Dear Mr. Greenewald:

This letter is in reply to your Freedom of Information Act request of 29th July 2009. The request was received by the AFHRA on 29th July 2009 and was assigned the FOIA case number 2009-2617.

After researching your request, AFHRA was able to locate chapters one through five and the conclusion of IRIS #423084 for the 4602nd AIS Squadron for 1956. Enclosed is a copy of the above document which totals 28 pages. We hope this information aids you in your research. Thank you for your request.

Sincerely,

Mrs. Marcie T. Green
Archivist

Attachments:
1. IRIS #423084
SQUADRON HISTORY

4602d

Air Intelligence Service Squadron

Air Defense Command

1 January 1956 - 30 June 1956

Reviewed by

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RM-WL-1626

4602D AIRS Classified
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FOREWORD

Viewing the history of the 4602d Air Intelligence Service Squadron up to the close of this period leaves an impression of organizational permanency. That this is another organization which has undergone and withstood the tests of survival as a valid unit within the contemporary structure of the United States Air Force is generally attested to by that history. Unlike some organizations springing from ideas and ideals, the 4602d undoubtedly satisfies a basic functional requirement for this Service.

It frequently happens that organizations, in time, find themselves far removed from the original and responsible idea that brought them into being. Even though the initial structure remains, the operations and functions divert to a point where the original purpose has been almost entirely obscured. This phenomena can only be explained in terms of a lack of clear planning, foresight, or a misunderstanding of the needs. Frequently it can also result from promotion of varying interests, not necessarily related to the primary and overall purpose. In spite of numerous obstacles and trials, the 4602d survived the test with its initial purpose for being still identifiable and in existence.

In the course of human growth and development it is quite possible to discern degree of maturation. So too in organizational growth and development. It seems most clear in preceding histories that events and occurrences reflect a certain degree of insecurity, crudeness of method and procedure, and a certain amount of "fumbling".
This, however, is overshadowed by the fact that there was no known forerunner to this organization within the whole of the Air Force that could be used as a model. It is probably quite safe to state that there has been no other known service organization that has ever found it necessary and attempted to devise a program incorporating relationships with so many diversified and unrelated activities as has the 4602d AISS, (e. g., liaison with inter-service, quasi-service, governmental, community and industrial organizations).

The precedence set, and the wealth of experience gained by its background should provide a study and model for any future activity requiring methods to accomplish a similar mission. Although much remains to be done to acquire a finesse peculiar to most long standing organizations, it could generally be stated that this organization has "come of age".
The period, 1 January to 30 June 1956, reflected no major changes in the composition of the organization. Activities were primarily directed to stabilization of existing conditions and further refinement of procedures and methods.

**ORGANIZATION:** Previous histories have adequately covered the organizational structure of the 4602d AISS. Therefore, elaboration of that aspect will not be necessary here. Attempts continued during this period, however, to have higher headquarters grant manning authorization for Project Team One as a separate Detachment of the organization. This, however, failed again due to the anticipated discontinuance of the project within a year or so. HEDUSA&F felt it necessary, nevertheless, to draw the necessary personnel from the Squadron's resources.

**MAJOR PROBLEM AREAS:** Among some of the more outstanding problems that continued to adversely affect the organization were the dislocation allowance ruling, and the shortage of qualified linguistic personnel.

Budgetary cuts, as reported in the first half of the fiscal 56 history, also showed their effect, but perhaps not to the extent
as originally anticipated or feared. Close monitoring of funds, which of course is of and by itself a new responsibility requiring man-hours to control, nevertheless permitted the organization to maintain effectiveness with less dollars. It is believed that the net result was still on the positive side.

**INSPECTIONS:** The Staff Visit Inspection trips were conducted as usual with 18 field units being visited in a total of 6 trips. These inspections, supplemented by the Commander's farewell tour in June of all 4602d units, served to maintain direct periodic supervision of the field units, to survey their physical properties and capabilities, and to test their knowledge of squadron procedure.

Although an Operational Readiness Test was contemplated establishing procedures for the testing of operational capabilities and preparedness of field units by headquarters inspection teams, the plan was temporarily suspended due to limitations in men, time, and equipment.

Due to budgetary restrictions, and in some cases the re-alignment of areas of responsibility, only one inspection was conducted by Detachments during the six (6) month period.

**PARA-PROGRAM:** Parachuting retained its "first" as an activity of training and operation. This, of course, will undoubtedly remain

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* The Plan was finalized on paper, but for the above reasons it was never effected. Mention of this plan was made in the last History of this organization.
so until this organization is committed to wartime action. Then it will be as important as ever, but relatively speaking, less so, because other significant intelligence functions will then become of prime importance.

