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K. SQ - TEST - 6593 - HI 1 Jan 59 - 30 Jun 59	RETURN TO HQ, USAFHRC MAXWELL AFB, AL 36112
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HISTORY

OF

6593RD TEST SQUADRON
 (SPECIAL) (ARDC)

1 JAN - 30 JUNE

1959

DECLASSIFIED

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PREFACE

This Squadron History is the result of a conscientious group effort to honestly present the performance record of the 6593D Test Squadron (Special)(ARDC).

The general format is purposely intended to be one of simplicity so as to be easily understood by the layman. Charts were included in instances where we believed they could portray statistical data more clearly than the written word.

Grateful acknowledgement is extended to all section heads. At this time we would like to thank A2C Allan R Scharf for his excellent suggestions and efficient typing.

HISTORY
OF THE
6593D TEST SQUADRON (SPECIAL)(ARDC)
United States Air Force
APO 953
San Francisco, California

1 JANUARY 1959 - 30 JUNE 1959

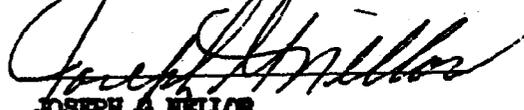
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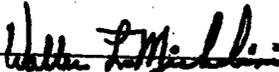
Prepared for the Historical Officer
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by

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K-50-TEST-6543-MI

1 Jan - 30 Jun 59

RETURN TO
HQ, USAFHRC
MAXWELL AFB, AL 36112

NOTE

With the removal of Secret Parts I and II and Supporting Documents 3,4,5, and 6, this document is downgraded to unclassified.

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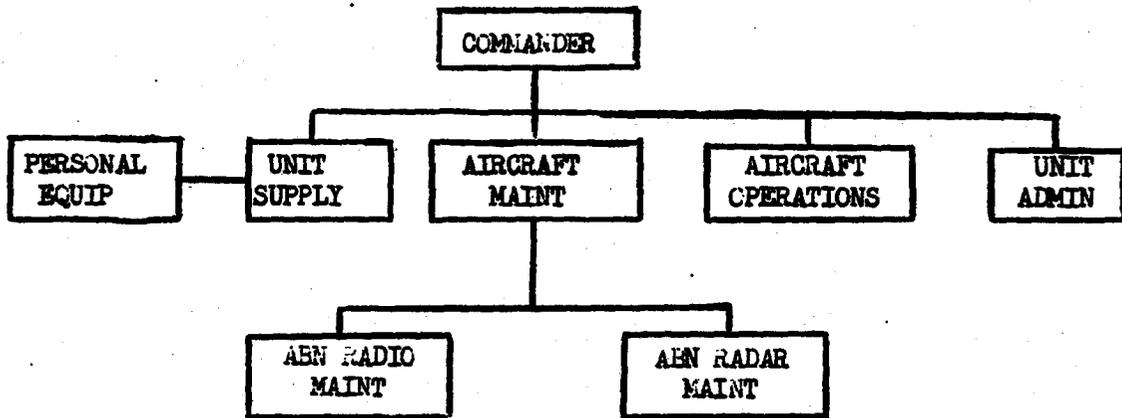
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ORGANIZATIONAL CHART

6593D TEST SQUADRON (SPECIAL)(ARDC)



6593D TEST SQUADRON (SPECIAL)	1 Jan 59 to 30 Jun 59	
	OFFICERS	AIRMEN
AUTHORIZED	32	85
ASSIGNED	33	87

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ORGANIZATION

ORGANIZATION: The squadron has been assigned to Headquarters, Air Research and Development Command for the test program and attached to the Air Force Ballistic Missile Division at Los Angeles, California for administrative and operational control.

The squadron is stationed at Hickam Air Force Base, Territory of Hawaii and attached to the 6486th Air Base Wing for logistic and related administrative support.

On 22 June 1959, the squadron received a letter from Commander of 6594th Test Wing, Palo Alto, California,¹ that stated; effective 1 June 1959, Operational control was transferred to the 6594th Test Wing, Palo Alto, California.

AFEMD Hawaii Field Office, Hickam AFB, T.H. is responsible for coordinating all operations and training of all the recovery forces in Hawaii. Lt Col Teuvo A Ahola, AO396350, Commander, Major William L Hickey, AO675063, Operations, Capt John K Nicholson, AO481254, Ast. Research and Development Adm. TDY to the Hawaii Field Office from the 6593D Test Squadron are: Capt Arthur H Grafe, AO538916, Operations, as of 12 Jan 59, Capt Howard E Luber, 42314A, Operations, and Capt Everett E Anderson, AO2230018, Communications as of 16 March 1959. AFEMD Field Office coordinates the training and operations with the 55th AEW & C, Destroyer Flotilla 5, Destroyer Division 132, and 6593D Test Squadron.

1 See Supporting Document #1

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Additional duties² which are of paramount significance have been assigned to personnel based upon their previous experience. In others, these duties were assigned to give these persons an opportunity to advance in growth and knowledge necessary to broaden the scope of their Air Force careers.

CONTRACTOR REPRESENTATIVES: The highly technical components of the equipment utilized in recovery necessitated the assignment of technical representatives of Weapon System Contractor to assist in testing, servicing, locating malfunctions and other related equipment problems. The Lockheed Aircraft Division, which is the prime contractor for the Discoverer program, has a field office at Hickam Air Force Base.

The field office at Hickam AFB consists of Mr Arthur Steel, manager; Mr Richard Ball, Asst. Manager; Mr Neal C Heinrich, missile test coordinator; and Mr John W Gillespie and Mr Norman P Starks, Flight Test Engineers.

As of 5 July 1959, Mr Norman P Starks was transferred to Edwards AFB, California to carry on further testing for our program. Representing the All American Engineering Company as a consultant is Mr Harry C Conway. Mr Conway is also responsible for maintenance and servicing of the recovery gear.

MISSION: The mission of the squadron is to develop training and recovery techniques and employ these procedures in aerial recovery of scientific components of the Discoverer Satellite.

2. See Supporting Document # 2.

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OPERATIONS CHART

COMMANDER

UNIT OPERATIONS			
NO	AUTHORIZED	NO	ASSIGNED
2	1055P MAJ	2	1055P MAJ
6	1055P CAPT	12	1055P CAPT
10	1055P LT	4	1055P LT
1	1435 MAJ	1	1435 CAPT
1	1534 MAJ	1	1534 CAPT
3	1534 CAPT	0	
5	1534 LT	9	1534 LT
1	27150 SSG	1	27130 SSG
9	60173 TSG	2	60173 MSG
		5	60173 TSG
		2	60173 SSG
18	60153 A1C	1	60173 SSG
		4	60153 A1C
		11	60153 A2C
		2	60153 A3C
9	A43171A SSG	6	A43171A TSG
		3	A43171A SSG
1	70250 A1C	1	70250 A2C

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OPERATIONS

RECOVERY TECHNIQUES: The month of January was primarily devoted to the reorganization of our newly arrived squadron and re-establishment of our mid-air recovery capability. During this period, plans were developed for optimum coverage of the recovery with the eight available aircraft. Alternate deployment patterns were pre-selected in the event of one or more aborts before parachute deployment time. The supporting forces (three destroyers) deployment patterns were also formulated.³ Sea search patterns and techniques were devised and later tested.

On February 26th, the 6593D Test Squadron (Special) was in place and ready to play its vital part when the Discoverer I was fired into a polar orbit. The primary objective of this shot was to test the newly constructed launching site and tracking facilities and was not intended for re-entering the atmosphere for aerial recovery. Planned in conjunction with the first launch was the first practice mission for the 6593D Test Squadron (Special) and the supporting forces.

Early on the morning of the simulated re-entry and recovery, three RC-121 aircraft took to the air, followed shortly by eight C-119's. A B-47 from Edwards AFB, California was to take off some time later, planning to arrive over the recovery area after the recovery forces were in place. Three destroyers from Destroyer Division number 132 had sailed from Pearl Harbor several days

3. See supporting document #3.

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earlier and were waiting in the recovery area.

When the C-119s arrived in the area the RC-121s had already taken up their positions and were able to vector the C-119s into their respective positions. In the hour of awaiting the arrival of the B-47 our station keeping became somewhat ragged due to the heavy load on the assigned station keeping frequencies. The B-47 arrived over the area on schedule at 40,000 feet. The B-47 was carrying a specially constructed bomb⁴ to be dropped into the area. The practice bombs are designed to carry a recovery capsule free of the aircraft's slip stream. Three reefer cutters are activated, the chaff and parachute are deployed, the radio beacon is turned on, and the capsule starts its descent toward the ocean below.

Radar acquisition of the chaff by the RC-121s was almost immediate and the C-119s, aided by their own DDF gear, were vectored toward the descending capsule. Visual acquisition was made and a normal aerial recovery was made.

A great deal was learned from this mission. The most serious problem seemed to be the congestion of radio frequencies. To alleviate this problem the C-119 navigators were made responsible to hold their own precise positions in the deployment pattern. The RC-121s now only monitor the C-119s position and advise in the event of a large error. Strict radio discipline has also been imposed. Although each successive mission is performed more and more smoothly, communications continues to be a key problem.

See supporting document #4

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On the 31st of March, a practice mission was flown. Five aircraft of the 6593D Test Squadron (Special participated in this mission. The purpose of this mission was to provide training and practice for air crews in flying an expanding square search, practice in locating capsules in the open sea, and to point out problems which are most likely to be encountered in executing this type of search.

One of the C-119's dropped a wooden dummy RATU Capsule, complete with sea dye marker and parachute, somewhere in a 20 by 20 nautical mile area centered on 22 degrees and 22 minutes North by 157 degrees and 48 minutes West. The four remaining aircraft began an expanding square search from the center of the area. Flight altitude was 500 feet, airspeed 150 knots indicated, and the distance between expanding legs was 1 nautical mile. The four aircraft flew in trail with three minutes separation. Condition of the sea was relatively calm with occasional whitecaps. Visibility was 20 nautical miles plus. The total search time was 3 hours and 30 minutes. We were not successful in sighting the capsule. Although we did not sight the capsule, it was felt the crews gained extensive experience that will prove valuable in future search operations. However, even under optimum conditions, and with excellent navigational aids, the chances of recovery are extremely remote without a radio beacon homing device. ✓

On 2 April 1959, a drop mission was flown for the purpose of giving the destroyer surface recovery force experience in water recovery of capsules. Rendezvous was made and one wooden RATU capsule (Mark II) was dropped to each of the two destroyers, USS Small and the USS O'Brien. No difficulties were encountered during this mission.

