records, pertaining to Sosei Kayo and Ryosuke Nakayama, in files of 313th Staff Judge Advocate.
34	84	News Article, "Air Force Indicates Assessed Amounts of Claims Which Were Filed in Excess of $1,000.00 Each to Claimants in Connection with Jet Crash Accident," Okinawa Times, 13 Jan. 1962; News Article,
	85	"Compensation Assessed for Property Damages Caused by Kawasaki Jet Accident," Okinawa Times, 13 Jan. 1962.
35	86	News Article, "'Pay Us What We Have Filed,' Three Jet Crash Victims Refuse To Accept Assessed Amounts," Okinawa Times, 16 Jan. 1962; News Article, "Jet
	87	Accident Victims Reject Assessed Sum on Compensation," Okinawa Times, 16 Jan. 1962.

Footnote No.	Document No.	
36	88	News Article, "Air Force Pays $623 for Personal Injury Claim in Connection with Jet Crash," Okinawa Times, 19 Jan. 1962; Ltr., 1st Lt. Del B. Rowe, FCC
	89	No. AF-12, to 6313th ABW (AC-A), sub.: Payment of Claim, 18 Jan. 1962.
37	90	News Article, "Jet Accident Victims Reject Reassessed Compensation," Okinawa Times, 23 Jan. 1962; News
	91	Article, "Victims Refuse To Accept Assessed Amounts for Their Property Damage Claims in Connection with Jet Crash Accident," Okinawa Times, 23 Jan. 1962;
	92	Item in 313th Staff Judge Advocate's Kawasaki Crash Claims File: "Hokama, Koichi--Claim for Personal Property," nd.
38	93	News Article, "Two Jet Crash Victims Decide To Accept Assessed Compensation," Okinawa Times, 2 Feb. 1962.
39	94	Ltr., 1st Lt. Del B. Rowe, FCC No. AF-12, to Comdr. 6313th ABW, sub.: Transfer of T-Huts, Kawasaki Village, 1 Feb. 1962.
40	—	Telephone conversation by Command Historian with Mr. Miyashiro, interpreter for the 6313th ABW Judge Advocate's Office, 26 Mar. 1963; Telephone conver-
	—	sation by Command Historian with Lt. Col. Max A. Pinkerton, 6313th ABW D/M, 26 Mar. 1963; News Article,
	95	"USATG Presents Construction Materials to Victim of Jet Accident," Okinawa Times, 2 Mar. 1962; News
	96	Article, "Army Transportation Group Presents Construction Material to Crash Victim Miyagi," Okinawa Times, 2 Mar. 1962.
41	97	News Article, "Claims for the Injured in Connection with Kawasaki Jet Crash Amount to $2,077.00," Okinawa Times, 9 Jan. 1962; AF Form 176, Permanent Claims
	—	Record, pertaining to Shotoku Kudaka, in files of 313th Air Div. Staff Judge Advocate.
42	98	News Article, "Last Payments for Property Claims To Be Made Today in Connection with Kawasaki Jet Crash Accident," Ryukyu Shimpo, 21 Feb. 1962; News Article,
	99	"Kamiunten Files Her Death Claim in Connection with Jet Crash Accident," Okinawa Times, 22 Feb. 1962;
	--	AF Form 176, Permanent Claims Record, pertaining to Koichi Hokama and Koichi Miyagi, in files of 313th Air Div. Staff Judge Advocate.

Footnote No.	Document No.	
43	---	AF Forms 176, Permanent Claims Record, pertaining to Yae Miyagi, Tokiko Miyagi, and Sachiko Miyagi, in files of 313th Staff Judge Advocate; News Article,
	100	"Kawasaki Jet Crash Claims Settled: Claimant Makes Concession," Okinawa Times, 24 Oct. 1962.
44	---	AF Form 176, Permanent Claims Record, pertaining to Mayor Eishin Kaneshiro, in files of 313th Staff Judge Advocate; Ltr., Hq., 313th Air Div. (313JA) to
	101	6313th ABW (6313JA), sub.: Remaining Claims from Ishikawa and Kawasaki Jet Crashes, 5 Apr. 1962.
45	---	AF Form 176, Permanent Claims Record, pertaining to Chifu Takara, in files of 313th Staff Judge Advocate.
46	---	AF Form 176, Permanent Claims Record, pertaining to Zensho Kinjo, in files of 313th Staff Judge Advocate.
47	---	AF Forms 176, Permanent Claims Records, pertaining to Jishin Omine, Seijin Gushiken, Shotoku Kudaka, and Mrs. Hatsuko Kinjo, in files of 313th Staff Judge Advocate.
48	102	Ltr., USCAR (HCRI-LL) to Comdr. 313th Air Div., sub.: Kawasaki Crash Claims--MIYAGI, Yae, TAKARA, Chifu, and KINJO, Zensho, 14 Aug. 1962.
49	103	Ltr., Major Robert T. Holt, FCC No. AF-25, to 313th Air Div. (Major O'Shea), sub.: Claim of Zensho Kinjo and Chifu Takara, 14 Aug. 1962.
50	---	AF Form 176, Permanent Claims Record, pertaining to Oto Shikina, in files of 313th Staff Judge Advocate.
51	104	Ltr., Major Robert T. Holt, USAF, Member of FCC No. AF-25, to 313th Air Div. (SJA-FCC No. 12), sub.: Claims of Miyagi, Yae; Miyagi, Tokiko; and Miyagi, Sachiko, 25 July 1962.
52	104	1st ind., (Ltr., Major Robert T. Holt, FCC No. AF-25, to 313th Air Div., sub.: Claims of Miyagi, Yae; Miyagi, Tokiko; and Miyagi, Sachiko, 25 July 1962), Hq., 313th Air Div. to U.S. Armed Forces Claims Service, Japan, 3 Aug. 1962.
53	103	1st ind., (Ltr., Major Robert T. Holt, FCC No. AF-25, to 313th Air Div., sub.: Claim of Zensho Kinjo and Chifu Takara, 14 Aug. 1962), 313th Air Div. to

Footnote No.	Document No.	
53	103 103 105 106	USAFCSJ, 20 Aug. 1962; 3d ind., (Ltr., Major Robert T. Holt, FCC No. AF-25, to 313th Air Div., sub.: Claim of Zensho Kinjo and Chifu Takara, 14 Aug. 1962), 313th Air Div. to USAFCSJ, 20 Aug. 1962; News Article, "Kawasaki Jet Crash Accident Fails To Reach Settlement in Connection with Compensation Problem," Okinawa Times, 18 Aug. 1962; News Article, "Crash Claimants Refuse To Accept Air Force Terms," Okinawa Morning Star, 19 Aug. 1962.
54	107 108	News Article, "Air Force Makes Final Reply on Kawasaki Jet Crash Compensation: Says Claims Assessed Are Highest: Further Delay in Accepting Them Will Make It Impossible To Pay," Ryukyu Shimpo, 18 Aug. 1962; News Article, "U.S. Military Makes Final Reply on the Claims of Kawasaki Jet Crash Victims," Ryukyu Shimpo, 18 Aug. 1962.
55	109	Ltr., Hq., 313th Air Div. (Major T. G. O'Shea) to Mayor Koho Arakaki, 20 Aug. 1962.
56	110	Ltr., Hq., 313th Air Div. (313JA) to USCAR (HCRI-LL), sub.: Kawasaki Crash Claims - MIYAGI, Yae, TAKARA, Chifu, and KINJO, Zensho, 24 Aug. 1962.
57	111	Ltr., Hq., 313th Air Div. (Major O'Shea) to USCAR (Lt. Col. Kenneth S. Hitch), sub.: Unsettled Claims in Okinawa, 11 Sept. 1962.
58	112	Incl. No. 1 (Ltr., GRI-LA(L)-347 to Civil Administrator, sub.: Request with Respect to Jet Crash at Kawasaki, Gushikawa-Son, 7 Sept. 1962) to Ltr., USCAR (HCRI-LO) to Comdr. 313th Air Div., sub.: Petitions re Jet Crash Incident, 17 Sept. 1962.
59	112	Incl. No. 2 (Ltr., GRI-LA(L)-348 to Civil Administrator, sub.: Resolution about Jet Crash Accidents, 7 Sept. 1962), USCAR to Comdr. 313th Air Div., sub.: Petitions re Jet Crash Incident, 17 Sept. 1962.
60	112	1st ind., (Ltr., USCAR to Comdr. 313th Air Div., sub.: Petitions re Jet Crash Incident," 17 Sept. 1962), Hq., 313th Air Div. (313JA) to USCAR (HCRI-LO), 2 Oct. 1962.
61	113	News Article, "Rejects Claims for Solatium Payments for Kawasaki Jet Crash Victims: USCAR Makes Reply," Okinawa Times, 5 Oct. 1962.

Footnote No.	Document No.	
62	---	Ltr., Hq., 313th Air Div. (Major O'Shea) to USAFCSJ (Major John De Ronde), sub.: Kawasaki Jet Crash Claims, 9 Oct. 1962.
62	114	Ltr., Hq., 313th Air Div. (313JA) to USAFCSJ, sub.: Claims Settlement--Kawasaki Crash, 15 Oct. 1962;
	115	DF, 313JA to 313CR, sub.: Settlement of Kawasaki Claims, 11 Oct. 1962; Ltr., Hq., 313th Air Div.
	116	(313JA) to USAFCSJ, sub.: Claims Settlement - Kawasaki Crash, 11 Oct. 1962.
63	117	News Article, "Kawasaki Jet Crash Claims Settled: Claimant Makes Concession," Okinawa Times, 24 Oct. 1962.
64	118	News Article, "Kawasaki Jet Crash Accident: One Year Passed Since That Time: Victims' Hearts Still Remain Wounded: Some Still Live in Temporarily-Built House," Okinawa Times, 7 Dec. 1962; News Feature, "Kawasaki
	119	Jet Crash and the Miyagi Family: Victims' Family Still in Deep Grief: 'I don't care about scars, but I am deeply concerned for my daughters' future,' Says Yae Miyagi," Okinawa Times, 22 Apr. 1963.
65	120	Memo. Opinion, FCC No. AF-33, sub.: Claims of Miyagi, Shitame and Miyagi, Sumi, 18 Jan. 1962.
66	121	Ltr., Lt. Col. Stanley S. Butt, Chief, Claims Div., Office of JAG, Hq., USAF, sub.: Claim of Miyagi, Sumi and Miyagi, Shitame, 15 Feb. 1962.
67	122	Memo. Opinion by FCC No. AF-33, sub.: Claims of Teruya, Kamado, Kinjo, Yoshio, Taminato, Otoe, et al., 6 Oct. 1960.
68	123	Supplemental Memo. Opinion, FCC No. AF-33, sub.: Claim of Teruya, Kamado, 18 Jan. 1962; Ltr., Hq.,
	101	313th Air Div. (313JA) to 6313th ABW (6313JA), sub.: Remaining Claims from Ishikawa and Kawasaki Jet Crashes, 5 Apr. 1962; Ltr., Col. Charles H. Pierce,
	124	Comdr. 6313th ABW, to Mayor Choei Ishikawa, sub.: Remaining Claims of Ishikawa Jet Crash, 19 Apr. 1962.
69	101	Ltr., Hq., 313th Air Div. (313JA) to 6313th ABW (6313JA), sub.: Remaining Claims from Ishikawa and Kawasaki Jet Crashes, 5 Apr. 1962; Memo. Opinion by
	122	FCC No. AF-33, sub.: Claims of Teruya, Kamado, Kinjo, Yoshio, Taminato, Otoe, et al., 6 Oct. 1960.

Footnote No.	Document No.	
70	124	Ltr., Col. Charles H. Pierce, Comdr., 6313th ABW, to Mayor Choei Ishikawa, Ishikawa City, sub.: Remaining Claims of Ishikawa Jet Crash, 19 Apr. 1962.
71	125	Ltr., Hq., 313th Air Div. (313JA) to USAFCSJ, sub.: Ishikawa Claims Settlement, 27 Oct. 1960.
72	126	USAFCSJ 0743, USAF Claims Service, Japan to 313ADIV (SJA), 21/0305Z July 1960.
73	127	313JA 7742, 313ADIV (SJA) to AFCSJ, 24/1412Z July 1960.
74	128	Ltr., FCC No. AF-33 to AFCJA-13, sub.: Claim--Sokei Ryotoku, 11 Jan. 1961; Ltr., FCC No. AF-33 to AFCJA-13,
	129	sub.: Claim--Yamauchi Seiki, 11 Jan. 1961; 1st ind.
	130	(Ltr., Hq., USAF (AFCJA-13) to Hq., 313th Air Div. (313JA), sub.: Ishikawa Crash and Claims of Sokei, Ryotoku; Yamauchi, Seiki; and Teruya, Kamado, 11 Jan. 1961), Hq., 313th Air Div. (313JA) to Hq., USAF (AFCJA-13), 2 Feb. 1961; Ltr., Hq., 313th Air Div.
	131	(313JA) to USAFCSJ, sub.: Status Report of Ishikawa Claims, 10 Apr. 1961.
75	122	Memo. Opinion, FCC No. AF-33, Hq., USAF, sub.: Claims of Teruya, Kamado; Kinjo, Yoshio; Taminato, Otoe, et al., 6 Oct. 1960.
76	132	Ltr., Hankichi Taminato, Chief, League of Sufferers, et al., to Lieut. Gen. Paul W. Caraway, USA, HICOM, sub.: Request for Early Payment of Compensation Resulting from Jet Plane Crash at Ishikawa City, 13 Mar. 1961.
77	133	Ltr., GRI (LA(L)-191) to CA, sub.: Non-Payment of Compensation, Ishikawa Jet Crash, n.d.
78	134	Ltr., USCAR (HCRI-LO) to Comdr. 313th Air Div., sub.: Non-Payment of Compensation, Ishikawa Jet Crash, 29 Mar. 1961.
79	135	Ltr., Hq., 313th Air Div. (Lt. Col. William C. Craft, SJA), to USCAR (HCRI-LO), sub.: Non-Payment of Compensation: Ishikawa Airplane Accident--Ryubi Tomoyose and Seishin Higashionna [circa 1 Apr. 1961].
80	136	Ltr., Hq., 313th Air Div. (FCC No. AF-12) to USAFCSJ, sub.: Foreign Claims of Ryubi Tomoyose and Seishin Higashionna [circa 1 Apr. 1961].

Footnote No.	Document No.	
81	137	Ltr., USAFCSJ to USAF (AFCJA-13), sub.: Foreign Claims of Tomoyori, Ryosei and Higashionna, Kimi, 21 Feb. 1961.
82	136	1st ind., (Ltr., Hq., 313th Air Div. (313JA) to USAFCSJ, sub.: Foreign Claims of Ryubi Tomoyose and Seishin Higashionna, [circa 1 Apr. 1961], USAFCSJ to USAF (AFCJA-13), 5 Apr. 1961.
83	137	2d ind., (Ltr., USAFCSJ to USAF (AFCJA-13), sub.: Foreign Claims of Tomoyori, Ryosei and Higashionna, Kimi, 21 Feb. 1961), DAF, Hq., USAF to USAFCSJ, 4
	138	Apr. 1961; Ltr., Hq., 313th Air Div. (313JA) to USCAR (HCRI-LO), sub.: Claims of Ryubi Tomoyose and Seishin Higashionna (Ishikawa Airplane Accident), 28 Apr. 1961.
84	139	Ltr., Hq., 313th Air Div. to Ryusei Tomoyori, 1 May
	140	1961; Ltr., Hq., 313th Air Div. to Kimi Higashionna,
	141	1 May 1961; Ltr., Hq., 313th Air Div. to USAFCSJ, sub.: Claims of Kimi Higashionna and Ryusei Tomoyori, Ishikawa Aircraft Accident, 8 May 1961.
85	141	1st ind., (Ltr., Hq., 313th Air Div. to USAFCSJ, sub.: Claims of Kimi Higashionna and Ryusei Tomoyori, Ishikawa Aircraft Accident, 8 May 1961), USAFCSJ to Hq., 313th Air Div. (AFFCC No. AF-12), 16 May 1961.
86	142	Ltr., Major Timothy G. O'Shea, FCC No. AF-12, to Mayor Choei Ishikawa, 2 Nov. 1962.
87	143	Ltr., Major Timothy G. O'Shea, FCC No. AF-12, to USAFCSJ (Attn: Lt. Col. John V. Knaus), sub.: Claim (Ryusei Tomoyori), 21 Nov. 1962.
88	144	Ltr., USCAR (HCRI-LO) to Comdr. 313th Air Div., sub.: Claim (Ryusei Tomoyori), 19 Nov. 1962.
89	145	Ltr., Lt. Col. John V. Knaus, Chief, Claims Service, Japan, to Major Timothy G. O'Shea (313JA), sub.: Claim of Ryosei [sic] Tomoyori, 26 Nov. 1962.
90	146	Ltr., Lt. Col. John V. Knaus, USAFCSJ, to Hq., USAF (AFCJA-13), sub.: Claim File AFFCC #33/FS/61/35, Tomoyori, Ryusei, 28 Nov. 1962.
91	147	Ltr., GRI (LA(L)-191) to CA, sub.: Claims for the Injuries Resulting from Ishikawa Jet Plane Crash, 26 Dec. 1962.

Footnote No.	Document No.	
92	148	Ltr., USCAR (HCRI-LO) to Comdr. 313th Air Div. (313JA), sub.: Claims of Ryubi Tomoyose and Seishin Higashionna (Ishikawa Airplane Accident), 8 Jan. 1963.
93	149 150	Ltr., Hq., 313th Air Div. (313JA) to USAFCSJ, sub.: Claims of Ryusei Tomoyori and Kime (Seishin) Higashionna, 4 Feb. 1963; Ltr., Hq., 313th Air Div. (313JA) to USCAR (HCRI-LL), sub.: Claim of Ryusei Tomoyori, 4 Feb. 1963.
94	151	Ltr., Hq., 313th Air Div. to HCRI-LO, sub.: Claims of Ryubi Tomoyose and Seishin Higashionna (Ishikawa Airplane Accident), 5 Apr. 1963.
--	152	News Article, "Legislature To Take Up Plane Crash Incident," Okinawa Times, 8 Dec. 1961.
--	153	Editorial, "Prevent Recurrence of Tragic Plane Crash," Okinawa Times, 8 Dec. 1961.
--	154	Commentary, Kinko Mokuzetsu column, "Jet Crash and Preventive Measure," Ryukyu Shimpo, 8 Dec. 1961.
--	155	News Article, "All-Okinawa Labor Unions Federation Holds 'Rise-Up' Rally," Okinawa Times, 8 Dec. 1961.
--	156	Editorial, "Just What the Doc Ordered," Okinawa Morning Star, 9 Dec. 1961.
--	157	Editorial, "Adequate Compensation Requested of U.S.," Okinawa Times, 10 Dec. 1961.
--	158	News Article, "Central Shi-Cho-Son Mayors Association Protests against Jet Accident," Okinawa Times, 10 Dec. 1961.
--	159	News Article, "Resolution in Protest against Jet Plane Accident Adopted at Okinawa PTA Meeting, Ryukyu Shimpo, 11 Dec. 1961.
--	160	News Article, "OLDP Leaders Confer with High Commissioner," Okinawa Times, 12 Dec. 1961.
--	161	News Article, "Gushikawa-Son Assembly Files Protest on Jet Accident," Okinawa Times, 12 Dec. 1961.
--	162	EFTO/IO 514 10002, 6313ABW to Hq. USAF, 16/1030L Dec. 1961.

Footnote No.	Document No.	
—	163	News Article, "GEUF Protests against Jet Accident," Okinawa Times, 14 Dec. 1961.
--	164	News Article, "Chubu Shinko Kai Sends Written Protest to High Commissioner," Okinawa Times, 14 Dec. 1961.
--	165	News Article, "Nakagami Youth Council Plans Extensive Jet Crash Protest Rally," Ryukyu Shimpo, 14 Dec. 1961.
--	166	News Article, "Central District Youth Association To Hold Large Scale Rally in Protest against Kawasaki Jet Crash," Ryukyu Shimpo, 14 Dec. 1961.
--	167	313th Air Div. Office of Information Release No. 61-12-2, 20 Dec. 1961.
--	168	Editorial, "In Connection with the Kawasaki Jet Crash Reparations," Okinawa Times, 28 Dec. 1961.
--	169	News Article, "Nakagami-Gun Youth Council Schedules Protest Rally on 9th Next Month in Connection with Jet Crash Accident," Ryukyu Shimpo, 28 Dec. 1961.
--	170	News Article, "Jet Crash Protest Rally Scheduled for 9 January," Ryukyu Shimpo, 28 Dec. 1961.
--	171	News Article, "Twelve Organizations To Establish Measure Studying Council To Counter Kawasaki Jet Crash Accident at Gushikawa Tonight," Okinawa Times, 9 Jan. 1962.
—	172	News Article, "Okinawa Youth Council Demands Withdrawal of Military Base from Okinawa: Issues Protest Statement in Connection with Jet Crash Accident," Okinawa Times, 10 Jan. 1962.
--	173	News Article, "Military Notes Guarantee against Repetition of Jet Incidents Is Difficult," Okinawa Times, 25 Jan. 1962.
—	174	News Article, "Central Okinawa Shi-Cho-Son Mayors Association To Meet KAF Commander," Okinawa Times, 15 Feb. 1962.
--	175	EFTO AFIFS-2-B12 088, Deputy IG for Safety to PACAF, 08/0107Z Dec. 1961.
--	176	EFTO/FS 2946, 18TFW to COFS USAF, Deputy IG for Safety, PACAF, 5AF, 313ADIV, et al., 08/0845Z Dec. 1961.

Footnote No.	Document No.	
--	177	EFTO/FS 2939, 18TFW to 5AF, 08 Dec. 1961.
--	178	EFTO/FS 2956, 18TFW to COFS USAF, Dep. IG for Safety, PACAF, 5AF, 313ADIV, et al., 09/1040Z Dec. 1961.
--	179	EFTO/FS 2957, 18TFW to COFS USAF, Dep. IG for Safety, PACAF, 5AF, 313ADIV, 10 Dec. 1961.
--	180	EFTO/MC-M-Q 3043, 18TFW to PACAF, 5AF, 13 Dec. 1961.
--	181	EFTO 5FMME-WSF-61-5797M, 5AF to 18TFW, 39AD, 8TFW, 13/0810Z Dec. 1961.
--	182	EFTO/FS 3008, 18TFW to COFS USAF, Dep. IG for Safety, PACAF, 5AF, 313ADIV, 14/0851I Dec. 1961.
--	183	5FMME-WSF-62-0041A, 5AF to 18TFW, 8TFW, 313ADIV, 11/0971Z Jan. 1962.
--	184	5FMME-WSF-62-0145A, 5AF to 18TFW, 01/0210Z Feb. 1962.
--	185	EFTO MONKSA-139, MOAMA to 18TFW, PACAF, 313ADIV, 6313ABW, et al., 07/1437Z Mar. 1962.
--	186	EFTO 5FMME-WST-62-0278C, 5AF to 18TFW, 07/0825Z Mar. 1962.
--	187	EFTO 5FMME-WST-62-0302C, 5AF to 18TFW, 8TFW, 313ADIV, et al., 09/0834Z Mar. 1962.
--	188	Ltr., Hq., 18TFW (CR) to 18TFW D/IF for Safety, PACAF (PFCSA), 5AF (PFCAS), 313ADIV (FS), sub.: Report of Major Aircraft Accident Involving F-100D, 56-3271, which occurred Two Nautical Miles East-Northeast Kadena AB, Okinawa, on 7 December 1961, 22 Dec. 1961.
--	189	Ltr., Hq., 18TFW (CR) to 12TFS, sub.: Report of Major Aircraft Accident Involving F-100D, 56-3271, Which Occurred 4 Nautical Miles East-Northeast Kadena Air Base, Okinawa, on 7 December 1961, n.d.
--	190	Certificate of Damage to Aircraft F-100D-90 56-3271.
--	191	Statement of Maintenance Officer Background, by Captain Glenn E. Peake, 12TFS Maint. Officer.

Footnote No.	Document No.	
---	192	Statement of Aft Section Installation Inspector, by S/Sgt. Edward R. Ligon, 12TFS.
---	193	Statement of Person Who Installed Aft Section, by A/1C Walter T. Reich, 12TFS.
---	194	Quality Control Investigator of Inflight Emergency, by T/Sgt. Ben Redmond, 12TFS.
---	195	Statement of NCOIC of Night Shift, by SMSgt Leo Humphreys, 12TFS.
---	196	Statement of Fuel System Specialist, by T/Sgt. Elston H. Smith, 12TFS.
---	197	EFTO 5FCAS 0086, 5AF to 18TFW, 09/0745Z Mar. 1962.
---	198	EFTO/18FS 746, 18TFW to 5AF, 14/1600I Mar. 1962.
---	199	Ltr., Hq., 313th Air Div. (313FS) to 3130C, sub.: Major Aircraft Accident F-100D 56-3271, 7 Dec. 1961, 4 Jan. 1962.
---	200	Ltr., Hq., 313th Air Div. (313MC-M) to 313FS, sub.: Major Aircraft Accident F-100D 56-3271, 7 Dec. 1961, 4 Jan. 1962.
---	201	Ltr., Hq., 18th TFW (FS) to D/IG for Safety, PACAF (PFCSA), 5AF (5FCAS), 313ADIV (FS), et al., sub.: Supplemental Information Regarding Aircraft Accident Involving F-100D, 56-3271, 7 December 1961, 9 Jan. 1962.
---	202	Proceedings of the Aircraft Accident Investigating Board, n.d.
---	203	Editorial, "Compensation Problem Brought to Amicable Settlement, But . . .," Ryukyu Shimpo, 15 June 1960.
---	204	Editorial, "Though Death Claims Settled . . .," Okinawa Times, 15 June 1960.
---	205	News Article, "Ishikawa Jet Crash Victims Appeal Unpaid Compensation to Legislature," Ryukyu Shimpo, 15 June 1960.
---	206	News Article, "Legislators Visit Okinawan School Children Now Under Treatment at Army Hospital," Okinawa Times (evening edition), 16 June 1960.

Footnote No.	Document No.	
--	207	TWX, SECSTATE to U.S. Embassy in Japan, 2 July 1959.
--	208	TWX, U.S. Embassy in Japan to SECSTATE, 3 July 1959.
--	209	TO30205, FBIS, Tokyo, to CINCPAC, 03/0206Z July 1959.
--	210	TO31025, FBIS, Tokyo, to CG, USARYIS, 03/0127Z July 1959.
--	211	TO31030, FBIS, Tokyo, to CG, USARYIS, 03/1013Z July 1959.
--	212	TO040925, FBIS, Tokyo, to CG, USARYIS, 04/0937Z July 1959.
--	213	TO40920, FBIS, Tokyo, to CG, USARYIS, 04/0928Z July 1959.
--	214	TWX, U.S. Embassy in Japan to SECSTATE, 6 July 1959.
--	215	DA977055, DA to HICOMRY, 12/2106Z.
--	216	RJ 91472, CINCUSARPAC to TAG, 19/0044Z March 1960.
--	217	HC-LO 0130, HICOMRYIS to DA, 23/0450Z 1960.
--	218	3078, U.S. Embassy in Japan, to SECSTATE, 24/1005Z Mar. 1960.
--	219	CAT A, SECSTATE to HICOMRY, 25/0057Z Mar. 1960.
--	220	HC-LO 0188, HICOMRYIS to DA, 27 Apr. 1960.
--	221	List of fatalities and injuries resulting from Ishikawa Jet Crash.
--	222	UPI-42, 1st Lead Crash, Naha, Okinawa, June 30 1959.
--	223	TK-167, TK-169, TK-177, TK-178, TK-181, TK-180, TK-190, TK-195, TK-196, TK-190, TK-217, UPI-207, TK-189, AP-222, AP-223, AP-224, AP-225.
--	224	ADJ 7-274, 6313th ABW to 5AF, 03/0545Z July 1959.
--	225	AG-2924, 6313ABW to 5AF, 6 July 1959.
--	226	AG-2981, 6313ABW to 5AF, 09/0330Z July 1959.

