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IDEALIST

DETACHMENT "G" MANPOWER SURVEY

DEC 1968

COMPILED BY:

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- D/OPERATIONS

MATERIEL

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TOP SECRET

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SYNOPSIS OF THE MANPOWER AUDIT

PURPOSE

A. To confirm the Detachment's current requirements for manpower assignments.

B. To present appropriate modifications or refinements to the existing manning structure as required to support the latest change to the Detachment's mission directive.

BACKGROUND

A. Detachment G's mission had changed recently 25X1
5989, 19 September 1968) from the previous, long standing requirement to maintain a capability for two simultaneous world-wide deployments. The new mission requires that the Detachment maintain a single world-wide staging capability while, at the same time, be capable of conducting test/training as required for the on-going development and upkeep of IDEALIST assets.

B. The current Table of Organization for Detachment G, originally established to support the dual staging mission, reflects
25X1 an authorized level o

The current manning document of the Detachment indicates that

25X1 there are [redacted] assigned for duty. In addition to the authorized T/O the Detachment has a

25X1 total [redacted] assigned for duty.

C. During the last 24 months, events have dictated that the Edwards Detachment assume tasks that were not part of its original basic mission. Two of these additional task are: the overall U-2 crew training program (once done by SAC), and the assumption of the development testing of all new U-2 systems and equipment. (Previously the responsibility of LAC, Van Nuys).

DISCUSSION

A. The Headquarters Team jointly and individually reviewed all aspects of the Detachment's Manning Structure, using as its basic yardstick the following guide lines:

1. What manpower is needed for a typical deployment and why?

2. With a deployment in being, what manning is required to maintain the stay-behind required test and training program at Edwards Air Force Base?

3. The level of test and training activity will decrease to a considerable degree once the U-2R becomes operationally ready.

B. The Headquarters Team in the initial meetings with the Detachment Staff explained that the exact disposition of the U-2C aircraft had not been determined. The Detachment was further advised that as the U-2R attrited, they would be replaced with the U-2C and, therefore, there would be a continuing requirement for the Detachment to support U-2C aircraft.

C. The Detachment's heavy test and training activities have absorbed most of the manpower that was slotted for the Dual Staging Mission of the Detachment.

D. The Detachment has several one-of-a-kind personnel requirements, (e.g. L.S.O., Link Trainer Operator, Military personnel clerk, etc.), in all cases it was found that the Detachment was receiving maximum utilization of these individuals by assigning them additional duties where possible.

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CONCLUSIONS

A. The Detachment Commander and his immediate staff have made every effort to achieve the maximum utilization possible from the manpower resources available. (This is no small task when the makeup of the Detachment is examined closely).

B. The Detachments utilization of its [redacted] while 25X1 not effecting this manpower audit, should be re-examined and modernized where appropriate. Particular areas of concern are: 25X1 the [redacted] functions in the Sqdn; the use of the pilots for flights over or near restricted areas; and the resultant security ramifications 25X1 of the [redacted] functional responsibilities in the Sqdn.

C. With the advent of the new Headquarters Medical Staff there is no longer a requirement for two survival technicians at the Detachment.

D. There are two unmanned communications slots assigned to the Detachment. These slots were part of the Detachment's Dual Staging manning. Recent personnel rotations and the Detachment's decreased communications workload has caused these slots to be vacated.

25X1

E. The Edwards Detachment has one M/Sgt who is slotted against support aircraft maintenance while working in installations. He is excess to Detachment requirements in that position. His absence from support aircraft maintenance has not affected the efficiency of that organization.

F. By the end of Fiscal Year 1969, the construction program for Edwards Air Force Base should be essentially complete, and the only civil engineering requirement should be for facility maintenance. The Detachment will, by that time, have two maintenance people on Agency contract. These people will be capable of performing maintenance of the facility at the North Base and in addition will be capable of follow-up on work orders to the Base Civil Engineer. This will make surplus the T/O slot now occupied by [redacted] under the Director of Support. 25X1

G. By the end of calendar year 1969, the current high level of Detachment Flying activities (test, training, etc) will have tapered off considerably. This coupled with the Detachment's single staging mission, should reduce by one, the requirement for an assigned Operations Officer.

H. By end of FY 1969, the Detachment will be authorized, only [redacted] Due to the planned replacement program (5 years/pilot program assignment), there will be an average of one 25X1

25X1

pilot in training status at all times. Further because of training requirements, one other pilot will be required to remain at Edwards as an Instructor Pilot. This will leave pilots for deployment/ operation. This is an austere U-2 pilot strength for deployments, plus test and training flights at Edwards. Should, however, one or two of the USAF Operations Officers become U-2 qualified, the Detachment's ability to respond to its overall U-2 flying requirements would be greatly enhanced.

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I. Since the U-2C/G aircraft are scheduled to be placed in storage during the last quarter of fiscal year 1969; the personnel equipment section area can be reduced by 2 spaces. The requirement for maintenance of partial pressure equipment for possible future use in the U-2C can be accomplished by maintenance technicians assigned from the life support system contractors.

J. Lockheed Guard Post #5 (stationary post) located between hangars 2 1/2 and 3, has provided personnel security control measures between flight test and the Detachment. It can be eliminated when the flight test phase of the U-2R is completed by Lockheed in early 1969. Elimination of this post will reduce overall guard overtime coverage by 40 hours a week.

K. In summary, the committee concluded that Detachment G is adequately manned for its present workload, and that manning can be reduced to a limited extent as the aircraft inventory is reduced and flight test activity is stabilized.

L. As experience in U-2R operations is gained, follow-on manpower surveys will be required to insure that manning documents reflect optimum manning for the new U-2R operation.

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R E C O M M E N D A T I O N S

FOR D/SA APPROVAL/DISAPPROVAL

A. Authorize a Staff Study (Security Staff, OSA as the Action Officer) to re-examine the whole of the [redacted] program at Edwards for the purpose of modernizing these [redacted] officers functional responsibilities within the Detachment. 25X1

(Approved ✓ Disapproved _____)

B. Approve the immediate deletion of the second survival technician slot from the Detachment T/O.

(Approved ✓ Disapproved _____)

C. Approve the immediate deletion of the two surplus communications slots from the Detachment T/O.

(Approved ✓ Disapproved _____)

D. Approve the immediate deletion of one slot from the support aircraft maintenance section of the Detachment T/O.

(Approved ✓ Disapproved _____)

E. Approve the attrition of an operations officer slot by FY 1970.

(Approved ✓ Disapproved _____)

25X1

25X1

F. Approve reduction of two personnel equipment technicians slots from the Detachment T/O attrition in early fiscal year 1970.

(Approved ✓ Disapproved _____)

G. Authorize the Detachment to qualify two of its operations officers in the U-2 aircraft.

(Approved _____ Disapproved ✓)

H. Lockheed Guard Force, with authorized 25 man staff be retained.

(Approved ✓ Disapproved _____)

I. Direct Headquarters manpower study at Detachment G to be conducted after one year of U-2R operational experience.

(Approved ✓ Disapproved _____)

J. Delete the Civil Engineer supervisor position from the Detachment T/O in FY 1970.

(Approved ✓ Disapproved _____)

APPROVED AS NOTED:

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[redacted]
Director of Special Activities

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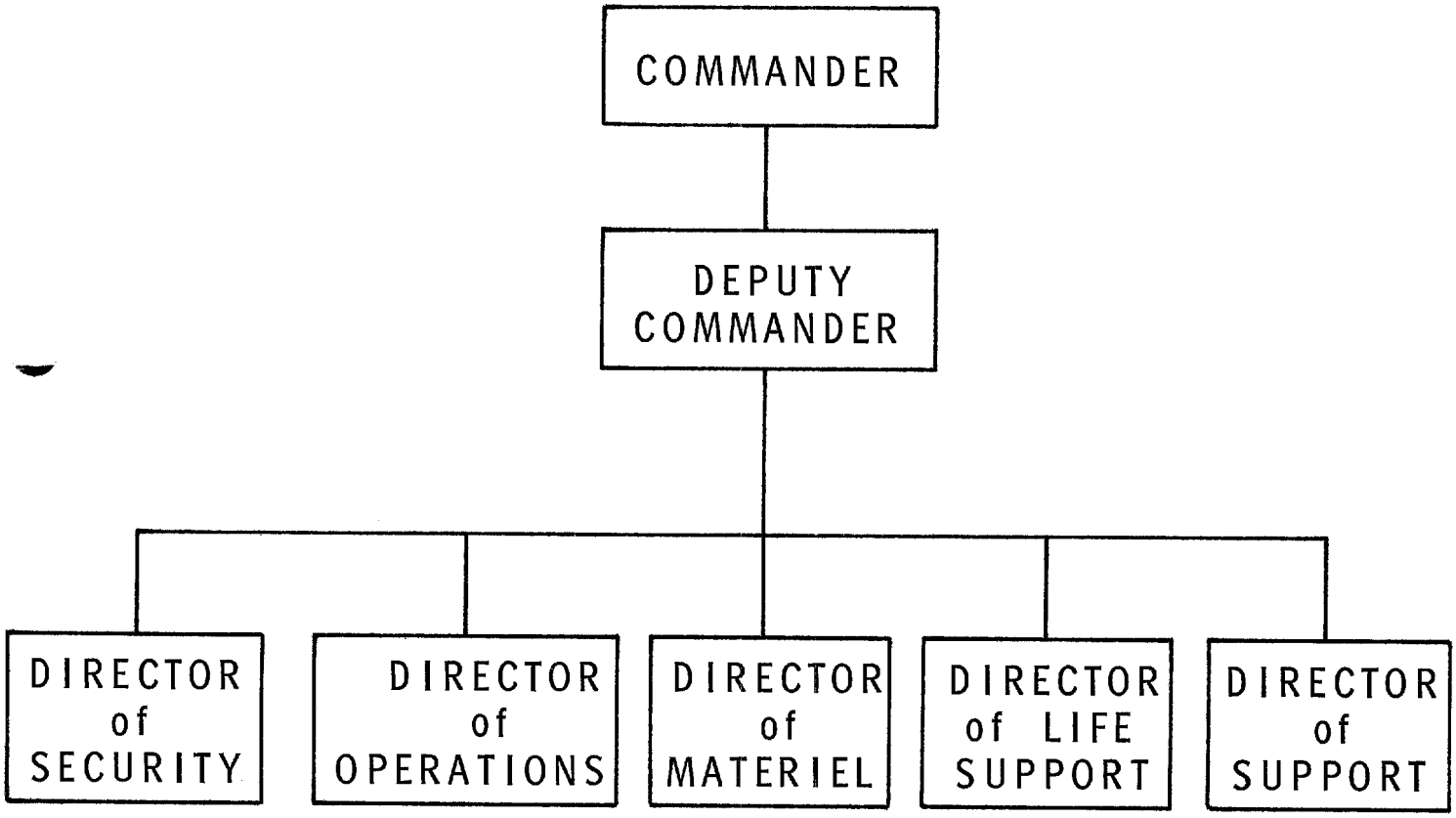
DETACHMENT G



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O P E R A T I O N S

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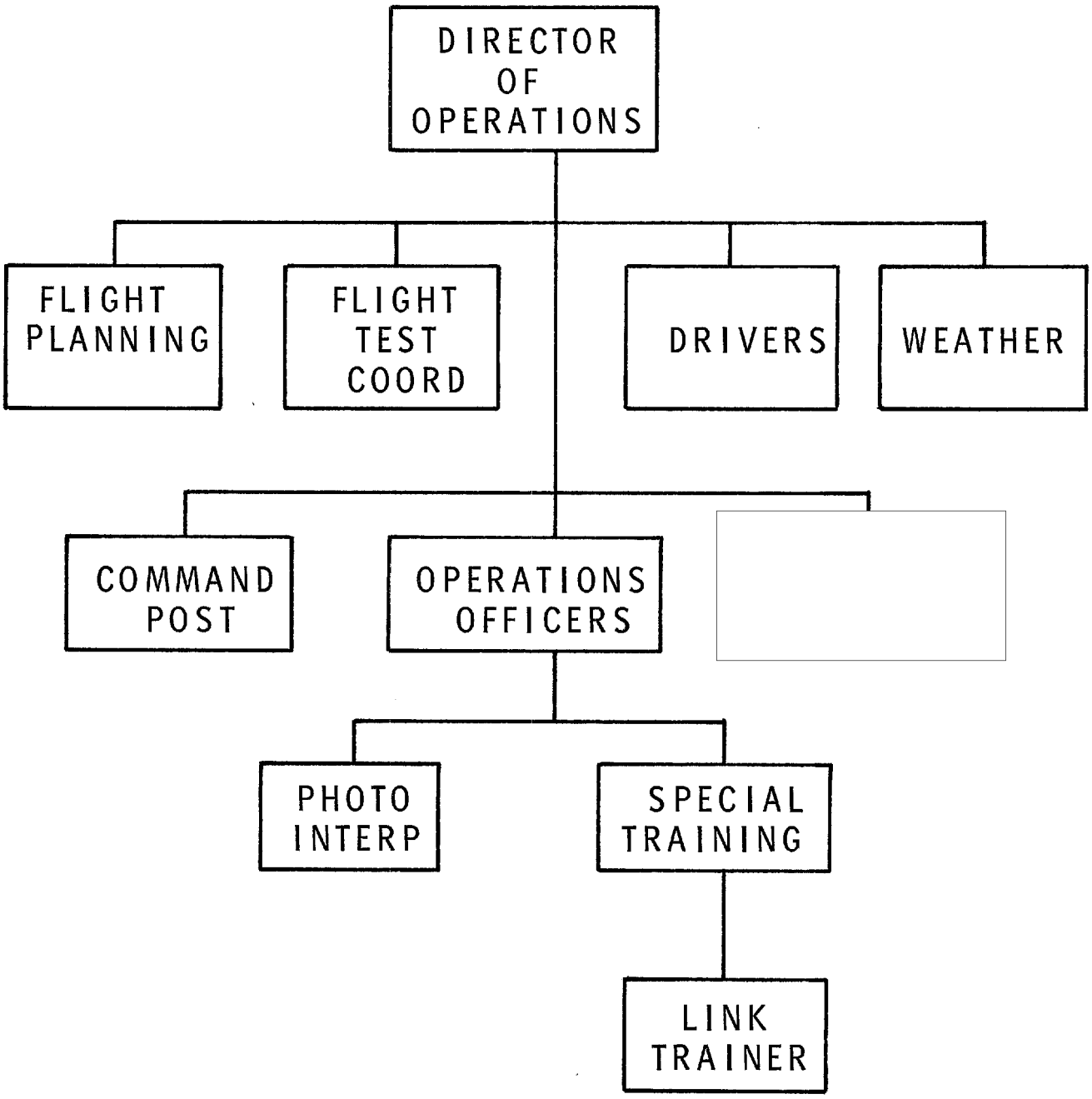
OPERATIONS



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OPERATIONS

DIRECTOR OF OPER ATIONS

A. The Director of Operations is one of the five Directorates in the Detachment Organization and has the responsibility for all of the flying activities of the Detachment. These activities, in addition to the Detachment's actual mission orientated U-2 flying include: ground and flight training for all rated [redacted]; a comprehensive 25X1

25X1 [redacted] U-2 training program; and a complex U-2 aircraft system testing and tactics development program.