As previously written, parachuting was announced as a basic requirement for assignment as OIC of a field unit. This period revealed an all-out effort to attain this status in spite of the difficulties experienced due to the dislocation allowance law, lack of an appreciable number of volunteers, etc. However, at the close of this period there were still a few OIC slots that did not meet this requirement, but relief by way of normal attrition and reassignments, was in sight.

The Squadron completed 3850 jumps as of 29 June 1956. Although it is realized that there are other para-programs scattered throughout the Air Force, it is generally believed that this organization exceeds, or at least is comparable to, any one of these other programs in quantity and quality of jumpers.

BUDGET: During this period the Squadron submitted its budgetary requirements for fiscal year 1957 to the Budget and Accounting Section, Base Comptroller, Ent Air Force Base. A grand total of $63,951.24 was requested to finance the operations of the organization. As before, TIX Fund requests composed the greatest portion thereof, $48,324.60. This was, at the time, considered to be a minimum amount

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2 - p. 5 thru 16, WB 56-10, dated 9 March 1956  
* - 6th Commanders Conference - Doc, Vol II, Tab "A"  
History, 46022 ADSS - 1 July to 30 Dec 1955
needed to effectively conduct Squadron functions. However, reduction of the amount involving TDY expenditures could be forecast for fiscal year 1958 on a basis of the new trend being established whereby liaison efforts would be, insofar as possible, confined to fewer, but higher level and more influential officials and activities.

PUBLIC INFORMATION RELEASES: Existing security policies relating to the press and the public were strictly enforced resulting in no apparent violations. The 4602d's decision to refrain from participation in Armed Forces Day illustrated such compliance. The effect of carrying out this policy was one of tighter security and a general withdrawal from publicity without immediate operational value to this organization.

RELOCATION OF FLIGHT 3-D: The relocation of Flight 3-D from Syracuse Air Force Station, New York, to Andrews Air Force Base, Maryland was proposed by the Squadron to the Commander of Air Defense Command in February of this year. A combination of factors made this decision expedient. In the preceding months the 4602d AISS unit in Syracuse had encountered several significant difficulties which had been reported in their WSUA's (Weekly Summary of Unit Activities). A lack of cooperation from the tenant unit at Syracuse Air Station, an inconvenient 42 miles distance from supply facilities at Rome, N. Y., and frequent non-availability of aircraft substantially hampered
Flight 3-D in the accomplishment of its mission. The activation of
the 85th Air Defense Division to be located at Andrews AFB, Mary-
land, however, presented the decisive factor for relocating the
Flight. It was concluded that, at Andrews Air Force Base, the Flight
would be better able to service the Air Division's intelligence re-
quirements.

A meeting between a representative of the 4602nd AISS Head-
quartes and the 1401st Air Base Wing (MATBS) at Andrews AFB was con-
ducted on 30 January 1956 to discuss support requirements for Flight
3-D. Representing the 4602nd AISS was Eugene R. Mamfrin, Major, USAF-
OIC, Material and Services; with Donald S. Watkins, Major, USAF-Wing
Plans Officer, representing the 1401st Air Base Wing.

Considerable coordination between major headquarters was re-
quired throughout the operation culminating in the completion of a
final Joint Use Agreement with the 1401st Air Base Wing at Andrews
AFB. The date of transfer was changed from 7 May to 1 June 1956 to
permit rehabilitation of the building to be occupied by Flight 3-D.

The OIC of Flight 3-D was kept informed of developments and progress
resulting in a minimum of confusion and difficulty. On 2 May 1956
Headquarters Air Defense Command published General Orders Number 18
affecting the move to Andrews AFB.

4 - Ltr W/1st, 2nd Ind from Comdr 1401st Air Base
Wing to Comdr 4602d AISS, dated 29 Dec 1955
5 - Ltr W/1st, 2nd, 3rd Ind from Comdr 1401st Air
Base Wing to Comdr 4602d AISS, dated 21 Feb 1956
Ltr from Comdr 4602d AISS to Comdr 1401st Air
Base Wing, dated 30 March 1956
Joint Use Agreement, dated 26 May 1956
6 - Ltr W/1st, 2nd Ind from Comdr 1401st Air Base
Wing to Comdr 4602d AISS, dated 11 April 1956
7 - D/F from Comdr 4602d AISS to OIC, Flight 3-D,
dated 1 May 1956
8 - General Orders #18, HEDADC, dated 2 May 1956