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On April 10th a recovery training mission was conducted in preparation for the anticipated Discoverer II launching. This exercise was held 60 nautical miles north of the island of Oahu. Once again, communications seemed to be the area of most difficulty. The assigned frequencies were revised in an attempt to keep "frequency hopping" to a minimum. Radio discipline was re-emphasized.

Aircraft number 51-8050 arrived from Edwards AFB, California on 12 April 1959. This airplane had been left behind for use by Captain Parker and his crew in further development and for use as a pickup aircraft to expedite the return of telemetering information from the observation ship, USS Joe E. Mann. The addition of aircraft number 51-8050 gave the squadron 9 assigned aircraft. The squadron now consists of 9 complete air crews, each assigned to its own aircraft. Crew integrity is a primary factor in our steadily increasing recovery capability.

Discoverer II was launched on 13 April 1959. On the following day all assigned C-119 aircraft were in commission and ready to make the recovery attempt. First reports put the predicted parachute deployment point far to the southeast of the Hawaiian Islands. The very maximum range and endurance of the aircraft would have been called upon had a recovery attempt been made. Later reports revealed that recovery would be impossible. Due to a technical malfunction of the timer the ejection command could not be given and the capsule landed somewhere in northern Norway.

On 1 June 1959 a practice recovery mission was held as a dress rehearsal for the forthcoming Discoverer III launching. Until this

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mission the 6593D Test Squadron (Special) had held an unprecedented aircraft reliability record. In all previous missions, all assigned aircraft were in commission and participated in the entire operation without a single abort or engine failure. On the morning of the first of June one of the four participating aircraft (51-8045) had an internal engine failure after take-off. The aircraft commander made an emergency landing on one engine. An aircraft standing by filled in for the aborted aircraft and the mission was accomplished without further incident.

Discoverer III was launched on 13 June 1959 with four black mice on board. The ill-fated satellite failed to achieve orbit and fell back to earth. This shot was the last of the Mark I systems weighing 60 pounds.

One problem that began to become apparent at this time was the lack of personnel continuity between mission. An example of this is in the Navy assignment of the surface recovery forces. Few of the destroyers participated in more than one recovery mission due to other Navy commitments and normal rotation. Therefore, in preparation for each mission the DDF gear must be removed and reinstalled from ship to ship, commanders must be briefed on mission procedures and new crewmen must be trained in water recovery techniques.

In the RC-121's, radar controller integrity is held from mission to mission. This, however, is considered a minimum requirement and much confusion would be eliminated if the same entire crew was used in all recovery missions. It is considered highly advisable to keep integrity of the supporting forces. As this reporting period ends,

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the arrival of two or more Liberty ships from the Atlantic missile range is anticipated. Their replacement of the destroyer force should alleviate some of the foregoing problem.

NAVIGATOR TRAINING: Mr. Ray A. Heumann of Lockheed Air Service conducted classes during the month of May 1959 on DDF operation for all navigators. Pilots and navigators were given a 2 hour general lecture to increase co-ordination and mutual understanding of problems involved. All navigators received classroom instruction for two hours per day for a period of two weeks. Instruction included operation and tuning of DDF equipment, preflight check with portable beacon and calibration oscillator, homing, station passage recognition, and trouble shooting and inflight repairs. A written test was given at the completion of the course and was passed by all navigators. It is felt this course was very helpful in the recovery operation since it is first necessary to find the target before any recovery attempt can be made.

A navigation training mission was flown to Midway Naval Air Station, Midway Island, on 9 June 1959. This mission was primarily scheduled to complete AFR 60-2 requirements for all aircrew members. The need has been pointed out for additional training flights to keep navigator proficiency at a high level, mission and aircraft flying hours permitting. One factor that tends to minimize the number of these flights is the unsuitability of the C-119 for extended overwater flying.

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TRAINING: In the last month of this reporting period the squadron has started an upgrading program for first pilots to aircraft commanders and some of the more qualified loadmasters to winch operators. In this program first pilots are given instruction and practice in recovery flying techniques. On the same aircraft the student winch operator is given instruction and practice. Student winch operators are also given ground school training in maintenance and repair of recovery gear. Each winch operator can completely disassemble, repair, and reassemble the winch in flight. These people will not be used in an actual recovery mission except in an emergency when more highly qualified personnel are not available.

To keep the aircraft commanders proficient in recovery flying, each aircraft commander is required to complete at least two successful recoveries each week. A graph of these recoveries shows a steady increase, reflecting the value of this training program and our strides forward in recovery gear development.⁵

DEVELOPMENT: During the period of this report many ideas have been developed, tested and adopted or discarded. This procedure continues on today and its value can be seen in the steadily increasing recovery rate. A chronological list of the more important developments follows:

Loop development, April 1959:

An analysis of our recovery failures has indicated the largest cause to be parachute inversion, i.e. loop hooking parachute at or

See supporting document #5

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near the bottom. The parachute will not collapse but is towed behind the aircraft in a deployed condition. The inversion causes tremendous drag, which either breaks the winch cable, pulls all available cable off the winch and is lost, or, at best, refuses to be pulled in by the winch against the drag. To help eliminate the possibility of an inversion, a second loop was added across the poles approximately six feet up from the first loop. If the aircraft should hit the parachute too high, the second loop will collapse the parachute and eliminate the inversion.⁶

Inversion recovery, April 1959:

In connection with the foregoing development a technique has been established whereby an inverted parachute that cannot be reeled in may still be recovered. To accomplish this secondary recovery, each aircraft has been equipped with a spare parachute. In the event an inversion is encountered the spare parachute is tied to the inverted system's winch cable and the whole assembly is cut loose. The second parachute is deployed and a routine recovery is made of the primary parachute capsule and spare parachute, by a second aircraft. This system will be used in the event a non-recoverable inversion is encountered in an operational mission.

Airborne beacon, June 1959:

Airborne beacon transmitters have been installed in three aircraft. These aircraft are used as targets in our initial acquisition and tracking practice for navigators. Increased pro-

See supporting document #6

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iciency of aircrews reflects the value of continued practice on the project.

Removal of Lockheed trough, June 1959:

The Lockheed trough was originally developed and installed to reduce "G" loads on the Mark I systems of sixty pounds. The launch of 13 June 1959 of the Discoverer III ended this system and all subsequent capsules will be Mark II systems of one-hundred twenty pounds. All troughs have therefore been removed from the aircraft.

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ADMINISTRATIVE CHART

COMMANDER

UNIT ADMINISTRATION			
NO	AUTHORIZED	NO	ASSIGNED
1	7024 CAPT	1	7021 CAPT
1	73170 MSG	1	73171 MSG
1	70250 A1C	1	70250 A2C

ADMINISTRATIVE ACTIONS

Administrative Actions: A recent letter from AFEMD, 22 June 1959, placed this unit under Operational Control of the 6594th Test Wing, Palo Alto, California. However, the administrative and personnel functions will remain under the control of the AFEMD office at Los Angeles 45, California.

Manpower: With the beginning of calendar year 1959, manpower changes programmed in 1958 took effect. A change to the Unit Manning Document, Second Quarter Fiscal Year 1959, reduced squadron strength drastically. The original UMD which authorized 33 officers and 151 airmen was reduced to 32 and 85 respectively. Hq, USAF AFPMP 2C-B-48950, 20 Jan 59, gave authority to transfer fifty-eight of these personnel to the 6586th Air Base Wing. A second message from Hq, USAF AFPMP 2CB-38048, 6 April 1959 cited authority to transfer 4 additional airmen to the PACAF Base Command. With the discharge of another airman for hardship reasons, the squadron was now only three airmen over authorized strength. Personnel over authorized strength were Captain John B Hoskins, AFSC 3054; Master Sergeant Ennis J Blanton, AFSC 30171; and Senior Master Sergeant Oscar P Newton, AFSC 43180. The Air Force Specialities of these individuals were critically needed to accomplish the squadron mission. A visit of AFEMD Staff Officers, Lieutenant Colonel Ralph Lemes, Director, Personnel and Manpower, and Major Donald L Werbeck, Manpower and Organization Division, during the week of 25-30 May 1959, we had sufficient time to discuss our

personnel problems. We were advised tentative plans call for transferring Captain Hoskins to the AFEMD Field Office, Hawaiian Field Office, Hickam Air Force Base, Hawaii. Master Sergeant Hlan-ton's UMD position was to be included in the manning document as soon as arrangements could be made at AFEMD. At the same time, they intend to look into the possibility of obtaining an authorization for Senior Master Sergeant Newton.

Certain AFSC's and positions did not fall in line with the mission of the squadron. As a result, we sent a letter to AFEMD, Subject: Change to the Unit Manning Document, 7 April 1959,⁷ requesting necessary changes to the UMD be accomplished. In order for the UMD to reflect the actual duty being performed by the airmen, the Commander requested all 43152 AFSC's be deleted and replaced by AFSC 60153. This was requested because the duties of the airmen supposedly performing 43152 duty were more closely related to 60153 duty. Other changes requested additional flight crew chief positions, addition of 7 skill level AFSC's for airmen in 601X3 field, deletion of AFSC 27170, etc., AFEMDI's first indorsement, 11 May 1959, concurred with our request with the exception of converting three AFSC 43151A, to AFSC 43171A.⁸ A subsequent phone call to AFEMD, Manpower Office, Major Donald L Warbeck, was confirmed by letter, 22 June 1959,⁹ transferring three (3), 7 skill

7. See Supporting Document #7.

8. See Supporting Document # 8.

9. See Supporting Document # 9.

levels from Functional Account 80020 to Functional Account 80010 and transferring three, 5 skill levels from F/A 80010 to F/A 80020. These latest changes are not incorporated into the history because the Fourth Quarter UMD Fiscal Year 1959 does not reflect that change. Manning document changes helped to boost squadron morale and was more indicative of personnel requirements necessary to accomplish the mission.

Upon receiving approval of these changes we submitted a request for Waiver of Cross-Training, under par 7, AFR 39-8. Air Force Speciality Codes listed below are the AFSC's for which waivers were requested:

<u>FROM</u>	<u>TOTAL</u>
43151A/71A	10
43171E	2
46270	3
46230B	5
46330B	1
46230D	$\frac{1}{2}$
	<u>22</u> TOTAL

We anticipate submitting approximately four additional waivers. Since higher headquarters saw fit to recognize our need for 60LX³ personnel, we feel they will approve our waivers. Additionally, our waiver request is not an unreasonable one when compared with the UMD authorizations and Air Force Personnel manning requirements.