B. The Director of Operations is responsible for and exercises supervision over the following functions:

1. Operations
    a. Photographic Interpretation
    b. Special Training
        (1) Link Trainer
2. Flight Planning
3. Flight-Test Coordinator
4. Weather
5. Pilots
6. Command Post
7. [redacted]

25X1

OPERATIONS

A. The primary office in this Directorate is the Operations Section. Photo Interpretation, Special Training [redacted] 25X1
25X1 [redacted] and the Link Trainer are sub-sections under Operations.

25X1 B. There are [redacted] plus [redacted] 25X1 enlisted men assigned to Operations. This manpower is divided as follows: Landing Signal Officer (a USN Lieutenant), [redacted] 25X1
25X1 [redacted]
25X1 [redacted] who serve as assistants to the Director of Operations. These assistants are responsible for all aircraft flight scheduling, briefings, and the remaining general management tasks of operations officers.

25X1 C. Normally, [redacted] are assigned to deployments operations to assist the Deployed Detachment Commander. It is unlikely though that the Special Training Officer could be used on 25X1 deployments because of the almost [redacted] requirements. The L. S. O. would deploy as normal operations officer with the detachment on other than a carrier operation. However, he cannot be used as an operations officer on a carrier operation because of his L. S. O. duty requirements.

D. It is recommended that one of these Operations Officer positions be deleted in FY70. This extra slot has been targeted against

the old dual deployment mission of the Detachment, and is surplus to the present and future requirements of the Detachment. It is further recommended that because of a special requirement of the

25X1 L. S. O. [redacted] hat they be qualified in the U-2 aircraft.

PHOTOGRAPHIC INTERPRETATION

A. The Photo Interpretation Section is responsible for the readout of the tracker camera film for all U-2 missions. The tracker film is used on training flights to score individual pilots on their mission performance. On operational missions, the film is used to determine where the missions were flown, the weather conditions en route plus quick readout of primary target coverage. For operational missions, the section is required to interpret the tracker film and send a report to Hqs within 12 hours after the mission aircraft has landed.

B. It is recommended that manpower slots allocated in this section not be changed.

25X1

SPECIAL TRAINING

[redacted]

LINK TRAINER

This is a one man section requiring special Link Training Equipment qualifications. It's prime function at this time is simulated instrument training for Detachment pilots. In the near future, the link trainer will have incorporated the U-2's [redacted] for simulation training. Presently, the NCO assigned to this one man section has as an additional duty the responsibility for operating the TV camera for coverage of all Detachment U-2 take-offs and landings.

25X1

FLIGHT PLANNING

A. The flight planning section is responsible for preparing the pilots logs, charts, etc., required for each U-2 flight. Experience has shown that this section spends one hour in pre-mission preparation for each hour of U-2 flight.

B. This section is made up of [redacted] of which are normally deployed on U-2/U-2R deployments.

25X1

C. This section is adequately manned against the present and the foreseeable future of the Detachment missions.

FLIGHT TEST COORDINATOR

A. This is another of the Operations one man sections that require special qualifications of the assigned individual. The incumbent is a test pilot school graduate with considerable experience in all phases of aircraft test flying.

B. This individual has the responsibility for establishing the test criteria for, and (in most cases) actual flying of, the Detachments U-2 test missions. As an additional responsibility this individual has the requirement of developing new U-2 tactics and maneuvers to be used in conjunction with [redacted] 25X1

C. It is recommended that this vital function of the Detachment be retained as is.

WEATHER

There is one USAF weather officer assigned to the Detachment. He is responsible for providing the Detachment with the required interface of weather information from Main Edwards AFB. He normally deploys with the Detachment team, and provides local weather support at forward locations.

DRIVERS/PILOTS

A. "Drivers" is the jargon term for the US/U-2 mission pilots. 25X1 There were [redacted] of these pilots assigned to the Detachment at the 25X1 time of this report. [redacted] pilots will be leaving the Detachment in the near future. Plans are now to only replace one of these pilots, which will reduce the authorized U. S. pilots strength to 25X1 [redacted]

25X1 B. With [redacted] ssigned, there will be an average of only 25X1 [redacted] available for deployments, due to one pilot being in

training status and one required as an instructor pilot.

C. For IDEALIST Deployments, it has been and should continue to be, the established procedure to deploy [redacted] pilots to the forward station. This stems from the requirements for one as primary mission pilot, [redacted] 25X1 25X1 [redacted] This plan provides backup for: a sick primary pilot, back to back operational missions; and a ferry flight to-an operations mission-and a ferry flight from-a forward site on successive days.

D. A level of [redacted] U-2 mission pilots is the lowest level recommended for the Detachment considering current and projected future mission requirements. This number is insufficient to provide for both test missions and training pilots at Edwards when the Detachment has deployed a team to another location. If however, [redacted] USAF operations officers were to become U-2 qualified (para D above) the Detachment could continue test and training operations during deployments.

COMMAND POST

A. The function of the Detachment Command Post is to monitor and/or maintain all of the Detachments flight scheduling, flight operations, and pilots flight records.

B. There are [redacted] USAF NCO's assigned to the Detachment

25X1

Command Post. When deployment oper ations exceed two weeks, and NCO will accompany the deployed Detachment.

C. This section is adequately manned and no change in manning is recommended.

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SPECIAL LIAISON

[redacted]

reconnaissance requirements using only the Detachments U-2 and ground support personnel.

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M A T E R I E L

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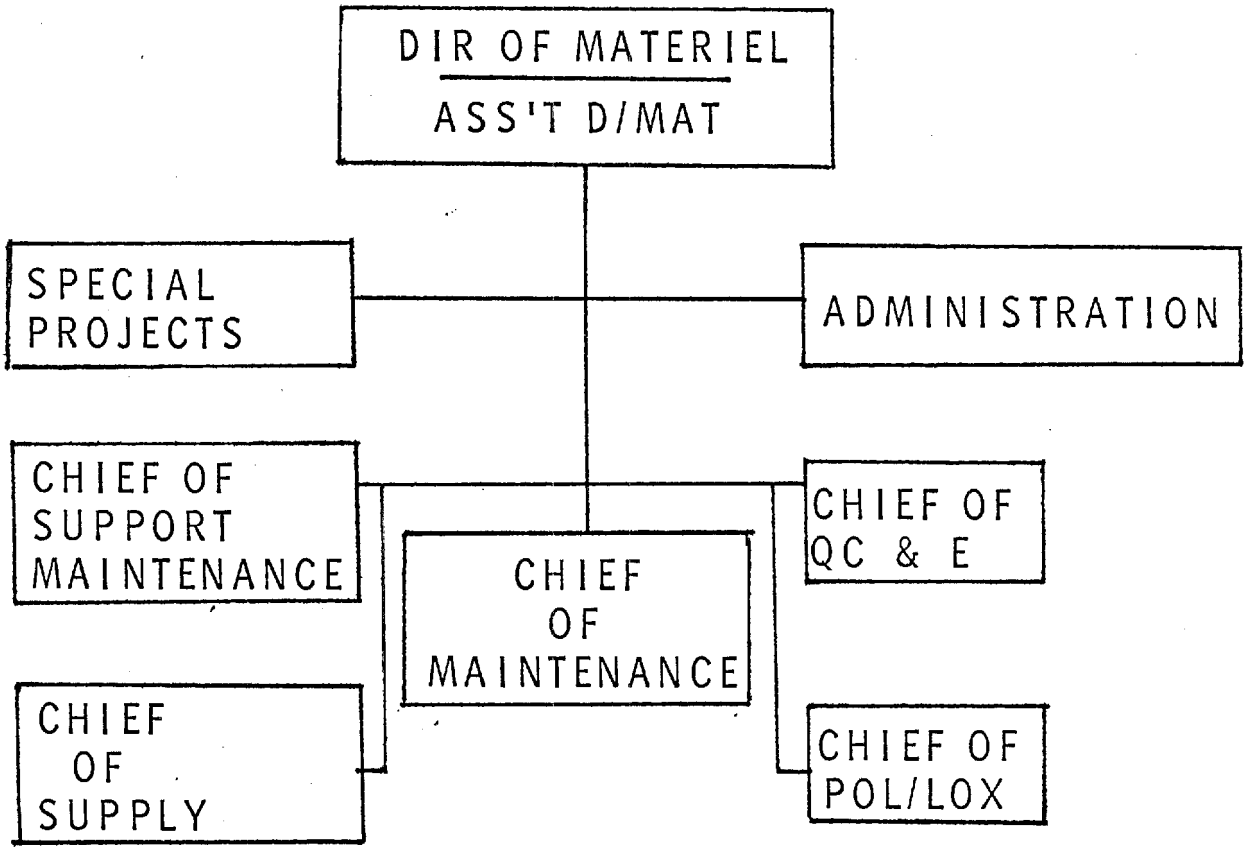
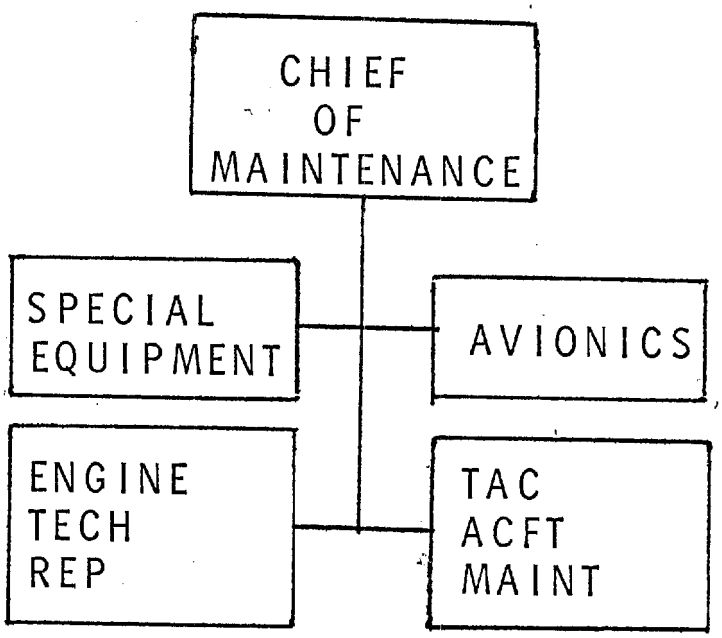
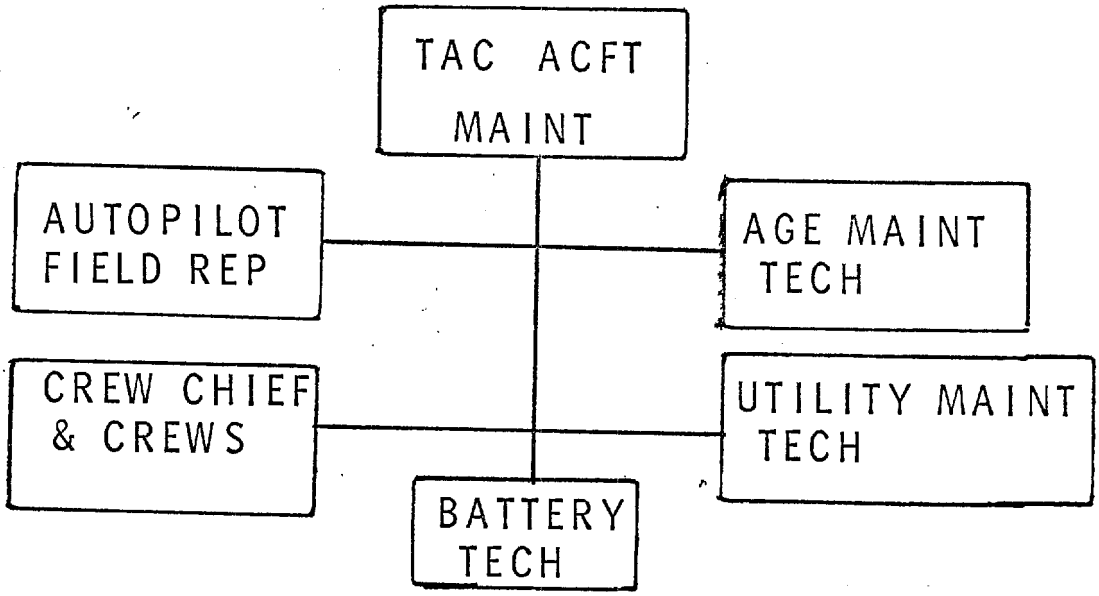


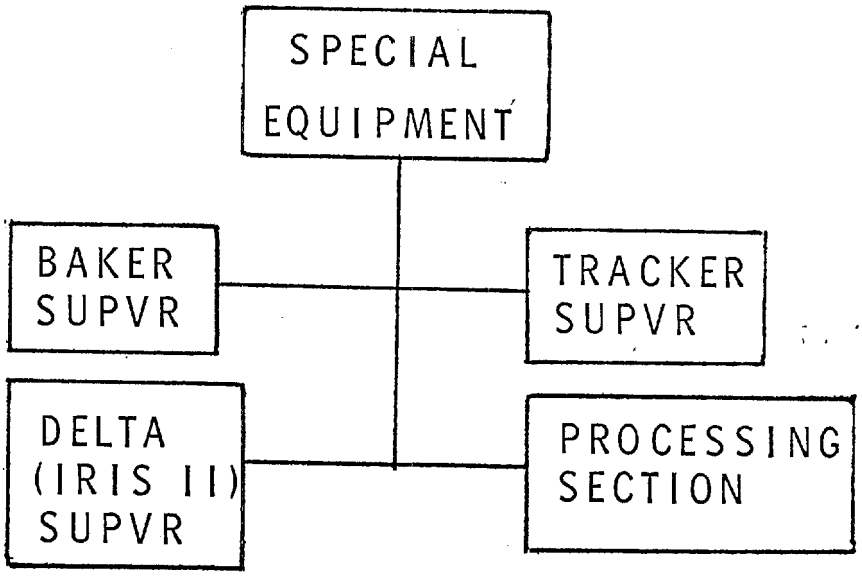
MAJOR FUNCTIONS
DIRECTOR OF MATERIEL



MAJOR FUNCTIONS
CHIEF OF MAINTENANCE



FUNCTIONS
TACTICAL AIRCRAFT MAINTENANCE



FUNCTIONS
SPECIAL EQUIPMENT

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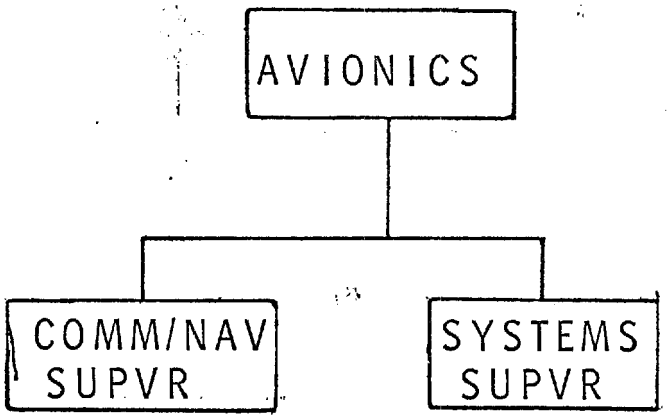

FUNCTIONS
AVIONICS

placed in a lateral functional relation to the Chief of Maintenance.