DOC 4-TAB "A"
DOC 5-TAB "A"
DOC 6-TAB "A"
DOC 7-TAB "A"
DOC 8-TAB "A"
REALIGNMENT OF AREAS OF RESPONSIBILITY: Realignment in areas of responsibility for several Air Defense Divisions brought about a coinciding realignment in areas of responsibility of nine (9) Flights of the 4602nd AISS. This was accomplished to allow the 4602nd AISS field units to better service their respective Air Divisions. Since the relocation of Flight 3-D had already necessitated such changes in five (5) Flights, it was considered expedient to make a general realignment, affecting four (4) other Flights. Although this created no problem in reporting procedures, it posed new complications in liaison activities where Air Divisions encompassed portions of several different states. However, with exceptions in Texas, California, and Nevada, areas of responsibility of 4602nd field units were made to conform with state boundaries. There is no overlapping of 4602nd activities in states intersected by more than one Air Division. This overall realignment was affected on 1 June 1956, concurrently with the relocation of Flight 3-D.

DISTINGUISHED AWARDS: The 4602nd continued to enjoy the services of many high quality personnel. This is again well marked by the awards granted to its enlisted members through the Airman of the Month program. Results of the period show that 4.8% of all eligible airmen received Runnerup or Airman of the Month awards.

9 - Squadron Reg 55-1, dated 1 June 1956
10- Attachments 1, 2, & 3, Sq. Reg. 55-1, dated 1 June 1956
11- Consolidated List of AOM Awards

DOC 9-TAB "A"
DOC 10-TAB "A"
DOC 11-TAB "A"
As is generally known, each base having a program boasts a number of prizes and publicity for its award winners. In addition, Squadron Headquarters publishes announcement of the selections in its Information Bulletin and mounts photos of the award winners on a Distinguished Airman Board located in Squadron Headquarters.

**COMMAND POLICY GUIDE:** In order to unify effort and action throughout the organization, Squadron Guide 900-1 was prepared and distributed. This guide embodied all major Command policies in one form and instrument. Actions of the past reflected a great deal of reliance on verbal and sporadic announcement of policy, resulting in considerable confusion and non-adherence. The use of a guide provided for elimination, or at least minimizing those occurrences.
ADMINISTRATION: During this period the common practice of reporting combat readiness in report form was discontinued. Since this was the major criteria used by higher echelons of command to evaluate readiness, this headquarters advised all units to, nevertheless, be prepared to respond immediately to any and all questions regarding readiness when required.

Among the many routine revisions to publications, the change in jump status orders was perhaps the most significant. Finance Officers at various bases began to refuse payment to parachutists when basing their claim on the Special Orders issued by this headquarters. This, however, was quickly remedied by correspondence resulting in authorization to change from the use of "Special" to the more appropriate "Aeronautical" orders.

PERSONNEL: The personnel problem remained as stringent as during the previous period. It undoubtedly was one of the more insecure situations within the entire organization. Various continuing factors were responsible for this.

The dislocation allowance law was felt as sharply as ever during this period. For all practical purposes assignments were frozen for the remainder of the fiscal year. Although limited success was experienced in assigning overseas returnees directly to field units.
units, complete control over these assignments was impossible due to belated information received in Squadron Headquarters on the returnees. Once moved, any new moves required for command reasons were blocked for the remainder of the fiscal year. This had the effect of command wide shortages in personnel.

The requirements for qualified linguists were not met during the period. The status of the Russian Linguist pool remained about the same, i.e., few outstanding natural linguists, with the majority possessing semi-qualified skills. It is believed that this situation will not change within the foreseeable future unless a more positive procurement program is devised. It is also believed that there must be a greater reservoir of native Russian speakers who are not being discovered. More positive screening at Reception Centers of basic trainees, as well as overseas returnees at Ports of Embarkation, perhaps, could result in spotting these individuals. A "native", linguistically speaking, is a much more effective person, although it is realized that, associated with these individuals, there is sometimes a question involving family relationships and possible security risks.

An identical problem of obtaining and maintaining qualified Technical Intelligence personnel was experienced. Many of those assigned were not considered to be of a quality necessary to conduct effective technical investigations as required by the mission. Additional and continued Squadron training, however, helped to alleviate this situation to some degree.
A threat to the procurement of Tech personnel was also experienced during this period. As a result of placing the Technical Intelligence Specialist School at Wright-Patterson AFB on a standby basis, the organization found it necessary to undertake immediate steps for filling vacancies accruing during the interim period of decision. The final result was a command screening, by ADC, to procure personnel possessing an additional specialty in the 205X0 field.

