reserve forces

Department of Defense

Annual Report of the Secretary of Defense on Reserve Forces Fiscal Year 1975

THE SECRETARY OF DEFENSE

JUN 8 1976

MEMORANDUM FOR THE PRESIDENT

SUBJECT: Annual Report of the Secretary of Defense on Reserve Forces for Fiscal Year 1975

This forwards a copy of the Department of Defense "Annual Report on Reserve Forces for Fiscal Year 1975" which is submitted to the Congress in accordance with Title 10, United States Code, section 279. The Report discusses the accomplishments, problems and future role of the National Guard and Reserve in the Total Force.

The Total Force Policy continues to dominate Department of Defense actions concerning the Reserve Components of the United States. These forces are becoming fully integrated into every aspect of our contingency planning and are a vital link in our national security policy and strategy.

The Total Force Policy is a central element of planning throughout the Department of Defense, involving among other things, actions designed to strengthen the capability of Reserve forces to immediately and effectively augment Active forces upon mobilization. With Active forces now at the minimum level required for national security, the Total Force Policy will strengthen both Active and Reserve forces, thus increasing overall Defense capability within available resources. The Department of Defense objectives for coming years should accelerate the following in the role of the Reserves in the Total Force:

-- Modernization of our Reserve forces, providing mission capable equipment compatible with Active force equipment.

-- Better management of Reserve forces and supporting programs: for example, the Individual Ready Reserve, active force advisors, training, supervision, and evaluation programs to provide greater capability for the money spent.

-- Increased recognition that useful Reserves are essential, but non-essential forces are an unaffordable luxury: as an example, Reserve units and individuals not required in the force structure should either be converted to higher priority missions, transferred to unmanned status, or eliminated.

-- Increased integration of Active and Reserve forces: specifically to simplify the transition from peacetime to wartime operation after mobilization, improve training, increase readiness, and improve the capability for rapid deployment after mobilization. These trends will continue to increase the nation's reliance on the Reserve forces for mobilization and provide a greater Reserve contribution than has ever been achieved.

Reserve Component forces now add flexibility to the Active force capability to meet all contingency plans.

Selected Reserve units continue to represent approximately 30 percent of the immediately available organized and trained military manpower available to the nation. The total Ready Reserve (Selected Reserve and Individual Ready Reserve) represent almost 50 percent of the total Active and Reserve forces combined. Within these aggregate totals the Selected Reserve forces continue to provide almost 50 percent of major land combat forces, 57 percent of Tactical Airlift Squadrons and 43 percent of strategic Airlift crews, 70 percent of Air Defense Interceptor Squadrons, and major portions of some specialized Navy operational capabilities such as Surface Minesweepers, Riverine Combat forces, Naval Control of Shipping Units, and Amphibious Beach Groups. Reserve forces also represent approximately one-third of total Defense capability in Air Force Tactical Fighter Squadrons, Navy land based ASW patrol planes and Army helicopter forces.

The Guard and Reserve Components provide our only source of immediate augmentation for the Active forces. Our reliance on these forces under the Total Force Policy and their acceptance of this responsibility is apparent in the gains made in readiness improvement. As we move to strengthen the Total Force in future years, your continued support and assistance will be instrumental in developing further innovative methods by which the Reserve forces may continue to fulfill their role as full partners in the national security establishment.

Because of the changing federal fiscal calendar, the next iteration of this report and those of the individual services, will encompass Fiscal Year 1976 and the 19TQ quarter in one report.

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Honorable Nelson A. Rockefeller
President of the Senate
Washington, D. C. 20510

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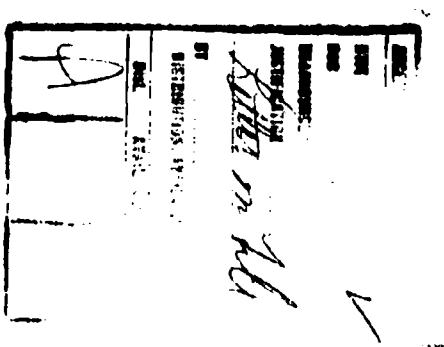

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Speaker of the House of Representatives
Washington, D. C. 20515

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ANNUAL REPORT ON RESERVE FORCES TO THE PRESIDENT AND TO THE CONGRESS FOR FISCAL YEAR 1975

TABLE OF CONTENTS

DoD SUMMARY EVALUATION OF

NATIONAL GUARD AND RESERVE FORCES

FISCAL YEAR 1975

A. RESERVE COMPONENTS IN THE TOTAL FORCE

During Fiscal Year 1975, the strong and evolving role of Reserve forces in the Total Force continued its development. Our national security policy is based on a concept of defense which requires that we maintain, with our Allies, a mutual balance of forces. In the present environment, that balance can only be maintained in the United States by relying upon Reserve forces to perform vital missions. Active forces alone are not sufficient. While the United States has been reducing its active manpower levels, the Soviet Union has enlarged its armed forces by more than one million men during the past decade. In Europe the Warsaw Pact forces outnumber NATO in many important categories of military resources. Thus, the situation we face requires that we do even more with what we already have. We must make the most efficient possible use of all our forces. Active forces must perform the missions of peacetime deployment and in most early combat employment. Reserve forces are relied upon to perform important combat and combat support missions which active forces cannot perform at their reduced force levels. Accordingly a variety of vital strategic and tactical missions have been assigned to the Reserve Components.

Using the Reserve forces as an effective part of our national security stategy has required a change in the concepts of reserve utilization and mobilization. We can no longer expect to be given time for a slow-moving general mobilization of the type which occurred during World War II. We must be prepared for rapid deployment of Active and Reserve forces in the event of hostilities. The warning time for any future conflict is likely to be short, and it must be gainfully used to the utmost. The Reserves have been assigned important front-line missions essential to national security. Thus, Reserves must be ready and available to respond rapidly to a national emergency if our defense posture is to be viable. We must have a responsive and immediately available combat capability in the integrated Active and Reserve forces in the event of war.

For these reasons, programs to improve Reserve force use, readiness training, and availability are being emphasized. The crucial role of Reserves in our national security posture is recognized, and these programs are being given increased emphasis.

essential new missions within the capabilities of the Reserves and within the constraints of the Secretary of Defense planning guidance are being identified. We are assigning these missions to the Reserves, and demanding good performance. If there is doubt about the Reserves' capability to perform a mission, that capability is being tested before the mission is assigned. The Reserves also are being provided with modern equipment.

We have placed responsibility on the active forces for improving training of the Reserves. The planning and management of Active and Reserve Component forces are being integrated into a coherent whole. Thus Total Force continues its evolution from a dimly perceived, but no less real, existence exemplified in history by the Minutemen; to the avowed "concept" of the early 1970s; to today's stated "policy" which influences Department of Defense planning.

B. ACCOMPLISHMENTS

With the Total Force Policy permeating National Guard and Reserve actions during Fiscal Year 1975, the Reserve Components have worked diligently to improve their capability to fulfill their assigned mobilization missions. They continued to review and refine their force structures in response to changing requirements as new missions and equipments were received and old equipment became obsolete and certain missions became of lower priority. Efforts to maintain authorized manning levels in the all volunteer environment with an appropriate mix of non-prior service and veteran personnel showed increased success. Improved training techniques using modern educational methods and increased on-the-job training in a "real-world" operational environment created an atmosphere conducive to increased skills and knowledge for the reservists. Increased mutual support between Active and Reserve Component units, where geographically possible, contributed to the opportunities for hands-on training with the most modern operational equipment. Although equipment diversions in support of higher priority national interests continued to slow the modernization of Reserve Components, there were some marked improvements in readiness through acquisition of some combat capable ships, planes, and vehicles and through redistribution of other equipment from lower priority units to higher priority missions. Furthermore, plans were initiated to provide substantially increased quantities of improved combat capable equipment during future years. All of these factors have contributed to an increase in overall readiness, although decreased readiness in some specific types of units has been observed.

1. Force Structure

The Services continued to review the Reserve Component force structures to insure that they support changing requirements. The Army's creation of three new active divisions with an affiliated National Guard

of Reserve brigade organic to each division is being accompanied by other increases in affiliated or roundout maneuver battalions bringing the total number of affiliated battalions to 89 at the end of FY '75. Other changes in the structure of the Army National Guard included reorganization of three divisions, inactivation of Nike Hercules batteries and activation of assault helicopter companies and medical helicopter detachments. Army Reserve structure changes included a new maneuver training command, an assault helicopter company, four new units in Puerto Rico, reorganization of medical, Civil affairs and Training Commands, and inactivation of all USAR units in the Virgin Islands. The Navy Reserve continued the implementation of the major restructuring begun in 1974. Because of the many changes required by this restructuring, accompanied by changes in strength and in requirements, significant imbalances in the population of Naval Reservists resulted in the relocation of almost 200 units. Major Air Force structure changes occurred in the Air National Guard with the conversion of Air Defense Fighter Interceptor squadrons and Special Operations squadrons to Tactical Fighters and Air Rescue and Recovery squadrons. Other ANG changes resulted in activation of 36 new units, inactivation of 67 units, and conversions of 29 other units. There was relative stability in the Marine Corps Reserve, the Air Force Reserve and the Coast Guard Reserve, with only minor modifications occurring.

2. Manning

The various Reserve Components achieved mixed success in manning throughout 1975. Changes in authorized strengths created situations of uncertainty and flux in the USAR, USNR, and USMCR. Although, as shown in the below table, several components did not achieve authorized average or year-end strengths, all components did show increased capabilities to recruit in the all-volunteer environment. Although the pool of veteran servicemen continued to provide the majority of new accessions, all components exceeded their prior years performance for accessions of non-prior service personnel. Improved quality was observed among recruits as shown by, (1) the increased number of high school graduates (prompted by the program to permit high school seniors and graduates to drill with pay prior to attending initial training) and (2) the increased percentage of recruits in higher mental categories. Marked increases were also observed in accessions of minority personnel and women. Retention among first term enlistees continued to improve while veteran retention generally remained stable.

...ED RESERVE STRENGTHS FY 1975

Components	Actual End Strength	Actual Average Strength	Authorized Average Strength	% of Authorized Average Strength
ARNG	394,720	394,119	400,000	98.5
USAR	225,057	229,901	225,000	102.2
USNR	98,235	107,951	111,909	96.5
USMCR	32,391	32,201	36,703	87.7
ANG	95,360	93,976	95,000	98.9
USAFR	50,691	46,589	51,319	90.8
DoD Total	896,454	904,737	919,931	98.3
USCGR	11,812	11,697	11,700	100.0
GRAND TOTAL	908,266	916,434	931,631	98.4

b. Training

Fiscal Year 1975 saw many innovations and improvements in training among all of the Guard and Reserve Components. One of the training concepts that is being adopted most vigorously is the closer integration of Reserve forces with active service units for training purposes as well as for post-mobilization purposes. When reservists become involved in actual active force missions or combined exercises, and use their own, or the active units' equipment in a real world, "hands-on" environment, a noticeable increase in interest, initiative, morale, and readiness occurs. In addition, the active force gains knowledge, understanding, and appreciation for the capability and limitations of the Guard and Reserve Forces. Notwithstanding the benefits that close integration with active units can provide, the fact remains that there are many Guard and Reserve units that are not in close proximity to active service units. Therefore, it has also been necessary to improve the quality of training aids and devices and to provide more realistic training in those locations where close association with active forces or participation in active missions is not possible.

The Army has expanded its affiliation program whereby Guard and Reserve units are specifically assigned to CONUS based Divisions or Brigades for training and/or mobilization purposes. These units train with or under the supervision of the active units and frequently gain access to active unit equipment to enhance their training. A newly developed Army Training and Evaluation Program (ARTEP) focuses on the

performance of specific unit missions and tasks, prioritized on the basis of complexity and contribution to unit readiness to perform its mission. Accompanied by new Soldiers Manuals for different military occupational specialties (MOS) which accomplish the same function for individual soldiers, the unit commander can now stress training for readiness on a priority basis, moving from basic individual or team skills to the more complex unit evolutions. He can also test the training accomplishment of individuals with a performance test.

With its major reorganization and restructuring the Naval Reserve has identified specific mobilization missions for its units, aligning them to active duty missions and units they will augment when feasible. Accompanying this reorganization has been the establishment of 18 Readiness Commands which provide 43 centralized training facilities for shipboard training using modern training techniques and equipments. These centers contain Ship Operation Trainers (SOT), a shipboard simulator complex, where shipboard exercises can be conducted; common skill shops where "hands-on" practice of training in individual skills is available; and multi-media audio-visual facilities, which are still in a development stage. Naval Reserve ships continue to conduct training operations under the cognizance of operational fleet commanders. During underway training operations they participate in fleet exercises and operational missions with active ships. Marine Corps Reserve units continue to emphasize field exercises supplemented by classroom training as necessary. Both officer and enlisted reservists also complement unit training by periodically attending formal schools for basic and advanced proficiency training or to acquire or improve technical skills. In Fiscal Year 1975, organized Marine Corps Reserve units participated in three Reserve air/ground exercises during annual training.

The Air Reserve forces continue to emphasize actual operation of equipment under realistic conditions as their major method of maintaining readiness. The Air Force Reserve associate program with Military Airlift Command active C-141 and C-5 squadrons and the participation of Tactical Airlift units in active force operational missions provide continuing opportunities to train in "real-world" operations. Air National Guard interceptor units participate in actual runway alert missions. Tactical Airlift squadrons, Tactical Fighter squadrons, and Communications units participate in active force exercises and deployments. Formal training programs are conducted to qualify new personnel and to transition to new types of equipment when required. Schools are also conducted to train individuals in specialty skills at basic or advanced levels as required.

Training of the Coast Guard Reserve centers on the program of augmentation training -- on-the-job training for mobilization through actual performance of similar tasks in day-to-day Coast Guard operations. Through this "hands-on" training, working with regular Coastguardmen, Reservists continue to gain skill and experience with the equipment used

in today's Coast Guard under actual operational conditions. This training coupled with formal training at training centers and Reserve units provides the balance needed to assure the required level of readiness.

4. Equipment

During Fiscal 1975 improvements in the acquisition and distribution of equipment continued to be achieved. Progress was made in both filling existing shortfalls and in modernization and replacement of obsolete items in the inventory. Aircraft modernizations continued in all components. Additional F-106 and A-7 fighters and C-130 airlift aircraft replaced F-102's and C-124's in the Air National Guard, newer A-4's replaced more aged versions of that equipment in the 4th Marine Air Wing, and the Navy Reserve attack carrier wings have commenced transition from F-8 to F-4 fighters while P-3's continue to replace the obsolete P-2's in the ASW patrol squadrons. Five destroyers were retired from the Naval Reserve Fleet and six ocean minesweepers were received from the Active fleet. Maintenance records show generally improved equipment status in all components, although some deficiencies continue to exist where units continue to rely on aged equipment. Reassignment of missions and redistribution of equipment within the Army Reserve Components, through intensive efforts to improve the management and control of assets, have resulted in improved equipment readiness status for the higher priority units. Continuing shortages of some equipments and the inability to achieve greater improvements because of diversions for foreign sales or other requirements of a higher national priority adversely affected the ability to achieve the higher equipment levels that had originally been programmed. Shortages in modern electronics and communications equipments, anti-tank weapons and standard medium tanks continue to be the most severe equipment deficiencies.

5. Readiness

The overall readiness status of the various Reserve Components showed significant improvements during Fiscal Year 1975. Where in the Army Components only one separate brigade was able to attain marginal readiness in Fiscal Year 1974, over one-half the major combat units in the Army National Guard and Army Reserve reported attaining this minimum level of readiness this year. Increasing numbers of units which have achieved company level readiness are now establishing battalion level proficiency as their objective. In the Air Reserve Components all Air Force Reserve flying units and 85 percent of Air National Guard flying units have attained minimum readiness goals, with most reporting substantially or fully ready to perform their mobilization mission. All but one of the Air National Guard units that are reported as not ready were in the process of equipment transition. Most Naval Reserve units generally improved their readiness. Seventy percent of the Ship, Squadron and Other Reinforcements Units reported marginally ready or better and the number of Naval Reserve Force ships achieving minimum

readiness objectives increased by 75 percent from the previous year. The readiness of Naval Air Squadrons was slightly degraded, primarily because of supply and ground equipment shortages and engineering difficulties with A-7 tactical aircraft. The 4th Marine Division/Air Wing remains ready to mobilize and accomplish whatever missions it is assigned. More than 80 percent of Coast Guard Reserve units reported substantially ready or better and only a few units were not ready to perform their mobilization missions.

The primary reason that units in the various components were not able to achieve even higher readiness centers around continuing equipment shortages. There are instances where manpower shortages also continued to impact on readiness, but generally manning levels and the status of training were adequate to achieve minimum readiness objectives if equipment shortages could be obviated. This was demonstrated in the observed capability of Guard and Reserve units to satisfactorily perform their missions in those instances where they conducted joint exercises with Active forces or when they were called to volunteer for service during local natural disasters or domestic civil disturbances. Guard and Reserve units participating in these types of activities invariably demonstrated a high degree of competence and capability which can be readily equated to their readiness for mobilization.

C. PROBLEMS/ISSUES

All of the specific problems that affected the National Guard and Reserve Components in Fiscal Year 1975 have a direct relationship to the basic issue of improved overall readiness. Perhaps the single item which attracts the most attention of managers in the Reserve establishment is the question of how to improve the quality and increase the efficiency of unit training. While the specific issues of turbulence in force structure and organization, recruiting and manpower, and equipment directly affect overall readiness, they also affect the requirement for and capability to provide high quality training either directly or indirectly.

During the past two years the National Guard and Reserve Components have experienced a considerable degree of instability and turbulence in their organization and structure. The Army National Guard and Army Reserve have undergone significant reassignment of missions and priorities for deployment. The Naval Reserve has been completely restructured with major programs being disestablished or revamped. The Air Reserve Components have experienced major mission changes as new equipments and missions have replaced obsolete functions. These organizational changes have all been required in the interest of insuring that the Reserve forces remain valid with respect to dynamically changing requirements. While ultimately the Total Force will be stronger and more responsive in the event of mobilization, the short-term adverse effects of major

structural changes on Reserve Component units must be recognized. By virtue of the primary responsibilities to civilian occupation and family, the Reservist is tied to a particular geographic location. The skill resources in the Reserve manpower pool cannot be flexibly relocated to locations where organizational changes would require them. Thus, the responsiveness of the Reserve Forces to sweeping organizational and mission changes is not as rapid as in the active forces. Because the average reservist is available for only 38 training days per year, retraining because of structural changes takes longer to accomplish. Reorganizations which remove the requirement for personnel in skills which they have worked for many years to acquire tend to create undesirable personnel turbulence.

The nationwide problems involving energy shortages have also affected Reserve Component training. Travel and transportation restrictions because of increasing costs and organizational policy have reduced the mobility of units and individuals to train at locations where optimum training is available. Fuel shortages for organizational equipment (tanks, ships, vehicles, planes, etc) diminished the amount and effectiveness of operational training evolutions and exercises that could be conducted.

While shortages of modern combat capable equipment impacted most directly on overall readiness, there was also a significant adverse impact on training capability. The continuing requirement to train with obsolete tanks, communications equipment, ships, and aircraft and/or the lack of sufficient equipment with common capabilities to conduct effective training places a real burden on unit commanders. While the equipment situation is continuously improving, as stated previously, the constantly changing technology of warfare creates an evolutionary aspect to the problem which will probably exist in some degree for a long time to come.

Manpower and recruiting problems also directly affected readiness as well as impacting on training through increased requirements for retraining or for initial skill qualification. Since the outset of the no-draft era, we have had to rely to a great extent on veteran volunteers to meet our strength needs. Although the recruiting of veterans has allowed us to meet our goals, over-dependence on veterans has created some problems. Since veterans come to the Reserve with their specialties already determined by prior training and experience, the ability to manage the specialties of personnel to match specific mobilization billet requirements is reduced because of geographic locations. In addition, large inputs of veterans increased the average grade and longevity of our manpower, resulting in higher pay costs. These were offset to some extent by reduction in the necessity to provide lengthy periods of initial training. As a result we have reached a point where we must now place greater emphasis on recruitment of young,

non-prior service personnel. A continuing input of non-prior service personnel is important for several reasons: to provide trained personnel in specialties not available to us through the veteran procurement program in the large number of lower grade non-commissioned and petty officers require and to insure a reasonable upward promotion flow--a flow which could become blocked as the result of large accessions of veterans in the higher grade levels.

D. RESERVE CALL-UP AUTHORITY

On April 30, 1975, the Department of Defense submitted to Congress proposed legislation which will:

"Enable the President to authorize the involuntary order to active duty of Selected Reservists for a limited period, whether or not a declaration of war or national emergency has been declared."

This is perhaps the most important piece of legislation affecting the Reserve Components that has been introduced since Public Law 90-168 was enacted by the 90th Congress.

The purpose of the proposal is to amend the provisions of Title 10, United States Code, in order to grant the President limited authority, when he determines that it is necessary to augment the active forces for operational missions, to order not more than 50,000 members of the Selected Reserve to active duty for not more than ninety days under conditions short of a declaration of war or national emergency as declared by either the President or the Congress.

This legislation is an important element in achieving greater reliance on Reserve Components for accomplishing the responsibilities of the Department of Defense. It is important that the President be able to augment the active forces with the Reserves for operational missions without having to declare a full-scale national emergency with all the attendant international and domestic implications this can have. Such authority could be used, for example, to augment our Strategic Airlift capability (and other areas as appropriate) in situations similar to that which occurred in the Middle East in 1973.

In the recent past, augmentation of the active force on a limited scale has been accomplished under current authority by relying on individual volunteers from among the Reserves. The limitations of this approach are quite apparent, however, particularly in those situations which may require the activation of entire units. There must be firm assurance of Reserve availability for employment in crisis situations, short of a national emergency, in order that active force commanders may place a high degree of reliance on the use of Guard and Reserve forces.

Another aspect is to have the Guard and Reserve readily available under conditions other than a national emergency or a declaration of war. Such authority would demonstrate our swift response capability for mobilization and would serve as a warning to potential aggressors and as an encouragement to our allies.

This legislation will enable the Services to plan for broader application of the "Total Force Policy" in satisfying contemporary national defense requirements. The "Total Force Policy" dictates that all available forces--U.S. Active Forces, U.S. Guard and Reserve Forces, and the forces of our allies -- would be considered in determining the Defense needs to meet future contingencies. In carrying out these missions, the volunteer potential of the Reserve Forces will continue to be fully exploited.

E. TOTAL FORCE STUDY

In June, 1975, the study of the role of The Guard and Reserve in the Total Force was completed and the report was transmitted to the Congress.

The ultimate goal of this study, which was initiated in August, 1973, was to insure the most effective mix of Active and Reserve resources, a concept which is integral to our Defense planning and readiness posture.

The basic findings and recommendations of the Total Force Study can be placed in three general categories:

1. The need for improved planning for mobilization and management of the various categories of manpower resources (i.e., Active service, Selected Reserve, Individual Ready Reserve, etc.) within the context of the priority of the various mobilization missions.

2. The necessity for combat capable equipment, comparable to that used by the Active service, in order that Guard and Reserve training time may be effective and that the Reserve forces may achieve and retain the readiness needed to perform as first line forces.

3. The need for increased integration of Reserve forces with their counterpart Active units and commands in order to improve training and readiness, and to develop organizational structures that can assimilate the Reserve units upon mobilization.

The implementation of the recommendations from this study will involve many actions which will take place over the next several years. Significant actions which are planned are:

1. To Improve Management of Manpower and Force Structure

A. Force structure that must be in the Selected Reserve for training or responsiveness is to be identified.

B. Units that are required for early deployment (+60) are to be identified, manned and equipped and be capable of response as required. Readiness reporting systems will be improved to reflect both current and projected capabilities.

C. To improve planning for and management of the Individual Ready Reserve (IRR) which will permit identifying requirements for IRR personnel and preassigning them against mobilization needs.

D. To develop, because of decreasing IRR size as a result of decreasing active forces and the all-volunteer environment, some method to retrieve already trained personnel from among recently dischared veterans.

2. To Improve Equipment for Reserve Forces

A. ARMY

1. Add M60 and M48A5 tanks.

2. Add TOW anti-tank guided missile systems.

B. NAVY

1. Add Patrol Gunboats in lieu of Coastal Minesweepers.

2. Accelerate conversion of ASW Patrol Squadrons to P-3 A/B.

3. Replace A-4 fighters with A-7A/B aircraft.

4. Add A-7E fighter aircraft.

5. Replace SH-3 ASW Helicopters with SH-3H.

C. MARINE CORPS

1. Replace one squadron F-8 fighters with F-4 aircraft.

2. Provide M-60 Tanks and TOW anti-tank missiles.

D. AIR FORCE

1. Convert 4 squadrons of Reconnaissance aircraft to RF-4s.

2. Convert 2 C-130 A/B squadrons to C-130Es.

3. Continue modernization with A-7 and F-4 fighters. Add A-10s from production when available.

3. To Increase Integration of Reserve Forces Into Active Force Missions

A. ARMY

1. Expand roundout/affiliation program for separate Reserve battalions to 97.

2. Develop new anti-tank role for Army Reserve Components based on formation of battalions designed around anti-tank missiles.

3. Develop a single integrated chain-of-command suitable for wartime operations and peacetime training.

B. NAVY

1. Test manning active Navy destroyers with a mix of 80 percent active personnel and 20 percent Reservists in comparison with 100% active manned ships and Naval Reserve ships manned at 65%/35% and 35%/65% Active/Reserve mixes.

2. Introduce 3 amphibious ships to the Naval Reserve Fleet.

3. Introduce 4 fleet tugs to the Naval Reserve Fleet.

4. Provide dedicated carrier training to Navy Reserve tactical air wings so that one wing is qualified for deployment within 14 days and another wing qualified within 30 days.

C. MARINE CORPS

1. Introduce one squadron of KC-130 tankers to the Marine Corps Reserve giving them an aerial refueling capability for the first time.

D. AIR FORCE

1. Continue introduction of KC-135 strategic refueling missions to Reserve Components.

2. Expand associate program with Active Airlift squadrons increasing Reserve flight crew ratios for C-5 and C-141 active squadrons.

3. Increase reliance on Reserve RF-4 reconnaissance squadrons.

4. Transfer one AC-130 gunship squadron to the Air Force Reserve for special operations.

F. ROTC FLIGHT INSTRUCTION PROGRAM

In accordance with 10 U.S.C. 2119(b) the below table describes the progress of the ROTC flight instruction programs.

	Army	Navy	Air Force
Units Participating	200	56	161
Students Enrolled	412	436	2,036
Students Completed	321	361	1,572
Faltal Accidents	1	0	0

Students who failed to complete the program wore eliminated primarily for flight deficiencies, lack of motivation, and academic reasons. Other reasons included academic overload and schedule conflicts.

STRENGTH OF THE RESERVE COMPONENTS BY RESERVE CATEGORY
(not on Active Duty)

End Strength	Ready Reserve			Standby Reserve				
30 June 1975	Selected Reserve	Ready Less Selected	Total Ready	Active	Inactive	Total Standby	Retired Reserve	Total
ARNG	394,720	8,337	403,057					403,057
USAR	225,057	355,097	580,154	260,458	22,240	282,698	365,489	1,228,341
USNR	98,235	121,917	220,152	22,165	28,277	50,442	116,579	387,173
USMCR	32,391	58,375	90,766	40,420	278	40,698	2,264	133,728
ANG	95,360	399	95,759					95,759
USAFR	50,691	87,498	138,189	10,316	28,312	38,628	230,941	407,758
TOTAL	896,454	631,623	1,528,077	333,359	79,107	412,466	715,273	2,655,816
USCGR	11,812	9,875	21,687	140	764	904	1,791	24,382
GRAND TOTAL	908,266	641,498	1,549,764	333,499	79,871	413,370	717,064	2,680,198

Unsatisfactory Ready Reserve Participation
Fiscal Year 1975

Reserve Component	No. Failed to Participate Satisfactorily	Compliance Measures			
		Up to 45 Days Active Duty Training	Commission Revoked	Discharged	Involuntarily Ordered to Active Duty
Total Armed Force Reserve	11,528	1,559	0	1,906	4,603
Army National Guard	2,928	100	0	1,074	1,754
Army Reserve	524	29	0	0	495
Naval Reserve	4,332	1,171	0	6 0	887
Marine Corps Reserve	2,864	0	0	612	1,066
Air National Guard	387	130	0	88	169
Air Force Reserve	384	129	0	24	231
Coast Guard Reserve	109	0	0	108	1

Results of Ready Reserve Screening Program
Fiscal Year 1975

Reserve Component	Total Screened	Discharged	Transferred to Standby or Retired Reserve	Volunteered to Remain	Obligated Retained
Total Armed Forces Reserve	2,246,848	351,495	318,166	354,184	1,223,003
Army National Guard	443,982	55,551	14,944	118,263	255,224
Army Reserve	1,093,146	95,356	264,221	45,822	687,747
Naval Reserve	302,731	66,645	14,427	82,762	138,897
Marine Corps Reserve	88,632	12,326	22,759	9,601	43,946
Air National Guard	93,804	7,872	597	85,335	0
Air Force Reserve	204,732	113,703	1,042	842	89,145
Coast Guard Reserve	19,821	42	176	11,559	8,044

ANNUAL REPORT OF THE ARMY RESERVE
AND
ARMY NATIONAL GUARD
FY 1975

ANNUAL REPORT BY THE SECRETARY OF THE ARMY TO THE COMMITTEES ON ARMED SEPVICES OF THE SENATF AND HOUSE OF REPRESENTATIVES

FOR FISCAL YEAR 1975

HEADQUARTERS

DEPARTMENT OF THE ARMY

10, USC 264 (c)

INTRODUCTION

This report is submitted to the Committees on Armed Services of the Senate and of the House of Representatives in compliance with the provisions of Title 10, USC 264(c). The report covers the extent to which units and individuals in the Ready Reserve of the Army's Reserve Components have satisfied training and mobilization readiness requirements for Fiscal Year 1975. It also covers significant accomplishments of the Army National Guard and Army Reserve and presents data on readiness goals, deployment capabilities, training, personnel and logistics.

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SECTION I

MISSION AND OBJECTIVES

The mission of the Army Reserve Components is to provide trained units and qualified individuals for active duty in the Army in time of war or national emergency, and at such other times as the national security requires. The Army National Guard has the additional State mission of providing a force for the internal protection of life and property and the preservation of peace, order, and public safety under competent orders of Federal or State authorities.

Objectives are:

- To provide units complete with trained personnel and deployable equipment capable and ready for immediate use as augmentation to the Active Forces for selective expansion, or for limited or general war.

- To provide trained individuals to fill specific needs of active and Reserve Component units upon mobilization.

SECTION II

SUMMARY OF ANNUAL REPORT

The National Guard and Army Reserve continued to show marked progress in achieving improved readiness throughout the year. With increased emphasis being placed on the combat readiness of the Reserve Components, resource and management efforts have been intensified. The National Guard and Army Reserve as well as the active Army are adjusting well to these new circumstances. Internal adjustments to command and control, refined recruiting techniques, and demanding training requirements are some of the factors that assist in making the National Guard and Army Reserve a truly coordinated and responsive force.

There are three key elements to readiness in the Reserve Components--personnel, equipment, and training. Except for Army Reserve strength, substantial progress has been made in the personnel and training elements during this year. However, only slight gains have been reflected in equipment status. The overall readiness posture of major combat units has improved with over half of the units meeting overall minimum readiness goals, i.e., achieving and maintaining company-level proficiency. Units that have met their readiness goals include four of eight divisions, 11 of 21 separate brigades, and two of three armored cavalry regiments.

The Affiliation Program is emerging as a valuable means of improving Reserve Component readiness and increasing total force capability. In this fully funded program, Reserve Component units are affiliated with active Army divisions for training in peacetime, with the goal of deploying with or as a part of active Army units upon mobilization.

The basic objective of the Affiliation Program is to improve and sustain combat readiness, particularly at company and battalion level, in order to reduce time required to achieve deployable status for those Reserve Component units selected for participation. The training conducted by affiliated units during annual training is focused on the fundamentals necessary to achieve company-level proficiency and is tailored to fit the training requirements of individually affiliated battalions. Training programs to improve the Reserve Component units during the rest of the training year are refined, based on insights gained from the annual training period.

The following comments do not appear in the body of the report since they relate to a end year action. In June 1975, the Secretary of Defense issued program guidance to the Army outlining Total Force Policy for use in developing the Fiscal Year Budget and the Fiscal Year 77-81 Program. This guidance was primarily addressed to the Reserve Components. As a result of the guidance the Army is adjusting certain programs and conducting a number of detailed and exhaustive analyses and evaluations. The results of these efforts and program adjustments will be addressed in next year's report. The details of the program guidance were made public on 9 September 1975.

SECTION III

EFFORTS TO PROMOTE UNDERSTANDING OF LAWS RELATING TO THE RESERVE COMPONENTS

Knowledge and understanding of laws pertaining to the Reserve Components are promoted and enhanced through internal and external information programs, by instruction at Army Service Schools, and through formal published regulations and instructions.

Management of the Reserve Components as a part of the Total Force is fully incorporated into the Army Planning, Programing, and Budgeting System (PPBS).

Officers of the Army National Guard and the Army Reserve serve on the Army Staff at the Departmental level, and at headquarters dealing with Reserve Components matters. Such individuals participate in preparing and administering policies and regulations affecting the Reserve Components and also serve to advise their active Army counterparts on Reserve Components capabilities and limitations.

A realignment of the Army Staff in mid 1974 spread the responsibility for the Reserve Components across the staff within functional areas, rather than concentrating that effort in one staff agency as was done in the past. This change has improved Reserve Components visibility and provided for consideration of Reserve Component matters in all aspects of staff actions. Similarly, the reorganization of the Army field establishment in 1973 has provided more active Army involvement with the Reserve Components.

The Vice Chief of Staff of the Army received a series of briefings on Reserve Component management by each agency on the Army Staff. The purpose of the briefings was to assure that Reserve Component matters are being addressed at the proper level and that they receive the same consideration as active Army problems. Emanating from these briefings was a series of specific tasks which were being undertaken at years end to improve the management and operations of the Army National Guard and the United States Army Reserve. The objective was firmly stated as being to move the Reserve Components forward with the same momentum toward readiness as the active Army.

SECTION IV

CURRENT STATUS AND PROGRESS MADE IN STRENGTHENING THE RESERVE COMPONENTS

A. GENERAL

1. 24 Division Force

In February 1974, the Congress was informed of the Army's program to improve combat power by increasing active divisions from 13 to 16. The resulting 24 division force, 16 active and 8 National Guard divisions with supporting units from all components, represent the minimum essential level of Army combat power required to preserve peace and security and to provide for our national defense. Four of the active divisions will depend upon the Reserve Components for their third brigade and 5 other active divisions will be augmented with additional Reserve Component combat battalions to achieve standard configuration. By end Fiscal Year 1975, three of the four Reserve Component brigades and 13 separate combat battalions had been designated to "roundout" active divisions. The Army has demonstrated the importance it attaches to the preparedness of these "roundout" units by assigning them priority for the issuance of equipment which is equal to that of the active Army unit with which they are affiliated.

2. Total Force Analysis

Total Force Analysis is an Army force structure methodology for determining prioritized force structure requirements. The analysis derives doctrinal time phased force deployments which provides the basis for a prioritized force requirements troop list. As a result of the Total Force Analysis, a Reserve Component Troop Basis (RCTB) was completed on 20 June 1975. This document which consolidated the results of the Total Force Analysis and the Reserve Component peacetime command and control requirements, provided guidance for force realignment actions for the Army National Guard and Army Reserve through Fiscal Year 1978.

The Total Force Analysis is an iterative process and further refinements to the Reserve Component Troop List will be published after the next Total Force Analysis update.

3. Army Training and Evaluation Program (ARTEP)

Since World War II, training has been conducted using Army Training Programs (ATP) and Army Training Tests (ATT) developed for producing units upon mobilization. A need existed for programs designed for maintenance of proficiency in peacetime by organized units, which could be used to train and evaluate both Reserve Component and active Army units. The ARTEP was developed to satisfy that need.

ARTEP focuses on performance of specific unit missions and tasks. The missions and tasks are precisely stated, prioritized, and classified in levels equivalent to readiness conditions in terms of estimated training time required to be fully combat ready.

ARTEP have been completed for infantry, armor, artillery, signal, engineer and ordnance units. In FY 75, the Army initiated field testing to validate the infantry and armor ARTEP with the 9th Infantry Division, 1st Cavalry Division, 4th Infantry Division (Mechanized) and selected Reserve Component units. Validation testing is nearly complete with preliminary results indicating that ARTEP is an excellent vehicle both for training and evaluation.

The ARTEP program is far reaching and should provide real benefits throughout the Army and materially contribute to the readiness posture of active and Reserve Component units alike.

4. Restriction on Overseas Training

In September 1974, Congressional action on the FY 75 appropriations bill terminated all Reserve Component travel for overseas training except for that conducted using Department of Defense owned aircraft and ships within authorized flying hours or ship steaming programs. Those units scheduled to train outside the Continental United States (CONUS) after September were advised of the restriction and were required to conduct training in CONUS.

The House Committee on Appropriations subsequently amended the restriction to permit individual members residing OCONUS to accomplish travel incident to training required. In June 1975, the committee also lifted the restriction on Reserve Component units in Alaska, Hawaii, Puerto Rico, Guam and the Virgin Islands to permit travel for required training in CONUS. However, the restriction on sending units from CONUS overseas continues.

The Army considers the overseas training program worthwhile and is continuing efforts to regain approval for the program.

5. Readiness and Deployability

The National Guard and Army Reserve continue to show marked progress in achieving improved readiness throughout the year. With increased emphasis being placed on the combat readiness of the Reserve Components, resource and management efforts have been intensified. The National Guard and Army Reserve are adjusting well to these new circumstances. Internal adjustments to command and control, refined recruiting techniques, and demanding training requirements are some of the factors that assist in making the National Guard and Army Reserve a truly coordinated and responsive force.

There are three key elements to readiness in the Reserve Components--personnel, equipment, and training. Substantial progress has been made in the personnel and training elements during this year. However, only slight gains have been reflected in equipment status. The overall readiness posture of major combat units has improved with over half of the units meeting overall minimum readiness goals, i.e., achieving and maintaining company-level proficiency. Units that have met their readiness goals include four of eight divisions, 11 of 21 separate brigades, and two of three armored cavalry regiments. Last year only one separate brigade was considered ready and none of the divisions and armored cavalry regiments.

6. Personnel

a. Officer

An Officer Accession Program Study was conducted during Fiscal Year 1975. This study is a detailed comparison of total force officer requirements and projected accessions from all sources for the period Fiscal Year 1975 through 1980. The study is being updated and expanded during Fiscal Year 1976 for the period Fiscal Year 1977-81.

The Reserve of the Army officer Promotion System was studied in detail during the year to include reviews by a general officer steering committee. The purpose was to identify deficiencies and recommend improvements for the system. The date for submission of final recommendations to the Secretary of the Army is early Fiscal Year 1976.

b. Enlisted

Actions have been undertaken to completely integrate the Reserve Components into the Enlisted Personnel Management System (EPMS).

A Reserve Components objective force is being developed which will establish the basis for more extensive personnel management of enlisted personnel. Approval of that objective force is expected about mid-Fiscal Year 1976.

A Pre-Initial Active Duty for Training Trainee Discharge Program was adopted for the Reserve Components in April 1975. This allowed the discharge of ARNG and USAR enlisted personnel who cannot adapt to military life or meet the minimum performance standards required of an enlisted soldier prior to going on active duty.

An ad hoc committee was established to study the ARNG and USAR enlisted promotion and retention policies and procedures. The initial fact finding phase of the study has been completed.

The ratio of non prior service (NPS) to prior service (PS) enlistments has altered considerably since the end of the draft. At end fiscal year 1970, the ratio was 82 percent NPS to 18 percent PS. By end fiscal year 1974, only 24 percent of enlistees were NPS. This downward trend reversed in mid 1975 and the end fiscal year 1975 ratio was about 35 percent NPS.

The quality of Guard and Reserve NPS accessions as measured by mental category and educational attainment has also declined since the end of the draft. To correct this, the Army implemented a Reserve Component Quality Improvement Plan on 1 April 1975. It limits the lower quality content percentages to those imposed on the active Army by Congress for FY 1974 and raises the minimum qualifying criteria to that of the Active Army. The plan resulted in a reversal of the declining quality trend by end of the Fiscal Year.

7. Logistics

The logistics posture of the Reserve Components continued to improve in FY 75 in terms of equipment modernization. However, net inventory gain was hampered by withdrawls and diversion to meet Middle East demands. Equipment issues in FY 75 amounted to $272 million.

Equipment Status (30 Jun 1975)

	($ BILLIONS)
Requirement (Level 1)	5.835
Requirement (Level 3) (Training)	5.369
Inventory (Assets)	3.445
Inventory Standard Assets	(3.044)
Inventory Contingency Assets	(.401)
Percent Fill (Level 3) (Training)	64%

Critical equipment shortages continue to exist principally in standard medium tanks, self-propelled artillery, radars, tactical bridges, tactical radios and other communications items.

The Reserve Component Dedicated Maintenance Program (RCDMP) is designed to insure that Reserve Components units receive critical equipment to improve units readiness. The FY 74 and FY 75 programs were funded at $50 million each with an expected return of equipment valued at approximately $400 million acquisition value.

Delivery of programed RCDMP assets to the Reserve Components is expected to continue thru FY 77. Through Fiscal Year 75, equipment worth $99 M (acquisition value) was delivered to the Reserve Components from the RCDMP. Deliveries are continuing to be hindered due to shortage of Basic Issue Items. Diversions of some dedicated assets for Foreign Military Sales requirements have also delayed deliveries in the program.

Maintenance performance of ARNG and USAR units during FY 75 compares favorably with world-wide averages for most equipment areas.

8. Advisors

Most advisors to the Reserve Components are now located at the Readiness Regions and Readiness Groups, which provide advice and assistance to units of both components on an area basis. Dedicated advisors are provided at major command, division, and State level for certain specialties such as aviation.

9. Assistance to Civil Authorities

a. Civil Disturbances

State active duty requirements during FY 75 for civil disturbance assistance reflected a significant decrease over FY 74 in the number of call ups and manpower utilized. There were 13 call ups by ten States and the Commonwealth of Puerto Rico involving 5,369 National Guard personnel. This represents a decrease of 11 call ups and approximately 16,000 fewer personnel than last year. Nine call ups occurred as the result of striking public employees or disturbances in penal and correctional institutions, two were for Indian groups illegally occupying buildings, one was for a Rockfest, and one for a disturbance precipitated by school busing.

Army National Guard units identified as having assigned civil disturbance control missions conducted up to 20 hours of refresher training during FY 75. As in the previous fiscal years, special leadership training was conducted for key personnel in units having these missions. Additionally, 217 National Guard officers attended the Civil Disturbance Orientation Course at the U.S. Army Military Police School, Fort Gordon, GA.

b. National Disasters and other Contingencies

There were 203 call ups of National Guard personnel for emergencies during FY 75 involving 10,576 Guardsmen in 37 States. Call ups included

138 to assist authorities in combating effects of natural disasters as described below:

Call ups	Type Disaster
66	floods
24	snowstorms
21	tornadoes
20	forest fires
7	windstorms & hurricanes
138	

The remaining 65 call ups were for other emergency incidents such as water delivery, searches and rescues, traffic safety programs, disaster relief missions, airlifts, and various miscellaneous missions.

B. ARMY NATIONAL GUARD (ARNG)

1. Force Structure and Organization

As of 30 June 1975, the Army National Guard structure included 3,245 units. The organizations in the structure were

5	Infantry Divisions
1	Mechanized Infantry Division
2	Armored Divisions
9	Separate Infantry Brigades
6	Separate Mechanized Infantry Brigades
3	Separate Armored Brigades
3	Armored Cavalry Regiments
2	Special Forces Groups
151	Separate Battalions
992	Other Company and Detachment sized units

During FY 75 the following major changes occurred within the Army National Guard troop structure:

- Realignment of three of the Guard's eight divisions. The 28th Infantry Division, previously split between Pennsylvania, Virginia, and Maryland, was realigned entirely within Pennsylvania. The realignment of the 42nd Infantry Division consolidated elements, previously split between Pennsylvania and New York, entirely within New York. The 50th Armored Division was realigned from a tri-State to a bi-State configuration by inactivating units in New York and reactivating them in New Jersey, leaving the division split between New Jersey and Vermont. As a result of these realignments, one armored cavalry regiment was inactivated. Four of the eight Army National Guard divisions are now in the single State configuration. The Single State configuration improves the span of command and control, training posture, and the management of personnel and logistic resources while reducing administrative requirements.