A letter from AFEMD, Subject: Qualitative Personnel Requirements Informational Data for Inflight Recovery Reel Equipment Operator,

3 June 1959, doubted the appropriateness of using winch operators and pole handlers. In order to dispel any doubt concerning this matter we sent a reply to the letter giving the information requested. However, AFEMD Exhibit 58-18, Qualitative Personnel Requirements Information (QPRI) 15 Sept 58, which was to be used as a guide was too technical to be understood by this office. Therefore, it is quite possible insufficient information was forwarded to afford a valid conclusion. We requested AFEMD to send qualified technicians TDY to our unit to make a personal evaluation of this problem.

Promotions: Message, WDSP-2-39-E, Hq. ARDC, 19 February 1959, advised us MSgt Oscar P. Newton was promoted to Senior Master Sergeant, Pay Grade E-8. It was a shot in the arm to the remaining MSgts in the squadron in that it made them aware that Non-commissioned Officers at any echelon will be promoted if they have the necessary qualifications. It is interesting to note also, that MSgt Newton was also the Commanders first choice to SMS. Promotions to other non-commissioned officer grades were frozed during the first quarter of Fiscal Year 1959. However, we received one promotion quota to the E-4 grade and two promotions to the E-3 grade. Eight airmen were eligible for the E-4 grade and five to the E-3 grade. A/2C Willis Stinnett Jr., AF15455334, was promoted to A/1C. A/3C Lester L. Beale Jr., AF11337062, and A/3C Uwen L. Johnson, AF17503391, were promoted to A/2C. Primary factors in considering these airmen for promotion were date of rank and recommendations by supervisors. We received one promotion quota to A/1C and A/2C in the fourth promotion cycle of 1959, A/2C Glenwood F. Miller, AF19584171, and A/3C Hector

Santana, A12534530, were promoted to grades E-4 and E-3 respectively. A major change in personnel promotions occurred when message, WDSF-5222-E, 7 May 1959, from Commander AFHQ cited authority to nominate two airmen in frozen AFSC's. Unfortunately, we did not have anyone eligible. A letter from Hq, ARDC, dated 16 April 1959, Subject: 1 June 1959 Promotion Cycle, relieved squadron commanders of authority to promote to the NCO grades. The letter in effect stated, "It is necessary to resort to this procedure because of the small number of NCO promotion quotas received." Hereafter, all such promotions will be made by Command Promotion Boards. During the past six months, a number of officers received temporary promotions. Capt Charles Hunsenstein was promoted to Major and Lt Everett Anderson was promoted in both his temporary and permanent grade to Captain. Lt Clanson was promoted in December but we did not receive notification until January. Capt Arthur H Grate received his permanent promotion to Major in Reserve Officers Promotion Act.

Personnel Records: With the deletion of airmen in the 732XO career field, the squadron was forced to relinquish all personnel records to the 648th Air Base Wing. Losing control of records caused considerable inconvenience at first. However, after a few months the loss does not appear to be as unbearable as it first was. Also, coordination with the Air Base Wing personnel section is extremely good so we did not encounter any

difficulties in obtaining either information or assistance in personnel matters.

As soon as the records were transferred, airmen working in the orderly room responsible for maintenance of these records were transferred to the ABWG. They were: SSG George J Hall, AF18139002, SSG Lewis A Andrews, AF13266104, and A3C William J Weithowski, AF11345015.

Morale: Morale, always a gauge for measuring a unit's effectiveness, is excellent. This is borne out by the fact that none of the members have had offense reports, aside from minor traffic violations, forwarded on them. Nor have any court, board, demotion or disciplinary actions been brought against them. Also, letters of indebtedness, a constant sore spot to any commander are practically non-existent. These facts are not intended to portray a "paradise Squadron" where everyone is completely happy. Naturally, some areas do need improvement. The most immediate need is for partitioning the airmen's barracks, Hale Makai, into separate cubicles to afford the airmen some measure of privacy. As their quarters now exist, all personnel live in one giant open bay. We anticipate some measure of relief of this problem with the new fiscal year, when the base will have funds to accomplish this project.

Unit Fund Activity: The Unit Fund Council was appointed on squadron Special Order Number 3,¹⁰ 29 January 1959. Funds expended covered those areas of activity the squadron was interested in.

10. See supporting document # 10.

Funds were allotted to support a bowling team¹¹ in a league at the Boulevard Bowl, Dillingham Boulevard, Honolulu. The league was composed of 22 teams. The team was in first place for almost twenty weeks and then hit a slump period near the end of the season and ended up in a tie for first place with two other teams. The slump continued into the championship playoffs and as a result, they ended up in third place. There were no regrets about ending up in third place. During the course of the season they had made many friends both civilian and military. Their demeanor was excellent and they represented the squadron and the Air Force in a commendable manner.

Since there were a considerable number of personnel interested in entering a team in the base intramural softball league, the unit fund council allotted funds to purchase softball uniforms. While it is true the team did not win many games, the squadron cannot be denied the pride it has in the fact the squadron was well represented at all games. Approximately 40 to 50 persons and their dependents attended each of our games. The esprit de corps of the unit is even more evident when you know that half of the players were from 30 to 41 years of age. This is a great tribute to squadron morale and deserves special notice. A quick glance at other squadron teams reveals no such participation by any other squadron.

One function supported by the Unit Fund which received better than 90% attendance by squadron personnel and their wives or dates, was the squadron dance.¹² An invitation was also extended to

11. See Supporting Document # 11.

12. See Supporting Document #12.

former squadron personnel transferred to PACAFBASECOM. Everyone said it was by far the most successful squadron party they had ever attended. The dance was held 20 March 1959 on the Lanai of the Hickam Air Force Base Non-Commissioned Officers Club. Free refreshments were available for three hours during the evening, plus an excellent buffet dinner, and very fine Hawaiian and Tahitian floor show. All arrangements for this excellent affair were handled by MSG Lawrence E Smith. He has our heartiest congratulations for doing such an excellent job.

United States Savings Bond Drive: Captain Eugene W Dombroski was appointed project officer for the annual Savings Bond Campaign conducted in May. All available information on the subject was disseminated to squadron members or posted in appropriate places. Key workers assisting him were ITC Frank J Linseisen and Walter L Michelini, MSG Willie Stanberry, TSG Marvin L Shields, and SSG Chester G Duffield. Each worker was instructed on the merits of participating in the campaign and to encourage all squadron personnel to do likewise. It was pointed out that the key to leadership is by example and was well demonstrated by key workers when several of them who were not bond purchasers automatically purchased bonds when they were appointed. Letters from higher headquarters, the squadron commander, and project officers were posted and individual solicitation by key workers is being conducted with enthusiasm.

Statistically, we have this information concerning the bond drive:

Number of Personnel contacted:	120
Number of new allotments executed	7
Total Dollar amounts of new allotments:	\$262.50
Number of existing allotments increased	1
Total dollar amounts of increase in existing allotments:	\$7500

Although a thorough campaign was conducted to solicit participation in this drive, the end result was not indicative of the effort expended to make it successful. Our observation of this drive led us to believe none of our personnel are going to buy a product if it doesn't have a high enough yield. They were more interested in investing in building and loan associations or credit unions that pay 4 to 5% interest. If the government is to acquire the funds it needs to meet the tremendous cost of our national defense, it must not only seriously consider paying a higher rate of interest, it must act quickly to do so. The cost of living is so high today that every citizen is turning towards investments that will keep up with the cost of living. It is regrettable that more United States Savings Bonds were not purchased. Still, in the midst of so many refusals to purchase bonds, TSG Everett H Boling, AF14283134, the Non-Commissioned Officer In Charge of supply re-enlisted during this period. He received \$1500.00 in re-enlistment pay and promptly converted it into bonds. The Base Bond Project Officer was notified of this and promptly had his picture placed in the front page of the base newspaper, "The Surfwriter".

He hoped this publicity would add impetus to the Bond Drive.

The Joint Tenancy Agreement: The Joint Tenancy Agreement between Hq, ARDC, and Hq, Pacific Air Forces remains to be completed and signed. Certain minor technical points have not been resolved. However, we have not encountered any difficulties which have impeded either our operational or administrative progress. The Joint Tenancy agreement is mentioned only as a matter of history of support to the initial historical report in that the JTA should be an administrative matter completed before an ARDC Unit becomes a tenant of another command. This could in some instances preclude unnecessary embarrassment and give evidence of administrative progress which is abreast of technological progress.

Attached Personnel: Nine Photographers from Hq, 1365th Photographic Group, Air Photographic and Charting Service, (MATS), Orlando Air Force Base, Florida,¹³ were attached to the squadron for approximately 180 days TDY. Two airmen arrived 7 April 1959, and the remaining seven airmen arrived on 8 April 1959. No Officer accompanied them. The airman in charge is Senior Master Sergeant Lynn H Wade, AF14101825. Their primary mission is to accomplish motion picture and still photography on color for project 65/9142. The secondary mission is to accomplish photography on target of opportunity subjects for documentary of Air Force News Releases. We have given them assistance in getting

13. See Supporting Document # 13.

settled and handled some of their administrative matters. They receive their mail and pay through the squadron and are extended the same courtesies as squadron members.

MAINTENANCE CHART

COMMANDER

UNIT MAINTENANCE			
NO	AUTHORIZED	NO	ASSIGNED
1	4344 CAPT	1	4344 MAJ
1	43171A MSG	1	43180 SMS
1	43171A MSG	1	43171A MSG
1	70250 A1C	1	70250 A2C
6	43171 TSG	1	A43171A MSG
		4	43171A MSG
		1	A43171A TSG
6	43151A SSG	3	43171A TSG
		3	43151A SSG
4	43151A A1C	1	43151A SSG
		3	43151A A1C
1	30150 SSG	1	30171 MSG
		1	30150 A2C
1	30151 SSG	1	30151 A1C
		1	30150 A2C
		1	3054 CAPT

RE-ESTABLISHMENT: 1 January found the maintenance section firmly established; generally familiar enough with local procedures and idiosyncrasies to consider ourselves open for business. Personal problems incidental to housing and the welfare of dependents had, by and large, ceased to exist. In fact, at no time was the effort penalized by the personal factors frequently arising after a unit move overseas. Aircraft condition at the first of the year was excellent and directly attributed to work accomplished during long out-of-commission hours at Edwards AFB, fine NCO supervision, and effective materiel support.

The maintenance organization underwent a complete face-lifting operation immediately after arrival at Hickam. All men in specialist AFSC's--engine, propeller, hydraulic and electrical--were moved immediately into the shops of the 6480th Consolidated Maintenance Squadron. The periodic dock crew, numbering some twelve A & E mechanics and supervisors, moved into the CAMRON under the supervision of the periodic section. There were administrative delays in cutting transfer orders on these people, and for a period of sixty days they remained assigned to our squadron on loan to the CAMRON. This situation brought on a number of obvious administrative difficulties and personal complaints, and although we cannot say that maintenance was adversely and directly affected, sounds of relief were plainly audible when the paper transfer was completed in February.