D. The Chief of Maintenance is directly responsible to the Director of Materiel for controlling, supervising and correlating Detachment mission aircraft maintenance actions, including systems integration. The intent of this organizational system is to insure that specialists will be provided for those maintenance actions which are beyond the limits of skill, manpower, tools, equipment or time available to the crew chief and his assigned maintenance crew. This requires scheduling, assignment of priorities and other control actions by the Chief of Maintenance.

E. The assigned Director of Materiel demonstrated a positive capability for managing and directing a most difficult assignment of functions and tasks in superior fashion. Although all materiel actions pivot in varying degrees around his office, his delegation of authority and responsibility to subordinates has been sound and well-placed.

F. A vacancy existed in that office for an Assistant, Deputy for Materiel (Major - 4316). There was no positive indication available on the status of Headquarter's actions to fill this position. This subject was included in the actions to be followed upon by the Survey Team.

G. The Administration Section in the Office of the Director of Materiel had [redacted] 25X1

25X1 [redacted] The NCO is departing soon on a PCS assignment.

MATERIEL

DIRECTOR OF MATERIEL

A. The Director of Materiel is one of five Directorates in the Detachment's organization structure and is the largest single employer of assigned military and contractor personnel.

B. The Director of Materiel is responsible for and exercises supervision over the following functions:

1. Support Aircraft Maintenance
2. Supply
3. Quality Control & Evaluation
4. POL and LOX
5. Mission Aircraft Maintenance
    a. Airframes & Engines
    b. Cameras & Sensors
    c. Avionics [redacted] and Comm-Nav. 25X1
    d. AGE & Maintenance Shops

C. The Directorate is organized along the "Chief of Maintenance" concepts for the direct support of the Detachment's primary mission. Other Materiel functions such as Support Aircraft Maintenance, Supply, Quality Control & Evaluation, and POL/LOX are directly responsive to the Director of Materiel, and

The Hycon individual [redacted] is particularly fitted for 25X1
and adept at performing the requirements of that office. He has been invaluable to the activity in this respect and the Survey Team recommended the permanent placement of [redacted] in that function; but 25X1
for his services to be contracted through an activity other than Hycon. A recommendation to that effect is made in the summary to this report.

H. A subject of repeated discussions between Detachment G and Headquarters has been the need for a "Special Projects Engineer" in the Detachment. Essentially, the Detachment has uncovered an on-board engineering talent who, by using local resources, can design, layout, fabricate and fit electronic equipment into small test packages or simulators. Demonstrations given the Survey Team on some of these fairly ingenious techniques and equipment adequately supported the Detachment's contention regarding the value that is being received
25X1 from [redacted] abilities and skills. As with [redacted] the 25X1
recommendation is made by the Survey Team that this function be established in the Materiel Organization, but that the services of the incumbent be contracted for with other than his parent company (Hycon).

SUPPORT AIRCRAFT MAINTENANCE

A. This section reports directly to the Director of Materiel and is responsible for the maintenance and upkeep of assigned T-33 and U-3B aircraft and associated AGE and ground handling equipment.

25X1

B. Initially, this section was authorized [redacted] NCO's. 25X1 However, one NCO has been moved to assist in the Civil Engineering functions of the Support Directorate. The Director of Material stated that a total authorization of [redacted] NCO's would be adequate for 25X1 future support of these aircraft maintenance functions. It was also noted, however, that some losses to PCS rotation, and "Boot Strap" will be forthcoming and close attention to replacing these losses will be required by Headquarters Personnel Staff. Recommendations are that one military NCO (Aircraft Maintenance Technician) position be deleted from the Detachment's Table of Organization and that Headquarters monitor closely the status of replacements for this maintenance section.

SUPPLY

A. The Supply Officer reports to the Director for Materiel in the performance of his assigned responsibilities. The Supply Office was authorized a total of [redacted] personnel, consisting of [redacted] USAF Supply Specialists and [redacted] Lockheed Contract Supply Technicians.

25X1
25X1
25X1

B. The Supply Office was organized into three major activities under the Chief of Supply and his NCOIC:

1. Property Accounting.
2. Materiel Facilities.
3. Administrative Support.

C. The above activities had been provided well-defined procedures and functional descriptions and, as a consequence, mutual interference was minimal.

D. The Supply Officer is also required to periodically provide supply personnel assistance in support of [redacted] TDY requirements. 25X1

E. Discussions with the Supply Officer indicated that by FY-70 and upon completion of present support workloads, the [redacted] 25X1 Lockheed Contract Supply Technicians could be released. However, the Survey Team believed that if a decision is made to store U-2C/G's at North Base, it may not be prudent to release these [redacted] contract 25X1 employees. This was noted as a subject for further assessment by Headquarters during any forthcoming studies concerning support of the stored U-2C/G fleet.

F. Separate discussions with the Supply Officer entered into areas of policy and procedures, as well as his concern over the U-2R spares support by Lockheed and the Project Depot. A Supply Assistance Team was scheduled to visit the Detachment the following week and would be entering into all facets and details of these problem areas. However, understandable as the Supply Officer's concern was on his many support problems, the U-2R supply posture remains quite fluid. The reasons are many and among others, stem from the fact that the vehicle and its systems are actually being rushed from an R&D environment into an operational category

as rapidly as possible, often at the expense of production and pipeline spares; new and first-time hardware requirements; and unanticipated sub-performance of certain components or systems.

G. Recommendation is made that the [redacted] Lockheed Supply Technicians be released by FY-70. However, if Detachment G is to be responsible for the stored U-2C/G aircraft and their associated spares and AGE, this recommendation must also be reassessed.

QUALITY CONTROL & EVALUATION

A. This function is manned with [redacted] Lockheed contractor inspection personnel and reports directly to the Director of Material. Primary responsibilities include determination of the quality of maintenance throughout the maintenance complex by actual performance of quality inspections and from review of production reports. This activity is further responsible for keeping the Director of Materiel and the Chief of Maintenance advised of unsatisfactory trends and conditions affecting safety.

B. By FY-70, and depending on the Detachment's aircraft inventory, this activity can be reviewed again for a possible reduction to the number of assigned personnel.

POL AND LOX

A. [redacted] USAF NCO's are responsible for the POL functions

performed in support of the Detachment's operational mission. One Lockheed contract technician is responsible for LOX handling and maintenance.

B. The manning in the POL function is, admittedly, thin. However, justification to fully support an additional position would be difficult to develop at this time. Much of the present efficiency and effectiveness stems from the considerable know-how and initiative of the NCO's. This activity has been earmarked for close monitoring by Headquarters to insure no personnel manning gaps are allowed to develop.

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CHIEF OF MAINTENANCE

A. The Chief of Maintenance reports directly to the Director of Materiel. The position is currently manned with a senior, well-experienced Lockheed contract representative. The following depicts the structure of this organization under the "Chief of Maintenance" concept referred to earlier in this narrative:

Chief of Maintenance

Special Equipment (Sensors)

"B" and "H" Cameras

Trackers

Delta III and Iris II Cameras

Film Processing & Special Photo

Avionics

Communications/Navigation

25X1

25X1

Tactical Aircraft Maintenance

Aircraft Crews

Autopilot

AGE Maintenance

Utility (Shops) Maintenance

Battery Shop

Engine (Field Representative)

B. The Chief of Maintenance manages the maintenance organization through the procedures established by the Director of Material and as related to the maintenance standards and requirements of the Prime Contractor and Program Contractor Associates. This individual must work closely with the Director of Materiel in providing the guidance and direction essential for all subordinate maintenance activities to implement and comply with maintenance policies and technical instructions.

SPECIAL EQUIPMENT (SENSORS)

A. Personnel assigned to this activity are exclusively contractor representatives and support the Hycon sensors ("B" and "H" Cameras"), the [redacted] sensors (Delta III and Iris II Cameras), the Perkin Elmer trackers (T-35, primarily), as well as the film processing and special photographic requirements of the Detachment.

25X1

25X1

B. With the Iris II camera entering the IDEALIST operational inventory in late Fiscal Year 1969, the Survey Team pointed out that the Detachment should be prepared to reduce the numbers of contractor personnel used in direct support of the three other sensors, i.e., the "B", "H", and Delta III cameras. This was recognized by the Detachment.

C. During the time these discussions were going on, the Survey Team also made an evaluation of the film processing and special photographic tasks that are being performed by the Detachment. These latter functions had never been formally recognized or manned and, in actuality, were being performed by personnel drawn from the camera maintenance groups, primarily Hycon.

D. It was the opinion of Survey Team members that the film processing and special photo functions should not be supported under the mantle of any other camera group. This capability appears to be a bona fide adjunct to the Detachment's mission and one that should stand on its own merits. An analysis of workload and production data substantially supported this judgment. It is recommended that a lateral transfer to the Processing Center be planned for a number of those Hycon contractor representatives now charged with direct support of the "B" and "H" cameras. Aside from formalizing actions that are now being performed informally, the Detachment will still retain a modest "cross-over" capability

in event a minimum number of these Hycon cameras are required to be retained in the Detachment as an "on-the-shelf" capability.

E. Three Perkin Elmer technicians are assigned to the Detachment for support of trackers, primarily the T-35 model. The high reliability and performance of this equipment indicated this manning posture as being too high. Recommendation is made that the manning be reduced to one technician.

F. The Itek group (Delta III and Iris II) personnel have been involved in orientation and training courses at their home plant. The number of personnel assigned, including any known attrition factors, will be satisfactory for support of these cameras.

G. As noted earlier, film processing and performance of special photographic assignments is a definite workload in the Detachment. This function grants the Detachment an on-the-spot capability for prompt read-out of tracker film and an assessment of the pilot's flight plan accuracy. It also enables the sampling of photo materials for disclosure of any camera malfunctions. Recommendation is made that this be a recognized Detachment function and its manning be supported from those personnel excess to the "B" and "H" camera (Hycon) group.

AVIONICS

A. The Avionics Section reports to the Chief of Maintenance for support of mission aircraft requirements, but retains direct administrative channels to the Director of Materiel. The activity

25X1

25X1

is structured into two groups: and (2) Communications & Navigation. Staff Employee, 25X1 is the Senior Supervisor.

B. The Comm/Nav group is responsible for maintenance of 25X1 25X1 It also maintains and participates in the sensor checkouts. Of the 25X1 representatives assigned, one is scheduled for assignment to Detachment H and one will soon be leaving the Project. The 25X1 remaining representatives will be adequate for future manning of this group. are assigned 25X1 to this group for support of the 25X1 This group will be supervised by a staff employee who is currently cross-training in the 25X1

C. employees are assigned to th 25X1 The utilization and types of assignments given these staff assignees bears noting here. has assigned each individual a primary system or equipment for which he is best qualified plus cross-training in other systems to insure each possesses a second or third speciality capability. In addition, and of considerable significance, is the manner by which rotates the "Test Director" assignments among these people. Each time a flight is planned, a test 25X1 director is selected from this group and his responsibilities proceed from earliest flight planning until actual completion of the radar test

is achieved. As a consequence, these personnel have been very proud of their personal accomplishments and consider themselves very much a part of the Detachment.

D. No recommendation for the addition or deletion of personnel are made. The only area of possible overstrength

25X1

will be reduced through attrition and a pending transfer. The utilization of assigned personnel was considered noteworthy.

TACTICAL AIRCRAFT MAINTENANCE

A. This activity is comprised of Lockheed maintenance crews (mission aircraft), maintenance personnel for Aerospace Ground Equipment (AGE) and utility shops, Autopilot technicians and a battery shop specialist.

B. An aircraft maintenance crew at Detachment G consists of

25X1

During the period of the survey,

25X1

were assigned to this activity. This manpower is necessary for meeting and satisfying currently heavy workloads and the testing/training commitments of the Detachment. It was recognized that upon stabilization of the aircraft inventory and a corresponding decrease in workloads, the number of crews will be reduced.

C. The Detachment possesses a modest machine shop capability which supports organizational level requirements.

A "Utility" maintenance technician operates the equipment. The AGE maintenance technicians [redacted] and the Autopilot representative are part of the normal maintenance complement.

25X1

D. Batteries employed in the U-2R and in the U-2C/G aircraft are completely different and require certain skills in their upkeep. For example, a silver zinc battery (U-2R) from off-the-shelf stock requires 143 hours to attain full charge. If taken from an aircraft after a certain number of flights, it must first be completely discharged before placing on the charger. This is further complicated by the fact that each aircraft requires two batteries and the life span of each cell in these batteries is about 9 months. The Nicad Batteries (U-2C/G) require separate charging rates and procedures; as do the destruct system and TCG Batteries maintained by this shop. All the above are pointed out to emphasize the differences that exist between this battery shop and one that supports the common storage battery.

GENERAL

A. During the several years that U-2C/G aircraft were supported out of the Lockheed Van Nuys facility, the program realized its highest level of support in the true sense of the "Skunk Works" concept. Modifications or special fittings could be made to an aircraft on an overnight basis at Van Nuys. "Paperwork" and other administrative actions were not the pacing factors. The close-out of the Van Nuys facility and the placement of the U-2R production effort among Lockheed engineers who had minimum familiarity with field operations of the U-2 have diluted

this early capability. As a consequence, and as was observed during this Survey Visit, the "Skunk Works" has consciously (or perhaps unconsciously) shifted from Lockheed to Detachment G. It was the opinion of the Materiel member of the Survey Team that, intangible as this subject may appear to be, it is one that should also be weighed during any evaluations of workload performance by the Detachment.

B. The Detachment Commander and the Deputy for Materiel presented several topics during the visit that warrant entry in this narrative:

1. Multi-Purpose Test Equipment. Rather than transport several items of test equipment on a deployment, the recommendation was made that the best "brains" available to OSA, OEL, etc., collectively investigate the development of multi-purpose test equipment as replacement for some of the equipment that is now in use by the IDEALIST Program. For example, it might be practical that an [redacted] 25X1 console could, with minor modifications, also serve to test circuitry in portions of the airframe or in the sensors and other systems. On the other hand, this approach would limit the number of personnel that could work on the aircraft at one time as the multi-purpose equipment would be tied up with whatever requirement had first maintenance priority.