- Inactivation of 27 Army National Guard Nike Hercules firing batteries and 11 headquarters batteries was completed during the 1st and 2nd quarters FY 75. These inactivations were the results of a Department of Defense directed phase-out of the CONUS air defense organization.

- Two medical groups in Mississippi and Ohio were converted to medical brigades commanded by a brigadier general. These two new major command headquarters will coordinate and supervise the activities of the 107 assorted medical units widely dispersed throughout the United States.

- Two aviation battalion headquarters were activated, one in Virginia and one in Florida, bringing the total in the ARNG structure to 12.

- Two additional medical helicopter ambulance detachments were activated in Nevada and New Mexico, bringing the total in the structure to 12.

2. Personnel Strengths and Manning Levels

a. Military Strength

The assigned strength of the Army National Guard as of 30 June 1975 was 401,981, a decrease of 8,701 from the end FY 1974 strength of 410,682. Strength in officers and warrant officers was 33,821 and the enlisted strength was 368,160. End year paid drill strength was 394,720. During the year, non prior service accessions were above programed levels while the prior service accessions lagged. The resulting overall accessions were under program and account for the drop in paid drill strength. Minority personnel strength gains continued to improve. In FY 1975 there was a decline in the accession of officers for the first time in five years which resulted in an overall reduction in officer strength.

b. Recruiting and Retention

Unit recruiting operations were accomplished with more than 7,800 unit recruiters on part time status. Employment of Reserve Component Career Counsellors at 32 active Army installations and 45 District Recruiting Command Liaison NCO's was continued as an important adjunct to the Army Guard Recruiting Program.

Various programs were initiated or continued:

- Quality was stressed and highlighted by the introduction of quality enlistment programs.

- The 4X2 enlistment option under which a person serves four years in an active drill status, and two years in the inactive ready reserve was reinstated by Headquarters, Department of the Army to stimulate enlistment of non prior service personnel.

- The "Try-One" Program was initiated during FY 1970, and is expected to remain in effect. This multifaceted recruiting and reenlistment program designed to assist State adjutants general to attract trained and motivated veterans and former Guardsmen and to retain Guardsmen presently assigned.

- The program for women in the ARNG was expanded during FY 1975. The 30 June 1975 goal to exceed 6,000 Guardswomen assigned was surpassed in May. Total female strength as of 30 June was 6,3[illegible].

- The goal of 51,000 minority members in the Army Guard by end FY 1975 was exceeded in May 1975. As of 30 June 1975, black Guardsmen had increased to 31,029, representing a net increase of 6,138 since the end of FY 1974.

3. Technicians

The ARNG technician requirement decreased from 34,463 positions at the beginning of the year to 32,098 at the end of the fiscal year. The major change in requirements was a loss of 2,764 positions in the Air Defense Program due to the inactivation of air defense units. A net gain of 399 was made in other activities resulting from the need to support an increased number of aircraft and assigned aviators, and an increased surface equipment inventory. The authorized Department of the Army personnel ceiling was 28,831 technicians for fiscal year 1975. This was 89.8 percent of the end of year requirement. Employment at the beginning of the year was 28,654 direct hire technicians, which increased to 28,831 at the end of the fiscal year. A total of 28,407 man-years was used in all activities, resulting in a man-year utilization rate of 99.5 percent of the approved program.

4. Facilities

a. Long Range Military Construction

The long range military construction plan of the ARNG provides for:

- Replacement of inadequate facilities
- Expansion of existing facilities to meet space requirements
- New facilities which are critically required
- Replacement with Government owned facilities of leased or donated buildings which are inefficient to maintain or inadequate to meet training needs.

Due to increased requirements and cost escalation, the backlog of construction has increased $52 million to $552 million during the last year.

b. Construction Funds

Military construction funding available during FY 75 was $61.0 million, of which $55.3 million was obligated.

	$ MILLIONS
New obligation authority	59.0
Prior year funds available	2.0
Total funds available	61.0
Funds obligated	55.3
Carryover to FY 75	5.7

c. Armories

Current Status of Armories:

Required	Occupied	Adequate	Inadequate
2,727	2.727	2,113	614

Armories vary in age, the oldest of which was built in 1842. Eleven percent (298) of the armories are older than 50 years, and 32 percent (876) are older than 25 years.

The 614 inadequate armories represent a replacement cost of $295 million. During the fiscal year, Congress authorized construction, rehabilitation or addition to 41 armories estimated to cost $15.7 million. Construction contracts were awarded for 42 armories costing $13.9 million.

d. Non-Armory Facilities

There are 1,732 ARNG non-armory (administrative and logistical) facilities, 1,518 are considered adequate. The remaining 214 require replacement, expansion or alteration to correct deficiencies, with an estimated total cost of $68 million. During the fiscal year, Congress authorized 46 non-armory projects costing $28.9 million. Construction contracts were awarded for 53 non-armory projects costing $28.0 million.

e Field Training Facilities

The ARNG has military construction responsibility at 314 State owned or controlled training sites, and at two semi-active Army posts. Construction requirements at these installations are estimated to be $100 million. During the fiscal year, Congress authorized 17 construction projects estimated to cost $8.4 million at field training sites. Construction contracts were awarded for 18 projects at training sites authorized in 1975 and in previous years costing $7.3 million.

f. Security Program

The National Guard Intrusion Detection System (IDS) Program which started in June 1971, consisted of protecting 4,325 arms vaults and ammunition storage facilities. Prior to that date, there were 246 vaults already protected with IDS which were installed either at State expense or were part of a pilot program. Contracts have been awarded for the installation of IDS in 3,698 vaults, making the program 86% complete. $3.5 million of Federal funds have been expended on this program.

5. Equipment

Primary logistics efforts in the ARNG continue to be focused on improved materiel readiness and increased support effectiveness. All ARNG logistics support programs continue to show growth. The 20 April 1975 Readiness Reports indicate the attainment of the best overall logistics readiness in the history of the Army National Guard. Approximately 75% of the ARNG units assigned a Force Activity Designator III (FAD III) have attained a substantially improved rating on Equipment on Hand, with Equipment Serviceability showing a corresponding improvement. Progress is also evident in the reports rendered by FAD IV and FAD V combat, combat support and combat service support units. The improvements noted have been attained even though increased Army requirements worldwide and growing demands for equipment to satisfy foreign sales requests have severely reduced the level of major item equipment issues. Over the past two years equipment issues have fallen far short of projections. Therefore, recent improvement in materiel readiness was primarily achieved through intensive control/management of the assets made available for issue and of the equipment on hand. Assets are distributed and or redistributed under Project REDFRAM (Readiness from Redistribution of Army Materiel) in conformance with unit mobilization and deployment requirements to attain the maximum logistics readiness. Project REDFRAM was 65 percent complete at end Fiscal Year 1975.

6. Unit Training

The overall ARNG pre-mobilization training goal remains to attain proficiency at the highest possible level. The pre-mobilization training objective is to achieve and maintain standards based on unit deployment schedules geared to mobilization requirements. In most cases, this training objective is to achieve and maintain company-level training proficiency, verified by the successful completion of the applicable tests. ARNG commanders, however, are encouraged to set battalion-level training as their objective.

Annual training in FY 75 was conducted by units utilizing over 100 different training locations throughout the 50 States, District of Columbia, Puerto Rico, Norway, Germany, Korea, the Canal Zone, and a Canadian Forces base. Units conducting annual training in overseas commands during FY 75 decreased due to the Congressional restriction placed on Reserve Component overseas training.

The trend towards more units participating in joint training exercises at annual training continued in FY 75. Major units, as well as individuals, participated in joint exercises conducted in CONUS.

7. Individual Training

The retraining of personnel in new military occupational specialties (MOS) required as a result of the conversion of units to the new series TOE, continued in FY 75. The ability to retrain personnel on older Mission Essential Contingency Equipment has been slow due to the active Army training bases not having adequate personnel properly trained as instructors in this older equipment.

Additional training assemblies for selected individuals to provide time for the planning and preparation of training at staff and company level was expanded in FY 75. The program now includes additional training assemblies for the State Headquarters for the purpose of supervising unit readiness.

In November 1974, as a result of extensive curriculum re-evaluations and fiscal constraints, many courses offered at TRADOC service schools and installations were either modified, reduced, or eliminated. This action was the first of numerous similar course adjustments that continued throughout the year.

On 22 November 1974, travel restrictions were imposed which continued through much of the remainder of the year. These restrictions required a curtailment in service school participation. As a result, the emphasis was redirected to Army Area and Unit Schools. Use of these options was extensive.

The full effects of the travel restrictions and course curtailments are difficult to evaluate, however, readiness was impeded to some degree. The outlook for FY 76 and the mid-range period dictates that prudent management of individual training resources will be required to regain and maintain acceptable levels of progress toward readiness goals.

8. Aviation

Army National Guard Aviation continued to expand during FY 75 with several significant achievements realized.

The aircraft inventory increased to a fleet of 2,428 aircraft, presenting logistical, training, and safety challenges not previously encountered. During this period, the Operational Readiness (OR) Rate was increased from 60.7 percent in 1974 to an average of 74.13 percent in 1975, thereby exceeding the average Department of the Army standards of 70 percent for aircraft OR. (AR 95-33).

Aviator strength was 4,307 at the end FY 75 and a total of 6,339 ARNG personnel were on flight status. These personnel utilized 99.3 percent of the 293,710 programed flying hours for FY 75. The aviator accident rate reached its lowest point in ARNG Aviation History -- 3.77 per 100,000 flying hours.

The ARNG Aviation Multi-Media Group has made great strides in utilization of audio-visual techniques. Educational TV is now installed in all 83 aviation facilities throughout the several states and territories.

The requirement that all ARNG aviators be instrument qualified was over 78% complete at the end of FY 75. This program has improved the capabilities and readiness of every aviation unit in the ARNG.

The Nap of the Earth (NOE) flight training program, which was announced during FY 74, began to take form during early FY 75 and continues to be a major program for units that would operate near the forward edge of the battle area (FEBA) in a mid to high intensity war. Many of the States have made unusually rapid progress with this program, and the safety record during this potentially hazardous training has been outstanding.

The aerial gunnery program, while involving only 30 units in 27 states, is progressing. Milestones in this program during FY 75 included firing of the M-22 wire guided anti-tank missile and the announcement of competitive firing between units of different states.

In the area of transitions, the ARNG set another precedent. Since formal transition courses were reduced at the Aviation School, the ARNG, with cooperation from the U.S. Army Aviation School, is conducting transition flying in the CH-54 "flying crane." This program will permit the CH-54 units to maintain a high level of qualified aviators.

In conjunction with Ft.Rucker representatives, the National Guard Bureau participated in conferences which produced a series of training circulars for many of the aircraft now in the ARNG inventory. Another result of these meetings was the development of an Instructor Pilot/ Safety Pilot Standardization Refresher Course, conducted to improve standardization within the ARNG.

9. Public Affairs

The Domestic Action/Community Service Program in the National Guard continued. Department of Defense again recognized the community involvement of all elements of the National Guard and Reserve in a special ceremony in June 1975. The top award to an ARNG unit was presented to the District of Columbia Army National Guard for its Youth Leadership Program which included a ten-day camp period. Units in Kentucky, New Jersey, New York, and Utah received certificates for outstanding participation in community activities.

FY 1975 was a year of expansion and refinement for InterCom, the National Guard Bureau's internal/command information program. The quarterly Push Pin Post was converted into a monthly bulletin. The Push Pin Post covers official and semiofficial stories from within the Bureau as well as nationwide Guard activities. Two new publications were developed during FY 1975 as well. Eye-O to Eye-O is a monthly bulletin that provides public affairs guidance to National Guard information officers. Clip-it provides camera ready graphic art support for National Guard newspapers.

The Army National Guard entries in the Department of the Army sponsored Keith L. Ware Awards for Excellence in Newspapers, Magazines, Radio and Television have been doing very well in recent years. This year the Guard won first, second, and third places in various categories in the Army-wide competition. The first-place winner, a film entitled "The Volunteer Years" produced by Oregon ARNG, was automatically entered in the Department of Defense Thomas Jefferson Awards competition in the Special Broadcast Achievement Using Broadcast Media category. The film won in that competition against entries which were first place winners of contests sponsored by all branches of the active services. This was the second consecutive year that the Army Guard earned a first place at Department of Defense level.

Recruiting advertising played a large role in Public Affairs activities during the year with an emphasis on maintaining strength levels required for the all-volunteer force structure of the Army and Air National Guard. In an effort to reach the largest number of potential recruits, advertising used radio and television public service announcements as well as national magazine advertising.

In magazine advertising, twenty different publishing houses, representing over thirty different publications, were used to print ten individual Army and Air Guard ads. Titles of the ads varied but the theme generally revolved around someone special in the neighborhood being a member of the local Guard unit. All magazine ads included a mailback coupon or postcard which provided the recruiters with a direct contact with the reader, and also provided a continuing sampling of the responsivness to the advertising campaign.

A special one-month-long recruiting and awareness drive was also held in conjunction with the beginning of the National Guard's observance of the U.S. Bicentennial. Named "March is Minuteman Month", the recruiting drive was designed to aid both Air and Army recruiters in taking advantage of the Guard's heritage to obtain more recruits.

The National Guard cooperates with community leaders in a variety of local celebrations and events commemorating national holidays by providing flyovers and static display aircraft. It is anticipated that this type of support will increase during the Bicentennial celebration.

10. Overall Estimate of Readiness for Mobilization and Deployment

The overall readiness capability of the ARNG improved during FY 75 due to emphasis placed on more effective training, with commanders encouraged to set battalion level training as their objective. Although there was an increase in the overall readiness posture, readiness of two major units reflected a slight degradation in the areas of personnel, equipment status and training. This degradation in personnel and training for the major combat units was primarily caused by the reorganization of the 28th Inf and 42nd Inf Divisions from three and two States respectfully into one State each. This reorganization affected units within the States of Pennsylvania, New Jersey, New York, Maryland, Virginia and Vermont. Equipment status degradation has been caused by shortages of equipment within units. The general status of ARNG Equipment on Hand (EOH) and Equipment Status (ES) continued to improve as a result of continued emphasis by commanders and maintenance managers at all levels.

C. UNITED STATES ARMY RESERVE (USAR)

1. Force Structure and Organization

The US Army Reserve Troop Basis as of 30 June 1975 consisted of approximately 3,260 company/detachment size units. Organizations in the troop structure are:

USA Reserve Command	19
Division (Training)	12
Maneuver Area Command	2
Engineer Command	2
Military Police Command	1
Mechanized Brigade	1
Infantry Brigade	2
Theater Army Area Command	1
Transportation Brigade	3
Military Police Brigade	3
Engineer Brigade	2
Support Brigade	3
Civil Affairs Area (A)	3
Hospital Center	4
Hospital (1000 Bed)	5
IX Corps (Augmentation)	1
Maneuver Training Command	8
Hospital (Miscellaneous)	98
Battalion (Separate)	61

During Fiscal Year 1975, major changes to the USAR organizational structure were:

- Activation of four units in Puerto Rico. Units authorized were adjutant general, composite service, military police and transportation companies.

- Six surgical and six evacuation hospitals were reorganized to combat support hospitals.

- An infantry battalion located in Philadelphia, Pennsylvania was redesignated as a mechanized battalion and reorganized as part of the 157th Infantry Brigade (Mechanized).

- On 1 February 1975, the 1st Battalion of the 313th Infantry in Pennsylvania was inactivated, and the 3rd Battalion, 87th Infantry was activated in Colorado.

- Civil Affairs units were reorganized under the H Series MTOE.

- A new maneuver training command was organized at Jackson, Mississippi, increasing the USAR total to eight.

- An assault helicopter company was added at Fort Rucker, Alabama.

- Remaining elements of the 89th Division (Training) were inactivated and personnel from these units were utilized to form the 5th Brigade, Advanced Individual Training (Armor) with headquarters in Nebraska.

- All USAR assets in the Virgin Islands were removed with the inactivation of three military police units, two at St. Thomas and one at St. Croix.

- Other additions to the USAR troop structure in Fiscal Year 75 include Army security agency, judge advocate general, and engineer detachments, aviation companies (assault support helicopter), combat support, ordnance, and transportation companies, and a transportation group.

- Changes were minimal during the latter part of the fiscal year because the Army Staff was reexamining force structure requirements and priorities. It is anticipated that more extensive changes will be undertaken during FY 76 to implement the Total Force Analysis.

- The 310th Field Army Support Command (FASCOM) was reorganized as the 310th Theater Army Area Command (TAACOM).

2. Personnel Strengths and Manning Levels

a. The Army Reserve assigned strength at end fiscal year 1975 was 226,767, 12,948 less than end fiscal year 1974. Officers accounted for 38,089 of the strength and enlisted strength was 188,678.

During Fiscal Year 75, the Army Reserve had an enlisted personnel input of 60,017. Losses during this same period were 70,547 for a net loss of 10,530.

WAC accessions increased from 3,597 in Fiscal Year 74 to 14,729 in Fiscal Year 75, for a net gain of 11,132.

Black participation in the Army Reserve increased from 16,766 in Fiscal Year 1974 to 24,998 in Fiscal Year 1975 for a net gain of 8,232. A review of accomplishments in the area of Race Relations and Equal Opportunity (RREO) during Fiscal Year 1975 indicates that the Army Reserve is making progress following the principles outlined by the Department of the Army. A total of 47 troop unit members have graduated from the Defense Race Relations Institute within the constraints of limited quotas which has been five per class. At end Fiscal Year 75, Black membership increased to 11.10%.

3. Technicians

Army Reserve Technicians provide the full-time everyday support to Selected Reserve units in the areas of administration, supply, maintenance and staff operations necessary to attain and maintain a state of training and readiness which will permit rapid mobilization and deployment and post-mobilization stability. Dual military/civilian status of technicians is essential to the mobilization readiness of the Army Reserve. The competitive civil service system, under which the program presently operates, does not permit pure management of a dual-status technician force. DOD legislative proposal 74-8 provides that all technicians must occupy military positions in the units in which they are employed. The legislation is essential to the proper management of the day to day work load in the company sized unit which has increased significantly within the past two years without a resultant increase in the technician authorizations. The Army has consistently supported such increases, but, because of budgetary constraints, our increases in technician requirements have received little recognition. As a result, the program is staffed at a level of inefficiency.

The status of the USAR technicians program as of the end of Fiscal Year 75 was:

	FY 75	FY 76	FY 77	FY 77
Required	9,051	11,333	11,333	12,270
Program	8,219	9,324	9,324	9,979
Actual	8,221			

4. Facilities

The Fiscal Year 1975 Military Construction Army Reserve Program totalled $43.7 million. This reflects an increase of $3.0 million over the Fiscal Year 1974 budget. Coupled with $23.2 million in carryover appropriations from prior year programs, there was a total of $66.9 million available for obligation. Of the total available, (46.2 million was obligated, reducing the carryover to $20.7 million in Fiscal Year 1976.

The total requirements have increased from $338.4 million at the end of Fiscal Year 1971 to $401.0 million. In addition to continued cost escalation, this increase is based upon: (1) additional aviation facilities to support an expanded air fleet, (2) additional maintenance and storage facilities in support of the large equipment inventory, (3) additional training and troop support facilities at weekend and annual training sites, and (4) increased construction requirements for home stations based upon improved construction criteria.

Existing USAR facilities, ranging from permanently constructed training centers to leased structures of varying adequacy, are used to the maximum. Long range military construction plans provide for replacement of inadequate facilities, expansion of existing facilities to meet space requirements, and replacement by Government-owned facilities of those leased or donated buildings which are either inefficient to maintain or are not adequate to meet needs. Inventory and stationing plans based upon the reorganized structure have been completed and facility requirements have been determined. New construction, as well as the expansion, alteration, or rehabilitation of existing facilities, is required to provide the facilities for effective operation and training.

5. Equipment

During Fiscal Year 1975, PEMA equipment allowance increased in value from $1,077 million to $1,211 million. As new "H" series MTOE authorizations documents are approved, published, and units converted, equipment allowances were increased, updated and modernized. Equipment issues to the USAR amounted to $79 million. Eighty percent of these issues were of mobility type equipment, such as wheeled vehicles and aircraft. At the end of the fiscal year, 98.4 percent of USAR procurement assets were reported as standard issue items. The highest density of the remaining Contingency and Training (C&T) items are in the Communications - Electronics category. The dollar value of on-hand procurement equipment inventory increased to 64.5 percent of the amount authorized by MTOE. Shortages exist primarily in low density, high dollar value items. Of the inventory on-hand, only 1.6 percent was classified as non-deployable.

USAR maintenance capabilities continued to develop. There are now 250 USAR Area Maintenance Activities (AMSA) to support USAR units. These AMSA performed organizational and limited direct support level maintenance on USAR equipment. The portion of the Operations and Maintenance Army Reserve (OMAR) appropriation for organizational maintenance during Fiscal Year 1975 remained at $5.4 million, essentially the same as it was for Fiscal Year 1974. The USAR Depot Overhaul Program rehabilitated and modernized 195 items, including aircraft at a cost of $6.4 million.

6. Unit Training

The Affiliation Program for the planning, equipping, and training of selected Reserve Component battalions and brigades to deploy with active Army units in support of NATO or other contingencies has increased the readiness of the units in the program during the past year. Through this program and the mutual support program, the Army Reserve has increased its effort in pre-mobilization training. The increase in training readiness was verified through the FORSCOM interim training readiness test. During the training year, sixty-five percent of company and equivalent units tested achieved a rating essentially ready or better. In addition to attaining company level training proficiency, battalion/squadron level

proficiency was also attained in some cases. Sixty percent of the battalions/squadrons tested achieved a rating of marginally ready or better in the FORSCOM interim training readiness test.

Annual training for Army Reserve units was conducted at more than 150 military reservations and training sites in the Continental United States, Puerto Rico, and Guam. Units that conducted training outside of the United States were stationed in those locations. During the training year there was no OCONUS training due to Congressional restrictions. OCONUS training increases the level of readiness for both Reserve units and units of the overseas command.

Units conducting both annual training and inactive duty training (IDT) placed increased emphasis on "hands-on" and "mission essential" training. Increased readiness was emphasized in IDT training.

Army training and evaluation programs (ARTEPs) will replace Army training programs and Army training tests for the active Army and Reserve Component units. ARTEPs provide a listing of mission related tasks conditions under which the tasks should be performed, and training standards to be attained. This training concept will greatly enhance Reserve Component units in attaining their training readiness goals.

7. Individual Training

The re-training of personnel in new military occupational specialties (MOS) continues to be extremely difficult in view of the lack of qualified active duty instructor personnel familiar with the older types of equipment available to the reserve components.

The USAR schools continue to provide and satisfy a great need in the individual branch and MOS qualification of USAR personnel. Enrollment for SY 74-75 of 47,514, while below that of the previous school year was attributable to many factors, namely termination of USAR school staff and faculty over strength authorizations and the establishment of more stringent priorities to courses completed by the USAR schools. In addition, the number of USAR schools was reduced from 103 to 94 separate entities located throughout CONUS, Hawaii and Europe. It is anticipated that with the increased command emphasis on qualification in Duty MOS that USAR school enrollment will be substantially higher in SY 75-76. In expectation of increasing enrollments, 459 additional paid drill Pay Group A positions have been allocated to the USAR school and staff and faculty authorizations.

Funding and travel limitations experienced in FY 75 have reduced the numbers of individuals attending resident courses of instruction, however, many of those courses required for Branch or MOS qualification may be completed through non-resident or USAR school instruction. This is

reflected in overall increasing enrollment in USAR school and correspondence courses.

8. Aviation

Programs were continued during the year to modernize the aircraft fleet of the Army Reserve to increase the numbers and quality of aircrew members and to build an effective aircraft maintenance system. The Army Reserve ended the year with an authorization of 534 aircraft and 536 were actually on hand.

At year end, there were 1,018 aviators in aviation units against a unit requirement of 1,204. There were an additional 67 aviators occupying non-aviators positions to maintain branch qualification for promotion.

9. Screening of the Ready Reserve

During the year, 787,956 reservists were screened. 257,428 were transferred to the Standby or Retired Reserve and 41,843 were discharged.

10. Public Affairs

During Fiscal Year 1975, the advertising and publicity programs continued the momentum developed during the previous year. The national emphasis was refined with additional emphasis on local programs resulting in more effective classified newspaper advertising and a new family of recruiting brochures. Programs were directed toward all segments of the population considered part of the recruiting base, as well as to influentials such as employers, parents, and guidance counselors. Advertising at the national level, through magazines and public service broadcasting, continued at the level developed in Fiscal Year 1974. A total of 95 ad insertions were placed in 34 national magazines. Individual responses to ads increased by approximately 4,000.

The number of public service radio programs being sent to subscribing stations increased by about 400 during Fiscal Year 75 to 3,400. Two television spots were re-released (from those produced in FY 74) and two new spots were produced and released, continuing the successful efforts which have provided the Army Reserve with a healthy share of available public service broadcast time on the nation's 750 TV stations.

Transfer of management of local recruiting advertising to U.S. Army Forces Command (FORSCOM) was initiated and was nearly completed by the end of the year. Functions transferred included: management of local paid space (classified) advertising, production/distribution of recruiting publicity items (brochures, pamphlets, posters, etc), and direct mail and fulfillment.

Mission-related community services activities were accomplished at local levels and had a favorable influence on recruiting and retention.

The 123d Army Reserve Command, Indianapolis, Indiana, won the Department of Defense Community Service Award as best Army Reserve Project in May 1975. The units of the command completed a nationally-recognized campaign to exchange trading stamps for 16 kidney dialysis machines which were then given to local Indiana and Michigan hospitals.

Support of Bicentennial activities was a major public affairs project during Fiscal Year 75. Revolutionary War uniforms and muskets were distributed to each of the major USAR commands. A week-long training course at Fort Meade, Maryland, was conducted by the Information Office, OCAR to familiarize the Color Guard leaders in the USAR with 18th Century drill and ceremonies, uniforms, muskets, music and lifestyle. Representatives of 53 major commands, as well as Active Army personnel attended. A special brochure, designed for hand-out at color guard appearances featuring the Bicentennial Color Guards, was prepared and distributed to each command. By 14 June 1975, the Army's 200th birthday, all 64 Bicentennial Color Guards were operational, presenting a strong positive image at the grass-roots level of the Army's contributions to our nation's heritage. They will continue their activities through the Bicentennial Era.

11. Overall Estimate of Readiness for Mobilization and Deployment

Army Reserve units have continued to show a steady and progressive increase in overall readiness capability, reflecting the impact of intensified resource and management efforts. Annual Training 1975 reflected improved overall training readiness posture throughout the Army Reserve. This training is further enhanced through effective use of the mutual support program.

Readiness, in terms of equipment on hand, continues to improve, and further efforts have been directed toward such improvement in high priority units. A major program toward that goal is the Balance of TOE Equipment for Reserve Components Program initiated by FORSCOM. Redistribution of available assets to high priority in equipment readiness is anticipated. Issue of equipment to the Army Reserve during past years has greatly increased Army Reserve capabilities. This applies particularly to the replacement of older model equipment as well as the expanding training capabilities realized through additional quantities of mission-essential items. The Total Force Policy, mutual support and affiliation programs are bringing the USAR into closer association with the active Army, resulting in better training and higher operational readiness.

The most serious concern at this time is strength. The support by OSD and of the Congress of a paid drill strength progressing upward to the authorized unit strength level is essential to USAR unit readiness. Without personnel in the requisite numbers, the significant advances in other elements of readiness will be degraded, and even prohibited in some units because of low paid drill authorizations.

SECTION V

STATUS OF THE INDIVIDUAL READY, STANDBY AND RETIRED RESERVES

The IRR contains those individuals who are considered immediately available for call to active duty as filler personnel for active and Reserve Component units and as replacements for combat losses when a state of National emergency is declared by the President. These assets are rapidly declining, e.g., a 200,000 net loss during the past year and an anticipated net loss of 60,000 over the next year.

	FY 75		
	Officer	Enlisted	Total
Control Group Annual Training 1/	21,418	201,412	222,830
Control Group MOBDES 2/	5,536	38	5,574
Control Group Reinforcement 3/	19,823	100,012	119,835
Control Group Delayed 4/		1,710	1,710
Control Group Officer Active Duty Obligor 5/	2,150		2,150
TOTAL	51,927	303,172	355,099

1/ Officers and Enlisted persons having a remaining statutory obligation and who are subject to mandatory training requirements.

2/ Reservists having specific assignments upon mobilization and who train with their unit of assignment for this eventuality.

3/ Includes obligated members who are not subject to mandatory training requirements and of nonobligated members not assigned to a unit who volunteer to participate in Ready Reserve Training.

4/ Enlisted obligated members awaiting entry on active duty for training.

5/ Obligated officers awaiting entry on active duty or active duty for training.

The Standby Reserve consists primarily of those individuals who have completed their Ready Reserve obligation by performing a tour of active duty or active duty for training plus the required service in the Ready Reserve. These individuals are available only in time of war or national emergency declared by Congress. Training available for these individuals on a volunteer and nonpay basis has dropped 60,000 over the past year and it is estimated that there will be an additional 50,000 lost over the next year.

The Retired Reserve consists of those individuals who have completed at least eight years of service and are otherwise qualified and elect to retain their Reserve affiliation, or who have qualified for retirement under Section 1331, Title 10, U.S. Code, or have been medically disqualified from further Federal service. Members of the Retired Reserve may be recalled involuntarily only in time of war or by Congressional declaration of emergency. No training is provided while in this status.

STATUS AS OF 30 JUNE 1975

STANDBY RESERVE		RETIRED RESERVE	
OFF	38,744	OFF	172,076
ENL	243,952	ENL	193,413
TOTAL	282,696	TOTAL	365,489

SECTION VI

ACHIEVEMENTS OF RESERVE COMPONENTS IN SUPPORT OF ACTIVE FORCE MISSIONS

A. Roundout and Affiliation Program

Army experience from field testing of concepts from an OSD Reserve Component Study and from the roundout program for the 1st Cavalry Division, the 2d Armored Division, and the 25th Infantry Division demonstrated the feasibility for improving Reserve Component units through association with active Army divisions. Based on this experience, the Secretary of Defense directed initiation of the Affiliation Program in August 1973. The objective of this program is to improve the deployability of Reserve Component units by having the active Army assist in their equipping and training.

Responding to the directive from the Secretary of Defense, in 1974 the Army established formal affiliation relationships for 26 Reserve Component battalions with CONUS active Army divisions. The near-term objective was to upgrade the training of these Reserve Component units. Simultaneously a study was initiated to determine limits to the affiliation concept and to identify additional Reserve Component units which could be included in the program.

The success of the training programs was validated during annual training in 1974 as both active Army and Reserve Component commanders praised and enthusiastically supported the affiliation concept. Based on this acceptance, and the determination that an active Army division could control up to 16 battalions in four brigades during sustained combat, affiliation was established as an Army program and was expanded to provide for affiliation of support as well as combat elements. By the end of FY 75, 89 Reserve Component battalion size units were affiliated with active Army divisions in the Continental United States and Hawaii, to include the recently organized 5th Infantry Division (Mechanized) and the 24th Infantry Division. The Army was also developing plans to affiliate a brigade with the 7th Infantry Division in FY 76.

Through the affiliation program, in FY 75, the active Army relies on 14 battalion-size units to roundout understructured divisions, 10 battalion-size units are affiliated and designated to roundout the 5th Infantry Division (Mechanized) and the 24th Infantry Division upon activation, and 65 more battalions provide either additional combat power or support forces earlier than envisioned before the program was implemented. In recognition of this reliance on the Reserve Components, higher priorities have been assigned to affiliated units on the Department of the Army Master

Priority List (DAMPL). Roundout units are assigned on the DAMPL with a position identical to their sponsor division.

B. Mutual Support

The Mutual Support Program, established as a formal Army program in July 1971, encourages the active Army, National Guard, and Army Reserve to seek means to enhance the readiness of each component. This is accomplished by sharing expertise, equipment, facilities and doctrine. The program formally recognizes the benefits of the association which have long existed informally, as a result of the innovation and cooperation of active/Guard/Reserve commanders working to assist each other.

The Mutual Support Program is not limited to the support rendered by one component to the other during Annual Training, but rather fosters an association aimed at increasing year round effectiveness and improving the capability of the Total Force.

Administration of the program is informal, avoiding the burden of report preparation and submission which could prejudice participation in the concept. Although the ongoing activities are unfunded and rely on the initiative of the commanders and their dedication to the improvement of the force, over half of the Reserve Components participate. Participation in the program has developed close relationships between the Army components and increased understanding of mutual problems and component capabilities.

ANNUAL REPORT OF THE NAVAL RESERVE
AND
MARINE CORPS RESERVE
FY 1975

DEPARTMENT OF THE NAVY

ANNUAL REPORT
OF THE
SECRETARY OF THE NAVY
ON THE
UNITED STATES
NAVAL RESERVE
AND
MARINE CORPS RESERVE

FISCAL YEAR 1975

SEPTEMBER 1975

ANNUAL REPORT OF THE NAVAL RESERVE
FOR FISCAL YEAR 1975

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Naval Reserve

SECTION I

MISSION AND OBJECTIVES

The primary mission of the Naval Reserve is to provide trained units and individuals available for active duty in time of war, national emergency or when otherwise authorized to meet the requirements of the Navy which exceed the strength and capability of the active force. Its secondary mission is to assist the active force in accomplishing its peacetime mission as a by-product or adjunct of training.

The Navy is essentially a forward deployed service that is, in reality, deployed at all times, with flexible mobile forces capable of responding to a broad spectrum of contingencies. The size of the Navy is necessarily constrained by the budget and availability of equipment. The above considerations likewise combine to influence the role, sizing, and equipping of the Naval Reserve.

It has been necessary during recent years to place greater reliance on the Reserve forces as the active forces have been reduced consistent with budgetary constraints and escalating costs of personnel and weapons systems. Readiness is the primary objective in the management of the Naval Reserve in the interest of the most effective fulfillment of the tasks and challenges of the present and preparedness for future emergencies.

To enhance its viability and mesh its activities with those of the active forces, the Naval Reserve is to be administered, trained, and operated as an integral part of the Regular Navy in accordance with the Total Force Policy. Employment of mobilized Reserve assets will be dictated by the Readiness Posture and the nature of the contingency.

Naval Reserve assets are maintained to be utilized as follows:

- Provide combat Ready Reserve units for introduction into a combat environment.
- Provide personnel for the phased expansion of the Active Force.

- Provide personnel to assist in activation and manning of inactive ships.
- Provide personnel support to the Advance Base Functional Component System. (To the extent of Prepositioned War Reserve Stocks (PWRS))
- Augment the Military Sealift Command ships, Naval Control of Shipping Organization and Navigation and Oceanographic Systems Missions.
- Provide manpower to support base and training facility expansion.

SECTION II

EFFORTS TO PROMOTE UNDERSTANDING OF LAWS RELATING TO THE RESERVE FORCES

The Navy conducts internal and external information programs for the purpose of promoting an understanding of matters pertaining to the Naval Reserve. Implementation of laws, Executive Orders, and Department of Defense Directives are effected by Navy Department instructions and notices, and, in turn, through official deirectives of field commands and units.

The Chief of Naval Reserve and Commandants of the Naval Districts publish newsletters which have wide distribution to units and individual reservists. Also, the Systems Commands and various bureaus and offices publish digests or periodicals devoted in whole or in part to the Naval Reserve. "The Naval Reservist," an official publication of the Navy Department distributed quarterly to Naval Reserve personnel, publishes digests of pending legislation and information of Department of Defense and Navy policies and procedures implementing current laws. Numerous conferences and seminars are conducted during the year involving both active duty regular and reserve personnel and inactive duty reservists.

A Reserve Flag Officer conference is held annually. The attendees include the Secretary of the Navy, Chief of Naval Operations, and other senior civilian and military officials of the Navy Department, many of whom make presentations in the areas of their responsibility.

Articles are prepared and information furnished for use by military oriented associations in their publications such as the NAVAL RESERVE ASSOCIATION NEWS, NERAGRAM (national newsletter of the Naval Enlisted Reserve Association) and THE OFFICER (published by the Reserve Officers Association). Articles appear in the NAVY TIMES disseminating information concerning the Naval Reserve. Information is presented to the public through speeches by active duty and reserve personnel to general audiences at meetings of civic and other non-military organizations. Personnel on full time active duty at Naval Reserve locations are, in effect, Navy representatives at the "grass roots" level throughout the United States.

In addition, a monthly memorandum is issued from the CNAVRES Manpower Director to Recruiting Offices throughout the command that explains changes so as to use them as an aid to recruiting and to ensure all applicants are provided current information prior to affiliation/enlistment. Also, all enlistees are required to sign a Statement of Understanding explaining in detail participation requirements.

SECTION III

CURRENT STATUS AND PROGRESS MADE IN STRENGTHENING THE NAVAL RESERVE

A. General

1. Federal law prescribes that the Naval Reserve shall be organized, administered, trained and supplied under the direction of the Chief of Naval Operations. The Bureaus, Systems Commands and offices of the Navy Department have the same relation and responsibility to the Naval Reserve as they have to the active Navy.

2. The Director of Naval Reserve, on the staff of the Chief of Naval Operations (CNO), is the principal advisor to the CNO on matters of Naval Reserve policy, planning, and management in addition to providing related budgetary support at the seat of the Government. A single Naval Reserve field command with headquarters in New Orleans, Louisiana is headed by the Chief of Naval Reserve who is responsible for the direction and supervision of all Naval Reserve activities and the management of all assigned resources. The Chief of Naval Reserve reports directly to the Chief of Naval Operations and for additional duty to the Commander in Chief, U.S. Atlantic Fleet and Commander in Chief, U.S. Pacific Fleet. A Vice Admiral serves in the dual capacity as Director of Naval Reserve and Chief of Naval Reserve.

3. Readiness Commands

With the reductions in Naval Reserve strength, it was determined that the objective of twenty-two Readiness Commands was no longer a valid requirement to effectively administer Naval Reserve training, but that eighteen Readiness Commands would provide effective administration and show considerable savings in funds and manpower. The Readiness Commands were realigned to conform to and remain within the boundaries of the Naval District Commandants having Naval Reserve responsibility. It has become apparent that the current role of the Readiness command must be redefined to reduce duplication of effort and layering, and to utilize assigned resources more efficiently. The evaluations and recommendations of the Commandants and Readiness Commanders are being analyzed and it is expected that adjustments will be made in the role of the Readiness Commander.

Readiness Commands are located at Seattle, San Francisco, Los Angeles, Denver, Twin Cities, Houston, Great Lakes, Cleveland, Baltimore, Boston, and Philadelphia. The Readiness

Command at Columbus was disestablished on 30 June 1975 and the Readiness Command at Memphis was established. The remaining Readiness Commands for a total of eighteen such commands are planned for establishment in the next fiscal year.

4. Manpower

The Naval Reserve commenced Fiscal Year 1975 with a drill pay on board strength of 114,264 and ended the year on 30 June 1975 with an on board count of 98,236. Several factors can be attributed to this significant reduction in strength:

a. There was a notable increase in Training/Pay Category "B" billets (24 paid drills per year), from approximately 4000 in FY 1974 to approximately 14,000 in FY 1975. Many individuals who were retirement eligible decided to submit requests for retirement rather than continue in the program at a reduced pay rate (24 paid drills versus the former 48 paid drills per year). Others viewed this drill pay category as "half pay" and felt "half required" in comparison to others in Training/Pay Category "A" (48 paid drills per year).

b. Numerous restructuring actions took place which reduced total drill pay billets by approximately 10,000 (117,000 to 107,000).

c. BUPERSINST 5400.42D, concerning administration of the Naval Reserve, became effective in Fiscal Year 1975. This directive contained specific guidelines concerning qualitative and quantitative manning, thus rescinding previous guidance authorizing liberal assignment criteria.

d. Active duty support personnel for the Naval Reserve program began to stabilize during Fiscal Year 1975. Active duty personnel provide for the training, administration, recruiting, maintenance and logistical support for Naval Reserve programs. During FY-72 - FY-74, the number of personnel were reduced as a result of overall Navy end strength reductions. The Shore Establishment Realignment (SER) program in FY-74 contributed to the decline in number of personnel available.

The introduction of sophisticated training devices at training activities will require additional skilled technicians to operate and maintain these devices. The introduction of modern hardware into the Air Reserve Forces will require additional full time maintenance personnel to support the more complex aircraft.

Further reductions in the active duty support base will adversely affect the capability for maintenance of new hardware and training devices and thus decrease the effectiveness of such equipment in the training of Naval Reservists.

5. Naval Reserve Restructuring

a. The overall plan for restructuring the Naval Reserve was developed in depth by segments with the initial segment promulgated in November of 1973, and the second segment promulgated in August 1974. Progress was made during FY 75 to transition to the new organization on a phased basis. The new structure provides a positive and comprehensive action program to prepare the Naval Reserve as a full partner in the Navy Total Force by converting the Selected Reserve into a quick reaction contingency response force in consonance with actual Navy needs and Reserve capability. However, changes in the active Navy strength as well as continuous evaluation of all mission areas of the active force will necessitate continuous refinement of Naval Reserve roles, mission areas and force levels.

b. During the fiscal year, budgetary cuts, coupled with changing active Navy requirements, forced the disestablishment of many restructured units while others had their allowances reduced. At the same time, a large number of billets, (7355 officers/4175 enlisted) were changed from Training/Pay Category "A" (48 drill/year) to Training/Pay Category "B" (24 drill/year). The disestablishment of many units resulted in a severe imbalance in unit locations in relation to Reserve personnel availability. Consequently, a complete re-evaluation of unit locations was undertaken and almost 200 units were relocated.

c. The changes in the restructured Naval Reserve which occurred during the year resulted in the following program in effect as of 30 June 1975:

PROGRAM	NUMBER OF UNITS	PERSONNEL ALLOWANCE OFF/ENL	TOTAL
PROG 1 - SUBMARINE	63	380/2497	2877
PROG 2 - MINE	59	137/1705	1842
PROG 3 - SERVICE	82	291/2596	2887
PROG 4 - SURFACE COMBATANT	115	445/5485	5930
PROG 5 - AIR FORCES	298	4387/24998	29385
PROG 6 - CARGO HANDLING	4 (24 DETS)	48/ 464	512
PROG 7 - CONSTRUCTION	69 (216 DETS)	492/13942	14434

PROGRAM	NUMBER OF UNITS	PERSONNEL ALLOWANCE OFF/ENL	TOTAL
PROG 8- AMPHIBIOUS	104	496/5496	5992
PROG 9- MARINES	31	284/1401	1685
PROG 10- SPECIAL WARFARE	30	377/2023	2400
PROG 11- MAJOR FLT/FORCE COMMAND	47	694/ 748	1434
PROG 11- UNIFIED JOINT SHORE CMD	13	151/ 140	291
PROG 11- SUPPORT OF ALLIES	7	148/ 202	350
PROG 11- TELECOMMUNICATIONS	89	178/1156	1633
PROG 11- SECURITY	97	506/2959	3465
PROG 11- INTELLIGENCE	148	2749/2053	4802
PROG 11- OFFICE OF SEC DEF	1	1/ 0	1
PROG 11- NAVAL WEATHER	13	32/ 168	200
PROG 11- OCEANOGRAPHY	1	5/ 6	11
PROG 11- MILITARY SEALIFT	37	643/1077	1720
PROG 11- NAVAL CONTROL OF SHIPPING	74	668/1282	1950
PROG 11- BASES & STATIONS	88	538/3406	3944
PROG 11- NAVAL MATERIAL CMD	1	12/ 2	14
PROG 11- AIR SYSTEMS	21	322/ 102	424
PROG 11- ELECTRONICS SYSTEMS	8	42/ 190	240
PROG 11- FACILITIES ENGINEERING	46	346/ 487	833
PROG 11- ORDNANCE SYSTEMS	48	481/1156	1637
PROG 11- SHIP SYSTEMS	57	474/4066	4540
PROG 11- SUPPLY SYSTEMS	64	712/ 562	1274
PROG 11- MEDICAL	128	1312/2560	3872
PROG 11- TRAINING	115	723/2400	3123
PROG 11- PERSONNEL SYSTEMS	34	172/ 601	773
PROG 11- PUBLIC AFFAIRS	27	211/ 161	372
PROG 11- LAW	31	217/ 31	248
PROG 11- RESEARCH	15	173/ 59	232
PROG 11- SELECTIVE SERVICE	7	60/ 0	60
TOTALS	2072	18907/86488	105395

6. Reserve Supplement Consolidation

As a result of SLR action, several Reserve Supplements (RESSUP) of Naval District Commandants' staffs have been consolidated during the past year. The Reserve Supplement of COMTHREE will administer all Surface Reserve activities in the First and Fourth Naval Districts as well as the Third Naval District.