Footnote No.	Document No.	
--	227	AG-3004, 6313ABW to 5AF, 10/0325Z July 1959.
--	228	AG-3022, 6313ABW to 5AF, 11/0300Z July 1959.
--	229	AG-3024, 6313ABW to 5AF, 12/2110I July 1959.
--	230	AG-3097, 6313ABW to 5AF, 15/0300Z July 1959.
--	231	AG-3108, 6313ABW to 5AF, 16/0545Z July 1959.
--	232	AG-3125, 6313ABW to 5AF, 17/0300Z July 1959.
--	233	AG-3167, 6313ABW to 5AF, 18/0300Z July 1959.
--	234	AG-3172, 6313ABW to 5AF, 19/0300Z July 1959.
--	235	AG-3227, 6313ABW to 313ADIV, 22/0300Z July 1959.
--	236	AG-3194, 6313ABW to 5AF, 21/0300Z July 1959.
--	237	AG-3174, 6313ABW to 5AF, 20/0545Z July 1959.
--	238	W282155, FBIS, Santa Rosa, Calif., to USIS, Taipei, Taiwan, 29/2102Z July 1959.
--	239	USCAR (HCRI-LO) to Civil Administrator, sub.: Ishikawa Jet Crash Committee, 2 Nov. 1959.
--	240	Summary of Kawasaki Jet Crash Claims.
--	241	Ltr., Hq., 313th Air Div. (JA) to USAFCSJ, sub.: Kawasaki Jet Crash, 28 Dec. 1961.
--	242	Translation of Statement, Koho Shingaki, Mayor of Gushikawa-Son to Ryojun Kugai, Chief, Legal Affairs Dept., GRI.
--	243	Ltr., Hq., 313th Air Div. to Mr. Sosei Gushiken, Okinawa Social Welfare Council, 3 Jan. 1962.
--	244	News Article, "Central District Mayors' Association Discusses Accident Prevention with Air Force Commander," Okinawa Times, 24 Mar. 1962.
--	245	A Report of Death, Bunkichi Miyagi, 11 Dec. 1961.
--	246	A Report of Death, Kame Kamiunten, 11 Dec. 1961.

Footnote No.	Document No.	
--	247	News Article, "One Month Has Passed Since Kawasaki Jet Crash Day: Victims Observe Dreary New Year's Day in Temporary Houses," Ryukyu Shimpo, 7 Jan. 1962.
--	248	Joint Army - Navy - Air Force Okinawa Agreement.
--	249	Ltr., Hq., 20th AF to CG 51st FIW, sub.: Second Navy - Air Force Okinawa Agreement, 28 July 1950.
--	250	Ltr., ComNavForFE to CG, FEAF, sub.: Inactivation of the Naval Ordnance Facility, Okinawa, 11 Mar. 1950.
--	251	Fourth Joint United States Army - Navy - Air Force Okinawan Agreement Supplementing the First Agreement, n.d.
--	252	Fifth Navy - Air Force Okinawa Agreement, 27 Sept. 1950.
--	253	Memo., Col. Howard H. Reed, D/Inst., Hq., 20th AF, to Lt. Col. O. O. Price, Asst. D/Inst., FEAF, 31 Jan. 1951.
--	254	Ltr., Comdr. Fleet Air Guam to COMNAVFORFE, sub.: NAF Naha, Naval Facilities and Support Requirements, 19 Mar. 1951.
--	255	Ltr., COMNAVFORFE to Comdr. FEAF, sub.: Proposed Sixth Navy-Air Force Okinawa Agreement for Use of Naha Air Base, transmittal for review and concurrence, 23 July 1953.
--	256	Ltr., Hq., 20th AF to Comdr. 6351st ABW, sub.: Proposed Sixth Navy-Air Force Okinawa Agreement for Joint Usage of Naha Air Base, 27 Aug. 1953.
--	257	Ltr., OIC Construction, NOy Contracts, Japan, to D/Inst., 20th AF, sub.: Yonabaru Airfield Construction, status of, 8 June 1953.
--	258	Ltr., Hq. 20th AF to Comdr. 6351st ABW, sub.: Navy-Air Force Okinawa Agreements, 12 Nov. 1953.
--	259	Ltr., Hq. 20th AF to Comdr. FEAF, sub.: Navy Aircraft Apron, Naha Air Base, 12 Dec. 1953.
--	260	Ltr., Hq. 6351st ABG to Comdr. 6351st ABW, sub.: Special Report, Navy Building, 28 Dec. 1953.

Footnote No.	Document No.	
—	261	Ltr., Hq. 6351st ABW to Comdr. NAF, APO 235, sub.: Navy-Air Force Agreements for Joint Utilization of Naha Air Base, 13 Jan. 1954.
—	262	Ltr., Hq. 20th AF to CICC, BUDocks Contracts, sub.: Navy Aircraft Apron - Naha Air Base, 18 Jan. 1954.
—	263	Ltr., Hq. 20th AF to Comdr. NAF, Naha AB, sub.: Navy Aircraft Apron - Naha Air Base, 2 Feb. 1954.
—	264	Ltr., CO NAF Naha to Comdr. 20th AF, sub.: Navy Aircraft Aprons - Naha Air Base, allocation of funds for, 10 Feb. 1954.
—	265	Ltr., CO NAF Naha to Comdr. 6351st ABW, sub.: Navy-Air Force Agreements for joint utilization of Naha Air Base, 10 Mar. 1954.
—	266	Ltr., ComNavForFE to Comdr. FEAF, sub.: Naval Ordnance Facility, Okinawa, anticipated utilization by the Navy, information on, 9 July 1954.
—	267	1st ind., (Ltr., COMNAVFE to Comdr. FEAF, sub.: Proposed Sixth Navy-Air Force Okinawa Agreement (Navy Use of Naha Air Base), 20 Sept. 1954), Hq. FEAF to COMNAVFE, 22 Dec. 1954.
—	268	Ltr., COMNAVFORFE to Comdr. FEAF, sub.: Amendment No. One to Part One of the Third Navy-Air Force Okinawa Agreement, 8 Nov. 1955.
—	269	Ltr., Comdr. FEAF to Comdr. 5AF, sub.: Amendment Number One to Part I of the Third Navy-Air Force Okinawa Agreement, 5 Oct. 1956.
—	270	Ltr., Comdr. 51st FIW to Comdr. 313th Air Div., sub.: Report on TDY to FEAF Headquarters Regarding Air Force - Navy Agreements at Naha Air Base, 18 Nov. 1955.
—	271	Ltr., Comdr. FEAF to Comdr. 5AF, sub.: Navy Occupancy at Naha Air Base, 1 Dec. 1955.
—	272	Ltr., Comdr. FEAF to Comdr. 5AF, sub.: Navy-Air Force Joint Tenancy, Naha Air Base, 26 Nov. 1955.
—	273	Ltr., Comdr. 5AF to Comdr. 313th Air Div., sub.: Navy-Air Force Joint Tenancy, Naha Air Base, 15 Dec. 1955.

Footnote No.	Document No.	
--	274	Comment No. 2, Ordnance Officer, USA, to G-4, sub.: Proposed Outgrant of a Portion of Rycom Army Ammunition Depot, 22 Dec. 1955.
--	275	Ltr., CO, NAF Naha to DE, OKED, sub.: Proposed Outgrant of a Portion of Rycom Army Ammunition Depot, 26 June 1956.
--	276	Ltr., Comdr. FEAF to Comdr. 5AF, sub.: Agreement for Navy Tenancy on Naha Air Base, 26 Sept. 1956.
--	277	Ltr., Comdr. 313th Air Div. to Comdr. 5AF, sub.: Ammunition Storage Requirements, 4 Feb. 1957.
--	278	Ltr., Comdr. Naval Air Bases, Japan to Comdr. 313th Air Div., sub.: Ammunition Storage Requirements, n.d. /circa 1 Mar. 1957/.
--	279	AFOIE-R 32158, Hq. USAF to CINCPACAF, 14/2106Z Oct. 1957.
--	280	313IE U-12-392, Hq. 313th Air Div. to Comdr. 5AF, 14 Oct. 1957.
--	281	5FCIE-P-R 123578, Comdr. 5AF to Comdr. 313th Air Div., 26/0739Z Dec. 1957.
--	282	PFCIE-CR 35144, CINCPACAF to Comdr. 5AF, 27/0434Z Dec. 1957.
--	283	Ltr., CO NAF Naha to Base Commander, Naha AB, sub.: NAF Naha Shore Station Development Plan, forwarding of, 23 Sept. 1958.
--	284	Ltr., Comdr. Fleet Activities, Ryukyus/CO NAF Naha to Comdr. Naval Forces Japan, sub.: Shore Station Development Program, FY 1960, emergency submission of, 26 Sept. 1958.
--	285	Ltr., Comdr. 313th Air Div. to Comdr. 5AF, sub.: Proposed Navy Construction, Naha Air Base, 9 Oct. 1958.
--	286	"Death Claims in the Ryukyu Islands," 14 Dec. 1959.

APPENDIX 1

KEY PERSONNEL OF THE 313TH AIR DIVISION

APPENDIX 1

KEY PERSONNEL OF THE 313TH AIR DIVISION

1 JANUARY - 30 JUNE 1962

HEADQUARTERS, 313TH AIR DIVISION

POSITION	NAME
Commander	Major General Robert M. Stillman (1 January - 2 June)
	Colonel John H. deRussy (Acting) (2 June - 29 June)
	Major General Robert M. Stillman (29 June - 30 June)
Vice Commander	Colonel John H. deRussy (1 January - 2 June)
	Vacant (2 June - 29 June)
	Colonel John H. deRussy (29 June - 30 June)
Protocol Officer	Major Bertram R. Wilson (1 January - 4 June)
	Captain John E. Eckstein* (4 June - 30 June)
Aide de Camp	Vacant (1 January - 13 March)
	Captain Crawford O. Shockley** (13 March - 1 April)
	Captain Crawford O. Shockley (1 April - 30 June)

*Additional duty. Regular duty assignment: Dependent Schools Officer.

**Additional duty. Regular duty assignment: Tactical fighter pilot, 12th Tactical Fighter Squadron.

Position	Name
OFFICE OF ADMINISTRATIVE SERVICES	
Director of Administrative Services	Lieut. Colonel Robert M. De Bord (1 January - 30 June)
INSPECTOR GENERAL SECTION	
Inspector General	Colonel Dexter L. Hodge (1 January - 30 June)
Director of Security and Law Enforcement	Major Theodore J. Newnam* (1 January - 3 February)
	Lieut. Colonel Theodore J. Newnam** (3 February - 30 June)
Chief, Maintenance Inspection Division	Lieut. Colonel Frank A. Downey* (1 January - 30 June)
Chief, Supply and Services Inspection Division	Lieut. Colonel George C. Edwards (1 January - 30 June)
Chief, Personnel Inspection Division	Major Thomas E. Wynne (1 January - 30 June)
Chief, Operations Inspection Division	Major Frank B. Brown (1 January - 30 June)
JUDGE ADVOCATE SECTION	
Staff Judge Advocate	Lieut. Colonel William C. Craft (1 January - 30 June)
OFFICE OF INFORMATION	
Information Officer	Lieut. Colonel Henry A. McPhillips (1 January - 15 June)
	Lieut. Colonel Merritt G. Garner (15 June - 30 June)

*Promoted to rank of lieutenant colonel effective 15 March 1962.

**Major Newnam was reassigned to the 6313th Air Base Wing on 3 February 1962 and was assigned primary duty as Director of Security and Law Enforcement, with additional duty as 313th Air Division Director of Security and Law Enforcement.

Position	Name
Command Historian	Mr. Wayne G. Peterson (Civilian) (1 January - 30 June)
OIC, Armed Forces Radio and Television Service, Okinawa	Major Henri L. Tapie* (1 January - 30 June)
OFFICE OF THE ASSISTANT FOR SAFETY	
Safety Officer	Major John W. Brunson (1 January - 30 June)
Ground Safety Officer	Mr. Jack B. Stephens (Civilian)** (1 January - 30 June)
Nuclear Safety Officer	Vacant (1 January - 4 May)
	Captain Bruce E. Graham (4 May - 30 June)
OFFICE OF THE STAFF SURGEON	
Staff Surgeon	Colonel George E. Drury*** (1 January - 3 February)
	Vacant (3 February - 12 February)
	Colonel Paul V. Davis*** (12 February - 30 June)
OFFICE OF THE STAFF CHAPLAIN	
Staff Chaplain	Lieut. Colonel Edgar H. Brimberry**** (1 January - 19 June)
	Major Norman C. Folkers**** (19 June - 30 June)

*Detailed from the 6313th Air Base Wing.

**Additional duty. Regular duty assignment: Ground Safety Officer, 6313th Air Base Wing.

***Additional duty. Regular duty assignment: Commander, 6332d USAF Dispensary, and Director, Base Medical Service, Kadena Air Base.

****Additional duty. Regular duty assignment: Base Chaplain, Kadena Air Base.

Position	Name
OFFICE OF THE STAFF COMPTROLLER	
Staff Comptroller	Major Karl D. McCormick (1 January - 6 June)
	Vacant (6 June - 30 June)
OPERATIONS DIRECTORATE	
Director of Operations	Colonel Wallace R. Jordan (1 January - 30 June)
Assistant Director of Operations	Lieut. Colonel Howard S. Askelson* (1 January - 29 April)
	Lieut. Colonel Charles V. Garino** (29 April - 25 June)
	Vacant (25 June - 30 June)
Chief, Plans, Programs, and Requirements Division	Lieut. Colonel Charles V. Garino (1 January - 25 June)
	Major Robert J. Morris (25 June - 30 June)
Chief, Plans Branch	Captain Ray A. Ragsdill (1 January - 30 June)
Chief, Programs and Requirements Branch	Lieut. Colonel Charles W. Borders (1 January - 27 June)
	Major Gerald D. Fitzgerald (27 June - 30 June)
Chief, Logistics Branch	Major Robert J. Morris*** (8 May - 25 June)
	Vacant (25 June - 30 June)

*Additional duty. Regular duty assignment: Chief, Operations and Training Division.

**Additional duty. Regular duty assignment: Chief, Plans, Programs, and Requirements Division.

***Function transferred from Logistics Plans Division of the 313th Materiel Directorate on 8 May 1962.

Position	Name
Chief, Operations and Training Division	Lieut. Colonel Howard S. Askelson (1 January - 29 April)
	Major Robert E. Nash, Jr. (29 April - 11 June)
	Major Raymond A. Williams (11 June - 30 June)
Chief, Current Operations Branch	Major Robert E. Nash, Jr. (1 January - 11 June)
	Major Raymond A. Williams (11 June - 30 June)
Chief, 313th Air Division Air Operations Center	Major Dudley J. Sleeper (1 January - 8 May)
	Major John H. Bowers (8 May - 30 June)
Passive Defense Officer	Captain Donald D. Bendell* (1 January - 5 April)
	Captain Donald D. Bendell* (5 April - 30 June)
Chief, Special Operations Activities	Lieut. Colonel Lawrence P. Smith (1 January - 30 June)
Chief, Intelligence Division	Lieut. Colonel Russell Powell (1 January - 30 June)
Chief, Operations Intelligence Branch	Captain Johnny W. Shanks (1 January - 30 June)
Chief, Manpower and Organization Division	Colonel Bernard A. Minnehan** (1 January - 30 June)
Manpower Management Officer	Lieut. Colonel David W. Thompson*** (1 January - 30 June)

*Primary duty changed on 5 April 1962 from that of Passive Defense Officer to Assistant Chief, 313th Air Operations Center, per 6313th ABW Special Order P-128, dtd. 5 April 1962.

**Promoted to rank of colonel effective 15 March 1962.

***Promoted to the rank of lieutenant colonel effective 15 March 1962.

Position	Name
Organization and Management Engineering Officer	Major Robert Jones (1 January - 30 June)
Chief, Electronics Branch	Captain Neal C. Brigham (1 January - 30 June)
TELECOMMUNICATIONS DIRECTORATE	
Director of Telecommunications	Lieut. Colonel Lawson P. Wynne* (1 January - 17 May)
	Lieut. Colonel Byron A. Mapes, Jr. (Atg.)* (17 May - 13 June)
	Colonel James L. Caselli* (13 June - 30 June)
MATERIEL DIRECTORATE	
Director of Materiel	Colonel George S. Roberts (1 January - 30 June)
Chief, Supply and Services Division	Lieut. Colonel Francis Sikorski** (1 January - 30 June)
Chief, Inter-Service Supply and Service Branch	Captain Donald W. Pfister (1 January - 12 June)
	Vacant (12 June - 30 June)
Chief, Supply and Seaweed Branch	Major Edward H. Freedman (1 January - 30 June)
Chief, Logistic Plans Division	Major Robert J. Morris*** (1 January - 8 May)
Missile Staff Programming Officer	Captain Alan B. Myler, Jr.**** (1 January - 30 June)

*Additional duty. Regular duty assignment: Commander, 1962d Communications Group.

**Promoted to the rank of lieutenant colonel effective 15 March 1962.

***Function transferred to Plans, Programs, and Requirements Division of the 313th Air Division Operations Directorate on 8 May 1962.

****Additional duty. Regular duty assignment: 498th Tactical Missile Group.

Position	Name
Air Force Representative, Sub-Area Petroleum Office, Ryukyus, and POL Officer	Captain Isaac E. Alexander* (1 January - 30 June)
Chief, Maintenance Division	Major Evan L. Stoll (1 January - 30 June)
Chief, Armament Division	Major Edward Newman (1 January - 30 June)
Air Force Representative with the Ryukyus Exchange System	Lieut. Colonel Robert A. Maddocks* (1 January - 30 June)
Chief, Transportation Division	Captain Louise N. Miller (1 January - 3 January)
	Major Joseph A. West, Jr. (3 January - 30 June)
Air Traffic Coordinating Officer	Vacant (1 January - 19 February)
	Captain Louise N. Miller (19 February - 30 June)
OFFICE OF CIVIL ENGINEERING	
Civil Engineering Officer	Lieut. Colonel Fred A. Spencer (1 January - 26 March)
	Mr. Lloyd H. Hellmann (Civilian) (26 March - 1 April)
	Lieut. Colonel Theo J. Sowerby** (1 April - 30 June)
Assistant Civil Engineering Officer	Mr. Lloyd H. Hellmann (Civilian)*** (1 January - 30 June)

*Detailed from the 6313th Air Base Wing.

**Additional duty. Regular duty assignment: Commander, 6313th Civil Engineering Squadron, and Base Engineer, Kadena Air Base.

***Additional duty after 1 April 1962. Regular duty assignment: Civilian Base Engineer, Kadena Air Base.

Position	Name
Civil Engineering Liaison Officer for Air Force Operational Facilities	Lieut. Colonel Joseph E. Mills (1 January - 30 June)
Real Estate Officer	Mr. Ramon W. Wasano (Civilian) (1 January - 12 January)
	Vacant (12 January - 30 June)
PACAF Regional Fire Protection Specialist (Okinawa - Korea)	Mr. Victor B. Robinson, Jr. (Civilian)* (1 January - 19 March)
OFFICE OF PROCUREMENT	
Procurement Officer	Major Lynn J. Corp (1 January - 30 June)
Deputy Procurement Officer	1st Lieutenant Alexander H. Newlands (1 January - 30 June)
Deputy Procurement Officer	Vacant (1 January - 22 January)
	CWO (W-2) Willie M. Johnson (22 January - 30 June)
PERSONNEL DIRECTORATE	
Director of Personnel	Colonel Robert H. Workman (1 January - 30 June)
Assistant Director of Personnel	Major Bruce B. Bright (1 January - 30 June)
Chief, Personnel Services Division	Major Charles L. McMillin** (1 January - 30 June)
Dependent Schools Officer***	Captain John E. Eckstein*** (1 January - 1 April)
Inter-Service Affairs Officer***	Captain John E. Eckstein*** (1 April - 30 June)

*This function was transferred to the Materiel Directorate on 19 March 1962.

**Additional duty. Regular duty assignment: Personnel Services Officer, 6313th Air Base Wing.

***Duty title changed from Dependent Schools Officer to Inter-Service Affairs Officer effective 1 April 1962.

Position	Name
Civilian Personnel Officer	Mr. Louis W. Conroy, Jr. (Civilian) (1 January - 30 June)

OSI DISTRICT OFFICE #43, 6001ST SPECIAL INVESTIGATIONS GROUP (IG) PACAF

Commander, OSI District Office #43	Lieut. Colonel William L. Mann (1 January - 1 May)
	Major Harris O. Poy (1 May - 23 May)
	Lieut. Colonel James T. Emott (23 May - 30 June)

DETACHMENT NO. 2, 1045TH OPERATIONAL EVALUATION AND TRAINING GROUP

Detachment No. 2 Commander	Lieut. Colonel Harry C. Aderholt (1 January - 8 June)
	Captain Basil V. Bazzell (Acting) (8 June - 30 June)

KADENA AIR BASE SUBORDINATE UNIT COMMANDERS AND KEY OFFICIALS

Position	Name
18th Tactical Fighter Wing Commander	Colonel Francis S. Gabreski (1 January - 19 June)
	Colonel George B. Simler (19 June - 30 June)
18th Tactical Fighter Wing Executive Officer	Major Thomas B. Huddleston, Jr. (1 January - 30 June)
Director of Operations	Colonel Jones E. Bolt (1 January - 30 June)
Director of Materiel	Colonel John W. Carpenter (1 January - 26 April)
	Colonel Arthur G. Durbeck (26 April - 25 June)
	Colonel John W. Carpenter (25 June - 30 June)

Position	Name
18th Field Maintenance Squadron Commander	Lieut. Colonel Samuel A. Steere, Jr. (1 January - 25 April)
	Lieut. Colonel Billy B. Wilson (25 April - 30 June)
18th Armament and Electronics Maintenance Squadron Commander	Lieut. Colonel George Wetzler, Jr. (1 January - 30 June)
Special Assistant to the Commander, 18th Tactical Fighter Wing	Colonel George B. Simler (26 April - 19 June)
12th Tactical Fighter Squadron Commander	Lieut. Colonel Floyd White (1 January - 30 June)
44th Tactical Fighter Squadron Commander	Lieut. Colonel Woodfin M. Sullivan* (1 January - 5 June)
	Lieut. Colonel Toivo L. Akkola* (5 June - 30 June)
67th Tactical Fighter Squadron Commander	Lieut. Colonel Frank M. Haynie (1 January - 20 June)
	Major Grady Morris (20 June - 30 June)
15th Tactical Reconnaissance Squadron, Photo, Jet, Commander	Major Russell F. Crutchlow (Acting) (1 January - 2 January)
	Colonel Arthur G. Durbeck** (2 January - 26 April)
	Major Russell F. Crutchlow (26 April - 30 June)
498th Tactical Missile Group (PACAF) Commander	Colonel Warren E. Vinzant (1 January - 30 June)

*Promoted to the rank of lieutenant colonel effective 15 March 1962.

**Promoted to the rank of colonel effective 15 March 1962.

Position	Name
498th Tactical Missile Group (PACAF) Deputy Commander	Lieut. Colonel Ralph F. Jones (1 January - 2 May)
	Vacant (2 May - 30 June)
498th Tactical Missile Group (PACAF) Executive Officer	Major Norman C. Bausch* (2 May - 30 June)
873d Tactical Missile Squadron (PACAF) Commander	Lieut. Colonel John A. Evans (1 January - 30 June)
498th Missile Maintenance Squadron (PACAF) Commander	Major Edwin C. Elledge (1 January - 30 June)
658th Tactical Hospital Commander	Captain Richard B. Crabb (1 January - 6 January)
	Captain William H. Greendyke (6 January - 30 June)
Detachment 1, 2876th Ground Electronics Engineering Installation Agency Squadron Commander	Captain Marvin D. Meadows (1 January - 30 June)
6313th Air Base Wing Commander	Colonel George B. Simler (1 January - 26 April)
	Colonel Charles H. Pierce (26 April - 30 June)
6313th Air Base Wing Deputy Commander	Colonel Charles H. Pierce (1 January - 26 April)
	Colonel John W. Carpenter (26 April - 25 June)
	Colonel Arthur G. Durbeck (25 June - 30 June)
6313th Air Base Wing Executive Officer	Vacant (1 January - 12 March)
	Lieut. Colonel Raymond S. Barnes** (12 March - 30 June)

*Additional duty. Regular duty assignment: 498th Tactical Missile Group Staff Administrative Officer.

**Additional duty. Regular duty assignment: Chief of Administrative Services, 6313th Air Base Wing.

Position	Name
6313th Air Base Wing Director of Operations	Lieut. Colonel Norman A. Ferguson (1 January - 30 June)
6313th Air Base Wing Director of Materiel	Lieut. Colonel Will M. Nowinski (1 January - 30 June)
6313th Air Base Wing Deputy for Services	Lieut. Colonel James L. Edmonds (6 May - 20 May)
	Vacant (20 May - 30 June)
Base Operations Officer	Lieut. Colonel Thomas J. Williams (20 May - 30 June)
6313th Materiel Squadron Commander	Lieut. Colonel James L. Edmonds (1 January - 6 May)
	Major John F. Bathurst (6 May - 20 May)
	Lieut. Colonel James L. Edmonds (20 May - 30 June)
6313th Support Squadron Commander	Major Knox B. McKee, Jr. (1 January - 30 June)
6313th Civil Engineering Squadron Commander	Lieut. Colonel Theo J. Sowerby (1 January - 30 June)
6313th Air Police Squadron Commander	Lieut. Colonel Donald R. Nimmo (1 January - 30 June)
6018th Organizational Maintenance* Squadron (Provisional) Commander	Major Leslie C. Hayden** (1 March - 4 April)
	Major Francis M. Russell** (4 April - 4 June)
	Captain Morris E. Moe** (4 June - 30 June)
7th Tactical Depot Squadron Commander	Lieut. Colonel Anthony H. Richard, Jr. (1 January - 30 June)

*Squadron organized 1 March 1962.

**Additional duty.

313th AD, 1962-I, Appendix 1

Position	Name
6332d USAF Dispensary Commander	Colonel George E. Drury (1 January - 3 February)
	Vacant (3 February - 12 February)
	Colonel Paul V. Davis (12 February - 30 June)
Detachment 4, 1st Medical Services Wing Commander	Captain William H. Greendyke (1 January - 6 January)
	Captain Robert J. Boren (6 January - 12 June)
	Captain Richard B. Crabb (12 June - 30 June)
15th Physiological Training Flight Commander	Major George S. Johnson (1 January - 30 June)
1962d Communications Group Commander	Lieut. Colonel Lawson P. Wynne (1 January - 17 May)
	Lieut. Colonel Byron A. Mapes, Jr. (17 May - 13 June)
	Colonel James L. Caselli (13 June - 30 June)
11th Air Postal Squadron Commander	Major Howard K. Shaw (1 January - 9 June)
	Major Clifford L. Martin (9 June - 30 June)
6922d Radio Group, Mobile (USAFSS) Commander	Colonel Robert T. Engle (1 January - 30 June)
6927th Radio Squadron, Mobile (USAFSS) Commander	Lieut. Colonel Edward E. Grant* (1 January - 30 June)

*Promoted to the rank of lieutenant colonel effective 15 March 1962.