2. AGE Weight & Cube Reduction. The Detachment has been investigating various means for "streamlining" the U-2R AGE. Its recommendation is that a dynamic program be initiated for reduction of the size and weight of AGE, such as the tail cart, fuselage cart, and engine roll-back stand. Also, that vendors other than Lockheed be explored as possible sources for these types of AGE.

3. Common Source of Power. Consider designing and developing a light-weight, easily transported start cart for the U-2 aircraft that provides a basic power and air-start capability. Present start carts are USAF-Base oriented and not matched to ease of deployment.

4. Utility Maintenance Shop. (Detachment). As mentioned earlier, the Detachment possesses a modest machine shop. This activity is presently capable of performing drilling, lathe-turning, metal-bending, and similar functions in support of the Detachment, primarily in the Materiel areas. This in-house capability has saved the Detachment many hours in time that would otherwise be expended by farming the work out to the Host Base shops, Lockheed-Burbank or commercial plants. This shop presents a considerable potential for picking up even larger and more complex assignments. Detachment personnel felt that addition of one or two individuals, plus some refinements to

the shop equipment, would significantly offset the higher-priced work that is now being performed elsewhere.

SUMMARY OF MANPOWER RECOMMENDATION (MATERIEL)

A. Table of Organization Positions

1. That Headquarters follow-up action be taken promptly on assignment of a Major, AFSC 4316, as Assistant Deputy for Materiel.

2. That one Aircraft Maintenance Technician (E-6) position be deleted; that Headquarters actively monitor current manning/replacement actions.

3. The Headquarters identify the POL function for special attention in event present incumbents are considered for reassignment actions.

B. Contract Positions

1. That [redacted] be assigned to the Administration Section, Deputy for Materiel; that his employ be deleted from Hycon contract and added to an Agency contract. 25X1

2. That the position of "Special Projects Engineer" be established in the Deputy for Materiel office; that [redacted] be assigned to that function and his services covered through a Lockheed contract in lieu of Hycon. 25X1 25X1

25X1

3. That the Senior Supervisor [redacted] 25X1 be transferred to an Itek contract, in lieu of his current Hycon contract, for continuation of his supervisory services.

25X1 4. That [redacted] Lockheed Supply Technicians be deleted in Fiscal Year 1970; that this recommendation be reassessed if U-2C/G storage responsibilities are assigned to Detachment G by that period of time.

5. That the number of Lockheed personnel in the Quality Control & Evaluation function be reduced by [redacted] 25X1 people in Fiscal Year 1970; that this recommendation be reassessed at that time predicated on actual aircraft inventory and the number of assigned aircraft maintenance crews.

6. That the remaining (7) Hycon camera group personnel be redistributed within the Special Equipment Complex to insure coverage of the processing center is maintained and that a capability for the support of a lesser number of "B" and "H" cameras be retained.

7. That two Perkin Elmer maintenance technicians be deleted from this activity.

25X1

ADDENDUM (MATERIEL)

The "Materiel Administration" position and the "Special Projects Engineer" were subjects of special inquiry during the survey. This addendum provides details and examples of functions performed in each position and for which [redacted] 25X1

25X1 and [redacted] have been recommended:

MATERIEL ADMINISTRATION

A. Accumulates, ensures accuracy, and dispatches mission effectiveness reports on assigned configurations (A-2, B-Simulator, B-2 Config, H-Config, Delta III, T-35 Tracker, IRIS-1) which includes

25X1 the [redacted] B-Simulator 25X1

and IRIS-1. In addition, ensures that processing report [redacted] has been dispatched accurately on all configurations that require local processing (virtually all local configuration missions).

B. Monitors the dispatch and receipt of Critical Asset items (B-2 Config, Delta III, H-Config, T-35 Tracker, FFD-3, Hand Control, Driftsight) to ensure an accurate inventory and bi-monthly report.

C. Monitors Special Equipment assets to ensure accuracy of

25X1 information submitted on [redacted] Operational Capability Report submitted daily.

D. Monitors personnel accounting to ensure accuracy of Attendance and Location Reports submitted on [redacted] contract 25X1

25X1 employees involving [redacted] separate Contractors.

[redacted] IDEA 0032-69 25X1

25X1

E. Accepted the responsibility of hatch control due to their close association with configurations. Hatch control consists of a running inventory monitoring the dispatch and receipt, S/B compliance and interface with articles.

F. Monitors the dispatch of all reports to ensure accuracy and timely submission. Following is an itemized breakdown of all reports in which a major role is taken:

25X1

[redacted]

G. Monitors the operation of Special Equipment assets to ensure the accurate input into the Aircraft Flight Maintenance Report to establish reliability of such assets.

H. Prepares correspondence and monitors distribution for three (3) shops within the Special Equipment Branch. Included is the typing and routing of outgoing messages plus the prompt and accurate distribution of incoming messages. Also included are

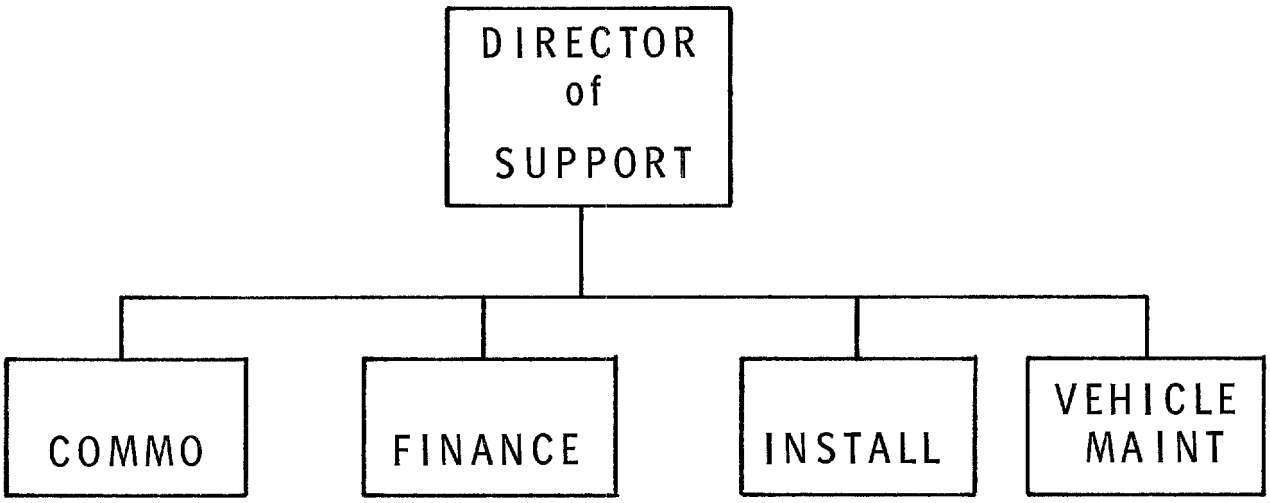
normal article cockpit instrumentation. This combination provides a maximum of practical experience training and scoring capability, while at the same time eliminates the wear and tear of all DECM and camera systems.

*"B" Simulator only available at this time.

E. The TS-1 Simulator was constructed locally using mainly FAK spares and the etched circuitry capability. Approximately $200.00 worth of hardware was locally purchased to complete this system.

S U P P O R T

SUPPORT



25X1

SUPPORT

DIRECTOR OF SUPPORT

A. The Directorate of Support is one of five Directorates in the Detachment's organizational structure. There are five functions under the Director of Support as follows:

1. Personnel
2. Finance
3. Vehicle Maintenance
4. Civil Engineering
5. Communications

B. The Directorate is organized as follows for support of the Detachment's primary mission:

1. The Office of the Chief of Support consists of:

25X1 [redacted] Personnel Technicians

25X1 (Military); [redacted] civilian personnel administration; the

25X1 [redacted] military personnel administration.

2. The Finance Office consists of [redacted] 25X1

25X1 [redacted] They perform normal finance functions.

3. The Vehicle Maintenance section consists of [redacted] 25X1 Sergeants. These people perform organizational maintenance

25X1

on the Air Force and Q. P. vehicles and assure that proper records are kept.

4. In the Civil Engineering section, 25X1

[redacted]

the Base Civil Engineering Department on maintenance work orders and on construction, projects. With the present level of maintenance and construction, the Sergeant is excess to the requirements of that section. The construction program at Edwards should be completed by the end of fiscal year 1969. Future civil engineering related activity will be primarily maintenance and up-keeping, with possibilities of minor modifications to the facility. Under this condition, the one staff employee will become excess to requirements.

5. The Communications section is authorized 25X1

[redacted]

to rotation of personnel. There is not sufficient workload to justify manning of these vacant spaces.

25X1

C. RECOMMENDATIONS

1. That no changes be made in the Office of Chief of Support, the Finance Office or the Vehicle Maintenance Section. These are considered adequately manned.

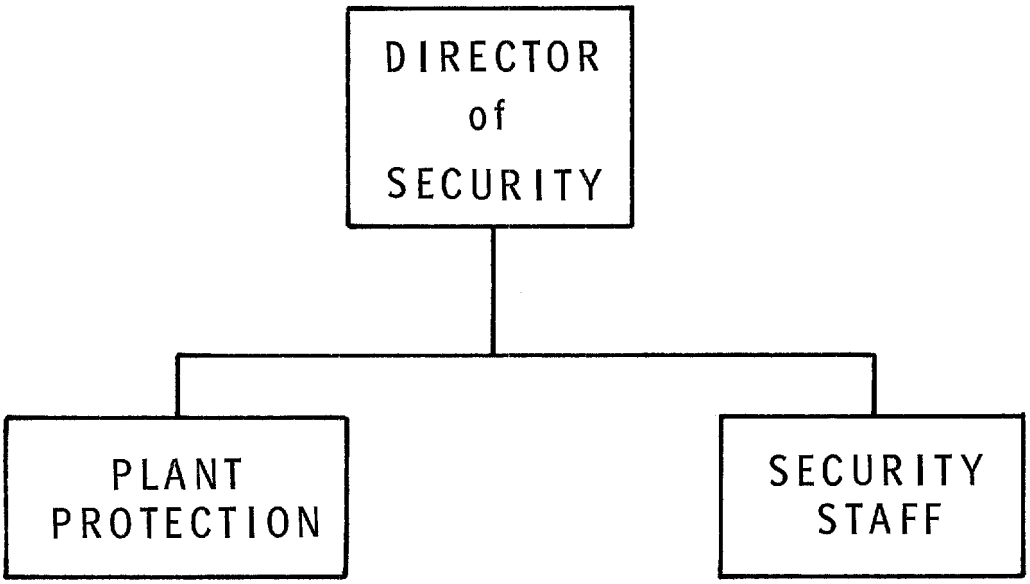
2. That the Sergeant in the Civil Engineering Section be transferred back to Support Aircraft Maintenance to fill a vacancy in that Department, and that his position be deleted from the Detachment T/O.

3. That the Civil Engineer Supervisor position be deleted from the Detachment T/O in FY 1970.

25X1 4. Tha Communications positions be immediately deleted from the Detachment T/O.

S E C U R I T Y

SECURITY



25X1

SECURITY

DIRECTOR OF SECURITY

A. The Director of Security for Detachment G is charged with assisting the Detachment Commander in maintaining a maximum security environment for the conduct of OSA activities. With advice and policy guidance from Headquarters, the Director of Security has the responsibility to the Detachment Commander for implementing and maintaining a security program which ensures full and complete protection for the IDEALIST Program, personnel and physical assets assigned to Detachment G. This responsibility extends to domestic and overseas sites during ferry flights and operational deployments.

B. To accomplish its mission, the Detachment G Security Staff has been authorized a total [ ] staff positions and [ ] contract security guards. 25X1 25X1

C. Enumerated below are brief descriptions of typical functions and duties of the Security Staff. This listing is not all encompassing, but does reflect the broad spectrum of security activities.

1. Prepares and writes local security policies and regulations.

2. Conducts briefings covering local security policies, as well as project briefings and debriefings.

 25X1

3. Handles Security's incoming and outgoing cable and letter traffic.

4. Provides anywhere from 25X1

security guards to each detachment deployment team. Number of Security personnel assigned is dependent on level of the deployment, e.g., a Phase I, II or III deployment posture. Security personnel provide 24 hour physical protection of aircraft and courier escort for mission product.

5. Provide domestic courier escorts.

6. Assigns safes, conducts periodic maintenance of safes and changes safe combinations.

7. Pursues security liaison with appropriate Edwards Air Force Main Base officials, other U.S. Government organizational and local police authorities.

8. Maintains continuing liaison with 25X1

25X1 at Los Angeles.

9. Provides daily support and periodic escort pertinent

25X1 t Program.

10. Destructs classified waste.

11. Prepares, issues and records personnel badges and other access documentation.

12. Participates in aircraft accident investigations.

13. Registers auto vehicles and arranges for appropriate base stickers.

14. Provides Security representation during all launchings and recoveries of aircraft and during [redacted] activity. 25X1

15. Delivers and retrieves pilots emergency flight packets.

16. Escorts uncleared personnel (tradesmen) working in Detachment compound.

17. Conducts physical and personnel Security surveys.

18. Handles mail courier runs.

19. Provides detachment travellers with appropriate cover story details and emergency contact names and telephone numbers.

20. Provides security guidance to Detachment personnel concerning personal problems.

21. Maintains an ad hoc CI/CE profile of the Edwards area, [redacted] activity. 25X1

22. Provides special Security support during VIP visits.

23. Investigates Detachment security violations.

D. In view of the variety and complexity of the Security Staff

functions and responsibilities, the Survey Team concluded that the services of the currently assigned personnel were being utilized in the most efficient and effective manner. The positions as authorized, 25X1 [redacted] staff officers and [redacted] contract security guards, are justified. 25X1 25X1

E. Physical plant protection of Detachment G is provided by employees of the Lockheed Aircraft Corporation guard force. This guard force reports to the Director of Security. Currently the Lockheed guard force totals [redacted] uniformed men- 25X1 [redacted] 25X1 captains and [redacted] guards. Guard protection is furnished 24 hours a day, seven days a week by working three shifts. In addition to manning [redacted] 25X1 stationary posts, the guard conduct safe checking and detex checking operations after normal Detachment working hours.

F. The survey team concluded that Lockheed Guard Post #5, stationary post located between Hangars 2 1/2 and 3, which provides personnel security control measures between flight test and the Detachment proper, should be eliminated when flight test phase of U-2R is completed by Lockheed in early 1969. Elimination of this post will reduce overall guard overtime coverage by 40 hours per week.

G. Summary of manpower recommendations (Security).

1. That the Security Staff as currently constituted, 25X1 with [redacted] staff positions and [redacted] contract security guards, 25X1 shall remain unchanged.