COMFIVE's RESSUP was disestablished with the responsibilities assumed by COMSIX. In addition, COMELEVEN has assumed all responsibility for reserve administration in the Twelfth Naval District as well as the Eleventh Naval District.

COMEIGHT, COMNINE, and COMTHIRTEEN RESSUPs remained intact making a new total of six RESSUPs on Naval District staffs.

7. Naval Reserve Ferro Cement Boat Program

Stringent fiscal and manpower constraints with the expectation of even more austere funding, along with the determination that a mobilization requirement no longer existed, necessitated the decision to disestablish the Ferro Cement Boat Program in Fiscal Year 1975. Accordingly, the Naval Reserve Ferro Cement Boat Program was disestablished effective 30 June 1975.

8. Naval Air Reserve Force concept has permitted the Reserve Force Squadrons (RESFORON) to continue their goal towards total readiness for mobilization. Under this concept, personnel and aircraft can be maintained in a state of training and readiness which permits rapid employment in the event of full or partial mobilization of the RESFORONs in the following ways:

a. Each squadron is provided with combat deployable aircraft which are to be configured in accordance with the individual Type Commander's configuration directive.

b. Training requirements and readiness reporting procedures for RESFORONs are identical to their Fleet counterparts. This system affords the Fleet Command a current status of each Reserve Force squadron's mobilization potential.

c. Concurrent with the emphasis on readiness and training of the RESFORONs was the expansion in training of Fleet augmentation and Fleet support units under CNAVRES. COMNAVAIRESFORs more modern aircraft, expanded support equipment and facilities, complex weapons systems, and extended mission scope provided more valuable training to Intermediate Maintenance Units (IMAs), and Tactical Support Units (TSU)/Anti-Submarine Warfare Support Units (ASWSU) in support of these squadrons.

d. Other specific actions which strengthened the Naval Air Reserve are:

(1) Transition of VP-60/65/90 to P3's. Currently nine of the twelve PATRON squadrons are operating the P3 aircraft, and an additional quadron (VP-69) is scheduled to transtion in FY 76.

(2) Establishment of a Reserve Tactical Support Wing to coordinate the training of VR and VC RESFORONs.

(3) Increased availability of site support equipment and the acquisition of IRML items continued to improve the material readiness capability of RESFORONs.

(4) Increased availability of school quotas at fleet schools.

(5) Relocation of VC-12 from NAF Detroit to NAS Oceana and subsequent co-location with Atlantic Fleet VC assets.

(6) Receipt of F4N aircraft replacing the F4B in CVWR-30.

B. Force Structure and Organization

1. Complete Capability Response Units (CRU)

Program	Number of Units	Unit Type
MINE FORCES	22	MSO(NRF)
	9	MSC(NRF)
	7	MINDIV(NRF)
SURFACE COMBATANT FORCES	32	DD(FRAM 1)(NRF)
	2	DD(825/827)(NRF)
	5	DESRON STAFF(NRF)
AIR FORCES	2	VF(F-8)
	2	VF(F-4)
	4	VA(A-7)
	2	VA(A-4)
	2	VFP(F-8)
	2	VAW(E-1B)(CVSGR)
	2	VAQ(DA-3)
	4	VS(S-2E)
	4	HS(SH-3)
	3	VP(SP-2H)
	9	VP(P-3A)
	4	VR(C-118)
	6	VR DET(C-118)
	2	VC(A-4)
	1	TACRON
	32	ASW/TSU
CARGO HANDLING FORCES	4	CARGO HANDLING BATTLION
CONSTRUCTION FORCE FORCES	17	MOBILE CONSTRUCTION BN.
	1	NAVCONSTRBRIG STAFF
	8	NAVCONSTRREG STAFF
MARINE FORCES	31	COMBAT UNITS
AMPHIBIOUS FORCES	5	PG
	3	PGMU
SPECIAL WARFARE FORCES	21	MIUW
	2	UDT
	2	COSRIVRON
	3	COSRIVDIV
SPECIAL AND GENERAL MILITARY SEALIFT	4	TRANSU
	2	MILDEP
	14	MSCO
	2	MSC COM
NAVAL CONTROL OF SHIPPING	41	NCSO
	7	NCSLO
	13	CONVOYCOM
	13	R/V CONVOYCOM
SHIP SYSTEMS	1	ASRB-YR
SUPPLY SYSTEMS	6	ASB
	1	AACT
MEDICAL	8	PMU

2. SRU, CRU, ORU and IRU Units within Programs

UNITS WITHIN PROGRAMS

SUBMARINE	31 SRU 32 ORU
MINE	4 SRU 24 ORU 38 CRU
SERVICE	71 SRU 18 ORU
SURFACE COMBATANT	48 SRU 29 ORU 39 CRU
AIR FORCES	114 SRU 104 ORU 81 CRU
CARGO HANDLING	4 CRU (24 DET's)
CONSTRUCTION FORCE	42 ORU 27 CRU (216 DET's)
AMPHIBIOUS	60 SRU 38 ORU 6 CRU
MARINE CORPS	31 CRU
SPECIAL WARFARE FORCES	2 ORU 28 CRU
SUB TOTAL:	328 SRU 289 ORU 254 CRU

SPECIAL AND GENERAL SUPPORT PROGRAM	
ALL SUB-PROGRAMS	
MAJOR FLEET/FORCE COMMAND	47 ORU
UNIFIED/JOINT/SHORE COMMAND	13 ORU
SUPPORT OF ALLIES	7 ORU

TELECOMMUNICATIONS	89 ORU
SECURITY GROUP	97 ORU
INTELLIGENCE	147 ORU
OFFICE OF SECRETARY OF DEFENSE	1 IRU
NAVAL WEATHER SERVICE	13 ORU
OCEANOGRAPHY	1 ORU
MILITARY SEALIFT	15 ORU 22 CRU
NAVAL CONTROL OF SHIPPING	74 CRU
BASES AND STATIONS	88 ORU
NAVAL MATERIAL COMMAND	1 ORU
AIR SYSTEMS	22 ORU
ELECTRONICS SYSTEMS	8 ORU
FACILITIES ENGINEERING	46 ORU
ORDNANCE SYSTEMS	48 ORU
SHIP SYSTEMS	56 ORU 1 CRU
SUPPLY SYSTEMS	57 ORU 7 CRU
MEDICAL	120 ORU 8 CRU
TRAINING	69 ORU 46 CRU
PERSONNEL SYSTEMS	4 ORU 30 CRU
PUBLIC AFFAIRS	27 ORU
LAW	31 ORU
RESEARCH	15 ORU
SELECTIVE SERVICE	7 IRU

SUB TOTAL:	1019 ORU 188 CRU 8 IRU
GRAND TOTAL:	328 SRU 1308 ORU 442 CRU 8 IRU 7086

3. Naval Air Reserve Force

The Naval Air Reserve Force consists of two Attack Carrier Air Wings (CVWRs), two Carrier Antisubmarine Warfare Groups (CVSGRs), 12 Patrol squadrons, organized under East Coast and West Coast Wings, four Transport squadrons and two Fleet Composite squadrons under Commander, Reserve Tactical Support Wing. All squadrons are priority manned and equipped with combat deployable aircraft. Wing/Group Commanders report directly to the Commander Naval Air Reserve Force (COMNAVAIRESFOR). In the event of mobilization, Commanding Officers of squadrons in the Naval Air Reserve Force will report directly to assigned Fleet Type Commander via their respective Wing Commanders, if such are assigned. In addition to the above Naval Air Reserve Force Squadrons, 32 TSU/ASWSUs and one Tactical Air Support Squadron (TACRON) also report to COMNAVAIRESFOR. The following is a summary of the composition of the Naval Air Reserve Force as it existed during FY 1975:

ATTACK CARRIER AIR WING	NUMBER/TYPE SQUADRONS	NUMBER/TYPE A/C PER SQUADRON	TOTAL AIRCRAFT ALLOWANCE
CVWR (2)	4 - VA	12 - A-7A	48
	2 - VA	14 - A-4L	28
	2 - VF	12 - F-8H	24
	2 - VF	12 - F-4B	24
	2 - VAQ	4 - KA-3B	8
	2 - VFP	4 - RF-8G	8
CARRIER ANTI-SUB WARFARE GROUP			
CVSGR (2)	4 - HS	8 - SH3A/G	32

NUMBER/TYPE SQUADRONS	NUMBER/TYPE A/C PER SQUADRON	TOTAL AIRCRAFT ALLOWANCE
6 - VS*	7 - S-2E	42
2 - VAW	4 - E-1B	8

*Two squadrons disestablished January 1975

COMRESPATWING
LANT/PAC

3 - VP	12 - SP-2H	36
9 - VP	9 - P-3A	81

C. Personnel Strengths and Manning Levels

1. Total year end drill pay strength and man-year average compared with funded numbers:

	END STRENGTH	MAN YEAR AVERAGE
Funded	104,023	108,485
Actual	98,236	107,953
	-5,787	-532

2. Complete Capability Response Unit (CRU) manning - actual end FY 75 strength and allowances in Selected Reserve, by officer and enlisted, within each category of units:

	OFFICER		ENLISTED	
	ALLOWANCE	ONBOARD	ALLOWANCE	ONBOARD
MINE FORCES (NRF)	87	89	996	791
CARGO HANDLING FORCES	48	42	464	381
MARINE CORPS FORCES	284	173	1401	891
SPECIAL WARFARE FORCES	365	368	1987	1724
AMPHIBIOUS FORCES	67	61	669	500
DESTROYER FORCES (NRF)	241	221	3577	2930
CONSTRUCTION FORCES	446	425	12892	10390
MILITARY SEALIFT	350	286	738	402
SUPPLY SYSTEMS	58	40	164	136
MEDICAL	32	23	160	129
NAVAL CONTROL SHIPPING	668	555	1282	604
TRAINING	326	187	878	525
VF	100	91	522	426
VA	124	119	808	659
VFP	10	12	56	31
VAW	30	30	54	51
VAQ	30	38	154	160
VS	54	53	220	211
HS	120	115	468	400
VP	1035	957	3504	3075
VR	274	249	900	776
VC	28	22	170	71
CVWR	4	3	20	15
TSU/ASWSU	394	348	1039	414
TACRON	33	31	53	20
	5208	4529	33176	25712

3. Other Selected Reserve Manning--total allowance and actual strength, by officer and enlisted, in all other units which include SRU, ORU, IRU, and units not restructured to date:

OFFICER		ENLISTED	
ALLOWANCE	ONBOARD	ALLOWANCE	ONBOARD
13705	12581	53289	55414

4. Non-prior service enlistments

	QUOTAS	ENLISTMENTS/AFFILIATIONS	PERCENT
2 X 6	14450	14534	101%
3 X 6	477	486	102%
READY MARINER	3099	2997	97%
VETERAN RECRUITING	27000	24864	92%

5. Analysis of manning efforts-- factors or conditions assisting or impeding attainment of strength levels; programs initiated or emphasized to accomplish objectives:

a. Budgetary constraints had significant effect on manning levels, particularly those assigned to Training/Pay Category "B" units. In addition, numerous personnel were offered permissive active duty for training (ADT) orders in that monies were not available to pay for travel and per diem, a cost which many Reservists could not afford to bear. Losses of strength were generated by these actions. Provided the Naval Reserve receives an adequate budget for FY 76, continual losses may be reduced.

b. Fiscal Year 1975 was a year of constant change due to the restructuring process. It is anticipated that this turmoil will be reduced in FY 76 and personnel should begin to realize a more stable environment in which to serve.

c. Another factor that has had a detrimental effect on Selected Reserves has been the inability to process unsatisfactory obligors for extended active duty or additional active duty for training. This has been caused by high fleet manning levels of various rates/ratings and insufficient Reserve Personnel, Navy (RPN) funds for ADT. Should authority be granted to again take appropriate action in the case of unsatisfactory drillers, the morale of other Reservists should again rise, thus leading toward a better reserve community.

d. Veteran recruiting was good considering the first year of total qualitative goals and the standdown in Reserve

Naval Construction Force (RNCF) recruiting beginning in March 1975. First enlistments, particularly in the Ready Mariner (R-M) program compared to the last fiscal year, showed improvement.

e. Past reductions in active duty manning, in addition to reducing total numbers, have forced reductions in the enlisted Training and Administration of Reserves (TAR) community both quantitatively and qualitatively. The resultant reduced advancement opportunity has continued to exacerbate an existing problem area. Efforts are being made to minimize the impact of these changes on the individual and enhance the overall retention and procurement of TAR personnel.

D. FACILITIES

1. The Naval Reserve training programs are conducted at three hundred sixty-two locations throughout the United States summarized by category as follows: seven Naval Air Stations, one Naval Air Facility, nine Naval Air Reserve Units, thirteen Naval Air Reserve Detachments, one hundred twenty Naval and Marine Corps Reserve Centers, twenty-six Naval Reserve Central Drill Sites, eighteen Naval Reserve Satellites (remote), and one hundred sixty-eight Naval Reserve Satellites. In keeping with the policy of joint utilization, all the Naval Air Reserve sites are jointly utilized with the 4th Marine Air Wing, Air National Guard, or other Reserve components except for NARDET Miami. Of the three hundred thirty-two Naval Surface Reserve sites, one hundred twenty sites are utilized jointly with Marine Corps with seventy-seven additional sites being utilized jointly with other reserve components.

2. More than half of the facilities utilized by the Naval Reserve are substandard. Of the three hundred thirty-two Naval Surface Reserve sites, one hundred forty-six or 44% are adequate and one hundred eighty-six or 56% are substandard. The substandard facilities are generally the multiple Quonset or Butler Huts with connecting frame headhouse typical of the mass construction undertaken for the Reserves in the late 40's. As the Butler and Quonset Huts had an economic life of 20 to 25 years and with construction funds simply not available to replace them, those structures now have a high maintenance cost, present a degraded appearance and are inefficient training platforms. Five of the seven Naval Air Stations were designed and constructed during WWII and now show the impact of block obsolescence. The block obsolescence is due to use of design and material "for duration only" which does not permit flexibility to upgrade the facilities to adequately meet today's support and training equipment requirements. Today's aircraft are larger, heavier and more sophiscated. Therefore, the facilities construced during WWII, if adaptable at all, are not adaptable to current requirements without excessive cost. Additionally, the nine Naval Air Reserve Units located on active Naval Air Stations generally have been relegated to excess facilities with problems similar to the five WWII vintage Reserve Naval Air Stations.

3. The following projects have been completed in FY-75:

NAS South Weymouth, MA	Acft Corrosion Control Facility
NAS Willow Grove, PA	Warehouse
NAS Glenview, IL	Acft Maint Hangar
NMCRC San Bruno, CA	Reserve Training Building
NMCRC Portland, OR	Reserve Training Building
NAS Atlanta, GA	Dispensary and Dental Clinic
NARDET Miramar, CA	Acft Parking Apron

NARU Pt. Mugu, CA	Acft Maint. Hangar
NRC Staunton, VA	Reserve Training Building
NSA New Orleans, LA	4th MAW Headquarters
MARTU Denver, CO	Water, Toilet, Sewer Facilities

4. The following consolidation has been effected in FY-75:

a. NRC Hunters Point and NRC San Mateo to San Bruno.

Additional possibilities for consolidation of Reserve activities are under study.

5. Closures effected in FY-75 were:

Naval Reserve Facility, Aberdeen, WA
Naval Reserve Center, Stamford, CT
Naval Reserve Facility, Troy, AL
Naval Reserve Center, Yonkers, NY
Ferro Cement Boat Center, NSA New Orleans, LA

6. The FY 1975 Military Construction, Naval Reserve (MCNR) program approved by Congress was as follows:

LOCATION AND DESCRIPTION	PROGRAM COST
AFRC Wilmington, NC	
Reserve Training Building Addition	$ 421,000
AFRC Brooklyn, NY	
Reserve Training Building (N)	1,592,000
AFRC Brooklyn, NY	
Reserve Training Building (MC)	923,000
NAS Willow Grove, PA	
Aircraft Parking Apron Extension	941,000
NAS Willow Grove, PA	
Reserve Training Building	733,000
NAS Willow Grove, PA	
Aircraft Maintenance Hangar	6,475,000
AFRC Lexington, KY	
Reserve Training Building (N)	411,000
AFRC Lexington, KY	
Reserve Training Building (MC)	337,000
NAS New Orleans, LA	
Dispensary and Dental Clinic Addition	1,226,000
NAS New Orleans, LA	
Bachelor Enlisted Quarters Modernization	766,000
AFRC Tulsa, OK	
Reserve Training Building (N)	481,000
AFRC Tulsa, OK	
Reserve Training Building (MC)	605,000

NAS Glenview, IL Aircraft Washrack	221,000
NAS Glenview, IL Bachelor Enlisted Quarters	1,282,000
NMCRC Rock Island, IL Reserve Training Building (N)	991,000
NMCRC Rock Island, IL Reserve Training Building (MC)	634,000
AFRC Las Vegas, NV Reserve Training Building (N)	493,000
TOTAL MAJOR CONSTRUCTION	18,532,000
Design	1,868,000
Minor	400,000
SUBTOTAL APPROPRIATION	20,800,000
AFRC Springfield, MA Add-on	1,335,000
TOTAL APPROPRIATION	22,135,000

7. The condition of Naval Reserve training facilities is generally deplorable in that a great majority of the structures are of World War II vintage, and the funds available for Maintenance and Repair of Real Property (MRP) are not compatible with the level required to arrest the growth of the Backlog of Maintenance and Repair (BMAR). The BMAR as depicted by the Annual Inspection Summary of 31 December 1973 was 22.7M compared to 30.0M for 31 December 1974. Currently the ratio of BMAR to CPV (Current Plant Value) is 3.87% as compared to the SECNAV goal of 1.5% MRP funding has continued to be limited. Cost growth (inflation) and the advanced age of much of the physical plant have continued to drastically cut into the power of available dollars to reverse this trend.

E. Equipment

1. Antisubmarine Warfare Ships-During FY 75, the Surface combatant force level was decreased by 5 ships to a total of 32.

The following is a comparison of the inventory of destroyers assigned to the NRF on 30 Jun 1974 and 30 Jun 1975.

End of FY 74		End of FY 75
Destroyers	FRAM I	
DD 714		DD 714
DD 716		DD 716
DD 717	Stricken from Naval Register 4/1/75	
DD 718		DD 718
DD 719		DD 719
DD 743		DD 743
DD 763		DD 763
DD 784		DD 784
DD 785		DD 785
DD 788		DD 788
DD 806		DD 806
DD 817		DD 817
DD 819		DD 819
DD 820		DD 820
DD 821		DD 821
DD 822		DD 822
DD 825		DD 825
DD 827		DD 827
DD 829		DD 829
DD 835		DD 835
DD 839		DD 839
DD 842		DD 842
DD 846	Stricken from Naval Register 5/30/75	
DD 847	Stricken from Naval Register 9/30/74	
DD 862		DD 862
DD 863		DD 863
DD 864		DD 864
DD 865	Stricken from Naval Register 12/12/74	
DD 866		DD 866
DD 871		DD 871
DD 876		DD 876
DD 880		DD 880
DD 883		DD 883
DD 885		DD 885
DD 886		DD 886
DD 890		DD 890

End of FY 74		End of FY 75
Destroyers	FRAM II	
DD 724	Stricken from Naval Register 3/1/75	
37		32

2. Mine Countermeausre Ships-During FY 75, the number of Ocean Mine-sweepers (MSO) increased to 22. The following is a comparison of the inventory of Mine Countermeasure ships assigned to the NRF on 30 June 1974 and 30 June 1975.

End of FY 74		End of FY 75
MSO 427		MSO 427
MSO 428		MSO 428
MSO 429		MSO 429
MSO 430		MSO 430
MSO 431		MSO 431
	From Fleet	MSO 433
	From Fleet	MSO 437
MSO 438		MSO 438
MSO 439		MSO 439
MSO 440		MSO 440
MSO 441		MSO 441
	From Fleet	MSO 442
	From Fleet	MSO 446
	From Fleet	MSO 449
MSO 455		MSO 455
	From Fleet	MSO 456
MSO 464		MSO 464
MSO 488		MSO 488
MSO 489		MSO 489
MSO 492		MSO 492
MSO 509		MSO 509
MSO 511		MSO 511
16		22
MSC 198		MSC 198
MSC 199		MSC 199
MSC 201		MSC 201
MSC 203		MSC 203
MSC 204		MSC 204
MSC 205		MSC 205

End of FY 74	End of FY 75
MSC 206	MSC 206
MSC 207	MSC 207
MSC 209	MSC 209
9	9

(all MSCs were stricken from the Naval Register 1 July 1975)

3. Coastal/River Boats and Craft-There was insignificant change in the number and types of boats and craft assigned to the Coastal/River units during FY 75. Listed below are the boats and craft assigned at the end of FY 75. (Miscellaneous auxiliary craft are not included)

TYPE	NUMBER
ATC (Mini-Armored Troop Carrier)	14
CCB (Command and Control Craft)	1
MSSC (Medium SEAL Support Craft)	4
PB (Patrol Boat)	2
PBR (River Patrol Boat)	26
PTF (Fast Patrol Craft)	17
PCF (Patrol Craft (Fast))	5
TOTAL	69

4. Mobile Inshore Undersea Warfare (MIUW) Equipment-FY 73 expenditures for vehicular equipage resulted in approximately $60 thousand worth of tactical vehicles being delivered to each of 21 MIUW units in FY 75. FY 73-76 funding provides for the procurement of twenty-two Radar-Sonar Surveillance Center (RSSC) (AN/TS2-108) vans. The first of the vans is scheduled for delivery in August 1975 and others at a rate of one every six weeks thereafter. The Operation and Maintenance Navy Reserve (O&MNR) and Other Procurement Navy (OPN) budget programmed FY 76/77 and out-years to procure to an authorized pre M-Day mobilization and training equipage to total $500 thousand for each unit.

5. Naval Reserve Mobile Construction Battalion Equipment. The Commander, Naval Facilities Engineering Command continues to distribute some of the existing stocks of equipment from Prepositioned War Reserve Stocks (PWRS) in the form of Readiness Support Allowances (RSAs) for RMCB training. Fifteen RSAs are now 100% assigned to battalion permanent drill sites and the remaining sites are partially outfitted. The allowance includes twenty-eight pieces of automotive materials, handling and construction equipment, shop equipment, tools and infantry equipment.

This program provides each of the Reserve Naval Mobile Construction Battalions with equipment for essential "hands-on" training throughout the year.

6. Cargo Handling Battalions. A Readiness Support Table of Allowance for Reserve Cargo Handling Battalions (RCHBs) has been approved by the Chief of Naval Operations. Additionally, a peacetime training allowance has been established providing for twenty-eight pieces of rolling stock valued at $352,170. This training allowance will augment the equipment maintained as Prepositioned War Reserve Stocks (PWRS) to fully outfit an RCHB during any contingency. The peacetime training allowance consists of the following types of equipment: forklifts, trucks, cranes, tractors, trailers/trailer beds, and battery maintenance equipment. Distribution of RCHB training allowances to the units' Central Drill Sites commenced in June 1975 and will supply the necessary equipment to conduct battalion hands-on training and improve RCHB mission readiness.

7. Readiness Commands. The objective is to equip all Surface Reserve activities, as appropriate, to function as integral parts of a readiness command framework, employing the central drill site concept. Naval Reserve Centers at forty-three locations throughout the nations have been designated central drill sites. These central drill site centers are to be equipped with certain training systems designed to support the training requirements of units assigned to that particular center, as well as those assigned to other centers and facilities within reasonable commuting distance of the central drill site. All other activities are to be equipped at a minimum level to support training primarily intended to lead to subsequent central drill site training. The following are the major items being placed at Reserve activities, as indicated:

a. Ship Operational Trainers (SOTs). Use of simulators is being emphasized because of simplicity and low cost, dependability and reduced maintenance, and inherent "designed in" training advantages relative to the actual system simulated. During the past year considerable progress has been made in the development, installation, and support aspects of the SOT. Developmental work on the damage control training, the engineering throttle board simulator, and the radar repeater simulator has been completed and they are now procureable items. The highly important digital target generator is expected to be a production item by December 1975. In order to realize effective SOT maintenance and support, excellent progress is being made, in concert with Naval Training Equipment Center, Orlando, to bring the SOT into the Navy's two zero (20) cognizance equipment life-cycle support system. SOTs are presently being installed, or installation is

being negotiated at central drill sites located at Baltimore, Cleveland, Philadelphia, Denver, Seattle, Great Lakes, Portland, San Bruno, Orlando, Atlanta, Providence, and Columbus. Thirty-one additional installations are planned for completion by the end of FY 79.

b. Common Skills Shops. Common Skills Shops are being installed at about one hundred central drill sites and selected Naval Reserve facilities throughout the nation to support "hands-on" practical training in such skills as welding, electrical/electronic and machine shop practices. Fifteen have been installed to date. Completion of all installations is planned to occur by FY 80.

c. Multi-Media. Naval Training Equipment Center, Orlando, as contracting agency, concluded a competitive bid process for required audio-visual equipments at centers and facilities. These equipments are being delivered. Some audio-visual programs for use on these equipments have been developed with many others planned for out-year development.

d. Security Group Equipments. Procurement and installation of equipment to modernize Naval Reserve Security Groups continues. Eight modular configurations were completed and installed during FY 75. An additional thirty-one installations are scheduled for completion in FY 76.

Maximum use continues to be made of excess property which becomes available due to ship decommissionings and base closures. Reserve activity inventories are being purged on a continuing basis to eliminate non-allowance or outmoded equipments by redistribution and disposal, controlled on a national basis.

As a result of the above actions, Readiness Commanders will have at their disposal a demographically designed network of training equipment which, when employed in concert with available fleet training hardware, should enhance their ability to achieve the training objectives assigned.

8. RESFORON Aircraft

a. VA/VAQ Squadrons

TYPE AIRCRAFT	ALLOWANCES	ON BOARD
A-4L	28	29
A-7A	48	49
KA-3B	12	13

Two VA squadrons continue to operate the A-4L aircraft that are in excellent condition; however, the Defensive Electronic Counter Measures (DECM) equipment is out of date.

The four A-7A squadrons have been non-deployable throughout FY 75 due to inadequate TF-30P6 engine support. The support problem has ranged from a shortage of turbine air seals to a lack of replacement repair parts resulting from the 200 hour engine teardown required by PPB-50 to inspect the air seal rings.

The two VAQ RESFORONs are presently capable for tanker/pathfinder missions, and the aircraft are in excellent material condition.

b. VF/VFP Squadrons

TYPE AIRCRAFT	ALLOWANCES	ON BOARD
F-8H	24	28
F-4B/N	24	27
RF-8G	8	10

Attack Carrier Air Wing THIRTY's VF squadrons have completed transition into F-4 aircraft and both squadrons will have the converted F-4N aircraft by December 1975 which meets all mobilization requirements.

Attack Carrier Air Wing TWENTY's VF squadrons are scheduled to transition to F-4N aircraft in FY 77. Their F-8H aircraft are outdated due to exclusion from many weapon system improvement programs.

The Reserve RF-8G aircraft will be configured with the latest DECM and ACLS (Automatic Carrier Landing System) by the end of FY 76. An attempt is underway to retrofit the aircraft with the improved J-57-P420 engine that will increase the reliability and reduce maintenance.

c. VS Squadrons

TYPE AIRCRAFT	ALLOWANCES	ON BOARD
S-2E	28	28

The last two VS RESFORONs are scheduled to be phased out in FY 76. The S-2E aircraft are configured in accordance with current directives; however, their mobilization capability is dependent on the availability of 115/145 AVGAS.

d. HS Squadrons

TYPE AIRCRAFT	ALLOWANCES	ON BOARD
SH-3A/G	32	32

One squadron is equipped with the improved AQS-13 sonar. The remaining squadron's aircraft have the outdated AQS-10 sonar which restricts capability. Inadequate aircraft replacement components is significantly reducing H-3 squadrons capability. All HS squadrons are scheduled to transition to the improved SH-3H.

e. VP Squadrons

TYPE AIRCRAFT	ALLOWANCES	ON BOARD
SP-2H	36	38
P-3A	81	79

Seven RESFORONs are operational with P-3A aircraft with two additional squadrons undergoing transition. Sufficient aircraft have been assigned for nine full P-3 squadrons and the tenth squadron starts transition in December 1975. Lack of support equipment and spare aircraft components still remain as the major problems within the Reserve P-3 community.

The SP-2H aircraft meet all current mobilization requirements.

f. VR Squadrons

TYPE AIRCRAFT	ALLOWANCES	ON BOARD
C-118B	30	30

The VR RESFORONs are still operating the obsolete C-118 aircraft that is hampered by the unreliability of the R-2800 engine.

g. VAW Squadrons

TYPE AIRCRAFT	ALLOWANCES	ON BOARD
E-1B	8	9

The E-1B aircraft are in excellent condition and meet all mobilization requirements.

h. VC Squadrons

TYPE AIRCRAFT	ALLOWANCES	ON BOARD
A-4L	16	18

The A-4L aircraft meet all mobilization requirements.

1. Weapon System Improvement Programs

The current policy of omitting Reserve aircraft from weapon system improvement programs or not providing the GSE/GFE for the systems is resulting in degrading reserve aircraft to the point that upon mobilization they will not be compatible with fleet aircraft and RESFORONs will be far below the standards of a fleet squadron.

9. Aircraft Maintenance and Support Equipment

a. During FY-75, as was the case in FY-74, the overall support equipment picture continued to improve. However, the introduction of newer, fleet compatible aircraft into the Reserve Forces has, while modernizing the aircraft inventory, caused some shortages in GSE (Ground Support Equipment). This is particularly evident in those areas where the fleet and Reserve Forces are placed in a position of competing for support of certain aircraft weapons systems. This problem manifests itself noticeably with respect to the P3 aircraft because expanding fleet/Reserve requirements coupled with the commonality of P-3 GSE, has outstripped the ability of the supply system to provide complete support.

b. Another paramount area of concern is that of CGSE (Common Ground Support Equipment), e.g., aircraft tow tractors, mobile electric power plants, mobile air conditioners, hydraulic test stands, jacks, etc. This equipment has been level funded for the past four years, and cost increases combined with increasing requirements has resulted in a net decrease in the amount and types of equipment available to the operating forces. The constant level funding represents about one-third of the identified fleet requirement. This problem then, affects not only the Naval Reserve, but the entire Naval Aviation Establishment.

c. In an attempt to alleviate the shortages of Ground Support Equipment (GSE), the Chief of Naval Reserve makes redistribution of assets within his command of both consumable and reportable GSE to provide maximum readiness considering available Reserve GSE assets. Constant follow-up is made to the Navy Aviation Supply Office for those items on order and to the Aircraft Controlling Custodians and to the Navy Air Systems Command Representatives to obtain equipment that may be in excess to fleet requirements. Shortage, deficiency, and impact reports submitted to offices within the Navy Department are considered in the Planning Programming and Budget System (PPBS) where appropriate, included in the Program Objectives Memorandum (POM) and budget submission consistant with fiscal guidance issued by the Secretary of Defense.

d. GSE shortages are gross shortages and do not necessarily indicate that a unit is incapable of mission performance, but rather that the total authorized allowance is not on hand. The result of this is that units must, in some cases, share GSE, develop work around procedures, or work with less than the optimum amount of GSE.

10. Training Devices (Air)

a. The Chief of Naval Reserve (CNAVRES) is the controlling custodian for the following major training devices:

DEVICE NO.	NOMENCLATURE	QUANTITY	LOCATION
a 2B10	Basic helicopter Instrument Trainer	1	NARU Alameda
b 2B13A	Multi-engine Basic Instrument Trainer	5	NARU Alameda NAS Atlanta NARU Norfolk NAS Willow Grove NAF Detroit
c 2C15	A-7A Cockpit procedures Trainer	1	NARU Alameda
d 2C30	F-4B Cockpit procedures Trainer	2	NARU Washington NAS Atlanta
e 2F62A	A-4C Weapons System Trainer (WST)	1	NAS Atlanta
f 2F63A	F-8K WST	1	NARU Washington
g 2F43A	C-118 Operational Flight Trainer (OFT)	1	NAS Glenview
h 2F29A	KA-3B OFT	1	NARU Alameda
i 2F71F	SP-2H OFT	1	NARU Whidbey Island
j 2F71T	SP-2H WST	3	NARU Memphis NAS New Orleans NARU Whidbey Island
k 2F72/A	F-8D/E WST	2	NAS Atlanta NAS Dallas
l 14B15	AQA-4 ASW Operator Trainer	6	RESASWTACSCOL (3) NARU Lakehurst NARU Norfolk NAS New Orleans

DEVICE NO.	NOMENCLATURE	QUANTITY	LOCATION
m 14B25	S-2E ASN-30 Operator Trainer	1	NAF Detroit
n 14B29	SP-2H Airborne Integrated Display System (AIDS)	1	RESASWTACSCOL
o 14B30	S-2E AIDS Trainer	2	NARU Norfolk NARU Lakehurst
p 14B31	P-3A AIDS Trainer	3	NARU Jacksonville RESASWTACSCOL (2)
q 14B37	JULIE-Navigation Trainer	1	RESASWTACSCOL
r 14B43	ASW Ground/air trainer	1	NAF Detroit
s 14F7/A	SONAR Classroom/airborne Trainer	3	RESASWTACSCOL NARU Alameda NARU Lakehurst
t 14E10	AQS-13 SONAR Operator Trainer	3	NAS South Weymouth NARU Lakehurst RESASWTACSCOL
u 15C4G	RADAR Scope Interpretation trainer	1	NAS Dallas
v 15M13/A	Sonobuoy Flight Trainer	2	NARU Memphis NARU Norfolk

b. Condition of trainers. Most assigned major training devices were acquired by CNAVRES when declared in excess to fleet needs. Many training devices are operating in a reduced material condition due to the lack of spare parts. Many spare parts are no longer in the supply system due to the age of the devices.

c. Training Devices Shortages

(1) There are no Weapon Systems Trainers (WSTs) or Operational Flight Trainers (OFTs) in CNAVRES custody for the A7, P3, or F4 aircraft. This shortfall is especially critical due to the lack of Fleet Submarine Services. The following training devices shortages are needed to fulfill training requirements. These shortages are considered by Navy Department offices in determining appropriate procurements or other action.

DEVICE NO.	NOMENCLATURE	QUANTITY	LOCATION
a 2C15	A-7A cockpit procedures trainer	1	NARU Memphis
b 2C23	P-3 cockpit procedures trainer	3	NARU Pt. Mugu NAS South Weymouth NAS Glenview
c 2F55	F-4N WST	2	NAS Dallas NAS Atlanta
d 2F69D	P-3 WST	3	RESASWTACSCOL NARU Pt. Mugu NAS Glenview
e 2F84	A-7 WST	2	NAS Atlanta NARU Pt. Mugu
f 14B44	DIFAR Operator Trainer	1	RESASWTACSCOL
g 14B44	2 Pos DIFAR Operator Trainer	4	NAS South Weymouth NARDET Patuxent Riv NARU Whidbey Island NAF Detroit
h None	C-130 Cockpit Procedures Trainer	1	NAS Glenview
i 2F75	CH-46D OFT	1	NARU Whidbey Island

(2) Efforts are being made to utilize Fleet trainers when available. However, heavy fleet requirements preclude 100% dedication to Reserve crews during their active duty for training (ADT) periods.

F. Training

Units of the Surface Naval Reserve continued to pursue the training objectives stated in CNAVRESINST 1510.7 (Subj: Readiness Training for Certain Selected Reserve Units), promulgated on 1 June 1974. This instruction contains detailed training guidance and readiness criteria for Surface units which is responsive to active force requirements within the following programs:

Program 1 - Submarine Forces
Program 2 - Mine Forces
Program 3 - Service Forces
Program 4 - Surface Combatant Forces
Program 5 - Air Forces (CV units only)
Program 6 - Cargo Handling Forces
Program 8 - Amphibious Forces
Program 10- Naval Inshore Warfare Forces
Program 11- Special and General Support (Partial)

Training continues to be designed to be consistent with active force standards and is primarily oriented to unit operational and individualized readiness training, in a "hands-on" environment wherever feasible. Two major changes were issued to CNAVRESINST 1510.7 on 15 October 1974 and 11 April 1975 to refine previously issued training guidance for the Major Mission Platform Programs and to include training objectives for the following sub-programs of the Special and General Program:

Law	Electronic Systems
Ordnance Systems	Facilities Engineering
Public Affairs	Medical
Research	Ship Systems
Military Sealift	Naval Material Command
Naval Control of Shipping	Oceanography

Training

1. Unit Training

a. Anti-submarine Warfare (ASW) and Mine Countermeasures (MCM) Ships. The NRF ships on the East and West coast are under the Command and operational Control of the type commanders of the Atlantic and Pacific Fleets, respectively. Thus, the inactive duty training and annual ADT of personnel in these ships are conducted under the supervision of the type commanders who

are also responsible for the operational readiness of the NRF ships. Practical training in an operational environment was received by the Reserve members of the crews through participation of NRF ships in fleet exercises and deployments such as operations with the Sixth Fleet. The units involved were USS H. J. Ellison DD-864 and USS Fisk DD-862 from July to October 1974.

b. Coastal River Units. Major emphasis was placed on integrated crew training, including cross-training of both active and Selected Reserve personnel in various ratings in craft assigned.

c. Mobile Inshore Undersea Warfare (MIUW) Units. A major restructure of the MIUW units in January 1975 changed unit structure from four different sizes of units ranging from 21 officers/103 enlisted to 12 officers/40 enlisted to one standard size of 12 officers/60 enlisted. One unit was also disestablished and one relocated. As a result of allowance changes there was approximately a thirty percent personnel turn-over. Training in FY 75 consequently was aimed at indoctrination of new personnel in MIUW mission and techniques, initiating training in the new Radar-Sonar Surveillance Center (AN/108) and accomplishment of promulgated objectives and exercises. To this end 17 of the 21 units performed annual ADT at Inshore Undersea Warfare Group ONE (IUWG-1) or Inshore Undersea Warfare Group TWO (IUWG-2)utilizing active force equipment and instructors; three units performed ADT at their mobilization sites assisted by active force equipment and instructors; and one unit sent the majority of its personnel to skill-enhancing schools. Quarterly, west coast units were visited by a mobile MIUW trainer with active duty instructors during weekend drills. Many of the east coast units were provided with weekend training at IUWG-2. With definitive guidance in the form of training objectives, programed receipt of mobilization equipment, and stabilization in personnel allowances, MIUW units have established realistic and obtainable annual training goals which have resulted in marked readiness improvements.

d. Reserve Mobile Construction Battalions (RMCB). Improvement in readiness posture, although positive, slowed noticeably during FY 75. A major contributor to the slowed growth was the lack of funds for travel to the permanent drill sites, particularly in fourth quarter FY-75. Central site training evolutions continue to be critical to the training of Seabee units to perform upon mobilization. The quality and quantity of training hardware both at the central permanent drill site and at the parent reserve centers continued to improve in FY 75. Each of the Reserve Naval Mobile Construction

Battalions has equipment for essential "hands-on" training throughout the year. A shortage of travel funds for ADT forced considerable last minute rescheduling of deployments in FY 75. The curtailment of overseas training had previously necessitated the cancellation of the Alaska deployment and the two deployments to Puerto Rico. An acceptable alternate to the cold weather training in Alaska was found at Ft. Drum in northern New York. The loss of the full construction deployments to Puerto Rico could not be compensated as the opportunity to undertake major construction workloads within the 48 contigious states does not exist. Despite many difficulties throughout the year, all 17 RMCBs performed ADT. While full battalion deployments outside the 48 contigious states were not possible in FY 75, small detachment deployments (30-60 men each) to MCAS Kaneohe (3), NAVSTA Roosevelt Roads (2), and NAVSTA Guantanamo (2) were executed using organic Naval Air Reserve airlifts. These deployments proved invaluable in developing and testing the remote construction detachment mode of operations likely to be encountered upon mobilization. An often overlooked by-product of Reserve Seabee Training is the useful construction delivered to the active forces and civilian community each year.

e. Reserve Cargo Handling Battalions (RCHBs). All four Reserve Cargo Handling Battalions (RCHBs) successfully performed unit ADT at the Navy Cargo Handling and Port Group (NAVCHAPGRU), Williamsburg, Virginia and are basically qualified in Marine Cargo Terminal and Break Bulk Ship Loading/Unloading operations alongside a pier. NAVCHAPGRU, as the RCHBs active duty counterpart, has indicated all battalions are capable of performing this segment of their mission statement. With receipt of their training equipment in early FY 75, additional battalion hands-on training will be conducted by the RCHBs at central drill sites to further improve training in the above operations as well as continue to fulfill RCHB mission goals.

f. Use of Fleet Assets. CNAVRES continued a program begun in Fiscal Year 1974 which provided Unit Weekend Training at Fleet sites. The FY 75 program was greatly expanded and approximately 539 fleet-oriented units with approximately 14,000 participating reservists received valuable familiarization training. This training was accomplished at an average cost of $56.06 per reservist. The unit weekend training program aboard fleet ships and Navy shore commands provides valuable training as a supplement to unit ADT.

g. Drills at Reserve Centers and Facilities. Emphasis during drills at center/facilities continues to be upon "hands-on" practical training, and operational team training using primarily fleet exercises as guidance. To overcome inadequacies of existing training assets at centers/facilities, and to standardize training, significant new training systems continue to be developed to efficiently use scarce drill time as follows:

(1) Ship Operation Trainers (SOTs). The SOT is an integrated shipboard oriented simulator complex of Bridge, CIC, Communications, Damage Control, and Engineering (throttle board simulator only) with a problem generator, control and critique room. SOT related research and development work is presently in progress as follows:

(a) Naval Training Equipment Center, Orlando. Evaluation of the feasibility of the following additions to the SOT is being conducted:

1. Radar Land Mass Simulation
2. Pre-programming Feature
3. Early Warning (EW) Module
4. Sonar Module
5. CRT Playback Feature
6. Naval Gunfire Support Module

(b) Office of Naval Research. Has contracted with Analytic Advisory Group, Inc. (AAG) to study the feasibility of providing ADP supported exercise play to SOTs through phone-lines, thereby providing for multiship (SOT) exercising and valuable evaluative results documentation. AAG is also evaluating add-ons primarily to meet amphibious and service force mission related training requirements.

(2) Common Skills Shops. Common skills shops are being installed at central drill sites and selected Naval Reserve facilities throughout the nation to support "hands-on" practical training in such skills as welding, electrical/electronic and machine shop practices.

(3) Multi-Media. Future training plans of the Surface Naval Reserve place considerable emphasis upon implementation of multi-media audio-visual techniques at all Naval Reserve centers and facilities. These equipments are currently being delivered. Some audio-visual programs for use on these

equipments have been developed with many others planned for outyear development. Commencement of multi-media audio-visual training is predicated upon initiation of program mass reproduction and subsequent distribution to field activities, presently targeted to begin prior to the end of CY 75.

h. Training of Naval Reserve Intelligence Units.

(1) The Naval Reserve Intelligence Program (NRIP) is divided into four groups:

(a) National, Department of Defense, Joint Mission
(b) Operational Staffs Command and Control
(c) Mission and Readiness Training
(d) Technical Management, Administration and Training

Training for units of the NRIP is consistent with active forces standards and primarily oriented to unit operational training (practical and team training) and individualized readiness training. An intelligence unit's training program is consistent with both the unit's mission and related goals and objectives, and maximizes individual officer and enlisted readiness qualifications. A Naval Reserve intelligence training plan is currently in effect and is known as the Naval Intelligence Career Reserve Plan (NICREP).

(2) Unit training of NRIP members consists of ADT with assigned active Navy counterparts as an integral unit, funtional team or, when appropriate, as individuals. Training for units is consistent with active forces standards and requirements, and includes operational training as well as theoretical classroom type training and rate training. Members are integrated as closely as possible with active Navy personnel while employed in routine and specialized work and watch assignments.