EFFECTIVENESS: Theoretically, after integration into the consoli-

dated system and transfer of personnel and equipment to the CAMRON, the bulk of the work requirement for maintenance was out of our hands. In actual practice, the situation changed little from that which existed at Edwards. Due to the peculiarities of the mission, it was necessary for us to retain control over periodic and specialist scheduling and planning, and also assignment of priorities for work to be accomplished. In practice, the periodic dock unit remained intact and operated under the system established at Edwards, and with the same personnel. In other words, for all 9 aircraft, the maintenance control facility has functioned only as a clearing house for maintenance action rather than as a planning and scheduling agency, as would be the case within a 48 aircraft wing. Six months operation with the 6486th CAMRON has convinced us that the sole advantages of integration of a small number of unique aircraft into consolidated maintenance lies in the use of shops equipment, the availability of a functioning supply net, and records keeping plus data collection. No advantage or gain in efficiency is realized in the specialist or periodic dock area, and the capability of the individual Crew Chief is the determining factor in producing quality maintenance.

Effective at the time of the first operational mission, the maintenance target was set at operational readiness of all aircraft for each operation. The NCO's, under the leadership of the Line Chief, MSgt W. H. Brown, and the Flight Chiefs, quickly caught the spirit and a rather intense competition set in.

It would unquestionably have gone hard with the Crew Chief whose aircraft aborted for any mechanical defect remotely classified as foreseeable. However, with the aid of one to two days stand-down prior to each mission, effective supply support, and careful scheduling, plus a combination of hard work and ingenuity, the target was achieved. There were no aborts or emergencies resulting from mechanical failure, or failures of equipment rendering an aircraft unable to perform the primary mission. ¹⁴

Material support was particularly effective. The tables of spares shipped to Hickam for support of the C-119's were as complete as could be expected with respect to both item coverage and quantities; and replacement of reduced levels operated according to the book. The adequacy of spares levels and rapid shipment of unusual spares requirements resulted in a low AOCF rate throughout the period. Crew Chiefs and section supervisors contributed measurably by keeping close check on local repair capability and furnished necessary shots of ingenuity to effect repair when faced with an incipient AOCF. In several cases, notably communications gear, squadron supervisors located items ready for shipment to depot and either repaired or caused them to be repaired locally. Many of our crew chiefs and supervisors, who have spent years with the C-119, were better versed than shop personnel as to the scope of local repair capabilities.

PROBLEMS AND SOLUTIONS: Technical problems encountered over the six months period were certainly not insurmountable. All aircraft systems had been sufficiently reworked or replaced at Edwards AFB

14. See Supporting Document # 14

to produce relatively trouble-free operation. Propeller systems have been, however, a more frequent source of difficulty than anticipated; in fact, fourteen propeller regulators were removed and replaced between January and July. All were returned for depot maintenance.

They represented a variety of mechanical defects, primarily lift-off seal leaks. By the end of June, a capability to perform the necessary repairs had not been developed by 6486th CAMBON. Priority on existing requisitions for necessary parts and special tools was upgraded late in June to expedite acquisition of a repair capability.

In February, close review of aircraft weight and balance records, and recheck of calculations since original delivery, indicated that errors of some magnitude might have occurred in weighings performed at Hayes Aircraft and at Fairchild, St. Augustine. Computations made by adding known modifications increases to original delivery weight exceeded latest "actual weight" figures by some 1500 lbs. A test weighing confirmed that all were in error by approximately that amount, and on the wrong side. In order to maintain engine-out performance, it became necessary to further limit fuel loads to hold the aircraft at 70,000 lbs gross. Operation under the revised true basic weight with full recovery crews and equipment permits only 600 gallons of auxiliary fuel if marginal engine-out performance is to be maintained. The aircraft has a capacity for 1000 gallons of auxiliary fuel.

Another difficulty encountered--certainly not uncommon on older, much modified aircraft--was mismarking of electrical wiring and circuit breakers. After discovery of two breakers which did not operate

as marked, each aircraft was run through a complete inspection including circuit check of each breaker and fuse; a time consuming and tedious project. When complete, bakelite tags were riveted in to show function of each accessible breaker. Breakers were, and continue to be, operationally checked by test crews after each periodic inspection.

Corrosion control on the airplanes is worthy of honorable mention on any list of problems. This one is particularly acute here, with salt air coming from whichever direction the wind blows. A program of brightening and repainting critical areas at least every 4 months was instituted, and may yet have to be increased in frequency. Skin dullness, oxide formation, and slight pitting of alclad surface appear much more rapidly here than in the dry inland climate of desert California. ✓

The personnel status throughout the period remained static. Promotion of MSgt Newton, Chief Inspector, to Senior Master Sergeant occurred in February, and he was moved to the top NCO position of Line Chief, while MSgt Brown took over the Inspector chair. MSgt Brown's tour as Line Chief was extremely successful and left little to be desired in the manner of performance. Losses were limited to one NCO, TSgt Koonce, who was returned to CONUS for medical reasons. Other than these changes, personnel assignments remain identical with those of 1 January.

SUPPLY CHART

COMMANDER

UNIT SUPPLY			
NO	AUTHORIZED	NO	ASSIGNED
1	6424 CAPT	1	6424 1ST LT
1	64173 TSG	1	64173 TSG
2	64151 ALC	1	64151 SSG
		1	64151 ALC

PERSONAL EQUIPMENT			
NO	AUTHORIZED	NO	ASSIGNED
1	92270A TSG	1	92270A TSG
1	92250A SSG	2	92250A SSG
1	92250A ALC	0	

SUPPLY

ACTIVITIES: The supply section was actively engaged in the requisitioning, receiving and issuing of initial squadron requirements of equipment at the beginning of this reporting period. The first week in January was occupied in obtaining the remaining items of office furniture required to become fully operational within the squadron. Wardrobes and the new three-quarter size beds were also requisitioned at this time, but were not received until the middle of March. In the meantime, the standard type wall lockers and narrow cot type beds were utilized. Upon receipt of the new wardrobes and beds, the morale of personnel living in the barracks was boosted considerably.

Since the majority of the enlisted men on flying status within the squadron were not previously on flying status, large quantities of flying clothing and related items had to be obtained for them. The second week in January was devoted to obtaining the various sized and total requirements of this type equipment. The majority of requested items were received within a week and issue was made to the individuals on their Air Force Form 538.

The completion and issuing of tool kits was another major project undertaken during this reporting period. The first task was the development of a special kit for the Loadmaster Technician which consisted of the minimum quantities of tools presently authorized in equipment Component List 14318. Upon completion of these kits, all the mechanics kits were inventoried and shortages placed on requisition. These shortages were received and issued by mid March.

Shortly thereafter, there were still complaints about not being authorized sufficient tools required to perform the necessary maintenance. The Maintenance Section was then requested to screen section 11 of ECL 20006, Optional Items for Standard ECL Kits, in order to provide a list of items that would enable the mechanics to have the proper tools. Upon the completion of this list, these tools were requisitioned and received during the latter part of April. This completed the requirements for hand tools within the squadron and now all tool kits are in very good condition.

The month of June was devoted to matters of routine nature such as: The turn in of various items of flying clothing and equipment that had been exchanged by the flying personnel, receipt and issue of 50 pairs of sunglasses, a paper inventory of items on hand through the use of the custody receipts, the filing of the never ending supply of change notices and revisions to the stock lists and the requisitioning of paint for the offices in the Hanger.

At the end of this reporting period, entries are being made to the AF Form 1120 cards denoting the new fiscal year and new control registers and supporting document files are being prepared to start off fiscal year 1960.

UNIT AUTHORIZATION LIST: Two UAL change requests (59-2 and 59-3) were submitted to AFEMD on 10 March 1959. Request number 59-3 was returned disapproved on 19 March 1959. This request was for electric hot cups and insulated jugs for use on the aircraft. Disapproval action stated that these items should be accounted for on the aircraft DD 780 forms. Request number 59-2 was returned approved on 10 April 1959.

This request consisted of items authorized in Table of Allowances 1-1Q for the barracks lounge.

Ever since the relocation of the squadron at Hickam AFB, considerable discussion has taken place regarding the proper procedures to account for the property being utilized by the 6486th Consolidated Aircraft Maintenance Squadron, to support this squadron. It was first decided that this squadron would maintain authorization on the UAL and AF Form 1120 Cards for the property although no on hand balances were to be carried on the cards. This decision resulted from the fact that the CAMS obtained these items directly from base supply and were accountable for such although they had no authorization for the items. During the first part of May, the CAMS was written up by an inspection team for having the property on hand. It was then decided that they would transfer to this squadron the items that could be used here and obtain authorization for the remaining items that they required to support this squadron. On 29 May, authorization was granted by AFEMD to delete all the items on the UAL that could not be used within the squadron. The accomplishment of this resulted in a UAL of approximately forty line items.

PROBLEMS: Considerable difficulty was encountered during this period in obtaining one-inch nylon webbing, stock number 8305-268-2452. The first request was submitted just before the close of the last reporting period and was not received until 8 Feb 59. A second request was submitted on 9 Feb 59, under a 1-1 priority and follow-up action was instituted a week later. After eleven messages between the various depots concerned, this request was finally received on 30 March 1959.

GLOSSARY

ABN	AIRBORNE
ADMIN	ADMINISTRATION
AFB	AIR FORCE BASE
AEMG	AIR BASE WING
AFMD	AIR FORCE BALLISTIC MISSILE DIVISION
AFFMP	DIRECTOR OF MILITARY PERSONNEL, HEADQUARTERS USAF
AFSC	AIR FORCE SPECIALITY CODE
AFSN	AIR FORCE SERVICE NUMBER
ARDC	AIR RESEARCH AND DEVELOPMENT COMMAND
CAMRON	CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON
DDF	DISCOVERY DIRECTION FINDING
IRAN	INSPECTION AND REPAIR AS NECESSARY
MAINT	MAINTENANCE
NAS	NAVAL AIR STATION
NCO	NON COMMISSIONED OFFICER
PCS	PERMANENT CHANGE OF STATION
RATU	RECOVERY AID TEST UNIT
ROPA	RESERVE OFFICER PERSONNEL ACT
SMS	SENIOR MASTER SERGEANT
TDY	TEMPORARY DUTY
TH	TERRITORY OF HAWAII
UAL	UNIT AUTHORIZATION LIST
UMD	UNIT MANNING DOCUMENT

LIST OF SUPPORTING DOCUMENTS

NUMBER

1. Letter, 22 June 1959
2. Additional Duties
3. Deployment Pattern
4. Photograph: Specially Constructed Bomb
5. Recovery Graph
6. Photograph: Double Loop
7. UMD Change, 7 April 1959
8. AFMD Indorsement, 11 May 1959
9. AFMD Letter, 22 June 1959
10. Unit Fund Council
11. Photograph: Bowling Team
12. Photograph: Squadron Party
13. 1365th Photographic Group TDI Orders
14. Maintenance Statistics

6593D TEST SQUADRON (SPECIAL) (ARDC)
 United States Air Force
 APO 953
 San Francisco, California

SPECIAL ORDER)
 NUMBER 49)

14 April 1959

1. The following named officers are assigned additional duties as indicated below. All publications in conflict with this communication are hereby revoked.