Position	Name
1505th Support Squadron (Transport) Commander	Colonel Frank D. Schwikert* (1 January - 12 June)
	Major Vernon E. Mikkelson (12 June - 28 June)
	Lieut. Colonel George E. Bye (28 June - 30 June)
Detachment 8, 1st Weather Wing Commander	Lieut. Colonel Henry Baldi (1 January - 30 June)
Detachment 3, 2703d Explosive** Ordnance Disposal Squadron Commander	Captain William R. Green, Jr. (1 January - 31 March)

NAHA AIR BASE SUBORDINATE UNIT COMMANDERS AND KEY OFFICIALS

Position	Name
51st Fighter Interceptor Wing Commander	Colonel William W. Ingenhutt (1 January - 30 June)
16th Fighter Interceptor Squadron Commander	Lieut. Colonel James A. Hearn (1 January - 12 January)
	Lieut. Colonel Craig H. Fairburn*** (12 January - 30 June)
51st Field Maintenance Squadron Commander	Lieut. Colonel Frank W. Allen (1 January - 30 June)
51st Armament and Electronics Maintenance Squadron Commander	Lieut. Colonel Jesse W. Simpson (1 January - 30 June)
6051st Organizational Maintenance**** Squadron (Provisional) Commander	Lieut. Colonel Robert W. Heggenberger (1 March - 30 June)

*Promoted to the rank of colonel effective 15 March 1962.

**Detachment 3, 2703d Explosive Ordnance Disposal Squadron was inactivated on 1 April 1962, per PACAF SO G-23, dtd. 2 March 1962.

***Promoted to the rank of lieutenant colonel effective 15 March 1962.

****The 6051st Organizational Maintenance Squadron (Provisional) was designated and organized at Naha Air Base effective 1 March 1962.

Position	Name
51st Air Base Group Commander	Colonel Edward P. Foote (1 January - 14 May)
	Lieut. Colonel Robert E. Woody (Actg.) (14 May - 19 June)
	Colonel Edwin R. Bane (19 June - 30 June)
51st Air Base Group Executive Officer	Lieut. Colonel Robert E. Woody (1 January - 14 May)
	Vacant (14 May - 19 June)
	Lieut. Colonel Robert E. Woody (19 June - 30 June)
51st Support Squadron Commander	Lieut. Colonel Carl E. Vega (1 January - 2 March)
	Lieut. Colonel John A. Webster* (2 March - 14 March)
	Lieut. Colonel Garnet D. Page* (14 March - 30 June)
51st Materiel Squadron Commander	Major Sam L. Almon (1 January - 30 June)
51st Civil Engineering Squadron Commander	Captain Dallas H. Pope (1 January - 30 June)
6051st Air Police Squadron (Provisional) Commander	Lieut. Colonel John A. Webster** (1 May - 30 June)
6351st USAF Dispensary Commander	Lieut. Colonel Robert H. Epler*** (1 January - 30 June)
623d Aircraft Control and Warning Squadron Commander	Lieut. Colonel Edward A. Sanders (1 January - 30 June)

*Promoted to the rank of lieutenant colonel effective 15 March 1962.

**Additional duty. Regular duty assignment: Director of Security and Law Enforcement, 51st Air Base Group. Effective 1 May 1962, the Air Police Section of the 51st Support Squadron became the 6051st Air Police Squadron (Provisional)

***Additional duty as Director, Base Medical Service, Naha Air Base.

Position	Name
Detachment 5, 1st Medical Services Wing Commander	Captain John R. Rogers (1 January - 30 June)
Detachment 1, 315th Air Division Commander	Colonel Jack L. Crawford, Jr. (1 January - 30 June)
21st Troop Carrier Squadron Commander	Lieut. Colonel Ned M. Letts (1 January - 30 June)
817th Troop Carrier Squadron Commander	Lieut. Colonel George J. Nied (1 January - 1 February)
	Lieut. Colonel George F. Owen (1 February - 30 June)
345th Troop Carrier Squadron Commander	Lieut. Colonel Richard D. Cote* (22 June - 30 June)
Detachment 3, 313th Air Division Commander	Captain William B. Etheridge (1 January - 30 June)
Detachment 14, 1st Weather Wing Commander	Major Horace W. Meredith (1 January - 30 June)
2152d Communications Squadron Commander	Major John C. Morton (1 January - 30 June)
33d Air Rescue Squadron Commander	Lieut. Colonel Ernest M. Magee (1 January - 30 June)
Detachment 1, 5th Communications Squadron, Division, Commander	Captain James C. Warren** (1 January - 9 February)
	Captain John L. Gordon (9 February - 30 June)
Detachment 1, 7th Aerial Port Squadron Commandder	Major Oscar W. Yetez (1 January - 30 June)
Detachment 2, 11th Air Postal Squadron Commander	1st Lieutenant Victor A. Prosper (1 January - 9 May)
	1st Lieutenant Ralph H. Middlebrook (9 May - 30 June)

*Major Cote had commanded the345th TCS at its former base in the ZI. This (22 June 1962) is the date he arrived on Okinawa to resume command of the redeployed squadron.

**Additional duty assigrment. Regular duty assigrment: 21st Troop Carrier Squadron.

APPENDIX 2

CONTRACTS LET BY THE

313TH AIR DIVISION OFFICE OF PROCUREMENT

1 JANUARY - 30 JUNE 1962

CONTRACTS LET BY THE 313TH AIR DIVISION

OFFICE OF PROCUREMENT

1 JANUARY - 30 JUNE 1962

January: Twenty-seven numbered contracts totalling $207,365.00 and 105 unnumbered contracts totalling $43,771.00 were awarded to local contractors and businesses for the procurement of supplies, services, and construction for Air Force activities on Okinawa.

(a) Contract AF 62(321)-1893 for $103,287.00 was awarded to Kokusai Densetsu for the repair of street lights at Kadena Air Base.

(b) Contract AF 62(321)-1898 for $275.00 was awarded to Trans-Asia Associates for architect-engineer services in connection with the construction of Building 155, Kadena Air Base.

(c) Contract AF 62(321)-1899 for $790.00 was awarded to Trans-Asia Associates for architect-engineer services in connection with the construction of replacement structures for quonset buildings at Kadena Air Base.

(d) Contract AF 62(321)-1900 for $1,200.00 was awarded to Trans-Asia Associates for architect-engineer services in connection with the construction of repair hangars at Kadena Air Base.

(e) Contract AF 62(321)-1901 for $1,175.00 was awarded to Trans-Asia Associates in connection with architect-engineer services for the repair of a warehouse and an administration building roof at Kadena Air Base.

(f) Contract AF 62(321)-1902 for $25,625.00 was awarded to Island Builders Supply, Inc., for lumber for Kadena Air Base.

(g) Contract AF 62(321)-1904 for $333.00 was awarded to Anshin Shinjo for services as an advisor for the Kadena Education Center.

(h) Contract AF 62(321)-1905 for $1,553.00 was awarded to Kinjo Shokai, Ltd., for cement for Naha Air Base.

(i) Contract AF 62(321)-1906 for $18,325.00 was awarded to Blackledge, Inc., for repair of the base chapel at Naha Air Base.

January: (j) Contract AF 62(321)-1907 for $4,675.00 was awarded to Yamane Gumi for providing graded aggregate for Naha Air Base.

(k) Contract AF 62(321)-1908, a requirement type contract with no dollar amount, was awarded to Nakachi Construction for the repair of refrigerators at Kadena and Naha Air Bases.

(l) Contract AF 62(321)-1909, a requirement type contract with no dollar amount, was awarded to Turco Products, Inc., for paint type supplies for Kadena Air Base.

(m) Contract AF 62(321)-1910, a requirement type contract with no dollar amount, was awarded to Showa Electric Co. for electric fixtures for Kadena Air Base.

(n) Contract AF 62(321)-1911, a requirement type contract with no dollar amount, was awarded to Matsuyama Shoji for plumbing fixtures for Kadena Air Base.

(o) Contract AF 62(321)-1912, a requirement type contract with no dollar amount, was awarded to Furugen Bros. Co. for hardware for Kadena Air Base.

(p) Contract AF 62(321)-1913, a blanket purchase agreement with no dollar amount, was awarded to Horikawa Hardware for hardware for Kadena Air Base.

(q) Contract AF 62(321)-1914, a blanket purchase agreement with no dollar amount, was awarded to Island Builders Supply, Inc., for building supplies for Kadena Air Base.

(r) Contract AF 62(321)-1915, a blanket purchase agreement with no dollar amount, was awarded to Yamashiro Shokai for building supplies for Kadena Air Base.

(s) Contract AF 62(321)-1916 for $12,884.00 was awarded to Rutledge Construction for repair of roads and a bridge at Naha Air Base.

(t) Contract AF 62(321)-1917 for $3,795.00 was awarded to Island Builders Supply Co. for venetian blinds for Kadena Air Base.

(u) Contract AF 62(321)-1918 for $3,795.00 was awarded to Yamane Gumi for gravel for Kadena Air Base.

(v) Contract AF 62(321)-1919 for $5,947.00 was awarded to Ryukyu Oil Corp. for asphalt for Kadena Air Base.

(w) Contract AF 62(321)-1920 for $8,411.00 was awarded to National Cash Register Co. for cash registers for Kadena Air Base.

(x) Contract AF 62(321)-1921 for $3,581.00 was awarded to Miya's Garage for the repair of trailers for Kadena Air Base.

January: (y) Contract AF 62(321)-1922 for $14,809.00 was awarded to Alcan Pacific Construction Co. for the repair of windows at Kadena Air Base.

(z) Contract AF 62(321)-1924, a requirement type contract with no fixed dollar amount, was awarded to the Ryukyus Central Exchange for the purchase of general merchandise for Kadena Air Base.

Nine numbered contracts were closed during the month of January 1962.

No salvage contracts were issued during the month of January 1962

A total of $4,915.00 was expended for 216 cash purchases by the Imprest Fund Officer during the month of January 1962.

February: Five numbered contracts totalling $24,217.00 and 72 unnumbered contracts totalling $35,837.00 were awarded to local contractors and business firms for the procurement of supplies, services, and construction for Air Force activities on Okinawa.

(a) Contract AF 62(321)-1923, a requirement type contract with no fixed dollar amount, was awarded to Nakachi Construction for the repair of metal furniture for Naha and Kadena Air Bases.

(b) Contract AF 62(321)-1927 for $11,955.00 was awarded to Tokai Electric Co. for the construction of a ramp floodlight at Kadena Air Base.

(c) Contract AF 62(321)-1928 for $4,814.00 was awarded to Miya's Garage for the repair of fuel trailers for Kadena Air Base.

(d) Contract AF 62(321)-1929, a blanket purchase agreement with no fixed dollar amount, was awarded to Yamashiro Shokai for building supplies for Kadena Air Base.

(e) Contract AF 62(321)-1930 for $7,644.00 was awarded to Miya's Garage for the repair of fuel service trailers for Kadena Air Base.

(f) Contract AF 62(321)-1932 for $2,850.00 to INA Construction was awarded for the remodeling of Gates 1, 2, and 3 at Naha Air Base.

Six numbered contracts were closed during the month of February 1962.

Salvage Contract AF 62(321)s-155 was awarded to Sanwa Kinzoku for $7,964.35 for scrap copper.

February: Salvage Contract AF 62(321)s-155 for $980.62 was awarded to Sanwa Kinzoku for scrap brass.

A total of $2,880.00 was expended for 121 cash purchases by the Imprest Fund Officer during the month of February 1962.

March: Thirty-one numbered contracts totalling $274,297.00 and 112 un-numbered contracts totalling $62,897.00 were awarded to local contractors and business firms for the procurement of supplies, services, and construction for Air Force activities on Okinawa.

(a) Contract AF 62(321)-1925 for $34,447.00 was awarded to Hashimoto Gumi for the repair of sewer lines at Kadena Air Base.

(b) Contract AF 62(321)-1926 for $39,800.00 was awarded to Nanyo Doken for the repair of the water system and roads at Naha Air Base.

(c) Contract AF 62(321)-1933 for $14,431.00 was awarded to Kokusai Densetsu for modification of the base electric power system at Naha Air Base.

(d) Contract AF 62(321)-1934, a requirement type contract with no fixed dollar amount, was awarded to Matsuoka Utility Company for the repair of washers and dryers at Kadena Air Base.

(e) Contract AF 62(321)-1935 for $14,200.00 was awarded to DeMauro Construction Co. for repair of the road to the jet engine pad at Kadena Air Base.

(f) Contract AF 62(321)-1937 for $2,337.00 was awarded to Tokai Electric Co. for the erection of a television tower for AFRTS in the Rycom Plaza area to replace the one destroyed by Typhoon Tilda in October 1961.

(g) Contract AF 62(321)-1938 for a requirement type contract with no fixed dollar amount, was awarded to Kazuo Kishimoto for the repair of wooden household furniture at Naha and Kadena Air Bases.

(h) Contract AF 62(321)-1939 for $16,400.00 was awarded to Okinawa Denki Suido Kogyo Sha for the construction of four prefabricated radar calibration shelters on the flightline at Kadena Air Base.

(i) Contract AF 62(321)-1940, a blanket purchase agreement with no fixed dollar amount, was awarded to Island Builders Supply, Inc., for lumber for Kadena Air Base.

March: (j) Contract AF 62(321)-1941, a blanket purchase agreement with no fixed dollar amount, was awarded to Kokuba Shoji Co., Ltd., for lumber for Kadena Air Base.

(k) Contract AF 62(321)-1942, a blanket purchase agreement with no fixed dollar amount, was awarded to Western Pacific Corp. for lumber for Kadena Air Base.

(l) Contract AF 62(321)-1943, a blanket purchase agreement with no fixed dollar amount, was awarded to Furugen Brothers for hardware merchandise for Kadena Air Base.

(m) Contract AF 62(321)-1944, a blanket purchase agreement with no fixed dollar amount, was awarded to Horikawa Hardware Store for hardware merchandise for Kadena Air Base.

(n) Contract AF 62(321)-1945, a blanket purchase agreement, with no fixed dollar amount, was awarded to Yamashiro Shokai for hardware merchandise for Kadena Air Base.

(o) Contract AF 62(321)-1946, a blanket purchase agreement, with no fixed dollar amount, was awarded to Matsuyama Shoji for building and hardware supplies for Kadena Air Base.

(p) Contract AF 62(321)-1947, a blanket purchase agreement, with no fixed dollar amount, was awarded to Showa Electric Co. for building and hardware supplies for Kadena Air Base.

(q) Contract AF 62(321)-1948, a blanket purchase agreement, with no fixed dollar amount, was awarded to Island Builders Supply Co. for hardware merchandise for Kadena Air Base.

(r) Contract AF 62(321)-1950 for $9,950.00 was awarded to Yamitan Industries Co. for grading the antenna area at Kume Shima Air Station.

(s) Contract AF 62(321)-1951, a blanket purchase agreement, with no fixed dollar amount, was awarded to Kogado Stamp Shop for the manufacture of rubber stamps for Kadena Air Base.

(t) Contract AF 62(321)-1952, a blanket purchase agreement, with no fixed dollar amount, was awarded to Kogado Stamp Shop for the manufacture of rubber stamps for Naha Air Base.

(u) Contract AF 62(321)-1953 for $22,300.00 was awarded to Westpac, Inc., for the construction of a ramp to the Operations Building at Kadena Air Base.

(v) Contract AF 62(321)-1954 for $18,800.00 was awarded to Westpac, Inc., for repair of the Ready Crew Building at Kadena Air Base.

March: (w) Contract AF 62(321)-1955 for $18,200.00 was awarded to Westpac, Inc., for repair of a maintenance building at Kadena Air Base.

(x) Contract AF 62(321)-1956 for $17,600.00 was awarded to Westpac, Inc., for repair of a supply building at Kadena Air Base.

(y) Contract AF 62(321)-1957 for $20,000.00 was awarded to Westpac, Inc., for repair of the Alert Crew Lounge at Kadena Air Base.

(z) Contract AF 62(321)-1958 for $21,000.00 was awarded to Westpac, Inc., for repair of utilities at Kadena Air Base.

(aa) Contract AF 62(321)-1959, a blanket purchase agreement, with no fixed dollar amount, was awarded to Turco Products for Turco products for Kadena Air Base.

(bb) Contract AF 62(321)-1960, a blanket purchase agreement, with no fixed dollar amount, was awarded to the Ryukyus Central Exchange for general merchandise for Kadena Air Base.

(cc) Contract AF 62(321)-1961 for $4,430.00 was awarded to Yokatsu Kensetsu for construction of an addition to Building 155 at Kadena Air Base.

(dd) Contract AF 62(321)-1962 for $14,112.00 was awarded to Tokai Electric Co. for repair of Cathodic Protection POL at Naha Air Base.

(ee) Contract AF 62(321)-1968 was awarded to Yokatsu Kensetsu for painting of family housing, but it was canceled by Fifth Air Force.

Nine numbered contracts were closed during the month of March 1962.

No salvage contracts were issued for the month of March 1962.

A total of $4,000.00 was expended for 147 cash purchases by the Imprest Fund Officer during the month of March 1962.

April: Twenty-two numbered contracts totalling $584,247.00 and 92 unnumbered contracts totalling $46,865.00 were awarded to local contractors and business firms for the procurement of supplies, services, and construction for Air Force activities on Okinawa.

(a) Contract AF 62(321)-1931 for $28,968.00 was awarded to D. F. Fischer & Sons for repair of the alert area security fence at Kadena Air Base.

(b) Contract AF 62(321)-1936 for $123,800.00 was awarded to DeMauro Construction Co. for construction of an operational apron at Kadena Air Base.

April: (c) Contract AF 62(321)-1949 for $54,780.00 was awarded to Westpac, Inc., for modification of Circuit #5 in the aircraft maintenance dock at Kadena Air Base.

(d) Contract AF 62(321)-1963 for $20,910.00 was awarded to Nanyo Doken for construction of a GCA turntable at Naha Air Base.

(e) Contract AF 62(321)-1964 for $179,874.00 was awarded to DeMauro Construction Co. for repair of the operational apron at Naha Air Base.

(f) Contract AF 62(321)-1965 for $84,479.00 was awarded to DeMauro Construction Co. for repair of the airfield apron at Kadena Air Base.

(g) Contract AF 62(321)-1966 for $16,395.00 was awarded to Konan Kensetsu for construction of a POL rapid hydrant fueling system at Kadena Air Base.

(h) Contract AF 62(321)-1967 for $7,217.00 was awarded to Nikko Bosui for construction of an addition to the PME Laboratory at Naha Air Base.

(i) Contract AF 62(321)-1969 for $24,995.00 was awarded to Yokatsu Kensetsu for construction of a central security control building at Naha Air Base.

(j) Contract AF 62(321)-1970 for $600.00 was awarded to Maruyama Architectural Engineering for architectural-engineering services in connection with installation of air conditioning in Building 72 at Naha Air Base.

(k) Contract AF 62(321)-1971 for $1,250.00 was awarded to Maruyama Architectural Engineering for architectural-engineering services in connection with the repair of a vehicle parking area at Naha Air Base.

(l) Contract AF 62(321)-1972 for $1,390.00 was awarded to Maruyama Architectural Engineering for architectural-engineering services in connection with the repair of the automotive maintenance shop at Naha Air Base.

(m) Contract AF 62(321)-1973 for $1,200.00 was awarded to Maruyama Architectural Engineering for architectural-engineering services in connection with the construction of a POL operations administration building at Naha Air Base.

(n) Contract AF 62(321)-1974 for $1,450.00 was awarded to Trans-Asia Architectural Engineering for architectural-engineering services in connection with the repair of a water main, roads, and the electrical system at Kadena Air Base.

April: (o) Contract AF 62(321)-1975 for $1,920.00 was awarded to Trans-Asia Architectural Engineering for architectural-engineering services in connection with repair of the main roads at Kadena Air Base.

(p) Contract AF 62(321)-1976 for $900.00 was awarded to Trans-Asia Architectural Engineering for architectural-engineering services in connection with repair of the water mains at Kadena Air Base.

(q) Contract AF 62(321)-1977 for $2,768.00 was awarded to Okinawa Denki for repair of the alert emergency power system at Kadena Air Base.

(r) Contract AF 62(321)-1978 for $13,526.00 was awarded to Yokatsu Kensetsu for replacement of steel girders in the two libraries at Kadena Air Base.

(s) Contract AF 62(321)-1980 for $9,459.00 was awarded to Hashimoto Gumi for repair of typhoon damage to ammo area facilities at Kadena Air Base.

(t) Contract AF 62(321)-1981 for $2,600.00 was awarded to Maruyama Architectural Engineering for architectural-engineering services in connection with the construction of power equipment at Naha Air Base.

(u) Contract AF 62(321)-1982 for $1,205.00 was awarded to Westpac, Inc., for construction of a shelter for Building 20-2 at Kadena Air Base.

(v) Contract AF 62(321)-1983 for $4,569.00 was awarded to Shinkai Kensetsu for construction of a security house at Naha Air Base.

Sixteen numbered contracts were closed during the month of April 1962.

No salvage contracts were issued for the month of April 1962.

A total of $5,099.00 was expended for 199 cash purchases by the Imprest Fund Officer during the month of April 1962.

May: Twenty-two numbered contracts totalling $455,862.00 and 99 unnumbered contracts totalling $44,282.00 were awarded to local contractors and business firms for the procurement of supplies, services, and construction for Air Force activities on Okinawa.

(a) Contract AF 62(321)-1979 for $36,106.00 was awarded to Shinkai Kensetsu for replacement of water lines at Kadena Air Base.

(b) Contract AF 62(321)-1985 for $2,790.00 was awarded to Trans-Asia Architectural Engineering for architectural-engineering services in connection with design work for Kadena Air Base.

May:

(c) Contract AF 62(321)-1986 for $7,012.00 was awarded to Kanahisa Kensetsu for construction of an addition to the telephone exchange building at Naha Air Base.

(d) Contract AF 62(321)-1987 for $360.00 was awarded to Associated American Engineering for architectural-engineering services in connection with the 18th Tactical Fighter Wing operations building at Kadena Air Base.

(e) Contract AF 62(321)-1988 for $760.00 was awarded to Associated American Engineering for architectural-engineering services in connection with the 18th Tactical Fighter Wing disposal building at Kadena Air Base.

(f) Contract AF 62(321)-1989 for $480.00 was awarded to Associated American Engineering for architectural-engineering services in connection with the 15th Tactical Reconnaissance Squadron organizational maintenance building at Kadena Air Base.

(g) Contract AF 62(321)-1990 for $1,400.00 was awarded to Associated American Engineering for architectural-engineering services in connection with a new service club building at Kadena Air Base.

(h) Contract AF 62(321)-1991 for $480.00 was awarded to Associated American Engineering for architectural-engineering services in connection with an Air Force Communications Service maintenance building at Kadena Air Base.

(i) Contract AF 62(321)-1992 for $600.00 was awarded to Associated American Engineering for architectural-engineering services in connection with the RAPCON Center at Kadena Air Base.

(j) Contract AF 62(321)-1993 for $600.00 was awarded to Associated American Engineering for architectural-engineering services in connection with an Air Force Communications Service operations building at Kadena Air Base.

(k) Contract AF 62(321)-1994 for $4,664.00 was awarded to Maeda Gumi for repair of the parking at the alert hangar at Naha Air Base.

(l) Contract AF 62(321)-1995 for $1,400.00 was awarded to Trans-Asia Architectural Engineering for architectural-engineering services in connection with construction of a Combat Operations Center at Kadena Air Base.

(m) Contract AF 62(321)-1996 for $1,800.00 was awarded to Associated American Engineering for architectural-engineering services in connection with construction of an extension to a warehouse at Kadena Air Base.

May: (n) Contract AF 62(321)-1997 for $1,400.00 was awarded to Associated American Engineering for architectural-engineering services in connection with construction of an addition to Building 807 at Kadena Air Base.

(o) Contract AF 62(321)-1998 for $365,390.00 was awarded to Demauro Construction Co. for repair of a taxiway apron at Kadena Air Base.

(p) Contract AF 62(321)-2001 for $17,901.00 was awarded to Blackledge Construction Co. for repair of the GPE building at Kadena Air Base.

(q) Contract AF 62(321)-2005 for $9,465.00 was awarded to Shinkai Kensetsu for the repair of administrative facilities at Naha Air Base.

(r) Contract AF 62(321)-2006 for $8,117.00 was awarded to Shinkai Kensetsu for the repair of storage facilities at Naha Air Base.

(s) Contract AF 62(321)-2007 for $15,057.00 was awarded to Hashimoto Gumi for repair of the security fence at Kadena Air Base.

(t) Contract AF 62(321)-2008 for $4,250.00 was awarded to Westpac, Inc., for repair of the security lights in Area "A" on Kadena Airfield.

(u) Contract AF 62(321)-2009 for $3,956.00 was awarded to Yokatsu Kensetsu for repair of the bowling alley at Kadena Air Base.

(v) Contract AF 62(321)-2010 for $8,400.00 was awarded to Daimaru Paint Co. for painting of permanent BOQ's at Kadena Air Base.

(w) Contract AF 62(321)-2011 for no dollar amount, a requirement type contract, was awarded to Okinawa Electric Motor Co. for repair of fans at Kadena and Naha Air Bases.

Seven numbered contracts were closed during the month of May 1962.

No salvage contracts were issued for the month of May 1962.

A total of $3,982.00 was expended for 164 cash purchases by the Imprest Fund Officer during the month of May 1962.

June: Forty-seven numbered contracts totalling $606,629.00 and 114 unnumbered contracts totalling $86,272.00 were awarded to local contractors and business firms for the procurement of supplies, services, and construction for Air Force activities on Okinawa.

(a) Contract AF 62(321)-1999, a requirement type contract of no dollar amount, was awarded to Canada Dry Bottling Co. for the delivery of beverages to Naha Air Base.

June:

(b) Contract AF 62(321)-2000, a requirement type contract of no fixed dollar amount, was awarded to Okinawa Soft Drink Bottling Co. for the delivery of beverages to Naha Air Base.

(c) Contract AF 62(321)-2002 for $35,035.00 was awarded to Nanyo Doken for the construction of a pavement for Civil Engineering open storage at Kadena Air Base.

(d) Contract AF 62(321)-2003 for $27,300.00 was awarded to Yokatsu Kensetsu for repair of "H" type barracks at Naha Air Base.

(e) Contract AF 62(321)-2004 for $49,000.00 was awarded to Westpac, Inc., for repair of the PME Laboratory at Naha Air Base.

(f) Contract AF 62(321)-2012, a requirement type contract of no fixed dollar amount, was awarded to 7-Up Bottling Co. for the delivery of beverages to Naha Air Base.

(g) Contract AF 62(321)-2013, a requirement type contract of no fixed dollar amount, was awarded to American Bottling Co. for the delivery of beverages to Naha Air Base.

(h) Contract AF 62(321)-2014 for $38,650.00 was awarded to Daimaru Paint Co. for painting of family quarters at Kadena Air Base.

(i) Contract AF 62(321)-2015 for $20,632.00 was awarded to Yokatsu Kensetsu for the repair of hangars at Kadena Air Base.

(j) Contract AF 62(321)-2016, a requirement type contract of no fixed dollar amount, was awarded to Island Builders Supply Co., Inc., for repair of furniture at Kadena and Naha Air Bases.

(k) Contract AF 62(321)-2017, a requirement type contract of no fixed dollar amount, was awarded to Ishihara Kogyo for renovation of household furniture for Kadena and Naha Air Bases.

