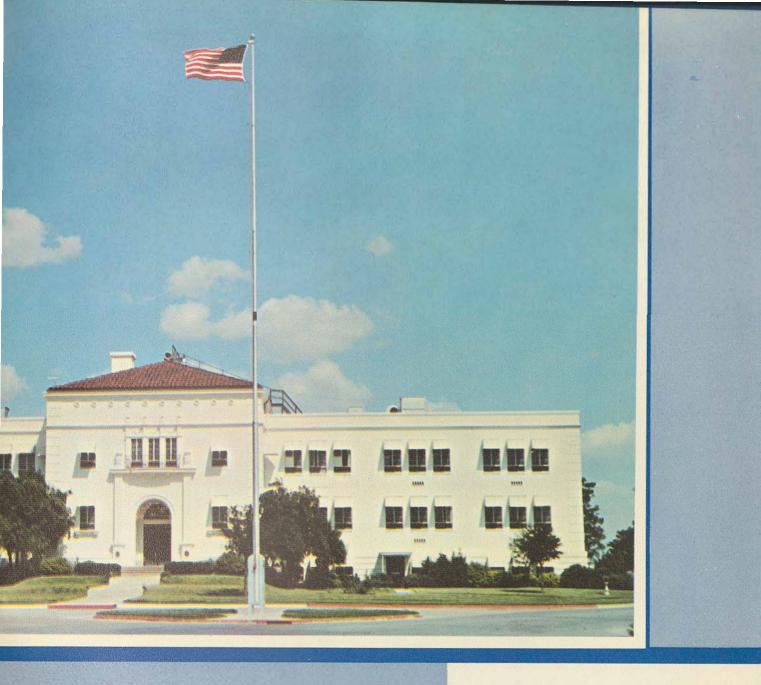
AN TONIO KAIN

1960



Directorate of Maintenance KELLY AIR FORCE BASE

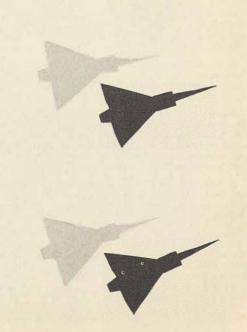


SAN ANTONIO AIR MATERIEL AREA

RELLY

AIR FORCE BASE

1920



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The mission of the San Antonio Air Materiel Area is to provide logistic and administrative support to the United States Air Force and designated Department of Defense activities. This involves planning, buying, storing, transporting, and repairing assigned equipment to keep scattered Air Force units combat-ready.

SAAMA is one of nine air materiel areas in the United States under Headquarters, Air Materiel Command at Wright-Patterson Air Force Base, Ohio, that performs this mission, on a worldwide basis, for selected Air Force equipment, and provides technical assistance within its geographical area. Texas, New Mexico, and Louisiana west of the Mississippi River comprise the San Antonio Air Materiel Area.

SAAMA's primary responsibility is procurement-to-disposal management of the T-29, T-34, C-45, C-131, F-102, F-106, B-58 and B-70 weapon systems, approximately half of the propulsion systems used by the Air Force, and 270,000 separate stock items including atomic ordnance training weapons and applicable test and handling equipment.

In addition, SAAMA is responsible for modernizing and overhauling specific items within its industrial shops. These include B-52 and B-58 bombers, R-4360, T34 and T56 aircraft engines, and designated aircraft and engine components.

SAAMA also performs other services on an Air Force or Department of Defense-wide scope. SAAMA is a medical material primary stock point for all military services within Texas and New Mexico and performs the Air Force Medical Assembly Mission worldwide. SAAMA also is the single DOD point for control of bidders on surplus property sales (called the Armed Forces Surplus Property Bidders Registration and Sales Information Office) and operates the Consolidated Surplus Sales Office for Area 8, which is I of 25 within the DOD. Other responsibilities include writing Air Force procedures for radiological decontamination and contracting for radioactive waste disposal, operating a foreign clearance station, and managing and operating the second largest of the industrially funded Air Force Printing Service Plants.

Headquarters SAAMA is the largest of approximately 20 organizations on Kelly AFB, Texas, and exercises command jurisdiction over the Commander, 2851st Air Base Wing charged with operating Keily AFB and the San Antonio Air Force Station (adjacent to Fort Sam Houston), arid exercising jurisdiction over Gray and Bryan Air Force bases in Texas.



BIOGRAPHY OF MAJOR GENERAL WILLIAM THOMAS HUDNELL

William Thomas Hudnell was been in Aurora, North Carolina, November 28, 1908. He was graduated from high school at Washington, North Carolina, in 1927, and attended the University of North Carolina, Bethany College and St. Mary's University in San Antonio, Texas.

In January 1931, he enlisted in the Air Corps, and in July 1932 was appointed a flying cadet. A year later, after completing flying training, he was rated a pilot and commissioned a second fleatenant in the Air Reserve. He received his Regular Commission as a second lieutenant of Air Corps August 1, 1935.

General Hydnoll's first assignment as an officer was with the 35th Pursuit Squadron of Langley Field, Virginia, In September 1935, he was transferred to the 17th Pursuit Squadron at Selfridge Field, Michigan, He entered the Armament School at Changle Field, Illinois, in December 1934, and graduated in July 1937 and transferred to the Panama Canal Zone, where he served successively with the 24th Pursuit Squadron and the 25th hom's Squadron.

In September 1939, General Hudnell was assigned to the Eighth Pursuit Group at Langley Field. He assumed command of the 36th Pursuit Squadron at Mitchel Field, New York in February 1941, and in May 1942, was named Assistant Chief of Staff for Materiel of the First Fighter Command also at Mitchel Field.

General Hudrieli was transferred to the Southwest Pacific theater in July 1943, as Assistant Chief of Staff for Material of the Fifth Air Force. In December 1943, he was named Deputy Chief of Staff for Logistics and Administration of the Far East Air Forces in that theater, and in Hovember 1944, assumed command of the Syrn Air Survice Group of the Fifth Air Force in the Philippine Islands. He was reappointed Assistant Chief of Staff for Materiel of the Fifth Air Force in March 1945, and two months later was named Acting Chief of Stati of that organization



In August 1945, General Hudnell returned to the United States, and two months later was assigned to AAF headquariers. Washington, D. C., as chief of the Materiel Branch, Recluirements Division, in the Office of the Assistant Chief of Air Staff for Operations. In November 1946, he assumed command of the 56th Fighter Wing at Selfridge Field, Michigan.

General Hudnell entered the Air War College at Maxwell Air Force Base, Alabama, in June 1949, and was graduated in July 1950. He then was assigned to Air Force headquarters, as chief of the Plans Division in the Directorate of Logistic Plans, Office of the Departy Chief of Statt for Material, In June 1961, he was designated Deputy Assistant for Logistics Plans in that office and the following month became Assistant for Logistics Plans.

Joining the Far East Air Forces in July 1954, General Hudnell was named Vice Commander of the Far East Logistics Force in Japan. On May 1, 1955 he was appointed Vice Communication of the Air Material Force, Pecific Area, and on November 3. 1955 he assumed command.

In August 1958 General Hudnell became Director of Maintenance Engineering at Headquarters, Air Materiel Command. He assumed command of the San Antonio Air Materiel Airea at Kelly AFO in August 1960.

His decorations include the Legion of Merit, Commendation Ribbon, Distinguished Flying Cross and the Air Medal with one Cak Leaf Cluster. He is rated a Command filet and during World War II flew 35 combat missions in the Southwest Pacific theater of operations.

He and his wife, the former Miss Virginia M. Keusink of Champaign-Urbana, Illinois, have two children, Virginia, and William Jr.



WILLIAM THOMAS HUDNELL Major General Commander



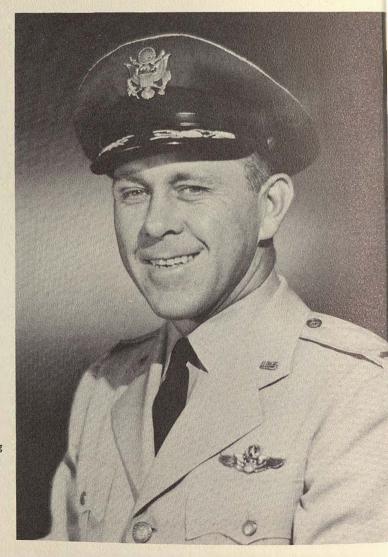


Dorr E. Newton, Jr. Brigadier General Deputy Commander





Curtis L. Frisbie Colonel Commander, 2851st Air Base Wing





Vincent A. Cannon Colonel Comptroller



John G. Duffey Colonel Director of Special Weapons



John J. Eairley Colonel Director of Supply and Transportation



Irving C. Eells
Colonel
Chief, Plans and Management Office



Glover P. Grubaugh Colonel Director of Maintenance



Winston S. Hey
Colonel
Chief, Personnel & Administration
Office



Ben J. Peck
Colonel
Director of Materiel Management



Wilfred A. Steiner Colonel Inspector General



Roger H. Terzian Colonel Director of Procurement & Production



David C. Yeoman Lieutenant Colonel Staff Judge Advocate



Robert E. Fritts Major Chief, Safety Office



Ben M. Griffith Ass't to the SAAMA Commander



Ralph W. Walker Acting Chief, Quality Control Office



Irvin K. Weinman Chief, Office of Information

OUR PLANES - OUR PRIUE





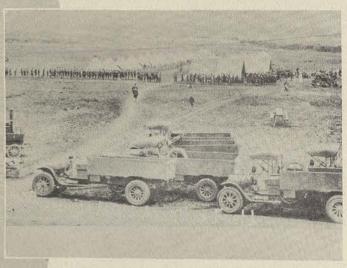
THE RELLY STORY

The first military air base in Texas and one of the first in the United States, Kelly Air Force Base, has grown into one of the nation's most important air bases.

Kelly AFB was named for Lt. George E. M. Kelly, the first military pilot to lose his life in an aircraft accident. Lt. Kelly was killed May 10, 1911, when a brace on his Curtiss biplane collapsed while making a landing at Fort Sam Houston.

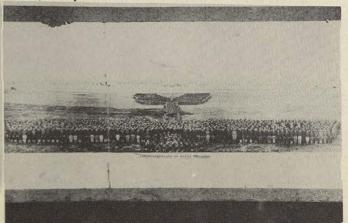
The first World War saw military aviation come into focus as an instrument of combat. A site for the U. S. Army's rapidly-expanding flying activity was needed. It was selected approximately ten miles from Fort Sam Houston, where the first government flying activity had started in 1909, and about six miles southwest of the city of San Antonio. The site was named Camp Kelly.

Camp Kelly was redesignated Kelly Field on July 30, 1917, and given its present official name, Kelly Air Force Base, Texas, by USAF General Order 2 on January 13, 1948.



In 1918 the old aviation field looked like this

The Cradle of Aviation in the United States. Kelly Field. 31 January 1919



Here, recruit training, flying training, ground officers training and enlisted mechanics training was given from May 1917 to the end of 1918. All fliers trained during World War I (1,562 cadets and student officers) graduated from the primary flying school and-or the instructor flying school. During the 18 months the United States fought World War I, Kelly grew from a cotton patch to the greatest flying field in the world.

After the Great War, the Air Corps Advanced Flying School (later renamed the Air Service Advanced Flying School) operated at Kelly Field for 18 years. Between 1922 and 1940, 3,945 pilots graduated from this school. These were the men on whom, in large part, depended the success of the U. S. Army Air Corps in World War II. Those training at Kelly included such later aviation greats as General Billy Mitchell, Hap Arnold, Charles A. Lindbergh, Jimmy Doolittle, George Kenney and Toohey Spaatz.

By 1943, however, flying activities of Kelly Field had



Final assembly-maintenance in 1921

Maintenance's F-51 overhaul line



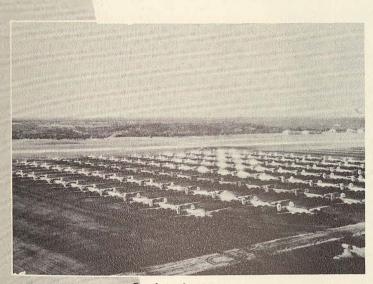
been dispersed to other fields, and depot logistical support functions had become the primary concern of Kelly. Thereafter, instead of training pilots Kelly served as a huge, industrial-type establishment, concentrating on the modification and repair of aircraft and aircraft engines, and the storage and transporting of tremendous stocks of material. This remained Kelly's responsibility during World War II and subsequent years.

In 1948, post-war retrenchment, which had brought a slowdown of pace at Kelly, ended abruptly with the inauguration of Operation Vittles, a daring venture to supply the Western Sector of Berlin with food and other necessities during the Russian blockade. Kelly Air Force Base won nationwide attention, as the depot worked around the clock, overhauling engines for the C-54's that flew into Templehof Air Base every three minutes, day and night. From June 1948 until June 1949, Kelly AFB shipped approximately \$50 million worth of engines to Operation Vittles, as well as \$7 million worth of other material.

With the beginning of the Korean conflict in June 1950, Kelly again worked three shifts a day to ready thousands of planes for combat use. Civilian strength on the base jumped to 23,269 in June 1952, greater than at any time during World War II.

During Kelly's life it has grown from the tent city of 1917 into one of the largest and most important bases in the Air Force. Kelly proper in 1959 covered 3,879.66 acres. A Kelly annex (Kannex) located adjacent to Fort Sam Houston and officially designated the San Antonio Air Force Station consisted of an additional 245.4 acres.

Since 1952, a major construction program has greatly increased Kelly's physical facilities. A huge mile-around aircraft maintenance hangar and shops facility, a two-mile runway capable of accommodating the biggest and fastest jet bombers, headquarters buildings for USAF Security Service, new Texas Air National Guard facilities, a new Air Freight Terminal, two warehouses and various other buildings have added approximately \$45 million to the physical assets of the giant base.



Bombers in storage



Round-the-clock maintenance got them back into the air

Today the B-52 Stratofortress, a leader in Air Force power, is a major overhaul responsibility of the SAAMA depot.





Lt George E. M. Kelly

Lt George E. M. Kelly was born in London, England, December 14, 1878 and educated at private schools and Bedford. He came to the United States in August 1876 and went to Great Falls, Montana, where two uncles were in business. Engaged in several occupations with little success except to gain some mechanical experience. At the outbreak of the Boer War tried to join Canadian Mounted Rifles, but was rejected on account of light weight, Became a naturalized American citizen in 1902.

In summer of 1903 went to New York City and while there first learned that a commission in the U. S. Army could be obtained through the ranks. He enlisted on January 14, 1904 and was assigned to the 84th Co., C.A.C. After two years of service, he made application to be examined for a commission in December 1905. Passed preliminary examination at New York City in March 1906, and final examination at Ft. Leavenworth, Kansas in January 1907.

Was commissioned in Infantry with date of rank from January 1907, and assigned to 30th Infantry. Went to Philippines with that regiment in Infantry is the contract in the second of the second of the philippines with that regiment in Infantry.

January 1907.

Was commissioned in Infantry with date of rank from January 1907, and assigned to 30th Infantry. Went to Philippines with that regiment in July 1907. Was on detached service for a year on topographical Survey of Luzon. Left Philippines on leave in July 1909 and traveled to China and then to England by way of Suez. Observed privately the British Army maneures in fall of 1909 and returned to United States in December 1909 and joined the 30th Infantry in San Francisco. Was attached to the Battalion under Major J. P. O'Neil at aviation meet at Selfridge Field. Made an ascent with Walter Brookins and took photographs. Was detailed by War Department to proceed to San Diego where he took instruction in aviation under Glen H. Curtiss in February 1911.

Lt Kelly was killed at Fort Sam Houston, Texas, in an airplane accident May 10, 1911, and buried in National Cemetery on East Commerce Street, San Antonio, Texas, on May 15, 1911. Honorary pall bearers: Lts Paul W. Beck, B. D. Foulois, John C. Walker, Fred C. Test, Horace M. Hickam, O. O. Ellis.

H. Curtiss in February 1911.

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Lt Kelly's crash was historic because he was the first Army pilot and second officer to lose his life in military aviation. It also resulted in the suspension of flying activity in the San Antonio locality for several years. The most quoted account of Lt Kelly's accident appeared in the Monterrey News, 12 May 1911. The sub-head appearing above the story "Young Aviator in Wild Flight of 75 Miles Per Hour Plunges To Death" has been used in almost every account of the accident published locally. This story pictures Lt Kelly as a hero, explaining that while he was landing a Curtiss biplane a brace from one of the wheels collapsed and the plane bounced and veered toward the camp of the Eleventh Infantry. To avoid plowing into the camp, Lt Kelly banked sharply and dove into the ground.

An account of this fatal crash appearing in How Our Army Grew Wings by Chandler and Lahm gives this description of Lt Kelly's accident:

After being in the air for about 5 minutes, Kelly appeared to come down for a landing, but without reducing the speed of the engine. He failed to level off in time and the single front wheel struck the ground with considerable force. He ascended again and turned, apparently for another approach to the open landing space. Observers on the ground moticed that the controls failed to operate this time in the usual manner. The machine hit the ground so hard that Kelly was pitched forward over the front elevator for a distance of approximately 100 feet. A fractured skull ended his life a few hours later.

The opinion of the Board of Investigation (Captain Beck, First Lieutenants Foulois and Walker) was, that the first hard contact with the ground probably broke the front steering-whee

action.
I have the honor to be, Sir, your obedient servant,

May Bell-Kingsley

General Parker replied in part as follows:

General Parker replied in part as follows:

We were all very fond of Lieutenant Kelly. I was present in the Camp at San Antonio when he was killed and attended his funeral. He was buried in the picturesque little national cemetery reserved for officers and men of the United States Army on the outskirts of San Antonio in the part reserved for officers. He was one of the first heroes of our military aviation service who lost their lives in the service of their country. He lost it in a heroic way and his memory is cherished among us. As commander of the Department of Texas, I was very glad to have the opportunity of naming this great aviation field of twelve thousand men, the largest I think in the United States, after Lieutenant Kelly.

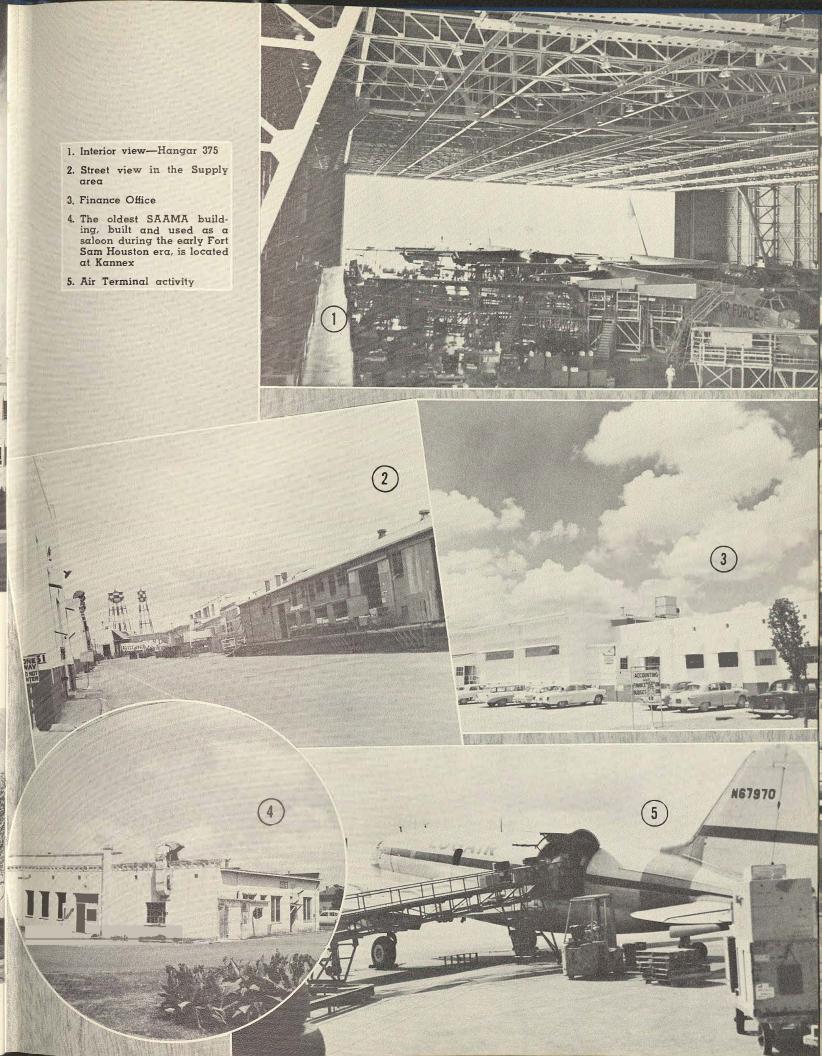
The story of the plane in which Lt Kelly met his death is also very interesting. It was a Curtiss D Pusher, Type IV, Military, and the second plane purchased by the Army. The New York Times, October II, 1953, printed the story of this plane told in a letter by the late General H. H. Arnold. It accounts crashes of Lt Walker, Lt Beck, Lt Kelly and several others, and the repeated rebuilding of the plane.

BECENT PAST COMMANDERS



Reading from left to right, top to bottom: Col Delmar H. Dunton, 12 Jan 1942 to 8 June 1942; Brig Gen Paul C. Wilkins, 8 June 1942 to 9 Jan 1944; Brig Gen Arthur W. Vanaman, 10 Jan 1944 to 21 May 1944; Col Thomas H. Chapman, 22 May 1944 to 2 July 1944; Brig Gen Morris Berman, 3 Jul 1944 to 18 Nov 1944; Col John A. Laird, Jr. 19 Nov 1944 to 10 April 1945; Brig Gen G. H. Beverley, 10 Apr 1945 to 14 May 1947; Col Lewis A. Dayton, 14 May 1945 to 3 Aug 1947; Brig Gen Robert K. Taylor, 3 Aug 1947 to 6 Jan 1948; Maj Gen James S. Stowell, 6 Jan 1948 to 16 Oct 1948; Maj Gen Clements McMullen, 22 Oct 1948 to 1 Mar 1954; Maj Gen Thetus C. Odom, 1 Mar 1954 to 3 Jan 1959 and Maj Gen Lewis L. Mundell, 3 Jan 1959 to 19 Aug 1960.





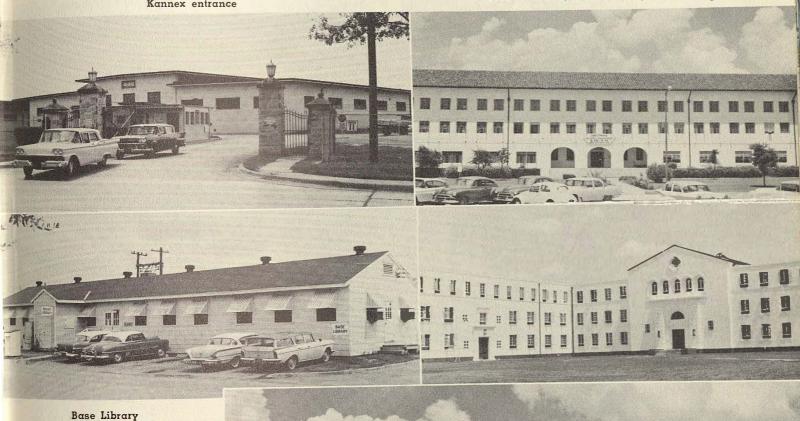




BOQ Building

Kannex entrance

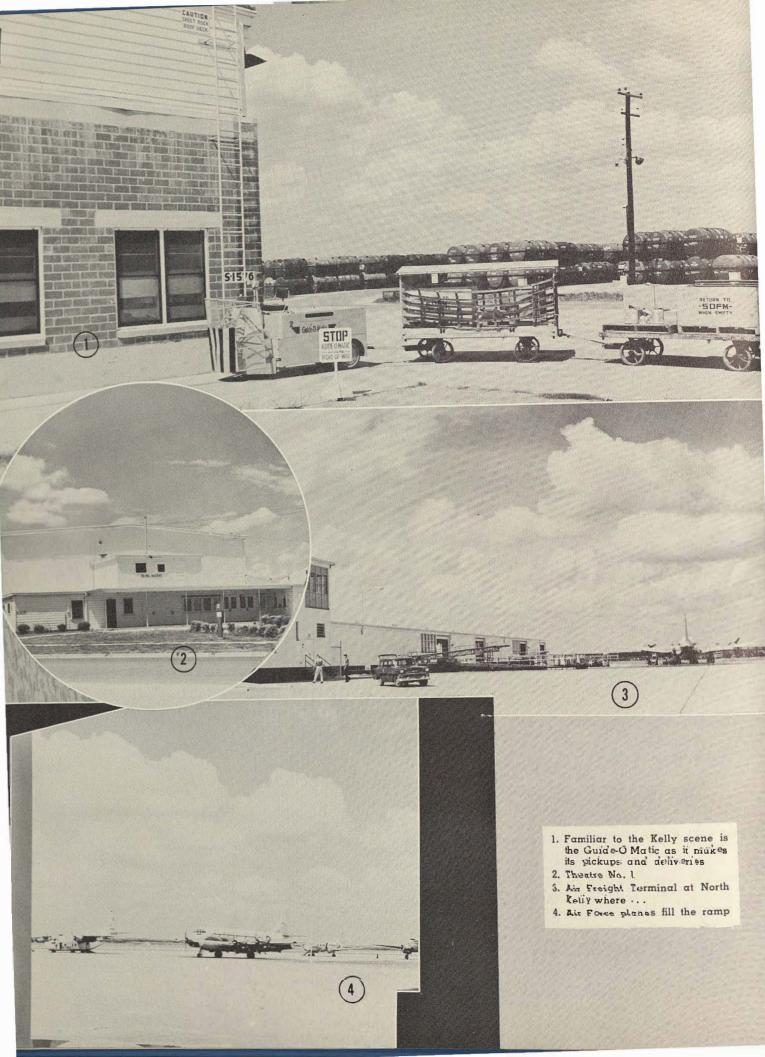
Materiel Management Building in East Kelly



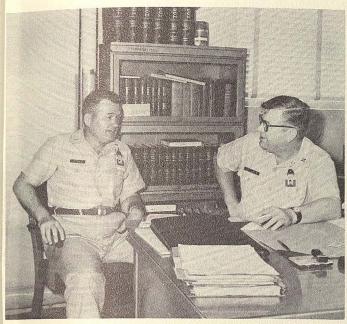
Above, right: Airmen's Barracks— "The Palace"

Industrial Kelly maintenance hangar





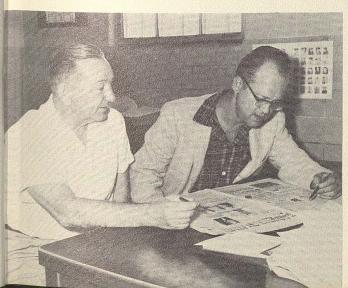
shaidh Headquarters



Staff Judge Advocates discuss a case



Inspector General's conference



Proofreading the "Flying Times"