[redacted] 25X1

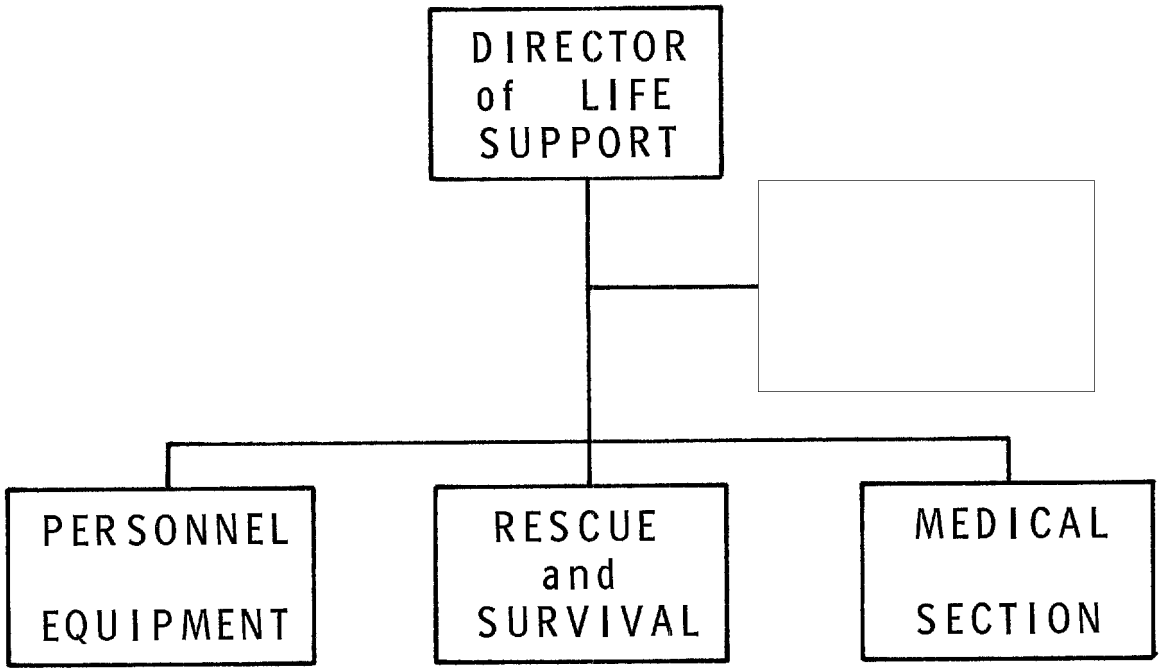
2. That the Lockheed guard force, with authorized

25X1 [redacted] man staff, should be retained.

L I F E S U P P O R T

25X1

LIFE SUPPORT



25X1

25X1

25X1

LIFE SUPPORT

A. DIRECTOR OF LIFE SUPPORT

1. The Director of Life Support is one of the Detachments five Directorates and is headed by a USAF Flight Surgeon. This officer has the responsibility for all of the Detachments Medical Area, and the maintenance of the Detachments inflight Life Support Equipments.

2. The Director of Life Support is responsible for and exercises supervision over the following functions:

25X1

b. Medical Section.

c. Personnel Equipment.

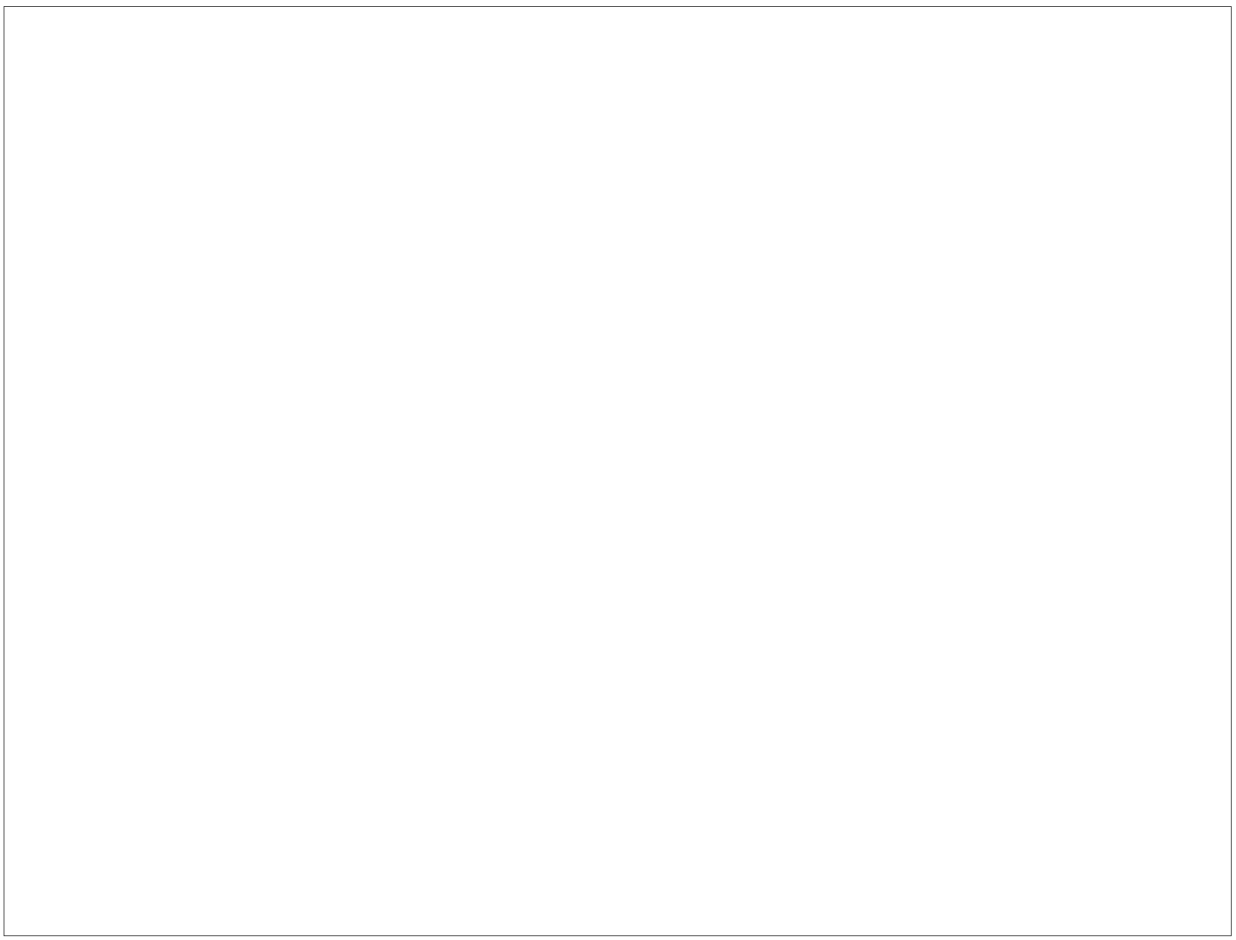
d. Rescue and Survival

25X1

25X1

25X1

25X1



C. MEDICAL SECTION

25X1

1. There are [redacted] medical technicians assigned to the Detachment's Medical Section. It is this sections responsibility to assist the assigned Doctors in the medical aspects of keeping the Detachment personnel: well, immunized, examined and happy. Normally, one of these Medical Technicians deploy with the Detachment.

2. There is a comprehensive report (attachment I) on this Medical Section prepared by the Detachment Staff and there is little that this report could add to that report.

[redacted]

25X1

3. It is recommended that this section remain as is for the foreseeable future.

D. PERSONNEL EQUIPMENT

1. This section is responsible for providing total personnel equipment support of the Detachment crew-members. The primary mission of this section is the maintenance, inspection, and proper fitting of the U-2 pilots high altitude pressure suits. In addition, the individuals of this section have the critical responsibility for an absolutely flawless hook-up of the pilots equipment to the U-2's oxygen system. This section is also responsible for the procurement, evaluation and instruction in the use of life support equipment for both the U-2 and supporting Detachment aircraft.

25X1 2. There are [redacted] USAF personnel equipment technicians

25X1 and [redacted] civilian technical representatives assigned to this section. The Duties/Functions of each assignee is the subject of a comprehensive manpower study made by the Detachment Director of Life Support (attachment II).

3. This section was adequately manned under the old dual staging mission of the Detachment. It is believed that in light of the future reduction in the Detachments flight operations that there will be an overage in Military PE Technicians. It is therefore

25X1 recommended that [redacted] of these slots be dropped from the Detachment's T/O as the assignees rotate out of the Detachment.

25X1

E. RESCUE AND SURVIVAL

25X1

1. This is a section responsible for world-wide rescue and survival training techniques for the mission pilots.

2. It is recommended that this section be reduced by one slot. (The present incumbent is in the process of transferring from the Detachment for Medical reasons). This recommendation is due to the advent of a survival technician in the AMS function at Project Headquarters. The Headquarters survival technician position should provide for a more comprehensive overall training program in the Detachment.

ATTACHMENT I TO

IDEA 0032-69

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S C O P E

THIS STUDY REFLECTS ONLY KNOWN TIME ELEMENTS INVOLVED IN THE ACCOMPLISHMENT OF PERSONAL EQUIPMENT'S MISSION AT WRSP-IV.

IT CAN NOT REFLECT THE COUNTLESS HOURS SPENT IN ACCOMPLISHING THE MANY AND VARIED EPHEMERAL TASKS WHICH ARE A VITAL PART OF EVERY MISSION.

P U R P O S E

TO TELL WHAT TASKS ARE ACCOMPLISHED, THE PROCEDURE INVOLVED IN THEIR ACCOMPLISHMENT AND EACH TASK'S EFFECT ON THE PERSONAL EQUIPMENT WORKLOAD.

B A C K G R O U N D

THIS STUDY IS BASED ON THE MOST RECENT INFORMATION AVAILABLE, CALENDAR YEAR 1968, AND QUITE COMPLETE RECORDS ON FILE IN THE PERSONAL EQUIPMENT SECTION.

JOB DESCRIPTIONS

DIRECTOR OF LIFE SUPPORT

Responsible for providing total integrated support of the crewmember, insuring properly maintained and inspected protective equipment is correctly mated with the pilot. Responsible for the procurement, evaluation and instruction in the use of life support equipment involved in primary and support aircraft.

ASSISTANT DIRECTOR OF LIFE SUPPORT

Responsible for providing total integrated support of the crewmember, insuring properly maintained and inspected protective equipment is correctly mated with the pilot. Responsible for the procurement, evaluation and instruction in the use of life support equipment involved in primary and support aircraft.

NCOIC AIRCREW PROTECTION

Supervises all phases of personal equipment, including pressure suits. Assists in conducting evaluations of new and non-routine items of personal equipment. Establishes stock levels and anticipates requirements. Uses special knowledge of non-routine items of personal equipment to indoctrinate others. Fabricates items of equipment needed for specific situations. Supervises Technical Representatives.

ASSISTANT NCOIC AIRCREW PROTECTION

Supervises personal equipment functions such as fitting, adjusting, maintenance and inspection of such items as parachutes, survival kits, oxygen masks, helmets and pressure suit equipment. Establishes stock levels, equipment authorization, and inspection standards. Develops plans and anticipates future requirements.

AIRCREW PROTECTION TECHNICIAN

Responsible for personal equipment functions such as fitting, adjusting, maintenance and inspection of parachutes, survival kits, oxygen masks, helmets and pressure suits and related equipment. Responsible for preparation of pilots pressure suit and related equipment for high altitude flights and hookup of pilot in aircraft. Must be fully qualified in all areas in order to be capable of deploying independently and all phases of equipment maintenance.

SENIOR TECHNICAL REPRESENTATIVE

Responsible for coordinating all activities of technical representatives. Responsible for periodic inspecting and testing of wxygen equipment such as oxygen regulators, suit controllers, survival kits and hand held ventilators, etc. Responsible for proper functioning of aircraft oxygen systems, maintenance of oxygen test stands and aircrew protection's test kits and test equipment. Responsible for training aircrew protection personnel in oxygen equipment maintenance and testing when operating at remote areas. Responsible for servicing and testing all ARO equipment installed in the aircraft.

ARO TECHNICAL REPRESENTATIVE

Responsible for periodic inspecting and testing of oxygen equipment such as oxygen regulators, suit controllers, survival kits and hand held ventilators, etc. Responsible for proper functioning of aircraft oxygen systems, maintenance of oxygen tes stands and aircrew protection's test kits and test equipment. Responsible for training aircrew protection personnel in oxygen equipment maintenance and testing when operating at remote areas. Responsible for servicing and testing all ARO equipment installed in the aircraft.

DAVID CLARK TECHNICAL REPRESENTATIVE

Responsible for major maintenance of pressure suits assigned to WRSP-IV. Maintains test equipment related to pressure suits that are furnished by David Clark contractor. Performs periodic inspections on all pressure suits assigned. Maintains related items such as underware, gloves, etc. Maintains stock levels and assures serviceable condition of all pilot's suit items. Reviews FAK listings for needed changes and levels. Performs the training of new personnel on pressure suits to assure their ability to perform indepently on deployment.

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PERSONNEL ROSTER

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WORK ASSIGNMENT ROSTER

25X1

THE POSITIONS LISTED BELOW WILL BE ROTATED WEEKLY:

25X1

1. MAIN TENANCE------- [redacted] MEN ASSIGNED

   A. RESPONSIBLE FOR SERVICING AND CLEANLINESS OF PICK-UP AND STATION WAGON.

   B. TAGS REPARABLE AND CONDEMNED PROPERTY AND GIVES LIST TO SUPPORT VAN.

   C. INVENTORIES GEAR AND GIVES LISTS TO OFFICE FOR RE-ORDERING.

   D. MAINTAINS HELMETS AND MASKS.

   E. MAINTAINS PARACHUTES AND SURVIVAL KITS.

   F. RESPONSIBLE FOR SHOP AND OUTSIDE AREA CLEANLINESS.

   G. TURNING GEAR OVER TO TECH REPS AS REQUIRED.

25X1

2. FLIGHTS------- [redacted] MEN ASSIGNED

   A. LAUNCHES AND RECOVERS FLIGHTS.

   B. PREFLIGHTS AND POSTFLIGHTS PILOT GEAR.

   C. RESPONSIBLE FOR P.E. VANS.

   D. MAINTAINS PILOTS LOGS.

   F. RESPONSIBLE FOR PRE-BREATHING ROOM.

   G. RESPONSIBLE FOR THE LAUNDRY.

   H. RESPONSIBLE FOR TAGGING MALFUNCTIONING GEAR AND ALERTING THE TECH REPS OR MAINTENANCE FOR REPAIRS NEEDED.

25X1

3. SUPPORT------- [redacted] MAN ASSIGNED

   A. MAKES SHOPS AND BASE RUNS.

   B. PICKS UP AND TURNS IN SUPPLIES.

   C. MAINTAINS TECH ORDER FILES.

   D. TYPES UP ISSUES AND TURN-IN FOR SUPPLIES.

   E. FILLS IN AS REQUIRED.

MAN HOUR SUPPORT BREAKDOWN

Personal Equipment support is based on the number of pilots assigned to fly the Article, the number of staff officers flying support aircraft, maintaining flight equipment for each pilot, maintaining parachutes, survival kits, and other items needed to fulfill the mission requirements.