<u>RANK</u>	<u>NAME</u>	<u>AFSN</u>	<u>DUTY</u>
CAPT	ANDERSON, Everett E.	AO3340018	Squadron Mobility Officer
CAPT	BRENTON, James A.	39529A	"B" Flight Commander Asst Operations Officer
CAPT	CLAWSON, Charles B. Jr.	AO932675	Special Services Officer Passive Defence Officer Disaster Control Officer
CAPT	CONN, James E.	AO1910710	Squadron Training Officer Intelligence Officer
CAPT	DOMBROSKI, Eugene W.	AO1910580	Forms Management Officer Publications Distribution Officer, Unit Fund Custodian, Reenlistment Officer Classified Document Control Officer, Records Disposition Officer
CAPT	FORTUNE, Vincent J.	AO833071	Ground Safety Officer Squadron Fire Marshal
CAPT	HINES, Thomas F.	24425A	Squadron Proficiency and Standardization Officer, "B" Flight Deputy Commander Asst Instrument Check Pilot
CAPT	MASON, Lynnwood G.	AO1911035	Asst Maintenance Officer
CAPT	MCCULLOUGH, James F.	AO1909804	CJT Officer
CAPT	MITCHELL, Harold E.	39402A	"A" Flight Commander, Asst Operations Officer
CAPT	MOSHER, Edward H.	42576A	Operations Historian, Operations Inspector
CAPT	SCHENSTED, Warren C.	AO2222639	OIC Instrument Training, Instrument Check Pilot, Squadron Proficiency Pilot
CAPT	SHINNICK, Lawrence W. Jr.	39457A	OIC Test Section "A" Flight Deputy Commander
CAPT	UPCHURCH, Lind D.	AO688137	Squadron Navigator Standardization Navigator
CAPT	WILSON, Jack R.	AO2067401	Flying Safety Officer
1/LT	ADAMS, Jarvis M. III	46826A	Weight and Ballance Officer
1/LT	GLIFTON, Robert B.	AO3046540	Asst Weight & Ballance Officer
1/LT	COUNTS, Robert D.	AO3065536	Unit Voting Officer
1/LT	CURTIN, Donald R.	AO2209386	Physical Training Officer
1/LT	DEERE, William J.	AO3037366	Asst Flying Safety Officer
1/LT	DORTON, Bobby R.	AO3065164	Security Officer

AIR FORCE BALLISTIC MISSILE DIVISION
Headquarters
AIR RESEARCH AND DEVELOPMENT COMMAND
UNITED STATES AIR FORCE
Air Force Unit Post Office, Los Angeles 45, California

REPLY TO
ATTN OF: WDSFR/Maj Werbeck/1195
SUBJECT: Organizational Announcements

22 June 1959

TO: ALL PERSONNEL, AFEMD
COMMANDER, 6594th TEST WING

1. Effective 1 June 59, the AFEMD Field Office at Palo Alto was dis-established and all personnel transferred to Headquarters 6594th Test Wing.

2. In order to preserve continuity of operations in which the Palo Alto Field Office was engaged, the following organizational actions are directed, effective immediately:

a. Operational control of the 6593d Test Squadron (Special) is assigned to the 6594th Test Wing. Unit remains assigned to AFEMD.

b. The Hawaiian Field Office Unit is redesignated the Hawaiian Field Office, AFEMD, and is assigned to the Directorate WS 117L. Operational control of the Hawaiian Field Office, AFEMD, is assigned to the 6594th Test Wing.

3. This directive will remain in effect pending implementation of an over-all reorganization of the AFEMD elements in Hawaii. This over-all reorganization will be announced in appropriate ARDC General Orders at which time this directive will be removed from files and destroyed.

/s/ O J Ritland
/t/O. J. RITLAND
Brigadier General, USAF
Commander

SO 49, 6593D TESTRON (SP), USAF, APO 953, San Francisco, California
14 April 1959

<u>RANK</u>	<u>NAME</u>	<u>AFSN</u>	<u>DUTY</u>
1/LT	KECK, Charles H.	A03057737	Asst Communications Officer
1/LT	KUSUNCKI, Wilfred H.	A03057524	Asst Squadron Training Officer
1/LT	LINSEISEN, Frank J.	A03027156	Asst Administrative Officer, Asst Personnel Officer
1/LT	LUDWICK, Jack W.	A03021471	Asst Supply Officer, Personal Equipment Officer, Survival Training Officer
1/LT	MICHELINI, Walter L.	A03065248	Squadron Historical Officer ✓

2. MSGT JACK J. KENNEY, AF18068822, is appointed Squadron Ground Safety NCO, and Standardization Engineer.

3. MSGT WILLIE STANBERRY, AF38447430, is appointed Squadron Standardization Winch Operator and Pole Handler.

FOR THE COMMANDER:

DISTRIBUTION:

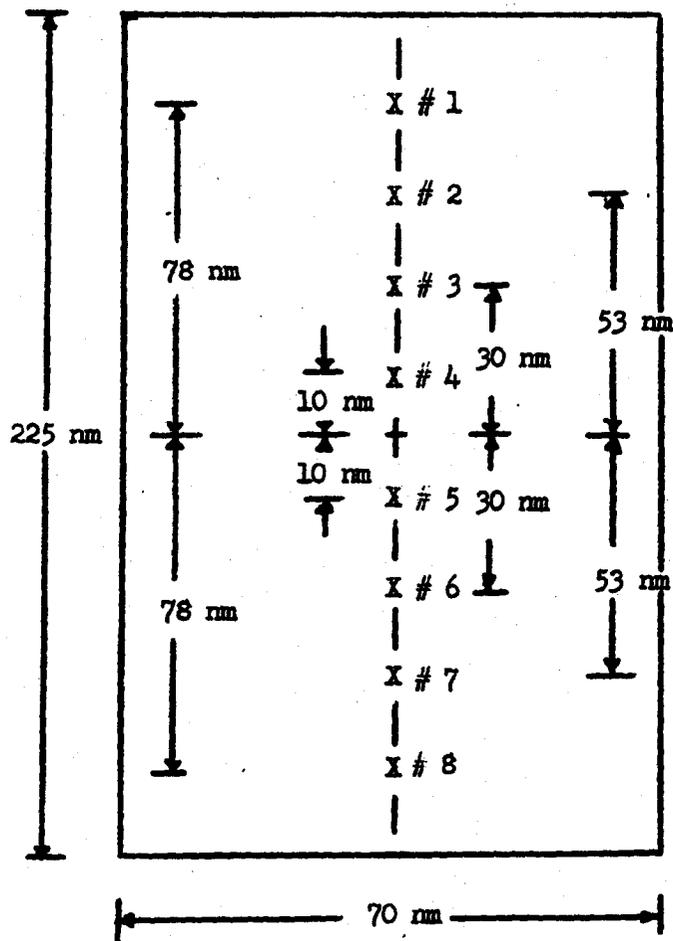
3cys per indiv, para 1 2 & 3.
56 cys PC-A
56 cys 6593D TESTRON
10 cys AFEMD

/s/Eugene W. Dombroski
/t/EUGENE W. DOMBROSKI
Captain, USAF
Administrative Officer

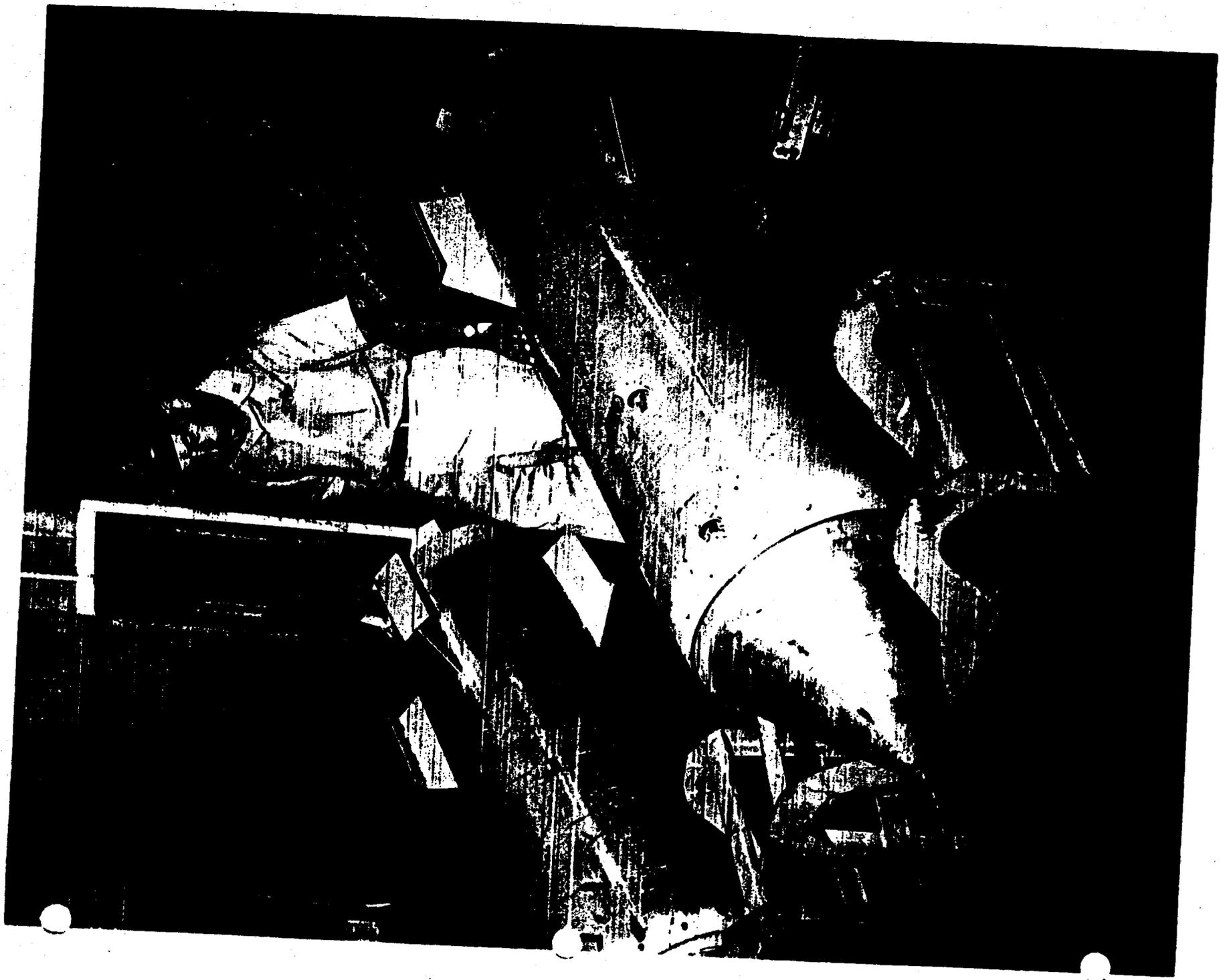
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8 AIRCRAFT RECOVERY POSITION