(3) Team or individual training consists of training which cannot be accomplished through unit training, such as schools and courses of instruction, augmentation of active duty intelligence sections during major fleet exercises, preparation and completion of special intelligence projects and assignments requiring special intelligence qualifications.

i. Naval Air Reserve Force Squadrons (Program 5). Training of Naval Air Reserve Force squadrons (RESFORON) is based on current Fleet training requirements. The readiness and training requirements of the Type commanders have been incorporated to ensure that Reserve squadrons meet Fleet standards. Additionally, readiness reporting is standardized throughout the force to comply with the reporting requirements of CNO, JCS, and the Type commanders.

(1) Type Training for Reserve Force Squadrons

(a) VS Training (Carrier Antisubmarine Warfare Aircraft). Flight training is conducted in the S-2E aircraft. This aircraft was operational in many Fleet squadrons with some modifications, but is being phased out by the introduction of the S-3A. As a result of DOD APDM action of August 1974, the disestablishment of all VS squadrons by the end of FY 77 was directed. Four VS squadrons were disestablished in FY 75, and the remaining two squadrons will be disestablished during FY 76.

(b) HS Training (Helicopter Carrier Antisubmarine Warfare Aircraft). Flight training is conducted in the SH-3A/G aircraft. Most Fleet squadrons are currently flying the SH-3D or SH-3G which are equipped with the more modern AQS-13 sonar. Twenty-five percent of the Reserve squadrons are still equipped with the AQS-10 sonar which is an earlier, less capable sonar. The SH-3G helicopters sent to the Reserve squadrons did not have the AQS-13 sonar equipment installed. The helicopter training syllabus is patterned after the Type commanders' recommendations which provides the same readiness and training criteria as Fleet squadrons. Further improvement in the mobilization potential of the Reserve squadrons depends on:

(1) Acquisition of the AQS-13 sonar.

(2) Increased support equipment and modern electronic sensors.

(3) Increased availability of submarine services on weekends.

(c) VR Training (Transport Aircraft).

(1) The majority of training is conducted in the C-118 aircraft. These aircraft are overaged and increasingly difficult to maintain in a safe flyable condition. A major advancement in the Reserve VR program has been made by the establishment of VR C-9 SRU's (Alameda/Norfolk), utilizing Fleet C-9 aircraft. CNAVRES will accept its first C-9 in late FY 76.

(2) Commander Reserve Tactical Support Wing (COMRESTACSUPPWING) was established in FY75 with the responsibility of operational and administrative control of all COMNAVAIRESFOR VR and VC assets. In FY 75, the program of scheduling single aircraft detachments, or MINI-DETS, was continued to permit maximum training and logistic support flying with the least expenditure of assets. These MINI-DETS were deployed to Rota, Spain, where they were employed throughout Europe and the Mediterranean area.

(3) The C-118 Simulator School at NAS Glenview, under the operational control of COMRESTACSUPPWING, provided training for over 227 pilots and flight engineers. The majority of these were Reservists, but a significant number of trainees were from Fleet activities flying the C-118.

(d) VA Training (Light Jet Attack Aircraft). Training is conducted in the A-7A/A-4L aircraft. Instrument flight training is conducted in the tandem seat TA-4. The training of three A-7A squadrons in accordance with the "Training and Readiness Manual for Carrier Attack Air Wings" has provided the squadrons with the same weapons capability potential as their Fleet counterparts. Inadequate training ordnance allocations continue to restrict increases in training readiness.

(e) VF Training (Jet Fighter/Photo Reconnaissance Aircraft). Training is conducted in the F-4B, F-8H, and RF-8G aircraft. The fighter syllabus is compatible with the Fleet fighter syllabus and includes all readiness factors associated with Fleet carrier deployable squadrons including carrier landing qualifications.

(f) VAW Training (Carrier Airborne Early Warning Aircraft). Training is conducted in the E-1B aircraft. The VAW community has completed the required training and readiness syllabus. Both squadrons were ready for mobilization in FY 75.

(g) VP Training (Land Based Patrol Antisubmarine Warfare Aircraft). Flight and ASW training is conducted in the P3A and SP2H aircraft. Nine squadrons now operate the P3A. The remaining three squadrons and associated SRUs conduct training in the SP-2H aircraft. Although the SP-2H aircraft is not active in the fleet, it remains a reliable ASW aircraft and effective training is being attained by all aircrewmen. Naval Air Reserve VP squadrons are capable of completing assigned ASW missions, if mobilized. Naval Air Reserve VP squadrons continue to perform annual active duty for training at Fleet bases outside the continental limits as well as bases within the U. S.. In addition, squadrons perform annual active duty at the Reserve Antisubmarine Warfare School, Naval Air Station, Willow Grove, PA once every three years on a rotating basis. The ADT period serves as a refresher and updates all aircrewmen on the latest Antisubmarine Warfare techniques. The active duty for training performed at Fleet bases has certain significant advantages in that the Reserve squadron is integrated into the Fleet tasking system which gives all Reserve personnel the opportunity to conduct training in a Fleet environment. The opportunity to conduct training in operational environment has a direct, positive influence upon squadron morale. Improvements in the VP training program and readiness posture are dependent upon:

(1) Continued acquisition of P3 aircraft and support equipment to increase mission capability.

(2) Availability of training quotas at Fleet school for both flight and ground personnel.

(h) VAQ Training (Aerial Tanker Aircraft). Training is conducted in the KA-3B aircraft which is combat employable.

(i) VC Training (Fleet Composite Squadron). Training is conducted in the A-4L aircraft. Training missions are conducted concomitant with aerial services provided to Fleet units. (Airborne missile launching, radar tracking exercises, Banner Tow, Air Defense exercise). VC-12 was relocated to NAS Oceana in FY 75 in order to attain a better training environment through co-location with Fleet VC assets.

(j) TACRON. Tactical Air Control Squadron TWENTY-THREE(TACRON 23) has two primary missions: maintaining proficiency in the Supporting Arms Coordination Center (SACC) operations and supporting carrier attack air wing squadrons in close air support operations. The TACRON 23 training program is tailored to support its mission through H-table and close air support exercises. In addition, formal training is conducted in the Amphibious Flagship Data Systems (AFDS) and OJT whenever the ship (LCC) is available. Significant training for TACRONs included:

(1) Close Air Support Exercise at Fort Pickett, Virginia in support of MAG-49 (4 officers, 5 enlisted)

(2) Close Air Support at Naval Station, Roosevelt Roads, Puerto Rico, in support of VMAF-333 and VMO-1 (23 Officers, 4 enlisted).

(3) Flight quals-280 a/c hours and 527 pilot hours flown.

(4) Roosevelt Roads, Puerto Rico for "LANTREADEC-75".

(5) USS MT. WHITNEY for exercise "Agate Punch".

(6) USS MT. WHITNEY for exercise "Solid Shield".

(7) Special training sessions aboard USS MT. WHITNEY for AFDS proficiency.

(8) Close air support exercises at Fort Pickett, Virginia and Pinecastle, Florida.

j. Training of Non Flying Units of the Air Forces Program.

(1) The Air Forces program (Program 5) is divided into five groups:

(a) Combat Operations

(b) Mobile Support

(c) Base Support

(d) Operation Staff

(e) Mission Training

Each unit is designed against stated mobilization requirements and is identified by unit title with specific types of Navy activities to be supported by Selected Reserve assets in the event of mobilization. Each unit is designed to be trained, recalled, and employed as a task performing unit. With the exception of flying CRU's (RESFORONs) and associated flying SRUs utilizing RESFORON hardware, the training of reserve units of the air forces program is as follows.

(2) Training Plan. A close and continuing relationship between reserve units and active Navy counterparts is required to ensure reserve training is consistently oriented toward active Navy requirements and standards. Active Navy counterpart assignments for Program 5 non-flying reserve units are made annually. These assignments are made in concert with air type commanders and provide the closest activity where training facilities and productive employment suitable to the reserve units mission are determined to be available. In addition, factors such as ADT funding constraints, availability of berthing/messing and other base loading factors, airlift requirements, and requirements of active Navy for reserve augmentations during ADT periods are considered. Mobilization requirements for non-flying units span a broad range of contingency response options. Therefore, active Navy counterparts are not necessarily mobilization sites or activities, but serve as primary ADT sites for associated reserve units and, where feasible, for training during unit drills.

(a) Unit Training. Members of units perform ADT with assigned active Navy counterparts as an integral unit, as divisions or functional teams, or when appropriate as individuals

with first priority given to unit ADT. Training for units is consistent with active forces standards and requirements, and primarily oriented toward practical or operational training as opposed to theoretical classroom type training or rate training. Members are as closely as possible integrated with active Navy personnel within work centers employed in routine and specialized work and watch assignments. Training within and out of work centers is categorized as Functional Team Training and Individual Readiness Training.

(b) Functional Team Training. Functional Teams consist of personnel whose ratings and/or assignment within the unit organization reflect a common work area or function. Training may consist of on-the-job training in a work center where members are trained as part of a larger team, division, or department, e.g. Maintenance Control, Transient Line, Motor Pool, Personnel Records, Flight Clearance, etc. Functional team training may also consist of intra-division team training in areas such as Corrosion Control, Fire Fighting, Disaster Control, Security Watch, etc.

(c) Individual Readiness Training. Consists of training which cannot be accomplished entirely through team training. Includes evolutions in areas such as Practical Factors completions, operation/maintenance/repair of equipment, schools or courses of instruction. Individual training frequently overlaps team training and complements rather than replaces team training.

2. Individual Training

The lesser portion of drill time is devoted to Individual Readiness Training (IRT) which consists of training which cannot be accomplished through unit or functional team training evolutions. IRT will complement unit and team training and will provide readiness in the reservist's required knowledge and skill areas. Training evolutions utilized are:

Personnel Qualification Standards (PQS)
3-M (Material Maintenance Management) Training
Functional training (OJT)
Classroom, and hands-on training
Advancement preparation
Correspondence courses
General Military Training (GMT)
Common Skills Shops
Multi-Media Audio-Visual (when available)

3. Reserve Participation in Fleet Exercises

a. COMNAVAIRESFOR units participated in the following major exercises, contributing a total of 861 sorties and 3002.4 flight hours in furtherance of fleet mobilization training.

EXERCISE	UNITS	SORTIES	FLT HRS
AEGIS PHASE IV	VAQ-208	10	15.3
AMALGAM ARROW (CINCNORAD)	VC-12	12	26.5
FLEETEX 3-74	VC-12	45	121.7
	VC-13	73	139.9
	VP-65	3	22.1
	VS-81	6	26.4
	HS-84	7	27.4
	VAQ-208	19	38.0
		153	376.5
ASW OPERATIONAL TASKING			
CTF-67	RESPATWINGLANT VP	89	837.0
CTF 84.5	RESPATWINGLANT VP	7	45.7
		96	882.7
ASW FORCOMTUEX 2-75	VS-72	14	69.3
	HS-74	19	74.3
	HS-75	18	44.0
		51	186.1
HALCON VISTA	RESPATWINGLANT VP	6	39.9
LANTREADEX 1-75	VC-12	73	169.0
	VC-13	79	146.7
	HS-75	2	16.7
	VAQ-208	12	35.2
	VAQ-308	5	15.0
		171	382.7
NEW EAGLE	VAQ-208	52	128.3
	VAQ-308	25	66.3
		77	194.6

EXERCISE	UNITS	SORTIES	FLT HRS
NORTHERN MERGER	VAQ-208	19	52.8
	VAQ-308	64	104.5
		83	157.3
PACREADIEX 2074	VS-81	23	91.0
	HS-84	24	82.3
	VAW-88	6	25.9
		53	199.2
PACCOMBATSYSEX 1-74	VF-201	7	16.0
	VF-202	5	11.0
		12	27.0
RIMPAC 1-75	HS-84	75	200.0
SOLID SHIELD	VS-72	24	114.7
	VS-73	22	100.0
	VAW	5	21.8
		51	236.5
SPRINGBOARD	RESPATWINGLANT VP	1	16.8
SOV-CARIB 1-75	PESPATWINGLANT VP	10	59.3
	TOTAL	861	3002.4

b. Surface Reserve personnel augmented the Active Forces during FY 75 in 12 Fleet exercises (i.e. Rex 1-74, Northern Merger, National Export Gold NCS, Wintex 75, Prime Rate 75 and Solid Shield). A total of 354 officers and 328 enlisted members performed two weeks active duty for training supporting both Atlantic and Pacific Fleet Commands. In addition, Naval Reserve Force ships USS HAROLD J. ELLISON (DD 864) and USS FISKE (DD 842) deployed to the Mediterranean for CHARGER SURFLANT 1-74 and trained 68 officers and 848 enlisted inactive Reservists on ADT. During this period these two ships participated in the Cyprus operations.

G Screening of the Ready Reserve

1. The screening of the Ready Reserve during FY 75 resulted in the following personnel actions:

	Officers	Enlisted	Total
Retained in the Ready Reserve:			
a. Reservists without Statutory Obligation Voluntarily Remaining in the Ready Reserve	81,980	84,727	166,707
b. Obligated Reservists Retained	15,827	296,508	312,335
Discharged:	721	127,851	128,572
Transferred to the Standby Reserve or Retired Reserve:	9,466	22,380	31,846

H. Overall Estimate of Readiness for Mobilization and Deployment.

1. Reinforcement Units (SRU/ORU). Implementation of the Reserve Naval FORSTAT System (RESNAVFORSTAT) in FY 75 resulted in quantified readiness evaluations for these units for the first time. As of end FY 75, these units as a group stood at slightly above C-3 overall. Despite the instability in these new programs during the year caused by refinements to the overall restructuring process, manning overall is good with most units reporting at least C-2 in this area. The primary cause for the low overall readiness rating is in the training area. The lack of adequate funds to support the central drill site program and the severe curtailment of ADT travel in the fourth quarter of FY 75 combined to lower the final C rating for unit training in most instances. In summary, 70% of the SRU/ORU are considered mobilization ready.

2. Naval Reserve Force Ships. During Fiscal Year 1975, the overall readiness of all ships assigned to the Naval Reserve Forces (NRF) increased. The percentage of ships reporting C1 and C2 (essentially ready) rose from 21% on 1 July 1974 to 36% on 1 July 1975. The principal cause for this rise in reported overall readiness can be attributed to an across the board rise in all resource areas as follows:

a. Personnel readiness increased slightly from 73% to 78%.

b. Supply readiness increased slightly from 84% to 87%.

c. Equipment readiness increased from 27% to 36%.

d. Training readiness increased from 63% to 76%.

Resource area trends for the past three fiscal years, in general, show an overall improvement in NRF readiness, the exception being equipment readiness which has declined slightly in the past three years.

3. Antisubmarine Warfare Ships. As of 1 July 1975 the Naval Reserve ASW Force was comprised of 32 FRAM I destroyers. This is a decrease of four FRAM I and one FRAM II destroyers since 1 July 1974. In the area of overall readiness, the percentage of ASW ships reporting C1 and C2 (essentially ready) increased during Fiscal Year 1975 from 16% on 1 July 1974 to 24% on 1 July 75. Approximately 56% of the 32 destroyers were reported C3 (marginally ready) or better as of 1 July 1975. This somewhat low percentage may be attributed to the substantial number of destroyers which are undergoing overhaul or extensive repair. The following paragraphs (a) through (d) discuss specific resource area readiness levels of reserve ASW ships.

(a) Personnel. The percentage of ASW ships reporting C1 and C2 in personnel readiness increased from 60% reported on 1 July 1974 to 68% on 1 July 1975. Shortage of trained personnel continues to be the biggest problem. NRF DD nucleus crew shortages exist in FTG, BT, MM, GMT, GMG, TM, ETR, OS, and STG ratings. NRF ASROC capability varies from ship to ship depending upon availability of GMTs.

(b) Supply. The percentage of ASW ships reporting C1 and C2 in supply readiness decreased slightly from 78% on 1 July 1974 to 76% on 1 July 1975. Cost escalation remains a major problem of supply. Also, NRF destroyers were funded for range only in Fiscal Year 1975. Although planned funding for Fiscal Year 1976 includes both range and depth, there is a general shortage of parts for the DD 710 class. Stripping of those ships of this class being stricken will help to alleviate these shortages.

(c) Equipment. The percentage of ASW ships reporting C1 and C2 in the area of equipment readiness decreased from 22% reported on 1 July 1974 to 20% reported on 1 July 1975. This area has the lowest level of readiness of all the resource areas. Degradations in this area have been brought about in part by the continuing problem of aging assets and delays in repairing inoperative equipment, caused in some instances by the remoteness of reserve ship homeports from tender/industrial support, aggravated by spare part shortages. Current and projected funding for restricted/technical availabilities and overhauls offers potential for improving material conditions. Offsetting this, however, are problems encountered in achieving timely overhaul completion of NRF ships in private shipyards.

(d) Training. The percentage of ASW ships reporting C1 and C2 in training readiness increased from 51% reported on 1 July 1974 to 64% reported on 1 July 1975. Constraints on funding and fuel oil allocations precluded completion of all required training operations. ASW ships averaged eleven underway days per quarter during the year, which is considerably lower than the 25 days per quarter averaged by active fleet counterparts. Further and continued reduced tempo will continue to degrade training and hence overall readiness. Training that was accomplished included operations with both SIXTH and SEVENTH fleets and with foreign navies, plus involvement in such areas as augmentation of Fleet Training Groups; acting as plane guard, and submarine target vessel; naval gunfire exercises and CNO projects.

4. Mine Countermeausres Ships. As of 30 June 1975, the Naval Reserve Mine Countermeasures (MCM) force consisted of nine Coastal Minesweepers (MSCs) and 22 Ocean Minesweepers (MSOs). During the Fiscal Year, six active MSOs were transferred to NRF. None were deactivated. However, on 1 July

1975 all MSCs were deactivated. Overall reported readiness of MCM ships nearly doubled during Fiscal Year 1974. The percentage of units reporting C1 and C2 was 26% on 1 July 1974 and increased to 50% on 1 July 1975. The reason for the dramatic rise can be attributed primarily to improvements in all resource areas with the exception of personnel which remained unchanged from the 90% reported on 1 July 1974. In general, MCM ships are capable of deployment with Selected Reserve crews embarked and trained. There are no present limitations in resource areas to preclude deployment. Limited armament restricts role to mechanical, acoustic, and magnetic minesweeping with marginal self defense capability. The following paragraphs (a) through (d) discuss specific resource area readiness levels of reserve MCM ships.

(a) Personnel. The percentage of ships reporting C1 and C2 in personnel remained unchanged from the 90% reported on 1 July 1974. However, current Reserve manning is critical in some MSOs. In four of the nine MSOs assigned to PACFLT, manning was at 64% of Selected Reserve allowance. LANTFLT ships were better manned with 85 to 90 percent of allowance assigned. Gapping of active duty billets and a scarcity of reserve OS, BM, and EN shortages degraded personnel readiness.

(b) Supply. Reported supply readiness increased during Fiscal Year 1975. The percentage of ships reporting C1 and C2 was 89% on 1 July 1974 and 100% on 1 July 1975. Problems still remain, however, despite this encouraging improvement in supply readiness. Procurement of non-magnetic parts for main engines of MCM ships is difficult. Fuel cells utilized in making lengthy transits are not stocked in the supply system. Another shortage is "zee-birds" (small motorized rubber rafts used in minesweeping). However, the latter problem appears to have been eliminated by the purchase of 60 "zee-birds" by Ships Parts Control Center, Mechanicsburg, Penn.

(c) Equipment. Equipment readiness rose from 32% reported on 1 July 1974 to 55% reported on 1 July 1975. Problems still remain, however, as evidenced by such a low percentage of MCM ships reporting C1 or C2. Normal maintenance of equipment is difficult to accomplish with limited active duty personnel, allowed and assigned, particularly in the MSCs. Other factors are the age of some of the ships and, as previously noted, difficulty in obtaining non-magnetic parts.

(d) Training. Training readiness increased from 71% on 1 July 1974 to 90% on 1 July 1975. Hampering training readiness was the fuel shortage and resulting decreased operating tempo days as discussed previously in the ASW ship section.

Personnel shortages also hampered training. Most of the MSOs did finish underway training requirements, however. Selected refresher training for two MSOs was conducted by Fleet Training Center, Norfolk, Underway Training Unit.

5. Coastal River Units. As of 1 July 1975, the Naval Reserve Coastal River Force was comprised of the following units: Coastal River Squadron TWO (COSRIVRON TWO) at Little Creek, Va, consisting of 9 PTFs, 7 PBRs, 2 PBs, and 2 MSSCs; Coastal River Division TWO ONE (COSRIVDIV 21) at Naval Training Center, Great Lakes, Il., consisting of 3 PTFs; COSRIVDIV 22 at New Orleans, La., consisting of 3 PCFs, 5 PBRs, and 5 ATCs; COSRIVRON ONE at Coronado, Ca., consisting of 5 PTFs, 2 PCFs and MSSCs; and COSRIVDIV 11 at Mare Island, Ca., consisting of 14 PBRs, 9 ATCs and 1 CCB. Overall readiness of Coastal River Units is considered good. COSRIVRON ONE reported that overall readiness remained stable throughout Fiscal Year 1975, with reserve manning and personnel qualifications improving significantly during the year. COSRIVRON TWO reported that overall readiness remained good. The following paragraphs (a) through (d) discuss specific resource area readiness levels of the reserve coastal river units.

(a) Personnel. Although overall manning during Fiscal Year 1975 was about the same as reported for Fiscal Year 1974, COSRIVRON ONE as an exception has shown a significant increase in overall manning - on 1 July 1975, it was at 91 percent of allowance including assigned reservists.

(b) Supply. PTF engine spares and spare parts are the Achilles' heel of COSRIVRONs ONE and TWO with five PTFs out of commission due to lack of long lead time repair parts for the Napier-Deltic main engines. The paucity of engine spares could have a seyare impact on operability of deployed PTFs. Supply support for all other craft types has been adequate.

(c) Equipment. As reported in the Supply category above, the Napier-Deltic engine was the major equipment limitation in Fiscal Year 1975 as it was in 1974. Other shortages of spare parts and craft are considered important but minor in comparison to the Napier-Deltic engine problem. Because of inadequate storage space, COSRIVDIV 22 has been unable to maintain its allowances of weapons/ammunition.

(d) Training. Current status of overall training is considered excellent. Major emphasis has been placed on integrated crew training, including cross-training both active duty and Selected Reserve personnel in various ratings and craft assigned. Such training provides maximum flexibility in the event of mobilization and deployment.

Limited live firing range facilities restricted the training readiness and capabilities of COSRIVDIV 11 in special warfare

and amphibious warfare mission areas.

COSRIVDIV 21 is limited to seven months of underway training because of extreme cold weather and icing over the Great Lakes. Because of this winter curtailment of operations, maximum utilization of service schools and Naval Training Center, Great Lakes has been made. At the beginning of the operating season, two months are necessary to shake down boats after winter lay up and to accomplish refresher training. In addition, stationing at Great Lakes precludes participation in fleet exercises and completion of certain competitive exercises.

Training of COSRIVDIV 22 personnel was degraded to a minor extent because of weapons/equipment limitations on assigned craft and limited personnel assigned with small craft/special warfare experience.

6. Naval Reserve Mobile Inshore Underseas Warfare (MIUW). The mobilization readiness of these units continues to improve overall with significant increases in personnel readiness. Standardization of personnel allowances and mission and receipt of support equipage is providing a stable platform for continued long-range mobilization readiness improvement. Training has greatly improved with development of a prototype Radar-Sonar-Surveillance Center (RSSC) (AN/TSQ-108). With the exception of one unit, the MIUW units were reported at C-3 or better on the FCRSTAT report.

7. Naval Reserve Mobile Construction Battalions (RMCBs). During FY-75 the readiness posture of 17 RMCBs continued to improve through the first half of the year then fell slightly due to the impact of the proposed FY-76 reduction in RMCBs from 17 to eight. This impact was felt mainly in the area of unit manning as many personnel opted to join other Reserve programs or otherwise dropped their affiliation. Over the second half of the year enlisted manning dropped from 90% to 80%. However, no critical billets were vacated and officer manning remained at its previously high level. A shortage of travel funds for annual active duty for training (ADT) forced considerable last minute rescheduling of deployments in FY-75. The curtailment of overseas training had previously required the cancellation of the Alaska deployment and two deployments to Puerto Rico. Despite many difficulties during the year, all 17 RMCBs performed active duty for training and all units were declared mobilization ready at C-3 or better rating

8. Naval Reserve Cargo Handling Battalions. During FY-75 all four Reserve Cargo Handling Battalions completed the Navy Cargo Handling and Port Group required basic course which resulted in improved Readiness training. Critical ratings continue to be Boatswain Mate (BM), Equipment Operator (EO) and

Construction Mechanic (CM), and it appears cross-rating is the only means to alleviate this problem. These units are reported at the C-3 level of readiness.

9. RESFORONS. The mobilization potential of the Naval Air Reserve Force has declined during FY-75. The squadrons, however, have continued to demonstrate their ability to remain combat deployable. Although the overall "C" ratings of the Navy Force Status report has taken a downward trend, the squadrons have maintained major portions of the overall readiness requirement. At the end of FY-75, 67% of the squadrons were reported at C-3 or better readiness status.

The additional drill program reductions, TF-30-P6 engine problems in the A-7 aircraft, P3A GSE/AVCAL (Ground Support Equipment/Aviation Consolidated Allowance List) deficiencies, FY-75 training ordnance allocation shortfalls and High NORS (Not Operationally Ready on account of Supply) rate have been major factors in degrading overall RESFORON readiness.

The RESFORONS continued, as TAD (Temporary Additional Duty) travel and per diem funds would permit, to send personnel to special schools for individual qualifications. The individual qualifications cover nuclear weapons loading, firefighting/damage control and a multitude of other requirements. These special qualifications reduce the requirement to send Selected Air Reservists to these schools after mobilization.

I. Summary of Section III

1. The total number of Readiness Commands planned for eventual establishment has been reduced from 22 to 18. It was considered that 22 Readiness Commands would not be required with the reduction in overall Naval Reserve strength thus allowing a savings in both funds and manpower. These 18 REDCOMs are being aligned to conform to the boundaries of the Commandants having Naval Reserve responsibility in order to eliminate administrative overlaps, duplication, and confusion.

2. The restructuring of the Naval Reserve Units continued during the year. Manning of the new units was initiated from existing units and selective recruiting conducted to match specific billet requirements. However, manning efforts were impeded during the year by unit relocations or disestablishments. Revised Navy mobilization requirements and budgetary constraints necessitated the disestablishment of many units and reduction in billet allowances in other units. Transfer of approximately 14,000 billets from a 48 drill status to 24 drill status also complicated restructuring efforts during the year. An evaluation of the reduced numbers of units remaining called for relocating nearly 200 units to take best advantage of reserve personnel availability. In addition, initial planning was undertaken for a non-pay substructure to complement the newly restructured Selected Naval Reserve.

3. Manpower. During FY-75 the on board drill pay strength dropped by some 16,600 reservists. Active duty/civilian manning decreased by nearly 300. Complete Capability Response Unit (CRU) manning was 80% at end of FY-75. Recruiting was directed toward filling specific unit vacancies. Increased efforts were applied toward the recruitment of non-Navy veterans and civilians who possessed compatible skills available under the Advanced Pay Grade program.

4. Facilities operated by the Naval Reserve were reduced from 368 in FY-74 to 362 in FY-75. This reduction was accomplished by the closure of five training sites and the consolidation of two training activities into one newly constructured training center. MCNR funding decreased slightly, from $22.9 million in FY-74 to $22.1 million in FY-75, and facilities continue to be a problem in the light of a large backlog of essential maintenance and need for replacement facilities.

5. Participation by the Naval Surface Reserve in active force operations and exercises decreased during the year mainly due to the reduced tempo of fleet operations. Two Naval Reserve Force Destroyers were deployed to the Mediterranean for a period of twelve weeks where they functioned as an integral part of the

Sixth Fleet. Approximately 700 reservists made up the crew of these ships by joining their ship on station for their annual ADT. During this period these two ships participated in the Cyprus operations. During the past year Surface Reserve personnel augmented the active force in twelve fleet exercises. A total of 354 officer and 328 enlisted members performed two weeks active duty for training supporting Atlantic and Pacific Fleet Commanders.

6. During drill periods and ADT the Naval Reserve continued to expand its assistance to the active forces in a variety of areas such as providing 13,159 drill man-hours in support of repair work aboard more than twenty-five fleet and NRF ships and stations; 33,805 drill man-hours and 192 ADT days supporting Communications Security (COMSEC) monitoring; and 1300 man-hours in support of assigned tasks by Chief of Naval Operations (OP-06).

Reserve Air squadrons flew 14,777 flight hours in support of active force missions including radar and ECM tracking service for shipbuilder trails; combat maneuvering service to active force squadrons; and as aerial refuelers for carrier operations and ocean crossing by active force aircraft.

7. The transfer of modern equipment from the active force to the Naval Reserve continued during the year enabling two of the four fighter attack air squadrons to be equipped with F4 aircraft and the transitioning of patrol squadrons to P3 aircraft. Currently nine of twelve patrol squadrons are operating the P3 Orion. In addition, reserve SRUs are presently operating the new C-9 aircraft in conjunction with a fleet squadron at Alameda, California. On 1 September 1974 a Reserve Tactical Support Wing (RESTACSUPWING) was formed to coordinate and schedule the requirements for reserve VR and VC services.

SECTION IV

STATUS OF THE STANDBY RESERVE AND RETIRED RESERVE

A. STANDBY RESERVE

1. The strength of the Standby Reserve as of 30 June 1975 was:

	Officer	Enlisted	Total
Active Status List	694	22,381	23,075
Inactive Status List	27,219	--	27,219
TOTAL	27,913	22,381	50,294

2. Members of the Active Status List may participate in Reserve training on a voluntary, non-pay basis and receive point credit for retirement purposes for such participation. Members of the Inactive Status List are not authorized to participate in Reserve training, and are not eligible for pay or promotion.

B. RETIRED RESERVE

1. The Retired Reserve is composed of reservists who:

a. are receiving retired pay,

b. have satisfied all requirements for retired pay except for attaining age 60, or

c. have not nor will not qualify for retired pay, but voluntarily request or accept transfer to the Retired Reserve on the basis of having met minimum requirements of service, etc. for such membership.

2. Strength of the Retired Reserve as of 30 June 1975 was:

	Officer	Enlisted	Total
Receiving retired pay	17,320	8,702	26,022
Not receiving retired pay	85,120	5,437	90,557
TOTAL	102,440	14,139	116,579

SECTION V

ACHIEVEMENTS OF THE NAVAL RESERVE IN SUPPORT OF ACTIVE FORCE MISSIONS

1. For FY-75 Naval Surface Reservists during inactive duty for training put forth 389,124 man-hours of effort in projects which assisted the active forces while enhancing Reserve skills and readiness. During ADT, 29,318 officer and 49,609 enlisted man-days were expended in active Navy projects. The following examples indicate the range of support being performed:

a. DCNO (OP-06) 113 ORU Great Lakes performed seven major tasks for Mid and Long Range Plans and Policy Branch in the office of the Chief of Naval Operations (OP-605) (1301 Man-hours expended).

b. Naval Ordnance (NAVORD) Units from COMTHIRTEEN performed 1,245 man-hours in support of analysis; development of range users analysis; computer preparation in manpower forecast; computer development of parts and equipment procurement; investigation of Torpedo MC 46 maintenance; development of data processing needs for Naval Torpedo Station, Keyport, WA.

c. Personnel from Ship Maintenance and Repair Unit 5221 (SMR 5221) performed 1992 man-hours in support of Harbor Clearance Unit ONE, USS ESTEEM (MSO-438) and USS CONQUEST (MSO-488). Tasks performed included: repairs, welding, inspections, testing, and preventive maintenance on equipment. SMR, 6822 (ORU) Bremerton accomplished repair work and maintenance to active ships undergoing overhaul in shipyard (1,965 man-hours expended). SMR and Submarine Units from COMTHIRTEEN contributed 11,194 drill man-hours and 1778 ADT days in support of twenty-five fleet and NRF ships and stations.

d. Fleet Command Staff 3021 (ORU) provided 5366 man-hours to CINCPACFLT in areas of communication support; analyzing message traffic; editing major Pacific Fleet contingency plans to ensure compliance with Joint Operations Planning System; ADP support to Command Center Watch; providing trained officer and enlisted watchstanders to augment Command Center; Fleet Ocean Surveillance Information Center; Public Affairs and special warfare.

e. Security Group Units in COMSIX performed 23,034 man-hours supporting Communications Security (COMSEC) monitoring; and special operations circuit manning. Naval Reserve Security Group units from COMELEVEN provided 192 ADT days and 8295 drill

man-hours in COMSEC monitoring and copying for NAVCOMSTA San Diego while performing Project Classic Buoyant. Naval Reserve Security Group Units within the Third Naval District performed 2,476 man-hours supporting the task of COMSEC monitoring of active duty USN communications in support of CINCLANTFLT.

f. Medical/Dental Department officers in COMSIX performed ADT in support of Active Navy and Marine activities (16,641 man-hours).

g. Reservists attached to SUBRON 3113 and 3213 (ORU) contributed 1215 man-hours in augmenting COMSUBLANT OPCON watches at Norfolk.

h. Naval Reserve Intelligence Division (NRID) 1-1 Units supported FICEUR Jacksonville, Florida and FICPAC Hawaii performing ADT and drill hours in numerous intelligence studies in seven basic subject areas. (1,824 man-hours ADT and 19,520 man-hours drill time was expended.)

i. Reserve Mobile Construction Battalions (RMCBs) produced nearly 50,000 man-days of construction for needed active force projects and 23,000 man-days for local communities; an output equivalent to $7,135,000 at current private sector construction labor costs. This amounts to a return of 42% on the annual costs of operating these 17 Reserve Naval Mobile Construction Battalions. Units of RMCB-15 performed 5468 man-hours accomplishing, during monthly drills, various projects at Naval Reserve activities within the Ninth Naval District.

j. Naval Reserve Systems Analysis Division 4-1 completed several projects during drills and ADT for OPNAV. Projects included: ADP consolidation planning study for NAEC, Naval Air Engineering Support Unit Management consulting, Branch Aviation Supply Office study, and various projects for commands in the Philadelphia area (2,240 man-hours expended.)

k. Naval Reserve Public Affairs Companies and units completed numerous projects for SECNAV, CNO, CHINFO, BUPERS, NAVREDCOM, Naval Academy, and COMTHREE (675 man-hours expended).

2. CNAVRES maintains continuous liaison with Fleet Commanders. Selected Air Reserve participation is solicited by the Type Commanders during Fleet exercises. Active Force augmentation personnel perform their annual ADT at their mobilization sites for the expertise to be gained, and to relieve the burden of active force personnel.

3. The Naval Air Reserve provided a total of 3447 sorties, and 14,777 flight hours in support of active force missions. Specific

examples of these support functions are as follows:

a. VR provided: (1) 39 aircraft for 40 weeks (1-2 aircraft per two week development) to Rota, Spain (chop to ASCOMED) during FY-75. Each aircraft averages approximately 120 flight hours per deployment. (2) Special airlifts for the Christmas leave program, Educator airlifts for recruiting to Naval facilities, NROTC/NJROTC/midshipman requirements as requested by CNO, and the Naval Test Pilot School Group on their annual visit to England, France, Italy, Germany, and Sweeden. In addition, COMNAVAIRESFOR C-118s provided a biweekly airlift throughout the year to NS Guantanamo for delivery of mail, cargo, and dependents, as well as R & R.

b. VF/VA/VC/VP/VAW/VS units provided Radar and ECM tracking service to shipbuilder trials, flying 35 sorties/113.4 flight hours.

c. VFP/HS squadrons flew 158 sorties/341 flight hours providing photographic coverage for projects requested by Fleet Activities and other agencies such as the Blue Angels, National Guard, Naval Investigative Service and Army Special Forces Command.

d. VC/VS/HS/VP/VA/VF/VAW/VAQ flew 36 sorties/106 flight hours to provide static display aircraft in support of recruiting at air shows and open house ceremonies.

e. CVWR 20/30/VC 12/13 provided dissimilar aircraft combat maneuvering for numerous Fleet squadrons, for a total of 605 sorties/946 flight hours.

f. VAQ provided 245 sorties/658 flight hours of tanking missions for carrier operations, and pathfinder/inflight refueling for TRANSPAC/LANT crossing by Fleet units.

g. VP/HS provided 54 sorties/160 flight hours in support of NAVCRUITCOM recruiting flights.

h. Maintenance Functional Check Flights and ferrying support have been provided on a continuing basis to VRF 31.

i. VAW squadrons provided missile tracking/range surveillance/radar tracking assistance to fleet units on a continuing basis throughout the year. VAW 88 provided instructors and maintenance support for the training of a fleet E-1B detachment for COMNAVAIRPAC.

j. Naval Air Reserve Detachment (NARDET) Seattle continued to support NAS Whidbey calibration laboratory. The NARDET Seattle laboratory is fully equipped and provides approximately 10,000 man-hours of I-level work for fleet units per year.

k. The RILOP (Reclamation in lieu of Procurement) Program established in August 1972 at NAS Los Alamitos continues to recover salvagable parts for return to the supply system. Five Naval Air Reserve units generate approximately $1M saving per year in parts value and labor costs.

4. Naval Reserve Intelligence Units (NRIUs). The Reserve Intelligence Program was restructured 1 July 1974, and consolidated previously separate air and surface Intelligence Units into recallable units responsible to present and recall requirements of specific active commands of the Navy, Department of Defense, and Joint Chiefs of Staff. All units of the new program continue to participate in the production of intelligence material/studies for the Fleet Intelligence Centers under the former/reserve Fleet Projects Program (RFPP), presently referred to as Mobilization Readiness Projects (MRP), and/or other commands of the Navy under the Intelligence Program Contributory Readiness Support Program (IPCRESS). A few of the varied projects include:

a. IPCRESS

Soviet/Warsaw Pack Navies
Free World Radar Handbook
Free World Guided Missile Systems Pub update
Research for Urban Area study for Saigon
Translation of Military Foreign Language Documents
Trends of PRC Navy Intelligence
Ship Construction capability, Asia/Pacific area
Port Studies in Africa, Middle East, Latin American and Western Europe
Technology impact on Intelligence operations
Review Intelligence requirements for technological exploitation
SERE scenarios for North Korea, Mongolia, Maritime provinces USSR
POW data analysis
Wild Bunch #1 and #2
Marine Nuclear Propulsion - Foreign
Port vulnerability surveys - United States
Soviet Mineral Resources
Research and recommendations for survival and evasion

b. MRP

Environmental Intelligence Handbook
Free World Guns

Joint imagery interpretation keys structure
Area familiarization: Africa, Atlantic Islands, Europe, Middle East, Central America, etc.
Strategic Area Studies
Geographical country studies
Biographical Intelligence on Naval Officers and persons of Naval Interest in the USSR
Biographies of Naval Officers: Rumania, East Germany, Poland, Bulgaria and Yugoslavia
Ports and Harbor studies: Countries around the world
Scenarios - European USSR
USSR Resources in support of WPC armed forces
Automated merchant ship engineering data file
Exercise Omnibus

5. Air Systems Units. Examples of projects performed by the Air Systems Units are as follows:

a. Aircraft Base Loading Study at NAS Dallas Value Engineering Study for AIM 9L

b. Analytical maintenance study on A-7 autopilot/flight control resulting in model for diagnosis technique

c. Feasibility study of local construction of A-7 cockpit orientation trainer

d. Naval Air Rework Facility (NARF) ground check/flight test/transfer operation study

e. Syllabus workup on F/RF-4 Weapons Systems

f. Environmental Impact of Aircraft Engines

g. Aircraft storage and reclamation study

h. Feasibility study of "Establishment of IMA Component Repair Facility on Calibration Activity"

i. Development of maintenance and operations manual for engine test systems.

APPENDIX

GLOSSARY OF NAVAL RESERVE TERMS AND ABBREVIATIONS

1. COMMANDERS and COMMANDS

CNAVRES - Chief of Naval Reserves
COMTHREE - Commandant Third Naval District (similarily used in connection with all Naval districts)
COMNAVAIRESFOR - Commander Naval Air Reserve Force
CVSGR - Commander Carrier Antisubmarine Air Group Reserve
CVWR - Commander Attack Carrier Air Wing Reserve
NAVSEA - Naval Sea Systems Command

2. RESERVE UNIT DESCRIPTIONS

HS - Helicopter Antisubmarine Squadron
TACRON - Tactical Air Control Squadron
VA - Attack Squadron
VAQ - Tactical Electronic Warfare Squadron
VAW - Airborne Early Warning
VC - Fleet Composite Squadron
VF - Fighter Squadron
VFP - Light Photographic Squadron
VP - Patrol Squadron
VR - Fleet Tactical Support Squadron
VS - Air Antisubmarine Squadron
VSF - Antisubmarine Fighter Squadron
AACT - Advanced Air Cargo Terminal
ASB - Advanced Supply Base
ASRB-YR - Advanced Ship Repair Base
CONVOYCOM - Convoy Commander
COSRIVRON - Coastal River Squadron
COSRIVDIV - Coastal River Division
DD - Destroyer
EOD - Explosive Ordnance Disposal
MCSO - Military Control of Shipping Organization
MILDEP - Military Department
MINEDIV - Mine Warfare Division
MINERON - Mine Warfare Squadron
MIUW - Mobile Inshore Undersea Warfare
MSC - Minesweeper Coastal
MSCO - Military Sealift Command Office
MSCCOM - Military Sealift Command Command
MSO - Minesweeper Ocean
NAVCONSTRBRIG - Naval Construction Brigade
NAVCONSTRREG - Naval Construction Regiment
PG - Patrol Combatant
PGMU - Patrol Combatant Maintenance Unit
PMU - Preventative Medical Unit

RMCB - Reserve Mobile Construction Battalion
R/V CONVOYCOM - Rear/Vice Convoy Commander
TRANSU - Transportation Unit
UDT - Underwater Demolition Team

3. BASIC UNITS TYPES IN SELECTED RESERVE

CRU - Complete Capability Response Unit. A self-contained unit designed to provide complete capabilities upon recall. Selected Reservists fill all manpower requirements or provide significant portions of a composite crew for NRF ships or squadrons. Complete Capability Response Units are intended to have their own hardware or to employ pre-designated hardware upon recall.

SRU - Ship or Squadron Reinforcement Unit. A task-performing unit containing a mix of skills needed to bring an active Navy operating platform to organizational (Battle) manning or full complement. Each SRU is tailored to a specific ship class or aircraft squadron type.

ORU - Other (than platform) Reinforcement Unit. Similar to SRU except tailored for activities other than ships and squadrons.

IRU - Individual Reinforcement Unit. A task-performing unit containing single designator or specialty groupings which provides individual augmentation to a number of Navy activities.

4. ENLISTED RATES

BM - Boatswain's Mate
BT - Boiler Technician
EN - Engineman
ETR - Electronics Technician (Radar)
FTG - Fire Control Technician (Gun Fire Control)
GMG - Gunner's Mate (Guns)
GMT - Gunner's Mate (Technician)
MM - Machinist's Mate
OS - Operations Specialist
STG - Sonar Technician (Surface)
TM - Torpedoman's Mate

5. MISCELLANEOUS

ACLS - Automatic Carrier Landing System
ADT - Active Duty for Training
DECM - Defensive Electronic Counter Measures
FICEUR - Fleet Intelligence Center, Europe

FICPAC - Fleet Intelligence Center, Pacific
FORSTAT - Force Status and Identity Report
GFE - Government Furnished Equipment
GSE - Ground Support Equipment
READY-MARINER - Enlistment program under 10 USC 511(d) requiring an initial period of active duty for training of not less than four months during a six year enlistment
RESERVE SUPPLEMENT - active duty personnel assigned to the District Commandant to assist him in carrying out his responsibilities in connection with the training and administration of Surface Reserve activities in his district.
TAR - Training and Administration of Reserves
2x6 - Enlistment program under 10 USC 511(b) requiring two years active duty with a six year enlistment
3x6 - Same as 2x6 except with three years active duty

6. COMBAT READINESS CRITERIA - the combat readiness levels are described as follows:

(a) C-1 Fully ready. The unit is capable of effectively performing in all assigned primary mission areas.

(b) C-2 Substantially ready. The unit has MINOR deficiencies which reduce its effectiveness in one or more primary mission areas; however, these degradations do not cause a loss of any primary mission area.