(l) Contract AF 62(321)-2018 for $9,780.00 was awarded to Westpac, Inc., for repair of recreation facilities at Naha Air Base.

(m) Contract AF 62(321)-2019 for $8,800.00 was awarded to Maeda Gumi for construction of an operations apron at Naha Air Base.

(n) Contract AF 62(321)-2020 for $33,256.00 was awarded to Rutledge Construction Co. for repair of the automotive maintenance shop at Kadena Air Base.

(o) Contract AF 62(321)-2021 for $1,100.00 was awarded to Trans-Asia Architectural Engineering for architectural-engineering services in connection with the base operations building at Kadena Air Base.

June:

(p) Contract AF 62(321)-2022 for $15,800.00 was awarded to Blackledge, Inc., for construction of an automotive hobby shop at Naha Air Base.

(q) Contract AF 62(321)-2023 for $11,500.00 was awarded to Maeda Gumi for repair of the Ryukyus Central Exchange service station and parking lot at Naha Air Base.

(r) Contract AF 62(321)-2024 for $10,000.00 was awarded to Westpac, Inc., for construction of a MATS supply building at Kadena Air Base.

(s) Contract AF 62(321)-2025 for $4,911.00 was awarded to D. F. Fisher and Sons for an addition to the Base Commander's residence at Naha Air Base.

(t) Contract AF 62(321)-2026 for $4,499.00 was awarded to Trans-Asia Architect Engineers for architectural-engineering services in connection with repair of an airmen's dining hall at Kadena Air Base.

(u) Contract AF 62(321)-2027 for $22,814.00 was awarded to Maeda Gumi for construction of a handball court at Naha Air Base.

(v) Contract AF 62(321)-2028 for $18,473.00 was awarded to Westpac, Inc., for construction of a steam room at Naha Air Base.

(w) Contract AF 62(321)-2029 for $6,010.00 was awarded to Hama Garage for repair of a compressor at Naha Air Base.

(x) Contract AF 62(321)-2030 for $2,140.00 was awarded to Okinawa Motors for repair of heaters at Naha Air Base.

(y) Contract AF 62(321)-2031 for $2,510.00 was awarded to Maruyama Architectural Engineers for architectural-engineering services in connection with repair of a drainage ditch at Naha Air Base.

(z) Contract AF 62(321)-2033 for $95,800.00 was awarded to DeMauro Construction Co. for repair of Taxiway "E" at Kadena Air Base.

(aa) Contract AF 62(321)-2034 for $28,788.00 was awarded to Zentaro Gumi for painting of airmen's barracks at Naha Air Base.

(bb) Contract AF 62(321)-2037 for $2,650.00 was awarded to Maruyama Architectural Engineers for architectural-engineering services in connection with repair of the Civil Engineering administrative building at Naha Air Base.

(cc) Contract AF 62(321)-2038 for $1,300.00 was awarded to Maruyama Architectural Engineers for architectural-engineering services in connection with construction of a canine kennel for Naha Air Base.

June: (dd) Contract AF 62(321)-2039 for $3,100.00 was awarded to Maruyama Architectural Engineers for architectural-engineering services in connection with the stabilization and repair of shoulders of existing taxiways and aprons at Naha Air Base.

(ee) Contract AF 62(321)-2040 for $119,791.00 was awarded to Kokusai Densetsu for the repair and wiring of family houses at Kadena Air Base.

(ff) Contract AF 62(321)-2042 for $1,935.00 was awarded to Blackledge Inc., for repair of the volleyball court at Naha Air Base.

(gg) Contract AF 62(321)-2046 for $21,137.00 was awarded to Nankai Doboku for repair of the security fence at Kadena Air Base.

(hh) Contract AF 62(321)-2047 for $3,388.00 was awarded to Ryukyu Tsushin for installation of an inter-communications system in the dental clinic at Naha Air Base.

(ii) Contract AF 62(321)-2049 for $564.00 was awarded to Ryukyu Fertilizer Co. for delivery of fertilizer to Kadena Air Base.

(jj) Contract AF 62(321)-2051 for $18,473.00 was awarded to D. F. Fisher and Sons to install an antenna for Kadena Air Base.

(kk) Contract AF 62(321)-2052 for $3,988.00 was awarded to Barclay and Co., Inc., for delivery of thermofax paper for Kadena Air Base.

(ll) Contract AF 62(321)-2053 for $2,880.00 was awarded to Island Builders Supply Co., Inc., for delivery of lumber for Kadena Air Base.

(mm) Contract AF 62(321)-2054 for $17,925.00 was awarded to Kokuba Shoji for delivery of lumber for Kadena Air Base.

(nn) Contract AF 62(321)-2055 for $2,493.00 was awarded to Chajin Plywood Co. for delivery of plywood for Kadena Air Base.

(oo) Contract AF 62(321)-2056 for $2,664.00 was awarded to Kokuba Shoji for delivery of lumber for Kadena Air Base.

(pp) Contract AF 62(321)-2057 for $7,267.00 was awarded to Chajin Plywood Co. for delivery of plywood for Kadena Air Base.

(qq) Contract AF 62(321)-2058 for $1,050.00 was awarded to Ryukyu Asphalt Co. for delivery of asphalt for Naha Air Base.

(rr) Contract AF 62(321)-2059 for $1,926.00 was awarded to Chajin Plywood Co. for delivery of plywood for Kadena Air Base.

June: (ss) Contract AF 62(321)-2060 for $325.00 was awarded to Kokuba Shoji for lumber for Kadena Air Base.

(tt) Contract AF 62(321)-2061 for $24,900.00 was awarded to Maeda Gumi for repair of the Schilling Service Club at Kadena Air Base.

(uu) Contract AF 62(321)-2064 for $25,000.00 was awarded to Hashimoto Gumi for construction of a security fence at Kadena Air Base.

(vv) Contract AF 62(321)-2065 for $5,184.00 was awarded to Kokuba Shoji for delivery of formica for Kadena Air Base.

(ww) Contract AF 62(321)-2079 for $3,074.00 was awarded to Yamato Concrete Co. for delivery of cement pipe for Kadena Air Base.

Twenty-one numbered contracts were closed during the month of June 1962.

No salvage contracts were issued for the month of June 1962.

A total of $3,871.00 was expended for 160 cash purchases by the Imprest Fund Officer for the month of June 1962.

APPENDIX 3

SUMMARY OF 313TH AIR DIVISION CLOTHING SALES ACTIVITIES

SUMMARY OF 313TH AIR DIVISION CLOTHING SALES ACTIVITIES

TOTAL COMBINED INVENTORY VALUE FOR KADENA AND NAHA AIR BASES

	JANUARY	FEBRUARY	MARCH
Bulk Warehouse	$51,146.30	$45,754.95	$40,965.00
Retail Outlets	26,767.14	31,255.95	29,791.91
TOTAL	$77,913.44	$77,010.90	$70,756.91

	APRIL	MAY	JUNE
Bulk Warehouse	$41,178.10	$42,554.35	$39,922.67
Retail Outlets	32,212.12	33,577.19	33,380.99
TOTAL	$73,390.22	$76,111.54	$73,303.66

TOTAL NON-AVAILABILITY - $450.00

SUMMARY OF 313TH AIR DIVISION CLOTHING SALES ACTIVITIES

KADENA AIR BASE

	JANUARY	FEBRUARY	MARCH
Cash Sales	$8,709.20	$8,687.79	$9,207.21
Category 21 (Health and Appearance)	---	---	4.50
Category 22 (Health and Appearance)	114.61	143.70	---
Category 63 (Miscellaneous)	---	---	24.75
Category 69 (Miscellaneous)	47.60	1,047.45	198.75
TOTAL	$8,871.41	$9,878.94	$9,435.21

	APRIL	MAY	JUNE
Cash Sales	$8,026.98	$10,299.77	$8,652.77
Category 22 (Health and Appearance)	---	32.10	118.60
Category 69 (Miscellaneous)	874.80	215.00	260.10
TOTAL	$8,901.78	$10,546.87	$9,031.47

SUMMARY 313TH AIR DIVISION CLOTHING SALES ACTIVITIES

NAHA AIR BASE

	JANUARY	FEBRUARY	MARCH
Cash Sales	$3,885.88	$3,575.80	$4,903.64
Category 21 (Health and Appearance)	---	---	23.35
Category 22 (Health and Appearance)	72.41	29.20	86.55
Category 69 (Miscellaneous)	59.50	196.35	100.85
TOTAL	$4,017.79	$3,801.35	$5,114.39

	APRIL	MAY	JUNE
Cash Sales	$4,721.73	$4,406.58	$4,454.55
Category 21 (Health and Appearance)	---	---	17.55
Category 22 (Health and Appearance)	---	42.95	35.88
Category 69 (Miscellaneous)	176.85	112.95	165.90
TOTAL	$4,898.58	$4,562.48	$4,673.88

APPENDIX 4

OPEN MESS ANALYSIS

OPEN MESS ANALYSIS

1962

MONTHLY COMPRISON PROFIT AND LOSS

Month	Kadena Officers Club	Naha Officers Club	Kadena NCO Club	Naha NCO Club	Kadena Airmen's Club	Naha Airmen's Club
Jan	$ 10,291	$ (939)	$10,119	$ 3,535	$ 5,935	$ 2,531
Feb	12,303	2,800	11,542	2,442	7,179	4,757
Mar	8,556	294	11,840	4,017	6,106	3,021
Apr	6,598	195	9,992	1,848	4,908	1,850
May	8,291	727	8,657	3,121	7,159	1,548
June	9,852	68	11,501	6,116	5,068	1,853

NET PROFIT AND LOSS
CALENDAR YEAR TO DATE

Month	Kadena Officers Club	Naha Officers Club	Kadena NCO Club	Naha NCO Club	Kadena Airmen's Club	Naha Airmen's Club
Jan	$ 10,291	$ (939)	$ 10,119	$ 3,535	$ 5,935	$ 2,531
Feb	22,594	1,861	21,661	5,977	13,114	7,288
Mar	31,151	2,155	33,501	9,994	19,220	10,309
Apr	37,749	2,350	43,493	11,842	24,128	12,159
May	46,039	3,077	52,168	14,963	31,286	13,707
June	55,891	3,145	63,669	21,079	36,354	15,560

OPEN MESS ANALYSIS

MONTHLY COMPARISON OF PROFITS - 1962

Month	Kadena Officers Club	Naha Officers Club	Kadena NCO Club	Naha NCO Club	Kadena Airmen's Club	Naha Airmen's Club
January:						
Total Sales	$65,272	$24,799	$60,291	$37,655	$63,584	$29,886
Food Sales	29,433	13,640	21,645	9,615	17,886	6,080
Beverage Sales	8,508	2,992	12,011	9,159	12,033	6,989
Package Goods Sales	11,361	4,336	14,004	8,192	1,492	-0-
Bingo Sales	5,980	-0-	4,463	874	1,917	-0-
Other Sundry Sales and Services	9,990	3,831	8,168	9,815	30,256	16,817
Other Activity Income	14,450	6,403	19,936	12,594	13,983	5,130
Dues Income	4,550	1,827	2,142	71	1,993	1,419
Other Misc. Income	50	143	9	1,228	1,990	304
February:						
Total Sales	$64,554	$26,851	$60,136	$40,176	$65,240	$31,766
Food Sales	30,440	14,706	20,212	10,206	18,208	6,333
Beverage Sales	10,927	3,299	12,140	9,747	11,877	7,595
Package Goods Sales	10,151	4,691	14,279	8,813	1,365	-0-
Bingo Sales	4,049	-0-	3,527	1,152	1,415	-0-
Other Sundry Sales and Services	8,987	4,155	9,978	10,258	32,375	17,838
Other Activity Income	15,033	8,071	19,710	12,488	15,340	6,010
Dues Income	4,585	1,698	2,222	96	2,019	1,120
Other Misc. Income	71	147	917	778	451	385
March:						
Total Sales	$57,577	$22,600	$54,751	36,154	$60,299	$28,806
Food Sales	26,238	12,533	18,130	10,418	14,143	5,325
Beverage Sales	8,863	2,815	11,317	8,451	10,940	6,408
Package Goods Sales	9,664	4,016	12,723	7,179	907	-0-
Bingo Sales	4,137	-0-	3,357	1,173	1,614	-0-
Other Sundry Sales and Services	8,675	3,236	9,224	8,933	32,695	17,073
Other Activity Income	13,959	6,729	18,875	11,898	13,897	4,962
Dues Income	4,710	1,776	2,241	75	1,982	1,129
Other Misc. Income	83	136	394	728	218	243

OPEN MESS ANALYSIS

MONTHLY COMPARISON OF PROFITS - 1962

Month	Kadena Officers Club	Naha Officers Club	Kadena NCO Club	Naha NCO Club	Kadena Airmen's Club	Naha Airmen's Club
April:						
Total Sales	$60,162	$25,768	$57,922	$37,490	$65,737	$30,352
Food Sales	28,238	14,413	17,971	10,191	16,274	5,432
Beverage Sales	8,230	3,178	12,427	8,771	12,347	6,627
Package Goods Sales	9,592	4,327	12,806	7,420	920	-0-
Bingo Sales	4,305	592	4,655	1,832	1,902	-0-
Other Sundry Sales and Services	9,797	3,258	10,063	9,276	34,294	18,293
Other Activity Income	13,684	7,871	20,248	12,818	4,987	4,987
Dues Income	4,655	1,752	2,282	79	2,097	1,166
Other Misc. Income	264	202	481	936	1,936	273
May:						
Total Sales	$60,755	$26,379	$61,064	$37,338	$66,522	$29,329
Food Sales	28,605	14,878	19,580	9,910	15,437	5,406
Beverage Sales	8,990	2,848	13,530	8,947	12,610	6,757
Package Goods Sales	9,690	4,526	12,968	7,956	1,092	-0-
Bingo Sales	4,825	785	3,890	1,558	1,586	-0-
Other Sundry Sales and Services	8,645	3,342	11,096	8,967	35,797	17,166
Other Activity Income	15,505	8,616	21,401	14,603	14,623	5,561
Dues Income	4,675	1,776	2,297	96	1,953	1,181
Other Misc. Income	131	198	952	773	172	281
June:						
Total Sales	$66,564	$26,869	$69,111	$42,411	$71,333	$31,169
Food Sales	32,385	15,442	22,241	11,432	17,226	5,901
Beverage Sales	10,040	2,833	14,874	10,639	15,672	7,838
Package Goods Sales	10,594	4,826	17,265	8,699	1,021	-0-
Bingo Sales	4,221	739	3,554	1,672	1,656	-0-
Other Sundry Sales and Services	9,324	3,029	11,177	9,969	35,758	17,430
Other Activity Income	14,480	8,051	20,705	16,000	14,795	5,794
Dues Income	4,600	1,635	2,342	199	2,310	1,152
Other Misc. Income	2,341	526	117	781	369	288

OPEN MESS ANALYSIS

MONTHLY COMPARISON OF EXPENSES - 1962

Month	Kadena Officers Club	Naha Officers Club	Kadena NCO Club	Naha NCO Club	Kadena Airmen's Club	Naha Airmen's Club
January:						
Salaries (Mil)	$ 1,256	$ 532	$ 1,834	$1,454	$ 2,111	$ 1,260
Salaries (US Civ)	98	275	748	250	693	-0-
Salaries (Ind)	14,021	8,138	12,870	7,859	16,421	7,202
Entertainment	5,970	3,776	9,129	7,217	9,331	3,989
Depreciation	1,921	1,056	2,302	1,257	1,933	998
Miscellaneous	1,561	780	901	898	1,649	610
February:						
Salaries (Mil)	$ 1,420	$ 732	$ 1,738	$1,735	$ 2,167	$ 1,377
Salaries (US Civ)	117	309	624	258	475	-0-
Salaries (Ind)	14,185	8,272	12,538	7,769	14,858	7,241
Entertainment	6,329	3,122	7,041	7,807	8,928	3,760
Depreciation	1,935	1,213	2,552	1,394	1,964	1,177
Miscellaneous	883	1,043	4,891	841	1,725	586
March:						
Salaries (Mil)	$ 1,496	$ 851	$ 1,732	$1,636	$ 1,894	$ 1,312
Salaries (US Civ)	73	323	654	284	219	-0-
Salaries (Ind)	13,414	7,549	11,729	7,250	14,526	6,490
Entertainment	7,186	3,273	7,294	5,859	9,859	3,850
Depreciation	1,944	1,214	2,620	1,345	1,976	1,177
Miscellaneous	990	1,244	1,258	837	1,773	623

OPEN MESS ANALYSIS

MONTHLY COMPARISON OF EXPENSES - 1962

Month	Kadena Officers Club	Naha Officers Club	Kadena NCO Club	Naha NCO Club	Kadena Airmen's Club	Naha Airmen's Club
April:						
Salaries (Mil)	$ 1,457	$ 867	$ 2,165	$1,619	$ 2,040	$ 1,304
Salaries (US Civ)	110	316	638	210	236	-0-
Salaries (Ind)	14,881	8,505	13,293	8,944	15,552	7,391
Entertainment	7,524	3,318	7,959	6,981	11,028	4,478
Depreciation	2,021	1,221	2,657	1,339	1,997	1,172
Miscellaneous	1,101	1,198	1,468	1,088	3,138	371
May:						
Salaries (Mil)	$ 1,440	$ 788	$ 2,371	$1,503	$ 1,896	$ 1,200
Salaries (US Civ)	147	316	1,003	210	211	0
Salaries (Ind)	14,113	8,792	12,501	8,552	15,802	7,263
Entertainment	6,713	3,282	7,790	8,511	9,910	4,486
Depreciation	1,828	1,071	3,163	1,381	1,144	2,104
Miscellaneous	3,613	1,364	3,720	1,223	368	639
June:						
Salaries (Mil)	$16,602	$ 9,806	$ 2,375	$1,528	$ 1,936	$ 1,330
Salaries (US Civ)	1,500	861	668	208	211	-0-
Salaries (Ind)	375	295	14,151	9,241	17,938	7,472
Entertainment	7,927	4,041	8,036	8,145	12,231	5,254
Depreciation	1,816	1,142	3,064	1,518	2,172	1,147
Miscellaneous	816	1,362	1,098	1,404	2,738	422

NUMBER OF MEMBERS

	KADENA			NAHA		
Month	Officers Open Mess	NCO Open Mess	Airmen's Open Mess	Officers Open Mess	NCO Open Mess	Airmen's Open Mess
January	921	2,142	1,993	582	1,435	1,520
February	963	2,222	2,018	586	1,467	1,277
March	983	2,241	1,982	587	1,481	1,273
April	974	2,282	2,097	587	1,407	1,259
May	983	2,297	1,953	581	1,526	1,252
June	962	2,342	2,310	536	1,664	1,250

OPEN MESS ANALYSIS -1962

NUMBER OF EMPLOYEES

Month	Kadena Officers Club Mil	US Civ	Ind/O	Kadena NCO Club Mil	US Civ	Ind/O	Kadena Airmens Club Mil	US Civ	Ind/O	Ratio of Members to Employees Kadena Off	NCO	Amn
Jan	22	4	245	20	4	224	21	3	306	3.3:1	8.6:1	6.0:1
Feb	22	4	249	17	3	229	23	2	303	3.5:1	9.7:1	6.1:1
Mar	22	1	258	19	4	225	19	1	302	3.5:1	9.0:1	6.2:1
Apr	21	6	258	23	4	231	21	1	327	2.4:1	8.8:1	6.0:1
May	19	5	257	27	3	246	18	1	314	3.4:1	8.3:1	5.9:1
June	20	8	257	26	3	251	18	1	314	3.3:1	8.3:1	6.9:1

Month	Naha Officers Club Mil	US Civ	Ind/O	Naha NCO Club Mil	US Civ	Ind/O	Naha Airmens Club Mil	US Civ	Ind/O	Ratio of Members to Employees Naha Off	NCO	Amn
Jan	8	1	142	13	1	132	13	-0-	124	3.9:1	9.8:1	*
Feb	15	3	142	14	1	138	13	-0-	124	3.7:1	9.6:1	9.3:1
Mar	19	4	142	13	2	137	13	-0-	125	3.5:1	9.7:1	9.2:1
Apr	20	4	142	12	1	139	12	-0-	125	3.5:1	9.3:1	9.2:1
May	18	3	144	27	3	246	13	-0-	121	3.5:1	9.7:1	9.3:1
June	18	2	143	11	1	141	14	-0-	123	3.3:1	*	9.1:1

*Ratio over 10:1.

OPEN MESS ANALYSIS -1962

NUMBER OF EMPLOYEES

Month	Kadena Officers Club Mil	US Civ	Ind/O	Kadena NCO Club Mil	US Civ	Ind/O	Kadena Airmens Club Mil	US Civ	Ind/O	Ratio of Members to Employees Kadena Off	NCO	Amn
Jan	22	4	245	20	4	224	21	3	306	3.3:1	8.6:1	6.0:1
Feb	22	4	249	17	3	229	23	2	303	3.5:1	9.7:1	6.1:1
Mar	22	1	258	19	4	225	19	1	302	3.5:1	9.0:1	6.2:1
Apr	21	6	258	23	4	231	21	1	327	2.4:1	8.8:1	6.0:1
May	19	5	257	27	3	246	18	1	314	3.4:1	8.3:1	5.9:1
June	20	8	257	26	3	251	18	1	314	3.3:1	8.3:1	6.9:1

Month	Naha Officers Club Mil	US Civ	Ind/O	Naha NCO Club Mil	US Civ	Ind/O	Naha Airmens Club Mil	US Civ	Ind/O	Ratio of Members to Employees Naha Off	NCO	Amn
Jan	8	1	142	13	1	132	13	-0-	124	3.9:1	9.8:1	*
Feb	15	3	142	14	1	138	13	-0-	124	3.7:1	9.6:1	9.3:1
Mar	19	4	142	13	2	137	13	-0-	125	3.5:1	9.7:1	9.2:1
Apr	20	4	142	12	1	139	12	-0-	125	3.5:1	9.3:1	9.2:1
May	18	3	144	27	3	246	13	-0-	121	3.5:1	9.7:1	9.3:1
June	18	2	143	11	1	141	14	-0-	123	3.3:1	*	9.1:1

*Ratio over 10:1.

KUME SHIMA NCO CLUB

Month	Net Profit and Loss	Net Profit and Loss FY to Date	Number of Members	Dues	Number of Employees Mil	Civ	Ind/O	Ratio Members to Employees
January	$ 773	$ 773	76	$ 76	4	-0-	3	*
February	533	1,306	80	78	4	-0-	3	*
March	153	1,459	86	83	3	-0-	3	*
April	668	2,127	80	80	4	-0-	3	*
May	518	2,645	85	1.00	5	-0-	4	9.4:1
June	985	3,630	90	1.00	5	-0-	4	*

*Ratio over 10:1.

MIYAKO JIMA NCO CLUB

Month	Net Profit and Loss	Net Profit and Loss FY to Date	Number of Members	Dues	Number of Employees Mil	Civ	Ind/O	Ratio Members to Employees
January	$ (206)	$ (206)	96	$ --	5	-0-	12	5.6:1
February	216	10	96	1.00	5	-0-	13	5.3:1
March	206	216	96	--	6	-0-	13	5.1:1
April	229	445	96	--	6	-0-	12	5.3:1
May	(87)	358	85	1.00	6	-0-	11	6.0:1
June	204	562	96	--	6	-0-	11	5.6:1

*Ratio over 10:1.

YOZA DAKE NCO CLUB

Month	Net Profit and Loss	Net Profit and Loss FY to Date	Number of Members	Dues	Number of Employees Mil	Civ	Ind/O	Ratio Members to Employees
January	$ (402)	$ (402)	219	$ .50	5	-0-	16	*
February	745	343	234	.50	6	-0-	17	*
March	1,141	1,484	211	.50	5	-0-	17	9.6:1
April	882	2,366	249	.50	5	-0-	21	9.6:1
May	528	2,894	199	.50	7	-0-	22	6.9:1
June	141	3,035	186	.50	4	-0-	23	6.9:1

*Ratio over 10:1.

OKINO ERABU NCO CLUB

Month	Net Profit and Loss	Net Profit and Loss FY to Date	Number of Members	Dues	Number of Employees Mil	Civ	Ind/O	Ratio Members to Employees
January	$ 667	$ 667	86	$1.00	6	-0-	7	6.6:1
February	515	1,182	83	1.00	5	-0-	8	6.4:1
March	466	1,648	86	1.00	4	-0-	9	6.6:1
April	144	1,792	90	1.00	6	-0-	9	6.0:1
May	(404)	1,388	87	1.00	4	-0-	9	6.7:1
June	520	1,908	87	1.00	5	-0-	9	6.2:1

*Ratio over 10:1.

APPENDIX 5

RATIONS ISSUED BY THE AIR FORCE COMMISSARIES ON OKINAWA

1 JANUARY - 30 JUNE 1962

KADENA AIR BASE

Ration Issues	JANUARY	FEBRUARY	MARCH
Field Ration "A"	131,083	130,797	113,175
Inflight Box Lunches	1,702	4,200	2,204
Inflight Food Packets	194	311	142
Frozen Meals (Pre-Cooked)	---	---	52
U.S. Marine Personnel - Meals	578	505	579
U.S. Army Personnel - Meals	383	361	388
U.S. Navy Personnel - Meals	67	74	60
Thailand AF Personnel - Meals	106	160	206
Philippine AF Personnel - Meals	55	59	36
Republic of Korea AF Personnel - Meals	64	151	108
Republic of Vietnam AF Personnel - Meals	39	53	51
Canadian AF Personnel - Meals	2	---	---

Ration Issues	APRIL	MAY	JUNE
Field Ration "A"	122,236	128,890	113,906
Inflight Box Lunches	2,355	2,647	2,312
Inflight Food Packets	647	158	138
TV Dinners	390	---	197
Frozen Meals (Pre-Cooked)	---	275	---
U.S. Marine Personnel - Meals	554	611	761
U.S. Army Personnel - Meals	208	137	173
U.S. Navy Personnel - Meals	66	62	125
Thailand AF Personnel - Meals	243	240	71
Philippine AF Personnel - Meals	---	---	---
Republic of Korea AF Personnel - Meals	83	90	59
Republic of Vietnam AF Personnel - Meals	22	---	---

NAHA AIR BASE

Ration Issues	JANUARY	FEBRUARY	MARCH
Field Ration "A"	55,001	57,757	51,434
Inflight Box Lunches	1,063	1,338	1,090
Inflight Food Packets	23	45	42
U.S. Marine Personnel - Meals	89	161	116
U.S. Army Personnel - Meals	650	679	653
U.S. Navy Personnel - Meals	21	26	38
Thailand AF Personnel - Meals	7	---	102
Republic of Korea AF Personnel - Meals	14	59	77

Ration Issues	APRIL	MAY	JUNE
Field Ration "A"	56,898	53,709	55,078
Inflight Box Lunches	1,706	1,050	1,464
Inflight Food Packets	47	50	77
U.S. Marine Personnel - Meals	102	102	84
U.S. Army Personnel - Meals	638	641	720
U.S. Navy Personnel - Meals	29	27	35
U.S. Coast Guard Personnel - Meals	5	---	---
Thailand AF Personnel - Meals	71	---	14
Philippine AF Personnel - Meals	---	---	7

KADENA AIR BASE

Commissary Sales	January	February	March
Cash Sales (Store)	$170,707.49	$183,352.63	$171,041.96
Bulk Sales to Clubs	38,535.79	42,090.18	36,923.87
Troop Issue	152,022.51	160,257.46	130,256.38
TOTAL	$361,265.79	$385,700.27	$338,222.21

Commissary Sales	April	May	June
Cash Sales (Store)	$186,831.71	$184,419.42	$181,756.55
Bulk Sales to Clubs	37,387.04	45,108.18	40,453.81
Troop Issue	133,200.54	142,013.13	129,597.94
TOTAL	$357,419.29	$371,540.73	$351,808.30

NAHA AIR BASE

Commissary Sales	January	February	March
Cash Sales (Store)	$ 83,005.46	$ 71,417.47	$ 79,472.21
Bulk Sales to Clubs	18,929.57	17,605.95	16,824.74
Troop Issue	67,527.27	60,882.42	59,561.58
TOTAL	$169,462.30	$149,905.84	$155,858.53

Commissary Sales	April	May	June
Cash Sales (Store)	$ 76,918.38	$ 81,874.36	$ 79,110.88
Bulk Sales to Clubs	15,906.03	20,009.86	17,795.14
Troop Issue	64,196.12	61,866.76	61,192.82
TOTAL	$157,020.53	$163,750.98	$158,098.84

APPENDIX 6

SUMMARY OF 313TH AIR DIVISION REDISTRIBUTION AND MARKETING ACTIVITIES

SUMMARY OF 313TH AIR DIVISION REDISTRIBUTION AND MARKETING ACTIVITIES

JANUARY 1962

(1) Scrap & Waste

Scrap Received During January	771,826#
Transferred to DOD Agencies	4,065#
Utilized within the AF	1,814#
Scrap disposed of by sale (Spot or Seal Bid, Retail)	717,349#
Scrap on Hand 1 January	404,470#

(2) Surplus Excesses

Total excesses received during January	$511,106.19
Total excesses transferred (DOD)	32,374.50
Utilized within the AF	30,429.79
Total excesses expended, destroyed or inventoried	251,773.56
Total excesses disposed of by sale (Spot Bid & Retail)	140,724.65
Total excesses on hand 1 January	371,747.59

(3) Monies Received

Money collected from Spot Bid Sales	$13,792.69
Money collected from the operation of the Retail Store	10,248.89
Money collected from Sealed Bid Sales	792.21
TOTAL	$24,833.79

During the month of January one Spot Bid Sale was conducted.