The grade structure of both officers and airmen assigned as against those authorized did not change much from that reported earlier. The forecast, however, appeared gratifying since there were quite a number of Majors expected, primarily overseas returnees. As might be concluded, the basic factor responsible for the "no change" condition was the dislocation allowance law.

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2 - Ltr w/lst Ind from Comdr. 4602d AISS to Comdr ADC, dated 7 March 1956
III

OPERATIONS

Operational activities were primarily confined to Liaison, the Long Island Project (Project Team One), the Unidentified Flying Objects (UFOES) Program, and Parachute Operations and Training. There was no further participation in the various large scale maneuvers or diversified projects, such as Moby Dick. This fact was well received, since personnel, money and time were badly needed to effectively control and direct the above programs.

Among some of the lesser operational activities the Squadron presented the standard briefing to the 5th Air Division RCAF and the 5003rd Auxiliary Intelligence Unit, RCAF, at Vancouver, B. C., Canada, while on a staff-visit inspection of the west coast units of the 4502d.

LIAISON: A new liaison plan for all states was formalized with the approval and distribution of Squadron SOP#2 which established procedures for the preparation and utilization of State Operational Liaison Plans. These completed plans will serve the following purpose:

(1) A reference and guide book for each state, evaluating the geography, transportation, communications and logistics of areas within;

(2) An operational planning manual relating each area to Air Defense problems and capabilities; and (3) A liaison program evaluation and

* Since Parachute Operations and Training was principally concerned with Parachute Training, the developments for this period will be treated within Chapter IV of this history.

1 - Squadron SOP#2, dated 16 January 1956
planning guide allocating priorities to liaison contacts based on the value of their potential operational assistance.

In accordance with this new SOP, complete state plans were submitted for Minnesota, North Dakota, and Michigan within this period. The remainder were expected at Headquarters during the ensuing 6 months.

Squadron Regulation 11-2 was published to establish uniform procedures for the reporting of liaison contacts and pledged logistical assistance on an individual trip basis, and on a monthly basis, by means of a Monthly Logistical Assistance Report. This procedure incorporated both the liaison trip summary and the report of liaison accomplished in one directive. These liaison reporting forms replaced WSUA copies for the exchange of liaison data thus simplifying the whole system.

Working agreements from Railroads throughout the country continued to be contracted with the organization. There were a total of fourteen (14) agreements submitted by the field units during this period. REA liaison was considerably intensified. From a total of 912 contacts since the program began, 334 were made during this period. Liaison activities with Civil Defense continued with no significant changes or developments noted.

2 - Squadron Reg. 11-2, dated 18 January 1956
3 - RR Working Agreements
4 - Summation of REA Liaison by States

DOC 16-TAB "C"
DOC 17-TAB "C"
DOC 18-TAB "C"
A new approach to furthering our communications potential was undertaken by commencing liaison with the ACSW Units throughout the United States. This was directly in line with the new policy of enlisting the services of military and quasi-military agencies in preference to small non-military agencies. This new concept, it is believed, should result in a more secure system of communications. Although it is too soon to judge the value of this source of assistance it is sure to prove of greater permanent value to this unit.

Since the liaison efforts of this organization, in the past, favored non-military agencies and individuals, the pledges of assistance from these groups continued to reflect an enormous potential. However, as inferred before, this potential was gradually being supplanted by more substantial and stable agencies.

PROJECT TEAM ONE: This activity, still utilizing 602nd personnel, continued on its course of servicing HEDUSAF-AFOIN. There were no fundamental changes in its structure or operation during this period.

Operationally, the unit is completely divorced from this headquarters. The only connection between them is a weekly report of activities undertaken by the project. In effect, and since this headquarters does not control or influence activities of the unit,

5 - Letter from Commander 602d AISS to All Units, DOC 19-TAB "C" dated 30 April 1956
6 - Non-ADC Support Pledge Consolidation, DOC 20-TAB "C" dated 30 June 1956
7 - Consolidation of Activities - Project Team One, DOC 21-TAB "C" dated 30 June 1956
this only serves to remind headquarters of the continued existence of the unit and of its responsibility of fulfilling the personnel requirements thereof.