Making it legal



Chief of Information Office and secretary view latest publication

Historical Section programming











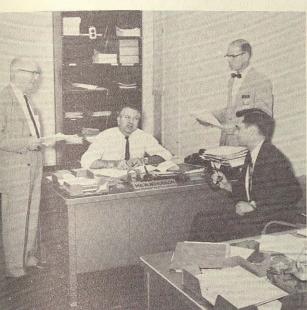
B-52 on the line

The Officers' Club









Procurement and Production personnel discuss prices on B-58 contract

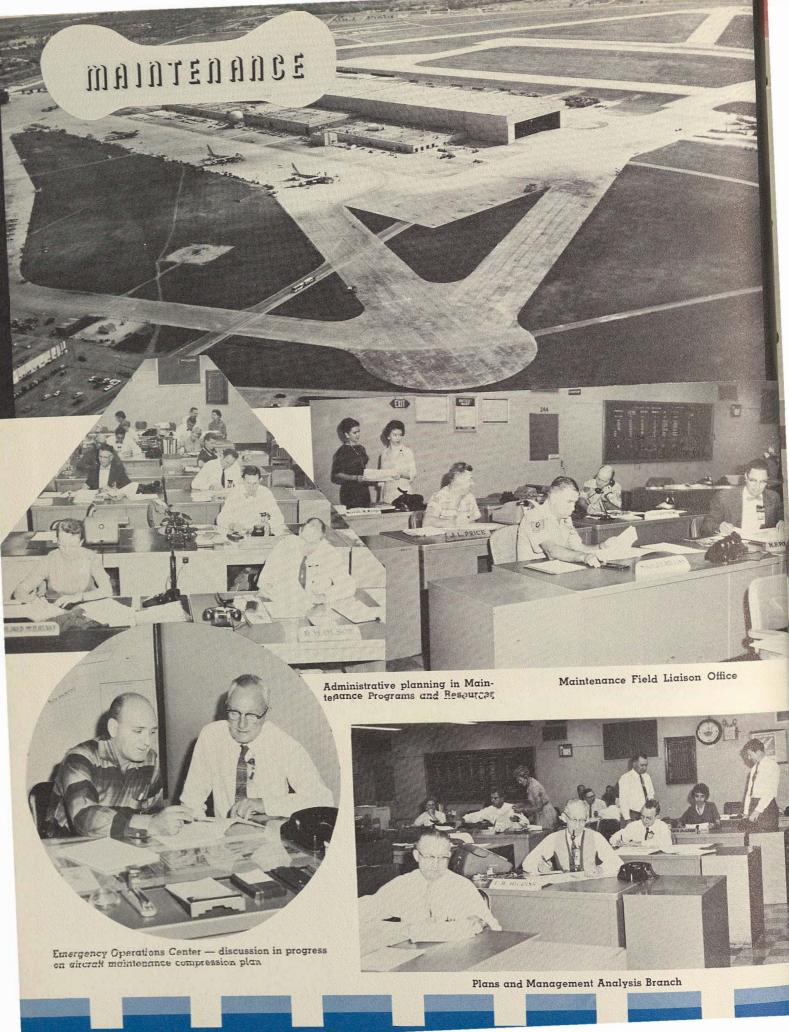


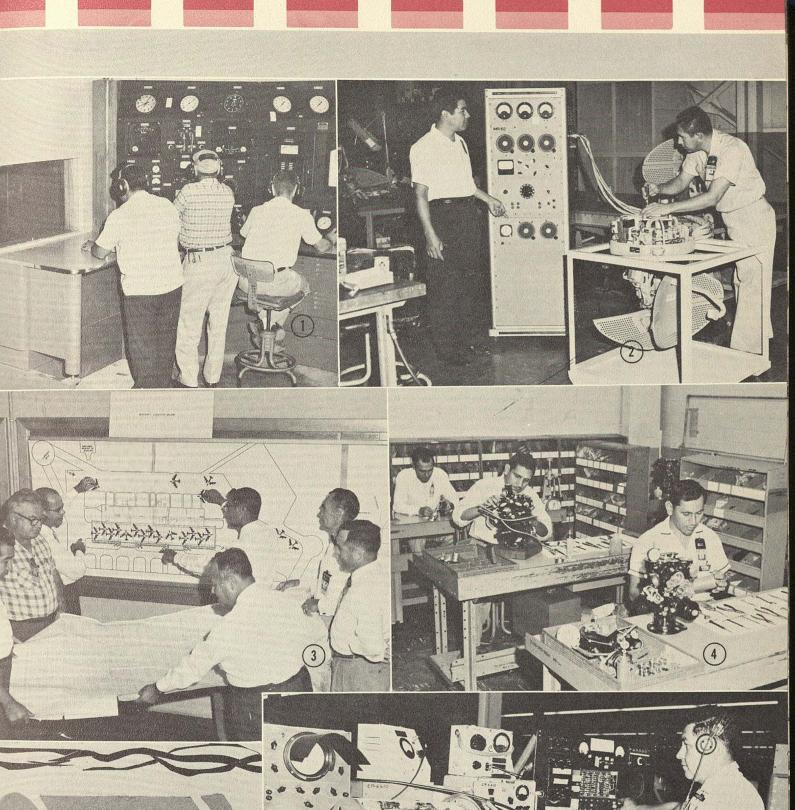
Time out for negotiation!



Brig Gen John W. White, Ass't for Special Weapons, and Commander, 3079th Wing Hq AMC, and Lt Col William E. Wood CO 19th LSS with Col John G. Duffey, Director of Special Weapons (Center)







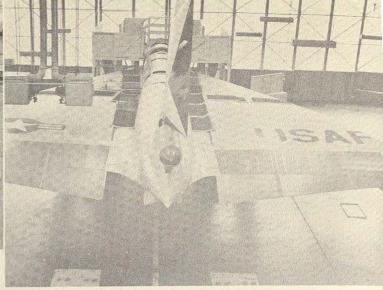
- 1. Performance testing a T-56 engine
- 2. Testing and adjusting radar antenna
- 3. B-52 control personnel keep up with their charges
- 4. Jet fuel control assembly
- 5. Repair work on ARC-65



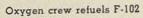




On the apron

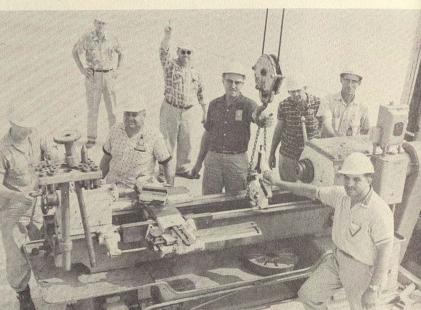


B-58 at rest





Fuel tank purging



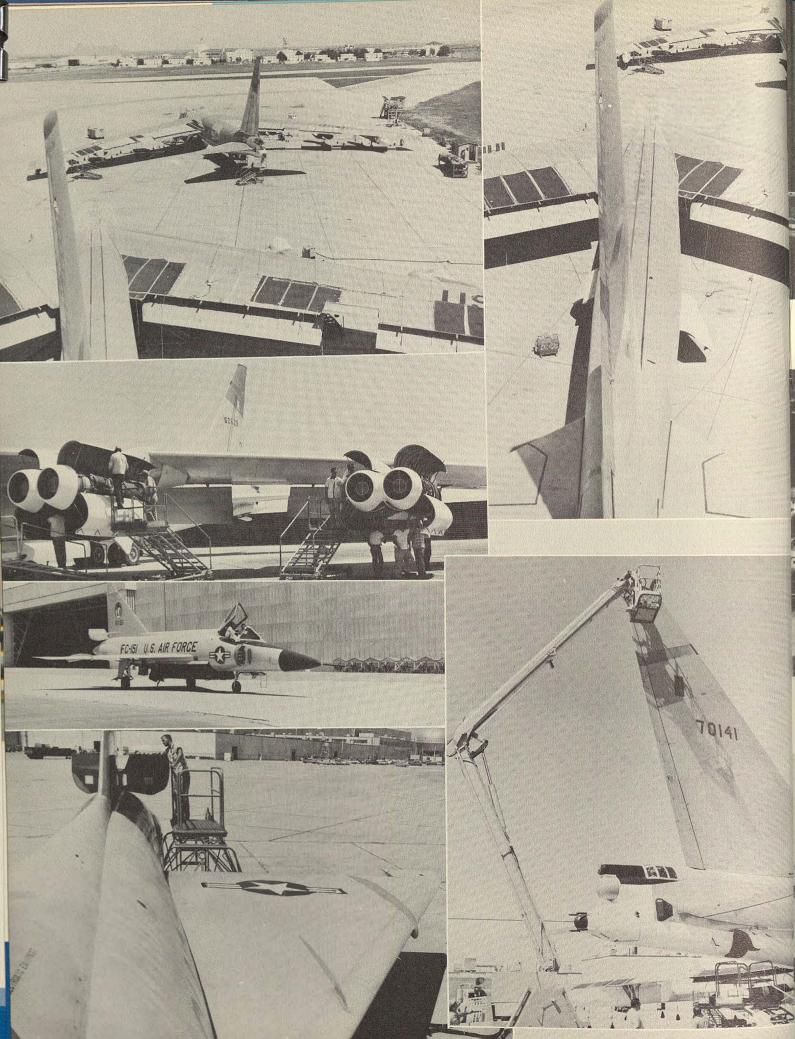
Millwright crew skidding machinery



Running engine via portable test stand

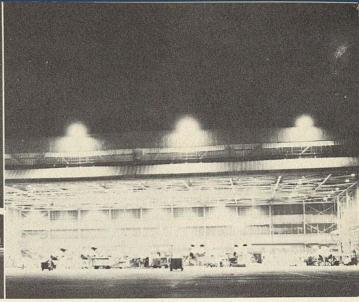








Night crew gives a B-52 the treatment



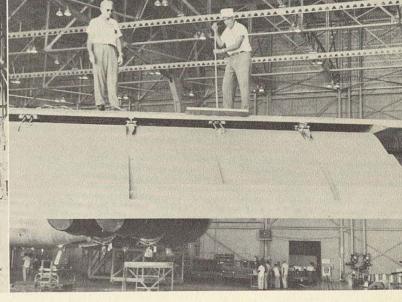
"Production schedule to meet on this B-52"

Looking down the overhaul line

When it's a B-52, you sweep!



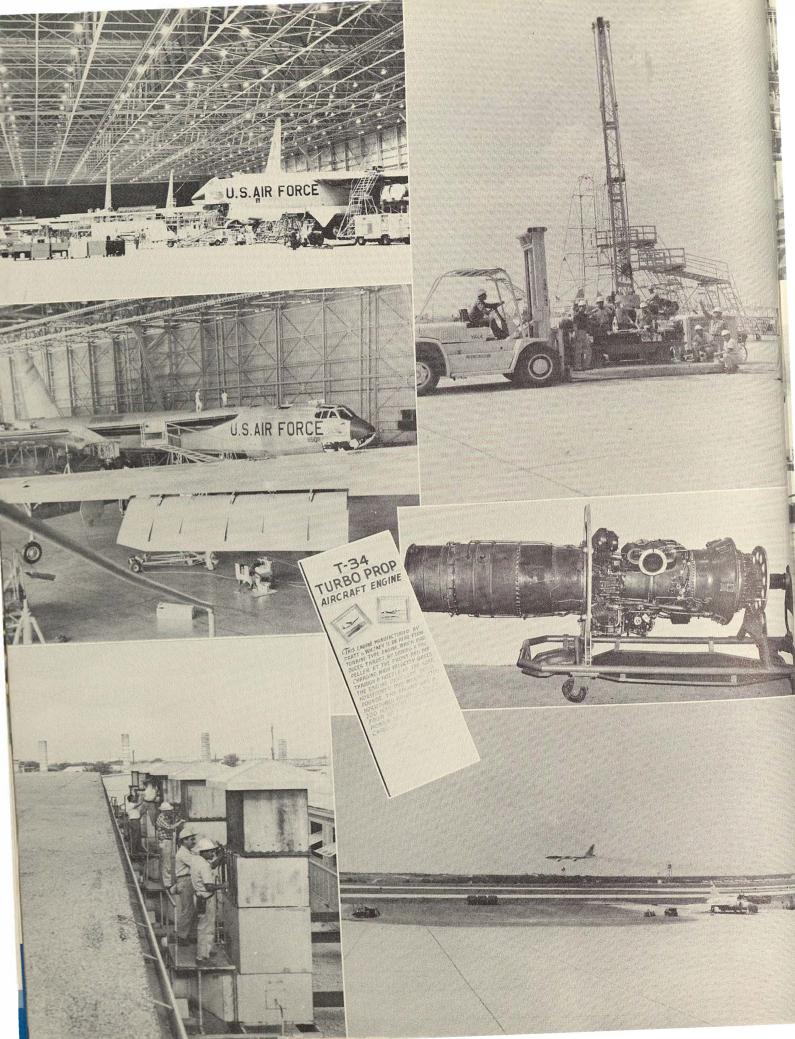
Line crew starts T-33

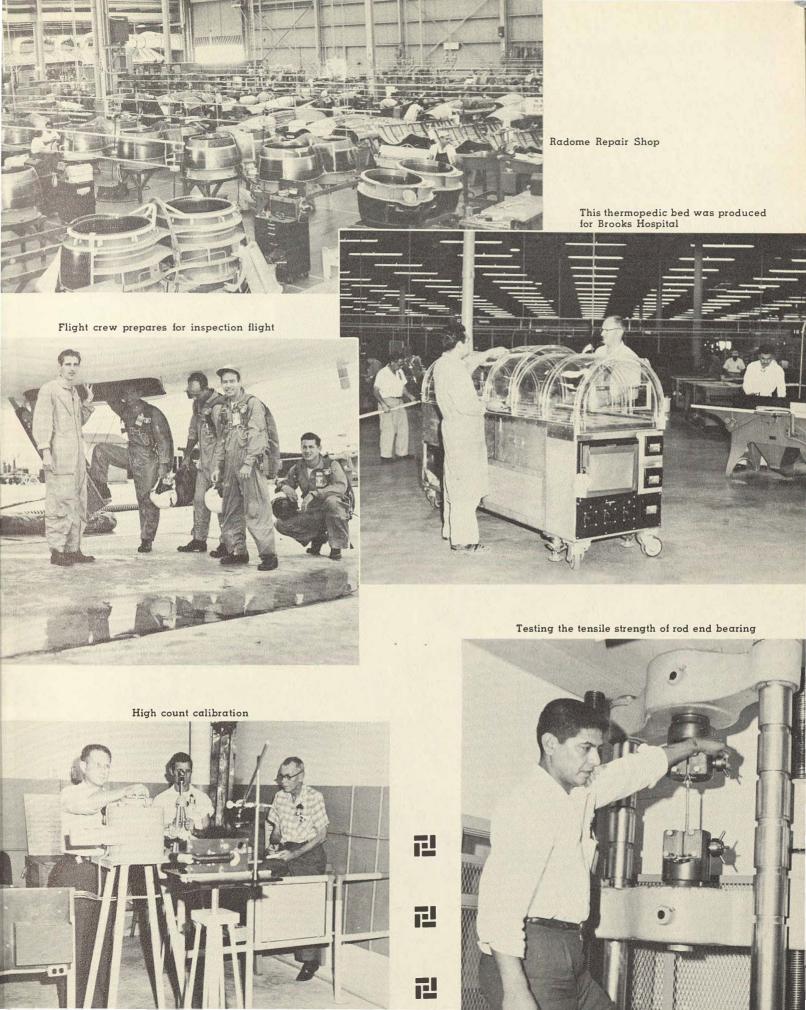


B-52 gets its engines trimmed





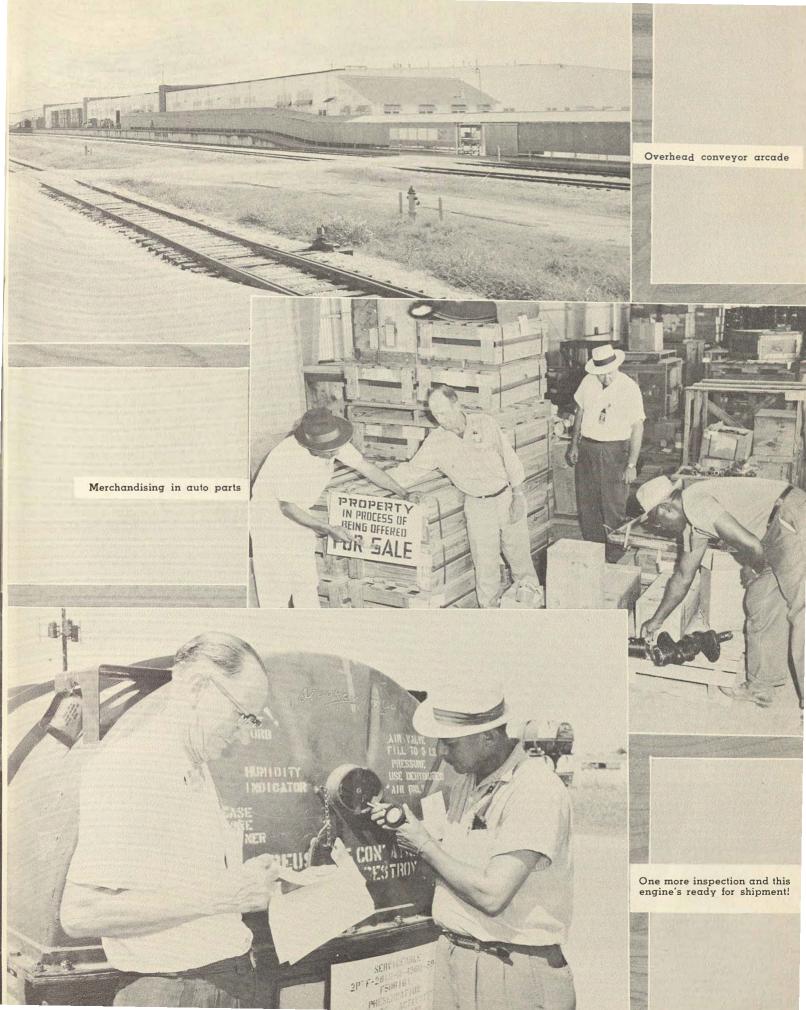














MATEALEL



Staff meeting with the Deputy Director



Planning committee at work

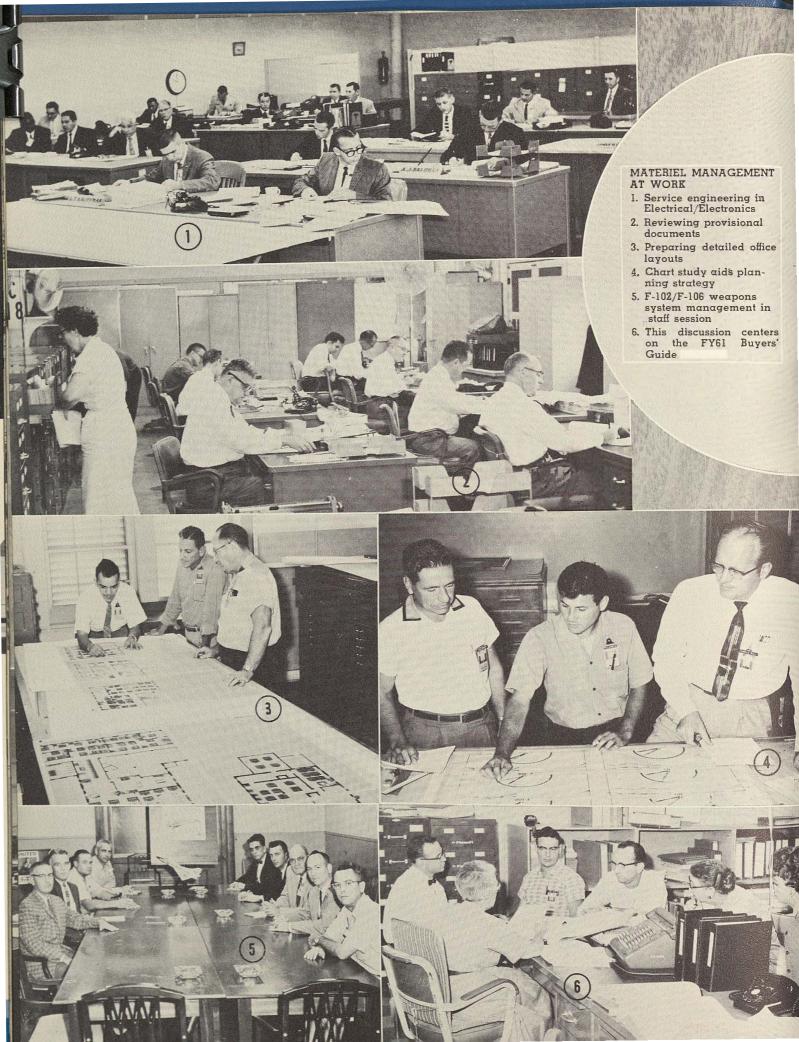


"Air Frames" conference

"Let's go over this again, please!"

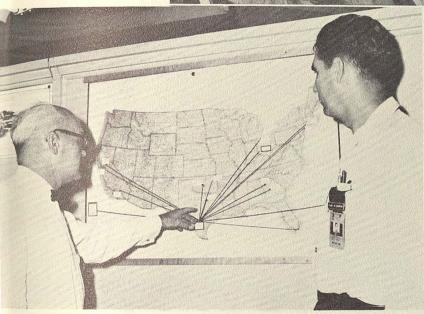








Service engineering conference



"From Kelly — to all points!"



Direct transmission from Washington



Reading microfilm to determine the facts in material performance

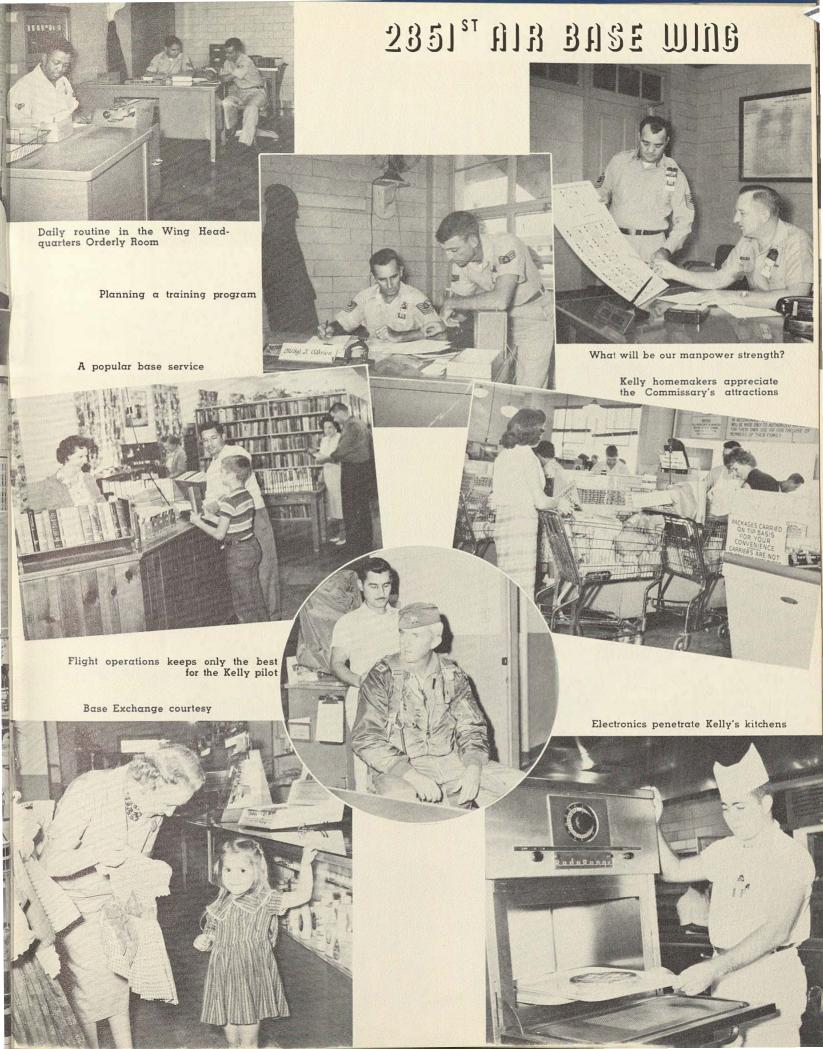


C O M P T R O L L E R



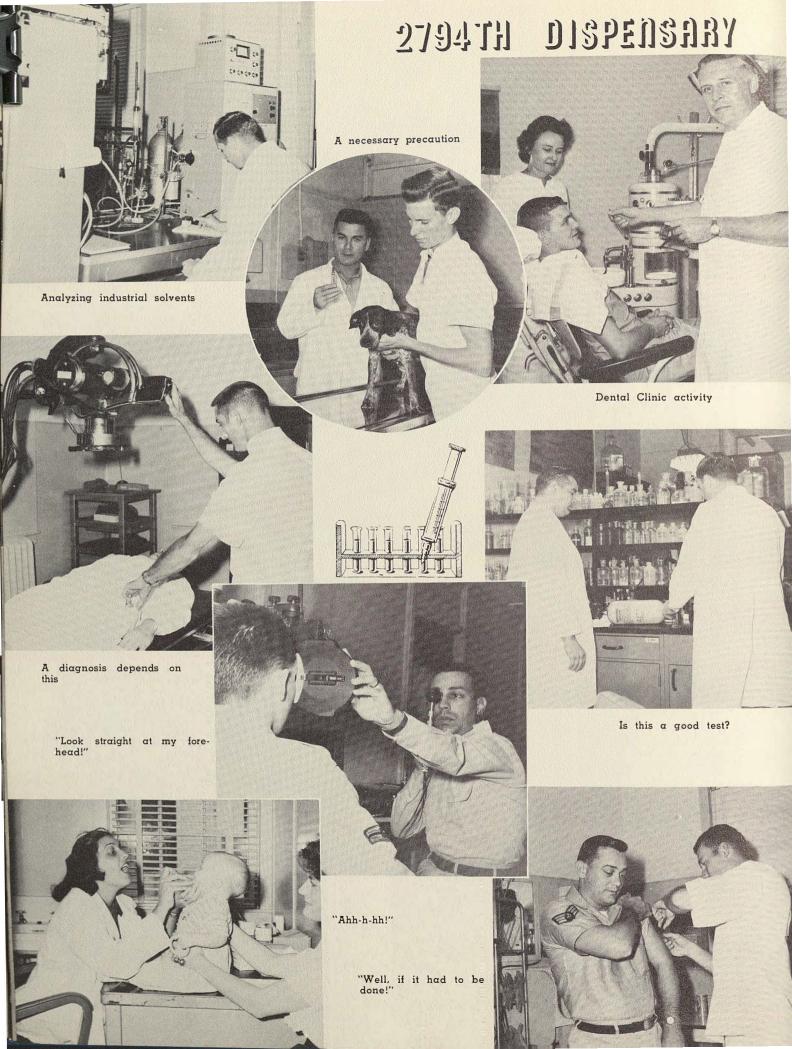
1. Implementary team at work. 2. Budget Division conference. 3. Console operator records the results. 4. Travel pay. 5. "It's not all electronics!" 6. IBM tech specialist checks out the voltage. 7. Budget report in the making. 8. Keeping track of the thousands of contract files. 9. Typical accounting and finance office. 10. Key punch operators discussion. 11. Data Services works on such things as the development of air vehicle configure system. 12. Cashier's cage.