X REPRESENTS AIRCRAFT POSITION



~~SECRET~~

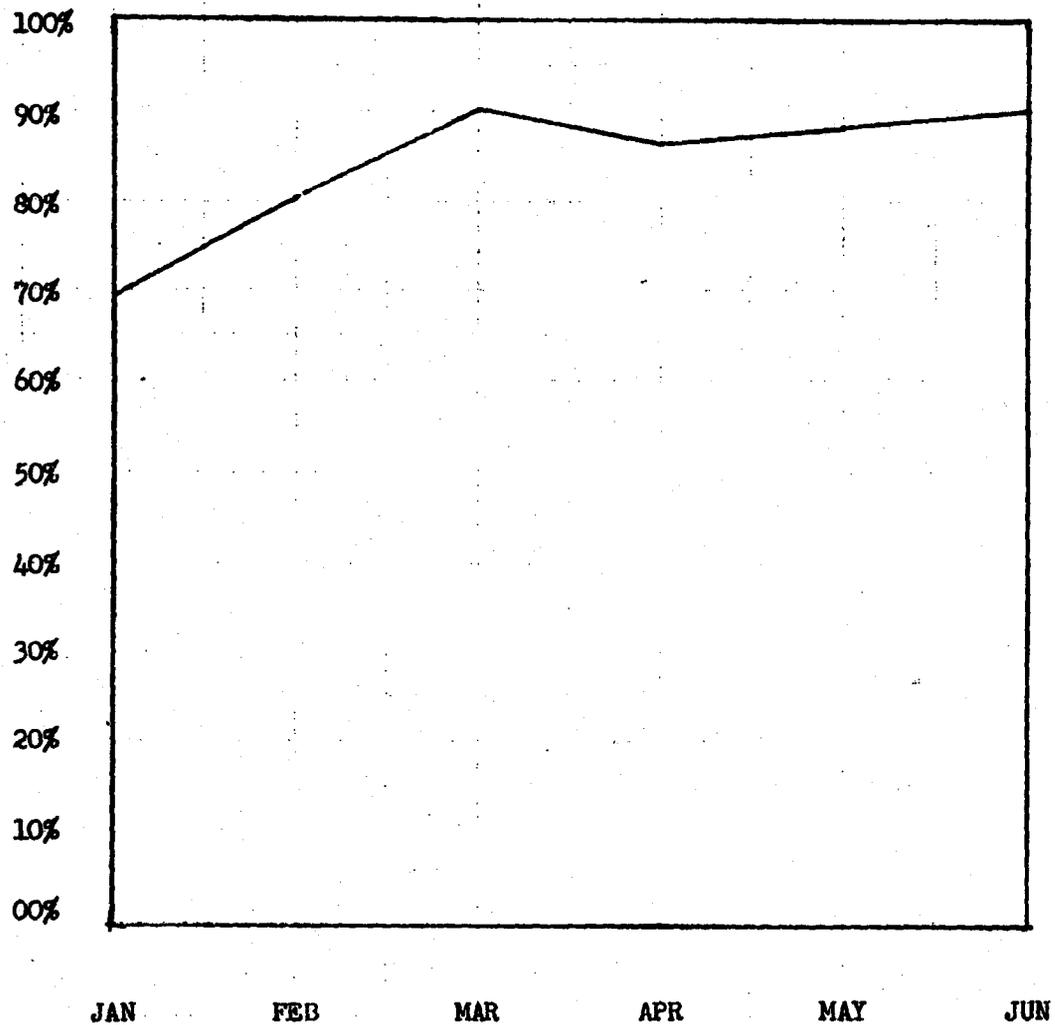


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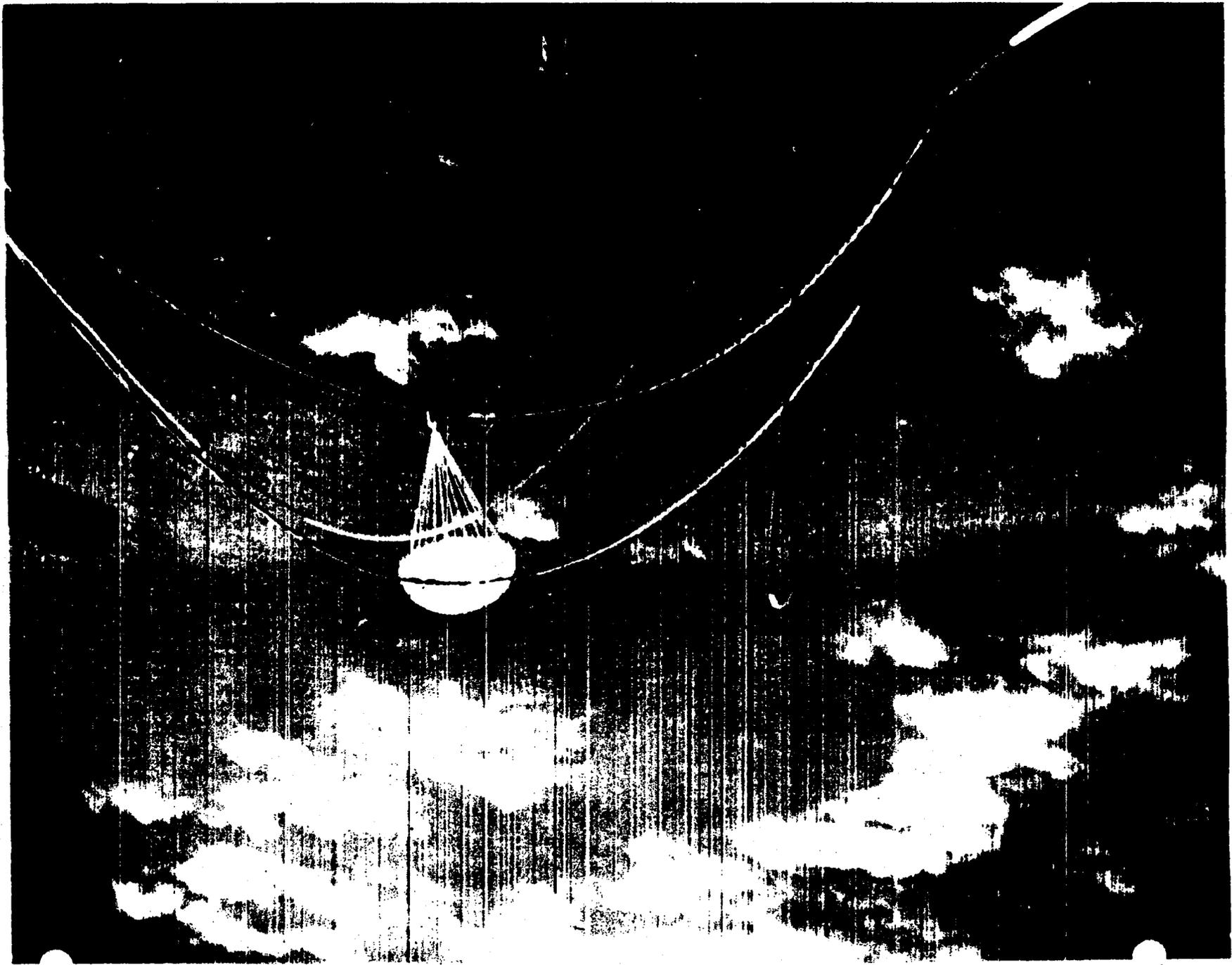
162.6593

Recovery Percentages
of all systems from
1 Jan to 31 June 1959

RECOVERY STATISTICS



~~SECRET~~



6593D TEST SQUADRON (SPECIAL) (ARDC)
United States Air Force
APO 953
San Francisco, California

WDGET

7 April 1959

SUBJECT: Change to the Unit Manning Document

TO: Commander
Air Force Ballistic Missile Division
Headquarters ARDC
United States Air Force
ATTN: WDSFR
Air Force Unit Post Office
Los Angeles 45, California

1. The following changes to the current Unit Manning Document, 3rd Quarter Fiscal Year 1959, are requested to align the UMD with mission requirements and to provide an opportunity to cross train and OJT personnel of the flying crews:

a. That all Air Force Specialty Codes 43152 authorized under the current UMD be converted to the 60LX3 career field. At the same time, request nine (9) of those positions, functional account 80020, when converted to the 60LX3 career field be upgraded to seven (7) levels. This change is necessary in order to afford personnel an opportunity to cross train to a career field which has a seven level skill AFSC. Also, the AFSC will be more compatible with the duties performed by the airmen.

b. Delete one (1) AFSC 27170, functional Code 80020 and add the position to functional code 80010, as a Technical Sergeant, AFSC 43171A. Reason for change - requirement exists for additional 7 level ground crew chief and no requirement for 7 skill level in squadron operations.

c. Downgrade nine (9) TSGT positions, AFSC A43171A, functional account code 80020 to nine (9) SSGT positions, AFSC A43171A. Reason for change, 5 skill level more in line with responsibility of duty assignment.

d. Upgrade three (3) SSGT, AFSC 43151A, Functional Code 80010 to TSGT 43171A, same functional code. Reason for upgrading additional seven levels required to make a total of nine (9) TSGT Crew Chiefs which are a must in order to maintain nine (9) aircraft in optimum condition.