Support can not be based on the number of people needed on a deployment. With the assigned seven men, we have had to utilize the [redacted] doctor, as well as recall men from leave to support additional assigned missions. 25X1

Deployment needs are dictated by the amount of equipment and number of pilots required to support that mission and yet be able to fulfill the needs of the home station, ie, pilots remaining at the home station, home station missions to be supported, possible additional deployments, dictate the total manning needs. Examples of these are;

1. Quick turn around ferry missions requiring two men plus the launching of training missions at the home station.
2. Carrier operations.
3. Two aircraft deployments.
4. [redacted] requiring recovery teams at other stations. 25X1
5. Emergency replacement of men at other stations.

The following list is an estimated breakdown of man hours expended. We include no lost time of any type, ie, sickness, personal matters, etc. Our overtime at present for all personnel is excessive as well as night work and week end work. As a rule, overtime and week end work is not compensated by time off during duty hours. We have recently had added eleven additional pilots with their high flight equipment which included increased training and maintainence requirements. On a deployment, our [redacted] to support the mission normally forgoes even the normal R&R enjoyed by the properly 25X1

[redacted] 25X1

We can show many deployments that the ferry alone required the support of a minimum of three personnel, and at the same time two persons were already deployed. We have, in this case, had to use substandard persons in this area. It would be interesting to know how some of our missions would proceed if the one P.E. man on hand were to become sick.

ANNUAL PERSONAL EQUIPMENT MAN HOURS

	UNIT TIME	CUMULATIVE TIME
1. BASIC SUPPORT FOR ALL MISSIONS		
A. Preflight of equipment for flight:	01:40	1188:00
B. Launch sequence for flight:	01:30	880:30
C. Post flight support for flight:	01:00	587.00
2. EQUIPMENT MAINTENANCE		
A. In support of flights for T-33 and U-3A/B aircraft:		
(1) Parachute, SA-20----------8 each:	00:45	72:00
(2) Survival kits----------2 each:	02:00	16:00
(3) Oxygen masks and helmets-------32 each:	01:00	384:00
B. In support of flights in the Article:		
(1) Partial pressure helmets-------28 each:	02:00	168:00
(2) S1010 full pressure helmets----19 each:	01:00	228:00
(3) S901 full pressure helmets----- 6 each:	01:00	72:00
(4) Partial pressure suits---------42 each:	01:00	126:00
(5) S1010 full pressure suits------19 each:	01:30	342:00
(6) S901 full pressure suits------- 6 each:	01:30	108:00
(7) Outer coveralls----------28 pair:	00:15	84:00
(8) Facepieces----------14 each:	00:30	28:00
(9) Boots----------60 pair:	00:15	60:00
(10) Gloves----------56 pair:	00:30	336:00
(11) Underware----------154 pair:	00:20	80:00
(12) Parachute, BA-18----------18 each:	00:45	162:00
(13) Parachute, drogue----------13 each:	00:45	117:00
(14) Life preservers---------- 9 each:	02:00	72:00
(15) Seat kits, periodic inspection, 25 hour inspection, IRAN-------24 each:	04:00	384:00

	UNIT TIME	CUMULATIVE TIME
(16) Life rafts----------*22 each:	03:00	264:00
(17) Weapons maintenance------10 each:	00:10	12:00
(18) Lunch, 7 men, 242 days---30 mins: (includes leave time)	03:00	840:00

3. MANHOURS EXPENDED ON DEPLOYMENT, FACTORY SCHOOLS, AND OTHER TDY'S

A. 7 men----------196 days:	08:00	1568:00

PERSONNEL JOB RESPONSIBILITIES

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MANPOWER BRIEFING

1. The following listed responsibility area pertains to all assigned personnel.

MAINTENANCE RESPONSIBILITY:

Responsible for the fitting, testing, time change, inspection and local overhaul of all partial pressure suits and three different types of full pressure and their helmet assemblies for ten assigned drivers and eleven TDY drivers to include the associated gear, ie, pressure gloves, coveralls, and facepieces. Responsible for the scheduled inspections on all flight supporting gear for the entirecompliment of flying personnel which includes many types of parachutes, life preservers, life rafts, protective helmets, high altitude survival seat packs for two different aircraft systems, special survival equipment necessary to support five additional support aircraft, and the repair of all assigned gear (including that which is normally maintained by field maintenance activities) without any base or field support, and the support of a gaseous oxygen and a liquid oxygen system in two different aircraft.

FLIGHT LAUNCH RESPONSIBILITY

Responsible for the maintenance of all personal flight gear for each assigned pilot which includes the preflight testing, inspection, and preparation of all personal flying gear required on high flights four completely different high flight oxygen systems. Responsible for the prebreathing, dressing, testing and transfer of drivers for high flights, their cockpit hookup and pressure testing of all A/C oxygencomponents, and the recovery of the driver and all his flying gear post flight.

Responsible for the preflight and/or scheduled inspections on all survival and personal flight equipment utilized in the five support aircraft, which includes the fitting, testing, and replacement of these items.

DEPLOYMENT RESPONSIBILITY

Responsible for the acquisition, packing and serviceability of all

pilots personal flight gear which includes both high flight equipment and low flight equipment, and the maintenance responsibilities listed above prior to deployment at remote sites. Responsible for transporting and maintaining this gear during the ferry to remote sites with the full capability to exist without outside support at intermediate stops. Responsible for establishing and maintaining high or low flight launch capability, maintenance, and testing of all equipment while stationed at remote sites.

TRAINING RESPONSIBILITY

Responsible for the training and familiarization of all assigned flying personnel with the equipment required for mission completion. this equipment consists of not only personal flying gear, but related survival equipment and the techniques required for their proper use. Responsible for the training of personnel assigned in parallel positions at overseas sites, such as Detachment 'H', in the complete maintenance and administrative duties of the Personal Equipment realm.

ADMINISTRATIVE RESPONSIBILITIES

Responsible for the maintenance of forms pertaining to the acquisition and disposition of supplies, supply accountability, and requirement levels; recording time change and inspection of equipment data relating to all personnel flying gear; administering equipment manuals and maintenance publications necessary to retaining a high proficiency not only within our immediate area of duty but also concerning all equipment utilized within the scope of our AFSC. Responsible for maintaining and keeping secure all packing lists of equipment on hand, updating such lists, and insuring their correctness.

MISSION AND SUPPORT REQUIREMENTS FOR FLYING

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FLYING MISSION REQUIREMENTS

1. MISSION PREPARATIONS

a. Visual inspection

Pressure Suit
Pressure Helmet
Pressure Gloves
Facepiece
Coveralls
Boots
Tiedown cable
Helmet shell
Underwear
[redacted] Seat Pack Assembly
Parachute
Testing equipment
    Pressure tester
    Communications tester
Transfer Van
    Gas
    Oil
    Tires
    Vent system
    Communications system
Ventilation Unit

b. Pressure Equipment Test preparation

Clean all oxygen connections
Clean and inspect all pressure sealing "O" rings
Install helmet assembly on test block
Install suit assembly in test bag
Clean and lubricate all rubber sealing surfaces
Inspect locking mechanisms of seat kit assembly
Inspect, clean and defog facepiece
Inspect all hoses for clear passages
Inspect all hose clamps for safety wiring

c. Pressure testing the equipment

Connect all equipment to test assemblies
Pressure test all equipment
    Helmet assembly and facepiece
    Pressure suit
    Pressure gloves
    Seat Pack assembly

d. Equipment layout

Transport equipment to ready room
Orderly arrangement of equipment for launch sequence

e. Parachute inspection

Assure all packing pins installed and satis.
Inspect automatic release for condition
- Fully wound
- Aneroid reading
- Cable connections
- Housings connections
- Preselected altitude dial

Inspect Emergency rescue beacon
- On and ready
- Antenna connection
- Actuation lanyard condition

Test and inspect strobe light
- Working order
- Battery life

Inflate and pressure check Lumbar pad
- Pad proper
- inflation bulb
- Relief valve

Check attachment of
- Ripcord and housing
- Automatic release knob and housing
- Parachute knife
- Zero delay lanyard

Actuate Parachute canopy releases--reinstall
Actuate strap snaps, adjust straps

f. Ventilation unit

Inspect and clean unit
Inspect and prepare Liquid Oxygen Cart
Pressurize Servicing cart
Fill Ventilation unit
Shut down cart

2. DRESSING, PREBREATHING AND LAUNCH SEQUENCE

a. Dressing

Layout pilots equipment
Pilot dons underwear
Dress pilot with helmet and facepiece
Connect assy to oxygen source

Monitor pilots entire prebreathing cycle
Dress pilot in Pressure Suit and gloves
Dress pilot in Boots
Make all snap attachments and zipper adjustments
Dress pilot in outer protective coveralls
Dress pilot with helmet shell and tiedown cable

b. Testing

Connect capstan connection to tester
Connect torso connection to tester
Transfer pilot to breathing on tester
Connect electrical and faceheat connections
Test helmet communications system
Test primary faceheat circuit
Test emergency faceheat circuit
Pressure test pilot
    Inflation of helmet assy
    Inflation of suit assy
    Leak test assy in inflated condition
Depressurize assemblies
Transfer pilot from tester to ventilation source and breathing oxygen
Disconnect electrical equipment
Shut down tester
Transfer pilot from ready room to transfer Van
Transfer to Van
    Seat Kit assy
    Parachute
    Food
    Drink
    Facepiece bag
    In cockpit test equipment

c. Deliver pilot to aircraft with all support equipment

d. Preflight Cockpit Preparation

Inspect, adjust and position Lap Belt
Inspect, adjust and position Shoulder Harness
Inspect aircraft oxygen system for leakage
    Pressurize system
    Take pressure reading of available oxygen
    Check system warning lights
Set faceheat rheostat
Inspect aircraft communications connections
Test aircraft ventilation system
Check and set primary and emergency faceheat circuit breakers
Install [redacted] seat pack assembly
Test [redacted]
    Connect aircraft quick disconnect to seat pack
    Connect pressure gages to capstan and breathing leads of seat pack
    Pressure test Secondary oxygen system
        Open secondary system
        Take pressure reading of pressure delivered to seat pack

3. Additional responsibilities;

A. Training

(1) Training personnel at Detachment 'H'.

(2) Civilians.

(3) SAC personnel.

(4) Drivers for Detachment 'H'.

(5) Administrative duties (no administrative clerk assigned).

25X1 (6) [redacted] and doctor training.

(7) Training new Detachment 'G' drivers.

(8) Training SAC pilots.

(9) Support to LAC test pilots.

B. Support Commitments

(1) LAC

25X1 (2) [redacted]

(3) SAC

(4) Detachment 'H'

C L E R I C A L S U P P O R T

1. It is absolutely essential to accurate records keeping and filing procedures continuity that one individual, preferably a clerk typist, devote the entire workday to clerical support for the Personal Equipment section. The records and historical information maintained by this section are very extensive, reaching back to the inception of our program, and the number of publications and manuals necessary to our efforts are countless, for example;

EQUIPMENT OPERATION MANUALS
EQUIPMENT MAINTENANCE MANUALS
PARTS CATALOGS
BLUEPRINTS
SCHEMATICS
DRAWINGS
DIAGRAMS
TECHNICAL ORDERS
PERSONAL EQUIPMENT MANUALS
PHYSIOLOGICAL TRAINING MANUALS
AIRCRAFT MANUALS

2. In addition, the maintenance of supply records for approximately one thousand individual items of equipment imposes an immeasureable clerical demand. These records include:

FAK DOCUMENTATION
SLOE DOCUMENTATION
REQUISITIONING DOCUMENTS
DISPOSITION DOCUMENTS
SHIPPING DOCUMENTS
INVENTORY RECORDS
PURCHASE REQUESTS
SUPPLY CORRESPONDANCE
STOCK CONTROL AND ACCOUNTING RECORDS
ALPHABETICAL CROSS REFERENCE FILES
STOCK NUMBER CROSS REFERENCE FILES

3. Clerical support must also give attention to:

RESEARCH AND DEVELOPMENT RECORDS
MESSAGE PREPARATION, ANSWERING AND FILING
DEPLOYMENT RECORDS
TRAINING RECORDS
IRAN & AGE RECORDS
CORRESPONDANCE

EQUIPMENT SUPPORT MAN HOUR BREAKDOWN

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E Q U I P M E N T S U P P O R T

1.	PARTIAL PRESSURE HELMETS	UNITS	11	
		TIME ELEMENT	3	HOURS
		YEARLY EFFECT	27	
		YEARLY WORKHOUR DEMAND	81	HOURS
2.	PARTIAL PRESSURE SUITS	UNITS	33	
		TIME ELEMENT	3	HOURS
		YEARLY EFFECT	99	
		YEARLY WORKHOUR DEMAND	297	HOURS
3.	PARTIAL PRESSURE GLOVES	UNITS	33	PAIRS
		TIME ELEMENT	1	HOUR
		YEARLY EFFECT	66	
		YEARLY WORKHOUR DEMAND	132	HOURS
4.	PARTIAL PRESSURE UNDERWEAR	UNITS	55	
		TIME ELEMENT	5	MINUTES
		YEARLY EFFECT	379	MISSIONS
		YEARLY WORKHOUR DEMAND	31	HOURS
5.	PARTIAL PRESSURE FACEPIECES	UNITS	11	
		TIME ELEMENT	3	HOURS
		YEARLY EFFECT	33	
		YEARLY WORKHOUR DEMAND	99	HOURS
6.	PARACHUTE, BACK, AUTOMATIC	UNITS	20	
		TIME ELEMENT	2	HOURS
		YEARLY EFFECT	60	
		YEARLY WORKHOUR DEMAND	120	HOURS

7.	PARACHUTE, SEAT, AUTOMATIC	UNITS	8	
		TIME ELEMENT	30	MINUTES
		YEARLY EFFECT	96	
		YEARLY WORKHOUR DEMAND	48	HOURS
8.	HELMET, PROTECTIVE, HGU	UNITS	20	
		TIME ELEMENT	15	MINUTES
		YEARLY EFFECT	240	
		YEARLY WORKHOUR DEMAND	60	HOURS
9.	MASK, OXYGEN, MBU	UNITS	20	
		TIME ELEMENT	15	MINUTES
		YEARLY EFFECT	240	
		YEARLY WORKHOUR DEMAND	60	HOURS
10.	PRESERVERS, UNDERARM, LPU	UNITS	8	
		TIME ELEMENT	2	HOURS
		YEARLY EFFECT	32	
		YEARLY WORKHOUR DEMAND	64	HOURS
11.	LIFE RAFT, LRU	UNITS	3	
		TIME ELEMENT	1	HOUR
		YEARLY EFFECT	12	
		YEARLY WORKHOUR DEMAND	12	HOURS
12.	EMERGENCY RADIOS	UNITS	16	
		TIME ELEMENT	30	MINUTES
		YEARLY EFFECT	48	
		YEARLY WORKHOUR DEMAND	24	HOURS
13	SEAT PACK ASSEMBLY, Q445	UNITS	16	
		TIME ELEMENT	3	HOURS
		YEARLY EFFECT	64	
		YEARLY WORKHOUR DEMAND	192	HOURS

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14. FLYING CLOTHING

JACKETS, LIGHT WEIGHT	UNITS	2	PER PILOT
JACKETS, INTERMEDIATE	UNITS	2	PER PILOT
COVERALLS, LIGHT WEIGHT	UNITS	3	PER PILOT
COVERALLS, INTERMEDIATE	UNITS	2	PER PILOT
	TOTAL UNITS	9	PER PILOT

25X1

		PILOTS
UNITS		
TIME ELEMENT		HOUR
YEARLY EFFECT		
YEARLY WORKHOUR DEMAND		HOURS

15. MAINTAINING RECORDS ON ALL EQUIPMENT

a. Each man spends a minimum of 15 minutes per work day in the business of records keeping on all equipment. Since one man must devote the entire workday to clerical duties, there are three men involved in the actual keeping of shop maintenance records. The total time spent per man, per year, in the process is 50 hours, making a total for three men of 150 hours per year.