Sunday School assembly

Kelly AFB choir directed by Carl Moran





DIBECTORITE OF MAINTENANCE

On February 21, 1921, a handful of mechanics came to San Antonio from the Aviation Repair Depot, Dallas, Texas, to establish what is now the world's largest Air Depot with the nation's longest hangar line.

Due to the enormous amount of supplies used by the Aviation Repair Depot, it was evident that it would be advantageous to locate the Repair Depot and the Supply Depot at the same place.

The Supply Depot was already located in San Antonio where it had been established in the latter part of 1917.

After the Armistice and the necessary abandonment of a great number of flying fields, San Antonio was determined to be the most logical location within this area for the Repair Depot. Thus in February 1921, the Aviation Repair Depot at Dallas was moved in its entirety to San Antonio and consolidated with the Aviation General Supply Depot. This consolidation was completed on March 26, 1921 and the designation changed; hence the consolidated depot became the San Antonio Air Intermediate Depot under one commanding officer. The old Aviation General Supply Depot became the Depot Supply Department, and the old Aviation Repair Depot became the Engineering Department of the newly designated San Antonio Air Intermediate Depot.

A group of between 50 to 75 hardy pioneers was the vanguard which came to San Antonio to what was then known as Kelly Field No. 1, to repair, maintain and modify airplanes, engines and equipment which were just coming of age following World War I. Little did they realize the vital role airplanes were to play in the American way of life in the years to come.

Only a bare handful of those veterans still remain on the job at Kelly Air Force Base today. They are in key positions throughout the depot. They have kept pace through the years with the small infant, "Aviation", which has grown through the years from the early day "Jenny" to today's faster than sound B-70 and from the Liberty engine to today's huge R-4360 power-plant. Also overhauled in the vast shops of today are the jet and turbo-propeller engines.

Kelly Field was founded on April 9, 1917, when four planes landed in a cotton field which in a few short months became the world's largest flying field. Kelly was formally established in May 1917.

Kelly's Directorate of Maintenance is now observing its 40th anniversary with an enviable record that any private industrial plant might well be proud of.

During the days of World War I and for many years afterwards, thousands of men received their primary training at Kelly, which became affectionately known as "The Mother of the Air Force".

Following the rapid expansion of the air force during the early part of World War I, all maintenance of the planes was accomplished by enlisted personnel. After the signing of the Armistice, air power came into its cwn. However demobilization took a heavy toll of the enlisted personnel and mechanics were desperately needed to repair and maintain the planes of the embryonic air force in first class flying condition. Men who had received a brief taste of flying, the smell of castor oil, the sound of throbbing engines were bitten by the aviation bug and returned to Kelly as civilian mechanics.

The Engineering Department, forerunner of the present Directorate of Maintenance, was organized on November 1, 1917.

According to newspaper clippings concerning the shops in those early days, quote: "A new aeroplane ready for flight can be constructed in 230 working days in the shops of Kelly Field Flying Department.

"The immensity of the repair and rebuilding facilities of the Kelly Field Flying Department is staggering to the mind of the uninitiated and few officers and men of Kelly Field have a full realization of the work done there.

"With the exception of the steel wire and pure linen cloth, every piece and part of an aeroplane can be made at Kelly Field, even to the delicate carburetor for an aeroplane motor. New machines could be built but the work of the engineering

department is confined to repairing and reconstructing"

The Engineering Department occupied nine hangars in 1925. There was airplane repair, engine repair, fuselage construction, rigging, fabric and upholstery, paint and dope shop, final assembly, test hangar, machine shop, and sheet metal shop, which was one of the most complete in the country at that time.

Airplanes were built from the ground up, planes rebuilt and engines completely overhauled and repaired. Thousands of dollars worth of valuable machinery was installed to accomplish this work of repair and reconstruction.

In 1925, raw material was always on hand for construction of spare parts needed. Wings, rudders and elevators were constructed, a foundry cast metal parts; in fact, all the thousand and one processes necessary to prepare an airplane and its engine for safe and efficient flight were accomplished to the smallest detail. Additionally a Parachute Repair Unit was established.

In those early days, all planes returned for service, after having been overhauled, were flight tested; each plane was actually flown from two to three hours prior to delivery. The engines were tested by operating from three to three and a half hours on test blocks.

The hanger and shop space, approximately 240,000 square feet, could care for the repair of 80 airplanes and 150 engines per month, and provide storage space for 160 dismantled airplanes.

The buildings occupied in those early days were originally built as hangars; two were all steel hangars, the remainder had wooden sides, steel ends, steel roofs, and concrete flooring. They have been used at various times since 1917 as hangars, office buildings, school buildings, temporary shelter for troops, Air Service Mechanics' School and as shop buildings for the Directorate of Maintenance.

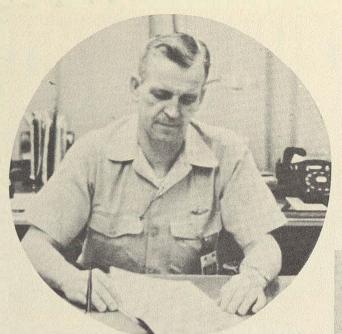
Throughout World War II, the shops at Kelly turned out thousands of overhauled and modified combat and training planes. In the first month of 1943, the Maintenance shops attained a rate of overhaul that established a record for commercial as well as government repair on overhaul of aircraft and engines. From January 1943 until the end of World War II, Kelly maintained a consistent rate of production on Air Force engines averaging 1,400 a month.

Kelly's Directorate of Maintenance-Engineering played an important role in the Korean situation. Its personnel devised new methods, faster procedures to supply the fighting men with planes of all types in record breaking time.

Today the Directorate of Maintenance shops and hangar space total 203 acres, it occupies 81 buildings with 3,414,997 square feet of space worth \$38,896,314. Equipment installed throughout the shops worth \$26,500,000. The number of skilled employees would make up a city the size of New Braunfels, Texas or Calhoun County, Texas.

Under the Unified Organizational Structure the Directorate of Maintenance is composed of the Field Liaison Office which is responsible for the logistical support to activities within the geographical area confines; the Plans and Management Division, responsible for plans, budget, manpower, administration and resources; Quality Control Division, responsible for the inspection and quality control programs; Production Control Division, responsible for planning and scheduling of workloads and timely support of materials; the Industrial Engineering Division which makes continuous refinement of work methods, establishment of Industrial-Engineering standards and performs plant services support; and the most important and largest element, the Shops Division, which accomplishes restoration to serviceable condition all Air Force Equipment under the Specialized Repair Activity concept. The Shops Division consists of the following branches, Aircraft. Base and Transient, Engines, Accessories, Electronic and Manufacture and Repair.

The spirit of the Air Force is progress. This is the story of the Directorate of Maintenance and its vital role in helping to maintain Power for Peace through Air Supremacy.

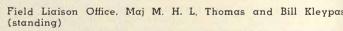


Col G. P. Grubaugh, Director of Maintenance

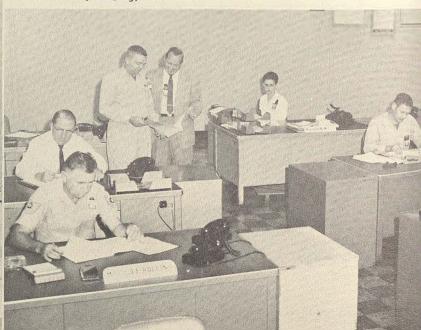


......

R. H. Van Horn, Deputy Director







Nora Johnson and Patsy Sour, secretaries to the Directorate



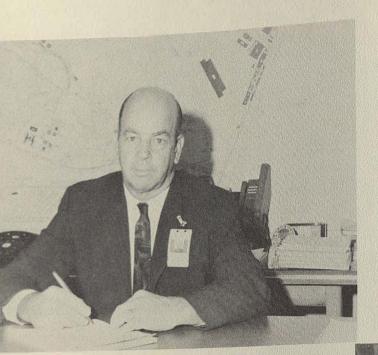
Final shakedown inspection

Making liaison notes for later use

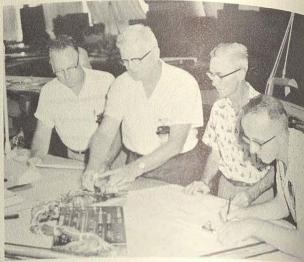




INDUSTRIAL ENGINEERING DIVISION



C. H. Brauer, Deputy Division Chief



Plant engineering design

Electronics time study



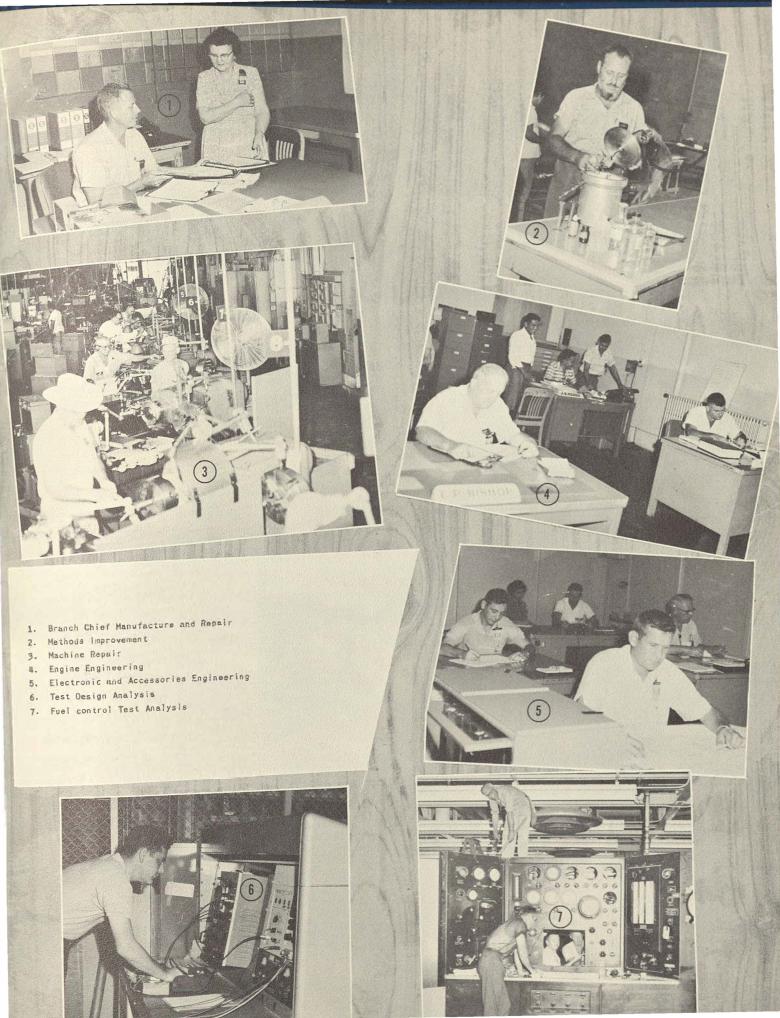
Plant layout design



Engine method design



Overhead engineering





PLANS AND MANAGEMENT DIVISION



R. J. Dingel, Division Chief, and Mrs. Eisen, Secretary



N. A. McCaleb, Chief Requirements and L. P. Carey, Analysis Branch Resources Planning, with F. C. Buckholdt, Chief Chief Plans and Programs



Blueprint files

Resources and Documents Branch



Message Center



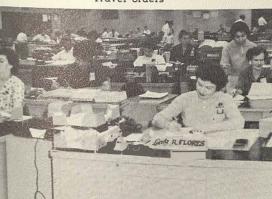
Plans and Programs Office



Emergency operations

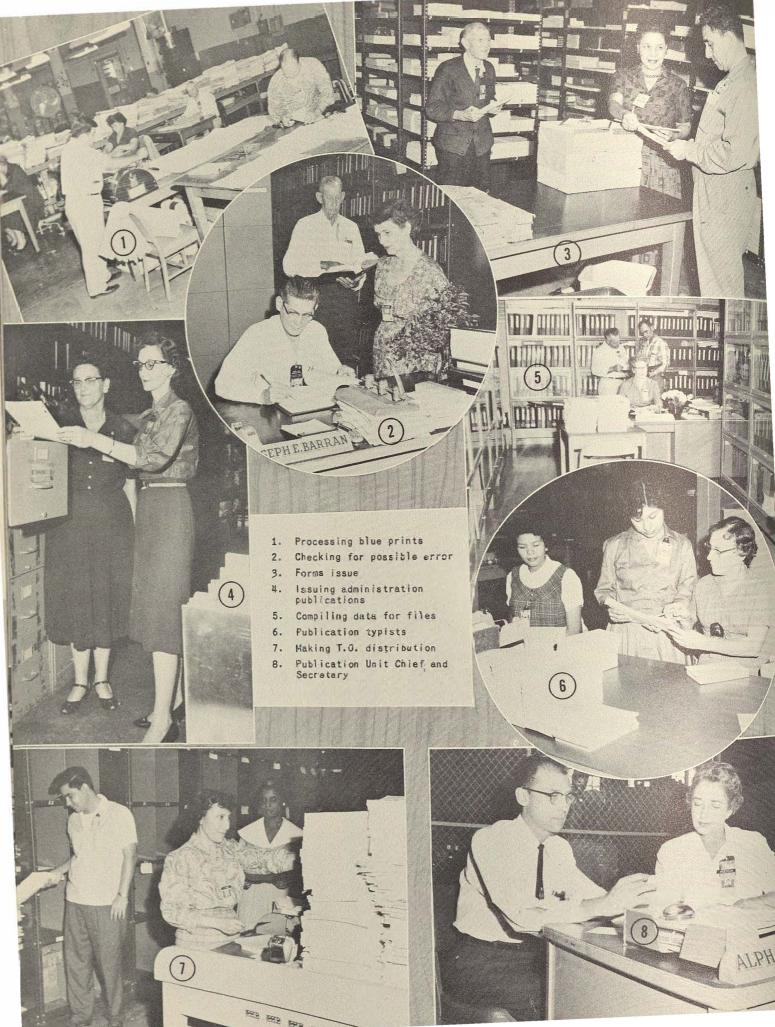
Blueprint distribution





Manpower Control Group



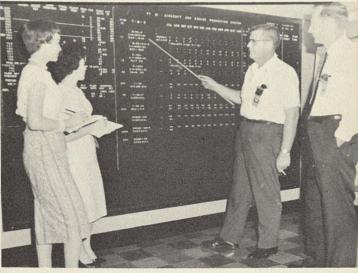


PRODUCTION CONTROL DIVISION





Paul R. Miertschin, Division Chief

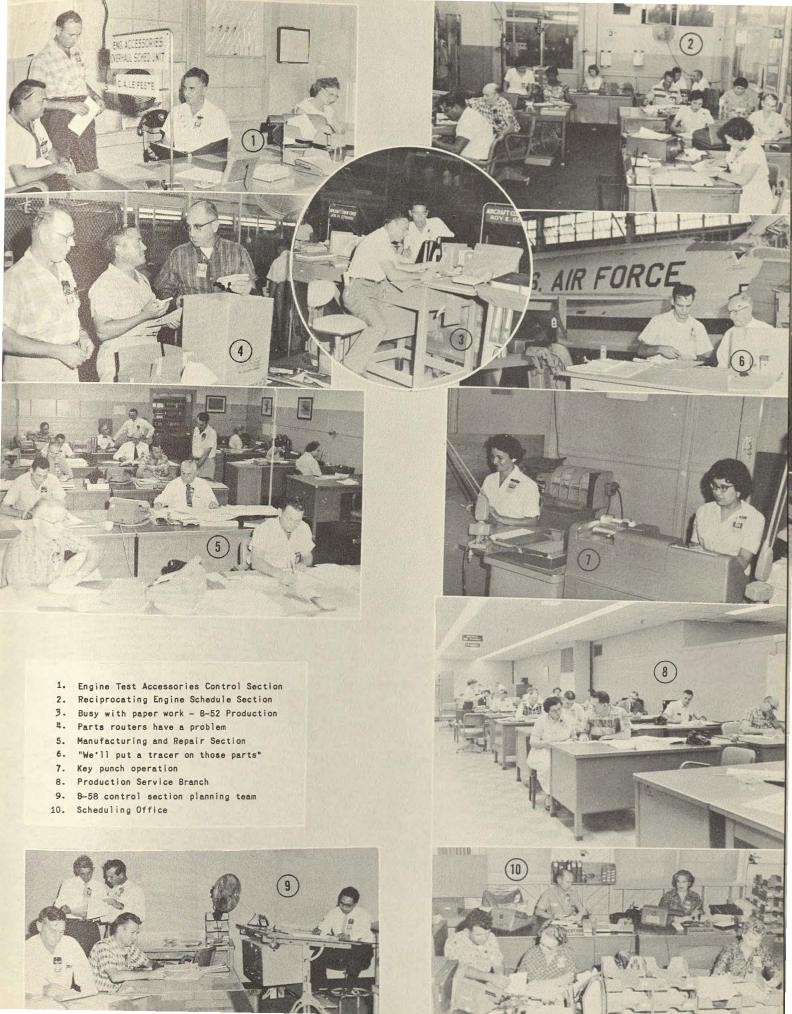


Production Control Division Office

Lt Col J. F. Mothersbaugh, Division Chief











QUALITY CONTROL DIVISION

















L. J. Milhan. Division Chief

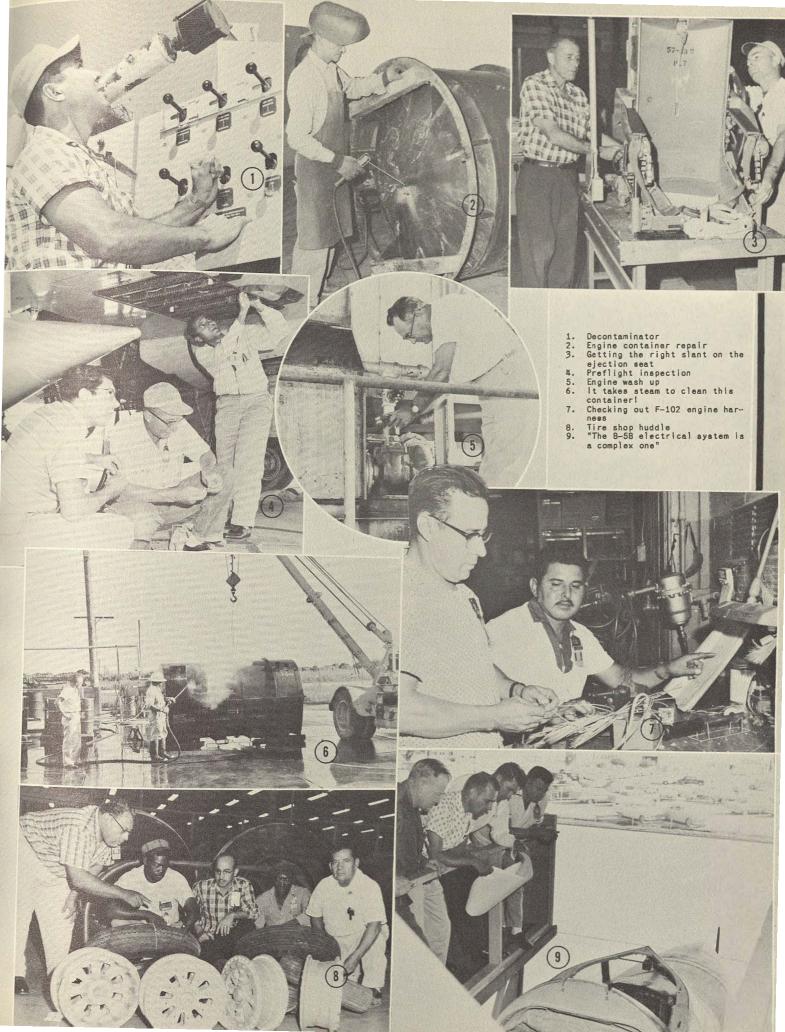
Shops Division Office

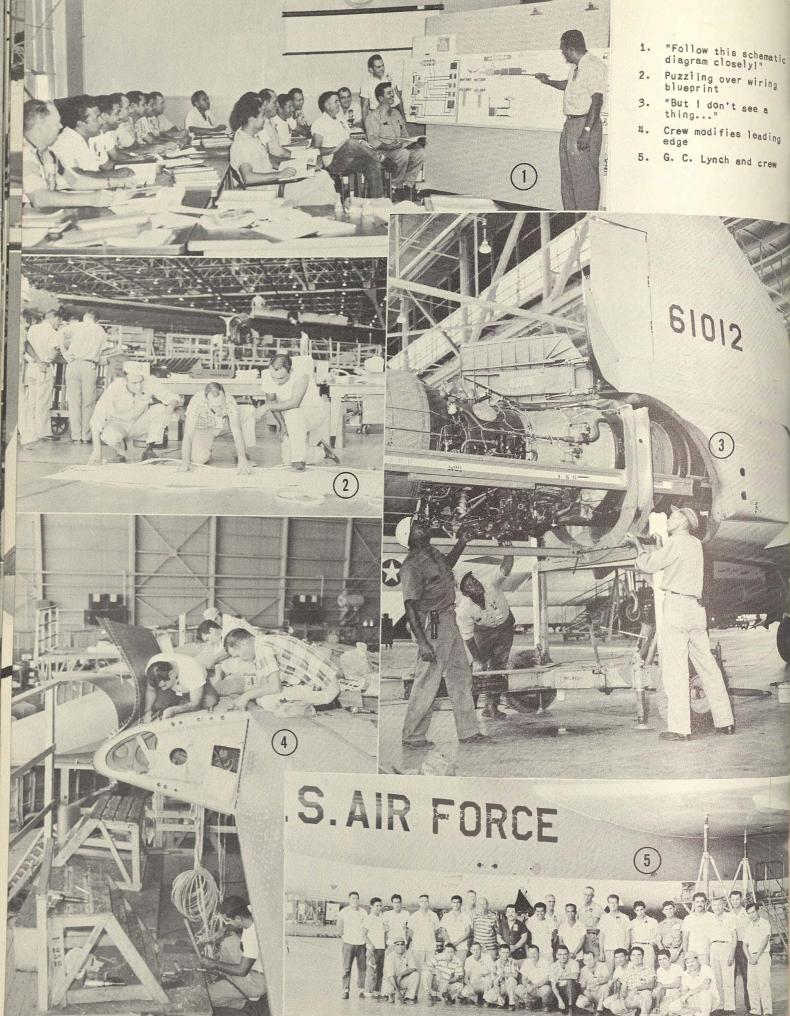
AIRCRAFT REPAIR BRANCH

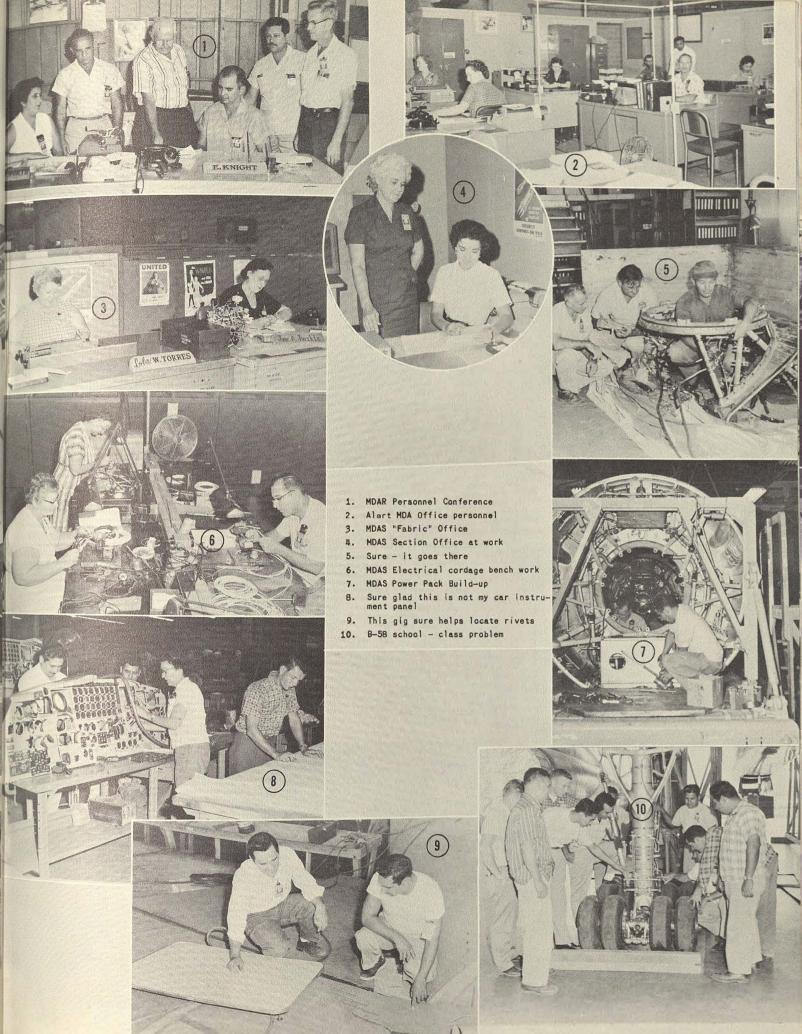
Mission: Modernization and extensive maintenance of assigned project aircraft to insure that using commands have available the latest configuration of modern weapons systems.



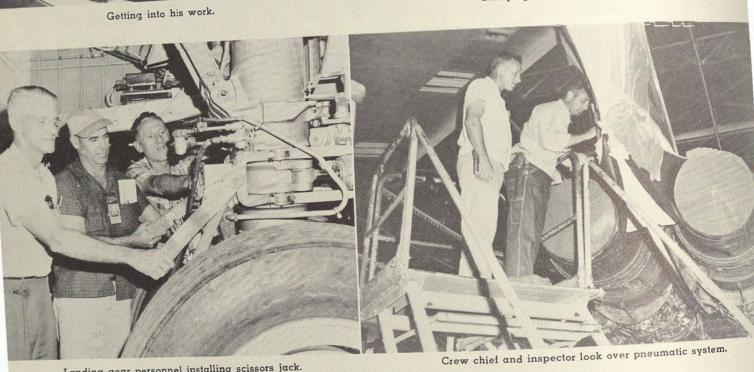
"Mr. McCoig, Aircraft Repair Branch. has a busy schedule!"