UNIDENTIFIED FLYING OBJECTS (UFOBS): The UFOB program continued, as energetically as ever before. There was, however, a 23.5% decline in the number of reports received at this headquarters as compared to the last period. By 30 June the total number of sightings was 712. Of this total 170 occurred during this reporting period, 1 Jan to 30 Jun 1956.

Records reflect the growing experience and knowledge in evaluating causes of these sightings. There was a general trend, during this period, away from unknown and insufficient evaluation data to known causes for these sightings. Astronomical causes increased considerably. The greatest portion of the sightings were reported as occurring within the eastern half of the United States.

COMMUNICATIONS: The communications system of the Squadron became increasingly more effective as time elapsed. By the close of this period, most of the Flights had received the SCR-499 radio set, which was so badly needed. The AN/GRC-26 set, required at Headquarters
and Detachment level, and authorized by T/A 1-32, had not been re-
ceived by any of those units during the period.

Integration into the Divisional Communications Nets was begun
as soon as the SCR-499's were received by the units concerned. This
integration, once all units are included, should provide the 4602d
with an effective Communications network, thus permitting messages
to expeditiously reach their proper destinations.
IV
TRAINING

Training, in one form or another, remained as one of the most
outstanding activities of the organization. The program, in gen-
eral, did not change too much from that previously in existence.

As in other sections of this headquarters, the Training Sec-
tion endeavored to implement and standardize procedures by publish-
ing Squadron Guides 5-5 and 50-1. Squadron Guide 5-5 incorporated
all Intelligence Publications useful and pertinent to the training
mission of this organization under one cover. Squadron Guide 50-1
was designed to standardize training methods and procedures, en-
compassing all major Training fields.

TECHNICAL TRAINING: Just one major change in concept was intro-
duced, that being a renewed emphasis on maintaining effectiveness
of Technical Intelligence personnel. Non-technical personnel, it
was found, could not effectively learn Technical Intelligence in
conjunction with their primary specialty without Technical School
training. In addition, this organization was not equipped and
qualified to produce Tech Intelligence specialists. Therefore, it
was decided to eliminate phase II testing for non-Tech personnel
and to require them to undergo a self-study, rather than a super-
vised program. This procedure allowed greater concentration on
the personnel that possessed the Tech Intelligence AFSC.

1 - Squadron Guide 5-5, dated 6 February 1956
2 - Squadron Guide 50-1, dated 13 January 1956

* - This makes reference to the Phase II Technical Program discussed
in the Squadron History of 1 July to 30 December 1955.
The Training in the AFM-200 series for Tech personnel progressed to where three (3) separate tests on Aircraft and Propulsion were administered by the Squadron Training Section.

**LANGUAGE:** The language program remained essentially the same with Russian as the only language training program in existence. There were other linguists assigned to the organization, but they did not undergo any formal or supervised training. As in the Technical program, non-Russian linguists had to pursue a self-study course, if they desired to maintain or gain proficiency in their own language specialty.

A survey of Russian Training facilities was made by John M. White, Jr., Colonel, USAF, Commander 4602nd AASS, on 23 January 1956, while on an inspection trip to the New York - New England area. Colonel White met with the heads of the language programs at Syracuse and Yale Universities. At Syracuse mutual problems were discussed with the Chancellor, Vice-Chancellor, and with Dr. Frith and Dr. Kramer, who direct the Russian Language Course there.

Although it was generally agreed that the language programs of those institutions could be revamped to better suit AASS requirements, the meeting served more to re-emphasize the basic fact that qualified linguists should be procured from available personnel resources, rather than depending upon the training of unqualified personnel.
PARACHUTE TRAINING: The Squadron continued to send personnel to Fort Benning's Parachute Training School. This period saw 25 members graduate to begin their careers as "jumpers". This brought the total number of parachutists trained by this Squadron to 178. Out of the 3850 jumps performed by this Squadron, 797 were made during the past six months.

Locally, as well as in the field, the organization maintained proficiency of these new graduate and veteran jumpers with periodic jump operations. In addition to the 25 graduates of the period mentioned above, two (2) airmen underwent a refresher jumping course at Wright-Patterson AFB, Ohio. These two, having previously been assigned to the 4602nd, and having attended the jump school at Fort Benning at that time, were once again returned to jump status upon completion of this refresher course. It is anticipated that more original jumpers of the organization will undergo this refresher training when returning from other assignments.

In conjunction with the Parachute Training Program it was contemplated, and an attempt was made, to receive authorization for this organization to conduct its own jump school, thus eliminating the necessity of using Army facilities for this training. This plan, however, was not realized.