SUMMARY OF 313TH AIR DIVISION REDISTRIBUTION AND MARKETING ACTIVITIES

FEBRUARY 1962

(1) Scrap & Waste

Scrap received during February	3,153,112#
Transferred to D.O.D. Agencies	1,971#
Utilized within the AF	12,315#
Scrap disposed of by sale (Spot or Seal Bid, Retail)	454,008#
Scrap on hand 1 February	453,068

(2) Surplus Excesses

Total excesses received during February	$426,910.60
Total excesses transferred (D.O.D.)	2,551.33
Utilized within the AF	19,853.07
Total excesses expended, destroyed or inventoried	262,353.29
Total excesses disposed of by sale (Spot Bid & Retail)	293,938.13
Total excesses on hand 1 February	427,551.28

(3) Monies Received

Money collected from Spot Bid Sales	$23,924.14
Money collected from the operation of the Retail Store	8,367.50
Money collected from Sealed Bid Sales	11,330.74
TOTAL	$43,622.38

During the month of February one Spot Bid Sale and one Seal Bid Sale was conducted.

SUMMARY OF 313TH AIR DIVISION REDISTRIBUTION AND MARKETING ACTIVITIES

MARCH 1962

(1) Scrap & Waste.

Scrap received during March	565,197#
Transferred to D.O.D. Agencies	17,800#
Utilized within the Air Force	36,770#
Scrap disposed of by sale (Spot or Seal Bid, Retail)	554,239#
Scrap on hand 1 March	3,137,886#

(2) Surplus Excesses

Total excesses received during March	$430,215.32
Total excesses transferred (D.O.D.)	3,224.85
Utilized within the AF	17,152.75
Total excesses expended, destroyed or inventoried	230,501.09
Total excesses disposed of by sale (Spot Bid & Retail)	163,898.66
Total excesses on hand 1 March	275,786.06

(3) Monies Received

Money collected from Spot Bid Sales	$13,027.33
Money collected from the operation of the Retail Store	6,572.09
Money collected from Sealed Bid Sales	2,524.63
TOTAL	$22,124.05

During the month of March two Spot Bid Sales were conducted.

SUMMARY OF 313TH AIR DIVISION REDISTRIBUTION AND MARKETING ACTIVITIES

APRIL 1962

(1) Scrap & Waste

Scrap received during April	419,880#
Transferred to D.O.D. agencies	1,202#
Utilized within the AF	1,550#
Scrap disposed of by sale (Spot or Seal Bid, Retail)	496,586#
Scrap on hand 1 April	3,064,274#

(2) Surplus Excesses

Total excesses received during April	$1,382,614.10
Total excesses transferred (D.O.D.)	550,348.38
Utilized within the AF	37,741.76
Total excesses expended, destroyed or inventoried	272,689.79
Total excesses disposed of by sale (Spot Bid & Retail)	151,987.01
Total excesses on hand 1 April	291,224.03

(3) Monies Received

Money collected from Spot Bid Sales	$7,344.73
Money collected from the operation of the Retail Store	12,445.22
Money collected from Sealed Bid Sales	3,726.93
TOTAL	$23,516.88

During the month of April no Spot Bid Sales & Seal Bid Sales were conducted.

SUMMARY OF 313TH AIR DIVISION REDISTRIBUTION AND MARKETING ACTIVITIES

MAY 1962

(1) Scrap & Waste

Scrap received during May 1962	340,480#
Transferred to D.O.D. agencies	24,139#
Utilized within the AF	6,474#
Scrap disposed of by sale (Spot or Bid, Retail)	390,694#
Scrap on hand 1 May	2,984,810#

(2) Surplus Excesses

Total excesses received during May	$204,078.65
Total excesses transferred (D.O.D.)	375,302.61
Utilized within the AF	22,980.30
Total excesses expended, destroyed or inventoried	149,471.50
Total excesses disposed of by sale (Spot Bid & Retail)	42,578.05
Total excesses on hand 1 May	661,071.19

(3) Monies received

Money collected from Spot Bid Sales	$1,947.75
Money collected from the operation of the Retail Store	7,360.10
Money collected from Sealed Bid Sales	3,240.39
TOTAL	$12,548.24

During the month of May one Spot Bid Sale was conducted.

SUMMARY OF 315TH AIR DIVISION REDISTRIBUTION AND MARKETING ACTIVITIES

JUNE 1962

(1) Scrap & Waste

Scrap received during June	483,467#
Transferred to D.O.D. agencies	1,007#
Utilized within the AF	3,732#
Scrap disposed of by sale (Spot or Seal Bid, Retail)	745,180#
Scrap on hand 1 June	2,903,983#

(2) Surplus Excesses

Total excesses received during June	$1,264,801.56
Total excesses transferred (D.O.D.)	24,011.00
Utilized within the AF	40,666.57
Total excesses expended, destroyed or inventoried	550,996.79
Total excesses disposed of by sale (Spot Bid & Retail)	140,081.89
Total excesses on hand 1 June	274,817.40

(3) Monies Received

Money collected from Spot Bid Sales	$2,440.40
Money collected from the operation of the Retail Store	11,023.68
Money collected from Sealed Bid Sales	18,617.60
TOTAL	$32,081.68

During the month of June no Spot Bid or Seal Bid Sales were conducted.

APPENDIX 7

TRANSPORTATION DATA FOR THE 313TH AIR DIVISION

JANUARY

	PASSENGERS		CARGO (TONS)	
	Inbound	Outbound	Inbound	Outbound
Air - All Channels	1,336	1,603	339	140
Air - Okinawa/CONUS	893	668	105	103
Water - All Channels	121	138	7,481	2,008

FEBRUARY

	PASSENGERS		CARGO (TONS)	
	Inbound	Outbound	Inbound	Outbound
Air - All Channels	1,289	1,388	328	161
Air - Okinawa/CONUS	879	603	250	104
Water - All Channels	121	79	7,199	2,378

MARCH

	PASSENGERS		CARGO (TONS)	
	Inbound	Outbound	Inbound	Outbound
Air - All Channels	1,079	1,493	324	191
Air - Okinawa/CONUS	702	669	250	113
Water - All Channels	145	168	7,307	1,831

APRIL

	PASSENGERS		CARGO (TONS)	
	Inbound	Outbound	Inbound	Outbound
Air - All Channels	976	1,309	323	225
Air - Okinawa/CONUS	743	602	240	134
Water - All Channels	173	276	2,989	2,974

MAY

	PASSENGERS		CARGO (TONS)	
	Inbound	Outbound	Inbound	Outbound
Air - All Channels	1,266	1,992	324	231
Air - Okinawa/CONUS	944	1,069	225	159
Water - All Channels	199	163	6,567	4,454

JUNE

	PASSENGERS		CARGO TONS)	
	Inbound	Outbound	Inbound	Outbound
Air - All Channels	1,499	2,195	324	234
Air - Okinawa/CONUS	1,110	1,312	235	165
Water - All Channels	191	252	5,618	3,094

Note: Air cargo indicated in short tons. Water cargo indicated in measurement tons. Inbound airlift figures based on allocations only.

APPENDIX 8

AOCF, AIFE AND AIOR/S RATES

PER CENT AOCP RATE

January - June 1962

Unit	Jan	Feb	Mar	April	May	June
6313th AB Wg						
T-33	0	1.7	0.6	7.0	3.5	4.0
C-47	2.1	0	0	0	0	0
C-54	0	9.9	0	12.5	12.8	0
18th Tac Ftr Wg						
F-100	0.6	0	0.9	0.2	0.6	0.1
RF-101	0.6	1.9	6.2	3.6	0.6	6.8
51st Ftr Intcp Wg						
F-102	1.6	0.4	0.8	5.0	0.3	0.09
T-33	0	0	0	0	0.5	0
C-130	0.1	0	0.2	0.1	0.3	0.1
C-47	11.2	1.7	0	0	0	0
SA-16B	0	0	0	0	0	0
SH-19B	0	0	0	0	0	0
498th Tac Msl Grp						
TM-76B	--	--	6.1	6.7	0.7	0.01

PER CENT ANPE RATES

January - June 1962

Unit	Jan	Feb	March	April	May	June
6313th AB Wg						
T-33	0	0	0	0	0	0
C-47	0	0	0	0	0	0
C-54	0	0	0	0	0	0
18th Tac Ftr Wg						
F-100	0.6	0.	0.1	0	0	0
RF-101	0.6	1.9	0	0.2	0	0
51st Ftr Intcp Wg						
F-102	1.6	0.4	0	0	0.6	0
T-33	0	0	0	0	0	0
C-130	0.1	0	0	0	0	0
C-47	11.2	1.7	0	0	0	0
SA-16B	0	0	0	0	0	0
SH-19B	0	0	0	0	0	0
498th Tac Msl Gp						
TM-76B	--	--	--	--	--	0

PER CENT AMOR/S RATES

January - June 1962

Unit	Jan	Feb	March	April	May	June
6313 AB Wg						
T-33	0	1.7	0.6	7.0	3.5	4.0
C-47	2.1	0	0	0	0	0
C-54	0	9.9	0	12.5	12.8	0
18 Tac Ftr Wg						
F-100	0.6	0	1.0	0.2	0.6	0.1
RF-101	0.6	1.9	6.2	3.9	0.6	6.8
51 Ftr Intcp Wg						
SA-16B	0	0	0	0	0	0
C-47	11.2	1.7	0	0	0	0
T-33	0	0	0	0	0.5	0
SH-19B	0	0	0	0	0	0
F-102	1.6	0.4	0.8	5.0	0.9	0.09
C-130	0.1	0	0.8	0.1	0.3	0.1
498 Tac Msl Gp						
TM-76B	--	--	--	--	--	0.01

APPENDIX 9

RAINFALL DATA FOR 1962

RAINFALL DATA FOR 1962

Month	Det. 8 Kadena AB	Det. 14 Naha AB
January	3.61"	3.93"
February	3.33	1.60
March	11.16	12.80
April	7.66	8.21
May	8.11	5.35
June	12.01	6.63
TOTALS	45.88	38.52

APPENDIX 10

ISSUES OF AVIATION PETROLEUM AT KADENA AND NAHA AIR BASES

ISSUES OF AVIATION PETROLEUM

(All Figures in Gallons)

January 1962

Base	115/145	JP-4	1100 Oil	1010 Oil	7808 Oil
Kadena	598,307	2,418,167	4,616	24	900
Naha	437,465	1,538,908	9,810	44	1,245
TOTAL	1,035,772	3,957,075	14,426	68	2,145

February 1962

Base	115/145	JP-4	1100 Oil	1010 Oil	7808 Oil
Kadena	1,003,210	2,076,057	9,690	143	422
Naha	508,039	1,339,269	4,698	0	972
TOTAL	1,511,249	3,415,326	14,388	143	1,394

March 1962

Base	115/145	JP-4	1100 Oil	1010 Oil	7808 Oil
Kadena	882,464	2,175,750	7,993	150	1,224
Naha	408,496	1,275,426	7,743	84	1,368
TOTAL	1,290,960	3,451,176	15,736	234	2,592

ISSUES OF AVIATION PETROLEUM

(All Figures in Gallons)

April 1962

Base	115/145	JP-4	1100 Oil	1010 Oil	7808 Oil
Kadena	786,918	2,084,703	8,940	0	2,010
Naha	366,512	1,338,766	8,328	18	1,278
TOTAL	1,153,426	3,423,469	17,268	18	3,288

May 1962

Base	115/145	JP-4	1100 Oil	1010 Oil	7808 Oil
Kadena	1,232,745	2,124,169	14,138	198	492
Naha	394,003	1,187,284	4,347	84	2,343
TOTAL	1,626,748	3,311,453	18,485	282	2,835

June 1962

Base	115/145	JP-4	1100 Oil	1010 Oil	7808 Oil
Kadena	897,567	2,052,976	9,544	30	612
Naha	344,791	1,508,412	7,782	66	1,326
TOTAL	1,242,358	3,561,388	17,326	96	1,938

5AF REGULATION
NO. 23-4

HEADQUARTERS FIFTH AIR FORCE
APO 925 24 November 1961

Organization and Mission - Field

313TH AIR DIVISION

PURPOSE: To state the mission and responsibilities, and outline command relationships of the 313th Air Division.

1. Mission. The mission of the 313th Air Division is to maintain assigned and attached forces at a degree of combat readiness that will insure the success of directed military operations.

2. Organization. The 313th Air Division is a subordinate command of Fifth Air Force. It is provided with a headquarters and such units and facilities necessary to accomplish its mission and to carry out Fifth Air Force air defense responsibilities in the 313th Air Division area.

3. Responsibilities. The Commander, 313th Air Division, will:

a. Exercise command of assigned units except for that direct control retained by the Commander, Fifth Air Force, over offensive tactical forces.

b. Control and/or support attached units as directed.

c. Organize, administer, equip, and train assigned and attached units and combat crews in accordance with directives, policies and plans issued by this and higher headquarters.

d. In coordination with commands having contiguous, related, or supporting responsibilities, prepare plans as required in support of Fifth Air Force emergency and contingency war plans.

e. Insure that combat training is conducted in accordance with existing directives and oriented toward the development of an operational capability consistent with tasks assigned in current war plans, operational plans, and operations orders. Emphasis will be placed upon the specific plans and directives listed in Attachment 1.

f. Insure that all combat and combat direct support units are furnished with plans, directives, and operational orders and command policy guidance in sufficient detail to provide the total guidance necessary to maintain a high degree of combat readiness.

This regulation supersedes 5AFR 23-4, 8 Jun 60.

g. Insure the publication and maintenance of general and domestic emergency plans.

h. Monitor the development and conduct of training programs to include:

(1) Technical training necessary to fulfill Fifth Air Force requirements for technical and other specialized personnel.

(2) General military training in accordance with applicable AF Unit Training Standards.

(3) Assist in aircrew, ground crew, technical and other training for military members of friendly foreign nations under the Military Assistance Program as required.

(4) Other training as directed.

i. Contribute toward development of:

(1) Tactics and techniques of aerial warfare.

(2) Requirements for new weapons and weapon systems.

(3) Improved utilization of current weapons and weapon systems.

j. Provide aircraft for, and supervision over, annual flying requirements of assigned and attached aircrew personnel outlined in AFR 60-3.

k. Provide administrative and logistic support, as directed.

l. Support the Strategic Air Command, Military Air Transport Service and other USAF activities in accordance with the current priorities of programmed units as reflected on current USAF programming document.

m. When directed, exercise operational control of forces other than those of the United States.

n. Exercise operational control of US Army and Navy antiaircraft artillery, surface-to-air missile units, and other antiaircraft artillery made available for integration into the 313th Air Division air defense system.

o. Represent CINCPAC and CINCPACAF in coordination of all airspace and air traffic control matters within the Okinawa Flight Information Region.

p. Conduct search and rescue operations as directed.

q. Organize and administer an effective flight, missile, nuclear, and ground safety program within all assigned and attached Air Force units.

1554

r. Provide for sustained internal security and expanded security emergency protection of assigned Air Force installations.

s. Provide for the development, construction, maintenance, and operation of assigned installations required in support of the mission.

t. Exercise general courts-martial jurisdiction over assigned units of Fifth Air Force in the Ryukyu Islands.

u. Coordinate with and provide assistance to other United States military services and governmental agencies to include:

(1) Formulating and jointly planning local ground defense search and rescue, civil disturbance, typhoon, natural disaster, military facility recovery, emergency non-combatant evacuation, and special demonstration plans, with local Army, Navy, Marine and governmental agencies.

(2) Coordinating with appropriate local Army, Navy, and Marine commanders to insure uninterrupted operation of jointly used facilities and installations.

(3) Participating in combined training and operations with local Army, Navy, Marine, and governmental agencies as directed by the Commander, U.S. Forces.

(4) Contributing personnel to the Joint-Service Ryukyuan Armed Services Police Force and the Ryukyuan Army and Air Force Exchange Service.

(5) After completion of appropriate agreements, providing a base, training facilities and support for Naval Fleet Activities offensive and defensive training and weapons testing operations.

(6) Supporting the CINCPACREP, Ryukyu Islands, in the discharge of his joint service responsibilities by serving as the Air Force member of the Area Joint Committee and by providing appropriate Air Force membership to the Joint Planning Group, all subcommittees and panels.

(7) Coordinating with appropriate local United States governmental authorities, all Air Force activities which have an impact on the civil economy or affect civil activities.

(8) Supporting the High Commissioner of the Ryukyu Islands in the discharge of the United States civil administration responsibilities in the Ryukyu Islands.

v. Insure that all commanders and staff officers are familiar with the principles and policies contained in Joint Chiefs of Staff Publications, Unified Actions Armed Forces.

1555

w. Insure preparation of mission directives for all assigned units reporting directly to Hq 313th Air Division.

x. Insure that mission directives have been prepared for all units within the division and require that all mission directives be reviewed semiannually and updated when required.

4. Miscellaneous. On matters pertaining to the mission and responsibilities of the air division, the Commander, 313th Air Division, is authorized to communicate directly with other Fifth Air Force subordinate and friendly force commanders, except as otherwise directed by this or higher headquarters.

OFFICIAL

JACOB E. SMART
Lieutenant General, USAF
Commander

GREGORY Q. STANLEY
Lieutenant Colonel, USAF
Asst Director of Administrative Services

1 Attachment
Listing of Plans and Directives

LISTING OF PLANS AND DIRECTIVES

1. Training:

   a. PACAFM 51-2
   b. PACAFM 51-3
   c. PACAFM 51-4
   d. PACAFM 51-6
   e. 5AF OPlan 135-59
   f. 5AF OPlan 138-59

2. Operations:

   a. PACAFM 55-4
   b. PACAFM 55-5
   c. PACAFM 55-7
   d. PACAFM 55-8
   e. 5AF OPlan 109-59
   f. 5AF OPlan 146-60
   g. 5AF OPlan 164-60
   h. 5AF OPlan 175-60
   i. PACAF Procedures for Positive Control

3. Emergency and Contingency War Plans:

   a. 5AF GWP 1-61
   b. 5AF OPlan 25-61
   c. 5AF OPlan 27-60
   d. 5AF OPlan 32-59
   e. 5AF OPlan 152-60

1557

*5AFR 55-18
1 - 3

5AF REGULATION)
NO. 55-18)

HEADQUARTERS FIFTH AIR FORCE
APO 925 14 January 1960

OPERATIONS

DIVISION AREAS OF RESPONSIBILITY

PURPOSE: To delineate the air defense sectors assigned to air divisions within Fifth Air Force.

1. Applicability. The provisions of this regulation are applicable to air division commanders and pertain only to the area of responsibility chargeable to Commander, Fifth Air Force.

2. Definitions:

a. Area of Responsibility. The geographical area assigned for the purpose of allocating surveillance and reporting responsibilities in consonance with air defense capabilities.

b. Air Defense Sector. The area of responsibility assigned to an Air Defense Control Center.

c. Air Defense Region. The area of responsibility assigned to Fifth Air Force.

3. Responsibilities:

a. The air division commander has operational jurisdiction over the air defense forces in his sector and is responsible for the conduct of the air defense operation in his area of responsibility.

b. The Fifth Air Force region is divideding into the following areas of responsibility:

(1) 39th Air Division. The area encompassed by the points 45°45' N 145°45' E thence south along this meridian to 44°26' N 145°45' E thence southwest to 44°03' N 145° 19' E thence three miles parallel from the coast of Hokkaido to 43°30' N 145°22' E thence to 43°24' N 145°35' E thence three miles parallel from the coast of Hokkaido to 43°26' N 145°48'30" E thence to 43°23'15" N 145°50'35" E thence 43°20' N 145°52' E thence three miles parallel from the coast of Hokkaido to 43°16' N 145°44' E thence to 42°47' N 146°23' E thence generally northeast, staying 40 nautical miles off the eastern flank of the Kurile Island chain to 52°30' N 160° E thence south to 38° N 160° E thence west to 38° N 144°38' E thence northwest to 39° N 142°30' E thence west to 39° N 140° E thence northwest to 42° N 131° 41' E thence generally northeast staying 40 nautical

miles off the eastern flank of the USSR to 45°45' N 138°45' E thence east to starting point 45°45' N 145°45' E.

(2) 41st Air Division. The area encompassed by the points 38° N 160° E south to 30° N 160° E west to 30° N 123° E north to 32° N 123° E west to a point 40 nautical miles off the China coast thence generally northwest along a line 40 nautical miles off the coastline to 33° N 121°50' E to 33° N 127° E northeast to 35°13' N 129°48' E to 36° N 130°30' E to 37°17' N 133° E then north to 41°35' N 133° E then southeast to 39° N 140° E to 39° N 142°30' E then southeast to 38° N 144°38' E then east to starting point 38° N 160° E.

(3) 313th Air Division. The area encompassed by the points 30° N 145° E southwest to 23° N 132° E west to 23° N 123° E north to 30° N 123° E thence east to starting point 30° 145° E.

(4) 314th Air Division. The area encompassed by the points 41°35' N 133° E south to 37°17' N 133° E southwest to 36° N 130°30' E to 35°13' N 129°48' E to 33° N 127° E west to 33° N 121°50' E thence generally north, east and south along a line 40 nautical miles off the China-North Korea coast to a point 40 nautical miles southwest of the western end of the DMZ thence along center of DMZ to point 40 nautical miles northeast of eastern end of DMZ thence generally north along a line 40 nautical miles off the North Korea-China coast to a point 42° N 131°40' E thence southeast to starting point 41°35' N 133° E.

FOR THE COMMANDER:

EDWIN L. WALKER, JR.
Lieutenant Colonel, USAF
Chief, Administrative Services

1559

SECRET 2

HEADQUARTERS
FIFTH AIR FORCE
UNITED STATES AIR FORCE
APO 925 SAN FRANCISCO, CALIFORNIA

REPLY TO
ATTN OF: 5FODC

27 June 1960
Revised 1 August 1960

SUBJECT: (S) HQ Fifth Air Force Direct Control of Tactical Striking Forces
(This supersedes letter dated 27 June 1960)

TO: 313th Air Div

1. This paper clarifies paragraph 3a, 5AF Regulation 23.4 which is the mission directive of the 313th Air Division. A degree of direct control of all Fifth Air Force strike forces by this headquarters is essential in assuring a quick reacting atomic force under current policy of employment of atomic weapons. This degree extends beyond the "centralized control" traditional in the employment of conventional forces.

2. Control is defined as "Authority which may be less than full command, exercised by a commander over part of the activities of subordinate or other organizations." The following is the minimum control that this headquarters intends to retain and exercise over tactical striking forces of your division:

a. Ordering, directing and monitoring maneuvers and deployments of forces in the exercise of emergency and contingency war plans.

b. Ordering and monitoring routine and special force deployments.

c. Ordering, directing, monitoring and evaluating combat readiness training programs.

d. Controlling and directing the wartime employment of strike forces through the Fifth Air Force Operations Centers. This system provides direct communication between this headquarters and tactical wings.

e. Controlling and directing the peacetime employment of forces under the Quick Strike Program.

f. Such other control as operational necessity dictates.

3. The necessity for retention of direct control of tactical wings by this headquarters has reduced the requirement for personnel on your operations staff. It is not necessary or desirable that your staff duplicate the efforts of this headquarters in the

SECRET

1560

direction and control of our strike forces. I do, however, consider it necessary and desirable that you keep yourself and key members of your staff informed on the planned employment and operational readiness of the strike forces assigned your division in order that you may be prepared to carry out effectively, the responsibilities assigned to you in Annex E, and described in the Command Relationships Annex, of the WPC.

4. You will note that your new mission directive requires that you assure the achievement of combat readiness training, the preparation of plans and orders and the provision of command policy and guidance along with other responsibilities toward the command and control of tactical striking forces. I do not intend that these requirements should prompt an expansion of your operations staff. I believe that these responsibilities may be discharged within your present staff capabilities with the assistance of your inspection system and tactical wing staffs.

5. The control of tactical striking forces outlined in paragraph 2 above will be exercised through direct communication with tactical Wings and Groups. Information copies of all correspondence between this headquarters and tactical units of other than routine nature, will be furnished to your headquarters.

ROBERT W. BURNS
Lieutenant General, USAF
Commander

*313ADR 23-2 3

313th AIR DIV REGULATION
NO. 23-2

HEADQUARTERS, 313th AIR DIVISION
APO 239 17 January 1962

Organization and Mission - Field

6313TH AIR BASE WING

PURPOSE: To state the mission and responsibilities of the 6313th Air Base Wing.

1. Mission. The mission of the 6313th Air Base Wing is to support the offensive mission of the 18th Tactical Fighter Wing and the 498th Tactical Missile Group and to provide administration and logistic support (less field maintenance) to other units as directed by the Commander, 313th Air Division.

2. Organization. The 6313th Air Base Wing is a MAJCON unit assigned to the 313th Air Division. It is provided with a Headquarters and such additional units, equipment and personnel as are deemed necessary to carry out the mission.

3. Responsibilities. The Commander, 6313th Air Base Wing is the Installation Commander, Kadena Air Base, Okinawa, and is responsible for performing those duties stated in Air Force Regulations 11-4 and 35-54. The Commander, 6313th Air Base Wing will exercise command jurisdiction over all assigned units. He is responsible to the Commander, 313th Air Division for:

a. Maintaining Kadena Air Base with facilities, equipment and personnel necessary for immediate and adequate support of elements of the Strategic Air Command, Tactical Air Command, tactical elements of Pacific Air Forces, and the Military Air Transport Service to include:

(1) Administrative and logistical support (less field maintenance) of units of Strategic Air Command, as a matter of first priority in accordance with current directives, regulations, plans and policies.