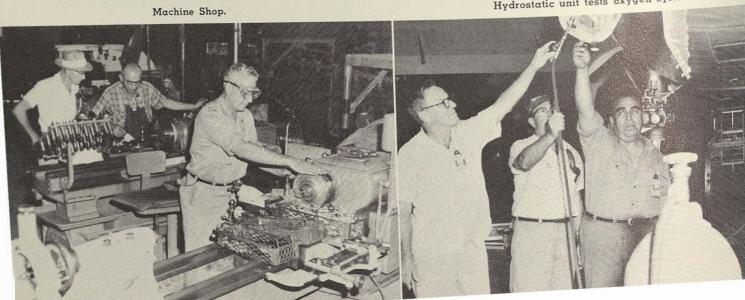






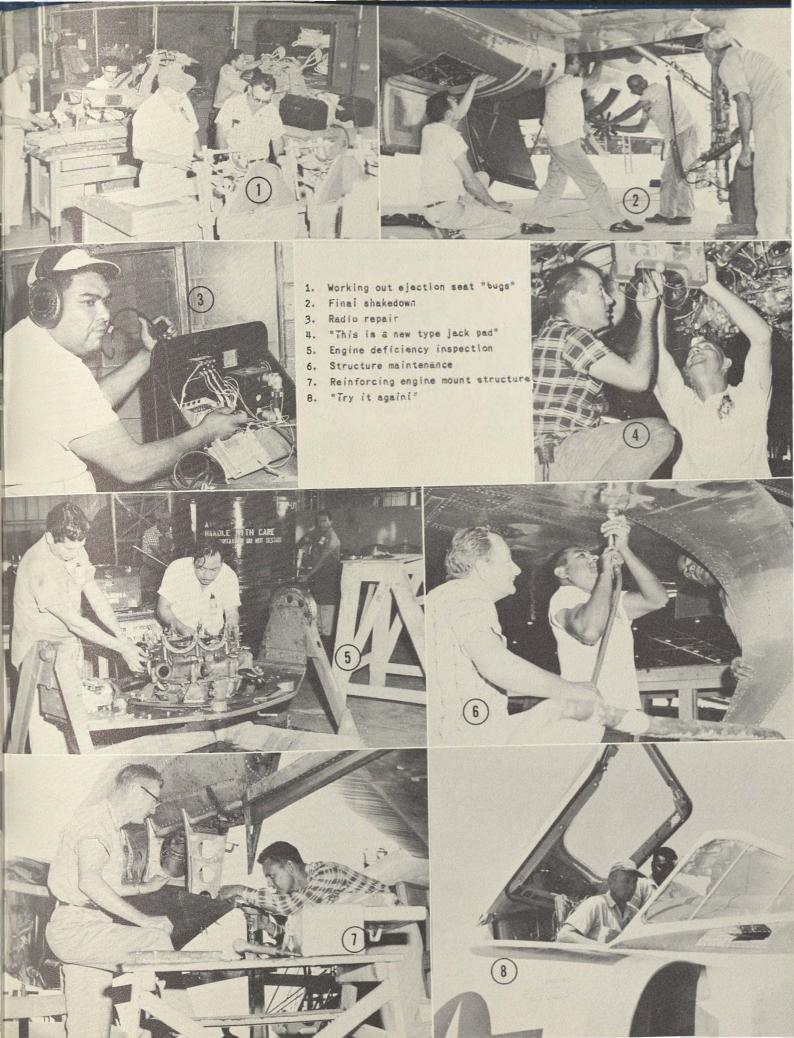
Landing gear personnel installing scissors jack.

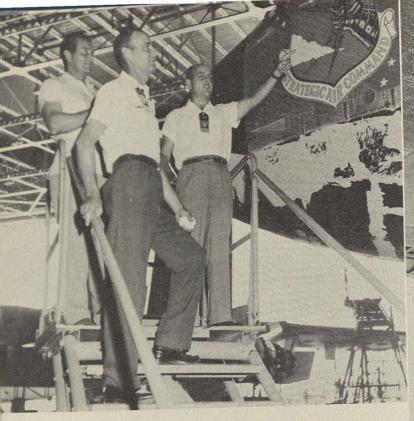
Hydrostatic unit tests oxygen system.



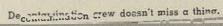








"and that's quite an outfit to work for!"



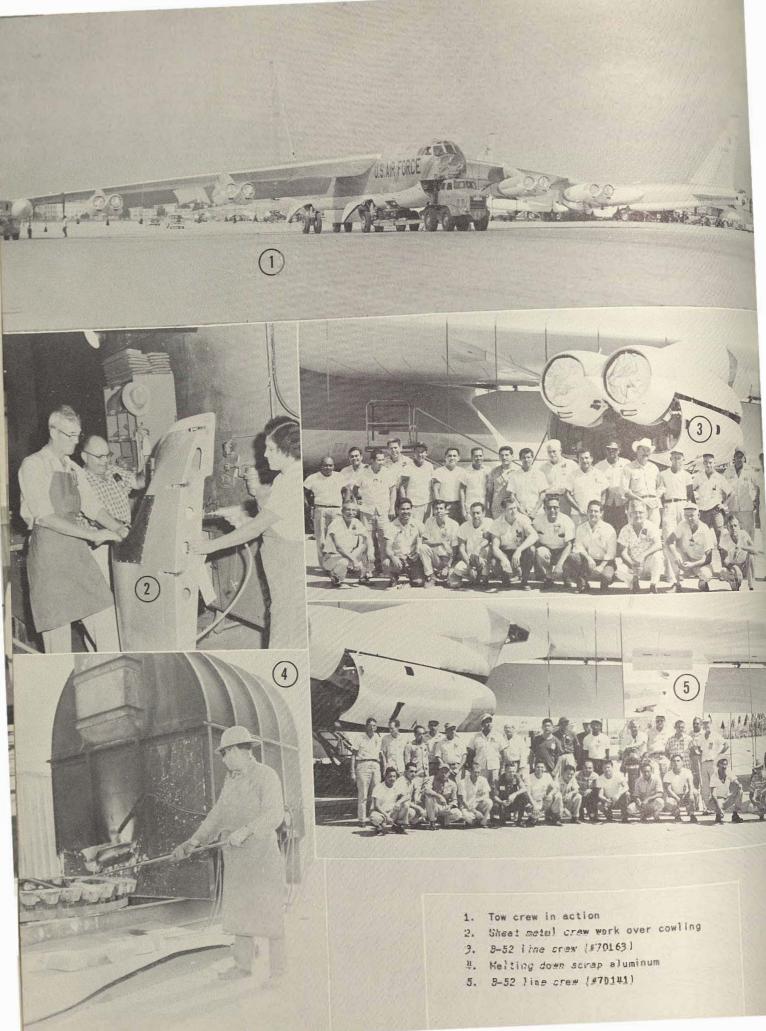




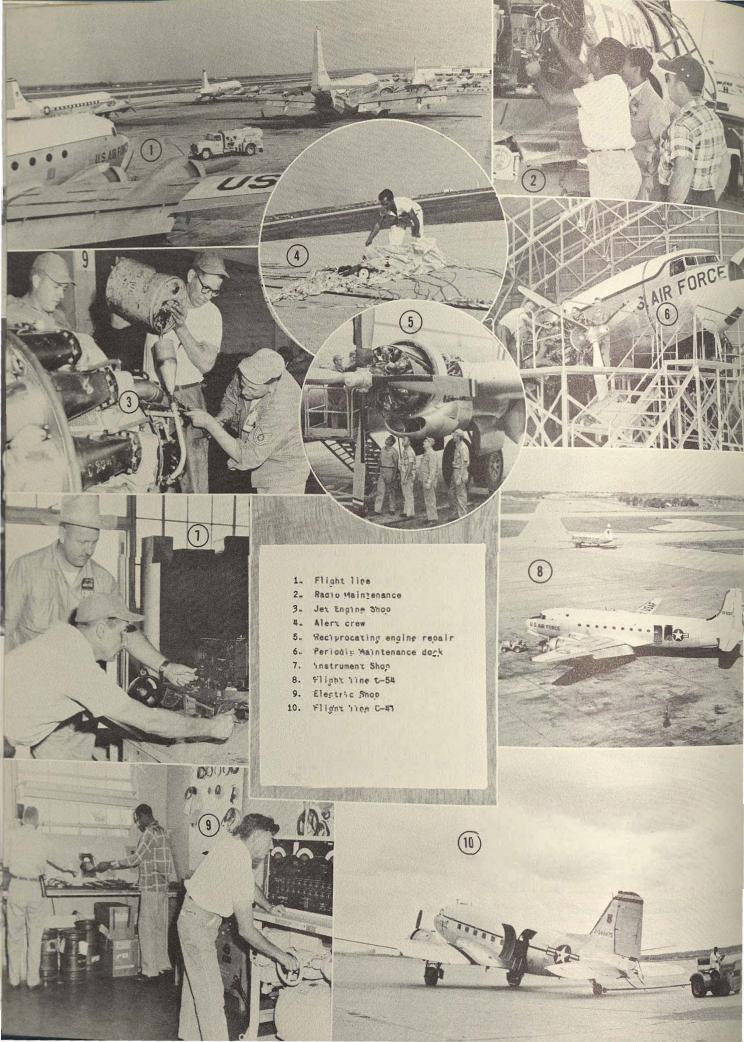
Paint stripping a B-52









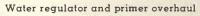




Machine Shop



L. A. Bergstrom. Chief





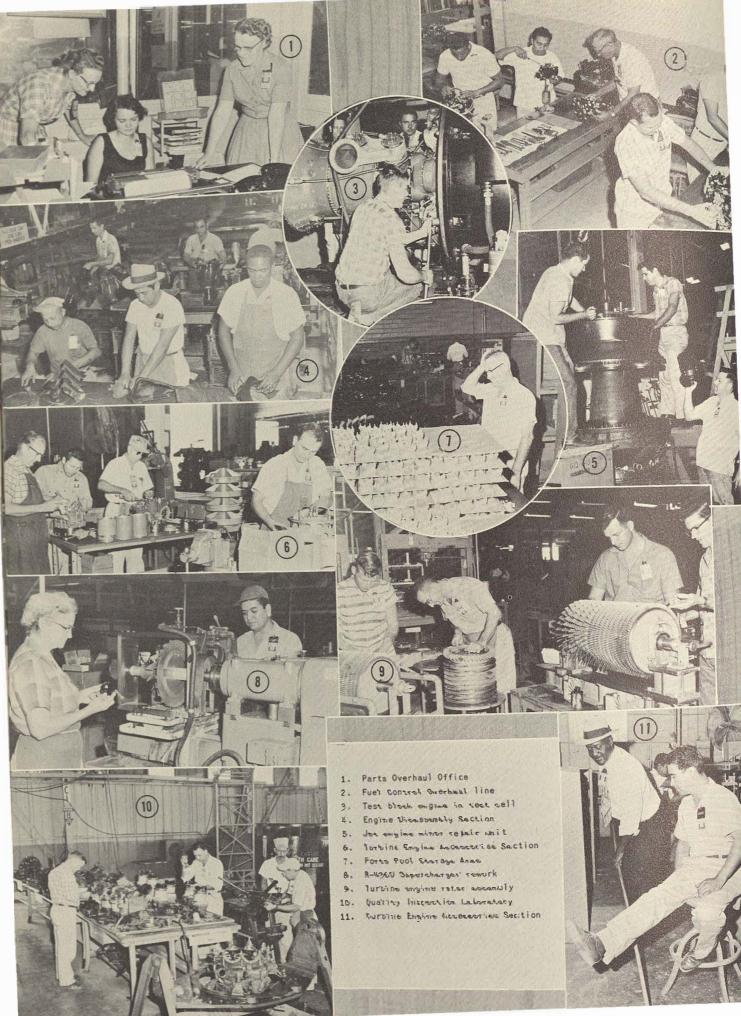
Jet engine fuel control panel is center of interest here



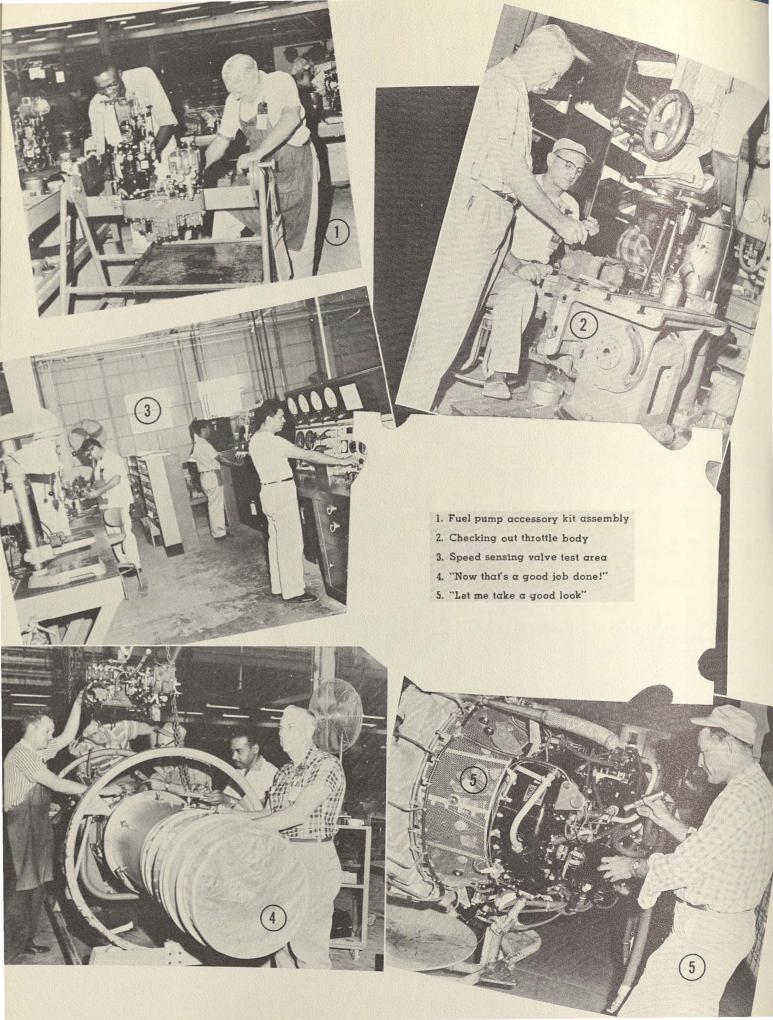


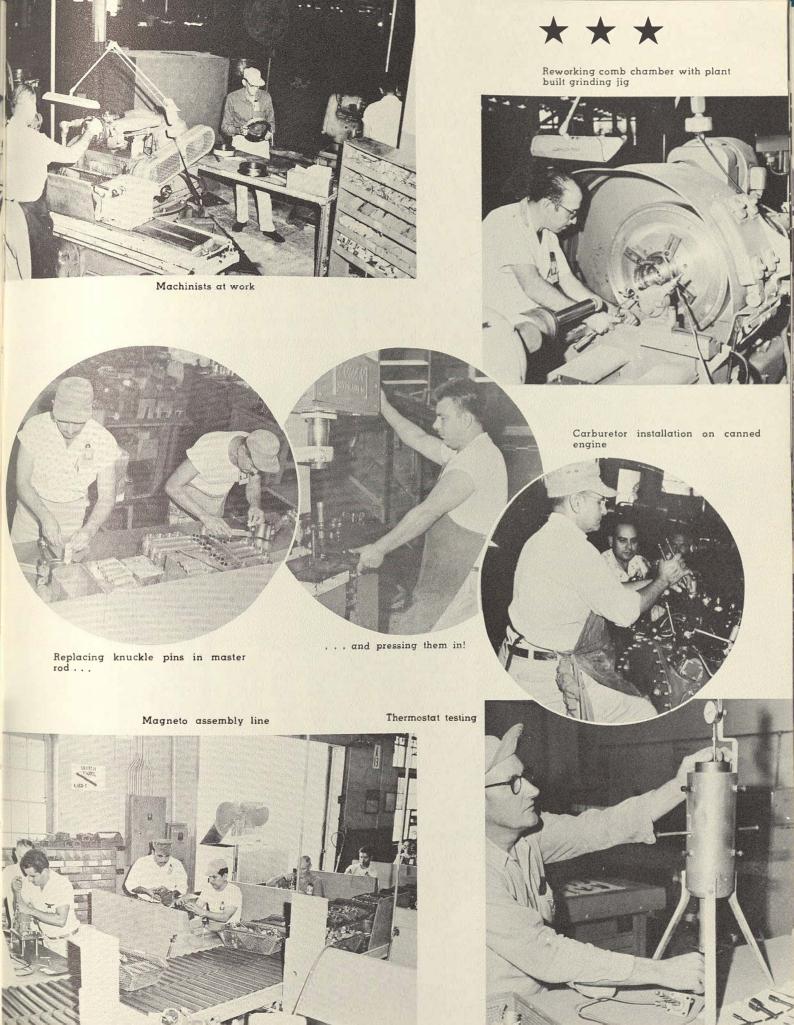




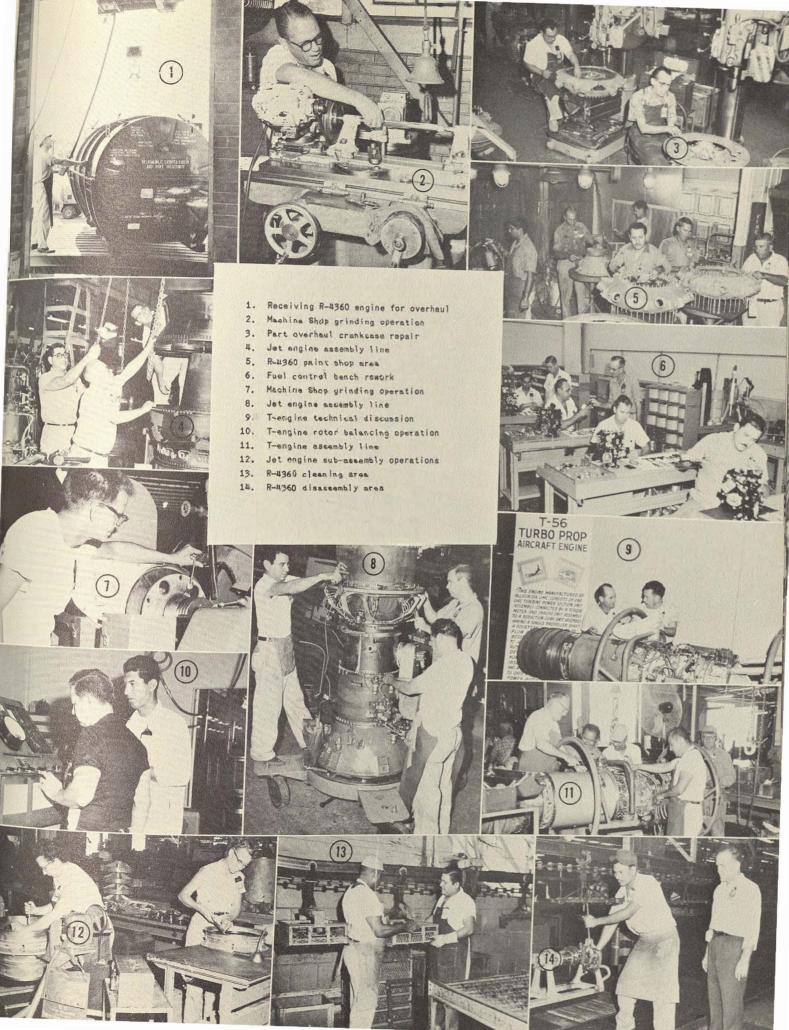






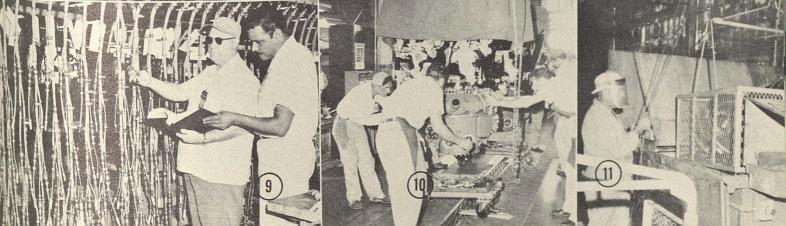




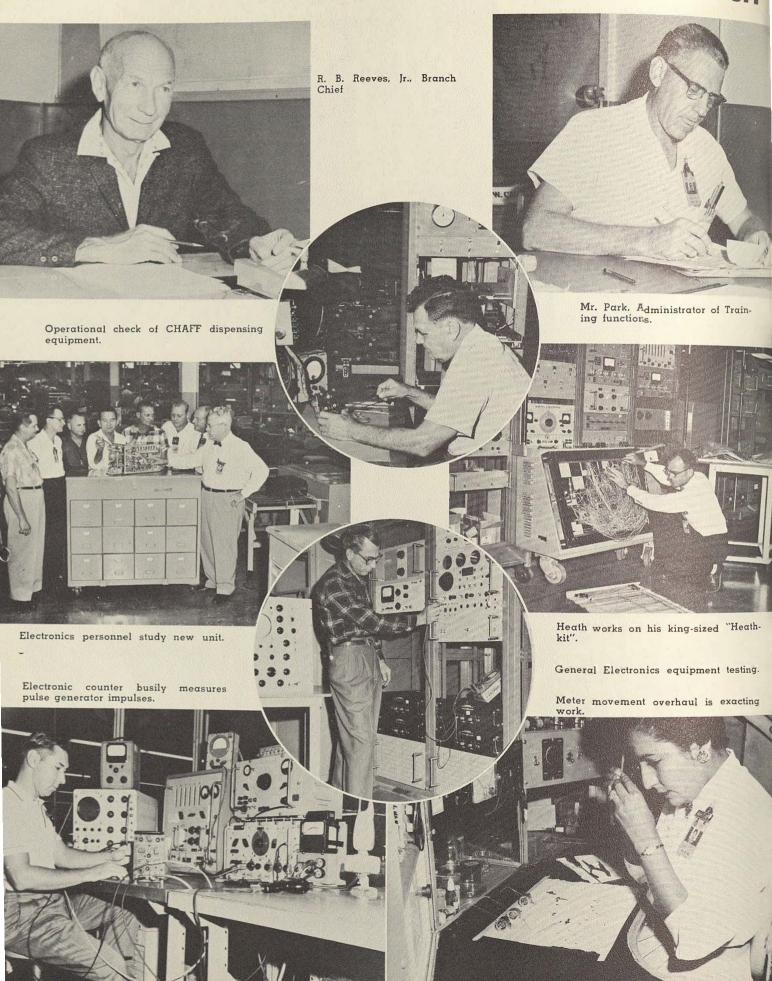








ELECTRONICS AND ARMAMENT REPAIR BRANCH



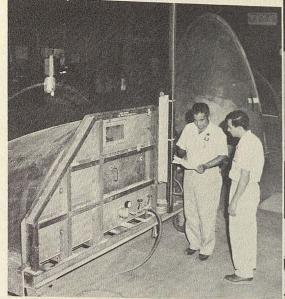




MANUFACTURE AND REPAIR BRANCH



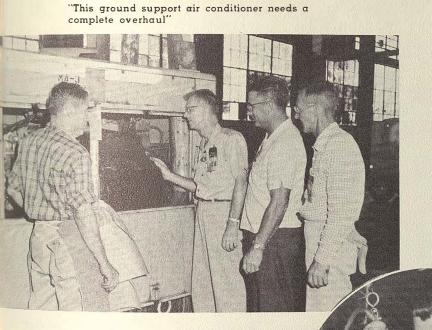
L. R. Collins, Branch Chief



"Look at the results of this Radome Pressure Test"



"Let's check these machine totals again"



Operating stabilizer trim mechanism

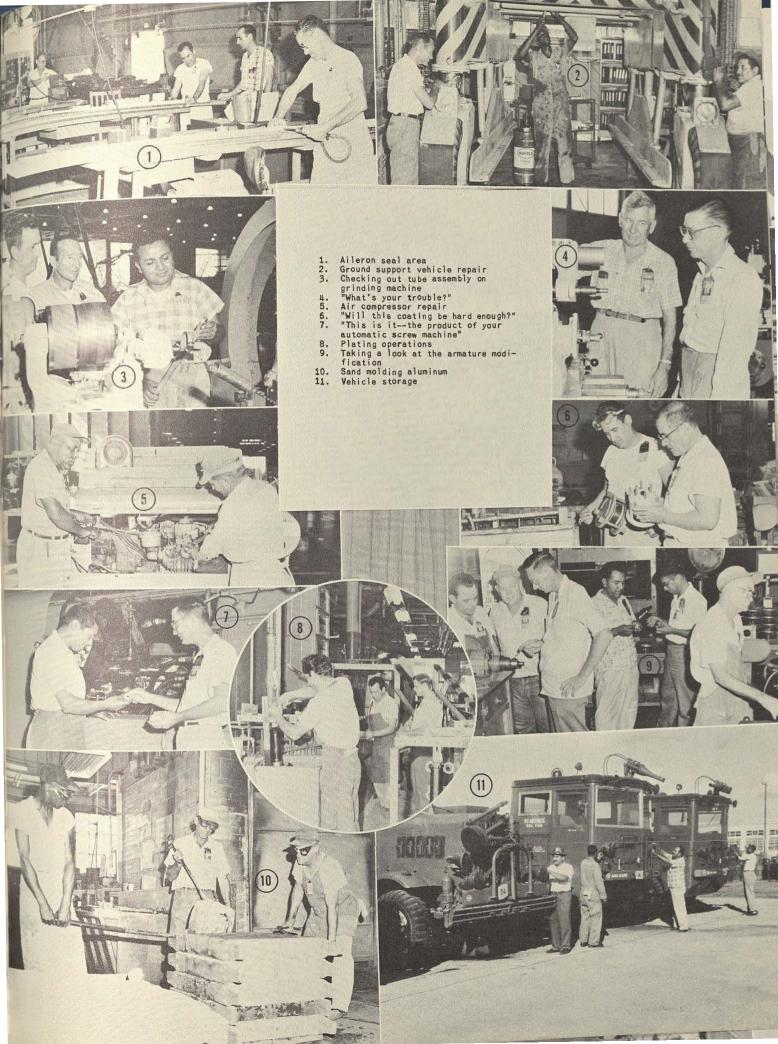


Bending 7" fuel line

Tearing down an exhaust stack

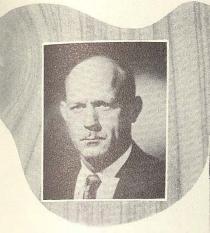








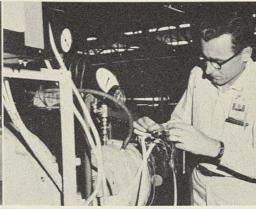
ACCESSORIES REPAIR BRANCH



Ira L. Burkett, Chief Accessories Repair Branch

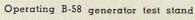


Inspecting final prop check



Working on oil-cooled generator

Try a minor adjustment!