4 - Staff-study "Qualification of Parachutists in the 4602d AISS, submitted to DCS/I ADC
5 - Text of Reply to Staff-Study from D/I - HEDUSA F - DOC 27-TAB "D" (Extracted from WB 56-10, dated 9 March 1956)
MOVEMENT TRAINING: Fort Carson, Colorado provided the basic facilities for this type of training, as in the past. This included the Ski and Snowshoe, Rock and Mountain Climbing, Equestrian and Aquatic Training. A total of eighty-one (81) trainees of this organization were processed through the various courses. Ski and Snowshoe Training represented the largest single activity with thirty-seven (37) members completing the course.

MISCELLANEOUS TRAINING: In addition to the programs outlined thus far, the Training Section continued to process personnel through a variety of courses, for the most part, indirectly related to the mission. These included the Survival Course at Stead AFB, ECM Familiarization at Keesler AFB, Physiological orientation (pressure chamber) at Lowry AFB and the local Indoctrination Course. A total of twenty-eight (28) members participated in these courses.

To complete the Training activities of the period thirty-three (33) personnel were sent through courses of an administrative or service nature, such as Driver, Management and Typing Schools.
Supply functions of the 4602d AISS reflected little change during this period. Field units continued to depend on local base support, while the headquarters Materiel Section functioned primarily as a coordinating, advising and approving organ.

The largest single logistical activity involving considerable time and effort during this period was the relocation of Flight 3D from Syracuse AF Station, New York, to Andrews AFB, Maryland.

Inspection of field units by headquarters representatives revealed a fair to good rating of supply conditions and activities. Reports of Supply Audits were received from eight (8) field units during this period. Generally the units fared well, but a few required postponement of audits due to faulty record keeping resulting from insufficient supply knowledge.

Units experienced minimum difficulty in procuring required items, with the exception of Communications equipment and footwear. The communications problem in this instance evolved primarily around non-availability of the AN/GRC-26 Radio Set and the fact that Flights did not require the trailer and teletype features found in this set.

The SCR-499 was substituted for the AN/GRC-26 for use by the Flights with the approval of the 4602d AISS Equipping Review Board.

By the close of the period most of the Flights had received the SCR-499, which is that part of the AN/GRC-26 without the trailer.

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*See pages 4 and 5, this history*
and teletype features. This set is practically identical to the AN/GRC-44, which was subsequently authorized to the field units by T/A 1-32. In effect this meant receipt of a substitute (SQR-499) in lieu of an item (AN/GRC-44) authorized to be issued in lieu of a prime item (AN/GRC-26).

Those units requiring the teletype feature of the AN/GRC-26, namely Headquarters and Detachments, retained this set on their individual WAD's. No deliveries were made of these sets by the close of this period. However, an estimated delivery date of November 1956 was announced by the prime depots, but no guarantee could be given that this date would be met.

The other problem, that of acquiring proper footwear for parachutists, was not resolved during the period. Up to now parachutists were utilizing the Army tree-jump boot. This footwear was not considered adequate for slippery and mountaineous terrain, so an attempt was made to procure a wedge type, crepe soled boot, used extensively by forestry personnel. Air Force Supply Depots, however, did not stock this item. Consideration was given to procure them commercially, but determination was made to temporarily suspend the issue.

The EDM (Electrical Accounting Machine) Card system of accounting for supplies and equipment began to gradually phase into operation at various units throughout the country. Although this mechanized system will eventually replace the previous method,
it is anticipated that two to three years will elapse before all units of the 4602d will operate within this new system. Nine (9) of our units, located on ADC bases, were scheduled to complete this transition before 1 July 1956.

Revised UAL's were approved and distributed to all units on 23 January 1956, incorporating all the latest changes and authorizations peculiar to each unit. There was very little differentiation noted between required items of the various Flights. Those differences that did exist were primarily of a sub-item nature.
CONCLUSION

This period revealed a crystalization and stabilization of activities begun in the past. This was, no doubt, most prominent in the field of liaison, where, instead of pursuing new potential sources of assistance to the Squadron, greater emphasis was placed on screening and choosing the best from those sources already under control.

Re-orientation of effort was undoubtedly required, for the scope of activities conducted in the past was too great, particularly in view of the negative and unwieldy returns that it often produced. It, however, did serve to form the foundation and starting point of the organization.

Based on this trend of stabilization, the 4602d Air Intelligence Service Squadron should contribute appreciably more to the mission of the Air Defense Command by carrying out its own responsibilities more effectively and efficiently.