(c) C-3 Marginally ready. The unit has MAJOR deficiencies which reduce its effectiveness in one or more primary mission areas; however, these degradations do not cause a loss of more than one primary mission area.

(d) C-4 Not ready. The unit has deficiencies worse than C-3 and, for all practical purposes, these degradations cause a loss of two or more primary mission areas.

ANNUAL REPORT OF THE MARINE CORPS RESERVE

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MARINE CORPS RESERVE

ANNUAL REPORT ON THE RESERVE COMPONENT

OF

THE MARINE CORPS FOR FISCAL YEAR 1975

I. Missions and Objectives.

A. The mission of the Marine Corps Reserve is to provide trained units and qualified individual Marines available for active duty in time of war or national emergency and at such other times as the national security requires. In the fulfillment of this mission, the key element in the organized Reserve is a fully structured air/ground team, organized essentially in the same manner as a regular division/wing team. It consists of the 4th Marine Division, the 4th Marine Aircraft Wing, and combat support and combat service support units.

B. The objective is to have this force trained and equipped to be capable of rapid mobilization and deployment as a tactical entity.

II. Efforts to promote understanding of laws relating to the Reserve Forces.

A. The Marine Corps exerts constant effort to inform the public of laws relating to the Reserve Forces. This effort is directed toward two groups:

1. The external public - civilians

2. The internal public - Marine Corps Reservists

B. The civilian public is informed of Reserve Forces legislation through recruiting aids placed with the press, radio, television, and by means of public speaking engagements before civic groups. Members of inspector-instructor staffs are frequently guest speakers on such occasions.

C. Marine Corps Reservists are kept informed of current legislation through instruction provided by members of inspector-instructor staffs and by means of a monthly publication entitled The Reserve Marine. The latter is mailed to all Reservists in an active status. Marines on active duty are informed of their obligations under law at separation centers prior to their release from active duty.

III. Current status and progress made in strengthening the Reserve Components

A. General

The reorganization of the Organized Marine Corps Reserve completed in 1972, provided a fourth Marine Division/ Aircraft Wing team with appropriate combat support and combat service support units parallel to the active structure. This organization, coupled with other Reserve augmentation units, provides the Commandant of the Marine Corps with a Reserve force-in-readiness capable of deploying as units or as individuals, with, or in support of, the active Marine Corps. This basic structure is under constant review, not only to keep pace with changes in the active Marine Corps, but to insure that Reserve assets are most effectively directed toward the combat units, with the minimum essential assets devoted to service support functions. A number of realignment actions in this area were initiated and/or completed during FY 1975.

B. Marine Corps Reserve

1. Force structure and organization

a. The Organized Marine Corps Reserve is structured to provide a combat ready force of one division and one aircraft wing, reinforced with appropriate combat support and combat service support units. In addition, the Organized Marine Corps Reserve contains two Air/Naval Gunfire Liaison Companies and one Civil Affairs Group.

b. Command and control of ground units is currently divided between the Commanding General, 4th Marine Division and the directors of the six Marine Corps Districts in the following manner:

(1) The Commanding General, 4th Marine Division is responsible for the training and mobilization readiness of all ground units.

(2) The directors of the Marine Corps Districts are responsible for the administrative, fiscal, recruiting, facilities and public relations functions of all ground units.

(3) The Commanding General, 4th Marine Division and his full time regimental commanders establish within the 4th Marine Division an operational command organization similar to that of the regular establishment.

c. The Commanding General, 4th Marine Aircraft Wing/Marine Air Reserve Training Command exercises command and control in all areas over aviation units through 14 Marine Air Reserve Training Detachments, eight Marine Air Reserve Training Units and one Marine Air Reserve Missile Training Detachment. These units are located in 17 states.

d. Command of Individual Ready Reservists is vested in the Officer in Charge, Marine Corps Reserve Forces Administrative Activity located in Kansas City, Missouri, This officer is responsible for the management and mobilization of all Individual Ready Reservists.

2. Personnel strengths and manning levels

a. On 30 June 1975, the Ready Reserve Component of the Marine Corps totaled 95,318 officers and enlisted. This figure is further broken down into the two Ready Reserve categories:

(1) Selected Reserve: 32,384

(2) Individual Ready Reserve: 62,934

b. The personnel posture of the Selected Reserve improved in FY 1975 by a total of 1,164 personnel over FY 1974. This improvement was based on a percentage of quota attainment of 101.9% for non-prior service personnel, with a quota of 7,200 personnel and 7,340 attained.

c. As of 30 June 1975, the Selected Reserve would provide 72% of the Reserve division and wing personnel requirements. Upon mobilization, total or partial, declared under Section 673, Title 10, USC, 99.3% of full strength can be achieved by utilizing Selected Reservists, Individual Ready Reservists, and active duty support personnel serving with the 4th Marine Division/4th Marine Aircraft Wing Team.

3. Facilities and Equipment

a. Facilities: The Marine Corps Reserve makes maximum use of joint facilities in accordance with Department of Defense policy concerning use of rental property. Exclusive-use training centers are built or maintained only where there are no other alternatives. At the end of FY 1975, Marine Corps Reserve units occupied 181 facilities. Occupancy of facilities is as follows:

(1) 118 training centers with Navy, Army, or other joint-service arrangements. A new joint facility was completed during FY 1975 at San Bruno, California.

(2) 39 exclusive Marine Corps Reserve Training Centers. A new exclusive facility was completed during FY 1975 at Rochester, New York.

(3) 24 Aviation Reserve Activities.

b. Equipment

(1) Ground: Organized Marine Corps Reserve units are authorized equipment allowances identical to those for the active force units which provides for a more effective training, logistic planning and support concept. Marine Corps provided equipment deficiencies will impose minor limitations in the engineering, communications-electronics and motor transport areas. However, these limitations do not preclude mobilization or restrict deployment to combat. With the exception of those long lead time items under phased procurement, all required Marine Corps provided equipment is either in the hands of the Reserve units, in supply centers as Prepositioned War Reserve Stocks (PWRS), or has been funded. In the event of mobilization, some planned courses of action to ease the restraint in the deficient areas are:

(a) Issue substitute like item replacements.

(b) Priority procurement of substitute commercial items.

(c) Expedite delivery of equipment under contract.

(d) Redistribution of existing assets within the active forces.

(2) Aviation

(a) The deficiencies in materials and funding for the 4th Marine Aircraft Wing will not preclude the Wing from mobilizing and being readied for deployment within the current contingency requirements. Deficiencies in Navy furnished material will, however, impose some limitations on the 4th Marine Aircraft Wing logistics capability to support sustained combat operations.

(b) Aircraft assigned to the 4th Marine Aircraft Wing are principally acquired through fallout from the active forces as new equipment is procured. The Reserve helicopter community is equipped with the same type aircraft as the active forces. During FY 1975, replacement of Reserve A-4 attack aircraft with newer A-4's commenced.

4. Training

a. Unit Training

(1) Training of Organized Marine Corps Reserve units is accomplished in 48 paid drills of no less than four hours each and annual training duty (ATD) for a period of 14 days, exclusive of travel. This two-week period of active duty for training permits the unit to function as a team in conjunction with other units, Regular and Reserve.

(2) Local training is accomplished throughout the year at home training centers. In order to foster realism and continuity in training, four multiple drills are normally conducted one weekend a month. Maximum use of maneuver/training sites, within time and distance restrictions, is an integral part of this training. Additional paid drills are provided selected individuals who require additional technical or administrative training that cannot be accomplished during regular drill periods.

(a) To complement unit training, both officer and enlisted reservists are sent to formal school training. These courses are either career development type training or refresher and proficiency training.

(b) Variety and specialized training, to include interservice dissimilar air combat tactics, photo-imagery interpretation, arctic training and technical engineer training were performed with the Navy, Air Force and Army.

(3) The Marine Corps Reserve five-year training plan provides for an orderly progression of training exercises. The goal of the plan is for each battalion and squadron sized unit to participate in three major operations of at least Marine Amphibious unit size every five years. The plan provides long-range planning guidance to all Reserve units and allows the regular establishment to plan for supporting requirements.

(4) Annual training duty for FY 1975 saw Organized Marine Corps Reserve units participating in three Reserve air/ground exercises. In addition selected artillery units participated in firing exercises and infantry battalion field exercises were conducted. The aircraft of the 4th MAW/MARTC compiled 1,477 sorties, lifted 4,427 troops, carried 59,400 pounds of cargo and flew 6,832 flight hours in support of ATD. A total of 57 helicopter pilots were carrier qualified, 31 pilots aerial refueling qualified and 135 pilots weapons qualified.

(5) During FY 1975 an average of 1,922 Individual Ready Reservists participated in the Volunteer Training Unit program in a training category H status (no pay drill and no ATD). The VTU program is designed to increase the mobilization potential of IRR's. Training is accomplished by the controlled training program and project activity. The controlled training provides courses designed to keep members abreast of current Marine Corps activities and command and staff requirements. In addition, a defense management course is available. The project activity allows members to work with Regular Marine Corps in a variety of areas depending on individual expertise both civil and military. For example, lawyers perform legal assistance and various other legal activities.

b. Individual Training (basic, advanced, technical)

(1) Initial Active Duty for Training for individual reservists is currently 130 days in length. Reservists are recruited to fill billet vacancies in USMCR-(O)- units. During this period of initial active duty for training, reservists receive the same training as their regular counterparts who are being trained in the same military occupational specialties.

(2) Each trainee must complete recruit training prior to assignment to occupational field training. He then receives the military occupational specialty training directed by his parent reserve unit. This occupational field training may include formal school training, field skill training, managed on-the-job training, or on-the-job training as required by the particular specialty.

(3) The extended entry-level skill qualification training program is an adjunct to the normal training program. It provides the opportunity for qualified volunteers to complete formal training in those fields where such training cannot be accomplished within 130 days. In some cases, selected trainees must voluntarily extend their active duty for several months in order to complete the technical training required to qualify them in specific occupational specialties.

(4) The Organized Marine Corps Reserve Commissioning Program was initiated in Fiscal Year 1967 to alleviate a wide spread, acute shortage of lieutenants within the USMCR-(O)-. The program requires nine months of active duty for training during which time the candidate receives training which leads to a reserve commission and basic officer schooling. Upon completion of this training, the officer returns to his parent unit or may continue his active duty training to obtain specific occupational field

training to qualify him for assignment of other than a basic primary military occupational specialty. There are presently 245 officers who have been commissioned via this program.

5. Results of screening of the Ready Reserve: The individual records of all Ready Reserves are screened annually. During Fiscal Year 1975, 20,029 were discharged and 32,593 were transferred to the Standby Reserve or were retired.

6. Overall estimate of readiness for mobilization and deployment:

a. The Organized Marine Corps Reserve is prepared for an orderly, phased mobilization and is capable of deployment to combat within the current contingency requirements. The Marine Corps Reserve Forces Administrative Activity continuously monitors billet vacancies within organized units of the 4th Marine Division/Wing. Quarterly, an automated process updates reserve personnel mobilization requirements and assigns Individual Ready Reservists to fill them. Upon mobilization, the necessary orders for Individual Ready Reservists will be printed automatically and mailed within 72 hours. Mobilized units reporting to their Station of Initial Assignment (SIA) will join other units of their parent battalion/squadron or regiment/air group for pre-deployment training.

b. All Organized Marine Corps Reserve units hold instructions regarding the shipping of combat equipment and transportation of personnel to the Station of Initial Assignment upon mobilization. These instructions include the name of the shipper the unit will use to ship heavy equipment as supplied by the Military Transportation Management Command (MTMC). Periodic direct contact is maintained with the shippers by our units. MTMC also provides the name of the carrier to transport personnel upon mobilization.

C. Summary

1. The greatest change in this Fiscal Year's personnel strength occurred in the Standby Reserve, where a loss of approximately 24,000 took place. Recruiting and retention, however, contributed greatly to the increase of 1164 in the strength of the Selected Reserve of the Marine Corps. Continued efforts in recruitment and retention in Fiscal Year 1976 should further enhance the personnel posture of the Selected Reserve.

2. The overall results of FY 1975 training attest to the high level of proficiency and combat readiness of the Marine Corps Reserve Air-Ground Team. Air-ground/amphibious operations were emphasized by combat and combat support units. Training was observed by Regular and Reserve Headquarters and the professionalism demonstrated was excellent.

IV. Status of the Standby Reserve and Retired Reserve (as of 30 June 1975).

A. STANDBY RESERVE

Officers	3,777
Enlisted	32,669
	36,446

B. RETIRED RESERVE

Officers	1,616
Enlisted	648
	2,264

V. Achievements of Reserve Components in support of Active Force missions.

A. During the past fiscal year, organized Reserve units have contributed to Regular combat readiness mainly in the fields of logistics and maintenance, both on ATD and in a few cases on drill weekends. Reserve communications personnel have augmented Regular units for major exercises and staff groups have assisted in planning at major Marine Corps commands. Reserve aviation units provided dissimilar fighter opposition to Regular units and flew missions for the Regular Marine Corps and other services. Reserve units performing annual training duty at Marine Corps installations completed construction and repair projects which resulted in labor costs savings of $250,000 and many thousands of man-hours.

B. During FY 1975, 56 Volunteer Training Units performed special projects in support of and under the operational control of active force commands. These included such studies as the "utilization of expendable jammers in the FMF", "Study of Arctic Mobility", "Development of Automated Data Systems Doctrine for the Marine Corps", and Public Affairs support for the Bicentennial.

ANNUAL REPORT OF THE AIR NATIONAL GUARD
FY 1975

SECRETARY OF THE AIR FORCE

REPORT TO CONGRESSIONAL COMMITTEES

PURSUANT TO SECTION 264(C), TITLE 10, UNITED STATES CODE

(SECTION 2(6), PUBLIC LAW 90-168)

ON

THE AIR NATIONAL GUARD FOR FISCAL YEAR 1975

SECTION I. MISSION AND OBJECTIVES OF THE AIR NATIONAL GUARD

The National Guard is unique in that it has both Federal and State missions. This is a requirement as specified in the United States Constitution. Under Federal law, Air Guard units are organized, trained, and equipped in a nonmobilized, combat ready status, for immediate service when required. The ANG is also an integral part of the daily peacetime operations of the Air Force. Under the State mission, Air Guard units may be ordered to State duty by the governors in response to local emergencies such as protection of life and property in natural disasters and the preservation of peace, order, and public safety during periods of civil unrest.

The administration of the Air National Guard is the responsibility of the National Guard Bureau, which is a joint Bureau of the Departments of Army and Air Force. The Chief of the National Guard Bureau may be either an Army National Guard or Air National Guard General Officer. The Chief and the Directors, Army and Air Guard, serve as advisors to the Departments of Army and Air Force on all Guard matters. The National Guard participates with the Army and Air Force staffs in the development and coordination of programs pertaining to all Guard units.

The Air Directorate is a full functional member of the Air Staff. The Air Directorate staff totals less than 200 personnel of which more than half are civilians. By law, a minimum of 60% of the assigned officers must be Regular Air Force. The remainder may be Air National Guard.

The Air Force Major Air Commands and the National Guard Bureau jointly share responsibility for effectiveness of units before mobilization through control of flying hours, force structure, procurement of major equipment, and military and technician manning.

The Major Air Force Commands which gain Air Guard units when mobilized, are responsible for supervision of training, flying safety, and inspections in accordance with applicable regulations and training standards.

Federal law provides that the National Guard Bureau shall be the channel of communication between the Federal and State governments on all matters pertaining to the National Guard. This is accomplished through the State Adjutant General, who serves as the military representative of the governor. Administrative control is exercised through Air National Guard and applicable Air Force publications which are directive upon the units and personnel. The National Guard Bureau is responsible for management of resources and formulation of budget.

During peacetime, command authority is retained by the State with official communications and support coming from the National Guard Bureau and the Gaining Command.

In the event of an emergency, Air Guard units are available for Federal service by call or order of the President, upon declaration of war by Congress, or when otherwise authorized by law. The Guard is the only Reserve Component subject to mobilization by either Presidential call or order. The law gives the President the authority to call the Guard to active duty without declaration of a national emergency. Historically, this has often proved to be the desired method of mobilizing the Guard.

When called into active Federal service, the National Guard channels of communication are removed and the channels become Headquarters United States Air Force, Major Command, and Unit.

Since the ANG is generally dependent upon highly populated areas to maintain its unit strength, its units are located in or near major cities in all 50 states, the District of Columbia, and the Commonwealth of Puerto Rico, with more than two-thirds of them operating from municipal airports.

SECTION II. EFFORTS TO PROMOTE UNDERSTANDING OF LAWS RELATING TO THE AIR NATIONAL GUARD

A number of Air National Guard activities contributed to internal understanding of laws, objectives, policies, and procedures in FY 1975.

During the fiscal year, 29 new or revised ANGR and ANGM policy and procedural directives were developed and published by the National Guard Bureau. These new or changed publications were issued in the following functional categories: Publications Management, Personnel, Training, Flying Training, Schools, Operations, Equipment Maintenance, Supply, Maintenance Management, Utilities Operations and Services, Fire Protection, Security Police, Safety, Automatic Data Processing Systems and Procedures, Management Analysis, and Technician Personnel.

The Domestic Action/Community Service program of the National Guard continued. The Department of Defense again recognized the community involvement of all elements of the National Guard and Reserve in a special ceremony. The top award to an ANG unit, a plaque, was presented to the Oregon Air National Guard for its sponsorship, in cooperation with the Housing Authority of Portland, of an annual one-week camp for disadvantaged young people. Certificates were presented to ANG units in Colorado, Missouri, Nebraska and New Hampshire.

FY 1975 was a year of expansion and refinement for INTERCOM, the National Guard Bureau's internal/command information program. The quarterly Push Pin Post was converted into a monthly bulletin board publication. The Push Pin Post covers official and semi-official stories from within the Bureau as well as nation-wide Guard activities. Two new publications were developed during FY 1975 as well. "Eye-O to Eye-O" is a monthly bulletin that provides public affairs guidance to National Guard information officers. "Clip-it" provides camera ready graphic art support for National Guard newspapers.

The INTERCOM program also expanded into closed circuit television. INTERCOM television includes regular quarterly reviews of National Guard activities, but also can provide programming on special purpose topics for limited audiences.

Recruiting advertising played a large role in public affairs activities during the year with an emphasis on maintaining strength levels required for the all-volunteer force structure of the Air National Guard. In an effort to reach the largest number of potential recruits, advertising used radio and television public service announcements as well as national magazine advertising.

A series of television films, for use as public service announcements, was produced by the National Guard's advertising agency for the Air Guard and one television spot was produced to emphasize the joint role of the Army and Air National Guard.

In magazine advertising twenty different publishing houses representing over thirty different publications were used to print ten individual National Guard ads. Titles of the ads varied but the theme generally revolved around someone special in the neighborhood being a member of the local Guard unit. All magazine ads included a mailback coupon or postcard which provided the recruiters with a direct contact with the reader, and also provided a continuing sampling of the responsiveness of the advertising campaign.

Within the audio-visual field, a series of mission films was produced showing Guardsmen at work in the various missions to which the Guard is assigned. Posters, pamphlets, brochures and billboards supported the mission themes.

The National Guard exhibit program was expanded. New improved exhibits were manufactured with the eventual goal of providing one exhibit to each Adjutant General for use within his state. In addition, an intensive program of public awareness was undertaken by staff participation at numerous conventions around the United States.

A special one-month-long recruiting and awareness drive was also held in conjunction with the beginning of the National Guard's observance of the U. S. Bicentennial. Named "March is Minuteman Month," the recruiting drive was designed to aid Air and Army recruiters in taking advantage of the Guard's heritage to obtain more recruits.

The National Guard cooperates with community leaders in a variety of local celebrations and events commerating national holidays by providing flyovers and static display aircraft. It is anticipated that this type of support will increase during the Bicentennial celebration.

SECTION III. CURRENT STATUS AND PROGRESS MADE IN STRENGTHENING THE AIR NATIONAL GUARD

A. GENERAL

During FY 1975, the Air National Guard maintained the high readiness status achieved in FY 1974. With announced reductions in the active forces, and full implementation of the Total Force policy, greater reliance was placed on the Guard and Reserve. The Air National Guard responded with concentrated thrusts to modernize equipment and continue improvements in organizational structure. Objective evaluations of the Air National Guard's present ability to accomplish its many missions indicated that efforts to strengthen units produced substantial results.

B. AIR NATIONAL GUARD

1. FORCE STRUCTURE AND ORGANIZATION

As of 30 June 1975, the Air National Guard had 1,016 federally recognized units with an authorized military strength of 101,355. Combat units were organized into 24 wings, 73 groups, and 91 squadrons. The number of support/combat sustaining units was 530.

ANG UNITS AS OF 30 JUNE 1975

GAINING COMMAND	MISSION	COMBAT UNITS WINGS	GROUPS	SQUADRONS	COMBAT SUSTAINING UNITS	TOTAL
ADC	Defense Systems Evaluation		2	2	10	14
ADC	Fighter Interceptor (includes Hawaii) (for PACAF)	4	15	15	75	109
TAC	Tactical Fighter	9	20	29	174	232
TAC	Tactical Ftr Tng Gps (CCTS)		2	2	10	14
TAC	Tactical Reconnaissance	2	5	7	44	58
TAC	Special Operations		2	2	12	16
TAC	Air Refueling (KC-97)	3	6	9	54	72
TAC	Tactical Electronic Warfare		1	1	6	8
TAC	Tactical Air Support	2	7	7	27	43
MAC	Tactical Airlift	4	11	15	112	142
MAC	Aerospace Rescue and Recovery Groups		2	2	6	10
	TOTAL	24	73	91	530	718

ADDITIONAL
COMBAT SUSTAINING UNITS
COMMUNICATIONS UNITS (190)

6 Hq Mbl Comm Groups
16 Mbl Comm Squadrons (Cont)
6 Mbl Comm Squadrons (AFCH)
5 Mbl Comm Squadrons (TAB)
6 Mbl Comm Flights
9 Flight Facility Flights
3 Aircraft Control & Warning Sqds (Fixed)
1 Communications Squadron (Special)
74 Communications Flights (Support)
19 Electronic Installation Squadrons
6 Tactical Control Groups
6 Tactical Air Control Center Squadrons
6 Tactical Control Sq (CRC)
12 Tactical Control Sq (CRP)
12 Tactical Control Flights (FACP)
2 Air Traffic Regulation Ctr Flights
1 Communication Flight (Range Spt)

COMBAT SUSTAINING MISCELLANEOUS UNITS (108)

1 Civil Engineer Flight
12 Air Force Bands
1 Weather Squadron
8 Weather Flights (SA)
31 Weather Flights (M/F)
52 State Headquarters (Air)
1 Field Training Flight
1 Civil Engineer Squadron (HR)
1 Civil Engineer Flight (HR)

TOTAL COMMUNICATIONS & MISCELLANEOUS 298

TOTAL NUMBER OF UNITS IN THE ANG 1,016

ACTIVATIONS

The following units were activated on dates indicated below:

LOCATION & UNIT	EFFECTIVE DATE
Rickenbacker AFB, Ohio	
Hq 121st Combat Support Group	10 October 1974
Madison, Wisconsin	
115th Direct Air Support Center Squadron	9 November 1974
115th Communications Flight (Support)	9 November 1974
Oklahoma City, Oklahoma	
137th Mobility Support Flight	10 December 1974
137th Weapon System Security Flight	10 December 1974
Memphis, Tennessee	
164th Mobility Support Flight	10 December 1974
164th Weapon System Security Flight	10 December 1974
Savannah, Georgia	
165th Mobility Support Flight	10 December 1974
165th Weapon System Security Flight	10 December 1974
McGuire AFB, New Jersey	
Hq 108th Combat Support Group	10 December 1974
Andrews AFB, Maryland	
Hq 113th Combat Support Group	10 December 1974
Dobbins AFB, Georgia	
Hq 116th Combat Support Group	10 December 1974
Birmingham, Alabama	
Hq 117th Combat Support Group	10 December 1974
Ft Wayne, Indiana	
Hq 122nd Combat Support Group	10 December 1974
Louisville, Kentucky	
Hq 123rd Combat Support Group	10 December 1974
Chicago, Illinois	
Hq 126th Combat Support Group	10 December 1974
Selfridge ANGB, Michigan	
Hq 127th Combat Support Group	10 December 1974
St Louis, Missouri	
Hq 131st Combat Support Group	10 December 1974

LOCATION & UNIT	EFFECTIVE DATE
Des Moines, Iowa	
Hq 132nd Combat Support Group	10 December 1974
Dallas NAS, Texas	
Hq 136th Combat Support Group	10 December 1974
Buckley ANGB, Colorado	
Hq 140th Combat Support Group	10 December 1974
Pittsburgh, Pennsylvania	
Hq 171st Combat Support Group	10 December 1974
Nashville MAP, Tennessee	
Hq 118th Combat Support Group	27 February 1975
Minneapolis/St. Paul, Minnesota	
Hq 133rd Combat Support Group	10 February 1975
Oklahoma City, Oklahoma	
Hq 137th Combat Support Group	10 February 1975
Van Nuys Airport, California	
Hq 146th Combat Support Group	10 February 1975
Ontario Airport, California	
163rd Communications Flight (Support)	8 March 1975
Camp Mabry, Texas	
209th Weather Flight (SA)	15 March 1975
McEntire ANGB, South Carolina	
169th Mobility Support Flight	5 April 1975
169th Weapon System Security Flight	5 April 1975
169th Communications Flight (Support)	5 April 1975
Pittsburgh, Pennsylvania	
112th Mobility Support Flight	12 April 1975
112th Weapon System Security Flight	12 April 1975
112th Communications Flight (Support)	12 April 1975
White Plains, New York	
Hq 105th Tactical Air Support Wing	14 June 1975
Suffolk County, New York	
106th Communications Flight (Support)	14 June 1975

REDESIGNATIONS

The following units were redesignated as indicated below:

Five Direct Air Support Center Flights were redesignated Direct Air Support Center Squadrons, effective 15 August 1974.

Nine Flight Facilities Flights were redesignated Air Traffic Control Flights, effective 1 October 1974.

FROM	TO	EFFECTIVE DATE
Madison, Wisconsin		
Hq 128th Fighter Interceptor Wing	Hq 128th Tactical Air Support Wg	9 Nov 1974
Hq 115th Fighter Interceptor Group	Hq 115th Tactical Air Support Gp	
176th Fighter Interceptor Squadron	176th Tactical Air Support Sq	
115th USAF Clinic	115th Tactical Hospital	
Oklahoma City, Oklahoma		
Hq 137th Military Airlift Wing	Hq 137th Tactical Airlift Wing	10 Dec 1974
Hq 137th Military Airlift Group	Hq 137th Tactical Airlift Group	
185th Military Airlift Squadron	185th Tactical Airlift Squadron	
137th Support Squadron	137th Combat Support Squadron	
Memphis, Tennessee		
Hq 164th Military Airlift Group	Hq 164th Tactical Airlift Group	10 Dec 1974
155th Military Airlift Squadron	155th Tactical Airlift Squadron	
164th Support Squadron	164th Combat Support Squadron	
Savannah, Georgia		
Hq 165th Military Airlift Group	Hq 165th Tactical Airlift Group	10 Dec 1974
158th Military Airlift Squadron	158th Tactical Airlift Squadron	
165th Support Squadron	165th Combat Support Squadron	

FROM	TO	EFFECTIVE DATE
Ontario Airport, California		
Hq 163rd Fighter Interceptor Group	Hq 163rd Tactical Air Support Gp	8 Mar 1975
196th Fighter Interceptor Squadron	196th Tactical Air Support Sq	
163rd USAF Clinic	163rd Tactical Clinic	
McEntire ANGB, South Carolina		
Hq 169th Fighter Interceptor Group	Hq 169th Tactical Fighter Group	5 Apr 1975
157th Fighter Interceptor Squadron	157th Tactical Fighter Squadron	
169th USAF Clinic	169th Tactical Clinic	
Pittsburgh, Pennsylvania		
Hq 112th Fighter Interceptor Group	Hq 112th Tactical Fighter Group	12 Apr 1975
146th Fighter Interceptor Squadron	146th Tactical Fighter Squadron	
112th USAF Clinic	112th Tactical Clinic	
Hayward Airport, California		
Hq 129th Special Operations Group	Hq 129th Aerospace Rescue/Recovery Gp	3 May 1975
129th Special Operations Squadron	129th Aerospace Rescue/Recovery Sq	
129th Tactical Clinic	129th USAF Clinic	
Suffolk County, New York		
Hq 106th Fighter Interceptor Group	Hq 106th Aerospace Rescue/Recovery Gp	14 Jun 1975
102nd Fighter Interceptor Squadron	102nd Aerospace Rescue/Recovery Sq	
White Plains, New York		
105th Tactical Clinic	105th Tactical Hospital	14 Jun 1975

INACTIVATIONS

1. The following units were inactivated on dates shown:

UNIT	EFFECTIVE DATE
Hq, 195th Tactical Airlift Group	30 Sep 74
195th Tactical Airlift Squadron	30 Sep 74
195th Consolidated Aircraft Maintenance Squadron	30 Sep 74
195th Mobility Support Flight	30 Sep 74
195th Weapons System Security Flight	30 Sep 74
195th Civil Engineering Flight	30 Sep 74
195th Aerial Port Flight	30 Sep 74
195th Communications Flight (Support)	30 Sep 74
195th Tactical Clinic	30 Sep 74
Hq, 121st Tactical Fighter Group	9 Oct 74
121st Combat Support Squadron	9 Oct 74
115th Consolidated Aircraft Maintenance Squadron	8 Nov 74
115th Supply Squadron	8 Nov 74
108th Tactical Fighter Group	9 Dec 74
113th Tactical Fighter Group	9 Dec 74
116th Tactical Fighter Group	9 Dec 74
122nd Tactical Fighter Group	9 Dec 74
127th Tactical Fighter Group	9 Dec 74
131st Tactical Fighter Group	9 Dec 74
132nd Tactical Fighter Group	9 Dec 74
140th Tactical Fighter Group	9 Dec 74
117th Tactical Reconnaissance Group	9 Dec 74
123rd Tactical Reconnaissance Group	9 Dec 74
126th Air Refueling Group	9 Dec 74
136th Air Refueling Group	9 Dec 74
171st Air Refueling Group	9 Dec 74
103th Supply Squadron	9 Dec 74
110th Supply Squadron	9 Dec 74
111th Supply Squadron	9 Dec 74
135th Supply Squadron	9 Dec 74
182nd Supply Squadron	9 Dec 74
137th Supply Squadron	9 Dec 74
164th Supply Squadron	9 Dec 74
165th Supply Squadron	9 Dec 74
108th Combat Support Squadron	9 Dec 74
113th Combat Support Squadron	9 Dec 74
116th Combat Support Squadron	9 Dec 74
117th Combat Support Squadron	9 Dec 74
122nd Combat Support Squadron	9 Dec 74
123rd Combat Support Squadron	9 Dec 74
126th Combat Support Squadron	9 Dec 74
127th Combat Support Squadron	9 Dec 74
131st Combat Support Squadron	9 Dec 74
132nd Combat Support Squadron	9 Dec 74
136th Combat Support Squadron	9 Dec 74
140th Combat Support Squadron	9 Dec 74
171st Combat Support Squadron	9 Dec 74

	133rd Tactical Airlift Group	9 Feb 75
	137th Tactical Airlift Group	9 Feb 75
	146th Tactical Airlift Group	9 Feb 75
	133rd Combat Support Squadron	9 Feb 75
	137th Combat Support Squadron	9 Feb 75
	146th Combat Support Squadron	9 Feb 75
	118th Tactical Airlift Group	26 Feb 75
	118th Combat Support Squadron	26 Feb 75
	163rd Consolidated Aircraft Maintenance Squadron	7 Mar 75
	163rd Supply Squadron	7 Mar 75
	205th Weather Flight (SA)	14 Mar 75
	169th Supply Squadron	4 Apr 75
	112th Supply Squadron	11 Apr 75
	129th Consolidated Aircraft Maintenance Squadron	2 May 75
	129th Mobility Support Flight	2 May 75
	129th Weapons System Security Flight	2 May 75
Hq,	106th Fighter Interceptor Wing	13 Jun 75
	106th Consolidated Aircraft Maintenance Squadron	13 Jun 75
	106th Supply Squadron	13 Jun 75

AIRCRAFT CONVERSIONS AND MISSION CHANGES IN FY 1975

During FY 1975 there were twelve aircraft conversions, two model changes and five UE changes which continued the modernization and updating of Air National Guard forces. Three units converted from F-100s/F-102s to A-7s which will add substantially to the ANG's capability to perform its tactical fighter mission. Two F-102 units converted to O-2 aircraft increasing the ANG's participation in the tactical air support mission of the USAF. Three units operating C-124 aircraft were converted to C-130 airlift aircraft when the C-124s were grounded for structural failure problems. One unit operating F-102s on the East coast and one unit operating C-119s on the West coast converted to HC-130s/HH-3Es and changed their mission to rescue and recovery. One combat crew training squadron converted from F-102s/F-101s to F-101s only because all F-102s in the ANG structure will be retired by the end of FY 1976. Two units changed models: C-130A to C-130E and F-100C to F-100D. The missions remained the same. Five F-106 units decreased their UE from 18 aircraft to 15 aircraft with no change in mission; however, the aircraft reduction in the ANG allows the active forces using the same aircraft to operate Air Defense Alert locations at Dispersed Operating Bases (DOBs).

UNIT AND LOCATION			
CONVERSIONS		FROM	TO
125FG	Jacksonville IAP, FL	18 F-102	15 F-106
194FIS	Fresno ANGB, CA	18 F-102	15 F-106
176TASS	Truax Fld, WI	18 F-102	24 O-2
185TAS	Will Rogers World Aprt, OK	8 C-124	6 C-130A
164TAG	Memphis IAP, TN	8 C-124	8 C-130A
165TAG	Savannah MAP, GA	8 C-124	8 C-130E
166TFS	Rickenbacker AFB, OH	24 F-100	18 A-7
163TASG	Ontario IAP, CA (1)	18 F-102	24 O-2
169TFG	McEntire ANGB, SC (2)	18 F-102	18 A-7
112TFG	Pittsburgh Aprt, PA (2)	18 F-102	18 A-7
106ARRG	Suffolk County Aprt, NY (3)	18 F-102	4 HC-130 6 HH-3
129ARRG	Hayward MAP, CA (4)	8 C-119	4 HC-130 6 HH-3

NOTE: (1) Change in mission. Formerly Fighter Interceptor - now Tactical Air Support

(2) Change in mission. Formerly Fighter Interceptor - now Tactical Fighter

(3) Change in mission. Formerly Fighter Interceptor - now Air Rescue and Recovery.

(4) Change in mission. Formerly Special Operations - now Air Rescue and Recovery.

UNIT AND LOCATION		FROM	TO
MODEL CHANGES			
115TAS	Van Nuys Aprt, CA	6 C-130A 6 C-130B	6 C-130B 6 C-130E
124TFS	Des Moines MAP, IA	24 F-100C	24 F-100D
UE CHANGES			
120FG	Great Falls IAP, MT	18 F-106	15 F-106
101FIS	Otis AFB, MA	18 F-106	15 F-106
177FG	Atlantic City Aprt, NJ	18 F-106	15 F-106
191FG	Selfridge ANGB, MI	18 F-106	15 F-106
147CCTS	Ellington AFB, TX	9 F-101 10 F-102	15 F-101

2. PERSONNEL STRENGTHS AND MANNING LEVELS

Military - On 30 June 1975, the strength of the Air National Guard was 95,360 or 99.3 percent of the programmed end strength of 96,000. The average strength for the year was 93,976 or 98.9 percent of the Congressional average floor of 95,000. Although a slight shortfall prevailed in strength, programmed gains were exceeded. The slight short fall was due largely to unprogrammed losses. Net losses to strength occurred during the months of July, November, December and March with the remaining months showing an upward trend in strength. The recruiting of blacks and women was extremely successful. A net gain of 1,012 blacks and 1,441 women was achieved. Category P, established during FY 1975, authorized placement of non-prior service enlistees in drill and pay status prior to entry on initial active duty for training. Bona fide high school seniors who enlist within 90 days immediately preceding graduation and qualifying high school graduates currently enlisted and awaiting training were allowed to voluntarily participate in up to 24 inactive duty training periods. At the end of FY 1975, 589 individuals were in Category P and included in strength accountability. Category L, those awaiting training in a non-pay status, decreased to 399 individuals.

The retention rate for FY 1975 was 62.8, a decrease from the FY 1974 rate of 65.0.

Recruiting - The Air National Guard continued to recruit personnel in large quantities during FY 1975. The Air National Guard exceeded the recruiting goal for non-prior service and prior service personnel and ended the fiscal year 99.3 percent manned. Air Force personnel separating at five CONUS bases were counseled by Air Guardsmen about the advantages of belonging and participating in the Air National Guard. This In-Service Recruiting Program greatly enhanced the Prior Service Pool that enlisted during FY 1975. The Palace Chase early release program separated 67 officers and 2,848 airmen during FY 1975. Both In-Service and Palace Chase programs have been widely publicized by the USAF and have assisted the strength increase of the Air Guard.

During FY 1975 the Air Guard trained 72 recruiters at the four-week USAF Recruiting School, Lackland Military Training Center, Texas. A total of 212 recruiters served on Active Duty on 360 day tours. The Air Guard has trained 347 personnel in recruiting techniques and procedures and is authorized 212 recruiting positions at the various ANG units. Recruiters are authorized at each Air National Guard flying location and one at designated geographically separated units, i.e., Tactical Control, Electronics Installation, and Mobile Communications units.

Civilian - The Air Technician program continued to expand during FY 1975 commensurate with the assignment of highly sophisticated weapons systems into the Air National Guard inventory. The Air Technician program experienced an actual growth of 444 air technicians which resulted in a 30 June 1975 end strength of 22,550.

3. FACILITIES AND EQUIPMENT

FACILITIES

There were 89 flying bases and 66 non-flying bases on which ANG units were located in FY 1975. ANG group-size flying units were located on flying bases that were comprised of 69 civilian airports, 13 active Air Force Bases, three Naval Air Stations and four ANG Bases. The total value of the real estate administered by the ANG in FY 1975 was approximately $625 million. Facility maintenance, utilities, communications, fire protection, security and airport use at ANG bases continued to be supported by federal/state cost-sharing agreements. The federal share of these costs during FY 1975 totalled $26.8 million. Operation and Maintenance (O&M) projects totalling $10.6 million were accomplished in FY 1975. This program included a variety of projects for maintenance, repair and alteration of ANG facilities, airfield pavements and utility systems. Projects associated with aircraft conversions, new and changed missions, pollution control, security, safety, fire protection, airfield pavements and emergency repairs comprised the major portion of this program in FY 1975.

Facility construction and alteration requirements continued to increase during FY 1975 as a result primarily of aircraft conversions. In recognition of the required major construction projects, $31.5 million was provided within the FY 1975 Military Construction Program. Of that amount, $24.7 million was obligated during the year for 46 major construction projects in 25 different states. In addition, 19 carry-over projects from FY 1974 located in 15 states were also awarded at a total cost of $6.5 million. Also, minor construction and alteration projects totalling $1.4 million was spent on 28 projects totalling between $25,000 and $100,000 each, in 22 states. Although the $31.5 million for major construction projects represents an increase of $15.5 million for like projects over the previous year's program, there remains a long-range requirement for appropriations to support construction of facilities to eliminate known deficiencies throughout the ANG. The on-going program to equip ANG units with more modern aircraft has increased the backlog of construction deficiencies for coming years.

EQUIPMENT

Aircraft

The aircraft inventory of the Air National Guard totalled 1,647 as of the end of the fiscal year compared to 1,799 the previous year. The inventory decreased by 152 aircraft during the year. The A-7D, along with the HC-130H/Ps and additional C-130A/Es, replaced the C-124s and most of the F-102 aircraft. A significant change in the support aircraft inventory reduced the support fleet from 86 possessed aircraft to 41 authorized C-131 support aircraft.

AIR NATIONAL GUARD AIRCRAFT
AS OF 30 JUNE 1975

TYPE/MISSION	TOTAL UE AUTHORIZED	TOTAL INVENTORY
Aerospace Defense		
EB/B-57B/C	18	24
F-102	36	44
F-101	108	118
F-101 (CCTS)	15	16
F-106	90	90
Subtotal	267	292
Tactical Fighter		
A-7D	96	101
F-100D/F	360	382
F-104	18	19
F-105B	20	20
F-105D/F	48	52
A-37B	48	40
F-100 (TFTG)	31	39
F-105/TS9 (TFTG)	23	32
F-4C	18	18
Subtotal	662	703
Tactical Reconnaissance		
RF-101	72	64
RF-4	54	71
Subtotal	126	135
Tactical Air Refueling		
KC-97L	72	75
C-97G	0	1
Subtotal	72	76
Special Operations		
C-119L	16	8
Subtotal	16	8

TYPE/MISSION	TOTAL UE AUTHORIZED	TOTAL INVENTORY
Tactical Airlift		
C-123J	8	8
C-130A	52	56
C-130B	18	18
C-130D	0	9
C-130E	24	24
C-7A	16	17
Subtotal	118	132
Strategic Air Refueling		
KC-135	0	1
Subtotal	0	1
Air Rescue		
HC-130	8	8
HH-3	12	5
Subtotal	20	13
Tactical Air Support		
O-2A/B	168	155
Subtotal	168	155
Tactical Electronic Warfare		
EC-121	4	4
C-121	4	5
Subtotal	8	9
Additional Aircraft		
C-54	0	1
C-131	41	42
T-29	0	8
T-33	63	72
Subtotal	104	123
Total	1,561	1,647

Mission and Support: Because of the many aircraft conversions, both on-going and projected, the dollar value of the ANG equipment authorization spectrum increased from approximately $830 million to $993 million during FY 1975. Embodied with that monetary expansion is an increase in the number of pieces of equipment authorized from approximately 800,000 to 806,000. In exercising managerial surveillance and control over this vast equipment inventory, the ANG maintains in excess of 317,000 accountable records. The ANG has one of the largest accountable record counts in the USAF.

Efforts were continued throughout FY 1975 to review and update Tables of Allowance to accommodate new requirements being generated as a result of the ANG Weapon Systems conversion program. Those Tables of Allowance applicable to new weapon systems entering the ANG inventory received special emphasis during this period.

A special equipment redistribution program was implemented during FY 1975 to accommodate the forthcoming conversions to KC-135 aircraft which will occur during FY 1976. To date, several million dollars worth of mission essential equipment items have been moved into place within the first year units scheduled to convert. The success of this special effort can best be measured by the equippage status of the fourth unit which is scheduled to convert during the 4th quarter FY 1976. As of June 1975 that unit was already 43 percent equipped. It is worthy of note that this was achieved through the redistribution of in-house assets from within the total ANG inventory. The ANG Command Equipment Management Office (CEMO) specialized reporting program, which was implemented during FY 1974, was extended during FY 1975 and continued to prove extremely beneficial. As of June 1975 the overall ANG reporting equipment reporting accuracy rate had advanced to 99.4% exceeding the FY 1974 rate of 99.2%, and surpassing the USAF world-wide rate of 98.7%.

The ANG implementation of Program Communications Support Program (PCSP) which began in FY 1975 was completed during the year. This conversion to the PCSP system of reporting and control of fixed communications equipment embraced approximately 4,100 line item records, and represents still another step in ANG continuing efforts to achieve close alignment with the Air Force equipment management system.

Supply Systems: Implementation of the Remote Job Entry Terminal System (RJETS) which upgrade ANG computer capability for supply began implementation in FY 1975. Installation of this equipment permits daily transmission of management reports directly from the U1050-II Standard Base Supply System Computer to the ANG base, thereby completing full utilization of the U1050-II capability. Additionally, each supply activity will have ready access to the high speed input device which will increase processing capability.

Logistics Plan: In November 1974, the National Guard Bureau assigned a Guardsman to the Air Staff study group considering Automatic Data Processing requirements for deployed units in the 1980 to 1990 time frame. This assignment marks the first time that the ANG actively participated in the development and design of future Air Force programs. In May 1975 the Air Staff requested National Guard Bureau participation in the STALOG (System to Automate Logistics at Base Level) steering committee. This committee directs the efforts and controls the logistic inputs to the Air Force total base program. As such, the ANG environment and peculiarities will be considered in the initial design phase of future supply, transportation, procurement and maintenance programs and procedures.