Cutting out the pattern



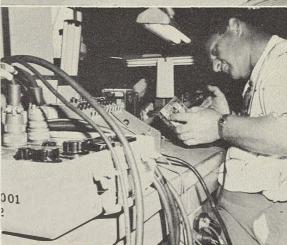




Repairing rubber fuel cell



Actuator testing



Warning light control box overhaul

Working with and testing SERVO valve



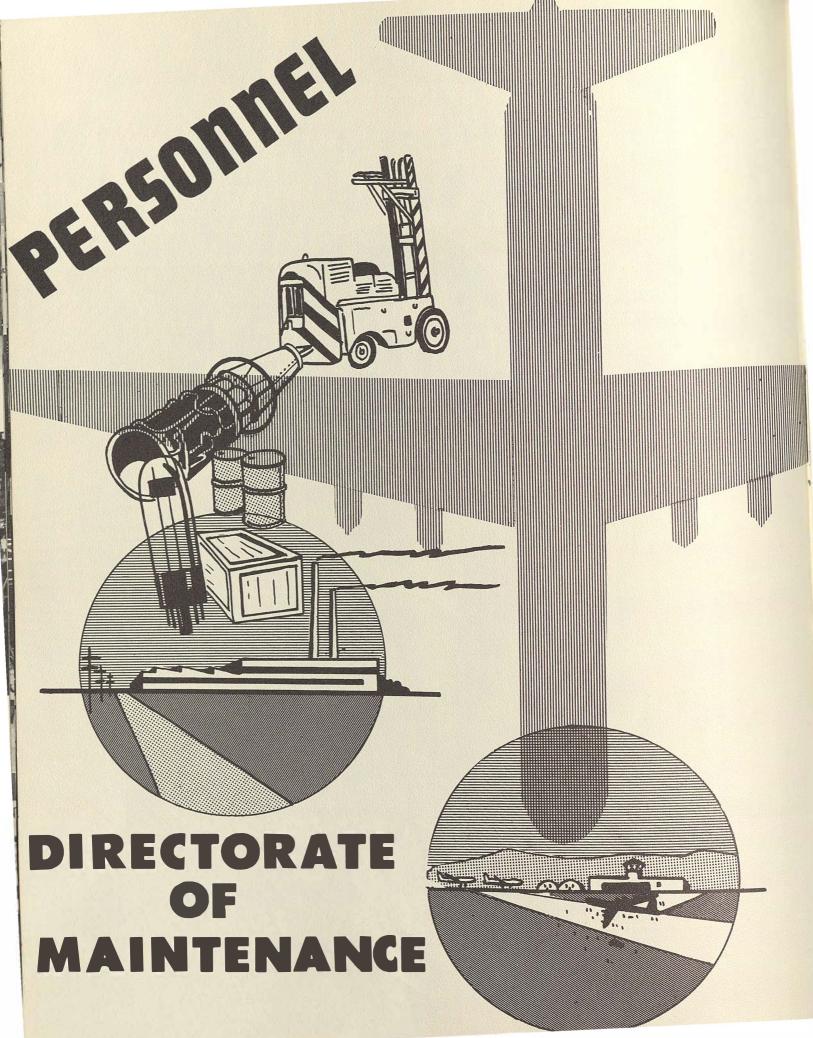
Putting a B-47 control panel through its

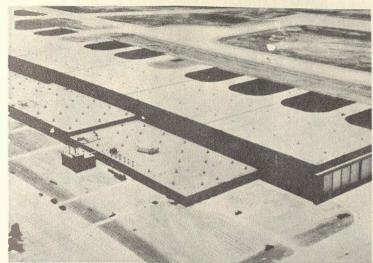


"I'll try it once more!"











DIRECTORATE OF MAINTENANCE









nest M. Winfield



William A.Gates



John R. Jones



Odilo W.Kleypas



Glipperty David L



tgomery Melvin P.



10 12



- Value



MECT D Masshame



ws MSGT J.E.Rollin

INDUSTRIAL ENGINEERING DIVISION

















Ramiro Chavarria



Jack W. Collins





Elmer L. Dreier, Jr



BRANCE











Aubrey W. Hall















Rodolfo S.Ondarza





Fernando Rodriguez, Jr Jesse H. Rodriguez



Tomas A. Rodriquez



Albert E. Rushton







Raymond G.Sanchez William P.Spaulding, Jr Chris Tarnava, Jr

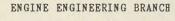


Fernando B.Trevino













Marvin T.Asron









Peter J.Flores











Finis O.Kingery,Jr

















Paul R. Rocha











OVERHEAD ENGINEERING BRANCH



Antonia Aguilar



Louise M. Barnes







Lloyd Cherry



Handford R. English







Felix F. Garcia



John B. Graves



Coda B.Harvey



William M.Hegmann, Jr Fred S.Herrera, Jr













Indalecio S.Maldonado Jerry L.Marchbanks



Stanley E.Mooney





Kenneth R.Russell



Floyd G. Schulz



Jewell A. Shelman



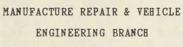
Donald E. Smith

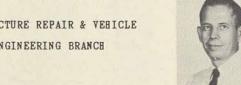






Clayton E. White







George Werckle Chief



Vernon A. Behrendt





Earlie V. Brown





David C. Espiritu



Bobby D. Fleming



Clyde C. Frazier



Adam P.Gilliland



Julius K.Haas,Jr



George E.Killen





Henry Mirelea, Jr



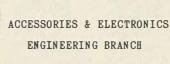


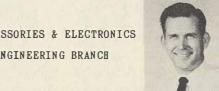




John B.Pechuls Gilbert E.Phillippe Chester W.Suhler,Jr Olegario G.Tijerina Nestor Trevino,Jr







William E. Tennant Chief



Jerry D. Adems



Towny L. Barganler





Jasper L. Cotnam



Earl B. Cravens











Robert F. Harris







Arthur L.Johnson





Robert B.Klier

James C. Kostelnik

Ernest G. Krezdorn











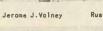




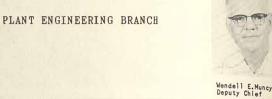


























Alfred Person



Henry W. Conklin





PLANT SERVICES BRANCH



G. Edwin Sherwood

William T. Smith





















Frank O. Acosta

Earl Adams

Matias R. Aguilera

Henry F. Alonzo

Aloysius R.Appelt Francisco M.Arellano Louis C.Arevalo, Sr





















Harold J.Balmos









William M. Briscoe, Jr









Rudolph A. Bonoan





William F. Braun



Alvin E.Bravenec









William V. Bloomingdale











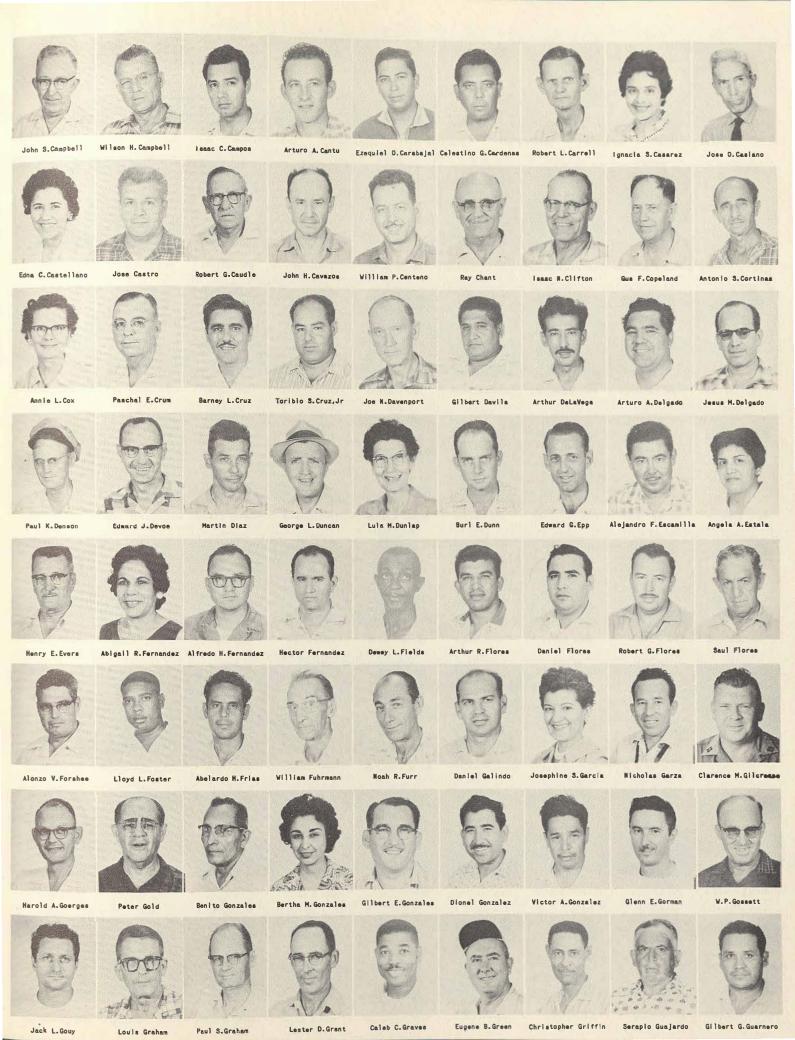


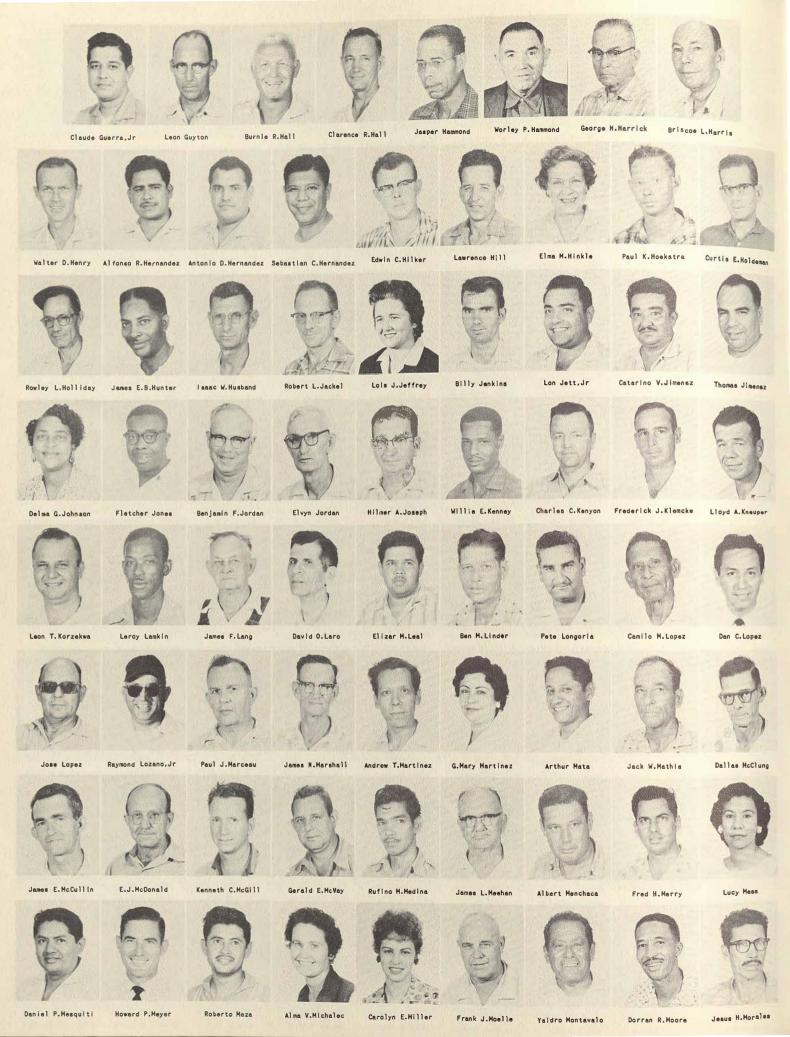


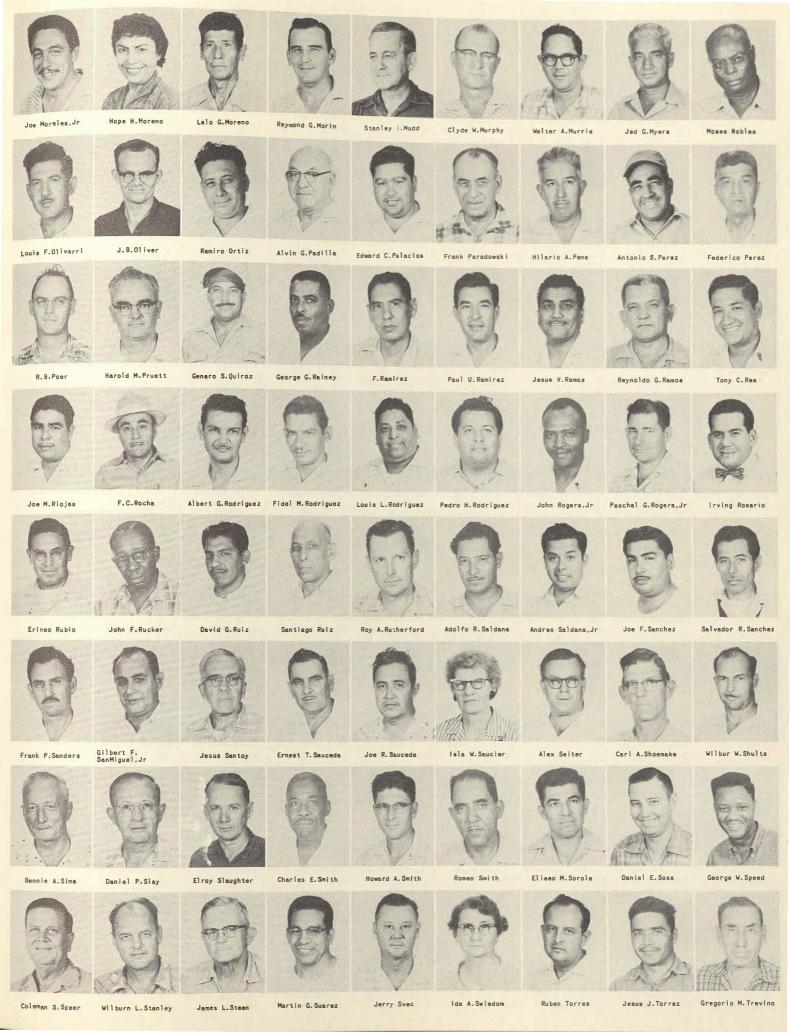


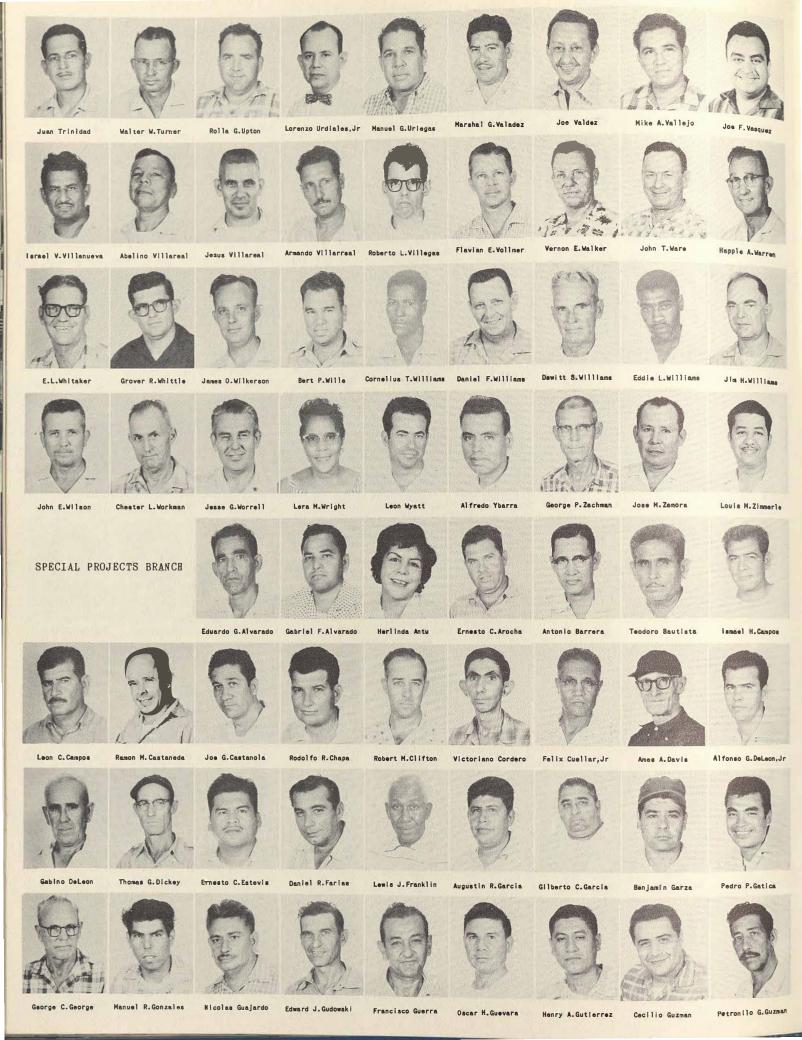


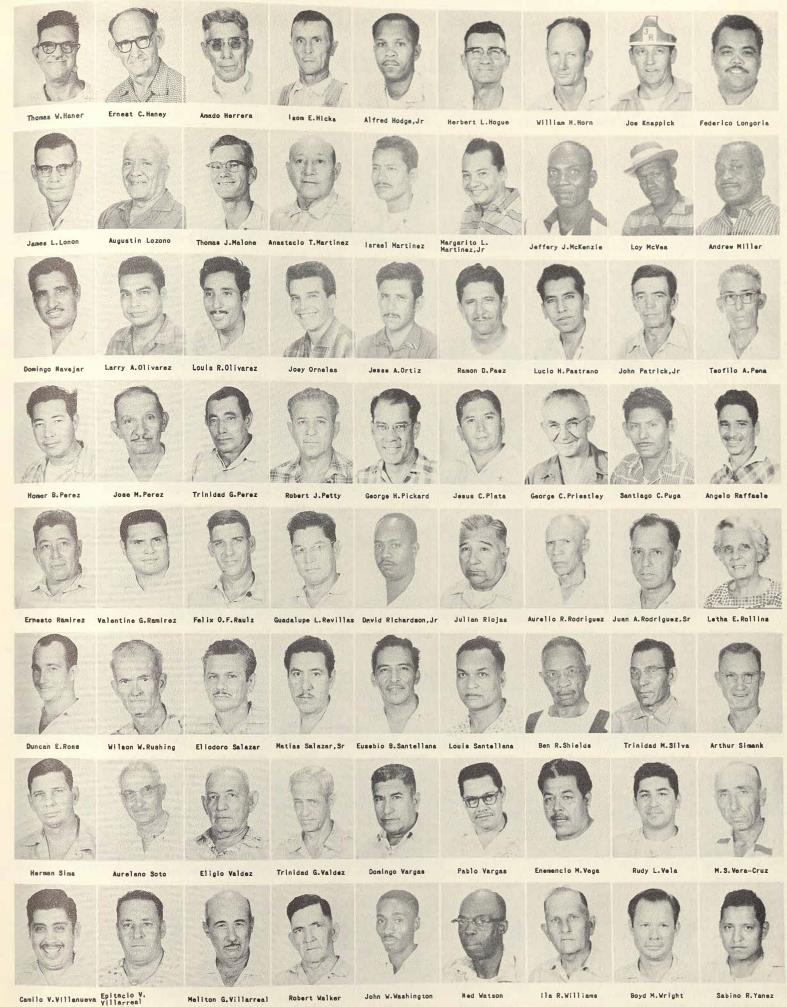
Victor H.Burrier James M. Burton











PLANS & MANAGEMENT DIVISION



ANALYSIS BRANCH





























PLANS & PROGRAMS BRANCH





Millard L.Allen, Jr Joseph D. Atkinson, Jr





Lawrence Bickle





John W.Farrell





Albert G. Gomez





John T. Halliday, Jr Alexander W. Hickman



MaryJane James















Dorothy F.Stroble











Alpha N. Anderson









- Richard A. Wright





Ora Bocanegra



Doris K. Callahan





Alta M. Carter



Rose A. Castillo



Percy M. Chandler



Faye H.Charles





Nellie H. Cowan





Ola N. Davis





Lucy Flores





Alfred E. Fritsche









Mamie Davis











































































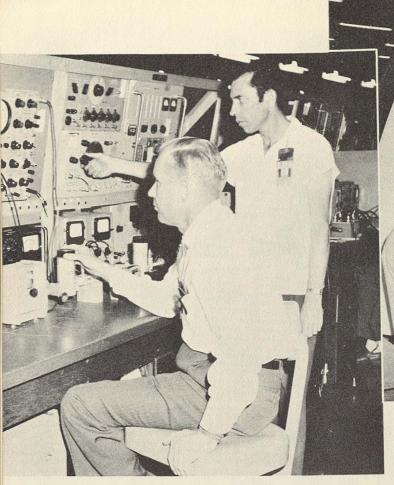


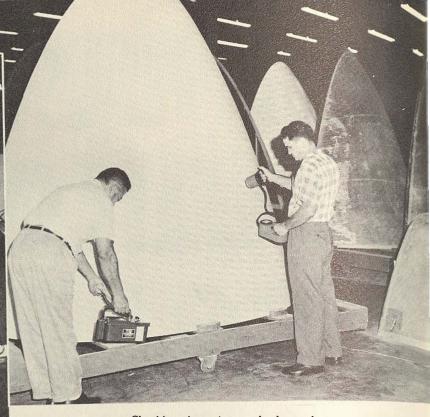






Leo Ziegler,Jr Fred D. Washington





Checking incoming radardome for moisture and radioactivity

Microwave calibration standard

QUALITY CONTROL DIVISION





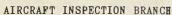




Harry N. Currier



Eddie L.Johnson









Joseph E. Alderson



Ismael Alfaro





Albert Andreolli





Antonio C. Arias



Foy E. Armetrong



Ruperto D. Araiza





William J. Beard



James R. Bell







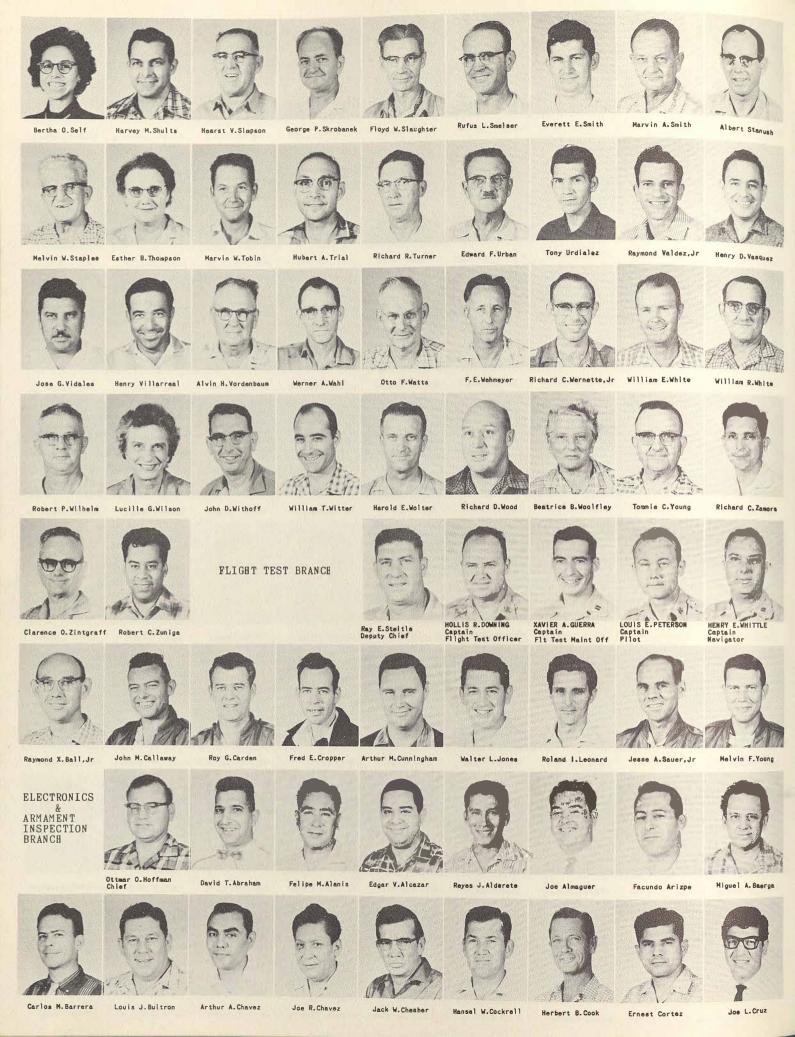


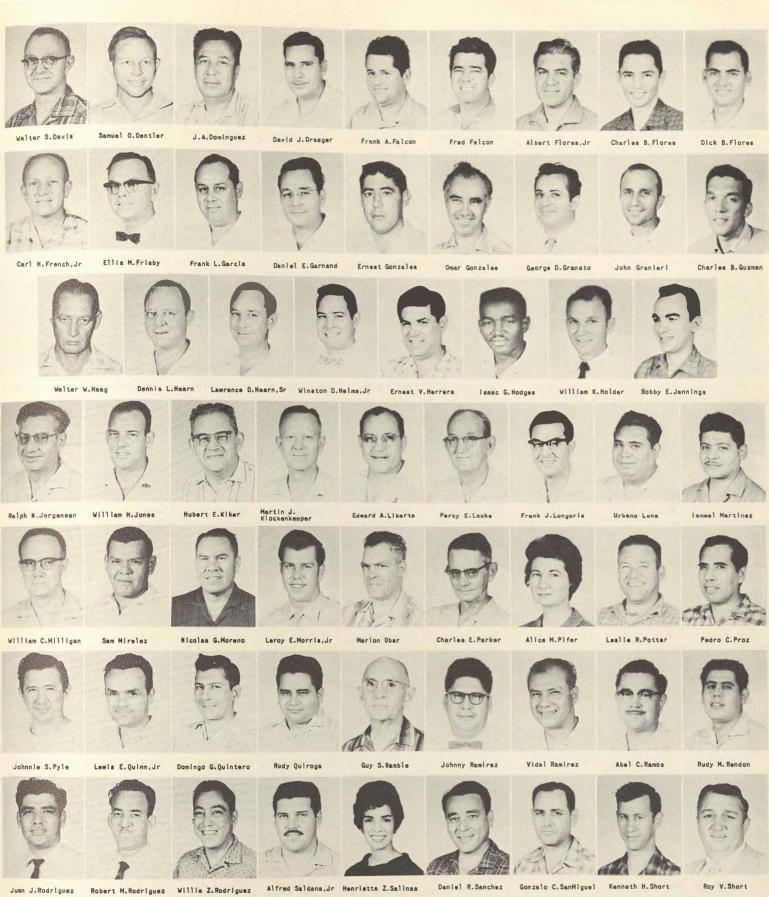






Harold F.Rowan Bobby J.Rutledge Doroteo M.Salas Albert C.Sanchez William E.Schiffers Monford H.Schmidt Emil E.Schroeder Marvin B.Schultz Talma F.Seay