(2) Administrative and logistical support (less field maintenance) of units of Tactical Air Command in accordance with current directives, regulations, plans and policies.

(3) Administrative and logistical support (less field maintenance) of units of Pacific Air Forces in accordance with priority as published by this headquarters.

*This regulation supersedes 313ADR 23-2, 2 September 1959
OPI: 3130C-M
DISTRIBUTION: S

(4) Administrative and logistical support (less field maintenance) of attached units of the Military Air Transport Service.

b. Furnishing administrative and logistical support as directed by the Commander, 313th Air Division.

c. Commanding sector E in accordance with joint USARYIS/IX Corps, 313th Air Division, 3rd Marine Division, Area Damage Control Plan to include:

(1) Preparing the 6313th Air Base Wing Damage Control Plan.

(2) Testing and executing this plan, as outlined in current 313th Air Division and Fifth Air Force directives, to insure its adequacy.

d. The administration, operation and maintenance of Kadena Air Base, assigned off-base installations, and other installations, as directed by the Commander, 313th Air Division.

e. Providing an air terminal at Kadena Air Base for military aircraft.

f. Issuing mission directives for each assigned unit of the wing and insuring semi-annual review and updating, if required.

g. Formulating, documenting and maintaining current general emergency plans for Kadena Air Base and its off-base installations; testing these plans to insure readiness.

h. Joint planning, coordinating, training and operations with friendly forces as required.

i. Internal security of assigned installations, and ground defense of these installations and their facilities, against pilferage, acts of sabotage or organized attack. (This includes organizing, equipping, and training assigned troops in ground defense.)

j. Formulating, documenting and maintaining passive defense measures for installations, equipment, personnel, and dependents under the jurisdiction of the 6313th Air Base Wing.

k. Participating in disaster relief and domestic emergencies in accordance with plans formulated by this headquarters, to an extent consistent with the requirements of the primary mission.

1563

l. Providing aircraft to accomplish the airlift requirements of the 313th Air Division; providing aircraft and supervision in support of proficiency flying of Air Force personnel assigned or attached to the 6313th Air Base Wing for the accomplishment of such flying.

m. Providing spray aircraft for insect control program.

n. Administering and supervising the Air Force Civilian Personnel Program for Okinawa.

o. Administering 313th Air Division pipeline activities, as set forth in current directives, through the 6313th Air Base Wing Processing Center, and in conjunction with 313th Air Division Air Force Air Traffic Coordinating Office (ATCO).

p. Exercising special and summary court-martial jurisdiction over all personnel assigned to the 6313th Air Base Wing and over personnel attached as indicated in current 313th Air Division General Orders.

q. Establishing and enforcing standards of discipline, conduct, courtesy and appearance of assigned and attached personnel.

r. Contributing mobile strike forces, support personnel, and equipment in support of PACAF contingency war plans.

s. Developing and conducting aircrew, ground crew, technical and other specialized training programs for military members of friendly foreign countries under the Military Assistance Program.

t. The performance of such other tasks as may be directed by the Commander, 313th Air Division.

4. Direct Communications. The Commander, 6313th Air Base Wing is authorized direct communication with local, Army, Navy, Marine, AMC Depot Commanders and heads of Civilian Agencies on routine administrative and logistical matters pertaining to his mission. All policy matters and direct communications other than specified above will be handled through Headquarters, 313th Air Division only, except when specific authorization is granted.

OFFICIAL:

ROBERT M. STILLMAN
Major General, USAF
Commander

BERTRAM R. WILSON
Major, USAF
Dep Dir, Admin Svcs

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313th AIR DIV REGULATION NO. 23-4

HEADQUARTERS, 313th AIR DIVISION
APO 239
17 January 1962

Organization and Mission - Field

498TH TACTICAL MISSILE GROUP

PURPOSE: To state the mission and responsibilities of the 498th Tactical Missile Group.

1. Mission. The mission of the 498th Tactical Missile Group is to:

a. Maintain the capability to execute a maximum launch effort against high priority pre-selected targets.

b. Reference paragraph 2, PACAF OPS Plan 112-60, 29 June 1960, for the CLASSIFIED portion of this mission.

2. Organization. The 498th Tactical Missile Group is organized as an AFCON unit assigned to the 313th Air Division with operational control vested with the Commander, Fifth Air Force. It is provided with a Group Headquarters, two operations Squadrons (873rd and 874th TM Sqdns), a Missile Maintenance Squadron (498th MM Sqdn), a unique supply facility (MAST), a depot Maintenance facility, and operational launch sites to carry out its mission.

3. Responsibilities. The Commander, 498th Tactical Missile Group exercises command, administrative, and operational control of assigned units. He is directly responsible to the Commander, 313th Air Division for:

a. Fulfilling responsibilities as contained in PACAF OPS Plan 112-60, 29 June 1960.

b. Augmenting the Fifth Air Force Combat Capability as directed.

c. Providing transition and continuation training to launch crews to insure continued combat readiness status.

d. Developing and conducting training programs to insure fulfillment of technical and specialized organizational personnel requirements.

e. Conducting unit training in accordance with AFUTS 10-25.

f. Participation in disaster relief and domestic emergencies in support of 313th Air Division and 6313th Air Base Wing current plans and consistent with mission requirements.

OPI: 3130C-M
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g. Establishing and maintaining a Missile Operations Center(MOC) on a 24-hour per day basis. The MOC will display the current status of its weapons, crews, targets, maintenance and supply back-up, launch bays and sites. It will have communications as necessary to control the group offensive operation.

h. Insuring preparation of mission directives for all assigned units of the 498th Tactical Missile Group and requiring semi-annual review and updating of all mission directives, if necessary.

i. Other tasks as directed by the Commander, 313th Air Division.

4. Direct Communication. The Commander, 498th Tactical Missile Group is authorized direct communication with local Army, Navy, Marines, and AMC Depot Commanders and heads of Civilian Agencies on routine operational, logistical and administrative matters pertaining to his mission. Direct communication on other than routine operational, logistical, and administrative matters requires the specific approval of Headquarters, 313th Air Division. Direct communications between Fifth Air Force TOC and the 498th MOC is authorized.

OFFICIAL:

ROBERT M. STILLMAN
Major General, USAF
Commander

BERTRAM R. WILSON
Major, USAF
Dep Dir, Admin Svcs

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313ADR 23-5

313th AIR DIV REGULATION
NO. 23-5

HEADQUARTERS, 313th AIR DIVISION
APO 239
17 January 1962

Organization and Mission - Field

15TH TACTICAL RECONNAISSANCE SQUADRON, PHOTO-JET

PURPOSE: To state the mission and responsibilities of the 15th Tactical Reconnaissance Squadron, Photo-Jet.

1. Mission. The mission of the 15th Tactical Reconnaissance Squadron is to obtain direct post-strike and pre-strike photography and to provide ground, air and naval forces with visual and photographic information concerning the disposition, movement and activity of friendly and hostile forces during the hours of daylight.

2. Organization. The 15th Tactical Reconnaissance Squadron, Photo-Jet is organized as an AFCON unit assigned to the 313th Air Division and attached to the 18th Tactical Fighter Wing for operational, logistical and administrative control.

3. Responsibilities. The Commander, 15th Tactical Reconnaissance Squadron exercises command and administrative control of that unit. He is responsible to the Commander, 18th Tactical Fighter Wing, for:

a. Command and control of assigned and/or attached squadron personnel.

b. Organization of squadron facilities, functions and individuals into an efficient unit.

c. Providing initial production and distribution of photographic negatives and prints.

d. Interpreting photographs and preparing immediate photographic intelligence reports for dissemination within the capabilities of assigned equipment and personnel.

e. Conducting operations in support of General and Contingency War Plans.

f. Performing operations functions for the control of all aircraft assigned to the 15th Tactical Reconnaissance Squadron, Photo-Jet.

g. Developing and maintaining a high state of mobility to deploy personnel and equipment as required to accomplish the assigned mission.

OPI: 313OC-M
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h. Unit and individual training, including OJT, technical and specialized, for assigned personnel.

i. Performing flight-line maintenance of assigned UE and attrition aircraft.

j. Promoting general understanding and appreciation, within security limitations, of the principle of tactical reconnaissance operations.

k. Participating in disaster relief and domestic emergencies in accordance with plans formulated by this headquarters, to an extent consistent with the requirements of the primary mission.

l. Performing such other tasks as may be directed by the Commander, 18th Tactical Fighter Wing.

4. Direct Communications. The Commander, 15th Tactical Reconnaissance Squadron, Photo-Jet is authorized direct communication with its parent unit, 313th Air Division, and the 18th Tactical Fighter Wing. He is further authorized direct communication with all local assigned and tenant units on matters of required logistical and installation support, transportation, communications and administration.

OFFICIAL:

ROBERT M. STILLMAN
Major General, USAF
Commander

BERTRAM R. WILSON
Major, USAF
Dep Dir, Admin Svcs

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*313ADR 23-6

313th AIR DIV REGULATION
NO. 23-6

HEADQUARTERS, 313th AIR DIVISION
APO 239
17 January 1962

Organization and Mission - Field

51ST FIGHTER-INTERCEPTOR WING

PURPOSE: To state the mission and responsibilities of the 51st Fighter Interceptor Wing.

1. Mission. The mission of the 51st Fighter Interceptor Wing is to:

a. Conduct air defense operations within the 313th Air Division sector of responsibility and the areas adjacent thereto, including the activities of the Air Defense Control Center, AC&W Radar Stations, fighter interceptor squadron and air defense missile units.

b. Provide, as directed by the Commander, 313th Air Division administrative and logistical support for units attached to Naha Air Base.

2. Organization. The 51st Fighter Interceptor Wing is organized as an AFCON unit assigned to the 313th Air Division. It is provided with a Wing Headquarters, an Air Base Group, facilities, equipment and personnel, and assigned units as are considered necessary to carry out the mission.

3. Responsibilities. The Commander, 51st Fighter Interceptor Wing, subject to policies established by 313th Air Division and directives of higher headquarters; exercises command jurisdiction over the 51st Fighter Interceptor Wing with its assigned and attached units. He is directly responsible to the Commander, 313th Air Division, for:

a. Accomplishment of defense operational staff requirements for 313th Air Division. He is assigned the additional personal duty as Deputy Division Commander for Air Defense.

b. Providing aircraft, equipment and/or personnel incidental to the air defense mission as directed.

c. The operational control of all US Army anti-aircraft units for sector air defense, operational control of Naval and Marine anti-aircraft units when shore-based, and operational control of anti-aircraft gunfire from ships' batteries when such fire is in defense of shore installations located within the 313th Air Division Sector of responsibility.

*This regulation supersedes 313ADR 23-6, 26 August 1960
OPI: 313OC-M
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d. Preparing and maintaining plans to conduct combat operations.

e. Contributing mobile strike forces, support personnel, and equipment in support of PACAF contingency war plans.

f. Augmenting the defensive forces of other Fifth Air Force Air Divisions when situations so dictate.

g. Operation of the Okinawa Air Defense Control Center.

h. Mutually coordinating and standardizing air defense information and procedures with adjacent air defense sectors.

i. Providing aircraft for, and proper supervision of the combat readiness flying training of Air Force personnel on flying status when assigned or attached to his command for flying.

j. Unit training incidental to assigned organic forces engaged in air defense.

k. Developing and conducting aircrew, ground crew, technical and other specialized training programs for military members of friendly foreign countries under the Military Assistance Program.

l. Coordinating with appropriate local Army, Navy, and Marine Commanders to insure uninterrupted operation of jointly used facilities and installations.

m. Conducting combined training and operations with local Army, Navy, Marine and governmental agencies as frequently as necessary to insure the success of all planned joint operations.

n. Providing field maintenance to organizations assigned, attached or transient on Naha Air Base. This is to include the deployment of mobile maintenance teams personnel and equipment, as necessary, to support the Naha based C-130 aircraft utilized in performance of their intra-theater airlift mission.

o. Participating in disaster relief and domestic emergencies in accordance with plans formulated by this headquarters, to an extent consistent with the requirements of the primary mission.

p. Issuing mission statements for all assigned units and insuring semi-annual review and updating, if required.

1570

g. The performance of such other tasks as may be directed by the Commander, 313th Air Division.

4. Direct Communications. The Commander, 51st Fighter Interceptor Wing is authorized direct communication with local Army, Navy, Marines, and AMC Depot Commanders and heads of Civilian Agencies on routine operational, logistical and administrative matters pertaining to his mission. Direct communication on other than routine operational, logistical, and administrative matters requires the specific approval of Headquarters, 313th Air Division.

OFFICIAL:

ROBERT M. STILLMAN
Major General, USAF
Commander

BERTRAM R. WILSON
Major, USAF
Dep Dir, Admin Svcs

1571

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HEADQUARTERS
PACIFIC ARI FORCES
United States Air Force
APO 953, San Francisco, California

SPECIAL ORDER
G-93

7 December 1961

So much of Special Order G-82, this headquarters, 9 November 1961, pertaining to designation and organization of detachments effective 1 January 1962, as reads: "Detachment 1, 6313th Civil Engineering Squadron, Onna Point Administration Annex/Office, Ryukyu Islands; Detachment 2, 6313th Civil Engineering Squadron, Bishagawa City, Okinawa" is amended to read: "Detachment 2, 6313th Air Base Wing, Onna Point Administration Annex/Office, Ryukyu Islands; Detachment 3, 6313th Air Base Wing, Kadena Ammunition Storage Annex/Area, Okinawa."

FOR THE COMMANDER IN CHIEF

JOHN L WARREN
Colonel, USAF
Director of Administrative Services

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HEADQUARTERS
PACIFIC AIR FORCES
United States Air Force
APO 953, San Francisco, California

SPECIAL ORDER
G-4

16 January 1962

1. Special Order G-2, this headquarters, 4 January 1962, pertaining to assignment of the 6143d Air Base Group, Itazuke Air Base, Japan, is REVOKED.

2. Paragraph 1, Special Order G-97, this headquarters, 26 December 1961, amending paragraph 1a, Special Order G-75, this headquarters, 5 October 1961, pertaining to Detachment 2, 315th Air Division, is REVOKED.

FOR THE COMMANDER IN CHIEF

JOHN L WARREN
Colonel, USAF
Director of Administrative Services

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20 - 41ADiv
20 - 6143ABG
1 - file

G-4

HEADQU ERS
PACIFIC AIR FORCES
United States Air Force
APO 953, San Francisco, California

SPECIAL ORDER
G-13

7 February 1962

1. Detachment 35, 1st Air Postal Squadron, is discontinued effective 1 April 1962 at Iwo Jima Air Base, Volcano Islands.

a. Personnel will be reassigned in accordance with special instructions from Commander, 6005th Air Postal Group.

b. Supplies and equipment will be returned to supply channels in accordance with current directives.

c. Organizational records will be disposed of in accordance with paragraph 040406, Air Force Manual 181-5.

d. Funds will be disposed of and final reports submitted in accordance with current directives.

e. Air Force Organizational Status Change Report (AF-01) will be submitted in accordance with Air Force Regulation 20-49.

f. Authority: Air Force Regulation 20-27.

2. Detachment 1 (PACAF Standardization/Evaluation Team), Headquarters Pacific Air Forces, is designated and organized at Fuchu Air Station, Japan, effective 1 April 1962.

a. Personnel authorizations will be as contained in appropriate Unit Manning Document.

b. Personnel will be furnished from sources available to Commander in Chief, Pacific Air Forces.

c. Air Force Organizational Status Change Report (AF-01) will be submitted in accordance with Air Force Regulation 20-49.

d. Unit is attached to Headquarters Fifth Air Force for logistical and administrative support to include promotion of airmen as authorized by current directives. Unit is attached to 41st Air Division for summary, special, and general courts-martial jurisdiction, non-judicial punishment under provisions of Article 15, UCMJ, and administrative board actions.

e. Authority is granted to further attach to subordinate units as necessary.

f. Authority: Air Force Regulation 20-27.

SPECIAL ORDER G-13, Headquarters Pacific Air Forces, 7 February 1962

FOR THE COMMANDER IN CHIEF

JOHN L WARREN
Colonel, USAF
Director of Administrative Services

OC-M

HEADQUARTERS
PACIFIC AIR FORCES
United States Air Force
APO 953, San Francisco, California

SPECIAL ORDERS
G-16

23 February 1962

1. Special Order G-78, this headquarters, 12 October 1961, announcing the consolidated listing of the designation and assignment of all Pacific Air Forces installations is superseded/amended as indicated. Authority: Air Force Regulation 87-5.

a. Asoiwayama Liaison Annex, Facility (FAC) 1058, is designated as such and assigned in active status to the real property account of Misawa Air Base, Fifth Air Force, effective 25 January 1962. Location: Asoiwayama, Hokkaido, Japan.

b. Angeles Air Police Annex is designated as such and assigned in active status to the real property account of Clark Air Base, Thirteenth Air Force, effective 1 January 1962. Location: Angeles, Luzon, Philippines.

c. Hickam Recreation Annex Number 1, Permanent Installation Number (PIN) 5475, Hickam Recreation Annex Number 2, PIN 5733, and Hickam Small Arms Range Annex, PIN 6827, previously assigned as off-base installations to the real property account of Hickam Air Force Base, Pacific Air Forces Base Command, are merged with and redesignated as integral parts of Hickam Air Force Base, PIN 1066, effective 1 January 1962.

d. Brady Auxiliary Airfield, FAC 5006, PIN 4452, assigned to the real property account of Itazuke Air Base, Fifth Air Force, is redesignated Hakata Administration Annex, FAC 5005, PIN 4452, in accordance with change in primary mission of the installation, effective 1 January 1962. Assignment is unchanged.

e. Ashiya Far East Network Station, FAC 5014, PIN 7261, previously assigned to the real property account of Itazuke Air Base, Fifth Air Force, is inactivated and deleted from installation list by reason of release to the Japanese Government, effective 20 January 1962.

f. Cheju-Do Weather Station Annex, PIN 4892, previously assigned to the real property account of Itazuke Air Base, Fifth Air Force, and inactivated in November 1959, is deleted from installation list by reason of release to the Republic of Korea, effective 10 December 1961.

g. Kangnung Liaison Annex, PIN 4821, previously assigned to the real property account of Osan Air Base, Fifth Air Force, is inactivated and deleted from installation list by reason of release to the Republic of Korea, effective 1 April 1958.

h. Kongsa-Ri Air Range, PIN 4834, previously assigned to the real property account of Osan Air Base, Fifth Air Force, is inactivated and deleted from installation list by reason of release to the Republic of Korea, effective 30 January 1958.

i. Osan-Ni Air Range, PIN 4825, previously assigned to the real property account of Osan Air Base, Fifth Air Force, and inactivated 30 April 1954, is deleted from installation list by reason of release to the Republic of Korea, effective 30 April 1954.

j. Seoul Air Station, PIN 4801, previously assigned to the real property account of Osan Air Base, Fifth Air Force, and inactivated in June 1957, is deleted from installation list by reason of release to the Republic of Korea, effective 30 December 1957.

k. Taegu Communications Annex, PIN 4817, previously assigned to the real property account of Osan Air Base, Fifth Air Force, is inactivated and deleted from installation list by reason of release to the Republic of Korea, effective 16 February 1958.

l. Motobu Auxiliary Airfield, PIN 2987, previously assigned to the real property account of Naha Air Base, Fifth Air Force, and inactivated 30 June 1957, is reassigned in inactive status to the real property account of Kadena Air Base, Fifth Air Force, effective 1 March 1962.

FOR THE COMMANDER IN CHIEF

John L Warren

JOHN L WARREN
Colonel, USAF
Director of Administrative Services

DISTRIBUTION:
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1 - Chief of Engrs, DA (ENGRE-PR)
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75 - PACAF Staff; 15 - PFCEP-R
10 - 5AF; 5 - 13AF; 5 - PACAFBASECOM
3 - ea 313ADIV, 314ADIV, Clark AB, Itazuke AB, Kadena AB, Misawa AB, Naha AB & Osan AB
1 - ea DistEngr, USA Engr Dist, Far East, APO 301
DistEngr, USA Engr Dist, Okinawa APO 331
DistEngr, USA Engr Dist, Honolulu Bldg 96, Fort Armstrong

HEADQUARTERS
PACIFIC AIR FORCES
United States Air Force
APO 953, San Francisco, California

SPECIAL ORDER
G-23

2 March 1962

1. The 2703rd Explosive Ordnance Disposal Squadron, having been relieved from assignment to the Air Force Logistics Command and assigned to Pacific Air Forces, is discontinued effective 1 April 1962.

a. Personnel will be reassigned in accordance with special instructions furnished by Headquarters Pacific Air Forces.

b. Supplies and equipment will be returned to supply channels in accordance with current directives.

c. Organizational records will be disposed of in accordance with paragraph 040406, AFM 181-5.

d. Funds will be disposed of and final reports will be submitted in accordance with current regulations.

e. Present numerical designation will revert to Air Force Logistics Command.

f. Air Force Organizational Status Change Report (AF-01) will be submitted in accordance with Air Force Regulation 20-49.

g. Authority: AFOMO letter 748m, Hq USAF, 19 Feb 62, Reassignment of the 2703rd Explosive Ordnance Disposal Squadron, and Air Force Regulation 20-27.

2. Detachment 1, 6486 Supply Squadron is designated and organized effective 1 April 1962 at Wake Island Air Force Station, Wake Island.

a. Personnel authorizations will be as contained in appropriate Unit Manning Document.

b. Supplies and equipment will be furnished in accordance with the policies and procedures contained in Air Force Regulation 400-32 and Velume XXI, Air Force Manual 67-1.

c. Personnel will be furnished from sources available to Commander 6486th Air Base Wing.

SO G-23, Headquarters Pacific Air Forces, 2 March 1962

d. Air Force Organization Status Change Report (AF-01) will be submitted in accordance with Air Force Regulation 20-49.

e. Authority: Air Force Regulation 20-27.

3. Detachment 1, 405th Supply Squadron is designated and organized effective 1 April 1962 at Anderson Air Force Base Guam.

a. Personnel authorizations will be as contained in appropriate Unit Manning Document.

b. Supplies and equipment will be furnished in accordance with the policies and procedures contained in Air Force Regulation 400-32 and Volume XXI, Air Force Manual 67-1.

c. Personnel will be furnished from sources available to Commander, 405th Fighter Wing.

d. Air Force Organizational Status Change Report (AF-01) will be submitted in accordance with Air Force Regulation 20-49.

e. Authority: Air Force Regulation 20-27.

4. Detachment 2, USAF Hospital Clark is designated and organized effective 1 April 1962 at Manila City, Philippine Islands.

a. Personnel authorizations will be as contained in appropriate Unit Manning Document.

b. Supply and equipment will be furnished in accordance with the policies and procedures contained in Air Force Regulation 400-32 and Volume XXI, Air Force Manual 67-1.

c. Personnel will be furnished from sources available to Commander, 405th Fighter Wing.

d. Air Force Organization Status Change Report (AF-01) will be submitted in accordance with Air Force Regulation 20-49.

e. Authority: Air Force Regulation 20-27.

FOR THE COMMANDER IN CHIEF

JOHN L. WARREN
Colonel, USAF
Director of Administrative Services

HEADQUARTERS
PACIFIC AIR FORCES
United States Air Force
APO 953, San Francisco, California

SPECIAL ORDER
G-25

12 March 1962

1. The following units will be reorganized under appropriate Unit Manning Documents with capability as cited in Part I of O/Ts indicated, effective on dates indicated. Strengths indicated below are not the authorized strength, but represent the total of the composition as cited in Part II of the O/T.

UNIT	EFFECTIVE DATE	O/T COMPOSITION
12th Tactical Fighter Squadron	8 August 1962	O/T R1645, 1 June 1958 (revised 1 July 1960) paragraphs 1 and 2j, Part I (Part IIQ); Strength - 34 Officers, 87 Airmen
44th Tactical Fighter Squadron	8 August 1962	O/T R1645, 1 June 1961, paragraphs 1 and 2j, Part I (Part IIQ); Strength - 40 Officers, 87 Airmen
67th Tactical Fighter Squadron	8 June 1962	O/T R1645, 1 June 1958 (revised 1 July 1960), paragraphs 1 and 2j, Part I (Part IIQ); Strength - 34 Officers, 87 Airmen

a. Personnel will be furnished from sources available to Commander, 18th Tactical Fighter Wing.

b. Supplies and equipment will be furnished in accordance with the policies and procedures contained in AFR 400-32 and Volume XXI, AFM 67-1.

c. Air Force Organizational Status Change Report (AF-01) will be submitted in accordance with Air Force Regulation 20-49.

d. Authority: Headquarters USAF AFOMO Letters 717m, 19 December 1961, 752m 16 February 1962 and Air Force Regulation 20-27.

FOR THE COMMANDER IN CHIEF

JOHN L WARREN
Colonel, USAF
Director of Administrative Services

HEADQUARTERS
PACIFIC AIR FORCES
United States Air Force
APO 953, San Francisco, California

SPECIAL ORDER
G-29

27 March 1962

1. Following unit is designated and organized at Naha Air Base, Okinawa effective 1 May 1962. This provisional unit is attached to the 51st Air Base Group.

Air Police Squadron Provisional. 6051st.

a. Air Force Organizational Status Change Report (AF-01) will be submitted in accordance with Air Force Regulation 20-49.

b. Personnel and equipment actions will be in accordance with provisions of paragraphs 10b, 10c, and 10e, Air Force Regulation 20-27.

c. Authority: Air Force Regulation 20-27.

2. The 6139th Air Police Squadron is designated and organized at Misawa Air Base, Japan effective 1 May 1962. Unit is assigned to the 6139th Air Base Group.

a. Personnel authorizations will be as contained in appropriate Unit Manning Document.

b. Personnel and equipment will be furnished from sources available to Commander, 6139th Air Base Group.

c. Air Force Organizational Status Change Report will be submitted in accordance with Air Force Regulation 20-49.

d. Authority: Air Force Regulation 20-27.

FOR THE COMMANDER IN CHIEF

JOHN L WARREN
Colonel, USAF
Director of Administrative Services

HEADQUARTERS
PACIFIC AIR FORCES
United States Air Force
APO 953, San Francisco, California

SPECIAL ORDER
G-32

6 April 1962

1. Special Order G-25, this headquarters 12 March 1962, pertaining to reorganization of 12th Tactical Fighter Squadron, 44th Tactical Fighter Squadron, and 67th Tactical Fighter Squadron, is REVOKED.

2. Each of the following units will be reorganized under appropriate Unit Manning Documents with capability as cited in O/T R1645, 1 February 1962, paragraphs 1 and 2j, Part I (Part IIQ); Strength - 35 officers, 74 airmen, effective date indicated. Strength indicated is not the authorized strength, but represents the total of the composition as cited in Part II of the O/T.

UNIT	EFFECTIVE DATE
12th Tactical Fighter Squadron	8 August 1962
44th Tactical Fighter Squadron	8 August 1962
67th Tactical Fighter Squadron	8 June 1962

a. Personnel will be furnished from sources available to Commander, 18th Tactical Fighter Wing.

b. Supplies and equipment will be furnished in accordance with policies and procedures contained in AFR 400-32 and Volume XXI, AFM 67-1.

c. Air Force Organizational Status Change Report (AF-01) will be submitted in accordance with AFR 20-49.

d. Authority: Headquarters USAF AFOMO letters 717m, 19 December 1961; 752m, 16 February 1962, as amended by AFOMO 776m, 29 March 1962; and AFR 20-27.