Working with Air Training Command and the Lowry Technical Training Center, the Air National Guard condensed the five-week Logistics Management Course into a three-week program. A new course syllabus was developed with entirely new lesson plans. The new course will allow Guardsmen working in wing/groups Logistics Plans sections to obtain this essential training within two annual field training periods.

During FY 1975, ANG TAC-gained units converted their manual preparation of packing and load lists to a computer based system: Base Automated Mobility System (BAMS). The new system is based on B3500 computer products provided by assigned host computer support bases and provides tailored machine runs to support every deployment contingency levied on ANG units.

Systems Support: During FY 1975 the Air National Guard aircraft fleet continued to be upgraded by converting 12 units to more modern aircraft. The seven 7 F-102 units were phased out. Two units converted to F-106, two to A-7's, two to O-2's and one to an Air Rescue and Recovery Group equipped with HC-130 and HH-3 aircraft. The three remaining C-124 units converted to C-130 aircraft and one C-130A unit was upgraded with C-130E aircraft. Lastly, one C-119 unit also converted to an Air Rescue and Recovery mission with HC-130 and HH-3 aircraft.

For the second year the ANG Not Operational Ready grounding rate caused by the non-availability of repair parts (NORS-G) remained at a low 5.4%. This compared favorably with the world-wide Air Force rate of 6.6%, especially when it is considered that the ANG requisition priorities are lower than most active units. Part of this commendable record is attributable to the National Guard Bureau Logistics Readiness Center. This unit performs a repair part expediting function for any of the 91 ANG flying units which have NOR aircraft.

ANG F-106 aircraft were scheduled through a Power Upgrade Program (PUP) at the same time that Programmed Depot Maintenance (PDM) was performed. A speed line was established at Jacksonville ANG Base by San Antonio Air Logistics Center. Depot field teams also were assigned to each F-106 location.

The PUP resulted in the generator power supply system for avionics and radar being converted to a solid state system. Throughout FY 1975 planning was accomplished which will permit ANG munitions accounts to become mechanized during the 1st quarter FY 1976. Prior to this time all munitions accounts were on a manual system. The new procedures will permit a better interface with the AFLC world-wide munitions system.

In FY 1974 the availability of chaff improved materially over the critically short supply situation which existed in FY 1973. During FY 1975 chaff availability continued to improve. The ANG current stock position is the best that has existed since 1969.

The Air National Guard still is critically short of the number of 463L Pallets and nets required to meet its contingency and airlift missions. This is a world-wide problem within the Air Force. World-wide Air Force assets are 25,000 pallets on hand. The ANG is authorized 6,700 but only has 1,500 or a shortage of 77%.

Late in FY 1974 there was a serious shortage of BDU-33 practice bombs throughout the Air Force. It was caused by a shortage of raw materials, increased material and fuel costs resulting from the energy crisis. Because of these factors, the major contractor defaulted on deliveries. Action by the Chief of Staff, Air Force, in concert with Air Force Logistics Command and Ogden Air Logistics Center, in the fall of FY 1975, resulted in negotiated price increases for the manufacturer. Soon thereafter deliveries increased and practice bombs again became readily available in the spring of FY 1975.

Transportation. During the past year the ANG vehicle fleet became the largest authorized in the Air Force, consisting of a quantity of 16,300 valued at $186.4 million. The on-hand total of 13,000 assets is the second largest fleet owned by any single command. Replacements for these aging vehicles have been very good through the Vehicle Priority Buy Program with almost 1,000 new vehicles received during each of the last two fiscal years, and the projection for FY 1976 is for the same level to be maintained. However, the shortages reflected in the authorized versus assets on hand figures above are two basic mission critical types not being procured. The first of these consists of special purpose vehicles such as snowplows. Some of these vehicles have been rebuilt through the depot systems but recently others have been refused because of age and nonavailability of parts. The second category is military design vehicles. During the past year, through the medium of the ANG funded and operated "Operation Barstow", some 500 vehicles valued at $3.2 million were reclaimed and rebuilt for further use in the ANG, thus reducing the procurement requirements.

Action to pinpoint and correct problem areas in traffic management continued throughout the course of the year. One specific result of the LOGAIR system study accomplishment by the Directorate, ANG last year was the establishment of a Logistics Airlift terminal at Selfridge ANG Base, Michigan. This terminal began operation on 1 July 1975 and services all military supply support requirements in lower Michigan. In addition, the ANG operated a C-7A airlift within training requirements, to service seven ANG units in four states in the northeast quadrant where LOGAIR transhipment has been a problem. This McGuire-centered operation has been highly successful. Staff planning and monitorship of unit moves to field training and other commercial transportation requirements continued to grow in concert with the expansion of the ANG. As a result, budgetary development and preparation for transportation has increased to well over $5 million.

Aircraft Engines

During FY 1975 several significant events occurred in the management of the Air National Guard engine fleet. Pacer Transplant, a program to replace all the old iris type F-100 afterburners with newer flap type afterburners, which began in FY 1973, was completed in November 1974. This modernisation program has resulted in reduced maintenance manhours and lowered expenditures for afterburner spare parts.

Project Pacer Test, a joint National Guard Bureau, AFLC effort, was established to assess the feasibility of extending the hot section inspection on newly overhauled J57-21B engines used in the F-100 aircraft. Nine engines were selected for analytical review at the 200 and 300 hour milestones. Disassembled engine inspections revealed that the newly overhauled J57-21B engine was capable of being flown safely to 300 hours before a hot section inspection was required. The previous inspection interval was 200 hours. This fifty percent inspection increase has resulted in reduced maintenance manhours and lower spare parts consumption.

For the past six years, the 160th Air Refueling Group at Rickenbacker AFB, Ohio has been the centralized repair facility for J47 engines used by ANG units assigned KC-97L tanker aircraft. The ANG at Meridian, Mississippi has agreed to accept this workload with contractor assistance. J47 repair production will commence in September 1975 at Meridian.

Communications Equipment

A small number of "state-of-the-art" mobile communications equipment items (e.g. AN/TGC-27, AN/TSC-62, AN/TYC-8) were transferred from the active Air Force to ANG Tactical Control and Mobile Communications units. Additionally, Air Force Communications Service (AFCS) began identifying AN/MPN-13, air traffic control radar systems, for transfer to ANG units in late FY 1975 and FY 1976. This is part of an ongoing effort to replace obsolete AN/CPN-4 radar systems. Base communications systems were enhanced through modernisation and expansion of facilities.

4. TRAINING

A. UNIT TRAINING

The effectiveness of the unit training of ANG units can best be summarized by the unit's combat readiness status of "C" rating. This status is measured on the scale of C-1 (highest) to C-4 (lowest) of the JCS FORSTAT required criteria and is validated by inspections performed by the Air Force.

In FY 1975 the percentage of C-1 and C-2 units was 79%, the same as FY 1974. The continuing modernization of ANG units has leveled off the upward trend of ANG combat readiness. The percentage of C-1, C-2, and C-3 units was 85%.

The overall emphasis placed on the training of ANG units is evidenced by the increased combat ready status of the ANG despite the transient conditions of reduced readiness caused by conversion re-equipping and retraining.

B. INDIVIDUAL TRAINING

The Air National Guard school training program provides formal school training for qualified Guardsmen enabling them to be trained to meet mission requirements. Guardsmen attend the same schools as Air Force personnel and meet the same prerequisites. The ANG school program, comprised of four major categories - flight, technical, professional and recruit - ensures that ANG unit commanders get maximum assistance in achieving an adequately skilled unit.

ANG Formal Schools. The ANG operates formal schools at five locations. These schools provide both advanced technical and professional training to Army and Air National Guardsmen, USAF personnel and certain foreign nationals in the Military Assistance Program. Three of the schools are advanced flying schools providing combat crew training and technical training for aircrews; one school provides maintenance technical training for the KC-97 and C-130 aircraft and the ANG Professional Military Education Center provides precommission training for individuals not attending USAF Officer Training Schools, leadership training for junior NCOs and professional military education for senior NCOs. During fiscal year 1975, 2,972 students entered training in one of the ANG operated schools.

F-100 Combat Crew Training School. The 162nd Tactical Fighter Training Group, Tucson, Arizona provides F-100 transition training for ANG pilots assigned to tactical fighter units. In addition, the 162nd TFTG provides upgrade and maintenance training necessary to support the requirements of units converting to F-100 aircraft. The primary mission of the 162nd TFTG is to provide advanced flying training for all Undergraduate Pilot Trainees (UPTs) assigned to F-100 and F-104 units. During fiscal year 1975, a total of 64 students entered into courses conducted by the 162nd TFTG.

F-101B/RF-101/F-102 Combat Crew Training School. The 147th Fighter Group, Houston, Texas provides transition and intercept training for all ANG F-101B and RF-101 students in addition to technical training courses for ANG aircrews assigned to Aerospace Defense Command aircraft. Flying students are entered into courses of varying lengths depending upon their personal experience. UPTs and those trainees not current in jet aircraft enter a four-week preinterceptor course to become qualified in jet aircraft. Training in the F-102 aircraft was phased out in FY 1975 due to the programmed retirement of this aircraft. During fiscal year 1975, 77 pilots entered courses conducted by the 147th Fighter Group.

RF-101 Replacement Training Unit (RTU). The 189th Tactical Reconnaissance Group, Little Rock, Arkansas provided transition training through July 1974 for ANG UPTs assigned to RF-101 units. As of 1 August 1974, this mission of training RF-101 pilots was transferred to the 147th Fighter Group, Houston, Texas. During FY 1975, 4 ANG pilots entered training courses conducted by the 189th TRG and the 147th Fighter Group.

F-105 Combat Crew Training School. The 184th Tactical Fighter Training Group, McConnell AFB, Kansas provides advance flying training for ANG and AF Reserve aircrews assigned to F-105 units. During FY 1975, 24 ANG pilots and 15 AFRES pilots entered training courses conducted by the 184th TFTG.

133rd Field Training Flight (FTF). The 133rd Field Training Flight, St. Paul, Minnesota provides maintenance and technical training for aircrews assigned to the KC-97 and C-130 aircraft. Courses are offered in Aircrew Familiarization (two-weeks), Basic Loadmaster (five-weeks), and Flight Engineer Technician Cruise Control (ten-weeks). Since FY 1971, the 133rd FTF has been assigned as a Mobile Training Team (MTT) and aided in the timely training needed to support ANG units converting to the KC-97 and C-130 aircraft. FY 1975 saw the 133rd FTF provide training for 1,759 officers and airmen of the ANG, the USAF and Military Assistance Program.

The Air National Guard Professional Military Education Center. The Air National Guard operates three professional military schools at McGhee-Tyson Airport, Knoxville, Tennessee. The oldest and the largest of the three schools is the ANG NCO Academy established in 1968. During fiscal year 1971, a Leadership School for junior NCOs was established and an Officers Preparatory Academy (now known as the Academy of Military Science) conducted its first class in April of 1971.

ANG Leadership School. The Leadership School curriculum consists of 138 academic hours in the following subject areas: Human Relations in Leadership, World Affairs, Communicative Skills, Supervision and Management, and Military Training. The course is offered in two two-week segments. The two week courses afford Guardsmen who cannot take more than two-weeks of military training each year an opportunity to complete the prescribed course.

ANG NCO Academy. The NCO Academy curriculum, consisting of 225 academic hours, is devoted to the same basic areas as the Leadership School. Like the Leadership School, the ANG NCO Academy offers special two-week courses to enable Guardsmen the opportunity to attend in two segments. In addition, a regular five and one-half week course is offered. Graduates of the NCO Academy are authorized to wear the NCO Academy Ribbon. The ANG NCO Academy is currently exchanging students with seven other major command NCO academies. During FY 1975, 18 ANG students graduated from other major command NCO academies.

ANG Academy of Military Science. The Academy of Military Science provides the ANG officer selectee with his initial military training. Students attend the course in pay grade of E-5 or their former enlisted grade, if higher, and are commissioned upon graduation. For the present, priority for selection is being given to UPT and UNT candidates; however, the goal of the Academy is to provide the initial military training for all officer candidates in the ANG.

FY 1973 - 1975 TRAINING PROGRAM

	Student Entries		
TRAINING CATEGORY	FY 1973	FY 1974	FY 1975
Flight	710	537	956
Skill and Professional	3,667	5,120	5,620
Recruit	4,600	2,362	3,692
TOTAL	8,977	8,019	10,168
	Mandays		
Flight	136,378	97,767	93,166
Skill and Professional	138,549	173,602	197,937
Recruit	803,140	331,498	497,081
TOTAL	1,078,067	602,867	788,184

Professional Military Education

COURSE OF INSTRUCTION

	Student Entries		
	FY 1973	FY 1974	FY 1975
Academy of Military Science	195	244	207
Officers Preparatory Academy	-	-	-
Officer Training School	5	-	1
Squadron Officers School	21	21	21
Air Command and Staff College	12	12	12
Air War College	6	6	6
Leadership School	95	110	95
NCO Academies	739	826	777
TOTAL	1,073	1,219	1,119

	Recruit Training		
	Entries	Completions	In Training- 30 Jun 75
BMT/OJT	1,212	767	588
BMT/TT	2,480	1,738	1,143
TOTAL	3,692	2,505	1,731

ANG Social Actions Program

The ANG Social Actions Program was established in 1973 with three positions authorized per flying unit as follows:

One Equal Opportunity and Treatment Officer (O-4)

One Race Relations Officer (O-3)

One Drug and Alcohol Abuse NCO (E-6)

A draft of ANGR 30-02, Social Actions Program, was sent to the field for review and comments in July 1974. The regulation is now in the final coordination stage and in the process of being published.

A social actions training program for all personnel was established in August 1974 with the following annual training requirements: 1 Hour EEO Training, 3 Hours RR Training, 1 Hour Drug and Alcohol Abuse Training. The training program is currently being implemented by all units.

In order to insure that those implementing the social actions program are qualified, instructors are attending the AFSC qualifying schools at Lackland AFB, Texas and Patrick AFB, Florida. During FY 1975, 102 persons attended these schools as follows: 33 attended the Drug and Alcohol School, 39 attended the Equal Opportunity and Treatment School, 30 attended the Department of Defense Race Relations Institute.

The social actions function at the National Guard Bureau is currently staffed by a short tour officer in lieu of an authorized position at the Bureau.

5. SCREENING OF THE READY RESERVE (1200.7)

Pursuant to the provisions of DOD Instruction 1200.7, continued attention was given to the screening of Air National Guard personnel. There were no officers and 344 airmen screened out of the Air National Guard program during FY 1975.

6. OVERALL ESTIMATE OF READINESS FOR MOBILIZATION AND DEPLOYMENT.

The mobilization and deployment potential of the Air National Guard remained relatively stable during FY 1975 as new aircraft and mission changes leveled off the upward trend of ANG combat readiness. Over two-thirds of the Air National Guard's flying units have undergone mission and aircraft changes since the beginning of FY 1970. Initially there was insufficient leadtime to prepare for the conversions which resulted in protracted periods of limited readiness once the new systems were acquired Subsequent Air Staff action, particularly the establishment of the Conversion Readiness Committee, which provides a sounding board for Reserve Force conversion problems, has relieved the situation and normally sufficient leadtime is provided. The effect of the recent unprecedented conversion and modernization activity is reflected in the course of the Air National Guard's readiness since FY 1970. Fiscal Year 1971 began with 65% of the rated flying units capable of immediate deployment to combat. Capability decreased to 41% through FY 1972. During FY 1973, consistent progress was made (except for those units affected by reductions in primary aircraft during October 1972) with a year-end status of 57% of the rated units fully combat ready. By including those units rated marginally combat ready, a total of 81% of the Air National Guard's flying units were available for combat operations with the Air Force. In FY 1974 the upward trend of combat readiness continued with a year end percentage of C-1 and C-2 units of 79%, an increase of approximately 38%. Overall combat ready status of the ANG flying units was 89%. In FY 1975 the combat readiness remained relatively stable with a year end percentage of C-1 and C-2 units of 79%. Overall combat readiness of the ANG flying units was 85%. Of the thirteen non-ready units, twelve were in conversion to new aircraft and missions.

All but five of the Air National Guard's flying units were rated for combat readiness (exceptions were the three combat crew training units and two Defense System Evaluation units). The commands of the Air Force that gain Air National Guard units perform a continuous series of Operational Readiness Inspections (ORIs) to validate their reported combat readiness status. An ORI pass rate of 94% was achieved during FY 1975.

C. SUMMARY OF SECTION III

On 30 June 1975, the Air National Guard had a total of 1,016 federally recognized units. Flying units were organized into 24 wings, 73 groups and 91 flying squadrons. In addition, there were 530 support/combat sustaining units. A total of 101,355 manpower spaces were authorized within the 1,016 ANG units. The assigned strength at the end of the fiscal year was 95,360.

In FY 1975 the upward trend of combat readiness of ANG units, which began in FY 1973 and continued in FY 1974 leveled off with a year-end percentage of C-1 and C-2 units of 79%, the same as for FY 1974. The continuing modernization of ANG units leveled off the upward trend of ANG combat readiness. The percentage of C-1, C-2, and C-3 units was 85%.

The aircraft inventory of the Air National Guard totalled 1,659 as of the end of the fiscal year compared to 1,799 the previous year. The inventory decreased by 140 aircraft during the year with the 197 replacements not equaling the 337 losses. However, there is a steady trend that continues to reflect modernization of the ANG fleet under the DOD "Total Force Policy". The A-7D along with the HC-130 H/Ps and additional C-130A/Es replaced the C-124s and most of the F-102 aircraft. A significant change in the support aircraft inventory reduced the support fleet from 86 possessed aircraft to 41 authorized C-131 support aircraft.

The Air National Guard continued to recruit personnel in large quantities during FY 1975. The Air National Guard exceeded the recruiting goal for non-prior service and prior service personnel and ended the fiscal year 99.3 percent manned. Air Force personnel separating at five CONUS bases again in FY 1975 were counseled by Air Guardsmen about the advantages of belonging and participating in the Air National Guard. This in-service recruiting program greatly enhanced the Prior Service Pool that enlisted during FY 1975. The Palace Chase early release program separated 67 officers and 2,848 airmen during FY 1975. Both In-Service and Palace Chase programs have been widely publicized by the Air Force and have assisted the strength increases of the Air Guard.

Facility construction and allocation requirements continued to increase during FY 1975 as a result primarily of aircraft conversions. In recognition of the required major construction projects, $31.5 million was provided in the FY 1975 Military Construction Program. Of that amount, $24.7 million was obligated during the year for 46 major construction projects in 25 states. In addition, 19 carry-over projects from FY 1974 in 15 states were also awarded at a total cost of $6.5 million. Also, minor construction and alteration projects totalling $1.4 million was spent on 28 projects costing between $25,000 and $100,000 each, in 22 states.

Communications-Electronics units of the Air National Guard participated in all JCS-sponsored exercises in the CONUS and Alaska in FY 1975. Communications equipment and personnel were deployed on numerous occasions in support of Air Force mission requirements. Most noticeable among these activities were the deployments to Eglin AFD, Florida, and Wake Island to support the Vietnamese Refugee Airlift effort. The Electronics Installation squadrons, supported by personnel from other communications-electronics units, supported the active Air Force through the Air Force Communications Service ANG augmentation program at Air Force installations world-wide.

SECTION IV. STATUS OF THE STANDBY AND RETIRED RESERVE.

(This section is not applicable to the ANG, as it is composed of units only).

SECTION V. ACHIEVEMENTS OF THE AIR NATIONAL GUARD IN SUPPORT OF ACTIVE FORCE MISSIONS. In addition to the JCS participation listed below, joint training activity with the United States Army in the form of close air support was increased during the fiscal year. Also, the active Air Force was supported by several F-100 CORONET EAST ferry missions to such NATO countries as Denmark and Turkey. ANG flying units also supported a variety of airshows, aerial displays, and civic events as authorized by the Department of Defense. When required by the active forces, ANG airlift units operated emergency missions in support of natural disaster relief in the Caribbean and Central America (see airlift summary under FLYING UNITS).

ANG PARTICIPATION IN FY 1975 JCS EXERCISES

EXERCISES	LOCATION	DATES	FORCES	UNIT
BRAVE SHIELD IX	Ft Polk, Louisiana	21 July - 12 Aug	4 C-119	130 SOG
			18 F-100	104 TFG
			2 EC-121	193 TEWG
			Comm	226 MCG
			Fire Fighting	139/163 CEF
EMBER DAWN	Alaska	9 - 23 Sep	6 F-100	114 TFG
			4 RF-4	155 TRG
			1 FAC	129 TCF
			Comm	252 MCG
			TACP	115 TASG
			C-123s	176 TAC
			2 KC-97	171 ARW
FLINTLOCK		Aug - Oct	Additional data classified	
BRAVE SHIELD X	Colorado	30 Oct - 13 Nov	18 F-100	132 TFW
			3 RF-4	155 TRG
			1 CRC plus TACC facility	134 TCG
			2 O-2	105 TASG
JACK FROST '75	Alaska	27 Jan - 14 Feb	4 RF-4 w/PPC	117 TRW
			Comm	252 MCG
			C-123s	176 TAG
GALLANT SHIELD	Texas/ New Mexico	14 Apr - 2 May	18 F-100	149 TFG
			7 RF-4	117 TRW
			2 CRB	157 TCG
			2 EC-121	193 TEWG
			2 C-119	143 SOG
			Comm	162 MCG
				252 MCG

SOLID SHIELD	dates, location classified	18 F-105	192 TFG
		12 C-130	133 TAW
		2 O-2	111 TASG
		5 TACP	111 TASG
			182 TASG
			135 TASG
		1 FACP	103 TCF
		6 RF-101	123 TRW
		2 EC-121	193 TEWG
		4 C-119	130 SOG
		2 KC-97	171 ARW
		Comm	253 MCG
		Fire Fighting	165 CEF

FLYING UNITS

The following is a brief summary of FY 1975 activities by mission area:

Aerospace Defense

By 30 June 1975, all conversions to the F-106 were completed. The six units at the end of the fiscal year were mission ready and on continuous peacetime NORAD Alert. ANG F-101 units totaled 6 plus 1 combat crew training squadron, and provided 7 NORAD alert detachments. Two EB-57 units provided ECM training to all NORAD ground and Air Defense forces. The last ADC-gained F-102 unit will begin RF-4 conversion in FY 2/76.

The year was marked by many honors awarded to ADC/ANG units in competition with regular AF units: the William Tell Weapons Meet was won by the 120 FIG in the F-106 category, the 124 FIG won the F-102 category, and the 101 FIG won the F-101 category; the ADC "A" award was awarded to the 158 DSEG, the 107 FIG and the 119 FIG. In addition to the "A" award, the 119 FIG was the recipient of the Hughes Trophy and the Daedalion Maintenance Trophy.

Tactical Air Support

The ANG tactical air support mission significantly expanded with conversion of two additional units in FY 1975. When these conversions are completed, the ANG will have seven tactical air support groups.

Aerospace Rescue and Recovery

Two ANG units began conversion to the Aerospace Rescue and Recovery mission in FY 4/75. These conversions represent "firsts" in both the rescue mission and in rotary-wing aircraft for the Air National Guard. Units are mixed UE with both HC-130s and HH-3s.

Tactical Fighter

The ANG continued to modernize the tactical fighter force in FY 1975 by converting three units to A-7D aircraft. The 121 TFW, Rickenbacker AFB, Ohio converted from the F-100. Two Air Defense gained F-102 units located at McEntire ANGB, South Carolina and Pittsburgh IAP, Pennsylvania became TAC-gained units on 1 April 1975 as their conversion began.

The F-100C was phased out of ANG inventory as ANG pilots ferried all of the "C" models to recipient countries through the Foreign Military Sales program.

The ANG installed its first A-7D Training Mission Simulator Aircraft (TMSA) at Buckley ANGB, Colorado. This training device has a four degree motion base and provides realistic simulation training in support of the A-7 aircraft. The ANG supported an increased amount of Army requested sorties for tactical training during the year. Scheduled sorties increased from 820 to 1,178 in the second half of the year. Total sorties flown for the year was 1,308 consuming 2,714.9 hours of flying time.

Tactical Airlift (MAC)

The tactical airlift fleet consisted of thirteen C-130 units, one unit of C-123s in Alaska, and one unit of C-7s at McGuire AFB, New Jersey. Eight of the C-130 units were equipped with the "A" model aircraft, two units were equipped with "Bs", while only two units had the "E" model, and one B/E unit contained a mix. In addition to a total of 110 C-130s, the tactical airlift fleet was comprised of 8 C-123 and 16 C-7 aircraft.

All units during the past fiscal year accomplished local training requirements and were in a combat ready status. Twenty-three percent achieved a C-1 rating, forty-six percent were C-2, and eight percent of the tactical airlift fleet were in a C-3 status. USREDCOM requirements were actively supported. Scheduling of these requirements was provided by the ANG Field Support Center at Edgewood, Maryland.

The following JCS exercises were supported by ANG C-130 aircraft during the year:

FLINTLOCK - Europe	1 aircraft
SOLID SHIELD - CONUS	12 aircraft

In support of SAC, the ANG flew 251 sorties, airlifting 9,491 passengers, 5,549 tons of cargo, logging 1603.2 hours. This mission known as CORONET SATELLITE provided transportation for rotational flight crews and their equipment.

The Air National Guard continued to provide airlift to aid civil authorities in domestic emergencies. During September and October, eight C-130 missions and two C-54 missions transported 114 tons of food and medicine in support of Honduras natural disaster relief. During October and November, ten C-130 missions were flown in support of St. Thomas/St. Croix disaster relief.

Tactical Reconnaissance

Air National Guard tactical reconnaissance units all achieved a C-2 or better rating in FY 1975. Two RF-101 units achieved C-1, and two RF-4 units would be C-1 except for personnel shortages in critical areas. A strong recruitment program is in effect to fill the vacancies. Four more units are scheduled for conversion to the RF-4 in FY 1976. These conversions are on schedule and no major problems are expected. All units are to be equipped with the full WS430B photo processing and interpretation facility

Aerial Refueling

The aerial refueling support by the ANG KC-97L tanker force (CREEK PARTY Operations) of Air Force tactical fighter and reconnaissance aircraft in Europe completed an eighth successful year in May 1975. During FY 1975 the tanker units flew 540 sorties, completed 3,698 hook-ups and off-loaded 12,169,800 pounds of fuel.

COMBAT SUSTAINING UNITS

PRIME BEEF FLIGHTS

In FY 1975, sixty-three ANG Prime Beef teams of approximately 55 personnel in annual training status deployed in support of priority projects at various USAF and ANG bases. Through utilization of ANG Prime Beef teams, project costs can be reduced 40-60%. In addition to team efforts, numerous smaller composite deployments on an individual volunteer basis were accomplished in support of various USAF major command projects. Some of the most noted of the USAF volunteer projects were: priority alteration projects at Elelson AFB, Alaska; construction of a consolidated navaids - communication management office and contingency support center at Scott AFB, Illinois in support of the proposed relocation of AFCS from Richards-Gebaur AFB, Missouri; relocation of a small arms range at Charleston AFB, South Carolina; firefighter augmentation for JCS exercises Brave Shield IX at North Fort Polk, Louisiana/ England AFB, Louisiana and Solid Shield 75 at Oak Grove, North Carolina; augmentation of the Air Force Civil Engineering Center (AFCEC) Prime Beef training cadre at Tyndall AFB, Florida and Plum Brook, Ohio.

RED HORSE SQUADRON

FY 1975 was the first year for both ANG RED HORSE units, 200th CES, Camp Perry, Ohio and 201st CEF, Fort Indiantown Gap, Pennsylvania to deploy the majority of their personnel for training projects. Two aircraft arresting barriers were relocated, 60,000 cubic yards of earth moved, and a firing-in butt structure removed at Otis AFB, Massachusetts by the 201st CEF. At Shaw AFB, South Carolina, numerous asphalt paving projects were accomplished and earthwork, utilities, and equipment building constructed for a TACAN installation at Toledo ANGB, Ohio, by the 200th CES.

The redesignation of ANG Prime Beef R-Teams to C-Teams in March 1974 resulted in an increased requirement for Prime Beef mobility training. In order to accommodate the additional requirement, an additional mobility training site was established in conjunction with the ANG RED HORSE unit at Camp Perry, Ohio at their auxiliary training site at Plum Brook, Ohio. All logistical support for the training site was provided by the 200th CES.

As of 30 June 1975, the overall manning of both RED HORSE units was 105% with both units reflecting combat readiness of C-1.

Communications-Electronic Units

Communications-Electronics units of the Air National Guard participated in all JCS sponsored exercises in the CONUS and Alaska in FY 1975. In each instance, the units were commended for their professionalism and dedication.

Communications equipment and personnel were deployed on numerous occasions in support of Air Force mission requirements. Most noticeable among these activities were the deployments to Eglin Air Force Base, Florida, and Wake Island to support the Vietnamese Refugee Airlift effort. The 226th Mobile Communications Group, 226th Mobile Communications Squadron (AFCH), 232d Mobile Communications Squadron (TAB), 115th Tactical Control Squadron - all of the Alabama Air National Guard - and the 201st Mobile Communications Squadron (TAB), Hawaii Air National Guard, were requested to provide personnel and equipment to assist the DOD effort.

The Electronics Installation squadrons, supported by personnel from other communications-electronics units, supported the active Air Force through the Air Force Communications Service ANG augmentation program at Air Force installations world-wide. A total of 25,096 mandays were utilized under this on-going program.

ANNUAL REPORT OF THE AIR FORCE RESERVE
FY 1975

ANNUAL REPORT OF THE

AIR FORCE RESERVE FOR FISCAL YEAR 1975

Prepared by AF/REL

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ANNUAL REPORT ON THE RESERVE COMPONENT OF THE DEPARTMENT OF THE AIR FORCE (AIR FORCE RESERVE) FOR FISCAL YEAR 1975

SECTION I - MISSIONS AND OBJECTIVES

The mission of the Air Force Reserve is to provide combat units, combat support units, and qualified individuals to provide active force augmentation requirements in time of war or national emergency, to perform such peacetime missions as are compatible with Air Force Reserve training requirements, and to maintain mobilization readiness. The Air Force Reserve is a totally-Federal force and responds to any requirement directed by the Chief of Staff, USAF. Air Force Reserve units and individuals are trained for rapid mobilization.

The objective of the Air Force Reserve is to provide the highest possible level of combat readiness for its personnel and equipment. Air Force Reserve organizations are structured consistent with like mission units of the active force, adjusted where appropriate to account for differences in peacetime requirements or planned wartime utilization. Training standards and inspection criteria are identical to those of the active Air Force which allow an orderly and effective integration into the active force whenever reserve units are mobilized. To combine realistic training and monetary savings, the Air Force Reserve schedules live training missions which result in productivity in direct support of active force requirements, both in the CONUS and overseas.

To insure a continuing capability, the Total Force Policy is applied in Air Force Reserve planning, programming, manning and equipping activities. As the size of the active Air Force is reduced, increased reliance is placed on the readiness and responsiveness of the Air Force Reserve. Emphasizing the Total Force Policy, Air Force Reserve equipment would be improved and modernized as the force mix is modified by the national strategy to meet the threat. Also, the Air Force Reserve capability is evaluated in all force mix studies, operational proposals, and decisions concerning requirements, roles and missions.

SECTION II - EFFORTS TO PROMOTE UNDERSTANDING OF LAWS RELATING TO THE AIR FORCE RESERVE

The Air Force Reserve continued to place emphasis on activities promoting understanding of laws applicable to the Air Force Reserve and its position in the national defense structure, primarily through internal and external information programs.

USAFR information activities were shaped by the need to respond to the extensive interest in the Reserve mission and, consequently, laws governing the Reserve components. In talks to both general and military-oriented audiences, USAFR spokesmen frequently discussed the laws governing the Air Force Reserve, Reserve developments, and the position of the Reserve in national defense planning.

These dissemination efforts were made through speeches, feature articles, news releases, and information to Reserve-oriented organizations, such as the Reserve Officers Association (ROA) and the Air Force Association (AFA), as well as numerous other groups. Articles appeared in the Air Force Times, Air Force Magazine, The Officer, The Retired Officer, and other publications disseminating information concerning the Air Force Reserve.

Direct liaison was maintained with the Office of Information, Office, Secretary of the Air Force (SAF/OI), to assure a continual flow of Air Force Reserve information in SAF/OI news releases, where applicable. Publications serving personnel of the Air Force, such as the Air Force Times, Airman Magazine, and the Policy Letter for Commanders continued to be used to tell the Reserve story.

Air Reservist magazine, an official publication of the Air National Guard and Air Force Reserve, published in ten issues annually, continued to serve as an excellent internal medium for disseminating information to over 285,000 Guardsmen and Reservists. Primarily, the Air Reservist carried articles and information concerning ANG and USAFR activities, including the legal aspects of Reserve programs. Additionally, questions from Reservists concerning Air Reserve programs were answered in each issue.

The quarterly newsletter to incumbents of all USAFR general officer positions remained in effect, continuing an important segment of Reserve personnel communications and providing an excellent medium for explaining laws applicable to the Reserve.

The Air Force Reserve mission and its importance was presented to members of the Reserve Officers Training Corps at every summer training encampment throughout the United States.

The following conferences were scheduled to better inform and communicate with all Reservists. Laws relating to the Air Force Reserve were discussed at each meeting.

a. A conference in October 1974 of all USAFR general officers brought Air Force Reserve leaders together with the Air Staff and major air commands for briefings on current activities.

b. Periodic meetings and a quarterly policy and activity newsletter have been continued for Air Force Reserve officers in the field and HQ USAF who serve under 10 USC 8033/265. The meetings are held in Washington, DC, with briefings by the Office of Air Force Reserve (AF/RE).

c. Commanders' conferences were conducted in July 1974 and February and June 1975. Attendees included USAFR Region and Wing commanders, plus a representative number of combat sustaining unit commanders. Attendees were brought up to date on current plans and policies affecting the Air Force Reserve.

d. An annual conference of Reserve Personnel Officers was held in August 1974 to update attendees on current and projected Personnel administration developments, and to provide a crossfeed of successful techniques.

The Air Force Reserve continued to participate in seminars sponsored by the ROA and AFA on at least an annual basis. Briefings presented by the Reserve and supplemental discussions provided an excellent means for updating leaders of these organizations on all matters which affect the Air Force Reserve.

The ARPC Staff Judge Advocate provided advice and legal opinions to the Commander and other staff agencies of ARPC and to individual reservists in the Judge Advocate General's Department (JAGD) Reserve Ninety-seven such opinions were rendered during FY 75. The office al aintained active correspondence with all JAGD Reservists and perso contacted other individual Reservists who requested information.

SECTION III - CURRENT STATUS AND PROGRESS MADE IN STRENGTHENING THE READY RESERVE COMPONENT DURING FY 1975

A. GENERAL. Continued expansion of operational missions under the Total Force Policy, the refinement of training programs and improvement of management systems contributed to improved effectiveness of the Air Force Reserve.

Training programs continued to be keyed to wartime requirements and JCS-approved war plans. Gaining major commands continued to provide training standards for their wartime-gained reserve units, as well as inspection and safety functions. They also performed inspections and provided advice and assistance to insure readiness of the units. Management efforts on the part of both the reserve and active components have been intensified to increase readiness and improve combat capabilities of reserve units.

Air Force Reserve augmentation of the active force as a by-product of training contributed significantly to the fulfillment of Air Force obligations. Air Force Reserve crews, through direct and indirect mission support, flew missions throughout the world in response to requirements during FY 1975.

To insure a continuing effort on the Air Force Reserve Social Actions and Affirmative Actions Programs, an officer remains as the Assistant for Equal Opportunity. His primary duty and responsibility is to formulate policies, establish standards and to monitor all aspects of the programs. He is directly responsible to the Chief of Air Force Reserve and is assigned to the Plans section of the Personnel Division, Office of Air Force Reserve.

The Air Force Reserve has launched a massive revitalization effort through Air Force commands world-wide for its only major individual Reservist activity, the Mobilization Augmentee (MA) program. It is backed by the Air Force Chief of Staff. The new program concept calls for more weekend training with active duty counterparts for individual MAs. In addition, training quality upgrading will enable the MA to reach and maintain the highest levels of readiness. The revitalized effort also calls upon the active force to make greater use of MA resources.

B. COMPONENT DATA.

1. FORCE STRUCTURE

a. Organized Units. On 30 June 1975, the Air Force Reserve had 727 organized units. Combat units were configured into 17 wing

headquarters, 21 groups, 53 mission squadrons and their associated supporting organizations. There were 136 combat sustaining units.

AIR FORCE RESERVE FORCE STRUCTURE

COMBAT ORGANIZATIONS	WINGS	GROUPS	SQDNS
Military Airlift (Associate) (C-5)	1		2
Military Airlift (Associate) (C-5/C-141)	1		4 (2 ea)
Military Airlift (Associate) (C-141)	4		11
Aeromedical Airlift (Associate) (C-9)		1	1
Tactical Airlift (C-7)	1	2	2
Tactical Airlift (C-123)	1	3	3
Tactical Airlift (C-123/C-130)	1		2 (1 ea)
Tactical Airlift (C-130)	6	13	15
Tactical Airlift Training (C-130)			(1*)
Tactical Fighter (F-105)	1		3
Tactical Fighter (A-37)	1	2	4
Aerospace Rescue and Recovery (HH-1H)			1
Aerospace Rescue and Recovery (HH-3/HH-1H)			1
Aerospace Rescue and Recovery (HC-130)			2
Airborne Early Warning & Control (EC-121)			1
Special Operations Squadron (CH-3E)			1
	17	21	53

*The C-130 Tactical Airlift Training Squadron is non-additive.

COMBAT SUSTAINING ORGANIZATIONS	NO. OF UNITS	
Mobile Units		
Mobile Maintenance Squadrons	7	
Mobile Supply Squadrons	7	
SUBTOTAL		14
Aerial Port Units		
Aerial Port Squadrons		44
Aeromedical Evacuation Units		
Aeromedical Evacuation Squadrons	9	
Aeromedical Evacuation Flights	9	
Tactical Aeromedical Evacuation Groups	2	
SUBTOTAL		20
Medical Service Squadrons		13
Civil Engineering Units		
Civil Engineering Units (Red Horse)	1	
Civil Engineering Flights	35	
SUBTOTAL		36
ALC Augmentation Squadrons		6
Reserve Regions		3
TOTAL COMBAT SUSTAINING ORGANIZATIONS		136

(1) Tactical airlift, Strategic airlift, and Aerospace Rescue and Recovery Service (ARRS) forces have wartime assignments to the Military Airlift Command (MAC). Tactical fighter, and special operations units would be gained by the Tactical Air Command (TAC). One Airborne Early Warning and Control Squadron is gained by the Aerospace Defense Command (ADC).

(2) The maintenance squadrons (mobile) are gained by the Air Force Logistics Command (AFLC), and are manned to support the particular weapon system for which the host Air Logistics Center is the prime depot.

(3) Supply squadrons (mobile), also gained by AFLC, are designed to support the maintenance squadrons (mobile).

(4) MAC-gained aerial port units are trained to provide cargo and passenger processing services, including loading and unloading of all types of military/commercial aircraft.

(5) The aeromedical evacuation (AME) units are assigned to USAFR airlift wings or groups, providing them with an aeromedical crew capability as required for aeromedical evacuation missions.

(6) Medical Service squadrons are gained by three major air commands: Military Airlift Command, Strategic Air Command, and Headquarters Command USAF. They train in active force medical facilities and are designed to provide needed augmentation at the host facility after mobilization. Additionally, they can deploy either singularly or in combination to constitute a new medical facility, or facilities, at a different location, including a bare base.

(7) The Civil Engineering RED HORSE unit performs emergency repair of air bases, rapid force beddown and upgrade of airfield facilities, as appropriate, during initial and sustained phases of contingency operations. The unit would be gained by Tactical Air Command upon mobilization.

(8) Civil Engineering Flights (CEF) assigned to many reserve flying units provide support at a dispersed operating base. This includes limited planning, programming, construction management, maintenance, and crash/fire protection service. CEFs train for early mobilization and deployment, and have completed their initial training during a three-year cycle. Active duty training periods are completed in a simulated combat environment.

(9) ALC Augmentation Squadrons, gained by AFLC, train to provide required augmentation at AFLC Air Logistics Centers.

(10) The three Air Force Reserve Regions provide day-to-day supervision of training programs and operations for Reserve units.

b. Organization and Equipment Changes - FY 75.

(1) Activations.

(a.) On 1 January 1975, Detachment 1, 307th Civil Engineering Squadron (HR) was activated at Barksdale AFB, LA, in place of

the concurrently inactivated 308th Civil Engineering Squadron (HR). The new designation more accurately reflected the fact that the Barksdale unit was, and had been, a component of rather than a sister unit to the 307th Civil Engineering Squadron at Ellington AFB.

(b.) On 1 April 1975, the 73d Aeromedical Evacuation Squadron was activated at Scott AFB, IL. This squadron provides the Reserve aeromedical evacuation crews for the C-9 Associate Program. There was no change in the size or mission of the medical element of the 932nd Aeromedical Airlift Group (Associate).

(2) Inactivations.

(a.) On 1 November 1974, in keeping with the policy of organizing Air Force Reserve units similarly to like-type active duty units, the 921st and 935th Tactical Airlift Groups were inactivated at Kelly and Richards-Gebaur AFBs, respectively, and their resources assimilated by the collocated 433d and 442d Tactical Airlift Wings. This action put the Air Force Reserve tactical airlift units at those stations in the wing-squadron structure used by the active force.

(b.) On 1 January 1975, in what amounted to a change of nomenclature, the 308th Civil Engineering Flight at Barksdale AFB, LA, was inactived and replaced by Detachment 1, 307th Civil Engineering Squadron.

(c.) As the assigned strength of the Reserve Element Training program continued to decline, 16 air reserve squadrons were inactivated at various times as their assigned strengths dropped below the regulatory minimums:

9213 Air Res Sq	Mineola, NY
9414 Air Res Sq	Portland, OR
9256 Air Res Sq	Newark, NJ
9542 Air Res Sq	New Cumberland, PA
9600 Air Res Sq	Selfridge ANGB, MI
9796 Air Res Sq	Lafayette, LA
9898 Air Res Sq	Patrick AFB, FL
9912 Air Res Sq	Atlanta, GA
9940 Air Res Sq	Charlotte, NC
9441 Air Res Sq	Hamilton AFB, CA
9465 Air Res Sq	Bolling AFB, DC
9823 Air Res Sq	Fort Worth, TX
9227 Air Res Sq	Worchester, MA
9536 Air Res Sq	Gtr Pittsburgh, PA
9806 Air Res Sq	Ellington AFB, TX
9597 Air Res Sq	Chicago-O'Hare IAP, IL

(3) Redesignations and Reorganizations.

(a.) On 15 August, a number of related organizational changes were made in the reserve medical units. The 32d and 37th Tactical Aeromedical Medical Service Squadrons (TAMES) at Ellington AFB, TX and MacDill AFB, FL, respectively, were redesignated as aeromedical evacuation groups, reflecting an expansion of their role during the preceding year. The 34th and 74th Aeromedical Flights were upgraded to squadrons, the former to capitalize on the extensive recruiting base at Kelly AFB and the latter to utilize the greater capacity of the C-130s at Westover AFB to accommodate the aeromedical airlift mission. The 47th Aeromedical Evacuation Squadron at Minneapolis-St Paul IAP was reduced to flight status to partially compensate for the authorizations gained by the 34th and 74th.

(4) Conversions.

For the first year since 1964, no Air Force Reserve unit converted to new equipment during Fiscal 1975.

2. PERSONNEL STRENGTHS AND MANNING LEVELS.

In the overall Air Force Reserve manpower total, the Ready Reserve strength was 138,498 on 30 June 1975. This figure includes Ready Reserve Personnel in both combat and combat sustaining units, those in mobilization augmentee assignments, Reinforcement Designees, Air Reserve Squadrons and the Obligated Reserve Section (ORS). The Standby Reserve strength was 44,575 and the Retired Reserve strength was 230,941.

Each fiscal year Congress authorized by law a minimum average strength for the USAFR Selected Reserve. This strength is considered as a floor which the service is not to program below. The revisions to this average strength and the attendant end strength were as follows:

FY 1975 SELECTED RESERVE	Average	End
Authorized by PL 93-365	51,319	50,165
Revised Strength (FY 75 Col. of FY 76 President's Budget)	48,336	51,676
FY 75 program submitted with the FY 76 Apportionment Request	47,280	51,676
Actual Accomplishment	46,589	50,691

a. Recruiting and Retention Programs.