YEARLY WORKHOUR DEMAND 150 HOURS

N O T E: It must be here noted that the above 15 time elements are by no means the total compliment of elements with which the Personal Equipment section must deal each year, they are merely the ones to which can be ascribed a definite time element, for example:

Liquid oxygen storage carts
Liquid oxygen ventilation units
Gaseous oxygen cart
Hign pressure and Low pressure oxygen units with regulators
Pressure Helmet console
Portable test units
Communication and faceheat test units
Ventilation chairs
Console, test, wall mounted
Console, test, bench mounted
Tester, LOX Capacitance tester
Tester, Pressure Switch
Test Stand, Reducer Cyc.
Vacuum pumps
Blower Units
Flowmeters
Manometers

E Q U I P M E N T S U P P O R T

1. S-1010 P.P.A. HELMET ASSEMBLY	UNITS	19	
	TIME ELEMENT	1	HOUR
	YEARLY EFFECT	228	
	YEARLY WORKHOUR DEMAND	228	HOURS
2. S-901 P.P.A. HELMET ASSEMBLY	UNITS	6	
	TIME ELEMENT	1	HOUR
	YEARLY EFFECT	72	
	YEARLY WORKHOUR DEMAND	72	HOURS
3. S-1010 P.P.A.	UNITS	19	
	TIME ELEMENT	1.5	HOURS
	YEARLY EFFECT	342	
	YEARLY WORKHOUR DEMAND	513	HOURS
4. S-901 P.P.A.	UNITS	6	
	TIME ELEMENT	1.5	HOURS
	YEARLY EFFECT	108	
	YEARLY WORKHOUR DEMAND	162	HOURS
5. S-1010 UNDERWARE	UNITS	114	
	TIME ELEMENT	5	MINUTES
	YEARLY EFFECT	685	
	YEARLY WORKHOUR DEMAND	57	HOURS
6. PARACHUTE, RQ 225	UNITS	13	
	TIME ELEMENT	45	MINUTES
	YEARLY EFFECT	156	
	YEARLY WORKHOUR DEMAND	117	HOURS
7. SURVIVAL KIT	UNITS	12	
	TIME ELEMENT	4	HOURS
	YEARLY EFFECT	48	
	YEARLY WORKHOUR DEMAND	192	HOURS

TRAINING SUPPORT REQUIREMENTS

TRAINING SUPPORT

PILOTS

1. ASSIGNED

The requirement for training all pilots who are now assigned and who have been assigned for the past year is a continuing one. Our equipment's degree of sophistication demands that we frequently conduct pilot briefings on

STANDARD EQUIPMENT PROCEDURES
STANDARD AIRCRAFT PROCEDURES
EQUIPMENT CHANGES
NEW EQUIPMENT
IMPROVED PROCEDURES

2. NEW ARRIVALS

The newly assigned pilot must be given very intensive training in all phases of Personal Equipment and aircraft procedures which include:

PRESSURE SUIT TRAINING & FITTING
PHYSIOLOGICAL BRIEFINGS
SEAT PACK TRAINING
SPECIAL PROCEDURES FOR MISSION LAUNCH
COCKPIT TRAINING
EJECTION TRAINING
EQUIPMENT TRAINING

3. CARBON COPIES

Training support for Carbon Copy personnel is a continuing one and entails training in all the elements necessary to each new arrival (as listed in paragraph 2) and includes in addition:

CHAMBER FLIGHTS
SUIT & HELMET FITTINGS
SUPPORT AIRCRAFT (T BIRD) BRIEFINGS
LOW FLIGHT EQUIPMENT BRIEFINGS

TECHNICIANS

1. ASSIGNED

All assigned Personal Equipment technicians are required to continuously upgrade their knowledge of equipment and procedures and remain constantly aware of each new development in the Life Support field. Each man must be capable of functioning completely independant without supervision under most adverse conditions on deployment to remote sites and under minimum supervision at his home station. Those qualifications require a great deal of each individuals time and effort every work day.

2. NEW ARRIVALS

At least three months must be devoted to the training and supervision of each new arrival. The equipment, the aircraft, and the system for flight launch in this organization are such that each new arrival must be handled as though he were basically unfamiliar with any procedures known to us. While some of our equipment is standard, a greater portion of it is unique to this function and all of our equipment requires attention to a degree much higher than accepted Commercial or Military standards .

3. SPECIAL CATEGORY PERSONNEL

The Personal Equipment section is also responsible for the complete and thorough training of the [redacted] in all phases of P. E. The impact of this requirement is quite great when one considers that the Physician has had no past experience in any related or similiar equipment.

25X1

This category also includes the training of Personal Equipment Technicians programmed to fill a supervisory position in our sister organization overseas.

RESEARCH AND DEVELOPMENT SUPPORT

RESEARCH AND DEVELOPMENT SUPPORT

The year 1968 supplies many examples of research and development activities conducted by the personnel of the Personal Equipment section. The items listed below are but a few of the many demands placed upon this section.

1. The continuing improvements to the survival kit utilized with the full pressure suit program.
2. The continuing modifications being made to the S-1010 P.P.A. to make it a safe, mission complete garment.
3. The continuing developement of full pressure suit testing equipment.
4. Determining a suitable packing location for the walk around sleeping bag and parachute lowering device.
5. The placing of a rescue beacon in the RQ 225 parachute.
6. Portable ventilation and oxygen supply system for pilot transfer.
7. Oxygen plumbing system for installation of bench and wall consoles.
8. A larger and safer life raft for use with a man in his pressure suit.
9. Aircraft liquid oxygen system modifications to provide greater inflight protection during high altitude flights.
10. Portable testing units for deployment and home base use.
11. Improving deployment procedures and establishing deployment procedures for full pressure suit equipment.
12. FAK and SLOE upgrading and improvement to accomodate new items.
13. Ready room ventilation chair improvements.

14. Tool design and improvement for use with new pressure suits, seat kits, and related equipment.
15. Electrical and communications test equipment.
16. Transfer vehicle design improvements.
17. Aquisition of personal equipment maintenance vans and the modifications to the vans to accomodate the full pressure suit program.
18. Making improvements to the new lab building design to better accomodate the full pressure suit and the partial pressure suit program.
19. The testing and certification of test equipment before it is shipped to Detachment 'H'.
20. The continuing re-evaluation of the survival items to be provided to the mission pilots.
21. Providing field evaluation for new items sent to the field by Project Headquarters.

A D I N F I N I T U M

HERALDS OF 1968

1 9 6 8

H E R A L D S

A MIXED FLEET OF U2C AND U2R AIRCRAFT

FULL PRESSURE SUIT FLYING

A DOUBLING OF

STOCKS OF SUPPLIES AND SPARES

SUIT MAINTENANCE

TESTING EQUIPMENT

REPAIR AND MAINTENANCE EQUIPMENT

FLYING MISSIONS

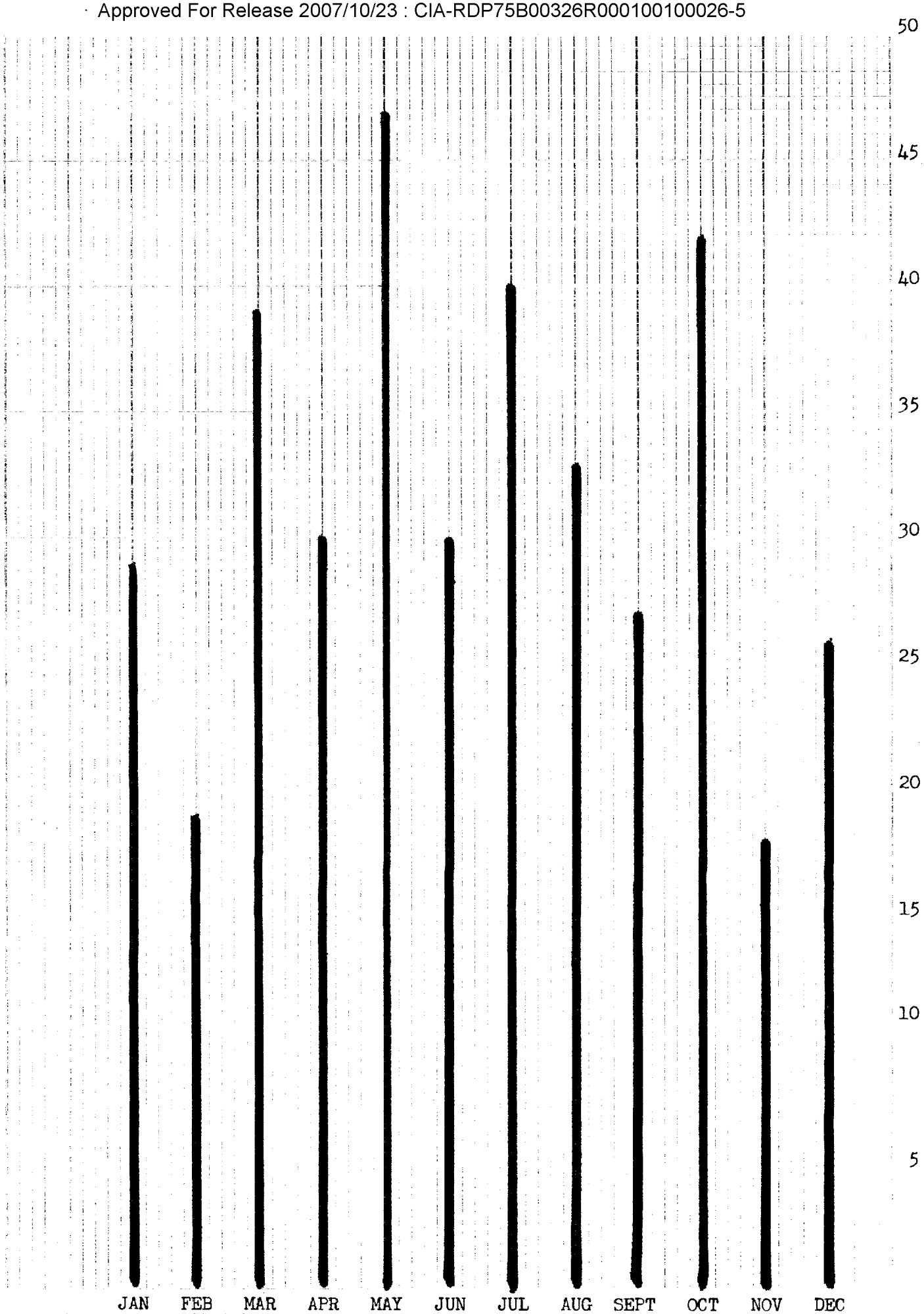
CLERICAL SUPPORT

TRAINING SUPPORT

RESEARCH AND DEVELOPMENT SUPPORT

INCREASED DEPLOYMENT REQUIREMENTS

CHARTS OF FLIGHT SUPPORT



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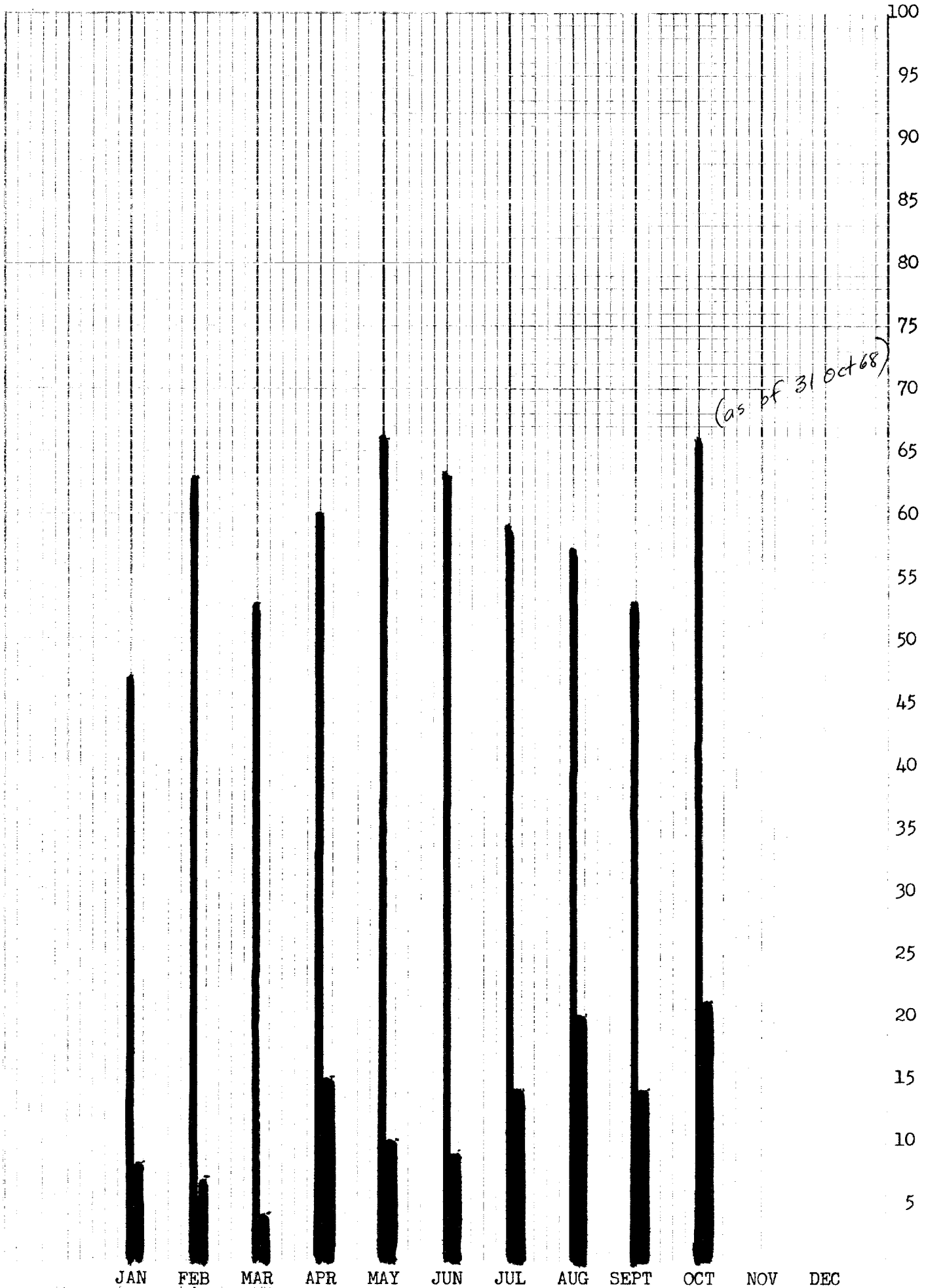
RED LINE DENOTES FLIGHTS FLOWN