FOR THE COMMANDER IN CHIEF

JOHN L WARREN
Colonel, USAF
Director of Administrative Services

4

HEADQUARTERS
PACIFIC AIR FORCES
United States Air Force
APO 953, San Francisco, California

SPECIAL ORDER
G-37

16 April 1962

Detachment 1 (PACAF Standardization/Evaluation Team), Headquarters Pacific Air Forces, is attached to 313th Air Division for logistical and administrative support. Unit attachment includes summary, special, and general courts-martial jurisdiction, non-judicial punishment under provisions of Article 15, UCMJ, and administrative board actions. Effective date of attachment is 1 Jun 1962.

FOR THE COMMANDER IN CHIEF

JOHN L WARREN
Colonel, USAF
Director of Admin Services

4

HEADQUARTERS
PACIFIC AIR FORCES
United States Air Force
APO 953, San Francisco, California

SPECIAL ORDER
G-48

23 May 1962

1. The 345th Troop Carrier Squadron Medium, having been relieved from assignment to Tactical Air Command and assigned to Pacific Air Forces effective 1 June 1962, is further assigned to the 315th Air Division effective 1 June 1962. Station location will be Naha Air Base, R. I.

a. Air Force Organizational Status Change Report (AF-01) will be submitted in accordance with AFR 20-49.

b. Authority: AFCMO letter 810m, dated 14 May 1962 and AFR 20-27.

FOR THE COMMANDER IN CHIEF

E. J. LATOSZEWSKI
Colonel, USAF
Director of Administrative Services

G-48

5

Last Order 1961 - G-15

HEADQUARTERS
313TH AIR DIVISION (PACAF)
United States Air Force
APO 239, San Francisco, California

SPECIAL ORDER
G-1

5 January 1962

I. REVOCATION - Special Order G-15, 18 October 1961, this Headquarters, is revoked.

II. ATTACHMENT OF UNIT. 1. Detachment 911L (TM 76-B) Hq 3415th Technical School is attached to the 6313th Air Base Wing for Logistical Support (less field maintenance) and Administrative Support effective 25 July 1961. Detachment 911L (TM 76-B) Hq 3415th Technical School is attached to the 18th Tactical Fighter Wing for Logistical Support (to include field maintenance only) effective 25 July 1961.

2. Legal Proceedings:

a. Commander, 313th Air Division will exercise general court-martial jurisdiction over the aforementioned attached unit.

b. Commander, 6313th Air Base Wing will exercise special and summary courts martial jurisdiction over the aforementioned attached unit.

c. Commander, 6313th Air Base Wing and Commander Detachment 911L (TM 76-B) Hq 3415th Technical School will exercise Article 15, UCMJ jurisdiction concurrently with respect to members of the attached unit.

d. Commander, 6313th Air Base Wing is responsible for the processing of administrative board actions for the attached unit including actions such as those required by AFR's 35-66, 39-16, 39-17 and other directives.

3. Authority: Air Force Regulation 11-4 as amended, and Air Force Regulation 20-27.

FOR THE COMMANDER

Bertram R. Wilson
BERTRAM R. WILSON
Major, USAF
Dep Dir, Admin Svcs

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HEADQUARTERS
313TH AIR DIVISION (PACAF)
United States Air Force
APO 239, San Francisco, California

SPECIAL ORDER
G-2

12 January 1962

ATTACHMENT OF UNIT. 1. Detachment 2, 315th Air Division is attached to the 6313th Air Base Wing for Administrative Support and Logistical Support effective 1 January 1962.

2. Legal Proceedings:

a. Commander, 313th Air Division will exercise general court-martial jurisdiction over the aforementioned attached unit.

b. Commander, 6313th Air Base Wing will exercise special and summary courts-martial jurisdiction over the aforementioned attached unit.

c. Commander, 6313th Air Base Wing and Commander, Detachment 2, 315th Air Division will exercise Article 15, UCMJ jurisdiction concurrently with respect to members of the attached unit.

d. Commander, 6313th Air Base Wing is responsible for the processing of administrative board actions for the aforementioned attached unit including actions such as those required by AFR's 35-62, 35-66, 36-2, 39-16, 39-17 and other directives.

3. Authority: Air Force Regulation 11-4, as amended, and Air Force Regulation 20-27.

FOR THE COMMANDER

Bertram R. Wilson

BERTRAM R. WILSON
Major, USAF
Dep Dir, Admin Svcs

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HEADQUARTERS
313TH AIR DIVISION (PACAF)
United States Air Force
APO 239, San Francisco, California

SPECIAL ORDER 27 March 1962
G-3

ATTACHMENT OF UNITS AND ACTIVITIES: 1. The following units are attached to the 6313th Support Squadron for normal squadron administrative support only, excepting court martial jurisdiction and administrative board actions affecting officer personnel which must be retained by the Unit of Assignment.

Headquarters, 313th Air Division
Headquarters, 6313th Air Base Wing
558th Air Force Band

2. The following 313th Air Division and tenant units or activities are attached to the 6313th Air Base Wing for Logistical Support (excluding Field Maintenance) and Administrative Support.

* Headquarters, 313th Air Division
Okinawa Division Tachikawa Air Procurement Office AMFP (AFLC)
* 558th Air Force Band
Detachment #1, 2876 GEEIA Squadron (AFLC)
Detachment #3, 2703 Explosive Ordinance Disposal Squadron (AFLC)
Headquarters, 1962nd Communications Group (AFCS)
Mobile Training Detachments (ATC)
Field Training Detachments (ATC)
Kadena Resident Office, Auditor General USAF, (Hq Comd)
Detachment #2, 1045 Operational Evaluation & Training Gp (Hq Comd)
Detachment #8, 1st Weather Wing (MATS)
1505th Support Squadron (MATS)
Detachment #3, 7651st Aeronautical Charting & Information Sq (MATS)
18th Tactical Fighter Wing
7th Tactical Depot Sq (PACAF) (To include assignment and promotion)
11th Air Postal Squadron
District Office #43, 6001st Special Investigation Squadron
Detachment #3, 9th Aero Medical Evaluation Squadron
** 15th Tactical Recon Squadron (5th AF)
Detachment #2, 27th Communication Squadron (SAC)
6922nd Radio Group Mobile (USAFSS)
498th Tactical Missile Group

* Excepting as outlined in paragraph 1
** No change in other attachments/assignments

3. The following units or activities are attached to the 18th Tactical Fighter Wing for Field Maintenance Support only.

* 15th Tactical Recon Squadron (5th AF)
Headquarters, 313th Air Division

Special Order G-3, 27 March 62, Hq 313 Air Div, continued.

6313th Air Base Wing
558th Air Force Band
11th Air Postal Squadron
Okinawa Division Tachikawa Procurement Office, AMFP, (AFLC)
District Office #43, 6001st Special Investigation Squadron
Detachment #3, 9th Aero Medical Evacuation Squadron
Headquarters, 1962nd Communications Group (AFCS)
1505th Support Squadron (MATS)
Detachment #3, 7651st Aeronautical Charting & Information Sq (MATS)
Detachment #8, 1st Weather Wing (MATS)
Kadena Resident Office, Auditor General USAF (Hq Comd)
Detachment #2, 1045th Operational Evaluation & Training Gp (Hq Comd)
6922nd Radio Group Mobile (USAFSS)
Detachment #2, 27th Communications Squadron (SAC)
Mobile Training Detachments (ATC)
Field Training Detachments (ATC)
498th Tactical Missile Group

* No change in other attachments/assignments

4. Legal proceedings are as outlined in paragraph 10, Air Force Regulation 11-4.

a. Commander, 313th Air Division will exercise General Court Martial jurisdiction.

b. Commander, 6313th Air Base Wing will exercise Special and Summary Court Martial jurisdiction and actions under Article 15, Uniform Code of Military Justice.

5. Promotion authority is contained in AFR 39-29.

. Effective date of this order is 27 March 1962 and rescinds all previous conflicting Orders of Attachment pertaining to aforementioned units.

7. Conflicting Responsibilities: The responsibilities established under this Special Order will not conflict or relieve commanders of responsibilities established in other Air Force directives for specific units.

8. Authority: Air Force Regulations 11-4, 20-27 and 39-29 and the concurrent use and support agreements presently in effect between the Major Air Commands concerned and Pacific Air Force.

FOR THE COMMANDER

Bertram R. Wilson

BERTRAM R. WILSON
Major, USAF
Dep Dir, Admin Svcs

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HEADQUARTERS
313TH AIR DIVISION (PACAF)
United States Air Force
APO 239, San Francisco, California

SPECIAL ORDER
G-4

3 April 1962

Paragraph 3, Special Order G-3, 27 March 1962, this Headquarters, as pertains to units attached to the 18th Tactical Fighter Wing for Field Maintenance Support only, is amended to include "Detachment #1, 2876 GEEIA Squadron (AFLC)".

FOR THE COMMANDER

Robert M DeBord

ROBERT M. DeBORD
Lt Colonel, USAF
Director, Administrative Services

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HEADQUARTERS
313TH AIR DIVISION (PACAF)
United States Air Force
APO 239, San Francisco, California

SPECIAL ORDER
G-5

ATTACHMENT OF UNIT. 1. Headquarters, 498th Tactical Missile Group is attached to the 498th Missile Maintenance Squadron for Squadron Administrative and Logistical Support effective this date.

2. Legal Proceedings:

a. Commander, 498th Tactical Missile Group will retain Article 15, UCMJ jurisdiction over all officers of the aforementioned attached unit.

b. Commander, 498th Missile Maintenance Squadron will exercise Article 15, UCMJ jurisdiction over all enlisted personnel assigned to Headquarters, 498th Tactical Missile Group.

3. Authority: Air Force Regulation 11-4, and Air Force Regulation 20-27.

FOR THE COMMANDER

BERTRAM R. WILSON
Major, USAF
Dep Dir, Admin Svcs

HEADQUARTERS
313TH AIR DIVISION (PACAF)
United States Air Force
APO 239, San Francisco, California

SPECIAL ORDER
G-6

2 June 1962

ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation 35-54, the undersigned hereby assumes command of the 313th Air Division, effective this date, during the temporary absence of MAJOR GENERAL ROBERT M. STILLMAN, 11114A.

JOHN H. de RUSSY
Colonel, USAF
Commander

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HEADQUARTERS
313TH AIR DIVISION (PACAF)
United States Air Force
APO 239, San Francisco, California

SPECIAL ORDER
G-7

19 June 1962

ATTACHMENT OF UNIT. 1. Detachment 1 (PACAF Standardization/Evaluation Team) Headquarters Pacific Air Forces, is attached to the 6313th Air Base Wing for Logistical Support (excluding Field Maintenance) and Administrative Support.

2. Above unit is attached to the 18th Tactical Fighter Wing for Field Maintenance Support only.

3. Legal proceedings are as outlined in paragraph 10, Air Force Regulation 11-4.

a. Commander, 313th Air Division will exercise General Court Martial jurisdiction.

b. Commander, 6313th Air Base Wing will exercise Special and Summary Court Martial jurisdiction and action under Article 15, Uniform Code of Military Justice.

4. Authority: Air Force Regulations 11-4 and 20-27.

FOR THE COMMANDER

John E. Eckstein

JOHN E. ECKSTEIN
Capt. USAF
Dep Dir, Admin Svcs

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HEADQUARTERS
313TH AIR DIVISION (PACAF)
United States Air Force
APO 239, San Francisco, California

SPECIAL ORDER
G-8

29 June 1962

ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation 35-54, the undersigned hereby assumes command of the 313th Air Division, effective this date, vice COLONEL JOHN H. de RUSSY, 1882A.

ROBERT M. STILLMAN
Major General, USAF
Commander

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HEADQUARTERS
313TH AIR DIVISION (PACAF)
United States Air Force
APO 239, San Francisco, California

SPECIAL ORDER
G-9

29 June 1962

ATTACHMENT OF UNIT. 1. The 345th Troop Carrier Squadron Medium, is attached to the 51st Fighter Interceptor Wing for Logistic and Administrative support effective this date.

2. Legal Proceedings:

a. Commander, 313th Air Division will exercise General Court Martial jurisdiction.

b. Commander, 51st Air Base Group will exercise Special and Summary Court Martial jurisdiction and actions under Article 15, Uniform Code of Military Justice.

3. Authority: Air Force Regulation 11-4, and Air Force Regulation 20-27 as amended and letter 315th Air Division, 7 June 1962.

FOR THE COMMANDER

Robert M. DeBord

ROBERT M. DeBORD
Lt Colonel, USAF
Director, Administrative Services

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6

SECRET

OPERATIONAL AND SUPPORT AGREEMENT

BETWEEN

DET 1, 315AD/18TFW/51FIW/7TDS/6313ABW

SUPPORT OF DET 2, 315AD (HIGH GEAR)

31300-P 0462

SECRET

SECRET

OPERATIONAL AGREEMENT

SUBJECT: Operational and Support Agreement between Det 1, 315 Air Division, 7 Tactical Depot Squadron, 18 Tactical Fighter Wing, 6313 Air Base Wing, and 51 Fighter Interceptor Wing for support of the High Gear Mission

EFFECTIVE: 1 April 1962

1. PURPOSE: In view of the number of C-130 aircraft deployed to Kadena AB for the conduct of the High Gear Mission, it is necessary to delineate responsibilities in the support and operational areas as agreed to by task units.

2. GENERAL: PACAF has directed that C-130 aircraft and crews of the 315AD be placed on alert status at Kadena AB in support of a 5AF high priority mission. 313AD has been designated the overall coordinating authority and primary support agency for High Gear in 5AF General War Plan (GWP) 1-61, Annex E.

3. SCOPE: This agreement is directive upon all approving units and all previous agreements are invalidated.

4. CONCEPT OF OPERATIONS:

a. The Commander, 315AD, will provide aircraft, crews, and personnel as outlined to meet operational requirements.

b. The Commander, 313AD, will provide facilities and equipment as outlined herein. He will also coordinate the operational requirements of the mission with required communications and controlling agencies. Operational control will normally be exercised by COM5AF through coordination with COM315ADIV. The execution of directions pertinent thereto has been delegated to COM313ADIV, the appointed coordinating authority for COM5AF.

c. The Commander, Det 1, 315AD, has been designated by COM315ADIV as the coordinating authority with other units on Okinawa forsupport of Det 2, 315AD.

d. Commander, 7TDS, will provide High Gear weapons.

e. Subordinate and attached units of both air divisions will accomplish support tasks outlined in this agreement.

5. RESPONSIBILITIES AND TASKS:

SECRET

a. The Commander, 315AD, will:

(1) Provide C-130 aircraft and qualified aircrews on High Gear standby in the number required by current operations plans to include back-up and replacement aircraft.

(2) Schedule replacement of aircraft and crews as necessary and compatible with 7TDS support capability. Except in emergency or operational necessity, aircraft will be rotated during daylight hours so that loading will be initiated between 0700 and 1500 hours.

(3) Provide permanently assigned personnel at Kadena AB, the minimum requirement to include a commander, rated officer, in the grade of Major or above, two (2) Maintenance Supervisors in the grades of MSgt and TSgt or above, and one (1) Clerk Typist in the grade of A1C or above. These personnel will not be utilized as crew members on alert status. The unit is designated Det 2, 315AD.

(4) Provide parachutes and tie-down assemblies as necessary, including at least eight (8) personnel parachutes and eight (8) life vests for crew members and guard personnel in each aircraft.

(5) Secure loads after they are placed in position aboard aircraft by 7TDS personnel.

(6) Insure that aircraft dispatched to Kadena AB are equipped for loading and assuming alert status upon arrival.

(7) Provide necessary aircraft, crews, and support equipment for special training exercises to test alert status forces.

(8) Develop SOP's governing control and distribution of launch envelopes for High Gear crews on alert at Kadena AB. These SOP's will be in consonance with the PACAF Positive Control (PPC) and 313AD SOP's on this subject.

(9) Provide TOP SECRET cleared custodian to control and distribute launch envelopes to crews on alert at Kadena AB.

(10) Insure that High Gear alert crews are thoroughly briefed on prior to assuming High Gear alert status.

(11) Insure that each crew member has the following items in his possession before assuming alert duty:

(a) Current immunization Records.

(b) Identification Tags.

(c) Geneva Convention Card.

(d) DD Form 2AF (identification Card).

(e) Military Drivers Permit (Standard Form 46).

b. The Commander, Det 2, 315AD, will:

(1) Provide liaison between each agreeing unit and C-130 crews on alert at Kadena.

(2) Insure that all C-130 crews are properly equipped and briefed, and maintain a high degree of readiness at all times.

(3) Insure that aircraft are inspected in accordance with current technical orders and maintained in the highest possible state of readiness to include all required servicing.

(4) Coordinate all matters pertaining to personnel, security, and discipline.

(5) Maintain crew and aircraft status boards and advise 18TFW Operations Center (WOC) and Det 1, 315AD (TMC) any time an aircraft will be out of commission for more than one (1) hours, giving estimated time in commission (ETIC) or replacement time estimate. If an aircraft is expected to be out of commission more than three (3) hours, the Commander, Det 2, 315AD, will request replacement aircraft through Det 1, 315AD-TMC.

(6) Request required parts and specialist support for maintenance of High Gear aircraft from the appropriate agency as follows:

(a) Contact 18TFW Air Vehicle Control through 51FIW Air Vehicle Control for common specialist and common spare support.

(b) Contact 51FIW Air Vehicle Control for C-130 specialist support.

(c) Contact 51FIW Materiel Control for C-130 peculiar spares. The Red Ball listing should be used when applicable.

(7) Coordinate routine aircraft changes with Det 1, 315AD-TMC, 7TDS, and C-130 crew members.

(8) Provide 6313ABW Law Enforcement Office (Central Security Control) with necessary access lists and security clearance for crews on alert status.

(9) Stress operational safety procedures for all High Gear personnel, aircraft, and vehicles assigned or attached.

(10) Monitor scrambles to determine compliance with current operational standards.

(11) Make frequent inspections of aircraft, hardstands, support equipment, sleeping quarters, and vehicles to ascertain that crews are complying with standards set forth in current directives.

(12) Originate or solicit suggestions to improve the alert facilities and pass this information to the 18TFW Operations Center and Alert Operations Officer for necessary action.

c. The Commander, 313AD, will:

(1) Assume, as coordinating authority, operational responsibility to execute directions of COM5AF pertinent to the High Gear mission. He will assume operational control over High Gear upon loss of communications with 5AF.

(2) Coordinate necessary details of the High Gear mission with AF Communication Service, ADCC, and Safe Haven bases pertinent to launch, climb-out procedures, altitudes, routes, call signs, and communications procedures for the following situations:

(a) Launch from Kadena AB.

(b) Launch from Safe Haven Base.

(3) Orders evacuation of High Gear aircraft under typhoon conditions as directed by COM5AF.

d. The Commander, 18TFW, will:

(1) Pass launch instructions to High Gear crews when directed by PACAF, 5AF, or Commander, 313AD, as appropriate.

(2) Notify appropriate units that launch has been completed.

(3) Test alert posture of High Gear aircraft and report reaction times to 5AF and Det 1, 315AD.

(4) Provide sufficient authenticators to each crew to cover their period of standby alert.

(5) Provide for emergency withdrawal or destruction of High Gear weapons in accordance with existing directives.

(6) Forward to Det 2, 315AD copies of all TWX's, correspondence, and plans which affect the High Gear mission or constitute changes in posture, destination, call signs, communications procedures, or local operating procedures.

(7) Provide aerospace ground equipment and personnel to inspect and maintain same as follows: (315AD will provide authorization for equipment to be requisitioned by the 18TFW in support of this operation).

(a) One AC/DC or DC power unit for each aircraft standing alert. SLCE 141. 315AD will recommend change to SLCE 141.

(b) One air starting unit (MA-1A or equivalent) for each three (3) aircraft standing alert. SLCE 141.

(c) One high pressure oxygen servicing cart, twelve bottle capacity.

(d) One C-130 tow bar. SLCE 141.

(8) Provide general maintenance support equipment as required on an as available basis to include maintenance lights and maintenance stands.

(9) Provide weekly intelligence briefing and escape and evasion information to High Gear crews as requested by Commander, Detachment 2, 315 Air Division.

(10) Advise PACAF and 5AF of status of any out-of-commission High Gear aircraft and ETIC.

(11) Provide adequate and secure storage facility for PC envelopes.

(12) Designate hardstands for C-130 aircraft on alert and for load changes.

(13) Provide a system for alerting High Gear crews at various locations on the base.

e. The Commander, 6313 Air Base Wing, will:

(1) Provide billeting and messing facilities for all High Gear crew members. Provide communications equipment at aircrew billeting area and operations facility.

(2) Provide sufficient vehicles to allow one (1) vehicle to each officer crew, one (1) vehicle for every two (2) airmen crews, one (1) for the detachment commander, and one for the Chief of Maintenance.

(3) Provide adequate flightline security and aircraft guards for each aircraft. Guards will accompany aircraft in the event of launch or typhoon evacuation and must be equipped with a properly fitted oxygen mask and associated personal flying and survival gear, exclusive of parachute and overwater equipment.

(4) Provide adequate aircraft parking and loading space within a secure area.

(5) Provide POL in proper type and amounts to meet load requirements.

(6) Provide fire equipment on twenty-four (24) hour standby, to include one (1) fire extinguisher, 50 lb., CO2 per alert aircraft. SLCE 141.

(7) Furnish courtesy drivers licenses to High Gear crews with valid military permits for use of WING FOOT vehicles.

(8) Provide 7TDS with sufficient M5 bomb trailers to perform necessary load changes.

(9) Provide adequate building space for a Commander's Office and Administrative Section, Operations Section, Materiel and Maintenance Section, Training Office and Ground School, Briefing Room, Recreation Room, and latrine facilities.

(10) Provide the necessary office equipment to furnish the buildings designated in Par 5e(9) above, through the 6313ABW Central Supply activity.

(11) Provide a local purchase account for the needs of the C-130 Alert Force.

(12) Provide any other normal base support required for this mission, including recreational and associated facilities normally provided to the base complement.

f. The Commander, 51 Fighter Interceptor Wing, will:

(1) Provide the necessary C-130 peculiar specialized maintenance and spare parts support to maintain the High Gear C-130 at Kadena on an alert status. The 51FIW will maintain contact with the C-130 Alert Force at Kadena through the 51FIW Air Vehicle Control.

(2) Provide maintenance and materiel support during typhoon evacuation of High Gear in accordance with the Letter of Agreement between 51FIW and Detachment 1, 315AD, Subject: Dispatch of C-130 Aircraft Support, dated 11 August 1960.

(3) Will insure that specialized maintenance personnel are made available to Commander, Det 2, 315AD as required under GWP conditions.

g. The Commander, 7 Tactical Depot Squadron will:

(1) Provide loads for High Gear aircraft as outlined in current operations plans.

(2) Provide vehicles for load changes and qualified technicians to monitor the load change operation.

(3) Accomplish loading and off-loading of aircraft as necessary, to include placement of units in position for tiedown.

(4) Provide list of recipient officers, shipping documents, document receipts, and courier receipts for the crew members designated as Courier Officer by Commander, Det 2, 315AD.

(5) Brief Courier Officers on responsibilities for handling and safeguarding of cargo regarding accountability and transfer.

(6) Provide storage of excess cargo under certain conditions such as typhoon evacuation, etc.

(7) Coordinates with designated representative of COM313ADIV (AOC) to provide explanation and demonstration of safety measures and preparatory actions which can be taken by High Gear aircrews.

6. This Operational Agreement is classified SECRET because it reveals High Gear operating and support procedures.

APPROVED THIS Seventeenth DAY OF April 1962.

JACK L. CRAWFORD, JR.
Cmdr, Det 1, 315 Air Division

C. H. PIERCE
Cmdr, 6313 Air Base Wing

FRANCIS S. GABRESKI
Cmdr, 18 Tactical Fighter Wing

A. H. RICHARD, JR.
Cmdr, 7 Tactical Depot Squadron

WM W. INGENHUTT
Cmdr, 51 Fighter Interceptor Wing

7

HEADQUARTERS
AIR FORCE LOGISTICS COMMAND
United States Air Force
Wright-Patterson Air Force Base, Ohio

SPECIAL ORDERS
G-14

26 February 1962

1. The 2703d Explosive Ordnance Disposal Squadron located at Tachikawa Air Base, Japan, together with its detachments, is relieved from assignment to the AFLC (OOAMA) and is assigned to the PACAF, effective 1 April 1962. Concurrent with reassignment this unit will be discontined or redesignated by PACAF from within its block of assigned numbers. Present numerical designation will revert to AFLC but will not be used to designate a like kind or type unit. Transfer of personnel, manpower authorizations, funds, records, and equipment will be in accordance with agreement reached between PACAF and AFLC. UAL Numbers assigned are cancelled. A report of the above action will be submitted to the Commander, AFLC, Wright-Patterson AFB, Ohio, Attention, EWCSAPE (Area A) by means of the AF Organization Status Change Report (RCS: AF-01) in compliance with current instructions. Authority: AFR 20-27, DAF letter AFOMO 748m, 19 February 1962, "Reassignment of the 2703d EOD Squadron," and Memorandum of Agreement Between Hq PACAF and Hq AFLC.

2. Detachment 8, Hq GEEIA (ROAMA/GEEIA Field Office) located at L. G. Hanscom Field, Massachusetts is redesignated Detachment 8, Hq GEEIA (GEEIA Field Office) with no change in location.

3. So much of Paragraph 1, Special Orders G-9, this Headquarters, 2 February 1962, as reads: "Detachment 3, Hq Dayton AFD (USAF Standards & Calibration Office)" is amended to read: "Detachment 3, Hq Dayton AFD (USAF Calibration & Certification Office)."