The USAFR will continue vigorous recruiting and retention programs during FY 76 in an effort to insure that the Selected Reserve strength meets the figure outlined in the Congressional mandate.

On 1 October 1974, a year long feasibility test of joint active - Reserve recruiting was ended. As a result of the test, USAFR retained responsibility for Reserve recruiting and a memorandum of agreement was implemented which provided for additional assistance in the recruiting effort by the active force.

The FY 75 accession goal for the Air Force Reserve Category A units was 12,068. Actual accessions numbered 12,107. By contrast, FY 74 accessions totaled 8,209. Despite this large increase in production with the associated need to hire and train 36 additional recruiters and substantial inflationary pressures, preliminary figures show that the actual cost per accession declined slightly in FY 75. The Air Force Reserve Retention Program also met considerable success in FY 75. Thirty-seven percent of first term airmen were retained in FY 75 versus 25% in FY 74. The career airmen retention ratios were virtually unchanged between the two fiscal years. The FY 75 rate was 89% versus the FY 74 rate of 90%. The net result of the recruiting and retention effort was that the Air Force Reserve achieved the drill pay floor at year-end FY 75 for the first time since the initiation of the draft free environment.

b. Accessions and Upgrade Training.

The FY 75 accessions included 2,749 non-prior service personnel. Of these, 792 were minorities. During the year, 2,807 non-prior service personnel actually entered Basic Military Training -- the first time that an annual goal had been achieved in a no-draft environment. These included 1,583 males and 1,153 females. Twelve pilots, six navigators, and two flight surgeons were returned to flying status; and one flight surgeon and six parachutists were awarded ratings. Four Senior Flight Nurses were also designated. Forty-nine Reservists were graduated from Undergraduate Pilot Training and twenty-two entered; three graduated from Undergraduate Navigator Training and four entered. Sixty-nine officers and 869 airmen came to the Air Force Reserve through the PALACE CHASE program. Upgrade training has been highly beneficial since many airmen were given the opportunity to complete the On-the-Job Training (OJT) in the AFSC for which they enlisted. During the year, the average number of airmen on OJT was 10,025 or approximately 28.2% of the Air Force Reserve's enlisted force. Airmen upgraded to the next higher skill level totaled 12,418.

c. Minority Distributions.

The Air Force Reserve has made significant steps towards achieving the objective of having a Selected Reserve Force which has a population similar to the population characteristics of the U.S. Objectives for the intervening years were established and distributed to the subordinate levels to be incorporated into their Affirmative Actions Plans. Achievements for FY 1975 shows 84 percent of the objective for officers and 152 percent for enlisted. A breakout follows:

	Population Selected Reserve	FY 1975 Objective	Achievement (% of Objective)
Officers			
Black	1.9	2.2	86.4
Other	0.8	0.9	88.9
Women	8.4	10.0	84.0
Enlisted			
Black	9.9	8.0	123.8
Other	0.8	0.9	88.9
Women	5.8	3.8	152.6

d. Personnel Systems.

The Advanced Personnel Data System (APDS) encountered many program problems at the 34 Reserve CBPOs and AFMPC between July and December 1974. AFMPC corrected the majority of the system errors and since January 1975 APDS has operated essentially as designed. Data items requiring correction were identified and a Command Data Reliability Program was instituted. Through use of ATLAS inquiries, CBPOs are notified of personnel whose record requires corrective action. CBPOs are then suspensed to input the correct data to the master files at AFMPC.

A central point of contact was established at the Air Reserve Personnel Center effective 1 Nov 74, replacing the Central Vacancy Control to serve as the focal point for the coordination of assignments on all line officers and the initial assignments of enlisted personnel. Recruiter/CBPO's initiate forms and relay necessary information on position and personnel data of applicants. Eligibility for assignment is established and interested parties are advised. Upon notification of approval, the CBPO/CRPO forwards to ARPC, the appropriate forms.

e. Medical MA Program.

The medical MA program was authorized 1,228 spaces. There were 679 assigned MAs for a manning average of 56%. All eleven general officer positions are filled with one major general, six brigadier generals and four colonels. ARPC/3G administered the medical MA program. Planning, programming and policy guidance came from AF/REM, in conjunction with AF/SG.

f. Other Manning.

The PALACE CHASE program for FY 75 was opened on 17 June 1974. It is a program whereby active force volunteers may transfer to the ANG and USAFR in support of Total Force management. It has proved to be an

excellent program which provides the Guard and Reserve with trained airmen and rated officers to assist in obtaining combat ready status. It represents a redistribution of trained personnel from one component of the Total Force to another. The program was terminated on 13 June 1975. During FY 75, 23,233 applications were received, 22,613 airmen and 620 officer. Of those, 2,724 airmen and 140 officer assignments were referred to the USAFR.

During FY 75, 22 airmen and 85 officers were recalled voluntarily to EAD from their Reserve assignments.

The manning of USAFR statutory tour officer positions, established by 10 USC 8033/265, and operated under the provisions of AFR 45-22, continues to receive emphasis from the Chief of Air Force Reserve. On 30 June 1975 there were 115 positions authorized, 107 for manning, with 105 filled. Statutory tour officers serve as advisors in OSD, SAF, Air Staff, MAJCOM and at SOA levels and assist in developing and implementing Reserve Forces policies, procedures and programs. These officers are normally ordered to EAD for four years. Each tour is approved at SAF/MRR.

3. FACILITIES AND EQUIPMENT

a. The FY 1975 O&M Facility Projects by Contract Program as of 30 June 1975 close-out included 102 projects at 21 operations. The total dollar amount was $2,409,000. The Operations Operating Budget which was submitted for FY 75 included $4,482,000 requirements in PEC 59394F for accomplishment of Facility Projects by Contract.

The command distribution of the initial funding for the FY 75 Operations Operating Budget provided $3,562,000 for Facility Projects by contract work. Funding for Facility Projects by contract was decreased to $1,847,000 in January 1975 to fully fund the flying hour program required by the gaining commands and further decreased to $1,647,000 by recession. In June additional funds were made available to award projects advertised for advanced procurement bringing the approved obligation authority for FY 75 to $2,409,000 for Facility Projects by Contract.

b. During FY 75, $6.1 million in major construction projects were financially completed. As of 30 June 1975, $27.5 million in major construction projects were under construction or awaiting bid openings. Under design during FY 75 were $16.5 million in major construction projects.

c. Real Estate

(1) Disposal Actions Completed:

(a) Clinton County AFB, OH: General Services Administration, Chicago, IL, had disposed of all lands, buildings and facilities, except for the Electrical Distribution System. GSA is negotiating with Ohio Edison Electric Co. for sale of the excess electrical system.

(b) Charlotte Air Reserve Center, NC: The Charlotte Air Reserve Center, 1300 Westover St., Charlotte, North Carolina, was transferred to the Department of the Army on 14 May 1975.

(c) Fitchburg Air Reserve Center, MA: The Fitchburg Air Reserve Center, Municipal Airport, Fitchburg, MA, was excess to Air Force requirements and lease was terminated 30 April 1975. Quonset hut conveyed to city in lieu of land restoration.

(d) Westover Light Annex No. 4, Westover AFB, MA: Installation inactivated and real estate permit terminated 30 September 1974.

(2) Disposal Actions

(a) Dobbins AFB, GA: General Services Administration, Atlanta, GA, accepted 112.36 acres of Dobbins AFB lands 8 September 1966 and has conveyed 9.41 acres to the Georgia State Highway Department. The balance is classified as surplus lands. Pursuant to Executive Order 11724 an additional 323.84 acres were reported excess. USAF issued the final disposal directive 3 June 1974, and the Savannah District Corps of Engineers forwarded the Report of Excess to GSA, 13 June 1975. The city of Marietta, State of Georgia, Cobb Co. and Southern Tech are making application for the surplus/excess lands. USAF disapproved withdrawal of 14.10 acres for POL holding ponds and GSA/Corps of Engineers has determined that it is not feasible to exchange excess lands to satisfy Air Installation Compatible Use Zone requirements.

(b) Minneapolis-St. Paul IAP, MN: By Quitclaim Deed dated 17 June 1974, GSA, Chicago, IL, conveyed 28.30 acres (Area "C") to the Metropolitan Airports Commission. The Department of the Army is making application for approximately 15 acres of Area "C" lands and has obtained interim use by permit. The Metropolitan Airports Commission will accept excess lands but will not extend land leases supporting the military flying missions.

(c) The Ft. Worth Air Reserve Center, TX: Shreveport Air Reserve Center, LA, and the West Los Angeles Air Reserve Center, CA, have been declared excess and have been permitted to the Army pending completion of transfer actions.

(d) Youngstown Municipal Airport, OH: The Secretary of the Air Force accepted the city's proffer of gift of 40.83 acres of land 23 April 1975. The Baltimore Dist Corps of Engineers is proceeding with the proffer of gift and disposal of 387.79 acres fee and 48.37 acres easements at this location. The city of Youngstown is making application for the excess lands. The city and USAF General Council are negotiating a new joint use agreement covering AF use of the airfield pavements and AF furnished fire protection services provided the scheduled carriers on the municipal airport.

(3) Acquisition of Lands:

(a) Ellington AFB, TX: Programmed land acquisition for POL area and drainage ditch terminated due to base closure announcement. These lands are leased through 30 June 1976. The POL area is subject to restoration.

(b) Air Installation Compatible Use Zone (AICUZ):

(1) Dobbins AFB, GA: The Savannah District Corps of Engineers completed real estate planning report 1 March 1973 covering the 2000' x 3000' AICUZ safety clear zone for runway 29. Approximately 75 acres are recommended for fee acquisition at a cost in excess of $7.5 million.

(2) Westover AFB, MA: The New York District, Corps of Engineers completed real estate planning report 28 February 1975. The report covers a 2000' x 3000' clear zone, estimated cost $632,000, and a 3000' x 3000' clear zone, estimated cost $1,493,000.

(c) Minneapolis-St. Paul IAP, MN: The Metropolitan Airports Commission refuses to transfer 21.40 acres formerly leased to Navy to the Air Force. MCP was terminated and a request recommending condemnation in fee was forwarded to USAF 10 April 1975. The Omaha District, Corps of Engineers has negotiated with the Commission for more than two years concerning AF use of the leased land.

d. Equipment (Mission Aircraft)

U. E. AIRCRAFT (as of 30 June 1975)

	AIRCRAFT			AIRCREWS		
Aircraft Type	Auth	Assigned	Combat Ready	Auth	Formed	Ready
A-37	90	81	59	117	107	91
C-123	64	64	54	82	77	75
C-130	130	126	101	216	195	178
C-7	32	32	27	48	46	46
EC-121	6	7	5	12	8	7
F-105	66	74	55	83	85	74
HC-130	10	10	9	16	16	14
HH-1H	16	18	15	20	19	18
C/HH-3	6	5	4	8	4	4
CH-3E	6	7	5	9	8	6
	426	424	334	611	565	513

4. TRAINING

a. Air Force Reserve Unit Training. Unit training was conducted by Air Force Reserve flying units and their support elements in connection with the operational requirements in military and tactical airlift, special operations, tactical fighter and aerospace rescue and recovery programs, and airborne early warning and control.

As a by-product, the training and operational activities of the Air Force Reserve for FY 1975 produced for the active force tactical and military airlift, special operations and rescue capability, aeromedical crew support, augmentation of the active Air Force when needed, and assistance with emergencies. Details on the Air Force Reserve contributions as a by-product of unit training, are contained in Section V of this report.

b. The Reserve School Tour Program is comprised of aircrew qualification training, medical training, skill qualification training, skill proficiency training, professional development training and officer training school.

c. Air Force Reserve Undergraduate Navigator Training (UNT)**

	FY 73	FY 74	FY 75	FY 76
Production Quota	4	20	24	4
Required Input	5	22	28	6
Candidates Entered	3	15	4	4
Eliminations	1	1	1	0
Graduates	2	14	3	0

d. Air Force Reserve Undergraduate Pilot Training (UPT)**

	FY 72	FY 73	FY 74	FY 75	FY 76
Production Quota	55	150	150/73*	128	21
Required Input	70	192	192/96*	149	25
Candidates Entered	48	173	93	60	22
In Pipeline	0	0	0	0	0
Eliminations	14	35	24	11	2
In Training	0	0	0	0	20
Graduated	31	130	66	36	13**

*The budget for FY 1973 included 150 graduates based on 192 anticipated FY 1972 inputs. Based on a reduction of funds for FY 1973 training, the programmed input was reduced to 96, with an expected production of 73. There were 69 actual graduates in FY 1974.

**Some FY 75 classes were renumbered as FY 76 classes. Thirteen pilot graduates in FY 76 who were entered for FY 75 production are charged against the FY 75 program.

e. Social Actions Training. Under the Air Force Reserve Social Actions/Human Relations Education program, thirty-four percent of the military assigned to AFRES units and twenty-four percent of the civilians received Human Relations training. Twenty-four percent military and eight percent civilian received drug abuse training and twenty percent military and eight percent civilian received alcohol abuse training.

5. SCREENING OF THE READY RESERVE

During FY 1974 the Air Reserve Personnel Center used the Air Reserve Forces Survey System to screen Reserve members who have an obligation under the Uniform Military Training and Service Act and those who have completed their obligation. Screening of obligors as required by 10 USC, 269, included 57,890 Reservists who replied to surveys. Of these, 25,418 were either assigned to, or retained in, the Standby Reserve.

Screening of the flying status and related Personnel Data System (PDS) information of 1,846 Reservists resulted in the publication of 1,668 aeronautical orders.

Records of an additional 12,621 Reservists were screened for Air Force Specialty Code (AFSC) conversion actions. Results were 3,554 Reserve Orders, 3,902 other AFSC actions and 4,898 were screened for special review of unknown, incomplete, or inconsistent data in the APDS.

6. OVERALL COMBAT READINESS

a. TAC-Gained Units (Fighter Aircraft Only and One SOS Helicopter Unit). 100 percent of TAC-gained flying units of the Air Force Reserve are ready for mobilization and deployment. Of the seven fighter units, three are fully ready (C-1) and four are substantially ready (C-2).

b. MAC-Gained Units (Airlift and Rescue). 100 percent of the MAC-gained flying units in the Air Force Reserve are ready for mobilization and deployment. Of the 44, 21 are fully ready (C-1), 16 are substantially ready (C-2), and 6 are marginally ready (C-3). The C-9 associate unit is now considered a support unit; therefore, it is not C-rated. Of the 4 ARRS units, 2 are C-1, 1 is C-2, and 1 is C-3.

c. ADC-Gained Units. The single ADC-gained EC-121 AEW&C Sq is substantially combat ready (C-2).

d. Aeromedical Evacuation. Aircrew members assigned for aeromedical evacuation units were 91 percent manned with an operationally ready rate of 69 percent.

e. ARPC Readiness Procedures. The first official test of mobilization procedures under the Advanced Personnel Data System (APDS) was conducted during this period. The test was limited to interplay between the Air Reserve Personnel Center (ARPC) and the Air Force Military Personnel Center (AFMPC) and was primarily designed to exercise and evaluate APDS computer programs, processing support, and communications between the above functions. Conclusions of the test were that AFMPC support of ARPC mobilization data processing requirements is adequate, and can support a major contingency. The test provided valuable experience in system operation and coordinated action between AFMPC and

ARPC. It was followed up with a more extensive test which included mobilization of units, Reserve Supplement Officers, and Mobilization Augmentees in addition to the previously tested "filler" system. This test proved again and more conclusively that, in general, the mobilization system works well.

COMBAT READINESS - AS OF 30 JUNE 1975

(Source 30 June 1975 FORSTAT Compilation Sheet)

TYPE OF AIRCRAFT	TOTAL UNITS		RATING							
			FY 74				FY 75			
	FY 74	FY 75	C-1	C-2	C-3	C-4	C-1	C-2	C-3	C-4
C-130	16	16	4	10	2		9	4	3	
C-123	4	4	1	2	1		3		1	
C-7	2	2	2				2			
C-141 (Assoc)	13	13	7	5	1		3	9	1	
C-5 (Assoc)	4	4			1	3	2	2		
C-9 (Assoc)	1	1								
EC-121	1	1			1			1		
A-37	4	4	1		1	2	1	3		
F-105	3	3	2		1		2	1		
CH-3E	1	1				1		1		
HH-1H	2	1			1	1	1			
HH-3E/HH-1H	0	1							1	
HC-130	2	2	2	—	—	—	1	1	—	—
TOTAL	53	53	19	17	9	7	24	22	6	0

Reserve flying units had an inventory of 424 assigned aircraft, 33 in search and rescue operations, 7 in air defense operations, 155 in Tactical Air Command-gained organizations, 222 in Military Airlift Command-Gained equipped organizations, and seven in special operations.

C. SUMMARY.

Significant progress continued during FY 75 in assuring that the Air Force Reserve would serve as a combat capable partner of the active force upon mobilization. Indicative of its readiness, the Air Force Reserve successfully passed 35 out of 36 inspections during FY 75. As of 30 June 1975, 100% of the flying units of the Air Force Reserve were combat ready.

Training programs designed to improve the professional ability of Reserve personnel, and thereby increase the effectiveness of the component, continued. Undergraduate Pilot and Navigator Training programs for the Air Force Reserve are providing needed 'youth' within the rated officer force. The PALACE CHASE program is also supplying trained officer and enlisted personnel for Reserve unit programs.

The strength of the Ready Reserve stood at 138,498 with 51,135 of these officers and airmen serving in the Selected Reserve. The Reserve had an inventory of 424 assigned aircraft at the end of FY 1975. Of 53 flying units, 24 were C-1, fully combat ready; 22 were C-2, substantially combat ready; 6 were C-3, marginally combat ready; and no units were rated C-4,(the C-9 unit is not rated) a very significant accomplishment for the Air Force Reserve.

SECTION IV - STATUS OF STANDBY AND RETIRED RESERVE

Standby and Retired Reserve personnel totaled 275,516 on 30 June 1975. By category:

STANDBY		
Non-Affiliated Reserve Section (NARS) (Non-Obligors)		9,393
Non-Affiliated Reserve Section (Obligors)		923
	NARS SUBTOTAL	10,316
Inactive Status List Reserve Section		34,259
	SUBTOTAL	44,575
RETIRED RESERVE		230,941
	GRAND TOTAL	275,516

SECTION V - ACHIEVEMENTS OF THE AIR FORCE RESERVE IN SUPPORT OF AIR FORCE MISSIONS

Support of active force missions was evidenced in FY 75 by continued participation of the Air Force Reserve, especially in strategic airlift. The Air Force Reserves' activities in support of the active force were also distributed across a wide range of Air Force missions and responsibilities, significantly in the Tactical Airlift mission area. During this period, no Air Force Reserve units or personnel were mobilized. They stand ready, as they have in the past, to provide local emergency assistance in the public interest.

A. JOINT EXERCISE SUPPORT. Air Force Reserve units participated in eight JCS sponsored multiple unit exercises during FY 75. An Air Force Reserve Airlift Competition Exercise and a Tactical Air Command Competition Exercise in which the U3AFR participated were also conducted during the fiscal year.

1. Exercises. (Figures reported include deployment, employment and redeployment unless otherwise stated.)

a. SOLID SHIELD, 26 May - 8 June 1975

(1) Number of Aircraft: 12 C-130s, 2 C-H3Es, 1 EC-121T

(2) Sorties: 423

(3) Flying Hours: 520.7

(4) Cargo Airlanded: 1,477.4 Tons

(5) Cargo Airdropped. 15.6

(6) Tons Cargo: 144.8 (Deployment and Redeployment)

(7) Passengers Airlanded: 2,308

(8) Passengers Airdropped: 48 simulated personnel

(9) Agencies Involved: ANG, TAC, MAC, AFRES, USREDCOM, USARRED, USAFRED

(10) This exercise was a CINCLANT sponsored, JCS directed, joint training exercise conducted at Camp Lejeune, NC and vicinity. Participating units were the 303 TAS from Richards-Gebaur, 933 TAG from Milwaukee, 928 TAG from O'Hare and the 934 TAG out of Minneapolis.

b. EMBER DAWN 75-1, 9 - 23 September 1974

(1) Number of Aircraft: 16 C-130s

(2) Sorties: 447

(3) Flying Hours: 782.8

(4) Cargo Airlanded: 1,568.6

(5) Cargo Airdropped: 0

(6) Passengers Airlanded: 4,449

(7) Passengers Airdropped: 124

(8) Ton Miles: 921,774

(9) Passenger Miles: 2,735,598

(10) Agencies Involved: TAC, MAC, ANG, USAFR, USREDCOM, USARRED, USAFRED

(11) General Description. This exercise was a JCS coordinated, CINCAL sponsored, joint training exercise, conducted in Alaska. Participating USAFR units were the 459 TAW and the 452 TAW, both of which provided 8 aircraft each.

c. BRAVE SHIELD IX, 22 July - 8 August 1974

(1) Number of Aircraft: N/A

(2) Sorties: N/A

(3) Hours: N/A

(4) Cargo: N/A

(5) Passengers: N/A

(6) Agencies Involved: TAC, MAC, ANG, USAFR, USREDCOM, USARRED, USAFRED

(7) General Description. This was a JCS coordinated, CINCRED sponsored joint training exercise at Ft Polk, LA, and vicinity. This exercise involved only one USAFR unit, a Prime Beef Fire Fighting Team.

d. GALLANT SHIELD 75, 14 April - 2 May 1975

(1) Number and Type Aircraft: Two CH-3s

(2) Sorties: 29

(3) Hours: 53.3

(4) Cargo Airlanded: 1.0 Tons

(5) Passengers Airlanded: 143

(6) Ton Miles: N/A

(7) Passenger Miles: N/A

(8) Agencies Involved: TAC, MAC, ANG, USAFR, SAC, USREDCOM, USARRED, USAFRED

(9) General Description. This exercise was a JCS directed, CINCRED sponsored joint training exercise at Ft Bliss, TX, and vicinity. The USAFR unit involved was the 302 SOS at Luke AFB, AZ.

e. JACK FROST 75, 15 January - 21 February 1975

(1) Number of Aircraft: Six C-130s

(2) Sorties: 114

(3) Hours: 257.1

(4) Cargo Airlanded: 243.5 Tons

(5) Cargo Airdropped: 2.5 Tons

(6) Passengers Airlanded: 1,191

(7) Passengers Airdropped: 66

(8) Cargo (Ton) Miles: UNK

(9) Passenger Miles: UNK

(10) Agencies Involved: TAC, MAC, ANG, USAFR, SAC, NORAD USREDCOM, USARRED, USAFRED

(11) General Description. This exercise was a JCS coordinated CINCAL sponsored exercise in Alaska. Units of the 403 TAW provided both support and employment aircraft for exercise.

f. The 301 and 434 Tactical Fighter Wings flew a total of 633 sorties in Close Air Support (CAS) of US Army exercises and field training maneuvers. They also flew missions supporting TAC tactical air control training requirements.

Location	Sorties	Organization Supported
(1) 301 TFW (US Army exercises and field training maneuvers)		
Ft Hood	115	2 and 49 Armored Divisions
Ft Sill	10	USAFACS
Camp Swift	22	1st Calvalry deployed from Ft Hood
Ft Lewis	125	9 Infantry Division
Ft Carson	4	4 Infantry Division
	276	
(2) 434 TFW (US Army exercises and field training maneuvers)		
Ft Benning	37	US Army Infantry School
Ft Campbell	212	101 Airborne Division
Ft Bragg	28	82 Airborne Division
Ft Steward	80	24 Infantry Division
	357	
(3) 301 TFW (TAC Tactical Air Control Training Requirements)		
	5	Bergstrom AFB TACC
(4) 434 TFW (TAC Tactical Air Control Training Requirements)		
Hurburt Field	6	AGOS/834 TCOMPW

B. MISSIONS IN SUPPORT OF MAC REQUIREMENTS

	Total Crew Members	Reserve Crewmembers
Military Airlift C5/C141	62,272	6,328
Aeromedical Airlift C9	2,415	255

1. Reserve Associate unit participation in Indo-China Refugee Airlift (Operation New Life).

a. Associate unit aircrews aeromedical personnel participated directly and indirectly in airlift operations in the above category during the period 4 April 1975 through the fiscal year end, 30 June 1975.

b. 108 Reserve Associate C141/C5 crews performed 773 sorties, airlifting evacuees/refugees or positioning/depositioning for/from such missions. Additionally, 197 individual crewmembers and Reserve Aeromedical personnel (flight nurses/medical technicians) performed duties on 811 sorties augmenting MAC active aircrews or completing medical crew requirments on evacuation missions flown by complete Reserve associate crews. Further Reserve augmentation was provided in an indirect manner in that Associate C-141/C-5 crews performed 142 other scheduled MAC channel, SAAM, exercise and directed missions thus relieving active crews of these mission commitments to participate in direct support of New Life operational missions.

c. Reserve participation was funded for the most part from Reserve Personnel Appropriations (RPA) with some Military Personnel Appropriations (MPA) funding provided to the participating units when performance of missions did not provide needed training opportunities.

d. Mandays of participation by Reservists in both RPA and MPA status totaled 3,823 officer and 4,602 enlisted. This degree of participation converted to manyears (23.4) was performed on a voluntary basis.

2. C130 Support of MAC Shortfall. During the period 29 April through 21 May 1975, USAFR C-130s flew 231 sorties in support of MAC ASIF obligation shortfall resulting from the SEA evacuation. These sorties expended 776 flying hours, airlifting 517.9 tons of cargo and 170 passengers. Nine of these sorties, 17.8 hours, airlifted 33 tons of cargo in support of Operation New Life. Sixteen sorties, 43.1 hours, airlifted 19.4 cargo tons and 15 passengers in support of Exercise GALLANT SHIELD.

C. MISSIONS IN SUPPORT OF TAC REQUIREMENTS

1. Missions: 97

2. Hours: 709.5

3. Tons of Cargo: 155.4 (Ton Miles 138,766)

4. Passengers: 921 (Passenger Miles 756,699)

5. Troops Airdropped: 40

6. Troops Airlanded: None

7. Cargo Airdropped: 9.2 Tons

8. Cargo Airlanded: None

9. General Description of Activity. These missions were flown by now-MAC-gained Air Force Reserve units in direct support of TAC as a

by-product of training. In the past we have reported all training missions as being in support of TAC; however, the figures reflect only those missions actually supporting TAC through directed or opportune airlift. Examples of these missions were the support provided to the TAC Combat Control teams at Little Rock AFB and Langley AFB.

D. MISSIONS IN SUPPORT OF ADC REQUIREMENTS

1. Airlift Support

a. Missions: 12

b. Hours: 133.9

c. Passengers: 173 (Passenger Miles 186,378)

d. General Description of Support. These missions were flown by tactical airlift units of the Air Force Reserve in support of ADC requirements. 39.3 tons of cargo (42,499 ton miles) and passengers reported above were airlifted as a by-product of training.

2. AAD Missions

The 79 Airborne Early Warning and Control Squadron at Homestead AFB is an ADCON-gained unit tasked with support of the Active Air Defense (AAD) mission airborne radar surveillance of the southeastern coastal approaches to the CONUS. This seaward extension of the US Radar Warning System is accomplished with EC-121T "Warning Star" aircraft manning offshore stations on a randomly selected basis. Accomplishments for FY 75 were:

a. AAD Missions Flown: 113

b. AAD Flying Hours: 581.0

c. Total Crewmember Participation: 2,226 (based on 19-man crew composition)

E. MISSIONS IN SUPPORT OF OTHER DOD AGENCIES

1. Missions: 5,100

2. Hours: 42,179.7

3. Tons of Cargo: 8,571.8

4. Passengers: 82,817

5. Ton Miles: 6,966,210

6. Passenger Miles: 56,639,539

7. Troops Airdropped: 38,986

8. Cargo Airdropped: 912.6

9. Agencies Supported:

US Air Force	AFSC	ANG
US Army	NASA	Army Natl Guard
US Army Reserve	USAFR	USDA
US Navy	AF Academy	ATC
US Navy Reserve	ROTC	AFCS
US Marines	Air University	JCS
HQ COMD	ROA	MAC
- SAC	CAP	

10. General Description of Support. These missions were flown by Air Force Reserve C-130, C-123, and C-7 aircraft while accomplishing training requirements, both within and outside the CONUS. The airlift provided was nominally a by-product of training whether on an opportune or a directed support basis.

F. MISCELLANEOUS SUPPORT MISSIONS

1. Aerial Spray Missions. In FY 75 the 906 TAG experienced a significant increase in aerial spray operations. In fact, after three weeks of the 1975 summer spray season, the unit had sprayed 40% of the entire 1974 summer spray acreage. Included in FY 75 accomplishments was the successful suppression of dengue fever vectors in Guam, an effort put forth in support of Operation New Arrival. In this project two aircraft

sprayed 157,530 acres to exterminate the disease-carrying mosquitos. Total FY 75 accomplishments included.

(a) Actual Spray Sorties/Flying Time: 37/55.7 Hours

(b) Spray Deployment-Redeployment Sorties/Flying Time: 94/498

(c) Acres Sprayed: 525,654

(d) Training Sorties/Flying Time: 39/167 Hours

2. Screwworm Eradication (Cold Roundup)

(a) Missions: 42/230

(b) Type Aircraft: C-130/C-7

(c) Hours: 833.6/515.0

(d) Sterile Blowflies Airdropped: 236,756 Boxes @ 2,000 flies/box

(e) Sterile Blowflies Ground Released: 34,758

(f) Passengers Airlanded: 75

(g) Passenger Miles: 63,428

(h) Agencies Involved: AFRES, USDA

(i) General Description. The screwworm eradication program called Cold Roundup began 22 June 1973 and was officially terminated on 22 May 1975. 515 C-7 on station sorties using 1,346.7 total program flying hours dropped 596,492 boxes of sterile Blowflies. On 7 May 1975 Puerto Rico was officially declared screwworm free after having sustained more than 6 months with no new cases of infestation reported.

3. SAC Satellite Support (Cold Satellite)

(a) Missions: 331

(b) Hours: 2,567.2

(c) Cargo: 714.0 (Ton Miles 432,429)

(d) Passengers: 12,354 (Passenger Miles 5,887,812)

(e) Agencies Involved: AFRES, SAC, MAC

(f) General Description. This is a HQ USAF directed, MAC coordinated mission in support of SAC.

4. SOUTHCOM Rotation

(A) Sorties: 434

(b) Hours: 964.4

(c) Tons Cargo: 234.3

(d) Ton Miles: 95,316

(e) Passengers: 1,047

(f) Passenger Miles: 185,101

(g) Troops Airdropped: 1,688

(h) Cargo Airdropped: 20.8 Tons

(i) General Description. Between 1 July 1974 and 30 June 1975 the three C-123K aircraft and two mission ready aircrews (rotational) maintained at Howard AFB, CZ, by units of the 302 and 439 TAWs continued to perform 80 percent productive and 20 percent training operations for USAFSO. During the Honduran hurricane disaster of September 1974, the C-123 detachment flew five sorties and airlifted 9.3 tons of relief supplies into the devastated area. They also flew two search and rescue sorties and located a disabled yacht in the Caribbean. This effort resulted in safe recovery of five persons.

G. AEROMEDICAL EVACUATION SUPPORT. Air Force Reserve aeromedical evacuation crew personnel also made impressive accomplishments during FY 75. Their efforts on MAC flights during which one or more USAFR aeromedical evacuation personnel served as crewmembers totaled 1,482 missions and 14,670.3 flying hours. Reservists assisted 53,153 patients while flying a total of approximately 5,195,577 miles. Total USAFR support was 6,500 crew mandays. All these figures reflect an increase from the previous fiscal year. All the aeromedical evacuation airlift for FY 75 involved non-combat patient airlift.

These flights originated in the United States to Guam, Alaska, Germany, Philippines, Africa, Saudi Arabia, Iran, Spain, Hawaii, Ethiopia and Vietnam, as well as other MAC ports of call.

H. AEROSPACE RESCUE AND RECOVERY SUPPORT (ARRS). The Air Force Reserve Aerospace Rescue and Recovery Units contributed 65 missions to the active force in Search and Recovery (SAR). Over 359.9 hours were flown on active SAR missions. Reserve units with ARRS were credited with 26 lives saved. The flying hours flown augmenting active duty ARRS units were 291.7 hours.

1. Missions demonstrating USAFR rescue units capabilities and accomplishments.

a. While augmenting the 71 ARRSq at Elmendorf AFB, AK, the 303 ARRSq, March AFB, CA, on 8 July 1974, saved the life of a mountain climber who was suffering from altitude sickness at the 18,000 ft level on Mt McKinley. Even though weather conditions were poor, the 302d was successful in dropping oxygen and food to the mountain climbing team at the 15,200 ft level.

b. On 8 August 1974, the 305 ARRSq, Selfridge ANGB, MI, flew 18.6 hours of air rescue coverage for Coronet East 203. This operation involved ferrying F-5E aircraft across the North Atlantic to Europe.

c. On 10 November 1974, the 302 ARRSq was successful in locating a 12 foot lifeboat with three survivors from the sunk fishing vessel "Cape Beverly" about 500 nm south of San Diego, CA. They deployed two pararescuemen who administered assistance until picked up by a Coast Guard patrol boat. The unit was credited with three (3) saves.

d. The Trenton Rescue Coordination Center, Canada, requested 305 ARRSq assistance on 19 November 1974 in searching for a missing Canadian civil aircraft. The 305 ARRSq flew 8.5 hours searching the northern Minnesota area before the mission was terminated.

e. On 31 December 1974, the 304 ARRSq, Portland IAP, OR, was credited with saving the life of a premature infant in isolette by airlifting it from LaGrande, OR, to the Woodpark Hospital in Portland.

f. In March 1975, the 303 ARRSq expended 26.0 HC-130 flying hours assisting in the search for the MAC C-141 that crashed in the Olympia Mountains. In addition, the 304 ARRSq provided helicopter airlift and personnel support in recovery operations as directed by ARRS OPLAN 9409.

g. The 301 ARRSq, Homestead AFB, FL, airlifted a patient from Lee Memorial Hospital, Ft Meyers, to Mercy Hospital, Miami, on 30 April 1975. The unit was credited with saving the patient's life due to his critical condition -- renal kidney failure, high blood pressure and cardiac interruption.

h. Between 16 and 22 May 1975, the 303 ARRSq provided airlift support and air rescue coverage for Operation New Arrival -- C-123 K spray aircraft deployment to Guam. A total of 55.4 flying hours were expended supporting this deployment.

i. The 305 ARRSq supported President Ford's return flight from Rome on 3 June 1975 by providing a precautionary orbit approximately 500 nm south of Newfoundland. The unit expended 10.6 flying hours supporting this mission.

I. OTHER SUPPORT

1. Disaster Relief - Honduras

a. Sorties: 59

b. Hours: 178.0

c. Number and Type of Aircraft: 10 C-130s & 1 C-123

d. Purpose of the Mission: Airlift Supplies

e. Passengers: 6

f. Cargo: 116.5 Tons

g. General Description. Between 26 September and 3 October 1974 the Air Force Reserve airlifted 116.5 tons of urgently needed supplies into flood strickened Honduras. The missions were flown by all volunteer, combat ready Reserve crews in Reserve aircraft, coupling training requirements with the disaster support mission.

2. USAIS Support. During FY 75 Air Force Reserve units continued to support the US Army Infantry School, located at Ft Benning, GA, by airdropping basic airborne students. C-130 and C-123K Reserve aircraft airdropped a total of 15,457 troops or 65% of all troops airdropped for DOD agencies by Air Force Reserve aircraft.

3. Training Support. Air Force Reserve operated two formal schools providing flying training for all users in the C-130A and the A-37.

a. The 705 TATS (C-130A) at Ellington AFB, TX, graduated a total of 120 pilots and 52 flight engineers. Thirty-seven pilots and fifteen flight engineers were trained for the ANG. Forty-six pilots and nineteen flight engineers were for active duty AF units, eight pilots and five flight engineers for active duty Navy units, and one pilot for the Royal Air Force. The remaining twenty-eight pilots and thirteen flight engineers were for the USAF Reserve.

b. The 917 TFG (A-37) Combat Crew Training Flight at Barksdale AFB, LA, trained forty-four Air Force Reserve pilots, four ANG pilots and one MAP pilot for a total of 49. South American pilot training also began during FY 75.

J. CIVIL ENGINEERING PRIME BEEF SUPPORT. FY 75 was a year of change for the AFRES Prime BEEF program. Effective 1 July FY 75, MAC assumed gaining command responsibilities for 28 AFRES Prime BEEF flights attached to airlift units while TAC maintained its responsibility for flights attached to fighter units (7). Six units converted to 75-man firefighter

flights with a projected operational readiness target date of 1 July 1976. The 29 remaining civil engineering flights have made significant strides in improving their readiness posture. Twenty-three of the civil engineering flights are combat ready as of 1 July 1975, an increase of 200% over 1974.

AFRES civil engineering flights continue to support active force, AFRES and ANG bases as a by-product of the primary AFRES mission, skill and mobilization training. The "Can do" attitude of these teams has been recognized by the many host bases utilizing the services of this very necessary resource, and they enjoy high praise and accolades for their professional approach in accomplishing any assigned task. The diversity of skills allows use of entire teams in support of notional tasking. The hands-on training at a deployed site, with subsequent return to home base within a compressed time schedule, imulates an actual contingency mobilization and is a major advantage of the program. Major Commands submit their project requirements to HQ USAF through the Air Force Civil Engineering Center. Follow-on conferences with ANG civil engineering representatives finalize apportionment of projects between AFRES and ANG units. The following is a breakdown of AFRES civil engineering flight deployments scheduled in FY 75.

1. (AFRES) At Bergstrom, two flights worked on beddown of AFRES units programmed for relocation from Ellington AFB; one flight supported the construction of the new AC-130 Gunship facilities at Eglin AFB, and 10 flights supported projects at their home stations of Westover AFB, Andrews AFB, Dobbins AFB, and Kelly AFB.

2. (AFLC) Two flights made alterations to provide classrooms at Tinker AFB and four flights supported base minor construction projects at Robins AFB, GA.

3. (AAC) One flight supported minor construction projects at King Salmon AS, Alaska.

4. (MAC) One flight supported minor construction projects at Scott AFB, IL, and one flight supported minor construction projects at Norton AFB, CA.

5. (TAC) One flight supported base minor construction projects at Luke AFB, AZ.

6. (SAC) One flight supported the renovation of the education center at Griffiss AFB, NY.

7. (USAFSO) One flight supported minor construction projects at Howard AFB, CZ.

8. (USAFE) Three flights supported the renovation of airmen dormitories at Torrejon AFB, Spain, and one flight supported base minor construction projects at Rhein Main AFB, Germany.

The deployments to USAFE and USAFSO are particularly noteworthy because of their economic benefits. In these instances, civil engineering flights provided real dollar savings at a level of 20-40% below local contractors. At overseas locations, both the added significance of reduced gold flow dollars and the very realistic and beneficial training support the continuation of such deployments. The additional advantage of increased retention and recruiting capabilities enhances the accomplishment of these overseas deployments.

Incremental support was provided by firefighters from various civil engineering flights in support of active force and reserve operations and base requirements. These include:

Biggs AFB for GALLANT SHIELD;

Castle AFB for SAC notional requirements;

Offutt AFB for SAC notional requirements;

Dyess AFB for SAC notional requirements;

McChord AFB for MAC notional requirements

Gulfport Mississippi for AFRES F-105 exercises.

Prime RIEF personnel on volunteer status continuously support various AFRES and active duty requirements. Significant examples include; support of extended GALLANT SHIELD activities by AFRES firemen; construction of AC-130 beddown facilities at Eglin AFB by volunteer construction cadre; augmentation of the Air Force Civil Engineering Center field training cadre; and engineering design of aerial port and civil engineering flight beddown facilities at Bergstrom.

Air Force Reserve civil engineering flights continue to prove themselves viable assets in support of Air Force needs. The added impetus to continuously decreasing budgets and manpower availability increase the demand for Reserve civil engineering flight participation in support of our active and reserve forces operational requirments.

K. OTHER PROFESSIONAL SUPPORT. Air Force Reservists with professional and technical skills, such as physicians, dentists, lawyers, ministers, and teachers performed special services important to Air Force objectives during the year. Some of the services, though routine, represented the contributions of individual Reservists to key Air Force programs.

1. Reserve Information Support. The Air Reserve Information Squadron (ARIS) program supports Air Force and Air Force Reserve information

objectives through seven squadrons and eighteen flights with an assigned strength of approximately 250 Reservists. ARIS members utilized 1,295 mandays to assist in a broad variety of Air Force programs which required their professional expertise. All ARIS units have improved the Air Force image in the community through a variety of activities ranging from the staging of air shows and open houses to speeches and presentations before youth, civic and business organizations on a nationwide basis.

2. Civil Defense Support. In the Civil Defense Mobilization Designee program sixteen personnel participated in emergency active duty with their local or state Civil Defense. These emergencies involved tornadoes, floods, and other types of natural disasters and involved a total of 120 mandays. As of 30 June 1975 there are a total of 672 personnel assigned to the Civil Defense program.

3. Air Force Academy Support. Some 1,540 persons participated as Air Force Academy Liaison Officers. Each person averaged 18 high school visitations bringing the total number of high schools visited to 27,720 schools. They also counselled some 30 students on the average or a total of 46,200 students visited. Of the Academy's June 1975 entering class, 95 percent were counselled by Reserve Liaison Officers. In the performance of their duties, the Liaison Officers travelled some 190,036 miles by personal conveyance or an average of 1,234 miles per officer.

4. Air Force ROTC Support. Air Force Reserve Officer Training School Liaison Officers contact and counsel youth around the country about the advantages of the program. This program became fully operative during FY 1974. At the present time, 171 officers are assigned as liaison officers.

5. Judge Advocate General Support.

a. Active Duty Training, Judge Advocate Reservists. Training performed in support of active duty forces involved 42,928 hours. Special tours of active duty involved 1,480 hours. Based on an average minimum fee established by Bar Associations within the states of $40.00 per hour, an approximate total of $1,776,320 was given the U.S. Air Force in services by Reserve Judge Advocates. Attendees to the JAG Department Refresher Course at Maxwell AFB, AL, received a total of 17,008 hours of instruction for updating Judge Advocate knowledge and maintaining proficiency.

b. Inactive Duty Training, Judge Advocate General Area Representatives (JAGARS). Legal assistance rendered by JAGARS involved some 53,088 hours for training performed for maintaining job proficiency. Additional inactive duty training performed in rendering legal assistance involved 2,293 hours. Based on an average minimum fee established by

Bar Associations with the states of $40.00 per hour, an approximate total of $89,720 was given the U.S. Air Force in support of this program.

6. Chaplain Support.

a. Numbers and types of actions:

(1) Direct appointments as Chaplain - 22

(2) Chaplain candidate appointments - 67

(3) Reappointments from Chaplain Candidate Program to Chaplain, First Lieutenant - 11

(4) Number of minority appointments (direct) (includes first woman chaplain candidate) - 9

(5) Reserve chaplains to EAD - 6

(6) Assignments to 9002 ARS - 16

(7) Gains to USAFR through release from EAD - 1

(8) Discharges - 19

(9) Retirements - 2

(10) Assignments to 9018 ARS - 17

(11) During FY 75, 265 special tours of active duty were performed to support unusual requirements of the active force chaplaincy. 2944 mandays were expended for this program. Installations of 17 MAJCOMs and HQ USAF were supported by the Reserve force.

(12) An average of 68 reserve chaplains participated in the Reinforcement Designee portion of the USAFR Reserve Chaplaincy program. These chaplains serve in a non-pay, points only status providing in excess of 3,000 hours of chaplaincy services to military personnel and their dependents of all branches of the Armed Forces and the CAP.

7. Medical Services Support. Air Force Reserve medical units continued to contribute substantially to the active force in addition to fulfilling their own training requirments. FY 75 activities included 8,235 flying and 17,436 non-flying physical examinations, 30,243 dental examinations, 58,118 immunizations, and 209,647 clinical procedures. Total medical procedures accomplished by reserve medical units during the year were 326,560.

A milestone was achieved in the reserve medical field. After coordination between the Air Force Surgeon General, and the Air Force Reserve, a medical management system was implemented which insures that USAFR medical forces will receive the best leadership possible, and help improve AF/RE and AF/SG coordination within the Total Force structure. This new system focuses on several key individuals. The Senior Medical Reservist, who is the Mobilization Assistant to the Surgeon General and the general officer liaison between the Surgeon General and the Chief of Air Force Reserve; the Special Assistant for Health Services Administration on the AF/RE staff; the AFRES Surgeon, for the total management of the Reserve medical unit programs; the ARPC Staff Health Services Administrator, for the management of the Reserve medical individual programs; and the Reserve Forces Advisor to the Surgeon General. These persons form the Reserve Medical Advisory Committee, which is chaired by the Senior Medical Reservist, and will advise the Chief of Air Force Reserve concerning medical management and recommend areas for improvement.