1968 ...NCELLED



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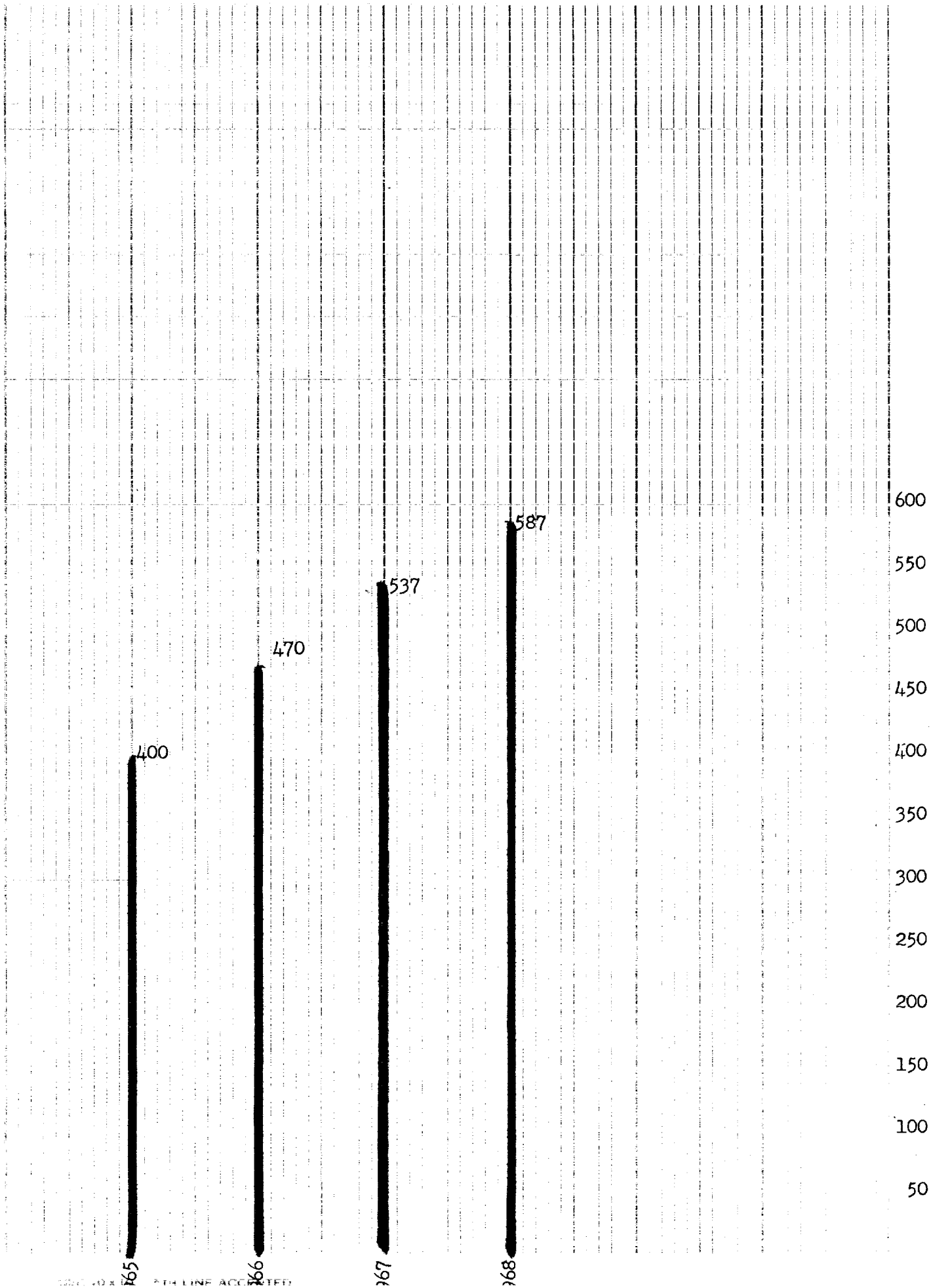

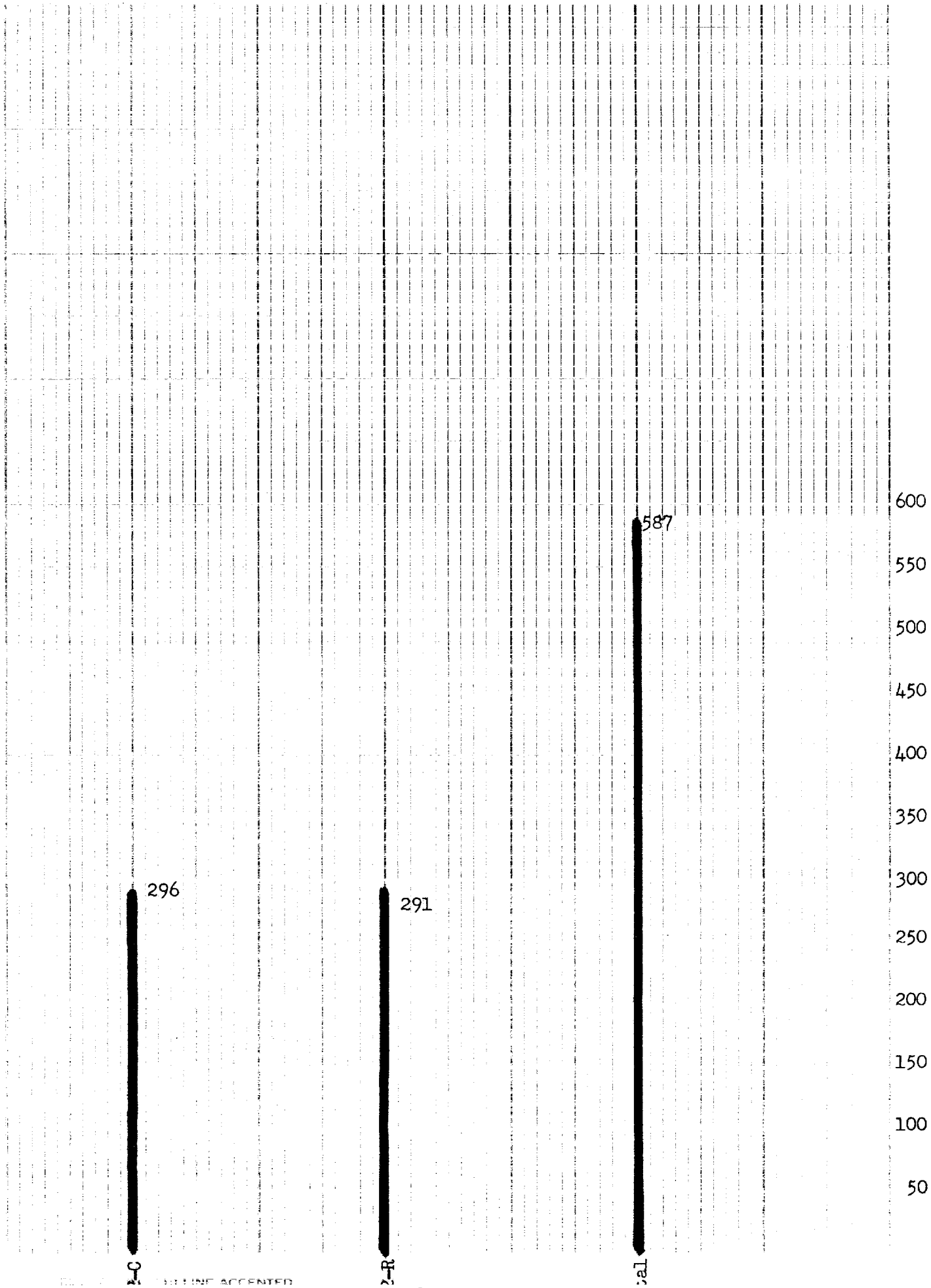

ATTACHMENT II TO

IDEA 0032-69

I N D E X

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FOREWORD

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F O R E W O R D

There are two medical technicians assigned to the WRSP-IV medical section. One M/Sgt, [redacted] Aeromedical Supervisor 25X1
25X1 and one S/Sgt, [redacted] Medical Service Technician. Due to the work enviorement and nature of required duties, both technicians perform within the scope of the two different specialities. The material contained herein was compiled from records available in the medical section during the period of 1 Oct 1967 thru 31 Oct 1968.

PERSONNEL AND JOB SUMMARY

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PERSONNEL AND JOB SUMMARY

I. AEROMEDICAL SUPERVISOR: AFSC: [redacted] 25X1

25X1 [redacted]

JOB SUMMARY: NCOIC of the WRSP-IV medical section. Supervises and rates subornate personnel in the performance of their duties. Assists the flight surgeon in aircraft accident investigation, implementation of aircrew effectiveness program, research and development of personal equipment. In the absence of medical officer conducts pre-flight physicals, sick call and routine medical treatments. Gives emergency medical or surgical care. Advises the flight surgeon regarding status and adequacy of equipment, supplies, training of personnel and operating effieciency. Participates in flights for air evacuation, rescue, and advises flight surgeon regarding aeromedical problems encountered by assigned flying personnel.

II. MEDICAL SERVICE TECHNICIAN: AFSC: [redacted] 25X1

25X1 [redacted]

JOB SUMMARY: Assists the flight surgeon in aircraft accident investigation. In the absence of medical officer conducts pre-flight physicals, sick call and routine medical treatments. Gives emergency medical or surgical care. Orders and maintains a monthly stock level of medical or office supplies necessary to operate the medical section. Schedules minor surgery appointments, flying and periodic physical exams, special laboratory and X-ray procedures then when required assists the physician in accomplishing same. Informs the flight surgeon of safety, medical or preventative medical problems which are observed during the performance of his duties. Administers immunizations as required. In the absence of aeromedical technician is required to perform air evacuation and rescue duties.

PRIMARY DUTIES AND RESPONSIBILITIES WITH MANHOUR REQUIREMENTS

PRIMARY DUTIES/RESPONSIBILITIES WITH MANHOUR REQUIREMENTS

DUTIES/RESPONSIBILITIES	UNIT RATIO	CUMULATIVE MANHOURS
1. Assists with pre-flight physicals on pilots prior to high flights and provide ambulance coverage for all take-off, in-flight and landings of WRSP aircraft	507 flights	Normal duty 2616 hrs after duty 126 hrs TOTAL: 2742 hrs
2. Assists with and provides medical sick call, treatments and minor surgery procedures for the 235 assigned/attached personnel	1,279 pts/30 min per pt	normal duty 622.5 hrs after duty 17.0 hrs 639.5 hrs
3. Schedules and assists with the accomplishing of flying/ non flying physical exams	40 physicals/ 2 hrs per	80 hrs
4. Performs special exams/tests (ie) EKG's, routine urinalysis, screening eye exams and sensitivity tests	40 tests/1.5 hrs per	60 hrs
5. Administers immunizations for world wide deployment on the 235 assigned/attached personnel	4 hrs per week	208 hrs
6. Prepares, packs and sterilizes medical material for emergency care and deployment medical kits	1 hr per week	52 hrs
7. Performs flying duties in relation to air evacuation, rescue, training and aeromedical evaluations	1 man	65.5 hrs

ADDITIONAL DUTIES AND RESPONSIBILITIES WITH MANHOUR REQUIREMENTS

ADDITIONAL DUTIES/RESPONSIBILITIES WITH MANHOUR REQUIREMENTS

DUTIES/RESPONSIBILITIES	UNIT RATIO	CUMULATIVE MANHOURS
1. Types physicals, medical letters, reports and office correspondence	2 hrs per week	104 hrs
2. Conducts prevenative medicine activities (ie) sanitary and safety inspections of eating facilities, work areas and schedules personnel for industrial health hazard physicals	2 hrs per week	104 hrs
3. Types a monthly immunization roster, maintains immunization, medical and dental records	3 hrs per month	36 hrs
4. Orders, receives and maintains stock level records of both unit and medical supplies required for use in the medical section and deployment kits	3 hrs per month	36 hrs
5. Provides ambulance coverage for all Lockheed U2R flights which includes take off, in-flight and landings	168 flights	normal duty 407 hrs after duty 116.5 hrs TOTAL: 673.5 hrs
6. Makes periodic trips to base hospital and base area for the purpose of delivering and receiving patients, laboratory specimens and X-Ray films. Picks up medical supplies. Conducts personnel affairs business	2 hrs per week	104 hrs
7. Types messages, maintains office files which are all classified, receives and places calls necessary for the operation of the medical section	4 hrs per week	208 hrs

DAYS UTILIZED FOR OTHER PURPOSES

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DAYS UTILIZED FOR OTHER PURPOSES

	PURPOSE	DAYS	NO. MAN HOURS
1.	Annual leave	47	376
2.	Training	12	96
3.	TDY"S	72	576
4.	Illness/injury	18	144
	TOTAL:	149 days	1192 hrs

SUMMARY AND CONCLUSION

SUMMARY AND CONCLUSION

The total manhours expended during this annual work load survey reveals that a significant number of hours were performed after normal duty hours by the two presently assigned medical technicians. These hours are not necessarily identified in this evaluation. Most were applied to administrative duties. It is felt that with the assignment of an administrative technician to the Life Support Section, the medical section would adequately be manned. However, should the squadron personnel strength increase or the number of TDY's increase this section would require additional medical technician manpower to properly administer to the health and wellfare of assigned or attached personnel.