2. At the present time twenty - five (25) airmen are performing duty out of their career fields in the 60LX3 and 43152 career fields. A breakdown of this total indicates the following facts:

WDGET, 6593D Test Squadron (Special) (ARDC), APO 953, San Francisco, California, SUBJ: Change to the Unit Manning Document, 7 April 1959

<u>NUMBER</u>	<u>PRIMARY AFSC</u>
4	A43171A
2	A43171E
3	46270
7	A43151A
1	43151A
1	77150
6	46230B
1	46330B

More than 25% of the airmen assigned to this organization are not performing duties in their primary career fields. After discussing this matter with squadron personnel, they indicated they would voluntarily train to the 601X3 career field if afforded the opportunity to do so.

3. In the event 43152 AFSC positions are deleted and 601X3 positions are substituted for them, request this office be advised what course of action to follow to cross train airmen mentioned in paragraph 2 since supplement 4 to AFR 39-8 prohibits cross-training to the 601X3 career field unless approved by Hq, USAF.

4. Request functional code 84610, of present UMD, be corrected from AFSC 30151 to AFSC 30150 to indicate correct authorization. An urgent requirement exists for a radio man. One radar repairman is sufficient to perform necessary maintenance.

1 Attachment:
Proposed UMD

/s/Joseph G Nellor
/t/JOSEPH G NELLOR
Major, USAF
Commander

WDGET, 6593D Test Squadron (Special), APO 953, San Francisco,
California, 7 Apr 59, Subj: Change to the Unit Manning Document

WDSPR

1st Ind

11 MAY 1959

Air Force Ballistic Missile Division (ARDC), Air Force Unit Post
Office, Los Angeles 45, California

TO: Commander, 6593D Test Squadron (Special) (ARDC), Attn: WDGET,
APO 953, San Francisco, California

1. Reference your request for changes to Unit Manning Document.
In accordance with phone conversation of 29 April 1959 between
Captain Dombroski, your headquarters and CWO Shawver, WDSPR, action
was taken to amend your UMD as shown in inclosure 1.

2. The conversion of three staff sergeants, 43151A to technical
sergeants, 43171A could not be accomplished due to grade limitation.

3. Course of action to be taken to allow cross-training is as
follows: Request waiver of provisions of AFR 39-8 through this head-
quarters to allow cross-training from those AFSCs which are surplus
into the newly authorized AFSC. Format to be used is as outlined in
AFR 39-8.

FOR THE COMMANDER:

1 Attachment - n/c

Cy furnished:
Comdr 6486 ABWG,
Attn: Pers Officer

/s/Donald L Werbeck Major
for /t/RALPH LEMES
Lt. Colonel, USAF
Director, Personnel & Manpower, Resources

6593D TEST SQUADRON (SPECIAL) (ARDC)
United States Air Force
APO 953
San Francisco, California

REPLY TO
ATTN OF: W DGT

SUBJECT: Changes to UMD

12 JUN 1959

TO: Headquarters
Air Force Ballistic Missile Division
ATTN: WDSFR
Air Force Unit Post Office
Los Angeles 45, California

Request confirmation of telephone conversation between Major Donald Werbeck, Manpower and Organization Division, and Captain Eugene W Dombroski, this squadron, on or about 14 May 1959, regarding UMD changes. Changes requested involved transferring of three (3) Technical Sergeants, 7 levels, from functional account 80020 to functional account 80010, and transferring three (3) Staff Sergeants, 5 levels from F/A 80010 to F/A 80020.

FOR THE COMMANDER:

/s/Eugene W Dombroski
/t/EUGENE W DOMBROSKI
Captain, USAF
Administrative Officer

1st Ind (WDSFR/CWO Shawver/2255)

22 JUN 1959

AFBMD Hq ARDC, Air Force Unit Post Office, Los Angeles 45, California

TO: 6593D Test Squadron (Special) (ARDC), USAF, APO 953, San Francisco, California

All changes referenced above have been made to the 6593d Test Squadron UMD and will be reflected on the next publication. An info copy is being included for withdrawal and forwarding to 6486th Air Base Wing.

FOR THE COMMANDER:

/s/Henry P Carvalho
/t/HENRY P CARVALHO
Lt. Colonel, USAF
Deputy Director, Personnel & Manpower, Resources

1 Atch
Info copy for 6486th ABWg

6593D TEST SQUADRON (SPECIAL) (ARDC)
United States Air Force
APO 953
San Francisco, California

SPECIAL ORDER)
NUMBER 2)

29 January 1959

1. Par 3, SO 3, 6593D Test Squadron (Special) (ARDC, 15 September 1958 is hereby rescinded.

2. The following named officers and airmen are appointed as members of the Unit Fund Council.

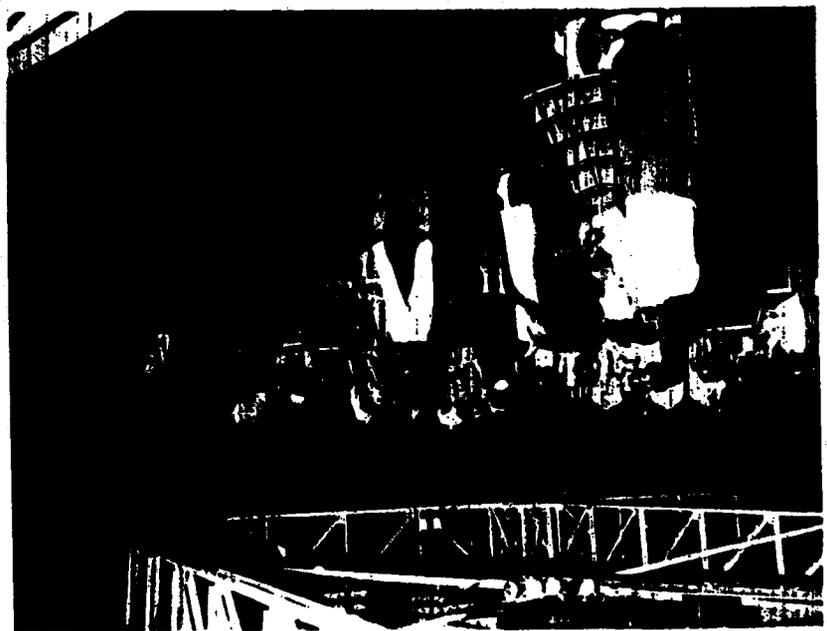
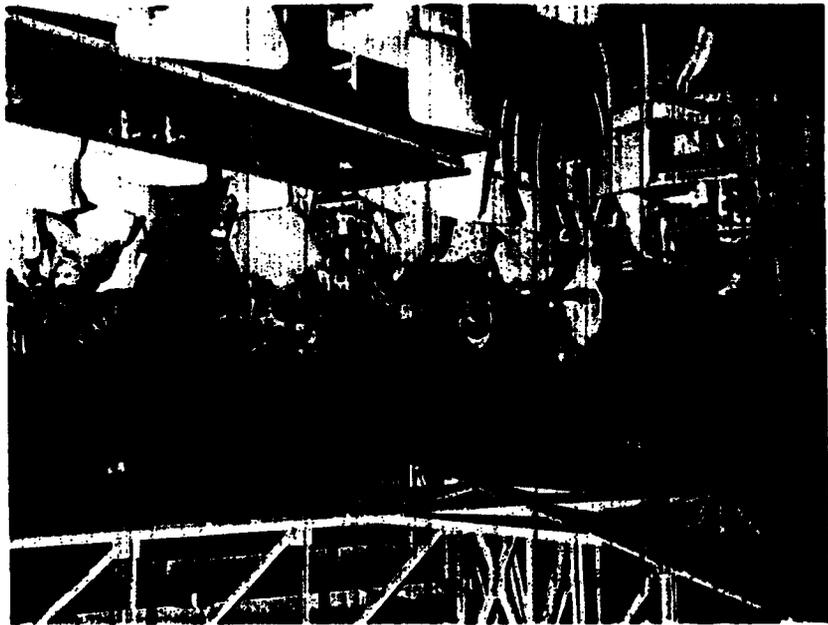
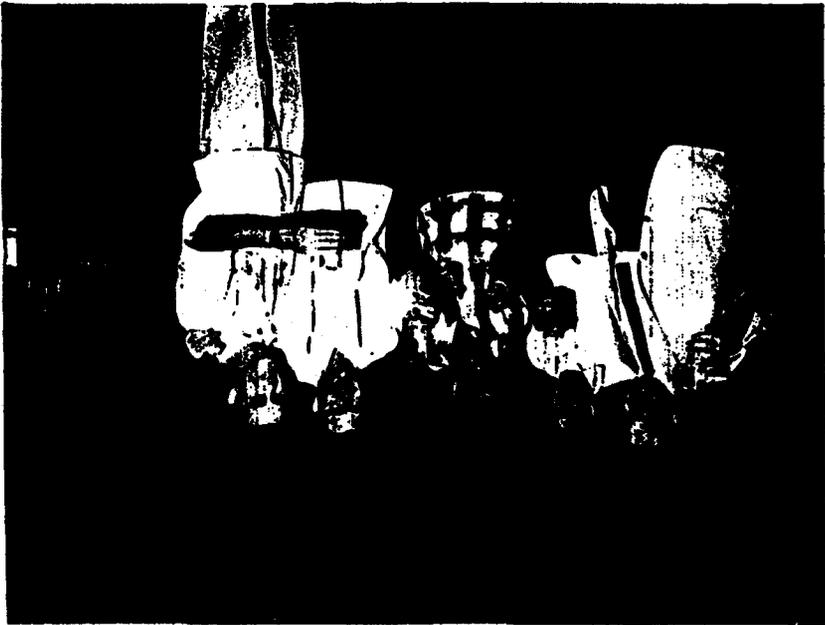
<u>RANK</u>	<u>NAME</u>	<u>AFSN</u>	
MAJOR	JOSEPH G. NELLOR	AO888773	President
CAPT	EUGENE W. DOMBROSKI	AO1910580	Member
1ST LT	CHARLES H. KECK	AO3057737	Recorder
1ST LT	CHAUNCEY D. SMITH JR.	AO3029444	Member
MSGT	EARL MORRISON	AF14015985	Member
MSGT	LAWRENCE E. SMITH	AF16323111	Member
SSGT	WILLIAM B. CULPEPPER	AF14315076	Member