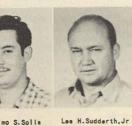




















Vernon M. Suggs Luttrell O. Sullivan Harold C. Todd

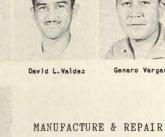






















INSPECTION BRANCH

Joe L. Alegria

















Fernando R. Fernandez

ond B. Campbell Manuel D. Castillo

















Rudolph C. | banez















Woodrow N.Jackson

Victor E.Knape











Jerry Trejo













Lucas Salazar

Fred J.O'Neal



Harold J. Tschirhart









Robert Rublo



ACCESSORIES INSPECTION BRANCH





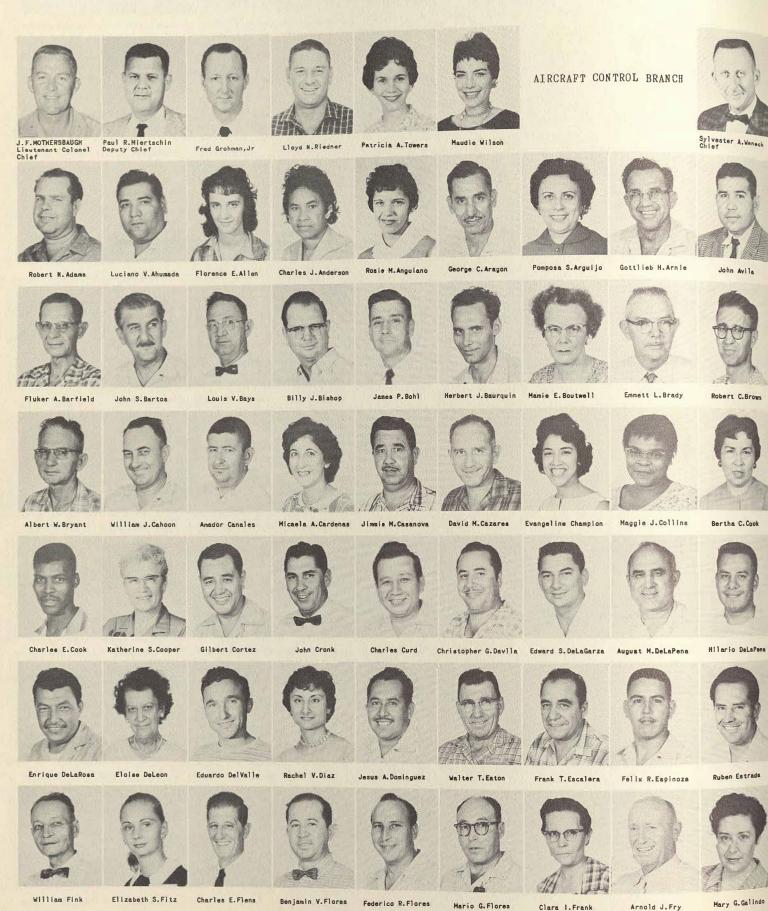
James L. Warrington Alexander W. Welgand Ernest H. Wood

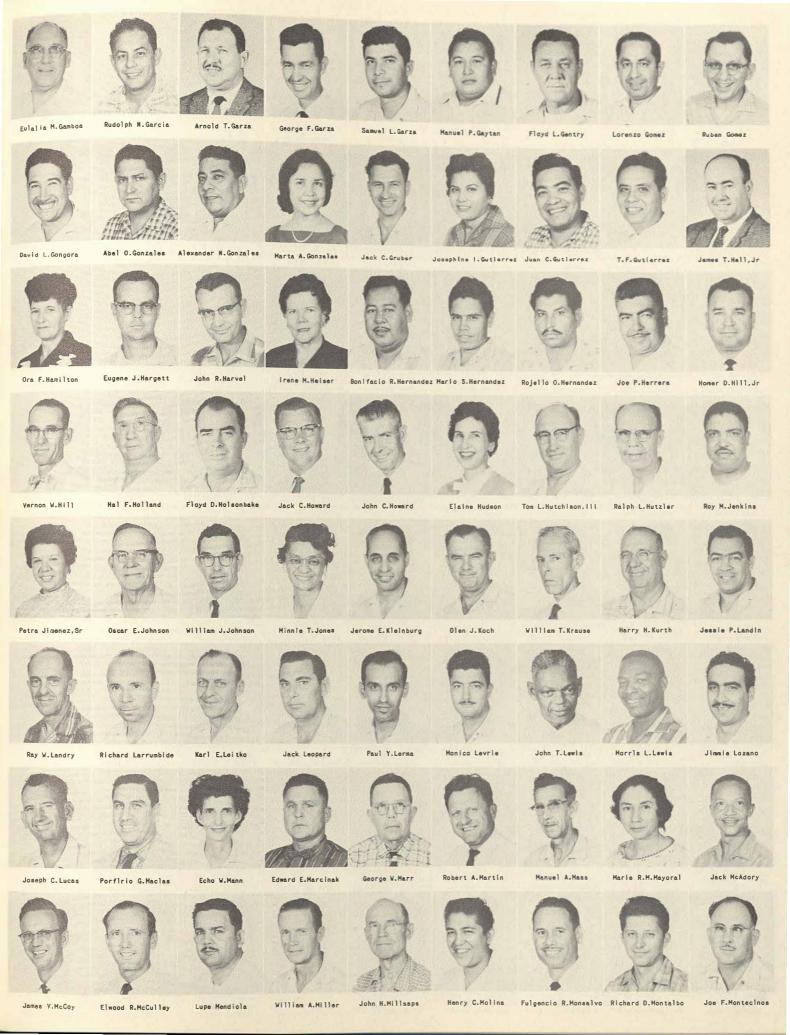


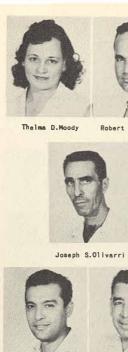




PRODUCTION CONTROL DIVISION























Doyle R. Moore

Dorothy B. Morales

Antonio V.Navarro

Paul F. Neumann

Alexander Norman







Gregorio A.Palacios



Robert C.Pemble





Fidel Perez,Jr























Adol fo E. Ponce

James P.Prado

Robert S. Quevillion

Carl E.Rabe

Tony L.Ramirez

William O.Redus

















Paul C. Reyes

Harold A. Reynolds

Jack S. Rieden

William A.Riley

Eleazar Rivera

Fred Robalin

Felix G.Rodriguez







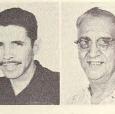














Lionel B.Rodriguez Stella G.Rodriguez



Harold J. Saathoff

Oralia C.Salas



























Mariano Seguin, Jr



























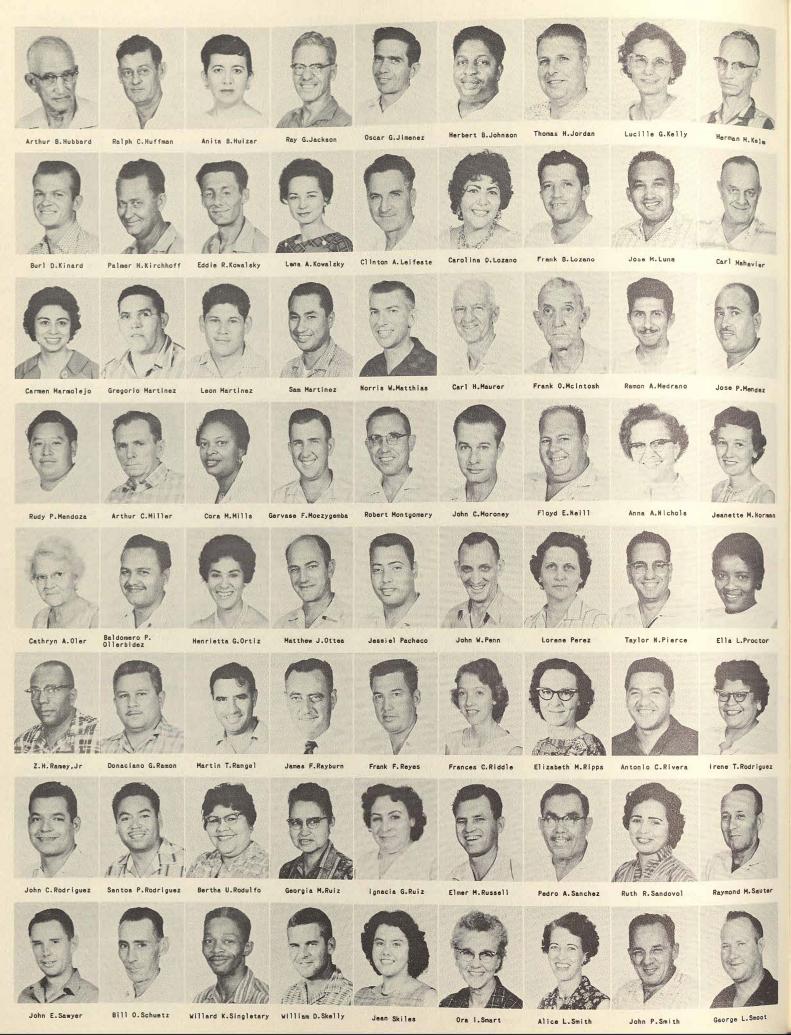


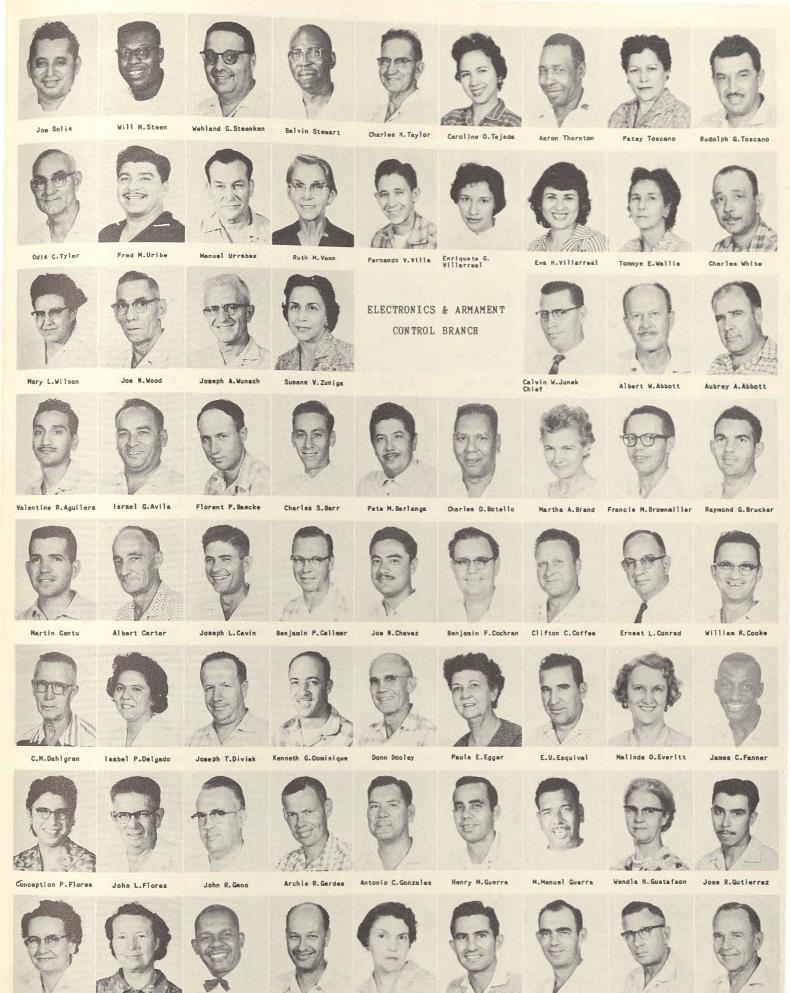




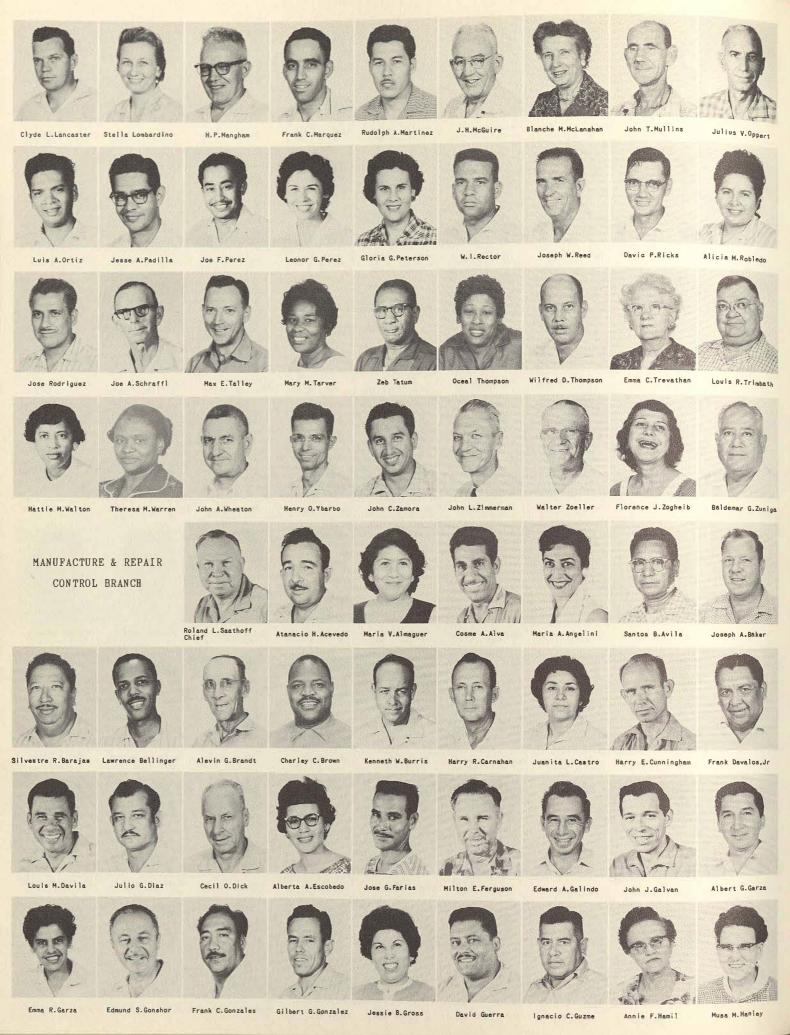
Floyd C. Valdez







Ellen I.Hartmann Willie T.Hooker Lonnie Hysaw Arthur P.Immicke Anne R.Jordahl Arthur Karambis Clifford G.Kiolbassa Micholas F.Kutach Clarence L.Lancaster











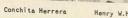










































































































Frank A.Skloss















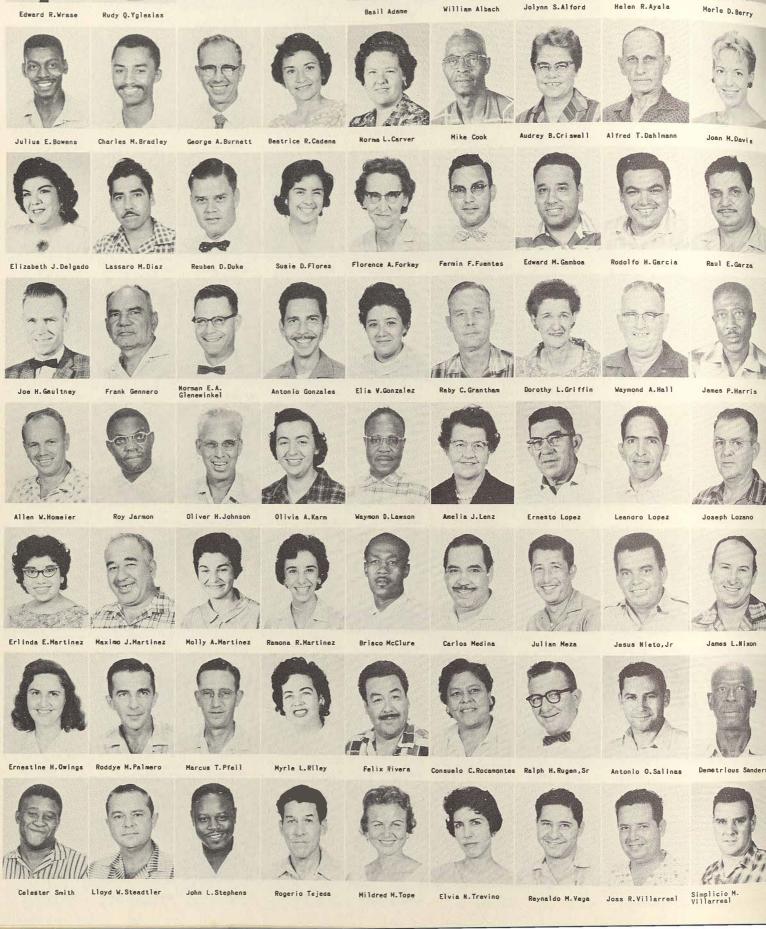


Curtis N. Taylor

Alvaro F. Trevino



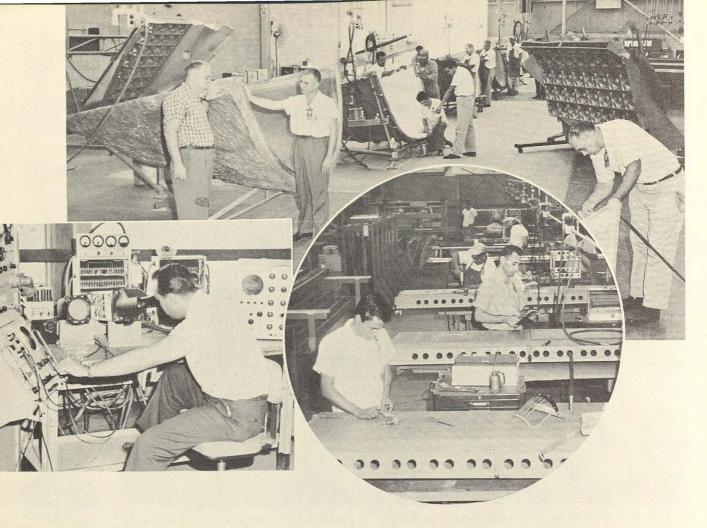




ACCESSORIES CONTROL BRANCH



Pedro G.Alvarado Jack H.Benefiel Victor C.Cerrola Joe R.M.Hurriega Elgin G.Micułka John A.Munoz John T.Pena John A.Sawyer



SHOPS DIVISION

AIRCRAFT REPAIR BRANCH



Lester J.Milhan



Annie P.Basset



..



Lloyd D. Georg



Allen W.McCoig



John R. Pearce Deputy Chief



SCHOOL STREET



Roland D. Benavide



Leroy B. Bort



Emilio O. Hidalgo



Ruben A.Lee



Gilbert P.Lope



Guadalupe J.Martine



Andrew Morale:



Guadalupe H. Regalac



Joseph E.Rin



Louis B.RI



Kenneth R. Slagl



Aircraft Section



James L.Cheetha



Federico Aguir



1 A - 14 / M (SAME OF) - 1 / M (A A A A A A



Hinolito S. Barcenez



loe H. Barham



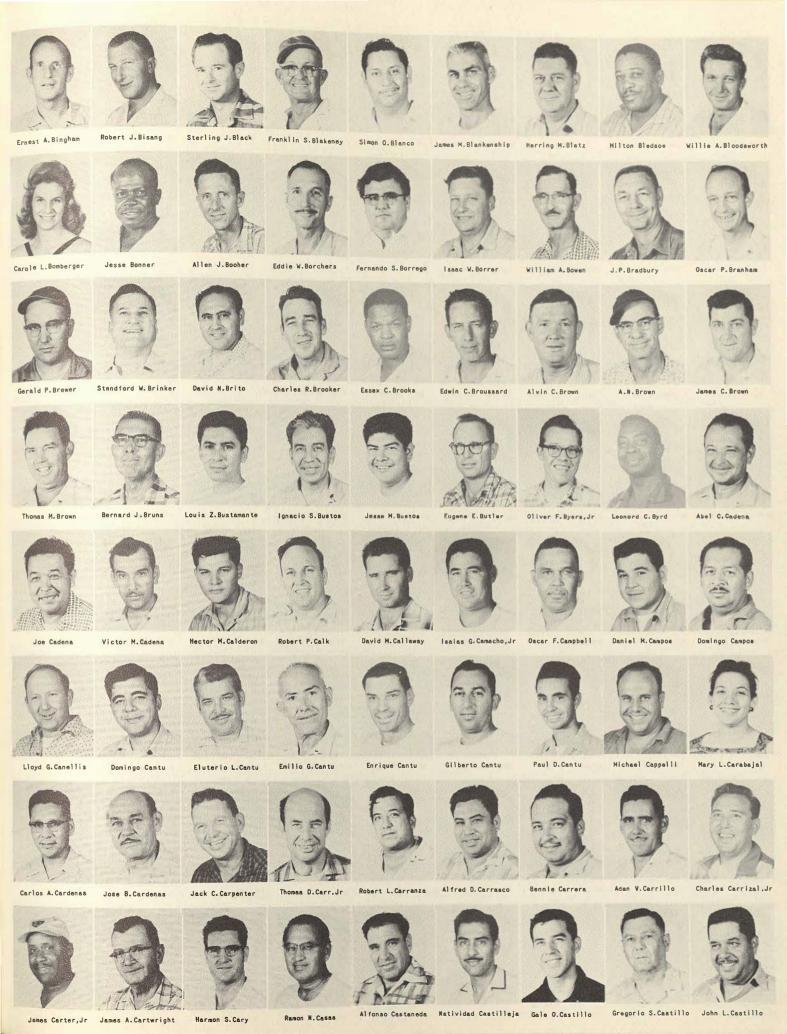
James W. Bryan



Domingo Aguilar Fernando F.Aguilar Frederico G.Aguilar Miguel Aguilar Joe J.Aguirre Jim T.Akers Elpidio E.Alarcon Enrique Aldape Jesus Aldaz



John W. Biegert











Abelardo D. Chavez



Guillermo Castro

Ignacio P.Chavez

Enrique Colunga





Julio R. Castro

Louis R.Chavez

Emil M.Condel

Louis E. Castro

Joe G. Chin

Frank G.Condel, Jr





Dean L. Church

Herlindo Contreras



Julio Contreras

James R. Chadwick



Manuel Contreras





Franklin T. Crouch

Harlon A. Copeland



Leopoldo Cruz,Jr



Mariano G. Cruz









































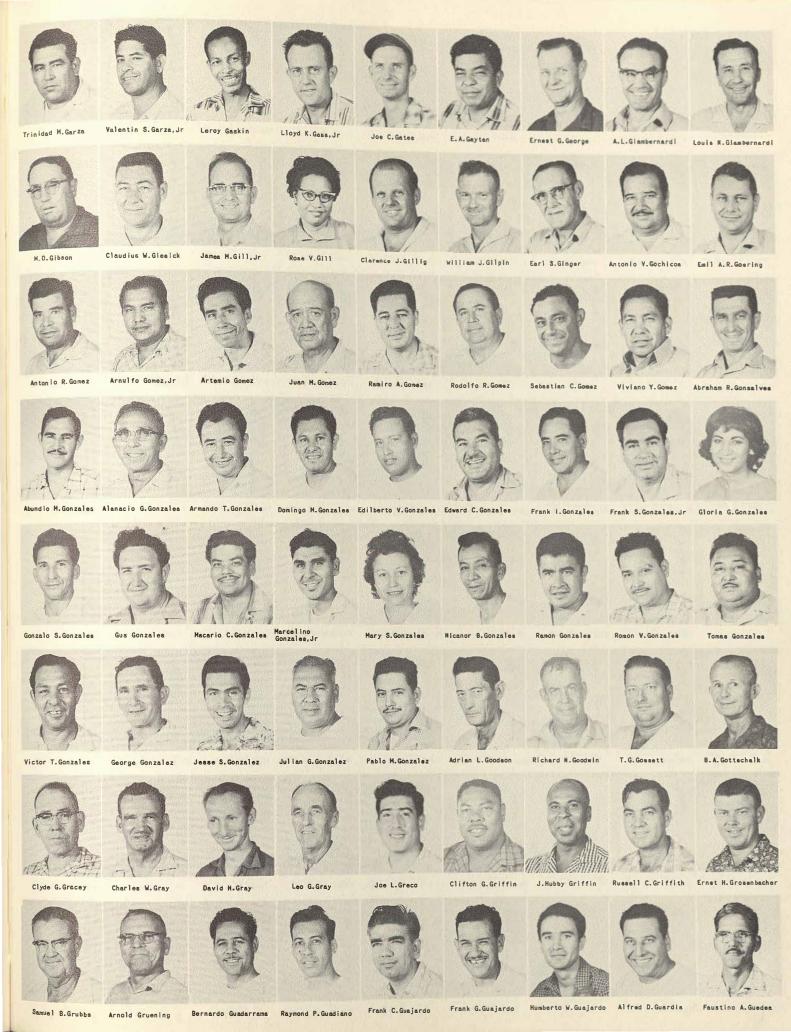




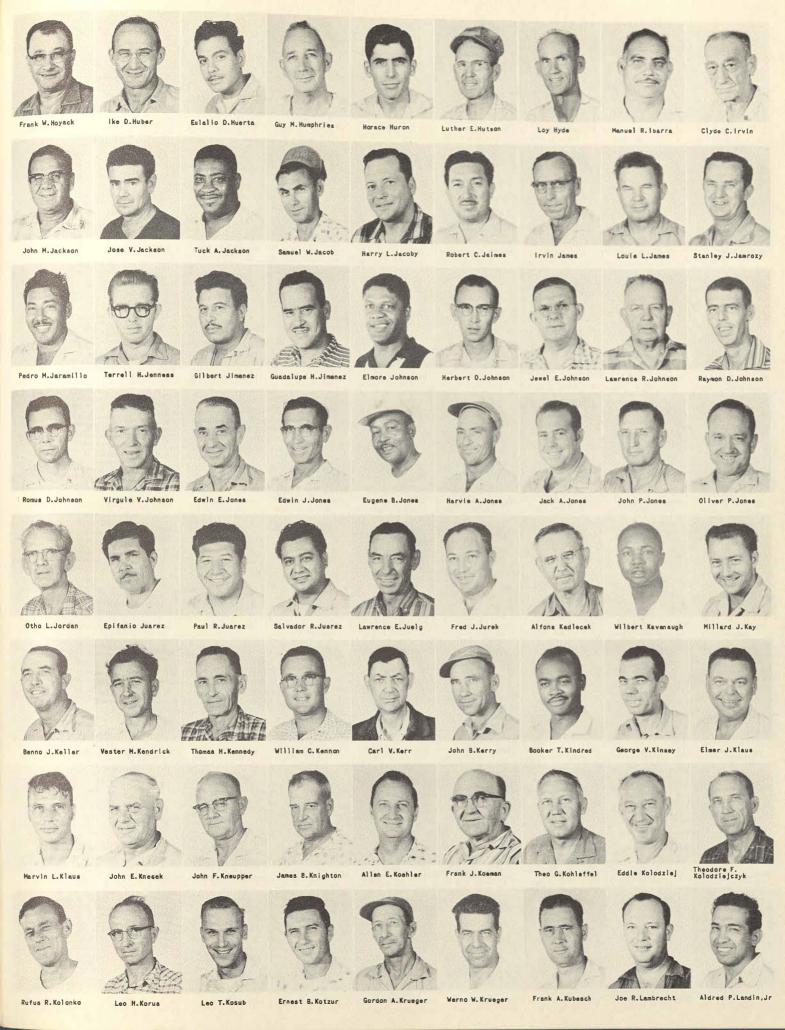


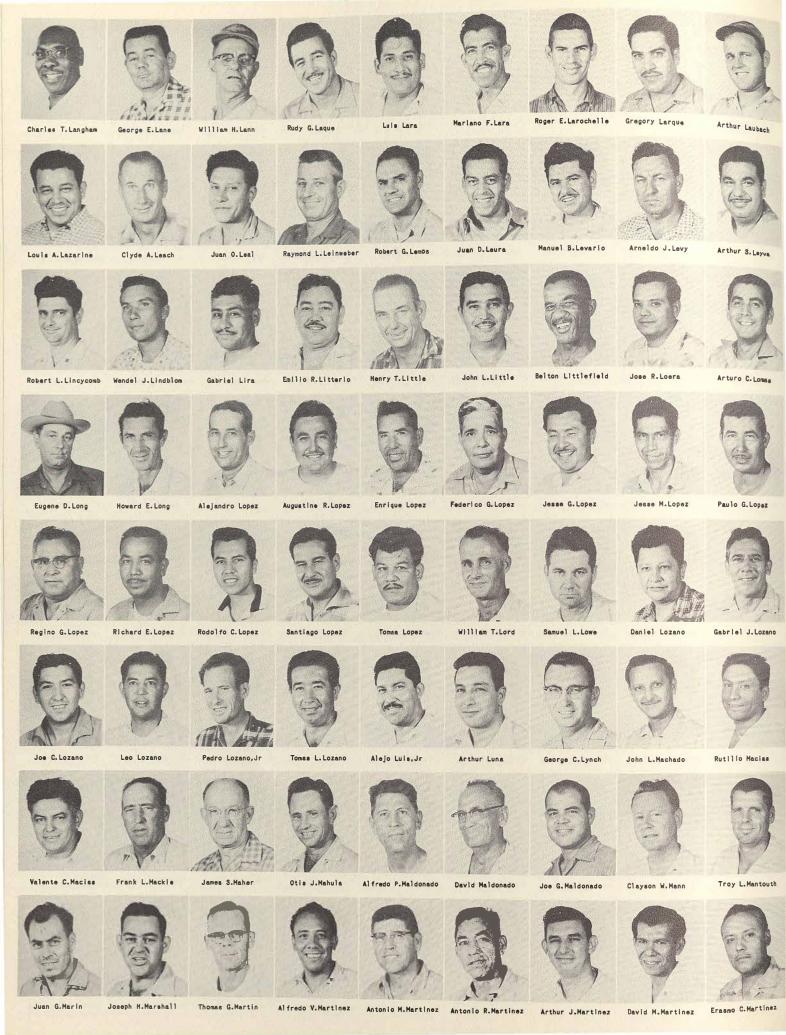


























































































Augustine Rodriguez Celestino H.Rodriguez Emillo G.Rodriguez Fernando G.Rodriguez