Medical Service Liaison Officers (MSLOs) continued to provide their services at various universities and Colleges, counselling medical optometry and veterinary students on the prospects of active duty or Reserve careers. As of 30 June 1975, there were 106 MSLOs functioning at 87 medical schools.

The following are examples of significant contributions made by medical service units of the Air Force Reserve.

a. Physical examinations were given to underprivileged children and adults in the Washington, DC area.

b. Medical care and assistance were provided in the evacuation of victims of a tornado in Nebraska.

c. Diabetes screening and cancer detection were provided in Southern California.

d. A diagnostic clinic was established for low income residents in the Newark, Ohio, area. The Clinic is open three days a week and utilizes not only Air Force Reserve medical people, but local community volunteer doctors, nurses and medical technicians.

e. Medical centers and clinics throughout the Air Force were assisted with professional medical services.

8. Mobilization Augmentee Program. The Air Force Reserve Mobilization Augmentee Program (MA) assigns Reservists against individual positions which have been validated as wartime requirements. Reservists in this program train as individuals with organizations at every level

within the Air Force structure and with the Selective Service System. They train to be able to augment their organizations during expended operations in times of national emergency. As of 30 June 1975, some Air Force Reservists were assigned to positions under the MA program, excluding those assigned to support of the Defense Civil Preparedness Agency.

During this year, extensive planning and actions were accomplished to improve the MA program, particularly to insure that assigned Reservists could fulfill their wartime missions.

The Mobilization Augmentee Reserve Supplement Officer (RSO) program was implemented on 1 July 1973. These officers, serving in grades of lieutenant through lieutenant colonel, will train in selected support career fields to replace active force rated officers in times of national emergency. The Rated Supplement is made up of active force officers, both pilots and navigators, who during peacetime are assigned to work in support career areas. In emergencies, they may be called back to full time flying duties, thus leaving a void in essential support positions. The RSO program provides trained officers who, upon mobilization, will be assigned to fill vacancies in support fields which are created when active force rated officers return to full time flying duties.

The RSO program permits assigned Reservists to train at the installation nearest their home, even though their wartime assignment may be elsewhere. In addition, training standards have been established for each specialty so both the Reservist and the active force trainer know exactly what training must be accomplished each year. The training standards provide a yardstick for measuring the conduct of the program, thereby enhancing its management.

The aggregate requirement for MA(RSO) positions was initially established at 508 officers. Recruiting began in December 1973 and all 508 positions were filled by 30 June 1974. The current manning level established for fiscal year 1976 is 1247. Recruiting toward this goal has been steadily progressing. As of 30 June 1975, 886 personnel were assigned to the program.

As a by-product of their training for mobilization, Reservists assigned to augmentee positions continued to make valuable contributions to their office and commands of assignment. While the augmentee acquires the required skill currency through his training, the Air Force also benefits from the knowledge and expertise of the Reservist, which has been developed through years of military and civilian experience in his chosen field.

The Mobilization Augmentee Revitalization Plan (MARP) tasked the Air Reserve Personnel Center with review of records of all reservists currently obligated or committed, and to the maximum extent possible, match them against existing vacancies in the MA Program and also to communicate with every reservist presently or recently in the Unit Program, who has or is about to be dropped, to offer them an assignment. Additionally, PALACE CHASE and active duty personnel separating would be made aware of the opportunities offered by the MA Program. Through 30 June 1975, 3561 airmen and 1073 officer records have been reviewed. 1434 letters have been sent to airmen and 285 officers have been contacted by telephone.

L. MISCELLANEOUS SUPPORT AND ACCOMPLISHMENTS

1. Operation Babylift and Operation New Life Support. Three Aeromedical Evacuation Units of the Air Force Reserve played an important role in the success of Operation Babylift and Operation New Life. Between the three Aeromedical Evacuation Units, 40 flight nurses and 61 medical technicians were made available as medical crewmembers for the evacuation of refugees from South Vietnam. In addition, three Medical Service Corps Officers and six Medical Administrative Specialists were also utilized.

During the early stages of Operation Babylift, one Reserve Medical Technician was the sole Reserve medical crewmember aboard the ill-fated C-5 which crashed in Southeast Asia. This technician's actions in rescuing survivors resulted in his nomination for the Airmen's Medal.

Besides flying live patient missions as medical crewmembers, individuals of various Aeromedical Evacuation Units were contacted to support Operation New Arrival at Eglin AFB, Florida. Within one hour after initial notification from Air Force Systems Command, volunteers were identified and on standby awaiting further orders. In addition to the six nurses and eight medical technicians required, many additional medical personnel also volunteered in the event their services were needed. All personnel were in place at the USAF Regional Hospital, Eglin AFB, Florida, on the required date of 18 May 1975 and remained for a period of two and three weeks, depending on the need. Additional volunteers have been identified to meet the continuing requirement for medical augmentation from the Air Force Reserve.

2. Orphan Airlift. In April 1975 the US Air Force Reserve provided two HC-130 aircraft and aircrews from the 305 ARRS at Selfridge to airlift Vietnamese orphans from Chicago-O'Hare to Detroit Metropolitan Airport. This humanitarian airlift involved 13 Vietnamese orphans ranging in age from infant to early teens. After arrival in Detroit, the children received necessary medical attention and were then united with their new American parents. This mercy airlift was typical of the many humanitarian functions provided by Reservists in conjunction with training requirements.

3. Hurricane Alert. On 6 September 1974, with Hurricane Carmen fast approaching the Gulf States, five C-130Bs from the 920 TAG at

Keesler AFB, three C-130Bs from the 919 TAG at Eglin AFB, and three C-130Bs from the 926 TAG at New Orleans NAS were evacuated to Dyess AFB and Andrews AFB. This action prevented possible damage to valuable USAFR aircraft.

4. Forest Fire Support. The 904 TAG, Hamilton AFB, CA, rose to the occasion twice during FY 75 supporting fire suppression activities for the US Forest Service. Eighty tons of fire retardant were dropped in six sorties west of Carlsbad, NM, in the Guadalupe Mts from 30 June 1974 through 5 July 1975.

The 904th also flew four sorties, dropping 54 tons of retardant on the Goboba fire in the San Bernadino National Forest. Both missions were deemed highly successful by the US Forest Service.

5. Civil Engineering Support. The AFRES RED HORSE unit performed its first operational deployment in support of road and open storage complex projects at Robins AFB. The initial phase of construction involved six increments of the 307th Civil Engineering Squadron providing a continuous work force over the four-month period May- August. The deployment and subsequent projects provided an excellent opportunity to exercise the mobility skills necessary to successfully conclude a massive equipment and personnel deployment. The project included basic design responsibility for the road network and storage lot, logistics planning and support for mass deployment of the RED HORSE squadron, and field operation for all operational skills.

6. Community Service. The Air Force Reserve is actively involved in the Community Service Program on a national scale. Reserve units across the United States are assisting their civilian neighbors in building a better and stronger society. The range of projects is as vast as the Reserve area it encompasses. The Community Service Program for this period can best be summarized by listing those Defense Community Service programs that were the winners in the Annual Community Service Program announced on 29 May 1975.

a. On 29 May 1975, the 514th Military Airlift Wing (Assoc) at McGuire AFB, NJ, was presented the top Department of Defense Award. They won this top award for establishing many interesting programs to include:

(1) CHAP (Children Have a Potential). This was a many faceted program to stimulate physical, moral and intellectual development in physically/mentally/handicapped children. This program achieved its goals through sporting activities, tours of interesting places and an extensive summer camp program.

(2) Project Wings. A continuing program to aid the Civil Air Patrol Composite Wing at McGuire by improving the quality and quantity of CAP Cadet's aviation education through the volunteer use of 514th personnel.

(3) New Horizon. Provided exposure to the real world for students from underprivileged/handicapped children through field trips.

(4) Project Leadership. A continuing support of the scouting program through supplying facilities and leadership. Personnel from the 514th responded admirably to the challenge and volunteered their time and efforts into the scouting program.

In addition to these programs many other community programs were accomplished including intramural sports programs, blood drives, and Special Olympics.

b. There were four other units which received finalist certificates. They were:

(1) The 302nd Tactical Airlift Wing, Rickenbacker AFB, OH for its programs in supplying free diagnostic dental and health care, sponsoring a home for disadvantaged boys, a carnival day for mentally retarded residents along with several other community action projects.

(2) The 349th MAW, Travis AFB, CA, for establishing a POW/MIA center where funds were raised through recycling aluminum cans to build a memorial and to contribute to the National League of Prisoner Families.

(3) The 911th Tactical Airlift Group, Pittsburgh, PA, for its continuing support of the Oakdale Boy's Home, an on-going blood drive supporting the Central Blood Bank of Pittsburgh and continuing excellent support to the Civil Air Patrol and ROTC program.

(4) The 915th CE Flight, Homestead AFB, FL, for its many projects in the community ranging from placing a slide on a transient worker's bunkhouse to installing a shower stall at the Flamingo public camp site. This unit also completed over 20 projects utilizing over 2000 manhours in the Everglades National Park and Fort Jefferson National Monument.

7. Internal Support. The Reserve Officer Career Development Program was implemented on 1 July 1974. Career planners provided guidance on such varied personnel activities as promotions, technical training, education, professional military training, classification, and assignments. During the period 1 July 1974 to 30 June 1975, a total of 9,016 Reserve officers took advantage of this service.

8. Unit Accomplishment. The Air Force Outstanding Unit Award was presented to the 9010 Air Reserve Information Squadron (ARIS) -- the second such award to be presented to a non-pay, Reinforcement Designee, Air Force Reserve Unit. The first such award was presented to an Air Reserve Information Squadron. (9015th ARIS, New York City)

9. All members of the Chaplain Mobilization Augmentee Program completed Phase II of the Defense Race Relations Training and the Drug and Alcohol Abuse Training Program during FY 75. It is significant that this is the first unit of the Select Reserve to complete this DOD required training.

ANNUAL REPORT OF THE COAST GUARD RESERVE
FY 1975

APPENDIX E

ANNUAL REPORT REGARDING THE EXTENT TO WHICH UNITS AND RESERVES IN THE READY RESERVE OF THE COAST GUARD HAVE SATISFIED THE TRAINING AND MOBILIZATION REQUIREMENTS FOR FISCAL YEAR 1975

SEPTEMBER 1975

ANNUAL REPORT ON THE RESERVE COMPONENT OF THE COAST GUARD FOR THE FISCAL YEAR 1975

SECTION I

MISSION AND OBJECTIVES

The purpose of the Coast Guard Reserve is identical to that of all other Reserve components. As stated in Section 262, Title 10, U.S.C., that purpose is:

" . . . to provide trained units and qualified persons available for active duty in the armed forces, in time of war or national emergency and at such other times as the national security requires, to fill the needs of the armed forces whenever, during, and after the period needed to procure and train additional units and qualified persons to achieve the planned mobilization, more units and persons are needed than are in the regular components."

In addition, Public Law 92-479 authorizes the Secretary of Transportation, subject to the approval of the President, to order the call to active duty of any Coast Guard Ready Reserve Unit or member for the purpose of augmenting the Regular Coast Guard during operations relating to serious natural disasters or domestic emergencies such as major storms, floods, water pollution incidents, waterfront fires or other similar occurrences.

In anticipation of wartime mobilization, the Coast Guard General War Plan and the Coast Guard Logistics Support and Mobilization Plan establish tasks, priorities, and phased manpower requirements which cannot be satisfied within the prescribed time from sources in the Regular Service. These plans, as approved by the Department of the Navy, provide for Reserve manpower to supplement the Regular forces in port security, on Coast Guard vessels and in a broad category termed Miscellaneous Support. This latter area, although numerically less demanding, is of equal importance and will require varying degrees of augmentation in such areas as aviation support, merchant marine safety, radio and loran, staff support, and Headquarters units.

SECTION II

EFFORTS TO PROMOTE UNDERSTANDING OF LAWS RELATING TO THE RESERVE FORCES

Members of the Coast Guard Reserve are informed of laws relating to Reserve Forces through the Coast Guard Directives System and through the Coast Guard Reservist, the official newsletter of the Coast Guard Reserve. This publication contains information pertaining to Reserve laws, regulations, administrative and court decisions, as well as general interest items. It is distributed monthly to all active members of the Reserve. The Reserve Training Activities Manual, published initially in 1974, provides guidance for the performance of active and inactive duty training for the Coast Guard Reserve, provides information concerning opportunities for the performance of annual active duty for training, and sets forth consolidated reporting procedures. The Coast Guard Reserve Administrative Manual, the Commandant's Bulletin (published weekly), Law Bulletins (published monthly), and the Reserve Bulletin (published intermittently) are additional vehicles for distributing similar information to Reserve Training Units.

The dissemination of information to the Reserve was also effected by Headquarters' staff visits to the district Reserve offices and visits of members of Headquarters and district staffs to Reserve units. Districts conducted joint meetings throughout the year with Reserve group commanders and Reserve unit commanding officers and their staffs, frequently including representation of enlisted personnel. These meetings, conferences, and unit visitations were used to review general concepts of Reserve programs, future plans, legislation, and training requirements, as well as to discuss specific programs and problems. A 5-day conference held at Headquarters attended by the Chief, Reserve Division of each district provided an opportunity for information exchange to the mutual benefit of both Headquarters and field unit staffs.

Additionally, a number of district Reserve divisions and several Reserve group commanders publish monthly newsletters which informally explain current Reserve policies, report newsworthy items of interest, and advise of special active duty for training opportunities to district reservists.

SECTION III

CURRENT STATUS AND PROGRESS MADE IN STRENGTHENING THE READY RESERVE OF THE COAST GUARD IN FY 1975

1. General

During 1975, the Coast Guard Reserve succeeded in further refining its ongoing training program by establishing a training/curriculum evaluation program and by increasing the development and dissemination of audio/visual cassette courses in general military and individual specialty areas. Adherance to a vigorous recruiting program and continued retention of reservists beyond their first enlistment resulted in a rise in the average annual strength of the Selected Reserve from 11,375 in FY 74 to 11,697. The significant successes achieved in recruiting non-prior service trainees would have initiated restoration of a favorable balance between veteran and non-prior service reservists had sufficient funding been available. However, fiscal limitations on recruiting quotas necessitated the suspension of one of the two programs in late fall and the full subscription to the other by early spring.

Initial review of both district and unit reorganizations indicates that the structures which have emerged closely mirror those of the Regular Coast Guard organization which is augmented by the Coast Guard Reserve. While significantly facilitating the augmentation training program, the less compact organizational structures have, in some cases, impeded normal administration and communications. These problems should be eliminated or substantially reduced as the result of greater awareness and attention at both the unit and district level. The adoption of a completely standardized organizational structure servicewide does not appear to be a preferred alternative in the near future due to the wide variance in mobilization requirements, the distribution of the Reserve population, and augmentation training opportunities at Regular units receiving support.

Augmentation--training for mobilization through augmentation of ongoing Regular Coast Guard activities which are readiness related remained at approximately 65 percent of all Reserve training activity. The remaining 35 percent was dedicated to formalized training programs, individual testing and evaluation, and unit administration.

The effectiveness of augmentation in improving the Reserve's readiness posture and as a broad based training technique was again demonstrated in 1975 by the many instances when Coast Guard Reservists responded on short notice and provided effective assistance to the active Service during local emergencies such as waterfront fires, security and surveillance patrols of foreign flag vessels, oil and chemical spills, and flood relief activities.

2. Coast Guard Reserve

The Coast Guard Reserve is administered by the Commandant of the Coast Guard under regulations prescribed by the Secretary of Transportation, portions of which require concurrence by the Secretary of the Navy. Under the general supervision of the Commandant, the Chief, Office of Reserve, the flag officer responsible for Reserve affairs, formulates plans, programs, and policies for the Reserve Program. The chain of military command of both operational and administrative control of Coast Guard Reserve training programs extends from the Commandant to 11 Coast Guard district commanders, then to the commanding officers of the Reserve Training Units. Under the direction and supervision of their district commander, each chief of a district Reserve division is responsible for the administration, training, and support of the various Reserve Training Units and personnel within his district.

The Reserve Forces program operates under the laws governing all Reserve components. To ensure maximum uniformity, the Coast Guard adheres closely to the policies promulgated by the Department of Defense. The Chief, Office of Reserve is a voting member of the Reserve Forces Policy Board within the Department of Defense; and a Coast Guard officer is assigned to the staff of the Assistant Secretary of Defense (Manpower and Reserve Affairs). Close liaison is maintained with all of the Services and particularly with the Department of the Navy since a primary duty of the Coast Guard, assigned in Section 2, Title 14, U.S.C., is " . . . to maintain a state of readiness to function as a specialized service in the Navy in time of war."

3. Force Structure and Organization

The operational elements of the Coast Guard Reserve are encompassed in the Selected Reserve which is composed of Coast Guard Reserve groups and units in each district. Personnel who participate in the Selected Reserve are normally those who are assigned in pay status to a Selected Reserve Training Unit where they are scheduled to perform 48 drills and 2-weeks active duty for training annually and those who are performing initial active duty for training.

As of 30 June 1975 there were 287 Coast Guard Reserve groups and units. In addition to the 162 units dedicated to port security, 62 Reserve units were assigned responsibilities to supplement a wide diversity of Coast Guard missions in the event of mobilization. Personnel assigned to these Reserve units will mobilize as functional groups at active Coast Guard units, such as cutters, air stations, and bases to provide the necessary expanded operational or support capabilities to perform wartime functions. When operationalized, the designated port security units will proceed immediately to their assigned port site to commence port security operations.

Supplementing the Selected Reserve is the Individual Ready Reserve (IRR) composed primarily of nonparticipating individuals generally considered to

be fully trained due to expanded active service in the Coast Guard. A small number of the IRR participate in Volunteer Training Units (VTU's), Inter Service Training Units ((ISTU's), and other means of reduced participation. These two elements, the Selected Reserve and the Individual Ready Reserve, combine to form the Ready Reserve, the primary vehicle for satisfying early post-mobilization requirements in excess of those which can be filled by active duty forces of the Coast Guard.

SELECTED RESERVE STRUCTURE

UNIT TYPE	NUMBER UNITS/PERSONNEL ASSIGNED		
	6/30/73	6/30/74	6/30/75
Port Security Units	148/8,369	148/7,979	162/8,111
Support Units	69/2,620	70/2,651	62/2,214
Reserve Groups	/	64/ 932	63/1,056
Inter-Service Training Units	/ 20	/ 8	/ 6
Initial Trainees	/ 183	/ 173	/ 425
TOTAL	217/11,828	282/11,743	287/11,812

INDIVIDUAL READY RESERVE STRUCTURE

PARTICIPATION	NUMBER OF PERSONNEL ASSIGNED		
Drilling (CGRU, VTU, AND NROS)	347	402	380
Non Drilling	9,842	10,000	9,495
TOTAL	10,169	10,402	9,875

READY RESERVE STRUCTURE

ELEMENT	NUMBER ASSIGNED EXCLUDING EXTENDED ACTIVE DUTY		
	6/30/73	6/30/74	6/30/75
Selected Reserve	11,238	11,743	11,812
Individual Ready Reserve	10,189	10,402	9,875
TOTAL	21,427	22,145	21,687

Personnel who have completed their military obligation but desire to maintain a limited affiliation and mobilization liability are assigned to the Standby Reserve. Also included are sixth year obligated reservists who satisfy the criteria established by Title 10, U.S.C., Section 271. This element of the Coast Guard Reserve constitutes a backup resource of personnel available for active duty in time of war and national emergency declared by Congress and when authorized by law when it has been determined that an insufficient number of the required types of units and personnel are available within the Selected Reserve.

STANDBY RESERVE STRUCTURE

STATUS	NUMBER OF PERSONNEL ASSIGNED		
	6/30/73	6/30/74	6/30/75
Active	188	112	140
Inactive	1,030	735	764
TOTAL Standby Reserve	1,218	847	904

The final element of the Reserve Forces Program is the Retired Reserve which may be activated by Congress, or when otherwise authorized by law, when it has been determined that there are not enough qualified reservists in active status in the required category who are readily available.

RETIRED RESERVE STRUCTURE

STATUS	NUMBER OF PERSONNEL ASSIGNED		
	6/30/73	6/30/74	6/30/75
Retired with/without pay	1,573	1,683	1,791

4. Personnel Strength and Manning Levels

The force level of the Selected Reserve increased from 11,743 on 30 June 1974 to 11,812 on 30 June 1975.

5. Equipment and Facilities

The Reserve Training vessel UNIMAK, operating on the east coast, was utilized in support of post-recruit vessel augmentation, ADT cruises and Officer Candidate School cruises during the fiscal year. The performance of Reserve Training in conjunction with operational missions continued throughout the year, thereby providing reservists operational experience in shipboard routine closely aligned to their potential mobilization assignments.

UNIMAK, formerly homeported at Yorktown, Virginia, was decommissioned in late FY 75. Her replacement, USCGC RELIANCE (WTR-625), was obtained directly from the active fleet of the regular Coast Guard and will continue to perform operational missions in conjunction with Reserve Training. The operating costs of the 210' RELIANCE will be significantly reduced from those required for UNIMAK. Thus, savings will be used to support training on west coast medium and high endurance cutters. Prior to her decommissioning, UNIMAK operated exclusively on the east and gulf coasts due to both a full training schedule and operational commitments. As a result, afloat training opportunities on the west coast have been extremely limited in recent years. Since funding restrictions normally precluded cross-country transportation of reservists, seagoing training opportunities for west coast reservists have been provided only on an as available basis on operational cutters.

The revamped afloat training program, utilizing RELIANCE on the east coast and dedicated Reserve Training cruises on the west coast, will provide for quadrennial operational afloat training to all reservists in seagoing rates. Additionally, all training will occur on modern Coast Guard cutters, similar or identical to those on which the reservist will serve if mobilized.

The Coast Guard Reserve utilized a variety of facilities during FY 75. Recruit training for Reserve enlistees was provided at Cape May, New Jersey, and Alameda, California.

Reserve Training Center (RTC), Yorktown, Virginia, continued to be the primary Active Duty for Training (ADT) facility for Reserve personnel from the eastern and southern parts of the United States.

Occupancy of Lafayette Hall, a 500-person barracks, in mid-1975 will complete the modernization of the berthing facilities at the Reserve Training Center. Construction of the Classroom Building, for which funding has been requested from Congress in FY-76, will allow the Reserve Training Center, Yorktown to provide modern berthing, messing, and training facilities to all reservists in attendance.

RTC, Yorktown has evolved into an integrated training facility which conducts schools for both regulars and reservists. Joint utilization has benefitted the active Service by providing them an environment which is extremely conducive to training activities and the Reserve Program by allowing it to draw upon the staff and expertise of year-round regular Service schools.

The Pacific Area Reserve Training Schools (PARTS) located at the Coast Guard Training Center, Alameda remains as the primary ADT training facility for reservists located in the western part of the United States. A variety of basic and advanced courses, similar to those at Yorktown, were offered at the Alameda location during the fiscal year.

Although the Coast Guard Reserve continued to utilize a variety of Inactive Duty Training facilities during FY 75, joint use of regular Coast Guard facilities continued to be a program goal. Through training at active duty commands, reservists gained operational experience by utilizing equipment of the active Service in performance of Coast Guard missions. While retaining their training centers for unit administration, Reserve units unable to relocate with the active Coast Guard conducted augmentation training at the active site. Listed below is a tabulation of facilities used by the Coast Guard Selected Reserve.

	NUMBER OF FACILITIES	NUMBER OF USCGR UNITS/GROUPS UTILIZING FACILITIES
Coast Guard Organized Reserve Training Centers and Facilities (ORTC's & ORTF's)	24	54/20
Naval Reserve, Navy, and Marine Corps Reserve Training Centers	56	67/19
Other Armed Forces Reserve Training Centers	5	5/
Coast Guard Active Duty Commands	77	92/16
Other Armed Forces Active Duty Commands	5	6/
Other	8	/8
TOTAL	175	224/63

6. Training

a. Unit Training:

(1) Selected Reserve. The Selected Reserve realized its goal of operating a balanced training program by dedicating approximately 65 percent of total training time to augmentation and allocating the remaining 35 percent to formal instruction, unit training, and administration. Thus, the Selected Reserve unit training program consisted of:

(a) Augmentation training--actual performance of rating or mobilization related tasks at active Coast Guard units.

(b) Formal instruction--short courses in rating or individual or team mobilization skills such as small boat operations, port safety, law enforcement, or communications procedures.

(c) Individual/Team self or group instruction--training through the use of the newly introduced Retention Communication Systems (RCS) audio/visual systems.

(d) Readiness Exercises--periodic participation in mobilization or other emergency drills and exercises.

b. Individual Training:

(1) Enlisted Programs. Enlisted personnel who enter the Reserve Forces Program are of two general types--non-prior service and veteran (prior service) petty officers. In order that non-veteran Selected Reservists become initially qualified for immediate mobilization, they continued to undergo a period of active duty for training to establish basic qualification for their mobilization assignment. Veteran petty officers, who have completed active duty in the Coast Guard or other Armed Services, normally possess basic readiness skills and therefore directly enter Selected Reserve Training Units with minimal or no initial indoctrination provided.

(a) The (RP) 30-week program continued as the basic program for the initial training of both male and female personnel. Prior to being assigned to a Selected Reserve Training Unit, individuals receive 30 weeks of training including recruit training, advanced training on board a Reserve Training vessel or a selected shore unit, and assignment to a Class "A" School (petty officer training) in a specialty selected prior to enlistment.

(b) A variation of the 30-week program, a split initial active duty for training program (RK) was introduced late in FY 74. It allows full-time students to divide the initial period of active duty for training into two successive annual periods of not less than 2 months each. During FY 75 this program was highly successful in attracting new

recruits into the Coast Guard Reserve. It has been one of the positive factors contributing to the growth in the Selected Reserve and to a gradual return to a balance between veteran and non-prior service reservists.

(2) Officer Programs

During FY 75 the principal source of Reserve officers continued to be the Officer Candidate Program conducted at the Reserve Training Center, Yorktown. After assignment to ships and shore establishments of the active Coast Guard for a 3-year tour, these officers are required to remain in the Reserve until their total service equals 6 years. Although not required, those completing active duty were encouraged to affiliate with units of the Selected Reserve.

A program specifically oriented towards obtaining junior officers for the Selected Reserve, the Direct Commission Program, offers commissions to applicants who meet the requirements in specialties for which a combined training and mobilization need exists. This program has been reviewed and updated during the fiscal year. It has been specifically designed to be attractive to Reserve petty officers who have obtained a college degree or other qualifying experience while maintaining affiliation with the Selected Reserve. The commissioning of regular officers in the Reserve (following resignation of regular commissions) provided another officer resource.

(3) Annual Training:

(a) Although FY 75 continued to reinforce the value of augmentation training as the primary vehicle for preparing Coast Guard reservists for their mobilization assignments, greater emphasis was placed on developing the optimal mix of formal and on-the-job training. Within the 4-year training cycle, augmentation training under actual operating conditions continued to be scheduled for 3 years with the fourth dedicated to a formal school.

Depending on each reservist's needs and level of experience, the formal schools provided courses concentrating on rate training: e.g., Boatswain's Mate or Machinery Technician basic and advanced courses, team or individual training in operational aspects of mobilization missions, or ratings: e.g., firefighting, law enforcement and port security courses, or general military requirements: e.g., leadership and small arms training.

The training program for reservists in seagoing rates has been revised to include a minimum of 1 year of afloat training in each 4-year cycle. Commencing in FY-76, reservists living on the east coast will train aboard the Reserve Training Vessel RELIANCE and on the west coast aboard active medium and high endurance cutters through 7-10 Reserve Training cruises annually. As a result, all afloat training will occur aboard vessels concurrently performing both Reserve Training and operational Coast Guard missions and similar in type to those on which the reservist would be mobilized.

The evolutionary development of a well balanced training program, providing both individual and team training, has been a significant contributor to an improved readiness posture of the Selected Reserve.

(b) The augmentation training program has provided Coast Guard reservists the opportunity to gain operational experience in several Coast Guard mission areas. The tabulation below indicates the relative apportionment of the 2.77 million manhours of augmentation training realized in FY 75:

MISSION AREA	FY 1975 % AUGMENTATION TRAINING
Port Security	21.7
Search and Rescue	25.0
Boating Safety	7.6
Vessel Augmentation	6.5
Support*	34.2
Other	5.0
TOTAL	100%

*Includes staff liaison and support duty performed at area/district support units such as bases, maintenance and repair detachments, shipboard training detachments as well as duty performed at Headquarters, area, and district offices. Augmentation support of this type involves the major mission areas indicated above to which reservists are assigned for mobilization.

(4) Performance Data

(a) Number of appointments/promotions to commissioned and warrant officer status:

	FY 73	FY 74	FY 75
Officer Candidate School	123	105	97
Direct Commissions for Inactive Duty Only	104	47	70
Enlisted to Warrant Officer	16	23	20
Regular to Reserve Commission	5	14	17

(b) Inactive Duty Training

1. DRILL ATTENDANCE	MAN-DAYS ATTENDED	% OF SCHEDULED DRILLS ATTENDED
FY 73	444,290	93.4%
FY 74	451,493	96.6%
FY 75	451,982	92.9%

2. Correspondence Courses Completed	
FY 73	2,186
FY 74	1,467
FY 75	1,760

By aggressively pursuing a program of minority involvement, the Coast Guard Reserve succeeded in increasing the representation of minorities among new enlistees to a level 140 percent greater than FY 74. The goals of the Coast Guard and Coast Guard Reserve for minority recruiting remain identical. The accession goals of 11 percent, 14 percent, and 18 percent for FY's 1975, 1976, and 1977 respectively, apply to all Regular and Reserve enlisted and officer programs. The Commandant's Minority Recruiting Committee, formed in late FY 75, is currently reviewing all aspects of minority recruiting.

Representatives of the Office of Reserve have been active participants and, upon acceptance of the findings and recommendations, will assist in incorporating appropriate portions into the Reserve recruiting effort.

(c) Annual Training (AT) - Man-Days Performed

FY 73	147,679
FY 74	118,859
FY 75	125,035

(d) Initial Training - RP Program (5-11 months), RK Program (Split Initial Training)

FY 73	802
FY 74	267
FY 75	603

In addition to participating in both active and inactive duty training programs, Coast Guard reservists are expected to display the initiative to prepare for advancements in rate. The existing, dynamic flow-through advancement system results in the programmed loss of senior petty officers as they complete their Reserve career. Additionally, as do all organizations, the Coast Guard Reserve also experiences attrition at all pay grades. As a result, although normally qualified for the mobilization billet currently held, most reservists are also training to gain the skills, knowledge, and experience necessary for advancement to the next pay grade. To develop this additional specialized expertise, enlisted personnel must successfully complete correspondence courses concerning the requirements of their rating and compete in servicewide examinations with other reservists of the same rating. Prior to advancement each reservist must achieve scores on the servicewide examinations comparable to those attained by Regular Coastguardsmen. Additionally, officer career training patterns continue to emphasize completion of correspondence courses in both specialty and military management subjects.

7. Screening of the Ready Reserve

Screening of the Ready Reserve continued throughout FY 75 with the following results:

	OFFICER	ENLISTED
Transferred to the Standby Reserve and the Retired Reserve	143	13
Discharged	41	1

8. Overall Estimate of the Readiness for Mobilization and Deployment

a. All personnel in the Selected Reserve are required to be available for active duty and are expected to respond to a call-up within 24 hours of notification. During FY 75, emphasis was placed on updating mobilization requirements and on improving the measures of mobilization readiness. Both these activities were paramount because they serve as the foundation for the development of current mobilization training requirements.

b. Formal mobilization readiness evaluations were required for each Selected Reserve Unit. Based on detailed check lists including evaluation of

unit call-up systems, validated reservist mobilization orders and logistics readiness, the evaluation also serves to reiterate the importance and meaning of mobilization readiness.

In excess of 80 percent of the Reserve units were rated as C-1 and C-2. During Fiscal Year 1976, efforts will be concentrated on improving all Reserve units, but especially those falling below C-2. (These are the DOD developed ratings used by all Reserve components, i.e., C-1 - Fully Ready, C-2 - Substantially Ready, etc.)

c. Reserve units and individual reservists participated at nearly all major Coast Guard command posts including Europe during the joint Services Command Post Exercise conducted in March 1975. The reservists participating at Coast Guard Headquarters fully manned the exercise Flag Plot (central command unit) and carried out all the functions of the command post with active duty players simulating the officers within Headquarters. Several Reserve units also participated in joint emergency planning and operational exercises with active Coast Guard Commands, civilian emergency units, and units of other Reserve Components. Included in several of these were unannounced call-ups of entire units thereby effectively testing the mobilization procedure.

d. The initial phase of realigning each district's authorized number and type of training billets with updated mobilization billet requirements was completed during FY 75. Additionally, an overall program was undertaken to ensure that the highest priority early response mobilization billets are scheduled to be filled by members of the Selected Reserve.

e. By far the most formidable measure of the readiness of the Coast Guard Reserve is the actual observed performance of its units and members in their actual participation in Coast Guard activities, both in routine operations and in emergency situations. Commanding officers of regular Coast Guard units report favorably on the capabilities of reservists who perform augmentation training at their commands. More dramatically, as indicated in Section V of this report, the ability of reservists to respond to actual operational emergencies is well documented.

SUMMARY OF SECTION III

During FY 75, the Coast Guard succeeded in strengthening its Ready Reserve by increasing both the number and quality of Selected Reservists available to fill mobilization billets and by further refining its augmentation training program. The expanded use of audio/visual training courses, the revamping of the afloat training program, including introduction of the modern Medium Endurance Cutter RELIANCE, and the reintroduction of basic rating qualification courses provided effective training complements to augmentation. By continuing to offer a balanced training program, the Coast Guard Reserve will maintain and improve the ability of each Reserve unit to effectively respond to either limited or general mobilization.

SECTION IV

STATUS OF THE STANDBY RESERVE AND THE RETIRED RESERVE

	30 June 1975		
	OFFICER	ENLISTED	TOTAL
1. Standby Reserve			
Active Status	124	16	140
Inactive Status	764		764
TOTAL	888	16	904
2. Retired Reserve	1516	275	1979

SECTION V

ACHIEVEMENTS OF THE COAST GUARD RESERVE IN SUPPORT OF COAST GUARD MISSIONS

1. General

Augmentation training has become an accepted and effective adjunct to Coast Guard operations. During Fiscal Year 1975, a total of 2.77 million man-hours was provided to the Regular Coast Guard representing about 65 percent of available Reserve time. Through this training of Coast Guard reservists, the active Service has been able to extend its performance of operational missions beyond levels established by existing manpower limitations. At the same time, reservists obtain practical experience as individuals, and as teams, in mobilization mission specialties. These dual benefits of augmentation result in an extremely cost-effective training technique. While providing a skilled manpower resource to aid in the performance of active duty Coast Guard missions and concurrently training reservists in activities required of their rating or mobilization mission, this program is not intended nor is it considered feasible for part-time reservists to replace or substitute for full-time regular personnel other than for temporary or limited duty assignments.

While it is the routine day-to-day augmentation training that provides the greatest contribution to the readiness of the Coast Guard Reserve; the following examples of reservists working together with Regular Coastguardsmen under nonroutine circumstances highlight the readiness and capability of reservists to perform under operational conditions.

Summer 1974: One hundred and fifteen Coast Guard reservists received operational training while providing 555 man-weeks to man three seasonal search and rescue stations on the Great Lakes. These stations, Plum Island, Wisconsin, and Harbor Beach and Manistee, Michigan, had been closed due to budgetary restrictions and a relatively low priority. The success of this program has merited its continuation during the Summer of 1975. A total of seven lives were saved and 175 persons and $1.1 million in property were provided assistance during 116 search and rescue cases conducted within the period of operations.

August 1974: Reservists from the Eighth Coast Guard District provided an active duty surveillance team to maintain a round-the-clock guard on the Cuban fishing vessel ELIAS SANCHEZ which had been seized for violation of the contiguous fishing zone. Trained in all aspects of port security, reservists from the San Antonio Reserve Unit served to prevent escape and illegal entry and at the same time to ensure the safety of both the vessel and its crew.

October 1974: Eight Seventh Coast Guard District reservists were commended for providing assistance to victims of a serious traffic accident in Miami Beach, Florida. While conducting a routine port security patrol, the reservists witnessed the accident and responded

immediately by administering emergency first aid, removing high voltage lines felled by the accident, and by controlling the traffic until relieved by local authorities.

November 1974: Damage control, engineering and electronics support were provided by Coast Guard Reserve Unit, Seattle IV, Washington's Vessel Mobilization Team (VMT) to Coast Guard Cutters BOUTWELL and MUNRO during their in-port periods. Composed of reservists assigned afloat mobilization billets, the VMT team accomplishes repairs and improvements to active cutters on a continuing basis.

January 1975: Third Coast Guard District reservists from Reserve Groups in Atlantic City, Cape May, and Gloucester, New Jersey, responded to a call for assistance resulting from a tanker collision on the Delaware River. The collision and resulting explosion and fire aboard the vessel CORINTHOS caused a severe pollution incident as much of the vessel's 300,000 barrels of crude oil poured into the river. A total of 61 reservists, many of whom reported voluntarily within 24 hours, served as boat crew, pollution control, and monitoring team members. Following their initial response, reservists, in varying numbers, remained on special active duty for up to 4 weeks after the spill.

February 1975: A Thirteenth Coast Guard District Reserve Strike Team aided in cleanup operations after a 22,500 barrel discharge of black oil into the Puget Sound.

March 1975: A Reserve boat crew from Jacksonville, Florida, augmenting Coast Guard Base, Mayport assisted in fighting a marine intercoastal waterway marina fire when requested to respond by the local fire department. Although the fire caused over $850,000 damage, the reservists prevented even further damage by removing endangered pleasure craft and by assisting in extinguishing the blaze.

March 1975: Members of the Reserve Strike Team in Seattle, Washington, were activated voluntarily on extremely short notice to respond to a potential major oil spill when the tug RELIEF, which had in tow a barge carrying 1,000,000 gallons of bunker fuel oil, became disabled and sank in the Straits of Juan De Fuca. Augmenting reservists responded within minutes. They set up a command and communications post and manned it for 3 days.

Winter 1975: Reservists from Reserve Unit, Louisville, Kentucky, are assigned to augment the vessel traffic system (VTS) on the Ohio River at Louisville. Utilizing as many as six personnel, the Reserve Unit provided over 50 men-days of duty during the first 3 months of 1975.

March 1975: During late March, Coast Guard reservists, on a nationwide basis, including Europe, participated in the annual Command Post readiness exercise. Reservists participated at virtually every district and Headquarters office and assisted the readiness officers in planning, strategy, and communication phases of the exercise.

March 1975: For 14 days, reservists from the Eighth Coast Guard District established and maintained a vessel traffic system on the Mississippi River at Vicksburg, Mississippi, directing heavy river traffic through the restricted opening of a bridge. The bridge passage had become obstructed by the sinking of a barge at the center span.

April 1975: Reservists from the Reserve Unit at Alexandria, Virginia, eliminated the necessity to transfer a Search and Rescue cutter from Baltimore, Maryland, to Washington, D. C., by providing a Reserve crew and boat to stand 24-hour search and rescue (SAR) watches on the upper Potomac River during a 3-week period in early April.

April 1975: Reservists from Coast Guard Reserve Group, Boston, Massachusetts responding to a request from the First Coast Guard District Commander, assisted in controlling water traffic on the Concord River and provided vessel transportation to Secret Service personnel, law enforcement officials, and emergency medical personnel in conjunction with the President's bicentennial visit to Concord, Massachusetts.

May 1975: Reservists from the Third Coast Guard District began manning Coast Guard Station, Atlantic Beach, New York, on a 1-year trial basis similar to the Ninth Coast Guard District's SAR station manning program. Reserve manning during peak periods provides an extremely cost-effective Coast Guard presence during the peak SAR season.

May 1975: Coast Guard Reserve Unit, Charleston, West Virginia, teamed up with the West Virginia National Guard to conduct an aerial survey of the Ohio and Kanawha Rivers. The mission was to detect hazards to navigation, river pollution and its sources.

May 1975: A Reserve Assist Team consisting of damage controlmen, machinery technicians, and electrician mates from Reserve Group Base, New York, reconstructed aids to navigation at Manasquan and Cape May, New Jersey, to save the regular Service in excess of $24,000 in man-days.

June 1975: Seven Coast Guard reservists from Coast Guard Reserve Unit Richmond contributed 64 man hours to fight a tank farm fire which closed portions of Interstate 95 before being brought under control. The Reserve provided a boat crew, and were responsible for liaison and communications with local firefighting agencies.

RESERVE PERSONNEL REPORT
ANNUAL REPORT OF RESERVES NOT ON ACTIVE DUTY

Department - Transportation Report for Fiscal Year - 1975
Reserve Component - Coast Guard Report Preparation Date - 1 August 1975

PART A -- RESERVE PARTICIPATING IN TRAINING, END OF FISCAL YEAR

	Total (a)	Ready Res. (b)	Standby Res. (c)
1. UNDUPLICATED TOTAL (2+3)	12,194	12,192	2
2. In Paid Training	11,812	11,812	0
3. In Unpaid Training	382	380	2

PART B -- TRAINED STATUS OF READY RESERVE, END OF FISCAL YEAR

	Total (a)	In Paid Training (b)	In Unpaid Training (c)	Not In Training (d)
1. TOTAL (2+3+4+5)	22,515	12,640	380	9,495
2. Selected Reserve* (less item #5)	11,387	11,387	00	00
3. Individual Ready Reserve	9,875	00	380	9,495
4. Others Basically Trained (Extended Active Duty)	828	828	00	00
5. Not Basically Trained	425	425	00	00

PART C -- UNSATISFACTORY READY RESERVE PARTICIPATION FISCAL YEAR 1975

	Number
1. Reserves with Ready Reserve Obligations Who Failed to Participate Satisfactorily During the Fiscal Year.	109
2. Compliance Measures Invoked During the Fiscal Year:	
a. Ordered to 45 days active duty training	0
b. Commission revoked	0
c. Discharge	108
d. Reported to Selective Service for induction	0
e. Reported to Selective Service for priority induction	0
f. Ordered to active duty to complete two years active duty	1

PART D -- ADDITIONAL STATISTICAL DATA FOR DOD SUMMARY

SELECTED RESERVE STRENGTH

Actual End Strength	Actual Average	Mandated Average	% of Mandate Attained
11,812	11,697	11,700	99.9

RESERVE NOT ON ACTIVE DUTY 30 JUNE 1975

By Reserve Category

Total	Ready Reserve	Standby Reserve	Retired Reserve
24,382	21,687	904	1,791

By Grade

Total	Officers	Enlisted
24,382	5,732	18,650

OFFICER AND ENLISTED IN PAID STATUS BY TYPE OF PAID TRAINING AND CATEGORY 30 JUNE 1975

	Total Paid Status	Drill Pay Status	Undergoing Active Duty Basic Training	Active Duty* Training Only During FY 75
Coast Guard Reserve (a+b)	12,149	11,387	425	337
a. Officers	1,561	1,479	0	82
b. Enlisted	10,588	9,908	425	255

* Not included in Selected Reserve.

PART D -- Continued

ENLISTMENTS IN SELECTED RESERVE PROGRAMS BY COMPONENT-FY 1975

Total	Non-Prior Service Four Months Minimum IADT	Obligor and Non-obligor Re-ups	Prior Service and Other Enlistments
3,359	603	1,450	1,306

SUMMARY OF FOUR MONTHS MINIMUM ACTIVE DUTY FOR TRAINING PROGRAM DURING FISCAL YEAR 1975

Entered Active Duty Training	Completed Active Duty Training
603	346

RESULTS OF READY RESERVE SCREENING PROGRAM, FY 1975

1.	Discharged =	42
2.	Transferred to Standby or Retired Reserve =	176
3.	Obligors vs. Non-Obligors:	
	a. Obligors (Obligated Retained) =	8,044
	b. Non-Obligors (Volunteered to Remain) =	11,559
4.	Total Screened (1+2+3a+3b) =	19,821