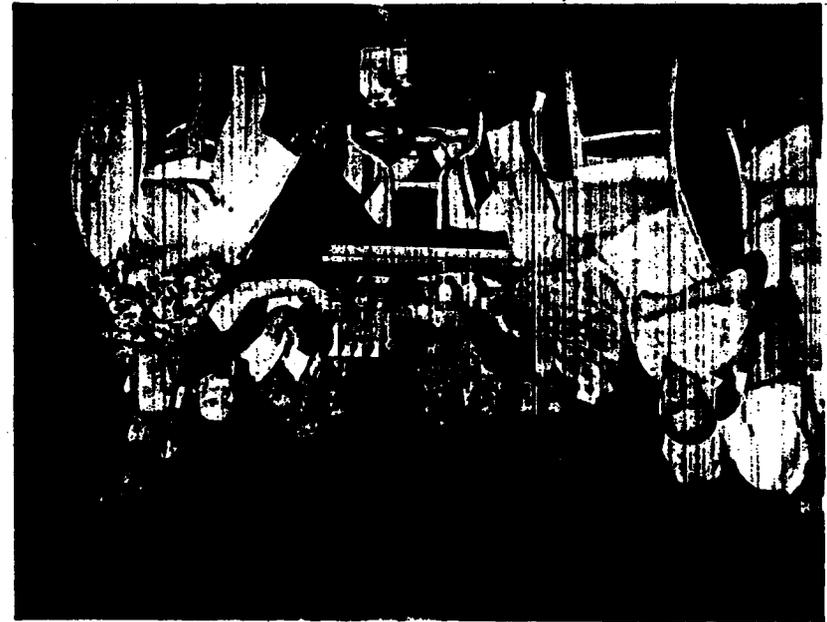
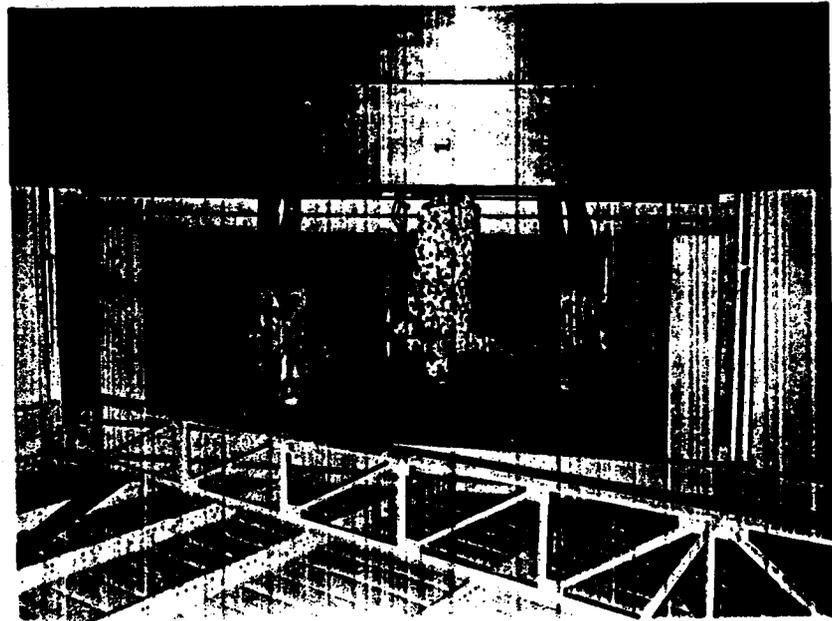
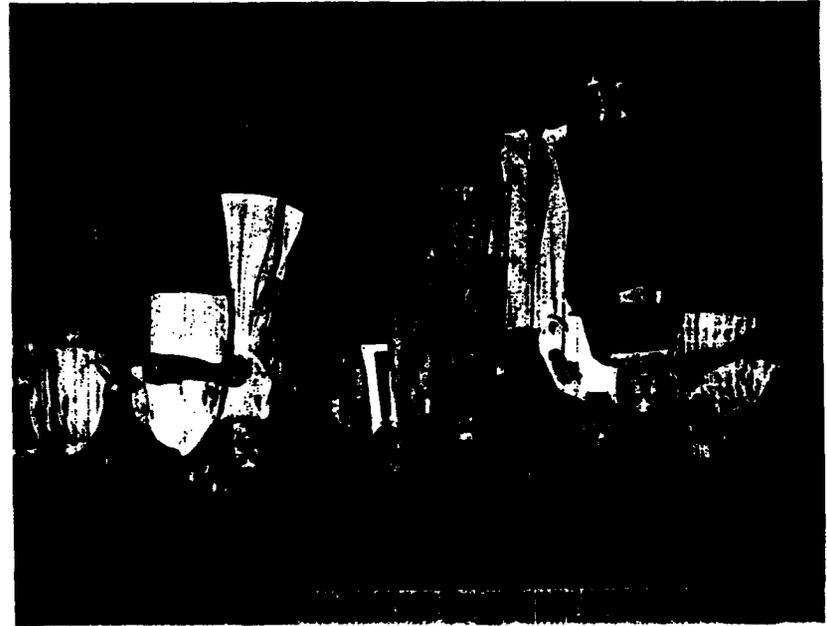
* * * * *

FOR THE COMMANDER:

/s/ Eugene W Dombroski
/t/ EUGENE W DOMBROSKI
Captain, USAF
Administrative Officer







SPECIAL ORDERS NUMBER A-71, 27 Mar 59 (Cont'd)

request in shipping instructions. If special handling is required by COL WHITEHEAD, follow his instructions. Fund citation for shipment of film is: 5793400 965-7902 Ph58 3660200 0300. Bill of lading will be forwarded to Comptroller, 1360th Air Base Group, Orlando AFB, Fla. to arrive within 3 days after shipment.

(8) All personnel are cleared for access to classified material upto and including SECRET.

(9) Finance Officer making payment against this order will forward copy of paid voucher to Comdr, this sta, ATTN: Budget and Fiscal Officer.

(10) Immunisations IAW AFR 160-102 will be accomplished immediately.

(11) You will comply with provisions of AFM 35-11.

(12) Return AMD will be obtained from the local area priority issuing agency.

(13) CIPAP.

(14) Classified information will not be disclosed to Foreign Nationals.

(15) Upon completion you will return to proper organization and duty station.

d. TRANSPORTATION:

(1) Travel by military aircraft, military and/or naval water carrier, commercial rail and/or bus is authorized. Commercial aircraft/surface authorized for travel within continental limits of the United States; commercial aircraft or vessels (including those of foreign registry when US Registry is not available) is authorized for travel in oversea area of TDY only if scheduled military aircraft is not available for the efficient accomplishment of the mission.

(2) AMD: SUU-HIK-2PT-0342-AF.

(3) CIG: 45 965 533 3 660200.

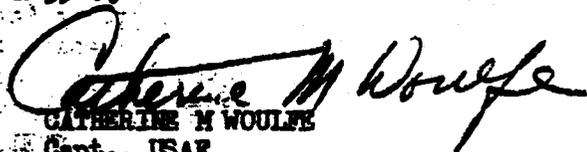
(4) When traveling by military aircraft, a total of 90 lbs baggage including excess, is authorized per person.

(5) When traveling by commercial aircraft, 100 lbs excess baggage authorized per person.

e. TDN: 5793400 965-7905 Ph58 3660200 0200-0300.

f. AUTHORITY: AFM 35-11 and APCS 35-6.

FOR THE COMMANDER:



CATHERINE M WOLFE
Capt., USAF
Chief of Administration

DISTRIBUTION: "C"

HEADQUARTERS
1365TH PHOTOGRAPHIC GROUP (PHOTOGRAPHIC CENTER)
AIR PHOTOGRAPHIC AND CHARTING SERVICE (MATS)
United States Air Force
Orlando Air Force Base, Florida

SPECIAL ORDERS)
NUMBER A-71)

27 March 1959

1. The following named personnel, this bq, this station, will proceed from Orlando AFB, Fla. on date indicated to destination indicated for approximately 180 days TDY for the purpose explained below.

a. SMS LYNN H WADE, AF11101828, (4180500), and A1C CHARLES FEKETE, AF16419292, (4180500), will proceed on or about 2 Apr 59 to Inglewood, Calif. for the purpose of attending AFBMD briefing on Project 65/91h2; upon completion will proceed to Travis AFB, Calif. for transportation to 6593rd Test Squadron, APO 953, Hickam AFB, Hawaii.

b. A1C KENNETH L RIDING, AF11519395, (4180500); A2C JOHN H BEELER JR, AF19600124, (4180500); A2C ROGER R MARTINSEN, AF16598581, (4180500); A3C DANNY R CLEMENTS, AF19601253, (4180500); A2C GEORGE B GERLACH, AF13554282, (4180500); A3C KEVIN H WEIRY, AF11356981, (4180500); and A3C TOMMY L WOOTEN, AF11656429, (4180500), will proceed on or about 4 Apr 59 to Travis AFB, Calif. for transportation to 6593rd Test Squadron, APO 953, Hickam AFB, Hawaii.

c. SPECIAL INSTRUCTIONS:

(1) Purpose of TDY at Hickam AFB: Primary Mission: To accomplish Motion Picture and Still Photography in color for project 65/91h2; secondary mission (not to interfere with primary mission): To accomplish photography on target of opportunity subjects for documentary or AFNR.

(2) All personnel except A1C FEKETE and A1C RIDING will report to USAF Air Traffic Coordinating Officer, Travis AFB, Calif. NET 1500 hours, 6 Apr 59, and NET 1900 hours, 6 Apr 59 for departure on scheduled flight P-929 departing Travis AFB 2100 hours, 6 Apr 59 for Hickam AFB, Hawaii.

(3) A1C FEKETE and A1C RIDING are designated as official couriers for photographic equipment and supplies from Travis AFB, Calif to Hickam AFB, Hawaii.

(4) SMS WADE is authorized \$50.00 advance per diem, and all other personnel on this order are authorized \$100.00 advance per diem.

(5) All personnel except SMS WADE will hand-carry military pay records.

(6) Theatre Clearance granted by Msg PFCSE 28149, 26 Mar 59, from CINCPACAF, Hickam AFB, Hawaii.

(7) Exposed motion picture film and still photography on Proj 65/91h2 will be air shipped direct to AFBMD, ATTN: Film Services Dept., Inglewood, Calif. for processing. (MAJ FRANKER at AFBMD will give crew chief details for shipment). Black and White documentary and AFNR subjects will be shipped direct to Comdr, this bq, this station. Routine projects requested by COL WHITEHEAD, PACAF ISO, will be returned to 1352nd Motion Picture Squadron, 8935 Wonderland Ave., Los Angeles 46, Calif. for processing. If a 16mm viewing print is required by COL WHITEHEAD, include

MAINTENANCE STATISTICS

	<u>HOURS FLOWN</u>	<u>ACCF RATE</u>	<u>IN CON RATE</u>
JANUARY	220:00	2.2 %	72.0 %
FEBRUARY	192:00	4.0 %	70.5 %
MARCH	248:00	4.3 %	63.1 %
APRIL	273:00	0 %	74.0 %
MAY	237:00	0.3 %	78.0 %
JUNE	256:00	0 %	81.8 %