Genaro C.Rodriguez



















Julio C.Rodriguez





Margaret D. Rodriguez Neftali Rodriguez









Robert V.Rodriguez Gregory Rodriguez-Graciano



Evaristo O.Ruiz

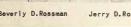


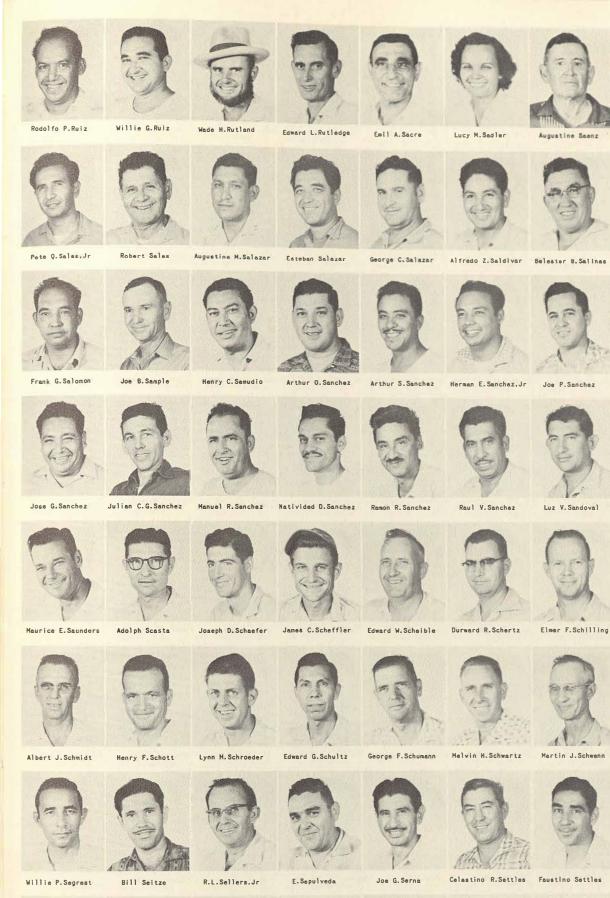














Walter J. Sajdak

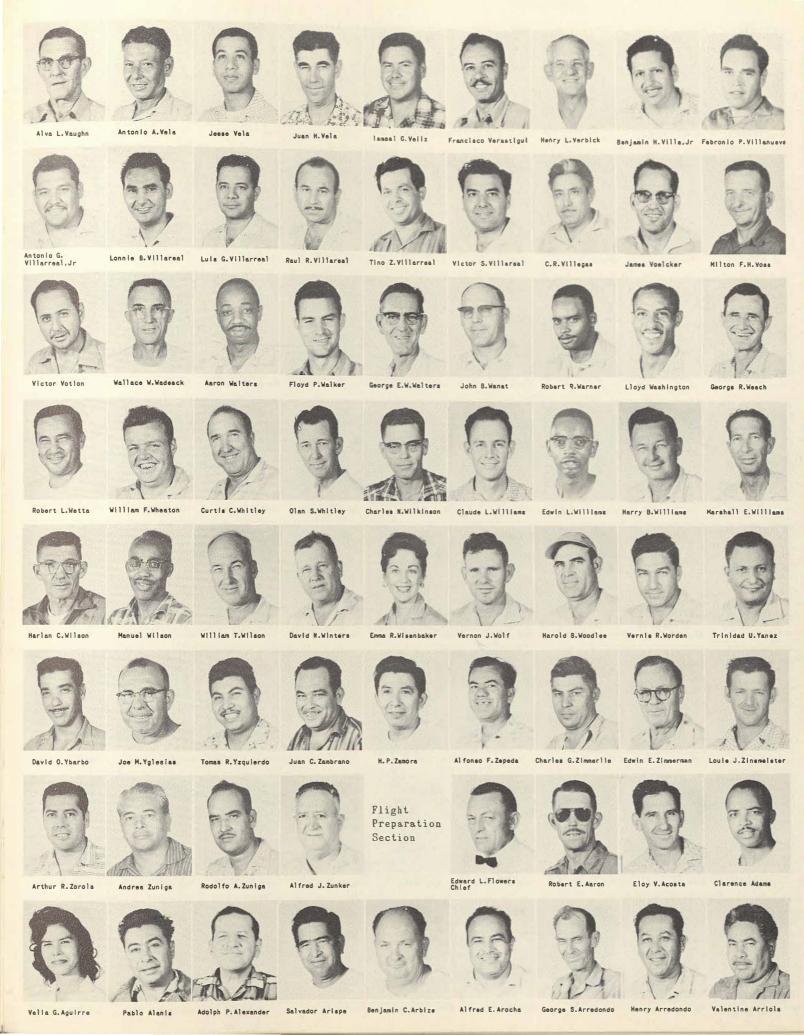
Louis E. Schilling

Marvin G. Schlueter



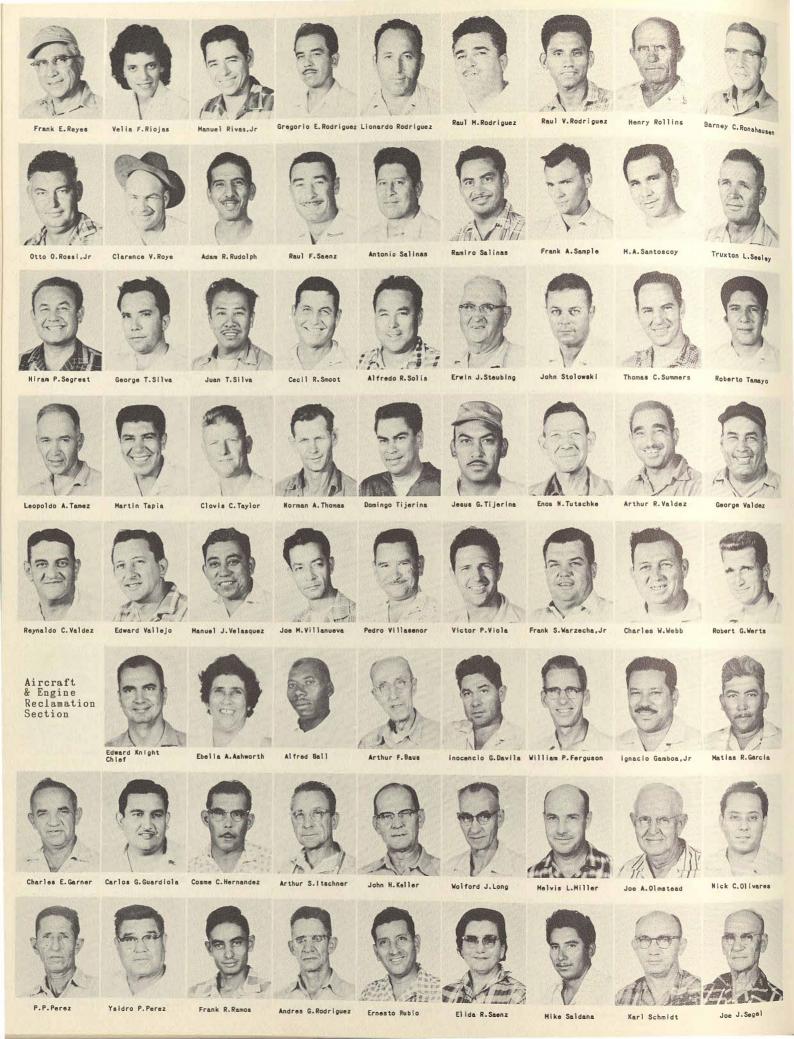
John C.Sifford Daniel R.Siller Hall C. Shuffield Edwin L.Shropshire























Stella Sanchez







Charles J. Schmidt



Irma E.Schmidt









































































BASE & TRANSIENT AIRCRAFT BRANCH











Flight





















Aircraft Specialist Section





Magdaleno R.Aries



Carl I.Briscoe











Efren G. Dominguez



Gilbert D. Elkins



Harold Evans















Willis J.Lee,Jr





Joseph M. Loper, Jr Chester L. McReynolds



Leon L. Mueller









Michael Protivnak



Arthur G.Rackley



Lilburn P.Rackley





Hermenegildo Ramos



Santiago G. Romero













Ramon M. Trejo







Joseph S.Whitfield Richard L.Williamson







Final Assembly Section



Whitt J.Baccus





Aubrey W. Gray



Jean Harrell





Frank G. Kronk, Jr



Harry P.Meadows



Jasse Balderes





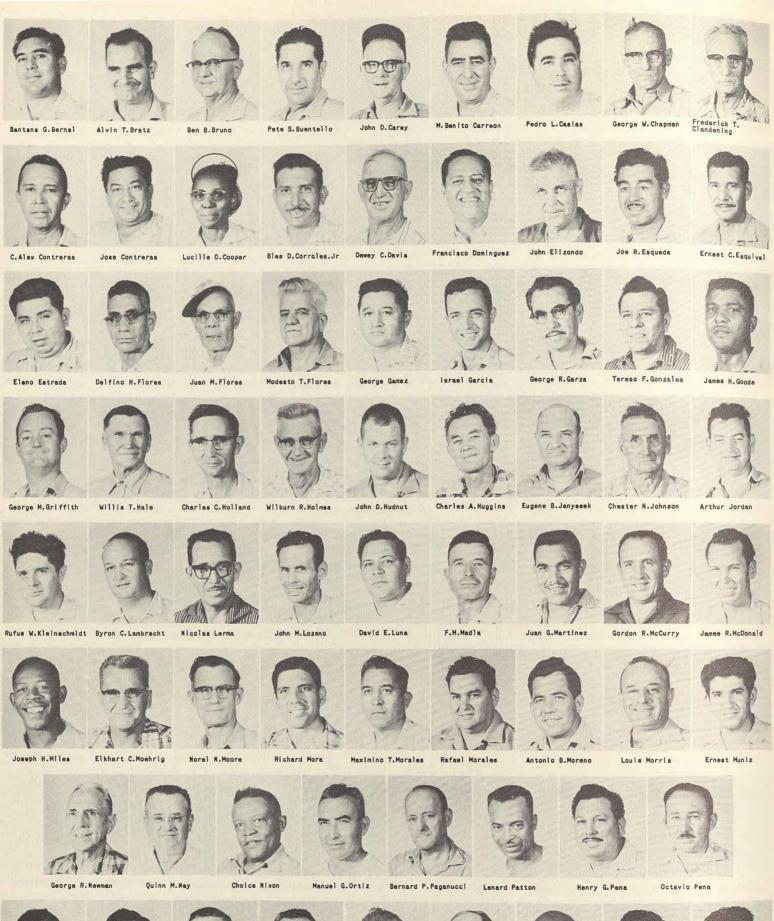
Jacob B. Acosta







John E. Arnold















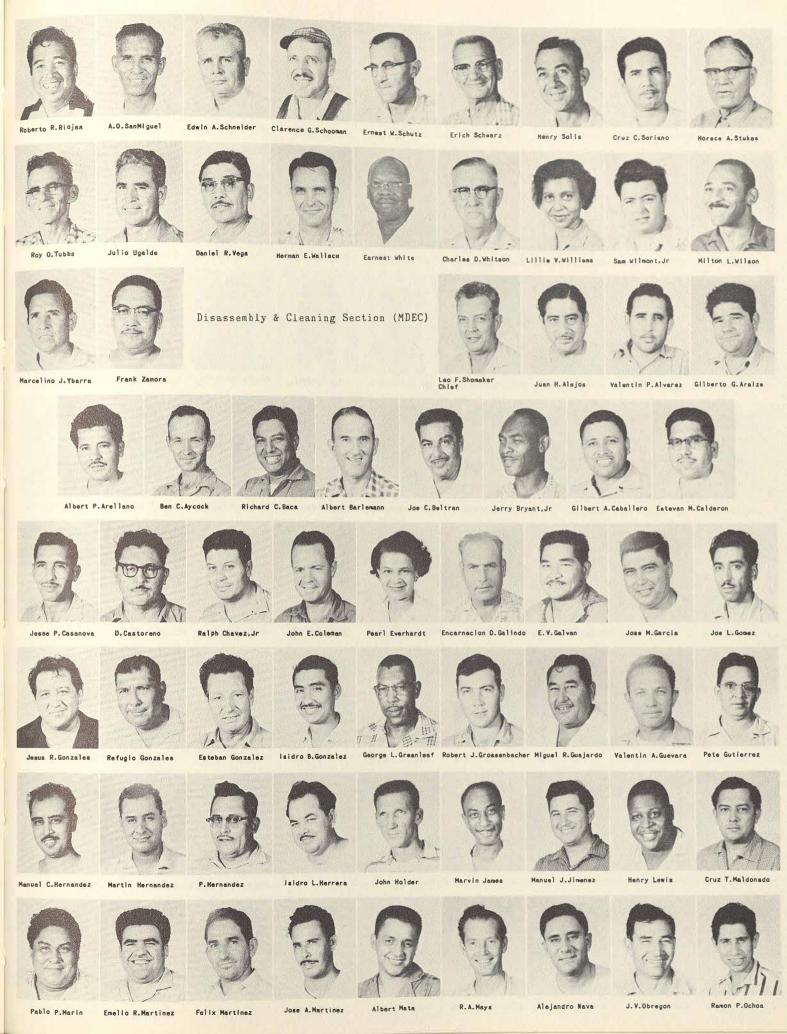


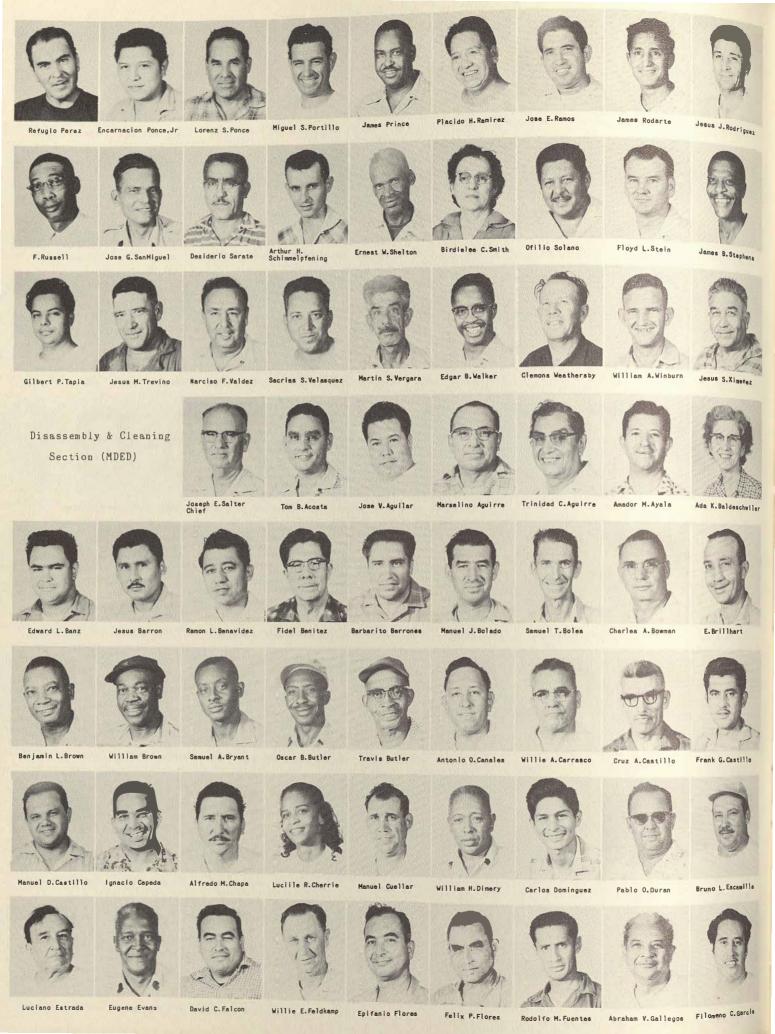


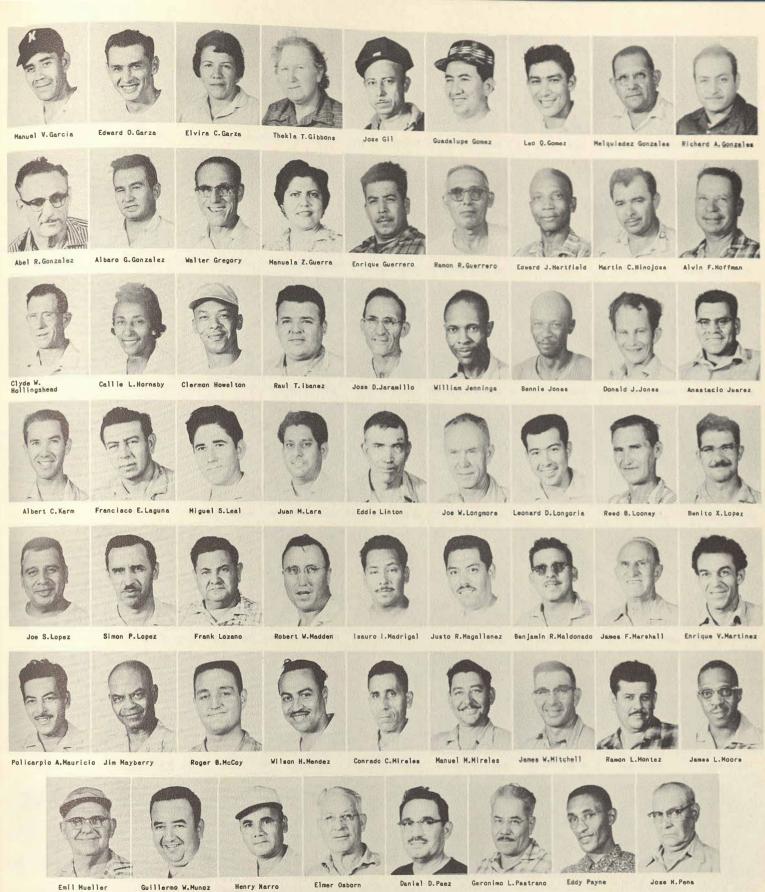




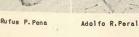
Alex G.Quintero Willis R. Roberson Tommie S. Robinson Sifredo S. Rodriguez