4. The following detachments are designated and organized, as indicated, effective 1 April 1962. Personnel and manpower authorizations will be provided from resources under control of the Commander, Rome Air Materiel Area. UAL Numbers cited below are approved for inclusion in the Rome Air Materiel Area UAL Indix and related records. A report of the above action will be submitted to the Commander, AFLC, Wright-Patterson AFB, Ohio, Attention, EWCSAPE (Area A) by means of the AF Organization Status Change Report (RCS: AF-01) in compliance with current instructions. Authority: AFR 20-27:

DETACHMENT	LOCATION	UNIT AUTHORIZATION LIST NUMBER
Detachment 4, Hq European GEEIA Region	Athens, Greece (Station Code: AZ76)	0000-5943-04
Detachment 5, Hq European	Ankara, Turkey (Station Code: AT48)	0000-5943-05

FOR THE COMMANDER:

8

PP RUAPAF RJMAPAC RJHPKH RJMALC RJTKDA RJAOKA
DE RJAFAS 20
P 190100Z
FM 2703RD EOD SQ TACHIKAWA AB JAPAN
TO RUAPAF/DET 2 2703RD EOD SQ BRADY AB JAPAN
RJAOKA/DET 3 2703RD EOD SQ KADENA AB OKINAWA
RJMXDA/DET 4 2703RD EOD SQ ANDERSEN AFB GUAM
RJMALC/DET 5 2703RD EOD SQ CLARK AB PI
RJHPKH/DET 6 2703RD EOD SQ HICKAM AFB HAWAII
ZEN/DET 1 2703RD EOD SQ TACHIKAWA AB JAPAN
RJMPAC/2703RD EOD TEAM WAKE ISLAND AFS
AF CRNC
BT
U N C L A S E F T O YTB-3-26.
THE FOLLOWING MESSAGES ARE QUOTED FOR YOUR INFORMATION. THIS MESSAGE IN TWO PARTS. QUOTE PFMSS-W 8282. FOR 5AF/5FMAS, 13AF/13MSS. SUBJECT IS PACAF ASSUMPTION OF EXPLOSIVE ORDNANCE DISPOSAL RESPONSIBILITIES IN PACAF AREA. THIS MESSAGE IN THREE PARTS. PAR I FOR ALL PENDING PUBLICATION OF PACAF SUPPLEMENT TO AFR 136-10, THE FOLLOWING GENERAL CONCEPT OF EOD OPERATIONS IS ESTABLISHED. PACAF RETAINS OVER-ALL RESPONSIBILITY FOR DIRECTION AND CONTROL OF THE EOD MISSION THROUGH APPROPRIATE STAFF SECTIONS AT 5AF, 13AF AND PACAF BASE COMMAND WHICH ARE TASKED WITH MAINTENANCE OF EOD CAPABILITIES, AS PRESENTLY CONSTITUTED, AT THEIR RESPECTIVE BASES. FOR THIS PURPOSE WAKE IS CONSIDERED A RESPONSIBILITY OF PACAF BASE COMD/ 6486 SUP SQ, DET 1, AND ANDERSEN A RESPONSIBILITY OF 13AF/405 SUP SQ, DET 1. 5AF AND 13AF ARE EACH AUTHORIZED ONE OFFICER AND ONE NON-COMMISSIONED OFFICER TO MAN NECESSARY STAFF POSITIONS. 2703RD EOD SQUADRON PERSONNEL AND EQUIPMENT ARE TO BE TRANSFERRED TO APPROPRIATE BASE ORGANIZATIONS AT OPERATING LOCATIONS. PERSONNEL SUPPORT REQUIREMENTS WHICH CANNOT BE MET IMMEDIATELY BY PCS ASSIGNMENTS WILL BE SUPPLIED ON TDY FOR AVAILABLE PACAF RESOURCES. PACAF/PFMSS-W WILL BE ACTION AGENCY FOR TDY ASSIGNMENTS AS REQUIRED. MOBILE TEAMS WILL BE ASSIGNED AT YOKOTA AND CLARK AIR BASES TO FURNISH BACKUP SUPPORT TO 5AF AND 13AF AREAS RESPECTIVELY. DETAILED ORGANIZATIONAL STRUCTURE IS BEING FURNISHED ALL ADDRESSEES BY AIR MAIL. PART II FOR ALL EQUIPMENT. EQUIPMENT WILL REMAIN ON THE SAME BASES AND WILL BE TRANSFERRED FROM AFLC TO THE GAINING PACAF ORGANIZATION. THE GAINNING ORGANIZATION WILL PREPARE AF FORM 601A'S AND WILL PROCESS THEM TO THE BASE ERAA. EOD EQUIPMENT REQUIREMENT IN SUPPORT OF DETACHMENTS AT WAKE AND ANDERSEN WILL REMAIN AT THESE LOCATIONS; HOWEVER, THE UAL AUTHORIZATION FOR THE GAINING ORGANIZATION AT HICKAM AND CLARK RESPECTIVELY WILL BE INCREASED TO ACCOMMODATE THE WAKE AND ANDERSEN DETACHMENTS. THIS EQUIPMENT REQUIREMENT WILL IN TURN BE HAND-RECEIPTED FROM HICKAM TO WAKE AND FROM CLARK TO ANDERSEN. VEHICLES AND AUTHORIZATIONS WILL BE TRANSFERRED TO THE APPROPRIATE PACAF TRANSPORTATION SQUADRON. EQUIPMENT AUTHORIZATION WILL BE BASED ON ECL'S 766 AND 767 USING

THE MINIMUM ESSENTIAL REQUIREMENTS CONCEPT. EQUIPMENT FOR MOBILE TEAMS WILL ALSO BE AUTHORIZED FOR YOKOTA AND CLARK. PART III FOR 2703RD EOD SQUADRON. PERSONNEL. REASSIGN PERSONNEL EFFECTIVE 1 APRIL 1962 AS FOLLOWS:
2703D EOD SQ TO 6102 SUP SQ, APO 328
DET 1, 2703RD EOD SQ TO 6102 SUP SQ, APO 328
DET 2, 2703RD EOD SQ TO 6143 SUP SQ, APO 929
DET 3, 2703RD EOD SQ TO 6313 MAT SQ, APO 239
DET 4, 2703RD EOD SQ TO DET 1, 405 SUP SQ, APO 334
DET 5, 2703RD EOD SQ TO 405 SUP SQ, APO 74
DET 6, 2703RD EOD SQ TO 6486 SUP SQ, APO 953
FURNISH GAINING ORGANIZATIONS COPIES OF REQUIREMENT ORDERS AND ADVISE THIS HEADQUARTERS OF COMPLETED ACTION. PART TWO: QUOTE: 5FM 62-0438. SUBJECT: PACAF ASSUMPTION OF EOD RESPONSIBILITIES IN PACIFIC AREA, REFERENCE: MSG PFMSS-W 8282 and PACAF SPECIAL ORDER G-23 DATED 2 MAR 62. REQUEST RECONSIDERATION OF ACTION REQUIRED IN REFERENCED MSG PERTAINING TO DEACTIVATION OF 2703RD EOD SQUADRON. RECOMMEND PRESENT ORGANIZATIONAL STRUCTURE BE MAINTAINED AS THE 6004TH EODRON AND THAT FURTHER DEACTIVATION OR TRANSFER ACTION BE HELD IN ABEYANCE UNTIL THIS UNIT CAN BE MERGED WITH ACTIVATION OF THE NEW MUNITIONS MAINTENANCE SQUADRONS AS OUTLINED IN 5FMAS LETTER THIS HE 7 MAR 62; AND A PLANNED PHASE OUT ACTION STUDY CAN BE COMPLETED FOR ORDERLY IMPLEMENTATION. WE PROPOSE THIS PHASE OUT DATE BE 1 JULY 62 WHICH WILL PERMIT COMPLETE STUDIES BE MADE TO DETERMINE EXACT WORKLOAD & MANPOWER REQUIREMENTS; MORE EFFECTIVE TRANSFER OF FUNCTIONAL RESPONSIBILITIES; REDUCTION OF POSSIBLE LEGAL ENTANGLEMENTS IN DISPOSITION OF LARGE QUANTITIES OF SPECIALIZED EQUIPMENT AT SIX DIFFERENT LOCATIONS; REDUCE PERSONNEL PROBLEMS IN TRANSFER OF RECORDS; ORDERLY PHASE OUT OF REPORTS, PUBLICATION ACCOUNTS, CORRESPONDENCE AND CLASSIFIED DOCUMENTS; AND ACCOMPLISH NUMEROUS OTHER INACTIVATION TASKS WHILE PERSONNEL ARE STILL ASSIGNED TO DO THEM. UNQUOTE.
BT
19/0125Z MAR RJAPAS/1962

9

HEADQUARTERS
TACTICAL AIR COMMAND
United States Air Force
Langley Air Force Base, Virginia

SPECIAL ORDER
G-30

12 March 1962

DESIGNATION AND ORGANIZATION OF DETACHMENTS 11 AND 12, HEADQUARTERS 4440 AIRCRAFT DELIVERY GROUP.---1. Effective 8 April 1962, the following Detachments of Headquarters 4440 Aircraft Delivery Group are designated and organized under an appropriate Unit Manning Document with a non-Table of Organization authorization, with strengths, locations and attachment for administrative and logistic support as indicated:

UNIT	LOCATION	ATTACHMENT	STRENGTH OFF	STRENGTH AMN
Det 11, 4440 Aircraft Delivery Group	Anderson AFB, Guam	3960 Combat Support Gp (SAC)	3	2
Det 12, 4440 Aircraft Delivery Group	Kadena AB, Okinawa	6313 AB Wg (PACAF)	2	1

2. Personnel will be furnished from resources under the control of the Commander, Tactical Air Command.

3. When the action directed herein has been accomplished, report will be made to Hq USAF by means of the AF Organization Status Change Report (Reports Control Symbol AF-01) in compliance with AFR 20-49, and Tactical Air Command Supplements thereto.

4. Authority: AFR 20-27.

FOR THE COMMANDER

S S BRINSON
Colonel, USAF
Deputy for Administration

10

HEADQUARTERS
PACIFIC AIR FORCES
United States Air Force
APO 953, San Francisco, California

PFLMO 24 JAN 1962

PACAF Standardization/Evaluation (Stan/Eval) Team

5AF 13AF 315 Air Div

(Manpower and Organization)

1. Reference: AFR 60-2, Aircrew Standardization and Evaluation Programs, 11 August 1961.

2. PACAF Manual 60-1 establishes the PACAF Standardization/Evaluation (Stan/Eval) Program. The manual was revised following a command-wide conference during which comments were obtained from all interested echelons. Briefly under organization the manual specifies increased capability for Stan/Eval Team now functioning as a part of Headquarters Fifth Air Force. The team will be reassigned to Headquarters PACAF retaining duty station at Fuchu to improve command supervision and effectiveness of the command standardization and evaluation program. A chief and assistant will be authorized at Tactical Wing level as a full time duty. The effective date of the reorganization will be 1 April 1962.

3. Manpower requirements totaling 15 spaces for Detachment 1, Headquarters PACAF (PACAF Stan/Eval Team, Fuchu Air Station) are shown on Attachment 1. Manpower adjustments required within your command are shown on Attachment 2. Pacaf forms 141 will be prepared at this headquarters.

FOR THE COMMANDER IN CHIEF

2 Atch
1. Rqmts for Det 1, Hq PACAF
2. Mpwr Changes to Realign CMOP/UMD IAW PACAFM 60-1

JOHN B. HENRY, JR.
Brigadier General, USAF
Acting DC/S Plans and Operations

HEADQUARTERS
PACIFIC AIR FORCES
United States Air Force
APO 953, San Francisco, California

SUBJECT: Movement Order Number 4 19 March 1962

TO: Commander
Detachment 1, Headquarters Pacific Air Forces
APO 925

1. You will take necessary action to move Detachment 1, Headquarters PACAF from Fuchu Air Station, Japan to Kadena Air Base, Okinawa on or about 1 June 1962. Move will be a permanent change of station without change in assignment.

a. Unit will move with approximate strength of 13 officers and 1 airman.

b. Secretarial waiver to permit second PCS in fiscal year will be obtained before movement of individuals concerned if applicable. Request for Secretarial waiver will be forwarded to Director of Military Personnel, DCS/P, Headquarters USAF. At least 60 days advance notice will be given to personnel receiving PCS reassignments, in accordance with paragraph 7, Chapter 1, Part One, AFM 35-11. Commander will make every effort to alleviate personal hardships that may result from this move.

c. Movement of personnel and equipment will be made in accordance with applicable provisions of AFR 55-104 and AFMs 75-1 and 75-2. Movement will be accomplished by Military Carrier.

d. Air Force Organizational Status Change Report (AF-01) will be submitted in accordance with AFR 20-49 and paragraph 10, AFM 55-104.

e. All costs involved will be paid from funds available at Headquarters Fifth Air Force.

f. Authority: AFR 55-104.

FOR THE COMMANDER IN CHIEF

BOYD L SNIDER
CWO, W4, USAF
Asst Dir Admin Svcs

12

HEADQUARTERS
FIFTH AIR FORCE (PACAF)
United States Air Force
APO 925, San Francisco, California

SPECIAL ORDER
G-4

11 January 1962

So much of General Orders Number 29, this hq, 24 Jun 60, relating to the attachment of Detachment 3, 313th Air Division to Hq 5AF for operational control, effective 1 July 1960, as reads, "Concurrently the Deputy Chief of Staff/Communications-Electronics will exercise supervisory surveillance over Detachment 3, 313th Air Division," is amended to read, "Concurrently the Deputy Chief of Staff/Operations will exercise supervisory surveillance over Detachment 3, 313th Air Division."

FOR THE COMMANDER

GLADYS M. NELSON
Lieutenant Colonel, USAF
Director of Administrative Services

13

HEADQUARTERS
NINTH AIR FORCE (TAC)
UNITED STATES AIR FORCE
Shaw Air Force Base, South Carolina

REPLY TO
ATTN OF: DPL-P 6 Apr 62

SUBJECT: Movement Order #1, 345th Troop Carrier Squadron

TO: 839 Air Div

1. This movement order directs you to prepare and move the 345th Troop Carrier Squadron, Medium, shipment number 7780, from Sewart AFB, Tennessee, to APO 235, San Francisco, California, for permanent change of station. Unit will move at total strength of approximately 65 officers and 278 airmen. An advance echelon of 3 officers and 10 airmen is authorized. A precedence rating of 3W7, mission category 2 is effective immediately and applies to this move. Authority for this move is USAF Secret message AFOOP-BU-PP 75064.

2. Unit preparation and movement will be in accordance with Air Force Manuals 75-37, 75-1, 75-2, 75-4 and Air Force Regulations 55-104, 123-4 and 205-1.

3. Movement strengths, shipment designators and readiness dates are as follows:

a. 345th Troop Carrier Squadron, Medium, less advance echelon, shipment 7780A; approximate strength of 62 officers and 268 airmen; readiness date at home station is 1 June 1962 with move complete not later than 30 June 1962.

b. Advance echelon, shipment 7780BI, approximate strength of 3 officers and 10 airmen; readiness date at home station is 15 May 1962.

4. The following personnel procedures will apply:

a. Unit personnel processing will be accomplished at present station by base personnel in accordance with AFM 35-6. Personnel will be briefed on the country to which they are moving prior to departure from home station. Personnel are to be acquainted with local customs, laws and procedures to develop better understanding and insure the best possible community relations.

b. Immunization will be accomplished in accordance with AFR 160-102 prior to departure from present station.

c. Personnel will be given as much advance notice as possible in accordance with paragraph 7, Part I, Chapter I, AFM 35-11. All commanders will make every effort to alleviate any personnel hardships that may result from this move.

Change #1

d. Secretarial findings to permit second PCS in a fiscal year will be obtained prior to movement of individuals concerned. Requests for secretarial findings will be forwarded to Headquarters, TAC, Attn: DPOP for officers or DRAP for airmen.

e. Military personnel are authorized 65 pounds of baggage for air movement. Baggage allowance exception, if required, may be authorized by the Base Commander but should not exceed 100 pounds total.

f. Personnel will be equipped for Zone III (warm temperate) in accordance with T/A 0-16, prior to departure from present station.

g. Passports will be issued to all personnel of the 345th Troop Carrier Squadron prior to their movement overseas.

5. Equipping instructions are as follows:

a. Unit will move from home station in Category I, Paragraphs II and XV, AFM 75-37.

b. Authority is granted to requisition all shortages of organizational equipment in accordance with Paragraphs 16 and 17, AFM 75-37.

c. Unit is organized under O/T K2125, 1 November 1961, Paragraphs 1 and 2c, Part I (Part IIf).

d. Technicians moving with the 345th Troop Carrier Squadron will transfer with their tool kits.

6. 345th Troop Carrier Squadron, Medium is reassigned from TAC to PACAF, EDCSA will be established in accordance with AFM 171-6.

7. Special assignment airlift via MATS is authorized if determined necessary for unit personnel and organization equipment. Unit aircraft will be used to maximum capacity for airlift of unit equipment and personnel. Air transportation requirements will be submitted in accordance with AFR 75-15. Pertinent provisions of AFM 75-1 and 75-4 apply to movement of personnel and cargo.

8. All requests for commercial carrier routings for shipment of unit equipment from home station to designated POE will be submitted to appropriate DTMS Regional Office serving activity concerned. (See Chapter 108, AFM 75-24 for DTMS Regional Offices and areas of jurisdiction).

9. Upon request, the Port Commander, Department of the Army will be furnished ocean unit measurement tons (M/T) together with a refinement or equipment break-out of vehicles, heavy lift items, dimensions of outsize items and other pertinent information which may be required in preparation of port calls and releases.

10. The 3123 USAF Logistic Control Group will provide assistance and coordination as necessary to insure that (1) timely movements to port areas are made to meet established in-port due dates, (2) arrangements are made for required ocean transportation to meet established overseas delivery dates. (C)

11. Upon receipt of port call from the Army Port Commander, all unit equipment will be consigned marked with the assigned unit shipping number to: Transportation Officer, Oakland Army Terminal, Oakland, California. (C)

12. Cite permanent change of station open allotment account classification 5723500 P539.03 (officers) P539.04 (airmen) 5503725 2100,2200, 2500C1C4 5 248 5376 503725 for all PCS costs of personnel in accordance with AFM 170-7. Transportation costs of organization equipment and impedimenta from home station to port of embarkation are chargeable to operations and maintenance funds available to your command. AFR 170-8 will be strictly adhered to. (U)

13. Reports will be submitted as required by Paragraphs 67f and g, AFM 75-37 and Paragraphs 8 and 10, AFR 55-104. (U)

14. This movement order is classified SECRET because it includes secret programming information. Early release to the public is expected, at which time all addressees will be notified of declassification. (U)

FOR THE COMMANDER

ROBERT A. CRONAN
Colonel, USAF
Director of Plans

13

HEADQUARTERS
NINTH AIR FORCE (TAC)
UNITED STATES AIR FORCE
Shaw Air Force Base, South Carolina

REPLY TO
ATTN OF: DPL-P

SUBJECT: Amendment 1, Ninth Air Force Movement Order #1 20 Apr 1962

TO: 839 Air Div

Ninth Air Force Movement Order #1, dated 6 April 1962, is amended as follows:

a. Remove and destroy in accordance with AFR 205-1 pages 1 and 2 and replace with pages 1 and 2 inclosed.

b. Upon completion of action above, downgrade the entire movement order to unclassified based on authority in Headquarters USAF message AFCOP-BU-PP 77075, 7 April 1962, and Headquarters TAC message DPLPR-PO 042200, 16 April 1962.

FOR THE COMMANDER

ROBERT A. CRONAN
Colonel, USAF
Director of Plans

1 Atch
Pages 1 and 2, 9AF Movement Order #1

SECRET

RR RJAOKA
ZDK
AZB 496
RR RJAOKA RJAOKH RJHPKM
DE RJAPAZ 6D
R 300021Z
FM 5AF FUCHU AIR STN JAPAN
TO RJHPKM/PACAF HICKAM AFB HAWAII
INFO RJAOKA/313AIRDIV KADENA AB OKINAWA
RAJOKH/51FIWG NAHA AB R I
ZEN/315ADIV TACHIKAWA AB JAPAN
BT
S E C R E T 5FOPR-P 0015.
REFERENCE SECRET PFDOP 5003-62. REQUEST THIS HEADQUARTERS AND UNITS CONCERNED BE NOTIFIED ASAP WHEN USAF DECISION IS RECEIVED. THIS HEADQUARTERS CONCURS THAT AN ADDITIONAL C-130 SQUADRON CAN BE PHYSICALLY LOCATED AT NAHA AB; HOWEVER, IT IS ANTICIPATED THAT THE OPERATIONAL CAPABILITY AND EFFICIENCY OF BOTH THE TROOP CARRIER UNITS AND THE FIS WILL BE DEGRADED UNTIL ADDITIONAL FACILITIES CAN BE PROGRAMMED AND CONSTRUCTED. THE RECENT VISIT TO NAHA AB OF THE PACAF FACILITIES EVALUATION PANEL CONFIRMS THIS ASSUMPTION. THIS MSG CLASSIFIED SECRET AS IT REFERS TO PACAF AUGMENTATION. (SCP-4)
BT
30/0105Z JAN 1962

31310-0015

SECRET

SECRET

DE RJAPAZ 82D
R 300655Z
FM 5AF FUCHU AIR STA JAPAN
TO RJAOKA/313AIRDIV KADENA AB OKINAWA
RJAOKH/51FIWG NAHA AB RI
INFO ZEN/315AIRDIV TACHIKAWA AB JAPAN
BT
S E C R E T 5FOPR-P 0014.
REFERENCE SECRET PPFDOP 5003-62, THE ABOVE PACAF REFERENCED MESSAGE ACTION USAF, INFO THIS HEADQUARTERS, IS QUOTED FOR YOUR INFORMATION AND PLANNING GUIDANCE: QUOTE. SECRET PFDOP 5003-62. REF AFOOP-BU 92153, 11 JAN 62. CONCUR WITH YOUR PROPOSAL TO ASSIGN A C-130 SQ TO PACAF IN FY 1/63. ASSUMPTION HERE IS THAT UNIT WILL BE OPERATIONALLY READY AND WILL DEPLOY WITH TRAINED PERSONNEL, FULL ORGANIZATIONAL MAINT CAPABILITY, PROPORTIONATE SHARE OF BASE AND FLD MAINT SUPPORT, COMPLETE AGE AND 30-DAY FLYAWAY KIT, BED DOWN LOCATION IS NAHA AB. SOME MINOR FACILITY REHABILITATION SUCH AS REOPENING UNUSED QUONSET HUTS MAY BE REQUIRED AND WILL BE INCLUDED IN CURRENT OR SUBSEQUENT FINANCIAL PLANS. EARLY ADVICE ON YOUR DECISION REQUIRED IN ORDER THAT WE MAY TAKE PREPARATORY ACTIONS TO RECEIVE SQ. REQ AFLC, MATS AND OTHER INTERESTED COMMANDS BE NOTIFIED OF PD CHANGE. UNQUOTE. DUE TO THE SHORT TIME AVAILABLE TO PREPARE FOR THE ACCEPTANCE OF THIS ADDITIONAL C-130 SQUADRON AT NAHA, IT IS RECOMMENDED THAT THE 313TH ADIV AND 51ST FIW BEGIN IMMEDIATE PLANNING ACTION. ADDITIONAL INFORMATION FOR YOUR PLANNING PURPOSES IS AS FOLLOWS: (A) C-130 SQUADRON IS 16 UE AND WILL BE PERMANENTLY BASED AT NAHA. (B) ADVANCED MANNING ADVISORIES INDICATE THAT THE SQUADRON AUTHORIZATION WILL BE 65 OFFICERS AND 129 AIRMEN, SUPPORT PERSONNEL 4 OFFICERS AND 190 AIRMEN. REQUEST YOU TAKE IMMEDIATE ACTION TO PLAN FOR THE RECEIPT OF THIS UNIT. IT IS ANTICIPATED THAT A TEAM FROM 5AF AND 315 ADIV WILL VISIT YOUR HEADQUARTERS DURING THE LATTER PART OF FEB 62 TO REVIEW YOUR PROPOSED ACTIONS AND TO FINALIZE PLANNING. IN PREPARING YOUR PROPOSALS FOR ALLOCATION OF RAMP SPACE AND FACILITIES, YOU SHOULD PREDICATE YOUR PLANNING ON THE ORGANIZATIONAL MAINTENANCE SQUADRON CONCEPT WITH THE CHIEF OF MAINTENANCE ASSUMING THE FLIGHT LINE MAINTENANCE PREVIOUSLY CARRIED OUT BY THE TACTICAL TRANSPORT SQUADRON MAINTENANCE PERSONNEL.
BT
30/0715Z JAN 1962

313IO-0015

SECRET

SECRET

FM 5AF FUCHU AIR STN JAPAN
TO RJAOKA/313AIRDIV KADENA AB OKINAWA
INFO RJHPKM/PACAF HICKAM AFB HAWAII
RJAPAL/315AIRDIV TACHIKAWA AB JAPAN
RJAOKH/51FTRINTCPWG NAHA AB RI
BT
S E C R E T 5FOPR-P 0017.
THE FOLLOWING MESSAGE IS IN TWO PARTS. PART I. QUOTED FOR YOUR INFORMATION ARE TWO MESSAGES RECEIVED BY THIS HEADQUARTERS 27 JAN 62. (A) SECRET PFDOP 5013-62, FROM PACAF TO 5TH AF, INFO TO 315TH AD. QUOTE. SECRET PFDOP 5013-62. IN PFDOP 5063-62 DATED 18 JAN 1962 WE ADVISED HQ USAF THAT WE COULD ACCEPT ASSIGNMENT OF AN ADDITIONAL C-130 SQUADRON AT NAHA AIR BASE IN FY 1/63. TODAY WE AGREED TO ACCEPT THIS UNIT IN APRIL 1962. THE DECISION BY USAF HAS NOT YET BEEN MADE; HOWEVER, FOR PLANNING PURPOSES, YOU SHOULD USE THIS EARLY DATE. SINCE CONTINGENCY PLANS HAVE PROVIDED FOR SOME TIME FOR DEPLOYMENT OF A C-130 SQUADRON TO NAHA, NO MAJOR PROBLEMS ARE FORESEEN IN EARLY ACCEPTANCE OF THIS UNIT. ADVISE OF ANY EMERGENCY ASSISTANCE REQUIRED. UNQUOTE. (B) SECRET PFDOP 5012-62 FROM PACAF TO HQ USAF, INFO 5TH AF AND 315TH AD. QUOTE. SECRET PFDOP 5012-62. FOR AFOOP-BU. THIS CONFIRMS TELEPHONE REQUEST FROM LT COL GONYE WITH REGARD TO ASSIGNMENT OF C-130 TROOP CARRIER SQUADRON IN APRIL 1962. PACAF AGREES TO ACCEPT THIS SQUADRON IN APRIL 1962. OUR PFDOP 5003-62, 18 JANUARY 1962, SPECIFIES THE RESOURCES WITH WHICH THIS SQUADRON SHOULD DEPLOY. REQUEST EARLY ADVICE OF UNIT DESIGNATION AND DEPLOYMENT DATE. UNQUOTE. PART II. IN VIEW OF THE POSSIBLE EARLIER ASSIGNMENT OF THIS SQUADRON THAN INDICATED IN OUR SECRET 5FOPR-P 0014 DATED 29 JAN 62, REQUEST THIS HEADQUARTERS BE ADVISED IMMEDIATELY OF AREAS REQUIRING EMERGENCY ACTION AND THAT ALL REQUIREMENTS BE SUBMITTED NO LATER THAN 15 FEB 62. PLANNING GUIDANCE FURNISHED IN OUR 5FOPR-P 0014 IS STILL APPLICABLE. ALSO, A 5TH AF AND 315TH AD TEAM WILL VISIT YOUR HEADQUARTERS AS PREVIOUSLY PLANNED DURING THE LATTER PART OF FEB TO REVIEW YOUR PROPOSED ACTIONS AND TO FINALIZE PLANNING. SCP-4.
BT
31/0840Z JAN 1962

313IO-0015

SECRET

SECRET

HEADQUARTERS
313TH AIR DIVISION
UNITED STATES AIR FORCE
APO 239, SAN FRANCISCO, CALIFORNIA

313OC-P/LtCol Borders/46136

Force Increase (U) 1 FEB 1962

313MC-M	313CE	313OC-A	313TC
313MC-LP	313OC-M	313IG	313AC
313PC	313OC-T	313IO	313CC-PO

1. (S) An Additional C-130 squadron will be located at Naha AB on a permanent basis during April 1962.

2. (&U) The attached messages outline the latest information available on this action. These messages are furnished for your advanced planning information and actions deemed necessary. 313OC-P will project this program and additional details and instructions will be furnished as they become available.

3. (U) In addition, request that the 51FIW be afforded all possible staff assistance in planning for this move.

4. This letter classified SECRET because it reveals PACAF augmentation of tactical units.

ORIGINAL BEARS

SIGNATURE OF

CHARLES V. GARINO, LtCol, USAF
Chief, Plans & Programs Division

3 Atch
1. 5FOPR-P 0015/S, 30 Jan 62
2. 5FOPR-P 0014/S, 30 Jan 62
3. 5FOPR-P 0017/S, 31 Jan 62

313IO-0015

SECRET