Ramon A. Perez



























William A.Glasgow







Antonio M. Gonzales Fernando G.Gonzales





Matt H. Gonzales









Johnnie T.Griffin Josephine L.Guadiano Tomas L.Guadiano







Manuel U. Hernandez



Marcelino S. Hernandez Raymond L. Hernandez



Daniel Herrera









Silverio C. Huron



Blas N. Ibarra





Joseph J.Johnson, Jr



Lawrence Keese



Billy M.Kunkler



Arturo Landrove



Primitivo Leija







Padilla C.Lino



Pablo C.Longoria



Emilio C.Lopez



Federico Lopez



Margarito F. Lopez



Ramiro V. Lopez









Weldon E.Mangum



Rudolph J. Mann









Vicente R.Martinez, Jr George R.McKeen









Mandrew Mitchell





Stanley F. Moczygemba

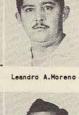


Eddie O.Molina













Fidel G. Munoz





Sidney F.Nelson







Reynaldo C. Padilla















Willie Q.Perez





Henry W. Phillips Benjaman L.Pierce



Leonard L. Prather







Fernando L. Ramirez



Jose B.Ramirez



Hector Ramos



Emiterio C. Rangel







Trinidad C. Rendon



Gerald B. Reynolds





Jose M.Rios



Jesse J.Rivera







Clemente G. Rodriguez Raul G. Rodriguez











Beakley Russell



Mike G.Saenz

















Arturo G.Sosa



Rudolph C. Sosa





William F. Sova



Clarence A.Strom



Benhard Synatzske













MDEO















Samuel H. White











Julian O.Aguilar











Robert L. Anderson





Joe Applewhite











Piston Engine Parts Overhaul Section

Verner W.Marburger Chief





William Adams



Hugo Agold



Edward T. Aguilar



Joe R. Aguilar



Julio Aguilar



Harry R. Ahrens



Jessie L. Allen



Primo F. Acosta

Jose Alva



Henry M. Al varado



Raul T. Alvarado



Joe A. Amaya



Hans Anderson



Simon C. Arcos



Manuel D. Arellano



Richard R. Arias



Rudy C. Arzola



Dewitt T. Atkinson



Antonio Ayala









Saragoza Barbosa



Archie W. Barker



Mike J.Belto



I.V. Benavides





Edward L. Bierschwale



Marvin W. Blanton



J.T.Bond



Jose C. Bonilla



Elmer M. Bowen



Alonzo Brock



Charles R. Brownrigg



Stewart S. Bryden



Thomas E. Busch



Kizzie O.Byrd



Lorenzo M. Cabrera





Paul Campos



Ernest S. Cantu



Ignacio G. Cantu



D.G. Cardona



Angel S. Carranza



Johnny D. Carranza



Virgil B. Carter



W.R. Carter



Raul C. Casanova



Jewel Cash



Rudy M. Casias



Gabriel S. Castillo



Simon Castillo, Jr



Donaciano Cavazos



Ezequiel H.Cerda



Joe R. Cerda



Oscar Cervantes











Edgar R. Clayborne





Louis Cruz

Hezekiah Davis

J.W. Davis

Wendell C.Davis, Sr



Arnul fo M. DeLeon



David C.Delgaso



Louis C.Delgado Mildred G. DePuey









Werner A. Diebel







George S. Dorn



Oran O.Drumm



Ruben M. Duarte





Joe W. Elam



James Ellis



Arthur R. Escobedo



Frank G. Estrada





Manuel M. Felan



Esteban Fierros















Carl Fortenberry



William A. Foster



Dorothy M.Franklin



Leroy Franklin











M.M.Galvan



Stephen M. Gamble



Armando P. Gamboa



Abram R.Garcia



Agripino S. Garcia





Antonio C. Garcia Guadalupe F. Garcia



Maximo G. Garcia





Gilbert A. Garza





Ben W. Gawlik



Clayton T. Gay







Floyd H.Gldeon





enneth E.Glover



Carlos G. Godin



E. Godoy







Adolfo V.Gonzales Cipriano C.Gonzales



Damian F. Gonzales



Julian V. Gonzales



Santiago C.Gonzales



Inez R.Gonzalez











Ernest Guerra

















Willie C.Guzman





Robert O. Haby

Franklin Hemphill



Fred E.Hester





Adolph C.Jenschke

Robert L.Hill



Arthur H.Jentsch

Earl L. Hamilton







Roy E.Johnson



Wilson S.Jones















































David B. Martin

Edward Martinez





















































































































Mariano A.Reyna



















Enrique V. Rodriguez Frank V. Rodriguez

Martin T. Rodriguez















Richard L. Salazar

Clinton G. Salzman





Pedro S. Satarain





Oscar C.Schlichting





George Schoelzel



Willie L.Schultze Herbert R. Schwencke











Myrtie L.Smith







Carl T. Stibbens









Codvill Tealer











John Thompson



Wilburn G. Thompson









Genovevo C. Tovar



Virginia D. Tracy



Ernest O.Urbanowiez







Robert L. Van Camp



Pelva J. VanWinkle













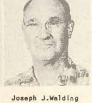
Patricio C. Viera



Oscar L. Vieyra



























Leroy F. Henze





Joseph O.Hernandez Santana D.Hernandez















Maria H.Jaramillo Arleater J.Jefferson







John H. Kennedy



Horace H. Kerckhoff



Clifford N.Kinser



Erick Kuykendall









Rafael L.Lopez



Jesus C.Luna









Gilbert M.Medina



Jose A.Medina



Juan G.Mendez









Frank E. Moore



























Antonio Rico, Sr

















Arthur L. Roe







Casimiro A. Sanchez













Paul R. Garcia



Pedro R. Garcia John Gardley,Jr



Ernest K.Garza



Toribio V. Garza



Abraham Gomez



Eseguiel Gonzalea Gonzalo H.Gonzales



Polito F. Gonzales



Leonard T. Grogan





Armando L.Hernandez Ignacio G.Hernandez Jose J.Hernandez







Martin O.Hernandez Pablo 1.Hernandez









James A.Jackel



Waymon Jackson



Woodrow Jackson





Lester W. Johns





Durwood O.Johnston



James A.Jones



Joe T. Kaufman



Cornelius Kemple





Charles M.Kieltyka Herman E.Knappick



Evelyn L. Kneupper









Tony I.Lopez



Arthur G.Lujan







Rodrigo E.Madrigal



Raul Mancillas



N.Z.Martinez



Nicanor H. Hartinez









Fernando B.Mendoza







Vincent C.Morales



Raul R.Muniz



Louis G.Munoz



Clyde J.Noffsker





Martin J.O'Reilly



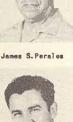
Pete G.Ortiz



W.L. Outlaw















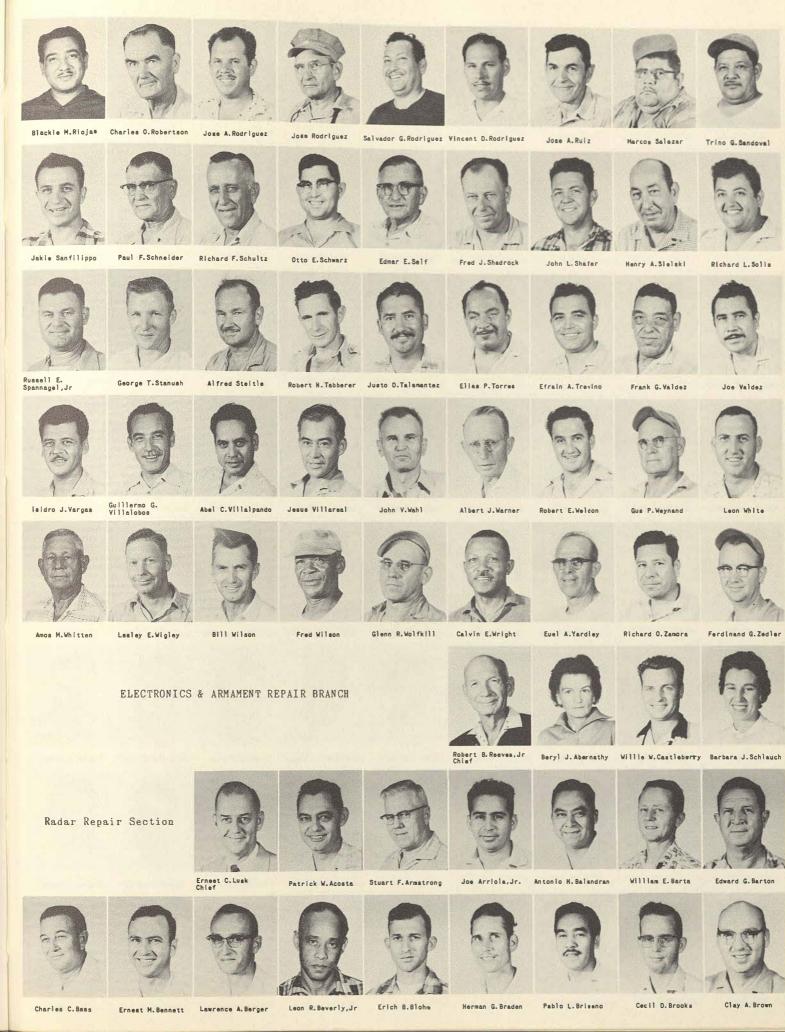
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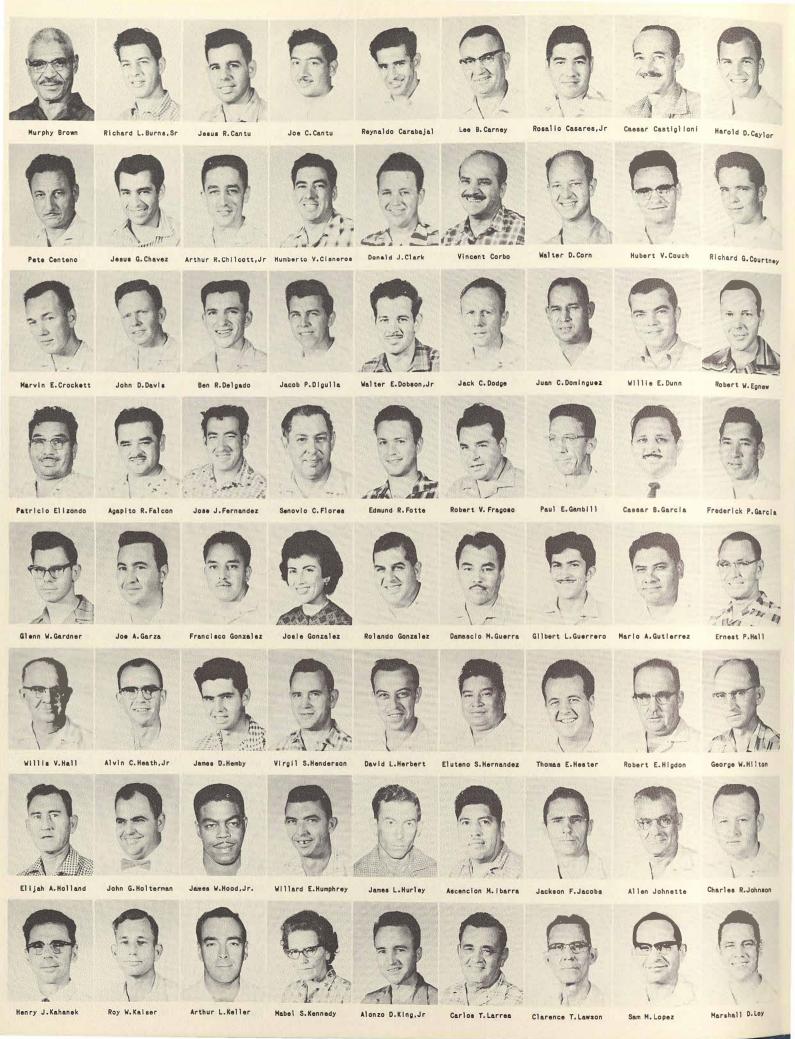
Earl L.Reed

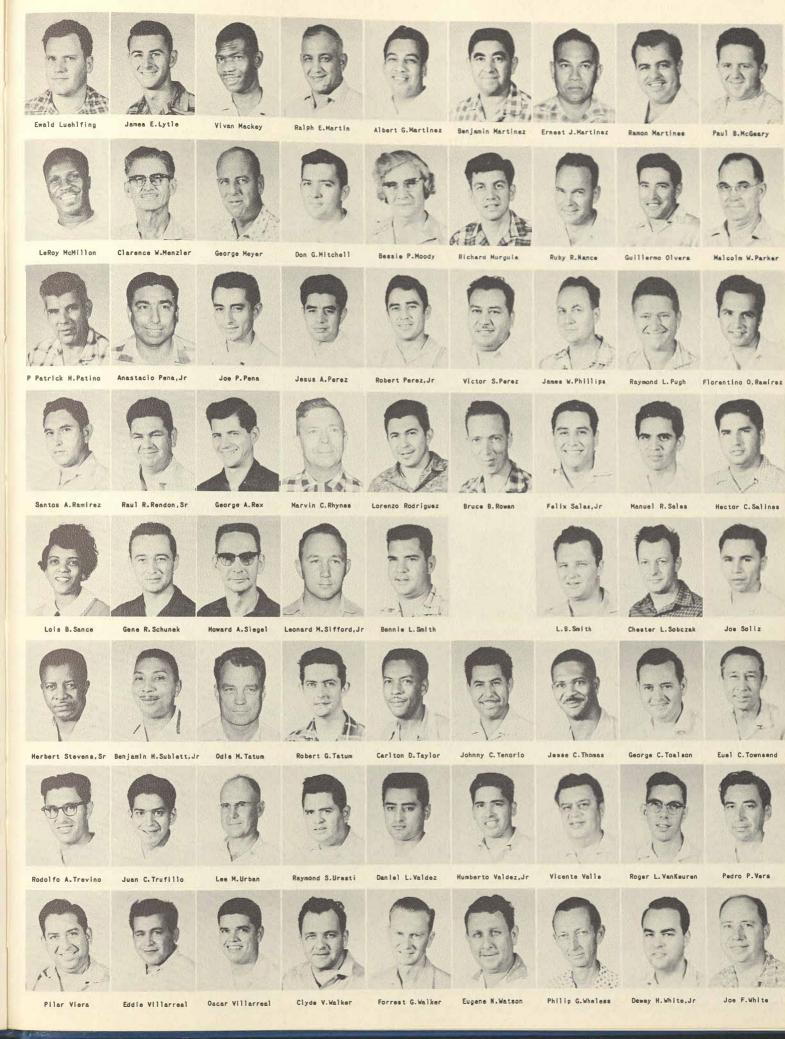
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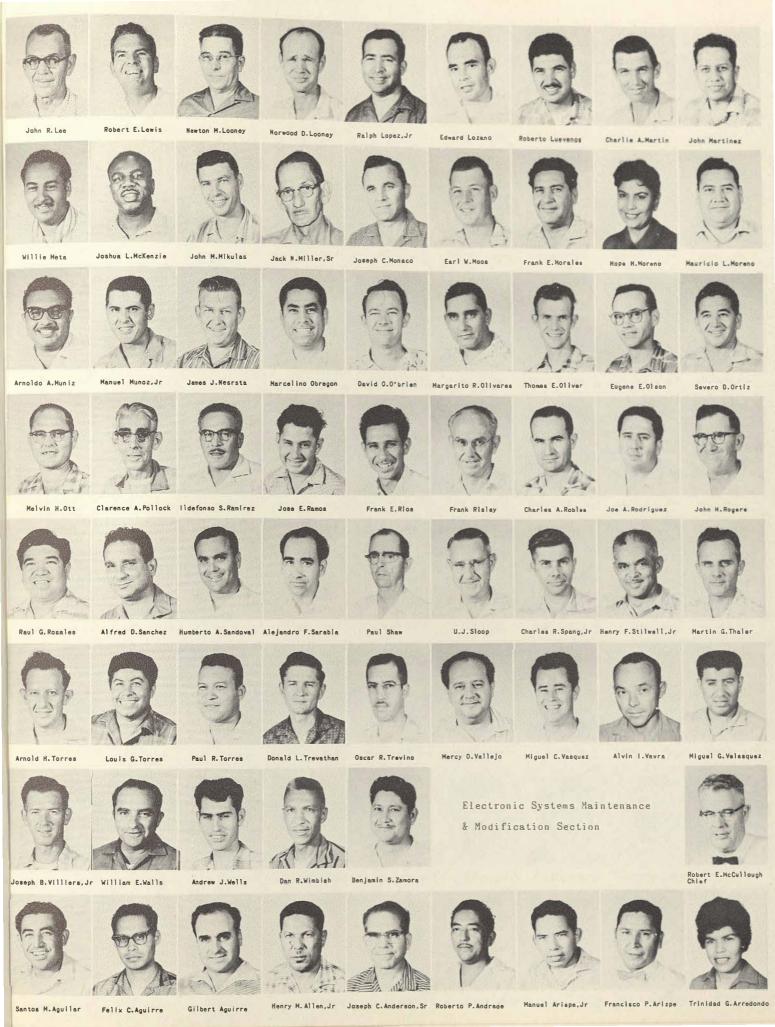




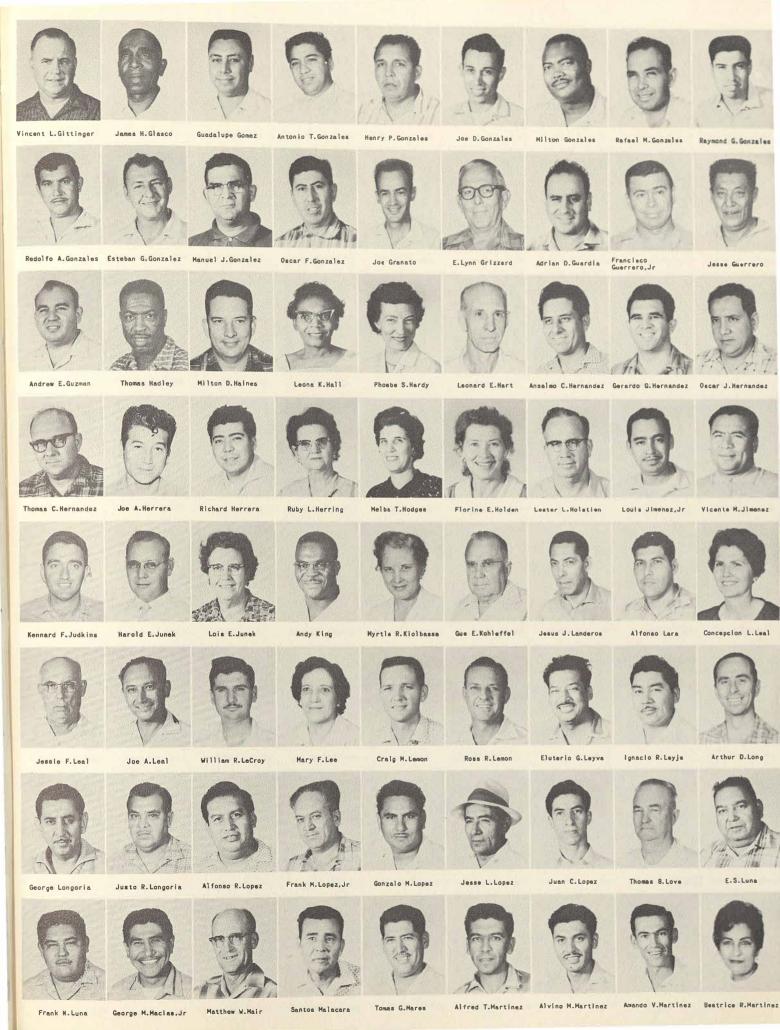


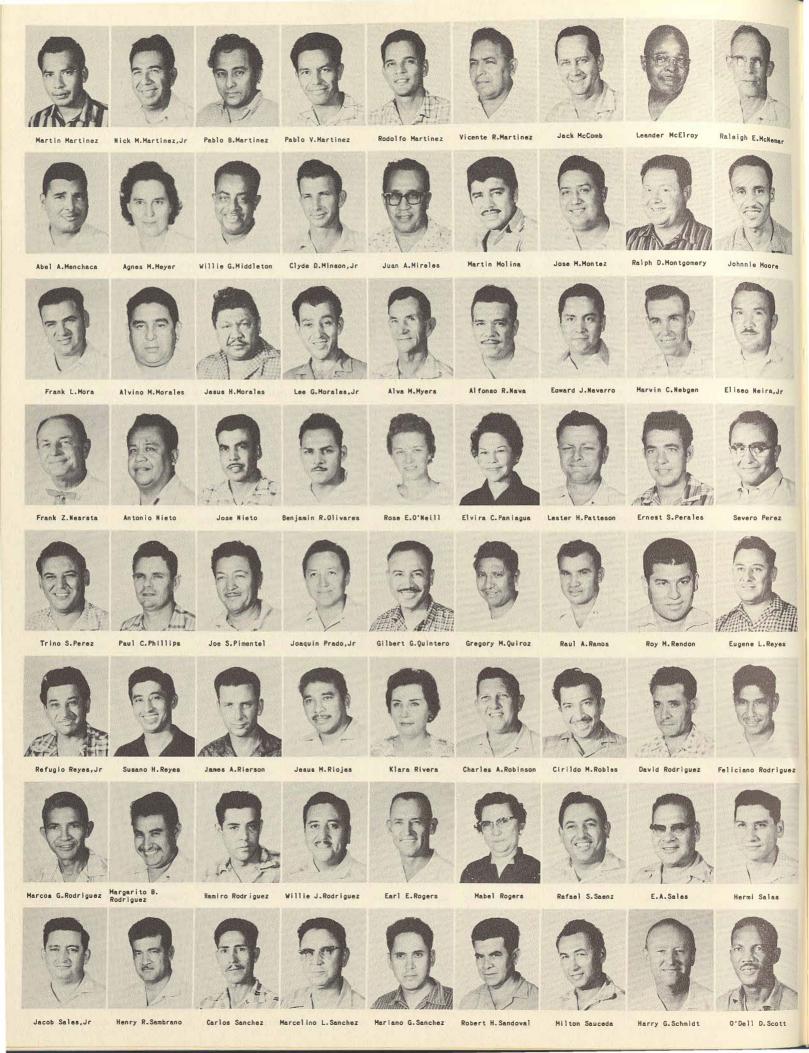


















James R.McElroy Thomas A.McGarvie



William E.McVea



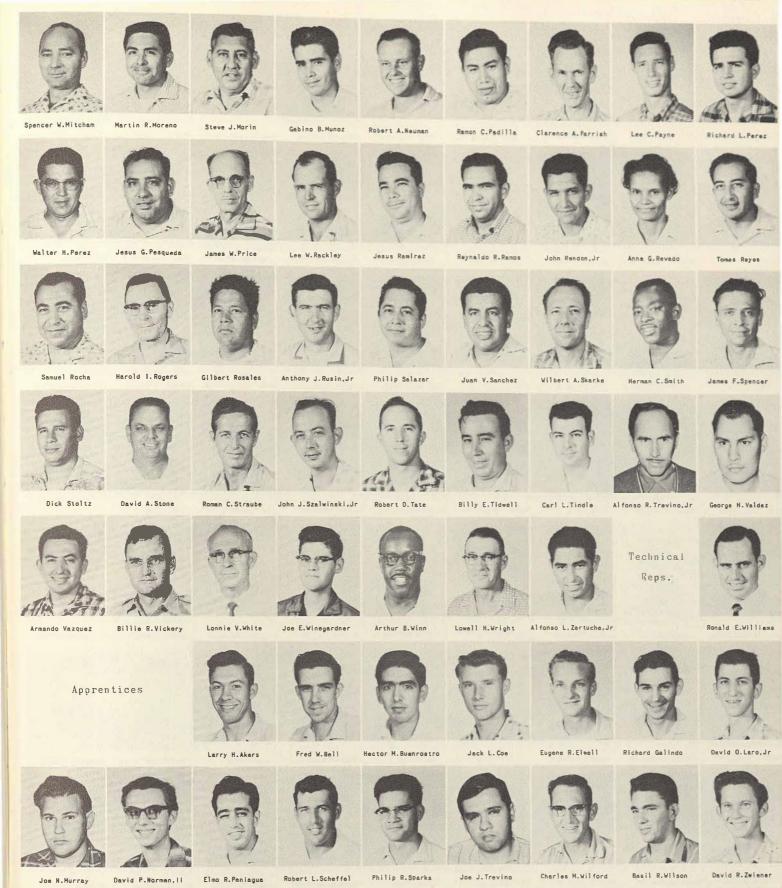








Raymond R. Mendoza



MANUFACTURE & REPAIR BRANCH





Geraldine A. Spence Rosie C. Galvan

Machine Shop Section

































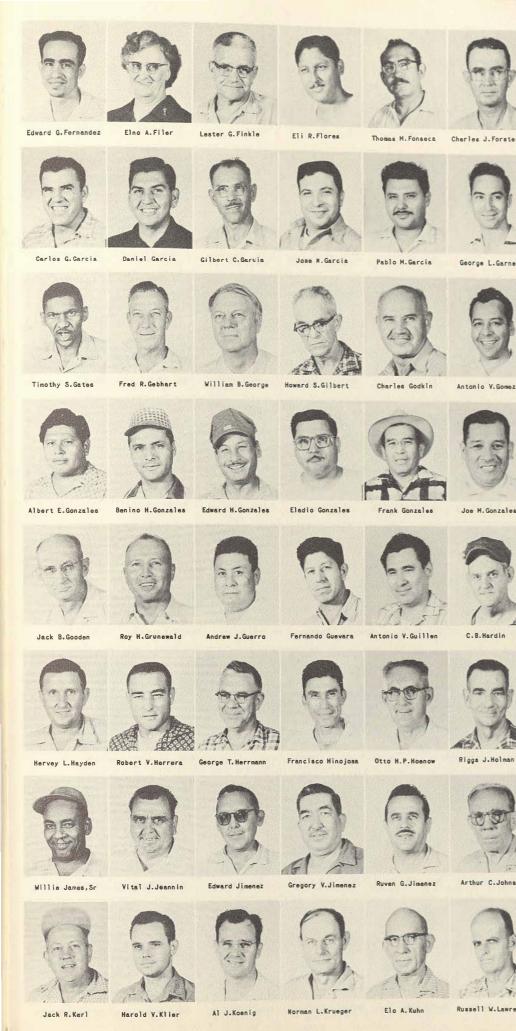


















Alfonso L.Garza





























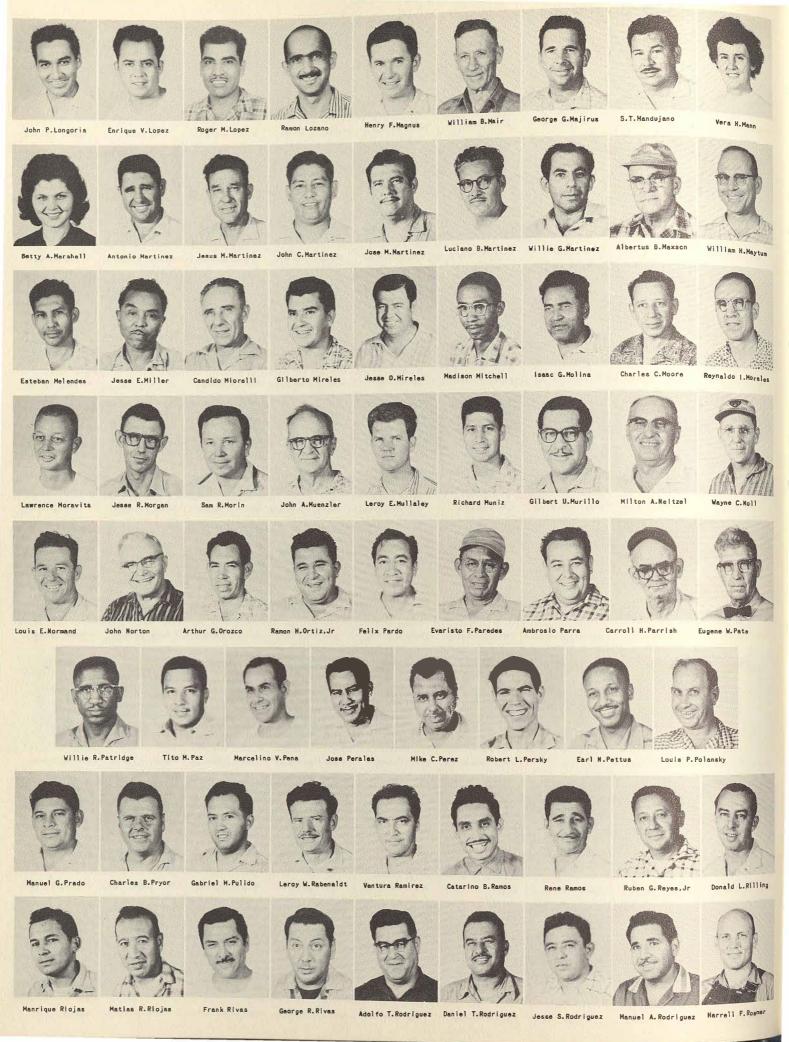


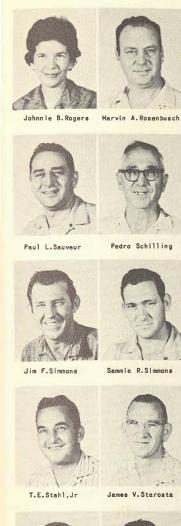




Joseph A. Hons















Armando J.Scott





























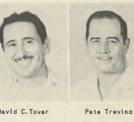


































































E. E. Ziegenbalg Gilbert C. Zaiontz

Sheet Metal Section















Arthur S.Acosta



















Calixto A.Barrientos















Stella M.Bishop





John W. Campbell







Julio C. Cantu









Epigmenio Calderon







David C. Cantu



















Eleuterio G. Covarrutias













Anna F. Clendening Romulo M. Colunga





























Ruth E.Drisdale

Norman C. Elbel

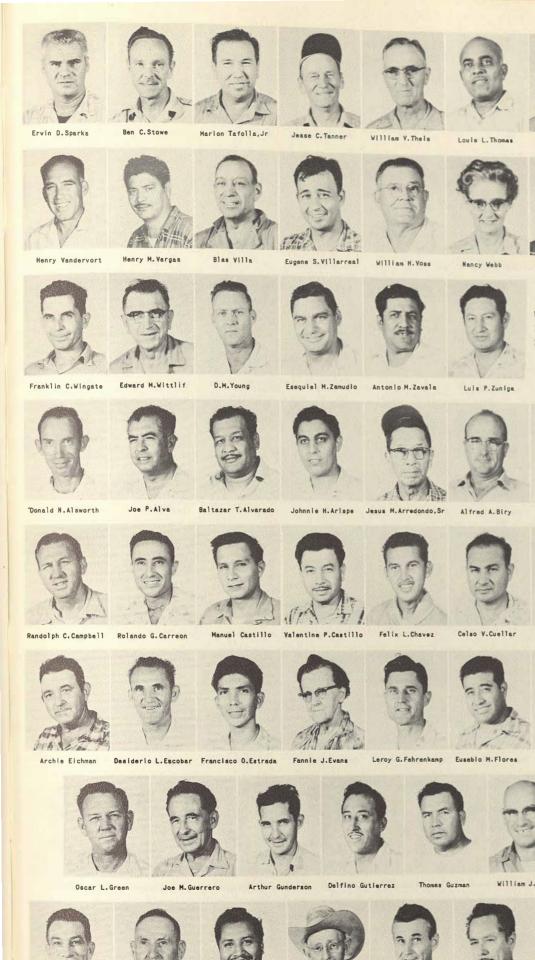
Alta M.Eliott

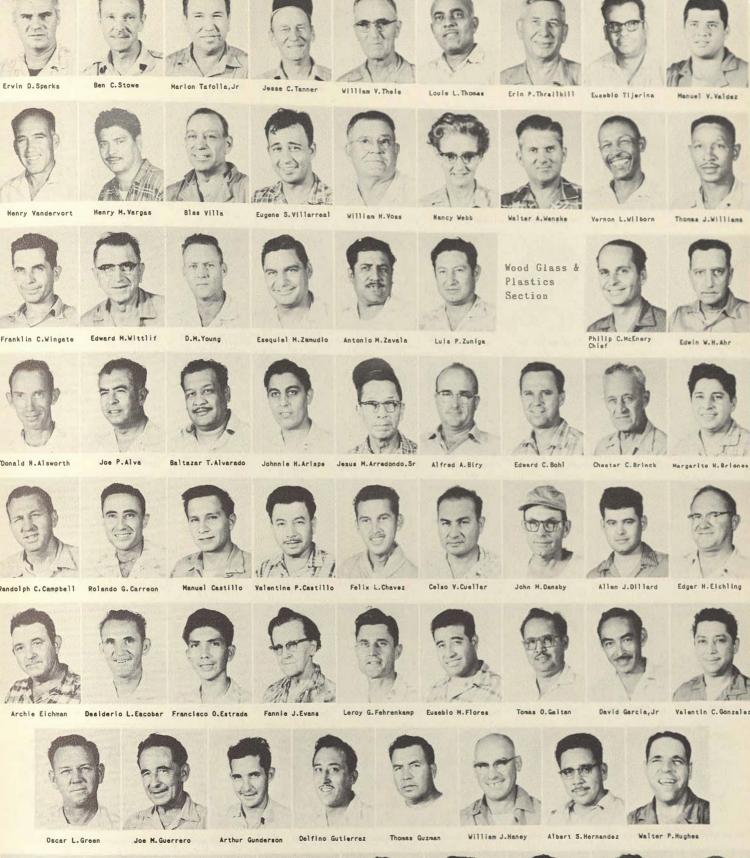




























William V. Theis



















Wood Glass &





































































Oscar L.Green



















John L.Biasiolli













Halbert E. Burell



Grace J.Caldwell



Jesse B. Canedo













Otila A. Casanova





G. Castaneda







Francisco Charro



























Namon Cunningham















Atanacio S.DelRio



Eugene Demus, Jr



Dienicio E.Donnell



Emil W.Dullnig



Horace Duncan











Manuel Espinoza



Gustino D. Esquibel









Alfred R. Fellabom













Guadalupe A. Flores







Clara B.Franklin















Joe S. Garcia, Jr















































































































Alfred W.Krueger

Armando C. Leyva







Daniel G.Garcia Robert Garcia Santos G.Garcia Lewis E.Grimes Guerrero.Jr











































Waymon Wilson

